Maple House
Potters Bar, Hertfordshire

Transport Assessment

July 2026

Chase New Homes Limited

paulbasham associates

Transport Planning | Travel Planning | Civil & Structural Engineering

MIXED-USE DEVELOPMENT
MAPLE HOUSE
POTTERS BAR, HERTFORDSHIRE

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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Chase New Homes Limited
Jasmine House
8 Parkway
Welwyn Garden City
Hertfordshire
AL8 6HG

Paul Basham Associates Ltd
Milton Hall
Ely Road
Milton
Cambridge
CB24 6WZ

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Chase New Homes Limited to support a planning application for the partial demolition of existing buildings (with retention of existing two-storey car park and substation) and redevelopment of the site to provide a mixed-use development comprising residential apartments (Class C3) and flexible commercial floorspace (Class E) across 4 Blocks and associated internal roads, parking, drainage, landscaping, amenity space and associated works.

1.2 The site location within Potters Bar is identified in **Figure 1**. Whilst this is indicative of the site's location, it is noted that the Canada Life building does not fall within the planning application boundary of the proposed development. An application for Prior Approval for the change of use of the Canada Life building to 74no Class C3 residential dwellings under Class MA of the GDPO received deemed consent which expires on 9 February 2029 (ref 25/1764/PD56M).

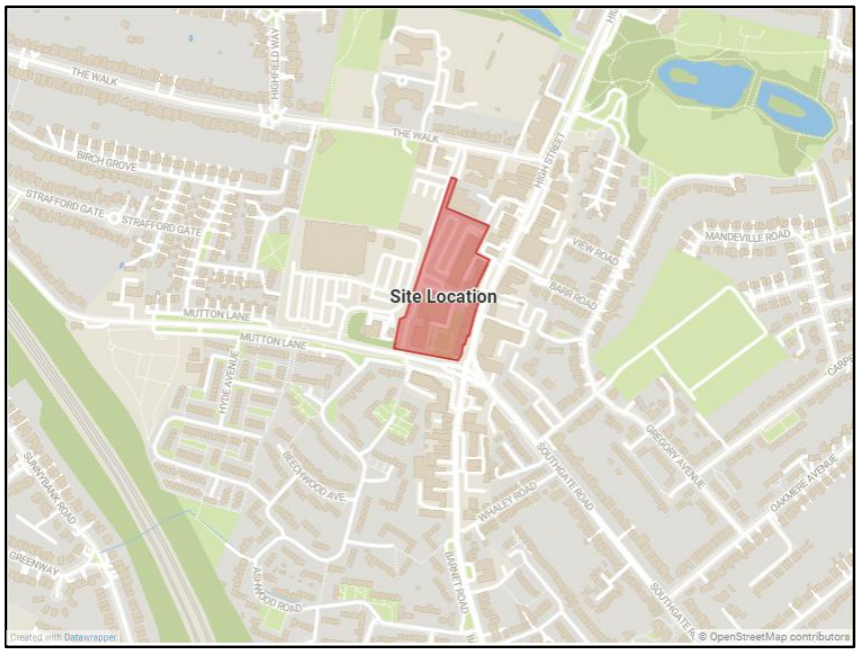


Figure 1: Site Location (Including Canada Life Building)

1.3 Paul Basham Associates have prepared a Full Travel Plan (TP) in support of the application. Site visits were undertaken in May and October 2025, with highway boundary information and collision data obtained to review the proposed development location.

1.4 The scope of the highways input required for this application has been discussed at length with Hertfordshire County Council (HCC) through pre-application consultations, specifically during meetings

held virtually in September 2025 and February 2026. Throughout this period and with the latest proposals reviewed, the following elements have been agreed:

- Overall principle of proposed development, including access strategy, agreed;
- Potential to provide a scheme largely dependent on sustainable modes of travel, as opposed to use of the private car, agreed;
- The provision of an improved active travel corridor across the site frontages at Mutton Lane and High Street should be considered in line with the proposed Hertsmere Local Cycling and Walking Infrastructure Plan (LCWIP). However, given the LCWIP is not yet formalised in detailed design, land at the site frontage along High Street and Mutton Lane should be kept available to support future infrastructure enhancements in alignment with the Councils aspirations;
- The proposed servicing strategy, comprising a private internal road, is welcomed, with measures recommended to prevent overspill parking;
- An ambitious, low level of car parking provision is welcomed as a means of encouraging the use of sustainable modes of travel; and
- A wider network modelling assessment would not be required based on the initial trip generation figures reviewed at the pre-application stage.

Vision Led Approach

1.5 The application site is situated in a highly accessible location within central Potters Bar, benefiting from excellent proximity to a range of public transport services, active travel infrastructure, and key local amenities. This exceptional level of existing accessibility presents an outstanding opportunity to promote sustainable travel as the primary mode of choice for future residents, materially reducing reliance on the private car from the outset.

1.6 In accordance with the National Planning Policy Framework (NPPF), the transport strategy underpinning this development has been prepared on a clear vision-led basis. The most recent revision of the NPPF sets out the expectation that local authorities and applicants should adopt a *"vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."* This principle has been embedded throughout the preparation of this Transport Assessment and has fundamentally shaped the design evolution of the proposed development.

1.7 The proposals have therefore been developed with careful consideration of the pedestrian and cycling environment, the quality and convenience of public transport access, and the extent to which the design of the development encourages and normalises sustainable travel behaviour among future residents.

1.8 Furthermore, the proposed development will be supported by a robust and comprehensive Travel Plan, which includes a programme of targeted measures, monitoring, and management over a period of five years following occupation of the scheme. The Travel Plan objective will be to actively promote and facilitate sustainable travel choices among residents throughout the post-completion period. Annual monitoring reports will be submitted to the HCC's Travel Plan Officer, ensuring transparency and accountability in the delivery of the Plan's objectives.

1.9 Alongside the physical design measures and public transport accessibility of the site, the Travel Plan will provide a comprehensive and credible framework through which the sustainable travel outcomes envisaged by the vision-led approach can be delivered, in accordance with the NPPF and HCC's LTP4 Policy 1: Transport User Hierarchy.

1.10 Following this introduction, this TA is presented within the following sections:

- Section 2: Policy and Guidance Review: Outlines the national, regional and local planning policy and guidance documents related to the proposed development;
- Section 3: Existing Site and Sustainable Accessibility: Outlines the relevant planning history, and describes the existing site conditions and accessibility of the site in terms of walking, cycling, public transport (bus and rail) and highway network. This section also provides an overview of Personal Injury Collision (PIC) data on the local highway network as well as a summary of the existing traffic movements occurring at Mutton Lane and High Street;
- Section 4: Proposed Development: Summarises the development proposals including a review of parking provision and the proposed access arrangements, including consideration for emergency and servicing vehicles;
- Section 5: Highway Impact: Assesses the forecast multi-modal trip generation for the proposed development, including the vehicle distribution and assignment on the local highway network; and
- Section 6: Summary and Conclusions: Concludes the TA with a summary of the key assessments.

2. POLICY AND GUIDANCE REVIEW

2.1 This TA has been prepared in alignment with policies established at the national, regional, and local levels, with reference to the following:

- National Planning Policy Framework (NPPF) (December 2024)
- Manual for Streets Design Guidance
- Cycle Infrastructure Design (LTN 1/20) (2020)
- Design Manual for Roads and Bridges (2020 & 2021)
- Active Travel England: Planning Application Assessment Toolkit (2023)
- Highways Place and Movement Planning and Design Guidance for Hertfordshire (2024)
- Hertfordshire's Local Transport Plan (LTP4) 2018 – 2031 (2018)
- Hertsmere Local Plan (2012–2027)
- Hertsmere Local Cycling and Walking Infrastructure Plan (LCWIP)
- Hertsmere Waste Storage Provision Requirements for New Residential Development
- Hertsmere Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. The following NPPF paragraphs are relevant to the proposed development:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
> a) making transport considerations an important part of early engagement with local communities;
> b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
> c) understanding and addressing the potential impacts of development on transport networks;
> d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
> e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
> f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
>
> ***(NPPF Para.109)***

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making ***(NPPF Para.110)***
In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach. ***(NPPF, Para. 115)***
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, following mitigation, would be severe, taking into account all reasonable future scenarios. ***(NPPF, Para. 116)***
Within this context, applications for development should: a) 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; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) 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; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. ***(NPPF, Para. 117)***
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. ***(NPPF, Para. 118)***

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024. It is also important to recognise a consultation draft of a revised NPPF was published in December 2025. Therefore, consideration for these changes has been incorporated into the preparation of this TA and with particular regard to TR1: Vision-led approach to planning for transport.

Hertfordshire's Local Transport Plan - Part 1: Transport Strategy 2011-2031

2.4 HCC has worked with district and neighbouring authorities to produce a Long-Term Transport Strategy. The strategy looks to the long term and outlines the proposals thought to be needed to provide capacity for future growth in the transport network. In order to achieve this the document sets out nine key objectives:

- Improve access to international gateways and regional centres outside of Hertfordshire;
- Enhance connectivity between urban centres in Hertfordshire;

- Improve accessibility between employers and their labour markets;
- Enhance journey reliability and network resilience across Hertfordshire;
- Enhance the quality and vitality of town centres;
- Preserve the character and quality of the Hertfordshire environment;
- Reduce Carbon emissions;
- Make journeys and their impact safer and healthier;
- Improve access and enable participation in everyday life through transport.

Hertsmere Local Plan (2012–2027)

2.5 The Hertsmere Local Plan (2012–2027) constitutes the adopted development plan for Hertsmere Borough and comprises the Core Strategy (2013), the Elstree Way Corridor Area Action Plan (2015) and the Site Allocations and Development Management Policies Plan (2016). Relevant policies include those relating to transport, accessibility and sustainable development (notably Policy CS25 on accessibility and parking).

2.6 Hertsmere Borough Council is currently preparing a new Local Plan, titled *'A New Sustainable Local Plan for Hertsmere'*, which is intended to replace the existing 2012–2027 development plan framework. Regulation 18 Consultation for the new Local Plan was undertaken between April and May 2026. Within the Consultation Document, the site is identified as a 'candidate site' for allocation at Regulation 19 stage (reference: HPBA SA2) which identifies the opportunity for development of the site to provide a residential-led, mixed-use development.

2.7 Within the evidence base for the New Local Plan included a 'Key Themes and Priorities Report' specific to Potter Bar. This document highlights the conclusions of local engagement which suggest that an increase in cycle usage cannot be the sole solution to addressing issues with traffic and parking demand, with improvements to walking infrastructure across Potters Bar identified. As a result, it can be stated the local planning authority's emerging vision for Potters Bar prioritises pedestrian movement, active travel improvements, parking rationalisation, and improved infrastructure capacity, and as such any new development should aim to address these ambitions.

2.8 Relevant to the site location is the overarching objective for Potters Bar to have *'green town centres where safe, accessible routes prioritise pedestrians and cyclists, knitting together the two town centres and surrounding parks'*. Specific to transport and highways, the following objectives to enhance connectivity and active travel are identified:

- Improve pedestrian connectivity between Darkes Lane and High Street along The Walk which will follow the Healthy Streets indicators.
- Improve connections east-west across the civic quarter west of the High Street.
- Connect to National Cycle Route 12 to the Potters Bar railway station to support active travel.
- Improve 15-minute connections especially around the railway station and the two town centres, to capitalise on the rail connectivity with direct links to London, Cambridge and St Albans.

Hertsmere Local Cycling and Walking Infrastructure Plan (LCWIP)

2.9 The Hertsmere Local Cycling and Walking Infrastructure Plan (LCWIP) is a 10-year strategic approach to cycling and walking improvements, forming part of the Government's strategy to increase the number of trips made on foot or by cycle. The plan is being developed jointly by Hertsmere Borough Council and HCC, with the aim of identifying important local routes for future investment and improvement.

2.10 The current Hertsmere LCWIP underwent a public consultation held between 30th March 2026 and 10th May 2026, with changes now being reviewed to progress towards final adoption. An overview of the current draft proposals for the area surrounding the site are shown in **Figure 2**. The following key infrastructure improvements relative to the site location are:

- Segregated cycleway at the western side of High Street between Whaley Road and Oakmere Lane (approximately 900m);
- Footway Improvements at the eastern side of High Street between Whaley Road and Cotton Road (approximately 1km);
- New/improved pedestrian and cycle crossing at the High Street / Southgate Road / Barnet Road / Mutton Lane signalised junction;
- Limited footway improvements at Mutton Lane adjacent the High Street / Southgate Road / Barnet Road / Mutton Lane signalised junction, including a new/improved pedestrian crossing.
- Shared use route at the northern side of The Walk;
- Footway improvements along the southern side of The Walk, including a new/improve pedestrian crossing; and
- Traffic calming measures at The Walk prior to the junction onto Darkes Lane.

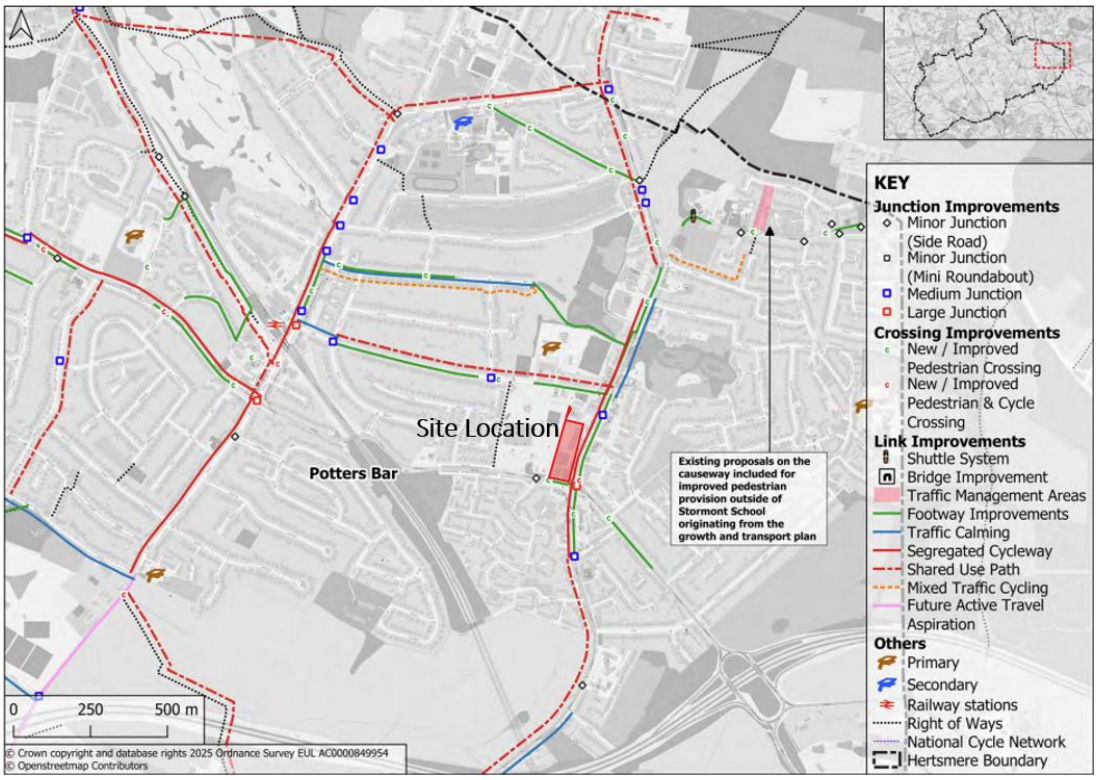


Figure 2: Hertsmere LCWIP Figure H-10 – Potters Bar North Proposed Active Travel Improvements

Hertsmere Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022)

2.11 The Draft Sustainable Transport and Parking Standards SPD (September 2022) provides an updated standard from the adopted 2014 Parking Standards SPD and has been approved for interim use by Hertsmere Borough Council in the determination of planning applications since 15 September 2022. The document sets appropriate off-street car and cycle parking standards and introduces updated Accessibility Zones. An extract from the Hertsmere Draft Standards to confirm expectations for residential parking provision is shown as **Table 1**.

Type of Residential Dwelling	Maximum Number of Car Parking Spaces Required		Number of Cycle Parking Spaces Required	EV Provision Requirements
	Curtilage	*Communal*		
Studio	0.5 per unit		1 per bedroom long term	1 socket/charging point per house with private parking Communal parking – 1 active charging point per dwelling unit Remaining spaces passive provision over and above 1 space per unit and above 10 units
1-bedroom	0.75 per unit			
2-bedroom	1 per unit	1.5 per unit		
3-bedroom (flat)	1.5 per unit			
3-bedroom (house)	2 per unit	1.5 per unit		
4-bedroom	2 per unit			
5-bedroom	To be determined on a case by case basis			
6 + bedroom				

Table 1: Hertsmere Draft Transport & Parking Standards Extract for Residential Dwellings

2.12 With consideration for the Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022), the site location falls within a Town and District Centre accessibility zone which is stated to warrant a level of maximum parking provision of between 0% and 40% (discount of 60-100%) against the parking standards.

3. EXISTING SITE AND SUSTAINABLE ACCESSIBILITY

Site Location

3.1 The existing site comprises the Maple House office building, two parades of commercial units fronting the High Street with residential flats above, a car wash and associated car parking situated to the north and southwest of the internal area. In total there are 355 car parking spaces currently on-site. As noted, the Canada Life building does not form part of this application and the building, basement ramp, and basement car park are excluded from the red line application boundary.

3.2 The site is bounded by Mutton Lane to the south and Potters Bar High Street to the east. Properties along both frontages are predominantly in commercial use, with residential accommodation above. Notable buildings opposite the site on the eastern side of the High Street include Key Point, a former office block currently undergoing conversion to residential use, and the Cask and Stillage public house.

3.3 To the west of the site lies a Tesco superstore, which includes a large surface car park and petrol filling station. A prominent phone mast is also located within the Tesco car park. Immediately north of the site is Goodacre Court, a sheltered housing development, and a BP petrol station.

Planning History

Site Location

3.4 The site has been put forward as a candidate site (reference: HPBA SA2) as part of the Regulation 18 Local Plan consultation held between April and May 2026 for potential residential and employment development. The Regulation 18 Local Plan consultation document specifies that the site would be suited to development of approximately 369 dwellings. With regard to commercial uses, the Local Plan consultation document states that *"the redevelopment of the site provides an opportunity for a range of compatible and complementary main town centre uses across the ground".*

3.5 A request for an EIA Screening Opinion was submitted to the council under application reference 25/1661/EI1. It was confirmed on 27 February 2026 that the proposed application is not considered to require a supporting Environmental Statement. In addition, a Prior Approval application for the change of use from Class E to Class C3 was submitted for the existing Maple House building under application reference 25/1763/PD56M for 69 residential dwellings.

3.6 As noted in Section 1, the Canada Life Place Building, which falls within the applicants ownership but outside of the planning application boundary, has received Prior Approval for the change of use of the Canada Life building to 74no Class C3 residential dwellings associated with planning reference

25/1764/PD56M. The Canada Life Building is also subject to a live planning application for external alterations under application ref 26/0764/FUL.

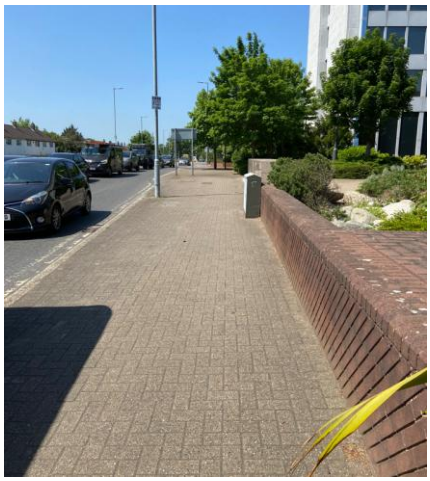
Land to the West of Barnet Road, and East of Baker Street, Potters Bar

3.7 An outline planning application for a major development comprising a new neighbourhood of up to 900 dwellings and associated uses has been noted for its size and proximity to the proposed development at Maple House. The outline application was submitted in August 2024, with a refusal decision issued in December 2025 as a result of conflict with the Green Belt. It is understood that an appeal against this decision has currently been lodged. The scheme is located approximately 500 metres south of the proposed development site (reference: 24/1101/OUTEI).

Existing Conditions

3.8 The existing site comprises the Maple House office building, two retail parades fronting the High Street with residential flats above, a car wash, and 355 car parking spaces across the site. The entire site extends to approximately 1.63 hectares (16,300sqm). The conditions of the existing site and the site frontage are shown in **Photograph 1** and **Photograph 2**.

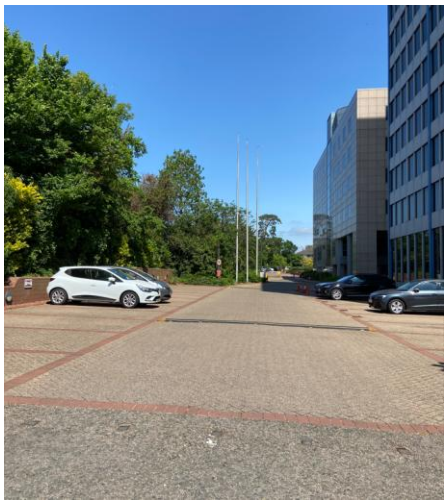
Photograph 1: High Street Site Frontage



Photograph 2: Mutton Lane Site Frontage

3.9 An existing vehicle access is located on the southwestern side of the site area which provides entry and exit to an extensive private parking area for use by the Canada Life Place and Maple House office buildings. The conditions of the existing vehicular access are shown in **Photograph 3** and **Photograph 4**.

Photograph 3: Mutton Lane Site Access



Photograph 4: Internal Site Access

Sustainable Accessibility

3.10 When considering the site location on the Department for Transport's (DfT) Connectivity Tool, the site receives an overall score of between 78 out of 100. When this is reviewed within the Local Authority banding, the site receives a rating of A, where A is the highest possible score and J is the lowest. A summary of these findings is shown in **Figure 3**. This suggests that the site location is considered highly accessible within the context of Hertsmere District.

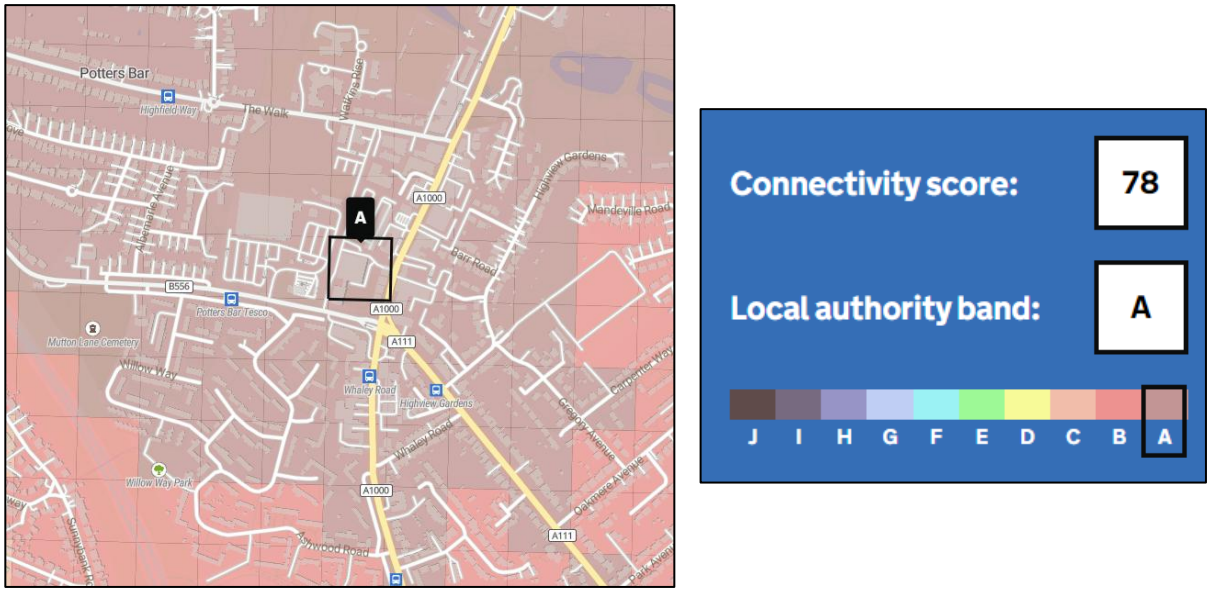


Figure 3: Connectivity Tool Score & Local Authority Banding

Walking

3.11 The site location benefits from an extensive existing footway network adjacent the site boundary. Pedestrian footways are present from all approaches to the site and along all arms of the adjacent High Street/Southgate Road/Barnet Road/Mutton Lane signalised junction. Footways located adjacent with

the site boundary, north of Mutton Lane and west of High Street, take the form of open urban spaces which vary in widths, between approximately 2.5m and 6.5m wide in some sections. These footways are for the most part segregated from vehicular traffic by kerbside guard rails.

3.12 Signalised toucan crossings are in operation at all four arms of the High Street/Southgate Road/Barnet Road/Mutton Lane signalised junction. Pedestrian signalised crossings are also present and connect with the existing site at Mutton Lane, adjacent the Tesco Superstore, and at High Street. Examples of the existing conditions of surrounding pedestrian crossings are shown in **Photographs 5** to **8**.

Photograph 5: High Street Junction Signal Crossing

Photograph 6: Mutton Lane Junction Signal Crossing

Photograph 7: Tesco Access Signal Crossing

Photograph 8: High Street Signal Crossing

3.13 An overview of the accessibility of the site for pedestrians is displayed in **Figure 4**, which shows the achievable travel distance within a 10, 20, and 30 minutes walking distance from the site.

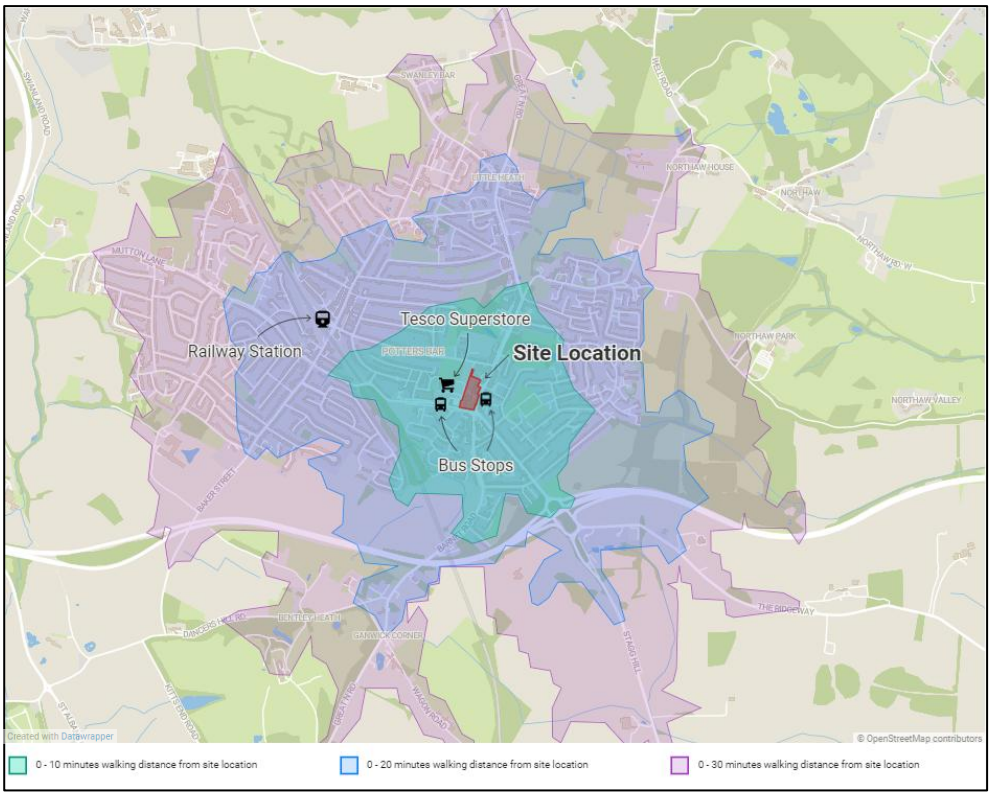


Figure 4: Walking Isochrone at Existing Site

3.14 A key primary desire line for pedestrians is present between the site location at High Street and Darkes Lane where a variety of local amenities and facilities are located, including Potters Bar Railway Station. Access between the site and Darkes Lane can take place via The Walk, a street lit and segregated footway separated from the carriageway by a grass verge over a distance of 900m. Alternative routes are present via Mutton Lane and Strafford Gate, and access between Mutton Lane and The Walk is facilitated with use of Public Right of Way (PRoW) Footpath 35 were pedestrians inclined to use a combination of both routes. The conditions of The Walk are identified within **Photographs 9** and **10**, with Footpath 35 shown in **Photograph 11** and the private connection between the site and The Walk shown in **Photograph 12**.

Photograph 9: Footway at The Walk

Photograph 10: Footway at The Walk Approaching High Street

Photograph 11: PRoW Footpath 35

Photograph 12: Private Road Between the Site and The Walk

Cycling

3.15 An overview of the accessibility of the site for cyclists is displayed in **Figure 5**, which shows the achievable travel distance within a 20 and 30 minutes cycling distance from the existing site location. The location of National Cycle Route (NCR) 12 has been shown in **Figure 5**, which is a seven minute cycle from the existing site location, and which operates from Hadley Wood to locations including Hatfield, Welwyn Garden City, Stevenage, Letchworth Garden City, St Neots, and Spalding.

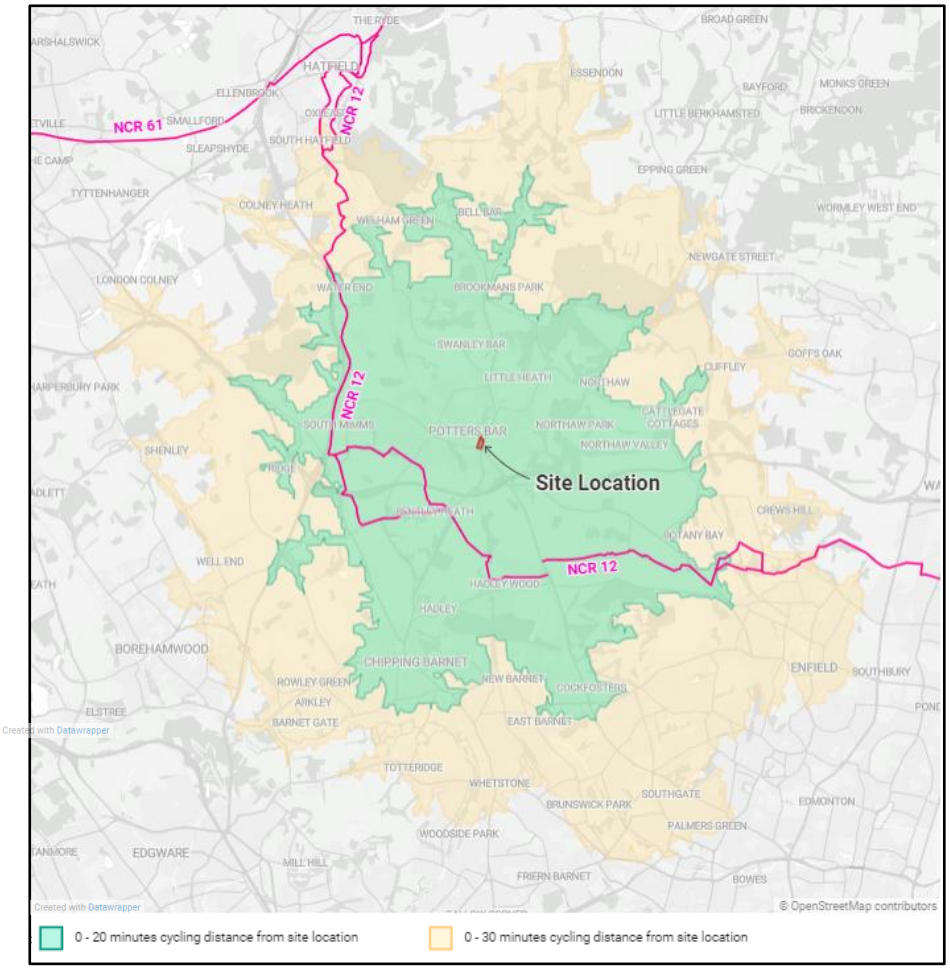


Figure 5: Cycling Isochrone from Existing Site

Public Transport

3.16 The existing site location benefits from close proximity, within a 150m distance, to two pairs of bus stops, the Tesco Bus Stops at Mutton Lane, with a summary of the approximate services shown in **Table 2**, and the Cask and Stillage Public House Bus Stops at High Street, summarised in **Table 3**.

Bus Route	Destination(s)	Operator	Approximate Frequency	Approximate Operating Hours
298	Potters Bar Station – Arnos Grove Station	Uno (for TfL)	Every 20–30 minutes	06:00 – 23:50 (Daily)
242	Potters Bar – Waltham Cross	Uno	Hourly	06:39 – 19:13 (Monday – Saturday)
313	Potters Bar – Chingford Station	Arriva London	Every 20–30 minutes	Early morning – late night (Daily)
699	Winchmore Hill - Southgate - Cockfosters - Potters Bar - Dame Alice Owen's School	Uno	Four services per day	Monday to Friday School Service
298	Potters Bar Station – Arnos Grove Station	Uno (for TfL)	Every 20–30 minutes	06:00 – 23:50 (Daily)

Table 2: Summary of Tesco Mutton Lane Bus Stop Services

Bus Route	Destination(s)	Operator	Approximate Frequency	Approximate Operating Hours
84	St Albans – Potters Bar	Sullivan Buses	Every 30 minutes	06:45 – 22:15 (Daily)
242	Welham Green/Potters Bar – Waltham Cross	Uno/Central Connect	Hourly	06:39 – 19:13 (Daily)
243	Hatfield - Barnet	Uno	Hourly	Monday to Friday
355	St Albans - Enfield	Sullivans Buses	Once Daily	Monday to Friday
PB1	Potters Bar Circular (via Rushfield)	Uno	Every 30 minutes	07:44 – 18:05 (Monday – Saturday)

Table 3: Summary of Cask and Stillage Public House High Street Bus Stop Services

3.17 The Cask and Stillage Public House Bus Stops are equipped with signage, timetable information, and sheltered seating. The Tesco Bus Stops are also equipped with signage, timetable information, and sheltered seating, as well as real time information displays. The conditions of the Tesco Bus Stops and the Cask and Stillage Public House Bus Stops are shown in **Photograph 13** and **Photograph 14**.

Photograph 13: Tesco Westbound Bus Stop

Photograph 14: Cask and Stillage Public House Northbound Bus Stop

3.18 The site location is approximately a 15 minute walk or a 4 minute cycles from Potters Bar Railway Station. Access to the station can be completed entirely uninterrupted with continuous footways throughout and signalised crossings at the Tesco Superstore access and Darkes Lane, adjacent the Railway Station. Access to the station on foot is most efficiently achieved with use of the footway operating between Mutton Lane and Darkes Lane which allows part of this journey to be segregated from vehicular traffic. The conditions of the segregated footway route are shown in **Photographs 15** and **Photographs 16**.

Photograph 15: Segregated Footway Between Mutton Lane and Darkes Lane

Photograph 16: Entrance to Segregated Footway at Darkes Lane

3.19 The conditions of the active travel route between the site and Potters Bar Railway Station, shown in **Photographs 15** and **Photographs 16**, may not be considered as an attractive route for some users due to its isolated setting and lack of adequate lighting, particularly during evening or early morning hours. These factors may increase the perceived or actual risk for pedestrians, especially those traveling alone or with limited mobility. As a result, pedestrians are also likely to use the route along The Walk to access Potters Bar Railway Station, which takes approximately 16 minutes on foot or 5 minutes by bicycle. The route is lit and includes a continuous footway approximately 2m wide, separated from the main carriageway by a grass verge, providing a degree of separation from vehicular traffic.

3.20 Potters Bar Railways Station is managed by Great Northern, with additional peak-time services by Thameslink with key destinations including London King's Cross, Welwyn Garden City, Cambridge, and Peterborough. Off-peak services typically include two trains per hour to London King's Cross, two to Welwyn Garden City, one to Cambridge, and one to Peterborough. During peak hours, Thameslink services extend to destinations including Sevenoaks via central London and since 2019, Potters Bar has been integrated into Transport for London's Oyster Card fare system. The station facilities include a staffed ticket office, self-service ticket machines, accessible ramps, waiting rooms, toilets, and a café.

Summary

3.21 Overall, the site benefits from excellent pedestrian, cycling, and public transport accessibility. It is surrounded by a well-developed footway network, with wide, often segregated footways and multiple signalised pedestrian and toucan crossings, particularly around the nearby High Street/Southgate Road/Barnet Road/Mutton Lane junction. Walking and cycling accessibility has been demonstrated by mapped travel distances of up to 30 minutes, with National Cycle Route 12 just a seven-minute cycle journey from the site. The site is also within 150 metres of two well-equipped pairs of bus stops at

Mutton Lane and High Street which both provide regular local services. Potters Bar Railway Station is just a 15-minute walk or a four-minute cycle from the site location via uninterrupted accessible routes and the station offers regular rail services to key destinations including London, Cambridge, and Peterborough. As a result of these factors, the site location represents an excellent opportunity to encourage sustainable travel while maximising a reduction in car ownership and single occupancy car trips.

Car Ownership Data

3.22 Based on a review of 2021 Census data, 25.7% of households within the site area location have no cars or vans, 44.2% of households have 1, 24.3% have 2, and 5.8% have 3 or more cars[1].

Personal Injury Collision Data Analysis

3.23 A review of Personal Injury Collision (PIC) data in the vicinity of the site has been undertaken to assess if there are any existing highway safety concerns, patterns or trends which could be exacerbated by the proposed development. The PIC assessment has been completed using DfT collision data[2] for the most recently available period between February 2020 to January 2025. A visual overview of the collisions reported during the study period are shown in **Figure 6**.

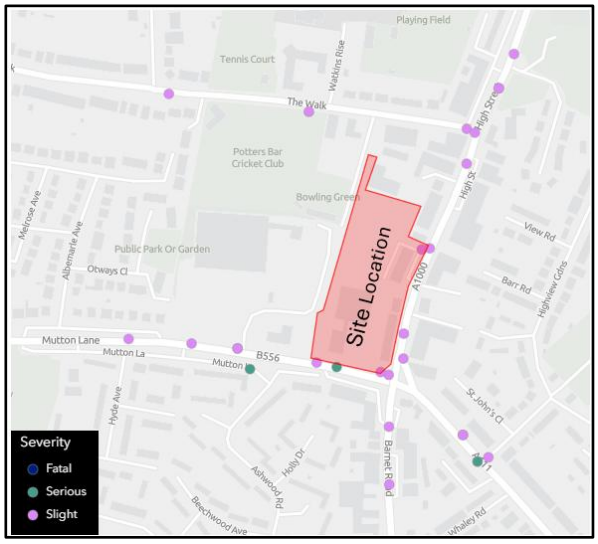


Figure 6: PIC Assessment Area

3.24 Throughout the PIC study period, a range of minor incidents were reported across the network. However, no clear trend or pattern emerges when these collisions are analysed in relation to road classification or corresponding traffic flow. It is noted that one serious incident has occurred at the site

[1] https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household

[2] https://dft.maps.arcgis.com/apps/dashboards/ea3b071df62a434aa21ed80a6214d690

frontage at Mutton Lane. This serious collision involved a 93-year-old pedestrian and a single HGV and does not suggest any specific trend or pattern related to highway safety concerns.

3.25 In relation to the proposed residential development, the forecast traffic generation has been assessed and is not predicted to result in a material increase in vehicle movements on the surrounding highway network. Therefore, the existing conditions of the local highway network are not considered to be adversely impacted with regard to road safety or the free flow of traffic. Further information regarding the traffic generation of the proposed development is provided within Section 5 of this TA.

4. PROPOSED DEVELOPMENT

4.1 The proposed development will include the partial demolition of existing buildings (with retention of existing two-storey car park and substation) and redevelopment of the site to provide a mixed-use development comprising residential apartments (Class C3) and 1,742sqm of flexible commercial floorspace (Class E) across 4 Blocks and associated internal roads, parking, drainage, landscaping, amenity space and associated works. The proposals will result in the creation of four residential blocks (A, B, D & E) located around central courtyards and ranging between 4 and 15 storeys in height.

4.2 Access from Mutton Lane will be retained while vehicular access at High Street will be removed. The existing parking structure of the site will be retained to serve part of the residential development. Accounting for both residential and commercial demand, the proposed development will comprise 125 car parking spaces, 583 long stay cycle spaces and 74 short stay cycle spaces. The masterplan of the proposed development is shown in **Appendix A**, with a confirmation of the proposed unit mix detailed within **Table 4**.

Unit Type	Number of Units
Studio	14
1-bedroom	83
2-bedroom	150
3-bedroom	46
Development Total	**293**

Table 4: Proposed Development Accommodation Schedule

4.3 For the purposes of understanding the total number of dwellings on site and with regard to the number of trips utilising the Mutton Lane site access as well as the surrounding footway network, the Canada Life Building as per application 25/1764/PD56M will comprise 74 residential dwellings including 12 studio, 36 one-bedroom, and 26 two-bedrooms units. Therefore, the total number of units on-site will be 367 dwellings when accounting for both the proposed development and the prior approval scheme.

Access Arrangements

4.4 The proposed development would utilise the existing vehicle access to the Maple House site from Mutton Lane. Access from High Steet will be stopped up and as a result all vehicle movements will be routed through Mutton Lane. The Mutton Lane access arrangement is well established for use by the existing office buildings on site, and based on the trip generation assessment demonstrated in Section 5 of this TA, it is understood that the existing access currently experiences approximately 757 daily two-way vehicle movements (accounting for both Maple House (344) and Canada Life Place (412)). This extent of existing vehicles movements (approximately 379 arrivals and 379 departures) correlates with

the existing provision of 355 parking spaces, when accounting for parking spaces occupied by multiple vehicles over the course of the day, with turnover generated by staff arrivals and departures, visitors, servicing activity and employees making multiple trips.

4.5 The proposed development will feature a primary shared surface route throughout the internal highway network, with a carriageway width of 6m and additional adjacent footways of 2m. To discourage car dominance and promote a pedestrian-friendly environment, sections of the internal carriageway narrow to a minimum width of 4.2m, accompanied by an adjacent footway. The shared surface arrangement provides a permeable layout for pedestrians and cyclists, with continuous footways throughout the development and an open, active frontage onto the High Street pedestrian realm. Collectively, these design measures prioritise sustainable and active travel modes and are intended to reduce reliance on the private car in line with HCC's LTP4.

Delivery & Servicing Plan

4.6 Access for delivery, servicing, and emergency vehicles will also be established from the existing arrangements at Mutton Lane, as well as existing servicing areas at High Street including Princes Parade. Internally, the proposed development has been designed to minimise the number of inactive frontages while avoiding a servicing dominated public realm. Carriageway widths are sufficient to allow temporary parking for unloading and a 14m long layby between Block A and the Canada Life Place building is proposed to provide additional opportunity for temporary stopping and unloading.

4.7 An internal servicing road will be provided directly adjacent the Canada Life Place building, and which follows the route of the existing servicing area for the building. Access to this route would be restricted for vehicles by removable bollards for servicing and emergency use only. The servicing road is proposed to measure 4.2m wide leading to a turning area which provides access to Blocks B and D. As mentioned, vehicular access to High Street will be stopped up. An additional turning head is proposed north of Block E to facilitate vehicle turning at the end of the internal road layout.

4.8 Servicing and delivery activity associated with both the residential and commercial uses will be managed to ensure that vehicle movements are appropriately controlled and do not adversely impact on the surrounding highway network or internal amenity. Residential bin stores are provided at the ground floor of all buildings to provide access for refuse operators directly adjacent to the internal carriageway. Commercial servicing access will be achieved utilising both the restricted access service road north of Canada Life Place and at the existing Princes Parade as required. Access for the Hertsmere specification refuse vehicle, as well as medium and large delivery vehicles is achievable, as is detailed regarding swept path analysis later within this section.

4.9 Direct access for pedestrians and cyclists will be achievable from Mutton Lane and High Street. However, an informal route will also be maintained in its existing form between the northern site boundary and The Walk. While this connection is formed partly across third-party private land, it is understood that the free movement of pedestrians and cyclists will continue to be maintained.

Swept Path Analysis

4.10 An assessment of vehicle access has been undertaken to review all internal manoeuvres. Private car swept path analysis has been reviewed and is shown within drawings attached to **Appendix B**. This confirms the ability for private vehicles to enter the site simultaneously and throughout the internal arrangements, including the retained parking structure.

4.11 Technical drawings attached to **Appendix B** confirm that emergency fire vehicles are able to manoeuvre within 18m and in sight of all dry riser inlets, in accordance with Approved Document B. Refuse vehicle swept paths have also been assessed and internal manoeuvres demonstrated at all turning areas previously noted within the internal layout, in accordance with Hertsmere Waste Storage Provision Requirements for New Residential Development guidance. Collection distances are limited to no more than 10m, and the council's specified refuse vehicle has been shown to access all required areas without the need to reverse more than 12m.

Visibility

4.12 While the proposals will not intensify use of the existing access at Mutton Lane, a visibility splay assessment has been completed for robustness to demonstrate compliancy with Manual for Streets design guidance. This assessment, undertaken to show visibility at 2.4m x 43m in accordance with 30mph speeds, is included within **Appendix B**.

External Highway Network

4.13 Improvements to the wider public highway are proposed as part of the development at Maple House. Firstly, and as previously stated, the proposed layout will provide a permeable layout for pedestrians and cyclists, including those navigating within Potters Bar at Mutton Lane and High Street. The proposed development will therefore act as an attractive through route segregated from busier sections of the public highway.

4.14 Suitable space will be integrated to allow active travel frontages at both Mutton Lane and High Street. The proposed site frontage at Mutton Lane and High Street will be safeguarded to align with and support the enhancement of pedestrian and cycle infrastructure coming forward as part of the Hertsmere

LCWIP. The proposals have been developed in direct consultation with HCC Highway Officers, and the priority given to pedestrians and cyclists at both Mutton Lane and High Street is supportive of the wider ambitions of the Hertsmere LCWIP. Notably, the land available at the High Street frontage will enable the ability for a future segregated cycleway to be brought forward as part of the aspirations of the Hertsmere LCWIP.

4.15 Improvements in the form of off-site highway works are proposed to the footway route along The Walk for the route between the site at High Street and Darkes Lane, and which have been advised by an Active Travel England Route Audit review. This Audit is attached to **Appendix C** and confirms an existing route score of 45% at The Walk. When accounting for improvements at High Street, provided as a result of the widened footways, improved street scene, and permeable layout of the proposed development, a score of 63% is established. The proposals will include the provision of dropped kerbs and tactile paving at The Walk where it has been noted that these provisions are currently absent in certain locations, shown in **Figure 7**.

Figure 7: Locations for Provision of New Dropped Kerbs and Tactile Paving Facilities

4.16 It is noted that the two pedestrian crossing points on The Walk, located adjacent to the vehicle accesses on either side of St John House, do not incorporate tactile paving. Given the low volume of vehicular traffic using these accesses, the absence of tactile paving is considered appropriate and consistent with DfT Guidance on the Use of Tactile Paving Surfaces section 2.5.4, and as such no improvements are proposed at this location.

4.17 A summary of all Active Travel Route Audit is shown in **Table 5**. It should be noted that not all of the improvements identified in **Table 5** form part of the proposed development, with significant enhancements to these routes likely to be delivered as part of wider improvements outlined within the

Hertsmere LCWIP. The external highway improvements to be delivered as part of the proposed development have been detailed above.

The High Street – The Walk: Street Check	
Metric	**Description**
Tactile Information and Signal Equipment	To be provided as part of the proposed development at locations identified within **Figure 7.**
Barriers	The internal proposed development provides a permeable environment with further potential to reduce barriers and increase High Street usability for pedestrians and cyclists as part of future LCWIP improvements.
Interactions at Bus Stops	Greater protection for cyclists along High Street could be achieved through future LCWIP improvements.
Effective Width for Cyclists	Existing off-street cycling is possible and enhanced by the proposed site frontage. Opportunity exists to improve cycle provision through segregation from the carriageway along High Street in line with the proposals outlined in the LCWIP.
Cyclist Delay at Junctions/Links	Opportunity exists for cyclists to segregate from traffic at High Street, avoiding junctions and allowing passage through parts of the development.
Wayfinding	Some cycle and pedestrian specific direction signing, however opportunities to improve this could be explored through future infrastructure works as part of the LCWIP.
Places to Rest	Improved public realm within the site at High Street will create more opportunities to rest.
Cycle Parking	Proposed development will provided extensive provision of cycle parking for residents and visitors.
Impact of Motor Traffic on Pedestrians and Cyclists	The scheme will provide a greater enhancement to public realm benefitting priority to pedestrians. Furthermore, the removal existing vehicle and servicing access dedicated to motor traffic, on High Street will reduce the presence and impact of vehicles.
Transitions for Cyclists	Opportunities to improve cycle infrastructure along this route will be presented as part of the works outlined in the LCWIP.
The High Street – The Walk: Placemaking Check	
Metric	**Description**
Street Engagement for Children	Open public space within proposed development will create opportunities for children to engage.
Social Space	Dedication of existing servicing vehicle access on High Street to public realm will provide space for social activities.
Diversity of Activities	Multiple activities are available on the street.
Maintenance and Upkeep	Proposals present opportunity to enhance street scene.
Street Network Layout	The proposals will create an increased open space for the public and route guidance features such as signage will be provided.
Place and Movement	Attractiveness of internal site and direct permeable connections to High Street will create a more engaging and appealing space.
Impact of Street Design on Behaviour	Removal of existing service access at High Street will be updated to ensure priority to pedestrians and cyclists. Future works as part of the LCWIP could enhance the street layout further.
Enforcement of Loading and Parking	Formalised parking to be provided for residential and temporary commercial loading/unloading.
Street Features that Support Walking, Wheeling and Cycling	Active travel will be encouraged by the design and the integration of the development at High Street.
Trees	High Street provision to be improved and enhanced by new vegetation and tree allocations
Ancillary Features to Support Fauna	Potential to provide ancillary features to support fauna within site area and green space.
Air Pollution - Proximity	Proposals will increase separation distance between pedestrians/cyclists and High Street carriageway.

Table 5: ATE Assessment Summary – High Street/The Walk

Parking Provision

Cycle Parking

4.18 The development will provide a total of 569 long-stay and 59 short-stay cycle spaces to serve the residential component of the proposals. A further 14 long-stay and 15 short stay spaces will be provided to serve the commercial element of the proposals.

4.19 The provision of cycle parking is in accordance with the Hertsmere Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022) which requires 1 space per bedroom and 0.2 spaces per unit recommended for visitor provision. Based on the scale of the proposed development this would necessitate at least 535 long-stay cycle spaces and 59 short-stay cycle spaces. Therefore, the proposed development is providing an additional 34 long-stay cycles spaces to encourage the use of sustainable methods of travel. Long stay parking is provided within secure cycle stores located on the ground floor of each block, while short stay parking will be distributed within communal space throughout the development.

4.20 In addition to the cycle provision proposed for the residential element of the development, 14 long-stay and 15 short-stay cycle spaces will be provided to serve the commercial requirements of the development. This is based on an average requirement determined by relevant class E sub-categories as the specific nature of the proposed commercial site use is not confirmed. As a result, 1 space per 125sqm of commercial floorspace has been applied with reference to the Hertsmere standards (2022).

Car Parking

4.21 Due to the central location of the site within Potters Bar, as previously identified, the proposed development would prioritise sustainable modes of travel over the use of the private car. It is understood that reference to the prior Parking Standards SPD (2014) would result in an overprovision of car parking at the site location which would encourage use of the private car, in conflict with paragraph 117 of the NPPF and HCC's LTP4 Policy 1: Transport User Hierarchy. Therefore, it has been agreed through pre-application discussions with Hertsmere Brough Council that use of the Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022) is relevant for the proposed development.

4.22 Furthermore, the site location falls within a Town and District Centre accessibility zone which is stated to warrant a level of maximum parking provision of between 0% and 40% (discount of 60-100%) against the required parking standards. As a result, it has been agreed with Hertsmere Borough Council that a maximum of 40% of the required parking provision will be sought for the proposed development.

4.23 With reference to the factors taken into account by the Council when considering a reduction against the parking standards, the following elements of the proposed development are considered relevant:

- All proposed dwellings occupy apartment buildings, each with extensive dedicated internal cycle parking facilities;
- Car Parking will be provided communally throughout the site;
- Proposals include the provision of a dedicated car club parking space;
- The site location is adjacent to several existing areas with substantial parking, including the Tesco Superstore, commercial parking at High Street and Barnet Road, and street parking at locations such as The Walk and Highview Gardens;
- The proximity of the site to well serviced bus stops and Potters Bar Railway Station;
- 2021 Census data suggests 65.8% of households within the site area have 0 to 1 vehicle;
- The inclusion of a Travel Plan as part of the planning submission tailored to encourage sustainable travel; and
- Potential for CIL contributions towards sustainable travel measures and local development.

4.24 Based on this agreed methodology, the proposed development will provide a total of 125 communal car parking spaces, including 8 blue badge spaces, 1 car club space, and 1 UKPN space. Of the 125 proposed car parking spaces, this includes 115 of which are located within the existing two-story car park which will be retained.

4.25 The total number of car parking spaces represents a provision of 34% against the required standards (363 spaces) and adheres with the appropriate agreed reduction. Within this provision one active EV charging point will be provided per dwelling. As such, all spaces will be equipped with the appropriate active EV provision.

4.26 Although the specific type of commercial use proposed for the development has not yet been confirmed, the site's accessible town centre location justifies the provision of no car parking for this use and this is considered to be consistent with the existing retail element present in the vicinity of the site.

Summary

4.27 It is considered that the proposed development will align with the principles of Hertfordshire's LTP4 by prioritising sustainable transport, reducing reliance on private cars, and promoting healthier, low-carbon travel choices. The proposed development is located near key amenities and public transport nodes, which will reduce the reliance of residents on the private car. Access arrangements have been designed to maintain highway safety and promote efficient movement for all road users. The proposed

layout will encourage walking and cycling through safe, direct routes, with the development including secure cycle parking, and good access to existing public transport services.

4.28 With reference to the Hertsmere New Local Plan and the Key Themes and Priorities Report evidence base, it is considered that the proposed development directly aligns with aspirations for a green town centre as a result of the priority established for active modes of travel.

4.29 As a result, the proposed development represents an opportunity to create a sustainable, accessible, and well-integrated development that supports a shift toward lower-carbon transport modes and contributes positively to HCC's long-term transport vision.

5. HIGHWAY IMPACT

Existing Site Trip Generation

5.1 The existing site comprises a variety of uses. To forecast a likely number of vehicle movements associated with the existing site, the TRICS database has been consulted to review three separate use classes for 'Office', 'Flats', and 'Car Wash'. The following parameters have been applied:

- TRICS (v 7.11.4);
- Sites in England only (excluding Greater London);
- Weekday surveys only;
- 'Town Centre' and 'Edge of Town Centre' locations only; and
- Sites effected by Covid-19 pandemic restrictions excluded.

5.2 It is noted that, due to limited available survey data, the TRICS database does not include any 'Car Wash' survey sites situated in 'Town Centre' or 'Edge of Town Centre' locations for the weekday period. Therefore, the next available location has been applied, 'Suburban', and this is considered an acceptable comparison. Car washes are inherently car-oriented uses, attracting customers who travel specifically by private vehicle regardless of the site's wider urban context. The site's classification as 'Town Centre' or 'Edge of Town Centre' is unlikely to significantly influence the volume of trips generated by a car wash use, as the nature of the activity does not typically rely on pedestrian or public transport accessibility and instead functions independently of surrounding land uses.

5.3 In addition, due to the varied nature of businesses operating within the existing commercial units fronting the High Street, these units have not been included in the existing site trip generation assessment. It is not considered that these units generate a substantial volume of vehicle movements. While some parking is available for these units, their town centre/edge of town centre location suggests that a significant proportion of trips are likely made by foot, cycle or public transport.

5.4 The results of the existing site TRICS assessment are demonstrated in **Table 6** and Full TRICS outputs are included in **Appendix D**.

TRICS (V.7.11.4)	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Office Trip Rates (per 100 sqm)	*0.791*	*0.136*	*0.927*	*0.099*	*0.608*	*0.707*
Site Trip Generation (6,570 sqm office)	**52**	**9**	**61**	**7**	**40**	**46**
Flats Trip Rates (per 1 dwelling)	*0.046*	*0.187*	*0.233*	*0.164*	*0.079*	*0.243*
Site Trip Generation (16 flats)	**1**	**3**	**4**	**3**	**1**	**4**
Car Wash Trip Rates (per 1 hectare)	*47.368*	*31.579*	*78.947*	*60.526*	*81.579*	*142.105*
Site Trip Generation (0.04645 hectare car wash)	**2**	**1**	**4**	**3**	**4**	**7**
Total	**55**	**13**	**69**	**13**	**45**	**57**

Table 6: Existing Site Vehicle Trip Generation

Proposed Development Trip Generation

5.5 To forecast the likely vehicular trip generation of the proposed development, a TRICS assessment has been undertaken for the residential categories of 'Flats Privately Owned'. The TRICS assessment has been carried out using parameters consistent with those applied to the existing site analysis. In summary the following parameters have been applied:

- TRICS (v 7.11.4);
- Sites in England only (excluding Greater London);
- Weekday surveys only;
- 'Town Centre' and 'Edge of Town Centre' locations only; and
- Sites effected by Covid-19 pandemic restrictions excluded.

5.6 To maintain consistency with the existing site assessment, no retail or commercial elements have been included in the trip generation forecast for the proposed development. This approach is considered robust, as the vehicular impact of the existing commercial units is likely to be comparable to that of the proposed commercial provision. Therefore, these movements can be considered to offset one another within the net trip generation assessment.

5.7 The results of the proposed development TRICS assessment are demonstrated in **Table 7**, including a breakdown of all sustainable modes of travel. Full TRICS outputs are included in **Appendix D**.

TRICS (V.7.11.4)	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Flats Private Car *Trip Rates (per 1 dwelling)*	*0.046*	*0.187*	*0.233*	*0.164*	*0.079*	*0.243*
Proposed Vehicle Trip Generation (293 flats)	**13**	**55**	**68**	**48**	**23**	**71**
Flats Pedestrian Trip Rates (per 1 dwelling)	*0.025*	*0.085*	*0.11*	*0.075*	*0.067*	*0.142*
Proposed Pedestrian Trip Generation (293 flats)	**7**	**25**	**32**	**22**	**20**	**42**
Flats Cycle Trip Rates (per 1 dwelling)	*0.002*	*0.015*	*0.017*	*0.008*	*0.005*	*0.013*
Proposed Cycle Trip Generation (293 flats)	**1**	**4**	**5**	**2**	**1**	**4**
Flats Public Transport Trip Rates (per 1 dwelling)	*0.013*	*0.133*	*0.146*	*0.085*	*0.016*	*0.101*
Proposed *Public Transport* Trip Generation (293 flats)	**4**	**39**	**43**	**25**	**5**	**30**

Table 7: Proposed Development Multi-Modal Trip Generation

5.8 The results set out in **Table 7** are representative of an unlikely worst-case scenario given the site's extremely accessible town centre location with regard to vehicular generation. Furthermore, the proposed development's approach of reducing on-site parking provision whilst significantly increasing cycle parking capacity will actively encourage sustainable travel, making this a realistic primary mode of transport for the majority of site users.

Net Trip Generation

5.9 To provide a comparison of the existing site and the proposed development, the net variation in vehicle movements is shown in **Table 8**, with sustainable travel movements identified in **Table 9**.

TRICS (V.7.11.4)	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Site Vehicle Trip Generation	55	13	69	13	45	57
Proposed Development Vehicle Trip Generation (293 Dwellings)	13	55	68	48	23	71
Net Variation	**-42**	**+42**	**-1**	**+35**	**-22**	**14**

Table 8: Net Vehicle Trip Generation

TRICS (V.7.11.4)	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Site Pedestrian Trip Generation	16	3	19	3	18	20
Proposed Development Pedestrian Trip Generation	7	25	32	22	20	42
Net Variation	**-9**	**+22**	**+13**	**+19**	**+2**	**+21**
Existing Site Cycle Trip Generation	5	0	5	0	4	4
Proposed Development Cycle Trip Generation	1	4	5	2	1	4
Net Variation	**-4**	**+4**	**0**	**+2**	**-2**	**0**
Existing Site Public Transport Trip Generation	39	2	41	2	33	35
Proposed Development Public Transport Trip Generation	4	39	43	25	5	30
Net Variation	**-35**	**+37**	**+2**	**+23**	**-28**	**-6**

Table 9: Net Sustainable Travel Trip Generation

5.10 Given the shift from the site's existing employment and commercial uses to a predominantly residential use, it is expected that the proposed development will generate more departures during the AM peak hour and more arrivals during the PM peak hour. Overall, the proposed development is forecast to generate only a marginal increase during the PM peak hour.

5.11 The nature of the proposed development, with a focus on promoting sustainable modes of travel and a notable reduction in car parking provision, it is likely to result in a trip generation below that forecasted in Table 8. Therefore, it is considered reasonable to forecast that the proposed development will result in a net reduction in vehicle movements in comparison to the existing site

5.12 The trip generation assessment undertaken for the proposed development application has not accounted for any associated vehicular impact of the Canada Life Place building (application reference 25/1764/PD56M). However, it is noted that the shared use of the access arrangements at Mutton Lane will experience vehicle movements associated to both the application site and the Canada Life Place building. To provide additional context associated to a site wide vehicular trip generation, existing floor areas and dwellings proposed for Canada Life Place have been included in addition to the results shown in Table 10.

TRICS (V.7.11.4)	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Site Vehicle Trip Generation (Including CLP)	117	23	140	18	92	110
Proposed Development Vehicle Trip Generation (367 Dwellings)	17	69	86	60	29	89
Net Variation	**-100**	**46**	**-54**	**42**	**-63**	**-21**

Table 10: Site Wide Net Vehicle Trip Generation

5.13 When considering the total forecast number of vehicles movements utilising the Mutton Lane access across both the prior approval Canada Life Place application and the proposed development, it is evidenced that there will be a decreased in two-way vehicles movements during both AM and PM peak hour periods.

Proposed Development Trip Distribution

5.14 A trip distribution assessment has been conducted to further evaluate the impact of the proposed development on the local highway network.

5.15 2011 Census 'Travel to Work' data (WU03EW) has been utilised for a place of residence within Hertsmere 001 in which the site area is located. Route planning software (e.g. Google Maps) has been reviewed to assess the likely vehicle distribution to/from the site. The Census data outputs and route calculations are included in **Appendix E**. Based on a review of all workplace destinations in the UK, **Table 11** identifies the forecasted proportion of travel for residents existing the site at Mutton Lane and beyond the High Street/Southgate Road/Barnet Road/Mutton Lane signalised junction.

High Street/Southgate Road/Barnet Road/Mutton Lane Signalised Junction				
Junction Arm	North (High Street)	East (Southgate Road)	South (Barnet Road)	West (Mutton Lane)
Proportion of Travel	11.8%	38.4%	33.3%	16.5%
AM Peak Hour Two-Way Flows	8	26	23	11
PM Peak Hour Two-Way Flows	8	27	24	12

Table 11: Proposed Development Vehicle Distribution

Percentage Impact Assessment

5.16 To assess the vehicular impact of the proposed development on the local highway network, publicly available 2024 traffic data has been obtained from the neighbouring development at Land to the West of Barnet Road (reference: 2/1101/OUTEI). This survey data has been adjusted, as part of the Land to the West of Barnet Road application, using TEMPRO growth factors to project a 2029 scenario and

combined with traffic flows from committed developments. The resulting baseline has been reviewed alongside the proposed development's trip distribution, as detailed in **Table 11**. The outcomes of this percentage impact assessment are presented in **Table 12**.

High Street/Southgate Road/Barnet Road/Mutton Lane Signalised Junction					
Junction Arm	North (High Street)	East (Southgate Road)	South (Barnet Road)	West (Mutton Lane)	Total
AM 2029 + Committed Development Baseline Flows	1470	1377	863	1110	4820
Proposed Development AM Peak Hour Two-Way Flows	0.6%	1.9%	2.6%	1.0%	1.4%
PM 2029 + Committed Development Baseline Flows	1488	1591	733	1133	4945
Proposed Development PM Peak Hour Two-Way Flows	0.6%	1.7%	3.2%	1.0%	1.4%

Table 12: High Street/Southgate Road/Barnet Road/Mutton Lane Signalised Junction Proposed Development Percentage Impact Assessment

5.17 The results of the percentage impact assessment shown in **Table 12** demonstrate the proposed development's impact at the High Street/Southgate Road/Barnet Road/Mutton Lane signalised junction to be marginal. Notwithstanding this, it is noted that the existing consented uses on the Maple House site would generate a broadly comparable level of vehicular activity at this junction. When considered in this context, and having regard to the trip generation analysis set out in **Table 8**, the proposed development does not represent a material increase in vehicle movements and therefore does not give rise to any significant new or additional impact at this junction.

5.18 It is noted that the survey site data interpreted using the TRICS database only provides a forecasted estimate for the vehicular impact of the proposed development. Given the site's accessible location, strong connections to existing facilities, and proximity to public transport services, along with a reduced car parking provision, a future targeted and well-established Travel Plan, and a TRICS assessment based on a worst-case scenario, it is considered that the proposed development will in fact have an overall reduction in vehicular impact greater than already forecast within **Table 8**. Therefore, it is expected that a betterment to the local highway network will occur as a result of the proposed development when compared with the existing site use.

5.19 Based on this assessment, no requirement to undertake a junction capacity assessment has been identified as part of this application as agreed with HCC during pre-application consultation. The development is forecast to have no material adverse impact on the safety or operation on the surrounding network and junctions.

6. SUMMARY AND CONCLUSIONS

6.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Chase New Homes Limited to support a planning application for the partial demolition of existing buildings (with retention of existing two-storey car park and substation) and redevelopment of the site to provide a mixed-use development comprising residential apartments (Class C3) and flexible commercial floorspace (Class E) across 4 Blocks and associated internal roads, parking, drainage, landscaping, amenity space and associated works.

6.2 The proposed development site has been assessed as highly accessible and well-suited to promoting sustainable travel, supported by comprehensive walking, cycling, and public transport infrastructure. A wide range of local amenities are located within comfortable walking and cycling distances, reinforcing the site's potential to support active travel.

6.3 The proposed development will utilise the existing Mutton Lane vehicle access, with the High Street vehicle access stopped up, consolidating all traffic through a well-established route currently handling approximately 757 daily two-way movements. Internally, the site will feature a shared surface highway network designed to prioritise pedestrians and cyclists over private vehicles, with swept path analysis confirming safe manoeuvring for cars, emergency vehicles, and refuse vehicles throughout. Direct pedestrian and cyclist access will be maintained from both Mutton Lane and High Street, alongside an informal northern route to The Walk.

6.4 The proposed development will allow for greater space along both frontages, supportive of the key priorities identified within the Regulation 18 Hertsmere Local Plan and in alignment with the indicative proposals associated with the Hertsmere LCWIP. The proposed development would provide dropped kerbs and tactile paving along the route from High Street to Darkes Lane, which are forecast to raise the Active Travel England route score along The Walk from 45% to 63%, collectively demonstrating a strong commitment to sustainable and active travel.

6.5 A trip generation assessment using the TRICS database confirms that the proposed residential development is forecast to generate a marginal increased in vehicle movements during the PM peak hour period when compared to the existing site uses. Given the site's accessible town centre location, reduced car parking provision, and increased cycle parking capacity, actual trip generation is anticipated to be lower than these already conservative forecasts. Trip distribution modelling confirms that the proposed development's impact at the nearby High Street/Southgate Road/Barnet Road/Mutton Lane signalised junction will be marginal across all arms. On this basis, no junction capacity assessment has

been identified as necessary, and the proposed development is expected to result in an overall betterment to the local highway network when compared with the existing site use.

6.6 In summary, this Transport Assessment demonstrates that the proposed development represents a sustainable form of development that will not result in a material adverse impact on the safety or operation of the surrounding highway network. The proposals actively prioritise sustainable and active travel modes through reduced car parking provision, enhanced pedestrian and cycle infrastructure, and strong connections to existing public transport services. When considered alongside the proposed public realm improvements, and the commitment to a future Travel Plan, it is considered that the development will deliver a net benefit to the local transport network. On this basis, it is concluded that there are no transport or highway grounds that would warrant refusal of the proposed development.

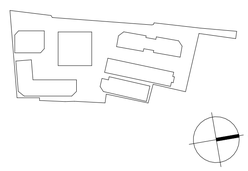
Appendix A

NOTES

Check and verify all dimensions prior to commencement of work.
This drawing shall be read in conjunction with all other contract documents including those by other consultants, and including specifications. Seek clarification of inconsistancies / conflicts.
Figured dimensions shall take precedence to scaled dimensions.

REV	DD/MM/YY	DESCRIPTION	ISSUED BY	CHECK BY
P08	29.06.2026	Planning Issue	JW	AK
P07	26.06.2026	Planning Issue	JW	AK
P06	24.04.2026	Planning Issue Draft	FM	AK
P05	07.04.2026	Stage 3 Coordination	JW	AK
P04	19.03.2026	Stage 3 Coordination Update	JW	AK
P03	13.03.2026	Stage 3 Coordination Update	JW	AK
P02	06.03.2026	Stage 3 Coordination Update	JW	AK
P01	16.02.2026	Stage 3 Coordination Update	JW	AK
P00	13.02.2026	Stage 3 Initial Issue	JW	AK

LOCATION PLAN



ARCHITECTS
Arney Fender Katsalidis
44-46 Scrutton Street
London
EC2A 4HH
London / Melbourne / Sydney
Tel +44 20 3772 7320
Web www.afkstudios.com

PLANNING CONSULTANT
Barker Parry
33 Bancroft
Hitchin / SG5 1LA

LANDSCAPE
MRG Studio
70 St John Street
London / EC1M 4DT

CLIENT:
CHASE NEW HOMES

PROJECT

Potters Bar High Street

Canada Life Place, High Street
Potters Bar, EN6 5BA

DRAWING TITLE

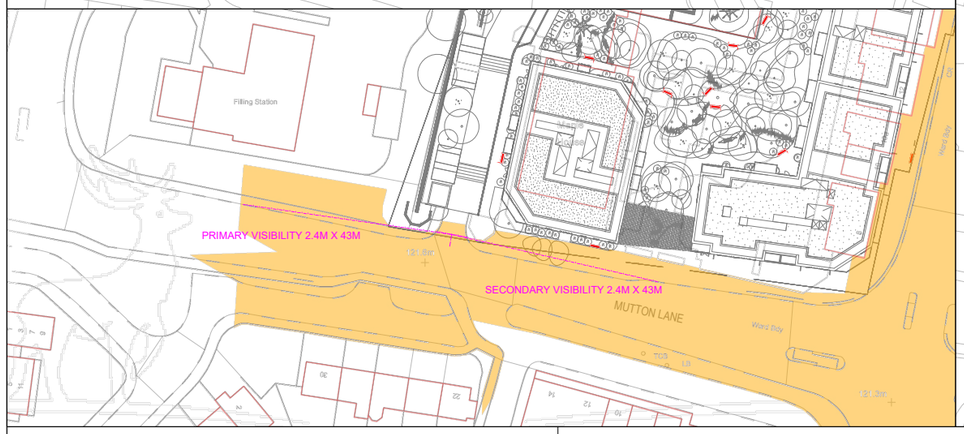
General Arrangement
Ground Floor Plan

PROJECT No.	STATUS
44261	For Planning

DRAWN	CHECKED	SCALE
JW	AK	1 : 500 @ A1

DRAWING No.	REVISION
PB-AFK-XX-00-DR-A-20000	P08

Appendix B



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

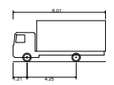
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
   - 4.1. Site Layout
   - 4.2. OS Mapping

5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

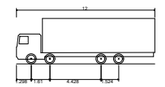
HIGHWAY BOUNDARY EXTENT:

NORTH

VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.417m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

0m 50m

1:1250

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	19.06.26	NPE	WJF

Date Created	Drawn By	Approved By	Suitabilty Code
13/10/2025	NPE	WJF	-

PBA Project Number	Scale	
1033.0005	1:1250	(AT A3)

PBA Drawing No: 1033.0005-0003

Revison: P01

Project Name
MAPLE HOUSE
POTTERS BAR

Project Phase
PRELIMINARY

Title
ACCESS REVIEW
PRIVATE CAR & DELIVERY
SWEPT PATH ANALYSIS

paulbasham associates
Paul Basham Associates Ltd
Milton Hall, Ely Road, Milton,
Cambridge, CB24 6WZ
01223 253699
info@paulbashamassociates.com www.paulbashamassociates.com

Client
CHASE NEW HOMES

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.

2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.

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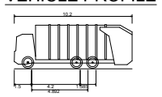
HIGHWAY BOUNDARY EXTENT:

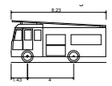
NORTH

VEHICLE PROFILE



Copy Of HERTSMERE REFUSE SPECIFICATION

Overall Length	10.200m
Overall Width	2.850m
Overall Body Height	3.812m
Min Body Ground Clearance	0.365m
Track Width	2.850m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.500m



Hertfordshire Fire Appliance

Overall Length	8.230m
Overall Width	2.920m
Overall Body Height	3.603m
Min Body Ground Clearance	0.488m
Track Width	2.900m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

0m 50m

1:1250

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	19.06.26	NPE	WJF

Project Name
MAPLE HOUSE
POTTERS BAR

Project Phase
PRELIMINARY

Title
FIRE & REFUSE
SWEPT PATH ANALYSIS

paulbasham associates
Paul Basham Associates Ltd
Milton Hall, Ely Road, Milton,
Cambridge, CB24 6WZ
01223 253699
info@paulbashamassociates.com www.paulbashamassociates.com

Client
CHASE NEW HOMES

Date Created	Drawn By	Approved By	Suitabilty Code
13/10/2025	NPE	WJF	-

PBA Project Number	Scale	
1033.0005	1:1250	(AT A3)

PBA Drawing No:	Revison
1033.0005-0004	P01

Appendix C

Active Travel England

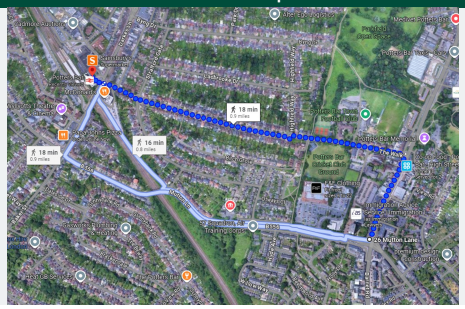
Route Check

Results Summary

1. Summary of Scheme

Scheme Name	Maple House, Potters Bar
Scheme Reference	1031.0005
Local Authority	Hertsmere Borough Council
Design Stage	Preliminary
Route Length Assessed in this File (km)	1.4

Network Map



Overview	Complete	Remaining Issues for review	Next steps	Review statement
Policy Conflicts	Yes	0	No further action	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	Yes	0	No further action	
		Net difference		
Safety Check	Yes	15%	The proposed design will likely improve safety	
Street Check	Yes	18%	The proposed design will likely improve route quality	
Street Placemaking	Yes	27%	The proposed design will likely improve the quality of place	
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	

Active Travel England

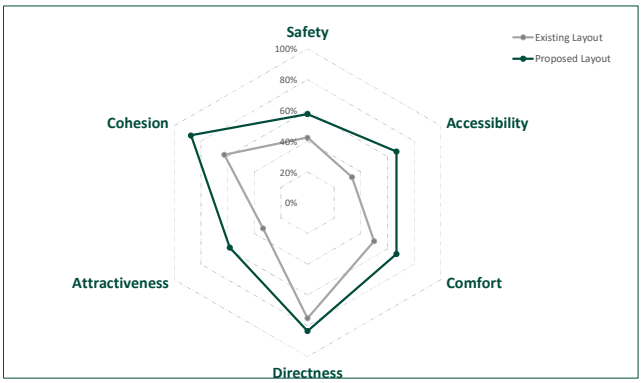
Route Check

Results Summary

4. Street Check Results

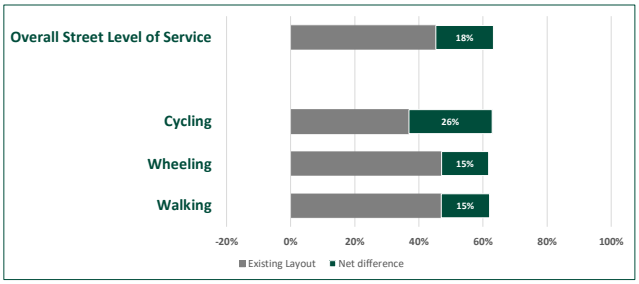
Street Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	42%	58%	15%
Accessibility	33%	67%	33%
Comfort	50%	67%	17%
Directness	75%	83%	8%
Attractiveness	33%	58%	25%
Cohesion	63%	88%	25%
Overall Street Level of Service	**45%**	**63%**	18%



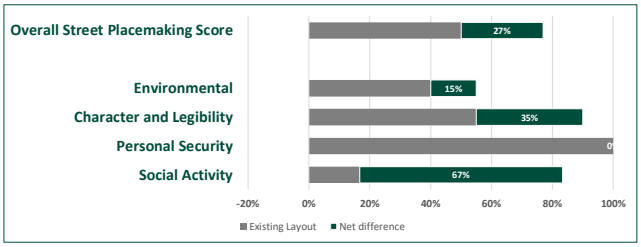
Street Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	47%	62%	15%
Wheeling	47%	62%	15%
Cycling	37%	63%	26%
Overall Street Level of Service	**45%**	**63%**	18%



Street Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity	17%	83%	67%
Personal Security	100%	100%	0%
Character and Legibility	55%	90%	35%
Environmental	40%	55%	15%
Overall Street Placemaking Score	**50%**	**77%**	27%



Appendix D

Calculation Reference: AUDIT-247601-250509-0555

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	3 days
	MS	MERSEYSIDE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days
	IM	ISLE OF MAN	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	178 to 15000 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/24

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

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	19 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:

Town Centre	4
Edge of Town Centre	15

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	2
Development Zone	1
Residential Zone	2
Built-Up Zone	9
High Street	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 19 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	6 days
25,001 to 50,000	9 days

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

Population within 5 miles:

25,001 to 50,000	4 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	6 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	12 days
1.1 to 1.5	7 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	18 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	19 days

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

LIST OF SITES relevant to selection parameters

1 BC-02-A-08 OFFICES BOURNEMOUTH CHRISTCHURCH & POOLE
HOLDENHURST ROAD
BOURNEMOUTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

2 BH-02-A-05 OFFICES BRIGHTON & HOVE
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

3 CU-02-A-02 OFFICE CUMBERLAND
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

4 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY *21/10/21* *Survey Type: MANUAL*

5 ES-02-A-01 OFFICES EAST SUSSEX
SOUTH STREET
EASTBOURNE

Town Centre
High Street
Total Gross floor area: 506 sqm
Survey date: THURSDAY *21/03/24* *Survey Type: MANUAL*

6 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

7 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 GM-02-A-11 OFFICES GREATER MANCHESTER
SAINT PETER'S SQUARE
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 6420 sqm
Survey date: FRIDAY *22/04/22* *Survey Type: MANUAL*

9 IM-02-A-02 OFFICES ISLE OF MAN
HOPE STREET
DOUGLAS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2400 sqm
Survey date: FRIDAY *24/05/24* *Survey Type: MANUAL*

10 MS-02-A-02 SCIENCE PARK OFFICES MERSEYSIDE
MOUNT PLEASANT
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11250 sqm
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 MS-02-A-04 OFFICES MERSEYSIDE
MANN ISLAND
LIVERPOOL
MANN ISLAND
Edge of Town Centre
Development Zone
Total Gross floor area: 15000 sqm
Survey date: TUESDAY *05/04/22* *Survey Type: MANUAL*

12 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

13 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

14 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

15 NY-02-A-03 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1590 sqm
Survey date: FRIDAY *06/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 TW-02-A-07 OFFICES TYNE & WEAR
MULGRAVE TERRACE
GATESHEAD

Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey date: MONDAY *13/06/16* *Survey Type: MANUAL*

17 WK-02-A-02 OFFICES WARWICKSHIRE
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY *14/11/22* *Survey Type: MANUAL*

18 WS-02-A-05 SOCIAL HOUSING COMPANY WEST SUSSEX
NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 830 sqm
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

19 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY *11/11/22* *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/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.75

	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	18	3370	0.280	18	3370	0.043	18	3370	0.323
08:00 - 09:00	19	3202	0.791	19	3202	0.136	19	3202	0.927
09:00 - 10:00	19	3202	0.406	19	3202	0.191	19	3202	0.597
10:00 - 11:00	19	3202	0.192	19	3202	0.125	19	3202	0.317
11:00 - 12:00	19	3202	0.113	19	3202	0.123	19	3202	0.236
12:00 - 13:00	19	3202	0.146	19	3202	0.205	19	3202	0.351
13:00 - 14:00	19	3202	0.230	19	3202	0.215	19	3202	0.445
14:00 - 15:00	19	3202	0.130	19	3202	0.166	19	3202	0.296
15:00 - 16:00	19	3202	0.105	19	3202	0.207	19	3202	0.312
16:00 - 17:00	19	3202	0.108	19	3202	0.357	19	3202	0.465
17:00 - 18:00	19	3202	0.099	19	3202	0.608	19	3202	0.707
18:00 - 19:00	18	3370	0.041	18	3370	0.226	18	3370	0.267
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.641			2.602			5.243

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:	178 - 15000 (units: sqm)
Survey date date range:	01/01/16 - 24/05/24
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
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	18	3370	0.003	18	3370	0.003	18	3370	0.006
08:00 - 09:00	19	3202	0.030	19	3202	0.026	19	3202	0.056
09:00 - 10:00	19	3202	0.007	19	3202	0.010	19	3202	0.017
10:00 - 11:00	19	3202	0.005	19	3202	0.005	19	3202	0.010
11:00 - 12:00	19	3202	0.005	19	3202	0.005	19	3202	0.010
12:00 - 13:00	19	3202	0.007	19	3202	0.007	19	3202	0.014
13:00 - 14:00	19	3202	0.005	19	3202	0.005	19	3202	0.010
14:00 - 15:00	19	3202	0.002	19	3202	0.002	19	3202	0.004
15:00 - 16:00	19	3202	0.005	19	3202	0.005	19	3202	0.010
16:00 - 17:00	19	3202	0.003	19	3202	0.003	19	3202	0.006
17:00 - 18:00	19	3202	0.021	19	3202	0.021	19	3202	0.042
18:00 - 19:00	18	3370	0.005	18	3370	0.005	18	3370	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.097			0.195

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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	18	3370	0.000	18	3370	0.000	18	3370	0.000
08:00 - 09:00	19	3202	0.005	19	3202	0.005	19	3202	0.010
09:00 - 10:00	19	3202	0.002	19	3202	0.002	19	3202	0.004
10:00 - 11:00	19	3202	0.002	19	3202	0.002	19	3202	0.004
11:00 - 12:00	19	3202	0.000	19	3202	0.000	19	3202	0.000
12:00 - 13:00	19	3202	0.002	19	3202	0.002	19	3202	0.004
13:00 - 14:00	19	3202	0.003	19	3202	0.003	19	3202	0.006
14:00 - 15:00	19	3202	0.000	19	3202	0.000	19	3202	0.000
15:00 - 16:00	19	3202	0.000	19	3202	0.000	19	3202	0.000
16:00 - 17:00	19	3202	0.002	19	3202	0.002	19	3202	0.004
17:00 - 18:00	19	3202	0.000	19	3202	0.000	19	3202	0.000
18:00 - 19:00	18	3370	0.000	18	3370	0.000	18	3370	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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	18	3370	0.015	18	3370	0.000	18	3370	0.015
08:00 - 09:00	19	3202	0.069	19	3202	0.002	19	3202	0.071
09:00 - 10:00	19	3202	0.016	19	3202	0.000	19	3202	0.016
10:00 - 11:00	19	3202	0.010	19	3202	0.002	19	3202	0.012
11:00 - 12:00	19	3202	0.007	19	3202	0.005	19	3202	0.012
12:00 - 13:00	19	3202	0.008	19	3202	0.008	19	3202	0.016
13:00 - 14:00	19	3202	0.005	19	3202	0.008	19	3202	0.013
14:00 - 15:00	19	3202	0.000	19	3202	0.005	19	3202	0.005
15:00 - 16:00	19	3202	0.003	19	3202	0.010	19	3202	0.013
16:00 - 17:00	19	3202	0.000	19	3202	0.026	19	3202	0.026
17:00 - 18:00	19	3202	0.000	19	3202	0.058	19	3202	0.058
18:00 - 19:00	18	3370	0.000	18	3370	0.013	18	3370	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.137			0.270

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
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	18	3370	0.313	18	3370	0.049	18	3370	0.362
08:00 - 09:00	19	3202	0.925	19	3202	0.141	19	3202	1.066
09:00 - 10:00	19	3202	0.506	19	3202	0.225	19	3202	0.731
10:00 - 11:00	19	3202	0.230	19	3202	0.138	19	3202	0.368
11:00 - 12:00	19	3202	0.140	19	3202	0.140	19	3202	0.280
12:00 - 13:00	19	3202	0.173	19	3202	0.253	19	3202	0.426
13:00 - 14:00	19	3202	0.293	19	3202	0.260	19	3202	0.553
14:00 - 15:00	19	3202	0.163	19	3202	0.207	19	3202	0.370
15:00 - 16:00	19	3202	0.120	19	3202	0.275	19	3202	0.395
16:00 - 17:00	19	3202	0.130	19	3202	0.442	19	3202	0.572
17:00 - 18:00	19	3202	0.100	19	3202	0.713	19	3202	0.813
18:00 - 19:00	18	3370	0.049	18	3370	0.275	18	3370	0.324
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.142			3.118			6.260

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
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	18	3370	0.076	18	3370	0.008	18	3370	0.084
08:00 - 09:00	19	3202	0.245	19	3202	0.025	19	3202	0.270
09:00 - 10:00	19	3202	0.199	19	3202	0.095	19	3202	0.294
10:00 - 11:00	19	3202	0.184	19	3202	0.192	19	3202	0.376
11:00 - 12:00	19	3202	0.205	19	3202	0.253	19	3202	0.458
12:00 - 13:00	19	3202	0.432	19	3202	0.600	19	3202	1.032
13:00 - 14:00	19	3202	0.498	19	3202	0.462	19	3202	0.960
14:00 - 15:00	19	3202	0.242	19	3202	0.140	19	3202	0.382
15:00 - 16:00	19	3202	0.092	19	3202	0.067	19	3202	0.159
16:00 - 17:00	19	3202	0.046	19	3202	0.115	19	3202	0.161
17:00 - 18:00	19	3202	0.026	19	3202	0.251	19	3202	0.277
18:00 - 19:00	18	3370	0.005	18	3370	0.074	18	3370	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.282			4.532

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
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	18	3370	0.081	18	3370	0.002	18	3370	0.083
08:00 - 09:00	19	3202	0.276	19	3202	0.003	19	3202	0.279
09:00 - 10:00	19	3202	0.199	19	3202	0.015	19	3202	0.214
10:00 - 11:00	19	3202	0.076	19	3202	0.023	19	3202	0.099
11:00 - 12:00	19	3202	0.031	19	3202	0.025	19	3202	0.056
12:00 - 13:00	19	3202	0.043	19	3202	0.118	19	3202	0.161
13:00 - 14:00	19	3202	0.081	19	3202	0.095	19	3202	0.176
14:00 - 15:00	19	3202	0.041	19	3202	0.048	19	3202	0.089
15:00 - 16:00	19	3202	0.028	19	3202	0.059	19	3202	0.087
16:00 - 17:00	19	3202	0.038	19	3202	0.168	19	3202	0.206
17:00 - 18:00	19	3202	0.003	19	3202	0.250	19	3202	0.253
18:00 - 19:00	18	3370	0.003	18	3370	0.069	18	3370	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.900			0.875			1.775

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
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	18	3370	0.101	18	3370	0.000	18	3370	0.101
08:00 - 09:00	19	3202	0.309	19	3202	0.002	19	3202	0.311
09:00 - 10:00	19	3202	0.178	19	3202	0.013	19	3202	0.191
10:00 - 11:00	19	3202	0.028	19	3202	0.021	19	3202	0.049
11:00 - 12:00	19	3202	0.025	19	3202	0.028	19	3202	0.053
12:00 - 13:00	19	3202	0.026	19	3202	0.056	19	3202	0.082
13:00 - 14:00	19	3202	0.053	19	3202	0.061	19	3202	0.114
14:00 - 15:00	19	3202	0.030	19	3202	0.028	19	3202	0.058
15:00 - 16:00	19	3202	0.021	19	3202	0.076	19	3202	0.097
16:00 - 17:00	19	3202	0.020	19	3202	0.171	19	3202	0.191
17:00 - 18:00	19	3202	0.012	19	3202	0.245	19	3202	0.257
18:00 - 19:00	18	3370	0.007	18	3370	0.084	18	3370	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.810			0.785			1.595

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
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	18	3370	0.181	18	3370	0.002	18	3370	0.183
08:00 - 09:00	19	3202	0.585	19	3202	0.005	19	3202	0.590
09:00 - 10:00	19	3202	0.376	19	3202	0.028	19	3202	0.404
10:00 - 11:00	19	3202	0.104	19	3202	0.044	19	3202	0.148
11:00 - 12:00	19	3202	0.056	19	3202	0.053	19	3202	0.109
12:00 - 13:00	19	3202	0.069	19	3202	0.174	19	3202	0.243
13:00 - 14:00	19	3202	0.133	19	3202	0.156	19	3202	0.289
14:00 - 15:00	19	3202	0.071	19	3202	0.076	19	3202	0.147
15:00 - 16:00	19	3202	0.049	19	3202	0.135	19	3202	0.184
16:00 - 17:00	19	3202	0.058	19	3202	0.339	19	3202	0.397
17:00 - 18:00	19	3202	0.015	19	3202	0.495	19	3202	0.510
18:00 - 19:00	18	3370	0.010	18	3370	0.153	18	3370	0.163
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.707			1.660			3.367

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.75

	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	18	3370	0.585	18	3370	0.059	18	3370	0.644
08:00 - 09:00	19	3202	1.825	19	3202	0.173	19	3202	1.998
09:00 - 10:00	19	3202	1.098	19	3202	0.348	19	3202	1.446
10:00 - 11:00	19	3202	0.528	19	3202	0.376	19	3202	0.904
11:00 - 12:00	19	3202	0.408	19	3202	0.450	19	3202	0.858
12:00 - 13:00	19	3202	0.682	19	3202	1.036	19	3202	1.718
13:00 - 14:00	19	3202	0.929	19	3202	0.886	19	3202	1.815
14:00 - 15:00	19	3202	0.475	19	3202	0.427	19	3202	0.902
15:00 - 16:00	19	3202	0.265	19	3202	0.487	19	3202	0.752
16:00 - 17:00	19	3202	0.233	19	3202	0.922	19	3202	1.155
17:00 - 18:00	19	3202	0.141	19	3202	1.517	19	3202	1.658
18:00 - 19:00	18	3370	0.064	18	3370	0.516	18	3370	0.580
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.233			7.197			14.430

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
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	18	3370	0.256	18	3370	0.031	18	3370	0.287
08:00 - 09:00	19	3202	0.718	19	3202	0.089	19	3202	0.807
09:00 - 10:00	19	3202	0.371	19	3202	0.151	19	3202	0.522
10:00 - 11:00	19	3202	0.155	19	3202	0.089	19	3202	0.244
11:00 - 12:00	19	3202	0.082	19	3202	0.095	19	3202	0.177
12:00 - 13:00	19	3202	0.122	19	3202	0.179	19	3202	0.301
13:00 - 14:00	19	3202	0.199	19	3202	0.186	19	3202	0.385
14:00 - 15:00	19	3202	0.110	19	3202	0.143	19	3202	0.253
15:00 - 16:00	19	3202	0.089	19	3202	0.179	19	3202	0.268
16:00 - 17:00	19	3202	0.092	19	3202	0.330	19	3202	0.422
17:00 - 18:00	19	3202	0.076	19	3202	0.575	19	3202	0.651
18:00 - 19:00	18	3370	0.030	18	3370	0.214	18	3370	0.244
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.300			2.261			4.561

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
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	18	3370	0.021	18	3370	0.008	18	3370	0.029
08:00 - 09:00	19	3202	0.028	19	3202	0.016	19	3202	0.044
09:00 - 10:00	19	3202	0.021	19	3202	0.028	19	3202	0.049
10:00 - 11:00	19	3202	0.030	19	3202	0.030	19	3202	0.060
11:00 - 12:00	19	3202	0.025	19	3202	0.023	19	3202	0.048
12:00 - 13:00	19	3202	0.015	19	3202	0.018	19	3202	0.033
13:00 - 14:00	19	3202	0.021	19	3202	0.021	19	3202	0.042
14:00 - 15:00	19	3202	0.018	19	3202	0.021	19	3202	0.039
15:00 - 16:00	19	3202	0.012	19	3202	0.016	19	3202	0.028
16:00 - 17:00	19	3202	0.012	19	3202	0.016	19	3202	0.028
17:00 - 18:00	19	3202	0.002	19	3202	0.005	19	3202	0.007
18:00 - 19:00	18	3370	0.007	18	3370	0.005	18	3370	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.212			0.207			0.419

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
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	18	3370	0.000	18	3370	0.000	18	3370	0.000
08:00 - 09:00	19	3202	0.010	19	3202	0.000	19	3202	0.010
09:00 - 10:00	19	3202	0.005	19	3202	0.000	19	3202	0.005
10:00 - 11:00	19	3202	0.002	19	3202	0.000	19	3202	0.002
11:00 - 12:00	19	3202	0.002	19	3202	0.000	19	3202	0.002
12:00 - 13:00	19	3202	0.002	19	3202	0.000	19	3202	0.002
13:00 - 14:00	19	3202	0.002	19	3202	0.000	19	3202	0.002
14:00 - 15:00	19	3202	0.000	19	3202	0.000	19	3202	0.000
15:00 - 16:00	19	3202	0.000	19	3202	0.007	19	3202	0.007
16:00 - 17:00	19	3202	0.000	19	3202	0.005	19	3202	0.005
17:00 - 18:00	19	3202	0.000	19	3202	0.007	19	3202	0.007
18:00 - 19:00	18	3370	0.000	18	3370	0.002	18	3370	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.021			0.044

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

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

Calculation Reference: AUDIT-247601-250509-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : D - CAR WASH
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	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

Primary Filtering selection:

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

Parameter:	Site area
Actual Range:	0.07 to 0.11 (units: hect)
Range Selected by User:	0.03 to 0.18 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 22/10/23

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	2 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)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

n/a	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	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 LN-15-D-01 HAND CAR WASH LINCOLNSHIRE
DIXON WAY
LINCOLN

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.10 hect
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

2 NY-15-D-01 HAND CAR WASH NORTH YORKSHIRE
BAWTRY ROAD
SELBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.07 hect
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

3 TW-15-D-02 IMO CAR WASH TYNE & WEAR
WASHINGTON ROAD
SUNDERLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.11 hect
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

4 WK-15-D-01 IMO CAR WASH WARWICKSHIRE
CROFT ROAD
NUNEATON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.10 hect
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-15-D-01	c-19

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	0.10	10.526	4	0.10	2.632	4	0.10	13.158
08:00 - 09:00	4	0.10	47.368	4	0.10	31.579	4	0.10	78.947
09:00 - 10:00	4	0.10	121.053	4	0.10	113.158	4	0.10	234.211
10:00 - 11:00	4	0.10	160.526	4	0.10	150.000	4	0.10	310.526
11:00 - 12:00	4	0.10	147.368	4	0.10	157.895	4	0.10	305.263
12:00 - 13:00	4	0.10	184.211	4	0.10	178.947	4	0.10	363.158
13:00 - 14:00	4	0.10	163.158	4	0.10	160.526	4	0.10	323.684
14:00 - 15:00	4	0.10	189.474	4	0.10	197.368	4	0.10	386.842
15:00 - 16:00	4	0.10	142.105	4	0.10	131.579	4	0.10	273.684
16:00 - 17:00	4	0.10	126.316	4	0.10	128.947	4	0.10	255.263
17:00 - 18:00	4	0.10	60.526	4	0.10	81.579	4	0.10	142.105
18:00 - 19:00	4	0.10	15.789	4	0.10	31.579	4	0.10	47.368
19:00 - 20:00	1	0.11	0.000	1	0.11	9.091	1	0.11	9.091
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1368.420			1374.880			2743.300

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:	0.07 to 0.11 (units: hect)
Survey date date range:	01/01/16 - 22/10/23
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:	1

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

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-250509-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 46 to 175 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	5

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	4 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
2	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
3	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
4	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		*14/11/19*	*Survey Type: MANUAL*
5	NG-03-C-03 CANAL STREET NOTTINGHAM	BLOCK OF FLATS		NOTTINGHAM
	Town Centre Built-Up Zone Total No of Dwellings:		46	
	Survey date: MONDAY		*02/10/23*	*Survey Type: MANUAL*
6	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		*05/06/18*	*Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	c-19
SF-03-C-05	c-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.48

	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	6	102	0.036	6	102	0.167	6	102	0.203
08:00 - 09:00	6	102	0.046	6	102	0.187	6	102	0.233
09:00 - 10:00	6	102	0.057	6	102	0.066	6	102	0.123
10:00 - 11:00	6	102	0.052	6	102	0.067	6	102	0.119
11:00 - 12:00	6	102	0.052	6	102	0.075	6	102	0.127
12:00 - 13:00	6	102	0.093	6	102	0.098	6	102	0.191
13:00 - 14:00	6	102	0.064	6	102	0.064	6	102	0.128
14:00 - 15:00	6	102	0.056	6	102	0.054	6	102	0.110
15:00 - 16:00	6	102	0.085	6	102	0.059	6	102	0.144
16:00 - 17:00	6	102	0.118	6	102	0.059	6	102	0.177
17:00 - 18:00	6	102	0.164	6	102	0.079	6	102	0.243
18:00 - 19:00	6	102	0.207	6	102	0.113	6	102	0.320
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.030			1.088			2.118

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:	46 - 175 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	6	102	0.002	6	102	0.003	6	102	0.005
08:00 - 09:00	6	102	0.005	6	102	0.003	6	102	0.008
09:00 - 10:00	6	102	0.002	6	102	0.003	6	102	0.005
10:00 - 11:00	6	102	0.003	6	102	0.003	6	102	0.006
11:00 - 12:00	6	102	0.003	6	102	0.003	6	102	0.006
12:00 - 13:00	6	102	0.008	6	102	0.008	6	102	0.016
13:00 - 14:00	6	102	0.002	6	102	0.002	6	102	0.004
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.002	6	102	0.002	6	102	0.004
16:00 - 17:00	6	102	0.005	6	102	0.005	6	102	0.010
17:00 - 18:00	6	102	0.003	6	102	0.003	6	102	0.006
18:00 - 19:00	6	102	0.002	6	102	0.002	6	102	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	6	102	0.005	6	102	0.005	6	102	0.010
08:00 - 09:00	6	102	0.000	6	102	0.000	6	102	0.000
09:00 - 10:00	6	102	0.002	6	102	0.002	6	102	0.004
10:00 - 11:00	6	102	0.002	6	102	0.002	6	102	0.004
11:00 - 12:00	6	102	0.002	6	102	0.000	6	102	0.002
12:00 - 13:00	6	102	0.000	6	102	0.002	6	102	0.002
13:00 - 14:00	6	102	0.000	6	102	0.000	6	102	0.000
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.000	6	102	0.000	6	102	0.000
16:00 - 17:00	6	102	0.000	6	102	0.000	6	102	0.000
17:00 - 18:00	6	102	0.000	6	102	0.000	6	102	0.000
18:00 - 19:00	6	102	0.000	6	102	0.000	6	102	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	6	102	0.002	6	102	0.008	6	102	0.010
08:00 - 09:00	6	102	0.002	6	102	0.015	6	102	0.017
09:00 - 10:00	6	102	0.000	6	102	0.000	6	102	0.000
10:00 - 11:00	6	102	0.003	6	102	0.000	6	102	0.003
11:00 - 12:00	6	102	0.005	6	102	0.005	6	102	0.010
12:00 - 13:00	6	102	0.000	6	102	0.000	6	102	0.000
13:00 - 14:00	6	102	0.003	6	102	0.003	6	102	0.006
14:00 - 15:00	6	102	0.005	6	102	0.002	6	102	0.007
15:00 - 16:00	6	102	0.003	6	102	0.000	6	102	0.003
16:00 - 17:00	6	102	0.002	6	102	0.000	6	102	0.002
17:00 - 18:00	6	102	0.008	6	102	0.005	6	102	0.013
18:00 - 19:00	6	102	0.003	6	102	0.000	6	102	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.038			0.074

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	6	102	0.043	6	102	0.259	6	102	0.302
08:00 - 09:00	6	102	0.056	6	102	0.330	6	102	0.386
09:00 - 10:00	6	102	0.066	6	102	0.085	6	102	0.151
10:00 - 11:00	6	102	0.072	6	102	0.095	6	102	0.167
11:00 - 12:00	6	102	0.067	6	102	0.097	6	102	0.164
12:00 - 13:00	6	102	0.130	6	102	0.149	6	102	0.279
13:00 - 14:00	6	102	0.095	6	102	0.077	6	102	0.172
14:00 - 15:00	6	102	0.067	6	102	0.069	6	102	0.136
15:00 - 16:00	6	102	0.126	6	102	0.080	6	102	0.206
16:00 - 17:00	6	102	0.195	6	102	0.079	6	102	0.274
17:00 - 18:00	6	102	0.277	6	102	0.103	6	102	0.380
18:00 - 19:00	6	102	0.361	6	102	0.148	6	102	0.509
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.555			1.571			3.126

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
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	6	102	0.021	6	102	0.080	6	102	0.101
08:00 - 09:00	6	102	0.025	6	102	0.085	6	102	0.110
09:00 - 10:00	6	102	0.046	6	102	0.046	6	102	0.092
10:00 - 11:00	6	102	0.056	6	102	0.036	6	102	0.092
11:00 - 12:00	6	102	0.016	6	102	0.033	6	102	0.049
12:00 - 13:00	6	102	0.054	6	102	0.041	6	102	0.095
13:00 - 14:00	6	102	0.046	6	102	0.038	6	102	0.084
14:00 - 15:00	6	102	0.033	6	102	0.049	6	102	0.082
15:00 - 16:00	6	102	0.061	6	102	0.043	6	102	0.104
16:00 - 17:00	6	102	0.054	6	102	0.067	6	102	0.121
17:00 - 18:00	6	102	0.075	6	102	0.067	6	102	0.142
18:00 - 19:00	6	102	0.072	6	102	0.074	6	102	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.559			0.659			1.218

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
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	6	102	0.002	6	102	0.051	6	102	0.053
08:00 - 09:00	6	102	0.013	6	102	0.113	6	102	0.126
09:00 - 10:00	6	102	0.002	6	102	0.038	6	102	0.040
10:00 - 11:00	6	102	0.008	6	102	0.008	6	102	0.016
11:00 - 12:00	6	102	0.011	6	102	0.010	6	102	0.021
12:00 - 13:00	6	102	0.021	6	102	0.021	6	102	0.042
13:00 - 14:00	6	102	0.016	6	102	0.034	6	102	0.050
14:00 - 15:00	6	102	0.026	6	102	0.015	6	102	0.041
15:00 - 16:00	6	102	0.084	6	102	0.021	6	102	0.105
16:00 - 17:00	6	102	0.031	6	102	0.013	6	102	0.044
17:00 - 18:00	6	102	0.066	6	102	0.016	6	102	0.082
18:00 - 19:00	6	102	0.062	6	102	0.015	6	102	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.355			0.697

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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	6	102	0.000	6	102	0.028	6	102	0.028
08:00 - 09:00	6	102	0.000	6	102	0.020	6	102	0.020
09:00 - 10:00	6	102	0.000	6	102	0.008	6	102	0.008
10:00 - 11:00	6	102	0.007	6	102	0.002	6	102	0.009
11:00 - 12:00	6	102	0.003	6	102	0.000	6	102	0.003
12:00 - 13:00	6	102	0.003	6	102	0.003	6	102	0.006
13:00 - 14:00	6	102	0.002	6	102	0.002	6	102	0.004
14:00 - 15:00	6	102	0.003	6	102	0.000	6	102	0.003
15:00 - 16:00	6	102	0.008	6	102	0.000	6	102	0.008
16:00 - 17:00	6	102	0.015	6	102	0.000	6	102	0.015
17:00 - 18:00	6	102	0.020	6	102	0.000	6	102	0.020
18:00 - 19:00	6	102	0.013	6	102	0.003	6	102	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.066			0.140

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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	6	102	0.002	6	102	0.079	6	102	0.081
08:00 - 09:00	6	102	0.013	6	102	0.133	6	102	0.146
09:00 - 10:00	6	102	0.002	6	102	0.046	6	102	0.048
10:00 - 11:00	6	102	0.013	6	102	0.010	6	102	0.023
11:00 - 12:00	6	102	0.011	6	102	0.010	6	102	0.021
12:00 - 13:00	6	102	0.025	6	102	0.025	6	102	0.050
13:00 - 14:00	6	102	0.020	6	102	0.036	6	102	0.056
14:00 - 15:00	6	102	0.028	6	102	0.015	6	102	0.043
15:00 - 16:00	6	102	0.093	6	102	0.021	6	102	0.114
16:00 - 17:00	6	102	0.046	6	102	0.013	6	102	0.059
17:00 - 18:00	6	102	0.085	6	102	0.016	6	102	0.101
18:00 - 19:00	6	102	0.079	6	102	0.018	6	102	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.417			0.422			0.839

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.48

	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	6	102	0.067	6	102	0.426	6	102	0.493
08:00 - 09:00	6	102	0.095	6	102	0.562	6	102	0.657
09:00 - 10:00	6	102	0.113	6	102	0.177	6	102	0.290
10:00 - 11:00	6	102	0.144	6	102	0.141	6	102	0.285
11:00 - 12:00	6	102	0.100	6	102	0.144	6	102	0.244
12:00 - 13:00	6	102	0.208	6	102	0.215	6	102	0.423
13:00 - 14:00	6	102	0.164	6	102	0.154	6	102	0.318
14:00 - 15:00	6	102	0.133	6	102	0.134	6	102	0.267
15:00 - 16:00	6	102	0.284	6	102	0.144	6	102	0.428
16:00 - 17:00	6	102	0.297	6	102	0.159	6	102	0.456
17:00 - 18:00	6	102	0.446	6	102	0.192	6	102	0.638
18:00 - 19:00	6	102	0.515	6	102	0.239	6	102	0.754
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.566			2.687			5.253

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
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	6	102	0.023	6	102	0.148	6	102	0.171
08:00 - 09:00	6	102	0.034	6	102	0.172	6	102	0.206
09:00 - 10:00	6	102	0.046	6	102	0.056	6	102	0.102
10:00 - 11:00	6	102	0.041	6	102	0.052	6	102	0.093
11:00 - 12:00	6	102	0.033	6	102	0.057	6	102	0.090
12:00 - 13:00	6	102	0.067	6	102	0.067	6	102	0.134
13:00 - 14:00	6	102	0.054	6	102	0.049	6	102	0.103
14:00 - 15:00	6	102	0.049	6	102	0.051	6	102	0.100
15:00 - 16:00	6	102	0.069	6	102	0.048	6	102	0.117
16:00 - 17:00	6	102	0.098	6	102	0.041	6	102	0.139
17:00 - 18:00	6	102	0.143	6	102	0.070	6	102	0.213
18:00 - 19:00	6	102	0.198	6	102	0.105	6	102	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.855			0.916			1.771

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
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	6	102	0.005	6	102	0.011	6	102	0.016
08:00 - 09:00	6	102	0.007	6	102	0.011	6	102	0.018
09:00 - 10:00	6	102	0.008	6	102	0.005	6	102	0.013
10:00 - 11:00	6	102	0.007	6	102	0.010	6	102	0.017
11:00 - 12:00	6	102	0.015	6	102	0.015	6	102	0.030
12:00 - 13:00	6	102	0.018	6	102	0.020	6	102	0.038
13:00 - 14:00	6	102	0.007	6	102	0.011	6	102	0.018
14:00 - 15:00	6	102	0.007	6	102	0.003	6	102	0.010
15:00 - 16:00	6	102	0.015	6	102	0.010	6	102	0.025
16:00 - 17:00	6	102	0.015	6	102	0.013	6	102	0.028
17:00 - 18:00	6	102	0.015	6	102	0.003	6	102	0.018
18:00 - 19:00	6	102	0.005	6	102	0.005	6	102	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.117			0.241

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
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	6	102	0.002	6	102	0.000	6	102	0.002
08:00 - 09:00	6	102	0.000	6	102	0.000	6	102	0.000
09:00 - 10:00	6	102	0.000	6	102	0.000	6	102	0.000
10:00 - 11:00	6	102	0.000	6	102	0.000	6	102	0.000
11:00 - 12:00	6	102	0.000	6	102	0.000	6	102	0.000
12:00 - 13:00	6	102	0.000	6	102	0.002	6	102	0.002
13:00 - 14:00	6	102	0.002	6	102	0.002	6	102	0.004
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.000	6	102	0.000	6	102	0.000
16:00 - 17:00	6	102	0.000	6	102	0.000	6	102	0.000
17:00 - 18:00	6	102	0.003	6	102	0.002	6	102	0.005
18:00 - 19:00	6	102	0.002	6	102	0.002	6	102	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.008			0.017

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing 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	6	102	0.010	6	102	0.008	6	102	0.018
08:00 - 09:00	6	102	0.007	6	102	0.007	6	102	0.014
09:00 - 10:00	6	102	0.008	6	102	0.007	6	102	0.015
10:00 - 11:00	6	102	0.003	6	102	0.007	6	102	0.010
11:00 - 12:00	6	102	0.007	6	102	0.005	6	102	0.012
12:00 - 13:00	6	102	0.007	6	102	0.010	6	102	0.017
13:00 - 14:00	6	102	0.003	6	102	0.003	6	102	0.006
14:00 - 15:00	6	102	0.002	6	102	0.002	6	102	0.004
15:00 - 16:00	6	102	0.008	6	102	0.007	6	102	0.015
16:00 - 17:00	6	102	0.005	6	102	0.007	6	102	0.012
17:00 - 18:00	6	102	0.003	6	102	0.002	6	102	0.005
18:00 - 19:00	6	102	0.003	6	102	0.005	6	102	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.070			0.136

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.*

Appendix E

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

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	All categories: Method of travel to work (2001 specification)

	usual residence		Arm of Travel from Site Location			
place of work	**E02004896 : Hertsmere 001**		North (High Street)	East (Southgate Road)	South (Barnet Road)	West (Mutton Lane)
Total	**2,528**	**100.0%**	**300**	**971**	**841**	**417**
			11.8%	**38.4%**	**33.3%**	**16.5%**
E02004896 : Hertsmere 001 (Site Location Central Potters Bar)	383	15.2%	191.5			191.5
Barnet	313	12.4%			313	
Westminster,City of London	309	12.2%		154.5	154.5	
Enfield	161	6.4%		161		
Camden	115	4.5%		57.5	57.5	
St Albans	114	4.5%		57		57
E02004898 : Hertsmere 003 (Easern Potters Bar)	90	3.6%		90		
E02004897 : Hertsmere 002 (Western Potters Bar)	79	3.1%				79
Islington	71	2.8%		35.5	35.5	
Haringey	65	2.6%		32.5	32.5	
South East	64	2.5%		64		
E02004899 : Hertsmere 004 (Shenley)	56	2.2%				56
Welwyn Hatfield	53	2.1%	53			
Tower Hamlets	53	2.1%		53		
Brent	37	1.5%			37	
Broxbourne	34	1.3%	17	17		
Dacorum	34	1.3%		17		17
Watford	31	1.2%		31		
East Hertfordshire	28	1.1%	28			
Southwark	26	1.0%		26		
Three Rivers	25	1.0%		25		
Hackney	24	0.9%		24		
E02004901 : Hertsmere 006 (Borehamwood)	21	0.8%		11	10.5	
E02004906 : Hertsmere 011 (Borehamwood)	21	0.8%		11	10.5	
Harrow	21	0.8%		11	10.5	
E02004904 : Hertsmere 009 (Borehamwood)	20	0.8%		10	10	
Stevenage	20	0.8%	10	10		
Hillingdon	19	0.8%		10	9.5	
Hammersmith and Fulham	18	0.7%		9	9	
Kensington and Chelsea	16	0.6%		8	8	
Lambeth	15	0.6%		8	7.5	
Epping Forest	13	0.5%			13	
E02004905 : Hertsmere 010 (West Borehamwood)	11	0.4%		6	5.5	
East Midlands	11	0.4%			11	
Central Bedfordshire	10	0.4%		5		5
Ealing	10	0.4%		5	5	
E02004902 : Hertsmere 007 (Borehamwood)	9	0.4%		5	4.5	
Luton	8	0.3%		4		4
North Hertfordshire	8	0.3%		4		4
E02004900 : Hertsmere 005 (Radlett)	7	0.3%		3.5		3.5
Redbridge	7	0.3%			7	
E02004907 : Hertsmere 012 (Bushey, East Watford)	6	0.2%			6	
Hounslow	6	0.2%		3	3	
Newham	6	0.2%			6	
Waltham Forest	6	0.2%			6	
Wandsworth	6	0.2%		3	3	
Cambridge	4	0.2%			4	
E02004903 : Hertsmere 008 (Bushey, East Watford)	4	0.2%			4	
North West	4	0.2%			4	
West Midlands	4	0.2%			4	
Barking and Dagenham	3	0.1%			3	
Brentwood	3	0.1%			3	
Chelmsford	3	0.1%			3	
E02004908 : Hertsmere 013 (Bushey, East Watford)	3	0.1%			3	
Greenwich	3	0.1%			3	
Harlow	3	0.1%			3	
Richmond upon Thames	3	0.1%		2	1.5	
South Cambridgeshire	3	0.1%			3	
Basildon	2	0.1%			2	
Croydon	2	0.1%			2	
Kingston upon Thames	2	0.1%			2	
Lewisham	2	0.1%			2	
Merton	2	0.1%		1	1	
Peterborough	2	0.1%			2	
South West	2	0.1%			2	
Southend-on-Sea	2	0.1%			2	
Thurrock	2	0.1%			2	
Yorkshire and The Humber	2	0.1%			2	
Bedford	1	0.0%			1	
Havering	1	0.0%			1	
Huntingdonshire	1	0.0%			1	
Ipswich	1	0.0%			1	
North East	1	0.0%			1	
St Edmundsbury	1	0.0%			1	
Uttlesford	1	0.0%			1	
Wales	1	0.0%			1	
Babergh	0	0.0%				
Bexley	0	0.0%				
Braintree	0	0.0%				
Breckland	0	0.0%				
Broadland	0	0.0%				
Bromley	0	0.0%				
Castle Point	0	0.0%				
Colchester	0	0.0%				
East Cambridgeshire	0	0.0%				
Fenland	0	0.0%				
Forest Heath	0	0.0%				
Great Yarmouth	0	0.0%				
King's Lynn and West Norfolk	0	0.0%				
Maldon	0	0.0%				
Mid Suffolk	0	0.0%				
North Norfolk	0	0.0%				
Northern Ireland	0	0.0%				
Norwich	0	0.0%				
Rochford	0	0.0%				
Scotland	0	0.0%				
South Norfolk	0	0.0%				
Suffolk Coastal	0	0.0%				
Sutton	0	0.0%				
Tendring	0	0.0%				
Waveney	0	0.0%				

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Distribution Assignment

	Arm of Travel to/from Site Location			
	North (High Street)	East (Southgate Road)	South (Barnet Road)	West (Mutton Lane)
	11.8%	38.4%	33.3%	16.5%
Am	8	26	23	11
Pm	8	27	24	12

% Impact Assessment

	North (High Street)	East (Southgate Road)	South (Barnet Road)	West (Mutton Lane)	**Total**
2029 AM:	1470	1377	863	1110	**4820**
	0.6%	1.9%	2.6%	1.0%	1.4%

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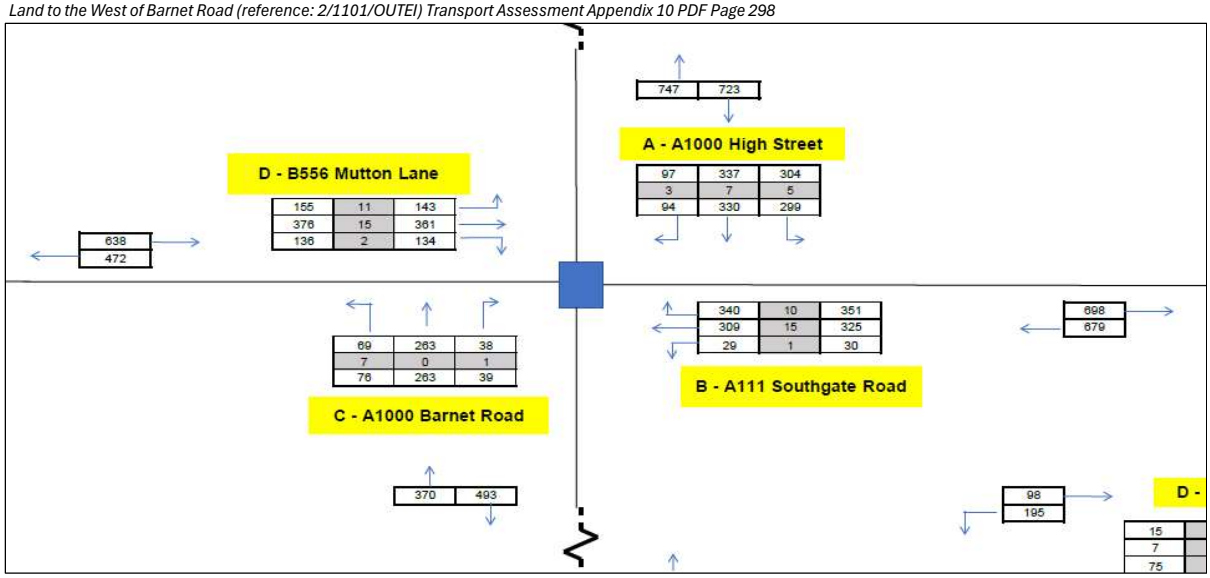

	North (High Street)	East (Southgate Road)	South (Barnet Road)	West (Mutton Lane)	**Total**
2029 PM:	1488	1591	733	1133	**4945**
	0.6%	1.7%	3.2%	1.0%	1.4%

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