



SOLIHULL LOCAL PLAN TRANSPORT EVIDENCE BASE

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1. Introduction

1.1. Background

- 1.1.1. Solihull Metropolitan Borough Council (SMBC) has requested consultancy support from AtkinsRéalis to produce a revised Transport Evidence Base to support the Local Plan refresh, following the Council's decision to withdraw the previous Draft Local Plan in October 2024. The new Local Plan will cover a 15 year period from 2028 to 2043, with adoption proposed from 2028.

1.2. Report Purpose

- 1.2.1. This Traffic Modelling Report has been prepared by AtkinsRéalis to support the revised Local Plan Transport Evidence Base and provide an assessment of the potential highway impacts associated with the proposed housing and employment growth across the Borough over the new Local Plan period (2028 to 2043).
- 1.2.2. This report details the traffic modelling undertaken using the Policy Responsive Integrated Strategy Model (PRISM), owned and operated by Transport for West Midlands. The model outputs have been used to determine the impact of the Local Plan development trips on the local and strategic highway network and identify key junctions and routes where mitigation is required.

1.3. PRISM Model Background

- 1.3.1. The modelling for this study has been undertaken using the PRISM model which is a multi-modal strategic model of the West Midlands Metropolitan Area with separate highway and Public Transport (PT) assignment models linked together with a demand model. The current version of the PRISM model (6.1) has a base year of 2019 (pre-COVID) and forecast years of 2026, 2036 and 2046.
- 1.3.2. The forecast models include all Near Certain developments and a portion of More Than Likely developments, with overall growth in population and jobs constrained to the National Trip End Model (NTEM) v8 core scenario growth.
- 1.3.3. PRISM has AM, Inter-Peak and PM peak period models. For the Solihull Local Plan modelling, the 2046 AM and PM peak period assignment models have been utilised as the impacts of the new development will be most significant during these periods.
- 1.3.4. Vehicle trip rates from the TRICS database have been utilised in the highway assignment for this study rather than trip rates generated by the variable demand model, in order to provide a robust assessment.

1.4. Local Plan Modelling Overview

- 1.4.1. The PRISM model has been used to assess the highway impacts of the proposed 2028-2043 Local Plan growth areas in the AM and PM peak periods. Two model scenarios have



been developed to enable the identification of the preferred areas for growth and the junctions where highway mitigation may be required. These modelled scenarios are outlined below. No mitigation scenarios have been modelled at this stage.

Baseline Scenario

- 1.4.2. The 2046 Baseline scenario includes 'Near Certain' and a proportion of 'More Than Likely' developments and highway schemes, as defined in TAG Unit M4 Table A2, but excludes the proposed locations for growth which form part of the Solihull 2028-2043 Local Plan growth.

Do Something Scenario

- 1.4.3. The Do Something (DS) scenario is consistent with the Baseline scenario but also includes the proposed locations for growth identified in the Local Plan. The DS assumptions for developments have been agreed upon and supplied by SMBC during inception.

1.5. Report Structure

- 1.5.1. The remainder of this report is structured as follows:
- Chapter 2 – provides an overview of the PRISM model;
 - Chapter 3 – details the development of the 2046 future year matrices;
 - Chapter 4 – details the development of the 2046 future year networks;
 - Chapter 5 – describes the forecasting assignment methodology;
 - Chapter 6 – presents the key impacts resulting from the Local Plan development growth; and
 - Chapter 7 – summarises the forecasting process and analysis.

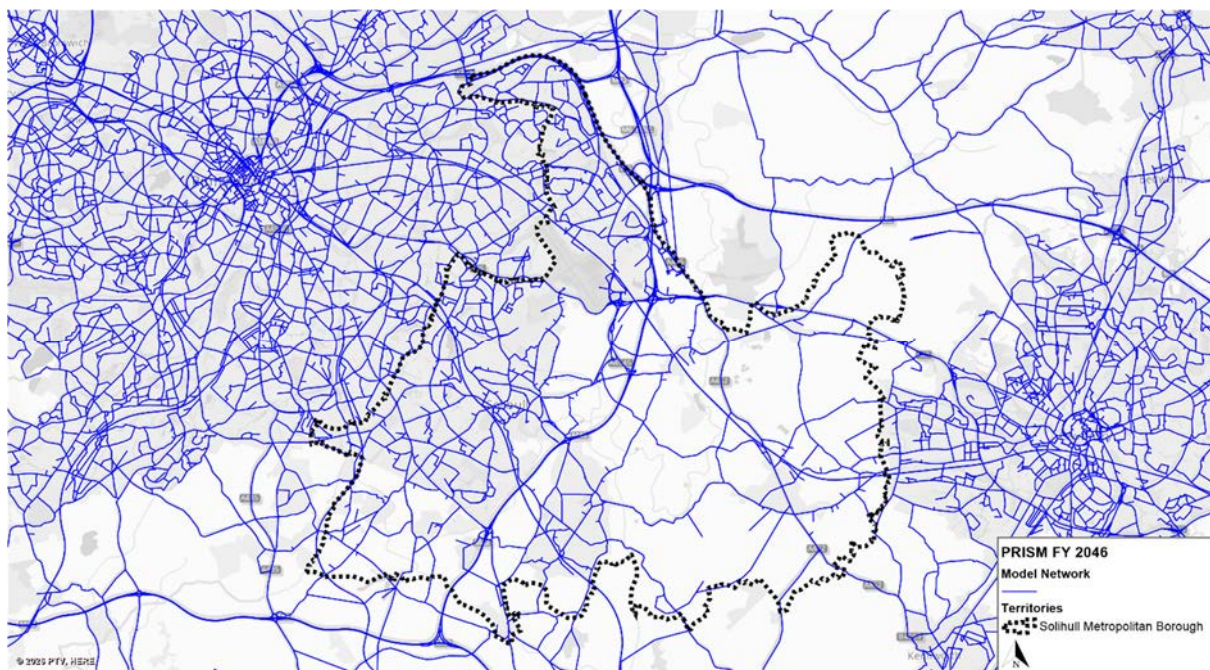
2. PRISM Model Background

- 2.1.1. This chapter provides background on the PRISM model, and an overview of the process that was previously adopted to develop the PRISM forecast models, including the modelling of future highway schemes, developments, and constraint to the National Trip End Model (NTEM) dataset version 8 trip end growth.
- 2.1.2. Full details of the PRISM model development are detailed in the PRISM 6 Model Validation Report produced by Mott MacDonald in February 2024.

2.2. PRISM Model Overview

- 2.2.1. The PRISM model's Area of Detailed Modelling (AoDM) comprises the West Midlands Metropolitan Area and is characterised by a representation of all trip movements, smaller zones and detailed network representation with junction modelling, including flow metering and blocking back.
- 2.2.2. The whole of the Solihull Metropolitan area and the surrounding area over which significant impacts of proposed interventions are likely to occur are within the AoDM. The highway network in the Solihull and wider area is shown in Figure 2-1.

Figure 2-1 – PRISM Network in Study Area



- 2.2.3. Figure 2-2 to Figure 2-4 show the PRISM zoning for Solihull Borough, the wider West Midlands Region and Nationally, respectively.

Figure 2-2 - PRISM Zoning System - Solihull Borough

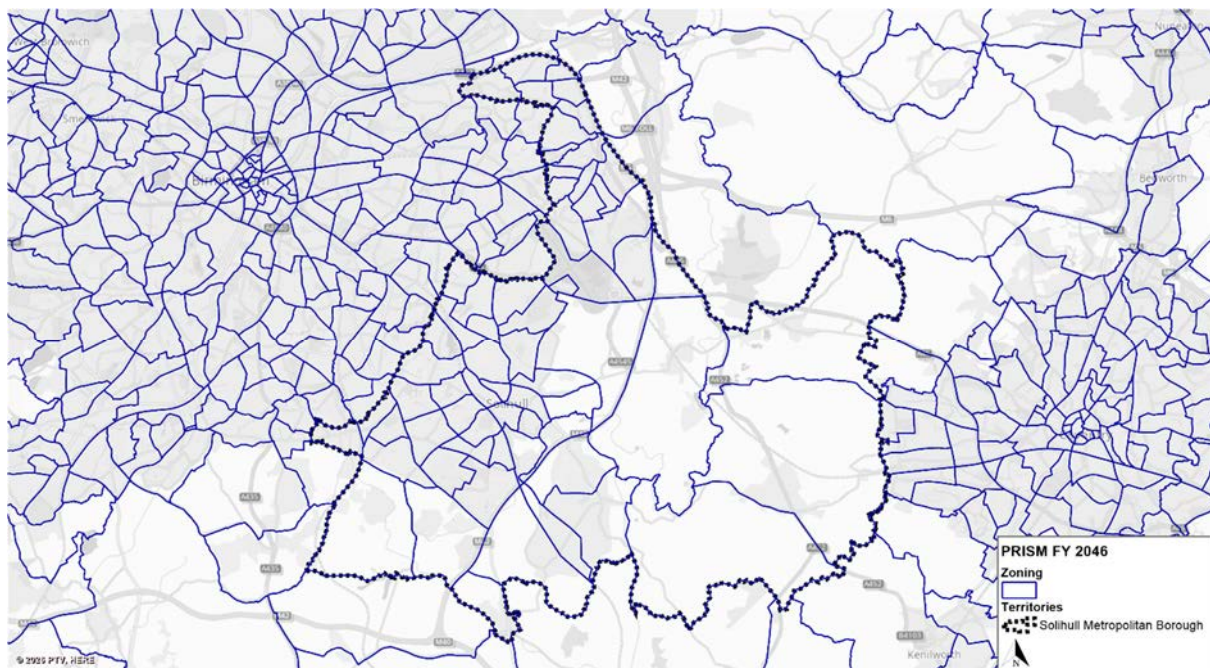


Figure 2-3 – PRISM Zoning System - Wider West Midlands Region

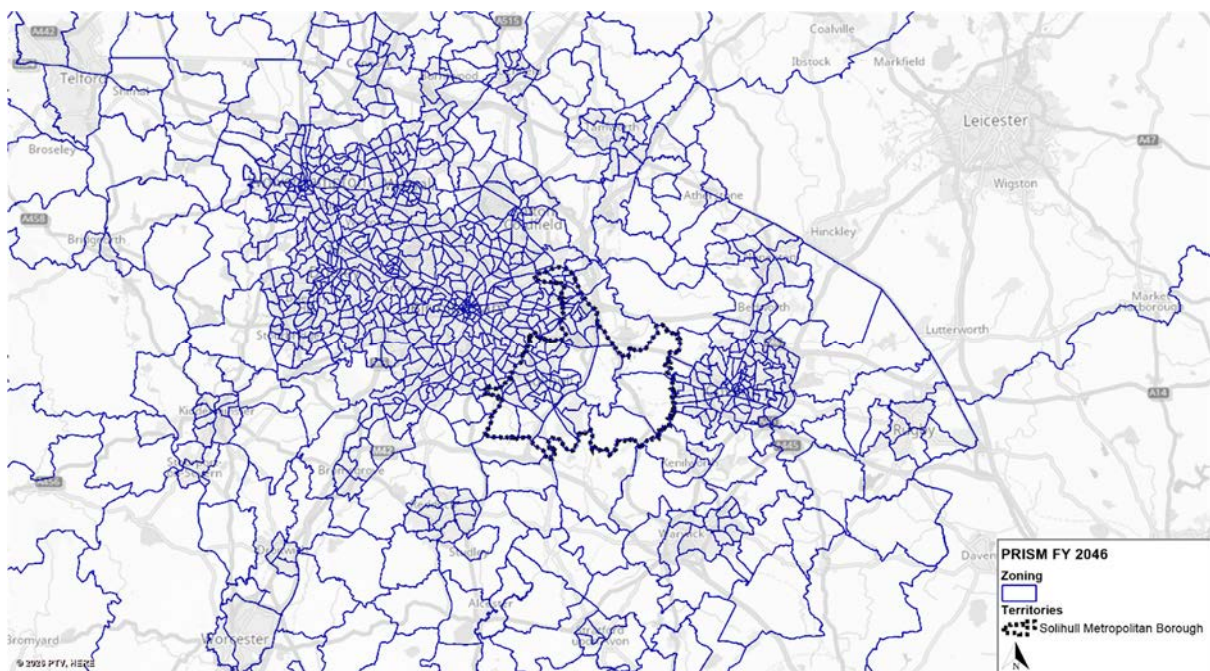
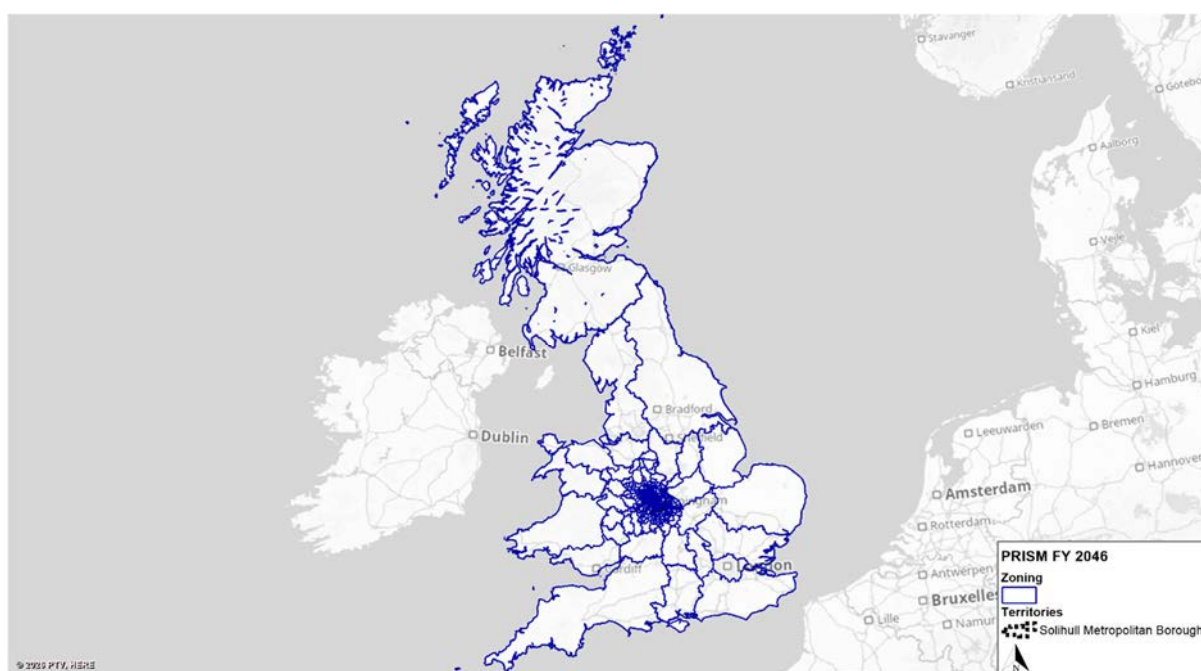


Figure 2-4 - PRISM Zoning System - Nationally



2.2.4. The PRISM base model has been produced for a 2019 base year. The modelled time periods for highway assignment are as follows:

- AM average hour from 07:00 to 09:30,
- Inter-peak (IP) average hour from 09:30 to 15:30: and
- PM average hour from 15:30 to 19:00.

2.2.5. User classes (UCs) are used to represent the differing values of time and vehicle operating costs of different vehicle types and journey purposes. For the PRISM model five user classes have been adopted as follows:

- UC1 – Car Employer's Business
- UC2 – Car Commuter
- UC3 – Car Other
- UC4 – Light Goods Vehicles (LGVs)
- UC5 – Heavy Goods Vehicles (HGVs)

2.2.6. A PCU factor of 2.5 has been applied to HGVs and buses. Buses have been modelled as fixed flows.

2.3. PRISM Forecasting Approach

2.3.1. PRISM 6 future year core scenarios have been developed by Mott MacDonald for the years 2026, 2036 and 2046 as detailed in the PRISM 6 Future Year Report produced by Mott MacDonald in March 2024.

- 2.3.2. These forecast models include near certain and a proportion of more than likely developments, with overall growth constrained to NTEM v8.0 population and jobs, in line with TAG.
- 2.3.3. The PRISM Variable Demand Model (VDM) was developed by RAND Europe using household interview data collected between 2009 and 2012. It is an 'absolute model applied incrementally' and is comprised of three main components, summarised below:
- Population Model – generates zonal demographic values and car ownership levels from the input planning data;
 - Travel Demand Model – generates synthetic travel demand by purpose and distributes across modes and destinations; and
 - Final Processing – converts synthetic demand from 24hr PA to time period OD, and applies the changes between base and forecast synthetic demand to the base calibrated matrices.
- 2.3.4. The PRISM core forecast models have been developed in line with TAG utilising variable demand and form the basis for the Solihull Local Plan models. For the Local Plan modelling the post-VDM PRISM matrices have been adjusted for the Local Plan development growth as detailed in Chapter 3.

2.4. Uncertainty

- 2.4.1. TAG Unit M4 sets out the guidance for the treatment of uncertainty in model forecasting. The uncertainty associated with each input assumption is used as a basis to develop and assess alternative forecast scenarios. The key issues in assessing uncertainty are:
- The range of possible inputs;
 - The likelihood of each input; and
 - The interaction between different elements which affect inputs.
- 2.4.2. In order to analyse uncertainty, it is necessary to create an Uncertainty Log. This log highlights the local and external uncertainties and factors likely to affect the traffic levels and delivery of scheme benefits. The Uncertainty Log includes an assessment of the uncertainty of each input by placing it into one of four categories, as defined in Table 2-1 (taken from TAG M4 Appendix A Table A2).

Table 2-1 - Classification of Future Inputs

Probability of the Input	Status
Near Certain (NC): The outcome will happen or there is a high probability that it will happen.	Intent announced by proponent to regulatory agencies; Approved development proposals; and Projects under construction
More than likely (MTL): The outcome is likely to happen but there is some uncertainty.	Submission of planning or consent application imminent; Development application within the consent process.
Reasonably Foreseeable (RF): The outcome may happen, but there is significant uncertainty.	Identified within a development plan; Not directly associated with the transport strategy/scheme, but may occur if the strategy/scheme is implemented; Development conditional upon the transport strategy/scheme proceeding; Or, a committed policy goal, subject to tests (e.g. of deliverability) whose outcomes are subject to significant uncertainty.
Hypothetical (H): There is considerable uncertainty whether the outcome will ever happen.	Conjecture based upon currently available information; Discussed on a conceptual basis; One of a number of possible inputs in an initial consultation process; Or a policy aspiration.

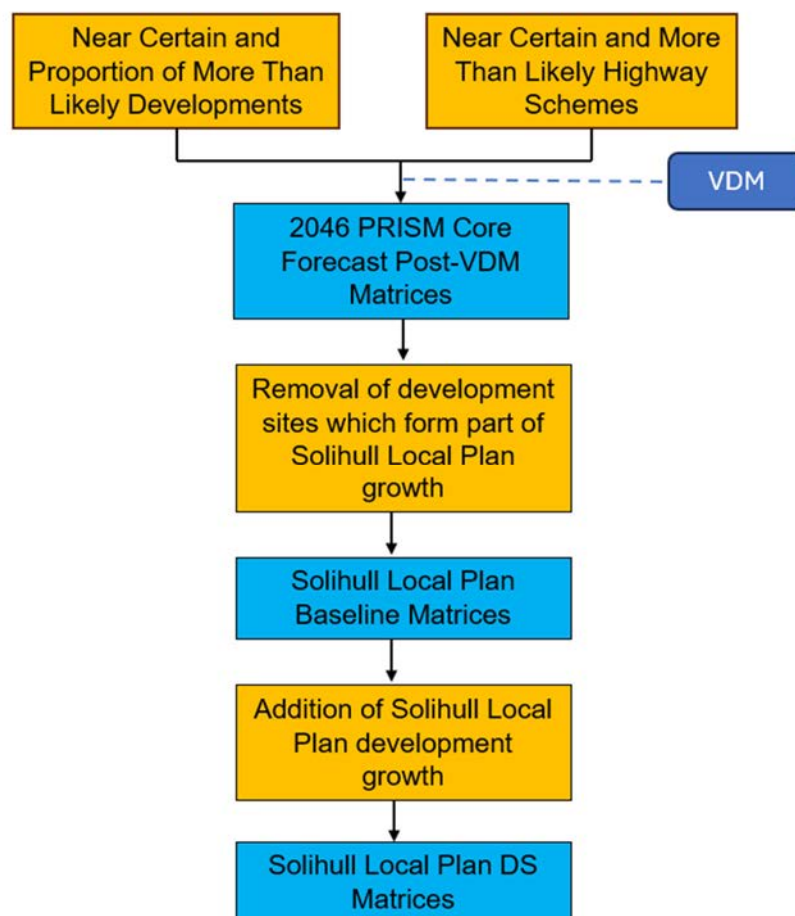
Source: TAG M4 Appendix A Table A2

- 2.4.3. For the PRISM model, 'core' scenarios have been developed for the forecast years which includes 'Near Certain' and a proportion of 'More Than Likely' developments and highway schemes, in line with TAG guidance.
- 2.4.4. The 2046 forecast PRISM model was used as the starting point of the Solihull Local Plan forecast modelling. Chapters 3 and 4 discuss the updates made to the core PRISM models to produce the Local Plan 2040 forecast scenarios. Chapter 3 details the matrix development whereas Chapter 4 details the network development.

3. Local Plan Matrix Development

- 3.1.1. This chapter explains the methodology used to produce the 2046 Baseline and DS Solihull Local Plan forecast scenario matrices, which is illustrated in Figure 3-1. The 2046 PRISM Core forecast highway matrices have been used as the starting point for developing the Solihull Local Plan forecast matrices. The PRISM core matrices have been developed in line with TAG using the variable demand model, with growth in households and jobs constrained to NTEM v8. For the Solihull Local Plan Baseline matrices, any developments which form part of the Local Plan have been removed from the PRISM core matrices. For the DS scenario, the Local Plan development growth has been added to the Baseline matrices.

Figure 3-1 - Matrix Development Methodology



3.2. 2046 Baseline Scenario

2046 PRISM Core Matrices

- 3.2.1. The 2046 PRISM core matrices include Near Certain developments and a proportion of More Than Likely developments, with overall growth in population and jobs constrained to NTEM v8.0. The development of the forecast matrices using the PRISM demand model is

detailed in the PRISM 6 Future Report (Mott MacDonald, March 2024). Table A1 in Appendix A summarises the proportion of population and jobs associated with near certain and more than likely developments included in the PRISM core matrices for each growth period.

- 3.2.2. Tables A2 and A3 in Appendix A list the quantum of houses and jobs modelled (i.e. taking into account the proportions in Table A1) for developments included in the Solihull area in the 2046 PRISM core model.

2046 Solihull Local Plan Baseline Matrices

- 3.2.3. A number of the developments included in the 2046 PRISM core matrices form part of the Solihull Local Plan proposed growth. In order to avoid 'double-counting' the growth from these developments, the following process has been used:

- The developments in Solihull in the PRISM UL which are Near Certain or More Than Likely which are also included in the Solihull Local Plan as locations for growth have been identified, using GIS to determine if they are in the same location;
- The volume of houses and jobs at the duplicated locations for growth has been calculated, taking into account that PRISM does not include all of the growth as discussed above;
- The trips to the PRISM zones where the duplicated locations for growth are located have been scaled down to remove the growth associated with these developments. For example, if a PRISM zone includes growth of 500 households between 2019 and 2046 of which 400 households are associated with the Local Plan locations for growth, the growth in trips in this zone between 2019 and 2046 has been reduced by $400/500=80\%$.

- 3.2.4. Appendix B shows the factors applied to the PRISM zones with duplicated locations for growth, with the base, 2046 PRISM core and 2046 Solihull LP Baseline origin and destination matrix totals for each user class.

3.3. 2046 Do Something

Local Plan Development Trips

- 3.3.1. SMBC provided a list of Local Plan growth locations for growth including their size, type and phasing. In order to obtain the correct weighting of traffic growth within the study area, all Local Plan developments over 50 dwellings have been modelled with explicit zones. The remainder of the residential growth has been applied across the Solihull area as background growth. The three employment locations for growth have also been modelled with explicit zones.
- 3.3.2. Locations with over 300 two-way vehicle trips during the peak hours have been split into more than one zone for more accurate loading of trips onto the network.
- 3.3.3. Table 3-1 and Table 3-2 provide a list of Local Plan residential and employment growth areas, respectively, included in the DS scenario, including their size. The locations of the growth areas are shown in Figure 3-2. Overall, the Solihull Local Plan has growth of 23,091 houses and 17,870 jobs.

Table 3-1 – Local Plan Broad Locations for Growth

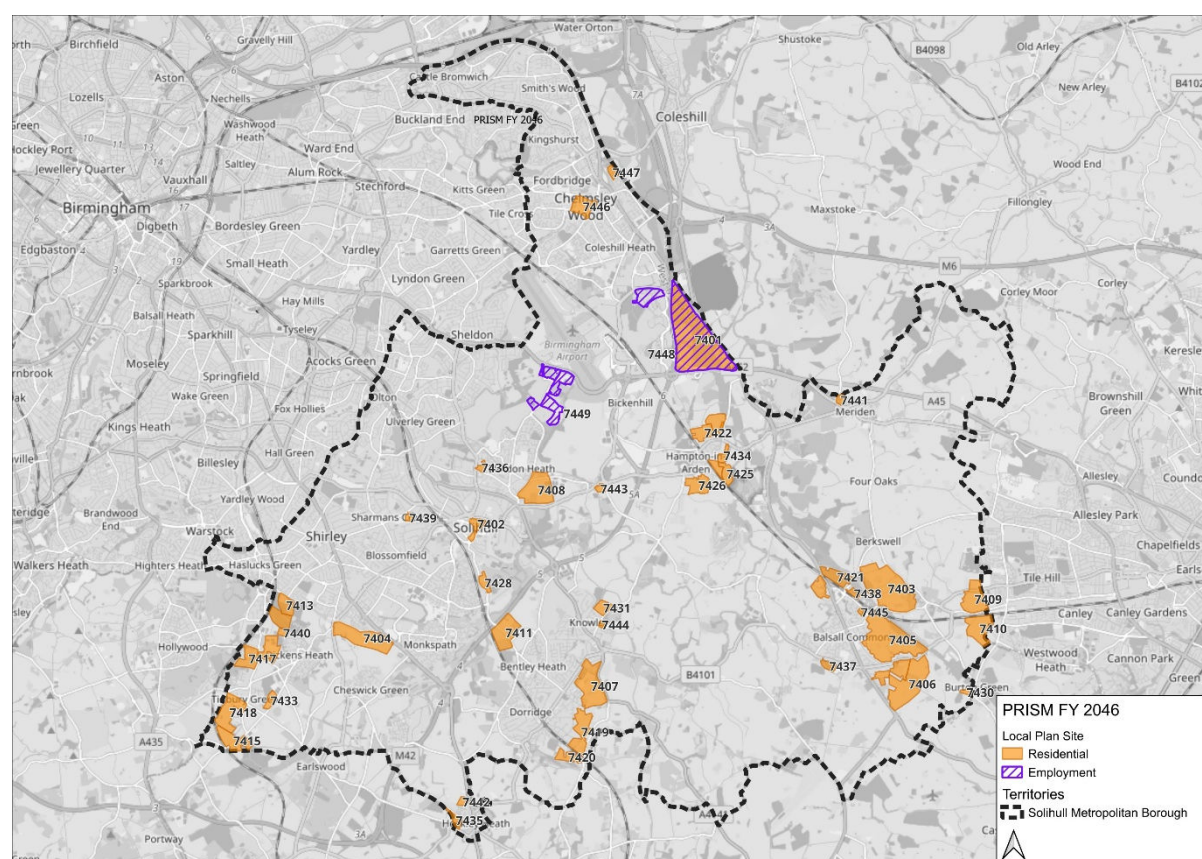
Name of Site	Zone number	Size Dwellings
Arden Cross	7401	1,600
Mell Square	7402	1,440
Berkswell Catchment	7403 / 7451	1,350
South of Dog Kennel Lane	7404 / 7452	1,195
Barretts Farm	7405 / 7453	1,160
Balsall Common Relief Road	7406 / 7454	1,100
South of Knowle	7407	783
East of Solihull	7408	770
Tile Hill Catchment A	7409	607
Tile Hill Catchment B	7410	583
Widney Manor Catchment	7411	585
West of Dickens Heath	7412	450
Whitlocks End Farm	7413	450
Eastgate	7414	422
Earlswood Catchment	7415	415
Shirley Catchment	7416	291
Whitlocks End Catchment	7417	325
Wythall Catchment	7418	547
Dorridge Catchment A	7419	568
Dorridge Catchment B	7420	204
HS2 Depot	7421	360
Diddington Lane	7422	340
Trevallion Stud	7423	310
Hampton in Arden Catchment A	7424	284
Hampton in Arden Catchment B	7425	205
Hampton in Arden Catchment C	7426	369
Pheasant Oak Farm	7427	240
Widney Manor Road	7428	159
Meriden Road B	7429	152

Name of Site	Zone number	Size Dwellings
Gentleshaw Lane	7430	145
Hampton Road North	7431	133
Windmill Lane	7432	132
Land West of Rumbush Lane	7433	110
Meriden Road A	7434	100
Land South of School Lane	7435	100
Moat Lane	7436	99
Frog Lane	7437	99
Lavendar Hall Farm	7438	92
Sharmans Cross	7439	90
Tythe Barn Lane	7440	86
Maxstoke Lane	7441	85
West of Stratford Road	7442	80
Oak Farm	7443	77
Hampton Road South	7444	60
Riddings Hill	7445	59
Chelmsley Wood TC	7446	90
Cole Bank Park	7447	159
Windfall (including developments less than 50 dwellings)	Background Growth in Solihull	4,032

Table 3-2 – Local Plan - Employment Developments

Name of Site	Zone number	Size (sqm GFA)	Employment Type
DLP UK1 Arden Cross Commercial	7448/7455/7457	500,000	100% B1
DLP UK2 Damson Parkway (remainder of site after existing permissions built out)	7449/7458	202,000	50% B2, 50% B8
DLP UK3 NEC (Northern Car Park)	7450	100,000	50% B2, 50% B8

Figure 3-2 – Broad Locations for Growth



Land Use Trip Rates

3.3.4. The number of vehicle trips generated by the proposed developments have been derived using trip rates obtained from the TRICS database. These trip rates, for different land uses, are shown in Table 3-3. The selection criteria used in TRICS to obtain suitable rates is provided in Appendix G. The journey purpose split for cars and split between car and LGV, has been based on the proportions in the base model for each time period. For B1(C), B2 and B8 employment trips, light vehicle trips have been split between business, commuting and LGVs based on the proportions in the base model.

- 3.3.5. These trip rates are for the PRISM modelled time periods for the AM peak period (07:00-09:30) and PM (15:30-19:00). The type of residential trip rate (i.e town centre or suburban) used for each residential growth location is detailed in Appendix C.

Table 3-3 - Trip Rates in Vehicles

Land use	Unit	Total vehicles				Percentage HGVs			
		AM - In	AM - out	PM - In	PM - Out	AM - in	AM - Out	PM - In	PM - Out
Suburban / Edge of Town / Neighbourhood Centre Residential	Per dwelling	0.102	0.289	0.284	0.174	1.4%	0.3%	0.0%	0.0%
Town Centre / Edge of Town Centre Residential	Per dwelling	0.046	0.139	0.134	0.079	1.4%	0.3%	0.0%	0.0%
B1(c)	Per	0.555	0.097	0.089	0.420	22.7%	48.4%	34.8%	17.6%
B2	100sqm	0.366	0.160	0.151	0.297	5.3%	11.6%	8.8%	4.3%
B8	GFA	0.075	0.037	0.032	0.062	0.5%	2.7%	1.0%	0.2%

Trip Distribution

- 3.3.6. The trip distribution for new development zones has been based on nearby zones of a similar land use type. Checks have been undertaken to ensure that the trip distributions are logical.

Inter-Development Trips and Constraining

- 3.3.7. For the modelling undertaken, no inter-development trips have been assumed and no constraining to NTEM has been undertaken. As a result the impact of the local plan growth on the highway network can be considered to be robust.

3.4. Forecast Matrix Totals

- 3.4.1. Table 3-4 and Table 3-5 summarise the matrix totals for the 2019 base, 2046 Baseline and 2046 DS scenarios for the AM and PM peak periods, respectively.

Table 3-4 - Matrix Totals – AM Peak period

User Class	2019 Base	2046 Baseline		2046 DS	
	Vehicles	Vehicles	% Growth from Base	Vehicles	% Growth from Base
Car – Business	52,091	63,089	21%	64,964	25%
Car – Commuting	260,004	297,932	15%	303,614	17%
Car – Other	201,312	252,342	25%	255,368	27%
LGV	48,229	68,315	42%	69,631	44%
HGV	22,608	25,233	12%	25,414	12%
Total	584,244	706,912	21%	718,992	23%

Table 3-5 - Matrix Totals – PM Peak period

User Class	2019 Base	2046 Baseline		2046 DS	
	Vehicles	Vehicles	% Growth from Base	Vehicles	% Growth from Base
Car – Business	55,819	66,940	20%	68,785	23%
Car – Commuting	244,966	280,282	14%	285,504	17%
Car – Other	278,387	340,047	22%	344,150	24%
LGV	43,415	61,480	42%	62,677	44%
HGV	18,353	20,495	12%	20,577	12%
Total	640,941	769,245	20%	781,694	22%

- 3.4.2. Table 3-4 and Table 3-5 show that from 2019, there is an increase in trips of 21% and 20% for the 2046 Baseline scenario for the AM and PM peak periods, respectively. The 2046 DS scenarios have an increase in trips of 23% and 22% compared to the 2019 base, for the AM and PM peak periods, respectively.

4. Local Plan Network Development

4.1.1. This chapter details the network development undertaken to produce the forecast networks used for the Local Plan 2046 forecast models.

4.2. 2046 Baseline Forecast Networks

4.2.1. Forecast networks for the baseline scenario have been developed for the forecast year of 2046 using the PRISM forecast models for that year. The 2046 baseline forecast networks include the 'near certain' and 'more than likely' schemes shown in Table 4-1.

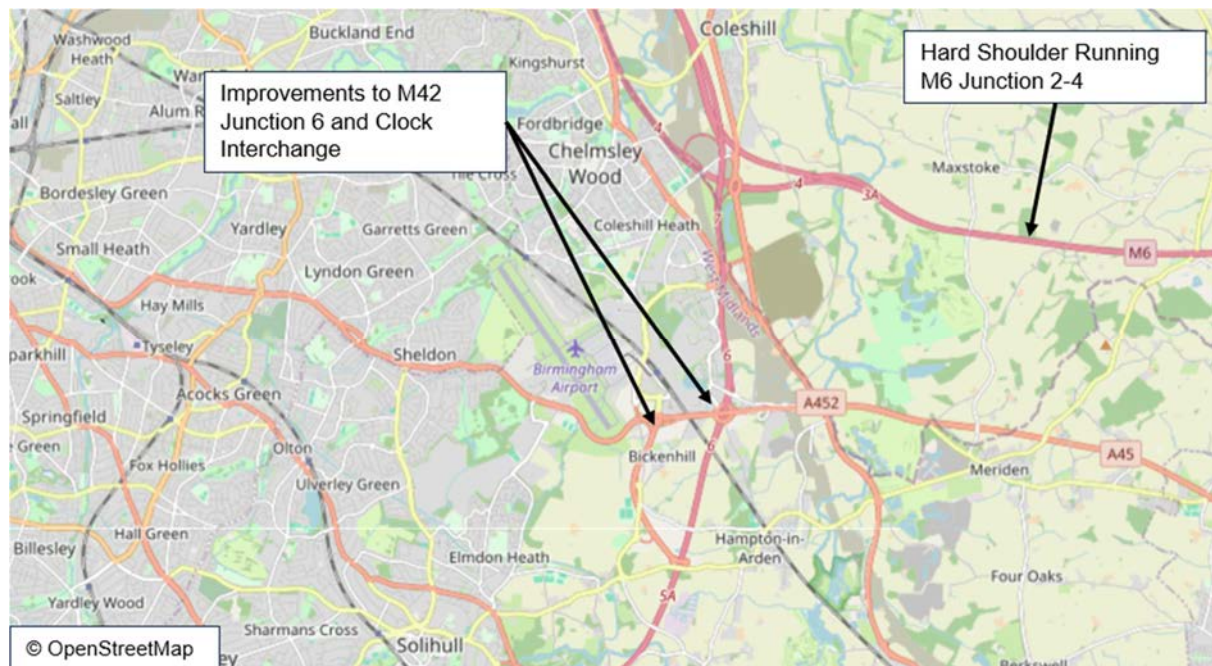
Table 4-1 - Highway Scheme Uncertainty Log

PRISM ID	Scheme	Districts	Opening Year
99	Hard Shoulder Running M6 Junction 2-4	Solihull	2020
24	Iron Lane	Birmingham	2021
156	Metro: Centenary Square/Edgbaston/Five Ways Extension	Birmingham	2021
215	A45/A452 Stonebridge Roundabout Improvement	Coventry	2021
224	Selly Oak Triangle	Birmingham	2021
225	Perry Barr	Birmingham	2022
226	City Centre Cells	Birmingham	2022
206	Improvements to M42 J6 and clock interchange	Solihull	2023
20	A38 Peddimore/Langley Access Junction	Birmingham	2024
6	A457 Dudley Road	Birmingham	2025
64	A46 - Creating an Expressway and Junction Improvements at Walsgrave and Binley	Coventry	2026
154	Metro: Birmingham Eastside Extension (BEE)	Birmingham	2026
227	Local Air Quality Action Plan improvements: - Spon End and Ring Road J7 - Holyhead Rd/Barras Lane/Coundon Road	Coventry	2026
228	Binley Cycleway	Coventry	2026
229	Foleshill Transport Package: - Segregated cycleway on Foleshill Road - Improvements to A444/Foleshill Road junction - Bus gate on Foleshill Road	Coventry	2026
231	City Centre Traffic Management Plan	Coventry	2026
064-b	A46 - Creating an Expressway and Junction Improvements at Walsgrave and Binley	Coventry	2027
21	Junction 9 M42 - Access Improvements	Birmingham	2036
79	Coventry to Leamington enhancements: NUCKLE 2	Coventry	2036
67	SUE Site Access Improvements Eastern Green	Coventry	2020

PRISM ID	Scheme	Districts	Opening Year
177	City North Gateway Phases 2 and 3 A449 Stafford Road Corridor (Wolverhampton to i54)	Wolverhampton	2020
198	One Station	Birmingham	2020
29	Harborne Park Road	Birmingham	2021
39	Metro: Five Ways - Highway Works	Birmingham	2021
140	WMCA Area Park and Ride expansion programme	Solihull	2021
143	Walsall to Wolverhampton Local Enhancements (new stations at Willenhall and Darlaston)	Walsall	2021
171	M6 - J10 - Junction Improvement	Walsall	2021
173	Eastern Opportunity Area - A461 Lichfield Road Phase 2 Junction Improvements Phase 2	Walsall	2021
176	Walsall - Wolverhampton Rail Connectivity	Walsall	2021
109	Birchley Island/M5 Junction 2 Improvement, Oldbury	Sandwell	2022
19	Bromford Gyratory Phase 2	Birmingham	2023
69	Keresley Link Road (A45 to M6/ A444)	Coventry	2023
110	M5 Junction 1 Improvement	Sandwell	2023
145	Midland Metro Wednesbury to Brierley Hill Extension	Sandwell	2023
75	Coventry City Council (Transportation and Highway Maintenance Capital Programme)	Coventry	2024
47	Camp Hill Line: Local Enhancements	Birmingham	2026
113	UKC Interchange	Solihull	2026
70	M6 Junction 3 / A444	Coventry	2027
40	Curzon St Masterplan	Birmingham	2038

4.2.2. Figure 4-1 shows the locations of the key highway schemes in Solihull.

Figure 4-1 – Solihull Highway Scheme Locations



4.3. 2046 DS Forecast Networks

- 4.3.1. For the DS scenario, the Local Plan development zones have been added to the network. These developments have been connected to the highway network at the most likely access point via dummy nodes (i.e. no capacity constraints) to ensure that all the traffic is loaded onto the network. Larger developments have been split into more than one zone with separate access points for more accurate loading of trips onto the network.

5. Assignments

5.1.1. This chapter details the assignment process and convergence results of the Solihull Local Plan forecast models.

5.2. Convergence

5.2.1. The advice on highway model convergence is set out in TAG Unit M3.1 and is reproduced in Table 5-1.

Table 5-1 - Summary of Convergence Measures and Base Model Acceptable Values

Measure of Convergence	Base Model Acceptable Values
Delta or %GAP	Less than 0.1%, or at least stable with convergence fully documented and all other criteria met
Percentage of links with flow change (P1) < 1%	Four consecutive iterations greater than 98%
Percentage of links with cost change (P2) < 1%	Four consecutive iterations greater than 98%

5.2.2. The measures above are defined as follows:

- Delta or the percentage GAP is the difference between the costs along the chosen routes and those along the minimum cost routes, summed across the whole network, and expressed as a percentage of the minimum costs.
- P1 and P2 are the percentage of links with changes in flow and cost, respectively, less than 1% between successive iterations.

5.2.3. It should be noted that the guidance requires that the criteria for the gap and either P1 or P2 is met. However, to ensure that the best possible level of model convergence and stability is achieved, all three criteria have been targeted for the Solihull Local Plan model.

5.2.4. The assignment convergence is shown in Table 5-2 and 5-3 for the AM and PM peak hours in each modelled scenario, respectively.

Table 5-2 - Summary of TSTM Model Convergence - Local Plan 2040 Baseline

Time Period	Assignment Iterations	% Flow (P1)	% Cost (P2)	% GAP
AM Peak	97	99.1	99.7	0.03
	98	99.0	99.7	0.03
	99	98.8	99.6	0.03
	100	98.8	99.6	0.03
PM Peak	58	97.3	99.1	0.08
	59	97.1	99.0	0.09
	60	97.0	99.0	0.09
	61	97.2	99.0	0.10

Table 5-3 - Summary of TSTM Model Convergence - Local Plan 2040 DS

Time Period	Assignment Iterations	% Flow (P1)	% Cost (P2)	% GAP
AM Peak	97	98.4	99.5	0.03
	98	99.0	99.7	0.03
	99	98.9	99.6	0.03
	100	99.1	99.7	0.03
PM Peak	60	97.2	99.0	0.10
	61	97.4	99.2	0.09
	62	97.3	99.1	0.09
	63	97.5	99.1	0.08

5.2.5. It can be observed from Table 5-2 and 5-3 that the % GAP and % Cost P2 criteria have been met for both time periods for all scenarios. This demonstrates that the model has both a high level of convergence and stability, in line with TAG guidance.

5.2.6. The % Flow change (P1) criteria has been met for the AM peak period for the Baseline and DS scenarios but is slightly lower than the guidance in the PM peak period, with a value of over 97%.

6. Local Plan 2046 Forecast Outputs

6.1.1. This chapter summarises the key outputs for the Solihull Local Plan forecast models including:

- Network statistics;
- Changes in traffic flow;
- Link performance;
- Changes in delay; and
- Relative queue length.

6.2. Overall Network Statistics

6.2.1. Table 6-1 shows the AM and PM peak period assignment statistics for each scenario respectively.

Table 6-1 - Assignment Statistics

Statistic	2019 Base	2046 Baseline	2046 DS1	2019 Base	2046 Baseline	2046 DS1
Total Assigned Trips (vehs)	584,244	706,912	718,992	640,941	769,245	781,694
Total Travel Time (veh-hrs)	170,383	236,778	242,584	179,063	248,954	254,505
Travel Distance (veh-kms)	10,941,999	14,960,075	15,202,571	11,173,369	15,309,320	15,555,282
Average Journey Speed (kph)	64.2	63.2	62.7	62.4	61.5	61.1

6.2.2. As would be expected, the results demonstrate a logical increase in congestion for each scenario with a reduction in average speeds of 1.6% and 1.4% for the 2046 Baseline scenario compared to the 2019 base. The 2046 DS scenario has a reduction in average speeds of 2.4% and 2.1% compared to the 2019 base due to the additional congestion resulting from the additional development trips.

6.3. Flow Differences

- 6.3.1. To assess the highway impacts of the proposed Local Plan growth, the change in traffic flow between the 2046 DS and Baseline scenario has been considered.
- 6.3.2. Figure 6-1 and 6-2 show the change in traffic flows between the DS and Baseline scenarios for the AM and PM peak periods respectively. These plots show what impact introducing the proposed Local Plan developments will have on traffic flows. Increases in traffic flow in the DS are shown in green while reductions in traffic flow are shown in red.
- 6.3.3. Figures 6-3 and 6-4 show the change in traffic flows in the vicinity of the Arden Cross development. Plots for the wider area are provided in Appendix D.

Figure 6-1 - Flow Difference (DS- Baseline) - Vehicles – 2046 AM Peak

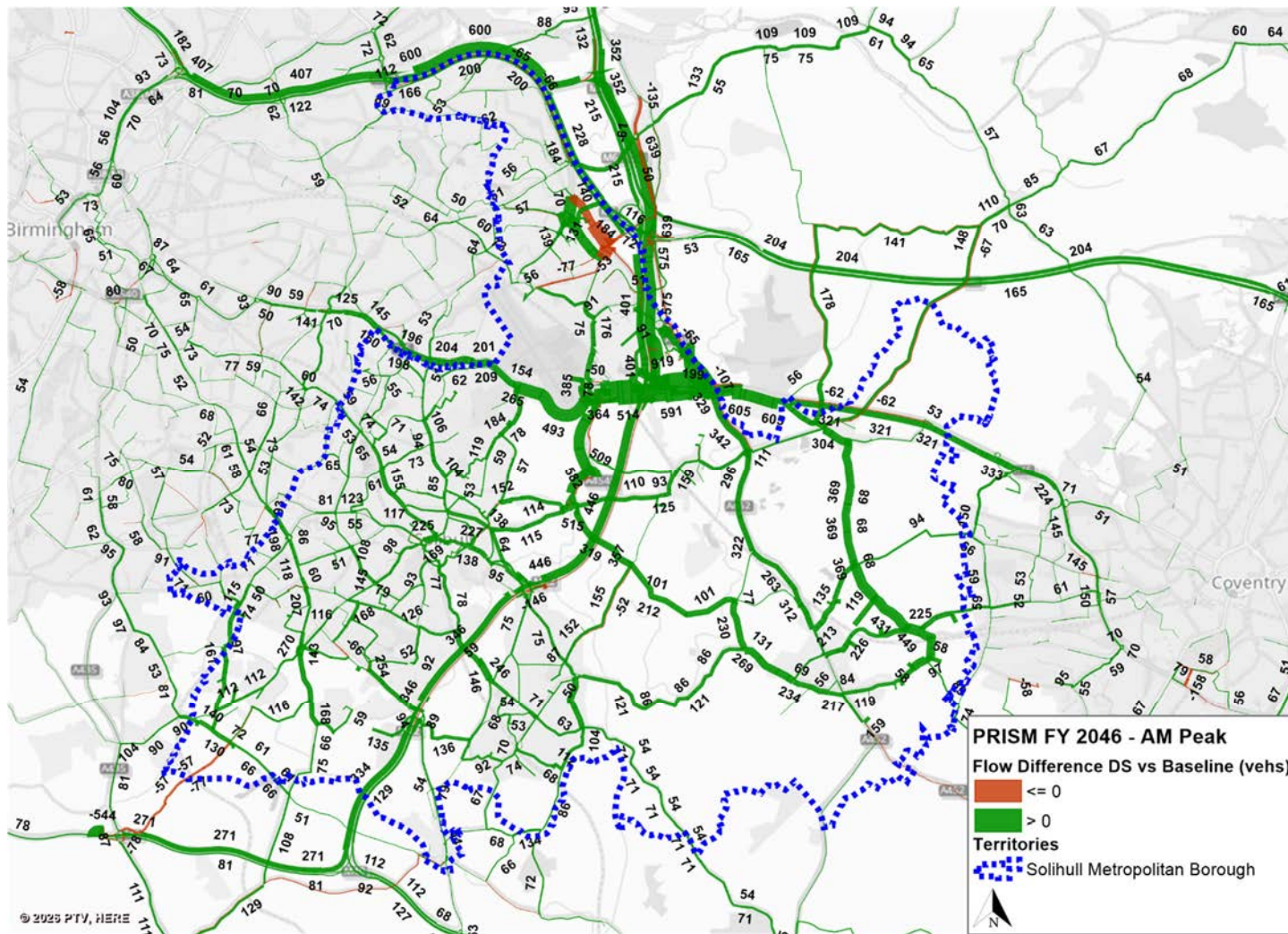
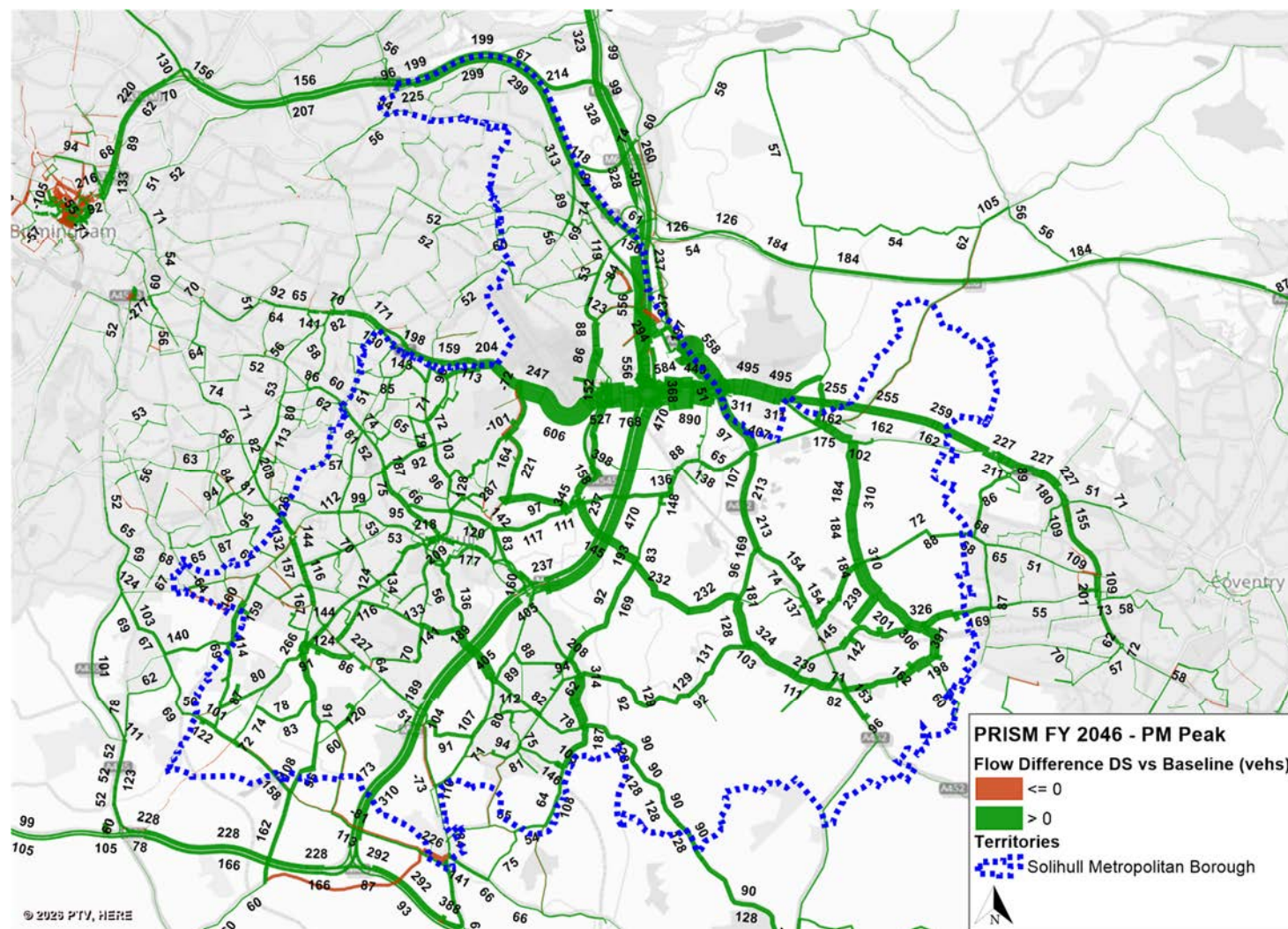
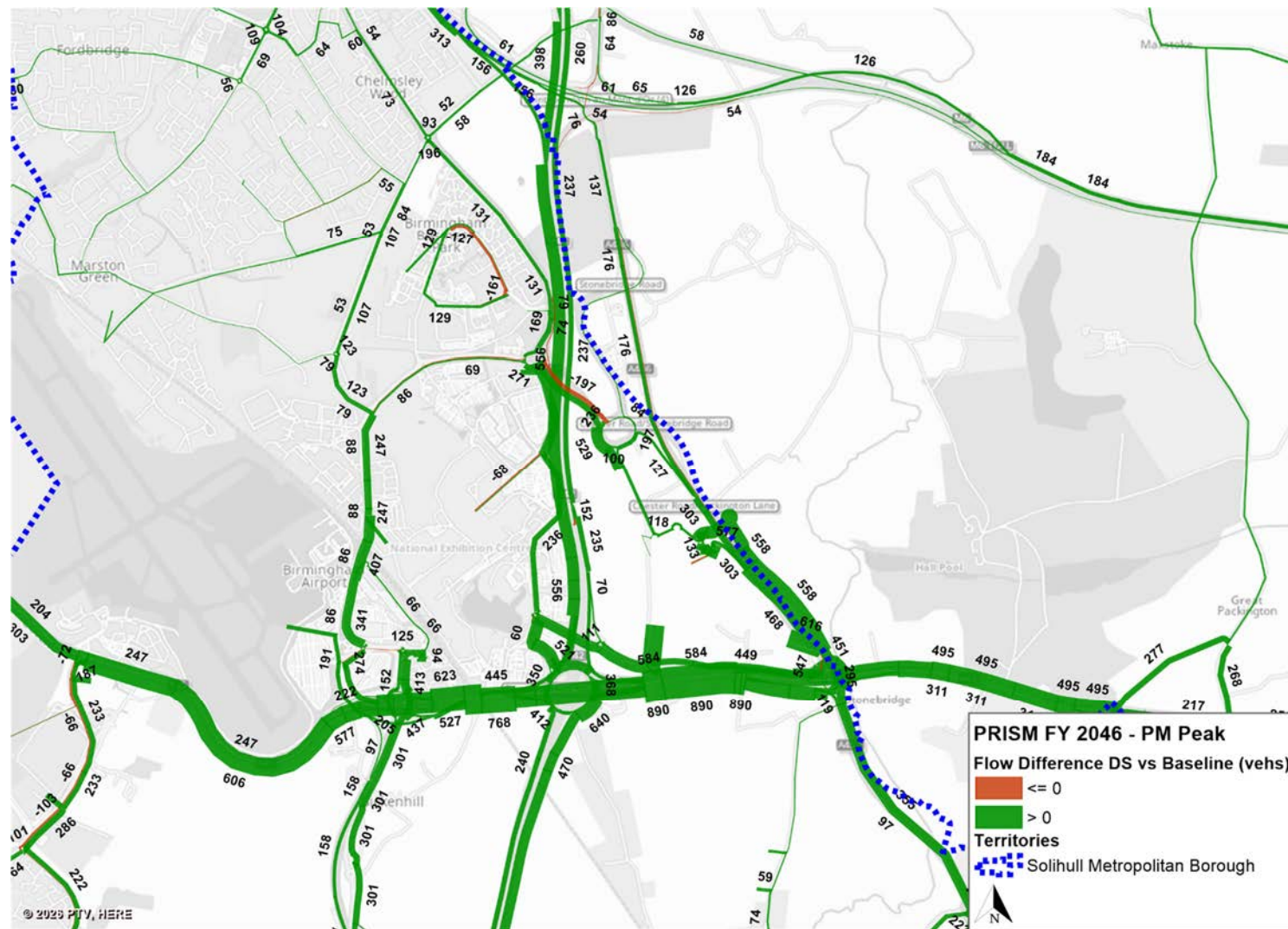


Figure 6-2 - Flow Difference (DS- Baseline) - Vehicles – 2046 PM Peak



PRISM FY 2046 - AM Peak
Flow Difference DS vs Baseline (vehs)
 ≤ 0
 > 0
Territories
 Solihull Metropolitan Borough

Figure 6-4 - Flow Difference (DS- Baseline) - Vehicles – 2046 PM Peak – Arden Cross Development Area



6.3.4. Table 6-2 and Table 6-3 show the change in two-way traffic flows at key locations, shown in Figure 6-5, for the AM and PM peak period, respectively.

Table 6-2 – Traffic Flow Changes – 2046 DS v 2046 Baseline – AM Peak Period

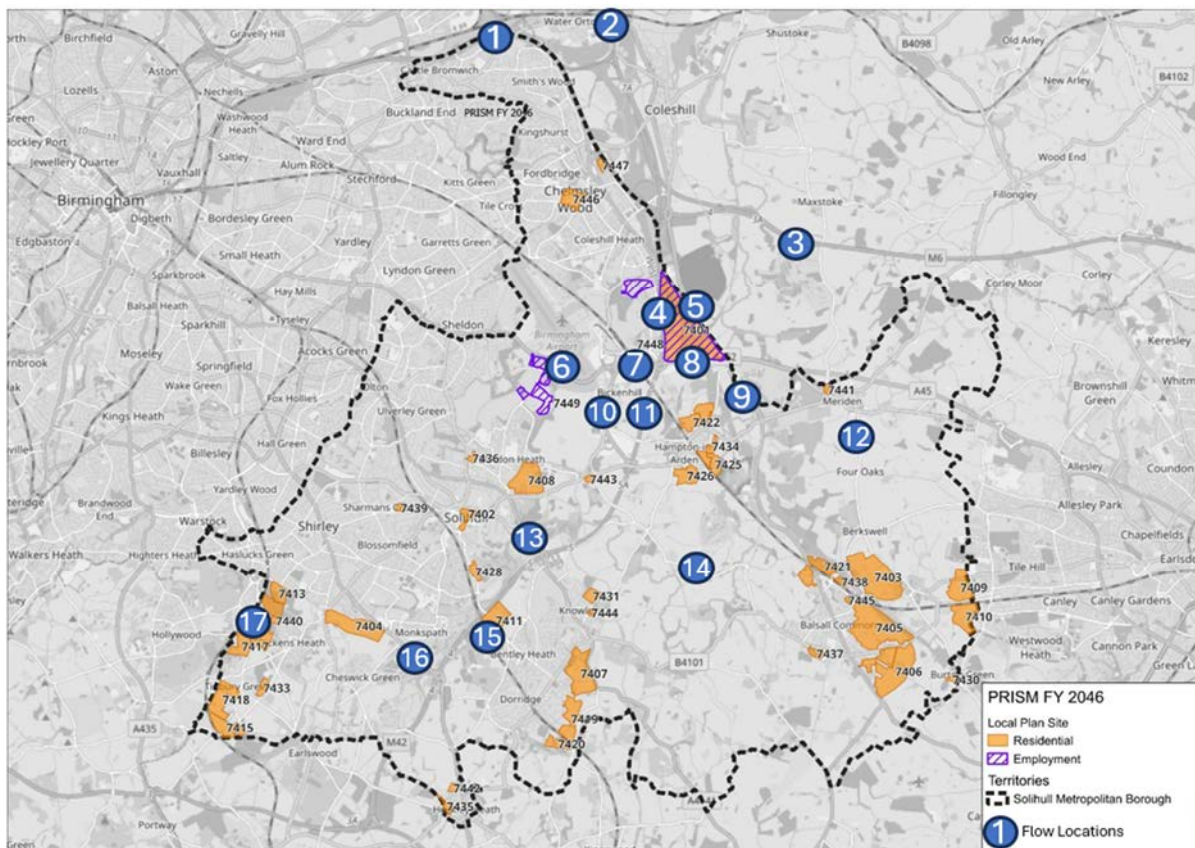
Site Ref	Road	2019 Base (Vehs)	2046 Baseline (Vehs)	2046 DS (Vehs)	2046 Baseline-DS (Vehs)	2046 Baseline-DS - % Change
1	M6 Castle Bromwich	11,494	14,528	15,328	801	6%
2	M42/M6 Toll	9,723	13,998	14,498	500	4%
3	M6 Maxstoke	9,251	12,639	13,008	369	3%
4	M42 Marston Green	9,698	12,945	13,921	976	8%
5	A452 Chester Road	3,374	5,254	6,358	1,104	21%
6	A45 Coventry Road	3,483	4,329	4,977	648	15%
7	A45 Coventry Road - East of Bickenhill Interchange	4,988	8,701	9,998	1,297	15%
8	A45 Coventry Road - West of Bickenhill Interchange	4,734	7,027	8,537	1,510	21%
9	A452 Kenilworth Road	1,770	2,281	2,561	280	12%
10	A4545 Bickenhill	915	1,551	2,073	521	34%
11	M42 Bickenhill	10,375	12,838	13,235	396	3%
12	Berkswell Road	534	666	1,102	437	66%
13	Solihull Bypass	2,854	3,427	3,855	428	12%
14	Barston Lane	161	271	584	313	116%
15	Widney Manor Road	1,400	1,856	2,238	382	21%
16	Stratford Road	2,613	3,102	3,370	268	9%
17	Whitlock's End	757	824	1,082	258	31%

Table 6-3 – Traffic Flow Changes – 2046 DS v 2046 Baseline – PM Peak Period

Site Ref	Road	2019 Base (Vehs)	2046 Baseline (Vehs)	2046 DS (Vehs)	2046 Baseline-DS (Vehs)	2046 Baseline-DS - % Change
1	M6 Castle Bromwich	11,126	13,962	14,460	498	4%
2	M42/M6 Toll	9,480	13,607	14,015	408	3%
3	M6 Maxstoke	8,685	11,909	12,120	211	2%
4	M42 Marston Green	9,829	13,377	14,170	793	6%

Site Ref	Road	2019 Base (Vehs)	2046 Baseline (Vehs)	2046 DS (Vehs)	2046 Baseline- DS (Vehs)	2046 Baseline- DS - % Change
5	A452 Chester Road	2,987	5,022	6,048	1,026	20%
6	A45 Coventry Road	3,601	4,292	5,144	852	20%
7	A45 Coventry Road - East of Bickenhill Interchange	5,286	8,061	9,451	1,390	17%
8	A45 Coventry Road - West of Bickenhill Interchange	4,321	6,494	7,968	1,474	23%
9	A452 Kenilworth Road	1,555	1,955	2,407	452	23%
10	A4545 Bickenhill	1,047	1,139	1,598	459	40%
11	M42 Bickenhill	9,638	13,353	14,060	707	5%
12	Berkswell Road	560	767	1,260	493	64%
13	Solihull Bypass	3,279	3,818	4,183	365	10%
14	Barston Lane	172	342	708	366	107%
15	Widney Manor Road	1,722	1,922	2,428	507	26%
16	Stratford Road	2,225	3,565	3,693	128	4%
17	Whitlock's End	954	1,062	1,244	182	17%

Figure 6-5 – Traffic Flow Locations



6.3.5. The following can be observed from Figures 6-1 to 6-4 and Tables 6-2 and 6-3:

- The Arden Cross residential and employment development area is a key driver for the highest increases in traffic flow in the AM and PM peak periods, with increases in two-way traffic flow of over 1,000 vehicles on the M42, A452 and A45 Coventry Road;
- Development growth at Arden Cross, Hampton-in-Arden and Damson Parkway leads to increases in traffic flow on the A4545 of over 500 two-way vehicles (34%) in the AM peak period;
- Local Plan development growth at Hampton-in-Arden, Balsall Common and Tile Hill leads to significant increases in traffic flow (over 300 two-way vehicles) on A452 Kenilworth Road, Berkswell Road and Barston Lane;
- The significant increase in traffic flow on Berkswell Road (64-66%) is partially due to congestion along the A452 Kenilworth Road, including at the A45 junction, resulting in traffic using this as an alternative route;
- It is noted that Barston Lane is narrow at sections and is less suitable for significant increases in traffic flow than more major routes. There is an increase in traffic flow on this route of over 100%, in both AM and PM peak periods, due to the Local Plan growth;
- Trips from development growth at Bentley Heath and Dorridge lead to an increase in traffic flow of up to 500 vehicles two-way (21-26%) on Widney Manor Road;
- There is an increase in two-way traffic flow of over 300 vehicles on Solihull Bypass due to development growth at East of Solihull;

- The Solihull Local Plan development growth will lead to increases in traffic flow on the wider strategic road network with significant increases in traffic flow on the M6 and M42; and
- There is re-routeing from Chester Road to Chelmsley Road in the AM peak period, due to the high level of congestion at the Chester Road / Coleshill Heath Road junction.

6.4. Link Volume/Capacity Ratios

- 6.4.1. Link Volume over Capacity (V/C) ratios are shown in Figure 6-6 and Figure 6-7 for the AM and PM peak periods, respectively, for the baseline and DS scenarios. These V/C values represent the volume of traffic flow as a percentage of the capacity of the link.
- 6.4.2. The link V/C ratios shown in Figure 6-6 and 6-7 do not take into account the capacity of the junctions. In all cases, low V/C ratios have been filtered to remove those links that have V/C's within capacity (V/C <85%). Plots for the wider area are provided in Appendix E.
- 6.4.3. Figure 6-8 shows the change in link V/C between the DS and Baseline scenarios for the AM and PM peak periods. Only those links with a V/C greater than 85% in the DS scenario are shown.

Figure 6-6 - AM Link V/C (%) Ratios

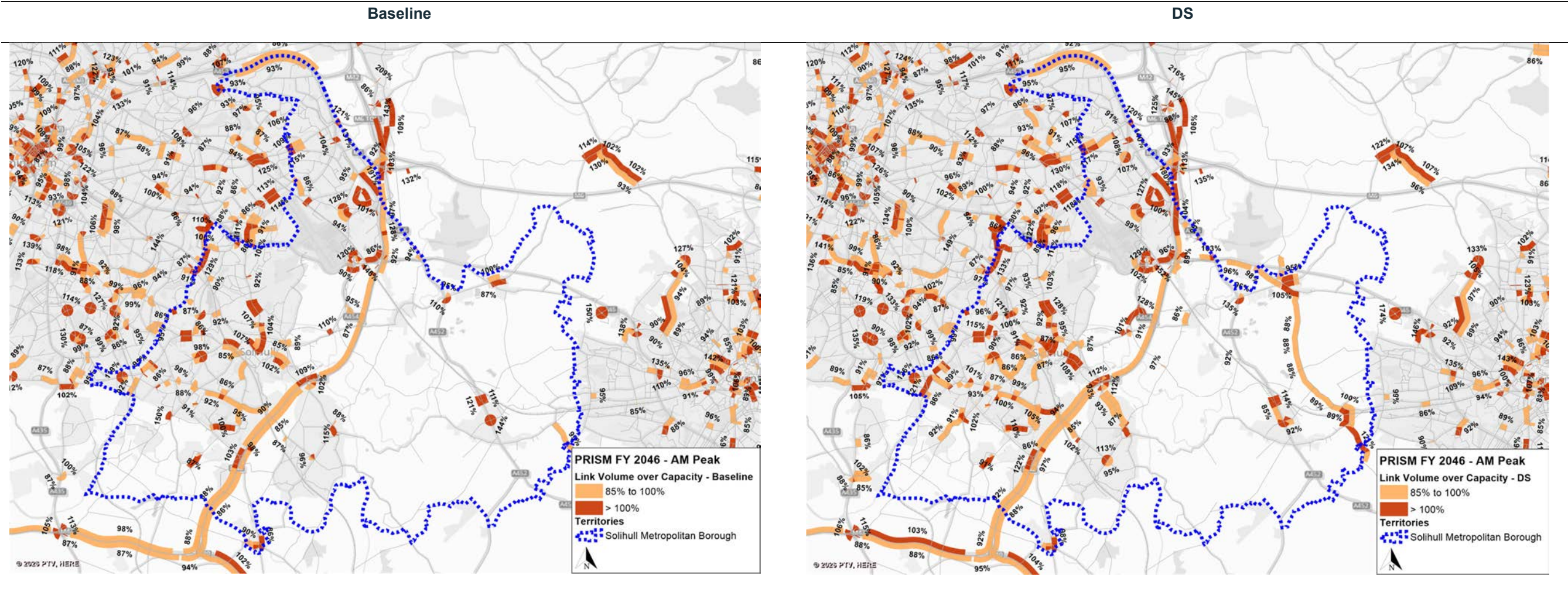


Figure 6-7 - PM Link V/C (%) Ratios

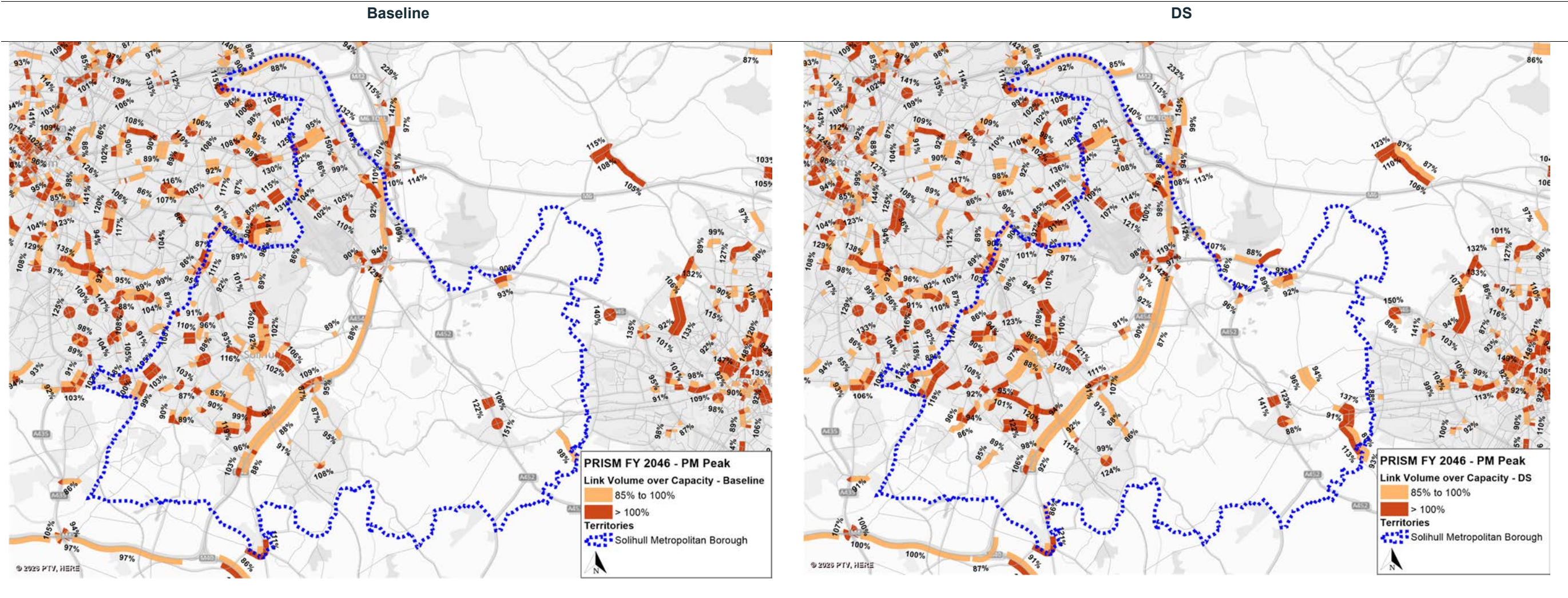
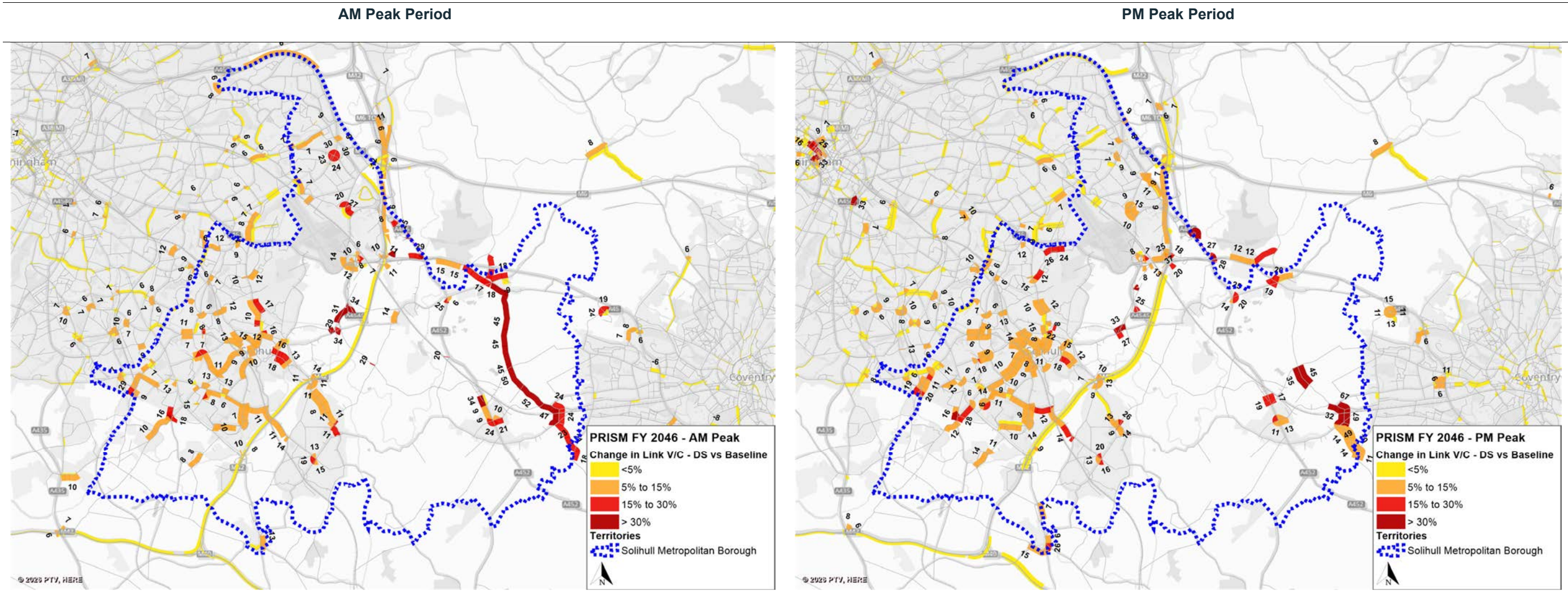


Figure 6-8 – Change in Link V/C (%) Ratios (DS – Baseline)



6.4.4. In the 2046 Baseline scenario (i.e. without the Local Plan development growth), there are a number of key corridors in Solihull which are approaching or at capacity ($V/C > 85\%$) in the AM and/or PM peak periods, including:

- A452;
- M6;
- M42;
- B4102 (at Meriden);
- A45 / A4545;
- Warwick Road;
- B425; and
- Widney Lane.

6.4.5. In the DS scenario, the additional traffic from the Local Plan growth results in a significant increase in volume/capacity on the following routes, which are approaching capacity in the DS scenario:

- Berkswell Road – due to development growth from Balsall Common;
- A452 (in Balsall Common);
- Meriden Road - due to development growth from Balsall Common;
- A45, east and west of M42 – due to development growth from Arden Cross, Hampton-in-Arden and Balsall Common;
- Warwick Road (east and west of M42) – due to development growth at Knowle, Bentley Heath and Dorridge;
- B425 – due to development growth east of Solihull; and
- Dickens Heath Road – due to development growth in Dickens Heath.

6.5. Delay

6.5.1. Figure 6-9 and Figure 6-10 show the travel time delay (including delay at junctions) for the Baseline and DS scenarios for the AM and PM peak periods, respectively, in seconds. Only delays over 30 seconds are labelled. Plots for the wider area are included in Appendix F.

6.5.2. Figure 6-11 shows the change in travel time delay for the DS compared to the baseline. Only delay increases over 30 seconds are labelled.

Figure 6-9 - 2046 AM Peak - Delay (Seconds)

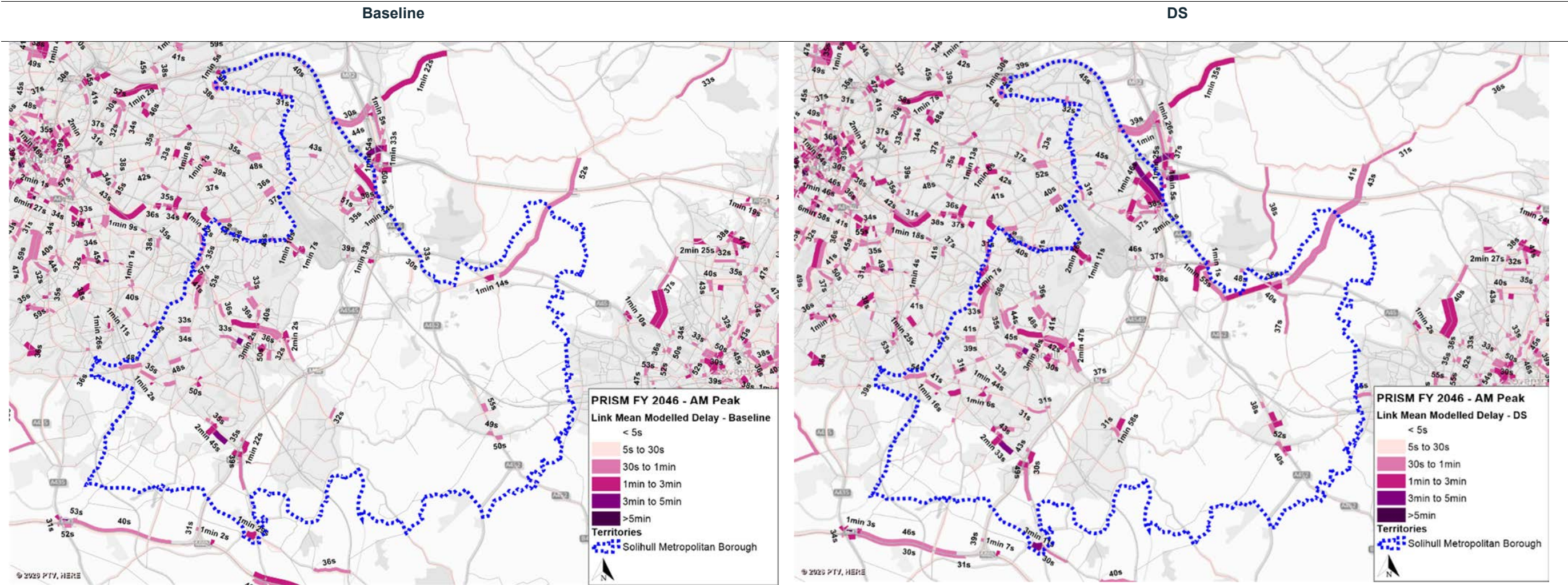


Figure 6-10 - 2046 PM Peak - Delay (Seconds)

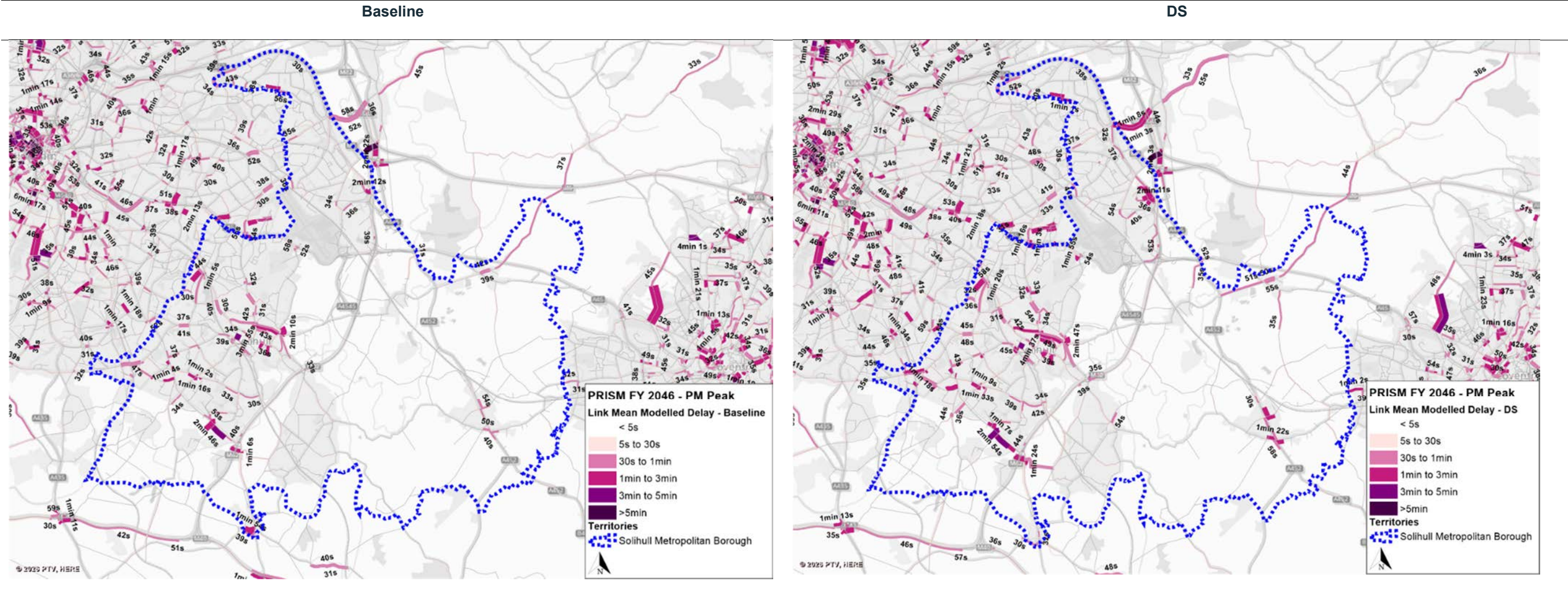
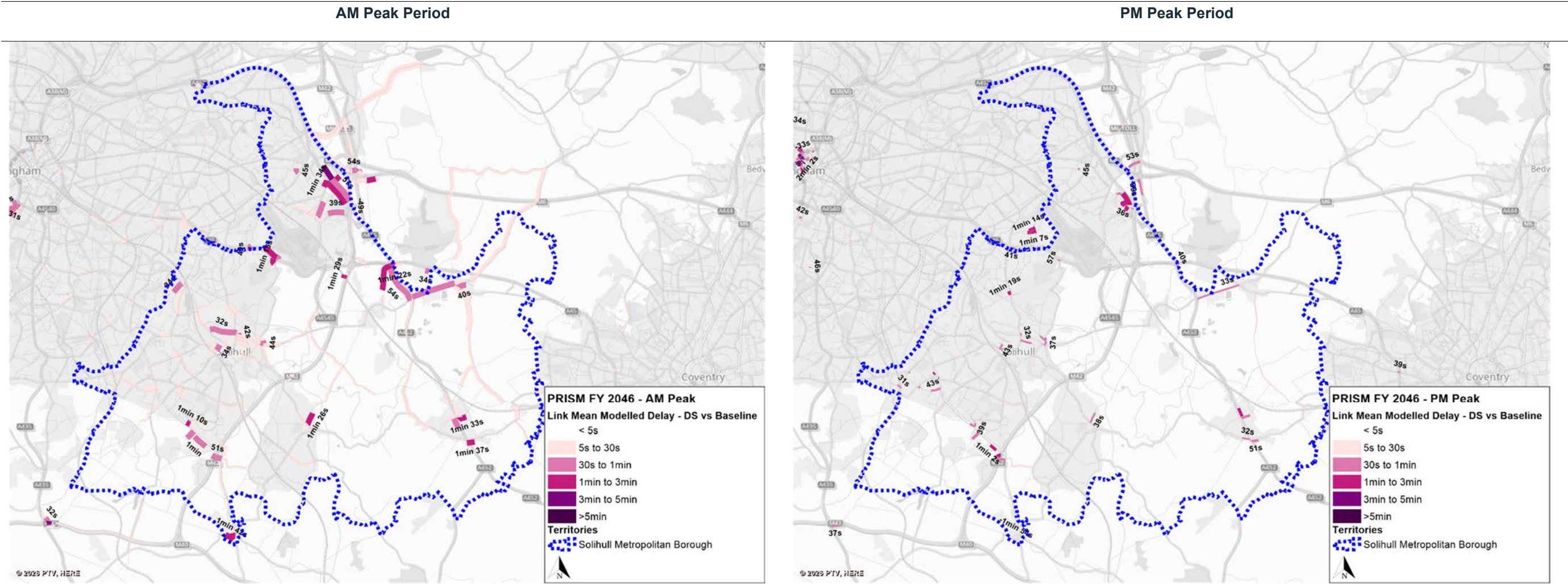


Figure 6-11 - Change in Delay(seconds) – 2046



6.5.3. It can be observed from Figure 6-11 that the most significant increases in delay (over 30 seconds) due to the local plan development trips occur at the following locations:

- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road – delays predominantly on A452 approach due to trips from development areas at Hampton-in-Arden and Balsall Common;
- Birmingham Road / Fillongley Road / Main Road / Hampton Lane – increase in delays due to increase in traffic flow along Main Road from Balsall Common development growth;
- Chester Road / Coleshill Heath Road – delays due to increase in traffic flow from Arden Cross and NEC development and potential blocking back of queues from adjacent junctions;
- Chester Road / Solihull Parkway – increase in delays due to increase in traffic flow from Arden Cross and NEC development;
- Coleshill Heath Road / A446 Stonebridge Road – delays due to increase in traffic flow from Arden Cross and NEC development;
- Warwick Road / Hampton Road / High Street – due to increase in traffic flow from development growth at Knowle, Bentley Heath and Balsall Common;
- Spring Lane / Stratford Road – increase in delays due to increase in traffic flow from development growth at Hockley Heath;
- Stratford Road / Creynolds Lane – due to development trips in south-west of Solihull;
- Stratford Road / Monkspath Hall Road - due to development trips in south-west of Solihull;
- Blythe Valley Business Park / Stratford Road – due to increases in traffic flow along Stratford Road;
- Seven Star Road / Lode Lane / Solihull By-pass – due to development growth in Elmdon Heath;
- Yew Tree Lane / Solihull By-pass - due to development growth in Elmdon Heath;
- A452 Kenilworth Road / Station Road – due to development growth at Balsall Common;
- A452 Kenilworth Road / Kelsey Lane / Alder Lane - due to development growth at Balsall Common;
- Streetsbrook Road / Station Approach – due to increase in vehicle trips in Solihull town centre;
- Warwick Road / Richmond Road / Kineton Green Road – due to increase in traffic flow along Warwick Road;
- A45 Coventry Road / Damson Parkway – due to development growth at Damson Parkway and Arden Cross;
- M42 / A45 – increase in delays on M42 northbound approach due predominantly to increase in traffic flow from Arden Cross and Hampton-in-Arden; and
- M6 / A446 - due predominantly to increase in traffic flow from Arden Cross.

6.6. Relative Queue Length

- 6.6.1. Figures 6-12 and 6-13 show the relative queue length (i.e. the proportion of the link with queued traffic) for the baseline and DS scenarios for the AM and PM peak periods, respectively.

Figure 6-12 - AM Relative Queue Length (%)

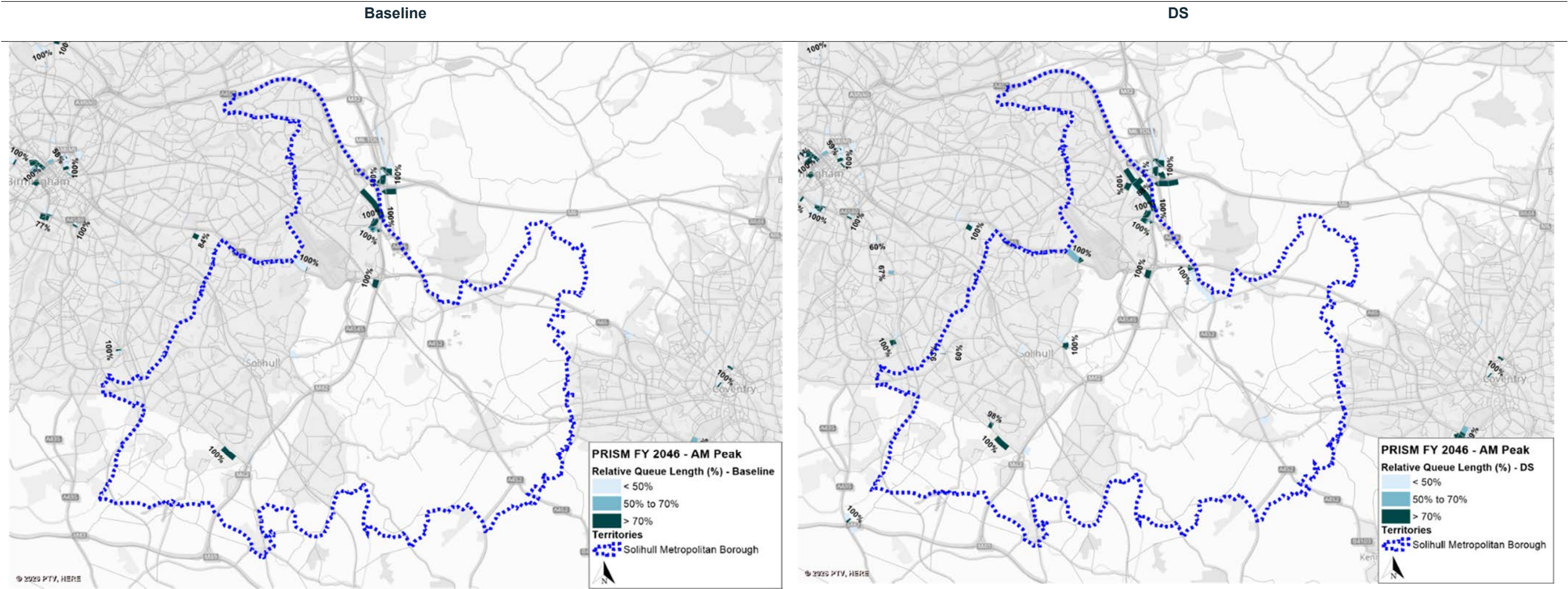
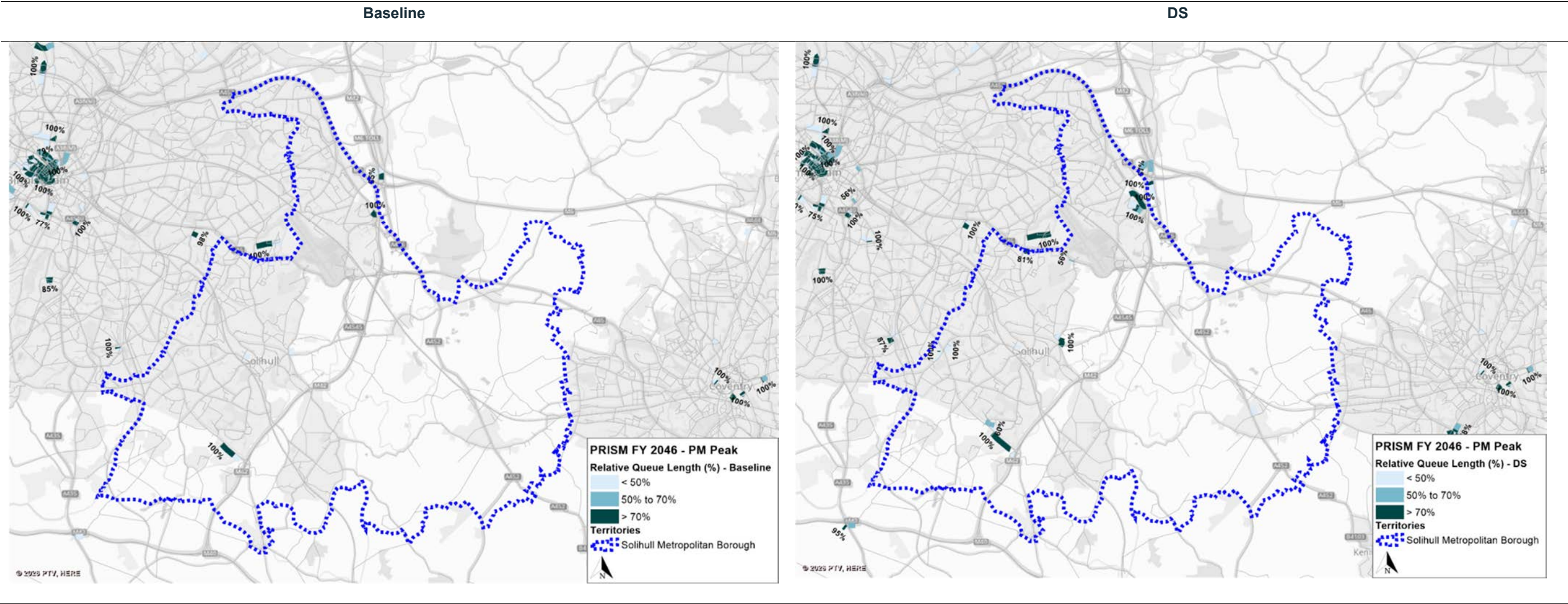


Figure 6-13 - PM Relative Queue Length (%)



6.6.2. In the 2046 DS scenario, there is significant queuing at the following locations:

- Coleshill Heath Road / A446 Stonebridge Road (AM/PM);
- M6/A446 (AM/PM);
- Chester Road / Coleshill Heath Road (AM);
- Chester Road / Solihull Parkway(AM/PM);
- M42/A45(AM);
- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road (AM);
- A45 Coventry Road / Damson Parkway(AM);
- Yew Tree Lane / Solihull By-pass(AM/PM);
- Stratford Road / Creynolds Lane(AM/PM);
- Stratford Road / Monkspath Hall Road(AM/PM); and
- Yardley Road / Stockfield Road (PM).

6.6.3. It can be observed from Figures 6-12 and 6-13 that the most significant increases in queueing between DS and the Baseline scenario occurs at the following locations:

- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road;
- Chester Road / Solihull Parkway; and
- M6/A446.

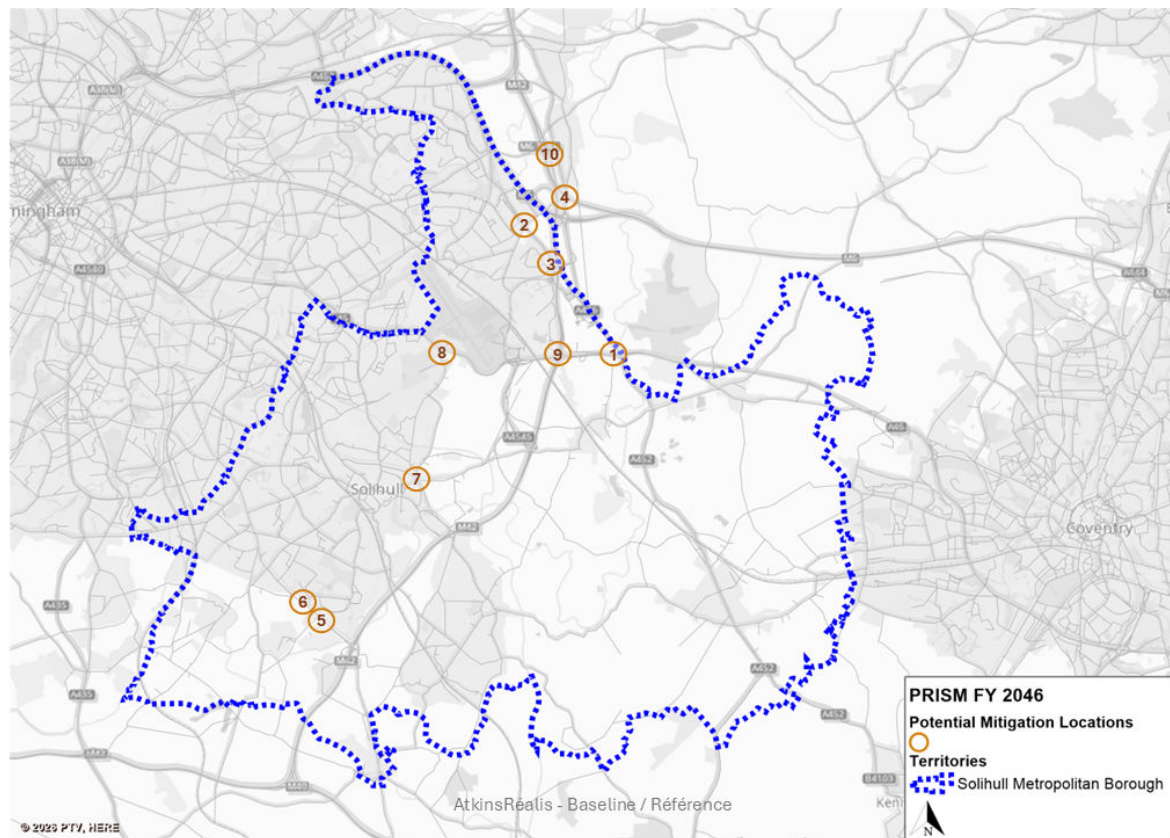
6.6.4. These increases in delay are predominantly due to the significant volume of trips generated by the residential and employment development at Arden Cross.

6.7. Junctions for Mitigation

6.7.1. Based on the analysis of changes in delay, link volume/capacities and queuing for the DS compared to the Baseline, it is recommended that consideration of the need for mitigation measures should be focused on the following locations, shown in Figure 6-14:

- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road (1);
- Chester Road / Coleshill Heath Road (2);
- Chester Road / Solihull Parkway (3);
- Coleshill Heath Road / A446 Stonebridge Road (4);
- Stratford Road / Creynolds Lane (5);
- Stratford Road / Monkspath Hall Road (6);
- Yew Tree Lane / Solihull By-pass (7);
- A45 Coventry Road / Damson Parkway (8);
- M42 / A45 (9); and
- M6 / A446 (10).

Figure 6-14 – Potential Mitigation Locations



It is noted that capacity improvements along the A452 Kenilworth Road will reduce traffic utilising alternative less suitable minor roads, alleviating congestion on those routes. Congestion along Coleshill Heath Road is partially the result of queues blocking back so not all junctions in this area are likely to require improvements.

7. Summary

- 7.1.1. This report has detailed the process used to develop the 2046 Local Plan forecast scenarios from the existing 2046 PRISM core models. These scenarios have been used to assess the impact of the Solihull Local Plan development growth on the highway network and identify junctions requiring mitigation to cater for the additional traffic flows.
- 7.1.2. Two scenarios have been modelled for the 2046 AM and PM peak periods:
- The Baseline scenario includes 'Near Certain' and a proportion of 'More Than Likely' developments and highway schemes, as defined in TAG Unit M4 Table A2, but excludes those locations which form part of the Solihull 2028-2043 Local Plan growth.
 - The Do Something (DS) scenario is consistent with the Baseline scenario but also includes the proposed Local Plan housing, employment and mixed developments.

7.2. Forecast Network and Matrices

- 7.2.1. The forecast networks include Near Certain and More Than Likely future highway schemes. The forecast matrices have been derived from the PRISM core 2046 matrices. The PRISM forecasting approach uses an Absolute Model Applied Incrementally (AMAI) variable demand model. This model uses the base and forecast daily person trip productions and attractions with a nested logit model to derive synthetic base and future matrices. The relationship between these synthetic matrices is used to pivot the validated base highway model matrices to produce AM, Inter-Peak and PM peak hour origin-destination vehicle matrices.
- 7.2.2. The Solihull Local Plan Baseline forecast matrices have been derived from the post-VDM 2046 PRISM core matrices by removing developments which form part of the Solihull Local Plan. The DS matrices have been derived by adding the Local Plan development growth to the Baseline matrices. Trip generation for the Local Plan developments have been based on trip rates extracted from the TRICs database for a robust assessment.

7.3. Key Findings

- 7.3.1. The key findings from the analysis of the model scenarios are as follows:

Impact on Traffic Flows

- 7.3.2. The vehicle trips generated by the Local Plan development growth has the following impact on traffic flows on the local and strategic road network:
- The Arden Cross residential and employment development area is a key driver for the highest increases in traffic flow in the AM and PM peak periods, with increases in two-way traffic flow of over 1,000 vehicles on the M42, A452 and A45 Coventry Road;
 - Development growth at Arden Cross, Hampton-in-Arden and Damson Parkway leads to increases in traffic flow on the A4545 of over 500 vehicles (two-way) in the AM peak period;

- Local Plan development growth at Hampton-in-Arden, Balsall Common and Tile Hill leads to significant increases in traffic flow (over 300 two-way vehicles) on A452 Kenilworth Road, Berkswell Road and Barston Lane;
- The significant increase in traffic flow on Berkswell Road is partially due to congestion along the A452 Kenilworth Road, including at the A45 junction, resulting in traffic using this as an alternative route;
- It is noted that Barston Lane is narrow at sections and is less suitable for significant increases in traffic flow than more major routes;
- Trips from development growth at Bentley Heath and Dorridge lead to an increase in traffic flow of up to 500 vehicles two-way on Widney Manor Road;
- There is an increase in two-way traffic flow of over 300 vehicles on Solihull Bypass due to development growth at East of Solihull;
- The Solihull Local Plan development growth will lead to increases in traffic flow on the wider strategic road network with significant increases in traffic flow on the M6 and M42; and
- There is re-routing from Chester Road to Chelmsley Road in the AM peak period, due to the high level of congestion at the Chester Road / Coleshill Heath Road junction.

Impact on Congestion

7.3.3. The most significant increases in delay due to the local plan development trips occur at the following locations:

- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road – delays predominantly on A452 approach due to trips from development areas at Hampton-in-Arden and Balsall Common;
- Birmingham Road / Fillongley Road / Main Road / Hampton Lane – delays due to increase in traffic flow along Main Road from Balsall Common development growth;
- Chester Road / Coleshill Heath Road – delays due to increase in traffic flow from Arden Cross and NEC development and potential blocking back of queues from adjacent junctions;
- Chester Road / Solihull Parkway– delays due to increase in traffic flow from Arden Cross and NEC development;
- Coleshill Heath Road / A446 Stonebridge Road – delays due to increase in traffic flow from Arden Cross and NEC development;
- Warwick Road / Hampton Road / High Street – due to increase in traffic flow from development growth at Knowle, Bentley Heath and Balsall Common;
- Spring Lane / Stratford Road – due to increase in traffic flow from development growth at Hockley Heath;
- Stratford Road / Creynolds Lane – due to development trips in south-west of Solihull;
- Stratford Road / Monkspath Hall Road - due to development trips in south-west of Solihull;
- Blythe Valley Business Park / Stratford Road – due to increases in traffic flow along Stratford Road;
- Seven Star Road / Lode Lane / Solihull By-pass – due to development growth in Elmdon Heath;
- Yew Tree Lane / Solihull By-pass - due to development growth in Elmdon Heath;

- A452 Kenilworth Road / Station Road – due to development growth at Balsall Common;
- A452 Kenilworth Road / Kelsey Lane / Alder Lane - due to development growth at Balsall Common;
- Streetsbrook Road / Station Approach – due to increase in vehicle trips in Solihull town centre;
- Warwick Road / Richmond Road / Kineton Green Road – due to increase in traffic flow along Warwick Road;
- A45 Coventry Road / Damson Parkway – due to development growth at Damson Parkway and Arden Cross;
- M42 / A45 – increase in delays on M42 northbound approach due predominantly to increase in traffic flow from Arden Cross and Hampton-in-Arden; and
- M6 / A446 - due predominantly to increase in traffic flow from Arden Cross.

7.3.4. The most significant increases in queueing between DS and the Baseline scenario occurs at the following locations:

- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road;
- Chester Road / Solihull Parkway; and
- M6/A446.

7.3.5. The additional traffic from the Local Plan growth locations results in a significant increase in link volume/capacity on the following routes, which are approaching capacity in the DS scenario:

- Berkswell Road
- A452 (in Balsall Common)
- Meriden Road
- A45, east and west of M42
- Warwick Road (east and west of M42)
- B425; and
- Dickens Heath Road.

Mitigation Junctions

7.3.6. Based on the analysis of changes in delay, link volume/capacities and queueing for DS compared to the Baseline scenario, it is recommended that mitigation measures should be focused on the following locations:

- A452 Kenilworth Road / A45 Coventry Road / A452 Chester Road / A45 Birmingham Road;
- Chester Road / Coleshill Heath Road;
- Chester Road / Solihull Parkway;
- Coleshill Heath Road / A446 Stonebridge Road;
- Stratford Road / Creynolds Lane;

- Stratford Road / Monkspath Hall Road;
- Yew Tree Lane / Solihull By-pass;
- A45 Coventry Road / Damson Parkway;
- M42 / A45; and
- M6 / A446.



APPENDICES

Appendix A. Uncertainty Log for PRISM Core Model – Solihull Area

Table A1- Proportion of development growth included in PRISM Core Scenario

Growth Period	Percentage Included in DM Forecast			
	Population		Jobs	
	Near Certain Sites	More Than Likely Sites	Near Certain Sites	More Than Likely Sites
2019 - 2026	100%	77%	48%	0%
2026 – 2036	100%	51%	16%	0%
2036 - 2046	100%	68%	2%	0%

Table A2 – PRISM Core 2046 Residential Developments – Solihull Area

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
852	SLP Site 1 Foxglove Crescent	52	5032	416571	287539	Near Certain
855	SLP Site 3 Simon Digby	155	5052	418440	287740	More Than Likely
856	SLP Site 7 Birmingham Road	38	5031	417999	288140	Near Certain
858	SLP Site 9 Chelmsley Lane/Colehill Road	68	5064	417315	285551	Near Certain
860	SLP Site 24 Meriden Road	110	5061	420925	281130	Near Certain
866	DLP Site 19 UK Central Housing	256	5212	420495	283383	More than likely

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
867	DLP Site 1 Barratt's Farm	461	5072	424735	276845	More than likely
868	DLP Site 2 Frog Lane Balsall Common	85	5073	423607	276257	More than likely
869	DLP Site 3 Windmill Lane/Kenilworth Road	80	5072	424735	275929	Near certain
870	DLP Site 4 West of Dickens Heath	207	5095	410526	276672	More than likely
872	DLP Site 7 Kingshurst Centre	50	5031	417026	288498	Near certain
873	DLP Site 8A Hampton Road Knowle	90	5201	418247	277638	More than likely
874	DLP Site 8B Hampton Road	90	5081	418195	277199	More than likely
875	DLP Site 9 Land South of Knowle	333	5081	417948	275833	More than likely
876	DLP Site 11 Former TRW Site	640	5102	412569	277311	Near Certain
877	DLP Site 12 Land South of Dog Kennel Lane	578	5094	412530	276966	More than likely
880	DLP Site 16 Land East of Solihull	333	5209	416714	280276	More than likely
881	DLP Site 17 Moat Lane/Vulcan Road	46	5173	415408	280943	More than likely

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
882	DLP Site 18 Sharmans Cross Road	100	5133	413775	279712	Near certain
883	SLP Site 10 Blythe Valley Park	580	5094	413336	274740	More than likely
1500	SLP Site 8 Solihull Town Centre	464	5202	415239	279449	More than likely
1502	SLP Site 11 Powergen	113	5112	413752	275238	Near certain
1503	SLP Site 11 Powergen	261	5112	413752	275238	Near Certain
1504	SLP Site 19 Riddings Hill	65	5072	424252	277551	Near Certain
1507	Birmingham Business Park	25	5213	419207	285532	Near Certain
1508	Elmdon Trading Estate	624	5213	418374	284326	Near Certain
1509	Cranmore Industrial Estate	135	5103	413311	277652	Near Certain
1514	DLP Site 6 Meriden Road	77	5061	421030	281168	More than likely
1515	DLP Site 10 Birmingham Road, Meriden	100	5071	423740	282476	Near certain
1516	DLP Site 14 Arran Way	51	5022	417359	289255	Near certain
1517	DLP Site 21 Pheasant Oak Farm	154	5072	425126	276246	More than likely

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
1518	DLP Site 22 Trevaillon Stud	138	5072	423287	278101	More than likely
1519	DLP Site 23 Lavender Hall Farm	80	5072	424073	277985	Near certain
1520	DLP Site 24 Oak Farm	62	5062	418129	280372	More than likely
1521	DLP Site 25 School Road	77	5093	414841	272707	More than likely
1522	DLP Site 26 Whitlocks End Farm	180	5102	410887	277676	More than likely
1524	BLR57 - 354 Stratford Road, Shirley	50	5113	412073	278660	Near Certain
1526	BLR58 - National Exhibition Centre	1,207	5066	419354	284097	More than likely
1527	Tidbury Green Farm	231	5095	410197	275576	Near certain
1528	Lowbrook Farm	200	5095	409696	275801	Near Certain
1529	Princes Gate 2-6 Homer Road	100	5202	414654	279551	Near certain
1530	Sapphire House (West-D,E+F), Streetsbrook Road	105	5207	414228	279928	Near certain
1531	Sapphire House (East), Streetsbrook Road	111	5207	414308	279865	Near certain

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
1532	Springhill, 443 Station Road	11	5072	424353	277634	More than likely
1533	Land adj. to Oakwood House, Lavender Hall Lane	4	5072	423727	277752	More than likely
1534	Land adj. to Old Lodge Farm, Kenilworth Rd	21	5072	423507	278203	More than likely
1535	Land adj. 84 School Road	11	5093	414879	272845	More than likely
1537	Land at and r/o 84,86 & 90 School Road	15	5093	414811	272936	More than likely
1538	2 Lavender Hall Lane	1	5072	423691	277821	More than likely
1540	Widney Manor House, Widney Manor Road	2	5091	0	0	More than likely
1541	Land east, 106 - 118 Old Station Road	2	5061	0	0	More than likely
1542	Windmill House, Windmill Lane	2	5072	0	0	More than likely
1543	land RO, 146-152 Tilehouse Lane	6	5095	0	0	More than likely
1544	1806 Warwick Road, Knowle	2	5081	0	0	More than likely

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
1545	1817 Warwick Road, Knowle	2	5081	0	0	More than likely
1546	Four Winds, Catherine De Barnes Lane	2	5062	0	0	More than likely
1547	Earlsmere House, Warings Green	2	5094	0	0	More than likely
1548	Blythe House, Widney Manor Road	2	5091	0	0	More than likely
1549	Hobs Moat Site 2, Campden Green	3	5151	0	0	Near certain
1550	Garages at Angelesey Avenue, Smith's Wood	13	5022	0	0	Near certain
1552	Corbetts Close, Hampton in Arden[1]	43	5061	0	0	Near certain
1553	Clopton Crescent, Fordbridge	15	5041	0	0	More than likely
1554	Wychwood Roundabout, Knowle	15	5201	0	0	More than likely
1556	Former Rectory & Glebe Land, Solihull	17	5202	0	0	Near certain
1557	Chapelhouse Depot, Fordbridge	23	5042	0	0	More than likely

PRISM ID	Name of Site	Modelled Dwellings	PRISM Zone	Easting	Northing	Probability
1558	(SLP scenario) Land at Damson Parkway (on DLP Site 20 land)	600	5162	0	0	Near certain
1559	Chelmseley Wood Town Centre	100	5051	0	0	Near Certain

Table A3 – PRISM Core 2046 Employment Developments – Solihull Area

PRISM ID	Name of Site	Modelled Jobs	PRISM Zone	Easting	Northing	Probability
840	SLP Site 27 The Fore, Stratford Road	513	5101	414641	275992	Near Certain
841	SLP Site 29 Land North Clock Interchange	366	5065	418993	283144	Near Certain
842	SLP Site 28 Bickenhill Lane	761	5066	418796	284265	Near Certain
844	SLP Site 31 Birmingham Business Park	246	5213	418810	285213	Near Certain
845	SLP Site 8 Homer Road	514	5202	414828	279566	Near Certain
847	SLP Site 8 Mell Square	268	5202	415257	279576	Near Certain
848	DLP Site 19 UK Central Interchange	975	5212	420250	284201	Near certain
849	Fen End	247	5073	423053	273354	Near Certain

PRISM ID	Name of Site	Modelled Jobs	PRISM Zone	Easting	Northing	Probability
850	DLP Site 20 Damson Parkway	741	5062	417003	282596	Near certain
851	SLP Site 10 Blythe Valley	1,734	5094	413898	275195	Near Certain

Appendix B. PRISM Core Scenario Matrix Adjustments for Solihull Local Plan Baseline Matrices

Table B1 – PRISM Core AM Matrices Factors

Rows	2019 Base					2046 PRISM Core					2046 SLP Baselines (after removal of LP sites)					Factors for matrix adjustment				
Zone	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM
5212	22	35	32	33	39	37	90	91	47	44	22	35	32	33	39	0.5984	0.3930	0.3529	0.7005	0.8934
5202	71	299	266	65	2	133	607	446	93	2	97	428	341	77	2	0.7324	0.7056	0.7653	0.8262	0.9381
5094	102	265	145	50	39	234	577	392	71	44	196	488	322	65	42	0.8393	0.8456	0.8205	0.9146	0.9696
5072	99	370	273	70	32	159	476	477	99	36	100	372	276	70	32	0.6288	0.7811	0.5788	0.7054	0.8951
5081	62	270	256	50	5	84	316	354	72	5	62	270	257	50	5	0.7410	0.8554	0.7263	0.7027	0.8942
5209	42	197	150	18	9	63	263	234	26	10	42	197	150	18	9	0.6607	0.7484	0.6421	0.7005	0.8934
5091	30	95	153	34	3	36	96	186	49	3	30	95	153	34	3	0.8145	0.9904	0.8236	0.7005	0.8934
5095	83	383	336	34	20	119	482	508	49	22	83	384	338	34	20	0.7013	0.7969	0.6653	0.7034	0.8944
5102	100	359	332	91	8	146	478	501	130	9	142	468	487	127	9	0.9742	0.9796	0.9722	0.9753	0.9912
5061	68	272	124	66	10	100	321	174	94	11	74	282	134	71	10	0.7474	0.8769	0.7691	0.7580	0.9139
5201	61	238	104	18	6	74	250	138	25	7	63	240	109	19	6	0.8505	0.9567	0.7939	0.7446	0.9091
5093	103	364	121	17	3	140	459	215	24	4	112	388	145	18	4	0.8005	0.8449	0.6726	0.7761	0.9203
5173	63	276	293	53	31	77	301	363	76	34	63	276	293	53	31	0.8169	0.9187	0.8086	0.7005	0.8934
5073	25	127	56	37	27	32	140	89	52	30	29	135	76	46	29	0.9010	0.9645	0.8454	0.8778	0.9565
5133	51	322	90	28	5	62	358	120	39	5	52	326	93	29	5	0.8452	0.9105	0.7747	0.7305	0.9040
5071	35	146	92	58	101	49	164	133	83	113	37	149	98	62	103	0.7665	0.9090	0.7354	0.7455	0.9094
5062	106	408	172	65	21	141	444	277	93	24	106	408	173	65	21	0.7495	0.9195	0.6238	0.7021	0.8940
5051	32	87	191	53	29	42	103	246	76	33	33	88	197	55	30	0.7851	0.8588	0.8015	0.7305	0.9040
5052	36	263	246	46	22	47	293	325	66	25	36	263	246	46	22	0.7766	0.8984	0.7563	0.7005	0.8934
Columns	2019 Base					2046 PRISM Core					2046 SLP Baselines (after removal of LP sites)					Factors for matrix adjustment				
Zone	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM	CB_AM	CC_AM	CO_AM	LGV_AM	HGV_AM
5212	48	155	55	19	74	76	278	165	27	83	48	155	55	19	74	0.6323	0.5582	0.3324	0.7005	0.8934
5202	148	946	335	67	3	197	1128	479	96	3	169	1023	395	80	3	0.8570	0.9066	0.8255	0.8262	0.9381
5094	184	586	231	97	17	415	925	761	138	19	349	828	610	126	18	0.8411	0.8954	0.8013	0.9146	0.9696
5072	62	267	300	55	53	95	278	489	78	59	62	267	303	55	53	0.6531	0.9598	0.6206	0.7054	0.8951
5081	36	262	249	102	6	44	269	325	146	6	36	262	250	102	6	0.8252	0.9732	0.7687	0.7027	0.8942
5209	13	93	101	18	7	17	99	159	25	8	13	93	101	18	7	0.7929	0.9375	0.6363	0.7005	0.8934
5091	12	81	132	60	4	15	84	155	86	4	12	81	132	60	4	0.7778	0.9663	0.8496	0.7005	0.8934
5095	30	194	217	35	14	37	208	323	51	16	30	194	218	36	14	0.8106	0.9338	0.6765	0.7034	0.8944
5102	100	459	529	77	9	143	487	777	110	10	139	485	757	107	10	0.9753	0.9952	0.9737	0.9753	0.9912
5061	38	187	82	39	20	53	197	113	56	22	41	189	88	42	20	0.7676	0.9595	0.7835	0.7580	0.9139
5201	28	147	96	53	4	34	151	122	76	5	29	147	100	57	4	0.8540	0.9752	0.8200	0.7446	0.9091
5093	42	198	145	14	1	61	205	207	20	1	47	200	161	16	1	0.7577	0.9729	0.7782	0.7761	0.9203
5173	21	142	165	39	30	26	145	205	56	33	21	142	165	39	30	0.8054	0.9793	0.8044	0.7005	0.8934
5073	21	117	56	25	43	33	169	109	35	48	28	148	88	31	46	0.8548	0.8753	0.8013	0.8778	0.9565
5133	35	256	203	27	6	41	261	240	38	6	36	256	206	28	6	0.8667	0.9802	0.8609	0.7305	0.9040
5071	33	203	118	48	40	43	209	149	68	45	34	204	123	51	41	0.8000	0.9747	0.8279	0.7455	0.9094
5062	93	340	215	51	15	162	525	474	72	16	93	341	217	51	15	0.5732	0.6491	0.4578	0.7021	0.8940
5051	47	198	211	58	31	72	213	291	83	34	50	199	219	61	31	0.6895	0.9344	0.7513	0.7305	0.9040
5052	15	128	261	47	16	21	132	337	67	18	15	128	261	47	16	0.7081	0.9708	0.7736	0.7005	0.8934

Table B2 – PRISM Core PM Matrices Factors

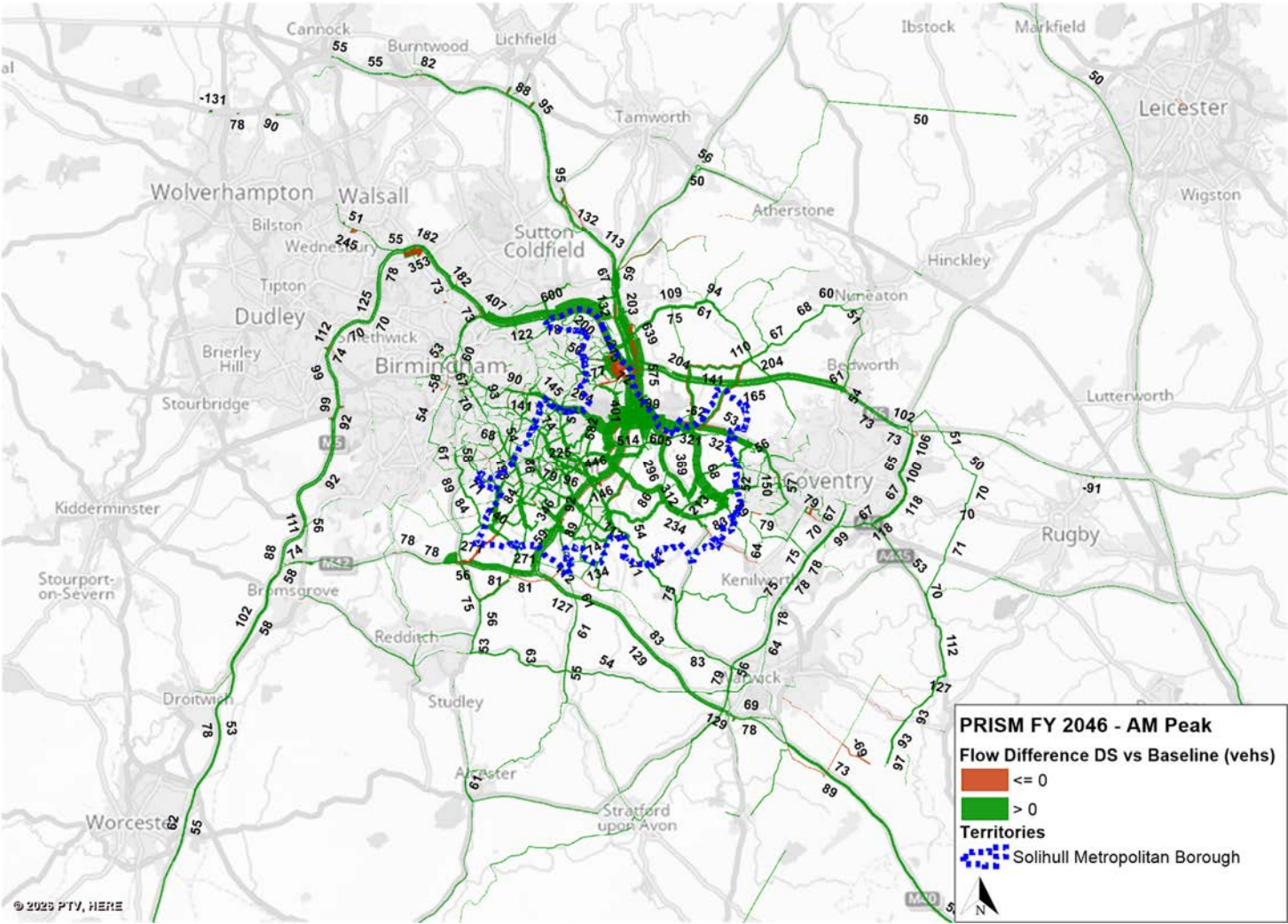
Rows	2019 Base					2046 PRISM Core					2046 SLP Baseline (after removal of LP sites)					Factors for matrix adjustment				
Zone	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM
5212	31	87	41	160	6	51	176	177	228	7	31	87	41	160	6	0.6006	0.4928	0.2294	0.7005	0.8934
5202	177	891	485	58	3	240	1053	646	83	4	204	959	552	68	4	0.8477	0.9103	0.8552	0.8262	0.9381
5094	169	548	338	33	17	370	824	1012	48	19	313	745	820	44	18	0.8452	0.9042	0.8100	0.9146	0.9696
5072	79	268	426	68	36	132	284	667	97	40	79	269	429	68	36	0.6009	0.9470	0.6436	0.7054	0.8951
5081	47	300	354	60	2	56	302	423	85	3	47	300	354	60	2	0.8352	0.9925	0.8373	0.7027	0.8942
5209	19	98	164	20	9	25	109	254	28	10	19	98	164	20	9	0.7583	0.8957	0.6435	0.7005	0.8934
5091	18	103	187	57	2	22	105	204	81	2	18	103	187	57	2	0.8214	0.9789	0.9156	0.7005	0.8934
5095	52	238	425	30	9	67	258	602	43	11	52	238	426	30	10	0.7864	0.9220	0.7088	0.7034	0.8944
5102	98	370	542	67	14	146	397	772	96	16	142	395	753	94	15	0.9726	0.9944	0.9755	0.9753	0.9912
5061	36	163	107	52	12	51	170	143	74	13	39	165	114	56	12	0.7594	0.9708	0.8010	0.7580	0.9139
5201	36	167	166	20	17	42	173	197	29	19	37	168	171	22	18	0.8809	0.9740	0.8681	0.7446	0.9091
5093	134	173	281	11	1	219	193	464	16	1	155	178	327	13	1	0.7085	0.9233	0.7047	0.7761	0.9203
5173	39	180	270	39	23	46	190	332	55	26	39	180	270	39	23	0.8426	0.9485	0.8132	0.7005	0.8934
5073	23	115	93	42	9	35	161	184	60	10	30	142	147	53	9	0.8614	0.8846	0.7982	0.8778	0.9565
5133	56	259	243	24	3	70	266	297	34	4	58	260	249	25	3	0.8295	0.9775	0.8379	0.7305	0.9040
5071	42	203	171	72	32	58	211	214	103	36	44	204	178	77	32	0.7579	0.9672	0.8294	0.7455	0.9094
5062	177	438	430	71	10	305	688	990	101	11	177	439	433	71	10	0.5809	0.6385	0.4379	0.7021	0.8940
5051	45	163	256	34	20	64	174	290	49	22	47	164	259	36	20	0.7319	0.9450	0.8939	0.7305	0.9040
5052	24	167	356	44	17	32	170	405	63	19	24	167	356	44	17	0.7384	0.9839	0.8790	0.7005	0.8934
Rows	2019 Base					2046 PRISM Core					2046 SLP Baseline (after removal of LP sites)					Factors for matrix adjustment				
Zone	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM	CB_PM	CC_PM	CO_PM	LGV_PM	HGV_PM
5212	32	55	73	4	59	44	96	221	6	66	32	55	73	4	59	0.7188	0.5772	0.3290	0.7005	0.8934
5202	89	368	457	41	6	151	694	653	58	7	115	505	539	48	6	0.7610	0.7275	0.8258	0.8262	0.9381
5094	182	400	284	33	11	396	811	981	47	13	335	694	783	43	12	0.8462	0.8557	0.7973	0.9146	0.9696
5072	88	283	380	51	12	144	365	602	73	13	89	284	384	52	12	0.6182	0.7788	0.6370	0.7054	0.8951
5081	45	211	302	62	2	59	248	379	89	2	45	211	302	63	2	0.7616	0.8531	0.7974	0.7027	0.8942
5209	31	158	178	19	8	42	205	267	27	9	31	158	178	19	8	0.7273	0.7711	0.6685	0.7005	0.8934
5091	29	76	165	43	1	36	79	184	62	1	29	76	165	43	1	0.8210	0.9716	0.8979	0.7005	0.8934
5095	59	353	406	38	8	77	420	562	54	9	59	353	408	38	8	0.7644	0.8414	0.7252	0.7034	0.8944
5102	139	489	520	72	13	195	635	746	102	14	190	623	728	100	14	0.9766	0.9810	0.9751	0.9753	0.9912
5061	62	223	151	15	5	89	268	216	22	5	67	231	164	16	5	0.7578	0.8628	0.7575	0.7580	0.9139
5201	40	160	155	47	1	46	169	185	67	1	41	162	160	50	1	0.8790	0.9589	0.8613	0.7446	0.9091
5093	144	336	211	22	0	188	416	335	31	0	155	356	243	24	0	0.8261	0.8558	0.7241	0.7761	0.9203
5173	43	267	386	44	13	48	280	445	64	15	43	267	386	44	13	0.8989	0.9524	0.8681	0.7005	0.8934
5073	22	86	80	20	12	28	93	154	29	14	26	91	124	25	13	0.9029	0.9681	0.8050	0.8778	0.9565
5133	74	324	152	30	2	89	357	181	43	3	75	327	155	31	2	0.8499	0.9173	0.8555	0.7305	0.9040
5071	44	122	134	22	84	58	136	167	32	95	46	125	139	24	86	0.7845	0.9136	0.8319	0.7455	0.9094
5062	80	342	256	44	14	102	375	576	63	16	81	342	257	44	15	0.7874	0.9130	0.4474	0.7021	0.8940
5051	38	93	301	30	15	54	112	351	43	16	40	95	306	31	15	0.7345	0.8474	0.8721	0.7305	0.9040
5052	33	234	314	35	8	43	269	386	50	9	33	234	314	35	8	0.7560	0.8718	0.8134	0.7005	0.8934

Appendix C. Development Trip Rate Areas

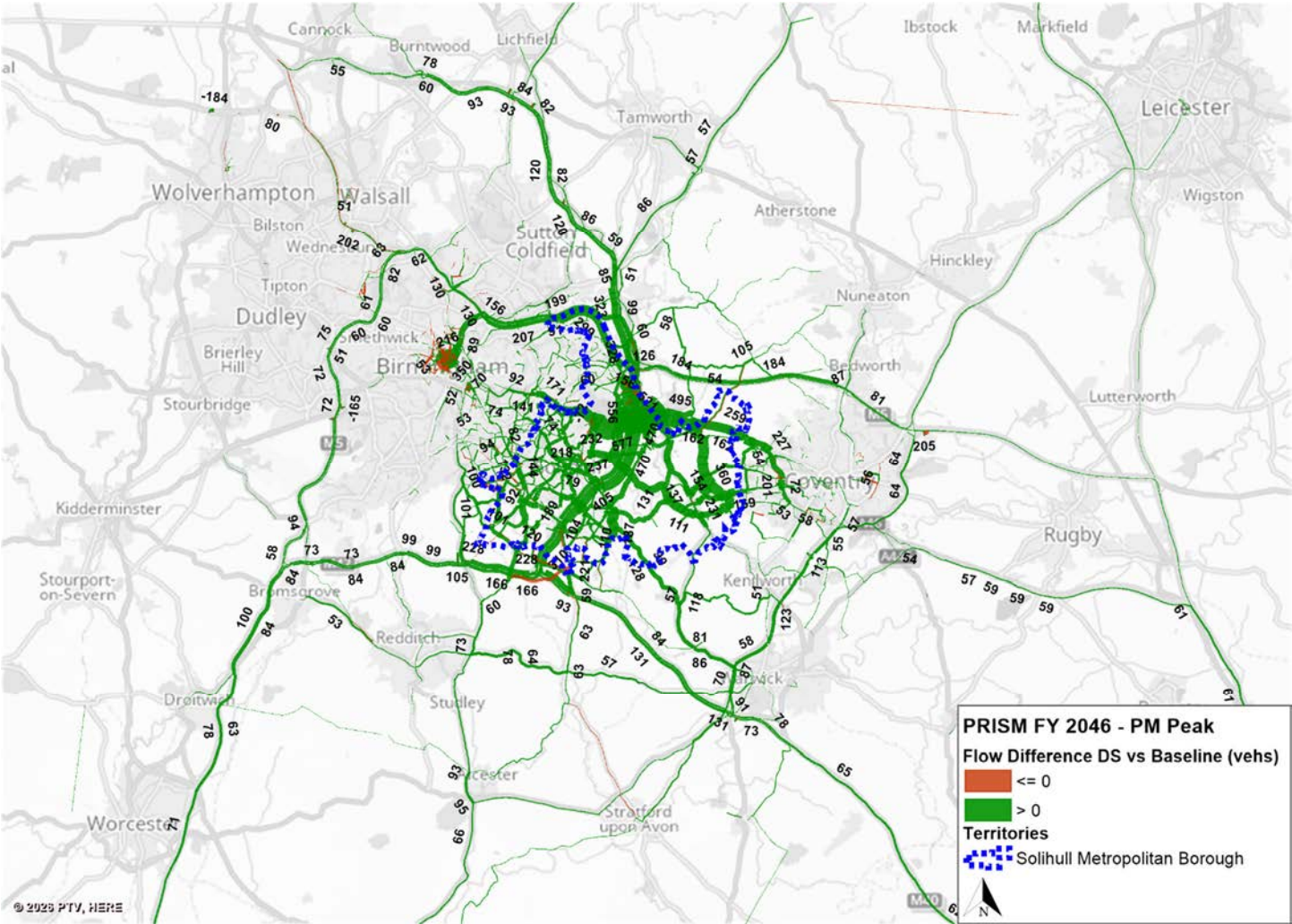
Development Zone	New Zone Numbers	Trip Rate Type
Arden Cross	7401	Town Centre
Mell Square	7402	Town Centre
Berkswell Catchment	7403	Suburban
South of Dog Kennel Lane	7404	Suburban
Barretts Farm	7405	Suburban
Balsall Common Relief Road	7406	Suburban
South of Knowle	7407	Suburban
East of Solihull	7408	Town Centre
Tile Hill Catchment A	7409	Suburban
Tile Hill Catchment B	7410	Suburban
Widney Manor Catchment	7411	Suburban
West of Dickens Heath	7412	Suburban
Whitlocks End Farm	7413	Suburban
Eastgate	7414	Town Centre
Earlswood Catchment	7415	Suburban
Shirley Catchment	7416	Suburban
Whitlocks End Catchment	7417	Suburban
Wythall Catchment	7418	Suburban
Dorridge Catchment A	7419	Suburban
Dorridge Catchment B	7420	Suburban
HS2 Depot	7421	Suburban
Diddington Lane	7422	Suburban
Trevallion Stud	7423	Suburban
Hampton in Arden Catchment A	7424	Suburban
Hampton in Arden Catchment B	7425	Suburban
Hampton in Arden Catchment C	7426	Suburban
Pheasant Oak Farm	7427	Suburban
Widney Manor Road	7428	Town Centre
Meriden Road B	7429	Suburban
Gentleshaw Lane	7430	Suburban
Hampton Road North	7431	Suburban
Windmill Lane	7432	Suburban
Land West of Rumbush Lane	7433	Suburban
Meriden Road A	7434	Suburban
Land South of School Lane	7435	Suburban
Moat Lane	7436	Town Centre
Frog Lane	7437	Suburban
Lavendar Hall Farm	7438	Suburban
Sharmans Cross	7439	Town Centre
Tythe Barn Lane	7440	Suburban
Maxstoke Lane	7441	Suburban
West of Stratford Road	7442	Suburban
Oak Farm	7443	Suburban
Hampton Road South	7444	Suburban
Riddings Hill	7445	Suburban
Chelmsley Wood TC	7446	Town Centre
Cole Bank Park	7447	Suburban

Appendix D. Change in Traffic Flow – Wider Area Plots

Change in Traffic Flow (DS v Baseline) in vehicles – AM Peak

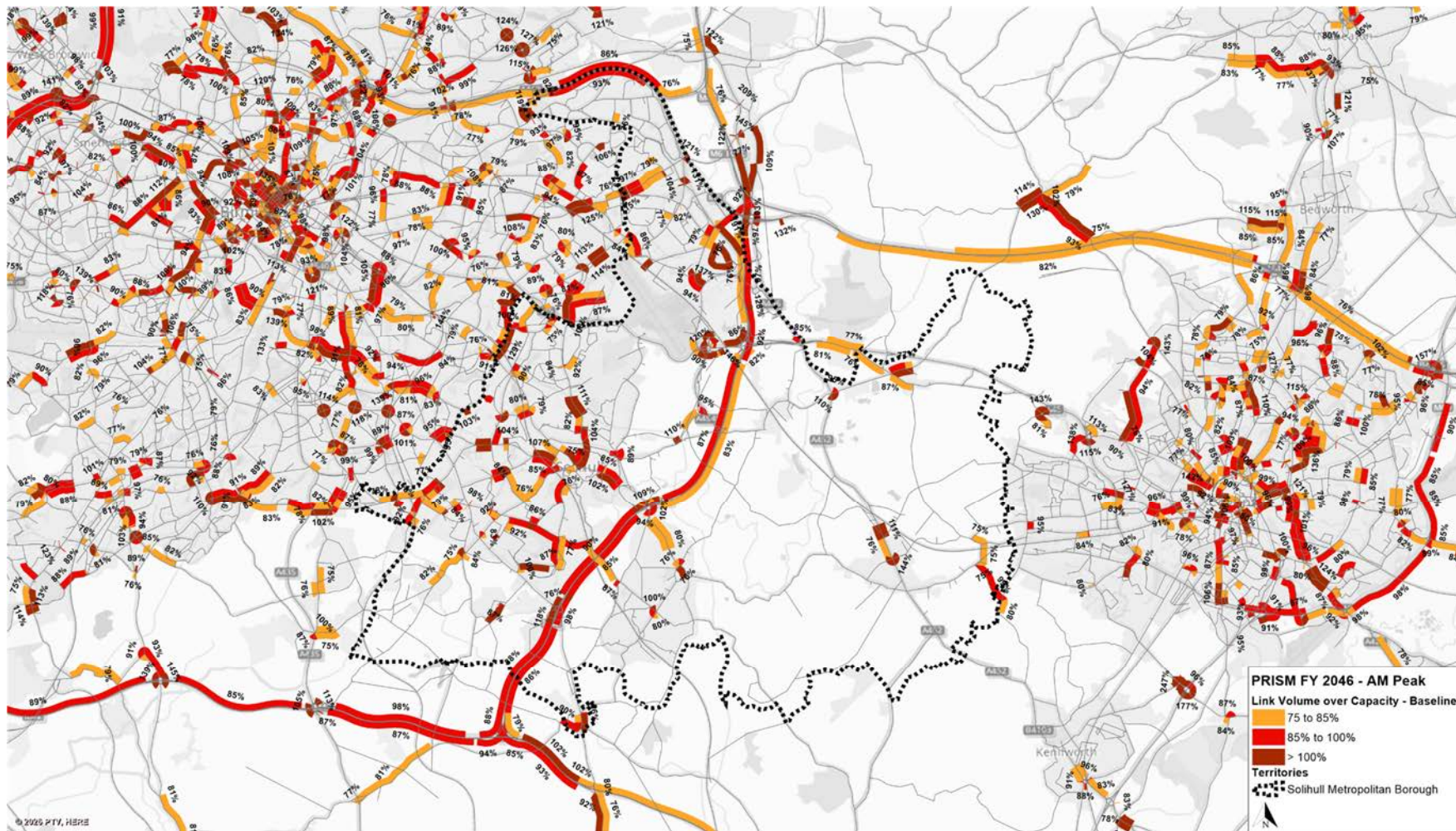


Change in Traffic Flow (DS v Baseline) in vehicles – PM Peak



Appendix E. Link V/C Wider Plots

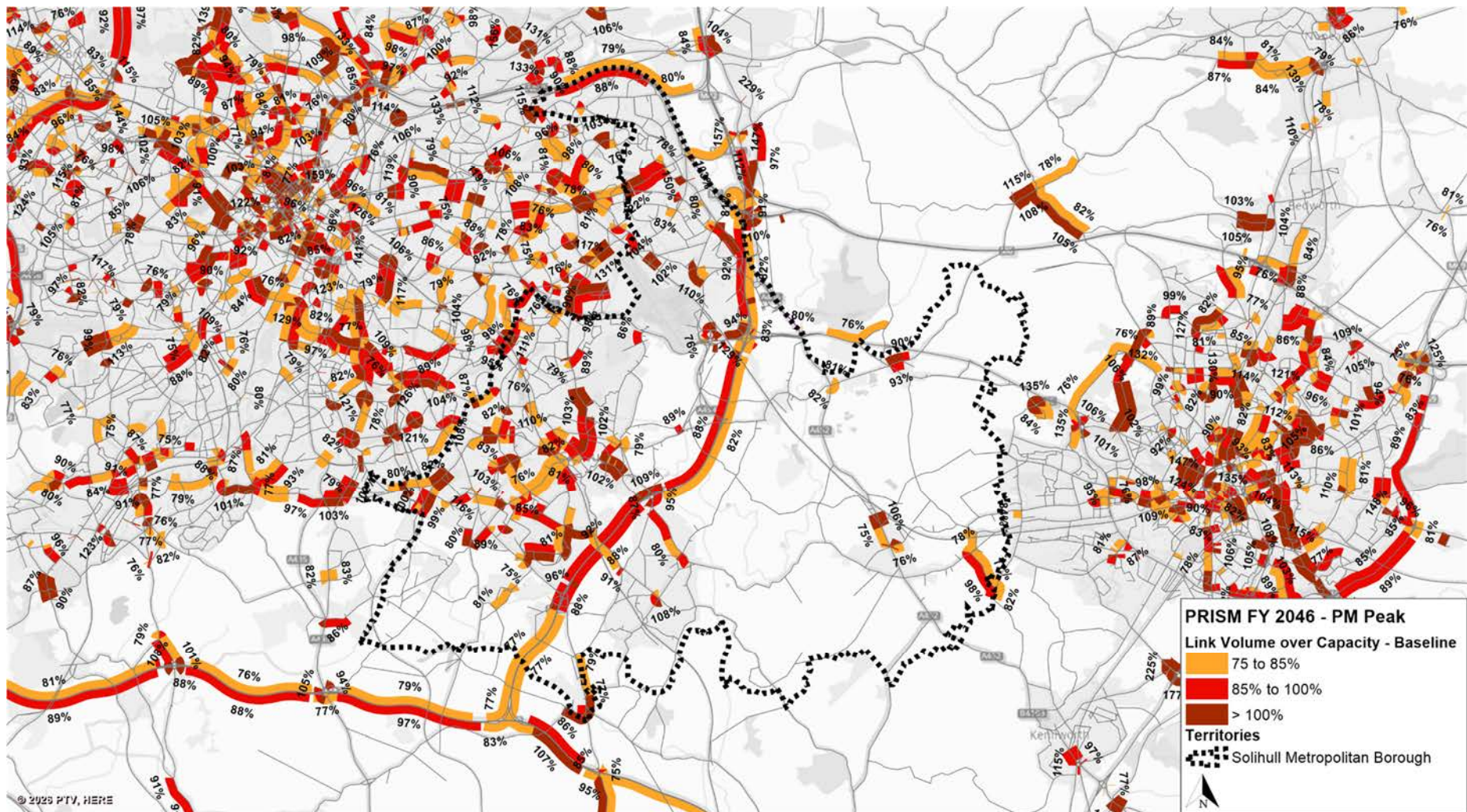
Baseline AM Link V/C (%) Ratios



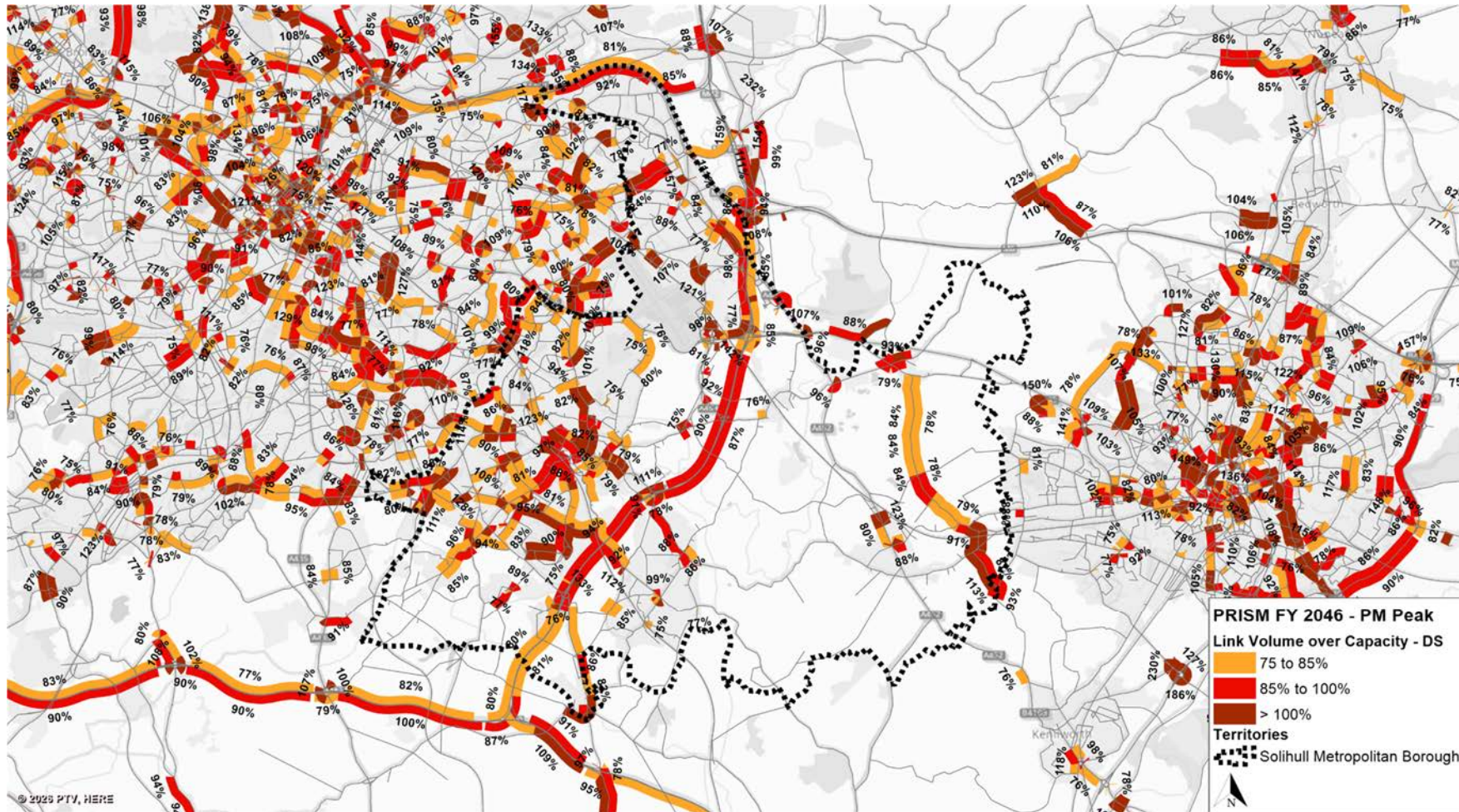
DS AM Link V/C (%) Ratios



Baseline PM Link V/C (%) Ratios

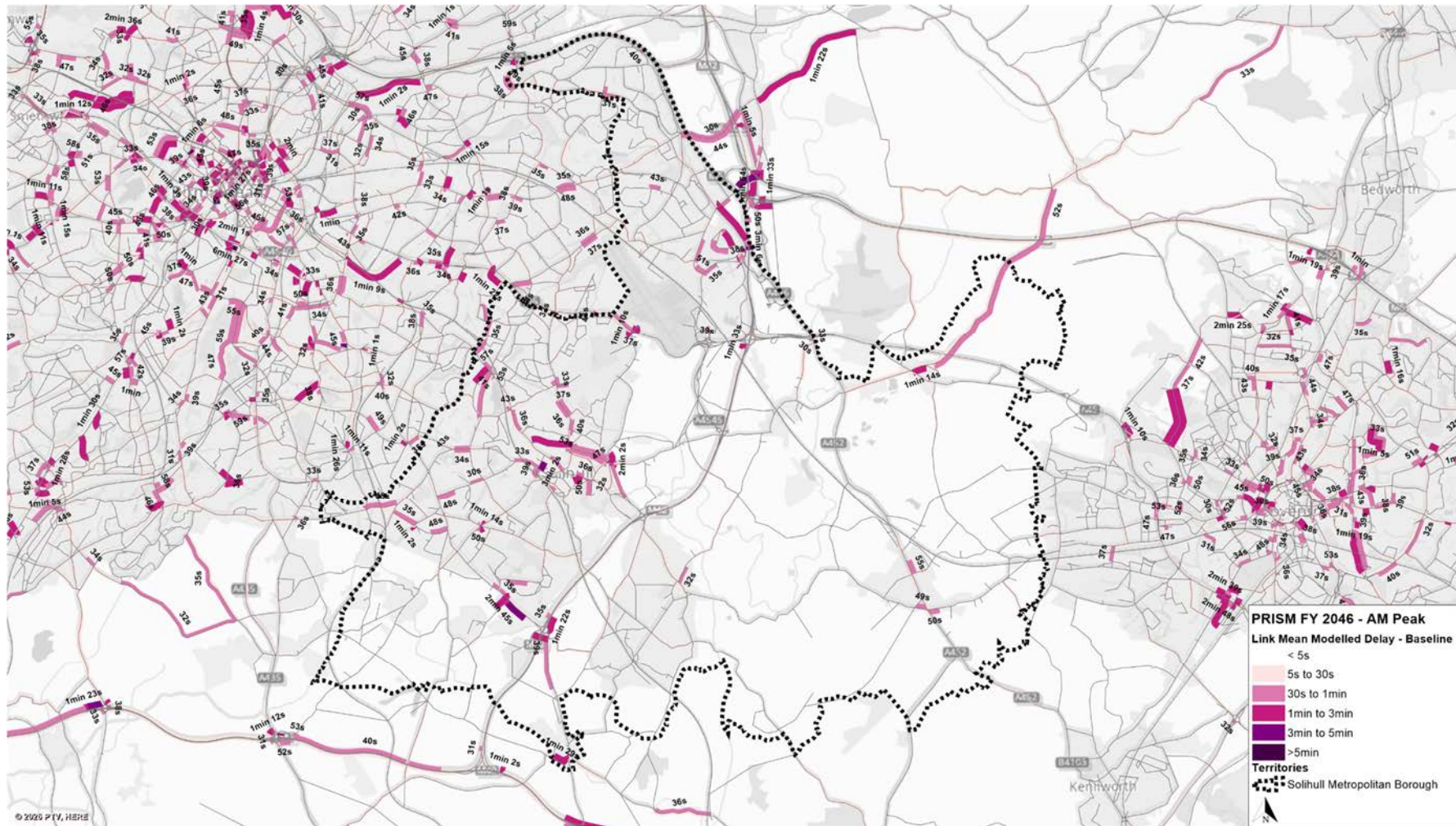


DS PM Link V/C (%) Ratios

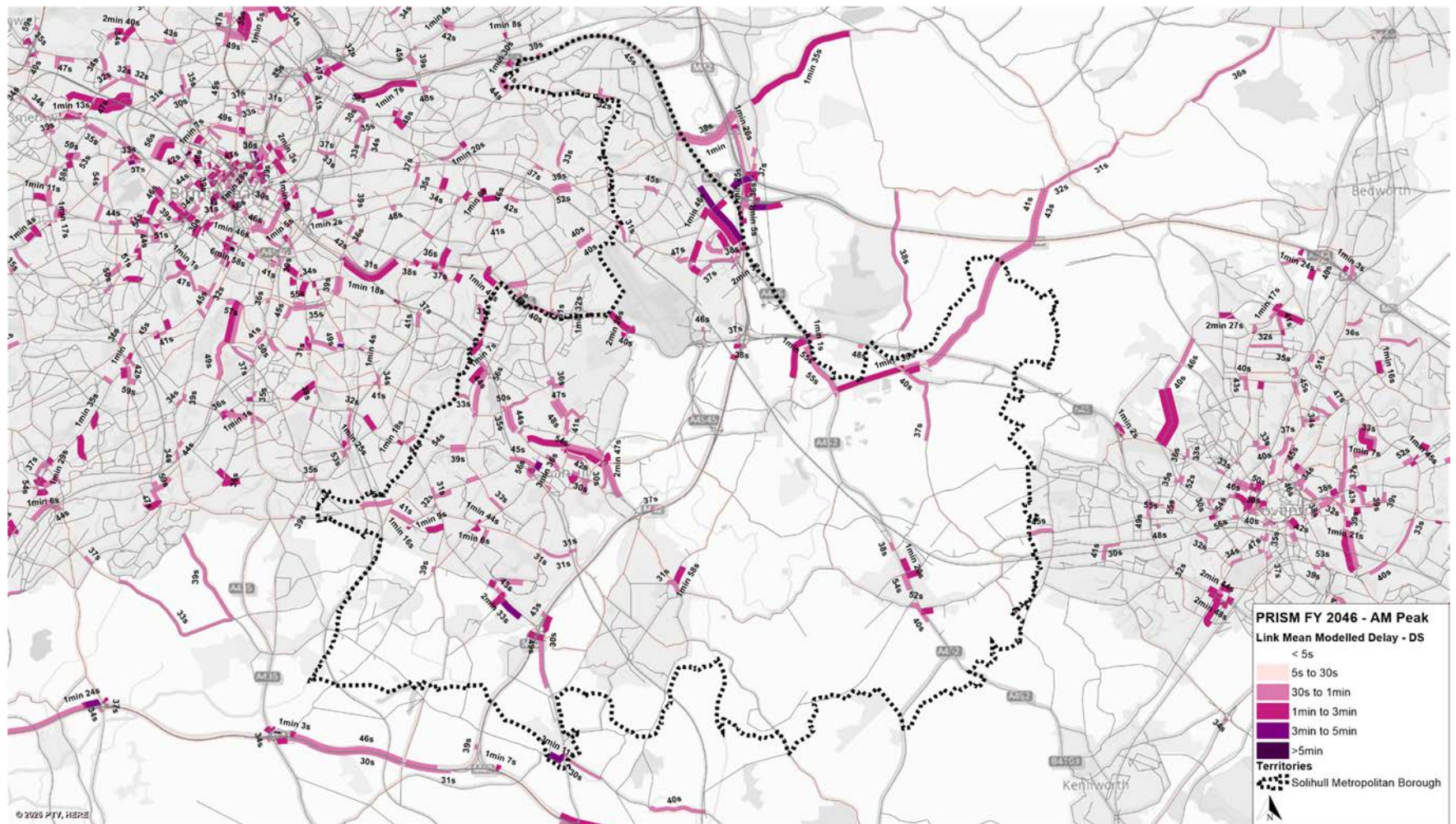


Appendix F. Delay Wider Area Plots

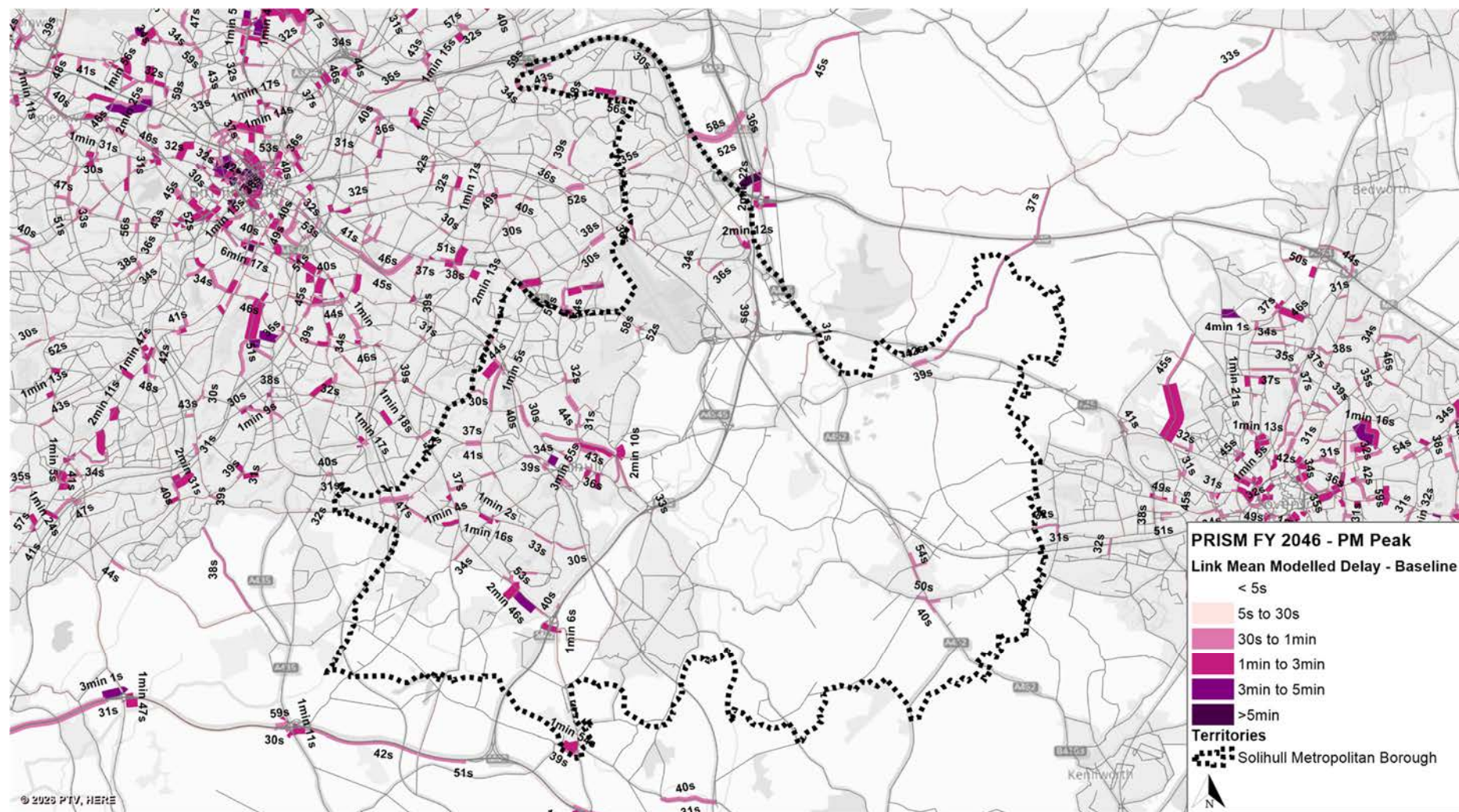
Delay (seconds) - Baseline - AM Peak



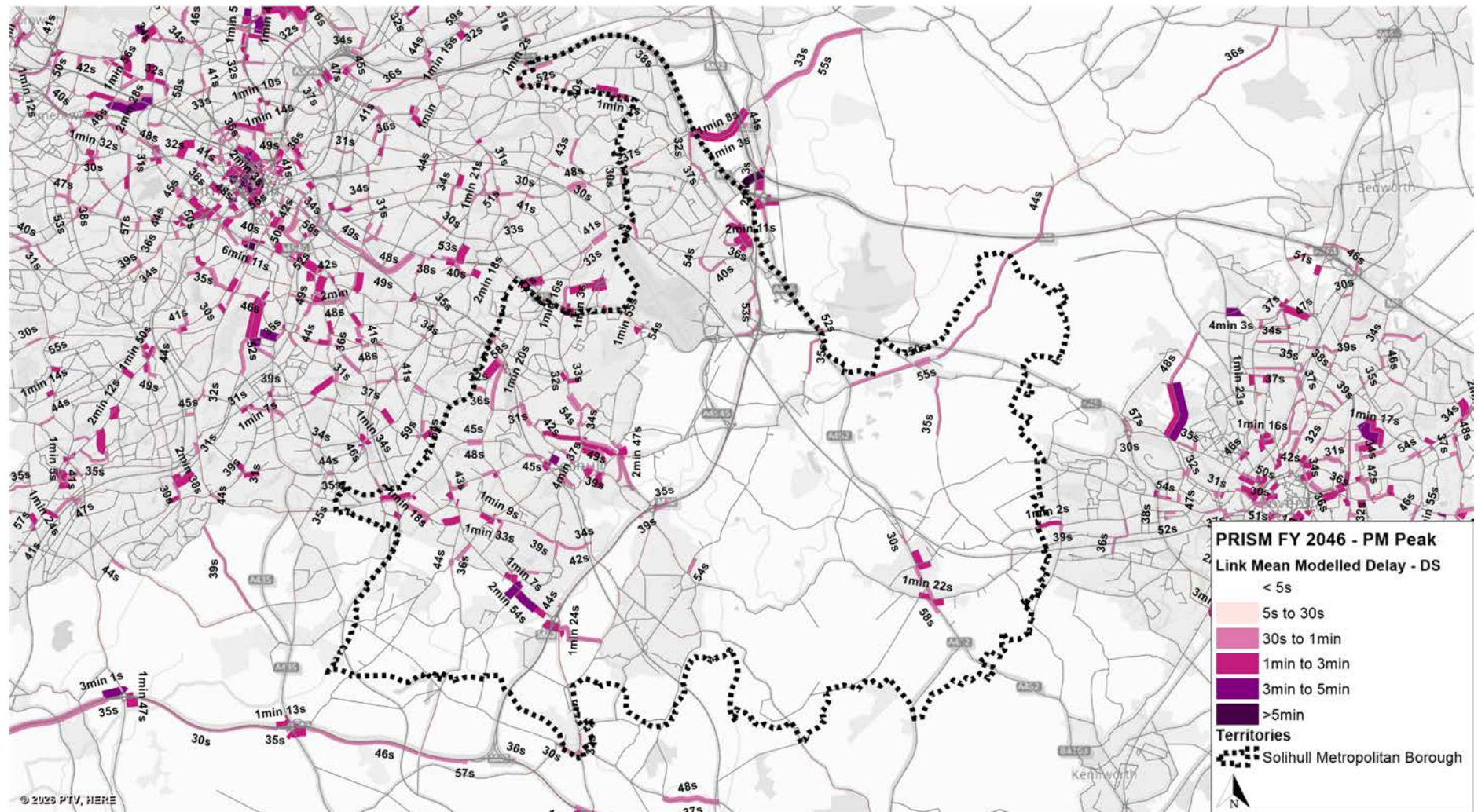
Delay (seconds) - DS - AM Peak



Delay (seconds) - Baseline - PM Peak



Delay (seconds) - DS - PM Peak



PRISM FY 2046 - AM Peak
Link Mean Modelled Delay - DS vs Baseline

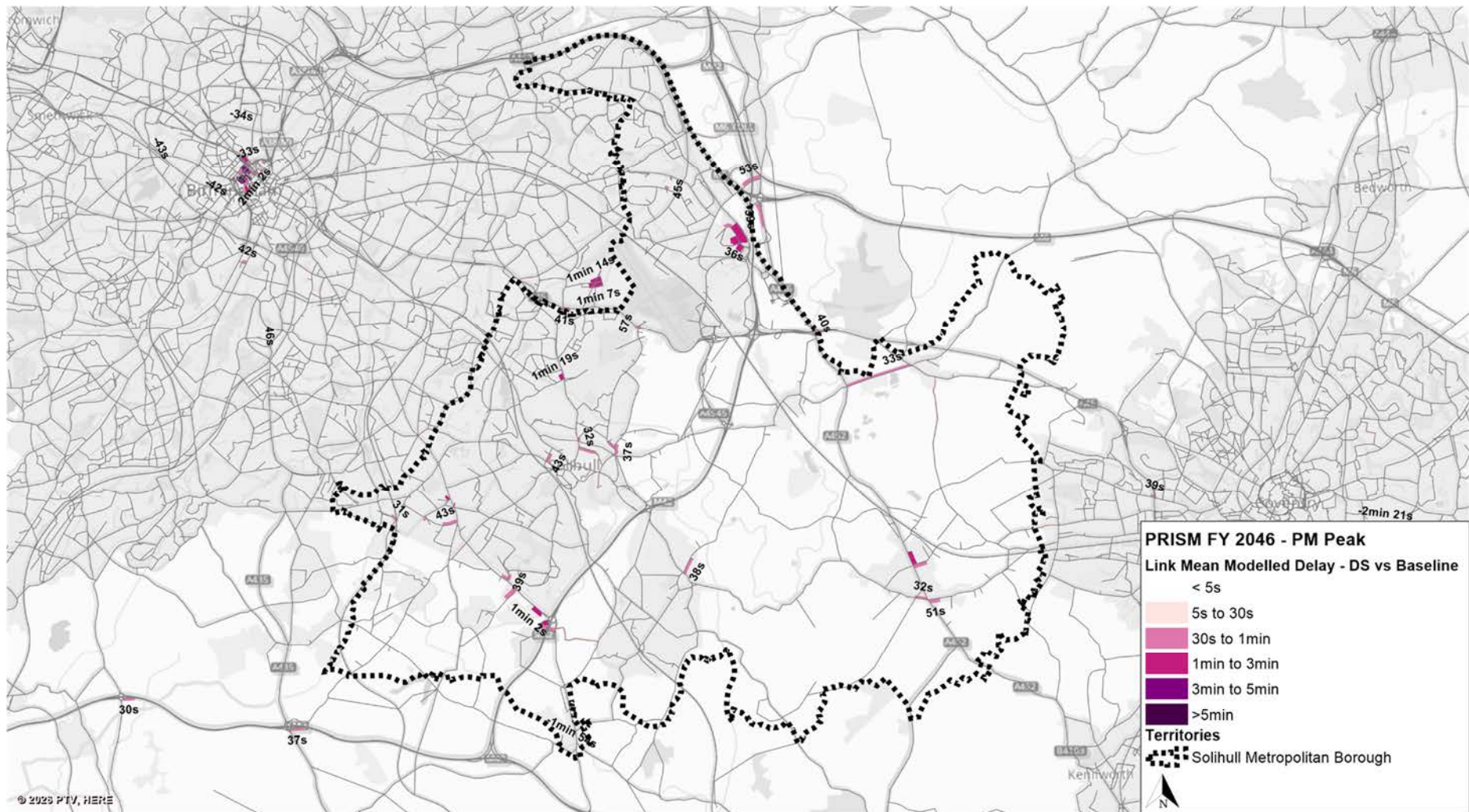
- < 5s
- 5s to 30s
- 30s to 1min
- 1min to 3min
- 3min to 5min
- >5min

Territories

- Solihull Metropolitan Borough

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Change in Delay (seconds) – DS - Baseline - PM Peak



Appendix G. TRICS Site Selections

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 - 832 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 832 DWELLS

Date Range: Minimum: 19/07/1991 Maximum: 26/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 750 4639

Days of the week selected:

Friday	7
Monday	8
Thursday	9
Tuesday	13
Wednesday	7

Main Location Types selected:

Edge of Town Centre	35
Town Centre	9

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	34
Servicing Vehicles Included	10

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	10
15,001 to 20,000	5
20,001 to 25,000	3
25,001 to 50,000	15
5,001 to 10,000	7
50,001 to 100,000	2

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Population <5 Mile ranges selected:

125,001 to 250,000	9
25,001 to 50,000	5
250,001 to 500,000	9
5,001 to 25,000	6
50,001 to 75,000	8
500,001 or More	3
75,001 to 100,000	4

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	13
1.1 to 1.5	30
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	44
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Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 day
	PO	PORTSMOUTH	1 day
	SC	SURREY	2 days
	SS	SOUTHEND ON SEA	2 days
03	SOUTH WEST		
	DC	DORSET	1 day
	DV	DEVON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNSELY	1 day
	KS	KIRKLEES	1 day
	LS	LEEDS	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
	GM	GREATER MANCHESTER	2 days
	MS	MERSEYSIDE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	CO	CONWY	1 day
	FS	FLINTSHIRE	1 day
11	SCOTLAND		
	HI	HIGHLAND	2 days
	SA	SOUTH AYRSHIRE	1 day
	SR	STIRLING	2 days
12	CONNAUGHT		
	CS	SLIGO	1 day
	MA	MAYO	1 day
14	LEINSTER		
	KD	KILDARE	1 day
	LU	LOUTH	3 days
	WT	WESTMEATH	2 days
	WX	WEXFORD	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 day

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

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	19/07/91 to 26/11/25

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

Selected survey days:	
Friday	7 days
Monday	8 days
Thursday	9 days
Tuesday	13 days
Wednesday	7 days

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

Selected survey types:	
Manual count	44
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	35 days
Town Centre	9 days

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

Selected Location Sub Categories:	
Built-Up Zone	12 days
Development Zone	4 days
High Street	1 days
No Sub Category	8 days
Residential Zone	19 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	10 days
Servicing vehicles Unknown	34 days

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Secondary Filtering Selection:

Use Class:

C3	44 surveys
----	------------

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

Population within 500m Range:

750 - 14642

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	10 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	15 surveys
5,001 to 10,000	7 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	9 surveys
25,001 to 50,000	5 surveys
250,001 to 500,000	9 surveys
5,001 to 25,000	6 surveys
50,001 to 75,000	8 surveys
500,001 or More	3 surveys
75,001 to 100,000	4 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	13 surveys
1.1 to 1.5	30 surveys
1.6 to 2.0	1 surveys

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



Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Petrol filling station:

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

Travel Plan:

No	42 surveys
Yes	2 surveys

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

PTAL Rating:

No PTAL Present	44 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

1 NEW CRANE STREET CHESTER Edge of Town Centre Residential Zone Number of dwellings: 60.00 DWELLS Survey date: Friday 17/10/2008	AC-03-C-01	BLOCKS OF FLATS	CHESHIRE WEST & CHESTER Survey Type: Manual
2 HEELIS STREET BARNLEY Edge of Town Centre Built-Up Zone Number of dwellings: 112.00 DWELLS Survey date: Tuesday 08/09/2020	BY-03-C-01	BLOCKS OF FLATS	BARNLEY Survey Type: Manual
3 MOSTYN BROADWAY LLANDUDNO Edge of Town Centre Built-Up Zone Number of dwellings: 37.00 DWELLS Survey date: Monday 26/03/2018	CO-03-C-01	BLOCKS OF FLATS	CONWY Survey Type: Manual
4 LOWER NEW STREET SLIGO Town Centre No Sub Category Number of dwellings: 21.00 DWELLS Survey date: Friday 15/06/2007	CS-03-C-01	FLATS	SLIGO Survey Type: Manual
5 WING ROAD LEIGHTON BUZZARD LINS LADE Edge of Town Centre Residential Zone Number of dwellings: 175.00 DWELLS Survey date: Tuesday 15/05/2018	CT-03-C-01	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE Survey Type: Manual
6 STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Number of dwellings: 62.00 DWELLS Survey date: Tuesday 15/05/2018	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE Survey Type: Manual
7 COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Number of dwellings: 146.00 DWELLS Survey date: Tuesday 15/05/2018	CT-03-C-03	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE Survey Type: Manual
8 KING STREET CARLISLE Town Centre Built-Up Zone	CU-03-C-01	BLOCK OF FLATS	CUMBERLAND

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Number of dwellings: 40.00 DWELLS
Survey date: Thursday 12/06/2014

Survey Type: Manual

9	DC-03-C-01	BLOCKS OF FLATS	DORSET
ABBOTSBURY ROAD WEYMOUTH Edge of Town Centre Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Tuesday 08/07/2008			
Survey Type: Manual			

10	DL-03-C-03	BLOCKS OF FLATS	DUBLIN
SUMMERHILL DUBLIN Town Centre Development Zone Number of dwellings: 65.00 DWELLS Survey date: Tuesday 27/02/2007			
Survey Type: Manual			

11	DV-03-C-01	BLOCK OF FLATS	DEVON
BONHAY ROAD EXETER Edge of Town Centre Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Monday 10/07/2017			
Survey Type: Manual			

12	FS-03-C-01	BLOCK OF FLATS	FLINTSHIRE
WREXHAM STREET MOLD Edge of Town Centre Built-Up Zone Number of dwellings: 30.00 DWELLS Survey date: Monday 06/07/2009			
Survey Type: Manual			

13	GM-03-C-02	BLOCK OF FLATS	GREATER MANCHESTER
WHITWORTH STREET W. MANCHESTER Town Centre Built-Up Zone Number of dwellings: 154.00 DWELLS Survey date: Thursday 13/10/2011			
Survey Type: Manual			

14	GM-03-C-03	BLOCK OF FLATS	GREATER MANCHESTER
FAIRFIELD STREET MANCHESTER Town Centre Built-Up Zone Number of dwellings: 20.00 DWELLS Survey date: Friday 14/10/2011			
Survey Type: Manual			

15	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
SHENLEY ROAD BOREHAMWOOD Edge of Town Centre Built-Up Zone Number of dwellings: 91.00 DWELLS Survey date: Thursday 14/11/2019			
Survey Type: Manual			

16	HI-03-C-01	FLATS	HIGHLAND
SHORE STREET INVERNESS			

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Town Centre Residential Zone Number of dwellings: 38.00 DWELLS Survey date: Wednesday 20/05/2009 Survey Type: Manual			
17 KING STREET NAIRN Edge of Town Centre Residential Zone Number of dwellings: 16.00 DWELLS Survey date: Wednesday 19/04/2023 Survey Type: Manual	HI-03-C-02	BLOCK OF FLATS	HIGHLAND
18 STATION ROAD KILDARE Edge of Town Centre Residential Zone Number of dwellings: 32.00 DWELLS Survey date: Friday 22/05/2009 Survey Type: Manual	KD-03-C-01	BLOCK OF FLATS	KILDARE
19 KINGS MILL LANE HUDDERSFIELD ASPLEY Edge of Town Centre Built-Up Zone Number of dwellings: 12.00 DWELLS Survey date: Wednesday 13/09/2006 Survey Type: Manual	KS-03-C-01	BLOCK OF FLATS	KIRKLEES
20 EAST STREET LEEDS CROWN POINT Edge of Town Centre Development Zone Number of dwellings: 127.00 DWELLS Survey date: Thursday 13/11/2003 Survey Type: Manual	LS-03-C-01	BLOCK OF FLATS	LEEDS
21 DONORE ROAD DROGHEDA Edge of Town Centre Residential Zone Number of dwellings: 52.00 DWELLS Survey date: Thursday 12/09/2013 Survey Type: Manual	LU-03-C-01	BLOCKS OF FLATS	LOUTH
22 NICHOLAS STREET DUNDALK Edge of Town Centre Residential Zone Number of dwellings: 33.00 DWELLS Survey date: Monday 16/09/2013 Survey Type: Manual	LU-03-C-02	BLOCK OF FLATS	LOUTH
23 NICHOLAS STREET DUNDALK Edge of Town Centre Residential Zone Number of dwellings: 20.00 DWELLS Survey date: Monday 16/09/2013 Survey Type: Manual	LU-03-C-03	BLOCK OF FLATS	LOUTH

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

24 KNOCK ROAD CLAREMORRIS Edge of Town Centre No Sub Category Number of dwellings: 22.00 DWELLS Survey date: Tuesday 14/09/2021	MA-03-C-01	BLOCKS OF FLATS	MAYO	Survey Type: Manual
25 MALL ROAD MONAGHAN Edge of Town Centre No Sub Category Number of dwellings: 28.00 DWELLS Survey date: Friday 06/09/2013	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	Survey Type: Manual
26 WAPPING ROAD LIVERPOOL WAPPING DOCK Edge of Town Centre Development Zone Number of dwellings: 114.00 DWELLS Survey date: Thursday 16/10/2003	MS-03-C-01	BLOCKS OF FLATS	MERSEYSIDE	Survey Type: Manual
27 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN Edge of Town Centre Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Monday 12/04/2021	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE	Survey Type: Manual
28 PAGE STAIR LANE KING'S LYNN Edge of Town Centre Built-Up Zone Number of dwellings: 51.00 DWELLS Survey date: Thursday 11/12/2014	NF-03-C-01	BLOCKS OF FLATS	NORFOLK	Survey Type: Manual
29 CANAL STREET NOTTINGHAM Town Centre Built-Up Zone Number of dwellings: 46.00 DWELLS Survey date: Monday 02/10/2023	NG-03-C-03	BLOCK OF FLATS	NOTTINGHAM	Survey Type: Manual
30 CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Number of dwellings: 90.00 DWELLS Survey date: Tuesday 05/06/2018	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH	Survey Type: Manual
31 RACECOURSE ROAD AYR	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE	

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Edge of Town Centre

Residential Zone

Number of dwellings: 51.00 DWELLS

Survey date: Tuesday 16/09/2014

Survey Type: Manual

32 SC-03-C-01

FLATS

SURREY

HEATHCOTE ROAD

CAMBERLEY

Edge of Town Centre

Residential Zone

Number of dwellings: 140.00 DWELLS

Survey date: Monday 21/07/2008

Survey Type: Manual

33 SC-03-C-05

BLOCKS OF FLATS

SURREY

CHURCH ROAD

ASHFORD

Town Centre

High Street

Number of dwellings: 331.00 DWELLS

Survey date: Tuesday 05/11/2024

Survey Type: Manual

34 SF-03-C-01

BLOCKS OF FLATS

SUFFOLK

STATION HILL

BURY ST EDMUNDS

Edge of Town Centre

Built-Up Zone

Number of dwellings: 85.00 DWELLS

Survey date: Thursday 18/12/2014

Survey Type: Manual

35 SF-03-C-05

BLOCKS OF FLATS

SUFFOLK

FORE STREET

IPSWICH

IPSWICH WATERFRONT

Edge of Town Centre

Development Zone

Number of dwellings: 69.00 DWELLS

Survey date: Wednesday 23/06/2021

Survey Type: Manual

36 SR-03-C-01

FLATS

STIRLING

FORTH SIDE WAY

STIRLING

Edge of Town Centre

No Sub Category

Number of dwellings: 80.00 DWELLS

Survey date: Wednesday 18/06/2014

Survey Type: Manual

37 SR-03-C-02

FLATS

STIRLING

ROSEBERRY TERRACE

STIRLING

Edge of Town Centre

Residential Zone

Number of dwellings: 48.00 DWELLS

Survey date: Wednesday 18/06/2014

Survey Type: Manual

38 SS-03-C-01

FLATS

SOUTHEND ON SEA

WESTCLIFF PARADE

SOUTHEND-ON-SEA

WESTCLIFF

Edge of Town Centre

Residential Zone

Number of dwellings: 6.00 DWELLS

Survey date: Tuesday 22/10/2013

Survey Type: Manual

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

39 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Number of dwellings: 94.00 DWELLS Survey date: Tuesday 22/10/2013	SS-03-C-02	BLOCK OF FLATS	SOUTHEND ON SEA	Survey Type: Manual
40 LODE LANE SOLIHULL Edge of Town Centre No Sub Category Number of dwellings: 60.00 DWELLS Survey date: Friday 21/09/2007	WM-03-C-03	FLATS	WEST MIDLANDS	Survey Type: Manual
41 GILLQUART WAY COVENTRY PARKSIDE Edge of Town Centre Residential Zone Number of dwellings: 55.00 DWELLS Survey date: Friday 11/11/2016	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS	Survey Type: Manual
42 NORTHGATE STREET ATHLONE Edge of Town Centre No Sub Category Number of dwellings: 86.00 DWELLS Survey date: Wednesday 20/06/2007	WT-03-C-01	FLATS	WESTMEATH	Survey Type: Manual
43 CUSTUME PLACE ATHLONE Town Centre No Sub Category Number of dwellings: 20.00 DWELLS Survey date: Tuesday 19/06/2007	WT-03-C-02	FLATS	WESTMEATH	Survey Type: Manual
44 UPPER GEORGE'S STREET WEXFORD Edge of Town Centre Residential Zone Number of dwellings: 28.00 DWELLS Survey date: Thursday 20/04/2023	WX-03-C-01	BLOCKS OF FLATS	WEXFORD	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BE-03-C-01 19-09-2018	19-09-2018	London excluded
BK-03-C-01 10-09-2020	10-09-2020	London excluded
BM-03-C-01 12-11-2018	12-11-2018	London excluded
EG-03-C-02 20-04-2004	20-04-2004	London excluded
EG-03-C-03 03-03-2025	03-03-2025	London excluded

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Site Ref	Survey Date	Reason for Deselection
GR-03-C-01 29-03-2004	29-03-2004	London excluded
HK-03-C-02 11-11-2008	11-11-2008	London excluded
HM-03-C-01 16-07-2014	16-07-2014	London excluded
HM-03-C-02 30-04-2019	30-04-2019	London excluded
HO-03-C-01 19-06-2010	19-06-2010	London excluded
HO-03-C-02 03-09-2014	03-09-2014	London excluded
HO-03-C-03 18-11-2016	18-11-2016	London excluded
IS-03-C-02 16-11-2008	16-11-2008	London excluded
IS-03-C-04 14-07-2016	14-07-2016	Removed: Site re-surveyed by IS-03-C-07
IS-03-C-05 29-06-2016	29-06-2016	London excluded
IS-03-C-06 27-06-2016	27-06-2016	London excluded
IS-03-C-07 06-06-2019	06-06-2019	Removed: Site re-surveyed by IS-03-C-08
IS-03-C-08 20-10-2022	20-10-2022	Removed: Site re-surveyed by IS-03-C-09
IS-03-C-09 22-10-2024	22-10-2024	London excluded
KI-03-C-01 26-06-2001	26-06-2001	Removed: Site re-surveyed by KI-03-C-02
KI-03-C-02 14-06-2010	14-06-2010	London excluded
KI-03-C-03 11-07-2016	11-07-2016	London excluded
KN-03-C-01 15-10-2009	15-10-2009	London excluded
KN-03-C-03 11-05-2012	11-05-2012	London excluded
SK-03-C-01 19-09-2014	19-09-2014	London excluded
SK-03-C-02 23-04-2015	23-04-2015	London excluded
TH-03-C-01 09-11-2008	09-11-2008	London excluded
TH-03-C-05 24-06-2025	24-06-2025	London excluded
WF-03-C-01 05-11-2019	05-11-2019	London excluded
WF-03-C-02 25-05-2021	25-05-2021	London excluded
WF-03-C-04 25-05-2021	25-05-2021	London excluded
WF-03-C-05 25-05-2021	25-05-2021	London excluded
WH-03-C-01 09-05-2012	09-05-2012	London excluded

Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	44	66	0.031	0.131	0.162
08:00-09:00	44	66	0.054	0.175	0.229
09:00-10:00	44	66	0.060	0.083	0.143
10:00-11:00	44	66	0.060	0.070	0.130
11:00-12:00	44	66	0.058	0.068	0.126
12:00-13:00	44	66	0.077	0.072	0.149
13:00-14:00	44	66	0.065	0.075	0.140
14:00-15:00	44	66	0.069	0.071	0.140
15:00-16:00	44	66	0.085	0.064	0.149
16:00-17:00	44	66	0.113	0.076	0.189
17:00-18:00	44	66	0.157	0.089	0.246
18:00-19:00	44	66	0.155	0.079	0.234
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.984	1.053	2.037

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

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

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Audit Code: 1be135b7-f47f-453c-a22e-648fd3274a

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	16/10/2003 - 05/11/2024
Number of weekdays (Monday-Friday):	44
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	33
Surveys manually removed from selection:	0

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

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Filtering Summary:

Land Use: 03/K RESIDENTIAL/MIXED PRIV HOUS (FLATS AND HOUSES)

Selected Trip Rate Calculation Parameter Range: 4 - 4334 DWELLS

Actual Trip Rate Calculation Parameter Range: 15 - 1145 DWELLS

Date Range: Minimum: 18/03/1988 Maximum: 02/10/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Friday	10
Monday	9
Thursday	23
Tuesday	14
Wednesday	13

Main Location Types selected:

Edge of Town	28
Neighbourhood Centre	8
Suburban Area	33

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	65
Servicing Vehicles Included	4

Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	4
10,001 to 15,000	14
15,001 to 20,000	9
20,001 to 25,000	9
25,001 to 50,000	13
5,001 to 10,000	14
50,001 to 100,000	2
Not Known	3

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Population <5 Mile ranges selected:

100,001 to 125,000	5
125,001 to 250,000	19
25,001 to 50,000	10
250,001 to 500,000	12
5,000 or Less	1
5,001 to 25,000	2
50,001 to 75,000	4
500,001 or More	6
75,001 to 100,000	8
Not Known	2

Car Ownership <5 Mile ranges selected:

0.5 or Less	2
0.6 to 1.0	30
1.1 to 1.5	34
1.6 to 2.0	2
Not Known	1

PTAL Rating:

No PTAL Present	69
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Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: K - MIXED PRIV HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BF	BRACKNELL FOREST	1 day
	BO	BEDFORD	1 day
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	2 days
	PO	PORTSMOUTH	2 days
	RE	READING	1 day
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 day
	WS	WEST SUSSEX	6 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	CW	CORNWALL	1 day
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
	LN	LINCOLNSHIRE	1 day
	NG	NOTTINGHAM	2 days
	NM	WEST NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	OT	STOKE ON TRENT	2 days
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
	EC	CHESHIRE EAST	2 days
	GM	GREATER MANCHESTER	2 days
	LC	LANCASHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	FU	WESTMORLAND & FURNESS	1 day
10	WALES		
	BL	BLAENAU GWENT	1 day
	CF	CARDIFF	1 day
	CO	CONWY	1 day
	CP	CAERPHILLY	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day
	FA	FALKIRK	1 day
	FI	FIFE	1 day
	HI	HIGHLAND	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
13	MUNSTER		
	CR	CORK	2 days
	TI	TIPPERARY	1 day



Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

14	LEINSTER		
	KK	KILKENNY	2 days
	WT	WESTMEATH	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	4 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day
	DE	DERRY	1 day

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

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	15 to 1145 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	18 - 1493

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/03/88 to 02/10/25

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

Selected survey days:

Friday	10 days
Monday	9 days
Thursday	23 days
Tuesday	14 days
Wednesday	13 days

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

Selected survey types:

Manual count	67
Direction ATC Count	2

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

Selected Locations:

Edge of Town	28 days
Neighbourhood Centre	8 days
Suburban Area	33 days

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

Selected Location Sub Categories:

Built-Up Zone	3 days
Industrial Zone	3 days
No Sub Category	6 days
Residential Zone	49 days
Village	8 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
Servicing vehicles Included	4 days
Servicing vehicles Unknown	61 days

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Secondary Filtering Selection:

Use Class:

C3	69 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 29065

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	4 surveys
10,001 to 15,000	14 surveys
15,001 to 20,000	9 surveys
20,001 to 25,000	9 surveys
25,001 to 50,000	13 surveys
5,001 to 10,000	14 surveys
50,001 to 100,000	2 surveys
Not Known	3 surveys

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

Population within 5 miles:

100,001 to 125,000	5 surveys
125,001 to 250,000	19 surveys
25,001 to 50,000	10 surveys
250,001 to 500,000	12 surveys
5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	4 surveys
500,001 or More	6 surveys
75,001 to 100,000	8 surveys
Not Known	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	2 surveys
0.6 to 1.0	30 surveys
1.1 to 1.5	34 surveys
1.6 to 2.0	2 surveys
Not Known	1 surveys

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



Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Petrol filling station:

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

Travel Plan:

No	55 surveys
No	1 surveys
Yes	13 surveys

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

PTAL Rating:

No PTAL Present	69 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

1	AC-03-K-01	MIXED HOUSING	CHESHIRE WEST & CHESTER
HERMITAGE ROAD NEAR CHESTER SAUGHALL Neighbourhood Centre Village Number of dwellings: 538.00 DWELLS Survey date: Thursday 19/10/1989			
Survey Type: Manual			
2	AD-03-K-01	SEMI DET./FLATS	ABERDEEN CITY
ASHGROVE ROAD ABERDEEN Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Wednesday 11/05/2005			
Survey Type: Manual			
3	AN-03-K-01	MIXED HOUSING	ANTRIM
STRANMILLIS ROAD BELFAST MALONE Suburban Area Residential Zone Number of dwellings: 21.00 DWELLS Survey date: Thursday 30/05/2002			
Survey Type: Manual			
4	BC-03-K-01	MIXED HOUSING	BOURNEMOUTH CHRISTCHURCH & POOLE
A351 SANDFORD ROAD NEAR POOLE SANDFORD Neighbourhood Centre Village Number of dwellings: 147.00 DWELLS Survey date: Tuesday 30/04/1991			
Survey Type: Manual			
5	BF-03-K-01	MIXED HOUSING	BRACKNELL FOREST
WOKINGHAM ROAD BRACKNELL POPESWOOD Edge of Town No Sub Category Number of dwellings: 448.00 DWELLS Survey date: Tuesday 08/08/1989			
Survey Type: Manual			
6	BL-03-K-01	MIXED HOUSES & FLATS	BLAENAU GWENT
STEELWORKS ROAD EBBW VALE Edge of Town Residential Zone Number of dwellings: 69.00 DWELLS Survey date:			
Survey Type: Manual			
7	BO-03-K-01	MIXED HOUSES & FLATS	BEDFORD
MARTELL DRIVE BEDFORD KEMPSTON Edge of Town Residential Zone Number of dwellings: 65.00 DWELLS Survey date: Thursday 15/10/2020			
Survey Type: Manual			

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

8	CA-03-K-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
WEASANHAM LANE WISBECH FENLAND Edge of Town Residential Zone Number of dwellings: 100.00 DWELLS Survey date:			
			Survey Type: Manual
9	CA-03-K-04	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
FORDHAM ROAD SOHAM Suburban Area Residential Zone Number of dwellings: 65.00 DWELLS Survey date: Wednesday 11/07/2018			
			Survey Type: Manual
10	CF-03-K-01	TERRACED/FLATS	CARDIFF
BISHOPS ROAD CARDIFF LLANDAFF NORTH Suburban Area Residential Zone Number of dwellings: 84.00 DWELLS Survey date:			
			Survey Type: Manual
11	CO-03-K-01	MIXED HOUSES & FLATS	CONWY
LIDDELL DRIVE LLANDUDNO Edge of Town Residential Zone Number of dwellings: 15.00 DWELLS Survey date: Tuesday 27/03/2018			
			Survey Type: Manual
12	CP-03-K-01	HOUSES/FLATS	CAERPHILLY
CAERPHILLY TRECENYDD Edge of Town Residential Zone Number of dwellings: 61.00 DWELLS Survey date: Friday 19/09/2008			
			Survey Type: Manual
13	CR-03-K-02	SEMI-DET. & FLATS	CORK
SKEHARD ROAD CORK BALLINURE Edge of Town Residential Zone Number of dwellings: 116.00 DWELLS Survey date: Friday 20/06/2014			
			Survey Type: Manual
14	CR-03-K-03	TERRACED & FLATS	CORK
SKEHARD ROAD CORK LAHARN Suburban Area Residential Zone Number of dwellings: 47.00 DWELLS Survey date: Friday 23/03/2018			
			Survey Type: Manual
15	CS-03-K-01	FLATS & MIXED HOUSES	SLIGO
STATION ROAD			

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

BALLISODARE
Neighbourhood Centre
Village
Number of dwellings: 322.00 DWELLS
Survey date:

Survey Type: Manual

16 **CU-03-K-01** **FLATS & TERRACED** **CUMBERLAND**
BRIDGE LANE
CARLISLE
Edge of Town
Industrial Zone
Number of dwellings: 66.00 DWELLS
Survey date: Thursday 12/06/2014

Survey Type: Manual

17 **CW-03-K-01** **MIXED HOUSES & FLATS** **CORNWALL**
TRELLOWEN DRIVE
PENRYN
Edge of Town
Residential Zone
Number of dwellings: 89.00 DWELLS
Survey date: Thursday 28/03/2019

Survey Type: Manual

18 **DE-03-K-01** **HOUSES & FLATS** **DERRY**
NORTHLAND ROAD
LONDONDERRY
CLOUGHGLASS
Suburban Area
Residential Zone
Number of dwellings: 92.00 DWELLS
Survey date: Wednesday 20/06/2012

Survey Type: Manual

19 **DL-03-K-01** **MIXED HOUSING** **DUBLIN**
FINGLAS ROAD
DUBLIN
Suburban Area
No Sub Category
Number of dwellings: 248.00 DWELLS
Survey date: Friday 22/06/2007

Survey Type: Manual

20 **DL-03-K-02** **HOUSES & FLATS** **DUBLIN**
MILLTOWN ROAD
DUBLIN
MILLTOWN
Suburban Area
Residential Zone
Number of dwellings: 68.00 DWELLS
Survey date: Tuesday 10/09/2013

Survey Type: Manual

21 **DL-03-K-03** **HOUSES & FLATS** **DUBLIN**
CHARLESTOWN
DUBLIN
Edge of Town
Industrial Zone
Number of dwellings: 322.00 DWELLS
Survey date: Wednesday 11/09/2013

Survey Type: Manual

22 **DL-03-K-04** **FLATS AND DUPLEXES** **DUBLIN**
ALL HALLOWS SQUARE
DUBLIN
DRUMCONDRA
Suburban Area
Residential Zone

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Number of dwellings: 76.00 DWELLS
Survey date: Tuesday 22/11/2016

Survey Type: Manual

23 DV-03-K-01 MIXED HOUSES & FLATS DEVON
ROYAL WAY
STARCROSS
Neighbourhood Centre
Village
Number of dwellings: 15.00 DWELLS
Survey date:

Survey Type: Manual

24 DY-03-K-01 MIXED HOUSES & FLATS DERBY
PRIDE PARKWAY
DERBY
WILMORTON
Edge of Town
Industrial Zone
Number of dwellings: 618.00 DWELLS
Survey date:

Survey Type: Manual

25 EC-03-K-01 MIXED HOUSING CHESHIRE EAST
DEAN ROW ROAD
WILMSLOW
WILMSLOW PARK
Suburban Area
Residential Zone
Number of dwellings: 788.00 DWELLS
Survey date: Thursday 19/10/1989

Survey Type: Manual

26 EC-03-K-02 MIXED HOUSING CHESHIRE EAST
PRIORY LANE
MACCLESFIELD
BROKEN CROSS
Edge of Town
Residential Zone
Number of dwellings: 211.00 DWELLS
Survey date: Friday 29/06/2007

Survey Type: Manual

27 ES-03-K-01 MIXED HOUSES & FLATS EAST SUSSEX
LEWES ROAD
UCKFIELD
RIDGEWOOD
Edge of Town
Residential Zone
Number of dwellings: 64.00 DWELLS
Survey date: Thursday 14/07/2016

Survey Type: Manual

28 FA-03-K-01 MIXED HOUSING FALKIRK
ETNA ROAD
FALKIRK
BAINSFORD
Suburban Area
No Sub Category
Number of dwellings: 224.00 DWELLS
Survey date: Thursday 26/04/2007

Survey Type: Manual

29 FI-03-K-01 MIXED HOUSING FIFE
WOODMILL ROAD
DUNFERMLINE
Suburban Area
Residential Zone
Number of dwellings: 36.00 DWELLS

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Survey date: Friday 20/04/2007

Survey Type: Manual

30 NATLAND ROAD KENDAL Suburban Area Residential Zone Number of dwellings: 15.00 DWELLS Survey date: Tuesday 21/06/2016	FU-03-K-01	SEMI-DETACHED & FLATS	WESTMORLAND & FURNESS	Survey Type: Manual
31 ABRAM CLOSE MANCHESTER FALLOWFIELD Suburban Area Residential Zone Number of dwellings: 33.00 DWELLS Survey date: Tuesday 11/10/2011	GM-03-K-02	SEMI DET. & FLATS	GREATER MANCHESTER	Survey Type: Manual
32 WILBRAHAM ROAD MANCHESTER WHALLEY RANGE Suburban Area Residential Zone Number of dwellings: 21.00 DWELLS Survey date: Thursday 06/05/2021	GM-03-K-03	SEMI-DETACHED & FLATS	GREATER MANCHESTER	Survey Type: Manual
33 CONEY HILL ROAD GLOUCESTER CONEY HILL Suburban Area Residential Zone Number of dwellings: 33.00 DWELLS Survey date: Thursday 29/04/2010	GS-03-K-01	MIXED HOUSING	GLOUCESTERSHIRE	Survey Type: Manual
34 CRICKET HILL LANE YATELEY CRICKET HILL Edge of Town Residential Zone Number of dwellings: 178.00 DWELLS Survey date: Friday 18/03/1988	HC-03-K-01	MIXED HOUSING	HAMPSHIRE	Survey Type: Manual
35 DAIRY ROAD ANDOVER Edge of Town Residential Zone Number of dwellings: 270.00 DWELLS Survey date: Tuesday 11/10/2022	HC-03-K-02	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
36 MINLEY ROAD FARNBOROUGH BLACKWATER Edge of Town Residential Zone Number of dwellings: 313.00 DWELLS Survey date: Thursday 12/05/2022	HC-03-K-07	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

37 FRYTHE AVENUE WELWYN Neighbourhood Centre Village Number of dwellings: 203.00 DWELLS Survey date: Wednesday 02/11/2022	HF-03-K-05	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
38 THE KESTRELS BRICKET WOOD Neighbourhood Centre Village Number of dwellings: 100.00 DWELLS Survey date: Thursday 29/06/2023	HF-03-K-06	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
39 BALLIFEARY LANE INVERNESS Suburban Area Residential Zone Number of dwellings: 22.00 DWELLS Survey date: Tuesday 31/05/2005	HI-03-K-02	MIXED HOUSING	HIGHLAND	Survey Type: Manual
40 BENNETTS BRIDGE ROAD KILKENNY Edge of Town Residential Zone Number of dwellings: 35.00 DWELLS Survey date: Tuesday 30/09/2014	KK-03-K-01	HOUSES & FLATS	KILKENNY	Survey Type: Manual
41 BOTHAR AN CHOLAISTE KILKENNY Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date:	KK-03-K-02	DETACHED & FLATS	KILKENNY	Survey Type: Manual
42 TODD LANE SOUTH PRESTON LOSTOCK HALL Edge of Town Residential Zone Number of dwellings: 327.00 DWELLS Survey date: Tuesday 26/03/1991	LC-03-K-02	MIXED HOUSING	LANCASHIRE	Survey Type: Manual
43 DE WINT AVENUE LINCOLN Suburban Area Residential Zone Number of dwellings: 56.00 DWELLS Survey date: Wednesday 18/05/2005	LN-03-K-01	TERRACED/FLATS	LINCOLNSHIRE	Survey Type: Manual
44 LADYSMITH ROAD CLEETHORPES Suburban Area	NE-03-K-01	BLOCK OF FLATS	NORTH EAST LINCOLNSHIRE	

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Residential Zone

Number of dwellings: 67.00 DWELLS

Survey date: Tuesday 06/05/2014

Survey Type: Manual

45	NF-03-K-02	MIXED HOUSES & FLATS	NORFOLK
BOUNDARY ROAD GREAT YARMOUTH Suburban Area Residential Zone Number of dwellings: 52.00 DWELLS Survey date: Tuesday 22/04/2025			
Survey Type: Manual			

46	NG-03-K-01	MIXED HOUSING	NOTTINGHAM
A453 BARTON LANE NOTTINGHAM CLIFTON Edge of Town Residential Zone Number of dwellings: 446.00 DWELLS Survey date: Tuesday 22/02/1994			
Survey Type: Manual			

47	NG-03-K-02	MIXED HOUSES	NOTTINGHAM
CASTLE BRIDGE ROAD NOTTINGHAM Suburban Area No Sub Category Number of dwellings: 132.00 DWELLS Survey date:			
Survey Type: Manual			

48	NM-03-K-02	MIXED HOUSES & FLATS	WEST NORTHAMPTONSHIRE
NEWPORT PAGNELL ROAD NORTHAMPTON WOOTTON Suburban Area Residential Zone Number of dwellings: 168.00 DWELLS Survey date: Thursday 02/10/2025			
Survey Type: Manual			

49	OT-03-K-01	MIXED HOUSING	STOKE ON TRENT
ROYAL WAY STOKE-ON-TRENT Suburban Area Residential Zone Number of dwellings: 162.00 DWELLS Survey date: Thursday 27/11/2008			
Survey Type: Manual			

50	OT-03-K-02	TERRACED & FLATS	STOKE ON TRENT
CHASEWATER DRIVE STOKE-ON-TRENT FORD GREEN Edge of Town Residential Zone Number of dwellings: 73.00 DWELLS Survey date: Wednesday 26/11/2008			
Survey Type: Manual			

51	PO-03-K-01	TERRACED/FLATS	PORTSMOUTH
ST GEORGES ROAD PORTSMOUTH Suburban Area Built-Up Zone Number of dwellings: 150.00 DWELLS Survey date: Thursday 11/12/1997			
Survey Type: Manual			

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

52 BROAD STREET PORTSMOUTH Suburban Area Built-Up Zone Number of dwellings: 52.00 DWELLS Survey date: Thursday 18/12/1997	PO-03-K-02	MIXED HOUSING	PORTSMOUTH	Survey Type: Manual
53 CONSTITUTION ROAD READING Edge of Town No Sub Category Number of dwellings: 44.00 DWELLS Survey date: Thursday 03/12/2009	RE-03-K-01	SEMI DETACHED/FLATS	READING	Survey Type: Manual
54 DE BURGH GARDENS TADWORTH Neighbourhood Centre Village Number of dwellings: 138.00 DWELLS Survey date: Tuesday 22/06/2021	SC-03-K-01	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
55 STOMPOND LANE WALTON-ON-THAMES Suburban Area Residential Zone Number of dwellings: 104.00 DWELLS Survey date: Thursday 25/04/2024	SC-03-K-02	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
56 PYRCROFT ROAD CHERTSEY Edge of Town Residential Zone Number of dwellings: 59.00 DWELLS Survey date: Wednesday 30/04/2025	SC-03-K-03	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
57 GROVE LANE IPSWICH Suburban Area Residential Zone Number of dwellings: 99.00 DWELLS Survey date: Friday 29/09/2000	SF-03-K-01	TERRACED/FLATS	SUFFOLK	Survey Type: Manual
58 ROMSEY ROAD SOUTHAMPTON MAYBUSH Suburban Area Residential Zone Number of dwellings: 91.00 DWELLS Survey date: Thursday 02/10/2014	SP-03-K-01	HOUSES & FLATS	SOUTHAMPTON	Survey Type: Manual
59 CLAREMONT ROAD WOLVERHAMPTON Suburban Area	ST-03-K-03	MIXED HOUSING & FLATS	STAFFORDSHIRE	

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Residential Zone

Number of dwellings: 28.00 DWELLS

Survey date: Friday 09/05/2014

Survey Type: Manual

60 TI-03-K-01 DETACHED HOUSES & FLATS TIPPERARY

SLIEVENAMON ROAD

THURLES

CLONGOWER

Edge of Town

Residential Zone

Number of dwellings: 58.00 DWELLS

Survey date: Wednesday 23/09/2020

Survey Type: Manual

61 WK-03-K-01 TERRACED & FLATS WARWICKSHIRE

A422 SEVEN MEADOWS RD

STRATFORD UPON AVON

OLD TOWN

Edge of Town

Residential Zone

Number of dwellings: 64.00 DWELLS

Survey date: Thursday 07/09/2000

Survey Type: Manual

62 WO-03-K-03 TERRACED/FLATS WORCESTERSHIRE

TALLOW HILL

WORCESTER

Suburban Area

Built-Up Zone

Number of dwellings: 103.00 DWELLS

Survey date: Tuesday 03/06/2003

Survey Type: Manual

63 WS-03-K-01 MIXED HOUSES & FLATS WEST SUSSEX

SHOPWHYKE ROAD

CHICHESTER

Edge of Town

Residential Zone

Number of dwellings: 336.00 DWELLS

Survey date: Wednesday 05/07/2023

Survey Type: Manual

64 WS-03-K-02 MIXED HOUSING WEST SUSSEX

RUSSELL WAY

CRAWLEY

Suburban Area

No Sub Category

Number of dwellings: 61.00 DWELLS

Survey date: Wednesday 28/11/2007

Survey Type: Manual

65 WS-03-K-03 MIXED HOUSES & FLATS WEST SUSSEX

LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town

Residential Zone

Number of dwellings: 111.00 DWELLS

Survey date: Thursday 12/05/2016

Survey Type: Manual

66 WS-03-K-04 MIXED HOUSES & FLATS WEST SUSSEX

HILLS FARM LANE

HORSHAM

BROADBRIDGE HEATH

Edge of Town

Residential Zone

Number of dwellings: 371.00 DWELLS

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Survey date: Thursday 28/06/2018

Survey Type: Manual

67 **WS-03-K-05** **MIXED HOUSES & FLATS** **WEST SUSSEX**
 WORTHING ROAD
 SOUTHWATER
 Neighbourhood Centre
 Village
 Number of dwellings: 227.00 DWELLS
 Survey date: Wednesday 30/06/2021
 Survey Type: Manual

68 **WS-03-K-06** **MIXED HOUSES & FLATS** **WEST SUSSEX**
 WESTERN ROAD
 CHICHESTER
 Edge of Town
 Residential Zone
 Number of dwellings: 41.00 DWELLS
 Survey date: Wednesday 12/06/2024
 Survey Type: Manual

69 **WT-03-K-01** **MIXED HOUSING** **WESTMEATH**
 AUBURN HEIGHTS
 ATHLONE
 Suburban Area
 Residential Zone
 Number of dwellings: 140.00 DWELLS
 Survey date: Thursday 21/06/2007
 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BE-03-K-01 20-09-2018	20-09-2018	London excluded
BF-03-K-01 07-08-1989	07-08-1989	Removed: Most Recent BF-03-K-01 11-08-1989
BF-03-K-01 08-08-1989	08-08-1989	Removed: Most Recent BF-03-K-01 11-08-1989
BF-03-K-01 09-08-1989	09-08-1989	Removed: Most Recent BF-03-K-01 11-08-1989
BF-03-K-01 10-08-1989	10-08-1989	Removed: Most Recent BF-03-K-01 11-08-1989
BN-03-K-01 20-07-1989	20-07-1989	London excluded
BN-03-K-02 07-07-2016	07-07-2016	London excluded
BN-03-K-03 21-11-2023	21-11-2023	London excluded
CR-03-K-01 03-07-2009	03-07-2009	Removed: Site re-surveyed by CR-03-K-02
EG-03-K-01 06-01-1992	06-01-1992	London excluded
EG-03-K-01 07-01-1992	07-01-1992	London excluded
EG-03-K-01 08-01-1992	08-01-1992	London excluded
EG-03-K-01 10-01-1992	10-01-1992	London excluded
EG-03-K-01 16-01-1992	16-01-1992	London excluded
EG-03-K-02 06-01-1992	06-01-1992	London excluded
EG-03-K-02 07-01-1992	07-01-1992	London excluded
EG-03-K-02 09-01-1992	09-01-1992	London excluded
EG-03-K-02 10-01-1992	10-01-1992	London excluded
EG-03-K-02 15-01-1991	15-01-1991	London excluded
EN-03-K-01 07-11-2008	07-11-2008	Removed: Site re-surveyed by EN-03-K-03
EN-03-K-02 17-10-2005	17-10-2005	Removed: Site re-surveyed by EN-03-K-01
EN-03-K-03 23-09-2014	23-09-2014	London excluded
EN-03-K-04 07-11-2017	07-11-2017	London excluded

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Site Ref	Survey Date	Reason for Deselection
HA-03-K-01 20-11-2007	20-11-2007	London excluded
HD-03-K-01 20-07-1989	20-07-1989	London excluded
HF-03-K-02 27-05-2021	27-05-2021	Removed: Site re-surveyed by HF-03-K-04
HF-03-K-03 03-11-2021	03-11-2021	Removed: Site re-surveyed by HF-03-K-05
HF-03-K-04 23-06-2022	23-06-2022	Removed: Site re-surveyed by HF-03-K-06
HG-03-K-01 23-01-2007	23-01-2007	London excluded
HO-03-K-01 21-03-2019	21-03-2019	London excluded
HO-03-K-02 16-09-2014	16-09-2014	Removed: Site re-surveyed by HO-03-K-01
IS-03-K-01 17-01-2007	17-01-2007	London excluded
KI-03-K-01 22-06-2016	22-06-2016	London excluded
LW-03-K-01 19-07-1989	19-07-1989	London excluded
LW-03-K-02 20-06-2002	20-06-2002	London excluded
NG-03-K-01 22-02-1994	22-02-1994	Removed: Most Recent NG-03-K-01 28-02-1994
NG-03-K-01 23-02-1994	23-02-1994	Removed: Most Recent NG-03-K-01 28-02-1994
NG-03-K-01 24-02-1994	24-02-1994	Removed: Most Recent NG-03-K-01 28-02-1994
NG-03-K-01 25-02-1994	25-02-1994	Removed: Most Recent NG-03-K-01 28-02-1994
RB-03-K-01 24-11-2017	24-11-2017	London excluded
RE-03-K-06 03-11-2006	03-11-2006	Removed: Site re-surveyed by RE-03-K-01
SK-03-K-01 19-07-1989	19-07-1989	London excluded
SK-03-K-02 19-07-1989	19-07-1989	London excluded
SK-03-K-03 20-07-1989	20-07-1989	London excluded
SK-03-K-04 19-07-1989	19-07-1989	London excluded

Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	2	447	0.030	0.018	0.048
01:00-02:00	2	447	0.006	0.007	0.013
02:00-03:00	2	447	0.007	0.004	0.011
03:00-04:00	2	447	0.004	0.002	0.006
04:00-05:00	2	447	0.002	0.004	0.006
05:00-06:00	2	447	0.011	0.041	0.052
06:00-07:00	2	447	0.025	0.103	0.128
07:00-08:00	69	146	0.066	0.259	0.325
08:00-09:00	69	146	0.124	0.369	0.493
09:00-10:00	69	146	0.128	0.187	0.315
10:00-11:00	69	146	0.122	0.146	0.268
11:00-12:00	69	146	0.130	0.141	0.271
12:00-13:00	69	146	0.154	0.140	0.294
13:00-14:00	69	146	0.159	0.155	0.314
14:00-15:00	69	146	0.158	0.163	0.321
15:00-16:00	69	146	0.229	0.172	0.401
16:00-17:00	69	146	0.264	0.167	0.431
17:00-18:00	69	146	0.326	0.176	0.502
18:00-19:00	69	146	0.288	0.180	0.468
19:00-20:00	2	447	0.303	0.237	0.540
20:00-21:00	2	447	0.236	0.226	0.462
21:00-22:00	2	447	0.163	0.126	0.289
22:00-23:00	2	447	0.139	0.094	0.233
23:00-00:00	2	447	0.117	0.064	0.181
Total Rates:			3.191	3.181	6.372

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

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Audit Code: 5724342d-f53f-4b30-8212-ef62589a24ea

Parameter Summary:

Trip rate parameter range selected:	4 - 4334 (units: DWELLS)
Survey date date range:	18/03/1988 - 02/10/2025
Number of weekdays (Monday-Friday):	69
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	45
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Filtering Summary:

Land Use: 02/D EMPLOYMENT/INDUSTRIAL ESTATE

Selected Trip Rate Calculation Parameter Range: 552 - 150564 sqm GFA

Actual Trip Rate Calculation Parameter Range: 552 - 150564 sqm GFA

Date Range: Minimum: 22/11/2000 Maximum: 07/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	13
Tuesday	9
Wednesday	15
Thursday	8
Friday	14

Main Location Types selected:

Edge of Town	56
Neighbourhood Centre	2
Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	44
Servicing Vehicles Included	15

Population <1 Mile ranges selected:

1,000 or Less	3
1,001 to 5,000	10
5,001 to 10,000	14
10,001 to 15,000	13
15,001 to 20,000	7
20,001 to 25,000	4
25,001 to 50,000	7
50,001 to 100,000	1

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Population <5 Mile ranges selected:

5,001 to 25,000	12
25,001 to 50,000	7
50,001 to 75,000	5
75,001 to 100,000	4
100,001 to 125,000	2
125,001 to 250,000	21
250,001 to 500,000	5
500,001 or More	3

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	29
1.1 to 1.5	27
1.6 to 2.0	2

PTAL Rating:

No PTAL Present	59
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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	HD	HILLINGDON 1 day
02	SOUTH EAST	
	BU	BUCKINGHAMSHIRE 1 day
	ES	EAST SUSSEX 1 day
	EX	ESSEX 3 days
	KC	KENT 1 day
03	SOUTH WEST	
	CW	CORNWALL 2 days
	DV	DEVON 1 day
	SM	SOMERSET 1 day
	WL	WILTSHIRE 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 day
	NF	NORFOLK 2 days
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE 4 days
	NT	NOTTINGHAMSHIRE 1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 4 days
	WM	WEST MIDLANDS 1 day
	WO	WORCESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD 3 days
	AL	CALDERDALE 1 day
	KH	KINGSTON UPON HULL 1 day
	KS	KIRKLEES 1 day
	NY	NORTH YORKSHIRE 2 days
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day
	LC	LANCASHIRE 1 day
	MS	MERSEYSIDE 2 days
09	NORTH	
	CU	CUMBERLAND 1 day
	NB	NORTHUMBERLAND 1 day
	TW	TYNE & WEAR 2 days
10	WALES	
	SW	SWANSEA 2 days
	VG	VALE OF GLAMORGAN 1 day
11	SCOTLAND	
	AG	ANGUS 1 day
	ER	EAST RENFREWSHIRE 1 day
	HI	HIGHLAND 2 days
12	CONNAUGHT	
	CS	SLIGO 1 day
	RO	ROSCOMMON 1 day
13	MUNSTER	
	CR	CORK 4 days
14	LEINSTER	
	WC	WICKLOW 1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM 1 day
	AR	ARMAGH 1 day



Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	552 to 150564 (units:sqm)
Range Selected by User:	552 to 150564 (units:sqm)
Parking Spaces Range:	0 - 2130

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	22/11/00 to 07/06/24

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	13 days
Tuesday	9 days
Wednesday	15 days
Thursday	8 days
Friday	14 days

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

Selected survey types:	
Manual count	59
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	56 days
Neighbourhood Centre	2 days
Free Standing	1 days

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

Selected Location Sub Categories:	
Development Zone	1 days
Industrial Zone	29 days
No Sub Category	19 days
Out of Town	3 days
Residential Zone	6 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	15 days
Servicing vehicles Unknown	44 days

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Secondary Filtering Selection:

Use Class:

Not Known

59 surveys

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

Population within 500m Range:

0 - 6481

Population within 1 mile:

1,000 or Less	3 surveys
1,001 to 5,000	10 surveys
5,001 to 10,000	14 surveys
10,001 to 15,000	13 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	7 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	12 surveys
25,001 to 50,000	7 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	4 surveys
100,001 to 125,000	2 surveys
125,001 to 250,000	21 surveys
250,001 to 500,000	5 surveys
500,001 or More	3 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	29 surveys
1.1 to 1.5	27 surveys
1.6 to 2.0	2 surveys

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



Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Petrol filling station:

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

Travel Plan:

No	59 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1b - Very poor	2 surveys
No PTAL Present	57 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

LIST OF SITES relevant to selection parameters:

Site 1:
Development Name: AC-02-D-02
INDUSTRIAL EST.
Location: NORTHWICH
Postcode: CW9 7LU
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 22000.00 sqm
Survey Date: 15/06/2007
Survey Day: Friday

Site 3:
Development Name: AK-02-D-01
INDUSTRIAL ESTATE
Location: CASTLEFORD
Postcode: WF10 4SR
Main Location Type: Edge of Town
Sub Location Type: Development Zone
PTAL: n/a
Gross floor area: 1776.00 sqm
Survey Date: 22/05/2017
Survey Day: Monday

Site 5:
Development Name: AK-02-D-03
INDUSTRIAL ESTATE
Location: CASTLEFORD
Postcode: WF10 4UA
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 3191.00 sqm
Survey Date: 15/05/2017
Survey Day: Monday

Site 7:
Development Name: AN-02-D-01
INDUSTRIAL ESTATE
Location: ANTRIM
Postcode: BT41 4LY
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 37365.00 sqm
Survey Date: 07/06/2024
Survey Day: Friday

Site 9:
Development Name: BE-02-D-01
INDUSTRIAL ESTATE
Location: ERITH
Postcode: DA17 6AX
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: 1B
Gross floor area: 3300.00 sqm
Survey Date: 19/09/2018
Survey Day: Wednesday

Site 2:
Development Name: AG-02-D-02
INDUSTRIAL ESTATE
Location: ARBROATH
Postcode: DD11 2NJ
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 78500.00 sqm
Survey Date: 25/04/2017
Survey Day: Tuesday

Site 4:
Development Name: AK-02-D-02
INDUSTRIAL ESTATE (PART)
Location: CASTLEFORD
Postcode: WF10 5QU
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 4328.00 sqm
Survey Date: 23/05/2017
Survey Day: Tuesday

Site 6:
Development Name: AL-02-D-01
INDUSTRIAL ESTATE
Location: HALIFAX
Postcode: HX3 5QN
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 11305.00 sqm
Survey Date: 17/10/2018
Survey Day: Wednesday

Site 8:
Development Name: AR-02-D-01
INDUSTRIAL ESTATE
Location: ARMAGH
Postcode: BT60 1HW
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 11548.00 sqm
Survey Date: 08/06/2010
Survey Day: Tuesday

Site 10:
Development Name: BU-02-D-01
INDUSTRIAL ESTATE
Location: HIGH WYCOMBE
Postcode: HP11 1RY
Main Location Type: Edge of Town
Sub Location Type: Residential Zone
PTAL: n/a
Gross floor area: 6460.00 sqm
Survey Date: 06/11/2023
Survey Day: Monday

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Site 11:	CA-02-D-02	Site 12:	CR-02-D-01
Development Name:	IND. ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	CAMBRIDGE	Location:	CORK
Postcode:	CB1 3EW	Postcode:	
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	Residential Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	2063.00 sqm	Gross floor area:	65125.00 sqm
Survey Date:	19/10/2009	Survey Date:	23/03/2018
Survey Day:	Monday	Survey Day:	Friday
Site 13:	CR-02-D-02	Site 14:	CR-02-D-03
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	CORK	Location:	CORK
Postcode:		Postcode:	
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	Industrial Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	4727.00 sqm	Gross floor area:	40229.00 sqm
Survey Date:	14/10/2019	Survey Date:	15/10/2019
Survey Day:	Monday	Survey Day:	Tuesday
Site 15:	CR-02-D-04	Site 16:	CS-02-D-03
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	CORK	Location:	SLIGO
Postcode:		Postcode:	F91 YF76
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	No Sub Category
PTAL:	n/a	PTAL:	n/a
Gross floor area:	64400.00 sqm	Gross floor area:	3385.00 sqm
Survey Date:	18/06/2021	Survey Date:	06/09/2023
Survey Day:	Friday	Survey Day:	Wednesday
Site 17:	CU-02-D-04	Site 18:	CW-02-D-02
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	BRAMPTON	Location:	CAMBORNE
Postcode:	CA8 1SW	Postcode:	TR15 3RH
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	No Sub Category	Sub Location Type:	Industrial Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	17708.00 sqm	Gross floor area:	6515.00 sqm
Survey Date:	16/12/2009	Survey Date:	21/09/2007
Survey Day:	Wednesday	Survey Day:	Friday
Site 19:	CW-02-D-03	Site 20:	DV-02-D-07
Development Name:	IND. ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	NEAR PENZANCE	Location:	EXETER
Postcode:	TR20 8HX	Postcode:	EX2 7LW
Main Location Type:	Neighbourhood Centre	Main Location Type:	Edge of Town
Sub Location Type:	Village	Sub Location Type:	Industrial Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	36500.00 sqm	Gross floor area:	3600.00 sqm
Survey Date:	03/10/2011	Survey Date:	03/07/2017
Survey Day:	Monday	Survey Day:	Monday
Site 21:	ER-02-D-02	Site 22:	ES-02-D-06
Development Name:	INDUSTRIAL EST.	Development Name:	INDUSTRIAL ESTATE
Location:	NEAR GLASGOW	Location:	EASTBOURNE
Postcode:		Postcode:	BN22 8UY
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	Residential Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	4233.00 sqm	Gross floor area:	7525.00 sqm
Survey Date:	10/10/2001	Survey Date:	21/10/2013
Survey Day:	Wednesday	Survey Day:	Monday

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Site 23:
Development Name: INDUSTRIAL ESTATE
Location: COLCHESTER
Postcode: CO4 9HZ
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 4876.00 sqm
Survey Date: 18/05/2018
Survey Day: Friday

Site 25:
Development Name: INDUSTRIAL ESTATE
Location: COLCHESTER
Postcode: CO4 9TB
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 7280.00 sqm
Survey Date: 18/05/2018
Survey Day: Friday

Site 27:
Development Name: IND. ESTATE & BUS. PARK
Location: FORT WILLIAM
Postcode: PH33 6PR
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 35000.00 sqm
Survey Date: 18/05/2009
Survey Day: Monday

Site 29:
Development Name: INDUSTRIAL ESTATE
Location: DEAL
Postcode: CT14 9LX
Main Location Type: Edge of Town
Sub Location Type: Residential Zone
PTAL: n/a
Gross floor area: 10715.00 sqm
Survey Date: 28/11/2012
Survey Day: Wednesday

Site 31:
Development Name: INDUSTRIAL EST.
Location: HUDDERSFIELD
Postcode: HD5 0AL
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 20824.00 sqm
Survey Date: 11/09/2006
Survey Day: Monday

Site 33:
Development Name: INDUSTRIAL ESTATE
Location: LOUTH
Postcode: LN11 0UZ
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 1506.00 sqm
Survey Date: 22/04/2024
Survey Day: Monday

Site 24:
Development Name: INDUSTRIAL ESTATE
Location: WITHAM
Postcode: CM8 3SX
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 37130.00 sqm
Survey Date: 10/05/2018
Survey Day: Thursday

Site 26:
Development Name: INDUSTRIAL ESTATE
Location: RUISLIP
Postcode: HA4 0NU
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: 1B
Gross floor area: 13850.00 sqm
Survey Date: 25/06/2015
Survey Day: Thursday

Site 28:
Development Name: INDUSTRIAL ESTATE
Location: NAIRN
Postcode: IV12 5QW
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 17000.00 sqm
Survey Date: 18/04/2023
Survey Day: Tuesday

Site 30:
Development Name: INDUSTRIAL ESTATE
Location: KINGSTON UPON HULL
Postcode: HU3 4AY
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 2220.00 sqm
Survey Date: 18/10/2001
Survey Day: Thursday

Site 32:
Development Name: INDUSTRIAL ESTATE
Location: GARSTANG
Postcode: PR3 1PR
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 4555.00 sqm
Survey Date: 16/06/2006
Survey Day: Friday

Site 34:
Development Name: INDUSTRIAL ESTATE
Location: LOUTH
Postcode: LN11 0YP
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 2176.00 sqm
Survey Date: 18/04/2024
Survey Day: Thursday

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Site 35:
Development Name: INDUSTRIAL ESTATE
Location: LOUTH
Postcode: LN11 0ZR
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 1470.00 sqm
Survey Date: 30/04/2024
Survey Day: Tuesday

Site 37:
Development Name: INDUSTRIAL ESTATE
Location: ST HELENS
Postcode: WA9 2DY
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 2430.00 sqm
Survey Date: 18/10/2005
Survey Day: Tuesday

Site 39:
Development Name: INDUSTRIAL ESTATE
Location: HEXHAM
Postcode: NE46 1XJ
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 10525.00 sqm
Survey Date: 23/05/2005
Survey Day: Monday

Site 41:
Development Name: INDUSTRIAL ESTATE
Location: NORWICH
Postcode: NR6 5DP
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 10673.00 sqm
Survey Date: 14/09/2022
Survey Day: Wednesday

Site 43:
Development Name: INDUSTRIAL ESTATE
Location: RICHMOND
Postcode: DL10 4TG
Main Location Type: Edge of Town
Sub Location Type: Out of Town
PTAL: n/a
Gross floor area: 35183.00 sqm
Survey Date: 05/05/2022
Survey Day: Thursday

Site 45:
Development Name: INDUSTRIAL ESTATE
Location: ROSCOMMON
Postcode: F42 VY24
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 2030.00 sqm
Survey Date: 27/04/2018
Survey Day: Friday

Site 36:
Development Name: INDUSTRIAL ESTATE
Location: GRANTHAM
Postcode: NG31 7XQ
Main Location Type: Edge of Town
Sub Location Type: Residential Zone
PTAL: n/a
Gross floor area: 10438.00 sqm
Survey Date: 26/04/2024
Survey Day: Friday

Site 38:
Development Name: INDUSTRIAL EST.
Location: LIVERPOOL
Postcode: L6 9DF
Main Location Type: Neighbourhood Centre
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 4800.00 sqm
Survey Date: 09/09/2010
Survey Day: Thursday

Site 40:
Development Name: INDUSTRIAL ESTATE
Location: DEREHAM
Postcode: NR19 1JG
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 51000.00 sqm
Survey Date: 22/11/2000
Survey Day: Wednesday

Site 42:
Development Name: INDUSTRIAL ESTATE
Location: SUTTON-IN-ASHFIELD
Postcode: NG17 3FW
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 26400.00 sqm
Survey Date: 30/06/2006
Survey Day: Friday

Site 44:
Development Name: INDUSTRIAL ESTATE
Location: KNARESBOROUGH
Postcode: HG5 8FA
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 1660.00 sqm
Survey Date: 30/06/2023
Survey Day: Friday

Site 46:
Development Name: INDUSTRIAL ESTATE
Location: YEOVIL
Postcode: BA22 7LH
Main Location Type: Free Standing
Sub Location Type: Out of Town
PTAL: n/a
Gross floor area: 12000.00 sqm
Survey Date: 03/04/2019
Survey Day: Wednesday

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Site 47:	SW-02-D-01	Site 48:	SW-02-D-02
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	SWANSEA	Location:	SWANSEA
Postcode:	SA6 8QQ	Postcode:	SA6 8RB
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	Industrial Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	6822.00 sqm	Gross floor area:	5280.00 sqm
Survey Date:	09/10/2019	Survey Date:	10/10/2019
Survey Day:	Wednesday	Survey Day:	Thursday
Site 49:	TW-02-D-09	Site 50:	TW-02-D-10
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	GATESHEAD	Location:	GATESHEAD
Postcode:	NE11 0BQ	Postcode:	NE11 0JY
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	No Sub Category	Sub Location Type:	No Sub Category
PTAL:	n/a	PTAL:	n/a
Gross floor area:	6200.00 sqm	Gross floor area:	21500.00 sqm
Survey Date:	18/05/2022	Survey Date:	18/05/2022
Survey Day:	Wednesday	Survey Day:	Wednesday
Site 51:	VG-02-D-01	Site 52:	WC-02-D-01
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	BARRY	Location:	BRAY
Postcode:	CF63 2YZ	Postcode:	
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	No Sub Category	Sub Location Type:	No Sub Category
PTAL:	n/a	PTAL:	n/a
Gross floor area:	13091.00 sqm	Gross floor area:	76704.00 sqm
Survey Date:	08/05/2017	Survey Date:	04/10/2019
Survey Day:	Monday	Survey Day:	Friday
Site 53:	WK-02-D-01	Site 54:	WK-02-D-02
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	RUGBY	Location:	RUGBY
Postcode:	CV23 0WA	Postcode:	CV23 0WE
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	Industrial Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	150564.00 sqm	Gross floor area:	90535.00 sqm
Survey Date:	27/06/2018	Survey Date:	27/06/2018
Survey Day:	Wednesday	Survey Day:	Wednesday
Site 55:	WK-02-D-03	Site 56:	WK-02-D-04
Development Name:	INDUSTRIAL ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	NUNEATON	Location:	ATHERSTONE
Postcode:	CV11 6GY	Postcode:	CV9 2QX
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	No Sub Category
PTAL:	n/a	PTAL:	n/a
Gross floor area:	20860.00 sqm	Gross floor area:	17500.00 sqm
Survey Date:	26/09/2019	Survey Date:	27/09/2019
Survey Day:	Thursday	Survey Day:	Friday
Site 57:	WL-02-D-01	Site 58:	WM-02-D-02
Development Name:	IND. ESTATE	Development Name:	INDUSTRIAL ESTATE
Location:	WOOTTON BASSETT	Location:	BIRMINGHAM
Postcode:	SN4 7SR	Postcode:	B35 7AP
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Industrial Zone	Sub Location Type:	Residential Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	7050.00 sqm	Gross floor area:	23480.00 sqm
Survey Date:	03/10/2006	Survey Date:	07/11/2012
Survey Day:	Tuesday	Survey Day:	Wednesday

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Site 59:	WO-02-D-03
Development Name:	INDUSTRIAL ESTATE
Location:	EVESHAM
Postcode:	WR11 1GR
Main Location Type:	Edge of Town
Sub Location Type:	Out of Town
PTAL:	n/a
Gross floor area:	84575.00 sqm
Survey Date:	26/06/2018
Survey Day:	Tuesday

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CU-02-D-03	23-06-2005	Removed: Site re-surveyed by CU-02-D-04
ES-02-D-05	30-11-2009	Removed: Site re-surveyed by ES-02-D-06
NY-02-D-02	12-03-2019	Removed: Site re-surveyed by NY-02-D-03

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.091	0.019	0.110
06:00-07:00	22	17990	0.131	0.039	0.170
07:00-08:00	59	21791	0.318	0.109	0.427
08:00-09:00	59	21791	0.440	0.180	0.620
09:00-10:00	59	21791	0.316	0.223	0.539
10:00-11:00	59	21791	0.266	0.242	0.508
11:00-12:00	59	21791	0.253	0.257	0.510
12:00-13:00	59	21791	0.259	0.298	0.557
13:00-14:00	59	21791	0.300	0.285	0.585
14:00-15:00	59	21791	0.237	0.286	0.523
15:00-16:00	59	21791	0.223	0.299	0.522
16:00-17:00	59	21791	0.210	0.367	0.577
17:00-18:00	59	21791	0.121	0.368	0.489
18:00-19:00	59	21791	0.085	0.155	0.240
19:00-20:00	22	17947	0.052	0.097	0.149
20:00-21:00	22	17947	0.018	0.043	0.061
21:00-22:00	1	37365	0.005	0.013	0.018
22:00-23:00					
23:00-00:00					
Total Rates:			3.325	3.280	6.605

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

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 07/06/2024
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.103	0.020	0.123
06:00-07:00	22	17990	0.164	0.041	0.205
07:00-08:00	59	21791	0.435	0.138	0.573
08:00-09:00	59	21791	0.592	0.225	0.817
09:00-10:00	59	21791	0.403	0.266	0.669
10:00-11:00	59	21791	0.338	0.299	0.637
11:00-12:00	59	21791	0.322	0.324	0.646
12:00-13:00	59	21791	0.345	0.391	0.736
13:00-14:00	59	21791	0.409	0.376	0.785
14:00-15:00	59	21791	0.308	0.385	0.693
15:00-16:00	59	21791	0.292	0.408	0.700
16:00-17:00	59	21791	0.282	0.492	0.774
17:00-18:00	59	21791	0.168	0.517	0.685
18:00-19:00	59	21791	0.121	0.224	0.345
19:00-20:00	22	17947	0.059	0.126	0.185
20:00-21:00	22	17947	0.023	0.049	0.072
21:00-22:00	1	37365	0.005	0.013	0.018
22:00-23:00					
23:00-00:00					
Total Rates:			4.369	4.294	8.663

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

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 07/06/2024
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.002	0.000	0.002
06:00-07:00	22	17990	0.002	0.000	0.002
07:00-08:00	59	21791	0.011	0.001	0.012
08:00-09:00	59	21791	0.007	0.002	0.009
09:00-10:00	59	21791	0.002	0.001	0.003
10:00-11:00	59	21791	0.002	0.002	0.004
11:00-12:00	59	21791	0.002	0.002	0.004
12:00-13:00	59	21791	0.002	0.003	0.005
13:00-14:00	59	21791	0.004	0.002	0.006
14:00-15:00	59	21791	0.002	0.003	0.005
15:00-16:00	59	21791	0.002	0.006	0.008
16:00-17:00	59	21791	0.002	0.007	0.009
17:00-18:00	59	21791	0.003	0.010	0.013
18:00-19:00	59	21791	0.002	0.003	0.005
19:00-20:00	22	17947	0.001	0.001	0.002
20:00-21:00	22	17947	0.000	0.001	0.001
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.046	0.044	0.090

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

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 07/06/2024
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.000	0.000	0.000
06:00-07:00	22	17990	0.001	0.000	0.001
07:00-08:00	59	21791	0.000	0.004	0.004
08:00-09:00	59	21791	0.002	0.001	0.003
09:00-10:00	59	21791	0.002	0.001	0.003
10:00-11:00	59	21791	0.001	0.001	0.002
11:00-12:00	59	21791	0.001	0.001	0.002
12:00-13:00	59	21791	0.001	0.001	0.002
13:00-14:00	59	21791	0.001	0.001	0.002
14:00-15:00	59	21791	0.001	0.002	0.003
15:00-16:00	59	21791	0.001	0.002	0.003
16:00-17:00	59	21791	0.003	0.001	0.004
17:00-18:00	59	21791	0.002	0.000	0.002
18:00-19:00	59	21791	0.002	0.000	0.002
19:00-20:00	22	17947	0.000	0.000	0.000
20:00-21:00	22	17947	0.000	0.000	0.000
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.018	0.015	0.033

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 18/04/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.004	0.004	0.008
06:00-07:00	22	17990	0.005	0.007	0.012
07:00-08:00	59	21791	0.013	0.015	0.028
08:00-09:00	59	21791	0.023	0.020	0.043
09:00-10:00	59	21791	0.025	0.023	0.048
10:00-11:00	59	21791	0.023	0.023	0.046
11:00-12:00	59	21791	0.022	0.023	0.045
12:00-13:00	59	21791	0.024	0.021	0.045
13:00-14:00	59	21791	0.021	0.022	0.043
14:00-15:00	59	21791	0.022	0.021	0.043
15:00-16:00	59	21791	0.023	0.023	0.046
16:00-17:00	59	21791	0.018	0.017	0.035
17:00-18:00	59	21791	0.011	0.009	0.020
18:00-19:00	59	21791	0.006	0.007	0.013
19:00-20:00	22	17947	0.002	0.002	0.004
20:00-21:00	22	17947	0.002	0.001	0.003
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.244	0.238	0.482

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

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 07/06/2024
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.099	0.020	0.119
06:00-07:00	22	17990	0.152	0.040	0.192
07:00-08:00	59	21791	0.395	0.127	0.522
08:00-09:00	59	21791	0.546	0.213	0.759
09:00-10:00	59	21791	0.383	0.257	0.640
10:00-11:00	59	21791	0.325	0.288	0.613
11:00-12:00	59	21791	0.308	0.311	0.619
12:00-13:00	59	21791	0.318	0.363	0.681
13:00-14:00	59	21791	0.370	0.349	0.719
14:00-15:00	59	21791	0.289	0.360	0.649
15:00-16:00	59	21791	0.278	0.377	0.655
16:00-17:00	59	21791	0.266	0.459	0.725
17:00-18:00	59	21791	0.155	0.475	0.630
18:00-19:00	59	21791	0.110	0.205	0.315
19:00-20:00	22	17947	0.055	0.112	0.167
20:00-21:00	22	17947	0.020	0.045	0.065
21:00-22:00	1	37365	0.005	0.013	0.018
22:00-23:00					
23:00-00:00					
Total Rates:			4.074	4.014	8.088

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 07/06/2024
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.002	0.000	0.002
06:00-07:00	22	17990	0.009	0.001	0.010
07:00-08:00	59	21791	0.018	0.007	0.025
08:00-09:00	59	21791	0.020	0.009	0.029
09:00-10:00	59	21791	0.012	0.007	0.019
10:00-11:00	59	21791	0.009	0.007	0.016
11:00-12:00	59	21791	0.008	0.009	0.017
12:00-13:00	59	21791	0.018	0.018	0.036
13:00-14:00	59	21791	0.024	0.020	0.044
14:00-15:00	59	21791	0.015	0.012	0.027
15:00-16:00	59	21791	0.010	0.013	0.023
16:00-17:00	59	21791	0.010	0.018	0.028
17:00-18:00	59	21791	0.009	0.021	0.030
18:00-19:00	59	21791	0.006	0.011	0.017
19:00-20:00	22	17947	0.003	0.011	0.014
20:00-21:00	22	17947	0.003	0.003	0.006
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.176	0.167	0.343

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

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 07/06/2024
Number of weekdays (Monday-Friday):	56
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	21	18645	0.000	0.000	0.000
06:00-07:00	22	17990	0.001	0.000	0.001
07:00-08:00	59	21791	0.011	0.003	0.014
08:00-09:00	59	21791	0.018	0.001	0.019
09:00-10:00	59	21791	0.006	0.001	0.007
10:00-11:00	59	21791	0.002	0.001	0.003
11:00-12:00	59	21791	0.004	0.002	0.006
12:00-13:00	59	21791	0.007	0.007	0.014
13:00-14:00	59	21791	0.011	0.004	0.015
14:00-15:00	59	21791	0.003	0.008	0.011
15:00-16:00	59	21791	0.002	0.012	0.014
16:00-17:00	59	21791	0.003	0.009	0.012
17:00-18:00	59	21791	0.002	0.011	0.013
18:00-19:00	59	21791	0.003	0.005	0.008
19:00-20:00	22	17947	0.000	0.002	0.002
20:00-21:00	22	17947	0.000	0.000	0.000
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.073	0.066	0.139

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

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Audit Code: e4e3c45c-97ba-4bdb-81c6-e81562df79e0

Parameter Summary:

Trip rate parameter range selected:	552 - 150564 (units: sqm)
Survey date date range:	22/11/2000 - 06/11/2023
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 118 - 175000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 950 - 105335 sqm GFA

Date Range: Minimum: 10/09/2001 Maximum: 19/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 166 3980

Days of the week selected:

Monday	3
Tuesday	2
Wednesday	2
Thursday	2
Friday	1

Main Location Types selected:

Edge of Town	9
Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	2
5,001 to 10,000	1
10,001 to 15,000	4
20,001 to 25,000	1
25,001 to 50,000	1

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Population <5 Mile ranges selected:

5,001 to 25,000	1
25,001 to 50,000	2
75,001 to 100,000	1
100,001 to 125,000	2
125,001 to 250,000	2
250,001 to 500,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	7

PTAL Rating:

1b - Very poor	1
No PTAL Present	9

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	HD	HILLINGDON 1 day
02	SOUTH EAST	
	EX	ESSEX 1 day
03	SOUTH WEST	
	DV	DEVON 1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE 1 day
	NT	NOTTINGHAMSHIRE 1 day
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
09	NORTH	
	CU	CUMBERLAND 1 day
	TV	TEES VALLEY 1 day

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	950 to 105335 (units:sqm)
Range Selected by User:	118 to 175000 (units:sqm)
Parking Spaces Range:	20 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	10/09/01 to 19/06/24

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	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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

Selected Locations:

Edge of Town	9 days
Free Standing	1 days

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

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	7 days
No Sub Category	1 days
Out of Town	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	5 days
Servicing vehicles Unknown	5 days

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Secondary Filtering Selection:

Use Class:

B8	9 surveys
N/A	1 surveys

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

Population within 500m Range:

166 - 3980

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	4 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	2 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	7 surveys

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Petrol filling station:

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

Travel Plan:

No	8 surveys
Yes	2 surveys

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

PTAL Rating:

1a (Low) - Very poor	1 surveys
2 - Poor	1 surveys
No PTAL Present	8 surveys

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

COVID-19 Restrictions:

No

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

LIST OF SITES relevant to selection parameters:

Site 1:
Development Name: BE-02-F-01 FRESH FRUIT DISTRIBUTOR
Location: CRAYFORD
Postcode: DA1 4QP
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: 1A
Gross floor area: 20400.00 sqm
Survey Date: 20/09/2018
Survey Day: Thursday

Site 2:
Development Name: CU-02-F-01 WAREHOUSING & DISTRIBUTION
Location: BRAMPTON
Postcode: CA8 1SW
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 4007.00 sqm
Survey Date: 19/06/2024
Survey Day: Wednesday

Site 3:
Development Name: DV-02-F-03 LIDL DISTRIBUTION CENTRE
Location: NEAR EXETER
Postcode: EX5 2DU
Main Location Type: Free Standing
Sub Location Type: Out of Town
PTAL: n/a
Gross floor area: 49081.00 sqm
Survey Date: 22/11/2021
Survey Day: Monday

Site 4:
Development Name: EX-02-F-01 SPORTS SUPPLEMENTS
Location: COLCHESTER
Postcode: CO4 9XP
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 6560.00 sqm
Survey Date: 18/05/2018
Survey Day: Friday

Site 5:
Development Name: HD-02-F-01 FOOD DISTRIBUTOR
Location: HAYES
Postcode: UB7 9FN
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: 2
Gross floor area: 8673.00 sqm
Survey Date: 27/09/2018
Survey Day: Thursday

Site 6:
Development Name: LN-02-F-01 BOOK SERVICE
Location: GRANTHAM
Postcode: NG31 7XQ
Main Location Type: Edge of Town
Sub Location Type: No Sub Category
PTAL: n/a
Gross floor area: 32300.00 sqm
Survey Date: 29/11/2010
Survey Day: Monday

Site 7:
Development Name: NT-02-F-01 LOGISTICS WAREHOUSING
Location: PARK
Postcode: NEAR WORKSOP S81 8GN
Main Location Type: Edge of Town
Sub Location Type: Development Zone
PTAL: n/a
Gross floor area: 105335.00 sqm
Survey Date: 18/10/2023
Survey Day: Wednesday

Site 8:
Development Name: NY-02-F-01 REMOVALS SERVICE
Location: KNARESBOROUGH
Postcode: HG5 8PJ
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 1750.00 sqm
Survey Date: 19/06/2023
Survey Day: Monday

Site 9:
Development Name: TV-02-F-02 ARGOS WAREHOUSE
Location: DARLINGTON
Postcode: DL3 0UR
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 80066.00 sqm
Survey Date: 07/10/2008
Survey Day: Tuesday

Site 10:
Development Name: WO-02-F-02 DISTRIB. CENTRE
Location: WORCESTER
Postcode: WR4 9XN
Main Location Type: Edge of Town
Sub Location Type: Industrial Zone
PTAL: n/a
Gross floor area: 3824.00 sqm
Survey Date: 10/09/2002
Survey Day: Tuesday

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.056	0.022	0.078
06:00-07:00	3	52808	0.039	0.023	0.062
07:00-08:00	10	31200	0.073	0.036	0.109
08:00-09:00	10	31200	0.083	0.038	0.121
09:00-10:00	10	31200	0.063	0.038	0.101
10:00-11:00	10	31200	0.045	0.039	0.084
11:00-12:00	10	31200	0.043	0.046	0.089
12:00-13:00	10	31200	0.051	0.054	0.105
13:00-14:00	10	31200	0.081	0.073	0.154
14:00-15:00	10	31200	0.043	0.082	0.125
15:00-16:00	10	31200	0.032	0.050	0.082
16:00-17:00	10	31200	0.034	0.056	0.090
17:00-18:00	10	31200	0.034	0.089	0.123
18:00-19:00	10	31200	0.028	0.046	0.074
19:00-20:00	4	44706	0.015	0.037	0.052
20:00-21:00	4	44706	0.012	0.013	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.732	0.742	1.474

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

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.065	0.026	0.091
06:00-07:00	3	52808	0.042	0.027	0.069
07:00-08:00	10	31200	0.098	0.043	0.141
08:00-09:00	10	31200	0.114	0.044	0.158
09:00-10:00	10	31200	0.089	0.046	0.135
10:00-11:00	10	31200	0.056	0.051	0.107
11:00-12:00	10	31200	0.055	0.054	0.109
12:00-13:00	10	31200	0.078	0.075	0.153
13:00-14:00	10	31200	0.120	0.104	0.224
14:00-15:00	10	31200	0.057	0.111	0.168
15:00-16:00	10	31200	0.040	0.069	0.109
16:00-17:00	10	31200	0.048	0.088	0.136
17:00-18:00	10	31200	0.047	0.129	0.176
18:00-19:00	10	31200	0.034	0.062	0.096
19:00-20:00	4	44706	0.018	0.047	0.065
20:00-21:00	4	44706	0.015	0.017	0.032
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.976	0.993	1.969

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.002	0.001	0.003
06:00-07:00	3	52808	0.000	0.001	0.001
07:00-08:00	10	31200	0.001	0.000	0.001
08:00-09:00	10	31200	0.001	0.000	0.001
09:00-10:00	10	31200	0.001	0.000	0.001
10:00-11:00	10	31200	0.000	0.001	0.001
11:00-12:00	10	31200	0.001	0.000	0.001
12:00-13:00	10	31200	0.001	0.000	0.001
13:00-14:00	10	31200	0.005	0.004	0.009
14:00-15:00	10	31200	0.002	0.002	0.004
15:00-16:00	10	31200	0.000	0.002	0.002
16:00-17:00	10	31200	0.002	0.004	0.006
17:00-18:00	10	31200	0.000	0.001	0.001
18:00-19:00	10	31200	0.001	0.001	0.002
19:00-20:00	4	44706	0.001	0.000	0.001
20:00-21:00	4	44706	0.001	0.001	0.002
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.019	0.018	0.037

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	10/09/2002 - 18/10/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.000	0.000	0.000
06:00-07:00	3	52808	0.000	0.000	0.000
07:00-08:00	10	31200	0.000	0.001	0.001
08:00-09:00	10	31200	0.001	0.000	0.001
09:00-10:00	10	31200	0.000	0.000	0.000
10:00-11:00	10	31200	0.000	0.000	0.000
11:00-12:00	10	31200	0.000	0.000	0.000
12:00-13:00	10	31200	0.001	0.001	0.002
13:00-14:00	10	31200	0.000	0.000	0.000
14:00-15:00	10	31200	0.000	0.001	0.001
15:00-16:00	10	31200	0.001	0.001	0.002
16:00-17:00	10	31200	0.001	0.000	0.001
17:00-18:00	10	31200	0.001	0.001	0.002
18:00-19:00	10	31200	0.000	0.000	0.000
19:00-20:00	4	44706	0.000	0.000	0.000
20:00-21:00	4	44706	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.005	0.005	0.010

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	07/10/2008 - 19/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.010	0.011	0.021
06:00-07:00	3	52808	0.019	0.014	0.033
07:00-08:00	10	31200	0.016	0.018	0.034
08:00-09:00	10	31200	0.016	0.017	0.033
09:00-10:00	10	31200	0.021	0.020	0.041
10:00-11:00	10	31200	0.021	0.018	0.039
11:00-12:00	10	31200	0.016	0.017	0.033
12:00-13:00	10	31200	0.016	0.017	0.033
13:00-14:00	10	31200	0.014	0.019	0.033
14:00-15:00	10	31200	0.017	0.017	0.034
15:00-16:00	10	31200	0.016	0.012	0.028
16:00-17:00	10	31200	0.012	0.011	0.023
17:00-18:00	10	31200	0.013	0.012	0.025
18:00-19:00	10	31200	0.006	0.009	0.015
19:00-20:00	4	44706	0.007	0.006	0.013
20:00-21:00	4	44706	0.005	0.002	0.007
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.225	0.220	0.445

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.061	0.024	0.085
06:00-07:00	3	52808	0.042	0.026	0.068
07:00-08:00	10	31200	0.088	0.042	0.130
08:00-09:00	10	31200	0.096	0.041	0.137
09:00-10:00	10	31200	0.077	0.043	0.120
10:00-11:00	10	31200	0.050	0.046	0.096
11:00-12:00	10	31200	0.049	0.050	0.099
12:00-13:00	10	31200	0.061	0.062	0.123
13:00-14:00	10	31200	0.101	0.086	0.187
14:00-15:00	10	31200	0.051	0.095	0.146
15:00-16:00	10	31200	0.038	0.058	0.096
16:00-17:00	10	31200	0.040	0.069	0.109
17:00-18:00	10	31200	0.040	0.107	0.147
18:00-19:00	10	31200	0.031	0.054	0.085
19:00-20:00	4	44706	0.017	0.044	0.061
20:00-21:00	4	44706	0.012	0.015	0.027
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.854	0.862	1.716

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.000	0.000	0.000
06:00-07:00	3	52808	0.000	0.000	0.000
07:00-08:00	10	31200	0.004	0.001	0.005
08:00-09:00	10	31200	0.008	0.002	0.010
09:00-10:00	10	31200	0.007	0.002	0.009
10:00-11:00	10	31200	0.004	0.003	0.007
11:00-12:00	10	31200	0.002	0.003	0.005
12:00-13:00	10	31200	0.004	0.004	0.008
13:00-14:00	10	31200	0.007	0.007	0.014
14:00-15:00	10	31200	0.002	0.005	0.007
15:00-16:00	10	31200	0.001	0.003	0.004
16:00-17:00	10	31200	0.003	0.004	0.007
17:00-18:00	10	31200	0.002	0.008	0.010
18:00-19:00	10	31200	0.001	0.004	0.005
19:00-20:00	4	44706	0.000	0.001	0.001
20:00-21:00	4	44706	0.000	0.001	0.001
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.045	0.048	0.093

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	52808	0.003	0.001	0.004
06:00-07:00	3	52808	0.000	0.001	0.001
07:00-08:00	10	31200	0.006	0.000	0.006
08:00-09:00	10	31200	0.009	0.001	0.010
09:00-10:00	10	31200	0.004	0.001	0.005
10:00-11:00	10	31200	0.003	0.002	0.005
11:00-12:00	10	31200	0.003	0.001	0.004
12:00-13:00	10	31200	0.011	0.008	0.019
13:00-14:00	10	31200	0.007	0.006	0.013
14:00-15:00	10	31200	0.003	0.009	0.012
15:00-16:00	10	31200	0.002	0.005	0.007
16:00-17:00	10	31200	0.004	0.011	0.015
17:00-18:00	10	31200	0.005	0.013	0.018
18:00-19:00	10	31200	0.001	0.003	0.004
19:00-20:00	4	44706	0.000	0.002	0.002
20:00-21:00	4	44706	0.002	0.001	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.063	0.065	0.128

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

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Audit Code: f6431ca6-c34b-4418-888c-3a03c13825c7

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	07/10/2008 - 19/06/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

AtkinsRéalis



AtkinsRealis
AtkinsRéalis UK Limited
Two Chamberlain Square
Paradise Circus
Birmingham
B3 3AX

<contact info>

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