# **Jacobs**

# **Forecasting Report**

Document no: 3.0 Revision no: 1.0

**Medway Council** MC

Medway Local Plan – Forecasting Report

# **Medway Local Plan**

Project No: B2432000 Document Title: 25198

Document No.: 1
Revision: 1

Document Status: Draft for Review

Date: 22/05/24

Client Name: Medway Council, KCC

Client No: MC, KCC Project Manager: 25198

Author: Sadie Langdon, Emily Smith, Jess Denny, Charlotte Herridge

File Name: 240521\_MedwayTransportModel\_ForeacstingReport

© Copyright 2021 06/06/2024. The concepts and information contained in this document are the property of Jacobs UK. Use or copying of this document in whole or in part without the written permission of Jacobs UK constitutes an infringement of copyright.

Limitation: This document has been prepared on behalf of, and for the exclusive use of Jacobs" client, and is subject to, and issued in accordance with, the provisions of the contract between 25197 and the client. 25197 accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

# **Contents**

1.	Intro	oduction	7			
	1.1	Foreword	7			
	1.2	Background Information	7			
	1.3	Report Structure	8			
2.	Forecasting Approach					
	2.1	Introduction	10			
	2.2	Forecast Year and Scenarios	10			
	2.3	Forecast Scenarios	10			
	2.4	The Uncertainty Log	11			
	2.5	Software	12			
3.	Fore	casting Demand	13			
	3.1	Introduction	13			
	3.2	Methodology	13			
	3.3	Completed and Committed Developments within Medway	14			
	3.4	Committed Developments outside Medway	16			
	3.5	Explicitly Modelled Developments	18			
	3.6	Committed Growth	21			
	3.7	Background Growth	26			
	3.8	Reference Case Matrix Development	28			
	3.9	Matrix Totals	28			
	3.10	Summary	30			
4.	Fore	casting Networks	31			
	4.1	Introduction	31			
	4.2	Reference Case	31			
	4.3	Reference Case with LTC	40			
	4.4	Forecast Year Values of Time and Vehicle Operating Costs	41			
	4.5	Summary	42			
5.	Loca	ıl Plan Assessment	43			
	5.1	Introduction	43			
	5.2	Do Something Local Plan	43			
	5.3	Do Something Network	45			
	5.4	Trip Rates and Trip Generation	47			
	5.5	Trip Distribution	48			
	5.6	Matrix Totals	48			
	5.7	2041 Do Something with LTC	48			
	5.8	Summary	48			
6.	Resu	ılts	49			
	6.1	Introduction	49			
	6.2	Model Convergence	49			
	6.3	Model Outputs	50			

	6.4	Reference Case vs Base Year	51
	6.5	Do Something vs Reference Case	63
	6.6	Do Something with LTC vs Reference Case with LTC	
	6.7	Summary	
_		-	
7.		mary and Conclusion	
	7.1	Summary	
	7.2	Next Steps and Recommendations	98
Арр	endix A	A. Uncertainty Log Completed Developments	99
Арр	endix E	B. Uncertainty Log Committed Developments in Medway	. 100
App	endix (		. 101
		). Transport Assessment Trips Rates	
		. TRICS Trip Rates Exported Files	
• •		·	
		. Uncertainty Log Local Plan Developments	
App	endix (	5. Link Volume Capacity Analysis	. 105
Tal	oles		
Tabl	le 2-1:	Classification of Future Inputs from (TAG Unit M4, Table A2)	12
		Jncertainty Log (2019-2041), Medway	
		Committed Developments Outside Medway	
		Explicitly Modelled Developments	
		FRICS Employment (B1a, B2, B8) Trip Rates (Per 100 sqm)	
		TRICS Hotel (C1) Food-Drink (A3) Trip Rates (Per 100 sqm, Hotel – Per bed)	
		TRICS Residential (C3) Trip Rates (Per Dwelling)	
		FRICS Non-Residential Institutions (D1) Trip Rates (Per 100 sqm)	
		TRICS Assembly and Leisure (D2) Trip Rates (Per 1 Ha) Forecast Growth Thresholds and Application	
		: TEMPro v8 2019-2041 Growth Factors, AM Peak	
		: TEMPro v8 2019-2041 Growth Factors, PM Peak	
Tabl	le 3-13	: Background Growth Method by District	27
		: Adjusted TEMPro v8 2019-2041 Growth Factors, AM Peak	
		: Adjusted TEMPro v8 2019-2041 Growth Factors, PM Peak	
		: LGV and HGV Growth Factors : Grain Business Park, Trip Generation	
		: 2041 RC Scenario Matrix Total Comparison	
		National Highway Schemes from KTM within Medway Model Area	
		Completed or Committed Medway Highway Changes	
		Speed Changes in Medway (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies)	
		Proposed Network Changes within Medway AODM (Maps Data: Google, ©2020 CNES / Astriun nologies)	
Tabl	le 4-5: l	Proposed Network Changes in Ebbsfleet Central (Maps Data: Google, ©2020 CNES / Astrium,	-د
		nologies)	38
		2041 Highway Generalised Cost Parameters	
		Net Housing and Employment, DS vs RC	
		Fotal Housing and Employment in Medway, DS	
		2041 DS, Explicitly Modelled Potential Allocations	
		DS, Potential LP Allocations, Net Trip Generation	
Tabl	le 5-6: l	OS Scenario Matrix Total Comparison	48
		2041 RC Final Matrix Convergence	

Table 6-3: 2041 DS Final Matrix Convergence	
Table 6-4: 2041 DS with LTC Scenario Final Matrix Convergence	
Table 6-5: LOS Level Description	
Table 6-7: Junction LoS Summary, AM Peak	
Table 6-8: Junction LoS Summary, PM Peak	
Table 6-9: Worst Turn Volume Over Capacity	
, and a first control of a company of the control o	
Figures	
Figure 3-1: Overview of the Future Year OD Matrix Development Process (RC Only)	
Figure 3-2: RC vs DS Demand Development in Medway	
Figure 3-3: Completed Sites in Medway	
Figure 3-4: Committed Sites in Medway	
Figure 3-5: Committed Housing Sites Outside Medway	
Figure 3-6: Committed Employment Sites Outside Medway	
Figure 3-7: TRICS Location Classification for Developments within Medway Figure 4-1: A2 Bean and Ebbsfleet Junction Improvements	
Figure 4-2: M2 Junction 5 Improvements	
Figure 4-3: Lidsing Associated Infrastructure	
Figure 4-4: LTC Coding in RC Scenario	
Figure 5-1: DS LP Potential Housing Site Allocations	
Figure 5-2: DS LP Potential Employment Site Allocations	
Figure 6-1: RC New Modelled Links	
Figure 6-2: Actual Flow RC vs Base, AM Peak, Wider Extent	53
Figure 6-3: Actual Flow RC vs Base, AM Peak, Medway Extent	
Figure 6-4: Actual Flow RC vs Base, AM Peak, Zoomed Extent	
Figure 6-5: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right)	
Figure 6-6: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right)	
Figure 6-7: Actual Flow RC vs Base, PM Peak, Wider Extent	
Figure 6-8: Actual Flow RC vs Base, PM Peak, Medway Extent Figure 6-9: Actual Flow RC – Base, PM Peak, Zoomed Extent	
Figure 6-10: RC, Junction Level of Service, AM Peak	
Figure 6-11: RC, Junction Level of Service, PM Peak	
Figure 6-12: RC, Queue Length, AM Peak	
Figure 6-13: RC, Queue Length, PM Peak	
Figure 6-14: RC, Volume Capacity Analysis, AM Peak	
Figure 6-15: RC, Volume Capacity Analysis, PM Peak	
Figure 6-16: DS New Modelled Links	64
Figure 6-17: Actual Flow Difference, DS vs RC, AM Peak, Wider Extent	
Figure 6-18: Actual Flow Difference, DS vs RC, AM Peak, Medway ExtentExtent	
Figure 6-19: Actual Flow Difference, DS vs RC, AM Peak, Closer Extent	
Figure 6-20: Route choice in an uncongested network (left) compared with congested network (right)	
Figure 6-21: Route choice in an uncongested network (left) compared with congested network (right)	
Figure 6-22: Actual Flow Difference, DS vs RC, PM Peak, Wider Extent	
Figure 6-23: Actual Flow Difference, DS vs RC, PM Peak, Medway Extent	
Figure 6-25: Demand Flow Difference, DS vs RC, PM Peak, Closer Extern	
Figure 6-26: Higham to Rochester in an uncongested network (left) compared to congested (right)	
Figure 6-27: Demand Flow Difference, DS vs RC, PM Peak, Medway Extent	
Figure 6-28: DS, Junction Level of Service, AM Peak	
Figure 6-29: DS, Junction Level of Service, PM Peak	
Figure 6-30: Queue Length Difference, DS vs RC, AM Peak, Medway ExtentExtent	74
Figure 6-31: Queue Length Difference, DS vs RC, AM Peak, Closer Extent	
Figure 6-32: Queue Length Difference, DS vs RC, PM Peak, Medway Extent	
Figure 6-33: Queue Length Difference, DS vs RC, PM Peak, Closer Extent	
Figure 6-34: DS, Link and Turn V/C, AM Peak	
Figure 6-35: DS, Link and Turn V/C, PM Peak	
Figure 6-36: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Wider Extent	
Figure 6-37: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Medway Extent	17

3.0 v

Figure 6-40: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Medway Extent		
Figure 6-39: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Wider Extent	Figure 6-38: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Closer Extent	79
Figure 6-40: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Medway Extent		
Figure 6-42: DS with LTC, Junction Level of Service, AM Peak		
Figure 6-43: DS with LTC, Junction Level of Service, PM Peak	Figure 6-41: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Closer Extent	81
Figure 6-43: DS with LTC, Junction Level of Service, PM Peak	Figure 6-42: DS with LTC, Junction Level of Service, AM Peak	82
Figure 6-45: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Closer Extent		
Figure 6-46: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Medway Extent	Figure 6-44: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Medway Extent	84
Figure 6-47: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Closer Extent Figure 6-48: DS with LTC, Link and Turn V/C, AM Peak8 Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak	Figure 6-45: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Closer Extent	84
Figure 6-48: DS with LTC, Link and Turn V/C, AM Peak8 Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak8 Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODM8	Figure 6-46: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Medway Extent	85
Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak8 Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODM	Figure 6-47: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Closer Extent	85
Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODM8	Figure 6-48: DS with LTC, Link and Turn V/C, AM Peak	87
	Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak	87
Figure 6-51: Key Junctions with LoS Deterioration of D or worse within AODM8	Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODMADDM	89
	Figure 6-51: Key Junctions with LoS Deterioration of D or worse within AODM	89

3.0 vi

### 1. Introduction

#### 1.1 Foreword

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been asked to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 (Reg18) Local Plan (LP) consultation for Medway Council (MC). This warrants development of the Medway Transport Model (MTM) based on an existing cordon of the KTM, developed to support Gravesham's Local Plan transport evidence base (namely, the Gravesham Transport Model). The MTM needs to follow a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG).

The purpose of this Forecasting Report is to set out the forecasting assumptions and methodology used to assess the possible highway impacts of the emerging Medway LP for Reg18 consultation and the development of the 2041 Reference Case (RC) and Do Something (DS) LP scenarios. The Forecasting Report presents the results of the 2041 DS LP scenario, in comparison to the RC, and identifies any potential 'hot spots' on the network where additional investigation, local junction modelling or mitigation may be required.

# 1.2 Background Information

#### 1.2.1 Model Background

KCC commissioned Jacobs to develop the MTM, inherited from the KTM. The KTM was built to help KCC understand how people currently travel strategically around the region and how this might change with future growth and as major schemes and strategic interventions are implemented. The KTM was built with the following objectives:

- To help to develop countywide transport strategies;
- To help to assess the combined strategic impact of major highway schemes;
- To help to provide evidence for early appraisal and sifting of strategic major scheme options and to support the development consent order and town and country planning process on key schemes;
- To help to assess the combined strategic impact of LPs on the network, including providing evidence for LP development and hearings (and cumulative impacts once LPs are in place);
- To provide evidence and robust, responsive, and persuasive arguments to a range of internal and external stakeholders, including responses to Government department or company consultations;
- The ability to help understand and mitigate the impact of external influences, e.g. Brexit, Housing allocations, National Highways schemes;
- To help to understand suitable phasing of maintenance and utilities work to manage congestion impacts;
- To provide a potential platform for a suite of strategic town/sub-area models or scheme-specific models requiring greater detail;
- To provide a potential basis for highway corridor micro-simulation models in the PTV VISSIM software platform; and
- To provide a potential platform for future dynamic and/or real-time predictive modelling solutions that could help optimise the performance of the existing Kent transport network using technology.

The MTM, based on the KTM, has been developed as the primary transport evidence base to inform the Reg 18 consultation and mitigation development for the emerging LP and will be useful to assess any future development planning / network management work in Medway over the next few years.

The base year MTM is based on a cordon of the KTM, namely the Gravesham Transport Model – refined and developed to support Medway's LP transport evidence base. The network and zoning detail in the Medway was enhanced and refined as part of the MTM local model revalidation process. The Area of Detailed Modelling (AODM) has been defined using the Medway district boundary with the addition of 2km buffer – which includes the next major junctions on the strategic road network, in agreement with National Highways (NH).

The MTM will be used as the basis for developing a 2041 RC (e.g. without the LP) in which committed developments and infrastructure will be modelled, in addition to adjusted background growth. Subsequently a 2041 'DS' model (e.g. with the LP option) will be developed to assess the proposed LP allocations, to be consulted on as part of Reg18.

#### 1.2.2 Objectives of a Local Plan Detailed Assessment

The objectives of LP assessments are to:

- 1. Assess the quality and capacity of transport infrastructure across the borough and its ability to meet forecast demands this can be developed through the traffic modelling proposed here.
- 2. Assess the cumulative impacts of the LP development options on the borough's transport network this can be developed through the traffic modelling proposed here.
- 3. Identify proposals and potential measures to mitigate the impacts of development to inform the infrastructure requirements associated with the LP. This should include, but is not limited to:
  - a. Identification of potential measures to enable and achieve higher levels of sustainable transport mode share across the borough.
  - b. Identification of the potential barriers to the utilisation of sustainable transport modes across the borough.
  - c. Identification of potential intervention measures on the transport network.

#### 1.2.3 Medway Local Plan

MC are required to undertake traffic modelling assessments to inform decision making on the Medway LP for Reg18 consultation, which is proposed for 2024. This Forecasting Report outlines the assumptions and inputs that underpin the development of the MTM 2041 RC and DS scenarios. The report also presents the results for the LP and identifies any potential "hot spots" on the network where additional investigation may be required. It should be read in conjunction with the Local Model Validation Report (LMVR).

### 1.3 Report Structure

The remainder of this report is set out as follows:

- Section 2 Approach to Forecasting;
- Section 3 Forecasting Demand;
- Section 4 Forecast Networks;
- Section 5 Local Plan assessment;
- Section 6 Results; and,
- Section 7 Summary and Conclusion.

# 2. Forecasting Approach

#### 2.1 Introduction

Forecast modelling consists of two core elements: forecast supply (transport infrastructure) and forecast demand. Following the development of the 2019 base year MTM, 2041 RC and 2041 DS forecast scenarios were developed to assess the impact of the proposed LP allocations for Reg18 consultation. This section sets out the general approach to forecasting, including information about the forecasting models and description of the collection of future development data that was included in the models.

#### 2.2 Forecast Year and Scenarios

In agreement with KCC and MC, the forecasting scenarios were developed and used to assess the impacts of the potential LP site allocations for a single year of 2041, as the end of the proposed LP period. The scenarios represent the AM Peak (08:00-09:00) and PM Peak (17:00-18:00).

#### 2.3 Forecast Scenarios

Using the MTM calibrated base, the following 2041 forecast scenarios were developed:

- Reference Case (RC) includes completions and consented development and infrastructure planned for the 2019-2041 growth period within Medway; outside of the Area of Detailed Modelling, 'near certain' developments were modelled in adjoining authorities (Gravesham, Tonbridge & Malling, Maidstone and Swale) and background car growth came from TEMPro v8 (using alternative assumptions tool for adjoining authorities to ensure no double counting). Goods vehicle growth across the model will be provided by Road Traffic Forecasts (RTF).
- Reference Case with Lower Thames Crossing (RC with LTC) a sensitivity test to ascertain changes to the highway impacts with the inclusion of the Lower Thames Crossing (LTC); the only difference between the RC and RC with LTC is the inclusion of the crossing itself (e.g the demand will remain consistent and the only change between RC and RC with LTC relates to the network).
- Do Something (DS) built upon the RC scenario, with the inclusion of proposed LP allocations and associated infrastructure (where appropriate). The only difference between the RC and the DS is the proposed LP demand and infrastructure.
- Do Something with Lower Thames Crossing (DS with LTC) a sensitivity test to ascertain changes to the highway impacts with the inclusion of Lower Thames Crossing (LTC); the only difference between the DS and DS with LTC is the inclusion of the crossing itself (e.g the demand remain consistent and the only change between DS and DS with LTC relates to the network).

The methodology adopted for developing the forecast models is summarised as follows:

- Collate information on completed and consented developments and infrastructure schemes in Medway and neighbouring authorities, and compile into an uncertainty log;
- Define the supply and demand assumptions for the RC, RC with LTC, DS and DS with LTC scenarios, in agreement with MC, KCC and NH;
- Prepare Forecast Supply (model networks, outlined in Chapter 4):
  - Develop RC network, based on validated base networks, that take account of any network changes since 2019 base, and include consented schemes forecast to be completed before 2041;
  - o Develop RC with LTC network, based on RC network with the inclusion of the LTC.
  - Develop DS network, based on RC network, that additionally includes any changes associated with the LP developments (e.g access arrangements);
  - o Develop DS with LTC network, based on DS network with the inclusion of the LTC.

- Prepare Forecast Demand (matrices, outlined in Chapter 3):
  - Develop RC matrices, based on validated base matrices, that take account of completed and committed developments within Medway and 'near certain' developments within the neighbouring authorities of Gravesham, Tonbridge and Malling, Maidstone and Swale, adjusted background growth from the National Trip End Model (NTEM) for cars and National Road Traffic Forecasts (RTF) for good vehicles;
  - Develop DS matrices, based on RC matrices, that take account of the trip generation associated with the potential LP allocations.

### 2.4 The Uncertainty Log

The primary purpose for developing the Uncertainty Log is to provide the spatial distribution of planned developments and transport schemes by using Local Authority planning data for housing and employment developments as well as National Highways transport schemes.

The MTM represents a 2019 base year and so it is important to first consider housing and employment development that have been build out (or demolished) between 2019 and April 2023 (as the latest available information at the time of model development).

In order to develop the Medway forecast scenarios, Uncertainty Log information has been provided by MC and includes information on completions/demolitions since 2019 and a list of future committed developments and infrastructure schemes within Medway.

The Uncertainty Log information includes:

- Information on completions/demolitions since 2019, including location and size;
- Committed development locations, land use, and size (number of dwellings or floorspace);
- Access arrangements and any changes to the existing network related to developments; and
- Committed infrastructure schemes or network changes (e.g major junction upgrade or local speed reductions).

MC provided Jacobs with a list of committed employment by location and area (sqm). The Uncertainty Log was prepared in accordance with TAG Unit M4 and draft DMRB guidance Volume 5, Section 1, Part 2. According to TAG Unit M4, the probability of a development can be classified as described in Table 2-1. The table includes the development status and the assumption to include in core or alternative scenarios.

Table 2-1: Classification of Future Inputs from (TAG Unit M4, Table A2)

Probability of the Input	Status	Core Scenario Assumption
Near certain: The outcome will happen or there is a high probability that it will happen.	Intent announced by proponent to regulatory agencies. Approved development proposals. Projects under construction.	This should form part of the core scenario.
More than likely: The outcome is likely to happen but there is some uncertainty.	Submission of planning or consent application imminent. Development application within the consent process.	This could form part of the core scenario.
Reasonably foreseeable: 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	These should be excluded from the core scenario but may form part of the alternative scenarios.
Hypothetical: 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.	These should be excluded from the core scenario but may form part of the alternative scenarios.

For the development of the Medway forecast models, all 'Near Certain' and key strategic 'more than likely' developments and infrastructure schemes were included in Medway; this formed the only car growth in the borough.

In the neighbouring authorities of Gravesham, Tonbridge and Malling, Maidstone, and Swale, 'near certain' developments were included and background growth factors from TEMPro were calculated, using the alternative assumptions tool to deduct housing and jobs associated with the 'near certain' developments. In Dartford, the committed level of employment development exceeded TEMPro and therefore no background factors were applied, and the committed growth formed the only car growth.

Growth outside of Medway and neighbouring Gravesham, Tonbridge and Malling, Maidstone, and Swale came solely from TEMPro and RTF background growth. The approach to Forecast Demand is detailed in Chapter 3.

#### 2.5 Software

PTV's VISUM 2022 has been used as the software platform for the highway component of the model. This was the latest version at the time of the base year MTM development and therefore forecasting remains consistent with this.

# 3. Forecasting Demand

#### 3.1 Introduction

This section sets out the methodology for determining the forecast growth in the RC, RC with LTC, DS and DS with LTC scenarios. This section also discusses the provision of uncertainty log information, trip generation based on trip rates and trip distribution and describes the application of car and good vehicle background growth.

## 3.2 Methodology

To develop the RC scenario, it was necessary to build demand trip matrices in relation to the forecast year 2041. There are two key elements to the forecast demand development which will be discussed in this Chapter: committed development trip generation and background growth.

**Committed development trip generation** established the forecast trips generated by specifically know developments. The processing of these sites involves: identification in the uncertainty log, allocation to model zones, trip rates to trip generation and proportioning trips across car user classes using base totals.

**Background growth** came from car growth factors (obtained from TEMPro) and good vehicle factors (obtained from RTF).

The RC highway demand in 2041 is based upon car growth derived from future committed developments and background growth generated from TEMPro v8.0. This growth is applied to the AM Peak and PM Peak hour OD demand matrices through a furnessing process to obtain the final 2041 RC demand matrix.

The following steps are considered to derive the future matrices for 2041, with an overview presented in Figure 3-1:

- Identification of planning data (Uncertainty log);
- TEMPro background growth for car trips outside of the AODM and then applying these to OD trip ends:
- Development trip matrix trip ends calculations in OD format; and
- Combining background growth matrix trip ends with the development trip matrix trip ends and then Furness (RC only).

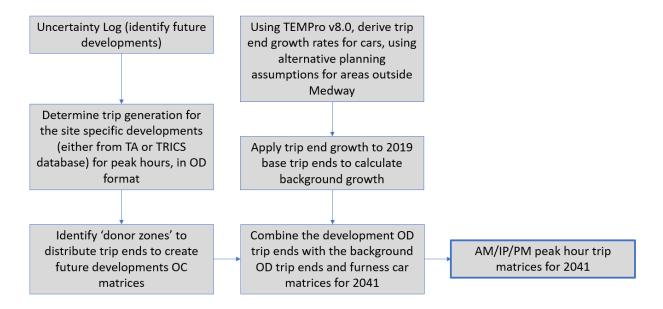


Figure 3-1: Overview of the Future Year OD Matrix Development Process (RC Only)

The DS demand reflects the RC demand plus the trip generation associated with the proposed Reg18 LP Allocations – without trip balancing, constraining or furnessing. A summary of the Medway growth assumptions for the RC and DS scenarios is shown in Figure 3-2.

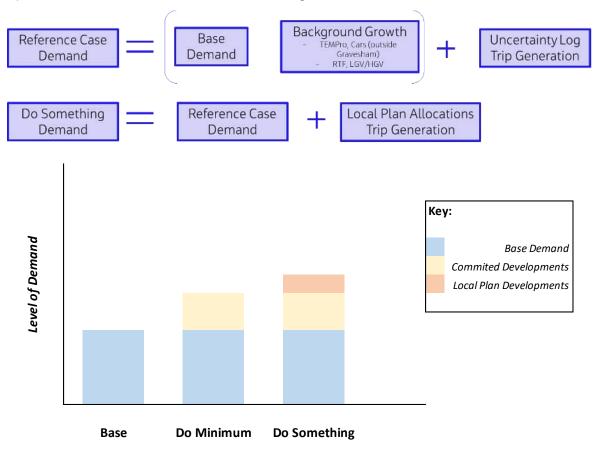


Figure 3-2: RC vs DS Demand Development in Medway

# 3.3 Completed and Committed Developments within Medway

As described in Section 2.4, the Uncertainty Log was provided by MC and analysed to understand the expected growth of housing and employment between 2019 (model base year) and the 2041 forecast year within Medway. The list separated the developments by completions/committed developments as follows:

- Completions: housing and employment completions between 2019 and April 2023; and
- **Committed sites**: housing and employment sites with consented planning permission ('near certain') that are forecast to be completed by 2041.

Though only sites with planning permission were included in the RC modelling, the Lidsing development site forecast to provide 2,000 houses and 1,423 jobs was included in the model. At the time of developing the model the site was 'more than likely' however due to its proximity to the Medway boundary and the likelihood of this gaining permission this was included in the RC scenario after discussions with MC.

The information given by MC for employment sites was expressed in gross floor area (sqm) and trip rates were calculated using a combination of land use type and total sqm. The final increase of dwellings and employment floorspace between 2019 and 2041 for Medway is shown in Table 3-1; this represents the latest available information at the time of model development.

Table 3-1: Uncertainty Log (2019-2041), Medway

Growth (2019-2040)	Dwellings	Floorspace (sqm)
Completions	4,264	30,562
Committed	7,489	882,339
RC Total	11,753	912,901

In the RC scenario, there is no TEMPro background growth applied within Medway and the sole growth comes from the completions and consented sites.

#### 3.3.1 Completions

The MTM has a 2019 base year, hence it is important to consider developments that have been built since this year when calculating forecast demand. The total number of dwellings completed between 2019 and 2023 is 4,264 and the total number employment floorspace built in this period is 30,562 sqm. The detailed list of sites is presented in Appendix B.

The location and size of demolitions and completed sites are displayed in Figure 3-3.

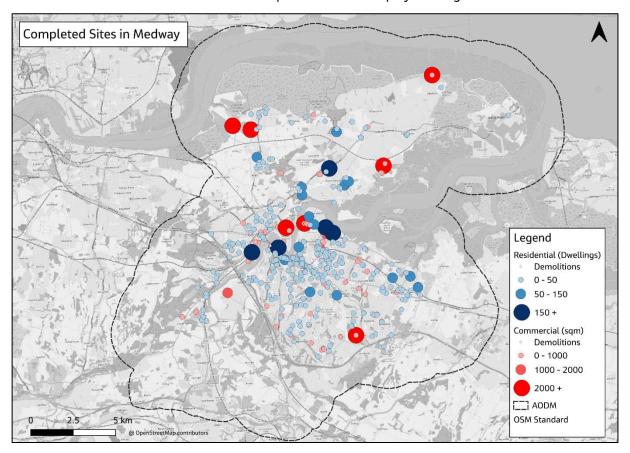


Figure 3-3: Completed Sites in Medway (<a href="https://www.openstreetmap.org/copyright">https://www.openstreetmap.org/copyright</a>)

#### 3.3.2 Committed

Housing and employment sites within planning permission, and therefore classified as 'near certain' within the uncertainty log, have been included within the committed development trip generation calculation in addition to key strategic 'more than likely' developments which are expected to imminently obtain planning permission.

The total number of dwellings for committed developments is 7,489 and the total number of employment floorspace is 882,339 sqm of building infrastructure. The detailed list of sites can be found in Appendix C.

Figure 3-4 shows the location and size of committed housing and employment developments; this represents all 'near certain' developments and the 'more than likely' Lidsing development (imminently expected to obtain planning permission and sitting on the Medway border) sites across Medway, informed by the Uncertainty Log.

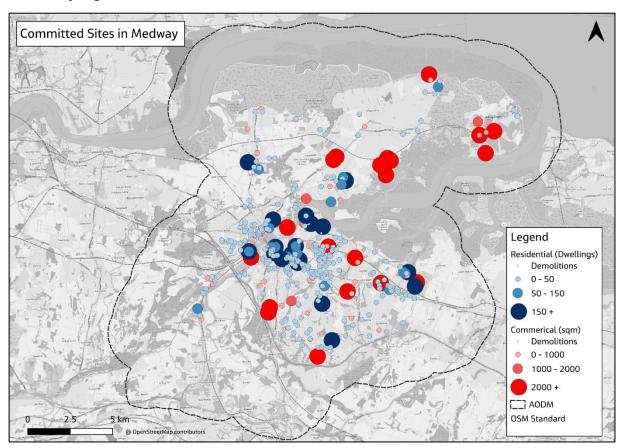


Figure 3-4: Committed Sites in Medway

# 3.4 Committed Developments outside Medway

Where information was readily available, committed developments in neighbouring authorities to Medway have been collected and collated in an Uncertainty Log. Housing and employment growth assumptions for developments with 'near certain' status in neighbouring authorities of Gravesham, Tonbridge and Malling, Maidstone, and Swale are summarised in Table 3-2.

Table 3-2: Committed Developments Outside Medway

District	Dwellings	Floorspace (Sqm)
Gravesham	2,329	72,702
Tonbridge and Malling	3,508	68,955
Maidstone	7,625	240,000
Swale	7,577	35,472

Figure 3-5 and Figure 3-6 show the location and size of committed housing and employment developments (respectively) outside of the Medway AODM. This represents all 'near certain' developments. A detailed list of the committed developments outside Medway is presented in Appendix D.

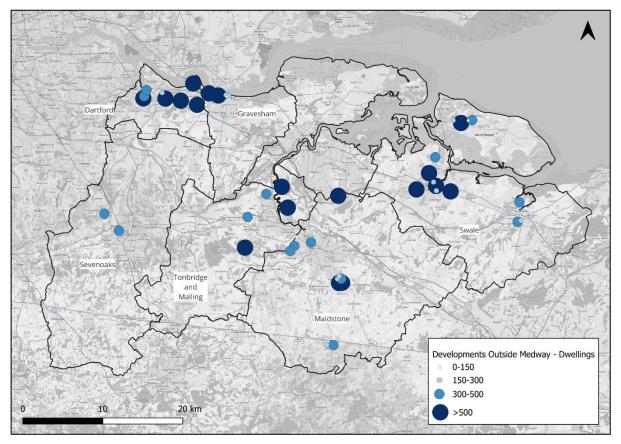


Figure 3-5: Committed Housing Sites Outside Medway

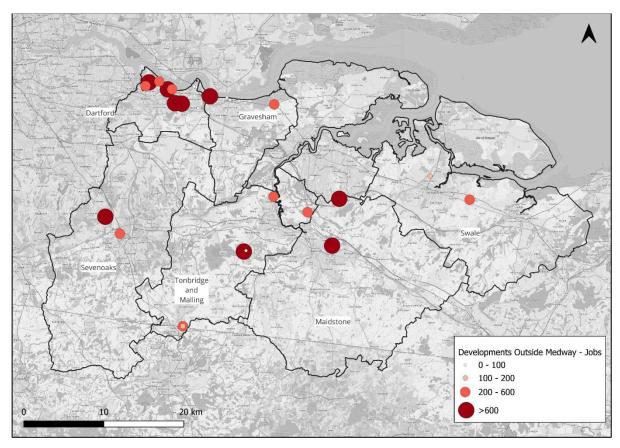


Figure 3-6: Committed Employment Sites Outside Medway

# 3.5 Explicitly Modelled Developments

It was agreed with MC/KCC/NH that committed developments for the RC Scenario with more than 250 households or 250 jobs (as calculated using the employment density matrix) should be explicitly modelled, meaning that the trip generation associated with a single specific site was added to a new zone. This allows the more specific impacts of these sites to be determined, if necessary, and their specific access arrangements are coded into the forecast networks.

Table 3-3 shows the explicitly modelled developments in the RC with details about the associated infrastructure. Where information was readily available, explicitly modelled developments outside of the AODM have been incorporated using informed infrastructure information; where specific information was not available, the development has been coded in an approximate location and connected to the existing highway network via a priority junction.

Table 3-3: Explicitly Modelled Developments

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure
MC112756, MC171918, MC180997, MC212610	Chatham Docks Pier Road Gillingham	Medway	392	0	Access from Gillingham Gate Road roundabout.
MC182328	Land at Otterham Quay Lane Rainham	Medway	300	0	Priority junction access to Fruit Fields Drive / Otterham Quay Lane, north of Vineyard Crescent.
MC110400, MC172333, MC211530, MC213485	Rochester Riverside Corporation Street	Medway	450	0	Existing signalised junction access from Gas House Road/Corporation Street junction, existing signalised junction access from Blue Boar Lane/Corporation Street junction and

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure	
	Name				existing priority vehicle access from Furrell's Road/High Street junction.	
MC190038	Bardell Terrace Rochester	Medway	331	-2482	Priority junction access from High Street, west of Furrell's Road.	
MC180556	Gibraltar Farm Ham Lane Lordswood	Medway	450	0	Priority junction access to new road to the east of Albermarle Road/ North Dane Way.	
MC112756	Chatham Docks Pier Road Gillingham	Medway	321	130,054	Priority junction access from Gillingham Gate Road, north of the Gillingham Gate Road roundabout.	
MC190765	Land at East Hill Chatham	Medway	800	1,250	Access from North Dane Way/Princes Avenue roundabout and priority junction south of North Dane Way.	
MC191748	Anthonys Way Frindsbury	Medway	0	12,300	Priority junction access east of Anthonys Way between Enterprise Close and George Summers Close.	
MC211286	Land adj to B2097 Maidstone Road Rochester	Medway	0	10,097	Inbound traffic using new priority junction from southern loop of Stoney Lane into new site and priority junction for exiting vehicles on new road meeting Maidstone Road.	
MC181979	Plot 1C London Medway Commercial Park Eschol Road Kingsnorth	Medway	0	18,357	Two priority junction access from James Swallow Way, each entering the two existing commercial park car parks.	
MC191556	Innovation Park Medway Rochester Airport Maidstone Road Chatham	Medway	0	100,648	Priority junction access from unnamed road between Rochester Airport and Innovation Centre. The new road runs parallel to an existing road that leads to 'Matt Robbins Microlight Instruction'.	
MC211383	Plot 2 London Medway Commercial Park James Swallow Way Hoo	Medway	0	40,515	Priority vehicle access between two roundabouts on unnamed road in Kingsnorth Industrial Estate. One priority junction access to new road at the north west boundary of the site and the other at the south west boundary of the site.	
MC222990	BAE Systems Airport Works Marconi Way Rochester	Medway	0	43,364	Priority junction access from western point of Marconi Way and at the meeting point of Laker Road and the access road into Rochester Airport Industrial Estate.	
MC210979	Medway One	Medway	0	185,850	Priority junction at Eshcol Road	
N/A	H1(2) - East of Hermitage Lane, Maidstone	Maidstone	500	0	Assumed access via Chapelfield Way and Howard Way	
N/A	H1(5) - Langley Park, Sutton Road, Boughton Monchelsea	Maidstone	600	0	Priority junction access onto Brishing Lane	
N/A	H1(10) - South of Sutton Road, Langley	Maidstone	750	0	Priority junction access onto Sutton Road east of Cobnut Avenue	
N/A	RMX1(1) - Newnham Park, Bearsted Road, Maidstone	Maidstone	0	100,000	Priority junction access onto Bearsted Road east of Bearsted Road/ New Cut Road roundabout	
N/A	Lidsing, Maidstone	Maidstone	1300	140,000	M2 J3 and J4 alteration.	
EDC/16/0004	Northfleet Embankment East - Cable Wharf	Gravesham	598	0	Access provided onto Crete Hall Road, parallel to London Road	

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure	
EDC/16/0004	Northfleet Embankment West	Gravesham	532	46,902	Employment access provided via a priority junction on Thames Way, residential access via Grove Road	
MC19960035	Northfleet Rise (Ebbsfleet)	Dartford	575	3,530	Access via signalised junction on Thames Way	
12/01464/OUT	Bluewater	Dartford	0	27,232	Access to wider network via Bluewater Parkway	
N/A	The Bridge	Dartford	0	91,000	Access onto Meldon Way	
03/01134/OUT, 12/01451/EQVA R	Eastern Quarry	Dartford	4,493	205,224	Priority junction access onto Arkeden Lane	
05/00308/OUT	Northfleet West Substation/Ebbsfleet Green	Dartford	671	1,944	Priority junction onto Ackers Lane	
05/00221/OUT	St James Lane Pit	Dartford	850	0	Priority junction onto St James' lane	
09/01473/VCO N	Crossways	Dartford	0	101.634	Access via Crossways Commercial Park	
13/01553/FUL	Lowfield Street	Dartford	711	0	Access proxy based on the Bellway Copperhouse Green flats	
N/A	Littlebrook Power Station (Phase 1)	Dartford	0	41,800	Access via existing access for Littlebrook Powerstation; Rennie Drive	
05/00286/OUT	Swanscombe Peninsula (includes Croxton Garry)	Dartford	800	2,300	Priority junction access onto Manor Way	
15/00628/OUT	Fort Halstead (GEA) Crow Drive Halstead Sevenoaks KENT TN14 7BU	Sevenoaks	450	29,206	Priority junction accession assumed onto Star Hill Road and Pohill	
09/02635/FUL	West Kent Cold Store Rye Lane Dunton Green Sevenoaks Kent TN14 5HD	Sevenoaks	500	2,760	Priority junction access onto Brickfield Close and Macmillan Road	
05/00989/OAEA 15/01485/OAEA	Former Peter's Pit & Peter's Works Site Hall	Tonbridge & Malling	1059	0	Priority junction access onto Rochester Road east of Pilgrims Way	
13/01535/OAEA	Kings Hill Phase 3 Kings Hill West Malling Kent	Tonbridge & Malling	635	3,680	Access via Park Drive/ Tower View roundabout and Glenton Avenue/ Kings Hill Avenue roundabout	
TM/89/1655, 10/03502/OAEA	Former Airstation, Gibson Drive, ME19 4LX	Tonbridge & Malling	0	16,084	Access onto Gibson Drive	
11/03295/OA	Vantage Point, Holborough Road, ME6 5SL	Tonbridge & Malling	0	12,000	Access onto Vantage Place	
22/00113/OAEA	Bushey Wood	Tonbridge & Malling	950	0	Access onto New Court Road, access arrangement from Bull Lane and access arrangement at Greenfield Close Junction.	
19/00991/FUL	Land at Dartford International Ferry Terminal, Clipper Boulevard, Dartford	Dartford	0	43,047	arrangement at Greenfield Close Junction.  Access onto Eagles Road	

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure
14/501588	Land at Stones Farm, The Street Bapchild	Swale	600	650	Priority junction onto Fox Hill
18/503135	Land west of Barton Hill Drive Minster	Swale	700	0	Priority junction onto Lower Road
18/502190	Land north of Quinton Road Sittingbourne	Swale	1200	5,000	Priority junction access via Bramfield Lane / Sheppy Way and Grovehurst Road
17/505711a	Land south west Sittingbourne/Wises Lane Sittingbourne	Swale	675	1,395	Priority junction access via Dental Close
16/507689	Land between Frognal Lane and Lower Road Teynham	Swale	300	26,840	Priority junction access onto London Road opposite Claxfield Road
EDC/22/0168	Ebbsfleet Central	Dartford	1795	147,500	Uses developer assumptions from Ebbsfleet Central work; series of signalised junctions along Ebbsfleet Gateway

#### 3.6 Committed Growth

#### 3.6.1 Trip Rates

Where information was publicly available, trip rates were extracted from consented Transport Assessments to ensure that the assessment methodology and impacts associated with committed developments was assessed as consistently and as realistically possible. The list of trip rates extracted from Transport Assessments is presented in Appendix E.

To supplement these trip rates and for developments where publicly available trip rates were not available, a bespoke set of MTM trip rates has been developed using TRICS to reflect the varying geography across the borough and agreed with MC, KCC and NH as part of the Forecasting Methodology Technical Note in advance of the forecast model development. TRICS version 8.0 has been used to obtain appropriate and representative origin and destination trip rate factors by Land Use type (residential, commercial, retail and leisure) and location (town centre, edge of town centre, suburban area, edge of town and neighbourhood centre).

The selection criteria in TRICS can be defined based on the location, land use, and sub-category of available surveys. For the purposes of defining trip rates for the MTM, sites within London and outside of England were excluded, as well as surveys undertaken during the COVID pandemic period – as this is not considered to reflect representative trip rates. In addition, only weekdays were included and only sites with surveys post 1st January 2015 (the default 8 year cut off in TRICS) have been used. Figure 3-7 shows the TRICS location classification for development sites within Medway. For sites located outside the areas shown, the TRICS location was be determined on an individual basis.

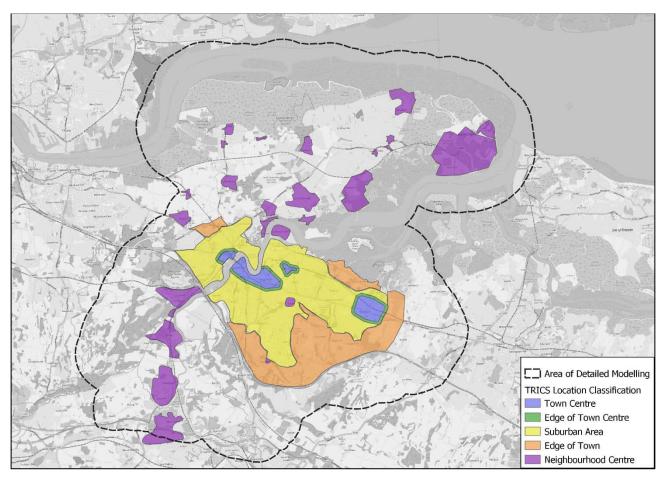


Figure 3-7: TRICS Location Classification for Developments within Medway

The resulting trip rates for Retail, Commercial, Residential and Leisure land uses are shown from Table 3-4 to Table 3-9; the trip rates are classified by location and private/affordable/mixed (where appropriate). Detailed information relating to the trip rates can be found in Appendix F.

Table 3-4: TRICS Retail (A1) Trip Rates (Per 100sqm)

Land Use	AM Peak nd Use Location Arr Dep Total		Arr	PM Peak Dep Total			
Local Shops (A1)	Town Centre	0.193	0.193	0.386	1.354	1.354	2.708
Local Shops (A1)	Edge of Town	5.340	4.563	9.903	6.990	6.990	13.980

Table 3-5: TRICS Employment (B1a, B2, B8) Trip Rates (Per 100 sqm)

Land Use	Location		AM Peak			PM Peak		
Land Ose		Arr	Dep	Total	Arr	Dep	Total	
Office (B1a)	Town Centre	0.943	0.038	0.981	0.113	0.792	0.905	
Office (B1a)	Edge of Town	2.169	0.150	2.319	0.100	2.124	2.224	
Industrial (B2)	Suburban Area	0.412	0.126	0.538	0.124	0.305	0.429	
Industrial (B2)	Neighbourhood Centre	0.486	0.243	0.729	0.159	0.339	0.498	
Industrial (B2)	Edge of Town	0.408	0.161	0.569	0.124	0.375	0.499	
Warehouse - Commercial (B8)	Suburban Area	0.054	0.036	0.090	0.070	0.043	0.113	
Warehouse - Commercial (B8)	Edge of Town	0.187	0.124	0.311	0.103	0.212	0.315	
Warehouse - Commercial (B8)	Edge of Town Centre	1.194	0.133	1.327	NA	1.194	1.194	
B&E	Town Centre	0.943	0.038	0.981	0.113	0.792	0.905	
B&E	Edge of Town	0.708	0.209	0.917	0.115	0.812	0.927	
B&E	Neighbourhood Centre	0.486	0.243	0.729	0.159	0.339	0.498	
Mixed B	Suburban Area	0.412	0.126	0.538	0.124	0.305	0.429	
Mixed B	Neighbourhood Centre	0.486	0.243	0.729	0.159	0.339	0.498	
Mixed B	Edge of Town	0.408	0.161	0.569	0.124	0.375	0.499	

Table 3-6: TRICS Hotel (C1) Food-Drink (A3) Trip Rates (Per 100 sqm, Hotel – Per bed)

	Location	•	AM Peak	. ,	PM Peak			
Land Use		Arr	Dep	Total	Arr	Dep	Total	
Restaurants/cafes (A3)	Town Centre	NA	NA	NA	1.503	0.347	1.850	
Restaurants/cafes (A3)	Suburban Area	NA	NA	NA	1.340	0.515	1.855	
Restaurants/cafes (A3)	Edge of Town Centre	NA	NA	NA	0.968	0.261	1.229	
Pubs and Drinking Establishments (A4)	Town Centre	NA	NA	NA	1.503	0.347	1.850	
Pubs and Drinking Establishments (A4)	Suburban Area	NA	NA	NA	1.340	0.515	1.855	

Land Use	Location	Arr	AM Peak Dep	Total	Arr	PM Peak Dep	Total
Pubs and Drinking Establishments (A4)	Edge of Town Centre	NA	NA	NA	0.968	0.261	1.229
Pubs and Drinking Establishments (A4)	Neighbourhood Centre	3.949	3.636	7.585	4.829	5.220	10.049
Takeaway (A5)	Town Centre	0.000	0.000	0.000	1.503	0.347	1.850
Takeaway (A5)	Edge of Town	0.000	0.000	0.000	0.968	0.261	1.229
Takeaway (A5)	Neighbourhood Centre	3.949	3.636	7.585	4.829	5.220	10.049
Takeaway (A5)	Suburban	0.000	0.000	0.000	1.340	0.515	1.855
Hotels (C1) – per bed	Town Centre	0.065	0.111	0.176	0.070	0.035	0.105
Hotels (C1) – per bed	Neighbourhood Centre	0.125	0.107	0.232	0.464	0.339	0.803
Hotels (C1) – per bed	Suburban Area	0.037	0.083	0.120	0.092	0.046	0.138
Hotels (C1) – per bed	Edge of Town	0.195	0.249	0.444	0.221	0.191	0.412
Hotels (C1) – per 100 sqm	Town Centre	0.121	0.206	0.327	0.13	0.065	0.195

Table 3-7: TRICS Residential (C3) Trip Rates (Per Dwelling)

	AM Peak					PM Peak	
Land Use	Location	Arr	Dep	Total	Arr	Dep	Total
Flats - Private (C3)	Town Centre	0.05	0.125	0.175	0.175	0.2	0.375
Flats – Private (C3)	Edge of Town Centre	0.043	0.189	0.232	0.170	0.082	0.252
Flats – Private (C3)	Suburban Area	0.050	0.182	0.232	0.151	0.084	0.235
Flats – Private (C3)	Neighbourhood Centre	NA	0.111	0.111	0.222	NA	0.222
Flats/Houses – Mixed (C3)	Neighbourhood Centre	0.133	0.369	0.502	0.318	0.159	0.477
Houses – Private (C3)	Town Centre / Edge of Town Centre	0.138	0.291	0.429	0.283	0.170	0.453
Houses – Private (C3)	Suburban Area	0.117	0.394	0.511	0.371	0.187	0.558
Houses – Private (C3)	Neighbourhood Centre	0.139	0.296	0.435	0.271	0.141	0.412

Table 3-8: TRICS Non-Residential Institutions (D1) Trip Rates (Per 100 sgm)

		•		•			
Land Use	Location		PM Peak	ak			
		Arr	Dep	Total	Arr	Dep	Total
GP Surgery (D1- Health)	Mixed	2.665	1.613	4.278	1.317	1.933	3.250
Nursery (D1- Education)	Mixed	2.600	2.151	4.751	1.838	0.751	2.589

Table 3-9: TRICS Assembly and Leisure (D2) Trip Rates (Per 1 Ha)

Land Use	Location		AM Peak			PM Peak	
Land Ose		Arr	Dep	Total	Arr	Dep	Total
Leisure Centre (D2)	Mixed	17.849	9.421	27.270	20.740	21.716	42.456
Leisure Centre (D2)	Town Centre	20.536	27.592	48.128	15.112	22.671	37.783

#### 3.6.2 Trip Generation

Trip generation was calculated by multiplying the trip rates presented from Table 3-4 to Table 3-9 by the number of houses or by the floorspace (sqm). The growth application for each zone varies based on the development threshold, which in this case a range of 250 HHs/250 jobs was used as agreed with KCC and NH and is presented in Table 3-10.

Table 3-10: Forecast Growth Thresholds and Application

No. HHs / Jobs	Growth Application
<250	Trip rates are applied based on specific land use information and trip generation is added to existing model polygon zone within which the development falls
>250	Trip rates are applied based on specific land use information and trip generation is added to a new model zone that specifically represents a unique development, with access arrangements coded into the model to represent accurate zone loading points

For developments with fewer than 250 HHs/250 jobs, trip generation is calculated by applying trip rates extracted from Transport Assessments (where publicly available) or the appropriate trip rate from Table 3-4 to Table 3-9 based on the developments land uses and location, to the development quantum. The resulting trips for developments with less than 250 HHs/250 jobs were added to the existing polygon zone within which the development falls.

For developments (or combination of nearby sites) with greater than 250 HHs/250 jobs, the trip generation was added to a new model point zone that specifically represents the development (or cluster). In this case, zone loading points were coded to reflect specific development access arrangements.

#### 3.6.3 Trip Distribution

For each development zone, a donor zone from the base year model was chosen to replicate its trip pattern. This selected zone had the same land use as the development zone and was located in the proximity of the development.

- For developments with fewer than 250 HHs/250 jobs, the existing zone distribution where this development falls was used for the new trips.
- For developments with greater than 250 HHs/250 jobs, a new zone was added to the network. Trip distribution for this zone was based on a nearby donor base zone (or several zones) with similar land uses and likely distribution of trips.

3.0 25

# 3.7 Background Growth

#### 3.7.1 Car Growth

Trip End Model Presentation Program (TEMPro) is a software provided by DfT, which calculates growth factors and planning data to account for changes in population, employment, housing, and car ownership. The values are extracted from the National Trip End Model (NTEM) Core Scenario, and criteria is selected by defining a geographical area, base and future year, time periods, car users, etc. Table 3-11 and Table 3-12 for the AM and PM respectively.

Table 3-11: TEMPro v8 2019-2041 Growth Factors, AM Peak

Authority	UC1 - Co	UC1 - Commute		- EB	UC3 – Other	
	Origin	Dest	Origin	Dest	Origin	Dest
Dartford	1.279	1.130	1.234	1.137	1.225	1.191
Gravesham	1.069	1.120	1.083	1.130	1.130	1.153
Medway	1.099	1.121	1.110	1.131	1.138	1.146
Maidstone	1.128	1.123	1.130	1.133	1.179	1.163
Tonbridge and Malling	1.094	1.118	1.105	1.127	1.156	1.152
Sevenoaks	1.052	1.118	1.074	1.128	1.109	1.138
Swale	1.203	1.121	1.185	1.129	1.215	1.173
Rest of Kent	1.122	1.125	1.128	1.134	1.174	1.159

Table 3-12: TEMPro v8 2019-2041 Growth Factors, PM Peak

Authority	UC1 - Co	mmute	UC2	- EB	UC3 –	Other
	Origin	Dest	Origin	Dest	Origin	Dest
Dartford	1.128	1.260	1.146	1.216	1.203	1.221
Gravesham	1.113	1.064	1.126	1.089	1.141	1.127
Medway	1.109	1.089	1.126	1.109	1.137	1.135
Maidstone	1.114	1.119	1.130	1.129	1.162	1.172
Tonbridge and Malling	1.110	1.089	1.123	1.105	1.148	1.152
Sevenoaks	1.107	1.048	1.120	1.076	1.120	1.110
Swale	1.117	1.191	1.133	1.178	1.192	1.214
Rest of Kent	1.116	1.115	1.130	1.127	1.154	1.164

Growth factors were exported from TEMPro V8.0 and then applied to base year trip ends matrices to calculate the background growth; growth factors were applied to base year zones based on the authority within which they fall. In Medway, the only growth comes from completions and committed developments. A summary of the background growth application method for the remaining model areas is in Table 3-13.

Table 3-13: Background Growth Method by District

Area/Authority	Background Growth Method
Medway	Growth comes from completed and committed housing and employment developments only
Dartford	Committed growth exceeds housing and job growth in TEMPro and therefore alternative assumptions set forecast equal to base
Gravesham, Maidstone, Tonbridge and Malling, Sevenoaks, Swale	Adjusted TEMPro growth factors are applied to the base year trip ends matrices using alternative assumptions tool in TEMPro to deduct committed growth
Rest of Kent	Unadjusted TEMPro growth factors are applied to the base year trip ends matrices for external zones (created as part of the model cordoning process)

To calculate adjusted background growth factors, the number of households or jobs associated with committed developments in Gravesham, Maidstone, Sevenoaks, Swale and Tonbridge & Malling was subtracted from TEMPro using the 'alternative planning assumptions' tool, this avoids double counting. The resulting TEMPro adjusted growth factors are shown in Table 3-14 and Table 3-15 for AM and PM respectively. The only car growth in the Rest of Kent (all other model zones outside of the specific districts identified) comes solely from unadjusted TEMPro factors. Car growth in Medway and Dartford comes from committed growth only and therefore no adjusted factors have been presented.

Table 3-14: Adjusted TEMPro v8 2019-2041 Growth Factors, AM Peak

Authority	UC1 – Co	UC1 – Commute		UC2 – EB		Other
	Origin	Dest	Origin	Dest	Origin	Dest
Maidstone	1.026	1.071	1.043	1.080	1.086	1.098
Tonbridge and Malling	1.031	1.076	1.048	1.084	1.096	1.104
Sevenoaks	1.025	1.086	1.046	1.096	1.080	1.107
Swale	1.081	1.101	1.091	1.109	1.118	1.129
Rest of Kent	1.122	1.125	1.128	1.134	1.174	1.159

Table 3-15: Adjusted TEMPro v8 2019-2041 Growth Factors, PM Peak

Authority	UC1 - Co	UC1 - Commute		- EB	UC3 – Other		
	Origin	Dest	Origin	Dest	Origin	Dest	
Maidstone	1.060	1.020	1.074	1.044	1.085	1.082	
Tonbridge and Malling	1.067	1.027	1.079	1.050	1.094	1.093	
Sevenoaks	1.076	1.022	1.088	1.048	1.090	1.081	
Swale	1.091	1.074	1.106	1.091	1.121	1.118	
Rest of Kent	1.116	1.115	1.130	1.127	1.159	1.170	

The TEMPro growth rates presented in Table 3-14 and Table 3-15 were applied to the base trip ends matrices to take account growth in housing and employment where the location is yet to be determined. This growth will be equally applied across the zones in each area, with the total growth (outside Medway) constrained to TEMPro.

#### 3.7.2 Goods Vehicle Growth

General growth in LGV and HGV demand was produced by constraining to growth factors derived from the Road Traffic Forecasts (RTF) published by DfT. The RTF produces forecasts to a horizon year of 2041 in 5-year intervals for all regions in England and Wales.

For the purposes of this work, the RTF Scenario 1 was adopted, namely the 'central' macroeconomic assumption, a positive and declining income relationship, and using historic averages for trip rates. The RTF traffic mileage data for all road types was extracted from Scenario 1 for LGV and HGV and then interpolated to derive growth factors for 2041 from 2019 for Southeast region. The resulting growth factors can be found in Table 3-16.

Table 3-16: LGV and HGV Growth Factors

Region	Vehicle Type	2019-2041 Growth Factor
South East	LGV	1.3040
South East	HGV	1.1201

### 3.8 Reference Case Matrix Development

The 2019 base year trip ends were used as a starting point to generate 2041 RC matrices. The existing trip distribution was used as the starting point for the trip distribution process, then scaling via a Furness methodology to distribute forecast trips between origins and destinations while controlling the trip ends totals. The forecast matrix development is detailed below:

- Background Growth: TEMPro factors have been applied to the base year trip ends to calculate background growth. This process varied based on the model area. This growth has been distributed using the Furness method to generate the background growth matrix;
- Development Growth: This includes completed and committed developments in Medway and
  committed developments in the neighbouring authorities. For explicitly modelled development sites,
  existing base zones with similar land use and location were used for trip distribution. The trip ends
  obtained in the trip generation process have been distributed using the Furness method to generate
  the development growth matrix;
- **Unconstrained Matrix**: Background growth and development growth matrices have been added to generate unconstrained matrix.
- **TEMPro Constrained Matrix**: TEMPro growth factors have been applied to the base year trip ends and distributed using the Furness method to generate the TEMPro constrained matrix (RC scenario only).
- Final Forecast Matrix: the unconstrained matrix capped where values exceed the TEMPro constrained matrix.

### 3.8.1 Modelling assumptions at Kingsnorth and Isle of Grain

When developing the Reference Case, there were two developments for which an alternative methodology on trips was taken, proposed by Medway Council and agreed by NH. This included the Kingsnorth Site and Isle of Grain.

The Medway Local Plan 2003 contains two strategic policies for allocations at Kingsnorth and the Isle of Grain, i.e. Policy S12 (Kingsnorth) and Policy S13 (Isle of Grain). Kingsnorth and Grain are among the largest sites for economic growth in the Thames Estuary and the wider region.

Policy S12 designated a 219 ha site at Kingsnorth for industrial, storage or distribution and Sui Generis uses (B1c, B2, B8 prior to 1 September 2020). The policy provides for the expansion or relocation of businesses in the urban area.

Policy S13 designated a 630 ha site on the Isle of Grain for port activities and industrial, storage or distribution and Sui Generis uses (B1c, B2, B8 prior to 1 September 2020). The site benefits from a railhead and deep water berths.

London Medway Commercial Park, located at Kingsnorth, was granted outline planning permission in 2009. There have been many reserved matters applications for the individual plots, such as Plot 1a which was completed in 2019 to accommodate Amazon's distribution warehouse. An 8,925 sqm extension to Damhead Creek Power Station has been implemented, but it is not under construction. More recently, Medway Council's Planning Committee resolved to grant outline planning permission for MedwayOne (MC/21/0979), a 324,450 sqm development of employment floorspace (Class E), on the former Kingsnorth Power Station.

#### **MedwayOne**

In Medway Council's determination of the MedwayOne planning application, a National Highways representation noted concerns about both congestion and safety at M2 Junction 1, specifically the northbound off-slip and the southbound on-slip links. National Highways considered that the junction has limited spare capacity, i.e. 60 movements during either the AM or the PM peaks. The junction will need to be improved to accommodate further development once this spare capacity has been exceeded.

Following Medway Council's resolution to grant planning permission, the conditions include an initial trip cap of 60 movements through these links to enable a phase of development to come forward, along with a Monitor and Manage Framework.

#### **Grain Business Park**

Grain Business Park was granted outline planning permission (MC/09/1628) in 2009. In 2015, a reserved matters application took account of a revised masterplan which reduced the maximum permitted floorspace to 298,383 sqm. A subsequent reserved matters application was also granted in 2015 for the first phase of 16,770 sqm. The residual permitted floorspace is therefore 282,203 sqm. In February 2020, a Lawful Development Certificate was approved confirming that the outline permission had commenced. The landowner, National Grid, intends to realise the full potential of the Isle of Grain site. A 'call for sites' submission notes the need to retain a broad range of uses in an allocation in the new Local Plan.

The 'Agreed Figure' associated with the outline planning permission is defined in the Section 106 Agreement at para 1.1:

"... means a predicted number of passenger car units of 1058 in either the period of 0800-0900 or the period of 1700-1800 on a typical Monday to Friday inclusive."

This relates to the provisions at page 12, para 5.4.2, which limit the need for any further highway contributions as long as the Agreed Figure is not exceeded based on a reasonable forecast of net new traffic movements associated with the future development of the site and the wider site.

The trip generation included in the 2041 Reference Case, has been calculated using the trip rates from the consented Transport Assessment (where available); TRICs trip rates have been used for subsequent land uses where consented trip rates were not available. The trip generation for Grain Business Park is presented in Table 3-17.

Table 3-17: Grain Business Park, Trip Generation

Land	SQM	AM Peak (08:00 – 09:00)							PM	Peak (17	':00 – 18	:00)	
Use		Trip Rates		S	Trip Generation		Trip Rates			Trip Generation			
		Origin	Dest	2-	Origin	Dest	2-	Origin	Dest	2-	Origin	Dest	2-
				Way			Way			Way			Way
B1c	29,839	0.27	0.06	0.34	82	18	100	0.04	0.35	0.39	12	103	115
B2	29,839	0.30	0.16	0.46	88	49	137	0.10	0.21	0.30	28	62	90
B8	238,706	0.06	0.03	0.10	153	79	232	0.03	0.05	0.08	64	124	189
B1a	120	0.49	0.24	0.73	1	0	1	0.16	0.34	0.50	0	0	1
A1	40	3.95	3.64	7.59	2	1	3	4.83	5.22	10.0	2	2	4
										5			
A3	40	3.95	3.64	7.59	2	1	3	4.83	5.22	10.0	2	2	4
										5			

A5	40	3.95	3.64	7.59	2	1	3	4.83	5.22	10.0 5	2	2	4
Tot	al Trips	478			4/8								

This trip generation demonstrated in Table 3-17 uses the TRICs trip rates presented within this report and shows a two-way trip generation of 478 vehicles in the AM Peak and 407 vehicles in the PM Peak. This was within the proposed trip cap and therefore no further adjustment were required.

#### 3.9 Matrix Totals

Table 3-18 compares the matrix totals in vehicles for the AM and PM peaks in the 2041 RC Scenario and makes a comparison to the 2019 base year matrix.

Table 3-18: 2041 RC Scenario Matrix Total Comparison

Scenario	Base Year	Background Growth	Committed Development	Unconstrained Total	Constrained Total	Difference RC vs Base
AM Peak	340,981	376,492	32,963	409,490	407,448	66,467
PM Peak	374,601	411,151	36,936	448,128	446,866	72,265

### 3.10 Summary

The housing and employment completions, that have been built out since the 2019 base year model and up until April 2023 (as the latest available information at the time of model development), have been presented within this section and were included within the forecast scenarios. MC provided Jacobs with the latest available list of committed housing and employment developments and their trip generation was calculated and included within the 2041 RC, RC with LTC, DS and DS with LTC scenarios.

# 4. Forecasting Networks

#### 4.1 Introduction

This section outlines the network changes to the base year MTM to account for completed or consented infrastructure changes across the borough, in addition to any changes relating to the proposed LP Allocations in order to develop the RC, RC with LTC, DS and DS with LTC forecast scenarios.

#### 4.2 Reference Case

The 2041 RC network was developed using the base year MTM network and incorporating the following:

- Any infrastructure or speed changes completed between 2019;
- Any committed infrastructure or speed changes forecast before 2041 forecast year; and,
- Any network changes associated with explicitly modelled committed developments (e.g access)

It is generally considered that strategic schemes are included across the model cordon area however local schemes (e.g minor junction change or speed reduction) were only modelled when they occur in the AODM.

#### 4.2.1 Completed or Committed Infrastructure Changes

National Highways schemes were included as part of the forecast infrastructure changes; Table 4-1 details the highway schemes within MTM cordon area and Figure 4-1 to Figure 4-2 illustrates these.

Table 4-1: National Highway Schemes from KTM within Medway Model Area

Scheme Name	Description				
A2 Bean and Ebbsfleet Junction	Capacity improvement scheme with new on-slip access to the				
Improvements	A2 eastbound				
M2 Junction 5 Improvements	Improvements to the slip roads and junction approaches at the M2 junction. Delivery expected by 2024-25.				

The junction improvements at the two junctions at A2 Bean and Ebbsfleet completed in 2022 was a safety scheme aimed to improve capacity and journey times. The improvements increased capacity through widening the roundabouts and the addition of an eastbound on-slip onto the A2 at the Bean junction.

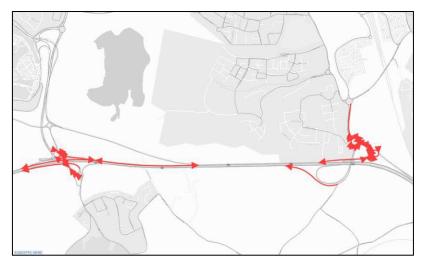


Figure 4-1: A2 Bean and Ebbsfleet Junction Improvements

The M2 junction 5 improvements include the provision of additional lanes on the M2 mainline off-slips/ on-slips. The mainline flow from A249 Sittingbourne Road also has increased capacity due to the hamburger junction alignment at the Sittingbourne Roundabout.

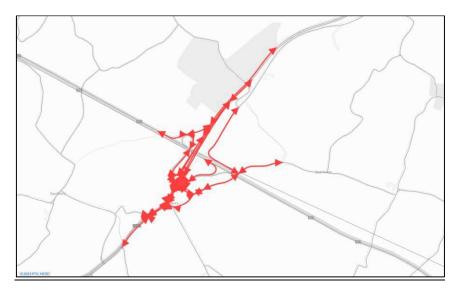


Figure 4-2: M2 Junction 5 Improvements

MC provided Jacobs with a list of infrastructure schemes that have been completed or forecast to complete within the AODM between the KTM Base Model build and the 2041 forecast year, these have been outlined in Table 4-2. Some of these schemes are only considered 'more than likely' however they are close to consent, and it is therefore proposed that they are included within the modelling.

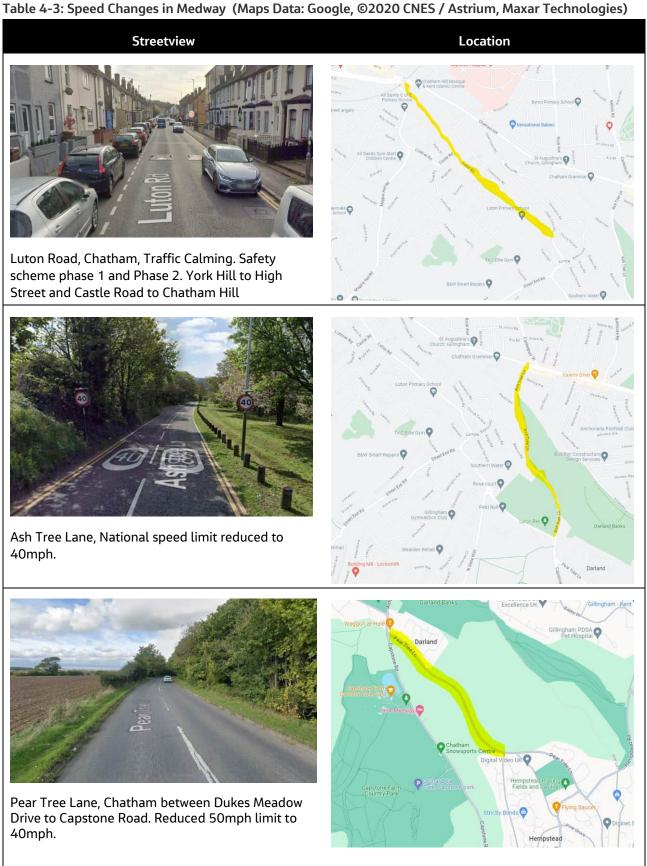
Table 4-2: Completed or Committed Medway Highway Changes

-		
Scheme Name	Description	Year of completion
Stood Town centre scheme – Local Growth Fund scheme	Changes to lane designation and pedestrian crossings.	2019
Medway City Estate slip road	Junction improvement scheme, new slip road to bypass the roundabout.	2021/22
Otterham Quay Lane, Rainham – Leigh Academy	Traffic calming scheme, new crossings and roundabout junction.	2021/22
Chatham Bus/Rail Interchange, Chatham	Junction improvement scheme, removing island infrastructure and formalising pedestrian crossing.	2021/22
A299 Maidstone Road/Horsted Retail Park	Junction improvement scheme, left turn flare.	2020/21
Horsted Park, Chatham	Controlled pedestrian crossing facility.	More than likely in 2024/25
Horsted Gyratory, A229 City Way junction with A230 Maidstone Road Chatham	Horsted Gyratory scheme.	More than likely, no potential delivery date.
A2 High Street, Rainham and Mierscourt Road	Capacity improvement.	More than likely in 2024/25
A2 Birling Avenue and A2 London Road, Rainham	Junction improvement. Widening road junction.	More than likely in 2024/25

#### 4.2.2 Speed Changes

Alongside Highway changes provided by MC; KCC have an ongoing project to map all Traffic Regulation Orders (TROs) in Kent and this live mapping will be checked as the forecast coding is undertaken to make

sure the latest changes are being captured. Some examples of highway coding changes captured between the 2019 Base Model and forecast year networks are outlined in Table 4-3.





#### 4.2.3 Committed Development Infrastructure, within AODM

Additional network coding changes were added to the RC network to reflect committed developments; access arrangements were coded based on publicly available information submitted as part of the planning applications and/or cross-checked with KCC and Medway.

As mentioned in Section 3; for committed developments with more than 250 HHs/250 jobs a new zone was added, and access arrangements were coded into the model. The specific network changes associated with explicitly modelled developments is presented in Table 4-4. The location of all external residential and employment sites are shown in Figure 3-5 and Figure 3-6 respectively.

Table 4-4: Proposed Network Changes within Medway AODM (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies)

Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
North Dane Way and Capstone Road	New roundabout on North Dane Way and new highway link from North Dane Way to Capstone Road		
Capstone Road/ Street End Road/ Luton High Street	Additional flare lane to two approaches of the roundabout		

Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
Princes Avenue/ Walderslade Road	Additional flare lane to the Walderslade northbound approach of roundabout	Adventise Bell Add	07 Sec. (1)
Hempstead Valley Drive/ Hempstead Road	New signalised junctions at the junctions of Hempstead Valley Drive and Hempstead Road. lanes in each direction, and additional flare lanes.		S SAPORDS
Shawstead Road	New passing places at Shawstead Road. Increased capacity from 900 to 1000.		

Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
Star Hill Junction: Corporation Street/ High Street	Lane reallocations. In addition a shorter flare length on the northbound exit.		
Sans Pariel roundabout	Lane reallocation on northbound approach to Sans Pariel roundabout. In addition a new access road added off Frindsbury Hill.		
M2 J3 and M2 J4	M2 J3 and M2 J4 alteration.	Residence of the second	

Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
New Court Road	New site access from New Court Road.		
Greenfield Close/ Bull Lane	New site access arrangement and Greenfield Close junction.		And the second s
Bull Lane	New site access arrangement from Bull Lane.		TO COST OF THE THE MEASURE OF

## 4.2.4 Committed Development Infrastructure, outside AODM

Whilst only strategic schemes outside of the AODM were coded, any explicitly modelled developments outside of the AODM had their associated infrastructure coded, these developments are outlined in Section 3.5. There were a series of junction improvements associated with the development infrastructure at Ebbsfleet development, this is outlined in Table 4-5. This information was obtained from a Transport Assessment (August 2022, produced by Pell Frischman) and include the provision of two new signalised junctions and four junction amendments.

Table 4-5: Proposed Network Changes in Ebbsfleet Central (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies)

Junction Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
A26/Thames Way/Car Park C	Conversion of roundabout to signalised junction	Tames of the little of the lit	
Thames Way/ Northfleet Terminal Access	Conversion of roundabout to signalised junction	Characteristics of the	
Thames Way/Ebbsfleet Gateway	Additional lane on the A2260 access		
Thames Way/Internationa l Way	Additional lane on the A260 in both directions	remotions us;	

Junction Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
Ebbsfleet Gateway/ Springhead Bridge Link	Additional lane on Ebbsfleet Gateway in both directions		
International Way/ Ebbsfleet Gateway Roundabout	Additional flare lane to each approach of roundabout		720am

Infrastructure associated with the Bushey Wood/ Lidsing development, whilst not consented at the time of modelling, was included in the RC and DS networks. This was deemed appropriate as the development cannot be implemented without the associated infrastructure and the demand has been included due to its proximity to the Medway boundary. Following conversations with the Lidsing development's transport consultants, the following infrastructure was modelled:

- Closure of through-routing on Lidsing Road north of Blind Lane;
- Closure of through-routing on Westfield Sole Road opposite Blind Lane;
- New development road forming connections between North Dane Way to the west and M2 Junction 4 to the east. Development road assumed 30mph and good capacity;
- New roundabout junction to form connections between Hempstead Road to the north, North Dane Way to the west, Forge Lane and the development road;
- New roundabout access for Gibraltar Farm development onto North Dane Way/ development road;
   and,
- New slip road approach to M2 Junction 4.

The infrastructure changes are also summarised in Figure 4-3.

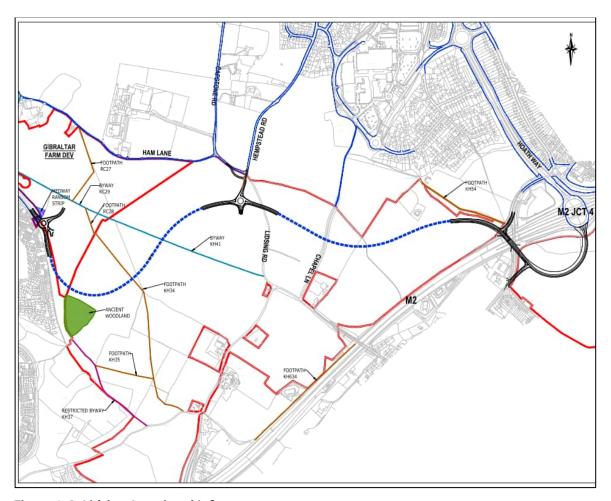


Figure 4-3: Lidsing Associated Infrastructure

## 4.3 Reference Case with LTC

The Lower Thames Crossing (LTC) is a Nationally Significant Infrastructure Project (NSIP) that will link the counties of Kent and Essex through an additional Thames River crossing, connecting to the M25 in the North and to the M2/A2 in the South. Due to the uncertainty surrounding the status of this, it has not been included in the core assessment however sensitivity scenarios have been developed; the Medway 'RC with LTC' forecast network which mirrors the RC scenario (in terms of network and demand) with the inclusion of LTC. This scenario was compared against the DS with LTC scenario to understand the impacts of the proposed LP allocations in a scenario with LTC.

The LTC was coded in the 'RC' network using the latest publicly available information and information made available to Jacobs/KCC as part of recent LTC assessments undertaken using the Kent Countywide Model, and mirrors its inclusion in the Gravesham Transport Model

Figure 4-4 shows the LTC coded in the RC with LTC scenario; this shows the connection of LTC South of the river at M2/A2, as the MTM is a cordon of the existing KTM and does not include areas north of the Thames connectors of equal length and attractiveness were added to the existing zones that connect to the Northbound and Southbound lanes of the Dartford Crossing respectively. This allowed for appropriate rerouting to be assessed and impacts determined.



Figure 4-4: LTC Coding in RC Scenario

# 4.4 Forecast Year Values of Time and Vehicle Operating Costs

The values of the ppm and ppk parameters used for the base year MTM highway assignment are based on the latest TAG Unit A1.3 guidance and Data Book available at the time of the Base Model development (May 2023 v1.21). Vehicle operating costs were derived using the tables provided in the National Highways calculation spreadsheet. Network average speed and OGV1/OGV2 proportions were inherited from the base model.

The final calculated values for highway VoT and VOC for the 2041 forecast year of the Medway forecasting models are provided in Table 4-6. The final input for implementation in VISUM is also shown in the table; the formats required being a coefficient for pence per metre (ppmetre) for VOC as a weighted ratio of the VoT pence per second (pps). The HGV VoT values are doubled, consistent with the base model.

Table 4-6: 2041 Highway Generalised Cost Parameters

Time Period	User Class	2041 Forecast Year TAG Databook Value		2041 Forecast Year VISUM Units		2041 Forecast Year Final VISUM Coefficients	
renou		VoT (ppm)	VOC (ppk)	VoT (pps)	VOC (ppmetre)	VOT	VOC
	UC1 Car Commute	26.96	4.58	0.4493	0.0046	1.00	0.01
	UC2 Car Business	40.20	9.10	0.6700	0.0091	1.00	0.01
AM	UC3 Car Other	18.60	4.58	0.3100	0.0046	1.00	0.02
	LGV	29.13	11.30	0.4855	0.0113	1.00	0.02
	HGV (doubled VoT)	58.03	39.26	0.9671	0.0393	1.00	0.04
	UC1 Car Commute	27.05	4.58	0.4508	0.0046	1.00	0.01
	UC2 Car Business	40.78	9.10	0.6796	0.0091	1.00	0.01
PM	UC3 Car Other	19.48	4.58	0.3246	0.0046	1.00	0.01
	LGV	29.13	11.30	0.4855	0.0113	1.00	0.02
	HGV (doubled VoT)	58.03	39.26	0.9671	0.0393	1.00	0.04

# 4.5 Summary

This chapter has been written to detail the network changes incorporated into the forecast networks. All sites detailed in this chapter have been modelled in the RC, RC with LTC, DS and DS with LTC. The network changes associated with the proposed LP are discussed in Chapter 5.

### 5. Local Plan Assessment

### 5.1 Introduction

MC provided Jacobs with the preferred indicated site allocations intended for the Reg18 consultation in 2024. The uncertainty log information for the LP sites contained information on the location and development quantum of the potential housing and employment site allocations that could come forward in the emerging LP. The potential allocations are the only housing and employment growth expected between 2041 RC scenario and the DS scenario.

The DS scenario includes development trips from all potential site allocations which are forecast to be built out between 2019 – 2041 and the highway network has been updated to reflect proposed access locations. Although it is accepted that not all potential site allocations will be allocated within the LP, the DS scenario allows for a worst-case scenario to be assessed. The predicted growth within the DS scenario is obtained from potential site allocations for both housing and employment.

# 5.2 Do Something Local Plan

The DS scenario was developed using a 'worst-case' list of residential and employment allocations that were proposed to form the LP; this assessed the implementation of approximately 20,179 residential dwellings and 722,629sqm of employment floorspace. Table 5-1 summarised the net increase of housing and employment floorspace included in the DS scenario compared with the RC scenario.

Table 5-1: Net Housing and Employment, DS vs RC

	Net Dwellings	Net SQM
LP Sites	20,179	722,629

A more detailed breakdown of residential and employment sites from the DS scenario can be found in Appendix G. The total dwellings and employment floorspace modelled in the DS scenario is summarised in Table 5-2.

Table 5-2: Total Housing and Employment in Medway, DS

Growth	Dwellings	Floorspace (sqm)
Completions	4,264	30,562
Committed (AODM)	7,489	882,339
LP Allocations	20,179	722,629
DS Total	31,932	1,635,530

Modelling the DS scenario allows for comparisons against the RC network and conclusions to be drawn as to whether mitigation may be necessary as a result of the LP.

### 5.2.1 Housing and Employment Allocations

The sites included within the DS scenario detail the potential for approximately 20,179 dwellings over 158 site allocations and 722,629sqm over 20 employment sites; the locations of these sites are illustrated in Figure 5-1 and Figure 5-2, respectively. Allocations with greater than 100 dwellings or 100 jobs (as calculated using the employment density matrix), have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

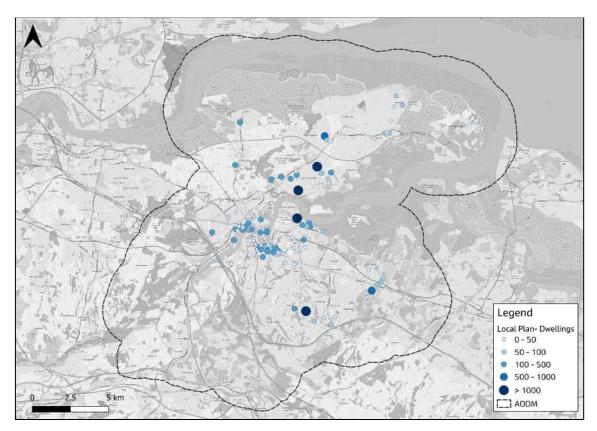


Figure 5-1: DS LP Potential Housing Site Allocations

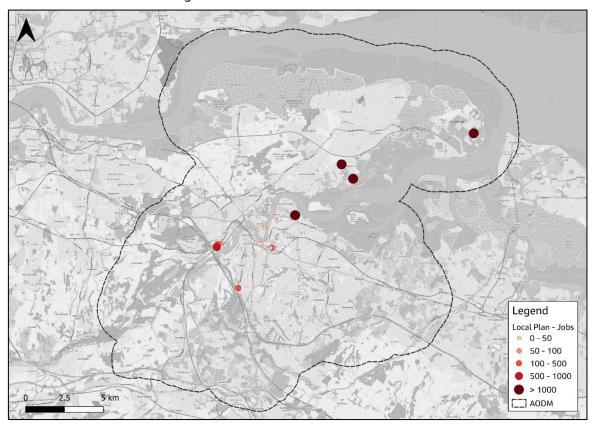


Figure 5-2: DS LP Potential Employment Site Allocations

Details of the employment size and land use split used each site would provide is detailed in Table 5-3.

Table 5-3: DS LP Potential Employment Site Details

Site Name	Development Potential	Land Uses / Split
SR36	500 sqm	500 sqm – B1a
SR38	500 sqm	500 sqm – B1a
CCB15	2252 sqm	2252 sqm - B1a
SR31	500 sqm	500 sqm – B1a
SR30	470 sqm	370 sqm – B1a
SMI6	100,000 sqm	100,000 sqm – Flex B & E
SR40	500 sqm	500 sqm – B1a
FP11	250 sqm	250 sqm – B1a
AS26	170,000 sqm	170,000 sqm – Flex B & E
ННН36	324,450 sqm	324,450 sqm – Flex B & E
ННН35	69,332 sqm	43,732 sqm – B2 6,350 sqm – B1 19,250 sqm – B8
RWB5	3,693 sqm	3,693 sqm – Flex B & E
CHR17	14,600 sqm	14,600 sqm – Flex B & E
CHR16	25,300 sqm	25,300 sqm – Flex B & E
HW5	4,924 sqm	4,924 sqm – D2
CCB12	500 sqm	500 sqm – B1a
CHR18	3,500 sqm	3,500 – Flex B&E
CCB35	500 sqm	500 sqm – B1
CCB25	500 sqm	500 sqm – B1
RWB23	358 sqm	358 sqm – Flex B&E

The potential LP employment site allocations within the DS are listed in detail in Appendix G.

# 5.3 Do Something Network

The DS scenario uses the RC network as a basis, with completed and consented infrastructure changes incorporated. The Medway DS forecast network include all network changes explained in section 4.2, with the addition of development specific access arrangements or infrastructure associated with the proposed preferred option LP allocations. The specific access points for explicitly modelled developments, listed in Table 4-4.

All proposed LP allocations with greater than 100 dwellings or 100 jobs (when calculated using the employment density matrix) have been modelled explicitly and the access/egress to the existing highway network to reflect allocation proposals (same method as RC). Larger LP sites were modelled explicitly to allow for site only impacts on the network to be assessed. Table 5-4 details explicitly modelled developments in the DS scenario.

Table 5-4: 2041 DS, Explicitly Modelled Potential Allocations

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure
2004	CD26	400000	200	500	A priority junction access onto Anthonys Way
2004	SR36	400000	200	500	from Royal Eagle Close and a priority junction access onto Neptune Close from Clipper Close.
2005	SR38	400001	100	500	Priority junction access onto Neptune Close from
2003	31.30	100001			Neptune Way.
2012	ннн26	400002	760	0	Two priority junctions providing access to Christmas Lane and a priority junction access onto Britannia Road.
2013	HHH12	400003	1850	0	Priority junction access either onto Main Road Chattenden
2014	SR37	400004	428	0	Priority junction access onto Neptune Close.
2015	CCB15	400005	90	2252	Priority junction access onto Richard Street.
2016	SNF41	400006	602	0	Priority junction access onto Canal Road.
2017	SNF35	400007	300	0	Priority junction access onto unnamed road off Knight Road near Strood Retail Park.
2020	SR31	400009	311	500	Priority junction access onto Sir Thomas Longley Road.
2021	SR30	400010	102	470	Priority junction access onto Anthonys Way.
2023	SMI6	400011	3000	100,000	Access junction access onto Gillingham Gate Road and Dynamo Way.
2027	AS17	400012	180	0	Priority junction access onto Grain Road.
2030	SR40	400013	200	500	Priority junction access onto Neptune Way.
2031	LW4	400014	425	0	Priority junction access onto North Dane Way and Shawstead Road.
2033	CHR20	400015	172	0	Priority junction access onto Knight Road.
2034	ннн6	400016	550	0	Priority junction access onto Dunnock Drive.
2036	HHH11	400017	260	0	Priority junction access onto Ratcliffe Highway.
2037	ННН33	400018	330	0	5 priority junctions providing access to Stoke Road.
2039	LW8	400019	2075	0	Priority junction access onto Shawstead Road and Ham Lane.
2040	FP11	400020	200	250	Priority junction access onto High Street.
2045	AS21	400021	390	0	Priority junction access onto Avery Way/Stoke Road/Ratcliffe Highway junction.
2049	ННН8	400022	450	0	Priority junction access onto Ratcliffe Highway.
2050	AS22	400023	300	0	Priority junction access onto Stoke Road.
2051	ННН3	400024	500	0	Access onto Chilliwack Road and a priority access junction onto Chattenden Lane.
2052	HHH22	400025	1500	0	Priority junction access onto Roper's Lane.
2053	CCB37	400026	400	0	Priority junction access onto Upbury Way.

					Delaste transfer and the Hammeter d Valley
2054	HW5	400027	266	4,924	Priority junction access onto Hempstead Valley Drive and unnamed road off Hempstead Valley
2034	11005	400027	200	7,327	Drive roundabout.
2055	FP10	400028	170	0	Priority junction access onto Ordnance Street.
2056	GN6	400029	200	0	Priority junction access onto Strand Approach
					Road.
2058	SR4	400030	130	0	Priority junction access onto Town Road.
2059	RSE10	400031	850	0	Priority junction access onto Mierscourt Road and A2 Moor Street.
2063	SNF15	400033	450	0	Priority junction access onto Charles Street and A2 Commercial Road.
2070	FP1	400034	111	0	Priority junction access onto St Margaret's Banks.
					Priority junction access onto New Cut and
2093	FP19	400035	146	0	Waterfront Way Roundabout.
2108	SNF13	400036	373	0	Priority junction access onto A228 Knight Road.
2114	SNF39	400037	101	0	Priority junction access onto Canal Road.
2116	CCB18	400038	193	0	Priority junction access onto King Street.
2131	SW2	400039	106	0	Priority junction access onto Darnley Road.
2142	CCB13	400040	212	0	Priority junction access onto A231 The Brook.
2144	SR51	400041	250	0	Priority junction access onto B2000 Church Street.
2145	CCB49	400042	150	0	Priority junction access onto A2 New Road.
2146	FP6	400043	120	0	Priority junction access onto A2 New Road Avenue.
2149	GS37	400044	136	0	Priority junction access onto Railway Street.
2150	FP25	400045	121	0	Priority junction access onto Railway Street and Ordnance Terrace.
2154	GN15	400046	445	0	Priority junction access onto A289 Pier Road.
2156	RWB25	400047	106	0	Priority junction access onto Gas House Road.
2157	GN3	400048	176	0	Priority junction access onto A289 Pier Road.
2158	AS26	400049	0	170,000	Priority junction access onto B2001 Grain Road from Power Station Road.
2159	ННН36	400050	0	324,450	Priority junction access onto Eshcol Road from Jacobs Lane.
2160	HHH35	400051	0	69,332	Priority junction access onto Eshcol Road.
2161	RWB5	400052	0	3,693	Priority junction access onto B2097 Maidstone Road.
2163	CHR17	400054	0	14,600	Priority junction access onto Roman Way.
2164	CHR16	400055	0	25,300	Priority junction access onto Roman Way.

# 5.4 Trip Rates and Trip Generation

The trip rates for each land use have been derived from the TRICS database and have been applied to the potential site allocations to determine the trip generation. These are presented from Table 3-4 to Table 3-9; the full output from TRICS can be seen in Appendix F.

A detailed breakdown of trip generation for the DS Residential and Employment sites is included in Appendix G. Table 5-5 illustrates the total additional residential and employment trips added to the DS network to enable the impacts of the full list of sites in this scenario to be assessed.

Table 5-5: DS, Potential LP Allocations, Net Trip Generation

Development Type	AM Two Way	PM Two Way	
Residential	6,898	8,321	
Employment	5,524	4,174	
Total	12,422	12,495	

## 5.5 Trip Distribution

Where proposed LP sites had less than 100 HHs/100 jobs (as calculated using the employment density matrix), the additional trips were added to existing zones and followed the same zonal distribution of the existing model (providing the land uses were reflective). LP sites with greater than 100 HHs/100 jobs (as calculated using the employment density matrix) were explicitly modelled and new zones were created; the distribution for these zones reflected nearby zones of a similar size and land use.

The trip generation associated with the proposed LP allocations was added onto the RC matrices without trip balancing, constraining or furnessing.

### 5.6 Matrix Totals

Table 5-6 compares the matrix totals in vehicles for the AM and PM peaks in the 2041 DS scenario and makes a comparison to the 2019 base year matrix and the 2041 RC.

Table 5-6: DS Scenario Matrix Total Comparison

Scenario	Base Year	RC	LP Development	Final Matrix Total	Difference DS vs Base
AM Peak	170,490	203,760	12,422	213,980	43,490
PM Peak	187,300	223,423	12,495	234,467	47,167

# 5.7 2041 Do Something with LTC

The Medway DS with LTC forecast network mirrors the DS scenario (in terms of network and demand) with the inclusion of the LTC. This scenario was compared against the RC with LTC scenario to understand the potential re-distribution of vehicles resultant from the LP growth following completion of the strategic scheme. The LTC was coded in the same way as for the 'RC' scenario as explained in section 4.3.

# 5.8 Summary

The DS LP scenario represents the proposed MC LP Reg18 sites and includes growth of 20,179 dwellings and 722,629 sqm of employment floorspace. The impacts of the growth assumed between the Base and RC models and RC and DS models are discussed within Chapter 6.

### 6. Results

### 6.1 Introduction

This section describes the 2041 forecast results within the MTM with and without LP allocations; to understand the quality of the forecast model, model convergence statistics have been presented. The performance of the forecast assignment has considered the impact of the completed and consented growth (RC – Base), the impact of Reg18 LP sites (DS – RC) and the impact of Reg18 LP sites with LTC implemented (DS with LTC – RC with LTC).

The impacts of the committed and LP allocations have been considered in terms of actual flows and junction level of service. It is worth noting that this is an indicative assessment to highlight hotspot areas and further investigation at a junction level is proposed.

# 6.2 Model Convergence

Equilibrium assignment with ICA (Intersection Capacity Analysis) has been used for the forecast assignment with "TAG-compliant" set as the convergence criteria in VISUM. The GTM converges to a good standard using these criteria, with a maximum GAP value of 0.001 and at least 98% relative difference between previous and current iterations. The final matrix convergence for the RC, DS LP and DS with LTC assignments are presented in Table 6-1 to Table 6-4.

Table 6-1: 2041 RC Final Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00043	20	0.998	0.999	0.999	0.999
PM Peak	0.00073	39	1.000	1.000	1.000	1.000

Table 6-2: 2041 RC with LTC Final Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00040	19	0.999	0.999	0.999	0.999
PM Peak	0.00084	23	1.000	1.000	1.000	1.000

Table 6-3: 2041 DS Final Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00003	20	0.994	0.994	0.995	0.995
PM Peak	0.00001	26	0.996	0.997	0.997	0.996

Table 6-4: 2041 DS with LTC Scenario Final Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00002	25	0.995	0.995	0.996	0.996
PM Peak	0.00002	23	0.996	0.996	0.996	0.9967

# 6.3 Model Outputs

This section describes the outputs extracted from the models to understand the impact of committed developments in the RC scenario and the impact of LP allocations in the DS and DS with LTC scenarios. Comparisons between scenarios (RC – Base), (DS – RC) and (DS with LTC – RC with LTC) have been undertaken to understand highway impacts.

#### 6.3.1 Flow Difference

Actual flow difference figures are presented in vehicles per hour to understand the forecast growth between the Base and RC, and the potential impacts or re-routing as a result of the proposed LP allocations in the DS. The flow differences between DS with LTC and RC with LTC will help MC understand the changes to any of the impacts following implementation of the LTC. The differences will help analyse changes of traffic patterns between the RC and Base scenarios as well as DS and RC scenarios and identify potential link or junction 'hot spots' in the future; these may require further investigation in local junction models and/or merge/diverge assessments to inform the mitigation strategy as part of Req19 consultation.

Where relevant, figures have been produced to show queueing (in vehicles) and flow bundles (demand flows) to help demonstrate the causes of re-routing presented in the flow difference figures.

#### 6.3.2 Junction Level of Service

Level of service (LOS) figures provide a qualitative measure of how good the present traffic situation is on a given junction, from the driver's perspective. As actual flow will vary for different days and different times in a day, LOS relates the traffic service quality to a given flow rate of traffic and its use in a strategic measure is an indicative indication of potential future 'hot spots' on the network; it is recommended that any identified junctions with a significant deterioration are investigated in more detail within local junction models (e.g. LinSig or Junctions 10).

VISUM defines the LOS based on the mean delay experienced by each vehicle. VISUM has the capability to calculate LOS for all types of junctions (all-way stops, 2-way stops, roundabouts and signalised junctions). In the case of an all-way stop junctions, an iterative calculation is used to ensure that the departure headway converges. For 2-way stop junctions, a priority rank is applied for major and minor turning movements. For junctions where mean delays experienced by each vehicle are in excess of 15 seconds, Table 6-5 defines the LOS by six levels ranging from level A to level F.

Table 6-5: LOS Level Description

LOS Level	Description
Α	Level A represents the best quality of traffic where the driver has the freedom to drive with free flow speed.
В	Level B represents good traffic quality where driver can reasonably maintain free flow speed and manoeuvrability within the traffic stream is slightly restricted.
С	Level C represents stable traffic flows, at or near free flow. Ability to manoeuvre through lanes is noticeably restricted and requires awareness.
D	Level D represents almost unstable traffic flows. Speeds slightly decrease as traffic volume slightly increase. On this level driver comfort decreases.
E	Level E represents unstable traffic flows, operating at capacity. Driver's level of comfort becomes poor.
F	Level F represents the worst traffic quality with forced or breakdown traffic flows. Travel time cannot be predicted, with generally more demand than capacity.

### 6.3.3 Link and Turn Volume Capacity Ratio

An assessment was undertaken to understand links and turn performance in the AODM, this considered the volume of vehicles on a link/ turn and divided by the capacity. V/C was then summarised in one of the four categories detailed in Table 6-6.

Turn capacity considers the worst turn at a junction as it is considered that the worst turn will have an impact on the junction performance overall.

Table 6-6: Junction and Link Volume Over Capacity Assessment Criteria

Volume over Capacity Thresholds	Impact Assessment		
V/C <75	Operating within capacity		
75 <= V/C <85	Operating within capacity but approaching 85%		
85 <= V/C <100	Operating close to capacity		
V/C >= 100	Over capacity		

Whilst the strategic model offers a useful indicator of junctions, or roads that are impacted it is recommended that any junctions flagged in this assessment are further assessed in detail using localised calibrated junction models to determine the specific V/C constraints and potential mitigation measures.

### 6.4 Reference Case vs Base Year

The 2041 RC includes: 11,753 dwellings and 912,901 sqm of employment floorspace from completed and committed developments and infrastructure planned for the 2019-2041 growth period within Medway; 33,282 dwellings and 29,443 jobs from 'near certain' developments in neighbouring authorities (Dartford, Gravesham, Sevenoaks and Tonbridge & Malling); background car growth from TEMPro v8 (using alternative assumptions tool for adjoining authorities to ensure no double counting) and RTF goods vehicle growth across the model.

### 6.4.1 Flow Difference

Actual flow difference plots are presented in vehicles per hour between the 2041 RC and the 2019 Base Year in Figure 6-2 to Figure 6-9 for the AM and PM peaks. The figures at the wider extent demonstrate changes across the AODM; it is noted that labels are not presented but the bar widths demonstrate the volume of growth. Additional figures show the changes within Medway, with labels rounded to the nearest 10 vehicles.

Some large increases of flow can be seen in the network and are due to new links being coded into the RC and as such all flow on the new link is an increase. The new links coded within the with RC are illustrated in Figure 6-1; red bars in these locations should be ignored.

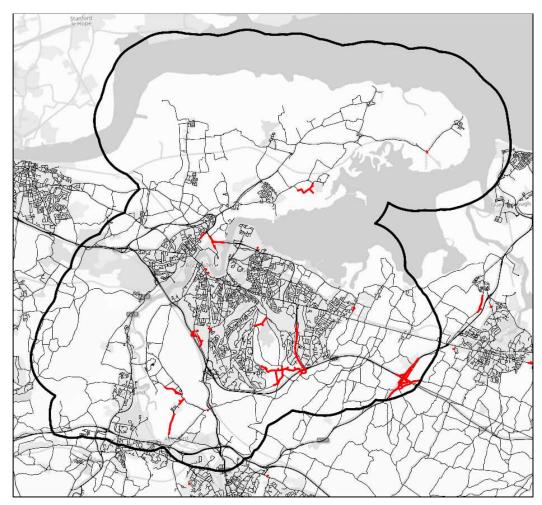


Figure 6-1: RC New Modelled Links

The largest increases in flow between the Base Case and the RC Scenario are seen on main strategic corridors such as the M2, M20, A249 and A229 in both the AM (Figure 6-2 and Figure 6-3) and PM (Figure 6-7 and Figure 6-8) peaks. Growth is observed in Chatham and Gillingham where considerable residential development is forecast alongside growth on the Peninsula with ten committed employment sites greater than 2,000 sqm forecast in this locality. To the east growth is also observed in Rainham, where two large residential sites (Wooleys Orchard (MC22/1474) and Land at Otterham Quay (MC/18/2328)) and one employment site are committed (Former splashes leisure centre (MC/22/0828)). There are reductions in two-way flow using A289 Wulfere Way in both peaks, this is due to the increased delay at this approach; this is discussed further in 6.4.3.

The AM peak sees the largest increase of flow within the AODM travelling westbound on the A2 towards London, whereby up to 2,030 vehicles are observed. Increases of similar magnitude are also observed to the southeast, whereby increases of up to 2,130 two-way vehicles on the M2 are observed surrounding M2 Junction 5.

On the local road network there is an increase flow of 830 vehicles travelling eastbound on A228 Peninsula Way, this is attributed to the considerable growth on the Peninsula from employment sites such as MedwayOne and Grain Business Park. Increased flow travels northbound on A278 Hoath Way (320) serving a high proportion of flow from Maidstone travelling towards employment areas in Gillingham and Medway City Estate.

Network assumptions associated with the 'more than likely' Lidsing site have been included to the southwest of the AODM – this site sits outside of Medway but close to the boundary and is forecast to provide 2,000 dwellings and 140,000 sqm of employment floor space. As part of application, additional road infrastructure is proposed (outlined in 4.2.4). The new development road forming east-west connections with North Dane

Way and M2J5 alongside a new approach arm to the south of the junction (serving approximately 900 two-way flows), this serves flow from areas surrounding Kemsley Street travelling north.

Decreased flow of 210 southwest-bound and 140 northeast-bound is noted on A289 Wulfere Way, there are queues on A289 Hasted Road and A289 Wulfere Way approaches to the Four Elms Hill roundabout of 130 and 62 vehicles respectively. As such, vehicles are rerouting to alternate parallel routes to avoid delay at the junction or approach from a different arm such as via B2000 Lower Rochester Road, Lee Green Road and Hollywood Lane, as shown in Figure 6-4. This is further detailed by the route choice between Strood and Hoo and between Higham and Wainscott in a congested and uncongested network in Figure 6-5 and Figure 6-6, respectively.

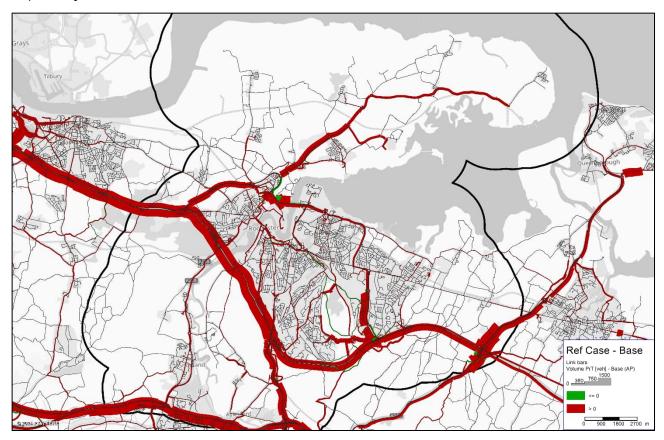


Figure 6-2: Actual Flow RC vs Base, AM Peak, Wider Extent

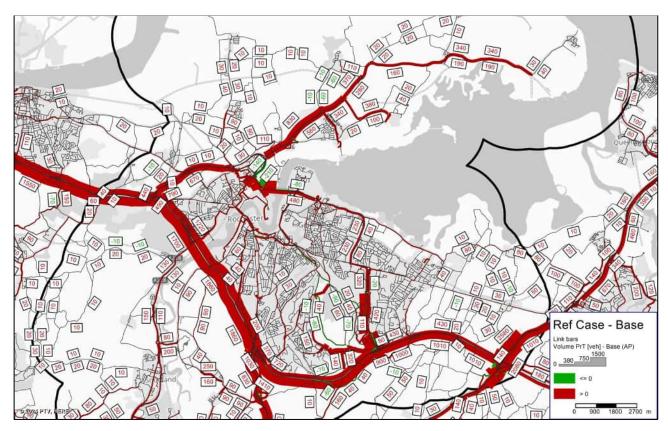


Figure 6-3: Actual Flow RC vs Base, AM Peak, Medway Extent

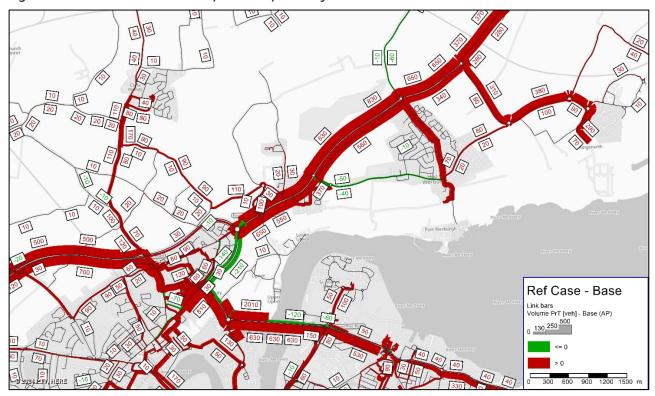


Figure 6-4: Actual Flow RC vs Base, AM Peak, Zoomed Extent

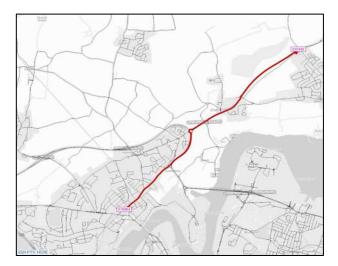




Figure 6-5: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right)





Figure 6-6: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right)

Similar trends are evident in the PM peak, resultant in the growth across the network, as shown in Figure 6-7 and Figure 6-8. There are increases to flow on the A289, A228 and A278 closely matching levels in the AM peak.

Decreases of flow are observed on Shawsted Road with increases of similar magnitude on the parallel Capstone Road; this due to the additional infrastructure forming connections between Capstone Road and North Dane Way creating a more direct north/south connection in this locality.

The delays surrounding Four Elms roundabout result in reduced flow approaching the junction via A289 Wulfere Way of approximately 460 vehicles. A lot of the consented development on the Peninsula is employment, meaning that larger vehicular volumes approach the junction from A228 Four Elms Hill (growth of 820 vehicles) in this peak. The additional demand creates more opposing flow and increased delay in this locality, as with the AM peak. Flow using A289 Wulfere Way in the Base scenario now use alternate parallel routes such as B200 Cooling Road, Iden Road and Benenden Road (Figure 6-9).

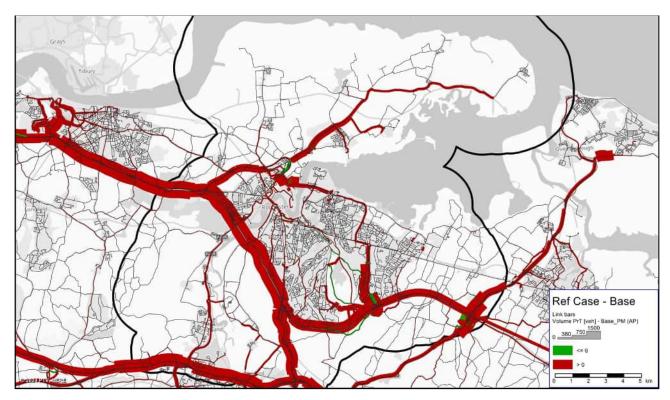


Figure 6-7: Actual Flow RC vs Base, PM Peak, Wider Extent

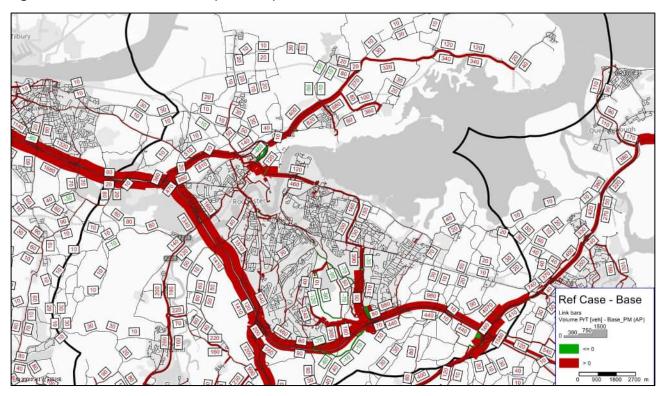


Figure 6-8: Actual Flow RC vs Base, PM Peak, Medway Extent

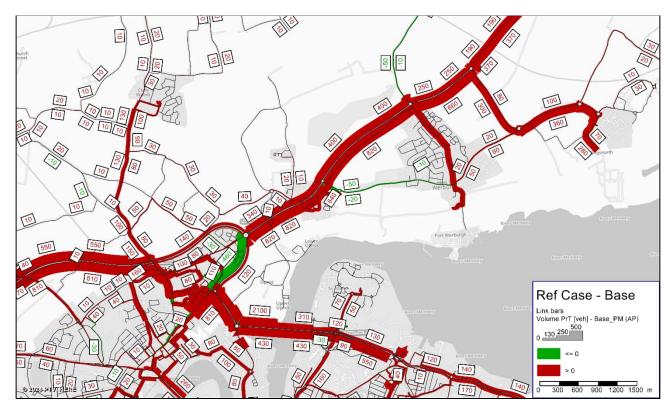


Figure 6-9: Actual Flow RC - Base, PM Peak, Zoomed Extent

In summary, the RC scenario presents growth relative to the Base Year with growth more concentrated in locations where consented growth is planned, as expected. Significant queueing at Four Elms roundabout leads to an overall reduction in vehicle volumes on A289 Wulfere Way compared to the base year, as through-routing vehicles on A289 seek to utilise alternative parallel routes such as Hollywood Lane, B200 Cooling Road, Iden Road and Benenden Road. Vehicles accessing/egressing the Hoo peninsula dominate the demand through Four Elms roundabout as there is considerable growth planned on the peninsula, and there are limited alternative parallel routes. Four Elms roundabout is discussed in more detail in section 6.4.3.

#### 6.4.2 Junction Level of Service

To understand the impact the forecast growth within Medway could have on local junctions, level of service was obtained for the 2041 RC and are shown in Figure 6-10 and Figure 6-11 for the AM and PM peak respectively.

Figure 6-10 details 17 junctions within the AODM that have deteriorated to LoS of C or lower when compared to the base year during the AM peak. There are two junctions that have deteriorated to an LoS D. Three of the junctions that note deterioration are along A2 London Road in Gillingham, this is due to the increased demand using this route resultant from the growth within the area. Alongside this, there is a signalised junction on Rochester Bridge that becomes a junction LoS of D that was a C in the base. It is important to note that there are no junctions operating at LoS E or F. There is one junction that has a LoS improvement in the RC; these are the Best Street/ Clover Street junction, this is likely due to the queues on the Rochester Bridge westbound constraining the total flows accessing the network.

During the PM peak, as illustrated in Figure 6-11, there are 18 junctions that have deteriorated to a junction LoS of C or lower when compared to the PM base year. There are six junctions that have deteriorated to an LoS D – this is four more than was seen in the AM peak. Four of the junctions that note deterioration are along A2 London Road in Gillingham, similar to the AM period. Junctions to the south of Medway in Aylesford see deterioration, this correlates with the committed employment growth forecast at Land Adjacent to B2097 Maidstone Road and BAE Systems Airport Works Marconi Way (MC/21/11286 and MC/22/2990), creating approximately 53,000sqm of employment floorspace. As with the AM peak there are junctions that note an improved level of service, one is located at the A289 Wulfere Way approach to the Four Elms Roundabout, due to the reduced flow able to access the junction in the RC.

The Four Elms Roundabout is noted to have significant queues (Figure 6-12 and Figure 6-13) and, as a result, drivers reroute to parallel routes (Figure 6-2 to Figure 6-9). It is possible that the LoS results are under-representing the issues surrounding this roundabout due to demand avoiding this junction.



Figure 6-10: RC, Junction Level of Service, AM Peak

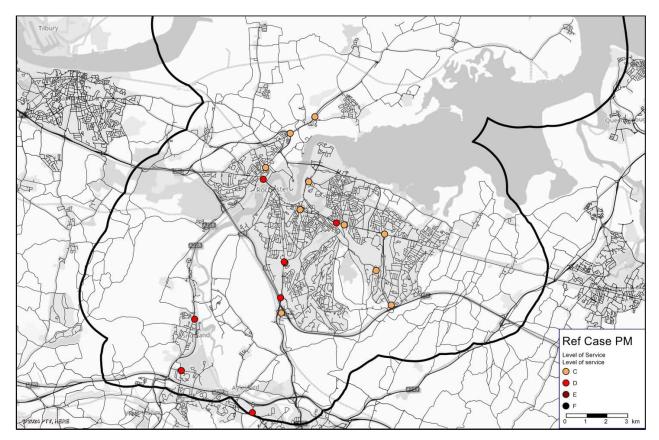


Figure 6-11: RC, Junction Level of Service, PM Peak

### 6.4.3 Modelled Queues

Queue lengths (in vehicles) are presented for the AM and PM peak in the RC (Figure 6-12 and Figure 6-13), the committed growth on the network is forecast to have the biggest impact surrounding the Four Elms Hill roundabout whereby queue lengths of 130 and 62 and 120 and 46 are observed on A289 Hasted Road and A289 Wulfere Way in the AM and PM peak respectively.

Another area of interest is M2 J4 (Gillingham Interchange); the AM peak forecasts a queue length of 78 vehicles on the westbound off-slip and the PM peak shows a queue length of 36 vehicles on northbound A278 Hoath Way between Gillingham Interchange and Sharsted Way / A278 Hoath Way roundabout.

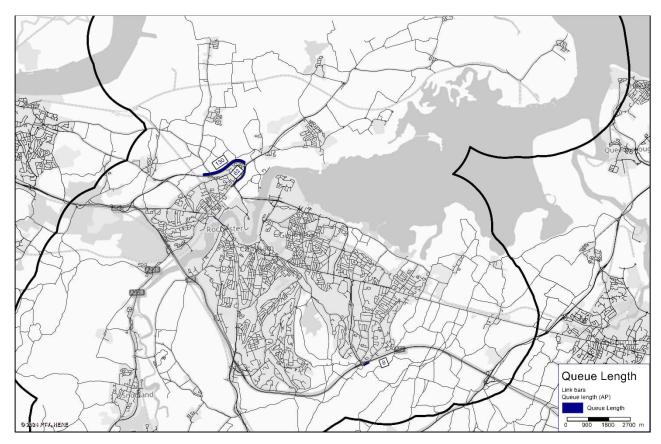


Figure 6-12: RC, Queue Length, AM Peak

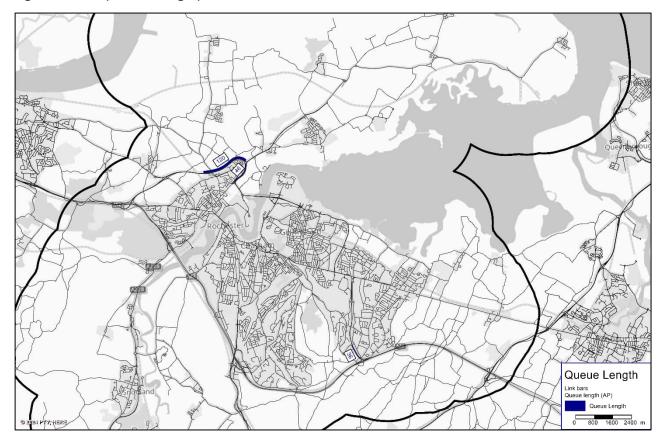


Figure 6-13: RC, Queue Length, PM Peak

### 6.4.4 Link and Turn Volume Capacity Ratio

To understand links and turns that are approaching or exceeding capacity a volume over capacity (V/C) assessment has been undertaken and grouped into four categories;

- <75% well within capacity</li>
- 75% < VC < 85% operating within capacity but approaching 85%
- 85% < VC < 100% operating close to capacity
- >100% operating over capacity.

Figure 6-14 and Figure 6-15 show the link and worst turn V/C performance on the Medway network for the RC in the AM and PM peak respectively. It should be noted that only links and turns with a V/C greater than 75% are displayed in these figures.

During the AM peak there are 36 junctions that have a worst-turn between 75% and 85% V/C within the AODM; these are located around Four Elms Hill and Peninsula way as well as along major strategic roads, such as the A2 and the M2 Blue Bell Hill junction as well as the A228 Rochester Road.

There are 31 junctions with VC between 85-100% however non are exceeding 100% (theoretical capacity). Many of these are again along strategic routes, most prominently the A2. There are again significant concentrations of poorly performing junctions in around the Four Elms Hill roundabout, as well as north of this along Peninsula Way. It is noted that, where appropriate, signal timings at some signalised junctions were optimised (RC scenario only) to re-balance the impacts relative to the forecast growth in demand for each turn however detailed signal modelling has not been undertaken.

Link capacity uses the same methodology as the turn capacity and identifies links within the study area that are approaching capacity. This analysis shows that key strategic routes such as A2 westbound west of M2J1 exceeds capacity on the approach to the A2/ Brewers Road junction, this will attribute to the decreased flow in this locality also. Alongside this, the A228 north of Snodland approaches capacity in the northbound direction and exceeds capacity in the southbound direction, this is resultant from the committed and consented growth in this locality. The links surrounding the mini roundabouts with Brompton Farm Road/ Hollywood Lane in Wainscott are forecast to exceed capacity with a V/C of 119% - 154% - this could be resolved through the identification of a mitigation scheme at Four Elms roundabout.

The PM peak sees the same number of junctions operating close to capacity compared with the AM; there are 36 junctions within the AODM that are between 75% and 85% capacity within the AODM, most of which are located along major roads, such as the A2, the M2 and the A228 Rochester Road, similar to the AM peak. Further, there are also some junctions around Four Elms Hill Roundabout and Peninsula way performing between 75% and 85% capacity as shown in Figure 6-14.

There are 36 junctions that are approaching 85% capacity and 1 that is operating over capacity. Many of these junctions are located along the A2 as well as along the M2, particularly at Blue Bell Hill junction, which is also where the junction that is operating over capacity is located.

Link capacity in the PM peak sees strategic links with the biggest capacity problems, particularly the A2 eastbound and A229 south of Bluebell hill in both directions. This tidal nature to the impact on links is resultant from the residential sites in Snodland and Bredhurst attracting trips and DHL Supply Chain Warehouse in Bluebell Hill producing trips.

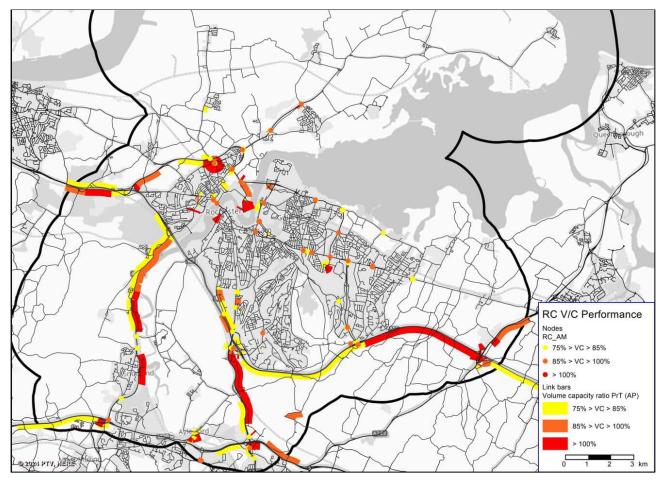


Figure 6-14: RC, Volume Capacity Analysis, AM Peak

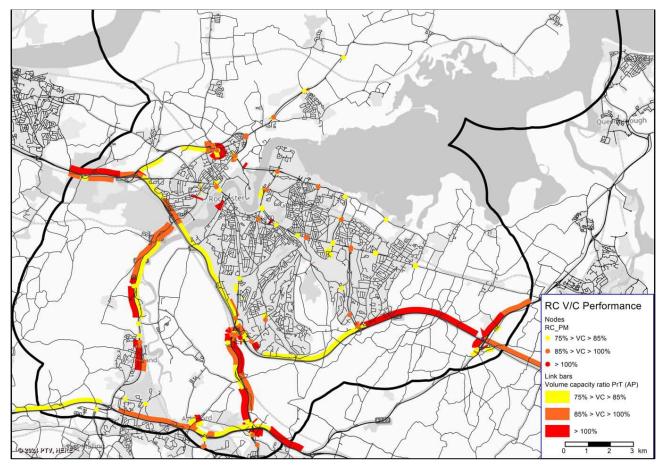


Figure 6-15: RC, Volume Capacity Analysis, PM Peak

# 6.5 Do Something vs Reference Case

The 2041 DS scenario is built upon the RC scenario, with the inclusion of the proposed 20,179 houses and 722,629sqm of employment floorspace in the proposed LP allocations. The only difference between the RC and the DS is the proposed LP demand and associated infrastructure (e.g. access arrangements for explicitly modelled developments).

#### 6.5.1 Flow Difference

Actual flow difference plots are presented in vehicles per hour between the 2041 DS and RC in Figure 6-17 and Figure 6-18 for the AM peak and Figure 6-22 and Figure 6-23 for PM peak. This is to understand the potential impact the LP allocations could have on the existing highway network and identify 'hot-spots' where further investigation and/or mitigations may need to be considered.

Some large increases of flow can be seen in the network and are due to new links being coded into the DS and as such all flow on the new link is an increase, the new links in the network are displayed in Figure 6-16.

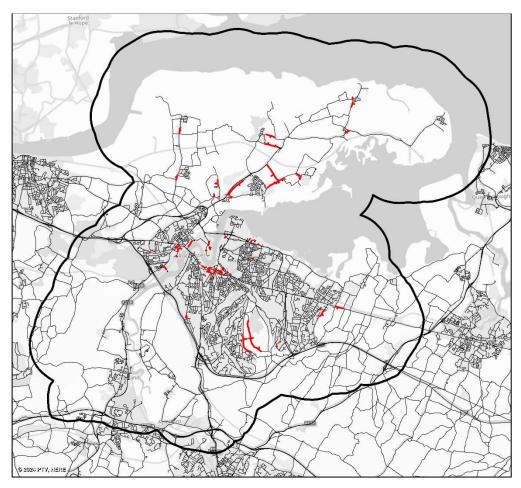


Figure 6-16: DS New Modelled Links

In the AM peak, the flow difference between the DS Scenario and the RC Scenarios shows an overall increase across the AODM (Figure 6-17 and Figure 6-18). The largest flow increase is seen on the Hoo Peninsula in both directions along the A228 and B2001 Grain Road, particularly between the A228 Peninsula Way / Bell's Lane roundabout and Isle of Grain village. There are increases of up to 850 one-way flow which is due to growth associated with LP developments proposed on the Peninsula, as shown in Figure 5-1 and Figure 5-2. As the A228 is the only major road connecting the Hoo Peninsula to Rochester, any growth on the Peninsula will results in changes in flow along this road.

Flows travelling towards the Four Elms Roundabout via A228 Peninsula Way from south of Hoo are seen to choose an alternate route in the DS scenario compared with the RC, this is illustrated by the decreased flow on Bells Lane with mirrored increases on Main Road. The change in routing is resultant from the 850 increases of flow approaching the A228 Peninsula Way / Bell's Lane roundabout from the east (A228 westbound), resulting in those entering the roundabout from the south (Bell's Lane) facing long queues as illustrated in (Figure 6-30). The route choice in an uncongested network without these queues compared with a congested network is displayed in Figure 6-20 and Figure 6-21. The increase in demand on Four Elms Roundabout exacerbates the queueing shown in the RC (shown in Figure 6-12) and as such a greater proportion of vehicles approaching the roundabout from A289 Hasted Road and A289 Wulfere Way, or westbound in reverse, re-route on alternative parallel routes such as B2000 Lower Rochester Road, Hollywood Lane, Town Road and other small residential streets. The significant re-routing leads to an overall reduction in flow on A289 Hasted Road and A289 Wulfere Way in both directions compared to the RC.

Elsewhere in the AODM, there are increases of up to 400 vehicles on M2 eastbound mainline from the J1 approach until J4. In the northbound direction, 350 more trips leave the A229 at Lord Lees Roundabout and join the M2 westbound at J3 in the DS compared to the RC scenario. There are 490 more vehicles leaving the M2 at J1 onto the A289 Hasted Road with the majority of these journeys continuing on to Four Elms Roundabout and the A228 Peninsula Way which is likely to access new LP developments in the area. Decreases of up to 160 actual flows are observed on the M2 westbound in this scenario; this is due to the

delay surrounding the Four Elms roundabout and M2J5 holding flow further in the network. This is further supported when considering the demand flows in this locality (Figure 6-25 ) where growth of 550 flows is observed.

On local roads across Medway, there are some increases in flow which are results of growth associated with LP developments shown in Figure 5-1 and Figure 5-2.

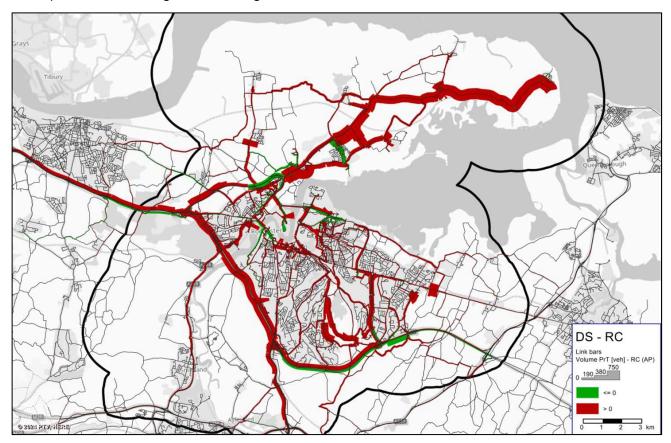


Figure 6-17: Actual Flow Difference, DS vs RC, AM Peak, Wider Extent

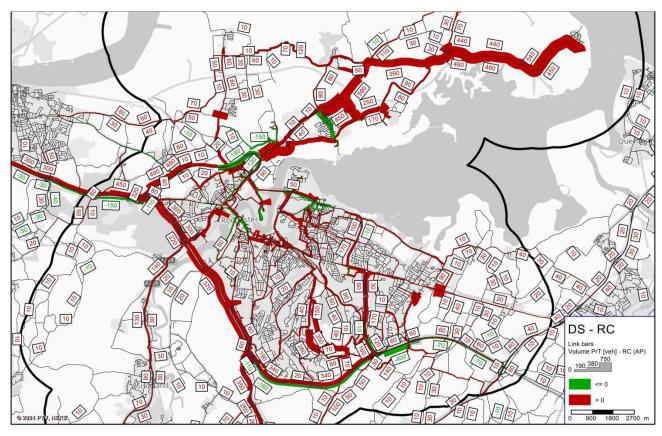


Figure 6-18: Actual Flow Difference, DS vs RC, AM Peak, Medway Extent

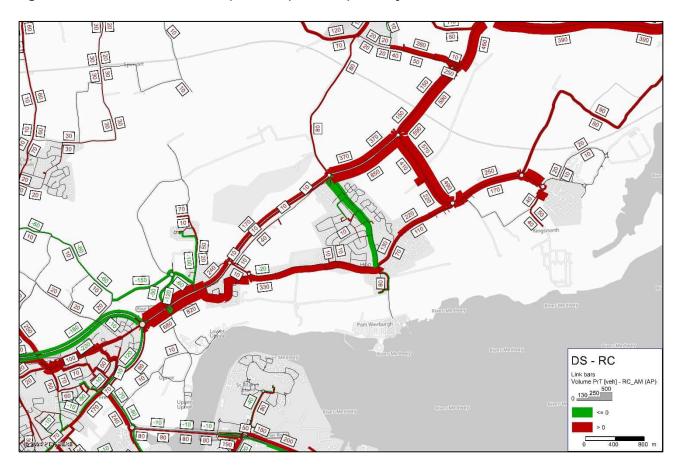


Figure 6-19: Actual Flow Difference, DS vs RC, AM Peak, Closer Extent





Figure 6-20: Route choice in an uncongested network (left) compared with congested network (right)





Figure 6-21: Route choice in an uncongested network (left) compared with congested network (right)

In the PM peak, shown in Figure 6-22 and Figure 6-23, increases in vehicle volumes are presented and generally represent growth in the vicinity of the proposed LP allocations, as shown in Figure 5-1 and Figure 5-2.

The PM peak shows a similar pattern to the AM peak; there is a significant increase in flow between Isle of Grain and A228 Peninsula Way / Bell's Lane roundabout via the A228 Peninsula Way/Ratcliffe Highway and B2001 Grain Road, however, unlike in the AM peak, this is mostly seen in the westbound direction and only small increases are noted in the eastbound direction. This is likely due to trips leaving new employment sites in the east of the Peninsula, as shown in Figure 5-2.

The PM peak shows the same rerouting pattern on Main Road/Bell's Lane surrounding Hoo village (Figure 6-24), with an increase of 500 vehicles joining the A228 at Chattenden via Main Road and 300 fewer vehicles using the A228 Peninsula Way / Bell's Lane roundabout. As with the AM peak, this rerouting is due to the increased flow of 615 vehicles approaching the Bell's Lane roundabout from the A228 eastern arm produced by LP employment sites such as MedwayOne and LP site AS26.

At Four Elms Roundabout, there is a reduction in trips in both directions of the A289 Hasted Road and A289 Wulfere Way arms; approximately 600 and 300 fewer two-way trips, respectively. The roundabout experiences delays and queueing (as shown in Figure 6-33which are exacerbated by higher demand from other arms, therefore vehicles are likely rerouting onto local roads to avoid the junction.

Elsewhere in the AODM, the M2 sees large increases of up to 470 one-way flows. 550 more vehicles exit the M2 at Junction 1 onto A289 Hasted Road and continue to Four Elms Roundabout and further east on the Peninsula. This is likely due to the residential LP sites located across the Peninsula, as shown in Figure 5-1.

On local roads across Medway, there are some increases in flow which are results of growth associated with LP developments.

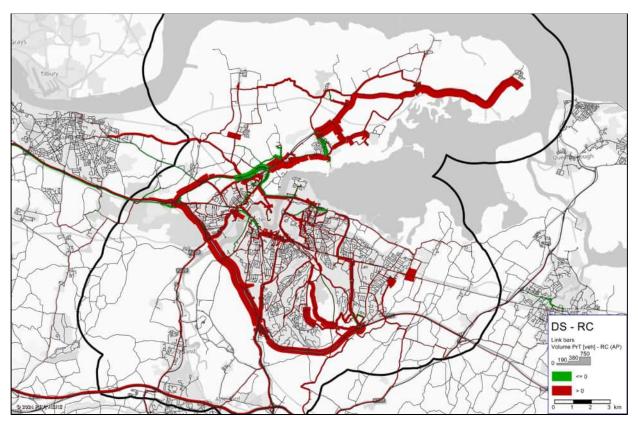


Figure 6-22: Actual Flow Difference, DS vs RC, PM Peak, Wider Extent

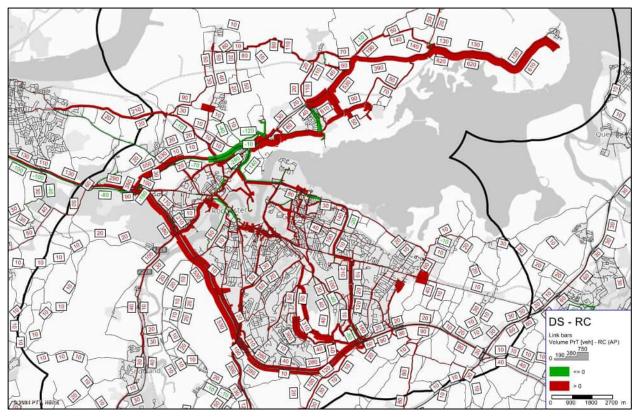


Figure 6-23: Actual Flow Difference, DS vs RC, PM Peak, Medway Extent

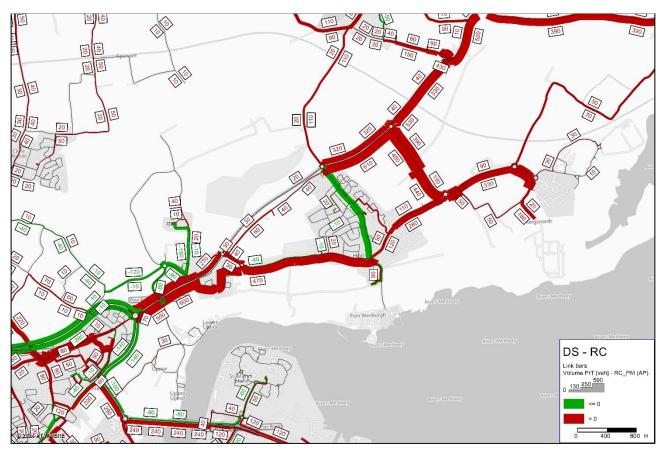


Figure 6-24: Actual Flow Difference, DS vs RC, PM Peak, Closer Extent

#### 6.5.2 Demand Flows

The Medway network has shown to be a highly congested network with the completed and consented growth between the 2019 Base Year and the 2041 planned growth year. As such, not all flow wishing to complete a journey in the peaks identified will enter the network and hence reduction in flow is identified. To ascertain where growth in flow is likely if there was no congestion on the network and determine if/where mitigation may be required, it is important to consider the demand flows.

Demand flow differences between the AM and PM peak are illustrated in Figure 6-25 and Figure 6-27 respectively. In the AM peak, there are increases in flows observed across the majority of the network; particularly on strategic routes such as the A2, M2 and A228 Peninsula Way of 860, 1,070 and 2,610 two-way flows respectively. Large corridors of growth are reflected in key LP employment and resident areas as illustrated in Figure 5-1 and Figure 5-2. Unlike the actual flow plots growth in flows on the A289 Hasted Road approach to the Four Elms Hill roundabout is modelled of up to 340 vehicles, where actual flows show decreases of 180. The actual flow plots show reductions due to the increased queues on this approach resultant in flow routing away from Four Elms roundabout in its entirety. This is illustrated further in Figure 6-26 that shows the route choice from Higham to Rochester in an uncongested network compared to a congested network, additional congestion at the junction is due to the forecast growth (1,100 vehicles) on the Peninsula from sites such as MedwayOne and various residential sites creating larger opposing flow at the junction and increased wait times for flow entering via A289 Hasted Road.

Small reductions of 30 vehicles are evident for the demand flow approaching the M2 Junction 5 via the M2 mainline westbound; this is to a much smaller magnitude to that presented in the actual flow plots (400). The large queues of 334 vehicles extending on the network are holding flow elsewhere on the network from using this road.

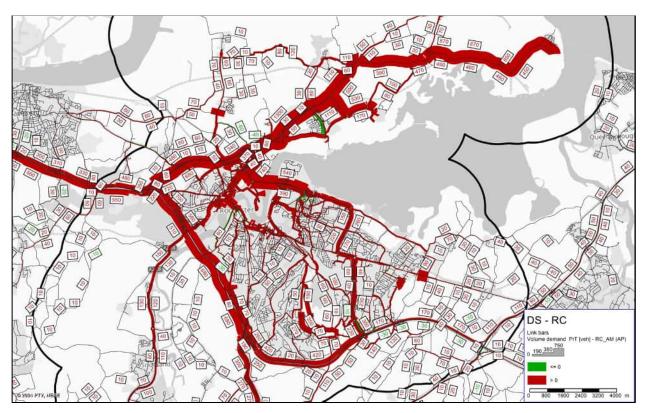


Figure 6-25: Demand Flow Difference, DS vs RC, AM Peak, Medway Extent

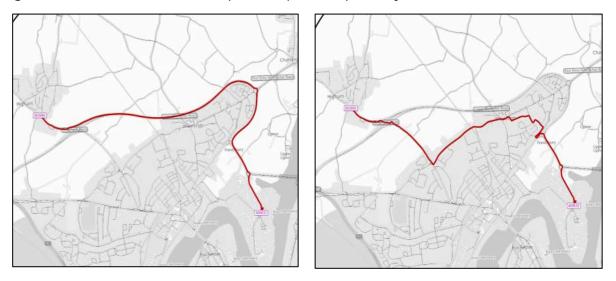


Figure 6-26: Higham to Rochester in an uncongested network (left) compared to congested (right)

Similar trends are present in the PM peak to the AM peak whereby increases in flows observed across the majority of the network; particularly on strategic routes such as the A2, M2 and A228 Peninsula Way of 770, 1,330 and 1,860 two-way flows respectively. Growth is observed on all approaches to Four Elms roundabout and on the A2 mainline westbound. The A2 mainline westbound has increases of 340 demand vehicles compared to the RC, though in the actual flow difference plots (Figure 6-23) there are reductions of 100 vehicles noted; these reductions are resultant from the constraints surrounding Wainscott and Rochester Bridge delaying flow from travelling freely on the network.

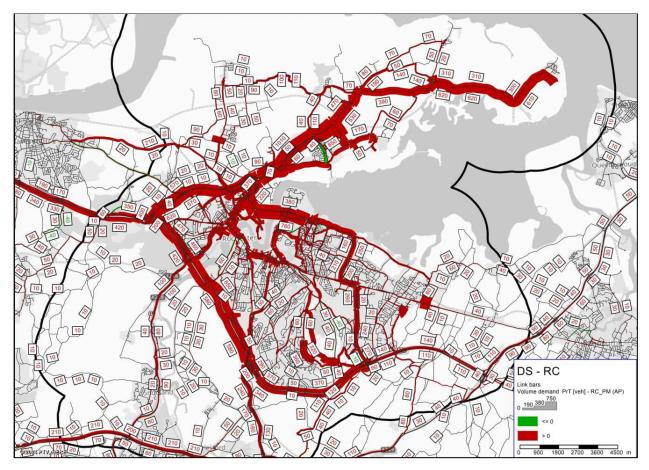


Figure 6-27: Demand Flow Difference, DS vs RC, PM Peak, Medway Extent

#### 6.5.3 Junction Level of Service

To understand the impact of LP allocations within Medway, level of service was obtained for the 2041 DS and compared against the RC scenario. The junction plots are shown in Figure 6-28 and Figure 6-29 for the AM and PM peak respectively and only show those junctions that change in junction LoS between the RC and DS.

Figure 6-28 details 25 junctions within the AODM that have LoS of C or lower when compared to the RC performance during the AM peak. There is one junction that has deteriorated to an LoS F from a C or lower in the RC. Five of the junctions that note deterioration are along A2 London Road in Gillingham, this is due to the increased demand using this route resultant from the growth within the area. Further, there is deterioration around Four Elms Hill and along Ratcliffe Highway on the Peninsula, where junctions perform at LoS E and F.

During the PM peak, as illustrated in Figure 6-29, there are 20 junctions that have a junction LoS of C or lower when compared to the RC. The PM peak shows a very similar picture to the AM.

During the AM peak the Four Elms roundabout sees deterioration in junction performance to LoS C on all approaches except for the Four Elms Hill approach. Due to the congestion on the network the true performance at Four Elms roundabout may not be captured as flow wishing to enter the junction is likely held elsewhere on the network or routes away from the junction. It is important to note that junction LoS is a single measure of junction performance and should be used in conjunction with other measures such as turn and link capacity, delays and rerouting to understand the true impact of flows on the network.

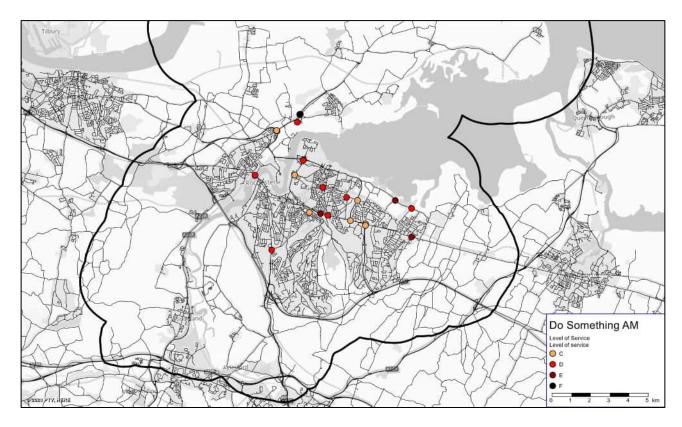


Figure 6-28: DS, Junction Level of Service, AM Peak

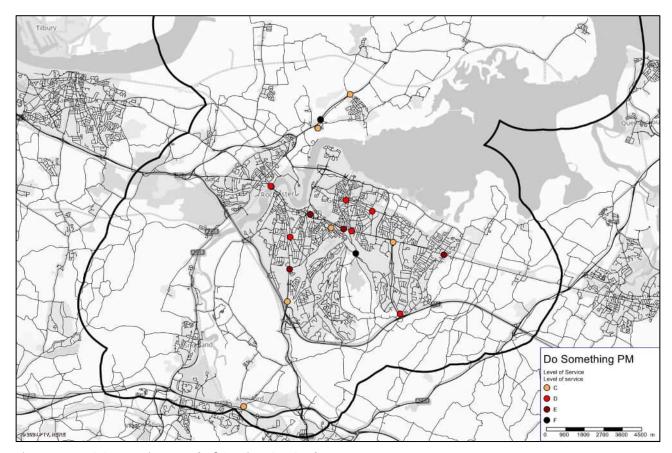


Figure 6-29: DS, Junction Level of Service, PM Peak

### 6.5.4 Queue Difference Plots

Queue difference plots have been produced to show the change in queues in vehicles between the DS and RC scenario. This analysis highlighted there are two major concentrations of queues in Medway in the AM peak (as shown in Figure 6-30); the M2 westbound approach to junction 4 and Four Elms Roundabout area. Growth in queues are also detailed on the Rochester Bridge and A2 London Road, though to a smaller magnitude.

There is an increase in queue length of 324 vehicles on the westbound approach to M2 junction 4 (Gillingham Interchange), and reductions of up to 400 vehicles noted on the mainline carriageway approach to the junction. The link nears capacity (93%) in this scenario, it is considered a combination of the reduced capacity and the increased opposing flow (115 vehicles) further exacerbates the delay at this junction.

Figure 6-31 shows the Four Elms Roundabout area in more detail: on the A289 Hasted Road and A289 Wulfere Way approaches to the junction, there are queue lengths of 442 and 155 more than in the RC scenario, respectively. This is likely due to the increased demand on the roundabout to access LP developments on the peninsula.

Additionally, the A228 Peninsula Way westbound approach to the A228 Peninsula Way / Bell's Lane roundabout sees queue lengths of 325 vehicles. As discussed previously, this is likely due this road being the only viable route between Rochester and the Peninsula, therefore, driver have no viable alternative routes options. This queue is reflected in Figure 6-19 where vehicles from Hoo are rerouting to join the A228 at Chattenden village in order to avoid the A228 / Bell's Lane roundabout.

The DS vs Refence Case PM queue lengths are shown in Figure 6-32 and Figure 6-33; similar delays as the AM peak are noted around the Four Elms Roundabout area, however, unlike the AM there are no significant delays in around the Gillingham Interchange area. On the A289 Hasted Road and A289 Wulfere Way approaches to Four Elms Roundabout, there are significant queues; 572 and 285, respectively. This is likely due to increases in demand on the network generated from large LP sites on the Peninsula.

Similar to the AM peak, the PM peak shows a queue length of 374 vehicles on westbound A228 Peninsula Way from A228 Peninsula Way / Bell's Lane roundabout. The reason for this is likely the same as the queues seen in the AM peak.

The queue difference plots identify the large delays anticipated on A289 Hasted Road and A289 Wulfere Way approaches to the Four Elms roundabout in both peaks. These queues range between 45 and 130 vehicles in the RC scenario (AM and PM peak), and are further exacerbated with the additional LP growth. It is recommended that a mitigation scheme at the junction is identified the junction to bring junction performance in the DS scenario in line with the RC as the network behaviour may not reflect the true impact of the LP or wider rerouting whilst this junction experiences such high levels of delay.

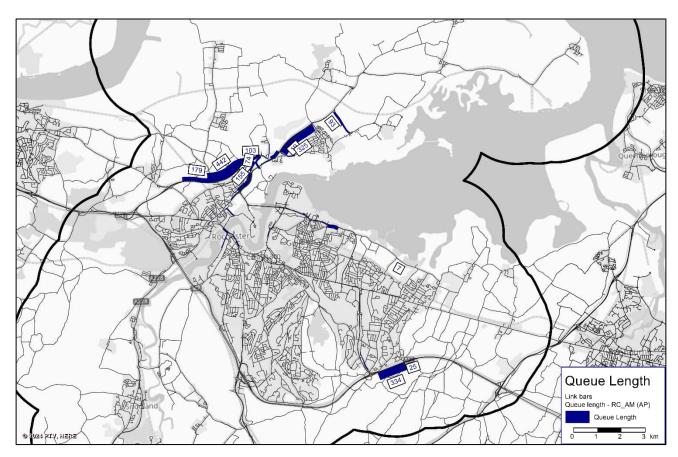


Figure 6-30: Queue Length Difference, DS vs RC, AM Peak, Medway Extent

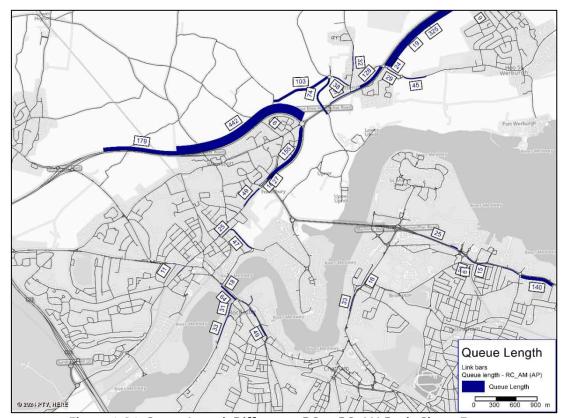


Figure 6-31: Queue Length Difference, DS vs RC, AM Peak, Closer Extent

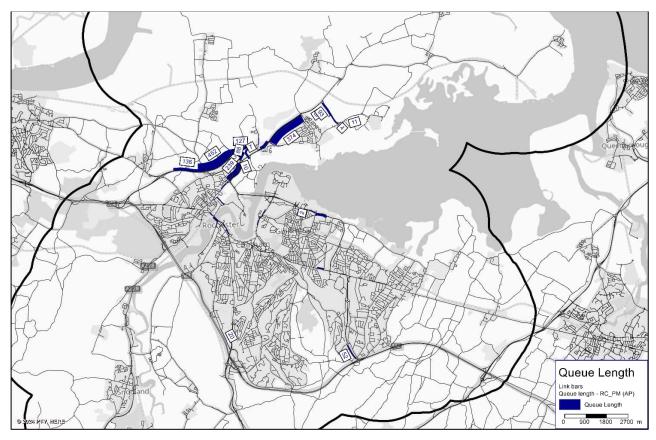


Figure 6-32: Queue Length Difference, DS vs RC, PM Peak, Medway Extent

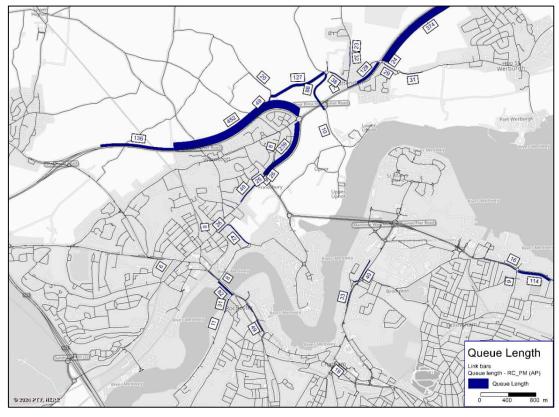


Figure 6-33: Queue Length Difference, DS vs RC, PM Peak, Closer Extent

### 6.5.5 Link and Turn Volume Capacity Ratio

The link and turn volume capacity ratio assessment was undertaken for the DS scenario and uses the same categories as defined in Table 6-6. For the purposes of the comparison only links or turns that have changed (improved or deteriorated) in comparison to the relevant peak in the RC have been displayed.

The AM peak displayed in Figure 6-34 shows 23 junctions deteriorate, compared to the RC, now between 75% and 85% capacity; 3 of which are junctions along the A228 Peninsula Way as well as one along Rochester Bridge and the rest are mostly concentrated around Chatham and Gillingham town centres. There are also 24 that deteriorate that now operate between 85% and 100% capacity, and 5 that are operating over capacity, these are located around the Four Elms Hill roundabout.

Figure 6-49 shows that during the PM peak a total of 47 junctions deteriorate, 22 are now between 75% and 85% capacity; these are mostly concentrated around Chatham and Gillingham town centre, as well as along the M2 near Blue Bell Hill junction. There also are 25 junctions that deteriorate that now operate between 85% and 100% capacity, 5 of these are along the A228 Peninsula Way, and 4 that are operating over capacity, these are located around the Four Elms Hill roundabout.

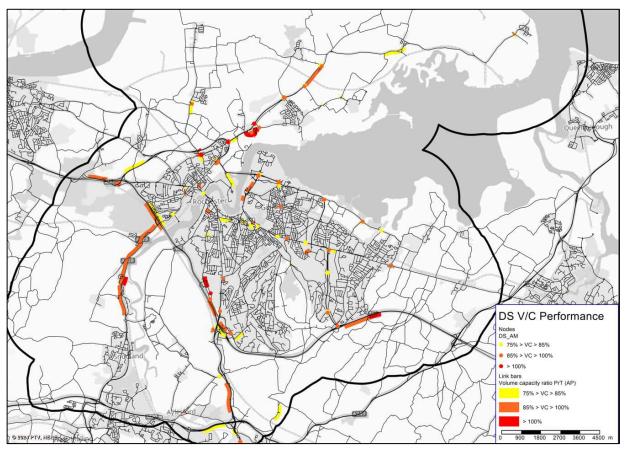


Figure 6-34: DS, Link and Turn V/C, AM Peak

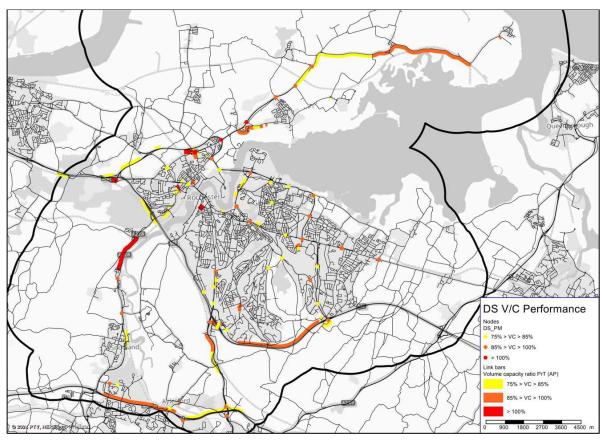


Figure 6-35: DS, Link and Turn V/C, PM Peak

# 6.6 Do Something with LTC vs Reference Case with LTC

DS with LTC compared to RC with LTC is a sensitivity scenario test to ascertain the changes within the Medway network with the implementation of the LTC and whether the impacts of the proposed LP allocations change with the inclusion of LTC.

The 2041 DS scenario with LTC is the same as the DS Scenario, just with the associated LTC infrastructure. This scenario was built upon the RC scenario, with the inclusion of the proposed 20,179 houses and 722,629sqm of employment floorspace in the LP allocations. The only difference between the RC with LTC and the DS with LTC is the proposed LP demand and associated infrastructure (e.g. access arrangements for explicitly modelled developments).

The nature of the results presented for the with LTC scenario are similar to those in the DS vs RC comparison and the text below focuses on where the impacts differ.

### 6.6.1 Flow Difference

Actual flow difference plots are presented in vehicles per hour between the 2041 DS with LTC and 2041 RC with LTC scenarios in Figure 6-36 to Figure 6-38 for the AM peak and Figure 6-39 to Figure 6-41 for the PM peak. This assessment has been undertaken to understand the highway impacts when the LP allocations are in place.

The flow difference results of the DS with LTC vs RC with LTC are very similar to the DS vs RC results in both time periods. In the AM, the 'with LTC' results broadly mirror the 'without LTC' results with significant increases in flow along major strategic roads, such as M2 (in both directions), westbound A289 Hasted Road, and both directions of A288 and B2001 Grain Road. These same results are seen in the PM peak except for the increase in flow along the B2001 Grain Road and A288 is greater in the eastbound direction than the westbound, as is the case in the 'without LTC' results. This is likely due to drivers leaving new LP employment developments around Isle of Grain.

The only significant difference between the 'with LTC' and 'without LTC' results is the magnitude of flow reduction surrounding Four Elms Roundabout in the PM peak. The 'with LTC' comparison has a reduction of 720 two-way flow on the A289 Hasted Road arm which is approximately 200 fewer than the 'without LTC' results. This is because there are increased queues on the A289 Wulfere Way of 108 vehicles in with LTC scenario compared to the without LTC scenario, increasing total delays experienced at the junction.

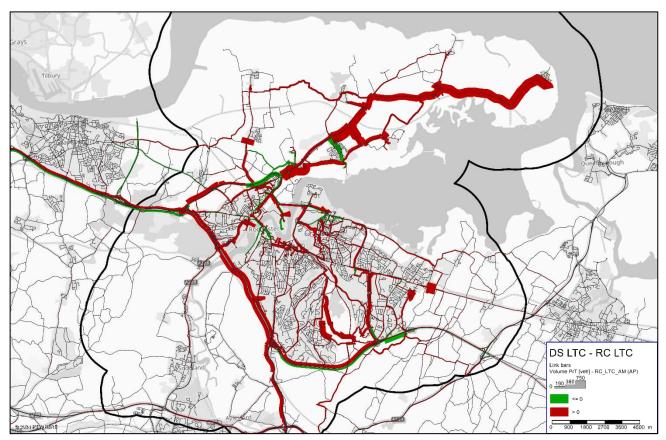


Figure 6-36: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Wider Extent

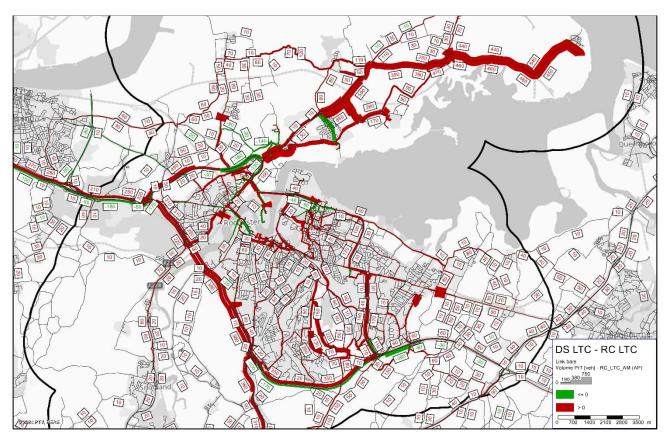


Figure 6-37: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Medway Extent

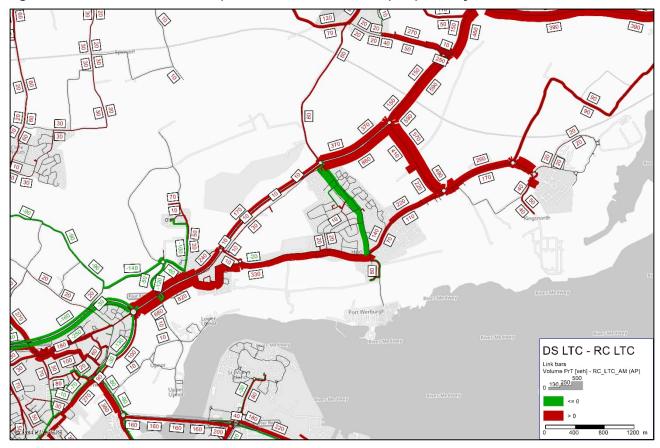


Figure 6-38: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Closer Extent

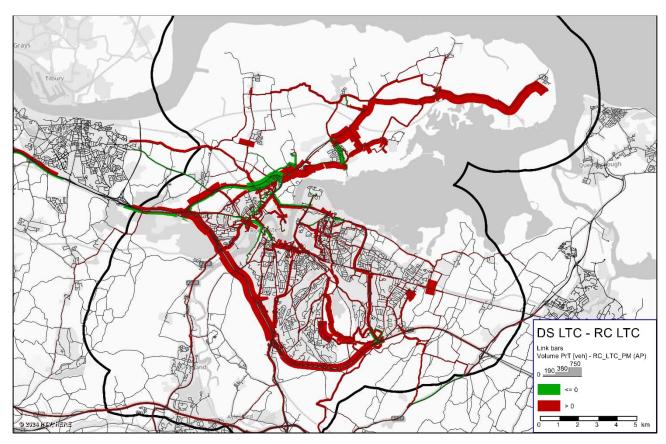


Figure 6-39: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Wider Extent

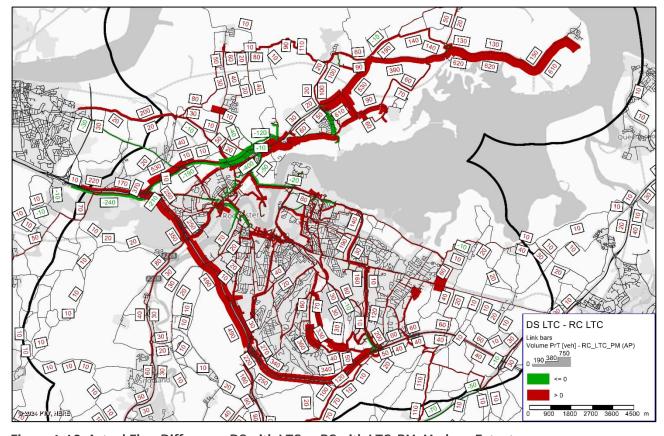


Figure 6-40: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Medway Extent

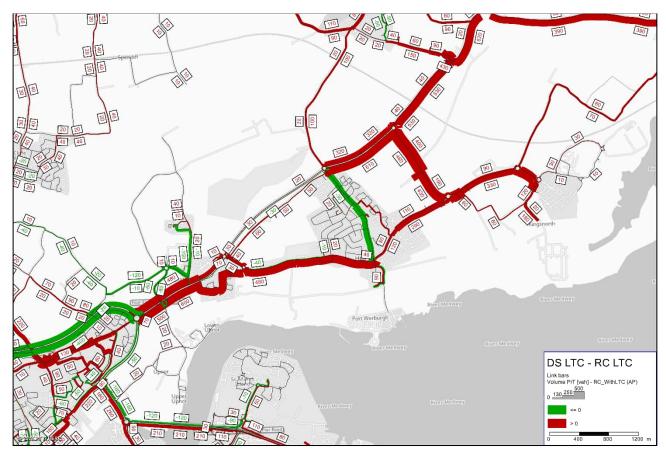


Figure 6-41: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Closer Extent

### 6.6.2 Junction Level of Service

To understand the impact of LP allocations within Medway, level of service was obtained for the 2041 DS with LTC and compared to the RC with LTC scenario. The junction plots are shown in Figure 6-42 and Figure 6-43 for the AM and PM peak respectively.

Figure 6-42 details 26 junctions within the AODM that have LoS of C or lower when compared to the RC performance during the AM peak. The A2 London Road corridor sees six junctions deteriorate to LoS C to E, this is attributed to by the growth forecast in the residential and employment sites in this locality. Alongside this there are three junctions noted to deteriorate along the B2004 Lower Rainham Road.

The DS with LTC results are generally very similar to the DS LoS results (Figure 6-28) but note very slight differences. There are two junctions that have worsened to LoS C in the 'with LTC' compared with the 'without LTC' results; these are in the Walderslade area and at Grange Roundabout, due to the increased demand using these junctions due to the reduction of queues on the A2 London Road eastbound. The junction near Rochester Airport that operates at LoS D in the 'without LTC' scenario improves to LoS C in the 'with LTC' scenario, this improvement is due to a reduction in turn delay on Laker Road.

During the PM peak, as illustrated in Figure 6-43, there are 21 junctions that have a junction LoS of C or lower when compared to the RC. There are two junctions that have deteriorated to an LoS F (that saw no change in the 'without LTC' results); Peninsula Way/Main Road Hoo junction and Ash Tree Lane / Capstone Road junctions, all of which are roundabout junctions, a slight change in balance of flow on approach arms can alter the junction LoS.

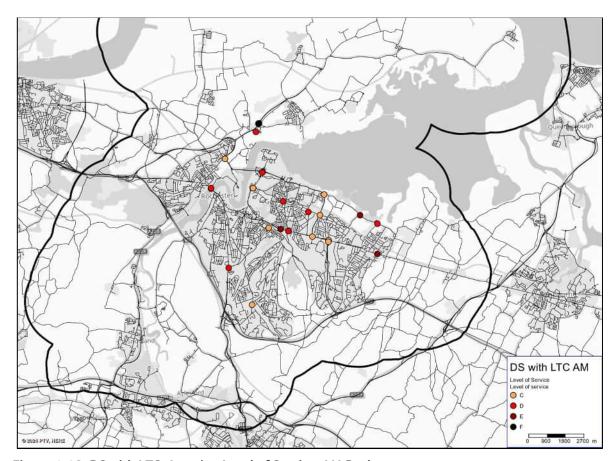


Figure 6-42: DS with LTC, Junction Level of Service, AM Peak



Figure 6-43: DS with LTC, Junction Level of Service, PM Peak

### 6.6.3 Queue Difference Plots

Figure 6-44 and Figure 6-45 show queue differences for DS with LTC scenario compared to RC with LTC scenario for the AM peak. They show that there are two main areas for queues; the westbound mainline approach to M2 Junction 4 (Gillingham Interchange) and around Four Elms Roundabout.

The PM queue lengths are shown in Figure 6-46 and Figure 6-47; queues are concentrated around the Four Elms Roundabout, similar to the AM peak, with large queues noted on the A289 Hasted Road and A289 Wulfere Way approaches to the junction. There is also a significant queue westbound A228 Peninsula Way (324) which is caused by high levels of flow from LP employment sites on the Peninsula to Rochester.

The Gillingham Interchange sees a queue of 77 on the M2 westbound offslip and a queue of 71 on northbound A278 Hoath Way which is likely due to drivers accessing LP residential sites in the nearby area.

There are no noticeable difference between the DS with LTC vs RC with LTC results and the DS vs RC results.



Figure 6-44: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Medway Extent

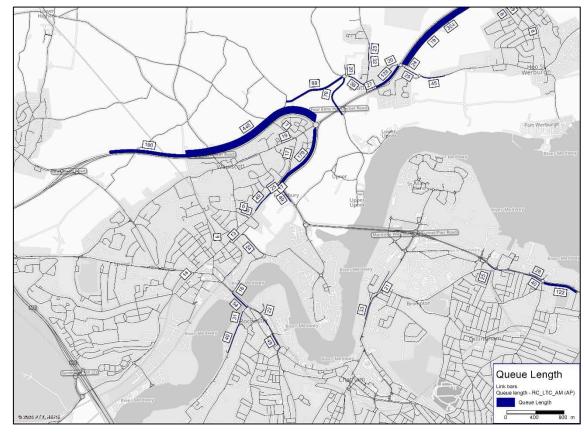


Figure 6-45: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Closer Extent

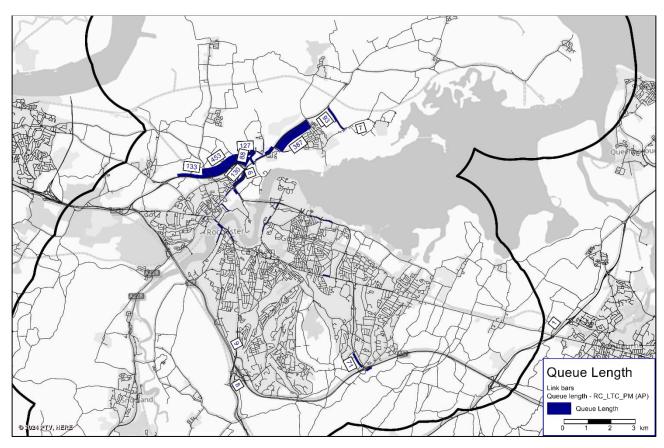


Figure 6-46: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Medway Extent

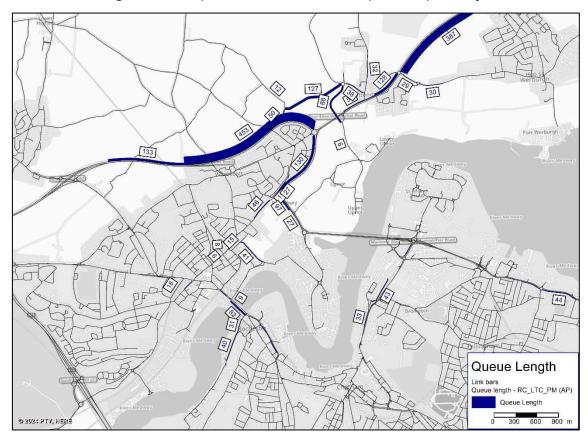


Figure 6-47: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Closer Extent

### 6.6.4 Link and Turn Volume Capacity Ratio

The link and turn volume capacity ratio assessment was undertaken for the DS with LTC scenario and uses the same categories as defined in Table 6-6. For the purposes of the comparison only links or turns that have changed (improved or deteriorated) in comparison to the relevant peak in the RC with LTC have been displayed. This to understand the highway impacts when the LP allocations are in place.

The AM peak displayed in Figure 6-34 shows a total of 51 junctions that deteriorate in the DS with LTC compared to the RC with LTC. There are 18 operating with a capacity between 75% and 85%; 3 of which are junctions along the A228 Peninsula Way as well as one along Rochester Bridge and the rest are mostly concentrated around Chatham and Gillingham town centres. There are also 28 nodes that deteriorate that now operate between 85% and 100% capacity, and 6 that are operating over capacity, these are located around the Four Elms Hill roundabout.

Deterioration is noted on A228 Sundridge Hill northbound approach to M2 J2 and A229 northbound north of M20 J6 operate, both links operate over 100% in the 'with LTC' results whereas these links operate at 85%-100% in the 'without LTC' results. These links are operating close to capacity in the DS without LTC scenarios (~96%) and any small increases in flow result in the link exceeding capacity. This is similar trend apparent at the M2 eastbound mainline between J4 and J3 operates at 75%-85% V/C in the 'with LTC' comparison whereas it operated at <75% in the 'without LTC' scenarios.

Figure 6-49 shows that during the PM peak sees a total of 44 junctions deteriorating compared to the RC; 23, now between 75% and 85% capacity; these are mostly concentrated around Chatham and Gillingham town centre, as well as along the M2 near Blue Bell Hill junction. There is also 17 that deteriorate that now operate between 85% and 100% capacity, 5 of these are along the A228 Peninsula Way, and 3 that are operating over capacity, these are located around the Four Elms Hill roundabout.

When compared to the DS vs RC V/C analysis, A2 westbound approach to M2 J1, westbound A229 Peninsula way near the M2 J1 and M2 eastbound mainline from Junction 2 operate between 85%-100% in the 'with LTC' results which is a deterioration of >10%. There are no significant changes between the results on other links or nodes in the AODM.

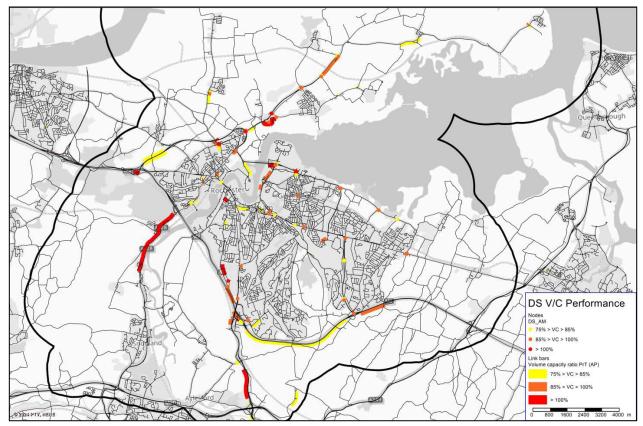


Figure 6-48: DS with LTC, Link and Turn V/C, AM Peak

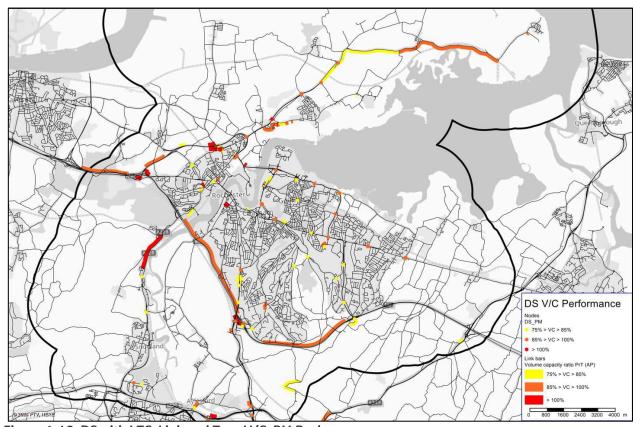


Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak

## 6.7 Summary

This chapter has presented the results of the forecast modelling through the use of flow difference and queue length figures, analysis of junction level of service and calculation of link and worst-turn VC ratio. It is important that the potential impacts of the proposed LP allocations are considered in the context of *all* of the model outputs and that the overall summary informs potential next steps between Reg18 and 19 consultations. It is also noted that the strategic model identifies potential 'hot spots' or areas of congestion and that specific local junction modelling may be required to further understand specific capacity or congestion at a more granular level.

### 6.7.1 Flow Difference

Flow difference plots illustrate the changes of traffic patterns between different scenarios. Results show the expected changes with traffic increasing on main strategic roads such as M2, A229, A289 and A228 due to addition of traffic growth and future developments. The Four Elms Roundabout area is a key area seeing significant increases in traffic flow in all directions.

Given the 22-year growth period between the MTM base year and RC scenario, increases in vehicle volumes across the AODM are broadly expected however the significant amount of committed growth on the Hoo peninsula in addition to strategic growth along the A289 through the study area leads to significant increases in queuing at the Four Elms roundabout. As such, re-routing away from Four Elms roundabout is mirrored by increases in vehicles on local residential street in Wainscott such as Beneden Road, B200 Cooling Road and Hollywood Lane. These impacts are shown in the queue length figures (section 6.4.3) and the overall reduction in vehicles along A289 Wulfere Road (section 6.5.1).

The inclusion of LP allocations in the DS scenario further exacerbates the queuing and associated re-routing at Four Elms roundabout, with the additional demand ultimately being forced to use alternative parallel routes, or join the back of existing queues. As the impacts attributed to Four Elms roundabout are so significant, it is strongly recommended that a mitigation scheme is identified and modelled to determine the impacts of the proposed LP allocations when flow is not being held-up or diverted more accurately as a result of Four Elms.

DS with LTC Scenario shows similar changes in traffic behaviour with increased demand on most strategic roads and some localised rerouting due to queuing at major junctions.

### 6.7.2 Junction Level of Service

Junction level of service shows the performance of each junction within the model using values A-F, A being the best and F being the worst possible value. A definition of each category performance can be found in section 6.3.2.

The analysis of junction level of service highlighted 52 junctions in the Medway AODM area that deteriorate to a LoS C or worse in at least one scenario or peak when comparing the DS scenarios against the RC scenarios. These are summarised in Figure 6-50.

Of the 52 junctions, 23 have deteriorated to LoS D in at least one peak or scenario, these are located across central Rochester as well as in the Snodland area and the Four Elms Roundabout area. It is noted that LoS C represents stable traffic, at or near free flow, therefore only the junctions that have deteriorated to LoS D or worse are summarised in Figure 6-51, as it is possible only junctions worse than LoS D may be considered for mitigation.

Mitigations are only required against the impact of the Local Plan compared to the Forecast Baseline (RC) and as such only those junctions that change compared to the RC in the individual peak are detailed in Table 6-7 and Table 6-8 for AM and PM peak, respectively. It is noted that many of the junctions identified are signalised junctions and a review of the junction layout, stages/phases and optimising signals may help improve overall performance and limit any deterioration in LoS. This will be investigated between Reg18 and 19.

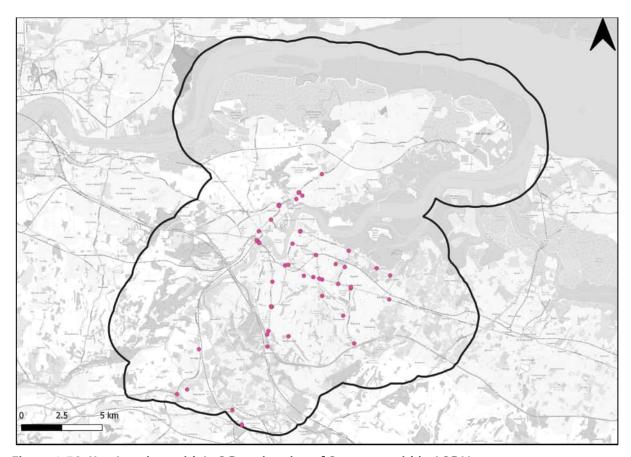


Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODM

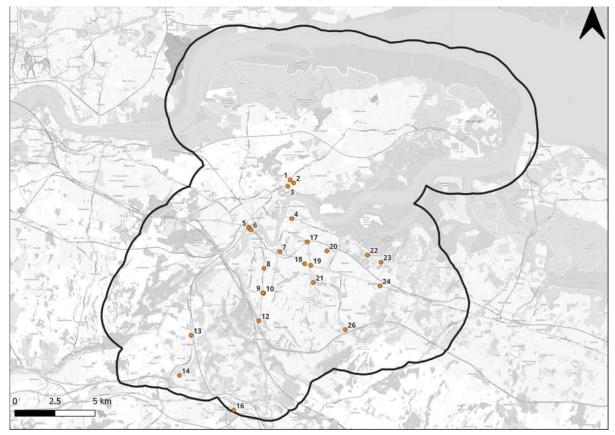


Figure 6-51: Key Junctions with LoS Deterioration of D or worse within AODM

The RC shows there are five junctions within the Medway AODM area that have junction LoS D in the AM peak (with only 2 of these deteriorating relative to the base) and ten with LoS D during the PM peak (7 of which deteriorate compared to the base). There are deteriorations observed on the A2 and the A299 Roman Road/City Way in areas surrounding Snodland. As mentioned previously, there are four junctions showing improvement when compared with the base, these improvements may be due to flow being held elsewhere on the network due to congestion and as such not entering the junction and performance in these locations should be closely monitored once mitigation is identified at Four Elms roundabout.

The DS AM peak shows nine junctions with an LoS D, four with LoS E and one LoS F. Three of the junctions that display deterioration compared to the RC are along A2 London Road in Gillingham, as well as deterioration noted on the Peninsula where there are two junctions performing at LoS C or worse. The A2 High Street/ Canal Road junction is seen to improve to a junction LoS C, though it is important to note this could be due to the congestion elsewhere on the network holding flow from reaching the junction or rerouting away from this area. Several of the junctions presenting a deterioration in LoS between the RC and DS are signalised junctions, and investigation into junction layout, phasing/stages or optimised timings may resolve any issues without substantial mitigation – this will be considered between Reg 18 and 19.

The PM peak sees 12 junctions deteriorate compared to the RC; four deteriorate to an LoS D, four junctions have LoS E and two LoS F, showing a very similar picture to the AM and impacting many of the same junctions. As with the AM peak, several of the junction are deteriorating in the DS scenarios as the queueing at Four Elms roundabout increasing and a higher proportions of vehicles look for alternative routes. LoS deterioration at Dunnock Drive/A228 Peninsula Way and Maid Road Chattenden / Main Road Hoo may be resolved through mitigation and increase capacity at Four Elms roundabout.

The DS with LTC scenario during the AM peak highlights twelve junctions deteriorate compared to the RC with LTC, three of which to an LoS E and one LoS F. During the PM peak there are 12 junctions seen to deteriorate compared to the RC with LTC; three of which perform at LoS E and two at an LoS F. Overall the impact of the proposed LP on junction LoS is very similar in scenario without and with LTC.

Table 6-7: Junction LoS Summary, AM Peak

No	Junction Description	Base	RC D	S	RC with LTC	DS with LTC
1	Dunnock Drive / A228 Peninsula Way					
	Roundabout	-	-	F	-	F
2	Main Road Chattenden / Main Road Hoo	-	-	Е	-	D
3	Hoo Common / Broadwood Road	-	-	D	-	D
4	Maritime Way / A289 Pier Road Westbound	D	С	D	С	D
5	A2 Commercial Road Westbound / Station					
	Road	C	D	D	D	D
6	A2 High Street / Canal Road / Esplanade	D	D	С	D	С
7	A2 Best Street / Clover Street	D	С	С	С	С
9	A229 City Way / A229 Roman Road					
	Eastbound	-	С	D	С	D
10	A229 Roman Road / A230 Horsted Way Southbound / Pilots View	-	D	D	D	D
12	B2097 Rochester Road approach to Lord Lees Roundabout	_	C.	С	С	C
13	A228 Snodland Bypass / Holdborough Road	С			C.	C
16	A20 Coldharbour Lane approach to		_			
10	Coldharbour Roundabout	С	-	_	_	_
17	A231 High Street/ Railway Street	C	C.	D	С	D
18	A2 Chatham Hill / Rock Avenue	C	C	E	С	E
19	A2 Rainham Road / Ash Tree Lane	-	С	D	С	D

No	Junction Description	Base	RC D	S	RC with LTC	DS with LTC
20	Woodlands Road / Cornwallis Avenue / Canadian Avenue	C	ſ	D	C	D
		C	C	D	C	U
22	Lower Rainham Road east of Pump Lane / Cowstead Lane	D	D	Е	D	Е
23	B2004 Lower Rainham Road / Berengrave					
	Lane	С	С	D	C	D
24	A2 High Street / Mierscourt Road	D	D	E	D	E

Table 6-8: Junction LoS Summary, PM Peak

No	Junction Description				RC with	DS with
		Base	RC D	S	LTC	LTC
1	Dunnock Drive / A228 Peninsula Way			_		-
	Roundabout		<u>-</u>	F	-	F
3	Hoo Common / Broadwood Road	-	_	С	-	С
5	A2 Commercial Road / Station Road	С	D	D	D	D
6	A2 High Street / Canal Road / Esplanade	D	D	D	D	D
7	A2 Best Street / Clover Street	D	D	Е	D	Е
8	A229 City / Pattens Lane	С	С	D	С	D
9	A229 City Way / A229 Roman Road Eastbound	-	D	E	D	D
12	B2097 Rochester Road approach to Lord Lees Roundabout	-	D	D	С	D
13	A228 Snodland Bypass / Holdborough Road	С	D	D	D	D
14	Leybourne Way / Gighill Road	С	D	D	D	D
16	A20 Coldharbour Lane approach to Coldharbour Roundabout	С	D	D	D	D
17	A231 High Street/ Railway Street	С	С	D	С	D
18	A2 Chatham Hill / Rock Avenue	С	D	Е	D	Е
19	A2 Rainham Road / Ash Tree Lane	-	С	D	С	D
20	Woodlands Road / Cornwallis Avenue / Canadian Avenue	С	С	D	С	D
21	Capstone Road / Ash Tree Lane Roundabout	-	-	F	-	F
24	A2 High Street / Mierscourt Road	D	D	Е	D	Е
26	Wigmore Road / Deanwood Drive / A278 Maidstone Road	_	С	D	С	D

### 6.7.3 Link and Turn Volume Capacity Ratio

The assessment undertaken was to understand links and turn performance in the AODM, this considered the volume of vehicles on a link/ turn and divided by the capacity. V/C was then summarised into four categories;

- <75%: Operating within capacity
- 75% < V/C < 85%: Operating within capacity but approaching 85%
- 85% < V/C < 100%: Operating close to capacity
- >100%: Over capacity

Turn capacity considered the worst turn at a junction as it is considered that the worst turn will have an impact on the junction performance overall. A summary for turn volume capacity ratio is detailed in Table 6-9; the link volume capacity analysis is included in Appendix G. This analysis considers links and turns that exceed 85% and therefore are considered to approach capacity.

There are 50 junctions that have a worst-turn which deteriorates in the DS AM compared to the RC, these are mostly concentrated along the A228 Sundridge Hill and A228 Peninsula Way as well as the A2 and along Rochester Bridge as well as generally around Chatham and Gillingham town centres. Similar trends are observed in the PM peak whereby 49 junctions deteriorate compared with the RC. The largest deterioration in the AM peak is Ropers Lane / A228 Peninsula Way Roundabout (81%), where it deteriorates from 13% in the RC to 94% in the DS. In the PM peak the largest deterioration is at Hoo Common / Broadwood Road junction (56%) from 16% in the RC to 73% in DS. There are also some improvements, the most significant is shown at Church Street / The Strand Roundabout for both the AM and PM peaks, this is due to the reduction in opposing flow approaching using the junction in this peak.

When comparing DS with LTC AM to RC with LTC PM, there are 50 junctions that deteriorate in the AM and 39 in the PM. There are also some improvements to the V/C junctions across the AODM, and these are presented below in Table 6-9. The most significant improvements are shown at A2 High Street in the PM peak, due to the reductions of flow in this locality.

Table 6-9: Worst Turn Volume Over Capacity

	F	RC	D	S	RC wi	th LTC	DS wit	th LTC	DS	v RC		th LTC
Junction Name	AM	PM	AM	PM	AM	PM	AM	РМ	AM	PM	vs RC AM	w LTC PM
Dux Court Road /												
A228 Peninsula												
Way Roundabout	34%	31%	91%	70%	33%	31%	91%	70%	58%	39%	55%	39%
A228 Peninsula												
Way Northbound /												
Peninsula Way												
Roundabout	83%	84%	94%	96%	83%	84%	94%	96%	11%	12%	11%	13%
B2108 Hoo Road /												
Four Elms												
Roundabout	95%	89%	123%	97%	95%	89%	123%	103%	28%	14%	-4%	8%
Lower Rainham												
Road / Grange												
Roundabout	76%	77%	97%	94%	76%	77%	97%	93%	20%	16%	20%	17%
Hoath Way /												
Bowaters												
Roundabout	85%	88%	90%	92%	85%	88%	90%	92%	6%	4%	6%	4%
A228 Sharnal												
Street / Sharnal												
Street	73%	85%	96%	95%	73%	85%	96%	95%	23%	11%	23%	10%
Hoo Common /												
Broadwood Road	19%	16%	87%	73%	19%	16%	87%	72%	68%	56%	66%	57%

Main Road Hoo   Amount		F	RC	D	S	RC wi	th LTC	DS wit	th LTC	DS v	v RC	DS wi	th LTC
Main Road Hoo / A228 Perinsula Way Roundabout         30%         30%         91%         69%         30%         30%         74%         61%         44%         59%         39%           A289 Hasted Road / Four Elms Roundabout         8.2%         92%         8.8%         92%         8.8%         91%         66%         -1%         3%         0%           High Street / Chatham Hill Roundabout         60%         81%         79%         97%         59%         78%         79%         95%         20%         17%         229         16%           A229 Roman Road B2004 Lower Rainham Road / Grange         88%         81%         79%         79%         41%         85%         47%         69%         59%         59%         79%         59%         20%         17%         229         16%           A229 Roman Road B2004 Lower Rainham Road / Grange         88%         81%         87%         75%         67%         88%         80%         13%         15%         45%         66%         9%         5%         66%         9%         5%         67%         88%         80%         13%         15%         5%         67%         88%         80%         98%         9%         88%         80%         98% </th <th>Junction Name</th> <th></th>	Junction Name												
A228 Peninsula Way Roundabout 30% 30% 30% 91% 69% 30% 30% 91% 74% 61% 44% 55% 39% A289 histed Road / Four Elms Roundabout 82% 92% 88% 92% 82% 92% 88% 91% 60% -1% 3% 0% 0% High Street / Chatham Hill Roundabout 60% 81% 79% 97% 59% 78% 79% 95% 20% 17% 22% 16% A229 Roman Road 80% 41% 85% 47% 79% 41% 85% 47% 69% 59% 59% 50% 50% 50% 50% 50% 50% 50% 50% 50% 50	Main Donald Lon /	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
May Roundabout   30%   30%   91%   69%   30%   30%   91%   74%   61%   44%   55%   39%   A289 HasteR Road   Four Elims   Roundabout   82%   92%   88%   92%   82%   92%   88%   91%   66%   -1%   3%   0%   16%   14%   79%   15%   15%   16%													
AZBP Hasted Road   Four Elms   Four Elms		200/	200/	010/	6.00/	200/	200/	0.10/-	77.04	< 10/ <sub>2</sub>	4.4.04	E E 0/-	200/
Four Elms   Roundabout   Row   Roundabout   Row   Roundabout   Row   R		30%	30%	91%	09%	30%	30%	91%	74%	0170	44%	33%	39%
Roundabout   82%   92%   88%   92%   92%   88%   91%   6%   -1%   3%   0%													
High Street / Chatham Hill   Roundabout   6.0%   8.1%   7.7%   9.7%   7.7%	'	82%	97%	88%	97%	82%	97%	88%	91%	6%	-1%	3%	0%
Chatham Hill Roundabout 60% 81% 79% 97% 59% 59% 78% 79% 95% 20% 17% 22% 16% 222% 16% 2228 Roundabout 80% 41% 85% 47% 79% 41% 85% 47% 6% 5% 5% 6% 6% 8200 4 Lower Rainham Road / Grange Roundabout 76% 66% 88% 81% 75% 67% 88% 80% 13% 13% 15% 15% 15% A229 Maidstone Road 82% 76% 59% 85% 82% 75% 89% 84% 6% 99% 6% 99% Ropers Lane / A228 Peninsula Way Roundabout 13% 46% 94% 99% 13% 46% 94% 99% 81% 53% 81% 53% 10% 10% 10% 10% 10% 10% 10% 10% 10% 10		0270	72 70	0070	7270	0270	72 70	0070	7170	070	1 70	370	0 70
Roundabout   60%   81%   79%   97%   59%   78%   79%   95%   20%   17%   22%   16%													
A229 Roman Road   80%   41%   85%   47%   79%   41%   85%   47%   69%   59%   59%   69%   8004 Lower Rainham Road / Grange Roundabout   76%   66%   88%   81%   75%   67%   88%   80%   13%   13%   15%   15%   15%   A229 Maidstone Road   82%   76%   89%   82%   75%   89%   84%   66%   99%   66%   99%   A228 Panisula Way Roundabout   13%   46%   99%   87%   87%   87%   87%   89%   84%   66%   99%   84%   53%   81%   53%   81%   53%   81%   53%   81%   82%   87%   8		60%	81%	79%	97%	59%	78%	79%	95%	20%	17%	22%	16%
B2004 Lower   Rainham Road   Grange   Roundabout   76%   66%   88%   81%   75%   67%   88%   80%   13%   13%   15%   15%   A229 Maidstone   Road   82%   76%   89%   85%   82%   75%   89%   84%   6%   9%   6%   9%   6%   9%   Ropers Lane   A228 Peninsula   Way Roundabout   13%   46%   94%   99%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   53%   81%   8													
Rainham Road / Grange Roundabout 76% 66% 88% 81% 75% 67% 88% 80% 13% 13% 15% 15% 15% A229 Maidstone Road 82% 76% 89% 85% 82% 75% 89% 84% 6% 9% 6% 9% 6% 9% Ropers Lane / A228 Peninsula Way Roundabout 13% 46% 94% 99% 13% 46% 94% 99% 81% 53% 81% 53% 53% Church Street / The Strand Roundabout 88% 97% 74% 87% 87% 97% 74% 78% 13% 19% 13% 10% A289 Wulfere Way / Four Elms Roundabout 82% 90% 94% 92% 84% 90% 94% 95% 10% 55% 4% 2% Sans Pariel Roundabout 79% 85% 89% 94% 85% 85% 89% 94% 11% 99% 15% 10% A278 Hoath Way / Gillingham Interchange 8% 42% 86% 59% 82% 42% 86% 56% 4% 14% 77% 18% A229 / Taddington Roundabout 76% 110% 78% 116% 67% 107% 78% 114% 11% 77% 18% A278 Hoath Way / Roundabout 79% 96% 85% 95% 79% 96% 85% 97% 6% 10% 7% 11% 6% 11% 11% 11% 11% 11% 11% 11% 11%		80%	41%	85%	47%	79%	41%	85%	47%	6%	5%	5%	6%
Grange Roundabout 76% 66% 88% 81% 75% 67% 88% 80% 13% 13% 15% 15% A229 Maidstone Road 82% 76% 89% 85% 82% 75% 80% 84% 6% 9% 6% 9% 6% 9% A228 Peninsula Way Roundabout 13% 46% 94% 99% 81% 53% 81% 53% 10% A228 Peninsula Way Roundabout 13% 46% 94% 87% 97% 74% 88% 99% 81% 53% 81% 53% 10% A228 Peninsula Way Roundabout 88% 97% 74% 87% 87% 97% 74% 78% 10% 10% A239 Wulfrer Way / Four Elms Roundabout 82% 90% 94% 92% 84% 90% 94% 95% 10% 59% 10% 50% 10% 20% A278 Hoath Way / Gillingham Interchange 8% 42% 86% 59% 82% 42% 86% 56% 4% 11% 99% 15% 10% A229 Yaddington Roundabout 76% 110% 78% 116% 67% 107% 78% 114% 119% 77% 18% B2108 Holywood Lane / B2000 Cooling Road 77% 80% 103% 123% 76% 80% 103% 123% 27% 42% 82% A278 Hoath Way / Roundabout 76% 810% 85% 95% 76% 80% 103% 123% 27% 42% 28% A278 Hoath Way / Roundabout 76% 810% 85% 95% 76% 80% 103% 123% 27% 42% 28% 43% A278 Hoath Way / Roundabout 76% 810% 78% 116% 76% 80% 103% 123% 76% 80% 103% 103% 103% 103% 103% 103% 103% 10													
Roundabout   76%   66%   88%   81%   75%   67%   88%   80%   13%   13%   15%   15%   15%   A229 Maidstone   Road   82%   76%   89%   85%   82%   75%   89%   84%   6%   9%   6%   6	-												
A229 Maidstone   Road   Roy   Roy	•	7.01		0.007	040/	750/	( <del>7</del> 0/	0.007	0.007	420/	420/	450/	4.507
Road		/6%	66%	88%	81%	75%	6/%	88%	80%	13%	13%	15%	15%
Ropers Lane		0.20/	760/	000/	0.50/	0.20/	750/	0.007	0.404	60/	007	<i>(</i> 0/	004
A228 Peninsula Way Roundabout         13%         46%         94%         99%         13%         46%         94%         99%         81%         53%         81%         53%           Church Street / The Strand Roundabout         88%         97%         74%         87%         97%         74%         78%         13%         19%         13%         10%           A289 Wulfere Way / Four Elms         80%         90%         94%         90%         94%         95%         10%         5%         4%         2%           Sans Pariel Roundabout         79%         85%         89%         94%         78%         85%         89%         94%         11%         9%         15%         10%           Sans Pariel Roundabout         79%         85%         89%         94%         78%         85%         89%         94%         11%         9%         15%         10%           A278 Hoath Way / Gillingham         100         78%         116%         67%         107%         78%         114%         11%         7%         11%         6%           A229 / Taddington Roundabout         76%         110%         78%         116%         78%         103%         123%         27%		82%	76%	89%	85%	82%	75%	89%	84%	6%	9%	6%	9%
Way Roundabout         13%         46%         94%         99%         13%         46%         94%         99%         81%         53%         81%         53%           Church Street / The Strand Roundabout         88%         97%         74%         87%         87%         72%         78%         13%         19%         13%         10%           A289 Wulfere Way / Four Elms         Roundabout         82%         90%         94%         92%         84%         90%         94%         95%         10%         59%         4%         2%           Sans Pariel Roundabout         79%         85%         89%         94%         78%         85%         89%         94%         11%         99%         15%         10%           A278 Hoath Way / Gillingham Interchange         8%         42%         86%         59%         82%         42%         86%         56%         4%         11%         77%         18%           A229 / Taddington Roundabout         76%         110%         78%         116%         67%         107%         78%         114%         11%         77%         11%         6%           A278 Hoath Way / A278 Hoath Way / A278 Hoath Way Roundabout         79%         96%	•												
Church Street / The Strand Roundabout   88%   97%   74%   87%   87%   97%   74%   78%   13%   19%   13%   10%   10%		1206	4606	0 / 0/2	00%	130%	460%	0 / 0/2	00%	Q 10%	53%	Q 10/ <sub>6</sub>	530%
Strand Roundabout         88%         97%         74%         87%         97%         74%         78%         13%         19%         13%         10%           A289 Wulfere Way / Four Elms Roundabout         82%         90%         94%         92%         84%         90%         94%         95%         10%         5%         4%         2%           Sans Pariel Roundabout         79%         85%         89%         94%         78%         85%         89%         94%         11%         9%         15%         10%           A278 Hoath Way / Gillingham Interchange         8%         42%         86%         59%         82%         42%         86%         56%         4%         14%         77%         18%           A229 / Taddington Roundabout         76%         110%         78%         116%         67%         107%         78%         114%         11%         77%         11%         6%           B2108 Holywood Lane / B2000         2000         2000         77%         80%         123%         76%         80%         103%         123%         27%         42%         28%         43%           B2108 Holywood Lane / B2108         80         15%         85%         95%		1370	4070	7470	9970	1370	4070	7470	9970	0 1 70	3370	0 1 70	3370
A289 Wulfere Way   Four Elms   Roundabout   82%   90%   94%   92%   84%   90%   94%   95%   10%   5%   4%   2%   28%   53ns Pariel   Roundabout   79%   85%   89%   94%   78%   85%   89%   94%   11%   99%   15%   10%   A278 Hoath Way   Gillingham   Interchange   8%   42%   86%   59%   82%   42%   86%   56%   4%   14%   77%   18%   A229 / Taddington   Roundabout   76%   110%   78%   116%   67%   107%   78%   114%   11%   7%   11%   6%   82108 Holywood   Lane / B2000   Cooling Road   77%   80%   103%   123%   76%   80%   103%   123%   27%   42%   28%   43%   A278 Hoath Way   Roundabout   79%   96%   85%   95%   79%   96%   85%   97%   6%   1%   7%   11%   80%   82108 Holywood   Lane / B2108 Brompton Farm   Road / B2000   Lower Rochester   Road   87%   94%   113%   126%   85%   91%   113%   123%   28%   32%   26%   32%   A228 Peninsula   Way / Bell's Lane   49%   67%   92%   98%   49%   67%   92%   98%   43%   31%   43%   31%   A23%   A248	-	88%	97%	74%	87%	87%	97%	74%	78%	13%	19%	13%	10%
Four Elms		0070	7170	7 - 70	0170	0170	7170	7-70	1070	1370	1270	1370	1070
Roundabout         82%         90%         94%         92%         84%         90%         94%         95%         10%         5%         4%         2%           Sans Pariel Roundabout         79%         85%         89%         94%         78%         85%         89%         94%         11%         9%         15%         10%           A278 Hoath Way / Gillingham Interchange         8%         42%         86%         59%         82%         42%         86%         56%         4%         14%         77%         18%           A229 / Taddington Roundabout         76%         110%         78%         116%         67%         107%         78%         114%         11%         7%         11%         6%           B2108 Hollywood Lane / B2000         77%         80%         103%         123%         76%         80%         103%         123%         27%         42%         28%         43%           A278 Hoath Way / A278 Hoath Way Roundabout         79%         96%         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           B2108 Holywood Lane / B2108         87%         94%         113%         126%	_												
Sans Pariel Roundabout 79% 85% 89% 94% 78% 85% 89% 94% 11% 9% 15% 10% A278 Hoath Way / Gillingham Interchange 8% 42% 86% 59% 82% 42% 86% 56% 4% 14% 77% 18% A229 / Taddington Roundabout 76% 110% 78% 116% 67% 107% 78% 114% 11% 7% 11% 6% B2108 Holywood Lane / B2000 Cooling Road 77% 80% 103% 123% 76% 80% 103% 123% 27% 42% 28% 43% A278 Hoath Way / A278 Hoath Way Roundabout 76% 85% 95% 79% 96% 85% 97% 6% 10% 77% -1% B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road 87% 94% 113% 126% 85% 91% 113% 123% 28% 32% 26% 32% A228 Peninsula Way / Bell's Lane 49% 67% 92% 98% 49% 67% 92% 98% 43% 31% 43% 31% Rochester Road / Laker Road 79% 71% 91% 74% 81% 73% 91% 77% 72% -8% -9% -7% 13% Railway Street /	•	82%	90%	94%	92%	84%	90%	94%	95%	10%	5%	4%	2%
Roundabout         79%         85%         89%         94%         78%         85%         89%         94%         11%         9%         15%         10%           A278 Hoath Way / Gillingham         B8%         42%         86%         59%         82%         42%         86%         56%         4%         14%         77%         18%           A229 / Taddington Roundabout         76%         110%         78%         116%         67%         107%         78%         114%         11%         7%         11%         6%           B2108 Holywood Lane / B2000         77%         80%         103%         123%         76%         80%         103%         123%         27%         42%         28%         43%           A278 Hoath Way / A278 Hoath Way Roundabout         79%         96%         85%         95%         79%         96%         85%         97%         6%         10         7%         -1%           B2108 Holywood Lane / B2108 Brompton Farm Road / B2000         10         12         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           A228 Peninsula Way / Bell's Lane         87%         94%         12		0270	7070	7 1 7 0	, 2, 0	0 170	7 0 70	7 170	7 3 70	1070	3,0	.,,	270
A278 Hoath Way		79%	85%	89%	94%	78%	85%	89%	94%	11%	9%	15%	10%
Gillingham Interchange													
A229 / Taddington Roundabout 76% 110% 78% 116% 67% 107% 78% 114% 11% 7% 111% 6% B2108 Holywood Lane / B2000 Cooling Road 77% 80% 103% 123% 76% 80% 103% 123% 27% 42% 28% 43% A278 Hoath Way / A278 Hoath Way Roundabout 79% 96% 85% 95% 79% 96% 85% 97% 66% 1% 7% -1% B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road 87% 94% 113% 126% 85% 91% 113% 123% 28% 32% 26% 32% A228 Peninsula Way / Bell's Lane 49% 67% 92% 98% 49% 67% 92% 98% 43% 31% 43% 31% Rochester Road 79% 71% 91% 74% 81% 73% 91% 79% 9% 6% 10% 4% A2 High Street Westbound / Canal Road 86% 82% 77% 68% 85% 81% 77% 72% -8% -9% -7% 13% Railway Street /	-												
Roundabout         76%         110%         78%         116%         67%         107%         78%         114%         11%         7%         11%         6%           B2108 Holywood Lane / B2000         77%         80%         103%         123%         76%         80%         103%         123%         27%         42%         28%         43%           A278 Hoath Way / A278 Hoath Way Roundabout         79%         96%         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           B2108 Holywood Lane / B2108         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           Brompton Farm Road / B2000         10wer Rochester         87%         94%         113%         126%         85%         91%         113%         123%         28%         32%         26%         32%           A228 Peninsula Way / Bell's Lane         49%         67%         92%         98%         49%         67%         92%         98%         43%         31%         43%         31%           Rochester Road / Laker Road         79%         71%         91%         74%         8	Interchange	8%	42%	86%	59%	82%	42%	86%	56%	4%	14%	77%	18%
B2108 Holywood Lane / B2000 Cooling Road 77% 80% 103% 123% 76% 80% 103% 123% 27% 42% 28% 43% A278 Hoath Way / A278 Hoath Way Roundabout 79% 96% 85% 95% 79% 96% 85% 97% 6% 1% 7% -1% B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road 87% 94% 113% 126% 85% 91% 113% 123% 28% 32% 26% 32% A228 Peninsula Way / Bell's Lane 49% 67% 92% 98% 49% 67% 92% 98% 43% 31% 43% 31% Rochester Road / Laker Road 79% 71% 91% 74% 81% 73% 91% 79% 9% 6% 10% 4% A2 High Street Westbound / Canal Road 86% 82% 77% 68% 85% 81% 77% 72% -8% -9% -7% 13% Railway Street /	A229 / Taddington												
Lane / B2000 Cooling Road 77% 80% 103% 123% 76% 80% 103% 123% 27% 42% 28% 43% A278 Hoath Way / A278 Hoath Way Roundabout 79% 96% 85% 95% 79% 96% 85% 97% 6% 1% 7% -1% B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road 87% 94% 113% 126% 85% 91% 113% 123% 28% 32% 26% 32% A228 Peninsula Way / Bell's Lane 49% 67% 92% 98% 49% 67% 92% 98% 43% 31% 43% 31% Rochester Road / Laker Road 79% 71% 91% 74% 81% 73% 91% 79% 9% 6% 10% 4% A2 High Street Westbound / Canal Road 86% 82% 77% 68% 85% 81% 77% 72% -8% -9% -7% 13% Railway Street /	Roundabout	76%	110%	78%	116%	67%	107%	78%	114%	11%	7%	11%	6%
Cooling Road         77%         80%         103%         123%         76%         80%         103%         123%         27%         42%         28%         43%           A278 Hoath Way / A278 Hoath Way Roundabout         79%         96%         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road         87%         94%         113%         126%         85%         91%         113%         123%         28%         32%         26%         32%           A228 Peninsula Way / Bell's Lane         49%         67%         92%         98%         49%         67%         92%         98%         49%         67%         92%         98%         43%         31%         43%         31%           Rochester Road / Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%	B2108 Holywood												
A278 Hoath Way / A278 Hoath Way       79%       96%       85%       95%       79%       96%       85%       97%       6%       1%       7%       -1%         B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road       87%       94%       113%       126%       85%       91%       113%       123%       28%       32%       26%       32%         A228 Peninsula Way / Bell's Lane       49%       67%       92%       98%       49%       67%       92%       98%       49%       73%       91%       79%       9%       6%       10%       4%         A2 High Street Westbound / Canal Road       86%       82%       77%       68%       85%       81%       77%       72%       -8%       -9%       -7%       13%													
A278 Hoath Way         79%         96%         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road         1		77%	80%	103%	123%	76%	80%	103%	123%	27%	42%	28%	43%
Roundabout         79%         96%         85%         95%         79%         96%         85%         97%         6%         1%         7%         -1%           B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road         87%         94%         113%         126%         85%         91%         113%         123%         28%         32%         26%         32%           A228 Peninsula Way / Bell's Lane         49%         67%         92%         98%         49%         67%         92%         98%         49%         67%         92%         31%         43%         31%         43%         31%           Rochester Road / Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%	•												
B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road 87% 94% 113% 126% 85% 91% 113% 123% 28% 32% 26% 32% A228 Peninsula Way / Bell's Lane 49% 67% 92% 98% 49% 67% 92% 98% 43% 31% 43% 31% Rochester Road / Laker Road 79% 71% 91% 74% 81% 73% 91% 79% 9% 6% 10% 4% A2 High Street Westbound / Canal Road 86% 82% 77% 68% 85% 81% 77% 72% -8% -9% -7% 13% Railway Street /	_												
Lane / B2108       Brompton Farm       Road / B2000       Brompton Farm       Brompton Farm       Road / B2000       Brompton Farm       Brown Farm		79%	96%	85%	95%	79%	96%	85%	97%	6%	1%	7%	-1%
Brompton Farm Road / B2000 Lower Rochester Road 87% 94% 113% 126% 85% 91% 113% 123% 28% 32% 26% 32%  A228 Peninsula Way / Bell's Lane 49% 67% 92% 98% 49% 67% 92% 98% 43% 31% 43% 31%  Rochester Road / Laker Road 79% 71% 91% 74% 81% 73% 91% 79% 9% 6% 10% 4%  A2 High Street Westbound / Canal Road 86% 82% 77% 68% 85% 81% 77% 72% -8% -9% -7% 13%  Railway Street /													
Road / B2000         Lower Rochester         Road         87%         94%         113%         126%         85%         91%         113%         123%         28%         32%         26%         32%           A228 Peninsula         Way / Bell's Lane         49%         67%         92%         98%         49%         67%         92%         98%         43%         31%         43%         31%           Rochester Road / Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%													
Lower Rochester         87%         94%         113%         126%         85%         91%         113%         123%         28%         32%         26%         32%           A228 Peninsula         49%         67%         92%         98%         49%         67%         92%         98%         43%         31%         43%         31%           Way / Bell's Lane         49%         67%         92%         98%         49%         67%         92%         98%         43%         31%         43%         31%           Rochester Road / Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%           Railway Street /         1													
Road         87%         94%         113%         126%         85%         91%         113%         123%         28%         32%         26%         32%           A228 Peninsula         Way / Bell's Lane         49%         67%         92%         98%         49%         67%         92%         98%         43%         31%         43%         31%           Rochester Road / Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street         Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%           Railway Street /         1													
A228 Peninsula       49%       67%       92%       98%       49%       67%       92%       98%       43%       31%       43%       31%         Rochester Road / Laker Road       79%       71%       91%       74%       81%       73%       91%       79%       9%       6%       10%       4%         A2 High Street       Westbound / Canal Road       86%       82%       77%       68%       85%       81%       77%       72%       -8%       -9%       -7%       13%         Railway Street /       1 <td< td=""><td></td><td>Q 70%</td><td>91.0%</td><td>1120/</td><td>176%</td><td>Q50%</td><td>910/</td><td>1120/</td><td>173%</td><td>7,00%</td><td>370%</td><td>2604</td><td>370%</td></td<>		Q 70%	91.0%	1120/	176%	Q50%	910/	1120/	173%	7,00%	370%	2604	370%
Way / Bell's Lane       49%       67%       92%       98%       49%       67%       92%       98%       43%       31%       43%       31%         Rochester Road / Laker Road       79%       71%       91%       74%       81%       73%       91%       79%       9%       6%       10%       4%         A2 High Street Westbound / Canal Road       86%       82%       77%       68%       85%       81%       77%       72%       -8%       -9%       -7%       13%         Railway Street /       86%       82%       77%       68%       85%       81%       77%       72%       -8%       -9%       -7%       13%		0170	J+ 70	70 د ۱ ۱	12070	0.570	Z 1 70	70 د ۱۱	12370	2070	JZ 70	2070	J Z /0
Rochester Road / Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%           Railway Street /         86%         82%         77%         85%         81%         77%         72%         -8%         -9%         -7%         13%		49%	67%	92%	98%	49%	67%	92%	98%	43%	31%	43%	31%
Laker Road         79%         71%         91%         74%         81%         73%         91%         79%         9%         6%         10%         4%           A2 High Street Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%           Railway Street /         86%         85%         81%         85%         81%         77%         72%         -8%         -9%         -7%         13%		,0	2.70	/ 0	- 3 / 0	11,0	2 . 70	/ -	. 3 / 0	.5,70	2.70	.570	
A2 High Street       Westbound / Canal Road       86%       82%       77%       68%       85%       81%       77%       72%       -8%       -9%       -7%       13%         Railway Street /       86%       82%       77%       86%       85%       81%       77%       72%       -8%       -9%       -7%       13%	-	79%	71%	91%	74%	81%	73%	91%	79%	9%	6%	10%	4%
Westbound / Canal Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%           Railway Street /         86%         85%         81%         77%         72%         -8%         -9%         -7%         13%			, , ,				- , -		. , , -				
Road         86%         82%         77%         68%         85%         81%         77%         72%         -8%         -9%         -7%         13%           Railway Street /	_												_
Railway Street /		86%	82%	77%	68%	85%	81%	77%	72%	-8%	-9%	-7%	13%
· · · · · · · · · · · · · · · · · · ·													
	High Street	70%	56%	89%	84%	70%	55%	89%	83%	19%	27%	19%	28%

	F	RC	D	S	RC wi	th LTC	DS wit	th LTC	DS	v RC		th LTC
Junction Name	AM	PM	AM	РМ	AM	PM	AM	РМ	AM	PM	vs RC AM	w LTC PM
Maritime Way	AM	LIVI	AM	I IVI	AM	1-141	AM	FIVE	AIVI	1-141	AIM	I IVI
Northbound /												
A289 Pier Road												
Roundabout	72%	94%	91%	96%	70%	94%	91%	99%	21%	5%	22%	2%
Lower Rainham												
Road	80%	78%	93%	82%	79%	78%	93%	80%	14%	2%	14%	4%
Maritime Way /												
A289 Pier Road												
Westbound	70%	81%	86%	87%	71%	81%	86%	90%	14%	8%	12%	5%
Laker Road /												
Rochester Airport												
Industrial Estate	69%	42%	104%	45%	70%	44%	104%	47%	34%	3%	31%	3%
Main Road	00/	00/	050/	F 70/	00/	00/	0.50/	F 70/	050/	E 70/	0.207	F 70/
Chattenden	0%	0%	95%	57%	0%	0%	95%	57%	95%	57%	93%	57%
Cornwallis Avenue												
/ Cornwallis	F.00/	700/	700/	040/	F00/	700/	700/	040/	440/	120/	440/	1 20/
Roundabout	59%	79%	70%	91%	59%	79%	70%	91%	11%	12%	11%	12%
A228 / A228 and Peter's Bridge												
Roundabout	49%	80%	52%	84%	46%	81%	52%	86%	5%	5%	3%	4%
A289 Vanguard	4970	8070	JZ 70	0470	4070	0170	JZ 70	0070	J /0	370	370	4 /0
Way / Upnor												
Roundabout	89%	70%	89%	74%	89%	69%	89%	75%	0%	6%	2%	5%
Bell's Lane / A228	0770	1070	0770	7 170	0770	0770	0770	1370	070	070	270	370
Peninsula Way												
Roundabout	89%	82%	99%	98%	89%	82%	99%	98%	9%	16%	8%	16%
A2 Sovereign												
Boulevard / Will												
Adams												
Roundabout	88%	84%	96%	93%	88%	84%	96%	94%	8%	9%	7%	9%
A229 Southbound												
Offslip / Lord Lees												
Roundabout	61%	87%	59%	90%	52%	85%	59%	87%	7%	3%	8%	3%
A228 Rochester												
Road / Kent Road /												
Formby Road	66%	80%	70%	83%	61%	84%	70%	87%	9%	3%	4%	3%
Walderslade Road /		7001	750/	0004	, 70,	0.004	750/	0.404	001	001	001	4.007
Princes Avenue	65%	79%	75%	89%	67%	82%	75%	91%	8%	9%	8%	10%
M20 Offslip /												
Cobtree Roundabout	4.00/	0.00/	7.20/	040/	200/	0 / 0/	7.20/	0.70/	20/	20/	E0/	20/
M2 Offslip /	49%	88%	42%	91%	39%	84%	42%	87%	3%	2%	5%	3%
Gillingham												
Interchange	91%	72%	90%	81%	90%	71%	90%	91%	0%	21%	-2%	8%
A2 Watling Street /	2170	1 ∠ /0	70 70	0170	7070	1 1 70	7070	2170	0 /0	Z 1 /U	∠ /∪	0 /0
Holmside	89%	76%	87%	80%	89%	75%	87%	80%	-2%	5%	-3%	4%
Hempstead Valley	0 / /0	. 5 /6	0.70	2370	0 / /0	. 5 /0	0.70	2370	270	370	370	. 70
Drive / Hempstead												
Road	75%	80%	80%	83%	75%	79%	80%	85%	5%	6%	5%	3%
Gillingham												
Interchange / M2												
Onslip	0%	69%	91%	69%	91%	69%	91%	80%	-1%	11%	90%	0%

Junction Name	F	RC	D	S	RC wi	th LTC	DS wit	th LTC	DS	v RC		th LTC w LTC
Junction Name	AM	PM	AM	РМ	AM	PM	AM	РМ	AM	РМ	AM	PM
A229 City Way												
Southbound /												
A229	0%	78%	84%	88%	75%	78%	84%	90%	9%	12%	84%	10%
High Street/ Moor												
Street/ Otterham												
Quay Lane/												
Meresborough Rd												
Signalised Junction	85%	84%	88%	84%	85%	83%	87%	84%	3%	0%	3%	0%
Globe Lane/ Dock												
Road Signalised												
Junction	86%	78%	97%	87%	87%	79%	97%	88%	11%	9%	11%	9%
Pier Road/												
Gillingham Gate	7.00	0.007	40004	40004	7.00	0.007	40004	40004	2.101	101	2.01	404
Road Gyratory	76%	99%	100%	100%	76%	99%	102%	100%	24%	1%	24%	1%
Sovereign												
Boulevard/ Woodlands Road												
Signalised Junction	85%	99%	84%	99%	85%	99%	85%	99%	-1%	0%	-1%	0%
Union Street/ Best	65%	99%	0470	99%	00%	99%	65%	99%	- 190	0%	- 190	0%
Street Signalised												
Junction	76%	48%	86%	63%	77%	50%	89%	64%	10%	15%	10%	15%
Otterham Quay	1070	4070	0070	0370	1170	3070	0970	0470	1070	1370	1070	1370
Lane/ High Street												
Signalised Junction	78%	80%	88%	94%	78%	80%	88%	96%	10%	14%	10%	14%
A2 London Road/	1070	0070	0070	2 1 70	1070	0070	0070	7070	1070	1 170	1070	1 170
Bloors Lane												
Signalised Junction	86%	84%	99%	90%	87%	84%	99%	91%	13%	6%	13%	6%
A2045												
Walderslade Woods												
/ Walderslade												
Woods Link -												
Bluebell Hill	82%	83%	93%	83%	81%	81%	91%	80%	11%	0%	11%	0%
A2 New Road/												
Union Street												
Signalised Junction	77%	97%	85%	99%	78%	97%	86%	99%	8%	2%	8%	2%

# 7. Summary and Conclusion

## 7.1 Summary

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been asked to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 (Reg18) Local Plan (LP) consultation for Medway Council (MC). This warrants development of the Medway Transport Model (MTM) based on an existing cordon of the KTM, developed to support Gravesham's Local Plan transport evidence base (namely, the Gravesham Transport Model). The MTM needs to follow a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG).

The purpose of this Forecasting Report is to set out the forecasting assumptions and methodology used to assess the possible highway impacts of the emerging Medway LP for Reg18 consultation and the development of the 2041 Reference Case (RC) and Do Something (DS) LP scenarios. The Forecasting Report presents the results of the 2041 DS LP scenario, in comparison to the RC, and identifies any potential 'hot spots' on the network where additional investigation, local junction modelling or mitigation may be required.

### 7.1.1 Forecasting Approach

PTV's VISUM 2022 has been used as the software platform for the highway component of the model. This was the latest version at the time of the base year Medway Transport Model development and therefore forecasting remains consistent with this.

In agreement with KCC and MC, the forecasting scenarios were developed and used to assess the impacts of the potential LP site allocations for a single year of 2041, as the end of the proposed LP period. The scenarios represent the AM Peak (08:00-09:00) and PM Peak (17:00-18:00).

The Medway Transport Model represents a 2019 base year and so the housing and employment completions between 2019 and 2022 were included. To build understand the future scenario, uncertainty Log information was provided by MC and included information on committed developments and infrastructure schemes within the AODM and wider FMA. The Uncertainty Log was prepared in accordance with TAG Unit M4 and draft DMRB guidance Volume 5, Section 1, Part 2.

### 7.1.2 Forecasting Demand

The RC Highway (car) demand in 2041 is based upon car growth derived from future committed developments and background growth generated from TEMPro v8.0. This growth was applied to the AM Peak and PM Peak hour OD demand matrices through a furnessing process to obtain the final 2041 RC demand matrix. General growth in LGV and HGV demand will be produced by applying growth factors derived from the Road Traffic Forecasts (RTF) (2018).

For the development of the Medway Transport Model forecast scenarios, all 'Near Certain' developments and infrastructure schemes were included in Medway. In the neighbouring authorities of Gravesham, Maidstone, Swale and Tonbridge & Malling, 'near certain' developments were included and adjusted background growth factors from TEMPro were applied. Growth in the Rest of Kent came solely from TEMPro. Good vehicle growth from RTF was applied everywhere.

Using the information provided in the uncertainty log it was assumed there would be 11,752 dwellings and 912,901 sqm of employment completed between the 2019 Base Year and the 2041 RC. With an additional 20,179 dwellings and 722,659 sqm of employment proposed in the DS LP scenario. Trip balancing, constraining and furnessing applied to the development of the Reference Case scenario only.

### 7.1.3 Forecasting Networks

Forecast networks were developed using the Base model with the addition of completed schemes as well as the committed developments and infrastructure schemes defined by MC as having 'near certain' certainty status, or those already completed since the 2019 base year.

The 2041 RC network incorporates the following:

- Any infrastructure or speed changes between 2019 and April 2023;
- Any committed infrastructure or speed changes forecast to be delivered before the 2041 forecast year.
- Explicit model zones for any developments within the AODM with >250 households or >250 jobs
- Behavioural parameters such as values of time and vehicle operating costs have also been derived for the 2041 forecast year using data provided in the TAG Databook.

#### 7.1.4 Local Plan Assessment

Two different forecast scenarios were development to ascertain the impacts of the proposed LP, these are defined as follows:

- **DS**: The same network as the 2041 RC model, with the only change relating to the explicitly modelled development zones and associated accesses relating to LP developments. The only difference in demand between the RC and DS is the trip generation associated with the proposed LP allocations.
- **DS with LTC**: The same demand as the DS; the only network change is the addition of the LTC and the demand mirrors the DS.

Trip generation associated with the proposed LP allocations was added onto the Reference Case without trip balancing, constraining or furnessing.

### 7.1.5 Results

The assessment undertaken has considered the impact of completed, committed and LP growth within Medway, to understand the change in flows, junction level of service and link/turn volume over capacity. The results are summarised for the three scenarios assessed.

The flow difference figures presented throughout this Forecasting Report demonstrate that the committed growth planned in Medway and committed growth plus background growth outside of Medway results in significant increases in vehicle volumes, particularly on the SRN. More locally, the level of planned development in Medway results in significant increases in queue lengths around Four Elms roundabout which consequently leads to a large number of vehicle re-routing on local routes through Wainscott.

In the DS, the inclusion of the proposed LP allocations results in increase in vehicle volumes across Medway with the most significant increases relative to the largest planned housing allocations. Increases in demand exacerbate the queuing at Four Elms roundabout to a level which results in major disruption – both through significant proportions being held at this location and/or unable to access their desired destination, or as queuing gets too large, high volumes of vehicles re-routing on alternative parallel routes. The inclusion of the LTC in the DS does not ultimately result in large changes in the impacts of the proposed LP allocations.

The analysis of junction level of service highlighted 52 junctions in the Medway AODM that deteriorate in at least one scenario or peak when comparing the DS scenarios against the RC scenario however a significant proportion of these are still a LoS of C, which is considered to represent stable traffic flows, at or near free flow and therefore mitigation may only be required to be considered at locations where LoS has deteriorated to E or F. The most significant deterioration in LoS is shown at: Chatham Hill which changes from LoS C from E between the RC and DS, and Dunnock Drive which changes from LoS A/B to F.

Link and worst turn Volume over Capacity assessment undertaken was to understand potential performance issues across the AODM with and without the LP allocations. There are 50 junctions that have a worst-turn which deteriorates in the DS AM compared to the RC, these are mostly concentrated along the A228 Sundridge Hill and A228 Peninsula Way as well as the A2 and along Rochester Bridge as well as generally

around Chatham and Gillingham town centres. Similar trends are observed in the PM peak whereby 49 junctions deteriorate compared with the RC. The largest deterioration in the AM peak is Ropers Lane / A228 Peninsula Way Roundabout (81%), where it deteriorates from 13% in the RC to 94% in the DS. In the PM peak the largest deterioration is at Hoo Common / Broadwood Road junction (56%) from 16% in the RC to 73% in DS.

It is important to note that to understand the impact the preferred site allocations growth may have on the network junction LoS, link and turn volume over capacity and delay analysis should be considered in collectively, rather than in isolation. The large delays experienced at the Four Elms roundabout in the RC are further exacerbated in the DS scenarios and as such have an impact on the surrounding links and junctions.

### 7.2 Next Steps and Recommendations

This Forecasting Report has presented the strategic modelling assessment and identified potential 'hot-spots' where network performance is forecast to deteriorate as a result of the proposed LP allocations. The results are indicative of the area in which further investigation may be required through the form of local junction modelling or merge/diverge assessment to ascertain the localised impacts whether mitigation is required. Jacobs will work with MC, KCC and NH to agree the best approach to next steps.

The modelling presented within this report demonstrates that with the inclusion of committed growth only (e.g no LP allocations), Four Elms roundabout generates significant queueing which ultimately leads to rerouting on local roads to avoid the junction entirely. In the scenarios with the proposed LP allocations, the impacts at this junction are hugely exacerbated, resulting in increased queue lengths and a greater volume of vehicles utilising alternative parallel routes. It is therefore strongly recommended that mitigation at Four Elms roundabout is prioritised in the first instance and the potential impacts of the proposed LP allocations are reviewed at such time that a solution for Four Elms has been identified. Impacts of the LP presented within this report may change once congestion and capacity is improved at Four Elms roundabout.

It is noted that the forecast scenarios presented throughout this Forecasting Report do not currently consider any modal shift assumptions, such as walking/cycling improvements or increased facilities being provided at proposed development thus reducing the need to travel, or mitigation measures. The requirement for such and the modelling to determine the potential improvements will be considered as part of the wider local plan transport evidence to inform Reg19.

To support with ongoing development of a mitigation strategy, Jacobs and MC will work together to define and scope the next stages of work, in agreement with NH.

# Appendix A. Uncertainty Log Completed Developments

	Development Information			Demand Inputs			Network Inputs			AM Peak (08:00 -09	:00)			PM Peak (17:	00 -18:00)	
Site_ID Unique_ID	Reference (Plann Completions/ Scenario District	Development Name	Land Use Unit	All Developments HH, Dwellings Employment, floorsp.	ace Trip Gen Sou	irce Land Use	TRICS/TA TRICS Location	Model Zone De	Trip Rate stination (Arrivals) Origins (Dena	artures) Two-Way Destinati	on (Arrivals) Origins	neration (Departures) Two-Way	Trip Destination (Arrivals) Origi	ns (Departures) Two-Way Des		Generation ns (Departures) Two-Way
1 1_C3-H	MC132210, MC18 Completed Reference Case Scenario Medway	Land at St Mary's Island Maritime Way Chath		136	TRICS	C3-H	C3-H_Neighbourhood Centre	110027	0.14	0.30 0.44	18.90	40.26 59.16	0.27	0.14 0.41	36.86	19.18 56.03
2 2_C3-H 3 3_C3-H	MC211440 Completed Reference Case Scenario Medway MC173455 Completed Reference Case Scenario Medway	93 Cliffe Road Strood 89 Ingram Road Gillingham	C3 H	-1 22	TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110023 110040	0.12 0.12	0.39 0.51 0.39 0.51	-0.12 2.57	-0.39 -0.51 8.67 11.24	0.37 0.37	0.19 0.56 0.19 0.56	-0.37 8.16	-0.19 -0.56 4.11 12.28
4 4_C3-H	MC142866 Completed Reference Case Scenario Medway	Safety Bay House Warwick Crescent Rochest	C3 H	9	TRICS	C3-H	C3-H_Suburban Area	110099	0.12	0.39 0.51	1.05	3.55 4.60	0.37	0.19 0.56	3.34	1.68 5.02
5 5_C3-H 6 6_C3-H	MC102042, MC11 Completed Reference Case Scenario Medway MC110001, MC11 Completed Reference Case Scenario Medway	Pier Road GILLINGHAM GILLINGHAM Mid Kent College, Horsted Maidstone Road C	C3 H	194 17	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110034 110138	0.12 0.12	0.39 0.51 0.39 0.51	22.70 1.99	76.44 99.13 6.70 8.69	0.37 0.37	0.19 0.56 0.19 0.56	71.97 6.31	36.28 108.25 3.18 9.49
7 7_C3-H	MC113115, MC16 Completed Reference Case Scenario Medway	51 Station Road Strood	С3 Н	-7	TRICS	C3-H	C3-H_Edge of Town Centre	110022	0.14	0.29 0.43	-0.97	-2.04 -3.00	0.28	0.17 0.45	-1.98	-1.19 -3.17
8 8_C3-H 9 9 C3-H	MC112756, MC17 Completed Reference Case Scenario Medway MC174357 Completed Reference Case Scenario Medway	Chatham Docks Pier Road Gillingham Greatfield Lodge Darnley Road Strood	C3 H	392 21	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	115005 110041	0.12 0.12	0.39 0.51 0.39 0.51	45.86 2.46	154.45 200.31 8.27 10.73	0.37 0.37	0.19 0.56 0.19 0.56	145.43 7.79	73.30 218.74 3.93 11.72
10 10_C3-H	MC171250 Completed Reference Case Scenario Medway	Colonial Mutual House Quayside Chatham M		145	TRICS	C3-H	C3-H_Suburban Area	115005	0.12	0.39 0.51	16.97	57.13 74.10	0.37	0.19 0.56	53.80	27.12 80.91
11 11_C3-H 12 12_C3-H	MC150550, MC15 Completed Reference Case Scenario Medway MC153793, MC16 Completed Reference Case Scenario Medway	Highview Farm Lordswood Lane Lordswood Upnor Road Lower Upnor	C3 H	8	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110161 115018	0.12 0.14	0.39 0.51 0.30 0.44	0.12 1.11	0.39 0.51 2.37 3.48	0.37 0.27	0.19 0.56 0.14 0.41	0.37 2.17	0.19 0.56 1.13 3.30
13 13_C3-H 14 14 C3-H	MC191383 Completed Reference Case Scenario Medway MC133340 Completed Reference Case Scenario Medway	The Old Meeting Hall Queens Road Gillinghar	C3 H	5	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110064 110004	0.12 0.14	0.39 0.51 0.30 0.44	0.59 1.11	1.97 2.56 2.37 3.48	0.37 0.27	0.19 0.56 0.14 0.41	1.86 2.17	0.94 2.79 1.13 3.30
15 15_C3-H	MC171820, MC18 Completed Reference Case Scenario Medway	Port Werburgh Vicarage Lane Hoo Bakersfield Station Road Rainham	C3 H	90	TRICS	C3-H	C3-H_Suburban Area	110102	0.14	0.39 0.51	10.53	35.46 45.99	0.27	0.14 0.41	33.39	16.83 50.22
16 16_C3-H 17 17_C3-H	MC150081, MC17 Completed Reference Case Scenario Medway MC170962 Completed Reference Case Scenario Medway	Former Kitchener Barracks Dock Road Chath Land South of Merryboys Road Cliffe Woods		81	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	115023 110007	0.12 0.14	0.39 0.51 0.30 0.44	9.48 1.25	31.91 41.39 2.66 3.92	0.37 0.27	0.19 0.56 0.14 0.41	30.05 2.44	15.15 45.20 1.27 3.71
18 18_C3-H	MC182328 Completed Reference Case Scenario Medway	Land at Otterham Quay Lane Rainham	С3 Н	130	TRICS	C3-H	C3-H_Edge of Town Centre	110103	0.14	0.29 0.43	17.94	37.83 55.77	0.28	0.17 0.45	36.79	22.10 58.89
19 19_C3-H 20 20 C3-H	MC150958 Completed Reference Case Scenario Medway MC164229 Completed Reference Case Scenario Medway	Former St Matthews Playing Field Borstal Str	C3 H	18 111	TRICS TRICS	C3-H	C3-H_Suburban Area	110101 115017	0.12 0.14	0.39 0.51 0.30 0.44	2.11 15.43	7.09 9.20 32.86 48.29	0.37 0.27	0.19 0.56 0.14 0.41	6.68 30.08	3.37 10.04 15.65 45.73
20 20_C3-H 21 21_C3-H	MC164229 Completed Reference Case Scenario Medway MC152039 Completed Reference Case Scenario Medway	Main Road Four Elms Hill Chattenden 10-40 & 48-86 Corporation Street Rochester	C3 H	53	TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110057	0.14	0.39 0.51	6.20	20.88 27.08	0.27	0.14 0.41	19.66	9.91 29.57
22 22_C3-H 23 23_C3-H	MC181795 Completed Reference Case Scenario Medway MC190886 Completed Reference Case Scenario Medway	Street Farm Stoke Road Hoo Redvers Centre Glencoe Road Chatham	C3 H	50	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110011 110092	0.14 0.12	0.30 0.44 0.39 0.51	6.95 2.81	14.80 21.75 9.46 12.26	0.27 0.37	0.14 0.41 0.19 0.56	13.55 8.90	7.05 20.60 4.49 13.39
24 24_C3-H	MC180042 Completed Reference Case Scenario Medway	27 Arden Street GILLINGHAM	С3 Н	11	TRICS	C3-H	C3-H_Edge of Town Centre	110032	0.12	0.29 0.43	1.52	3.20 4.72	0.28	0.17 0.45	3.11	1.87 4.98
25 25_C3-H 26 26 C3-H	MC160654 Completed Reference Case Scenario Medway MC160947, MC16 Completed Reference Case Scenario Medway	124 Ordnance Terrace Chatham 239 Gillingham Road GILLINGHAM	C3 H	3 3	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110086 110051	0.12 0.12	0.39 0.51 0.39 0.51	0.35 0.35	1.18 1.53 1.18 1.53	0.37 0.37	0.19 0.56 0.19 0.56	1.11 1.11	0.56 1.67 0.56 1.67
27 27_C3-H	MC154539 Completed Reference Case Scenario Medway	To the east of Mierscourt Road Rainham	С3 Н	44	TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39 0.51	5.15	17.34 22.48	0.37	0.19 0.56	16.32	8.23 24.55
28 28_C3-H 29 29_C3-H	MC161212, MC16 Completed Reference Case Scenario Medway MC180702 Completed Reference Case Scenario Medway	205-217 New Road Chatham Land south of Stoke Road Hoo	C3 H	19	TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110063 110004	0.12 0.14	0.39 0.51 0.30 0.44	2.22 17.38	7.49 9.71 37.00 54.38	0.37 0.27	0.19 0.56 0.14 0.41	7.05 33.88	3.55 10.60 17.63 51.50
30 30_C3-H	MC190260 Completed Reference Case Scenario Medway	11-17 High Street Strood	С3 Н	15	TRICS	C3-H	C3-H_Suburban Area	115001	0.12	0.39 0.51	1.76	5.91 7.67	0.37	0.19 0.56	5.57	2.81 8.37
31 31_C3-H 32 32 C3-H	MC160370 Completed Reference Case Scenario Medway MC180705 Completed Reference Case Scenario Medway	185 Walderslade Road Walderslade Darland Farm Pear Tree Lane Hempstead	C3 H	16 51	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110140 110149	0.12 0.12	0.39 0.51 0.39 0.51	1.87 5.97	6.30 8.18 20.09 26.06	0.37 0.37	0.19 0.56 0.19 0.56	5.94 18.92	2.99 8.93 9.54 28.46
33 33_C3-H	MC162860 Completed Reference Case Scenario Medway	Land between 142 and 152 Luton Road Lutor	сз н	16	TRICS	C3-H	C3-H_Suburban Area	110083	0.12	0.39 0.51	1.87	6.30 8.18	0.37	0.19 0.56	5.94	2.99 8.93
34 34_C3-H 35 35_C3-H	MC171192 Completed Reference Case Scenario Medway MC170410 Completed Reference Case Scenario Medway	Yeoman House Princes Street Rochester Rookery Lodge Thatchers Lane Cliffe	C3 H	32 -13	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110069 110008	0.12 0.14	0.39 0.51 0.30 0.44	3.74 -1.81	12.61 16.35 -3.85 -5.66	0.37 0.27	0.19 0.56 0.14 0.41	11.87 -3.52	5.98 17.86 -1.83 -5.36
36 36_C3-H	MC172420 Completed Reference Case Scenario Medway	3 High Street GILLINGHAM	C3 H	10	TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39 0.51	1.17	3.94 5.11	0.37	0.19 0.56	3.71	1.87 5.58
37 37_C3-H 38 38_C3-H	MC170444 Completed Reference Case Scenario Medway MC171115 Completed Reference Case Scenario Medway	St Paulinus Church Manor Street Brompton 7 The Brook CHATHAM	C3 H	8	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	115023 115010	0.12 0.12	0.39 0.51 0.39 0.51	0.70 0.94	2.36 3.07 3.15 4.09	0.37 0.37	0.19 0.56 0.19 0.56	2.23 2.97	1.12 3.35 1.50 4.46
39 39_C3-H	MC174128 Completed Reference Case Scenario Medway	78 John Street ROCHESTER The Bridge Wardens The Tideway Rochester	C3 H	12	TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39 0.51	1.40	4.73 6.13	0.37	0.19 0.56	4.45	2.24 6.70
40 40_C3-H 41 41_C3-H	MC171923 Completed Reference Case Scenario Medway MC174027 Completed Reference Case Scenario Medway	The Bridge Wardens The Tideway Rochester 128 Church Street Cliffe	C3 H	5	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110108 110005	0.12 0.14	0.39 0.51 0.30 0.44	0.94 0.70	3.15 4.09 1.48 2.18	0.37 0.27	0.19 0.56 0.14 0.41	2.97 1.36	1.50 4.46 0.71 2.06
42 42_C3-H	MC171884 Completed Reference Case Scenario Medway	Former Sports Ground Bells Lane Hoo	С3 Н	213	TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30 0.44	29.61	63.05 92.66	0.27	0.14 0.41	57.72	30.03 87.76
43 43_C3-H 44 44_C3-H	MC172298 Completed Reference Case Scenario Medway MC171074 Completed Reference Case Scenario Medway	90 - 92 Station Road Rainham 9 Cross Street Chatham	C3 H	13	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110105 110063	0.12 0.12	0.39 0.51 0.39 0.51	0.94 1.52	3.15 4.09 5.12 6.64	0.37 0.37	0.19 0.56 0.19 0.56	2.97 4.82	1.50 4.46 2.43 7.25
45 45_C3-H 46 46 C3-H	MC173735 Completed Reference Case Scenario Medway MC183442 Completed Reference Case Scenario Medway	21 Berengrave Lane Rainham Berengrave Nursery Berengrave Lane Rainha	C3 H	8	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110095 115019	0.12 0.12	0.39 0.51 0.39 0.51	0.94 16.26	3.15 4.09 54.77 71.03	0.37 0.37	0.19 0.56 0.19 0.56	2.97 51.57	1.50 4.46 25.99 77.56
46 46_C3-H 47 47_C3-H	MC183442 Completed Reference Case Scenario Medway MC173836 Completed Reference Case Scenario Medway	9-11 The Brook CHATHAM	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	115019	0.12	0.39 0.51	0.12	0.39 0.51	0.37	0.19 0.56	0.37	0.19 0.56
48 48_C3-H 49 49_C3-H	MC174057 Completed Reference Case Scenario Medway MC180601 Completed Reference Case Scenario Medway	1 Old Road CHATHAM 12 New Road Avenue CHATHAM	C3 H	14	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110060 115011	0.12 0.12	0.39 0.51 0.39 0.51	1.64 1.17	5.52 7.15 3.94 5.11	0.37 0.37	0.19 0.56 0.19 0.56	5.19 3.71	2.62 7.81 1.87 5.58
50 50_C3-H	MC181248 Completed Reference Case Scenario Medway	195 New Road Chatham	C3 H	5	TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39 0.51	0.59	1.97 2.56	0.37	0.19 0.56	1.86	0.94 2.79
51 51_C3-H 52 52 C3-H	MC182402 Completed Reference Case Scenario Medway MC173572. MC18 Completed Reference Case Scenario Medway	Petham Green Estate Petham Green Twydall Merryboys Farm House Cooling Common Cli		6	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110076 110007	0.12 0.14	0.39 0.51 0.30 0.44	0.70 0.70	2.36 3.07 1.48 2.18	0.37 0.27	0.19 0.56 0.14 0.41	2.23 1.36	1.12 3.35 0.71 2.06
53 53_C3-H	MC180176, MC2! Completed Reference Case Scenario Medway	142 Napier Road Gillingham	СЗ Н	9	TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39 0.51	1.05	3.55 4.60	0.37	0.19 0.56	3.34	1.68 5.02
54 54_C3-H 55 55_C3-H	MC181570 Completed Reference Case Scenario Medway MC191300 Completed Reference Case Scenario Medway	Manor Farm West Street Cliffe Elm Avenue Chattenden	C3 H	10	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110005 115018	0.14 0.14	0.30 0.44 0.30 0.44	1.39 9.59	2.96 4.35 20.42 30.02	0.27 0.27	0.14 0.41 0.14 0.41	2.71 18.70	1.41 4.12 9.73 28.43
56 56_C3-H	MC180175 Completed Reference Case Scenario Medway	East of Formby Road Halling	C3 H	5	TRICS	C3-H	C3-H_Neighbourhood Centre	110119	0.14	0.30 0.44	0.70	1.48 2.18	0.27	0.14 0.41	1.36	0.71 2.06
57 57_C3-H 58 58 C3-H	MC172768 Completed Reference Case Scenario Medway MC220053 Completed Reference Case Scenario Medway	Chatham Golf Centre Street End Road Chatha 54 Beacon Road Chatham	C3 H	131	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110113 110084	0.12 0.12	0.39 0.51 0.39 0.51	15.33 0.82	51.61 66.94 2.76 3.58	0.37 0.37	0.19 0.56 0.19 0.56	48.60 2.60	24.50 73.10 1.31 3.91
59 59_C3-H	MC182282 Completed Reference Case Scenario Medway	75 Shanklin Close Chatham	С3 Н	5	TRICS	C3-H	C3-H_Suburban Area	110112	0.12	0.39 0.51	0.59	1.97 2.56	0.37	0.19 0.56	1.86	0.94 2.79
60 60_C3-H 61 61 C3-H	MC190888 Completed Reference Case Scenario Medway MC191736 Completed Reference Case Scenario Medway	Stoke Road Business Centre Stoke Road Hoo White House Farm Stoke Road Hoo	C3 H	150	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110011 110011	0.14 0.14	0.30 0.44 0.30 0.44	20.85 3.06	44.40 65.25 6.51 9.57	0.27 0.27	0.14 0.41 0.14 0.41	40.65 5.96	21.15 61.80 3.10 9.06
62 62_C3-H	MC174408 Completed Reference Case Scenario Medway	Walnut Tree Farm, North of Britannia Road F	СЗ Н	66	TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30 0.44	9.17	19.54 28.71	0.27	0.14 0.41	17.89	9.31 27.19
63 63_C3-H 64 64_C3-H	MC183299, MC18 Completed Reference Case Scenario Medway MC200330, MC2( Completed Reference Case Scenario Medway	346a High Street CHATHAM 52 - 54 Green Street GILLINGHAM	C3 H	19	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110063 110049	0.12 0.12	0.39 0.51 0.39 0.51	2.22 0.35	7.49 9.71 1.18 1.53	0.37 0.37	0.19 0.56 0.19 0.56	7.05 1.11	3.55 10.60 0.56 1.67
65 65_C3-H	MC182961 Completed Reference Case Scenario Medway	West of Town Road Cliffe Woods	С3 Н	94	TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30 0.44	13.07	27.82 40.89	0.27	0.14 0.41	25.47	13.25 38.73
65 65_D1 65 65_B1	MC182961 Completed Reference Case Scenario Medway MC182961 Completed Reference Case Scenario Medway	West of Town Road Cliffe Woods West of Town Road Cliffe Woods	D1 SQM B1 SQM		245 TRICS 492 TRICS	D1 B1	D1-EN_Mixed B1_Town Centre	110006 110006	2.60 0.94	2.15 4.75 0.04 0.98	6.37 4.64	5.27 11.64 0.19 4.83	1.84 0.11	0.75 2.59 0.79 0.91	4.50 0.56	1.84 6.34 3.90 4.45
66 66_C3-H	MC180288 Completed Reference Case Scenario Medway	Allhallows Golf Course Avery Way Allhallows		1	TA	C3-H	C3-H_Neighbourhood Centre	110001	0.04	0.04 0.08	0.04	0.04 0.08	0.09	0.06 0.15	0.09	0.06 0.15
67 67_C3-H 68 68 C3-H	MC161505 Completed Reference Case Scenario Medway MC183168 Completed Reference Case Scenario Medway	224-228 Nelson Road Gillingham 143 Berengrave Lane Rainham	C3 H	2 9	TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110065 110102	0.12 0.12	0.39 0.51 0.39 0.51	0.23 1.05	0.79 1.02 3.55 4.60	0.37 0.37	0.19 0.56 0.19 0.56	0.74 3.34	0.37 1.12 1.68 5.02
69 69_C3-H	MC183577 Completed Reference Case Scenario Medway	Seymour Road Rainham	С3 Н	8	TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39 0.51	0.94	3.15 4.09	0.37	0.19 0.56	2.97	1.50 4.46
70 70_C3-H 71 71_C3-H	MC182553 Completed Reference Case Scenario Medway MC190558 Completed Reference Case Scenario Medway	White Road Community Centre White Road ( Gainsborough House Gravel Walk Rochester		-8	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110091 110055	0.12 0.12	0.39 0.51 0.39 0.51	2.34 -0.94	7.88 10.22 -3.15 -4.09	0.37 0.37	0.19 0.56 0.19 0.56	7.42 -2.97	3.74 11.16 -1.50 -4.46
72 72_C3-H	MC191301 Completed Reference Case Scenario Medway	3 John Street ROCHESTER	C3 H	8	TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39 0.51	0.94	3.15 4.09	0.37	0.19 0.56	2.97	1.50 4.46
73 73_C3-H 74 74_C3-H	MC201800 Completed Reference Case Scenario Medway MC192540 Completed Reference Case Scenario Medway	Land off Lower Rainham Road (West of Station Hawthorn Clinic Hawthorn Road Strood	C3 H	9	TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110102 110041	0.14 0.12	0.38 0.52 0.39 0.51	4.76 1.05	12.82 17.58 3.55 4.60	0.34 0.37	0.16 0.50 0.19 0.56	11.63 3.34	5.51 17.14 1.68 5.02
75 75_C3-H 76 76 C3-H	MC191770 Completed Reference Case Scenario Medway MC213198 Completed Reference Case Scenario Medway	1 Lyra Close Rainham	C3 H	6	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area	110120 110049	0.12 0.14	0.39 0.51 0.29 0.43	0.70 4.69	2.36 3.07 9.89 14.59	0.37 0.28	0.19 0.56 0.17 0.45	2.23 9.62	1.12 3.35
76 76_C3-H 77 77_C3-H	MC213198 Completed Reference Case Scenario Medway MC193050 Completed Reference Case Scenario Medway	55 Marlborough Road Gillingham 159-161 High Street CHATHAM	C3 H	9	TRICS	C3-H	C3-H_Edge of Town Centre C3-H_Suburban Area	115026	0.14	0.29 0.43	1.05	9.89 14.59 3.55 4.60	0.28	0.17 0.45	9.62 3.34	5.78 15.40 1.68 5.02
78 78_C3-H	MC193104 Completed Reference Case Scenario Medway	Lynsted Road Twydall	C3 H	5	TRICS	C3-H	C3-H_Suburban Area	110072	0.12	0.39 0.51	0.59	1.97 2.56	0.37	0.19 0.56	1.86	0.94 2.79
79 79_C3-H 80 80_C3-H	MC182406 Completed Reference Case Scenario Medway MC193106 Completed Reference Case Scenario Medway	Car Park Whiffens Avenue Chatham Land adjacent to Eastcourt Green Twydall	C3 H	8 14	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	115010 110072	0.12 0.12	0.39 0.51 0.39 0.51	0.94 1.64	3.15 4.09 5.52 7.15	0.37 0.37	0.19 0.56 0.19 0.56	2.97 5.19	1.50 4.46 2.62 7.81
81 81_C3-H	MC193107 Completed Reference Case Scenario Medway	Site adjacent to Woodchurch Crescent Twyd	СЗ Н	9	TRICS	C3-H	C3-H_Suburban Area	110073	0.12	0.39 0.51	1.05	3.55 4.60	0.37	0.19 0.56	3.34	1.68 5.02
82 82_C3-H 83 83_C3-H	MC193328 Completed Reference Case Scenario Medway MC200817 Completed Reference Case Scenario Medway	Hillcrest Ratcliffe Highway Hoo 11 Railway Street GILLINGHAM	C3 H	21 4	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110010 110046	0.14 0.12	0.30 0.44 0.39 0.51	2.92 0.47	6.22 9.14 1.58 2.04	0.27 0.37	0.14 0.41 0.19 0.56	5.69 1.48	2.96 8.65 0.75 2.23
84 84_C3-H 85 85_C3-H	MC200846 Completed Reference Case Scenario Medway MC200827 Completed Reference Case Scenario Medway	Clarendon Drive Strood 26-36 Ivy Street Rainham	C3 H	6	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110018 110105	0.12 0.12	0.39 0.51 0.39 0.51	0.70 0.59	2.36 3.07 1.97 2.56	0.37 0.37	0.19 0.56 0.19 0.56	2.23 1.86	1.12 3.35 0.94 2.79
86 86_C3-H	MC211551 Completed Reference Case Scenario Medway	107 Station Road Rainham	С3 Н	5	TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39 0.51	0.59	1.97 2.56	0.37	0.19 0.56	1.86	0.94 2.79
86 86_B1 87 87 C3-H	MC211551 Completed Reference Case Scenario Medway MC192532 Completed Reference Case Scenario Medway	107 Station Road Rainham Land at The Maltings Rainham	B1 SQM C3 H	27	-251 TRICS TRICS	B1 C3-H	B1_Town Centre C3-H Suburban Area	110105 110134	0.94 0.12	0.04 0.98 0.39 0.51	-2.37 3.16	-0.10 -2.46 10.64 13.80	0.11 0.37	0.79 0.91 0.19 0.56	-0.28 10.02	-1.99 -2.27 5.05 15.07
88 88_C3-H	MC200901 Completed Reference Case Scenario Medway	180 High Street CHATHAM	С3 Н	5	TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39 0.51	0.59	1.97 2.56	0.37	0.19 0.56	1.86	0.94 2.79
88 88_A1 89 89_C3-F	MC200901 Completed Reference Case Scenario Medway MC192709 Completed Reference Case Scenario Medway	180 High Street Chatham New Road Rochester	A1 SQM C3 F	86	-150 TRICS	A1 C3-F	A1_Town Centre C3-F_Town Centre	115026 115011	0.19 0.06	0.19 0.39 0.20 0.26	-0.29 5.16	-0.29 -0.58 17.29 22.45	1.35 0.18	1.35 2.71 0.10 0.27	-2.03 15.39	-2.03 -4.06 8.17 23.56
90 90_C3-H	MC212253 Completed Reference Case Scenario Medway	Quayside Chatham	С3 Н	45	TRICS	C3-H	C3-H_Suburban Area	115005	0.12	0.39 0.51	5.27	17.73 23.00	0.37	0.19 0.56	16.70	8.42 25.11
90 90_B1 91 91 C3-H	MC212253 Completed Reference Case Scenario Medway MC202699 Completed Reference Case Scenario Medway	Royal Sovereign House Quayside Chatham 226 Hempstead Road Hempstead	B1 SQM C3 H	5	TRICS TRICS	B1 C3-H	B1_Suburban Area C3-H Suburban Area	115005 110146	1.27 0.12	0.12 1.39 0.39 0.51	-38.83 0.59	-3.80 -42.63 1.97 2.56	0.18 0.37	0.75 0.92 0.19 0.56	-5.46 1.86	-22.86 -28.32 0.94 2.79
92 92_C3-H	MC203169 Completed Reference Case Scenario Medway	2 North Street Strood	С3 Н	5	TRICS	C3-H	C3-H_Suburban Area	110024	0.12	0.39 0.51	0.59	1.97 2.56	0.37	0.19 0.56	1.86	0.94 2.79
92 92_B1 93 93_C3-H	MC203169 Completed Reference Case Scenario Medway MC210903 Completed Reference Case Scenario Medway	2 North Street Stood Charwood 239 Walderslade Road Walderslad	B1 SQM C3 H	2	-188 TRICS TRICS	B1 C3-H	B1_Town Centre C3-H_Suburban Area	110024 110140	0.94 0.12	0.04 0.98 0.39 0.51	-1.77 0.23	-0.07 -1.84 0.79 1.02	0.11 0.37	0.79 0.91 0.19 0.56	-0.21 0.74	-1.49 -1.70 0.37 1.12
94 94_C3-H	MC203029, MC21 Completed Reference Case Scenario Medway	31-35 Balmoral Road GILLINGHAM	С3 Н	2	TRICS	C3-H	C3-H_Edge of Town Centre	110047	0.14	0.29 0.43	0.28	0.58 0.86	0.28	0.17 0.45	0.57	0.34 0.91
95 95_C3-H 96 96 C3-H/F	MC110400, MC17 Completed Reference Case Scenario Medway MC142737 Completed Reference Case Scenario Medway	Rochester Riverside Corporation Street Roch Southern Water Site Capstone Road Chathan		450 17	TRICS TA	C3-H C3-H/F	C3-H_Suburban Area C3-H/F_Neighbourhood Centre	115012 110084	0.12 0.12	0.39 0.51 0.27 0.39	52.65 2.02	177.30 229.95 4.59 6.61	0.37 0.22	0.19 0.56 0.13 0.35	166.95 3.81	84.15 251.10 2.13 5.93
97 97_C3-H	MC160600, MC11 Completed Reference Case Scenario Medway	Temple Marsh Roman Way/Knight Road Stro		184	TRICS	C3-H	C3-H_Suburban Area	110044	0.12	0.39 0.51	21.53	72.50 94.02	0.37	0.19 0.56	68.26	34.41 102.67
98 98_C3-H 99 99_C3-H	SMC0454 Completed Reference Case Scenario Medway SMC0607 Completed Reference Case Scenario Medway	48 Hoath Lane GILLINGHAM  Dean Farm Bush Road Cuxton	C3 H	1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110124 110118	0.12 0.14	0.39 0.51 0.30 0.44	0.47 0.14	1.58 2.04 0.30 0.44	0.37 0.27	0.19 0.56 0.14 0.41	1.48 0.27	0.75 2.23 0.14 0.41
100 100_C3-H	SMC0700 Completed Reference Case Scenario Medway	28 Eden Avenue Chatham	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	110115	0.12	0.39 0.51	0.12	0.39 0.51	0.37	0.19 0.56	0.37	0.19 0.56
101 101_C3-H 102 102_C3-H	SMC1424 Completed Reference Case Scenario Medway SMC1528 Completed Reference Case Scenario Medway	37 Dagmar Road Luton 2 Harrison Drive High Halstow	C3 H	4	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110093 115002	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.56	0.39 0.51 1.18 1.74	0.37 0.27	0.19 0.56 0.14 0.41	0.37 1.08	0.19 0.56 0.56 1.65
103 103_C3-H	SMC1615 Completed Reference Case Scenario Medway	208 Maidstone Road Rochester	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	110100	0.12	0.39 0.51	0.12	0.39 0.51	0.37	0.19 0.56	0.37	0.19 0.56
104 104_C3-H 105 105_C3-H	SMC1627 Completed Reference Case Scenario Medway SMC1654 Completed Reference Case Scenario Medway	23,25,29 View Road Cliffe Woods Fenn House Farm Fenn Street St Mary Hoo	C3 H	2	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110006 115021	0.14 0.14	0.30 0.44 0.30 0.44	0.14 0.28	0.30 0.44 0.59 0.87	0.27 0.27	0.14 0.41 0.14 0.41	0.27 0.54	0.14 0.41 0.28 0.82
106 106_C3-H	SMC1715 Completed Reference Case Scenario Medway	73 Carnation Road Strood	C3 H	3	TRICS	C3-H	C3-H_Suburban Area	110032	0.12	0.39 0.51	0.35	1.18 1.53	0.37	0.19 0.56	1.11	0.56 1.67
107 107_C3-H 108 108_C3-H	SMC1801 Completed Reference Case Scenario Medway SMC1813 Completed Reference Case Scenario Medway	403 Canterbury Street GILLINGHAM 172A Palmerston Road Chatham	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110065 110087	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.51 0.39 0.51	0.37 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
109 109_C3-H 110 110 C3-H	SMC1815 Completed Reference Case Scenario Medway	166 Saunders Street Gillingham 128-130 Delce Road Rochester	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110026 110071	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.23	0.39 0.51 0.79 1.02	0.37 0.37	0.19 0.56 0.19 0.56	0.37 0.74	0.19 0.56
111 111_C3-H	SMC1825 Completed Reference Case Scenario Medway	128-130 Delce Road Rochester 4 North Street Strood	C3 H	2 2	TRICS	C3-H	C3-H_Suburban Area	110024	0.12 0.12	0.39 0.51	0.23	0.79 1.02	0.37	0.19 0.56	0.74	0.37 1.12
112 112_C3-H 113 113_C3-H	SMC1866 Completed Reference Case Scenario Medway SMC1869 Completed Reference Case Scenario Medway	7a Cottall Avenue Chatham 32 Gorse Avenue Chatham	C3 H	1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110087 110140	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.51 0.39 0.51	0.37 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
113 113_C3-H 114 114_C3-H	SMC1872 Completed Reference Case Scenario Medway	153 Maidstone Road Chatham	C3 H	1	TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110138	0.12	0.39 0.51	0.12	0.39 0.51	0.37	0.19 0.56	0.37	0.19 0.56
115 115_C3-H 116 116 C3-H	SMC1882 Completed Reference Case Scenario Medway	22 High Street CHATHAM Travellers Tan Sharnal Street High Halstow	C3 H	4	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	115011 115002	0.12 0.14	0.39 0.51 0.30 0.44	0.47 0.14	1.58 2.04 0.30 0.44	0.37 0.27	0.19 0.56 0.14 0.41	1.48 0.27	0.75 2.23 0.14 0.41
116 116_C3-H 117 117_C3-H	SMC1885 Completed Reference Case Scenario Medway SMC1890 Completed Reference Case Scenario Medway	Travellers Tan Sharnal Street High Halstow 23 Sundridge Hill Cuxton	С3 Н	1	TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	115002 110118	0.14 0.14	0.30 0.44 0.30 0.44	0.14	0.30 0.44	0.27 0.27	0.14 0.41 0.14 0.41	0.27 0.27	0.14 0.41
118 118_C3-H	SMC1906 Completed Reference Case Scenario Medway	100 Luton Road Luton	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39 0.51	0.12	0.39 0.51	0.37	0.19 0.56	0.37	0.19 0.56

		Development Information				Demand I	•			Network Inputs			AM Peak (08:00 -09:					17:00 -18:00)	
Site_ID Unique_ID	Reference (Plann Compl	pletions/ Scenario	District	Development Name	Land Use Unit	HH, Dwellings	Il Developments Employment, floorspace	Trip Gen Source	ce Land Use	TRICS/TA TRICS Location	Model Zone Destina	Trip Rate ation (Arrivals) Origins (De		Trip Ger on (Arrivals) Origins	neration (Departures) Two-Way	Destination (Arrivals)	Trip Rate Origins (Departures) Two-Way		Generation gins (Departures) Two-Way
119 119_C3-H	SMC1907 Compl	oleted Reference Case Scenario		133 Luton Road Luton	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39 0.51	0.12	0.39 0.5		0.19 0.56	0.37	0.19 0.56
120 120_C3-H 121 121_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	178 Darnley Road Strood 62 Rochester Road Halling	C3 H		3 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110041 110118	0.12 0.14	0.39 0.51 0.30 0.44	0.35 0.14	1.18 1.1 0.30 0.4		0.19 0.56 0.14 0.41	1.11 0.27	0.56 1.67 0.14 0.41
122 122_C3-H	SMC1964 Compl	pleted Reference Case Scenario	Medway	371-375 Maidstone Road Rainham	С3 Н		3	TRICS	C3-H	C3-H_Suburban Area	110153	0.12	0.39 0.51	0.35	1.18 1.5	0.37	0.19 0.56	1.11	0.56 1.67
123 123_C3-H 124 124_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	75 London Road Rainham 50 Roberts Road Rainham	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	110120 110120	0.12 0.14	0.39 0.51 0.29 0.43	0.12 0.14	0.39 0.5 0.29 0.4		0.19 0.56 0.17 0.45	0.37 0.28	0.19 0.56 0.17 0.45
125 125_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario		28 Cunningham Crescent Chatham	C3 H		1	TRICS	C3-H	C3-H_Suburban Area	110113 110082	0.12 0.12	0.39 0.51	0.12	0.39 0.5 0.79 1.0		0.19 0.56 0.19 0.56	0.37 0.74	0.19 0.56 0.37 1.12
126 126_C3-H 127 127_C3-H		pleted Reference Case Scenario	Medway	5 Upper Luton Road Luton 90 Chestnut Avenue Walderslade	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110082	0.12	0.39 0.51 0.39 0.51	0.12	0.79 1.1		0.19 0.56 0.19 0.56	0.74	0.19 0.56
128 128_C3-H 129 129 C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	The Chapel Beresford Road Gillingham 34 High Street GILLINGHAM	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110065 110046	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.23	0.39 0.5 0.79 1.0		0.19 0.56 0.19 0.56	0.37	0.19 0.56 0.37 1.12
130 130_C3-H	SMC2020 Compl	pleted Reference Case Scenario	Medway	39 Chalk Pit Hill Chatham	C3 H		2	TRICS	C3-H	C3-H_Suburban Area	110046	0.12	0.39 0.51	0.23	0.79 1.0		0.19 0.56	0.74	0.37 1.12
131 131_C3-H 132 132_C3-H	SMC2022 Compl SMC2032 Compl	pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	75 High Street CHATHAM 2 Love Lane Rochester	C3 H		5	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	115010 110057	0.12 0.12	0.39 0.51 0.39 0.51	0.59 0.12	1.97 2.5 0.39 0.5	0.37 0.37	0.19 0.56 0.19 0.56	1.86 0.37	0.94 2.79 0.19 0.56
133 133_C3-H		pleted Reference Case Scenario	Medway	Post Office Main Road Hoo	C3 H		2	TRICS	C3-H	C3-H_Neighbourhood Centre	110037	0.14	0.30 0.44	0.12	0.59 0.8		0.19 0.36	0.54	0.28 0.82
134 134_C3-H 135 135_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	Buckhole Farm House Cooling Road High Hals Childs Farm Main Road Cooling Road Cooling			2	TRICS TRICS	C3-H	C3-H_Neighbourhood Centre C3-H Neighbourhood Centre	115002 115003	0.14 0.14	0.30 0.44 0.30 0.44	0.28 0.14	0.59 0.8 0.30 0.4		0.14 0.41 0.14 0.41	0.54 0.27	0.28 0.82 0.14 0.41
136 136_C3-H		pleted Reference Case Scenario	Medway	Wharf Farm Wharf Lane Cliffe	СЗ Н		1	TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30 0.44	0.14	0.30 0.4	0.27	0.14 0.41	0.27	0.14 0.41
137 137_C3-H 138 138_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	54 Sidney Road Borstal 17 Cherbourg Crescent Chatham	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110101 110114	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
139 139_C3-H		pleted Reference Case Scenario	Medway	14 Wharf Lane Cliffe	С3 Н		2	TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30 0.44	0.28	0.59 0.8		0.14 0.41	0.54	0.28 0.82
140 140_C3-H 141 141 C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	245 Napier Road Gillingham 23 Chapel Road Grain	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110079 110002	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.56	0.39 0.5 1.18 1.7		0.19 0.56 0.14 0.41	0.37 1.08	0.19 0.56 0.56 1.65
142 142_C3-H	SMC2153 Compl	pleted Reference Case Scenario	Medway	174 Princes Avenue Walderslade	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110143	0.12	0.39 0.51	0.12	0.39 0.5	1 0.37	0.19 0.56	0.37	0.19 0.56
143 143_C3-H 144 144_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	2 Dargets Road Walderslade 2-4 Wigmore Road Wigmore	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110156 110124	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.23	0.39 0.5 0.79 1.6		0.19 0.56 0.19 0.56	0.37 0.74	0.19 0.56 0.37 1.12
145 145_C3-H	SMC2168 Compl	pleted Reference Case Scenario	Medway	305 Lordswood Lane Lordswood	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110128	0.12	0.39 0.51	0.12	0.39 0.5	0.37	0.19 0.56	0.37	0.19 0.56
146 146_C3-H 147 147_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	68 Hawbeck Road Parkwood 8 Warren Wood Road Rochester	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110152 110107	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
148 148_C3-H	SMC2202 Compl	oleted Reference Case Scenario	Medway	63 Layfield Road GILLINGHAM	C3 H		2	TRICS	C3-H	C3-H_Suburban Area	115009	0.12	0.39 0.51	0.23	0.79 1.0	0.37	0.19 0.56	0.74	0.37 1.12
149 149_C3-H 150 150 C3-H		oleted Reference Case Scenario	Medway Medway	9 Military Road CHATHAM 98 Windmill Road Gillingham	C3 H		3	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	115010 110067	0.12 0.12	0.39 0.51 0.39 0.51	0.35 0.35	1.18 1.1 1.18 1.1		0.19 0.56 0.19 0.56	1.11	0.56 1.67 0.56 1.67
151 151_C3-H	SMC2212 Compl	oleted Reference Case Scenario	Medway	98 Frindsbury Road Frindsbury	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110021	0.12	0.39 0.51	0.12	0.39 0.5	1 0.37	0.19 0.56	0.37	0.19 0.56
152 152_C3-H 153 153_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	149 New Road CHATHAM 33 Station Road Rainham	C3 H		2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	115026 110105	0.12 0.12	0.39 0.51 0.39 0.51	0.23 0.12	0.79 1.0 0.39 0.5		0.19 0.56 0.19 0.56	0.74 0.37	0.37 1.12 0.19 0.56
154 154_C3-H	SMC2222 Compl	pleted Reference Case Scenario	Medway	2 Star Hill Rochester	С3 Н		4	TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39 0.51	0.47	1.58 2.0	0.37	0.19 0.56	1.48	0.75 2.23
155 155_C3-H 156 156 C3-H		oleted Reference Case Scenario oleted Reference Case Scenario	Medway Medway	91-93 Bryant Road Strood 1 Parsonage Cottages The Street Stoke	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110025 115022	0.12 0.14	0.39 0.51 0.30 0.44	0.12	0.39 0.5 0.59 0.5		0.19 0.56 0.14 0.41	0.37 0.54	0.19 0.56 0.28 0.82
157 157_C3-H	SMC2229 Compl	oleted Reference Case Scenario	Medway	4 Parr Avenue Gillingham	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110038	0.12	0.39 0.51	0.12	0.39 0.5	0.37	0.19 0.56	0.37	0.19 0.56
158 158_C3-H 159 159_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	11 Glebe Road Gillingham Stout Farm Clinch Street High Halstow	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110081 115002	0.12 0.14	0.39 0.51 0.30 0.44	0.47 0.14	1.58 2.0 0.30 0.4		0.19 0.56 0.14 0.41	1.48 0.27	0.75 2.23 0.14 0.41
160 160_C3-H	SMC2236 Compl	oleted Reference Case Scenario	Medway	506 Lower Rainham Road Rainham	С3 Н		3	TRICS	C3-H	C3-H_Suburban Area	115020	0.12	0.39 0.51	0.35	1.18 1.5	0.37	0.19 0.56	1.11	0.56 1.67
161 161_C3-H 162 162_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	118 Maidstone Road, fronting King Edward Ro Garage Block Thatchers Lane Cliffe	C3 H		2	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110088 110008	0.12 0.14	0.39 0.51 0.30 0.44	0.47 0.28	1.58 2.0 0.59 0.8		0.19 0.56 0.14 0.41	1.48 0.54	0.75 2.23 0.28 0.82
163 163_C3-H		oleted Reference Case Scenario		12 Bootham Close Strood	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110045	0.12	0.39 0.51	0.12	0.39 0.5		0.19 0.56	0.37	0.19 0.56
164 164_C3-H 165 165_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	2 Central Road Strood Halling Baptist Church Vicarage Road Halling	C3 H		1 2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110020 110119	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.28	0.39 0.5 0.59 0.5		0.19 0.56 0.14 0.41	0.37 0.54	0.19 0.56 0.28 0.82
166 166_C3-H	SMC2270 Compl	oleted Reference Case Scenario		380 High Street CHATHAM	С3 Н		4	TRICS	С3-Н	C3-H_Suburban Area	110063	0.12	0.39 0.51	0.47	1.58 2.0	0.37	0.19 0.56	1.48	0.75 2.23
167 167_C3-H 168 168_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	212-214 Maidstone Road ROCHESTER 53 Cooling Road Strood	C3 H		3	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110100 110016	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.35	0.39 0.5 1.18 1.5		0.19 0.56 0.19 0.56	0.37 1.11	0.19 0.56 0.56 1.67
169 169_C3-H		oleted Reference Case Scenario		231 Beechings Way GILLINGHAM	С3 Н		2	TRICS	С3-Н	C3-H_Suburban Area	110076	0.12	0.39 0.51	0.23	0.79 1.0		0.19 0.56	0.74	0.37 1.12
170 170_C3-H 171 171_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	188 Wayfield Road Chatham 11 Wedgewood Drive Chatham	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110115 110115	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
172 172_C3-H		oleted Reference Case Scenario	Medway	Barn off Mierscourt Road Rainham	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39 0.51	0.12	0.39 0.5		0.19 0.56	0.37	0.19 0.56
173 173_C3-H 174 174_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	5 Shirley Avenue CHATHAM 2 View Road Cliffe Woods	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110138 110006	0.12 0.14	0.39 0.51 0.30 0.44	0.23 0.14	0.79 1.0 0.30 0.4		0.19 0.56 0.14 0.41	0.74 0.27	0.37 1.12 0.14 0.41
175 175_C3-H		oleted Reference Case Scenario	Medway	56-60 Town Road Cliffe Woods	С3 Н		1	TRICS	C3-H	C3-H_Neighbourhood Centre	110006 115018	0.14 0.14	0.30 0.44	0.14 0.42	0.30 0.4 0.89 1.3		0.14 0.41	0.27 0.81	0.14 0.41 0.42 1.24
176 176_C3-H 177 177_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	Old George Court Main Road Chattenden 171 Church Street Cliffe	C3 H		3	TRICS TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110008	0.14	0.30 0.44 0.30 0.44	0.42	0.89 1.: 0.89 1.:		0.14 0.41 0.14 0.41	0.81	0.42 1.24 0.42 1.24
178 178_C3-H		oleted Reference Case Scenario	Medway	2 Hale Road Cliffe Woods	C3 H		1	TRICS	C3-H C3-H	C3-H_Neighbourhood Centre	110006 110044	0.14 0.12	0.30 0.44	0.14	0.30 0.4 0.79 1.0		0.14 0.41 0.19 0.56	0.27	0.14 0.41 0.37 1.12
179 179_C3-H 180 180_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	104A, B, C Poplar Road Strood 1 Squires Close Strood	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110044	0.12	0.39 0.51 0.39 0.51	0.12	0.79 1.0 0.39 0.1		0.19 0.56 0.19 0.56	0.74	0.37 1.12 0.19 0.56
181 181_C3-H 182 182_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	298 Darnley Road Strood 70 Toronto Road GILLINGHAM	C3 H		2	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110041 110051	0.12 0.12	0.39 0.51 0.39 0.51	0.23 0.23	0.79 1.0 0.79 1.0	0.37	0.19 0.56 0.19 0.56	0.74 0.74	0.37 1.12 0.37 1.12
183 183_C3-H		pleted Reference Case Scenario	Medway	86-88 High Street Chatham	C3 H		1	TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39 0.51	0.12	0.39 0.1	0.37	0.19 0.56	0.37	0.19 0.56
184 184_C3-H 185 185 C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	134 Delce Road ROCHESTER Court Lodge Farm The Street Stoke	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110071 115022	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.14	0.39 0.5 0.30 0.4		0.19 0.56 0.14 0.41	0.37 0.27	0.19 0.56 0.14 0.41
186 186_C3-H		pleted Reference Case Scenario	Medway	122 Valley View Road Rochester	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110101	0.12	0.39 0.51	0.12	0.39 0.		0.19 0.56	0.37	0.19 0.56
187 187_C3-H 188 188_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	2 Connaught Road Luton Cookham Farm Hill Road Borstal	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110082 110101	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
189 189_C3-H		pleted Reference Case Scenario	Medway	193 Princes Avenue Walderslade	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110143	0.12	0.39 0.51	0.12	0.39 0.		0.19 0.56	0.37	0.19 0.56
190 190_C3-H 191 191_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	117 Darnley Road Strood 112 Lower Rainham Road Rainham	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110031 115008	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.23	0.39 0.5 0.79 1.6		0.19 0.56 0.19 0.56	0.37 0.74	0.19 0.56 0.37 1.12
192 192_C3-H	SMC2346 Compl	pleted Reference Case Scenario	Medway	25 Rochester Road Cuxton	С3 Н		1	TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30 0.44	0.14	0.30 0.4	4 0.27	0.14 0.41	0.27	0.14 0.41
193 193_C3-H 194 194 C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	142 and 142a Napier Road Gillingham 92 Woodside Wigmore	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110065 110124	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
195 195_C3-H	SMC2354 Compl	oleted Reference Case Scenario	Medway	35 Rainham Road CHATHAM	С3 Н		2	TRICS	C3-H	C3-H_Suburban Area	110067	0.12	0.39 0.51	0.23	0.79 1.0	0.37	0.19 0.56	0.74	0.37 1.12
196 196_C3-H 197 197_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	90 Cecil Road ROCHESTER 309 High Street Rainham	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110071 110106	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.35	0.39 0.5 1.18 1.5		0.19 0.56 0.19 0.56	0.37 1.11	0.19 0.56 0.56 1.67
198 198_C3-H	SMC2357 Compl	pleted Reference Case Scenario		316 Canterbury Street GILLINGHAM	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39 0.51	0.12	0.39 0.5	1 0.37	0.19 0.56	0.37	0.19 0.56
199 199_C3-H 200 200 C3-H	·	pleted Reference Case Scenario pleted Reference Case Scenario	Medway	49 Wainscott Road Wainscott 8 Church Street Hoo	C3 H		3 1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110014 110004	0.12 0.14	0.39 0.51 0.30 0.44	0.35 0.14	1.18 1.1 0.30 0.4		0.19 0.56 0.14 0.41	1.11 0.27	0.56 1.67 0.14 0.41
201 201_C3-H	SMC2366 Compl	pleted Reference Case Scenario	Medway	42 High Street ROCHESTER	C3 H		-1	TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39 0.51	-0.12	-0.39 -0.5	0.37	0.19 0.56	-0.37	-0.19 -0.56
202 202_C3-H 203 203_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	77 High Street GILLINGHAM 48 High Street Strood	C3 H		3	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110049 110024	0.12 0.12	0.39 0.51 0.39 0.51	0.35 0.35	1.18 1.1 1.18 1.1		0.19 0.56 0.19 0.56	1.11 1.11	0.56 1.67 0.56 1.67
204 204_C3-H	SMC2372 Compl	pleted Reference Case Scenario	Medway	45 & 45B Park Avenue Gillingham	C3 H		-1	TRICS	C3-H	C3-H_Suburban Area	110079	0.12	0.39 0.51	-0.12	-0.39 -0.5	1 0.37	0.19 0.56	-0.37	-0.19 -0.56
205 205_C3-H 206 206 C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	116 Maidstone Road Chatham 9 Gordon Road Gillingham	C3 H		-1 1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110088 110051	0.12 0.12	0.39 0.51 0.39 0.51	-0.12 0.12	-0.39 -0.5 0.39 0.5		0.19 0.56 0.19 0.56	-0.37 0.37	-0.19 -0.56 0.19 0.56
207 207_C3-H	SMC2384 Compl	oleted Reference Case Scenario	Medway	185 Frindsbury Road Strood	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39 0.51	0.12	0.39 0.5	0.37	0.19 0.56	0.37	0.19 0.56
208 208_C3-H 209 209_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	227 Cliffe Road Strood 37 Pepys Way Strood	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110018 110020	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
210 210_C3-H	SMC2388 Compl	pleted Reference Case Scenario	Medway	4 Everest Lane Strood	C3 H		1	TRICS	C3-H	C3-H_Suburban Area	110021	0.12	0.39 0.51	0.12	0.39 0.5	0.37	0.19 0.56	0.37	0.19 0.56
211 211_C3-H 212 212 C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	1 Victoria Road Walderslade 5 & 11 Tennyson Avenue Cliffe Woods	C3 H		1 2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110158 110006	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.28	0.39 0.5 0.59 0.5		0.19 0.56 0.14 0.41	0.37 0.54	0.19 0.56 0.28 0.82
213 213_C3-H	SMC2392 Compl	pleted Reference Case Scenario	Medway	44 Station Road Cliffe	C3 H		1	TRICS	C3-H	C3-H_Neighbourhood Centre	110005	0.14	0.30 0.44	0.14	0.30 0.4	0.27	0.14 0.41	0.27	0.14 0.41
214 214_C3-H 215 215_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway	54 Rochester Road Halling 87 Kent Road Halling	C3 H		1	TRICS TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110118 110119	0.14 0.14	0.30 0.44 0.30 0.44	0.14 0.14	0.30 0.4 0.30 0.4		0.14 0.41 0.14 0.41	0.27 0.27	0.14 0.41 0.14 0.41
216 216_C3-H	SMC2402 Compl	oleted Reference Case Scenario	Medway	692A Maidstone Road Rainham	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110147	0.12	0.39 0.51	0.12	0.39 0.5	1 0.37	0.19 0.56	0.37	0.19 0.56
217 217_C3-H 218 218_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	12 Kirkdale Close Lordswood 7 Montgomery Avenue Chatham	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110161 110115	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
219 219_C3-H		oleted Reference Case Scenario	Medway	14 Lincoln Close Strood	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110043	0.12	0.39 0.51	0.12	0.39 0.5		0.19 0.56	0.37	0.19 0.56
220 220_C3-H 221 221_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	27 Ewart Road Chatham 1 Nashenden Lane Borstal	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110089 110099	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
222 222_C3-H	SMC2427 Compl	oleted Reference Case Scenario	Medway	31 Beech Road Strood	C3 H		1	TRICS	C3-H	C3-H_Suburban Area	115000	0.12	0.39 0.51	0.12	0.39 0.5	0.37	0.19 0.56	0.37	0.19 0.56
223 223_C3-H 224 224_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	121 Watling Street GILLINGHAM (Adjacent Sandhurst Farm) Sharnal Street Hig	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110079 115002	0.12 0.14	0.39 0.51 0.30 0.44	0.23 0.14	0.79 1.0 0.30 0.4		0.19 0.56 0.14 0.41	0.74 0.27	0.37 1.12 0.14 0.41
225 225_C3-H	SMC2435 Compl	pleted Reference Case Scenario	Medway	14 Castlemaine Avenue Gillingham	C3 H		1	TRICS	C3-H	C3-H_Suburban Area	110040	0.12	0.39 0.51	0.12	0.39 0.5	1 0.37	0.19 0.56	0.37	0.19 0.56
226 226_C3-H 227 227_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario		636 Mierscourt Road Rainham 126 Hempstead Road Hempstead	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110133 110145	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0.5 0.39 0.5		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
228 228_C3-H	SMC2443 Compl	pleted Reference Case Scenario	Medway	The Chestnuts Matts Hill Road Rainham	C3 H		1	TRICS	C3-H C3-H	C3-H_Neighbourhood Centre	110134 110063	0.14	0.30 0.44	0.14	0.30 0.4	0.27	0.14 0.41	0.27 0.74	0.14 0.41
229 229_C3-H 230 230_C3-H		pleted Reference Case Scenario pleted Reference Case Scenario		313a High Street CHATHAM Grange Redoubt Grange Road Gillingham	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	115020	0.12 0.12	0.39 0.51 0.39 0.51	0.23 0.12	0.79 1.0 0.39 0.1	1 0.37	0.19 0.56 0.19 0.56	0.37	0.37 1.12 0.19 0.56
231 231_C3-H 232 232 C3-H	SMC2451 Compl	pleted Reference Case Scenario	Medway	12 Anson Close Lordswood 486 Lower Rainham Road Rainham	C3 H		1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110130 115020	0.12 0.12	0.39 0.51 0.39 0.51	0.12 -0.12	0.39 0.1 -0.39 -0.1	1 0.37	0.19 0.56 0.19 0.56	0.37 -0.37	0.19 0.56 -0.19 -0.56
233 233_C3-H	SMC2454 Compl	pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	486 Lower Rainham Road Rainham 108-110 Woodside Rainham	C3 H		2	TRICS	C3-H	C3-H_Suburban Area	110124	0.12 0.12	0.39 0.51	0.23	0.79 1.0	0.37	0.19 0.56	-0.37 0.74	0.37 1.12
234 234_C3-H	SMC2456 Compl	oleted Reference Case Scenario	Medway	294 Hempstead Road Hempstead	C3 H		3	TRICS	C3-H	C3-H_Suburban Area	110146	0.12	0.39 0.51	0.35	1.18 1.		0.19 0.56	1.11	0.56 1.67
235 235_C3-H 236 236_C3-H	SMC2458 Compl	pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway	55 Napier Road Gillingham 2 Tramways Luton	C3 H		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110053 110084	0.12 0.14	0.30 0.44	0.12 0.14	0.39 0.5 0.30 0.4	4 0.27	0.14 0.41	0.37 0.27	0.19 0.56 0.14 0.41
237 237_C3-H 238 238 C3-H	·	pleted Reference Case Scenario pleted Reference Case Scenario	Medway	17 Ordnance Terrace Chatham 12 Albany Terrace Chatham	C3 H		-1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110060 110060	0.12 0.12	0.39 0.51 0.39 0.51	-0.12 0.12	-0.39 -0.5 0.39 0.5		0.19 0.56 0.19 0.56	-0.37 0.37	-0.19 -0.56 0.19 0.56
239 239_C3-H	SMC2464 Compl	oleted Reference Case Scenario	Medway	162 High Street GILLINGHAM	С3 Н		1	TRICS	C3-H	C3-H_Suburban Area	110046	0.12	0.39 0.51	0.12	0.39 0.5	1 0.37	0.19 0.56	0.37	0.19 0.56
240 240_C3-H 241 241_C3-H	SMC2465 Compl	pleted Reference Case Scenario pleted Reference Case Scenario	Medway Medway		C3 H		2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110046 110046	0.12 0.12	0.39 0.51 0.39 0.51	0.23 0.23	0.79 1.0 0.79 1.0	0.37	0.19 0.56 0.19 0.56	0.74 0.74	0.37 1.12 0.37 1.12
241 241_C3-H 242 242_C3-H		pleted Reference Case Scenario			C3 H		1	TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110117	0.12	0.39 0.51	0.23	0.30 0.4		0.19 0.56	0.74	0.14 0.41

		Development Information				Demand Inputs			Network Inputs				k (08:00 -09:00)			PM Peak (17:			
Site_ID Unique_ID	Reference (Plann Co	ompletions/ Scenario	District	Development Name	Land Use Unit	All Developments HH, Dwellings Employment, floorspace			5/TA TRICS Location	Model Zone	Destination (Arrivals) O	Trip Rate Origins (Departures) Two-Way		ip Generation Origins (Departures) Two-Wa	Trip   Destination (Arrivals) Origin	s (Departures) Two-Way De			vo-Way
243 243_C3-H 244 244_C3-H		ompleted Reference Case Scenario  mpleted Reference Case Scenario	Medway Medway	44 Gillingham Road GILLINGHAM 231 Canterbury Street GILLINGHAM	C3 H	1 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11006 11006	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.19	0.56 0.56
245 245_C3-H 246 246_C3-H		ompleted Reference Case Scenario Ompleted Reference Case Scenario	Medway Medway	235 Canterbury Street GILLINGHAM 18 & 20 Alamein Avenue Chatham	C3 H	1 4	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11006 11011	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 1.58	0.51 0.37 2.04 0.37	0.19 0.56 0.19 0.56	0.37 1.48	0.19 0.75	0.56 2.23
247 247_C3-H 248 248 C3-H	SMC2484 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	303 Beacon Road Chatham 168 High Street CHATHAM	C3 H	1 2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11008 11502	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 1.18	0.51 0.37 1.53 0.37	0.19 0.56 0.19 0.56	0.37 1.11	0.19 0.56	0.56 1.67
249 249_C3-H	SMC2495 Co	ompleted Reference Case Scenario	Medway	12 Railway Street CHATHAM	C3 H	3	TRICS	C3-H	C3-H_Suburban Area	11502	0.12	0.39 0.5	0.35	1.18	1.53 0.37	0.19 0.56	1.11	0.56	1.67
250 250_C3-H 251 251_C3-H	SMC2500 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	376 High Street ROCHESTER 54 Delce Road ROCHESTER	C3 H	1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	11501 11007	0.12 0.14	0.39 0.5 0.29 0.4	0.47 0.14	1.58 0.29	2.04 0.37 0.43 0.28	0.19 0.56 0.17 0.45	1.48 0.28	0.75 0.17	2.23 0.45
252 252_C3-H 253 253_C3-H		ompleted Reference Case Scenario Ompleted Reference Case Scenario	Medway Medway	64 Copperfield Road Rochester 45 May Road Rochester	C3 H	1 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11007 11007	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.19	0.56 0.56
254 254_C3-H 255 255 C3-H	SMC2505 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	Anne Figg Court Weatherly Close Rochester 32 Carpenters Close Rochester	C3 H	2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11005 11010	0.12 0.12	0.39 0.5 0.39 0.5	0.23	0.79 1.18	1.02 0.37 1.53 0.37	0.19 0.56 0.19 0.56	0.74 1.11	0.37 0.56	1.12 1.67
256 256_C3-H	SMC2509 Co	ompleted Reference Case Scenario	Medway Medway	74 Leander Road ROCHESTER	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	11010 11010 11012	0.12	0.39 0.5 0.39 0.5	0.12	0.39	0.51 0.37 0.51 0.37	0.19 0.56	0.37	0.19	0.56
257 257_C3-H 258 258_C3-H	SMC2513 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway	23 Salisbury Avenue Rainham 76 Ivy Street Rainham	C3 H	1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11010	0.12 0.12	0.39 0.5	0.12 0.12	0.39 0.39	0.51 0.37	0.19 0.56 0.19 0.56	0.37	0.19 0.19	0.56 0.56
259 259_C3-H 260 260_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	2 Love Lane Rochester 58-60 Parkwood Green Shopping Centre Par	C3 H kC3 H	1 1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11005 11015	0.12 0.12	0.39 0.5 0.39 0.5		0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.19	0.56 0.56
261 261_C3-H 262 262 C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	The Cricketers Sturdee Avenue GILLINGHAM 12 Cooling Road Cliffe	C3 H	2 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	11005 11000	0.12 0.14	0.39 0.5 0.30 0.4	0.23 0.14	0.79 0.30	1.02 0.44 0.27	0.19 0.56 0.14 0.41	0.74 0.27	0.37 0.14	1.12 0.41
263 263_C3-H 264 264_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	13 Livingstone Circus GILLINGHAM 10 Watling Street Gillingham	C3 H	2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11005 11007	0.12 0.12	0.39 0.5 0.39 0.5	0.23	0.79 -0.39 -	1.02 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.74 -0.37	0.37 -0.19	1.12 -0.56
265 265_C3-H	SMC2544 Co	ompleted Reference Case Scenario	Medway	61 Rochester Road Halling	C3 H	1	TRICS	C3-H	C3-H_Neighbourhood Centre	11011	0.14	0.30 0.4	0.14	0.30	0.44 0.27	0.14 0.41	0.27	0.14	0.41
266 266_C3-H 267 267_C3-H	SMC2548 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	30 Milton Avenue Cliffe Woods 311A High Street Chatham	C3 H	2	TRICS TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	11000 11006	0.14 0.12	0.30 0.4 0.39 0.5	0.14 0.23	0.30 0.79	0.44 0.27 1.02 0.37	0.14 0.41 0.19 0.56	0.27 0.74	0.14 0.37	0.41 1.12
268 268_C3-H 269 269_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	11 London Road Strood 77 Main Road Hoo	C3 H	-1 4	TRICS TRICS	C3-H	C3-H_Edge of Town Centre C3-H_Neighbourhood Centre	11500 11001	0.14 0.14	0.29 0.4 0.30 0.4		-0.29 - 1.18	0.43 0.28 1.74 0.27	0.17 0.45 0.14 0.41	-0.28 1.08	-0.17 0.56	-0.45 1.65
270 270_C3-H 271 271_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	120 Maidstoone Road Chatham 52 Cleave Road Gillingham	C3 H	1 1	TRICS TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	11008 11007	0.14 0.12	0.30 0.4 0.39 0.5		0.30 0.39	0.44 0.27 0.51 0.37	0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.19	0.41 0.56
272 272_C3-H	SMC2559 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	102 High Street CHATHAM 23 New Road ROCHESTER	C3 H	3	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area	11502 11501	0.12 0.12	0.39 0.5 0.39 0.5	0.35	1.18	1.53 0.51 0.37	0.19 0.56 0.19 0.56	1.11	0.56 -0.19	1.67 -0.56
273 273_C3-H 274 274_C3-H	SMC2564 Co	ompleted Reference Case Scenario	Medway	52 Delce Road ROCHESTER	C3 H	2	TRICS	C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	11007	0.14	0.29 0.4	3 0.28	0.58	0.86 0.28	0.17 0.45	0.57	0.34	0.91
275 275_C3-H 276 276_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	367 Maidstone Road Wigmore 105 Station Road Rainham	C3 H	-1 -1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11015 11010	0.12 0.12	0.39 0.5 0.39 0.5	-0.12 -0.12	-0.39 - -0.39 -	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	-0.37 -0.37	-0.19 -0.19	-0.56 -0.56
277 277_C3-H 278 278_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	44 Sturla Road Chatham Rochester Road Halling	C3 H	1 2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	11006 11011	0.12 0.14	0.39 0.5 0.30 0.4	0.12 0.28	0.39 0.59	0.51 0.37 0.87 0.27	0.19 0.56 0.14 0.41	0.37 0.54	0.19 0.28	0.56 0.82
279 279_C3-H 280 280 C3-H	SMC2577 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway	14 Stanford Way Cuxton 46 Sturla Road Chatham	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	11011 11011 11006	0.14 0.12	0.30 0.4 0.39 0.5	0.14 0.12	0.30 0.39	0.44 0.27 0.51 0.37	0.14 0.41 0.19 0.56	0.27	0.14 0.19	0.41
281 281_C3-H	SMC2586 Co	ompleted Reference Case Scenario	Medway Medway Medway	10 Nashenden Lane Borstal	C3 H	2	TRICS	C3-H	C3-H_Suburban Area	11006 11009 11004	0.12	0.39 0.5 0.39 0.5 0.39 0.5	0.23	0.79	0.51 1.02 0.51 0.37	0.19 0.56	0.74 0.37	0.37	1.12
282 282_C3-H 283 283_C3-H	SMC2593 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	260 - 262 Darnley Road Strood 68 Rolvenden Road Wainscott	C3 H	1 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11502	0.12 0.12	0.39 0.5	0.12 1 0.12	0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37	0.19 0.19	0.56 0.56
284 284_C3-H 285 285 C3-H		ompleted Reference Case Scenario  mpleted Reference Case Scenario	Medway Medway	98-100 High Street GILLINGHAM 89 Grange Road Gillingham	C3 H	-1 -1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11004 11004	0.12 0.12	0.39 0.5 0.39 0.5		-0.39 - -0.39 -	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	-0.37 -0.37	-0.19 -0.19	-0.56 -0.56
286 286_C3-H 287 287 C3-H	SMC2602 Co	ompleted Reference Case Scenario	Medway Medway	5 Portland Road Gillingham 62 High Street GILLINGHAM	C3 H	-1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11004 11004	0.12 0.12	0.39 0.5 0.39 0.5		-0.39 - 0.79	0.51 0.37 1.02 0.37	0.19 0.56 0.19 0.56	-0.37 0.74	-0.19 0.37	-0.56 1.12
288 288_C3-H	SMC2607 Co	ompleted Reference Case Scenario	Medway	60 Cranmere Court Strood	C3 H	1	TRICS	С3-Н	C3-H_Suburban Area	11002	0.12	0.39 0.5	0.12	0.39	0.51 0.37	0.19 0.56	0.37	0.19	0.56
289 289_C3-H 290 290_C3-H	SMC2615 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	2 Borough Road Gillingham 87 Rock Avenue Gillingham	C3 H	-1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11006 11006	0.12 0.12	0.39 0.5 0.39 0.5	0.23 1 -0.12	0.79 -0.39 -	1.02 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.74 -0.37	0.37 -0.19	1.12 -0.56
291 291_C3-H 292 292_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	10 Franklin Road GILLINGHAM 11 Honeysuckle Close Hempstead	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Edge of Town Centre C3-H_Suburban Area	11004 11014	0.14 0.12	0.29 0.4 0.39 0.5	0.28 1 0.12	0.58 0.39	0.86 0.28 0.51 0.37	0.17 0.45 0.19 0.56	0.57 0.37	0.34 0.19	0.91 0.56
293 293_C3-H 294 294 C3-H		ompleted Reference Case Scenario  mpleted Reference Case Scenario	Medway Medway	2E Luton Road Luton The Court Yard Holding Street Rainham	C3 H	1 3	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11008 11010	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 1.18	0.51 0.37 1.53 0.37	0.19 0.56 0.19 0.56	0.37 1.11	0.19 0.56	0.56 1.67
295 295_C3-H	SMC2633 Co	ompleted Reference Case Scenario		255 High Street Rainham 377 Maidstone Road Rainham	C3 H	1	TRICS TRICS	C3-H	C3-H_Suburban Area	11010 11015	0.12	0.39 0.5 0.39 0.5	0.12	0.39	0.51 0.37 0.51 0.37	0.19 0.56	0.37	0.19	0.56 0.56
296 296_C3-H 297 297_C3-H	SMC2636 Co	ompleted Reference Case Scenario	Medway	90 Featherby Road Twydall	C3 H	1	TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11007	0.12 0.12	0.39 0.5		0.39 0.39	0.51 0.37	0.19 0.56 0.19 0.56	0.37	0.19 0.19	0.56
298 298_C3-H 299 299_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	157 Barnsole Road GILLINGHAM 10-12 Victoria Street ROCHESTER	C3 H	1 2	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11005 11005	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 0.79	0.51 0.37 1.02 0.37	0.19 0.56 0.19 0.56	0.37 0.74	0.19 0.37	0.56 1.12
300 300_C3-H 301 301_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	172 High Street ROCHESTER 13 Church Street CHATHAM	C3 H	1 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11005 11502	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.19	0.56 0.56
302 302_C3-H 303 303_C3-H	SMC2652 Co	ompleted Reference Case Scenario Completed Reference Case Scenario	Medway Medway	36 New Road Chatham opposite St James's Church Main Road Cooli	C3 H	3	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H Neighbourhood Centre	11006 11500	0.12 0.14	0.39 0.5 0.30 0.4	0.35 4 0.14	1.18 0.30	1.53 0.37 0.44 0.27	0.19 0.56 0.14 0.41	1.11 0.27	0.56 0.14	1.67 0.41
304 304_C3-H	SMC2655 Co	ompleted Reference Case Scenario	Medway	304-306 St Margarets Banks Rochester	C3 H	2	TRICS	C3-H	C3-H_Suburban Area	11501	0.12	0.39 0.5	0.23	0.79	1.02 0.37	0.19 0.56	0.74	0.37	1.12
305 305_C3-H 306 306_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	321 High Street Rochester 50 Delce Road Rochester	C3 H	2	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	11501 11007	0.12 0.14	0.39 0.5 0.29 0.4	0.35 0.28	1.18 0.58	1.53 0.37 0.86 0.28	0.19 0.56 0.17 0.45	1.11 0.57	0.56 0.34	1.67 0.91
307 307_C3-H 308 308_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	14 Duncan Road GILLINGHAM 235 Frindsbury Hill Wainscott	C3 H	-1 1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11004 11502	0.12 0.12	0.39 0.5 0.39 0.5	-0.12 1 0.12	-0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	-0.37 0.37	-0.19 0.19	-0.56 0.56
309 309_C3-H 310 310 C3-H	SMC2671 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	Manor Farm Marsh Road Halling 36 Clandon Road Lordswood	C3 H	1 1	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	11011 11016	0.14	0.30 0.4 0.39 0.5		0.30 0.39	0.44 0.27 0.51 0.37	0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.19	0.41 0.56
311 311_C3-H 312 312_C3-H	SMC2674 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway	75 Rochester Road Halling Land north of Grain Road Grain	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	11010 11011 11000	0.14 0.14	0.30 0.4 0.30 0.4		0.30 0.59	0.44 0.27 0.87 0.27	0.14 0.41 0.14 0.41	0.27 0.54	0.14 0.28	0.41 0.82
313 313_C3-H	SMC2689 Co	ompleted Reference Case Scenario	Medway	Hazelbank 189 Princes Avenue Walderslade	C3 H	-1	TRICS	С3-Н	C3-H_Suburban Area	11014	0.12	0.39 0.5	-0.12	-0.39 -	0.51 0.37	0.19 0.56	-0.37	-0.19	-0.56
314 314_C3-H 315 315_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	2-6 Victoria Street Rochester 102 High Street Chatham	C3 H	1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11005 11502	0.12 0.12	0.39 0.5 0.39 0.5	0.23	0.79 0.39	1.02 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.74 0.37	0.37 0.19	1.12 0.56
316 316_C3-H 317 317_C3-H	SMC2698 Co SMC2704 Co	ompleted Reference Case Scenario Ompleted Reference Case Scenario	Medway Medway	9 Aspen Way Chatham 40 New Road CHATHAM	C3 H	1 1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11015 11006	0.12 0.12	0.39 0.5 0.39 0.5	0.12	0.39 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.19	0.56 0.56
318 318_C3-H 319 319 C3-H		ompleted Reference Case Scenario	Medway Medway	49 Sturia Road Chatham 4 Elm Tree Cottages Chattenden Lane Chatte	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	11006 11501	0.12 0.14	0.39 0.5 0.30 0.4	0.12	0.39 0.30	0.51 0.37 0.44 0.27	0.19 0.56 0.14 0.41	0.37 0.27	0.19 0.14	0.56 0.41
320 320_C3-H	SMC2720 Co	ompleted Reference Case Scenario	Medway	92 Canterbury Street GILLINGHAM	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	11004	0.12	0.39 0.5	0.12	0.39	0.51 0.37	0.19 0.56	0.37	0.19	0.56
321 321_C3-H 322 322_C3-H	SMC2725 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	78 Rock Avenue Gillingham 133-135 High Street GILLINGHAM	C3 H	2	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11006 11004	0.12 0.12	0.39 0.5 0.39 0.5	0.23	-0.39 - 0.79	0.51 0.37 1.02 0.37	0.19 0.56 0.19 0.56	-0.37 0.74	-0.19 0.37	-0.56 1.12
323 323_C3-H 324 324_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	90 Thorold Road Luton 265 Luton Road Luton	C3 H	-1 1	TRICS TRICS	C3-H	C3-H_Edge of Town Centre C3-H_Suburban Area	11008 11008	0.14 0.12	0.29 0.4 0.39 0.5		-0.29 - 0.39	0.43 0.28 0.51 0.37	0.17 0.45 0.19 0.56	-0.28 0.37	-0.17 0.19	-0.45 0.56
325 325_C3-H 326 326 C3-H		ompleted Reference Case Scenario	Medway Medway	110 Chatham Hill Luton The Paddock Sharnal Street High Halstow	C3 H	4	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	11008 11500	0.12 0.14	0.39 0.5 0.30 0.4	0.47	1.58	2.04 0.37 0.87 0.27	0.19 0.56 0.14 0.41	1.48 0.54	0.75 0.28	2.23 0.82
327 327_C3-H	SMC2740 Co	ompleted Reference Case Scenario	Medway	89 Hollywood Lane Wainscott	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	11001	0.12	0.39 0.5	0.12	0.39	0.51 0.37	0.19 0.56	0.37	0.19	0.56
328 328_C3-H 329 329_C3-H	SMC2755 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	33 Culpepper Close Parkwood 19 Paget Street Gillingham	C3 H	3	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	11015 11004	0.12	0.39 0.5 0.29 0.4		-0.39 - 0.87	0.51 0.37 1.29 0.28	0.19 0.56 0.17 0.45	-0.37 0.85	-0.19 0.51	-0.56 1.36
330 330_C3-H 331 331_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	5 Castle View Strood 1 Ross Street Rochester	C3 H	-1 1	TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	11002 11005	0.12 0.14	0.39 0.5 0.29 0.4		-0.39 - 0.29	0.51 0.37 0.43 0.28	0.19 0.56 0.17 0.45	-0.37 0.28	-0.19 0.17	-0.56 0.45
332 332_C3-H 333 333_C3-H		ompleted Reference Case Scenario Completed Reference Case Scenario	Medway Medway	204 Maidstone Road Chatham 28 St Georges Road Gillingham	C3 H	1 -1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11008 11003	0.12 0.12	0.39 0.5 0.39 0.5		0.39 -0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	0.37 -0.37	0.19 -0.19	0.56 -0.56
334 334_C3-H	SMC2795 Co	ompleted Reference Case Scenario	Medway	38 Glamford Road Strood 44 Speedwell Avenue Walderslade	C3 H	1	TRICS	C3-H	C3-H_Suburban Area	11004	0.12	0.39 0.5	0.12	0.39	0.51 0.37	0.19 0.56	0.37	0.19	0.56
335 335_C3-H 336 336_C3-H	SMC2802 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	224 Nelson Road Gillingham	C3 H	-1	TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	11015 11006	0.12 0.12	0.39 0.5 0.39 0.5	-0.12		0.51 0.37 0.51 0.37	0.19 0.56	0.37 -0.37	0.19 -0.19	0.56 -0.56
337 337_C3-H 338 338_C3-H	SMC2812 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	29 Balmoral Road GILLINGHAM 12 Chatham Hill Luton	C3 H	1	TRICS TRICS	C3-H	C3-H_Edge of Town Centre C3-H_Suburban Area	11004 11008	0.14 0.12	0.29 0.4 0.39 0.5	0.12	0.58 0.39	0.86 0.28 0.51 0.37	0.17 0.45 0.19 0.56	0.57 0.37	0.34 0.19	0.91 0.56
339 339_C3-H 340 340_C3-H		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	62 Archbishops Crescent Gillingham 184 Thorold Road Chatham	C3 H	-1 1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11003 11008	0.12 0.12	0.39 0.5 0.39 0.5	-0.12 1 0.12	-0.39 - 0.39	0.51 0.37 0.51 0.37	0.19 0.56 0.19 0.56	-0.37 0.37	-0.19 0.19	-0.56 0.56
341 341_C3-H	SMC2856 Co	ompleted Reference Case Scenario	Medway	90a Sturdee Avenue Gillingham	С3 Н	1	TRICS	C3-H	C3-H_Suburban Area	11005	0.12	0.39 0.5	0.12	0.39	0.51 0.37	0.19 0.56	0.37	0.19	0.56
355 355_A4 356 356_A1	MC190111 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	170High Street Gill 179-181 Maidstone Road	A4 SQM A1 SQM	-19	TRICS TRICS	A4 A1	A3_Town Centre A1_Suburban Area	11004 11005	0.00 8.28	0.00 0.0 7.39 15.6	-16.22		0.00 1.50 0.71 13.39	0.35 1.85 13.96 27.35	-2.31 -26.25	-0.53 -27.36	-2.85 -53.61
365 365_B1 372 372_A2		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	High Street Rochester 295 high street rainhan	B1 SQM A2 SQM	-8	TRICS TRICS	B1 A2	B1_Town Centre A1_Town Centre	11501 11010	0.94 0.19	0.04 0.9 0.19 0.3		-0.30 - -0.17 -	7.65 0.11 0.33 1.35	0.79 0.91 1.35 2.71	-0.88 -1.16	-6.18 -1.16	-7.06 -2.33
376 376_B1 378 378_A2	MC191074 Co	ompleted Reference Case Scenario Completed Reference Case Scenario		33 Richard Street Chatham 39 Railway Street	B1 SQM A2 SQM	-25	TRICS TRICS	B1 A2	B1_Town Centre A1 Town Centre	11502 11502	0.94 0.19	0.04 0.9 0.19 0.3	-2.43	-0.10 -	2.53 0.11 1.13 1.35	0.79 0.91 1.35 2.71	-0.29 -3.95	-2.04 -3.95	-2.33 -7.91
383 383_A1	MC181666 Co	ompleted Reference Case Scenario	Medway	4a Luton Road	A1 SQM B1 SQM	-30	74 TRICS	A1	A1_Town Centre	11008 11501	0.19	0.19 0.3	9 -0.59	-0.59 -	1.17	1.35 2.71	-4.12 -6.60	-4.12 -122.58	-8.23
396 396_B1 400 400_B2	MC190038 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	47-67 High Street Chatham Bardell Terrace Rochester	SG SQM	-94	TRICS	B1 B2	B1_Town Centre B2_Suburban Area	11501	0.41	0.13 0.5	-3.89	-1.19 -	5.08 0.12	0.31 0.43	-1.17	-2.88	-129.18 -4.05
400 400_B1 400 400_B2		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	Bardell Terrace Rochester Bardell Terrace Rochester	B1 SQM B2 SQM	-141	TA TRICS	B1 B2	B1_Town Centre B2_Suburban Area	11501 11501	1.14 0.41	0.09 1.2 0.13 0.5	-8.27 -5.83	-0.64 - -1.78 -	8.90 0.09 7.61 0.12	1.04 1.13 0.31 0.43	-0.67 -1.75	-7.54 -4.32	-8.21 -6.07
400 400_B8 400 400_A1	MC190038 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	Bardell Terrace Rochester Bardell Terrace Rochester	B8 SQM A1 SQM	-103	TRICS	B8 A1	B8_Suburban Area A1_Town Centre	11501 11501	0.05	0.04 0.0 2.01 4.5		-0.37 -	0.93 0.07 1.75 4.53	0.04 0.11 4.98 9.51	-0.72 -11.58	-0.45 -12.76	-1.17 -24.34
404 404_B1	MC211899 Co	ompleted Reference Case Scenario	Medway	14 New Road Chatham	B1 SQM	-47	79 TRICS	B1	B1_Town Centre	11006 11000	0.94	0.04 0.9	-4.52	-0.18 -	4.70 0.11	0.79 0.91	-0.54	-3.79	-4.33
442 442_A4 452 452_SG	MC182309 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway	British Pilot Avery Way Allhallows  Adj Rochester Station Corporation Street Ro		-20	TA OO	A4 SG	A1_Neighbourhood Centre SG_Town Centre	11005	3.95	3.64 7.5 0.01 0.0		-0.01 -	0.03 0.02	5.22 10.05 0.03 0.05	-13.86 -0.04	-14.98 -0.05	-28.84 -0.09
460 460_A4 465 465_B2		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	44-45 Hills Terrace Chatham Land between Roman Way and Knights Road	A4 SQM B2 SQM	-66	TRICS TRICS	A4 B2	A3_Suburban Area B2_Suburban Area	11006 11004	0.00 0.41	0.00 0.0 0.13 0.5		0.00 -0.84 -	0.00 1.34 3.58 0.12	0.52 1.86 0.31 0.43	-2.41 -0.82	-0.93 -2.03	-3.34 -2.85
470 470_A4 471 471 A4		ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway Medway	172 canterbury street Gill 172 canterbury street Gill	A4 SQM A4 SQM	-11	TRICS TRICS	A4 A4	A3_Suburban Area A3_Suburban Area	11006 11006	0.00	0.00 0.0 0.00 0.0	0.00	0.00	0.00 1.34 0.00 1.34	0.52 1.86 0.52 1.86	-1.49 -3.18	-0.57 -1.22	-2.06 -4.40
471 471_A4 478 478_A4 486 486 A1	MC210192 Co	ompleted Reference Case Scenario	Medway Medway	Former White HousePH The Street Stoke 49 Wainscott Road	A4 SQM A1 SQM	-19	7 TRICS TRICS	A4 A1	A1_Neighbourhood Centre A1_Suburban Area	11502 11001	3.95 8.28	3.64 7.5 7.39 15.6	9 -7.70	-7.09 -1	4.79 4.83 6.76 13.39	5.22 10.05 13.96 27.35	-9.42 -14.33	-10.18 -14.94	-19.60
521 521_B8	MC210502 Co	ompleted Reference Case Scenario ompleted Reference Case Scenario	Medway	35 Railway Street Chatham	B8 SQM	-6	TRICS	B8	B8_Suburban Area	11502	0.05	0.04 0.0	-0.03	-0.02 -	0.06	0.04 0.11	-0.04	-0.03	-29.27 -0.07
523 523_A1 524 524_D1		ompleted Reference Case Scenario ompleted Reference Case Scenario		133 Canterbury Street 122 Canterbury Street	A1 SQM D1 SQM		TRICS TRICS	A1 D1	A1_Edge of Town Centre D1-EN_Mixed	11004 11004	0.19 2.60	0.00 0.1 2.15 4.7	9 -0.21 5 -1.74		0.21 1.44 3.18 1.84	1.75 3.19 0.75 2.59	-1.60 -1.23	-1.94 -0.50	-3.54 -1.73

		Development Information				Demand Inputs			Network Inputs				08:00 -09:00)			PM Peak (17:			
Site_ID Unique_ID		nn Completions/ Scenario	District	Development Name	Land Use Unit	All Developments HH, Dwellings Employment, floors			S/TA TRICS Location	Model Zon	Destination (Arrivals) Or		Destination (Arrivals) Origin	Seneration ns (Departures) Two-Way		s (Departures) Two-Way Des	tination (Arrivals) Origin		o-Way
525 525_A4 528 528_A1	MC211614 MC220956	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	9 High Street Strood 144 High Street Roch	A4 SQN A1 SQN		-151 TRICS -65 TRICS	A4 A1	A3_Town Centre A1_Town Centre	11500 11005	0.00	0.00 0.00 0.19 0.39	0.00 -0.13	0.00 0. -0.13 -0.		0.35 1.85 1.35 2.71	-2.27 -0.88	-0.52 -0.88	-2.79 -1.76
547 547_B8 549 549_SG	MC210446 MC210164	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	67 Ordnance Street Chatham 178 High Street Chatham	B8 SQN SG SQN		-47 TRICS -155 TRICS	B8 SG	B8_Edge of Town Centre SG Town Centre	11006 11502	1.19	0.13 1.33 0.00 0.00	-0.56 0.00	-0.06 -0. 0.00 0.	62 00 00 0.00	1.19 1.19 0.00 0.00	0.00	-0.56 0.00	-0.56 0.00
552 552_B1	MC203226	Completed Reference Case Scenario	Medway	19 Railway Street Chatham	B1 SQN	·	-128 TRICS	B1	B1_Town Centre	11502	0.94	0.04 0.98	-1.21	-0.05 -1.	26 0.11	0.79 0.91	-0.14	-1.01	-1.16
553 553_C2-Beds 554 554_A1	MC213595 MC213130	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	89 Rock Avenue 12 Railway Street	C2 Bed A1 SQN	i	-7 TRICS -89 TRICS	C2-Beds A1	C2-Mixed A1_Town Centre	11006 11502	0.08	0.05 0.13 0.19 0.39	-0.57 -0.17	-0.37 -0. -0.17 -0.	94 0.04 34 1.35	0.09 0.13 1.35 2.71	-0.29 -1.21	-0.60 -1.21	-0.89 -2.41
585 585_A4 658 658_B1	MC220803 MC192226	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	53 Capstone Road Lordswood Titus Barn Meresborough Lane Gill	A4 SQN B1 SQN	:	-197 TRICS -291 TRICS	A4 B1	A3_Suburban Area B1_Edge of Town	11008 11013	0.00	0.00 0.00 0.15 2.32	0.00 -6.31	0.00 0. -0.44 -6.	00 1.34 75 0.10	0.52 1.86 2.12 2.22	-2.64 -0.29	-1.01 -6.18	-3.65 -6.47
669 669_B8	MC200269	Completed Reference Case Scenario	Medway	15 Coulman Street Gillingham	B8 SQN		-52 TRICS	B8	B8_Suburban Area	11005	0.05	0.04 0.09	-0.03	-0.02 -0.	0.07	0.04 0.11	-0.04	-0.02	-0.06
674 674_B8 681 681_A2	MC212570 MC090291	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	48 Cambridge Road Strood 351 High Street Rochester	B8 SQN A2 SQN		-58 TRICS 158 TRICS	B8 A2	B8_Suburban Area A1_Town Centre	11002 11501	0.05 0.19	0.04 0.09 0.19 0.39	-0.03 0.30	-0.02 -0. 0.30 0.	05 0.07 61 1.35	0.04 0.11 1.35 2.71	-0.04 2.14	-0.02 2.14	-0.07 4.28
682 682_A1 682 682 A3	MC160600 MC160600	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Temple Waterfront Temple Waterfront	A1 SQN A3 SQN		202 TRICS 202 TRICS	A1 A3	A1_Suburban Area A3 Suburban Area	11004 11004	8.28 0.00	7.39 15.67 0.00 0.00	16.72 0.00	14.93 31. 0.00 0.	65 13.39 00 1.34	13.96 27.35 0.52 1.86	27.05 2.71	28.20 1.04	55.26 3.75
682 682_A4 682 682_B1	MC160600 MC160600	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Temple Waterfront Temple Waterfront	A4 SQN B1 SQN	:	202 TRICS 202 TRICS	A4 B1	A3_Suburban Area B1_Suburban Area	11004 11004	0.00	0.00 0.00 0.12 1.39	0.00 2.56	0.00 0. 0.25 2.	00 1.34 81 0.18	0.52 1.86 0.75 0.92	2.71 0.36	1.04 1.51	3.75 1.87
682 682_Mixed B	MC160600	Completed Reference Case Scenario	Medway	Temple Waterfront	Mixed B SQN		202 TRICS	Mixed B	B2_Suburban Area	11004	0.41	0.13 0.54	0.83	0.25 1.	0.12	0.31 0.43	0.25	0.62	0.87
682 682_A5 683 683_A2	MC160600 MC164006	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Temple Waterfront 86-88 High Street Chatham	A5 SQN A2 SQN		202 TRICS 86 TRICS	A5 A2	A3_Suburban Area A1_Town Centre	11004 11501	0.00	0.00 0.00 0.19 0.39	0.00 0.17	0.00 0. 0.17 0.	00 1.34 33 1.35	0.52 1.86 1.35 2.71	2.71 1.16	1.04 1.16	3.75 2.33
684 684_D2 684 684_A1	MC171918 MC171918	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Chatham Waters Pier Road Chatham Waters Pier Road	D2 SQN A1 SQN		110 TRICS 170 TRICS	D2 A1	D2-LC_Mixed A1_Suburban Area	11500 11500	17.85 8.28	9.42 27.27 7.39 15.67	0.20 14.07	0.10 0. 12.56 26.	30 20.74 63 13.39	21.72 42.46 13.96 27.35	0.23 22.77	0.24 23.73	0.47 46.50
684 684_A2	MC171918	Completed Reference Case Scenario	Medway	Chatham Waters Pier Road	A2 SQN		85 TRICS	A2	A1_Suburban Area	11500	8.28	7.39 15.67	7.04	6.28 13.	13.39	13.96 27.35	11.38	11.87	23.25
684 684_A3 684 684_A4	MC171918 MC171918	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Chatham Waters Pier Road Chatham Waters Pier Road	A3 SQN A4 SQN		95 TRICS 165 TRICS	A3 A4	A3_Suburban Area A3_Suburban Area	11500 11500	0.00	0.00 0.00 0.00 0.00	0.00 0.00	0.00 0. 0.00 0.	00 1.34 00 1.34	0.52 1.86 0.52 1.86	1.27 2.21	0.49 0.85	1.76 3.06
684 684_A5 685 685 A1	MC171918 MC172044	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Chatham Waters Pier Road 1-7 Canal Road Strood	A5 SQN A1 SQN		85 TRICS -76 TRICS	A5 A1	A3_Suburban Area A1 Town Centre	11500 11002	0.00	0.00 0.00 0.19 0.39	0.00 -0.15	0.00 0. -0.15 -0.	00 1.34 29 1.35	0.52 1.86 1.35 2.71	1.14 -1.03	0.44 -1.03	1.58 -2.06
686 686_A1 687 687 A3	MC173394 MC174135	Completed Reference Case Scenario	Medway Medway	309 High Street Rainham	A1 SQN A3 SQN		-110 TRICS	A1 A3	A1_Town Centre	11010 11002	0.19	0.19 0.39 0.00 0.00	-0.21	-0.21 -0.	42 1.35 00 1.50	1.35 2.71	-1.49	-1.49	-2.98
687 687_A5	MC174135	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	4 North Street Strood 4 North Street Strood	A5 SQN	1	70 TRICS 70 TRICS	A5	A3_Town Centre A3_Town Centre	11002	0.00	0.00 0.00	0.00 0.00	0.00 0. 0.00 0.	**	0.35 1.85 0.35 1.85	1.05 1.05	0.24 0.24	1.30 1.30
688 688_B2 689 689 D2	MC180074 MC180316	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Land at North Sea Terminal Salt Lane Cliffe 15-19 New Road Chatham	B2 SQN D2 SQN		5000 TRICS 210 TRICS	B2 D2	B2_Neighbourhood Centre D2-LC Mixed	11000 11502	0.49 17.85	0.24 0.73 9.42 27.27	24.30 0.37	12.15 36. 0.20 0.		0.34 0.50 21.72 42.46	7.95 0.44	16.95 0.46	24.90 0.89
690 690_D1	MC180997 MC180997	Completed Reference Case Scenario	Medway	Chatham Docks Pier Road	D1 SQN A1 SQN		537 TRICS 537 TRICS	D1	D1-EN_Mixed	11500 11500	2.60 8.28	2.15 4.75 7.39 15.67	13.96 44.45	11.55 25. 39.68 84.	51 1.84	0.75 2.59	9.87 71.92	4.03 74.97	13.90 146.89
690 690_A1 691 691_Other	MC181185	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Chatham Docks Pier Road Medway City Estate Whitewall Road Frindsb			40 TRICS	A1 Other	A1_Suburban Area	11500	0.00	7.39 15.67 0.00 0.00	0.00	39.68 84. 0.00 0.	00 0.00	13.96 27.35 0.00 0.00	0.00	0.00	0.00
692 692_D2 692 692_A3	MC181522 MC181522	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Dickens World Leviathan way Chatham Mar Dickens World Leviathan way Chatham Mar			4608 TRICS 152 TRICS	D2 A3	D2-LC_Mixed A3_Suburban Area	11502 11502	17.85 0.00	9.42 27.27 0.00 0.00	8.22 0.00	4.34 12. 0.00 0.	57 20.74 00 1.34	21.72 42.46 0.52 1.86	9.56 2.04	10.01 0.78	19.56 2.82
693 693_B1	MC181782	Completed Reference Case Scenario	Medway	311 Station Road Rainham	B1 SQN	!	-377 TRICS	B1	B1_Town Centre	11010	0.94	0.04 0.98	-3.56	-0.14 -3.	70 0.11	0.79 0.91	-0.43	-2.99	-3.41
694 694_C2-Beds 694 694_D1	MC181820 MC181820	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Parklands Resource Centre Oxford Road Gill Parklands Resource Centre Oxford Road Gill	in D1 SQN		9 TRICS -373 TRICS	C2-Beds D1	C2-Mixed D1-EN_Mixed	11005 11005	0.08	0.05 0.13 2.15 4.75	0.73 -9.70	0.48 1. -8.02 -17.		0.09 0.13 0.75 2.59	0.37 -6.86	0.77 -2.80	1.14 -9.66
695 695_Other 696 696_A2	MC182505 MC182876	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Rochester Airport Maidstone Road Chathan 39-41 Railway Street Chatham	Other SQN A2 SQN		579 TRICS 20 TRICS	Other A2	A1_Town Centre	11013 11502	7 0.00 0.19	0.00 0.00 0.19 0.39	0.00 0.04	0.00 0. 0.04 0.	00 0.00 08 1.35	0.00 0.00 1.35 2.71	0.00 0.27	0.00 0.27	0.00 0.54
697 697_D2 698 698 D1	MC183312 MC183568	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Watling Street Playing Fields Darland Avenu 2 Tramways Luton Chatham			245 TRICS -99 TRICS	D2 D1	D2-LC_Mixed D1-EN_Mixed	11012 11008	7 17.85 2.60	9.42 27.27 2.15 4.75	0.44 -2.57	0.23 0. -2.13 -4.	**	21.72 42.46 0.75 2.59	0.51 -1.82	0.53 -0.74	1.04
699 699_B2	MC183608	Completed Reference Case Scenario	Medway	CPI Books Badger Road Lordswood	B2 SQN	ı	-1866 TRICS	B2	B2_Edge of Town	11016	0.41	0.16 0.57	-7.61	-3.00 -10.	62 0.12	0.38 0.50	-2.31	-7.00	-9.31
699 699_B8 700 700 D1	MC183608 MC190540	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	CPI Books Badger Road Lordswood Leviathan Way Chatham Maritime	B8 SQN D1 SQN		-1867 TRICS 400 TRICS	B8 D1	B8_Edge of Town D1-EN Mixed	11016 11502	0.19	0.12 0.31 2.15 4.75	-3.49 10.40	-2.32 -5. 8.60 19.	81 0.10 00 1.84	0.21 0.32 0.75 2.59	-1.92 7.35	-3.96 3.00	-5.88 10.36
700 700_D2 701 701_C1-Beds	MC190540 MC190770	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Leviathan Way Chatham Maritime 29 High Street Upnor	D2 SQN C1 Bed	<u> </u>	1814 TRICS 2 TRICS	D2 C1-Beds	D2-LC_Mixed C1-Beds_Neighbourhood Centre	11502 11001	17.85 0.13	9.42 27.27 0.11 0.23	-3.24 0.00	-1.71 -4. 0.00 0.	95 20.74 00 0.46	21.72 42.46 0.34 0.80	-3.76 0.00	-3.94 0.00	-7.70 0.00
702 702_B1a	MC190825	Completed Reference Case Scenario	Medway	The Mall High Street Gillingham	B1a SQN		1224 TRICS	B1a	B1_Town Centre	11004	0.94	0.04 0.98	11.54	0.47 12.	0.11	0.79 0.91	1.38	9.69	11.08
703 703_B1 704 704_Mixed B	MC191284 MC191748	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Bromhey Farm Lipwell Hill Cooling Anthonys Way Frindsbury	B1 SQN SG SQN		110 TRICS 300 TA	B1 Mixed B	B1_Town Centre B2_Suburban Area	11500 11500	0.94 0.12	0.04 0.98 0.06 0.18	1.04 0.37	0.04 1. 0.17 0.	08 0.11 54 0.04	0.79 0.91 0.11 0.14	0.12 0.11	0.87 0.32	1.00 0.43
704 704_Mixed B 704 704_Mixed B	MC191748 MC191748	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Anthonys Way Frindsbury Anthonys Way Frindsbury	B2 SQN B8 SQN		6000 TA 6000 TA	Mixed B Mixed B	B2_Suburban Area B2_Suburban Area	11502 11502	0.12 0.12	0.06 0.18 0.06 0.18	7.32 7.32	3.42 10. 3.42 10.	74 0.04 74 0.04	0.11 0.14 0.11 0.14	2.28 2.28	6.30 6.30	8.58 8.58
705 705_D2	MC191820	Completed Reference Case Scenario	Medway	Allhallows Holiday Park Avery Way	D2 SQN		2311 TRICS	D2	D2-LC_Mixed	11000	17.85	9.42 27.27	4.12	2.18 6.	20.74	21.72 42.46	4.79	5.02	9.81
706 706_D2 707 707_D2	MC192202 MC192342	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Allhallows Holiday Park Avery Way 10-14 Kestrel Road Lordswood	D2 SQN D2 SQN		-528 TA 352 TRICS	D2 D2	D2-LC_Mixed D2-LC_Mixed	11000 11016	0.07	0.05 0.12 9.42 27.27	0.00 0.63	0.00 -0. 0.33 0.	01 0.00 96 20.74	0.00 0.00 21.72 42.46	0.00 0.73	0.00 0.76	0.00 1.49
707 707_A3 708 708 Mixed B	MC192342 MC192421	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	10-14 Kestrel Road Lordswood Bowen House Bredgar Road Gillingham	A3 SQN Mixed B SQN		88 TRICS 362 TRICS	A3 Mixed B	A3_Edge of Town Centre B2_Suburban Area	11016	0.00	0.00 0.00 0.13 0.54	0.00 1.49	0.00 0. 0.46 1.	00 0.97 95 0.12	0.26 1.23 0.31 0.43	0.85 0.45	0.23 1.10	1.08 1.55
709 709_B8	MC192742	Completed Reference Case Scenario	Medway	Land south of Stoney Lane Roch	B8 SQN	1	60 TRICS	B8	B8_Edge of Town	11010	0.19	0.12 0.31	0.11	0.07 0.	19 0.10	0.21 0.32	0.06	0.13	0.19
710 710_B8 711 711_B2	MC192757 MC192759	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	London Medway Commercial Park Eschol R Grange Redoubt Grange Road Gillingham	08 B8 SQN B2 SQN		-60 TRICS	B8 B2	B8_Suburban Area B2_Suburban Area	11000 11003	0.13 0.41	0.03 0.16 0.13 0.54	18.56 -0.25	4.28 22. -0.08 -0.	84 0.04 32 0.12	0.12 0.16 0.31 0.43	5.71 -0.07	17.13 -0.18	22.84 -0.26
712 712_D1 712 712 A1	MC192814 MC192814	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	Formby Road Halling Formby Road Halling	D1 SQN A1 SQN		179 TRICS 523 TRICS	D1 A1	D1-EN_Mixed A1_Neighbourhood Centre	11011	2.60	2.15 4.75 3.64 7.59	4.65 20.65	3.85 8. 19.02 39.	50 1.84 67 4.83	0.75 2.59 5.22 10.05	3.29 25.26	1.34 27.30	4.63 52.56
712 712_A3	MC192814	Completed Reference Case Scenario	Medway	Formby Road Halling	A3 SQN	1	651 TRICS	A3	A1_Neighbourhood Centre	11011	3.95	3.64 7.59	25.71	23.67 49.	38 4.83	5.22 10.05	31.44	33.98	65.42
713 713_B8 714 714_C1-Beds	MC192897 MC193186	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Ringshill Farm wouldham Road Borstal Gibraltar Cottages Ham Lane Hempstead	B8 SQN C1 Bed	:	1519 TRICS 1 TRICS	B8 C1-Beds	B8_Suburban Area C1-Beds_Edge of Town	11009 11012	0.05 0.20	0.04 0.09 0.25 0.44	0.82 0.00	0.55 1. 0.00 0.	37 0.07 00 0.22	0.04 0.11 0.19 0.41	1.06 0.00	0.65 0.00	1.72 0.00
715 715_A1 715 715_A3	MC193299 MC193299	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	47a Luton High Street 47a Luton High Street	A1 SQN A3 SQN		-67 TRICS 67 TRICS	A1 A3	A1_Neighbourhood Centre A1 Neighbourhood Centre	11008 11008	3.95 3.95	3.64 7.59 3.64 7.59	-2.65 2.65	-2.44 -5. 2.44 5.	08 4.83 08 4.83	5.22 10.05 5.22 10.05	-3.24 3.24	-3.50 3.50	-6.73 6.73
716 716_A5 717 717 A1	MC200028 MC200129	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Hempstead Valley Shopping Centre Morrisons Princes Avenue	A5 SQN A1 SQN	1	255 TRICS 27 TRICS	A5 A1	A3_Edge of Town Centre A1_Suburban Area	11014	0.00	0.00 0.00 7.39 15.67	0.00 2.23	0.00 0. 2.00 4.	00 0.97 23 13.39	0.26 1.23 13.96 27.35	2.47 3.62	0.67 3.77	3.13 7.39
718 718_B1	MC200229	Completed Reference Case Scenario	Medway	2 Borough Road Gillingham	B1 SQN		-125 TRICS	B1	B1_Suburban Area	11006	1.27	0.12 1.39	-1.58	-0.16 -1.	74 0.18	0.75 0.92	-0.22	-0.93	-1.16
719 719_B8 720 720_A3	MC200602 MC200875	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Asda Store Pier Road Gill 17 Darnley Road Strood	B8 SQN A3 SQN		16 TRICS 10 TRICS	B8 A3	B8_Suburban Area A3_Edge of Town Centre	11500 11002	0.05	0.04 0.09 0.00 0.00	0.01 0.00	0.01 0. 0.00 0.	01 0.07 00 0.97	0.04 0.11 0.26 1.23	0.01 0.10	0.01 0.03	0.02 0.12
721 721_A1 721 721_SG	MC201016 MC201016	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	377 Maidstone Road Rainham 377 Maidstone Road Rainham	A1 SQN SG SQN	:	-135 TRICS -135 TRICS	A1 SG	A1_Edge of Town SG_Edge of Town	11015	5.34 0.00	4.56 9.90 0.00 0.00	-7.21 0.00	-6.16 -13. 0.00 0.	37 6.99 00 0.00	6.99 13.98 0.00 0.00	-9.44 0.00	-9.44 0.00	-18.87 0.00
722 722_D1	MC201127	Completed Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	D1 SQN	ı	96 TRICS	D1	D1-EN_Mixed	11014	2.60	2.15 4.75	2.50	2.06 4.	56 1.84	0.75 2.59	1.76	0.72	2.49
722 722_D2 722 722_A1	MC201127 MC201127	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Hempstead Valley Shopping Centre Hempstead Valley Shopping Centre	D2 SQN A1 SQN		2005 TRICS 277 TRICS	D2 A1	D2-LC_Mixed A1_Edge of Town	11014 11014		9.42 27.27 4.56 9.90	3.58 14.79	1.89 5. 12.64 27.	47 20.74 43 6.99	21.72 42.46 6.99 13.98	4.16 19.36	4.35 19.36	8.51 38.72
722 722_A2 722 722_A3	MC201127 MC201127	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Hempstead Valley Shopping Centre Hempstead Valley Shopping Centre	A2 SQN A3 SQN		277 TRICS 277 TRICS	A2 A3	A1_Edge of Town A3_Edge of Town Centre	11014 11014		4.56 9.90 0.00 0.00	14.79 0.00	12.64 27. 0.00 0.		6.99 13.98 0.26 1.23	19.36 2.68	19.36 0.72	38.72 3.40
722 722_A4	MC201127	Completed Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	A4 SQN	·	277 TRICS	A4	A3_Edge of Town Centre	11014	0.00	0.00 0.00	0.00	0.00 0.	00 0.97	0.26 1.23	2.68	0.72	3.40
722 722_SG 723 723_B8	MC201127 MC201222	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Hempstead Valley Shopping Centre Plot 2a Culpepper Close Rochester	SG SQN Other SQN		97 TRICS 288 TRICS	SG B8	SG_Edge of Town B8_Suburban Area	11014 11502	0.05	0.00 0.00 0.04 0.09	0.00 0.16	0.00 0. 0.10 0.	00 0.00 26 0.07	0.00 0.00 0.04 0.11	0.00 0.20	0.00 0.12	0.00 0.33
723 723_B1 724 724_B1	MC201222 MC201247	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Plot 2a Culpepper Close Rochester 58-64 Grove Road Strood	B1 SQN B1 SQN		384 TRICS 265 TRICS	B1 B1	B1_Suburban Area B1_Suburban Area	11502 11002	1.27	0.12 1.39 0.12 1.39	4.87 3.36	0.48 5. 0.33 3.	34 0.18 69 0.18	0.75 0.92 0.75 0.92	0.68 0.47	2.86 1.98	3.55 2.45
724 724_B8	MC201247	Completed Reference Case Scenario	Medway	58-64 Grove Road Strood	B8 SQN	·	115 TRICS	B8	B8_Edge of Town Centre	11002	1.19	0.13 1.33	1.37	0.15 1.	53 0.00	1.19 1.19	0.00	1.37	1.37
725 725_B1 726 726_C2-Beds	MC201311 MC201321	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Kingsnorth Industrial Estate 77 Barnsole Road Gillingham	B1 SQN C2 Bed	:	26 TRICS 7 TRICS	B1 C2-Beds	B1_Town Centre C2-Mixed	11000 11005	0.94 0.08	0.04 0.98 0.05 0.13	0.25 0.57	0.01 0. 0.37 0.	26 0.11 94 0.04	0.79 0.91 0.09 0.13	0.03 0.29	0.21 0.60	0.24 0.89
727 727_B8 728 728 B1	MC201806 MC201921	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Medway Distribution Centre Courteney Roa 30a Greenway Chatham	d B8 SQN B1 SQN		43 TRICS 50 TRICS	B8 B1	B8_Suburban Area B1_Edge of Town	11012 11013	0.05	0.04 0.09 0.15 2.32	0.02 1.08	0.02 0. 0.08 1.	0.07 16 0.10	0.04 0.11 2.12 2.22	0.03 0.05	0.02 1.06	0.05 1.11
728 728_D1	MC201921	Completed Reference Case Scenario	Medway	30a Greenway Chatham Kingsnorth Industrial Estate	D1 SQN		-50 TRICS	D1 SG	D1-EN_Mixed	11013	2.60	2.15 4.75	-1.30	-1.08 -2.	38 1.84	0.75 2.59	-0.92	-0.38	-1.29
729 729_SG 729 729_SG	MC201951 MC201951	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Kingsnorth Industrial Estate	SG SQN		406 TRICS -180 TRICS	SG	SG_Neighbourhood Centre SG_Neighbourhood Centre	11000 11000	0.00	0.00 0.00	0.00 0.00	0.00 0.	0.00	0.00 0.00	0.00	0.00 0.00	0.00
730 730_A3 730 730_A5	MC202099 MC202099	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	4 North Street Strood 4 North Street Strood	A3 SQN A5 SQN		29 TRICS 29 TRICS	A3 A5	A3_Town Centre A3_Town Centre	11002 11002	0.00	0.00 0.00 0.00 0.00	0.00 0.00	0.00 0. 0.00 0.		0.35 1.85 0.35 1.85	0.44 0.44	0.10 0.10	0.54 0.54
731 731_A3	MC202218	Completed Reference Case Scenario	Medway	62 Twydall Green Gillingham	A3 SQN		184 TRICS	A3	A3_Suburban Area	11007	0.00	0.00 0.00	0.00	0.00 0.	00 1.34	0.52 1.86	2.47	0.95	3.41
732 732_B1 733 733_A1	MC202316 MC202338	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	62 High Street Gill 1 Cazeneuve Street Roch	B1 SQN A1 SQN		-111 TRICS -55 TRICS	B1 A1	B1_Town Centre A1_Town Centre	11004 11005	0.94 0.19	0.04 0.98 0.19 0.39	-1.05 -0.11	-0.04 -1. -0.11 -0.	09 0.11 21 1.35	0.79 0.91 1.35 2.71	-0.13 -0.74	-0.88 -0.74	-1.00 -1.49
733 733_A5 734 734_A5	MC202338 MC202363	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	1 Cazeneuve Street Roch 38 Parkwood Green Shopping Centre	A5 SQN A5 SQN		55 TRICS 30 TRICS	AS AS	A3_Town Centre A3_Edge of Town Centre	11005 11015	0.00	0.00 0.00 0.00 0.00	0.00 0.00	0.00 0. 0.00 0.	2.50	0.35 1.85 0.26 1.23	0.83 0.29	0.19 0.08	1.02 0.37
734 734_A3	MC202363	Completed Reference Case Scenario	Medway	38 Parkwood Green Shopping Centre	A3 SQN		-30 TRICS	A3	A3_Edge of Town Centre	11015	0.00	0.00 0.00	0.00	0.00 0.	00 0.97	0.26 1.23	-0.29	-0.08	-0.37
735 735_B1 736 736_B8	MC202416 MC202437	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	Wasteaway whitewall Road Rochester London Medway Commercial Park Eschol R		1	74 TRICS 429 TRICS	B1 B8	B1_Town Centre B8_Suburban Area	11000 11000	0.94 0.05	0.04 0.98 0.04 0.09	0.70 0.23	0.03 0. 0.15 0.	73 0.11 39 0.07	0.79 0.91 0.04 0.11	0.08 0.30	0.59 0.18	0.67 0.48
737 737_B1 738 738_A3	MC202585 MC202812	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	36 New Road Chatham 102 High Street Chatham	B1 SQN A3 SQN		-168 TRICS -80 TRICS	B1 A3	B1_Town Centre A3_Town Centre	11006 11502	0.94	0.04 0.98 0.00 0.00	-1.58 0.00	-0.06 -1. 0.00 0.	65 0.11 00 1.50	0.79 0.91 0.35 1.85	-0.19 -1.20	-1.33 -0.28	-1.52 -1.48
739 739_SG 740 740 A1	MC202819	Completed Reference Case Scenario	Medway Medway	98 Frindsbury Road Strood	SG SQN		-18 TRICS -88 TRICS	SG	SG_Suburban Area	11002		0.00 0.00 0.00 0.19	0.00	0.00 0. 0.00 -0.	0.00	0.00 0.00	0.00	0.00	0.00
741 741_B1	MC202973 MC203029	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	10 Franklin Road Gillingham 31 Balmoral Road Gillingham	B1 SQN		-100 TRICS	A1 B1	A1_Edge of Town Centre B1_Suburban Area	11005	1.27	0.12 1.39	-0.17 -1.27	-0.12 -1.	39 0.18	0.75 0.92	-1.27 -0.18	-0.75	-2.81 -0.92
742 742_A1 743 743_B8	MC203077 MC210166	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Land north of Medway Road Gillingham 1 Knight Road Strood	A1 SQN B8 SQN		1669 TRICS 221 TRICS	A1 B8	A1_Suburban Area B8_Suburban Area	11003 11004	8.28 0.05	7.39 15.67 0.04 0.09	138.14 0.12	123.32 261. 0.08 0.	47 13.39 20 0.07	13.96 27.35 0.04 0.11	223.53 0.15	233.01 0.10	456.54 0.25
744 744_D1 744 744_B2	MC210287 MC210287	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Dockside Outlet Centre Management Suite	D1 SQN B2 SQN	·	246 TRICS -246 TRICS	D1 B2	D1-EN_Mixed B2_Suburban Area	11500 11500	2.60	2.15 4.75 0.13 0.54	6.40 -1.01	5.29 11. -0.31 -1.		0.75 2.59 0.31 0.43	4.52 -0.31	1.85 -0.75	6.37
745 745_D1	MC210298	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Management Suite Britton Farm High Street Gillingham	D1 SQN	·	540 TRICS	D1	D1-EN_Mixed	11004	2.60	2.15 4.75	14.04	11.62 25.	1.84	0.75 2.59	9.93	4.06	13.98
746 746_B1 747 747_A4	MC210362 MC210585	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Lustrous House Green Street Gillingham 59 New Road Chatham	B1 SQN A4 SQN		-277 TRICS -340 TRICS	B1 A4	B1_Suburban Area A3_Town Centre	11003 11502	1.27	0.12 1.39 0.00 0.00	-3.51 0.00	-0.34 -3. 0.00 0.		0.75 0.92 0.35 1.85	-0.49 -5.11	-2.07 -1.18	-2.56 -6.29
748 748_B1 749 749_B1	MC210592 MC210607	Completed Reference Case Scenario Completed Reference Case Scenario		31 Balmoral Road Gillingham 264 Napier Road Gillingham	B1 SQN B1 SQN		-55 TRICS 850 TRICS	B1 B1	B1_Suburban Area B1_Suburban Area	11004 11003	1.27 1.27	0.12 1.39 0.12 1.39	-0.70 10.77	-0.07 -0. 1.05 11.	77 0.18 82 0.18	0.75 0.92 0.75 0.92	-0.10 1.51	-0.41 6.34	-0.51 7.85
749 749_B8	MC210607	Completed Reference Case Scenario	Medway	264 Napier Road Gillingham	B8 SQN	·	-850 TRICS	B8	B8_Suburban Area	11003	0.05	0.04 0.09	-0.46	-0.31 -0.	77 0.07	0.04 0.11	-0.60	-0.37	-0.96
750 750_SG 751 751_C2-Beds	MC210674 MC210878	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	26-28 Hoath Lane Wigmore 33 Culpepper Road Parkwood Gill	SG SQN C2 Bed		-852 TRICS 3 TRICS	SG C2-Beds	SG_Edge of Town C2-Mixed	11012 11015	0.00 L 0.08	0.00 0.00 0.05 0.13	0.00 0.24	0.00 0. 0.16 0.	00 0.00 40 0.04	0.00 0.00 0.09 0.13	0.00 0.12	0.00 0.26	0.00 0.38
752 752_C2-Beds 753 753_A1	MC210880 MC210911	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	90 Thorold Road Luton Dockside Outlet Centre Chatham Maritime	C2 Bed A1 SQN		4 TRICS -722 TRICS	C2-Beds A1	C2-Mixed A1_Suburban Area	11008 11500	0.08	0.05 0.13 7.39 15.67	0.32 -59.76	0.21 0. -53.35 -113.	54 0.04 11 13.39	0.09 0.13 13.96 27.35	0.16 -96.70	0.34	0.51
753 753_D1	MC210911	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	D1 SQN		121 TRICS	D1	D1-EN_Mixed	11500	2.60	2.15 4.75	3.15	2.60 5.	75 1.84	0.75 2.59	2.22	0.91	3.13
753 753_D2	MC210911	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	D2 SQN		120 TRICS	D2	D2-LC_Mixed	11500	17.85	9.42 27.27	0.21	0.11 0.	33 20.74	21.72 42.46	0.25	0.26	0.51

		Development Information				Demand Inputs			Network Inputs			AM Peak (0					7:00 -18:00)		
Site_ID Unique_ID	Reference (Plann	n Completions/ Scenario	District	Development Name	Land Use Unit	All Developments HH, Dwellings Employment, floorspace Trip Ge	en Source La	and Use TRICS/T	A TRICS Location	Model Zone	Trip Rate Destination (Arrivals) Origins (Departu	res) Two-Way	Trip General Destination (Arrivals) Origins (De		Trip Ra Destination (Arrivals) Origins (		Trip ( Destination (Arrivals) Origin	Generation ns (Departures) Tw	ro-Way
753 753_B1 753 753_A2	MC210911 MC210911	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Dockside Outlet Centre Chatham Maritime Dockside Outlet Centre Chatham Maritime	B1 SQM A2 SQM	121 TRICS 120 TRICS			B1_Suburban Area A1_Suburban Area	115005 115005	1.27 8.28	0.12 1.39 7.39 15.67	1.53 9.93	0.15 1.6 8.87 18.6		0.75 0.92 13.96 27.35	0.22 16.07	0.90 16.75	1.12 32.82
753 753_A3	MC210911	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A3 SQM	120 TRICS	A:	3	A3_Suburban Area	115005	0.00	0.00 0.00	0.00	0.00 0.0	1.34	0.52 1.86	1.61	0.62	2.23
753 753_A1 754 754 A4	MC210911 MC210919	Completed Reference Case Scenario  Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime 172 canterbury street Gill	A1 SQM A4 SQM	-722 TRICS -195 TRICS	A: A		A1_Suburban Area A3_Suburban Area	115005 110064	8.28 0.00	7.39 15.67 0.00 0.00	-59.76 0.00	-53.35 -113.: 0.00 0.0	11 13.39 1.34	13.96 27.35 0.52 1.86	-96.70 -2.61	-100.80 -1.00	-197.50 -3.62
755 755_A3	MC211039	Completed Reference Case Scenario	Medway	365-367 High Street Strood	A3 SQM	51 TRICS	A:	3	A3_Town Centre	115011	0.00	0.00 0.00	0.00	0.00 0.0	1.50	0.35 1.85	0.77	0.18	0.94
755 755_A5 755 755_A3	MC211039 MC211039	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	365-367 High Street Strood 365-367 High Street Strood	A5 SQM A3 SQM	51 TRICS -102 TRICS			A3_Town Centre A3_Town Centre	115011 115011	0.00	0.00 0.00 0.00 0.00	0.00 0.00	0.00 0.0	00 1.50 00 1.50	0.35 1.85 0.35 1.85	0.77 -1.53	0.18 -0.35	0.94 -1.89
756 756_D1 757 757 D1	MC211077 MC211159	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	37 Medway Road Gillingham 50 Duchess of Kent Drive Walderslade	D1 SQM D1 SQM	100 TRICS 80 TRICS	D:		D1-EN_Mixed D1-EN_Mixed	110035 110163	2.60 2.60	2.15 4.75 2.15 4.75	2.60 2.08	2.15 4.1 1.72 3.1	75 1.84 30 1.84	0.75 2.59 0.75 2.59	1.84 1.47	0.75 0.60	2.59 2.07
757 757_D1 758 758_B1	MC211159 MC211161	Completed Reference Case Scenario	Medway	92 Canterbury Street	B1 SQM	-48 TRICS	B:		B1_Town Centre	110163	0.94	0.04 0.98	-0.45	-0.02 -0.4	1.84	0.79 0.91	-0.05	-0.38	-0.43
759 759_SG 760 760_SG	MC211186 MC211286	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Buckland Lake Reserve Cliffe Land adj to B2097 Maidstone Road Rochest	SG SQM erSG SQM	-530 TRICS 10097 TRICS			SG_Neighbourhood Centre SG_Neighbourhood Centre	110005 110005	0.00	0.00 0.00	0.00 51.00	0.00 0.0 41.00 92.0	0.00	0.00 0.00	0.00	0.00	0.00
761 761_B8	MC211485	Completed Reference Case Scenario	Medway	Westgate Service Station Gravesend Road S	tr B8 SQM	32 TRICS	B8	8	B8_Suburban Area	110017	0.05	0.04 0.09	0.02	0.01 0.0	0.07	0.04 0.11	0.02	0.01	0.04
762 762_A5 762 762 D1	MC211502 MC211502	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	117 Watling Street Gill 117 Watling Street Gill	A5 SQM D1 SQM	54 TRICS -54 TRICS	A! D:		A3_Suburban Area D1-EN Mixed	110079 110079	0.00 2.60	0.00 0.00 2.15 4.75	0.00 -1.40	0.00 0.0 -1.16 -2.5	00 1.34 57 1.84	0.52 1.86 0.75 2.59	0.72 -0.99	0.28 -0.41	1.00 -1.40
763 763_B1	MC211575	Completed Reference Case Scenario	Medway	Fenn Corner Ratcliffe Highway St Mary Hoo		131 TRICS	B:	1	B1_Town Centre	115021	0.94	0.04 0.98	1.24	0.05 1.3	0.11	0.79 0.91	0.15	1.04	1.19
764 764_A3 764 764_A1	MC212107 MC212107	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	112 High Street Rochester 112 High Street Rochester	A3 SQM A1 SQM	73 TRICS -73 TRICS			A3_Town Centre A1_Town Centre	110057 110057	0.00 0.19	0.00 0.00 0.19 0.39	0.00 -0.14	0.00 0.0 -0.14 -0.3	00 1.50 28 1.35	0.35 1.85 1.35 2.71	1.10 -0.99	0.25 -0.99	1.35 -1.98
765 765_D1 766 766 SG	MC212226 MC212271	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	15 York Avenue Walderslade High Street Rochester	D1 SQM SG SQM	45 TRICS -901 TRICS			D1-EN_Mixed SG Town Centre	110155 115012	2.60 0.00	2.15 4.75 0.00 0.00	1.17 0.00	0.97 2.: 0.00 0.0	1.84	0.75 2.59 0.00 0.00	0.83	0.34	1.17 0.00
766 766_3G 766 766_A1	MC212271 MC212271	Completed Reference Case Scenario	Medway	High Street Rochester	A1 SQM	-901 TRICS	A:		A1_Town Centre	115012	0.19	0.19 0.39	-1.74	-1.74 -3.4	1.35	1.35 2.71	-12.20	-12.20	-24.40
767 767_A1 768 768 SG	MC212314 MC212327	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	132 Delce Road 11 Military Road Chatham	A1 SQM SG SQM	-69 TRICS 99 TRICS			A1_Suburban Area SG_Edge of Town Centre	110071 110048	8.28 0.00	7.39 15.67 0.00 0.00	-5.71 0.00	-5.10 -10.0 0.00 0.0	13.39	13.96 27.35 0.00 0.00	-9.24 0.00	-9.63 0.00	-18.87 0.00
769 769_D2	MC212342	Completed Reference Case Scenario	Medway	Splashes Leisure Centre	D2 SQM	-1594 TRICS	D:	12	D2-LC_Mixed	115019	17.85	9.42 27.27	-2.85	-1.50 -4.3	20.74	21.72 42.46	-3.31	-3.46	-6.77
770 770_D1 770 770_D2	MC212369 MC212369	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime Dockside Outlet Centre Chatham Maritime	D1 SQM D2 SQM	67 TRICS 67 TRICS	D: D:		D1-EN_Mixed D2-LC_Mixed	115005 115005	2.60 17.85	2.15 4.75 9.42 27.27	1.74 0.12	1.44 3.: 0.06 0.:	1.84 18 20.74	0.75 2.59 21.72 42.46	1.23 0.14	0.50 0.15	1.73 0.28
770 770_B1	MC212369	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	B1 SQM	68 TRICS	B:	1	B1_Suburban Area	115005	1.27	0.12 1.39	0.86	0.08 0.9	0.18	0.75 0.92	0.12	0.51	0.63
770 770_A1 770 770 A2	MC212369 MC212369	Completed Reference Case Scenario  Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime Dockside Outlet Centre Chatham Maritime	A1 SQM A2 SQM	67 TRICS 68 TRICS			A1_Suburban Area A1_Suburban Area	115005 115005	8.28 8.28	7.39 15.67 7.39 15.67	5.55 5.63	4.95 10.5 5.02 10.6		13.96 27.35 13.96 27.35	8.97 9.11	9.35 9.49	18.33 18.60
770 770_A3	MC212369	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A3 SQM	68 TRICS	A:	3	A3_Suburban Area	115005	0.00	0.00 0.00	0.00	0.00 0.0	1.34	0.52 1.86	0.91	0.35	1.26
770 770_SG 770 770_A1	MC212369 MC212369	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Dockside Outlet Centre Chatham Maritime Dockside Outlet Centre Chatham Maritime	SG SQM A1 SQM	67 TRICS -472 TRICS			SG_Suburban Area A1_Suburban Area	115005 115005	0.00 8.28	0.00 0.00 7.39 15.67	0.00 -39.07	0.00 0.1 -34.88 -73.5	00 0.00 94 13.39	0.00 0.00 13.96 27.35	0.00 -63.21	0.00 -65.90	0.00 -129.11
771 771_D1	MC213000	Completed Reference Case Scenario	Medway	5 Castle View Road Strood	D1 SQM	134 TRICS	D:	1	D1-EN_Mixed	110025	2.60	2.15 4.75	3.48	2.88 6.	1.84	0.75 2.59	2.46	1.01	3.47
772 772_C1-Beds 773 773_B8	MC213100 MC213148	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	North Downs Barn Bush Road Cuxton Elm Court Industrial Estate Capstone Road G		3 TRICS 525 TRICS	B8		C1-Beds_Neighbourhood Centre B8_Edge of Town	110117 110128	0.13 0.19	0.12 0.31	0.00 0.98	0.00 0.0 0.65 1.0	00 0.46 63 0.10	0.34 0.80 0.21 0.32	0.00 0.54	1.11	0.00 1.65
774 774_SG 774 774 A1	MC213158 MC213158	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	343-345 High Street Chatham 343-345 High Street Chatham	SG SQM A1 SQM	88 TRICS -88 TRICS	SG A:		SG_Town Centre A1_Town Centre	115011 115011	0.00 0.19	0.00 0.00 0.19 0.39	0.00 -0.17	0.00 0.0 -0.17 -0.3	0.00 0.00 1.35	0.00 0.00 1.35 2.71	0.00 -1.19	0.00 -1.19	0.00 -2.38
775 775_D1	MC213211	Completed Reference Case Scenario	Medway	r/o 56 London Road Rainham	D1 SQM	-300 TRICS	D:	1	D1-EN_Mixed	110120	2.60	2.15 4.75	-7.80	-6.45 -14.3	1.84	0.75 2.59	-5.51	-2.25	-7.77
775 775_D1 776 776 B1	MC213211 MC213311	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	r/o 56 London Road Rainham Ratcliffe Highway Hoo	D1 SQM B1 SQM	-300 TRICS 181 TRICS	D: B1		D1-EN_Mixed B1 Town Centre	110120 115017	2.60 0.94	2.15 4.75 0.04 0.98	-7.80 1.71	-6.45 -14.3 0.07 1.3	25 1.84 78 0.11	0.75 2.59 0.79 0.91	-5.51 0.20	-2.25 1.43	-7.77 1.64
776 776_A4	MC213311	Completed Reference Case Scenario	Medway	Ratcliffe Highway Hoo	A4 SQM	-362 TRICS	A	4	A1_Neighbourhood Centre	115017	3.95	3.64 7.59	-14.30	-13.16 -27.4	4.83	5.22 10.05	-17.48	-18.90	-36.38
776 776_D1 777 777 A3	MC213311 MC213366	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Ratcliffe Highway Hoo 133-135 High Street Gillingham	D1 SQM A3 SQM	181 TRICS 146 TRICS			D1-EN_Mixed A3_Town Centre	115017 110049	2.60 0.00	2.15 4.75 0.00 0.00	4.71 0.00	3.89 8.0 0.00 0.0	50 1.84 00 1.50	0.75 2.59 0.35 1.85	3.33 2.19	1.36 0.51	4.69 2.70
777 777_A1	MC213366	Completed Reference Case Scenario	Medway	133-135 High Street Gillingham	A1 SQM	-146 TRICS	A:	1	A1_Town Centre	110049	0.19	0.19 0.39	-0.28	-0.28 -0.5	1.35	1.35 2.71	-1.98	-1.98	-3.95
778 778_B1 778 778 B8	MC213381 MC213381	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	<ol> <li>Saracen Business Park Gillingham Business</li> <li>Saracen Business Park Gillingham Business</li> </ol>		-404 TRICS -404 TRICS	B1 B8		B1_Suburban Area B8_Suburban Area	110127 110127	1.27 0.05	0.12 1.39 0.04 0.09	-5.12 -0.22	-0.50 -5.0 -0.15 -0.3	0.18 0.07	0.75 0.92 0.04 0.11	-0.72 -0.28	-3.01 -0.17	-3.73 -0.46
778 778_B2	MC213381	Completed Reference Case Scenario	Medway	2 Saracen Business Park Gillingham Business	FB2 SQM	808 TRICS			B2_Suburban Area	110127	0.41	0.13 0.54	3.33	1.02 4.	0.12	0.31 0.43	1.00	2.46	3.47
779 779_B8 779 779_D2	MC213383 MC213383	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Royal Eagle Close Rochester Royal Eagle Close Rochester	Other SQM D2 SQM	-774 TRICS 774 TRICS			B8_Suburban Area D2-LC_Mixed	115025 115025	0.05 17.85	0.04 0.09 9.42 27.27	-0.42 1.38	-0.28 -0.1 0.73 2.1	70 0.07 11 20.74	0.04 0.11 21.72 42.46	-0.54 1.61	-0.33 1.68	-0.87 3.29
780 780_B8	MC213451	Completed Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road G		-272 TRICS			B8_Edge of Town	110128	0.19 5.34	0.12 0.31	-0.51	-0.34 -0.8		0.21 0.32	-0.28	-0.58	-0.86
780 780_A1 781 781_A1	MC213451 MC213520	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Elm Court Industrial Estate Capstone Road G Elm Court Industrial Estate Capstone Road G		272 TRICS 236 TRICS			A1_Edge of Town A1_Edge of Town	110128 110128	5.34	4.56 9.90 4.56 9.90	14.52 12.60	12.41 26.9 10.77 23.3		6.99 13.98 6.99 13.98	19.01 16.50	19.01 16.50	38.03 32.99
781 781_A3 782 782 A1	MC213520 MC220034	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Elm Court Industrial Estate Capstone Road G 6 High Street Chatham	A1 SQM	298 TRICS -80 TRICS	A:		A3_Edge of Town Centre A1_Town Centre	110128 115011	0.00 0.19	0.00 0.00 0.19 0.39	0.00 -0.15	0.00 0.0 -0.15 -0.3	0.97	0.26 1.23 1.35 2.71	2.88 -1.08	0.78 -1.08	3.66 -2.17
782 782_A3	MC220034	Completed Reference Case Scenario	Medway	6 High Street Chatham	A3 SQM	40 TRICS	A:		A3_Town Centre	115011	0.00	0.00 0.00	0.00	0.00 0.0	1.50	0.35 1.85	0.60	0.14	0.74
782 782_A5 783 783_A1	MC220034 MC220068	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	6 High Street Chatham 2E Luton Road	A5 SQM A1 SQM	40 TRICS -73 TRICS	AS AS		A3_Town Centre A1 Town Centre	115011 110085	0.00 0.19	0.00 0.00 0.19 0.39	0.00 -0.14	0.00 0.0 -0.14 -0.3	00 1.50 28 1.35	0.35 1.85 1.35 2.71	0.60 -0.99	0.14 -0.99	0.74 -1.98
784 784_A1	MC220083	Completed Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road G	GII A1 SQM	-98 TRICS	A:	1	A1_Edge of Town	110128	5.34	4.56 9.90	-5.23	-4.47 -9.	6.99	6.99 13.98	-6.85	-6.85	-13.70
785 785_A1 785 785 A3	MC220124 MC220124	Completed Reference Case Scenario  Completed Reference Case Scenario	Medway Medway	19 Twydall Green 19 Twydall Green	A1 SQM A3 SQM	-100 TRICS 53 TRICS	A: A:		A1_Suburban Area A3_Suburban Area	115005 115005	8.28 0.00	7.39 15.67 0.00 0.00	-8.28 0.00	-7.39 -15.0 0.00 0.0	57 13.39 00 1.34	13.96 27.35 0.52 1.86	-13.39 0.71	-13.96 0.27	-27.35 0.98
785 785_A5	MC220124	Completed Reference Case Scenario	Medway	19 Twydall Green	A5 SQM	53 TRICS	A!		A3_Suburban Area	115005	0.00	0.00 0.00	0.00	0.00 0.0	1.34	0.52 1.86	0.71	0.27	0.98
786 786_A5 787 787_A1	MC220169 MC220177	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	McDonalds Godden Way Gill Dockside Outlet Centre Chatham Maritime	A5 SQM A1 SQM	14 TRICS -595 TRICS			A3_Suburban Area A1_Suburban Area	110072 115005	0.00 8.28	0.00 0.00 7.39 15.67	0.00 -49.25	0.00 0.0 -43.96 -93.3	1.34 21 13.39	0.52 1.86 13.96 27.35	0.19 -79.69	0.07 -83.07	0.26 -162.76
787 787_B1	MC220177	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	B1 SQM	85 TRICS	B:		B1_Suburban Area	115005	1.27	0.12 1.39	1.08	0.11 1.	0.18	0.75 0.92	0.15	0.63	0.79
787 787_D1 787 787_D2		Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Dockside Outlet Centre Chatham Maritime Dockside Outlet Centre Chatham Maritime	D1 SQM D2 SQM	85 TRICS 85 TRICS	D: D:		D1-EN_Mixed D2-LC_Mixed	115005 115005	2.60 17.85	2.15 4.75 9.42 27.27	2.21 0.15	1.83 4.0 0.08 0.1	1.84 23 20.74	0.75 2.59 21.72 42.46	1.56 0.18	0.64 0.18	2.20 0.36
787 787_A1	MC220177	Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A1 SQM A2 SQM	85 TRICS 85 TRICS	A:		A1_Suburban Area	115005 115005	8.28 8.28	7.39 15.67 7.39 15.67	7.04 7.04	6.28 13.3	13.39 13.39	13.96 27.35 13.96 27.35	11.38	11.87	23.25
787 787_A2 787 787_A3	MC220177 MC220177	Completed Reference Case Scenario Completed Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime Dockside Outlet Centre Chatham Maritime	A3 SQM	85 TRICS			A1_Suburban Area A3_Suburban Area	115005	0.00	0.00 0.00	0.00	6.28 13.3 0.00 0.0	00 1.34	13.96 27.35 0.52 1.86	11.38 1.14	11.87 0.44	23.25 1.58
787 787_SG 788 788 A4	MC220177 MC220182	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Dockside Outlet Centre Chatham Maritime 378 High Street Rochester	SG SQM A4 SQM	85 TRICS -81 TRICS		G	SG_Suburban Area A3 Town Centre	115005 115011	0.00	0.00 0.00 0.00 0.00	0.00	0.00 0.0	0.00	0.00 0.00 0.35 1.85	0.00 -1.22	0.00 -0.28	0.00 -1.50
788 788_SG	MC220182	Completed Reference Case Scenario	Medway	378 High Street Rochester	SG SQM	54 TRICS	SC	G	SG_Town Centre	115011	0.00	0.00 0.00	0.00	0.00 0.0	0.00	0.00 0.00	0.00	0.00	0.00
788 788_B1 788 788_A4	MC220182 MC220182	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	378 High Street Rochester 378 High Street Rochester	B1 SQM A4 SQM	-80 TRICS 54 TRICS	B1 A4	1	B1_Town Centre A3_Town Centre	115011 115011	0.94	0.04 0.98 0.00 0.00	-0.75 0.00	-0.03 -0.1 0.00 0.1	78 0.11 00 1.50	0.79 0.91 0.35 1.85	-0.09 0.81	-0.63 0.19	-0.72 1.00
788 788_A5	MC220182	Completed Reference Case Scenario	Medway	378 High Street Rochester	A5 SQM	53 TRICS	AS	5	A3_Town Centre	115011	0.00	0.00 0.00	0.00	0.00 0.0	1.50	0.35 1.85	0.80	0.18	0.98
789 789_B2 790 790 D1	MC220240 MC220299	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Court Farm Pilgrims Road Upper Halling 28 Richmond Road Gill	B2 SQM D1 SQM	271 TRICS -60 TRICS			B2_Neighbourhood Centre D1-EN Mixed	110119 110035	0.49 2.60	0.24 0.73 2.15 4.75	1.32 -1.56	0.66 1.9 -1.29 -2.8		0.34 0.50 0.75 2.59	0.43 -1.10	0.92 -0.45	1.35 -1.55
790 790_A1	MC220299	Completed Reference Case Scenario	Medway	28 Richmond Road Gill	A1 SQM	60 TRICS	A:	1	A1_Suburban Area	110035	8.28	7.39 15.67	4.97	4.43 9.4	13.39	13.96 27.35	8.04	8.38	16.41
791 791_Mixed B 792 792_C1-Beds	MC220475 MC220501	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Hoo Marina Industrial Estate 204 Maidstone Road Chatham	Mixed B SQM C1 Beds	-1498 TRICS -11 TRICS		Aixed B 1-Beds	B2_Neighbourhood Centre C1-Beds_Suburban Area	110004 110089	0.49 0.04	0.24 0.73 0.08 0.12	-7.28 0.00	-3.64 -10.9 0.00 0.0		0.34 0.50 0.05 0.14	-2.38 0.00	-5.08 0.00	-7.46 0.00
793 793_A1	MC220527	Completed Reference Case Scenario	Medway	13 Ordnance Terrace Chatham	A1 SQM	12 TRICS	A:	1	A1_Town Centre	110060	0.19	0.19 0.39	0.02	0.02 0.0	1.35	1.35 2.71	0.16	0.16	0.32
794 794_SG 795 795_SG	MC220713 MC220871	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Knights Road Strood High Street Rochester	SG SQM SG SQM	15 TRICS 91 TRICS			SG_Town Centre SG_Town Centre	115001 110057	0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00	0.00 0.0	0.00	0.00 0.00 0.00 0.00	0.00 0.00	0.00	0.00
795 795_A1	MC220871 MC221026	Completed Reference Case Scenario	Medway	High Street Rochester	A1 SQM A1 SQM	-91 TRICS 19 TRICS	A:	1	A1_Town Centre	110057 110057	0.19 0.19	0.19 0.39 0.19 0.39	-0.18 0.04	-0.18 -0.: 0.04 0.0	35 1.35 07 1.35	1.35 2.71 1.35 2.71	-1.23 0.26	-1.23 0.26	-2.46 0.51
796 796_A1 796 796_A4	MC221026 MC221026	Completed Reference Case Scenario	Medway Medway	44 High Street Rochester 44 High Street Rochester	A1 SQM A4 SQM	19 TRICS	A4		A1_Town Centre A3_Town Centre	110057 110057	0.19	0.19 0.39 0.00 0.00	0.00	0.04 0.0	1.35 00 1.50	1.35 2.71 0.35 1.85	0.26 0.29	0.26 0.07	0.51
796 796_A1 797 797_A3	MC221026 MC221032	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	44 High Street Rochester Allhallows Holiday Park Avery Way	A1 SQM A3 SQM	-38 TRICS 58 TRICS	A:		A1_Town Centre A1_Neighbourhood Centre	110057 110001	0.19 3.95	0.19 0.39 3.64 7.59	-0.07 2.29	-0.07 -0.1 2.11 4.4	1.35 40 4.83	1.35 2.71 5.22 10.05	-0.51 2.80	-0.51 3.03	-1.03 5.83
797 797_A5	MC221032	Completed Reference Case Scenario	Medway	Allhallows Holiday Park Avery Way	A5 SQM	59 TRICS	A!	.5	A1_Neighbourhood Centre	110001	3.95	3.64 7.59	2.33	2.15 4.4	4.83	5.22 10.05	2.85	3.08	5.93
798 798_A2 798 798 A3	MC221124 MC221124	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	89-93 High Street Rainham 89-93 High Street Rainham	A2 SQM A3 SQM	-187 TRICS 93 TRICS	A:	2	A1_Town Centre A3 Town Centre	110105 110105	0.19 0.00	0.19 0.39 0.00 0.00	-0.36 0.00	-0.36 -0.3 0.00 0.0	72 1.35 00 1.50	1.35 2.71 0.35 1.85	-2.53 1.40	-2.53 0.32	-5.06 1.72
798 798_A5	MC221124	Completed Reference Case Scenario	Medway	89-93 High Street Rainham	A5 SQM	94 TRICS	AS	.5	A3_Town Centre	110105	0.00	0.00 0.00	0.00	0.00 0.0	1.50	0.35 1.85	1.41	0.33	1.74
799 799_A1 799 799_B1	MC221262 MC221262	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	90a Sturdee Avenue 90a Sturdee Avenue	A1 SQM B1 SQM	-229 TRICS 189 TRICS			A1_Suburban Area B1_Suburban Area	110053 110053	8.28 1.27	7.39 15.67 0.12 1.39	-18.95 2.39	-16.92 -35.8 0.23 2.0	38 13.39 63 0.18	13.96 27.35 0.75 0.92	-30.67 0.34	-31.97 1.41	-62.64 1.75
800 800_A2	MC221393	Completed Reference Case Scenario	Medway	29 Balmoral Road	A2 SQM	-239 TRICS	A:	2	A1_Edge of Town Centre	110047	0.19	0.00 0.19	-0.45	0.00 -0.4	1.44	1.75 3.19	-3.44	-4.18	-7.62
801 801_A1 801 801 A5	MC221424 MC221424	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	74 High Street Gillingham 74 High Street Gillingham	A1 SQM A5 SQM	69 TRICS 68 TRICS			A1_Town Centre A3 Town Centre	110046 110046	0.19 0.00	0.19 0.39 0.00 0.00	0.13 0.00	0.13 0.1 0.00 0.1	27 1.35 00 1.50	1.35 2.71 0.35 1.85	0.93 1.02	0.93 0.24	1.87 1.26
801 801_SG	MC221424	Completed Reference Case Scenario	Medway	74 High Street Gillingham	SG SQM	-137 TRICS	SC	G	SG_Town Centre	110046	0.00	0.00 0.00	0.00	0.00 0.0	0.00	0.00 0.00	0.00	0.00	0.00
802 802_B8 803 803_B1	MC221434 MC221498	Completed Reference Case Scenario Completed Reference Case Scenario		Anchor Wharf Main Gate Road Chatham The Depot Ratcliffe Highway Hoo	B8 SQM B1 SQM	-504 TRICS 16 TRICS			B8_Suburban Area B1_Town Centre	115023 110010	0.05 0.94	0.04 0.09 0.04 0.98	-0.27 0.15	-0.18 -0.4 0.01 0.3	0.07 0.11	0.04 0.11 0.79 0.91	-0.35 0.02	-0.22 0.13	-0.57 0.14
804 804_A3	MC221525	Completed Reference Case Scenario	Medway	High Street Chatham	A3 SQM	-101 TRICS	A:	3	A3_Town Centre	115010	0.00	0.00 0.00	0.00	0.00 0.0	1.50	0.35 1.85	-1.52	-0.35	-1.87
805 805_A1 805 805_B8	MC221554 MC221554	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Court Farm Pilgrims Road Upper Halling Court Farm Pilgrims Road Upper Halling	A1 SQM B8 SQM	47 TRICS -47 TRICS			A1_Neighbourhood Centre B8_Suburban Area	110119 110119	3.95 0.05	3.64 7.59 0.04 0.09	1.86 -0.03	1.71 3.5 -0.02 -0.6		5.22 10.05 0.04 0.11	2.27 -0.03	2.45 -0.02	4.72 -0.05
806 806_A2	MC221594	Completed Reference Case Scenario	Medway	81 High Street Chatham	A2 SQM	-55 TRICS	A2	2	A1_Town Centre	115010	0.19	0.19 0.39	-0.11	-0.11 -0.3	1.35	1.35 2.71	-0.74	-0.74	-1.49
806 806_D1 807 807_B1	MC221594 MC221762	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	81 High Street Chatham rear of 15-17 Cedar Road Strood	D1 SQM B1 SQM	55 TRICS -240 TRICS			D1-EN_Mixed B1_Suburban Area	115010 115000	2.60 1.27	2.15 4.75 0.12 1.39	1.43 -3.04	1.18 2.0 -0.30 -3.1	51 1.84 84 0.18	0.75 2.59 0.75 0.92	1.01 -0.43	0.41 -1.79	1.42 -2.22
808 808_A1	MC222080	Completed Reference Case Scenario	Medway	329 High Street Rochester	A1 SQM	-24 TRICS	A:	1	A1_Town Centre	115011	0.19	0.19 0.39	-0.05	-0.05 -0.0	1.35	1.35 2.71	-0.32	-0.32	-0.65
808 808_D1 809 809_B8	MC222080 MC222084	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	329 High Street Rochester MEMS Beechings Way Gillingham	D1 SQM B8 SQM	24 TRICS -1275 TRICS	BS	8	D1-EN_Mixed B8_Suburban Area	115011 110072	2.60 0.05	2.15 4.75 0.04 0.09	0.62 -0.69	0.52 1.: -0.46 -1.:	1.84 1.5 0.07	0.75 2.59 0.04 0.11	0.44 -0.89	0.18 -0.55	0.62 -1.44
810 810_B8	MC222108 MC222426	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Court Farm Pilgrims Road Upper Halling	B8 SQM D2 SQM	300 TRICS -932 TRICS	BS	8	B8_Suburban Area D2-LC Mixed	110119 110160	0.05 17.85	0.04 0.09 9.42 27.27	0.16 -1.66	0.11 0.1 -0.88 -2.1	0.07 54 20.74	0.04 0.11 21.72 42.46	0.21 -1.93	0.13 -2.02	0.34 -3.96
811 811_D2 811 811_D2	MC222426	Completed Reference Case Scenario	Medway	Newton Close Princes Avenue Walderslade Newton Close Princes Avenue Walderslade	D2 SQM	688 TRICS	D:	12	D2-LC_Mixed	110160	17.85	9.42 27.27	1.23	0.65 1.8	20.74	21.72 42.46	1.43	1.49	2.92
811 811_A3 812 812_B8	MC222426 MC230153	Completed Reference Case Scenario Completed Reference Case Scenario	Medway Medway	Newton Close Princes Avenue Walderslade Global House Priory Road Strood	A3 SQM B8 SQM	244 TRICS 889 TRICS	A: B8		A3_Edge of Town Centre B8_Suburban Area	110160 115000	0.00 0.05	0.00 0.00 0.04 0.09	0.00 0.48	0.00 0.0 0.32 0.0		0.26 1.23 0.04 0.11	2.36 0.62	0.64 0.38	3.00 1.00
812 812_B2		Completed Reference Case Scenario		Global House Priory Road Strood	B2 SQM	-889 TRICS			B2_Suburban Area	115000	0.41	0.13 0.54	-3.66	-1.12 -4.	78 0.12	0.31 0.43	-1.10	-2.71	-3.81

# Appendix B. Uncertainty Log Committed Developments in Medway

	Development Information		Demand Inputs			Network Inputs				08:00 -09:00)			PM Peak (17:0			
Site_ID Unique_ID	Reference (Plann Completions/ Scenario District	Development Name Land Use Uni	All Developments HH, Dwellings Employment, floorsp			/TA TRICS Location	Model Zone	Destination (Arrivals) Origin		Destination (Arrivals) Orig	Generation ins (Departures) Two-Way		epartures) Two-Way Dest	ination (Arrivals) Origi		vo-Way
10 10_C3-H/F 14 14_C3-H	MC171250 Committed Reference Case Scenario Medway MC133340 Committed Reference Case Scenario Medway	Colonial Mutual House Quayside Chatham M: C3 H/F Port Werburgh Vicarage Lane Hoo C3 H	52 30	TRICS TRICS	C3-H/F C3-H	C3-H/F_Neighbourhood Centre C3-H_Neighbourhood Centre	115005 110004	0.13 0.14	0.37 0.50 0.30 0.44	6.92 4.17	19.19 26. 8.88 13.	05 0.27	0.16 0.48 0.14 0.41	16.54 8.13	8.27 4.23	24.80 12.36
18 18_C3-H 25 25_C3-F	MC182328 Committed Reference Case Scenario Medway MC160654 Committed Reference Case Scenario Medway	Land at Otterham Quay Lane Rainham The Fox 124 Ordnance Terrace Chatham C3 F	170 10	TRICS	C3-H C3-F	C3-H_Edge of Town Centre C3-F Suburban Area	110103 110086	0.14 0.05	0.29 0.43 0.18 0.23	23.46 0.50	49.47 72. 1.82 2.	93 0.28 32 0.15	0.17 0.45 0.08 0.24	48.11 1.51	28.90 0.84	77.01 2.35
29 29_C3-H/F 39 39 C3-F	MC180702 Committed Reference Case Scenario Medway MC174128 Committed Reference Case Scenario Medway	Land south of Stoke Road Hoo  C3 H/F 78 John Street ROCHESTER  C3 F	2 3	TRICS TRICS	C3-H/F C3-F	C3-H/F_Neighbourhood Centre C3-F_Suburban Area	110004 110055	0.13 0.05	0.37 0.50 0.18 0.23	0.27 0.15	0.74 1. 0.55 0.	00 0.32 70 0.15	0.16 0.48 0.08 0.24	0.64 0.45	0.32 0.25	0.95 0.71
47 47_C3-F 60 60 C3-H/F	MC173836 Committed Reference Case Scenario Medway MC190888 Committed Reference Case Scenario Medway	9-11 The Brook Chatham C3 F	0	TRICS TRICS	C3-F C3-H/F	C3-F_Town Centre C3-H/F Neighbourhood Centre	115010 110011	0.05 0.13	0.13 0.18 0.37 0.50	0.00 6.65	0.00 0. 18.45 25.	0.18	0.20 0.38 0.16 0.48	0.00	0.00 7.95	0.00 23.85
61 61_C3-H/F	MC191736 Committed Reference Case Scenario Medway	Land at White House Farm Stoke Road Hoo C3 H/F	43	TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110011	0.13	0.37 0.50	5.72	15.87 21.	59 0.32	0.16 0.48	13.67	6.84	20.51
66 66_C3-H 67 67_C3-F	MC180288 Committed Reference Case Scenario Medway MC161505 Committed Reference Case Scenario Medway	Allhallows Golf Course Avery Way Allhallows 224-228 Nelson Road Gillingham C3 F	80 1	TA TRICS	C3-H C3-F	C3-H_Neighbourhood Centre C3-F_Suburban Area	110001 110065	0.04 0.05	0.04 0.08 0.18 0.23	3.20 0.05	3.20 6. 0.18 0.	.40 0.09 23 0.15	0.06 0.15 0.08 0.24	7.20 0.15	4.80 0.08	12.00 0.24
73 73_C3-H 79 79 C3-F	MC201800 Committed Reference Case Scenario Medway MC182406 Committed Reference Case Scenario Medway	Bennetts Orchard Land off Lower Rainham Rc C3 H Car Park Whiffens Avenue Chatham C3 F	45 107	TA TRICS	C3-H C3-F	C3-H_Suburban Area C3-F Town Centre	110102 115010	0.14 0.05	0.38 0.52 0.13 0.18	6.30 5.35	16.97 23. 13.38 18.		0.16 0.50 0.20 0.38	15.39 18.73	7.29 21.40	22.68 40.13
87 87_C3-H/F 89 89 C3-F	MC192532 Committed Reference Case Scenario Medway MC192709 Committed Reference Case Scenario Medway	Land at The Maltings Rainham  C3 H/F St Bartholomews Hospital New Road Roches C3 F	2 57	TRICS	C3-H/F C3-F	C3-H/F_Neighbourhood Centre C3-F Town Centre	110134 115011	0.13	0.37 0.50 0.20 0.26	0.27 3.42	0.74 1. 11.46 14.	00 0.32 88 0.18	0.16 0.48 0.10 0.27	0.64 10.20	0.32 5.42	0.95 15.62
89 89_C3-H	MC192709 Committed Reference Case Scenario Medway	St Bartholomews Hospital New Road Roches C3 H	12	TA TA	C3-H D1	C3-H_Suburban Area	115011 115011	0.21 1.39	0.52 0.72 0.61 1.99	2.47	6.18 8.	65 0.35 75 0.13	0.16 0.52	4.24	1.94	6.18 0.66
89 89_D1 93 93_C3-H	MC210903 Committed Reference Case Scenario Medway	St Bartholomews Hospital New Road Roches D1 SQI Charwood 239 Walderslade Road Walderslad C3 H	2	TRICS	C3-H	D1-EN_Mixed C3-H_Suburban Area	110140	0.12	0.39 0.51	1.22 0.23	0.54 1. 0.79 1.	02 0.37	0.62 0.75 0.19 0.56	0.11 0.74	0.55 0.37	1.12
96 96_C3-H/F 342 342_C3-H	MC142737 Committed Reference Case Scenario Medway MC211638 Committed Reference Case Scenario Medway	Southern Water Site Capstone Road Chatham C3 H/F Binney Farm Binney Road Allhallows C3 H	80 9	TA TRICS	C3-H/F C3-H	C3-H/F_Neighbourhood Centre C3-H_Neighbourhood Centre	110084 110001	0.12 0.14	0.27 0.39 0.30 0.44	9.52 1.25	21.60 31. 2.66 3.	12 0.22 92 0.27	0.13 0.35 0.14 0.41	17.92 2.44	10.00 1.27	27.92 3.71
343 343_C2-Beds 343 343 A1	MC190994 Committed Reference Case Scenario Medway MC190994 Committed Reference Case Scenario Medway	Land adjacent to Balancing Pond St Andrews C2 Bec Land adjacent to Balancing Pond St Andrews A1 SQI	s 1	88 TA 356 TA	C2-Beds A1	C2-Beds_Neighbourhood Centre A1 Neighbourhood Centre	110119 110119	0.06 8.33	0.05 0.11 7.87 16.20	6.02 29.67	4.70 10. 28.02 57.		0.07 0.12 9.99 20.32	4.42 36.78	6.58 35.56	11.00 72.34
344 344_C3-F 345 345_C3-F	MC152332 Committed Reference Case Scenario Medway MC211403 Committed Reference Case Scenario Medway	Medway Bridge Marina Manor Lane Rochest C3 F Newton Close Resource Centre Sultan Road L C3 F	36 7	TA TRICS	C3-F C3-F	C3-F_Neighbourhood Centre C3-F_Suburban Area	110099 110160	0.05 0.05	0.24 0.29 0.18 0.23	1.80 0.35	8.64 10. 1.27 1.	44 0.31 62 0.15	0.13 0.44 0.08 0.24	11.16 1.06	4.68 0.59	15.84 1.65
346 346_C3-F 347 347_C3-F	MC192211 Committed Reference Case Scenario Medway MC210370 Committed Reference Case Scenario Medway	Tug & Shovel 65 North Street Strood C3 F 100- 110 High Street Strood C3 F	9	TRICS TRICS	C3-F C3-F	C3-F_Edge of Town Centre C3-F Town Centre	110024 110024	0.04	0.19 0.23 0.13 0.18	0.39 0.40	1.70 2. 1.00 1.	09 0.17 40 0.18	0.08 0.25 0.20 0.38	1.53 1.40	0.74 1.60	2.27 3.00
347 347_B1	MC210370 Committed Reference Case Scenario Medway	100 - 110 High Street Strood B1 SQI	1 0	-288 TRICS	B1 C3-F	B1_Town Centre	110024 110024 110049	0.94 0.05	0.04 0.98 0.13 0.18	-2.72 0.30	-0.11 -2.	83 0.11	0.79 0.91 0.20 0.38	-0.33 1.05	-2.28 1.20	-2.61
348 348_C3-F 348 348_A1	MC221091 Committed Reference Case Scenario Medway	105-107 High Street GILLINGHAM C3 F 105-107 High Street Gillingham A1 SQI	1	-40 TRICS	A1	C3-F_Town Centre A1_Town Centre	110049	0.19	0.19 0.39	-0.08	0.75 1. -0.08 -0.	05 0.18 15 1.35	1.35 2.71	-0.54	-0.54	2.25 -1.08
349 349_C3-F 349 349_A1	MC202901 Committed Reference Case Scenario Medway MC202901 Committed Reference Case Scenario Medway	1-3 Rhode Street CHATHAM	13	TRICS TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	115026 115026	0.05 0.19	0.13 0.18 0.19 0.39	0.65 0.43	1.63 2. 0.43 0.	28 0.18 87 1.35	0.20 0.38 1.35 2.71	2.28 3.05	2.60 3.05	4.88 6.09
349 349_SG 350 350 C3-F	MC202901 Committed Reference Case Scenario Medway MC221200 Committed Reference Case Scenario Medway	1-3 Rhode Street Chatham SG SQI 13-17 North Street Strood C3 F	7	-642 TRICS	SG C3-F	SG_Town Centre C3-F Town Centre	115026 110024	0.00 0.05	0.00 0.00 0.13 0.18	0.00 0.35	0.00 0. 0.88 1.	00 0.00 23 0.18	0.00 0.00 0.20 0.38	0.00 1.23	0.00 1.40	0.00 2.63
350 350_E3 1 350 350_A1 351 351 C3-H	MC221200 Committed Reference Case Scenario Medway MC202815 Committed Reference Case Scenario Medway	13-17 North Street Strood A1 SQI	1 5	47 TRICS	A1 C3-H	A1_Town Centre C3-H Suburban Area	110024 110057	0.19 0.12	0.19 0.39 0.39 0.51	0.09 0.59	0.09 0. 1.97 2.	18 1.35 56 0.37	1.35 2.71 0.19 0.56	0.64	0.64	1.27 2.79
351 351_D1	MC202815 Committed Reference Case Scenario Medway	1-4 Eastgate Court Rochester D1 SQI	1	-175 TRICS	D1	D1-EN_Mixed	110057	2.60	2.15 4.75	-4.55	-3.76 -8.	31 1.84	0.75 2.59	-3.22	-1.31	-4.53
352 352_C3-H 353 353_C3-F	MC210088 Committed Reference Case Scenario Medway MC191577, MC1; Committed Reference Case Scenario Medway	142 Napier Road Gillingham C3 H 149-151 High Street CHATHAM C3 F	9	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre	110065 115026	0.12 0.05	0.39 0.51 0.13 0.18	0.23 0.45	0.79 1. 1.13 1.	02 0.37 58 0.18	0.19 0.56 0.20 0.38	0.74 1.58	0.37 1.80	1.12 3.38
354 354_C3-F 354 354_B8	MC192136 Committed Reference Case Scenario Medway MC192136 Committed Reference Case Scenario Medway	153-155 High Street CHATHAM C3 F 153-155 High Street Chatham B8 SQI		TRICS TRICS	C3-F B8	C3-F_Town Centre B8_Suburban Area	115026 115026	0.05 0.05	0.13 0.18 0.04 0.09	0.45 -0.16	1.13 1. -0.11 -0.	.58 0.18 27 0.07	0.20 0.38 0.04 0.11	1.58 -0.21	1.80 -0.13	3.38 -0.34
354 354_A1 355 355 C3-F	MC192136 Committed Reference Case Scenario Medway MC212861 Committed Reference Case Scenario Medway	153-155 High Street Chatham A1 SQI 170 High Street GILLINGHAM C3 F	6	41 TRICS TRICS	A1 C3-F	A1_Town Centre C3-F Town Centre	115026 110046	0.19 0.05	0.19 0.39 0.13 0.18	0.08 0.30	0.08 0. 0.75 1.	16 1.35 05 0.18	1.35 2.71 0.20 0.38	0.56 1.05	0.56 1.20	1.11 2.25
356 356_C3-F 357 357_C3-F	MC190111 Committed Reference Case Scenario Medway MC192743 Committed Reference Case Scenario Medway	179-181 Maidstone Road ROCHESTER C3 F 1st floor 55 Green Street GILLINGHAM C3 F	5	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Town Centre	110055 110049	0.05 0.05	0.18 0.23 0.13 0.18	0.25 0.10	0.91 1. 0.25 0.	16 0.15 35 0.18	0.08 0.24 0.20 0.38	0.76 0.35	0.42	1.18
357 357_B1	MC192743 Committed Reference Case Scenario Medway	1st Floor 55 Green Street Gillingham B1 SQI	1 2	-125 TRICS	B1	B1_Town Centre	110049	0.94	0.04 0.98	-1.18	-0.05 -1.	23 0.11	0.79 0.91	-0.14	-0.99	-1.13
358 358_C3-F 359 359_C3-F	MC202783 Committed Reference Case Scenario Medway	21-23 New Road CHATHAM 22 & 24 St Marys Road Strood C3 F	6	TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Edge of Town Centre	115026 110024	0.05 0.04	0.14 0.18 0.19 0.23	1.44 0.26	4.45 5. 1.13 1.	89 0.16 39 0.17	0.08 0.24 0.08 0.25	4.99 1.02	2.56 0.49	7.55 1.51
360 360_C3-F 360 360_A1	MC210993 Committed Reference Case Scenario Medway MC210993 Committed Reference Case Scenario Medway	22-32 Canterbury Street GILLINGHAM C3 F Former nightclub 22-32 Canterbury Street Gil A1 SQI		250 TA	C3-F A1	C3-F_Town Centre A1_Town Centre	110049 110049	0.06 4.60	0.17 0.23 4.23 8.83	0.84 11.49	2.41 3. 10.59 22.	25 0.16 08 5.82	0.14 0.30 6.80 12.62	2.17 14.56	1.99 16.99	4.16 31.55
360 360_A3 361 361_C3-F	MC210993 Committed Reference Case Scenario Medway MC202108 Committed Reference Case Scenario Medway	Former nightclub 22-32 Canterbury Street Gil SG SQI 2-4 Canterbury Street GILLINGHAM C3 F	6	TRICS	A3 C3-F	A3_Town Centre C3-F_Town Centre	110049 110049	0.00 0.05	0.00 0.00 0.13 0.18	0.00 0.30	0.00 0. 0.75 1.	00 1.50 05 0.18	0.35 1.85 0.20 0.38	-16.76 1.05	-3.87 1.20	-20.63 2.25
361 361_B1 361 361 A1	MC202108 Committed Reference Case Scenario Medway MC202108 Committed Reference Case Scenario Medway	2- 4 Canterbury Street Gillingham B1 SQI 2- 4 Canterbury Street Gillingham A1 SQI		-335 TRICS 22 TRICS	B1 A1	B1_Town Centre A1 Town Centre	110049 110049	0.94 0.19	0.04 0.98 0.19 0.39	-3.16 0.04	-0.13 -3. 0.04 0.	29 0.11 08 1.35	0.79 0.91 1.35 2.71	-0.38 0.30	-2.65 0.30	-3.03 0.60
362 362_C3-F 362 362_A1	MC210675 Committed Reference Case Scenario Medway MC210675 Committed Reference Case Scenario Medway	24 Gun Lane Strood C3 F 24 Gun Lane Strood A1 SQI	8	TRICS 144 TRICS	C3-F A1	C3-F_Edge of Town Centre A1_Edge of Town Centre	110024 110024	0.04	0.19 0.23 0.00 0.19	0.34 0.27	1.51 1. 0.00 0.	86 0.17 27 1.44	0.08 0.25 1.75 3.19	1.36	0.66 2.52	2.02 4.59
363 363_C3-F	MC191964 Committed Reference Case Scenario Medway	249 London Road Rainham C3 F	6	TRICS	C3-F	C3-F_Suburban Area	110125	0.05	0.18 0.23	0.30	1.09 1.	39 0.15	0.08 0.24	0.91	0.50	1.41
364 364_C3-F 365 365_C3-F	MC203159 Committed Reference Case Scenario Medway MC220339 Committed Reference Case Scenario Medway	249 London Road Rainham C3 F 259-261 High Street ROCHESTER C3 F	22	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Town Centre	110125 115012	0.05 0.05	0.18 0.23 0.13 0.18	0.00 1.10	0.00 0. 2.75 3.	00 0.15 85 0.18	0.08 0.24 0.20 0.38	0.00 3.85	0.00 4.40	0.00 8.25
366 366_C3-F 366 366_A1	MC201318 Committed Reference Case Scenario Medway MC201318 Committed Reference Case Scenario Medway	25a Frindsbury Road Frindsbury C3 F 25A Frindsbury Road Strood A1 SQI	4	TRICS TRICS	C3-F A1	C3-F_Suburban Area A1_Suburban Area	110025 110025	0.05 8.28	0.18 0.23 7.39 15.67	0.20 -4.14	0.73 0. -3.69 -7.	.93 0.15 .83 13.39	0.08 0.24 13.96 27.35	0.60 -6.70	0.34 -6.98	0.94 -13.68
367 367_C3-F 368 368_C3-F	MC222033 Committed Reference Case Scenario Medway MC222971 Committed Reference Case Scenario Medway	26 Longley Road Rainham C3 F 263-269 High Street CHATHAM C3 F	8 5	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	110105 115026	0.05 0.05	0.13 0.18 0.13 0.18	0.40 0.25	1.00 1. 0.63 0.	40 0.18 88 0.18	0.20 0.38 0.20 0.38	1.40 0.88	1.60 1.00	3.00 1.88
368 368_B1 369 369_C3-F	MC222971 Committed Reference Case Scenario Medway MC213555 Committed Reference Case Scenario Medway	Barclays Bank 263-265 High Street Chatham B1 SQI 263-269 High Street CHATHAM C3 F	1	-210 TRICS TRICS	B1 C3-F	B1_Town Centre C3-F_Town Centre	115026 115026	0.94 0.05	0.04 0.98 0.13 0.18	-1.98 0.20	-0.08 -2. 0.50 0.		0.79 0.91 0.20 0.38	-0.24 0.70	-1.66 0.80	-1.90 1.50
370 370_C3-F	MC192949 Committed Reference Case Scenario Medway	272-274 Luton Road Luton C3 F	6	TRICS	C3-F	C3-F_Suburban Area	110083	0.05	0.18 0.23	0.30	1.09 1.	39 0.15	0.08 0.24	0.91	0.50	1.41
370 370_A1 370 370_SG	MC192949 Committed Reference Case Scenario Medway MC192949 Committed Reference Case Scenario Medway	272-274 Luton Road Luton         A1         SQI           272-274 Luton Road Luton         SG         SQI		-106 TRICS 82 TRICS	A1 SG	A1_Suburban Area SG_Suburban Area	110083 110083	8.28 0.00	7.39 15.67 0.00 0.00	-8.77 0.00	-7.83 -16. 0.00 0.	0.00	0.00 0.00	-14.20 0.00	-14.80 0.00	-29.00 0.00
371 371_C3-F 371 371_B1	MC210603 Committed Reference Case Scenario Medway MC210603 Committed Reference Case Scenario Medway	287-289 High Street Chatham C3 F 287-289 High Street Chatham B1 SQI	9	TRICS -78 TRICS	C3-F B1	C3-F_Town Centre B1_Town Centre	110063 110063	0.05 0.94	0.13 0.18 0.04 0.98	0.45 -0.74	1.13 1. -0.03 -0.	58 0.18 77 0.11	0.20 0.38 0.79 0.91	1.58 -0.09	1.80 -0.62	3.38 -0.71
372 372_C3-F 373 373 C3-F	MC210350 Committed Reference Case Scenario Medway MC221191 Committed Reference Case Scenario Medway	295 High Street Rainham C3 F 3 New Road Chatham C3 F	6 50	TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	110106 115026	0.05 0.05	0.13 0.18 0.13 0.18	0.30 2.50	0.75 1. 6.25 8.	05 0.18 75 0.18	0.20 0.38 0.20 0.38	1.05 8.75	1.20 10.00	2.25 18.75
374 374_C3-H 375 375 C3-H	MC172534 Committed Reference Case Scenario Medway MC142912 Committed Reference Case Scenario Medway	3 Upper Luton Road Chatham C3 H 3 Upper Luton Road Chatham C3 H	1 10	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110085 110085	0.12 0.12	0.39 0.51 0.39 0.51	0.12 1.17	0.39 0. 3.94 5.	51 0.37 11 0.37	0.19 0.56 0.19 0.56	0.37 3.71	0.19 1.87	0.56 5.58
376 376_C3-F 377 377 C3-F	MC191074 Committed Reference Case Scenario Medway	33 Richard Street CHATHAM C3 F	9	TRICS	C3-F	C3-F_Town Centre	115026 110063	0.05	0.13 0.18 0.13 0.18	0.45 0.00	1.13 1.	58 0.18 00 0.18	0.20 0.38	1.58	1.80	3.38
378 378_C3-F	MC210503 Committed Reference Case Scenario Medway	346a High Street CHATHAM C3 F 39 Railway Street Chatham C3 F	5	TRICS TRICS	C3-F	C3-F_Town Centre C3-F_Town Centre	115026	0.05	0.13 0.18	0.25	0.00 0. 0.63 0.	88 0.18	0.20 0.38 0.20 0.38	0.88	1.00	1.88
378 378_A1 379 379_C3-F	MC210503 Committed Reference Case Scenario Medway MC220166 Committed Reference Case Scenario Medway	39 Railway Street Chatham A1 SQI 4 Balmoral Road Gillingham C3 F	5	70 TRICS TRICS	A1 C3-F	A1_Town Centre C3-F_Edge of Town Centre	115026 110047	0.19 0.04	0.19 0.39 0.19 0.23	0.14 0.22	0.14 0. 0.95 1.	16 0.17	1.35 2.71 0.08 0.25	0.95 0.85	0.95 0.41	1.90 1.26
380 380_C3-F 380 380_B8	MC220116 Committed Reference Case Scenario Medway MC220116 Committed Reference Case Scenario Medway	4 Fox Street & 5-7 Mill Road GILLINGHAM 5-7 Mill Road and 4 Fox Street Gillingham B8 SQI	1 24	TRICS -174 TRICS	C3-F B8	C3-F_Town Centre B8_Suburban Area	110026 110026	0.05 0.05	0.13 0.18 0.04 0.09	1.20 -0.09	3.00 4. -0.06 -0.	20 0.18 16 0.07	0.20 0.38 0.04 0.11	4.20 -0.12	4.80 -0.07	9.00 -0.20
380 380_SG 381 381_C3-F	MC220116 Committed Reference Case Scenario Medway MC201531 Committed Reference Case Scenario Medway	5-7 Mill Road and 4 Fox Street Gillingham SG SQI 4, 16, 20 and 22 High Street Rainham C3 F		-453 TRICS TRICS	SG C3-F	SG_Town Centre C3-F_Town Centre	110026 110120	0.00	0.00 0.00 0.13 0.18	0.00 2.55	0.00 0. 6.38 8.	00 0.00 93 0.18	0.00 0.00 0.20 0.38	0.00	0.00 10.20	0.00 19.13
382 382_C3-F 383 383 C3-F	MC201632 Committed Reference Case Scenario Medway MC181666 Committed Reference Case Scenario Medway	419 Walderslade Road Walderslade C3 F 4a Luton Road Luton C3 F	18	TRICS TRICS	C3-F C3-F	C3-F_Neighbourhood Centre C3-F_Town Centre	110120 110158 110085	0.00	0.11 0.11 0.13 0.18	0.00 0.35	2.00 2. 0.88 1.	00 0.22 23 0.18	0.00 0.22 0.20 0.38	4.00 1.23	0.00	4.00 2.63
384 384_C3-F	MC213333 Committed Reference Case Scenario Medway	5 Otway Terrace Chatham C3 F	7	TRICS	C3-F	C3-F_Town Centre	110061	0.05	0.13 0.18	0.35	0.88 1.	23 0.18	0.20 0.38	1.23	1.40	2.63
385 385_C3-F 386 386_C3-F	MC151014 Committed Reference Case Scenario Medway MC154164, MC1! Committed Reference Case Scenario Medway	51 Cuxton Road Strood 52 - 54 Green Street GILLINGHAM C3 F	0	TRICS TRICS	C3-F	C3-F_Town Centre C3-F_Town Centre	115000 110049	0.05 0.05	0.13 0.18 0.13 0.18	0.00 0.00	0.00 0. 0.00 0.	00 0.18 00 0.18	0.20 0.38 0.20 0.38	0.00	0.00	0.00
387 387_C3-F 387 387_B1	MC211035 Committed Reference Case Scenario Medway MC211035 Committed Reference Case Scenario Medway	60-64 Canterbury Street GILLINGHAM C3 F 1st floor 60-64 Canterbury Street Gillingham B1 SQI	3	TRICS -200 TRICS	C3-F B1	C3-F_Town Centre B1_Town Centre	110049 110049	0.05 0.94	0.13 0.18 0.04 0.98	0.15 -1.89	0.38 0. -0.08 -1.	.53 0.18 .96 0.11	0.20 0.38 0.79 0.91	0.53 -0.23	0.60 -1.58	1.13 -1.81
388 388_C3-F 388 388_A2	MC211017 Committed Reference Case Scenario Medway MC211017 Committed Reference Case Scenario Medway	60-64 Canterbury Street GILLINGHAM  Ground floor 60-64 Canterbury Street Gillingh A2  SQI	2	TRICS -200 TRICS	C3-F A2	C3-F_Town Centre A1_Town Centre	110049 110049	0.05 0.19	0.13 0.18 0.19 0.39	0.10 -0.39	0.25 0. -0.39 -0.		0.20 0.38 1.35 2.71	0.35 -2.71	0.40 -2.71	0.75 -5.42
389 389_C3-F 389 389_A1	MC220108 Committed Reference Case Scenario Medway MC220108 Committed Reference Case Scenario Medway	70-76 High Street Strood C3 F 70-76 High Street Strood A1 SQ	8	TRICS 108 TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	110045 110024 110024	0.05 0.19	0.13 0.18 0.19 0.39	0.40 0.21	1.00 1. 0.21 0.	40 0.18 42 1.35	0.20 0.38 1.35 2.71	1.40 1.46	1.60 1.46	3.00
389 389_A3	MC220108 Committed Reference Case Scenario Medway	70-76 High Street Strood A3 SQI	1	38 TRICS	A3	A3_Town Centre	110024	0.00	0.00 0.00	0.00	0.00 0.	00 1.50	0.35 1.85	0.57	0.13	0.70
389 389_SG 390 390_C3-F	MC220108 Committed Reference Case Scenario Medway MC190286 Committed Reference Case Scenario Medway	70-76 High Street Strood 72-75 Maida Road & 1-7 Alfred Close Luton C3 F	5	-105 TRICS TRICS	SG C3-F	SG_Town Centre C3-F_Suburban Area	110024 110083	0.00 0.05	0.00 0.00 0.18 0.23	0.00 0.25	0.00 0. 0.91 1.	16 0.15	0.00 0.00 0.08 0.24	0.00 0.76	0.00 0.42	0.00 1.18
391 391_C3-H/F 391 391_B8	MC211891 Committed Reference Case Scenario Medway MC211891 Committed Reference Case Scenario Medway	82 Jeffery Street GILLINGHAM  82 Jeffery Street Gillingham  C3 H/F  88 SQI	14	TRICS TRICS	C3-H/F B8	C3-H/F_Neighbourhood Centre B8_Suburban Area	110046 110046	0.13 0.05	0.37 0.50 0.04 0.09	1.86 -0.41	5.17 7. -0.27 -0.	0.32 68 0.07	0.16 0.48 0.04 0.11	4.45 -0.53	2.23 -0.32	6.68 -0.85
392 392_C3-F 393 393_C3-H	MC161847 Committed Reference Case Scenario Medway MC192446 Committed Reference Case Scenario Medway	94-100 High Street Chatham C3 F 97-111 Rainham Road Gillingham C3 H	16 12	TRICS TA	C3-F C3-H	C3-F_Town Centre C3-H_Suburban Area	115026 110065	0.05 0.15	0.13 0.18 0.35 0.50	0.80 1.84	2.00 2. 4.21 6.	80 0.18 05 0.32	0.20 0.38 0.20 0.52	2.80 3.85	3.20 2.34	6.00 6.19
394 394_C3-F 395 395_C3-H	MC191866 Committed Reference Case Scenario Medway MC193129 Committed Reference Case Scenario Medway	Adj to Somerset Close & adj 8 Wiltshire Close C3 F Adjacent to Yew Tree Lodge Land to the souti C3 H	10	TRICS	C3-F C3-H	C3-F_Suburban Area C3-H_Neighbourhood Centre	110131 110004	0.05 0.13	0.18 0.23 0.33 0.45	0.50 12.50	1.82 2. 32.50 45.	32 0.15	0.08 0.24 0.14 0.45	1.51 30.30	0.84 14.20	2.35 44.50
395 395_C3-H 396 396_C3-F 397 397 C3-H	MC201625 Committed Reference Case Scenario Medway	Anchorage House 47-61 High Street CHATHAI C3 F	81	TA TRICS	C3-F C3-H	C3-F_Town Centre	115010 115010 110081	0.13 0.06 0.12	0.45 0.45 0.39 0.51	4.54 0.82	36.37 40.		0.14 0.45 0.33 0.74 0.19 0.56	33.29 2.60	26.89 1.31	60.18
398 398_C3-H	MC181307 Committed Reference Case Scenario Medway	Avenue Tennis Club Glebe Road Gillingham  Bakersfield Station Road Rainham  C3 H	18	TA	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110102	0.16	0.43 0.59	2.90	2.76 3. 7.67 10.	57 0.40	0.24 0.64	7.20	4.36	3.91 11.56
399 399_C3-H 400 400_C3-F-P	MC212493 Committed Reference Case Scenario Medway MC190038 Committed Reference Case Scenario Medway	Bakersfield Station Road Rainham C3 H Bardell Terrace Rochester C3 F	9 299	TRICS TA	C3-H C3-F-P	C3-H_Suburban Area C3-F-P_Town Centre	110102 115012	0.12 0.07	0.39 0.51 0.11 0.18	1.05 19.73	3.55 4. 34.09 53.	60 0.37 82 0.13	0.19 0.56 0.11 0.24	3.34 39.47	1.68 32.29	5.02 71.76
400 400_C3-F-A 400 400_A1	MC190038 Committed Reference Case Scenario Medway MC190038 Committed Reference Case Scenario Medway	Bardell Terrace Rochester C3 F Bardell Terrace Rochester A1 SQI	32	TA 1080 TA	C3-F-A A1	C3-F-A_Town Centre A1_Town Centre	115012 115012	0.09 2.58	0.04 0.13 2.01 4.59	2.78 27.87	1.38 4. 21.68 49.	16 0.13 55 4.53	0.09 0.22 4.98 9.51	4.16 48.87	2.78 53.83	6.94 102.70
400 400_B1 401 401 C3-H	MC190038 Committed Reference Case Scenario Medway MC202107 Committed Reference Case Scenario Medway	Bardell Terrace Rochester B1 SQI Bridgeside Warwick Crescent Borstal C3 H		814 TA TRICS	B1 C3-H	B1_Town Centre C3-H Suburban Area	115012 110099	1.14	0.09 1.23 0.39 0.51	9.28 1.40	0.72 10. 4.73 6.	**	1.04 1.13 0.19 0.56	0.75	8.47 2.24	9.21 6.70
402 402_C3-F	MC202905 Committed Reference Case Scenario Medway	Cambridge House 1 Cambridge Terrace CHAT C3 F	13	TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13 0.18	0.65	1.63 2.	28 0.18	0.20 0.38	2.28	2.60	4.88
402 402_B1 403 403_C3-F	MC202905 Committed Reference Case Scenario Medway MC212015 Committed Reference Case Scenario Medway	Cambridge House 1 Cambridge Terrace Chath B1 SQI Canada House Barnsole Road Gillingham C3 F	21	-200 TRICS TRICS	B1 C3-F	B1_Town Centre C3-F_Suburban Area	115026 110053	0.94 0.05	0.04 0.98 0.18 0.23	-1.89 1.05	-0.08 -1. 3.82 4.	0.23	0.79 0.91 0.08 0.24	-0.23 3.17	-1.58 1.76	-1.81 4.94
403 403_Other 404 404_C3-F	MC212015 Committed Reference Case Scenario Medway MC211899 Committed Reference Case Scenario Medway	Canada House Barnsole Road Gillingham Chatham House 14 New Road Chatham C3 F	7	TRICS TRICS	Other C3-F	D1-GP_Mixed C3-F_Town Centre	110053 110060	2.67 0.05	1.61 4.28 0.13 0.18	-48.48 0.35	-29.34 -77. 0.88 1.	82 1.32 23 0.18	1.93 3.25 0.20 0.38	-23.96 1.23	-35.16 1.40	-59.12 2.63
405 405_C3-F 405 405_B1	MC211895 Committed Reference Case Scenario Medway MC211895 Committed Reference Case Scenario Medway	Chatham Waterfront adjacent to Bus Station Chatham Waterfront Globe Lane Chatham B1 SQI	182	TRICS 299 TRICS	C3-F B1	C3-F_Town Centre B1_Town Centre	115010 115010	0.05 0.94	0.13 0.18 0.04 0.98	9.10 2.82	22.75 31. 0.11 2.		0.20 0.38 0.79 0.91	31.85 0.34	36.40 2.37	68.25 2.71
405 405_A3 405 405_A4	MC211895 Committed Reference Case Scenario Medway MC211895 Committed Reference Case Scenario Medway	Chatham Waterfront Globe Lane Chatham Chatham Waterfront Globe Lane Chatham A3 SQI Chatham Waterfront Globe Lane Chatham	1	298 TRICS 298 TRICS	A3 A4	A3_Town Centre A3_Town Centre	115010 115010	0.00	0.00 0.00 0.00 0.00	0.00	0.00 0. 0.00 0.	00 1.50	0.35 1.85 0.35 1.85	4.48 4.48	1.03 1.03	5.51 5.51
406 406_C3-F	MC213111 Committed Reference Case Scenario Medway	Doctors Surgery 19 Railway Street Gillingham C3 F	5	TRICS	C3-F	C3-F_Town Centre	110046	0.05	0.13 0.18	0.25	0.63 0.	88 0.18	0.20 0.38	0.88	1.00	1.88
406 406_D1 407 407_C3-F	MC213111 Committed Reference Case Scenario Medway MC220514 Committed Reference Case Scenario Medway	Doctors Surgery 19 Railway Street Gillingham D1 SQI First Floor 74 High Street Chatham C3 F	6	-301 TRICS TRICS	D1 C3-F	D1-EN_Mixed C3-F_Town Centre	110046 115010	2.60 0.05	2.15 4.75 0.13 0.18	-7.83 0.30	-6.47 -14. 0.75 1.	05 0.18	0.75 2.59 0.20 0.38	-5.53 1.05	-2.26 1.20	-7.79 2.25
407 407_A3	MC220514 Committed Reference Case Scenario Medway	First Floor 74 High Street Chatham A3 SQI	1	-239 TRICS	A3	A3_Town Centre	115010	0.00	0.00 0.00	0.00	0.00 0.	00 1.50	0.35 1.85	-3.59	-0.83	-4.42

	Development Inform	nation			Demand Inputs			Network Inputs				(08:00 -09:00)			PM Peak (17			
Site_ID Unique_ID	Reference (Plann Completions/ Scenario	District	Development Name Land	Use Unit	All Developments HH, Dwellings Employment, floo	rspace Trip Gen So	urce Land Use TRICS	/TA TRICS Location	Model Zone	Destination (Arrivals) Ori	Trip Rate rigins (Departures) Two-Way		Generation gins (Departures) Two-Way	Trip F Destination (Arrivals) Origins	tate (Departures) Two-Way De		Generation ns (Departures) Tw	vo-Way
408 408_C3-H 408 408 B2	MC172272 Committed Reference C MC172272 Committed Reference C		Fleet House Upnor Road Lower Upnor Fleet House Upnor Road Lower Upnor B2	H SQM	7	TRICS -265 TRICS	C3-H B2	C3-H_Neighbourhood Centre B2 Neighbourhood Centre	115018 115018	0.14 0.49	0.30 0.44 0.24 0.73	0.97	2.07 3 -0.64 -1	0.27 1.93 0.16	0.14 0.41 0.34 0.50	1.90 -0.42	0.99 -0.90	2.88 -1.32
409 409_C3-F	MC191508 Committed Reference C	se Scenario Medwa	Former Green Dragon Public House 85 Churcl C3	F	16	TA	C3-F	C3-F_Suburban Area	110033	0.09	0.21 0.29	1.36	3.33 4	0.19	0.08 0.27	3.07	1.23	4.30
410 410_C3-F 411 411_C3-H	MC210412 Committed Reference C MC171392 Committed Reference C	ise Scenario Medwa	Former Kitchener Barracks Dock Road Chatha C3 Former Kitchener Barracks Dock Road Chatha C3	Н	19	TRICS TA	C3-F C3-H	C3-F_Suburban Area C3-H_Suburban Area	115023 115023	0.05 0.19	0.18 0.23 0.33 0.51	8.20 3.53	6.21 9	0.15 0.75 0.26	0.08 0.24 0.18 0.44	24.76 4.92	13.78 3.44	38.54 8.36
412 412_C3-F 413 413 C3-F	MC200559 Committed Reference C MC201193 Committed Reference C		Former NHS Walk in Centre 547-553 Canterb C3 Former Timber Merchants and land behind 1 C3	F F	24 8	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Suburban Area	110065 110047	0.05 0.05	0.18 0.23 0.18 0.23	1.20 0.40	4.37 5 1.46 1	0.15 0.15	0.08 0.24 0.08 0.24	3.62 1.21	2.02 0.67	5.64 1.88
414 414_C3-F 414 414_B1	MC213671 Committed Reference C MC213671 Committed Reference C		Former Trafalgar Centre & Multi Storey Car P C3 Trafalgar Centre & Multi Storey Car Park Highes	F SQM	175	TRICS 195 TRICS	C3-F B1	C3-F_Town Centre B1_Town Centre	115026 115026	0.05 0.94	0.13 0.18 0.04 0.98	8.75 1.84	21.88 30 0.07 1	0.63 0.91 0.11	0.20 0.38 0.79 0.91	30.63 0.22	35.00 1.54	65.63 1.76
414 414_B1 414 414_A1	MC213671 Committed Reference C		Trafalgar Centre & Multi Storey Car Park High A1	SQM		-1158 TRICS	A1	A1_Town Centre	115026	0.19	0.19 0.39	-2.23	-2.23 -4	1.47 1.35	1.35 2.71	-15.68	-15.68	-31.36
414 414_A2 414 414 A3	MC213671 Committed Reference C MC213671 Committed Reference C		Trafalgar Centre & Multi Storey Car Park Higi A2 Trafalgar Centre & Multi Storey Car Park Higi A3	SQM SQM		42 TRICS 42 TRICS	A2 A3	A1_Town Centre A3 Town Centre	115026 115026	0.19 0.00	0.19 0.39 0.00 0.00	0.08	0.08 0 0.00 0	0.16 1.35 0.00 1.50	1.35 2.71 0.35 1.85	0.57 0.63	0.57 0.15	1.14 0.78
414 414_D1 414 414 D2	MC213671 Committed Reference C MC213671 Committed Reference C		Trafalgar Centre & Multi Storey Car Park High D1	SQM SQM		185 TRICS 41 TRICS	D1 D2	D1-EN_Mixed D2-LC Mixed	115026 115026	2.60 17.85	2.15 4.75 9.42 27.27	4.81	3.98 8 0.04 0	3.79 1.84 0.11 20.74	0.75 2.59 21.72 42.46	3.40 0.09	1.39 0.09	4.79 0.17
415 415_C3-F	MC193109 Committed Reference C	se Scenario Medwa	Former Victoria Cross Public House 614 Lords C3	F	8	TRICS	C3-F	C3-F_Suburban Area	110159	0.05	0.18 0.23	0.40	1.46 1	0.15	0.08 0.24	1.21	0.67	1.88
415 415_A1 416 416_C3-F	MC193109 Committed Reference C MC201192 Committed Reference C		Former Victoria Cross Public House 614 Lords A1 Garage Site Rear of 23-29 Seagull Road Stroo C3	SQM F	12	425 TRICS TRICS	A1 C3-F	A1_Suburban Area C3-F_Suburban Area	110159 110032	8.28 0.05	7.39 15.67 0.18 0.23	7 35.18 0.60	31.40 66 2.18 2	5.58 13.39 1.78 0.15	13.96 27.35 0.08 0.24	56.92 1.81	59.33 1.01	116.25 2.82
417 417_C3-H 418 418 C3-F	MC222775 Committed Reference C MC202861 Committed Reference C		Garages Adj 186 Laburnum Road Strood Garden Service Station Frindsbury Hill Wains C3	H	6	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F Suburban Area	110045 110022	0.12 0.05	0.39 0.51 0.18 0.23	0.70	2.36 3 0.00 0	0.37 0.00 0.15	0.19 0.56 0.08 0.24	2.23 0.00	1.12	3.35 0.00
418 418_SG	MC202861 Committed Reference C	se Scenario Medwa	Garden service station Frindsbury Hill SG	SQM		0 TRICS	SG	SG_Suburban Area	110022	0.00	0.00 0.00	0.00	0.00 0	0.00	0.00 0.00	0.00	0.00	0.00
419 419_C3-H-P 419 419_C3-H-A	MC180556 Committed Reference C MC180556 Committed Reference C		Gibraltar Farm Ham Lane Lordswood C3 Gibraltar Farm Ham Lane Lordswood C3	H H	382 68	TA TA	C3-H-P C3-H-A	C3-H-P_Edge of Town C3-H-A_Edge of Town	110128 110128	0.15 0.10	0.39 0.53 0.20 0.30	55.77	147.07 202 13.46 20		0.23 0.60 0.16 0.39	142.87 15.50	85.95 11.08	228.82 26.59
420 420_C3-F 421 421 C3-H	MC200221 Committed Reference C MC201471 Committed Reference C		Hallwood House Kestrel Road Lordswood Holly Lodge & Tudor Lodge Chattenden Lane	F H	17	TA TRICS	C3-F C3-H	C3-F_Suburban Area C3-H Neighbourhood Centre	110159 115017	0.09 0.14	0.07 0.16 0.30 0.44	1.45	1.21 2 2.66 3	0.09 0.27	0.12 0.20 0.14 0.41	1.45 2.44	2.01 1.27	3.45 3.71
422 422_C3-H 423 423 C3-F	MC221875 Committed Reference C MC190215 Committed Reference C	ise Scenario Medwa	Kingdom Hall Bloors Lane Rainham C3	Н	20	TRICS TRICS	C3-H C3-F	C3-H_Edge of Town Centre C3-F_Suburban Area	110096 110132	0.14 0.05	0.29 0.43 0.18 0.23	2.76	5.82 8 1.64 2	3.58 2.09 0.15	0.17 0.45 0.08 0.24	5.66 1.36	3.40 0.76	9.06 2.12
424 424_C3-F	MC222812 Committed Reference C	se Scenario Medwa	Land Adj 2 & 4 Laburnum Road Strood C3	F	6	TRICS	C3-F	C3-F_Suburban Area	110044	0.05	0.18 0.23	0.30	1.09 1	0.15	0.08 0.24	0.91	0.50	1.41
425 425_C3-H 426 426_C3-H	MC212065 Committed Reference C MC191708 Committed Reference C		Land adjoining no 35 Cooling Road High Halst C3 Land at 18 Broom Hill Road Strood C3	H H	5 8	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	115002 110020	0.14 0.12	0.30 0.44 0.39 0.51	0.70	1.48 2 3.15 4	0.27 0.09 0.37	0.14 0.41 0.19 0.56	1.36 2.97	0.71 1.50	2.06 4.46
427 427_C3-F 428 428 C3	MC212610 Committed Reference C MC112756 Committed Reference C		Land at Chatham Docks Pier Road Gillingham Land at Chatham Docks Pier Road Gillingham C3	F H/E	237	TRICS	C3-F C3	C3-F_Suburban Area C3 Suburban Area	115005 115005	0.05 0.06	0.18 0.23 0.20 0.27	11.85	43.13 54 65.48 85		0.08 0.24 0.09 0.27	35.79 58.55	19.91 28.25	55.70 86.80
428 428_B1	MC112756 Committed Reference C	se Scenario Medwa	Land at Chatham Docks Pier Road Gillingham Mixe		321	28516 TA	B1	B1_Suburban Area	115005	1.19	0.18 1.37	339.91	51.79 391	.70 0.15	0.89 1.04	42.66	254.36	297.02
428 428_A1 428 428_A1	MC112756 Committed Reference C MC112756 Committed Reference C		Land at Chatham Docks Pier Road Gillingham A1 Land at Chatham Docks Pier Road Gillingham A2	SQM SQM		393 TA 930 TA	A1 A1	A1_Suburban Area A1_Suburban Area	115005 115005	3.71 3.71	3.56 7.27 3.56 7.27	7 14.59 7 34.53	13.99 28 33.10 67		4.31 8.57 4.31 8.57	16.72 39.56	16.95 40.12	33.67 79.67
428 428_A1 428 428 D1-UNI	MC112756 Committed Reference C MC112756 Committed Reference C	se Scenario Medwa	Land at Chatham Docks Pier Road Gillingham Land at Chatham Docks Pier Road Gillingham D1	SQM SQM		903 TA 24616 TA	A1 D1-UNI	A1_Suburban Area D1-UNI Suburban Area	115005 115005	3.71 0.59	3.56 7.27 0.13 0.72	33.53 145.33	32.14 65 32.69 178		4.31 8.57 0.56 0.75	38.41 46.67	38.95 138.05	77.36 184.72
428 428_D2-Conf	MC112756 Committed Reference C	ise Scenario Medwa	Land at Chatham Docks Pier Road Gillingham D2	SQM		20953 TA	D2-Conf	D2-Conf_Suburban Area	115005	1.12	0.14 1.27	2.35	0.30 2	2.65 0.23	1.29 1.52	0.49	2.69	3.18
428 428_D1-Acom 428 428_D1-Acom	MC112756 Committed Reference C MC112756 Committed Reference C	ise Scenario Medwa		SQM er SQM		23750 TA 29793 TA	D1-Acom D1-Acom	D1-Acom_Suburban Area D1-Acom_Suburban Area	115005 115005	0.02 0.02	0.02 0.04 0.02 0.04	4.56 5.72	4.37 8 5.48 11		0.03 0.05 0.03 0.05	6.08 7.63	6.27 7.87	12.35 15.49
428 428_C1-Beds 429 429_C3-H	MC112756 Committed Reference C MC190765 Committed Reference C		Land at Chatham Docks Pier Road Gillingham  Land at East Hill Chatham  C3	Beds H	800	200 TA	C1-Beds C3-H	C1-Beds_Suburban Area C3-H_Suburban Area	115005 110128	0.12 0.13	0.17 0.29 0.38 0.51	0.00	0.00 0 300.80 406	0.00 0.13 6.40 0.32	0.09 0.22 0.15 0.47	0.00 254.40	0.00 123.20	0.00 377.60
429 429_A1	MC190765 Committed Reference C	ise Scenario Medwa	Land at East Hill Chatham A1	SQM		150 TRICS	A1	A1_Suburban Area	110128	8.28	7.39 15.67	45.77	40.86 86	13.39	13.96 27.35	74.06	77.20	151.27
429 429_D1-PS 430 430_C3-H	MC190765 Committed Reference C MC220384 Committed Reference C		Land at East Hill Chatham Land at Port Victoria Road Grain C3	SQM H	5	1100 TA TRICS	D1-PS C3-H	D1-PS_Suburban Area C3-H_Neighbourhood Centre	110128 110002	0.32 0.14	0.24 0.55 0.30 0.44	75.92 0.70	57.60 133 1.48 2	0.02 0.27	0.04 0.06 0.14 0.41	5.78 1.36	8.68 0.71	14.46 2.06
431 431_C3-H/F 432 432 C3-F	MC181526 Committed Reference C MC153760 Committed Reference C		Land at St Mary's Island Maritime Way Chath C3 Land at St Mary's Island Maritime Way Chath C3	H/F F	5 54	TRICS	C3-H/F C3-F	C3-H/F_Neighbourhood Centre C3-F Neighbourhood Centre	110027 110027	0.13 0.29	0.37 0.50 0.84 1.13	0.67	1.85 2 45.31 60	0.32 0.86 0.53	0.16 0.48 0.33 0.86	1.59 28.57	0.80 17.98	2.39 46.55
432 432_D1	MC153760 Committed Reference C	se Scenario Medwa	Sectors 10,11/15 and 13 St Marys Island Islan D1	SQM	1	230 TRICS	D1	D1-EN_Mixed	110027	2.60	2.15 4.75	5.98	4.95 10	0.93	0.75 2.59	4.23	1.73	5.95
433 433_C3-H/F 433 433_A3	MC132210 Committed Reference C MC132210 Committed Reference C		Land at St Mary's Island Maritime Way Chath C3 Sectors 10,11,15 & 13 St Marys Island Island A3	H/F SQM	22	TRICS TRICS	C3-H/F A3	C3-H/F_Neighbourhood Centre A1_Neighbourhood Centre	110027 110027	0.13 3.95	0.37 0.50 3.64 7.59	2.93	8.12 11 2.91 6	0.32 5.07 4.83	0.16 0.48 5.22 10.05	7.00 3.86	3.50 4.18	10.49 8.04
434 434_C3-F 435 435 C3-H/F	MC202782 Committed Reference C MC201867 Committed Reference C		Land Bounded by the Brook Car Park Queen C3 Land north of Commissioners Road Strood C3	F H/F	179 123	TA TRICS	C3-F C3-H/F	C3-F_Town Centre C3-H/F Neighbourhood Centre	110063 110022	0.05 0.13	0.15 0.19 0.37 0.50	8.23 16.36	26.49 34 45.39 61		0.08 0.21 0.16 0.48	23.45 39.11	13.43 19.56	36.87 58.67
436 436_C3-H/F	MC211287 Committed Reference C MC191815 Committed Reference C			H/F	184	TRICS TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110006 110041	0.13	0.37 0.50 0.18 0.23	24.47	67.90 92		0.16 0.48 0.08 0.24	58.51	29.26	87.77
437 437_C3-F 438 438_C3-F	MC191815 Committed Reference C MC223002 Committed Reference C		Land Rear of 161 -163 High Street Strood C3	F	6	TRICS	C3-F	C3-F_Suburban Area C3-F_Town Centre	115001	0.05 0.05	0.18 0.23 0.13 0.18	0.30 0.30		1.39 0.15 1.05 0.18	0.20 0.38	0.91 1.05	0.50 1.20	1.41 2.25
439 439_C3-F 440 440 C3-H	MC220238 Committed Reference C MC220015 Committed Reference C		Land Rear of 247-253 High Street Chatham Land rear of British Pilot Hotel Avery Way Allt C3	F H	14	TRICS TRICS	C3-F C3-H	C3-F_Town Centre C3-H_Neighbourhood Centre	115026 110001	0.05 0.14	0.13 0.18 0.30 0.44	0.70	1.75 2 0.30 0	0.18 0.44 0.27	0.20 0.38 0.14 0.41	2.45 0.27	2.80 0.14	5.25 0.41
441 441_C3-H	MC190007 Committed Reference C	se Scenario Medwa	Land rear of British Pilot Hotel Avery Way Allh C3	н	6	TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30 0.44	0.83	1.78 2	0.27	0.14 0.41	1.63	0.85	2.47
442 442_C3-H 442 442_A1	MC210921 Committed Reference C MC210921 Committed Reference C	se Scenario Medwa	Land rear of British Pilot Hotel Avery Way Allh C3 British Pilot Avery Way Allhallows A1	SQM	5	TRICS TRICS	C3-H A1	C3-H_Neighbourhood Centre A1_Neighbourhood Centre	110001 110001	0.14 3.95	0.30 0.44 3.64 7.59	0.70	1.48 2 12.98 27	2.18 0.27 7.08 4.83	0.14 0.41 5.22 10.05	1.36 17.24	0.71 18.64	2.06 35.87
443 443_C3-H 444 444 C3-H	MC213379 Committed Reference C MC211694 Committed Reference C		Land south of Stoke Road Hoo Land south of View Road Cliffe Woods C3	H H	17 68	TA TA	C3-H C3-H	C3-H_Neighbourhood Centre C3-H Neighbourhood Centre	110011 110006	0.13 0.17	0.33 0.45 0.41 0.59	2.13	5.53 7 28.15 39	7.65 0.30 0.85 0.38	0.14 0.45 0.13 0.51	5.15 25.98	2.41 8.84	7.57 34.82
445 445_C3-H	MC211004 Committed Reference C	ise Scenario Medwa	Land west of 65 Layfield Road Gillingham C3	н	20	TA	C3-H	C3-H_Suburban Area	115009	0.18	0.33 0.52	3.66	6.66 10	0.35	0.28 0.63	7.00	5.50	12.50
446 446_C3-H 447 447_C3-H	MC192898 Committed Reference C MC161990 Committed Reference C		Land west of Station Road Rainham C3 Lennox Wood Petham Green Twydall C3	н	20	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110102 110076	0.12 0.12	0.39 0.51 0.39 0.51	8.89	29.94 38 7.88 10		0.19 0.56 0.19 0.56	28.20 7.42	14.21 3.74	42.41 11.16
448 448_A1 448 448 A2	MC203237 Committed Reference C MC203237 Committed Reference C			SQM SQM		84 TRICS 84 TRICS	A1 A2	A1_Town Centre A1_Town Centre	115010 115010	0.19 0.19	0.19 0.39 0.19 0.39	0.16	0.16 0 0.16 0	0.32 1.35 0.32 1.35	1.35 2.71 1.35 2.71	1.14 1.14	1.14 1.14	2.27 2.27
448 448_A3 448 448_A4	MC203237 Committed Reference C MC203237 Committed Reference C	ise Scenario Medwa	Mountbatten House 28 Military Road CHATH A3 Mountbatten House 28 Military Road CHATH A4	SQM SQM		84 TRICS 84 TRICS	A3 A4	A3_Town Centre A3_Town Centre	115010 115010	0.00	0.00 0.00 0.00 0.00	0.00	0.00 0	0.00 1.50 0.00 1.50	0.35 1.85 0.35 1.85	1.26 1.26	0.29 0.29	1.55 1.55
448 448_A5	MC203237 Committed Reference C	ise Scenario Medwa	Mountbatten House 28 Military Road CHATH A5	SQM		83 TRICS	A5	A3_Town Centre	115010	0.00	0.00 0.00	0.00	0.00 0	0.00 1.50	0.35 1.85	1.25	0.29	1.54
448 448_C3-F 448 448_C3-F	MC203237 Committed Reference C MC203237 Committed Reference C		Mountbatten House 28 Military Road CHATH C3 Mountbatten House 28 Military Road CHATH C3	F F	147 17	TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	115010 115010	0.05 0.05	0.13 0.18 0.13 0.18	7.35 0.85	18.38 25 2.13 2	0.18 0.18	0.20 0.38 0.20 0.38	25.73 2.98	29.40 3.40	55.13 6.38
448 448_B1 449 449 C3-H	MC203237 Committed Reference C MC211108 Committed Reference C		Mountbatten House Military Road Chatham Pampa House Station Road Rainham C3	SQM H	5	-8000 TA TRICS	B1 C3-H	B1_Town Centre C3-H Suburban Area	115010 110102	1.66 0.12	0.25 1.91 0.39 0.51	-132.80 0.59	-20.24 -153 1.97 2	0.14 0.56 0.37	1.26 1.40 0.19 0.56	-11.20 1.86	-100.88 0.94	-112.08 2.79
450 450_C3-H/F	MC192361 Committed Reference C	ise Scenario Medwa	Patmans Wharf Upnor Road Upnor C3	H/F	8	TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	115018	0.13	0.37 0.50	1.06	2.95 4	0.32	0.16 0.48	2.54	1.27	3.82
450 450_B8 451 451_C3-F	MC192361 Committed Reference C MC200613 Committed Reference C		Patmans Wharf Upnor Road Upnor Prince Regent House Quayside Chatham Mar C3	SQM F	27	-2632 TRICS TRICS	B8 C3-F	B8_Suburban Area C3-F_Suburban Area	115018 115005	0.05 0.05	0.04 0.09 0.18 0.23	-1.42 1.35	-0.95 -2 4.91 6	2.37 0.07 5.26 0.15	0.04 0.11 0.08 0.24	-1.84 4.08	-1.13 2.27	-2.97 6.35
452 452_C3-F 452 452_A1	MC182309 Committed Reference C MC182309 Committed Reference C		Pullman House 90 Corporation Street ROCHE C3 Adjacent Rochester Station Corporation Street	F SQM	64	TA 437 TA	C3-F A1	C3-F_Town Centre A1_Town Centre	110057 110057	0.04 1.34	0.10 0.14 0.94 2.28	2.43	6.21 8 4.11 9	3.64 0.07 3.95 3.22	0.05 0.12 3.91 7.13	4.54 14.06	2.94 17.09	7.49 31.15
453 453_C3-F	MC183209 Committed Reference C	ise Scenario Medwa	R/O 12 New Road Ave Gundulph Road Chath C3	F	10	TRICS	C3-F	C3-F_Town Centre	115011	0.05	0.13 0.18	0.50	1.25 1	0.18	0.20 0.38	1.75	2.00	3.75
454 454_C3-F 455 455_C3-F	MC190008 Committed Reference C MC170093 Committed Reference C	ise Scenario Medwa	R/O 30-40 High Street Britton Farm Car Park . C3 R/O 5 New Road Fronting The Paddock Chath C3	F	7	TA	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	110046 115026	0.04 0.05	0.07 0.11 0.13 0.18	1.67 0.35	0.88 1	0.06 0.18	0.07 0.13 0.20 0.38	2.68 1.23	2.99 1.40	5.68 2.63
456 456_C3-F 457 457_C3-H/F	MC170092 Committed Reference C MC213485 Committed Reference C		Rear of 7-13 New Road Fronting The Paddock C3 Rochester Riverside Corporation Street Roche C3	F H/F	14 154	TRICS TRICS	C3-F C3-H/F	C3-F_Town Centre C3-H/F_Neighbourhood Centre	115026 115012	0.05 0.13	0.13 0.18 0.37 0.50	0.70	1.75 2 56.83 77	2.45 0.18 7.31 0.32	0.20 0.38 0.16 0.48	2.45 48.97	2.80 24.49	5.25 73.46
458 458_C3-F	MC211530 Committed Reference C	se Scenario Medwa	Rochester Riverside Corporation Street Roche C3	F	101	TRICS	C3-F	C3-F_Town Centre	115012	0.05	0.13 0.18	5.05	12.63 17	.68 0.18	0.20 0.38	17.68	20.20	37.88
459 459_C3-H-P 459 459_A1	MC172333 Committed Reference C MC172333 Committed Reference C	ise Scenario Medwa	Rochester Riverside Corporation Street Roche C3 Rochester Riverside Corporation Street Roche A1	H/F SQM	695	305 TA	C3-H-P A1	C3-H-P_Town Centre A1_Town Centre	115012 115012	0.14 1.89	0.34 0.48 1.64 3.53	97.30 5.76	236.30 333 5.00 10	2.73	0.18 0.47 2.73 5.45	201.55 8.31	125.10 8.31	326.65 16.62
459 459_A1 459 459_A3	MC172333 Committed Reference C MC172333 Committed Reference C		Rochester Riverside Corporation Street Roch A1 Rochester Riverside Corporation Street Roch A3	SQM SQM		840 TA 190 TA	A1 A3	A1_Town Centre A3_Town Centre	115012 115012	1.89 0.00	1.64 3.53 0.00 0.00	15.88	13.78 29 0.00 0		2.73 5.45 2.23 4.34	22.89 4.00	22.89 4.23	45.78 8.24
459 459_D1-PS 459 459 D1-EN	MC172333 Committed Reference C MC172333 Committed Reference C	ise Scenario Medwa	Rochester Riverside Corporation Street Roch D1	SQM		200 TA 550 TA	D1-PS D1-EN	D1-PS_Town Centre D1-EN Mixed	115012 115012	0.15 1.74	0.11 0.26 1.70 3.44	66.88	47.52 114 9.37 18	0.01	0.02 0.03 1.48 2.76	5.28 7.02	8.80 8.14	14.08 15.16
459 459_C1-Beds	MC172333 Committed Reference C	se Scenario Medwa	Rochester Riverside Corporation Street Roch C1	Beds		81 TA	C1-Beds	C1-Beds_Town Centre	115012	0.11	0.17 0.28	8.91	13.77 22	0.14	0.08 0.22	11.34	6.48	17.82
460 460_C3-F 461 461_C3-H/F	MC191336 Committed Reference C MC220687 Committed Reference C		Shipwrights Arms 44-45 Hills Terrace Chathan C3 Site at the former Medway Fire Station Watlii C3	F H/F	5 9	TRICS TRICS	C3-F C3-H/F	C3-F_Suburban Area C3-H/F_Neighbourhood Centre	110060 110079	0.05 0.13	0.18 0.23 0.37 0.50	0.25	0.91 1 3.32 4	0.15 0.32	0.08 0.24 0.16 0.48	0.76 2.86	0.42 1.43	1.18 4.29
461 461_A1 461 461 A3	MC220687 Committed Reference C MC220687 Committed Reference C	ise Scenario Medwa	Site at the former Medway Fire Station Watli A1 Site at the former Medway Fire Station Watli A3	SQM SQM		240 TRICS 126 TRICS	A1 A3	A1_Suburban Area A3 Suburban Area	110079 110079	8.28 0.00	7.39 15.67 0.00 0.00	19.86	17.73 37 0.00 0	'.60 13.39	13.96 27.35 0.52 1.86	32.14 1.69	33.51 0.65	65.65 2.34
462 462_C3-F	MC200932 Committed Reference C	ise Scenario Medwa	St Clements House Corporation Street Roches C3	F	23	TA	C3-F	C3-F_Town Centre	110057	0.05	0.05 0.10	1.15	1.15 2	2.30 0.04	0.04 0.07	0.87	0.81	1.68
463 463_C3-F 463 463_A1	MC190298 Committed Reference C MC190298 Committed Reference C		Station Road Rainham C3 7 76 Station Road Rainham A1	F SQM	8	TRICS -11 TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	110105 110105	0.05 0.19	0.13 0.18 0.19 0.39	0.40	1.00 1 -0.02 -0	0.18 0.04 1.35	0.20 0.38 1.35 2.71	1.40 -0.15	1.60 -0.15	3.00 -0.30
464 464_C3-H 465 465_C3-H/F	MC210608 Committed Reference C MC212588 Committed Reference C	ise Scenario Medwa	Stone House Farm Dillywood Lane Wainscott C3 Strood Waterfront Action Area Temple Marsi C3	H H/F	5 132	TRICS TRICS	C3-H C3-H/F	C3-H_Suburban Area C3-H/F_Neighbourhood Centre	110006 110044	0.12 0.13	0.39 0.51 0.37 0.50	0.59 17.56	1.97 2 48.71 66	2.56 0.37	0.19 0.56 0.16 0.48	1.86 41.98	0.94 20.99	2.79 62.96
466 466_C3-H	MC20090417 Committed Reference C	se Scenario Medwa	Strood Waterfront Action Area Temple Marsi C3	Н	0	TRICS	C3-H	C3-H_Suburban Area	110044	0.12	0.39 0.51	0.00	0.00 0	0.00	0.19 0.56	0.00	0.00	0.00
466 466_B1 466 466_B2	MC20090417 Committed Reference C MC20090417 Committed Reference C	se Scenario Medwa		SQM SQM		0 TRICS 0 TRICS	B1 B2	B1_Suburban Area B2_Suburban Area	110044 110044	1.27 0.41	0.12 1.39 0.13 0.54	0.00	0.00 0	0.00 0.18 0.00 0.12	0.75 0.92 0.31 0.43	0.00 0.00	0.00 0.00	0.00
466 466_Mixed B 466 466_A1	MC20090417 Committed Reference C MC20090417 Committed Reference C		Temple Waterfront between Knight Road and Mixe Temple Waterfront between Knight Road and A1		0	0 TRICS 248 TRICS	Mixed B A1	B2_Suburban Area A1_Suburban Area	110044 110044	0.41 8.28	0.13 0.54 7.39 15.67	0.00 7 20.53	0.00 0 18.32 38	0.00 0.12 8.85 13.39	0.31 0.43 13.96 27.35	0.00 33.21	0.00 34.62	0.00 67.84
466 466_A3 466 466_A4	MC20090417 Committed Reference C	se Scenario Medwa	Temple Waterfront between Knight Road and A3	SQM		248 TRICS 248 TRICS	A3 A4	A3_Suburban Area	110044 110044	0.00	0.00 0.00 0.00 0.00	0.00	0.00 0	0.00 1.34	0.52 1.86	3.32 3.32	1.28	4.60 4.60
466 466_A5	MC20090417 Committed Reference C	ise Scenario Medwa	Temple Waterfront between Knight Road and A4 Temple Waterfront between Knight Road and A5	SQM SQM		248 TRICS	A5	A3_Suburban Area A3_Suburban Area	110044	0.00	0.00 0.00	0.00	0.00 0	0.00 1.34	0.52 1.86	3.32	1.28 1.28	4.60
466 466_D1 466 466_D2	MC20090417 Committed Reference C MC20090417 Committed Reference C		Temple Waterfront between Knight Road and D1 Temple Waterfront between Knight Road and D2	SQM SQM		100 TRICS 100 TRICS	D1 D2	D1-EN_Mixed D2-LC_Mixed	110044 110044	2.60 17.85	2.15 4.75 9.42 27.27	2.60 0.18	2.15 4 0.09 0	1.75 0.27 1.84 0.27 20.74	0.75 2.59 21.72 42.46	1.84 0.21	0.75 0.22	2.59 0.42
467 467_C3-F	MC212512 Committed Reference C	ise Scenario Medwa	The Beacon Court Tavern 1-3 Copenhagen Ro C3 The former Dog and Bone 21 Jeffery Street G C3	F	9 24	TRICS	C3-F	C3-F_Edge of Town Centre	110049	0.04	0.19 0.23	0.39	1.70 2	2.09 0.17	0.08 0.25	1.53	0.74 4.80	2.27
468 468_C3-F 468 468_A1	MC182448 Committed Reference C	ise Scenario Medwa	21 Jeffery Street Gillingham A1	SQM	24	TRICS 124 TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	110046 110046	0.05 0.19	0.13 0.18 0.19 0.39	1.20 0.24	3.00 4 0.24 0	0.18 0.48 1.35	0.20 0.38 1.35 2.71	4.20 1.68	1.68	9.00 3.36
468 468_A3 469 469_C3-H	MC182448 Committed Reference C MC212612 Committed Reference C		21 Jeffery Street Gillingham A3 The Hollies and South View Sharnal Street Hig C3	SQM H	33	259 TRICS TA	A3 C3-H	A3_Town Centre C3-H_Neighbourhood Centre	110046 115002	0.00 0.12	0.00 0.00 0.36 0.49	0.00	0.00 0 12.01 16	0.00 1.50 6.07 0.34	0.35 1.85 0.15 0.49	3.89 11.29	0.90 4.95	4.79 16.24
470 470_C3-F 471 471 C3-F	MC202484 Committed Reference C MC193161 Committed Reference C			F	2 7	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Suburban Area	110064 110064	0.05 0.05	0.18 0.23 0.18 0.23	0.10 0.35	0.36 0 1.27 1	0.46 0.15 0.62 0.15	0.08 0.24 0.08 0.24	0.30 1.06	0.17 0.59	0.47 1.65
472 472_C3-F	MC211220 Committed Reference C	ise Scenario Medwa	The Yard 1A Milton Road Gillingham C3	F	5	TRICS	C3-F	C3-F_Suburban Area	110066	0.05	0.18 0.23	0.25	0.91 1	0.15	0.08 0.24	0.76	0.42	1.18
473 473_C3-F 473 473_B1	MC212101 Committed Reference C MC212101 Committed Reference C		Unit 037 Bailey Drive GILLINGHAM C3 Lloyds Banking Group Operations Centre Baile B1	F SQM	0	TA O TA	C3-F B1	C3-F_Suburban Area B1_Suburban Area	110127 110127	0.06 0.00	0.18 0.23 0.00 0.00	0.00		0.00 0.15 0.00 0.00	0.08 0.23 0.00 0.00	0.00 0.00	0.00	0.00
474 474_C3-F 474 474_B1	MC212220 Committed Reference C MC212220 Committed Reference C	ise Scenario Medwa	Waterside Court Maritime Way Chatham Waterside Court Maritime Way Chatham B1	F SQM	20	TA -1451 TA	C3-F B1	C3-F_Suburban Area B1_Suburban Area	115023 115023	0.05 2.74	0.19 0.24 0.26 3.01	0.92	3.80 4 -3.80 -43	0.38	0.20 0.58 2.66 2.95	7.68 -4.22	4.00 -38.55	11.68 -42.78
475 475_C3-F	MC212219 Committed Reference C	se Scenario Medwa	Waterside Court Maritime Way Chatham C3	F	40	TA	C3-F	C3-F_Suburban Area	115023	0.05	0.19 0.24	1.84	7.60 9	0.44 0.17	0.09 0.25	6.60	3.52	10.12
475 475_B1	MC212219 Committed Reference C	ise Scenario Medwa	Waterside Court Maritime Way Chatham B1	SQM		-2902 TA	B1	B1_Suburban Area	115023	1.81	0.23 2.04	-52.53	-6.79 -59	0.22	1.63 1.85	-6.38	-47.42	-53.80

	Development Information			Demand Inp			Network Inputs			AM Peak (08:00 -09				PM Peak (17	<b>-</b>	
Site_ID Unique_ID	Reference (Plann Completions/ Scenario District	Development Name	Land Use Unit	HH, Dwellings	Developments Employment, floorspace Trip Gen Sou	irce Land Use T	RICS/TA TRICS Location	Model Zone Dest	Trip Ra cination (Arrivals) Origins (	Departures) Two-Way Destinat	ion (Arrivals) Origin	eneration s (Departures) Two-Way	Destination (Arrivals) Or			Generation ins (Departures) Two-Way
476 476_C3-H 477 477 C3-H/F	MC213356 Committed Reference Case Scenario Medway MC210302 Committed Reference Case Scenario Medway	West of Merryboys Farm House Cooling Cor West of Parsonage Lane Frindsbury	m C3 H C3 H/F	1 181	TRICS TRICS	C3-H C3-H/F	C3-H_Neighbourhood Centre C3-H/F_Neighbourhood Centre	110007 115025	0.14 0.13	0.30 0.44 0.37 0.50	0.14 24.07	0.30 0.4 66.79 90.8		0.14 0.41 0.16 0.48	0.27 57.56	0.14 0.41 28.78 86.34
477 477_D1	MC210302 Committed Reference Case Scenario Medway	Land West of Parsonage Lane Frindsbury	D1 SQM	"	688 TRICS	D1	D1-EN_Mixed	115025	2.60	2.15 4.75	17.89	14.80 32.6	1.84	0.75 2.59	12.65	5.17 17.81
477 477_C1-Beds 478 478_C3-H	MC210302 Committed Reference Case Scenario Medway MC210192 Committed Reference Case Scenario Medway	Land West of Parsonage Lane Frindsbury White Horse Public House The Street Stoke	C1 Beds C3 H	5	15 TRICS TRICS	C1-Beds C3-H	C1-Beds_Suburban Area C3-H_Neighbourhood Centre	115025 115022	0.14	0.08 0.12 0.30 0.44	0.00 0.70	0.00 0.0 1.48 2.1	0.27	0.14 0.41	0.00 1.36	0.00 0.00 0.71 2.06
479 479_C3-H 480 480_C3-F	MC221474 Committed Reference Case Scenario Medway MC201718 Committed Reference Case Scenario Medway	Wooleys Orchard Land south of Lower Rainl 210 Maidstone Road Chatham	C3 H	200	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Suburban Area	110102 110089	0.12 0.05	0.39 0.51 0.18 0.23	23.40 -0.05	78.80 102.2 -0.18 -0.2		0.19 0.56 0.08 0.24	74.20 -0.15	37.40 111.60 -0.08 -0.24
481 481_C3-F 481 481_A3	MC220554 Committed Reference Case Scenario Medway MC220554 Committed Reference Case Scenario Medway	172A High Street Rochester 172A High Street Chatham	C3 F A3 SQM	-1	TRICS 81 TRICS	C3-F A3	C3-F_Town Centre A3 Town Centre	110057 110057	0.05	0.13 0.18 0.00 0.00	-0.05 0.00	-0.13 -0.1 0.00 0.0	0.18	0.20 0.38 0.35 1.85	-0.18 1.22	-0.20 -0.38 0.28 1.50
482 482_C3-F	MC222593 Committed Reference Case Scenario Medway	1 Willow Place High Street Grain	C3 F	-1	TRICS	C3-F	C3-F_Neighbourhood Centre	110002	0.00	0.11 0.11	0.00	-0.11 -0.1	0.22	0.00 0.22	-0.22	0.00 -0.22
483 483_C3-F 483 483 A3	MC222954 Committed Reference Case Scenario Medway MC222954 Committed Reference Case Scenario Medway	3 College Yard Rochester 3 College Yard Rochester	C3 F A3 SQM	-1	TRICS 44 TRICS	C3-F A3	C3-F_Town Centre A3 Town Centre	110057 110057	0.05 0.00	0.13 0.18 0.00 0.00	-0.05 0.00	-0.13 -0.1 0.00 0.0		0.20 0.38 0.35 1.85	-0.18 0.66	-0.20 -0.38 0.15 0.81
484 484_C3-F 484 484 B1	MC220997 Committed Reference Case Scenario Medway MC220997 Committed Reference Case Scenario Medway	31-35 Balmoral Road GILLINGHAM	C3 F B1 SQM	4	TRICS	C3-F	C3-F_Edge of Town Centre	110047 110047	0.04 1.27	0.19 0.23	0.17 -4.05	0.76 0.9 -0.40 -4.4		0.08 0.25 0.75 0.92	0.68 -0.57	0.33 1.01
484 484_B1 485 485_C3-F	MC220997 Committed Reference Case Scenario Medway MC221672 Committed Reference Case Scenario Medway	33-35 Balmoral Road Gillingham 3 Mill Road Gillingham	C3 F	1	-320 TRICS TRICS	B1 C3-F	B1_Suburban Area C3-F_Town Centre	11004/	0.05	0.12 1.39 0.13 0.18	-4.05 0.05	-0.40 -4.4 0.13 0.1	0.18 0.18	0.75 0.92 0.20 0.38	0.18	-2.39 -2.96 0.20 0.38
485 485_B1 486 486 C3-F	MC221672 Committed Reference Case Scenario Medway MC200502 Committed Reference Case Scenario Medway	3 Mill Road Gillingham 49 Wainscott Road Wainscott	B1 SQM C3 F	1	-43 TRICS TRICS	B1 C3-F	B1_Town Centre C3-F Suburban Area	110026 110014	0.94	0.04 0.98 0.18 0.23	-0.41 0.05	-0.02 -0.4 0.18 0.2	0.11	0.79 0.91 0.08 0.24	-0.05 0.15	-0.34 -0.39 0.08 0.24
487 487_C3-F	MC190575 Committed Reference Case Scenario Medway	1 Pepys Way Strood	C3 F	3	TRICS	C3-F	C3-F_Suburban Area	110020	0.05	0.18 0.23	0.15	0.55 0.7	0.15	0.08 0.24	0.45	0.25 0.71
487 487_A1 488 488_C3-F	MC190575 Committed Reference Case Scenario Medway MC192260 Committed Reference Case Scenario Medway	1 Pepys Way Strood 152-154 High Street GILLINGHAM	A1 SQM C3 F	4	-52 TRICS TRICS	A1 C3-F	A1_Suburban Area C3-F_Town Centre	110020 110046	8.28 0.05	7.39 15.67 0.13 0.18	-4.30 0.20	-3.84 -8.1 0.50 0.7	13.39 0.18	13.96 27.35 0.20 0.38	-6.96 0.70	-7.26 -14.22 0.80 1.50
488 488_A3 489 489_C3-F	MC192260 Committed Reference Case Scenario Medway MC190604 Committed Reference Case Scenario Medway	Former McDonalds 152-154 High Street Gilli 97 & 99 Marlborough Road Gillingham	in A3 SQM	4	-317 TRICS TRICS	A3 C3-F	A3_Town Centre C3-F_Edge of Town Centre	110046 110049	0.00	0.00 0.00 0.19 0.23	0.00 0.17	0.00 0.0 0.76 0.9		0.35 1.85 0.08 0.25	-4.76 0.68	-1.10 -5.86 0.33 1.01
490 490_C3-F	MC190112 Committed Reference Case Scenario Medway	18 High Street Brompton Brompton	C3 F	1	TRICS	C3-F	C3-F_Suburban Area	115023	0.05	0.18 0.23	0.05	0.18 0.2	0.15	0.08 0.24	0.15	0.08 0.24
491 491_C3-F 491 491_A1	MC203268 Committed Reference Case Scenario Medway MC203268 Committed Reference Case Scenario Medway	122 High Street CHATHAM 122 High Street Chatham	C3 F A1 SQM	4	TRICS -137 TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	115026 115026	0.05 0.19	0.13 0.18 0.19 0.39	0.20 -0.26	0.50 0.7 -0.26 -0.5		0.20 0.38 1.35 2.71	0.70 -1.85	0.80 1.50 -1.85 -3.71
492 492_C3-F 492 492 A1	MC203287 Committed Reference Case Scenario Medway MC203287 Committed Reference Case Scenario Medway	120 High Street CHATHAM 120 High Street Chatham	C3 F A1 SQM	4	TRICS -135 TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	115026 115026	0.05 0.19	0.13 0.18 0.19 0.39	0.20 -0.26	0.50 0.7 -0.26 -0.5	0.18	0.20 0.38 1.35 2.71	0.70 -1.83	0.80 1.50 -1.83 -3.66
493 493_C3-F	MC192808 Committed Reference Case Scenario Medway	9 Railway Street CHATHAM	C3 F	4	TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13 0.18	0.20	0.50 0.7	0.18	0.20 0.38	0.70	0.80 1.50
493 493_B1 494 494 C3-F	MC192808 Committed Reference Case Scenario Medway  MC211400 Committed Reference Case Scenario Medway	9 Railway Street Chatham 84 High Street CHATHAM	B1 SQM	1	-150 TRICS TRICS	B1 C3-F	B1_Town Centre C3-F_Town Centre	115026 115010	0.94 0.05	0.04 0.98 0.13 0.18	-1.41 0.05	-0.06 -1.4 0.13 0.1	7 0.11 0.18	0.79 0.91 0.20 0.38	-0.17 0.18	-1.19 -1.36 0.20 0.38
494 494_A1	MC211400 Committed Reference Case Scenario Medway	Rear of 84 High Street Chatham	A1 SQM	l .	-36 TRICS	A1	A1_Town Centre	115010	0.19	0.19 0.39	-0.07	-0.07 -0.1	1.35	1.35 2.71	-0.49	-0.49 -0.97
495 495_C3-F 496 496_C3-F	MC200534 Committed Reference Case Scenario Medway MC200716 Committed Reference Case Scenario Medway	307a High Street Chatham 63 High Street CHATHAM	C3 F	1 1	TRICS TRICS	C3-F	C3-F_Town Centre C3-F_Town Centre	110063 115010	0.05 0.05	0.13 0.18 0.13 0.18	0.05	0.13 0.1 0.13 0.1	0.18 0.18	0.20 0.38 0.20 0.38	0.18 0.18	0.20 0.38 0.20 0.38
496 496_A1 496 496_A4	MC200716 Committed Reference Case Scenario Medway MC200716 Committed Reference Case Scenario Medway	63 High Street Chatham 63 High Street Chatham	A1 SQM A4 SQM		67 TRICS -124 TRICS	A1 A4	A1_Town Centre A3_Town Centre	115010 115010	0.19 0.00	0.19 0.39 0.00 0.00	0.13	0.13 0.2 0.00 0.0	1.35	1.35 2.71 0.35 1.85	0.91 -1.86	0.91 1.81 -0.43 -2.29
497 497_C3-F	MC210304 Committed Reference Case Scenario Medway	54 High Street GILLINGHAM	C3 F	2	TRICS	C3-F	C3-F_Town Centre	110046	0.05	0.13 0.18	0.10	0.25 0.3	0.18	0.20 0.38	0.35	0.40 0.75
497 497_A1 498 498_C3-F	MC210304 Committed Reference Case Scenario Medway MC210059 Committed Reference Case Scenario Medway	54 High Street Gillingham 71 St Margarets Street Rochester	A1 SQM C3 F	1	-89 TRICS TRICS	A1 C3-F	A1_Town Centre C3-F_Suburban Area	110046 110058	0.19 0.05	0.19 0.39 0.18 0.23	-0.17 0.05	-0.17 -0.3 0.18 0.2	1.35	1.35 2.71 0.08 0.24	-1.21 0.15	-1.21 -2.41 0.08 0.24
499 499_C3-F 500 500_C3-F	MC211460 Committed Reference Case Scenario Medway MC213059 Committed Reference Case Scenario Medway	Flat 6 62 Maidstone Road Rochester 27 The Paddock Chatham	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Town Centre	110058 115026	0.05 0.05	0.18 0.23 0.13 0.18	0.05 0.05	0.18 0.2 0.13 0.1	0.15 0.18	0.08 0.24 0.20 0.38	0.15 0.18	0.08 0.24 0.20 0.38
500 500_B1	MC213059 Committed Reference Case Scenario Medway	27 The Paddock Chatham	B1 SQM	1	-115 TRICS	B1	B1_Town Centre	115026	0.94	0.04 0.98	-1.08	-0.04 -1.1	0.11	0.79 0.91	-0.13	-0.91 -1.04
501 501_C3-F 501 501 SA1	MC211260 Committed Reference Case Scenario Medway  MC211260 Committed Reference Case Scenario Medway	162 High Street Chatham 162 High Street Chatham	C3 F SA1 SQM	3	TRICS -212 TRICS	C3-F SA1	C3-F_Town Centre A1 Town Centre	115026 115026	0.05 0.19	0.13 0.18 0.19 0.39	0.15 -0.41	0.38 0.5 -0.41 -0.8	0.18	0.20 0.38 1.35 2.71	0.53 -2.87	0.60 1.13 -2.87 -5.74
502 502_C3-F	MC211776 Committed Reference Case Scenario Medway	Bankside House Bank Street Luton	C3 F	1	TRICS	C3-F	C3-F_Edge of Town Centre	110085	0.04	0.19 0.23	0.04	0.19 0.2	0.17	0.08 0.25	0.17	0.08 0.25
503 503_C3-F 504 504_C3-F	MC213137 Committed Reference Case Scenario Medway MC213086 Committed Reference Case Scenario Medway	110 Beacon Road Chatham 41-43 High Street Rainham	C3 F	3	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Town Centre	110084 110105	0.05 0.05	0.18 0.23 0.13 0.18	0.05 0.15	0.18 0.2 0.38 0.5		0.08 0.24 0.20 0.38	0.15 0.53	0.08 0.24 0.60 1.13
504 504_A1 505 505 C3-F	MC213086 Committed Reference Case Scenario Medway MC211505 Committed Reference Case Scenario Medway	(above Poulton's) 41-43 High Street Rainhan 37 Stuart Road Gillingham	n A1 SQM	,	-234 TRICS TRICS	A1 C3-F	A1_Town Centre C3-F Suburban Area	110105 110079	0.19 0.05	0.19 0.39 0.18 0.23	-0.45 0.10	-0.45 -0.9 0.36 0.4		1.35 2.71 0.08 0.24	-3.17 0.30	-3.17 -6.34 0.17 0.47
505 505_D2	MC211505 Committed Reference Case Scenario Medway	37 Stuart Road Gillingham	D2 SQM	`	-176 TRICS	D2	D2-LC_Mixed	110079	17.85	9.42 27.27	-0.31	-0.17 -0.4	20.74	21.72 42.46	-0.37	-0.38 -0.75
506 506_C3-F 506 506_A2	MC220028 Committed Reference Case Scenario Medway MC220028 Committed Reference Case Scenario Medway	260 High Street Chatham 260 High Street Chatham	C3 F A2 SQM	1	TRICS -49 TRICS	C3-F A2	C3-F_Town Centre A1_Town Centre	115026 115026	0.05 0.19	0.13 0.18 0.19 0.39	0.05 -0.09	0.13 0.1 -0.09 -0.1	0.18	0.20 0.38 1.35 2.71	0.18 -0.66	0.20 0.38 -0.66 -1.33
507 507_C3-F	MC220202 Committed Reference Case Scenario Medway	15 Mills Terrace Chatham	C3 F	1	TRICS	C3-F	C3-F_Edge of Town Centre	110061	0.04	0.19 0.23	0.04	0.19 0.2	0.17	0.08 0.25	0.17	0.08 0.25
508 508_C3-F 509 509_C3-F	MC213164 Committed Reference Case Scenario Medway MC221288 Committed Reference Case Scenario Medway	533 Canterbury Street Gillingham Formerly The Royal George PH 380 High Stre	C3 F	4	TRICS TRICS	C3-F	C3-F_Suburban Area C3-F_Town Centre	110065 110063	0.05 0.05	0.18 0.23 0.13 0.18	0.05 0.20	0.18 0.2 0.50 0.7	0.15	0.08 0.24 0.20 0.38	0.15 0.70	0.08 0.24 0.80 1.50
509 509_A4 510 510 C3-F	MC221288 Committed Reference Case Scenario Medway MC221224 Committed Reference Case Scenario Medway	Formerly the Royal George PH 380 High Stre 52 High Street Rainham	e A4 SQM	1	-94 TRICS TRICS	A4 C3-F	A3_Town Centre C3-F Town Centre	110063 110120	0.00 0.05	0.00 0.00 0.13 0.18	0.00	0.00 0.0 0.13 0.1	1.50	0.35 1.85 0.20 0.38	-1.41 0.18	-0.33 -1.74 0.20 0.38
511 511_C3-F	MC222240 Committed Reference Case Scenario Medway	33 High Dewar Road Rainham	C3 F	9	TRICS	C3-F	C3-F_Town Centre	110106	0.05	0.13 0.18	0.45	1.13 1.5	0.18	0.20 0.38	1.58	1.80 3.38
512 512_C3-F 512 512_A3	MC222604 Committed Reference Case Scenario Medway MC222604 Committed Reference Case Scenario Medway	The Marquis of Lorne 9 Mill Road GILLINGHA The Marquis of Lorne 9 Mill Road Gillingham		2	TRICS -134 TRICS	C3-F A3	C3-F_Town Centre A3_Town Centre	110026 110026	0.05 0.00	0.13 0.18 0.00 0.00	0.10 0.00	0.25 0.3 0.00 0.0	0.18	0.20 0.38 0.35 1.85	0.35 -2.01	0.40 0.75 -0.46 -2.48
513 513_C3-F 514 514 C3-F	MC222862 Committed Reference Case Scenario Medway MC222609 Committed Reference Case Scenario Medway	1 Thorold Road Luton 346c High Street Chatham	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	110085 110063	0.05 0.05	0.13 0.18 0.13 0.18	0.05	0.13 0.1 0.13 0.1		0.20 0.38 0.20 0.38	0.18 0.18	0.20 0.38 0.20 0.38
514 514_A1	MC222609 Committed Reference Case Scenario Medway	346c High Street Chatham	A1 SQM	1 1	-50 TRICS	A1	A1_Town Centre	110063	0.19	0.19 0.39	-0.10	-0.10 -0.1	1.35	1.35 2.71	-0.68	-0.68 -1.35
515 515_C3-F 515 515_SG	MC221992 Committed Reference Case Scenario Medway MC221992 Committed Reference Case Scenario Medway	Mews Workshop Unit 2 East Row Rochester Mews Workshop Unit 2 East Row Rochester		1	TRICS -70 TRICS	C3-F SG	C3-F_Town Centre SG_Town Centre	110057 110057	0.05	0.13 0.18 0.00 0.00	0.05	0.13 0.1 0.00 0.0	0.18	0.20 0.38 0.00 0.00	0.18 0.00	0.20 0.38 0.00 0.00
516 516_C3-F	MC180994 Committed Reference Case Scenario Medway	16-18 London Road Strood	C3 F	2	TRICS	C3-F	C3-F_Town Centre	110025	0.05	0.13 0.18	0.10	0.25 0.3	0.18	0.20 0.38	0.35	0.40 0.75
517 517_C3-F 518 518_C3-F	MC154381 Committed Reference Case Scenario Medway MC173144 Committed Reference Case Scenario Medway	189 Luton Road Luton 189 Luton Road Luton	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Suburban Area	110085 110085	0.05 0.05	0.18 0.23 0.18 0.23	0.10 0.05	0.36 0.4 0.18 0.2	0.15 0.15	0.08 0.24 0.08 0.24	0.30 0.15	0.17 0.47 0.08 0.24
519 519_C3-F 520 520 C3-F	MC173807 Committed Reference Case Scenario Medway MC173808 Committed Reference Case Scenario Medway	156 Luton Road Luton 154 Luton Road Luton	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Suburban Area	110083 110083	0.05 0.05	0.18 0.23 0.18 0.23	0.05	0.18 0.2 0.18 0.2		0.08 0.24 0.08 0.24	0.15 0.15	0.08 0.24 0.08 0.24
521 521_C3-F	MC210502 Committed Reference Case Scenario Medway	Fronting The Paddock, rear of 35 Railway Str	reC3 F	1	TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13 0.18	0.05	0.13 0.1	0.18	0.20 0.38	0.18	0.20 0.38
522 522_C3-F 522 522_B8	MC191396 Committed Reference Case Scenario Medway MC191396 Committed Reference Case Scenario Medway	143 High Street ROCHESTER 143 High Street Rochester	C3 F B8 SQM	1	TRICS 23 TRICS	C3-F B8	C3-F_Town Centre B8_Suburban Area	110057 110057	0.05 0.05	0.13 0.18 0.04 0.09	0.05 0.01	0.13 0.1 0.01 0.0		0.20 0.38 0.04 0.11	0.18 0.02	0.20 0.38 0.01 0.03
523 523_C3-F 524 524 C3-F	MC201562 Committed Reference Case Scenario Medway MC203315 Committed Reference Case Scenario Medway	133 Canterbury Street GILLINGHAM 122 Canterbury Street GILLINGHAM	C3 F	1	TRICS	C3-F C3-F	C3-F_Edge of Town Centre C3-F_Edge of Town Centre	110049 110049	0.04	0.19 0.23 0.19 0.23	0.04	0.19 0.2 0.38 0.4		0.08 0.25 0.08 0.25	0.17 0.34	0.08 0.25 0.16 0.50
524 524_A1	MC203315 Committed Reference Case Scenario Medway	122 Canterbury Street Gillingham	A1 SQM	1 '	40 TRICS	A1	A1_Edge of Town Centre	110049	0.19	0.00 0.19	0.08	0.00 0.0	1.44	1.75 3.19	0.58	0.70 1.28
524 524_A3 525 525_C3-F	MC203315 Committed Reference Case Scenario Medway MC211614 Committed Reference Case Scenario Medway	122 Canterbury Street Gillingham 9 High Street Strood	A3 SQM C3 F	2	27 TRICS TRICS	A3 C3-F	A3_Edge of Town Centre C3-F_Town Centre	110049 115001	0.00 0.05	0.00 0.00 0.13 0.18	0.00 0.10	0.00 0.0 0.25 0.3		0.26 1.23 0.20 0.38	0.26 0.35	0.07 0.33 0.40 0.75
526 526_C3-F 527 527_C3-F	MC213249 Committed Reference Case Scenario Medway MC220350 Committed Reference Case Scenario Medway	5 Rochester Road Halling 180 Rochester Street Chatham	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Neighbourhood Centre C3-F_Suburban Area	110118 110088	0.00 0.05	0.11 0.11 0.18 0.23	0.00 0.15	0.11 0.1 0.55 0.7	0.22	0.00 0.22 0.08 0.24	0.22 0.45	0.00 0.22 0.25 0.71
528 528_C3-F	MC220956 Committed Reference Case Scenario Medway	144 High Street Rochester	C3 F	1	TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13 0.18	0.05	0.13 0.1	0.18	0.20 0.38	0.18	0.20 0.38
529 529_C3-F 530 530_C3-F	MC222501 Committed Reference Case Scenario Medway  MC221464 Committed Reference Case Scenario Medway	23 London Road Strood 204 Luton Road Luton	C3 F	1	TRICS TRICS	C3-F	C3-F_Edge of Town Centre C3-F_Suburban Area	115001 110083	0.04 0.05	0.19 0.23 0.18 0.23	0.04	0.19 0.2 0.18 0.2		0.08 0.25 0.08 0.24	0.17 0.15	0.08 0.25 0.08 0.24
531 531_C3-F	MC193314 Committed Reference Case Scenario Medway	Land rear of 263-269 High Street Chatham	C3 F A1 SQM	1	TRICS	C3-F A1	C3-F_Town Centre	115026 115026	0.05 0.19	0.13 0.18	0.05	0.13 0.1	0.18	0.20 0.38	0.18	0.20 0.38
531 531_A1 532 532_C3-F	MC210782 Committed Reference Case Scenario Medway	Land rear of 263 - 269 High Street Chatham 225 High Street CHATHAM	C3 F	4	58 TRICS TRICS	C3-F	A1_Town Centre C3-F_Town Centre	115026	0.05	0.13 0.18	0.20	0.50 0.7	0.18	0.20 0.38	0.70	0.79 1.57 0.80 1.50
533 533_C3-F 534 534_C3-F	MC192994 Committed Reference Case Scenario Medway MC200515 Committed Reference Case Scenario Medway	152 Cedar Road Strood 80 & 82 Nelson Road Gillingham	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area C3-F_Suburban Area	110044 110064	0.05 0.05	0.18 0.23 0.18 0.23	0.05 0.10	0.18 0.2 0.36 0.4		0.08 0.24 0.08 0.24	0.15 0.30	0.08 0.24 0.17 0.47
535 535_C3-F	MC201819 Committed Reference Case Scenario Medway	25 Watts Avenue Rochester	C3 F	3	TRICS	C3-F	C3-F_Suburban Area	110057	0.05	0.18 0.23	0.15	0.55 0.7	0.15	0.08 0.24	0.45	0.25 0.71
535 535_C1-Beds 536 536_C3-F	MC201819 Committed Reference Case Scenario Medway MC201638 Committed Reference Case Scenario Medway	25 Watts Avenue Rochester 2a Luton Road Luton	C1 Beds C3 F	2	-7 TRICS TRICS	C1-Beds C3-F	C1-Beds_Suburban Area C3-F_Town Centre	110057 110085	0.04 0.05	0.08 0.12 0.13 0.18	0.00 0.10	0.00 0.0 0.25 0.3		0.05 0.14 0.20 0.38	0.00 0.35	0.00 0.00 0.40 0.75
537 537_C3-F 537 537_SG	MC202359 Committed Reference Case Scenario Medway MC202359 Committed Reference Case Scenario Medway	97 Bryant Road Strood 97 Bryant Road Strood	C3 F SG SQM	1	TRICS -52 TRICS	C3-F SG	C3-F_Suburban Area SG_Suburban Area	110025 110025	0.05 0.00	0.18 0.23 0.00 0.00	0.05	0.18 0.2 0.00 0.0	0.15	0.08 0.24 0.00 0.00	0.15 0.00	0.08 0.24 0.00 0.00
538 538_C3-F	MC211824 Committed Reference Case Scenario Medway	Land at the Corner of Ingram Road and Railv		3	TRICS	C3-F	C3-F_Suburban Area	110040	0.05	0.18 0.23	0.15	0.55 0.7	0.15	0.08 0.24	0.45	0.25 0.71
539 539_C3-F 540 540_C3-F	MC203227 Committed Reference Case Scenario Medway MC222143 Committed Reference Case Scenario Medway	5 Castle Road Luton 185 Frindsbury Road Strood	C3 F	1	TRICS TRICS	C3-F	C3-F_Suburban Area C3-F_Suburban Area	110083 110022	0.05 0.05	0.18 0.23 0.18 0.23	0.05	0.18 0.2 0.18 0.2		0.08 0.24 0.08 0.24	0.15 0.15	0.08 0.24 0.08 0.24
541 541_C3-F	MC211157 Committed Reference Case Scenario Medway	3 Old Road Chatham	C3 F	4	TRICS	C3-F	C3-F_Town Centre	110060 110060	0.05 0.94	0.13 0.18	0.20	0.50 0.7	0.18	0.20 0.38	0.70	0.80 1.50
541 541_B1 542 542_C3-F	MC211157 Committed Reference Case Scenario Medway MC211304 Committed Reference Case Scenario Medway	3 Old Road Chatham 5 Cedar Road Strood	B1 SQM C3 F	2	-80 TRICS	B1 C3-F	B1_Town Centre C3-F_Suburban Area	115000	0.05	0.18 0.23	-0.75 0.10	-0.03 -0.7 0.36 0.4	0.15	0.79 0.91 0.08 0.24	-0.09 0.30	0.17 0.47
543 543_C3-F 543 543_A1	MC213554 Committed Reference Case Scenario Medway MC213554 Committed Reference Case Scenario Medway	161 High Street Strood 161 High Street Strood	C3 F A1 SQM	3	TRICS 19 TRICS	C3-F A1	C3-F_Town Centre A1_Town Centre	115001 115001	0.05 0.19	0.13 0.18 0.19 0.39	0.15 0.04	0.38 0.5 0.04 0.0		0.20 0.38 1.35 2.71	0.53 0.26	0.60 1.13 0.26 0.51
544 544_C3-F	MC210355 Committed Reference Case Scenario Medway	Garages at Berkeley Mount Old Road Chatha		4	TRICS	C3-F	C3-F_Town Centre	110060	0.05	0.13 0.18	0.20	0.50 0.7	0.18	0.20 0.38	0.70	0.80 1.50
545 545_C3-F 546 546_C3-F	MC164734 Committed Reference Case Scenario Medway MC160381 Committed Reference Case Scenario Medway	255 High Street Rochester 263 Luton Road Luton	C3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Suburban Area	115012 110083	0.05 0.05	0.13 0.18 0.18 0.23	0.10 0.05	0.25 0.3 0.18 0.2		0.20 0.38 0.08 0.24	0.35 0.15	0.40 0.75 0.08 0.24
547 547_C3-F 548 548 C3-F	MC210446 Committed Reference Case Scenario Medway MC200118 Committed Reference Case Scenario Medway	Barn rear of 67 - 67A Ordnance Street CHAT 291- 293 Gillingham Road Gillingham	HC3 F	1	TRICS TRICS	C3-F C3-F	C3-F_Edge of Town Centre C3-F_Suburban Area	110060 110050	0.04 0.05	0.19 0.23 0.18 0.23	0.04 0.15	0.19 0.2 0.55 0.7	0.17	0.08 0.25 0.08 0.24	0.17 0.45	0.08 0.25 0.25 0.71
549 549_C3-F	MC210164 Committed Reference Case Scenario Medway	178 High Street CHATHAM	C3 F	2	TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13 0.18	0.10	0.25 0.3	0.18	0.20 0.38	0.35	0.40 0.75
550 550_C3-F 551 551_C3-F	MC201115 Committed Reference Case Scenario Medway MC210085 Committed Reference Case Scenario Medway	24 Pier Road Gillingham 55 Medway Road Gillingham	C3 F	-1 -1	TRICS TRICS	C3-F	C3-F_Suburban Area C3-F_Suburban Area	110034 110035	0.05 0.05	0.18 0.23 0.18 0.23	-0.05 -0.05	-0.18 -0.2 -0.18 -0.2		0.08 0.24 0.08 0.24	-0.15 -0.15	-0.08 -0.24 -0.08 -0.24
552 552_C3-F	MC203226 Committed Reference Case Scenario Medway	19 Railway Street CHATHAM	C3 F	1	TRICS	C3-F	C3-F_Town Centre	115026 110064	0.05	0.13 0.18	0.05	0.13 0.1	0.18	0.20 0.38	0.18	0.20 0.38
553 553_C3-F 554 554_C3-F	MC213595 Committed Reference Case Scenario Medway MC213130 Committed Reference Case Scenario Medway	The Haven 89 Rock Avenue Gillingham 12 Railway Street Chatham	C3 F	1	TRICS TRICS	C3-F	C3-F_Suburban Area C3-F_Town Centre	115026	0.05 0.05	0.13 0.18	0.05 0.05	0.18 0.2 0.13 0.1	0.18	0.20 0.38	0.15 0.18	0.20 0.38
555 555_C3-H 556 556 C3-H	MC183347 Committed Reference Case Scenario Medway MC221521 Committed Reference Case Scenario Medway	Land rear of Walnut Tree Farm Grain Road L Land east of 3 Oakhurst Close Chatham	C3 H	3	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	115022 110155	0.14 0.12	0.30 0.44 0.39 0.51	0.42 0.12	0.89 1.3 0.39 0.5		0.14 0.41 0.19 0.56	0.81 0.37	0.42 1.24 0.19 0.56
557 557_C3-H	MC201070 Committed Reference Case Scenario Medway	Rear of 172-176 Maidstone Road Chatham	C3 H	2	TRICS	C3-H	C3-H_Suburban Area	110089	0.12	0.39 0.51	0.23	0.79 1.0	0.37	0.19 0.56	0.74	0.37 1.12
558 558_C3-H 559 559_C3-H	MC211062 Committed Reference Case Scenario Medway MC221836 Committed Reference Case Scenario Medway	Land adjacent to 97 Grange Road Gillingham Land rear of 56-60 Town Road Cliffe Woods		1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	115008 110006	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.14	0.39 0.5 0.30 0.4	0.37 0.27	0.19 0.56 0.14 0.41	0.37 0.27	0.19 0.56 0.14 0.41
560 560_C3-H 561 561 C3-H	MC213587 Committed Reference Case Scenario Medway MC200841 Committed Reference Case Scenario Medway	16 Burrows Lane Middle Stoke Land Between North Bank and Conway/Hay	С3 Н	1	TRICS TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	115022 110005	0.14 0.14	0.30 0.44 0.30 0.44	0.14 0.14	0.30 0.4 0.30 0.4	0.27	0.14 0.41 0.14 0.41	0.27 0.27	0.14 0.41 0.14 0.41
562 562_C3-H	MC221711 Committed Reference Case Scenario Medway	Land at 33A Frindsbury Road Strood	С3 Н	1	TRICS	C3-H	C3-H_Suburban Area	110024	0.12	0.39 0.51	0.12	0.39 0.5	0.37	0.19 0.56	0.37	0.19 0.56
563 563_C3-H 564 564_C3-H	MC212833 Committed Reference Case Scenario Medway MC213640 Committed Reference Case Scenario Medway	75 Danson Way Rainham Durland House 160 High Street Rainham	C3 H	1	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110096 110122	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.47	0.39 0.5 1.58 2.0		0.19 0.56 0.19 0.56	0.37 1.48	0.19 0.56 0.75 2.23
564 564_B8	MC213640 Committed Reference Case Scenario Medway	Durland House 160 High Street Rainham	B8 SQM		-147 TRICS	B8	B8_Suburban Area	110122	0.05	0.04 0.09	-0.08	-0.05 -0.1	0.07	0.04 0.11	-0.10	-0.06 -0.17
565 565_C3-H 566 566_C3-H	MC221765 Committed Reference Case Scenario Medway MC212313 Committed Reference Case Scenario Medway	49 Rochester Road Halling Land behind 69 Ivy Street Rainham	C3 H	1 1	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110118 110105	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.12	0.30 0.4 0.39 0.5		0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.41 0.19 0.56
-																

	Development Information			Demand I	F		Network Inputs			AM Peak (08:00 -09:					17:00 -18:00)	
Site_ID Unique_ID	Reference (Plann Completions/ Scenario	District Development Name	Land Use Unit	HH, Dwellings	Ill Developments Employment, floorspace Trip Gen Sou	urce Land U	Use TRICS/TA TRICS Location	Model Zone Desti	Trip Rate nation (Arrivals) Origins (D	e Departures) Two-Way Destination		eneration s (Departures) Two-Way	Destination (Arrivals)	Trip Rate Origins (Departures) Two-Way		Generation gins (Departures) Two-Way
567 567_C3-H		Medway Westmoor Place Moor Street Rainham Medway Joinery Workshop Gorst Street Gillingham	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110134 110049	0.12 0.14	0.39 0.51 0.29 0.43	0.12 0.14	0.39 0. 0.29 0.		0.19 0.56 0.17 0.45	0.37 0.28	0.19 0.56 0.17 0.45
568 568_C3-H 568 568_B2		Medway Joinery Workshop Gorst Street Gillingham Medway Joinery Workshop Gorst Street Gillingham			-100 TRICS	C3-H B2	C3-H_Edge of Town Centre B2_Suburban Area	110049	0.14	0.29 0.43 0.13 0.54	-0.41	-0.13 -0.		0.17 0.45 0.31 0.43	-0.12	-0.31 -0.43
569 569_C3-H 570 570 C3-H		Medway Beechcroft Capstone Road Chatham  Medway Land north of Grain Road Grain	C3 H		0 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H Neighbourhood Centre	110146 110002	0.12 0.14	0.39 0.51 0.30 0.44	0.00 0.14	0.00 0. 0.30 0.		0.19 0.56 0.14 0.41	0.00 0.27	0.00 0.00 0.14 0.41
571 571_C3-H		Medway Beechwood 72 Dargets Road Walderslade			0 TRICS	C3-H	C3-H_Suburban Area	110156	0.12	0.39 0.51	0.00	0.00 0.		0.19 0.56	0.00	0.00 0.00
572 572_C3-H 573 573_C3-H		Medway Great Knox Farm Hempstead Road Hemps Medway 1 Darnley Close Strood	C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110147 110041	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
574 574_C3-H 574 574 A1		Medway 33 Canterbury Street GILLINGHAM Medway 33 Canterbury Street Gillingham	C3 H A1 SQM		1 TRICS -87 TRICS	C3-H A1	C3-H_Suburban Area A1_Town Centre	110049 110049	0.12 0.19	0.39 0.51 0.19 0.39	0.12 -0.17	0.39 0. -0.17 -0.		0.19 0.56 1.35 2.71	0.37 -1.18	0.19 0.56 -1.18 -2.36
575 575_C3-H	MC213345 Committed Reference Case Scenario	Medway 1a Beresford Road Gillingham	С3 Н		2 TRICS	C3-H	C3-H_Suburban Area	110047	0.12	0.39 0.51	0.23	0.79 1.	0.37	0.19 0.56	0.74	0.37 1.12
575 575_B1 576 576_C3-H		Medway 1a Beresford Road Gillingham  Medway The Constitution Castle Constitution Hill Lu	B1 SQM itor C3 H		-165 TRICS 1 TRICS	B1 C3-H	B1_Suburban Area C3-H_Suburban Area	110047 110085	1.27 0.12	0.12 1.39 0.39 0.51	-2.09 0.12	-0.20 -2. 0.39 0.		0.75 0.92 0.19 0.56	-0.29 0.37	-1.23 -1.52 0.19 0.56
576 576_A4 577 577_C3-H	MC213090 Committed Reference Case Scenario MC221283 Committed Reference Case Scenario	Medway The Constitution Castle Constitution Hill Li Medway Peak Cottage 1a Wickham Street Rocheste			-243 TRICS TRICS	A4 C3-H	A3_Suburban Area C3-H_Suburban Area	110085 110068	0.00 0.12	0.00 0.00 0.39 0.51	0.00 0.12	0.00 0. 0.39 0.		0.52 1.86 0.19 0.56	-3.26 0.37	-1.25 -4.51 0.19 0.56
578 578_C3-H	MC220847 Committed Reference Case Scenario	Medway 13A Crow Lane Rochester	С3 Н		-1 TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39 0.51	-0.12	-0.39 -0.	0.37	0.19 0.56	-0.37	-0.19 -0.56
579 579_C3-H 580 580_C3-H		Medway 70 Prince Charles Avenue Walderslade Medway Nissen Hut Newlands Farm Newlands Farm	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110163 115021	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.14	0.39 0. 0.30 0.		0.19 0.56 0.14 0.41	0.37 0.27	0.19 0.56 0.14 0.41
580 580_B2		Medway Nissen Hut Newlands Farm Newlands Farm Medway 2 Hothfield Road Rainham	R B2 SQM		-241 TRICS TRICS	B2	B2_Neighbourhood Centre	115021 110105	0.49 0.12	0.24 0.73	-1.17 0.12	-0.59 -1. 0.39 0.		0.34 0.50 0.19 0.56	-0.38 0.37	-0.82 -1.20
581 581_C3-H 581 581_A1		Medway 2 Hothfield Road Rainham  2 Hothfield Road Rainham	A1 SQM		-55 TRICS	C3-H A1	C3-H_Suburban Area A1_Town Centre	110105	0.12	0.39 0.51 0.19 0.39	-0.11	-0.11 -0.		0.19 0.56 1.35 2.71	-0.74	0.19 0.56 -0.74 -1.49
582 582_C3-H 582 582 A2		Medway 30 Star Hill Rochester Medway 30 Star Hill Rochester	C3 H A2 SQM		1 TRICS -188 TRICS	C3-H A2	C3-H_Suburban Area A1 Town Centre	110055 110055	0.12 0.19	0.39 0.51 0.19 0.39	0.12 -0.36	0.39 0. -0.36 -0.		0.19 0.56 1.35 2.71	0.37 -2.55	0.19 0.56 -2.55 -5.09
583 583_C3-H	MC230053 Committed Reference Case Scenario	Medway Woodfield Cooling Common Cliffe	C3 H		1 TRICS	C3-H	C3-H_Neighbourhood Centre	110007	0.14	0.30 0.44	0.14	0.30 0.	0.27	0.14 0.41	0.27	0.14 0.41
584 584_C3-H 585 585_C3-H		Medway 44 Woodlands Road Gillingham  Medway The Wheatsheaf 53 Capstone Road Lordsw	C3 H		1 TRICS 2 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110078 110084	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.23	0.39 0. 0.79 1.		0.19 0.56 0.19 0.56	0.37 0.74	0.19 0.56 0.37 1.12
586 586_C3-H		Medway Land at 76 White Road Chatham	C3 H		O TRICS	C3-H	C3-H_Suburban Area	110111	0.12	0.39 0.51	0.00	0.00 0. 0.39 0.		0.19 0.56 0.19 0.56	0.00 0.37	0.00 0.00
587 587_C3-H 588 588_C3-H	MC201782 Committed Reference Case Scenario MC202817 Committed Reference Case Scenario	Medway 89 Maidstone Road Rainham Medway 1 Concord Avenue Chatham	C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110120 110137	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37	0.19 0.56 0.19 0.56
589 589_C3-H 590 590 C3-H		Medway 69 Hawthorn Road Strood Medway 31 Swallow Rise Chatham	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	115000 110143	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
591 591_C3-H	MC200216 Committed Reference Case Scenario	Medway The Prince of Wales 90 Cecil Road Rochest	er C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110071	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
592 592_C3-H 593 593_C3-H		Medway Gouge Farm Stonehorse Lane Strood Medway 19 Chattenden Lane Chattenden	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110006 115017	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.14	0.39 0. 0.30 0.		0.19 0.56 0.14 0.41	0.37 0.27	0.19 0.56 0.14 0.41
594 594_C3-H		Medway 62 Commissioners Road Strood	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
595 595_C3-H 596 596_C3-H	MC200349 Committed Reference Case Scenario	Medway The Barn Cooling Road High Halstow Medway Land adjacent to 3 Motney Hill Road Rainh	nam C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	115002 110102	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.12	0.30 0. 0.39 0.	0.37	0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.41 0.19 0.56
597 597_C3-H 598 598 C3-H		Medway 309 Lower Rainham Road Rainham Medway Land south of 49 Beacon Road Chatham	C3 H		TRICS TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	115020 110082	0.12 0.12	0.39 0.51 0.39 0.51	0.35 0.12	1.18 1. 0.39 0.		0.19 0.56 0.19 0.56	1.11 0.37	0.56 1.67 0.19 0.56
599 599_C3-H	MC202662 Committed Reference Case Scenario	Medway 86 Woodside Wigmore	C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110124	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
600 600_C3-H 601 601_C3-H	MC211875 Committed Reference Case Scenario MC203146 Committed Reference Case Scenario	Medway 13 Millfields Lordswood Medway 8 Salisbury Avenue Rainham	C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110160 110120	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
602 602_C3-H	MC212339 Committed Reference Case Scenario	Medway Land Adj 9 Rochester Road Cuxton	С3 Н		1 TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30 0.44	0.14	0.30 0.	0.27	0.14 0.41	0.27	0.14 0.41
603 603_C3-H 604 604_C3-H		Medway Waterlane House 4 View Road Cliffe Wood Medway 254 Maidstone Road Rainham	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110006 110121	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.12	0.30 0. 0.39 0.		0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.41 0.19 0.56
605 605_C3-H 606 606_C3-H		Medway Plot 10 Ordnance Yard Lower Upnor Medway 40 Carnation road Strood	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	115018 110041	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.12	0.30 0. 0.39 0.		0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.41 0.19 0.56
607 607_C3-H		Medway Land adjacent to & rear of 187 Rock Avenu	ue C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110066	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
608 608_C3-H 609 609 C3-H		Medway Broom Hill Reservoir Gorse Road Strood Medway Land at junction of Maidstone Road and Si	C3 H		4 TRICS 4 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110017 110100	0.12 0.12	0.39 0.51 0.39 0.51	0.47	1.58 2. 1.58 2.		0.19 0.56 0.19 0.56	1.48 1.48	0.75 2.23 0.75 2.23
610 610_C3-H	MC230087 Committed Reference Case Scenario	Medway 50 Nelson Road Gillingham	С3 Н		2 TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39 0.51	0.23	0.79 1.	0.37	0.19 0.56	0.74	0.37 1.12
611 611_C3-H 612 612_C3-H	MC210167 Committed Reference Case Scenario MC211935 Committed Reference Case Scenario	Medway 5 Farmdale Avenue Borstal Medway 42 Chattenden Lane Chattenden	C3 H		1 TRICS 3 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110099 115017	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.42	0.39 0. 0.89 1.		0.19 0.56 0.14 0.41	0.37 0.81	0.19 0.56 0.42 1.24
613 613_C3-H	MC202186 Committed Reference Case Scenario	Medway 4 Love Lane Rochester	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
614 614_C3-H 615 615_C3-H		Medway 18 St Pauls Close Strood Medway 17 St Albans Road Strood	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	110032 110046	0.12 0.14	0.39 0.51 0.29 0.43	0.12 0.14	0.39 0. 0.29 0.		0.19 0.56 0.17 0.45	0.37 0.28	0.19 0.56 0.17 0.45
616 616_C3-H 617 617_C3-H		Medway 34 Arden Street Gillingham Medway 192 Wayfield Road Chatham	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110026 110115	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
618 618_C3-H		Medway Land adjacent to 27 Berengrave Lane Rain	har C3 H		2 TRICS	C3-H	C3-H_Suburban Area	110095	0.12	0.39 0.51	0.23	0.79 1.		0.19 0.56	0.74	0.37 1.12
619 619_C3-H 620 620 C3-H		Medway 3 Malta Avenue Chatham Medway 83 Kent Road Halling	C3 H		2 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H Neighbourhood Centre	110115 110119	0.12 0.14	0.39 0.51 0.30 0.44	0.23 0.14	0.79 1. 0.30 0.		0.19 0.56 0.14 0.41	0.74 0.27	0.37 1.12 0.14 0.41
621 621_C3-H	MC212409 Committed Reference Case Scenario	Medway 218 King George Road Walderslade	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110157	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
622 622_C3-H 623 623_C3-H		Medway 1 Pimpernel Way Walderslade Medway 94 Brompton Farm Road Strood	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110157 110006	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
624 624_C3-H	MC212407 Committed Reference Case Scenario	Medway Land Adjancent to 13 Abbey Road Strood	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110020	0.12	0.39 0.51	0.12	0.39 0.		0.19 0.56	0.37	0.19 0.56
625 625_C3-H 626 626_C3-H		Medway 68 Charter Street Gillingham  Medway Land adjacent to 3 Valley Road Gillingham	C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110026 110052	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
627 627_C3-H 628 628 C3-H		Medway 63 Fairview Avenue Wigmore Medway 40 Quinnell Street Rainham	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110148 110095	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
629 629_C3-H	MC213476 Committed Reference Case Scenario	Medway 73 Sir Evelyn Road Rochester	С3 Н		2 TRICS	C3-H	C3-H_Suburban Area	110100	0.12	0.39 0.51	0.23	0.79 1.	0.37	0.19 0.56	0.74	0.37 1.12
630 630_C3-H 631 631_C3-H		Medway 40 Bells Lane Hoo Medway Land Between 12 and 14 James Road Cuxt	on C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110011 110118	0.14 0.14	0.30 0.44 0.30 0.44	0.14 0.14	0.30 0. 0.30 0.		0.14 0.41 0.14 0.41	0.27 0.27	0.14 0.41 0.14 0.41
632 632_C3-H 633 633 C3-H	MC213072 Committed Reference Case Scenario MC220148 Committed Reference Case Scenario	Medway 54 Shanklin Close Princes Park	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110131 110038	0.12	0.39 0.51	0.12 0.12	0.39 0. 0.39 0.	0.37	0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56
634 634_C3-H		Medway Land adjacent to 2 Maple Avenue Gillingha Medway 14 Castlemaine Avenue Gillingham	C3 H		1 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110040	0.12 0.12	0.39 0.51 0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
635 635_C3-H 636 636 C3-H	MC212310 Committed Reference Case Scenario MC220353 Committed Reference Case Scenario	Medway 17 Broom Hill Road Strood Medway Land west of 21 Grove road Strood	C3 H		2 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Edge of Town Centre	110020 110024	0.12 0.14	0.39 0.51 0.29 0.43	0.23 0.14	0.79 1. 0.29 0.		0.19 0.56 0.17 0.45	0.74 0.28	0.37 1.12 0.17 0.45
637 637_C3-H	MC213505 Committed Reference Case Scenario	Medway Land adj to 110 Frindsbury Road Strood	С3 Н		2 TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39 0.51	0.23	0.79 1.	0.37	0.19 0.56	0.74	0.37 1.12
638 638_C3-H 639 639_C3-H		Medway 43 and land adjacent to 43 St James Road Medway 486 Lower Rainham Road Rainham	GraC3 H C3 H		2 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110002 115020	0.14 0.12	0.30 0.44 0.39 0.51	0.28 0.12	0.59 0. 0.39 0.		0.14 0.41 0.19 0.56	0.54 0.37	0.28 0.82 0.19 0.56
639 639_B1 640 640 C3-H		Medway 486 Lower Rainham Road Rainham Medway Builders Yard 7 Napier Road Gillingham	B1 SQM		-165 TRICS 1 TRICS	B1 C3-H	B1_Edge of Town C3-H Suburban Area	115020 110053	2.17 0.12	0.15 2.32 0.39 0.51	-3.58 0.12	-0.25 -3. 0.39 0.		2.12 2.22 0.19 0.56	-0.17 0.37	-3.50 -3.67 0.19 0.56
641 641_C3-H		Medway 20 Junction Road Gillingham	C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110054	0.12	0.39 0.51	0.12	0.39 0.		0.19 0.56	0.37	0.19 0.56
642 642_C3-H 643 643_C3-H		Medway Land between Hoo Swimming Pool and 16 Medway Land to the rear of 40 Birling Avenue Rainh			2 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110012 115019	0.14 0.12	0.30 0.44 0.39 0.51	0.28 0.12	0.59 0. 0.39 0.		0.14 0.41 0.19 0.56	0.54 0.37	0.28 0.82 0.19 0.56
644 644_C3-H	MC140457 Committed Reference Case Scenario	Medway Land rear of 1-5 Orchard Villas and adjace			1 TRICS	C3-H	C3-H_Suburban Area	110059	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
645 645_C3-H 646 646_C3-H	MC173333 Committed Reference Case Scenario	Medway 598 Mierscourt Road Rainham  Medway Court Lodge Riggal Court Bush Road Cuxto			1 TRICS 2 TRICS	C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110133 110117	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.28	0.39 0. 0.59 0.	0.27	0.19 0.56 0.14 0.41	0.37 0.54	0.19 0.56 0.28 0.82
647 647_C3-H 648 648 C3-H		Medway Land adjacent 1 Marshgate Cottages Main Medway Land adj 3 Swingate Avenue Cliffe	Ro C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	115003 110008	0.14 0.14	0.30 0.44 0.30 0.44	0.14	0.30 0. 0.30 0.		0.14 0.41 0.14 0.41	0.27 0.27	0.14 0.41 0.14 0.41
649 649_C3-H	MC193286 Committed Reference Case Scenario	Medway 10 Salisbury Avenue Rainham	C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
650 650_C3-H 651 651_C3-H		Medway 6 Columbine Road Strood Medway 9 View Road Cliffe Woods	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre	110041 110006	0.12 0.14	0.39 0.51 0.30 0.44	0.12 0.14	0.39 0. 0.30 0.		0.19 0.56 0.14 0.41	0.37 0.27	0.19 0.56 0.14 0.41
652 652_C3-H	MC201472 Committed Reference Case Scenario	Medway 7 Moor Street Rainham	C3 H		1 TRICS	C3-H	C3-H_Edge of Town Centre	110106	0.14	0.29 0.43	0.14	0.29 0.	0.28	0.17 0.45	0.28	0.17 0.45
653 653_C3-H 654 654_C3-H	MC220765 Committed Reference Case Scenario	Medway Courtrai 177 Walderslade Road Walderslad Medway Land Rear of 58-62 Boxley Road Waldersla			1 TRICS 4 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110140 110158	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.47	0.39 0. 1.58 2.	0.37	0.19 0.56 0.19 0.56	0.37 1.48	0.19 0.56 0.75 2.23
655 655_C3-H 656 656_C3-H		Medway Robinsmead Buttway Lane Cliffe Medway 696 Maidstone Road Rainham	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110008 110147	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.12	0.30 0. 0.39 0.		0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.41 0.19 0.56
657 657_C3-H	MC173192 Committed Reference Case Scenario	Medway Rose Cottage 326 Hempstead Road Hemps			1 TRICS	С3-Н	C3-H_Suburban Area	110147	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
658 658_C3-H 659 659 C3-H		Medway Titus Barn near Titus Farm Meresborough Medway Adjoining 8 Ivy Street Rainham	Lar C3 H		TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110134 110105	0.12 0.12	0.39 0.51 0.39 0.51	0.35 0.12	1.18 1. 0.39 0.		0.19 0.56 0.19 0.56	1.11 0.37	0.56 1.67 0.19 0.56
660 660_C3-H	MC192187 Committed Reference Case Scenario	Medway 80 Beechwood Avenue Darland	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110080	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
661 661_C3-H 662 662_C3-H	MC181441 Committed Reference Case Scenario MC183334 Committed Reference Case Scenario	Medway 22 Walters Road Hoo Medway 2 Morement Road Hoo	C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	110010 110010	0.14 0.14	0.30 0.44 0.30 0.44	0.14 0.14	0.30 0. 0.30 0.		0.14 0.41 0.14 0.41	0.27 0.27	0.14 0.41 0.14 0.41
663 663_C3-H 664 664 C3-H	MC213076 Committed Reference Case Scenario	Medway 2 Avery Way Allhallows Medway 142 Snodhurst Avenue Chatham	C3 H		1 TRICS 1 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110001 110139	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.12	0.30 0. 0.39 0.	0.27	0.14 0.41 0.19 0.56	0.27 0.37	0.14 0.41 0.19 0.56
665 665_C3-H	MC193092 Committed Reference Case Scenario	Medway 85 Wayfield Road Chatham	C3 H		4 TRICS	C3-H	C3-H_Suburban Area	110113	0.12	0.39 0.51	0.47	1.58 2.	0.37	0.19 0.56	1.48	0.75 2.23
666 666_C3-H 667 667 C3-H		Medway Land Rear of 50 and 52 Rochester Road Hi Medway The Terrace Car Park The Terrace Rochest			1 TRICS 3 TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	110118 110057	0.14 0.12	0.30 0.44 0.39 0.51	0.14 0.35	0.30 0. 1.18 1.		0.14 0.41 0.19 0.56	0.27 1.11	0.14 0.41 0.56 1.67
668 668_C3-H	MC211567 Committed Reference Case Scenario	Medway 84 Birch Grove Hempstead	С3 Н		1 TRICS	C3-H	C3-H_Suburban Area	110146	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
669 669_C3-H 670 670_C3-H		Medway Land rear of 15 Coulman Street Gillingham Medway Garage Block Doddington Road Gillingham			1 TRICS 4 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110053 110076	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.47	0.39 0. 1.58 2.		0.19 0.56 0.19 0.56	0.37 1.48	0.19 0.56 0.75 2.23
671 671_C3-H 672 672 C3-H	MC220519 Committed Reference Case Scenario	Medway Land at Hoath Lodge Chattenden Lane Cha			1 TRICS 1 TRICS	C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	115017 110084	0.14	0.30 0.44 0.39 0.51	0.14	0.30 0. 0.39 0.	0.27	0.14 0.41 0.19 0.56	0.27	0.14 0.41 0.19 0.56
673 673_C3-H	MC212881 Committed Reference Case Scenario	Medway 7J Smith Road Walderslade	C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110163	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
674 674_C3-H 675 675_C3-H	MC212570 Committed Reference Case Scenario MC212965 Committed Reference Case Scenario	Medway Land Rear of 48 Cambridge Road Strood Medway Rear of 122 Maidstone Road Chatham	C3 H		1 TRICS 1 TRICS	C3-H	C3-H_Suburban Area C3-H_Suburban Area	110023 110088	0.12 0.12	0.39 0.51 0.39 0.51	0.12 0.12	0.39 0. 0.39 0.		0.19 0.56 0.19 0.56	0.37 0.37	0.19 0.56 0.19 0.56
676 676_C3-H	MC230177 Committed Reference Case Scenario	Medway Treble J 158 Snodhurst Avenue Chatham	C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110139	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
677 677_C3-H 678 678_C3-H		Medway To the rear of 124 Maidstone Road Chatha Medway 85 Clandon Road Lordswood	C3 H		2 TRICS 1 TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	110088 110160	0.12 0.12	0.39 0.51 0.39 0.51	0.23 0.12	0.79 1. 0.39 0.		0.19 0.56 0.19 0.56	0.74 0.37	0.37 1.12 0.19 0.56
679 679_C3-H	MC212406 Committed Reference Case Scenario	Medway 24 Berber Road Strood	C3 H		1 TRICS	C3-H	C3-H_Suburban Area	110023 110022	0.12	0.39 0.51	0.12	0.39 0.	0.37	0.19 0.56	0.37	0.19 0.56
680 680_C3-H 699 699_B1		Medway Land at 60 Cranmere Court Strood  Medway Cpi Books Ltd Badger Road Lordswood	C3 H B1 SQM		1 TRICS TRICS	C3-H B1	C3-H_Suburban Area B1_Edge of Town	110161	0.12 2.17	0.39 0.51 0.15 2.32	0.12 4.64	0.39 0. 0.32 4.	0.10	0.19 0.56 2.12 2.22	0.37 0.21	4.55 4.76
699 699_B2		Medway Cpi Books Ltd Badger Road Lordswood	B2 SQM		2315 TRICS	B2	B2_Edge of Town	110161	0.41	0.16 0.57	9.45	3.73 13.		0.38 0.50	2.87	8.68 11.55

The column   The		Development Information			Demand Inputs			Network Inputs				08:00 -09:00)			PM Peak (17:0	,		
Mart										Destination (Arrivals) Orig	ins (Departures) Two-Way	Destination (Arrivals) Origin	ns (Departures) Two-Way	Destination (Arrivals) Origins	(Departures) Two-Way Dest	ination (Arrivals) Origin	ns (Departures) Two	o-Way
Part			,															7.29 0.00
State   Stat				Former Sherlodge Garage 26-28 Hoath Lane C2														
The column	759 759_SG	MC211186 Committed Reference Case Scenario	o Medway	Buckland Lake Reserve Buckland Road Cliffe SG	SQM	764 TRICS	SG	SG_Neighbourhood Centre	11000	0.00	0.00 0.00	0.00	0.00	0.00	0.00 0.00	0.00	0.00	0.00
Second																		
March   Marc																		
West	807 807_B1	MC221762 Committed Reference Case Scenario	o Medway	Unit 1A Rear of 15-17 Cedar Road Strood B1	SQM	200 TRICS	B1	B1_Suburban Area	11500	1.27	0.12 1.39	2.53	0.25 2	2.78 0.18	0.75 0.92	0.36	1.49	1.85
Street   S																		
March   Marc																		
State   Stat	815 815_A3	MC143158 Committed Reference Case Scenario	o Medway	The Crispin and Crispianus 8 London Road Str A3	SQM	260 TRICS	A3	A3_Town Centre	11002	0.00	0.00 0.00	0.00	0.00	0.00 1.50	0.35 1.85	3.91	0.90	4.81
State   Stat				Former Kitchener Barracks Dock Road Chath B1		447 TA	B1	B1_Suburban Area		1.75		7.82	1.08 8			0.89	6.43	7.33
March   Marc			,															
March   Marc	818 818_B1c	MC151051 Committed Reference Case Scenario	o Medway	Phase 1 Zone D National Grid Land Grain Roa B1			B1c	B1c_Neighbourhood Centre	11000	0.27	0.06 0.34	81.76	18.20 99	0.04	0.35 0.39	11.94		115.18
March   Marc			,															
March   Part			,			120 TA 40 TRICS												
Total	818 818_A3	MC151051 Committed Reference Case Scenario	o Medway	Phase 1 Zone D National Grid Land Grain Roa A3	SQM		A3	A1_Neighbourhood Centre	11000	3.95	3.64 7.59	1.58	1.45 3	4.83	5.22 10.05	1.93	2.09	4.02
Part	819 819_A1	MC151913 Committed Reference Case Scenario	o Medway	18-20 Batchelor Street Chatham A1	SQM	68 TRICS	A1	A1_Town Centre	11006	0.19	0.19 0.39	0.13	0.13	0.26 1.35	1.35 2.71	0.92	0.92	1.84
State   Stat																		
No. 10		MC154170 Committed Reference Case Scenario		1st and 2nd floors 54 Green Street Gillingham A1	SQM	0 TRICS		A1_Town Centre	11004	0.19	0.19 0.39	0.00	0.00				0.00	0.00
March   Marc	824 824_B1	MC181878 Committed Reference Case Scenario	,		SQM	814 TRICS	B1	_	11000	0.94	0.04 0.98	7.68	0.31 7		0.79 0.91	0.92	6.45	7.37
Column   C																		
March   Marc	825 825_B8	MC181979 Committed Reference Case Scenario	o Medway	Plot 1C London Medway Commercial Park Es B8	SQM	15961 TRICS	B8	B8_Suburban Area	11000	0.05	0.04 0.09	8.62	5.75 14	0.07	0.04 0.11	11.17	6.86	18.04
Column   C	827 827_D2	MC183181 Committed Reference Case Scenario	o Medway	Community Hall Avery Way Allhallows D2	SQM	232 TRICS	D2	D2-LC_Mixed	11000	17.85	9.42 27.27	0.41	0.22 0	0.63 20.74	21.72 42.46	0.48	0.50	0.98
Mary 10   10   10   10   10   10   10   10																		
March   Marc	830 830_D2	MC192053 Committed Reference Case Scenario	o Medway	Lordswood Sports and Social Club North Dan D2	SQM	295 TRICS	D2	D2-LC_Mixed	11012	17.85	9.42 27.27	0.53	0.28 0	20.74	21.72 42.46	0.61	0.64	1.25
The part	831 831_Mixed B	MC192364 Committed Reference Case Scenario	o Medway	Land adj Kaler House George Summers Close Mixed B	SQM	-120 TRICS	Mixed B	B2_Suburban Area	11502	0.41	0.13 0.54	-0.49	-0.15 -0	0.65 0.12	0.31 0.43	-0.15	-0.37	-0.51
March   Marc																		
Column   C	_			National Grid Grain LNG Terminal Grain Road Other			Other											
Street   S	835 835_B1	MC193128 Committed Reference Case Scenario	o Medway	Flanders Farm Ratcliffe Highway Hoo B1	SQM	310 TRICS	B1	B1_Town Centre	11000	0.94	0.04 0.98	2.92	0.12 3	0.11	0.79 0.91	0.35	2.46	2.81
Martin   M	_		,															
Mary		MC193257 Committed Reference Case Scenario	,			1080 TRICS		D2-LC_Mixed	11501	17.85	9.42 27.27	1.93	1.02 2	2.95	21.72 42.46	2.24	2.35	4.59
## 15 Car Annual Control Annual Cont	838 838_C2-Beds	MC200510 Committed Reference Case Scenario	o Medway	42 Hollywoood Lane C2	Beds	7 TRICS	C2-Beds	C2-Mixed	11001	0.08	0.05 0.13	0.57	0.37	0.94 0.04	0.09 0.13	0.29	0.60	0.89
Column   C																		
Second   Control   Contr				Fort Horsted Primrose Close Chatham B8							0.04 0.09	0.07	0.05		0.04 0.11			0.15
March   Marc		MC200731 Committed Reference Case Scenario	,		SQM	31 TRICS		_	11014	2.60	2.15 4.75		0.67 1	1.47	0.75 2.59	0.57	0.23	0.80
May																		
Fig.   Column   Col		MC200794 Committed Reference Case Scenario	o Medway	The Pavillion Cuxton Parish Recreation Groun D2	SQM	650 TRICS	D2	D2-LC_Mixed		17.85	9.42 27.27	1.16	0.61 1	20.74	21.72 42.46		1.41	2.76
Column   C			,															
## 15 PM 15						8925 TRICS 0 TA												
Math Color   Mat				National Grid Property Holdings Grain Road G B2		0 TA	B2											0.00
April 10.0   Apr	848 848_Other	MC201047 Committed Reference Case Scenario			SQM				11000	0.00	0.00 0.00	0.00	0.00			0.00	0.00	0.00
Column   C																		
Column   C				Magnet Ambley Road Gillingham Business Par Mixed B				=										
## 15 of 16   March 15   Comment of March 15	852 852_D2	MC201816 Committed Reference Case Scenario	o Medway	100 Solomons Road Chatham D2	SQM	-477 TRICS	D2	D2-LC_Mixed	11502	17.85	9.42 27.27	-0.85	-0.45 -1	20.74	21.72 42.46	-0.99	-1.04	-2.03
State   Column   Co		MC202011 Committed Reference Case Scenarion MC202011 Committed Reference Case Scenarion	o Medway o Medway	Made and Deldar Marrier Manage Lang December 100		-564 TRICS 5 TRICS	B1 B8	B1_Suburban Area B8_Suburban Area	11009 11009					7.85 0.18 0.00 0.07	0.75 0.92 0.04 0.11		-4.21 0.00	-5.21 0.01
Second Column   Microscope State   10 Micr			,					_										
Miles   C. Land   M. 20200   Common   Miles   C. Land	854 854_B1	MC202498 Committed Reference Case Scenario	o Medway	13-15 High Street Brompton B1	SQM	-178 TRICS	B1	B1_Suburban Area	11502	1.27	0.12 1.39	-2.26	-0.22 -2	0.18	0.75 0.92	-0.32	-1.33	-1.64
## PRINCIP CONTRACT NAME AND ADDRESS OF THE PRINCIP CONTRACT NAME AND ADDRESS																		
Bill																		
Bit	858 858_D1	MC210163 Committed Reference Case Scenario	o Medway	Princess Palace Neighbourhood Centre Prince D1	SQM	119 TRICS	D1	D1-EN_Mixed	11014	2.60	2.15 4.75	3.09	2.56 5	1.84	0.75 2.59	2.19	0.89	3.08
## 18 MO, CS   MC 2017   Committed   Commi	859 859_B8	MC210206 Committed Reference Case Scenario	o Medway	25 Church Street Hoo B8	SQM	60 TRICS	B8	B8_Suburban Area	11000	0.05	0.04 0.09	0.03	0.02	0.05	0.04 0.11	0.04	0.03	0.07
Mod																		
Bill   20   Million   Mi	861 861_A1	MC210717 Committed Reference Case Scenario	o Medway	(Kaiser Newsagents) 237 Canterbury Street G A1	SQM	-40 TRICS	A1	A1_Suburban Area	11006	8.28	7.39 15.67	-3.31	-2.96 -6	5.27 13.39	13.96 27.35	-5.36	-5.58	-10.94
Ref   Mod   1	862 862_D2	MC210852 Committed Reference Case Scenario	o Medway	Youth Club The Brimp Avery Way Allhallows D2	SQM	20 TRICS	D2	D2-LC_Mixed	11000	17.85	9.42 27.27	0.04	0.02	0.05 20.74	21.72 42.46	0.04	0.04	0.08
Bell 664, EZ MC21183 Comments of Reference Casic Secures (Modey) Pro 2 Landon Medicy Comment (Pe Land 92, 25) (Mode) 129 130 031 031 131 130 05.15   Bell 86, SEC MC21183 Comments of Reference Casic Secures (Modey) Pro 2 Landon Medicy Comment (Pe Land 92, 25) (Mode) 127 120 031 031 131 131 05.15   Bell 86, SEC MC2117 Comments of Reference Casic Secures (Modey) Pro 2 Landon Medicy Comment (Pe Land 92, 25) (Mode) 127 031 031 031 131 131 05.15   Bell 86, SEC MC2117 Comments of Reference Casic Secures (Modey) Pro 2 Landon Medicy Comment (Pe Land 92, 25) (Mode) 127 031 031 031 031 031 031 031 031 031 031				Asda Store Dynamo Way Gillingham A1														
Bis	864 864_B2	MC211383 Committed Reference Case Scenario	o Medway	Plot 2 London Medway Commercial Park Jam B2	SQM	603 TA	B2	B2_Neighbourhood Centre	11000	0.63	0.23 0.86	3.80	1.39 5	0.23	0.63 0.86	1.39	3.80	5.19
Big   15   MC					SQM	-179 TRICS	B1		11500	1.27	0.12 1.39	-2.27	-0.22 -2			-0.32	-1.34	-1.65
66   66   22   MC31147   Committed   Com																		
868 860, Other MC211857 Committed Reference Case Scenario Methods (Particul Case Scenario Methods) Reference Case Scenario Methods (Particul Case Scenario Method	866 866_D2	MC211471 Committed Reference Case Scenario	o Medway	Sports Pavillion Cloudsley Close Rochester D2	SQM	252 TRICS	D2	D2-LC_Mixed	11010	17.85	9.42 27.27	0.45	0.24 0	20.74	21.72 42.46	0.52	0.55	1.07
870 870, D2 MC212032 Committed Reference clas Security (and Carlo	868 868_Other	MC211825 Committed Reference Case Scenario	o Medway	National Grid LNG Terminal Grain Road Grain Other	SQM	1582 TRICS	Other	Other	11000	0.00	0.00 0.00	0.00	0.00	0.00	0.00 0.00	0.00	0.00	0.00
## 870 970 C2 MC12193 Germitted ## seference Case Seamers Medway M AMADE (Case Class Seamers M Modway M AMADE (Class Class Seamers M Modway M M Modway M M Modway M M Modway M M M Modway M M M M M M M M M M M M M M M M M M M	_		,															
872 872, 22 MC121201 Committed Reference Case Scenario Medays Unit 3 4 Li Narrifference Case Scenario Medays Unit 3 4 L	870 870_D2	MC212023 Committed Reference Case Scenario	o Medway	Strood Yacht Club Knight Road Strood D2	SQM	276 TRICS	D2	D2-LC_Mixed	11500	17.85	9.42 27.27	0.49	0.26	0.75 20.74	21.72 42.46	0.57	0.60	1.17
873 873_A3 MC12826 Committed Reference (case Sectario Moday Page 10115 Agroup 1 Mc12897 Committed Reference (case Sectario Moday Dental Surger) Lawrender Close Voldershard of 1 SQM 88 TRICS A3 A1_Neighbourhood Centre 101157 2.60 2.15 4.75 2.21 1.83 4.07 1.84 0.75 2.59 1.43 0.59 2.00 2.15 4.75 2.21 1.84 0.75 2.59 1.43 0.59 2.00 2.15 4.75 2.03 1.66 8.88 1.00 5.00 4.09 1.03 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.05 0.04 0.09 1.03 1.05 0.04 0.09 1.05 0.00 0.00 0.00 0.00 0.00 0.00 0.00	872 872_B2	MC212301 Committed Reference Case Scenario	o Medway	Unit 3-4 13c Maritime Close Rochester B2	SQM	100 TRICS	B2	B2_Suburban Area	11502	0.41	0.13 0.54	0.41	0.13	0.54 0.12	0.31 0.43	0.12	0.31	0.43
S74 874_D1   MC12947   Committed   Reference Case Section   Medway   Dental Surgery 1 Lawender Close Waldersland   D   SOM   SS   TRICS   D   D   EN, Mixed   D			,															
875 875 C.2 Reds MC213014 Committed Reference Case Scenario Medway Former Machine State Reference Case Scenario Medway Former State Re	874 874_D1	MC212947 Committed Reference Case Scenario	o Medway	Dental Surgery 1 Lavender Close Walderslade D1	SQM	85 TRICS	D1	D1-EN_Mixed	11015	2.60	2.15 4.75	2.21	1.83 4	1.84	0.75 2.59	1.56	0.64	2.20
876 876, A1 MC213023 Committed Reference Case Scenario Medway Former Machine Shop B Chattam Maritime (A1 SOM 876 876, A3 MC213023 Committed Reference Case Scenario Medway Former Machine Shop B Chattam Maritime (A1 SOM 836 TRICS D1 D1-EN_Mixed 115005 0.00 0.00 0.00 0.00 0.00 0.00 0.	875 875_C2-Beds	MC213014 Committed Reference Case Scenario	o Medway	Land at Gillingham Gate Road Gillingham C2	Beds	75 TRICS	C2-Beds	C2-Mixed	11500	0.08	0.05 0.13	6.08	3.98 10	0.05	0.09 0.13	3.08	6.45	9.53
876 876 D1 MC213023 Committed Reference Case Scenario Medway Former Machine Shop 8 Chatham Maritime 02 SQM 677 TRICS D1 D1-EN_Mixed 115005 17.85 9.12 1.77 2.29 5 9.74 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20	876 876_A1			Former Machine Shop 8 Chatham Maritime (A1														88.90
876 876 SG MC213023 Committed Reference Case Scenario Medway Former Machine Shop 8 Chaltham Maritime SG SQM 1150 SQM 111 TRICS D1 D1-FN Mixed 110012 2.60 2.15 4.75 2.89 2.39 5.27 1.8 4 0.75 2.59 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	876 876_D1	MC213023 Committed Reference Case Scenario	o Medway	Former Machine Shop 8 Chatham Maritime D1	SQM	1068 TRICS	D1	D1-EN_Mixed	11500	2.60	2.15 4.75	27.77	22.97 50	1.84	0.75 2.59	19.63	8.02	27.65
877 877 D1 MC21384 Committed Reference Case Scenario MCdway The Elms Medical Centre Main Road Hoo D1 SQM D21390 Committed Reference Case Scenario Medway SeA Grove Road Strood D21 SQM D21390 Committed Reference Case Scenario Medway SeA Grove Road Strood D21 SQM D21390 Committed Reference Case Scenario Medway SeA Grove Road Strood D21 D21 D21 D21 D21 D22 D21 D22 D21 D22 D21 D22 D21 D22 D21 D22 D21 D23	876 876_SG		,	Former Machine Shop 8 Chatham Maritime (SG		1068 TRICS		_							0.00 0.00			0.00
878 878 A3 MC21390 Committed Reference Case Scenario Medway S-64 Grove Road Strood A1 SQM 76 TRICS A3 A3 Edge of Town Centre 110024 0.00 0.00 0.00 0.00 0.00 0.00 0.00	877 877_D1	MC213184 Committed Reference Case Scenario	o Medway	The Elms Medical Centre Main Road Hoo D1		111 TRICS						2.89	2.39 5					2.87
880 880 81 MC213592 Committed Reference Case Scenario Medway River House Station Road Cuxton 81 SQM 367 TRICS 81 81_Town Centre 110118 0.94 0.04 0.88 3.46 0.14 3.60 0.11 0.79 0.91 0.41 2.91 3.32 Medway Former Park Club Snothurst 8tottom Walders 91 SQM -1.155 TRICS D1 D1-FM Mixed 110114 17.85 4.21 3-4.09 -7.53 0.18 0.75 2.91 -1.91 3.12 3.24 Medway Former Park Club Snothurst 8tottom Walders 91 SQM 1.555 TRICS D2 D2-LC_Mixed 110114 17.85 9.42 27.27 2.83 1.49 4.32 20.74 21.72 42.46 3.29 3.44 6.73 Mc213651 Committed Reference Case Scenario Medway Land East of Formby Road Halling 81 SQM 2.88 TA 81 81_Town Centre 110119 1.91 0.15 2.05 5.49 0.43 5.92 0.13 5.95 0.13 2.33 2.46 0.38 6.70 7.08 Medway Land East of Formby Road Halling 81 SQM 9.05 TA 88 88_Suburbaha Area 110119 0.42 0.42 0.43 0.43 0.59 0.43 0.39 3.49 0.59 0.55 0.13 0.33 3.49 0.55 0.55 0.13 0.33 3.49 0.55 0.55 0.15 0.33 3.39 4.92 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.45	878 878_A3	MC213390 Committed Reference Case Scenario	o Medway	58-64 Grove Road Strood A3	SQM	76 TRICS	A3	A3_Edge of Town Centre	11002	0.00	0.00 0.00	0.00	0.00	0.00	0.26 1.23	0.74	0.20	0.93
881 881_D1 MC213652 Committed Reference Case Scenario Medway Former Park Club Snoothburst Bottom Walders D1 SQM 1585 TRICS D1 D1-EN_Mixed 110114 2.60 2.15 4.75 41.21 -34.09 -75.30 1.84 0.75 2.59 -29.13 -11.90 -41.04 81.881_D2 MC213652 Committed Reference Case Scenario Medway Former Park Club Snoothburst Bottom Walders D2 SQM 1585 TRICS D2 D2-LC_Mixed 110114 17.85 9.42 27.27 2.83 1.49 4.32 20.74 21.72 42.46 3.29 3.44 6.73 82.882_B1 MC213681 Committed Reference Case Scenario Medway Land East of Formby Road Halling B8 SQM 9905 TA B8 88_Suburban Area 110119 0.42 0.24 0.66 3.82 2.13 5.95 0.17 0.38 2.65 1.53 3.39 4.92						19 TRICS 367 TRICS												
82 88 2 B1 MC213681 Committed Reference Case Scenario Medway Land East of Formby Road Halling B1 SQM 288 TA B1 B1_Town Centre 110119 1.91 0.15 2.05 5.49 0.43 5.92 0.13 2.33 2.46 0.38 6.70 7.08 82 882 88 MC213681 Committed Reference Case Scenario Medway Land East of Formby Road Halling B8 SQM 905 TA B8 B8_Suburban Area 110119 0.42 0.24 0.66 3.82 2.13 5.95 0.17 0.38 0.54 1.53 3.39 4.92	881 881_D1	MC213652 Committed Reference Case Scenario	o Medway	Former Park Club Snodhurst Bottom Walders D1	SQM	-1585 TRICS	D1	D1-EN_Mixed	11011	2.60	2.15 4.75	-41.21	-34.09 -75	5.30	0.75 2.59	-29.13	-11.90	-41.04
	882 882_B1	MC213681 Committed Reference Case Scenario	o Medway	Land East of Formby Road Halling B1	SQM	288 TA	B1	B1_Town Centre	11011	1.91	0.15 2.05	5.49	0.43 5	0.13	2.33 2.46	0.38	6.70	7.08

			Development Information				Demand Inputs			Network Inputs			AM Peak	x (08:00 -09:00)				PM Peak (17:00 -1	18:00)		
City ID	Unique ID	D-f (Dl C)	lational Connecto	District	Development Name	Land Use Unit	All Developments HH. Dwellings Employment, floorspace Trip		I and I las TRICC/TA	TRICS Location	Madel Zerr Deather	Trip R			Trip Generation Origins (Departures) Two-Way	Destination (Applicate)	Trip Rate Origins (Departures)	Tura Mary Dankland		Generation ns (Departures) Two-Wa	
Site_ID		Reference (Plann Comple		District			,						(	,,	. 0 . ( , ,	(	. 0 . ( . ) ,	,	, ,		,
	884 884_A3		itted Reference Case Scenario	Medway	Land West side of Dockside Outlet Centre Ma	A3 SQM SG SQM	182 TRIC	CS .	A3	A3_Suburban Area	115005	0.00	0.00 0.0		0.00 0	00 1.3			2.44 0.00	0.94 0.00	3.38
	885 885_SG 886 886 A1		litted Reference Case Scenario	Medway Medway	3 Marsh Lane Cliffe 92 Canterbury Street Gillingham	A1 SQM	-26 TRIC	CS .	A1	SG_Neighbourhood Centre A1 Town Centre	110008 110049	0.00	0.00 0.0	0.00	-0.05 -0	0.0			-0.35	-0.35	-0.70
	886 886 SG	MC220742 Commi MC220742 Commi		Medway	92 Canterbury Street Gillingham	SG SQM	26 TRIC		VI.	SG Town Centre	110049	0.19	0.00 0.0		0.00 0	00 0.0			0.00	0.00	0.00
	887 887 A1	MC220750 Commi		Medway	33 Station Road Rainham	A1 SQM	19 TRIC		A1	A1 Town Centre	110105	0.19	0.19 0.3	9 0.04	0.04 0	0.7	5 1.		0.26	0.26	0.51
	888 888 A3	MC220828 Commi		Medway	Former Splashes Leisure Centre Bloors Lane 1		93 TRIC		A3	A3 Suburban Area	115019	0.19	0.00 0.0		0.04 0	00 1.3	-		1.25	0.48	1.73
	888 888 D2		itted Reference Case Scenario	Medway	Former Splashes Leisure Centre Bloors Lane II		2868 TA		D2	D2-LC Mixed	115019	0.64	0.54 1.1	8 0.18		34 1.4			0.40	0.39	0.79
	889 889 A5	MC220886 Commi		Medway	McDonalds 76 Commercial Road Strood	A5 SQM	29 TRIC	rs	Δ5	A3 Town Centre	115001	0.00	0.00 0.0		0.00 0	00 1.5	0.:		0.44	0.10	0.54
	890 890 B8	MC220969 Commi		Medway	Vulcan House Priory Road Strood	B8 SQM	130 TRIC		RR	B8 Edge of Town Centre	115000	1.19	0.13 1.3		0.17 1	73 0.0			0.00	1.55	1.55
	891 891 A4		itted Reference Case Scenario	Medway	Horseshoe & Castle Main Road Cooling Road		69 TRIC		A4	A1 Neighbourhood Centre	115003	3.95	3.64 7.5	9 2.72	2.51 5	23 4.8			3.33	3.60	6.93
	891 891 C1-Beds	MC220971 Comm		Medway	Horseshoe & Castle Main Road Cooling Road		2 TBIC	CS	C1-Beds	C1-Beds Neighbourhood Centre	115003	0.13	0.11 0.2	3 0.00	0.00 0	00 0.4			0.00	0.00	0.00
	892 892 C2-Beds	MC221076 Comm		Medway	Agape House 45 Maidstone Road Chatham	C2 Beds	-16 TRIC		C2-Beds	C2-Mixed	110087	0.08	0.05 0.1	3 -1.30	-0.85 -2	14 0.0			-0.66	-1.38	-2.03
	893 893 SG	MC221379 Commi		Medway	Land between 1 and 3 Canal Road Strood	SG SQM	73 TBIC		SG	SG Town Centre	110022	0.00	0.00 0.0	0.00	0.00 0	0.0	0.0	0.00	0.00	0.00	0.00
	894 894 B2	MC221603 Commi		Medway	Pacadar Cement Casting Thamesport Grain R		2686 TRIC		B2	B2 Neighbourhood Centre	110002	0.49	0.24 0.7	3 13.05	6.53 19		5 0.:	4 0.50	4.27		13.38
	895 895 C2-Beds		itted Reference Case Scenario	Medway	Acorn House 39 Maidstone Road Chatham	C2 Beds	7 TRIC	cs	C2-Beds	C2-Mixed	110087	0.08	0.05 0.1	3 0.57	0.37 0	94 0.0	4 0.0	9 0.13	0.29	0.60	0.89
	896 896 D2	MC221983 Commi		Medway	Gillingham Golf Club Woodlands Road Gilling I		90 TRIC		D2	D2-LC Mixed	110081	17.85	9.42 27.2	7 0.16	0.08 0	25 20.74			0.19	0.20	0.38
	897 897 SG	MC222050 Commi		Medway	Westfield Town Road Cliffe Woods	SG SQM	31 TRIC	cs	SG	SG Neighbourhood Centre	110005	0.00	0.00 0.0		0.00 0	0.0			0.00	0.00	0.00
	898 898 B1	MC222093 Commi	itted Reference Case Scenario	Medway	Unit 1B Rear of 15-17 Cedar road Strood	B1 SQM	34 TRIC	cs	B1	B1 Suburban Area	115000	1.27	0.12 1.3	9 0.43	0.04 0	47 0.1	3 0.	5 0.92	0.06	0.25	0.31
	899 899 B1	MC222131 Comm	itted Reference Case Scenario	Medway	Veolia Ltd George Summers Close Rochester	B1 SQM	300 TRIC	cs	B1	B1 Suburban Area	115025	1.27	0.12 1.3	9 3.80	0.37 4	17 0.1	3 0.1	5 0.92	0.53	2.24	2.77
	899 899 B2	MC222131 Commi		Medway	Veolia Ltd George Summers Close Rochester		3784 TRIC	cs	B2	B2 Suburban Area	115025	0.41	0.13 0.5	4 15.59	4.77 20				4.69		16.23
	900 900_A1	MC222350 Commi	itted Reference Case Scenario	Medway	86 High Street Chatham	A1 SQM	-135 TRIC	cs	A1	A1_Town Centre	115010	0.19	0.19 0.3	9 -0.26	-0.26 -0	52 1.3	5 1.	5 2.71	-1.83	-1.83	-3.66
	900 900 A2	MC222350 Commi	itted Reference Case Scenario	Medway	86 High Street Chatham	A2 SQM	14 TRIC	cs	A2	A1 Town Centre	115010	0.19	0.19 0.3	9 0.03	0.03 0	05 1.3	5 1.:	5 2.71	0.19	0.19	0.38
	900 900_D1	MC222350 Commi	itted Reference Case Scenario	Medway	86 High Street Chatham	D1 SQM	121 TRIC	cs	D1	D1-EN_Mixed	115010	2.60	2.15 4.79	5 3.15	2.60 5	75 1.8	4 0.	5 2.59	2.22	0.91	3.13
	901 901 B1	MC222990 Commi	itted Reference Case Scenario	Medway	BAE Systems Airport Works Marconi Way Roo	B1 SQM	8465 TA		B1	B1_Edge of Town	110108	0.15	0.12 0.2	8 13.04	10.41 23	45 0.1	4 0.:	2 0.35	11.51	18.28	29.80
	901 901_B2	MC222990 Commi	itted Reference Case Scenario	Medway	BAE Systems Airport Works Marconi Way Roo	B2 SQM	32028 TA		B2	B2_Edge of Town	110108	0.15	0.12 0.2	8 49.32	39.39 88	72 0.1	4 0.:	2 0.35	43.56	69.18 1	12.74
	901 901_B8	MC222990 Commi	itted Reference Case Scenario	Medway	BAE Systems Airport Works Marconi Way Roo	B8 SQM	2871 TA		B8	B8_Edge of Town	110108	0.15	0.12 0.2	8 4.42	3.53 7	95 0.1	4 0.:	2 0.35	3.90	6.20	10.11
	902 902_B1	MC230151 Commi	itted Reference Case Scenario	Medway	CET Group Commissioners Road Strood	B1 SQM	334 TRIC	cs	B1	B1_Suburban Area	110022	1.27	0.12 1.3	9 4.23	0.41 4	65 0.1	3 0.	5 0.92	0.59	2.49	3.09
	903 903_D2	MC230165 Commi	itted Reference Case Scenario	Medway	269 High Street Chatham	D2 SQM	-110 TRIC	cs	D2	D2-LC_Mixed	115026	17.85	9.42 27.2	7 -0.20	-0.10 -0	30 20.7	1 21.	2 42.46	-0.23	-0.24	-0.47
	903 903_D2	MC230165 Comm	itted Reference Case Scenario	Medway	269 High Street Chatham	D2 SQM	-110 TRIC	cs	D2	D2-LC_Mixed	115026	17.85	9.42 27.2	7 -0.20	-0.10 -0	30 20.7	4 21.	2 42.46	-0.23	-0.24	-0.47
	904 904_A1	MC213518 Comm	itted Reference Case Scenario	Medway	310a High Street Chatham	A1 SQM	-71 TRIC	cs	A1	A1_Town Centre	115026	0.19	0.19 0.3	9 -0.14	-0.14 -0	27 1.3	5 1.	5 2.71	-0.96	-0.96	-1.92
	904 904_A5	MC213518 Comm	itted Reference Case Scenario	Medway	310a High Street Chatham	A5 SQM	71 TRIC	cs	A5	A3_Town Centre	115026	0.00	0.00 0.0	0.00	0.00 0	00 1.5	0.:	5 1.85	1.07	0.25	1.31
	905 905_A1	MC220444 Comm	itted Reference Case Scenario	Medway	6 &8 Railway Street Chatham	A1 SQM	-16 TRIC	cs	A1	A1_Town Centre	115026	0.19	0.19 0.3	9 -0.03	-0.03 -0	06 1.3	5 1.	5 2.71	-0.22	-0.22	-0.43
	905 905_A3	MC220444 Commi	itted Reference Case Scenario	Medway	6 &8 Railway Street Chatham	A3 SQM	16 TRIC	cs	A3	A3_Town Centre	115026	0.00	0.00 0.0	0.00	0.00 0	00 1.5	0.:	5 1.85	0.24	0.06	0.30
	906 906_A1	MC220480 Commi	itted Reference Case Scenario	Medway	7 High Street Strood	A1 SQM	-119 TRIC		A1	A1_Town Centre	115001	0.19	0.19 0.3	9 -0.23	-0.23 -0	46 1.3	5 1.:	5 2.71	-1.61	-1.61	-3.22
	906 906_A5	MC220480 Commi		Medway	7 High Street Strood	A5 SQM	119 TRIC		A5	A3_Town Centre	115001	0.00	0.00 0.0		0.00 0	00 1.50			1.79	0.41	2.20
	907 907_A1		itted Reference Case Scenario	Medway	84a High Street Strood	A1 SQM	-108 TRIC		A1	A1_Town Centre	110024	0.19	0.19 0.39	9 -0.21	-0.21 -0	42 1.3			-1.46	-1.46	-2.92
	907 907_A3	MC220618 Commi	itted Reference Case Scenario	Medway	84a High Street Strood	A3 SQM	108 TRIC	CS	A3	A3_Town Centre	110024	0.00	0.00 0.0	0.00	0.00 0	00 1.5	0.:	5 1.85	1.62	0.37	2.00
	908 908_A2	MC222764 Commi	itted Reference Case Scenario	Medway	102 High Street Strood	A2 SQM	-61 TRIC		A2	A1_Town Centre	110024	0.19	0.19 0.3		-0.12 -0	24 1.3			-0.83	-0.83	-1.65
	908 908_A5	MC222764 Comm		Medway	102 High Street Strood	A5 SQM	61 TRIC		A5	A3_Town Centre	110024	0.00	0.00 0.0	0.00	0.00 0	00 1.5			0.92	0.21	1.13
	909 909_A1		itted Reference Case Scenario	Medway	Barclays Bank 263-265 High Street Chatham		275 TRIC	cs	A1	A1_Town Centre	115026	0.19	0.19 0.3		0.53 1	06 1.3			3.72	3.72	7.45
	909 909_A2	MC222936 Comm		Medway	Barclays Bank 263-265 High Street Chatham		-275 TRIC		A2	A1_Town Centre	115026	0.19	0.19 0.3	-	-0.53 -1	06 1.3			-3.72	-3.72	-7.45
	910 910_A2		itted Reference Case Scenario	Medway	Princess Palace Neighbourhood Centre Prince		61 TRIC		A2	A1_Town Centre	110024	0.19	0.19 0.3	-	0.12 0	24 1.3	5 1.:		0.83	0.83	1.65
	910 910_A3	MC230163 Commi		Medway	Princess Palace Neighbourhood Centre Prince		-61 TRIC		A3	A3_Town Centre	110024	0.00	0.00 0.0		0.00 0	00 1.5			-0.92		-1.13
	911 911_A1		itted Reference Case Scenario	Medway	Unit 29 Hempstead Valley Shopping Centre H		-240 TRIC		A1	A1_Edge of Town	110147	5.34	4.56 9.9	-12.82	-10.95 -23				-16.78		-33.55
	911 911_A2	MC200621 Commi		Medway	Unit 29 Hempstead Valley Shopping Centre H		240 TRIC		A2	A1_Edge of Town	110147	5.34	4.56 9.9		10.95 23		9 6.9		16.78		33.55
	912 912_A1	MC211796 Comm		Medway	68 Bush Road Cuxton	A1 SQM	-58 TRIC		A1	A1_Neighbourhood Centre	110118	3.95	3.64 7.5	-	-2.11 -4	4.8			-2.80		-5.83
	912 912_A5	MC211796 Comm		Medway	68 Bush Road Cuxton	A5 SQM	58 TRIC		A5	A1_Neighbourhood Centre	110118	3.95	3.64 7.59	9 2.29	2.11 4	4.8			2.80	3.03	5.83
	913 913_A1	MC211938 Commi		Medway	22 High Street Brompton	A1 SQM	-96 TRIC	~	A1	A1_Suburban Area	115023	8.28	7.39 15.6	7 -7.95	-7.09 -15				-12.86		-26.26
	913 913_A3	MC211938 Comm		Medway	22 High Street Brompton	A3 SQM	96 TRIC	CS	A3	A3_Suburban Area	115023	0.00	0.00 0.0	0.00	0.00 0	00 1.3	4 0.5	2 1.86	1.29	0.49	1.78
	914	MC210979 Comm	itted Reference Case Scenario	Medway	Medway One	SQM	315000				110004			301.36	70.79 372	14			79.88	280.12 3	860.00

# Appendix C. Uncertainty Log Committed Developments Outside Medway

3.0

	Development Information		Demand Inputs		Network Inputs		AN	Peak (08:00 -09:00)			PM Peak (17:00 -1	18:00)	
Site_ID Unique_ID	Reference (Plann Completions/ Scenario District	Development Name Land Use Unit	All Developments HH. Dwellings Employment, floorspace Trip (	Gen Source Land Use TRIC	S/TA TRICS Location	Model Zone	Trip Rate  Destination (Arrivals) Origins (Departures) Two		Generation gins (Departures) Two-Way	Trip Rate Destination (Arrivals) Origins (De	partures) Two-Way Destinat	Trip Gener tion (Arrivals) Origins (De	
915 915_C3-H	915_C3-H Committed Reference Case Scenario Maidstone	H1(1) - Bridge Nursery, London Road, Maidst C3 H	140 0 TRICS	C3-H	C3-H_Suburban Area	109012	0.12 0.39	0.51 16.38	55.16 71.54	0.37	0.19 0.56	51.94	26.18 78.12
916 916_C3-H 917 917_C3-H	916_C3-H Committed Reference Case Scenario Maidstone 917_C3-H Committed Reference Case Scenario Maidstone	H1(2) - East of Hermitage Lane, Maidstone H1(3) - West of Hermitage Lane, Maidstone C3 H C3 H	500 0 TRICS 330 0 TRICS		C3-H_Suburban Area C3-H_Suburban Area	109011 109043	0.12 0.39 0.12 0.39	0.51 58.50 0.51 38.61	197.00 255.50 130.02 168.63	0.37 0.37	0.19 0.56 0.19 0.56	185.50 122.43	93.50 279.00 61.71 184.14
917 917_C3-H 918 918_C3-H	918_C3-H Committed Reference Case Scenario Maidstone 918_C3-H Committed Reference Case Scenario Maidstone	H1(5) - Langley Park, Sutton Road, BoughtonN C3 H	600 0 TRICS		C3-H_Suburban Area	109043	0.12 0.39	0.51 38.61	236.40 306.60	0.37	0.19 0.56	222.60	112.20 334.80
919 919_C3-H	919_C3-H Committed Reference Case Scenario Maidstone	H1(6) - North of Sutton Road, Otham C3 H	286 0 TRICS 250 0 TRICS		C3-H_Suburban Area	109078 109076	0.12 0.39	0.51 33.46 0.51 29.25	112.68 146.15 98.50 127.75	0.37	0.19 0.56	106.11	53.48 159.59 46.75 139.50
920 920_C3-H 921 921 C3-H	920_C3-H Committed Reference Case Scenario Maidstone 921_C3-H Committed Reference Case Scenario Maidstone	H1(7) - North of Bicknor Wood, Gore Court RC H H1(9) - Bicknor Farm, Sutton Road, Otham C3 H	302 0 TRICS		C3-H_Suburban Area C3-H_Suburban Area	109076	0.12 0.39 0.12 0.39	0.51 29.25 0.51 35.33	98.50 127.75 118.99 154.32	0.37 0.37	0.19 0.56 0.19 0.56	92.75 112.04	46.75 139.50 56.47 168.52
922 922_C3-H	922_C3-H Committed Reference Case Scenario Maidstone	H1(10) - South of Sutton Road, Langley C3 H	750 0 TRICS	S C3-H	C3-H_Suburban Area	109078	0.12 0.39	0.51 87.75	295.50 383.25	0.37	0.19 0.56	278.25	140.25 418.50
923 923_C3-H 924 924 C3-H	923_C3-H Committed Reference Case Scenario Maidstone 924_C3-H Committed Reference Case Scenario Maidstone	H1(11) - Springfield, Royal Engineers Road and C3 H H1(21) - Barty Farm, Roundwell, Thurnham C3 H	400 0 TRICS 100 0 TRICS		C3-H_Edge of Town Centre C3-H_Suburban Area	109019 109036	0.14 0.29 0.12 0.39	0.43 55.20 0.51 11.70	116.40 171.60 39.40 51.10	0.28 0.37	0.17 0.45 0.19 0.56	113.20 37.10	68.00 181.20 18.70 55.80
925 925_B2	925_B2 Committed Reference Case Scenario Maidstone	RMX1(1) - Newnham Park, Bearsted Road, M. B2 SQM	0 100000 TRICS		B2_Suburban Area	109024	0.41 0.13	0.54 412.00	126.00 538.00	0.12	0.31 0.43	124.00	305.00 429.00
926 926_C3-H 927 927 C3-H	926_C3-H Committed Reference Case Scenario Maidstone 927 C3-H Committed Reference Case Scenario Maidstone	H1(32) - South of Ashford Road, Harrietsham C3 H H1(34) - Church Road, Harrietsham C3 H	113 0 TRICS 80 0 TRICS		C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	109057 109057	0.14 0.30 0.14 0.30	0.44 15.71 0.44 11.12	33.45 49.16 23.68 34.80	0.27 0.27	0.14 0.41 0.14 0.41	30.62 21.68	15.93 46.56 11.28 32.96
928 928_C3-H	928_C3-H Committed Reference Case Scenario Maidstone	H1(36) - Ulcombe Road and Mill Bank, Heado C3 H	220 0 TRICS		C3-H_Neighbourhood Centre	109057	0.14 0.30	0.44 30.58	65.12 95.70	0.27	0.14 0.41	59.62	31.02 90.64
929 929_C3-H	929_C3-H Committed Reference Case Scenario Maidstone 930 C3-H Committed Reference Case Scenario Maidstone	H1(37) - Grigg Lane and Lenham Road, Heado C3 H	86 0 TRICS		C3-H_Neighbourhood Centre	109085 109056	0.14 0.30 0.14 0.30	0.44 11.95 0.44 20.16	25.46 37.41	0.27 0.27	0.14 0.41	23.31	12.13 35.43
930 930_C3-H 931 931_C3-H	930_C3-H Committed Reference Case Scenario Maidstone 931_C3-H Committed Reference Case Scenario Maidstone	H1(41) - Tanyard Farm, Old Ashford Road, Let C3 H H1(44) - Stanley Farm, Plain Road, Marden C3 H	85 0 TRICS		C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	109091	0.14 0.30	0.44 20.16	42.92 63.08 25.16 36.98	0.27	0.14 0.41 0.14 0.41	39.30 23.04	20.45 59.74 11.99 35.02
932 932_C3-H	932_C3-H Committed Reference Case Scenario Maidstone	H1(45) - The Parsonage, Goudhurst Road, Ma C3 H	144 0 TRICS		C3-H_Neighbourhood Centre	109090	0.14 0.30	0.44 20.02	42.62 62.64	0.27	0.14 0.41	39.02	20.30 59.33
933 933_C3-H 934 934 C3-H	933_C3-H Committed Reference Case Scenario Maidstone 934 C3-H Committed Reference Case Scenario Maidstone	H1(46) - Marden Cricket and Hockey Club, Sta C3 H H1(48) - Hen and Duckhurst Farm, Marden Ro C3 H	124 0 TRICS 250 0 TRICS		C3-H_Neighbourhood Centre C3-H Neighbourhood Centre	109091 109092	0.14 0.30 0.14 0.30	0.44 17.24 0.44 34.75	36.70 53.94 74.00 108.75	0.27 0.27	0.14 0.41 0.14 0.41	33.60 67.75	17.48 51.09 35.25 103.00
935 935_C3-H	935_C3-H Committed Reference Case Scenario Maidstone	H1(49) - Fishers Farm, Fishers Road, Staplehu C3 H	400 0 TRICS		C3-H_Neighbourhood Centre	109093	0.14 0.30	0.44 55.60	118.40 174.00	0.27	0.14 0.41	108.40	56.40 164.80
936 936_C3-H 937 937 C3-H	936_C3-H Committed Reference Case Scenario Maidstone 937_C3-H Committed Reference Case Scenario Maidstone	H1(57) - Heathfield, Heath Road, Coxheath H1(58) - Forstal Lane, Coxheath C3 H C3 H	110 0 TRICS 210 0 TRICS		C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	109080 109082	0.14 0.30 0.14 0.30	0.44 15.29 0.44 29.19	32.56 47.85 62.16 91.35	0.27 0.27	0.14 0.41 0.14 0.41	29.81 56.91	15.51 45.32 29.61 86.52
938 938_B1	20191122 Committed Reference Case Scenario Gravesham	Clifton Slipways West Street Gravesend Kent B1 SQM	0 600 TA	B1	B1_Town Centre	107010	1.32 0.16	1.48 7.93	0.95 8.89	0.15	1.22 1.38	0.92	7.34 8.26
938 938_C3-F 939.1 939 C3-H	20191122 Committed Reference Case Scenario Gravesham EDC/22/0168 Committed Reference Case Scenario Dartford	Clifton Slipways West Street Gravesend Kent C3 F Ebbsfleet Central East Land Adjacent To Ebbs C3 H	227 0 TA 1795 0 TA	C3-F C3-H	C3-F_Town Centre C3-H Neighbourhood Centre	107010 300050	0.05 0.24 0.00 0.00	0.29 11.05 0.00 42.29	55.24 66.29 51.68 93.97	0.19 93.97	0.09 0.28 0.00 93.97	44.19 50.88	20.09 64.28 48.31 99.19
939.2 939_C1	EDC/22/0168 Committed Reference Case Scenario Dartford	Ebbsfleet Central East Land Adjacent To Ebbsf C1 SQM	0 17500 TA	C1	C1_Neighbourhood Centre	300051	0.00 0.00	0.00 16.11	20.87 36.98	36.98	0.00 36.98	20.95	20.13 41.08
939.3 939_B1 939.4 939_D1-GP_Mixed	EDC/22/0168 Committed Reference Case Scenario Dartford EDC/22/0168 Committed Reference Case Scenario Dartford	Ebbsfleet Central East Land Adjacent To Ebbs 81 SQM Ebbsfleet Central East Land Adjacent To Ebbs D1 SQM	0 100000 TA 0 10000 TA	B1 D1	B1_Town Centre D1-EN Mixed	300052 300053	0.00 0.00 0.00 0.00	0.00 4.03 0.00 42.29	4.97 9.00 51.68 93.97	9.00 93.97	0.00 9.00 0.00 93.97	4.99 50.88	4.03 9.02 48.31 99.19
939.5 939_D1-GP_Mixed	EDC/22/0168 Committed Reference Case Scenario Dartford	Ebbsfleet Central East Land Adjacent To Ebbs D1 SQM	0 10000 TA	D1	D1-EN_Mixed	300054	0.00 0.00	0.00 140.97	17.89 158.86	93.97	0.00 93.97	25.94	139.90 165.84
939.6 939_D1-GP_Mixed 939.7 939 D1	EDC/22/0168 Committed Reference Case Scenario Dartford EDC/22/0168 Committed Reference Case Scenario Dartford	Ebbsfleet Central East Land Adjacent To Ebbs D1 SQM Ebbsfleet Central East Land Adjacent To Ebbs D1 SQM	0 0 TA	D1 D1	D1-EN_Mixed D1-EN Mixed	300055 300056	0.00 0.00	0.00 69.48 0.00 169.16	25.84 95.32 147.09 316.25	93.97 316.25	0.00 93.97 0.00 316.25	27.94 134.70	64.42 92.36 135.88 270.58
939.8 939_D2	EDC/22/0168 Committed Reference Case Scenario Dartford	Ebbsfleet Central East Land Adjacent To Ebbsf D2 SQM	0 10000 TA	D2	D2-LC_Mixed	300057	0.00 0.00	0.00 453.11	105.35 558.46	558.46	0.00 558.46	125.72	437.82 563.54
940 940_C3-F 941 941_C2-F	20030315 Committed Reference Case Scenario Gravesham 20220432 Committed Reference Case Scenario Gravesham	Former Lord Street Car Park Gravesend Police Station Windmill Street 133 C2 F	106 0 TA	C3-F C2-F	C3-F_Town Centre C2-F_Town Centre	107007 107044	0.19 0.43 0.05 0.20	0.62 20.14 0.25 3.75	45.58 65.72 15.00 18.75	0.38 0.15	0.22 0.60 0.07 0.22	40.28 11.25	23.32 63.60 5.25 16.50
941 941_C2-F 942 942_C3-H	20141214 Committed Reference Case Scenario Gravesham  20141214 Committed Reference Case Scenario Gravesham	Land At Coldharbour Road Northfleet Graves C3 H	292 0 TA	C3-H	C3-H_Neighbourhood Centre	114024	0.05 0.20 0.16 0.41	0.25 3.75 0.57 46.72	15.00 18.75 119.72 166.44	0.15	0.07 0.22	110.96	70.08 181.04
943 943_C3-F	20190504 Committed Reference Case Scenario Gravesham	M Block Former Gravesend & North Kent Hos C3 F	115 0 TA	C3-F	C3-F_Town Centre	107004	0.07 0.15	0.22 8.05	17.48 25.53	0.17	0.11 0.29	20.01	13.00 33.01
945.1 945.1_B1c 945.1 945.1_B2	EDC/16/0004 Committed Reference Case Scenario Gravesham EDC/16/0004 Committed Reference Case Scenario Gravesham	Northfleet Embankment West B1c SQM Northfleet Embankment West B2 SQM	0 13234 TA 0 13234 TA	B1c B2	B1c_Neighbourhood Centre B2_Neighbourhood Centre	114014 114014	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.35 0.31	1.01 1.36 0.91 1.23	46.05 41.55	134.06 180.11 120.83 162.38
945.1 945.1_B8	EDC/16/0004 Committed Reference Case Scenario Gravesham	Northfleet Embankment West B8 SQM	0 13234 TA	B8	B8_Suburban Area	114014	0.00 0.00	0.00	0.00 0.00	0.18	0.28 0.46	23.69	37.06 60.74
945.1 945.1_B1a 945.1 945.1_Ec	EDC/16/0004 Committed Reference Case Scenario Gravesham EDC/16/0004 Committed Reference Case Scenario Gravesham	Northfleet Embankment West B1a SQM Northfleet Embankment West Ec SQM	0 6300 TA 0 500 TA	B1a Ec	B1a_Neighbourhood Centre Ec_Neighbourhood Centre	114014 114014	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.45 0.15	2.17 2.62 1.97 2.12	28.41 0.75	136.77 165.19 9.83 10.58
945.1 945.1_Ea	EDC/16/0004 Committed Reference Case Scenario Gravesham	Northfleet Embankment West Ea SQM	0 400 TA	Ea	Ea_Neighbourhood Centre	114014	0.00 0.00	0.00	0.00 0.00	18.44	19.50 37.94	73.76	78.02 151.78
945.2 945.2_C3-H 945.2 945.2 C3-F	EDC/16/0004 Committed Reference Case Scenario Gravesham EDC/16/0004 Committed Reference Case Scenario Gravesham	Northfleet Embankment West  Northfleet Embankment West  C3-H House: C3-F Flats	332 0 TA	C3-H-Houses C3-F-Flats	C3-H-Houses_Neighbourhood Centre C3-F-Flats_Neighbourhood Centre	114014 114014	0.00 0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.92 0.42	0.52 1.44 0.22 0.64	184.00 140.44	103.00 287.00 73.37 213.81
944 944_C3-F	EDC/17/0038 Committed Reference Case Scenario Gravesham	Northfleet Embankment East - Cable Wharf	193 0 TA	C3-F	C3-F_Suburban Area	114014	0.08 0.26	0.34 15.05	49.79 64.85	0.21	0.08 0.28	39.57	15.25 54.81
946 946_B1 946 946 A1	19960035 Committed Reference Case Scenario Dartford 19960035 Committed Reference Case Scenario Dartford	Northfleet Rise (Ebbsfleet)  Northfleet Rise (Ebbsfleet)  A1 SQM  A1 SQM	0 1790 TRICS 0 870 TRICS		B1_Town Centre A1_Town Centre	114007 114007	0.94 0.04 0.19 0.19	0.98 16.88 0.39 1.68	0.68 17.56 1.68 3.36	0.11 1.35	0.79 0.91 1.35 2.71	2.02 11.78	14.18 16.20 11.78 23.56
946 946_A1 946 946_A3	19960035 Committed Reference Case Scenario Dartford 19960035 Committed Reference Case Scenario Dartford	Northfleet Rise (Ebbsfleet)  Northfleet Rise (Ebbsfleet)  A3 SQM	0 870 TRICS		A1_Town Centre	114007	0.19 0.19	0.39 1.68	1.68 3.36	1.35	1.35 2.71	11.78	11.78 23.56
946 946_C3-H	19960035 Committed Reference Case Scenario Dartford	Northfleet Rise (Ebbsfleet) C3 H	575 0 TRICS		C3-H_Neighbourhood Centre	114007	0.14 0.30	0.44 79.93	170.20 250.13	0.27	0.14 0.41	155.83	81.08 236.90
947 947_B2_TS 947 947_B8_TS	20190290 Committed Reference Case Scenario Gravesham 20190290 Committed Reference Case Scenario Gravesham	Nuralite Industrial Estate Canal Road Higham B2_TS SQM Nuralite Industrial Estate Canal Road Higham B8_TS SQM	0 8000 TA 0 12000 TA	B2_TS B8_TS	B2_TS_Neighbourhood Centre B8_TS_Neighbourhood Centre	114022 114022	0.33 0.09 0.33 0.09	0.42 26.56 0.42 39.84	6.88 33.44 10.32 50.16	0.05 0.05	0.42 0.48 0.42 0.48	4.16 6.24	33.84 38.00 50.76 57.00
947 947_B2_TA	20190290 Committed Reference Case Scenario Gravesham	Nuralite Industrial Estate Canal Road Higham B2_TA SQM	0 4000 TA	C1-Beds	C1-Beds_Neighbourhood Centre	114022	0.01 0.00	0.01 0.29	0.10 0.39	0.00	0.01 0.01	0.11	0.30 0.41
948 948_D2 - LC 948 948 A1	20191051 Committed Reference Case Scenario Gravesham 20191051 Committed Reference Case Scenario Gravesham	Poundworld Plus 1 - 2 King Street & 34 & 35 HD2 - LC SQM Poundworld Plus 1 - 2 King Street & 34 & 35 HA1 SQM	0 635 TRICS 0 410 TRICS		D2 - LC_Town Centre A1 Town Centre	107010 107010	20.54 27.59 0.19 0.19	48.13 1.30 0.39 0.79	1.75 3.06 0.79 1.58	15.11 1.35	22.67 37.78 1.35 2.71	0.96 5.55	1.44 2.40 5.55 11.10
948 948_B1	20191051 Committed Reference Case Scenario Gravesham	Poundworld Plus 1 - 2 King Street & 34 & 35 HB1 SQM	0 155 TRICS		B1_Town Centre	107010	0.94 0.04	0.98 1.46	0.06 1.52	0.11	0.79 0.91	0.18	1.23 1.40
949 949_C3-H 950 950_C3-F	19960035 Committed Reference Case Scenario Gravesham 20200343 Committed Reference Case Scenario Gravesham	Springhead (Ebbsfleet) C3 H The Charter - Land At Market Square And Hor C3 F	142 0 TRICS	C3-H C3-F	C3-H_Neighbourhood Centre C3-F Town Centre	103011 103001	0.14 0.30 0.02 0.06	0.44 19.74 0.09 5.81	42.03 61.77 14.76 20.57	0.27 0.05	0.14 0.41 0.03 0.08	38.48 11.62	20.02 58.50 7.26 18.88
951 951_C3-F	N/A Committed Reference Case Scenario Dartford	Dartford Town Centre C3 F	418 0 TRICS	C3-F	C3-F_Neighbourhood Centre	103011	0.00 0.11	0.11 0.00	46.40 46.40	0.22	0.00 0.22	92.80	0.00 92.80
952 952_A1 952 952 C3-H	N/A Committed Reference Case Scenario Dartford N/A Committed Reference Case Scenario Dartford	Northern Gateway East and Mill Pond  A1 SQM  Northern Gateway East and Mill Pond  C3 H	0 1100 TRICS 405 0 TRICS		A1_Town Centre C3-H_Neighbourhood Centre	103001 103001	0.19 0.19 0.14 0.30	0.39 2.12 0.44 56.30	2.12 4.25 119.88 176.18	1.35 0.27	1.35 2.71 0.14 0.41	14.89 109.76	14.89 29.79 57.11 166.86
953 953_B2	N/A Committed Reference Case Scenario Dartford	Northern Gateway - GSK North Site B2 SQM	0 7061 TRICS		B2_Neighbourhood Centre	103001	0.14 0.30	0.73 34.32	17.16 51.47	0.16	0.34 0.50	11.23	23.94 35.16
954 954_A1 955 955_B1	12/01464/OUT Committed Reference Case Scenario Dartford N/A Committed Reference Case Scenario Dartford	Bluewater A1 SQM The Bridge B1 SQM	0 27232 TRICS 0 91000 TA	S A1 B1	A1_Town Centre B1 Town Centre	103006 103006	0.19 0.19 1.10 0.13	0.39 52.56 1.24 1001.91	52.56 105.12 121.94 1123.85	1.35 0.08	1.35 2.71 0.82 0.90	368.72 73.71	368.72 737.44 747.11 820.82
956 956_C1	03/01134/OUT, 1 Committed Reference Case Scenario Dartford	Eastern Quarry C1 SQM	0 11000 TRICS		C1_Town Centre	103006	0.00 0.21	0.33 13.31	22.66 35.97	0.13	0.07 0.20	14.30	7.15 21.45
956 956_B1	03/01134/OUT, 1 Committed Reference Case Scenario Dartford	Eastern Quarry B1 SQM	0 105600 TA	B1	B1_Town Centre	103026	0.76 0.13	0.89 802.56	137.28 939.84	0.12	0.71 0.83	126.72	749.76 876.48
956 956_D2 956 956_A1	03/01134/OUT, 1 Committed Reference Case Scenario Dartford 03/01134/OUT, 1 Committed Reference Case Scenario Dartford	Eastern Quarry D2 SQM Eastern Quarry A1 SQM	0 44000 TA 0 23504 TA	D2 A1	D2-LC_Mixed A1_Neighbourhood Centre	103026 103026	1.01 0.50 3.40 2.59	1.51 444.40 5.99 799.14	220.00 664.40 608.75 1407.89	1.67 6.28	1.60 3.27 7.00 13.28	734.80 1476.05	704.00 1438.80 1645.28 3121.33
956 956_D2 - Leisure	03/01134/OUT, 1 Committed Reference Case Scenario Dartford	Eastern Quarry D2 - Leisure SQM	0 21120 TA	D2 - Leisure	D2 - Leisure_Neighbourhood Centre	103026	1.01 0.50	1.51 213.31	105.60 318.91	1.67	1.60 3.27	352.70	337.92 690.62
956 956_C3-F 957 957_D2 - LC	03/01134/OUT, 1 Committed Reference Case Scenario Dartford 05/00308/OUT Committed Reference Case Scenario Dartford	Eastern Quarry C3 F Northfleet West Substation/Ebbsfleet Green D2 - LC SQM	0 TA 0 1758 TA	C3-F D2 - LC	C3-F_Neighbourhood Centre D2 - LC Neighbourhood Centre	103026 103025	0.08 0.33 0.76 0.62	0.41 359.44 1.38 13.34	1482.69 1842.13 10.89 24.23	0.37 1.88	0.19 0.56 1.00 2.88	1662.41 33.14	853.67 2516.08 17.57 50.71
957 957_C3-H	05/00308/OUT Committed Reference Case Scenario Dartford	Northfleet West Substation/Ebbsfleet Green C3 H	671 0 TA	C3-H	C3-H_Neighbourhood Centre	103025	0.10 0.28	0.38 65.42	189.22 254.64	0.27	0.16 0.43	182.51	104.01 286.52
957 957_Eb 958 958 C3-H	05/00308/OUT Committed Reference Case Scenario Dartford 05/00221/OUT Committed Reference Case Scenario Dartford	Northfleet West Substation/Ebbsfleet Green Eb SQM St James Lane Pit C3 H	0 186 TA	Eb C3-H	Eb_Neighbourhood Centre C3-H Neighbourhood Centre	103025 103026	0.00 0.00 0.25 0.99	0.00 0.00 1.24 212.50	0.00 0.00 841.50 1054.00	1.37 1.11	1.14 2.50 0.57 1.68	2.54 943.50	2.11 4.65 484.50 1428.00
959 959_C3-H	N/A Committed Reference Case Scenario Dartford	Stone C3 H	200 0 TRICS	S C3-H	C3-H_Neighbourhood Centre	103040	0.14 0.30	0.44 27.80	59.20 87.00	0.27	0.14 0.41	54.20	28.20 82.40
960 960_B2 961 961_C3-F	09/01473/VCON Committed Reference Case Scenario Dartford 13/01553/FUL Committed Reference Case Scenario Dartford	Crossways B2 SQM Lowfield St C3 F	0 101634 TRICS 711 0 TRICS		B2_Neighbourhood Centre C3-F_Neighbourhood Centre	103027 114006	0.49 0.24 0.00 0.11	0.73 493.94 0.11 0.00	246.97 740.91 78.92 78.92	0.16 0.22	0.34 0.50 0.00 0.22	161.60 157.84	344.54 506.14 0.00 157.84
962 962_B8	N/A Committed Reference Case Scenario Dartford	Littlebrook Power Station (Phase 1) B8 SQM	0 41800 TA	B8	B8_Suburban Area	103004	0.22 0.07	0.29 92.38	30.51 122.89	0.07	0.18 0.25	28.42	74.82 103.25
963 963_B2 963 963 C3-H	05/00286/OUT Committed Reference Case Scenario Dartford 05/00286/OUT Committed Reference Case Scenario Dartford	Swanscombe Peninsula (includes Croxton Gar B2 SQM Swanscombe Peninsula (includes Croxton Gar C3 H	0 2300 TRICS 800 0 TRICS		B2_Neighbourhood Centre C3-H Neighbourhood Centre	114006 114006	0.49 0.24 0.14 0.30	0.73 11.18 0.44 111.20	5.59 16.77 236.80 348.00	0.16 0.27	0.34 0.50 0.14 0.41	3.66 216.80	7.80 11.45 112.80 329.60
964 964_Commercial	15/00628/OUT Committed Reference Case Scenario Sevenoaks	Fort Halstead (GEA) Crow Drive Halstead Seve Commercia SQM	0 26350 TA	Commercial	Commercial_Neighbourhood Centre	105028	1.57 0.16	1.73 415.00	42.00 457.00	0.10	1.23 1.33	27.00	324.00 351.00
964 964_C1	15/00628/OUT Committed Reference Case Scenario Sevenoaks	Fort Halstead (GEA) Crow Drive Halstead Seve C1 SQM	0 2856 TA 450 0 TA	C1	C1_Neighbourhood Centre C3-H Neighbourhood Centre	105028 105028	0.56 0.67 0.14 0.43	1.23 16.00 0.57 64.00	19.00 35.00	0.56	0.42 0.98 0.25 0.66	16.00	12.00 28.00
964 964_C3-H 965 965_C3-H	15/00628/OUT Committed Reference Case Scenario Sevenoaks 17/01625/REM & Committed Reference Case Scenario Sevenoaks	Fort Halstead (GEA) Crow Drive Halstead Seve C3 H Land West Of Enterprise Way and St. Johns V C3 H	450 0 TA 300 0 TRICS	C3-H S C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	105028 105062	0.14 0.43 0.14 0.30	0.57 64.00 0.44 41.70	193.00 257.00 88.80 130.50	0.41 0.27	0.25 0.66 0.14 0.41	185.00 81.30	113.00 298.00 42.30 123.60
966 966_B1	09/02635/FUL Committed Reference Case Scenario Sevenoaks	West Kent Cold Store Rye Lane Dunton Green B1 SQM	0 2300 TRICS	S B1	B1_Town Centre	105028	0.94 0.04	0.98 21.69	0.87 22.56	0.11	0.79 0.91 0.14 0.41	2.60	18.22 20.82
966 966_C3-H 966 966_D1 - GP	09/02635/FUL Committed Reference Case Scenario Sevenoaks 09/02635/FUL Committed Reference Case Scenario Sevenoaks	West Kent Cold Store Rye Lane Dunton Green C3 H West Kent Cold Store Rye Lane Dunton Green D1 - GP SQM	500 0 TRICS 0 460 TRICS		C3-H_Neighbourhood Centre D1-GP_Mixed	105028 105028	0.14 0.30 2.67 1.61	0.44 69.50 4.28 12.26	148.00 217.50 7.42 19.68	0.27 1.32	0.14 0.41 1.93 3.25	135.50 6.06	70.50 206.00 8.89 14.95
967 967_C3-H		alling Former Peter's Pit & Peter's Works Site Hall C3 H	1059 0 TRICS 0 2405 TA	C3-H	C3-H_Neighbourhood Centre	115014	0.14 0.30	0.44 147.20	313.46 460.67	0.27	0.14 0.41	286.99	149.32 436.31
968 968_D2 - CC 968 968_D2 - CC		alling Kings Hill Phase 3 Kings Hill West Malling Kent D2 - CC SQM alling Kings Hill Phase 3 Kings Hill West Malling Kent D2 - CC SQM	0 2405 TA 0 1275 TA	D2 - CC D2 - CC	D2 - CC_Neighbourhood Centre D2 - CC_Neighbourhood Centre	106034 106034	1.59 0.09 1.59 0.09	1.68 38.29 1.68 20.30	2.04 40.33 1.08 21.38	0.19 0.19	1.19 1.38 1.19 1.38	4.57 2.42	28.62 33.19 15.17 17.60
968 968_C3-H	13/01535/OAEA Committed Reference Case Scenario Tonbridge&Ma	alling Kings Hill Phase 3 Kings Hill West Malling Kent C3 H	635 0 TA	C3-H	C3-H_Neighbourhood Centre	106034	0.18 0.37	0.55 112.40	234.95 347.35	0.35	0.20 0.55	220.98	125.73 346.71
969 969_C3-H 970 970_C3-H		alling Former Holborough Quarry  C3 H  alling Leybourne Grange  C3 H	349 0 TRICS 440 0 TRICS		C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	106010 106072	0.14 0.30 0.14 0.30	0.44 48.51 0.44 61.16	103.30 151.82 130.24 191.40	0.27 0.27	0.14 0.41 0.14 0.41	94.58 119.24	49.21 143.79 62.04 181.28
971 971_B8	15/03853/FL, 15/ Committed Reference Case Scenario Tonbridge&Ma	alling DHL Supply Chain Warehouse, 20/20 Industria B8 SQM	0 21000 TRICS	S B8	B8_Suburban Area	106003	0.05 0.04	0.09 11.34	7.56 18.90	0.07	0.04 0.11	14.70	9.03 23.73
972 972_B1 973 973_B1		alling Former Airstation, Gibson Drive, ME19 4LX alling Vantage Point, Holborough Road, ME6 5SL B1 SQM B1 SQM	0 16084 TRICS 0 7300 TRICS		B1_Town Centre B1_Town Centre	106035 106007	0.94 0.04 0.94 0.04	0.98 151.67 0.98 68.84	6.11 157.78 2.77 71.61	0.11 0.11	0.79 0.91 0.79 0.91	18.17 8.25	127.39 145.56 57.82 66.07
973 973_B1	11/03295/OA Committed Reference Case Scenario Tonbridge&Ma	alling Vantage Point, Holborough Road, ME6 5SL B1 SQM	0 4700 TRICS	S B1	B1_Town Centre	106007	0.94 0.04	0.98 44.32	1.79 46.11	0.11	0.79 0.91	5.31	37.22 42.54
974 974_B8 975 975 D1 - GP	19/00991/FUL Committed Reference Case Scenario Dartford 19/01682/FUL Committed Reference Case Scenario Sevenoaks	Land at Dartford International Ferry Terminal B8 SQM  NHS Edenbridge Health and Wellbeing Centre D1 - GP SQM	0 43047 TA 0 2066 TRICS	B8 D1 - GP	B8_Suburban Area D1-GP Mixed	103027 105061	0.18 0.09 2.67 1.61	0.27 77.48 4.28 55.06	38.74 116.23 33.32 88.38	0.10 1.32	0.17 0.27 1.93 3.25	43.05 27.21	73.18 116.23 39.94 67.15
976 976_C3-H	19/00069/FUL Committed Reference Case Scenario Sevenoaks	The Woodlands, Hilda May Avenue, Swanley C3 H	75 0 TA	C3-H	C3-H_Neighbourhood Centre	105009	0.02 0.05	0.08 1.65	3.98 5.63	0.13	0.07 0.19	9.60	4.95 14.55
977 977_B2 978 978_A1		alling Phase 4, Platt Industrial Estate, Maidstone Ro B2 SQM alling Lidl Food Store, London Road, Ditton A1 SQM	0 1614 TRICS 0 1674 TRICS		B2_Neighbourhood Centre A1_Town Centre	106026 106024	0.49 0.24 0.19 0.19	0.73 7.84 0.39 3.23	3.92 11.77 3.23 6.46	0.16 1.35	0.34 0.50 1.35 2.71	2.57 22.67	5.47 8.04 22.67 45.33
979 979_C3-H	20/00341/FL Committed Reference Case Scenario Tonbridge&Ma	alling Hildenborough Volvo, Tonbridge Road, Hilder C3 H	75 0 TA	C3-H	C3-H_Neighbourhood Centre	106050	0.07 0.10	0.17 5.18	7.20 12.38	0.06	0.03 0.09	4.43	2.03 6.45
980 980_B1 980 980 B2		alling Former Colas Roads Site, Vale Road, Tonbridg B1 SQM alling Former Colas Roads Site. Vale Road, Tonbridg B2 SQM	0 3248 TRICS 0 3248 TRICS		B1_Town Centre B2 Neighbourhood Centre	106060 106060	0.94 0.04 0.49 0.24	0.98 30.63 0.73 15.79	1.23 31.86 7.89 23.68	0.11 0.16	0.79 0.91 0.34 0.50	3.67 5.16	25.72 29.39 11.01 16.18
980 980_B8	20/00098/FL Committed Reference Case Scenario Tonbridge&Ma	alling Former Colas Roads Site, Vale Road, Tonbridg B8 SQM	0 3248 TRICS	S B8	B8_Suburban Area	106060	0.05 0.04	0.09 1.75	1.17 2.92	0.07	0.04 0.11	2.27	1.40 3.67
981 981_B1		alling Oakdene Business Park  B1 SQM alling Oakdene Business Park B2 SQM	0 1053 TRICS		B1_Town Centre	106060 106060	0.94 0.04 0.49 0.24	0.98 9.93 0.73 5.12	0.40 10.33 2.56 7.68	0.11	0.79 0.91 0.34 0.50	1.19	8.34 9.53
981 981_B2 981 981_B8		alling Oakdene Business Park         B2         SQM           alling Oakdene Business Park         B8         SQM	0 1053 TRICS 0 1053 TRICS		B2_Neighbourhood Centre B8_Suburban Area	106060 106060	0.49 0.24 0.05 0.04	0.73 5.12 0.09 0.57	0.38 0.95	0.16 0.07	0.34 0.50 0.04 0.11	1.67 0.74	3.57 5.24 0.45 1.19
982 982_C3-H 983 983 A1	13/1455 Committed Reference Case Scenario Swale 14/501588 Committed Reference Case Scenario Swale	Parcels D,E,F&G, Harps Farm Thistle Hill Mins C3 H Land at Stones Farm. The Street Bapchild A1 SQM	431 0 TRICS 0 650 TRICS		C3-H_Neighbourhood Centre	108016 108061	0.14 0.30 5.34 4.56	0.44 59.91 9.90 34.71	127.58 187.49 29.66 64.37	0.27 6.99	0.14 0.41 6.99 13.98	116.80 45.44	60.77 177.57 45.44 90.87
983 983_A1 983 983_C3-H	14/501588 Committed Reference Case Scenario Swale 14/501588 Committed Reference Case Scenario Swale	Land at Stones Farm, The Street Bapchild Land at Stones Farm, The Street Bapchild C3 H	0 650 TRICS	S A1 C3-H	A1_Edge of Town C3-H_	108061 108061	5.34 4.56 0.14 0.43	9.90 34.71 0.57 84.00	29.66 64.37 255.60 339.60	6.99 0.39	6.99 13.98 0.22 0.61	45.44 235.20	45.44 90.87 131.40 366.60
984 984_C3-H	18/503506 Committed Reference Case Scenario Swale	Land West of Crown Quay Lane Sittingbourne C3 H	383 0 TA	C3-H	C3-H_	108040	0.16 0.28	0.45 62.05	108.39 170.44	0.20	0.20 0.40	75.07	78.13 153.20
985 985_C3-H 986 986_C3-F	20/503325 Committed Reference Case Scenario Swale 21/502038 Committed Reference Case Scenario Swale	Land east of Crown Quay Lane Sittingbourne C3 H North Phase, Crown Quay Lane Sittingbourne C3 F	107 0 TA 18 0 TRICS	C3-H S C3-F	C3-H_ C3-F_Town Centre	108046 108040	0.15 0.30 0.05 0.13	0.44 15.52 0.18 0.90	31.57 47.08 2.25 3.15	0.23 0.18	0.18 0.42 0.20 0.38	24.82 3.15	19.69 44.51 3.60 6.75
986 986_C3-H	21/502038 Committed Reference Case Scenario Swale	North Phase, Crown Quay Lane Sittingbourne C3 H	77 0 TRICS	C3-H	C3-H_Suburban Area	108040	0.12 0.39	0.51 9.01	30.34 39.35	0.37	0.19 0.56	28.57	14.40 42.97
987 987_C3-H 987 987 C3-F	15/502912 Committed Reference Case Scenario Swale 15/502912 Committed Reference Case Scenario Swale	Milton Pipes, Cooks Lane Sittingbourne Milton Pipes, Cooks Lane Sittingbourne C3 H C3 F	162 0 TRICS 80 0 TRICS		C3-H_Suburban Area C3-F Suburban Area	108045 108045	0.12 0.39 0.05 0.18	0.51 18.95 0.23 4.00	63.83 82.78 14.56 18.56	0.37 0.15	0.19 0.56 0.08 0.24	60.10 12.08	30.29 90.40 6.72 18.80
988 988_C3-H	19/506047 Committed Reference Case Scenario Swale	Land north of Plover Road Minster C3 H	95 0 TRICS	C3-H	C3-H_Neighbourhood Centre	108017	0.14 0.30	0.44 13.21	28.12 41.33	0.27	0.14 0.41	25.75	13.40 39.14
989 989_C3-H 990 990_C3-H	18/503135 Committed Reference Case Scenario Swale 19/501921 Committed Reference Case Scenario Swale	Land west of Barton Hill Drive Minster  Land at Belgrave Road, Halfway Sheerness  C3  H  C3  H	700 0 TA 153 0 TRICS	C3-H S C3-H	C3-H_ C3-H_Neighbourhood Centre	108013 108019	0.13 0.42 0.14 0.30	0.55 90.30 0.44 21.27	296.10 386.40 45.29 66.56	0.33 0.27	0.17 0.49 0.14 0.41	228.90 41.46	115.50 344.40 21.57 63.04
991 991_C3-H	17/502604 Committed Reference Case Scenario Swale	Ospringe Brickworks (Northern area) Sumpte C3 H	127 0 TRICS	C3-H	C3-H_Suburban Area	108067	0.12 0.39	0.51 14.86	50.04 64.90	0.37	0.19 0.56	47.12	23.75 70.87
992 992_C3-H 993 993_C3-F	18/506283 Committed Reference Case Scenario Swale 16/508643 Committed Reference Case Scenario Swale	Ospringe Brickworks (Southern area), Sumpte C3 H Land north of Graveney Road Faversham C3 F	123 0 TRICS 33 0 TRICS		C3-H_Suburban Area C3-F_Suburban Area	108070 108072	0.12 0.39 0.05 0.18	0.51 14.39 0.23 1.65	48.46 62.85 6.01 7.66	0.37 0.15	0.19 0.56 0.08 0.24	45.63 4.98	23.00 68.63 2.77 7.76

		Development Information				Demand Inputs			Network Inputs		AM Peak (08:00 -09:00)					PM	eak (17:00 -18:00)				
						All Developments						Trip Rate		Trip	Generation		Trip Ra	9		Trip Generation	
Site_ID	Unique_ID	Reference (Plann Completions/ Scenario	District	Development Name	Land Use Unit	HH, Dwellings Employment, floors	pace Trip Gen So	urce Land Use TRICS/	TA TRICS Location	Model Zone	Destination (Arrival	s) Origins (Depart	ures) Two-Wa	Destination (Arrivals) Ori	gins (Departures) Two-	-Way D	Destination (Arrivals) Origins (I	epartures) Two-	Vay Destination (Arri	als) Origins (Departures)	Two-Way
	993 993_C3-H	16/508643 Committed Reference Case Scenario	Swale	Land north of Graveney Road Faversham	сз н	72	0 TRICS	C3-H	C3-H_Suburban Area	10807	2 0.	.12	0.39 0.5	1 8.42	28.37	36.79	0.37	0.19	0.56	6.71 13.46	40.18
	994 994_C3-H	16/508602 Committed Reference Case Scenario	Swale	Land at Preston Fields, Salters Lane Favershar	С3 Н	250	0 TRICS	C3-H	C3-H_Suburban Area	10806	9 0.	.12	0.39 0.5	1 29.25	98.50	127.75	0.37	0.19	0.56	2.75 46.75	139.50
	995 995_C3-H	19/503974 Committed Reference Case Scenario	Swale	Land East of Iwade Iwade	С3 Н	466	0 TRICS	C3-H	C3-H_Neighbourhood Centre	10803	2 0.	.14	0.30 0.4	4 64.77	137.94	202.71	0.27	0.14	0.41 1	6.29 65.71	191.99
	996 996_C3-H	16/501266 Committed Reference Case Scenario	Swale	99 High Street and land to the North Newingt	C3 H	124	0 TRICS	C3-H	C3-H_Neighbourhood Centre	10803	5 0.	.14	0.30 0.4	17.24	36.70	53.94	0.27	0.14	0.41	3.60 17.48	51.09
	997 997_C3-H	18/503697 Committed Reference Case Scenario	Swale	Land at Station Road Teynham	C3 H	130	0 TRICS	C3-H	C3-H_Neighbourhood Centre	10808	0.	.14	0.30 0.4	4 18.07	38.48	56.55	0.27	0.14	0.41	15.23 18.33	53.56
	998 998_A1	18/502190 Committed Reference Case Scenario	Swale	Land north of Quinton Road Sittingbourne	A1 SQM	0	5000 TA	A1	A1_	10804	2 0.	.16	0.10 0.2	153.90	93.10	247.00	0.02	0.03	0.05	6.15 26.60	42.75
	998 998_C3-H	18/502190 Committed Reference Case Scenario	Swale	Land north of Quinton Road Sittingbourne	C3 H	1200	0 TA	C3-H	C3-H_	10804	2 0.	.12	0.40 0.5	3 148.80	483.60	632.40	0.37	0.21	0.57 4	10.40 246.00	686.40
	999 999_C3-H	21/502287 Committed Reference Case Scenario	Swale	Adj Quinton Farmhouse, Quinton Road Sitting	С3 Н	155	0 TRICS	C3-H	C3-H_Suburban Area	10804	2 0.	.12	0.39 0.5	18.14	61.07	79.21	0.37	0.19	0.56	7.51 28.99	86.49
	1000 1000_C3-H	18/502372 Committed Reference Case Scenario	Swale	Land at Great Grovehurst Farm, Grovehurst R	С3 Н	115	0 TRICS	C3-H	C3-H_Suburban Area	10802		.12	0.39 0.5	1 13.46	45.31	58.77	0.37	0.19		21.51	64.17
	1001 1001_C3-H	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit	C3 H	595	0 TRICS	C3-H	C3-H_Suburban Area	10803	9 0.	.12	0.39 0.5	69.62	234.43	304.05	0.37	0.19	0.56	0.75 111.27	332.01
	1001 1001_A1	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit		0	615 TRICS	A1	A1_Edge of Town	10803		.34	4.56 9.9	0 32.84	28.06	60.90	6.99	6.99	3.98	12.99 42.99	85.98
	1001 1001_A2	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit	A2 SQM	0	135 TRICS	A2	A1_Edge of Town	10803	9 5.	.34	4.56 9.9	0 7.21	6.16	13.37	6.99	6.99	3.98	9.44 9.44	18.87
	1001 1001_A3	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit	A3 SQM	0	135 TRICS	A3	A3_Edge of Town Centre	10803	9 0.	.00	0.00 0.0	0.00	0.00	0.00	0.97	0.26	1.23	1.31 0.35	1.66
	1001 1001_D1	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit		0	135 TRICS	D1	D1-EN_Mixed	10803		.60	2.15 4.7	5 3.51	2.90	6.41	1.84	0.75	2.59	2.48 1.01	3.50
	1001 1001_D2	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit	D2 SQM	0	375 TRICS	D2	D2-LC_Mixed	10803	9 17.	.85	9.42 27.2	7 0.67	0.35	1.02	20.74	21.72	2.46	0.78 0.81	1.59
	1001 1001_C3-H	17/505711a Committed Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sit	C3 H	80	0 TRICS	C3-H	C3-H_Suburban Area	10803	9 0.	.12	0.39 0.5	9.36	31.52	40.88	0.37	0.19	0.56	9.68 14.96	44.64
	1002 1002_C3-H	16/507689 Committed Reference Case Scenario	Swale	Land btwn Frognal Lane and Lower Road Teyr	C3 H	300	0 TA	C3-H	C3-H_	10807		.13	0.38 0.5	1 37.80	113.70	151.50	0.36	0.17		18.30 51.00	159.30
	1002 1002_Mixed B	16/507689 Committed Reference Case Scenario	Swale	Land btwn Frognal Lane and Lower Road Teyr	Mixed B SQM	0 2	16840 TA	Mixed B	Mixed B_	10807	9 0.	.74	0.14 0.8	198.08	37.04	235.12	0.09	0.61	0.70	2.81 163.99	186.81
	1003 1003_C3-H	18/505418 Committed Reference Case Scenario	Swale	Phase 1, Oare Mineral Works, Ham Road Fave	C3 H	113	0 TRICS	C3-H	C3-H_Suburban Area	10806		.12	0.39 0.5	1 13.22	44.52	57.74	0.37	0.19	0.56	11.92 21.13	63.05
	1004 1004_C3-H	21/502357 Committed Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Favers	C3 H	111	0 TRICS	C3-H	C3-H_Suburban Area	10806		.12	0.39 0.5	12.99	43.73	56.72	0.37	0.19	0.56	11.18 20.76	61.94
	1004 1004_B1	21/502357 Committed Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Favers	B1 SQM	0	873 TRICS	B1	B1_Edge of Town	10806	5 2.	.17	0.15 2.3	2 18.94	1.31	20.24	0.10	2.12	2.22	0.87 18.54	19.42
	1004 1004_A1	21/502357 Committed Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Favers	A1 SQM	0	179 TRICS	A1	A1_Edge of Town	10806	5.	.34	4.56 9.9	9.53	8.14	17.68	6.99	6.99	3.98	2.48 12.48	24.95
	1004 1004_A2	21/502357 Committed Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Favers	A2 SQM	0	179 TRICS	A2	A1_Edge of Town	10806	5 5.	.34	4.56 9.9	0 9.53	8.14	17.68	6.99	6.99	3.98	2.48 12.48	24.95
	1004 1004_A3	21/502357 Committed Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Favers	A3 SQM	0	179 TRICS	A3	A3_Edge of Town Centre	10806	5 0.	.00	0.00 0.0	0.00	0.00	0.00	0.97	0.26	1.23	1.73 0.47	2.19
	1004 1004_D1	21/502357 Committed Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Favers	D1 SQM	0	179 TRICS	D1	D1-EN_Mixed	10806	5 2.	.60	2.15 4.7	5 4.64	3.84	8.48	1.84	0.75	2.59	3.28 1.34	4.62
	1005 1005_C3-H	20/504614 Committed Reference Case Scenario	Swale	Phase 2a Faversham Lakes, Ham Road	C3 H	106	0 TRICS	C3-H	C3-H_Suburban Area	10806	5 0.	.12	0.39 0.5	12.40	41.76	54.17	0.37	0.19	0.56	19.33 19.82	59.15
	1006 1006_C3-H	18/501048 Committed Reference Case Scenario	Swale	Land at Lady Dane Farm, Love Lane Faversha	C3 H	196	0 TRICS	C3-H	C3-H_Suburban Area	10807	2 0.	.12	0.39 0.5	1 22.93	77.22	100.16	0.37	0.19	0.56	2.72 36.65	109.37
	1007 1007_C3-H	17/506603 Committed Reference Case Scenario	Swale	Land at Perry Court, London Road Faversham	C3 H	310	0 TRICS	C3-H	C3-H_Suburban Area	10806	9 0.	.12	0.39 0.5	36.27	122.14	158.41	0.37	0.19	0.56	5.01 57.97	172.98
	1008 1008_C3-F	16/506946 Committed Reference Case Scenario	Swale	Bell House, Bell Road Sittingbourne	C3 F	165	0 TRICS	C3-F	C3-F_Town Centre	10805	9 0.	.05	0.13 0.1	8 8.25	20.63	28.88	0.18	0.20	0.38	8.88 33.00	61.88
	1009 1009_C3-H	22/00113/OAEA Committed Reference Case Scenario	Tonbridge&Mallin	ng Bushey Wood, Tonbridge and Malling	C3 H	950	0 TRICs	C3-H	C3-H_Suburban Area	30003	0.	.12	0.04 0.1	3 80.75	38.00	118.75	0.07	0.09	0.16	64.60 86.45	151.05
	1010 1010_B1a	1010_B1a Committed Reference Case Scenario	Maidstone	Lidsing, Maidstone	B1a SQM	2	1000	B1a	B1a_	30003	1 0.	.55	0.10 0.6	36.56	6.37	42.93	0.55	0.10	0.65	6.56 6.37	42.93
	1010 1010_B2	1010_B2 Committed Reference Case Scenario	Maidstone	Lidsing, Maidstone	B2 SQM	7	00000	B2	B2_	30003	1 0.	.22	0.11 0.3	3 49.39	24.33	73.72	0.22	0.11	0.33	19.39 24.33	73.72
	1010 1010_B8	1010_B8 Committed Reference Case Scenario	Maidstone	Lidsing, Maidstone	B8 SQM	4	19000	B8	B8_	30003	1 0.	.50	0.11 0.6	77.38	17.54	94.93	0.50	0.11	0.62	7.38 17.54	94.93
	1010 1010_C3-H	1010_C3-H Committed Reference Case Scenario	Maidstone	Lidsing, Maidstone	C3 H	2000		C3-H	C3-H_	30003	1 0.	.09	0.22 0.3	122.20	280.37	402.57	0.09	0.22	0.31 1	2.20 280.37	402.57

# Appendix D. Transport Assessment Trips Rates

3.0

Column	Site_ID	Unique_ID	Planning Ref	Development Name	Land Use		M Peak (08:00 -09:00) rigin (Departures)	wo-Way		Peak (17:00 -18:00) igin (Departures) Tv	vo-Way
19						0.132	0.376	0.508	0.318	0.154	0.472
14											
10						0.146	0.385	0.531	0.374	0.225	
Column	459	459_C3-H-P	MC172333	Rochester Riverside	СЗ-Н-Р						0.47
Column											
15	459	459_C3-F-A	MC172333	Rochester Riverside	C3-F-A	0.08	0.08	0.16	0.12	0.09	0.21
March   Marc											
April 1986   Apr	459	459_D1-PS	MC172333	Rochester Riverside	D1-PS	0.152	0.108		0.012	0.02	0.032
March   Marc								0			
April 19	459	459_A1-Retail	MC172333	Rochester Riverside	A1-Retail			0.06	0.015		0.13
Second Column											
Color	428	428_C3	MC112756	Chatham Waters	C3	0.0624	0.204	0.2664	0.1824	0.088	0.2704
Second Column											
1.00   1.00	428	428_D2-Conf	MC112756	Chatham Waters	D2-Conf	1.1232	0.1424	1.2656	0.232	1.2856	1.5176
Section   Sect											
March   Marc	434	434_C3-F	MC202782	Queen Street Car Park	C3-F	0.046	0.148	0.194	0.131	0.075	0.206
Section   Sect											
141,   141,							0.325				0.445
15.5   1.5											
March   Marc						8.333	7.870	16.203	10.331	9.990	20.321
15. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.											
16											
March   Marc											
March   Marc											
Col.	444	444_C3-H	MC211694	St Helen's Meadow	С3-Н						
Color											
79	452	452_A1	MC182309	(Land Adjacent Rochester Train			0.941		3.218	3.911	7.129
640 45.0.57 M. N.CORDS (Binitz Franch-Pall) C24											
17.   17.   17.   18.	454	454_C3-F		(Britton Farm Car Park)	C3-F					0.068	0.129
17-25   March Control   15-26   12-2											
Mail	475	475_B1	MC212219	Waterside Court	B1	1.810	0.234	2.044	0.220	1.634	1.854
March   Marc											
46   46   47											
April											
ALL	474	474_C3-F	MC212220	(Waterside Court)	C3-F	0.046	0.19	0.236	0.384	0.2	0.584
1988											
100   100   101   102   103			MC171392	Kitchener Barracks		0.19	0.33	0.51	0.26	0.18	
45) 441 C541 MC31379 Chun New C541 C541 C555 C527 C420 C55 C527 C527 C527 C527 C527 C527 C527											
600	443	443_C3-H	MC213379	Church View		0.125	0.325	0.45	0.303	0.14	0.445
100   100   100   101   102   102   103											
193   193   194   MCC13046   MCC13446   MC			MC210993			4.596	4.234		5.822	6.797	12.619
14											
BIS										0.404	
15		816_C3-H									
16											
MC723134   No-therefer herworde   More   MC723155   No-therefer herworde   MC723155   No-there herworde   Pol   Phintary School   0.38   0.27   0.08   0.01   0.05   0.0			MC150081					0			
MC17335   Mochaster Reventide   Primary Schoold   MC173376   Potential Primary Schoold   MC173376   Potential Primary Schoold   MC173377   MC173378   Potential Primary School   MC173378	432	432_C3-F									
MC172338   Rochester Riverside   Nursery   1.5   1.5   1.0											
MC173338   Rochester Reverside   Retail   0.11						A 35	4.26	0 8.61			
March   Marc			MC172338	Rochester Riverside	Retail	0.11	0.01	0.12	0.03	0.23	0.26
March   Marc											
B22			MC190038				2.007	4.588	4.525		9.509
812   812   Ledes   MC193566   A1   0.25   0.25   0.5   2.5   3.25   5.75   812   812   Ledes   MC193569   C1-des   C1-d											
832 ( seeds									3.5	2.25	0
847   847   82   MC20991528   Ble of Grain   81   0.27   0.06   0.38   0.04   0.35   0.39   847   847   82   MC20991528   Ble of Grain   82   0.05   0.02   0.07   0   0.03   0.03   848   847											
847 8 87 82 MC20091528 ble of Grain 82 0.3 0.16 0.6 0.1 0.21 0.31 87 88 MC20091528 ble of Grain 88 0.05 0.02 0.07 0 0.03 0.03 0.51 851 851 0.15 cym MC2009152 dilegham Betall Park D1-Cym 1.142 1.094 2.216 2.226 2.728 1.61 4.386 4.88 81 1.00 0.00 1.00 0.00 0.00 0.00 0.0											
851_01-Gym MCQ03127 Gilinghum Retail Park D1-Gym 1.142 1.094 2.226 2.728 1.61 4.3864 48, 81 MCQ03237 0.63 0.23 0.65 0.23 0.65 0.23 0.66 0.23 0.66 0.23 0.66 0.28 0.86 0.88 0.88 0.88 0.88 0.88 0.88 0.8											
448         448_B1         MC/03237         B1         1.66         0.253         1.913         0.14         1.61         1.00           864         864_B1         MC211383         B1         1         0.09         1.09         0.08         0.8         8.0         8.0         8.0         0.23         0.6         0.23         0.63         0.86         8.0         1.0         0.0         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.16         0.04         0.12         0.03         0.06         0.03         0.06         0.03         0.06         0.03         0.06         0.03         0.06         0.03         0.06         0.03         0.01         0.08         0.02         0.03         0.03         0.06         0.03         0.03         0.06         0.03         0.03         0.06         0.03         0.03         0.03         0.06         0.03         0.03         0.06<											
854       864 B2       MC211383       B2       0.63       0.23       0.65       0.23       0.63       0.86         864 B8       MC211383       B8       0.13       0.03       0.16       0.04       0.12       0.15       0.15       0.123       0.277       0.136       0.216       0.352       0.05	448	448_B1	MC203237	-	B1	1.66	0.253	1.913	0.14	1.261	1.401
Sef											
901 901,82 MC22990 88 C154 0.123 0.277 0.136 0.216 0.352 888 888,02 MC229828 Splashes Sports Centre 0.2 0.638 0.538 0.176 1.404 1.35 0.754 882 882,81 MC2136s1 88 0.22 0.25 0.658 0.538 0.176 1.404 1.35 0.754 882 882,88 MC2136s1 88 0.422 0.235 0.657 0.169 0.375 0.544 882 MS2,88 MC2136s1 MC2136s1 88 0.422 0.235 0.657 0.169 0.375 0.544 882 MS2,88 MC2136s1 MC2136s1 88 0.422 0.235 0.657 0.169 0.375 0.544 882 MS2,88 MC2136s1 MC2136s1 88 0.422 0.235 0.657 0.169 0.375 0.544 882 MS2,88 MC2136s1 MC2136s1 88 0.422 0.63 0.23 0.66 0.03 0.68 0.88 710 710,88 MC192757 82 82 0.63 0.23 0.86 0.23 0.63 0.86 710 710,88 MC192757 88 0.013 0.03 0.16 0.04 0.12 0.16 704 Mixed 8 MC191748 Mixed 8 0.122 0.057 0.179 0.038 0.105 0.143 914 914,86 MC191748 MC210979 Medway One 82 0.479 0.18 0.659 0.136 0.495 0.651 914 914,86 (Mon-Datacentre) MC210979 Medway One 88 (Mon-Datacentre) 0.097 0.022 0.119 0.032 0.091 0.123 914 914,88 (Mon-Datacentre) MC210979 Medway One 88 (Mon-Datacentre) 0.097 0.022 0.119 0.032 0.091 0.123 914 914,88 (Mon-Datacentre) MC210979 Medway One 88 (Mon-Datacentre) 0.097 0.022 0.119 0.032 0.091 0.123 914 914,88 (Mon-Datacentre) MC210979 Medway One 88 (Mon-Datacentre) 0.097 0.022 0.119 0.032 0.091 0.123 914 914,88 (Mon-Datacentre) MC210979 Medway One 88 (Mon-Datacentre) 0.097 0.022 0.119 0.032 0.091 0.123 914 914,88 (Mon-Datacentre) MC210979 Medway One 88 (Mon-Datacentre) 0.095 0.005 0.005 0.005 0.0068333333 0.0683	864	864_B8	MC211383		B8	0.13	0.03	0.16	0.04	0.12	0.16
901. 88											
882   882	901	901_B8	MC222990		B8	0.154	0.123	0.277	0.136	0.216	0.352
882         882         88         MC213681         B8         0.422         0.235         0.657         0.169         0.375         0.544           710         710         P30         MC192757         B1b/R15         1         0.09         1.09         1.09         0.08         0.8         0.85           710         710         R8         MC193757         B2         0.63         0.23         0.86         0.23         0.63         0.86           710         710         R8         MC193757         B8         0.13         0.03         0.16         0.04         0.12         0.16           704         Mixed B         MC191748         Mixed B         0.122         0.057         0.179         0.038         0.105         0.143           914         914         Eg         MC210979         Medway One         82         0.224         0.047         0.271         0.038         0.105         0.631           914         914         B8 (Botacentre)         MC210979         Medway One         88 (Parcel Ditt)         0.053         0.013         0.066         0.017         0.078         0.095         0.04         0.342         0.04         0.345         0.931											
710   710   82   MC192757   82   0.63   0.23   0.86   0.23   0.63   0.86   0.70   710   710   88   MC192757   88   MC192757   88   0.13   0.03   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.04   0.12   0.16   0.14   0.	882	882_B8	MC213681		B8	0.422	0.235	0.657	0.169	0.375	0.544
710   710   710   88   MC192757   88   0.13   0.03   0.16   0.04   0.12   0.16											
914 914 Eg MC210979 Medway One 82 0224 0.479 0.18 0.599 0.136 0.495 0.531 0.495 0.49		710_B8	MC192757			0.13	0.03	0.16	0.04	0.12	0.16
914 914 82 (Non-Datacentre) MC210979 Medway One 82 0.224 0.047 0.271 0.034 0.24 0.274 1.034 81 (Non-Datacentre) MC210979 Medway One 88 (Non-Datacentre) 0.097 0.022 0.119 0.032 0.091 0.123 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04											
914 9914 88 (Parcel Dist) MC210979 Medway One 88 (Parcel Dist) 0.053 0.013 0.066 0.017 0.078 0.095 1914 914 S8 (Parcel Dist) MC210979 Medway One 88 (Parcel Dist) 0.05 0 0.05 0.05 0.05 0 0.068333333 0.06833333 1.06833333 1.06833333 0.06830333 0.0683 0.097 0.027 0.052 0.079 0.052 0.0	914	914_B2	MC210979	Medway One	B2	0.224	0.047	0.271	0.034	0.24	0.274
914 99.4 88 (Parcel Dist) MC210979 Mechary One 88 (Parcel Dist) 0.208 0.528 0.736 0.417 0.5 0.917 914 9914 SG (Energy) MC210979 Mechary One SG (Energy) 0.05 0 0.05 0 0.05 0 0.06 3333333 0.068333333 818 818.81 81.81 81.81 81.82 MC151051 Phase 1 Zone D National Grid La 82 0.274 0.061 0.335 0.04 0.346 0.336 818.82 0.061 0.355 0.045 0.055 0.068 0.326											
818         818. Blz         MC151051         Phase 1 Zone D National Grid La B2         0.274         0.05         0.335         0.04         0.346         0.386           818         818. Blz         MC151051         Phase 1 Zone D National Grid La B2         0.296         0.163         0.459         0.095         0.098         0.383           818         818. Bls         MC151051         Phase 1 Zone D National Grid La B8         0.064         0.033         0.097         0.027         0.052         0.079           914         914. Eg         MC110979         Medway One         Eg         0.018         0.023         0.041         0.005         0.088         0.013           914         914. Eg         MC110979         Medway One         Eg         0.018         0.023         0.041         0.005         0.088         0.013           914         914. Eg (Non-Datacentre)         MC210979         Medway One         86 (Non-Datacentre)         0.001         0.001         0.001         0.004         0.004         0.008           914         914. Bs (Datacentre)         MC210979         Medway One         88 (Intacentre)         0.003         0.008         0.011         0.00         0.00         0.0         0         0	914	914_B8 (Parcel Dist)	MC210979	Medway One	B8 (Parcel Dist)	0.208	0.528	0.736	0.417	0.5	0.917
818     818     82     MC151051     Phase 1 Zone D National Grid La B2     0.296     0.163     0.459     0.095     0.208     0.303       818     818     818     818     MC151051     Phase 1 Zone D National Grid La B1a     0.064     0.033     0.097     0.052     0.079       818     818     818     MC10979     Medway One     £g     0.018     0.023     0.041     0.005     0.008     0.013       914     914     £g     MC210979     Medway One     £g     0.011     0.01     0.021     0.004     0.004     0.004       914     914     £g8 (Datacentre)     MC210979     Medway One     £g (Non-Datacentre)     0.003     0.008     0.011     0.009     0.024     0.033       914     914     £g8 (Datacentre)     MC210979     Medway One     £g (Non-Datacentre)     0.003     0.008     0.011     0.009     0.024     0.033       914     914     £g8 (Datacentre)     MC210979     Medway One     £g (Parcel Dist)     0.008     0.011     0.009     0.024     0.033       914     914     £g (Egracy)     MC210979     Medway One     £g (Parcel Dist)     0.028     0.083     0.111     0.042     0.042     0.084											
818     818_81a     MC151051     Phase 1 Zone D National Grid La Bia     0.486     0.243     0.729     0.159     0.339     0.498       914     914_Eg     MC210979     Medway One     8g     0.018     0.023     0.041     0.005     0.004     0.004       914     914_B8 (Non-Datacentre)     MC210979     Medway One     88 (Non-Datacentre)     0.003     0.008     0.011     0.00     0.04     0.033       914     914_B8 (Datacentre)     MC210979     Medway One     88 (Non-Datacentre)     0.004     0.002     0.006     0.0     0.0     0.0       914     914_B8 (Parcel Dist)     MC210979     Medway One     88 (Parcel Dist)     0.028     0.083     0.111     0.042     0.042     0.084       914     914_BS (Parcel Dist)     MC210979     Medway One     88 (Parcel Dist)     0.028     0.083     0.111     0.042     0.042     0.084       956     956_C3=f     03/01134/OUT, 12/01E Eastern Quarry     C3-Ferryl     0.08     0.33     0.41     0.37     0.19       956     956_D1a     03/01134/OUT, 12/01E Eastern Quarry     81a     0.76     0.13     0.89     0.12     0.71       956     956_D2     03/01134/OUT, 12/01E Eastern Quarry     D2     1.01	818	818_B2	MC151051	Phase 1 Zone D National Grid La	B2	0.296	0.163	0.459	0.095	0.208	0.303
914 914 Eg MC210979 Medway One Eg 0.018 0.023 0.041 0.005 0.008 0.013 914 82 MC210979 Medway One B2 0.011 0.01 0.01 0.021 0.004 0.004 0.008 914 914 88 (Non-Datacentre) MC210979 Medway One B8 (Non-Datacentre) 0.003 0.008 0.011 0.009 0.024 0.033 914 914 914 914 914 914 914 914 914 914											
914 9914 B8 (Non-Datacentre) MC210979 Medway One B8 (Non-Datacentre) 0.003 0.008 0.011 0.009 0.024 0.033   914 9914 B8 (Datacentre) MC210979 Medway One B8 (Datacentre) 0.004 0.002 0.006 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	914	914_Eg	MC210979	Medway One	Eg	0.018	0.023	0.041	0.005	0.008	0.013
914 914_88 (Parcel bist) MC210979 Medway One 88 (Datacentre) 0.004 0.002 0.006 0 0 0 0 0 0 9 14_88 (Parcel bist) MC210979 Medway One 88 (Parcel Dist) 0.028 0.033 0.111 0.042 0.042 0.042 0.044 914_58 (Farcelpy) MC210979 Medway One 85 (Energy) 0.05 0 0.05 0 0.05 0 0.068333333 0.0641 0.37 0.19 956 956_23 F 03/01134/OUT, 12/01-Eastern Quarry 63 0.084 0.33 0.41 0.37 0.19 956 956_24 03/01134/OUT, 12/01-Eastern Quarry 63 0.084 0.34 0.259 5.99 6.28 7 956_956 956_24 03/01134/OUT, 12/01-Eastern Quarry 0.2 - Leisure 0.076 0.13 0.89 0.12 0.71 956 956_02 0.30/0134/OUT, 12/01-Eastern Quarry 0.2 - Leisure 0.101 0.5 1.51 1.67 1.6 956_02 0.30/0134/OUT, 12/01-Eastern Quarry 0.2 - Leisure 0.101 0.5 1.51 1.67 1.6 956_02 0.30/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.30/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.2 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.05/01-010 0.5 1.51 1.67 1.6 956_02 0.05/0134/OUT, 12/01-Eastern Quarry 0.05/01-010 0.5 0.05/01-0100 0.5 0.	914										
914 914_SG (Energy) MC210979 Medway One SG (Energy) 0.05 0 0.05 0 0.068333333 0.068333333 9.56 956 956_C3-F 03/01134/OUT, 12/01: Eastern Quarry Ea 0.08 0.33 0.41 0.37 0.19 956 956_E 0.3/01134/OUT, 12/01: Eastern Quarry Ea 3.4 2.59 5.99 6.28 7 956 956_E 1 03/01134/OUT, 12/01: Eastern Quarry B1 0.76 0.13 0.89 0.12 0.71 956 956_D2 - Leisure 0.3/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6 956 956_D2 0.3/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6		914_B8 (Datacentre)	MC210979	Medway One		0.004	0.002	0.006	0	0	0
956 956 C3-F 03/01134/OUT, 12/01: Eastern Quarry C3-F 0.08 0.33 0.41 0.37 0.19 956 956 Ea 03/01134/OUT, 12/01: Eastern Quarry Ea 3.4 2.59 5.99 6.28 7 956 956 B1a 03/01134/OUT, 12/01: Eastern Quarry B1a 0.76 0.13 0.89 0.12 0.71 956 956 02 - 63/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6 956 02 03/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6			MC210979	Medway One							
956 956 Bla 03/01134/OUT, 12/01: Eastern Quarry Bla 0.76 0.13 0.89 0.12 0.71 956 956 D2 - Leisure 03/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6 956 956 D2 03/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6	956	956_C3-F	03/01134/OUT, 12/01	Eastern Quarry	C3-F	0.08	0.33	0.41	0.37	0.19	
956 956_D2 - Leisure 03/01134/OUT, 12/01: Eastern Quarry D2 - Leisure 1.01 0.5 1.51 1.67 1.6 956 956_D2 03/01134/OUT, 12/01: Eastern Quarry D2 1.01 0.5 1.51 1.67 1.6	956	956_B1a	03/01134/OUT, 12/01	Eastern Quarry	B1a	0.76	0.13	0.89	0.12	0.71	
			03/01134/OUT, 12/01	Eastern Quarry	D2 - Leisure	1.01	0.5	1.51	1.67	1.6	
											0.195

# Appendix E. TRICS Trip Rates Exported Files

3.0

Community Centre - mixed locations

Page 1 Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230908-0956

Friday 08/09/23

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 07 - LEISURE Land Use

: Q - COMMUNITY CENTRE Category

TOTAL VEHICLES

Selected regions and areas:

EAST ANGLIA CA CAMBRIDGESHIRE 1 days WEST MIDLANDS 06 WEST MIDLANDS 1 days 07 YORKSHIRE & NORTH LINCOLNSHIRE LS **LEEDS** 1 days NORTH YORKSHIRE NY 1 days NORTH WEST 08 EC CHESHIRE EAST 1 days GM **GREATER MANCHESTER** 1 days

09 NORTH TW TYNE & WEAR 2 days

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

#### Primary Filtering selection:

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

Parameter: Site area

0.07 to 0.73 (units: hect) Actual Range: Range Selected by User: 0.04 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Include all surveys Selection by:

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Monday 1 days Tuesday 2 days Wednesday 1 days Thursday 2 days Friday 2 days

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

Selected survey types:

Manual count 8 days Directional ATC Count 0 days

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

Selected Locations:

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

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

# Selected Location Sub Categories:

Residential Zone	3
Retail Zone	1
Village	2
High Street	1
No Sub Category	1

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Community Centre - mixed locations Page 2

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F2(b) 8 days

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

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

#### Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

#### Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	2 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

Licence No: 202611 Newcastle upon Tyne Regent Centre

LIST OF SITES relevant to selection parameters

CAMBRI DGESHI RE CA-07-Q-02 **COMMUNITY CENTRE** 

HIGH STREET CAMBOURNE

Edge of Town Centre

High Street

Total Site area: 0.37 hect

Survey date: THURSDAY 07/06/18 Survey Type: MANUAL

FC-07-0-01 **COMMUNITY CENTRE** CHESHIRE EAST

WARRINGTON ROAD

**MERE** 

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Site area: 0.30 hect

Survey Type: MANUAL Survey date: TUESDAY 07/11/17 GM-07-Q-01 GREATER MANCHESTER **COMMUNITY CENTRE** 

MOODY STREET **STANDISH** 

Edge of Town Residential Zone

Total Site area: 0.07 hect

Survey date: THURSDAY 28/04/22 Survey Type: MANUAL

LS-07-Q-01 **COMMUNITY CENTRE LEEDS** 

WATERLOO LANE

LEEDS **BRAMLEY** 

Neighbourhood Centre (PPS6 Local Centre)

Retail Zone

Total Site area: 0.14 hect

Survey date: MONDAY 19/10/15

Survey Type: MANUAL NY-07-Q-01 **COMMUNITY CENTRE** NORTH YORKSHIRE

SHUTE ROAD

CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

0.10 hect Total Site area:

Survey date: WEDNESDAY Survey Type: MANUAL 10/05/17

TW-07-Q-02 **COMMUNITY CENTRE** TYNE & WEAR

ROSEDON WAY **NEWCASTLE** BRUNTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Site area: 0.73 hect

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

TW-07-Q-03 **COMMUNITY CENTRE** TYNE & WEAR

ASKEW ROAD W **GATESHEAD TEAMS** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Site area: 0.33 hect

Survey date: FRIDAY 24/05/19 Survey Type: MANUAL WEST MIDLANDS

WM-07-0-01 COMMUNITY CENTRE

PRIOR DERAM WALK **COVENTRY** 

**CANLEY** 

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Site area: 0.10 hect

> Survey date: TUESDAY 18/10/22 Survey Type: MANUAL

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

acobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

		ARRIVALS		Į.	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.07	0.000	1	0.07	0.000	1	0.07	0.000
07:00 - 08:00	6	0.18	8.333	6	0.18	0.000	6	0.18	8.333
08:00 - 09:00	8	0.27	30.841	8	0.27	15.888	8	0.27	46.729
09:00 - 10:00	8	0.27	26.636	8	0.27	18.692	8	0.27	45.328
10:00 - 11:00	8	0.27	11.682	8	0.27	16.822	8	0.27	28.504
11:00 - 12:00	8	0.27	8.411	8	0.27	18.224	8	0.27	26.635
12:00 - 13:00	8	0.27	20.561	8	0.27	17.757	8	0.27	38.318
13:00 - 14:00	8	0.27	8.411	8	0.27	11.682	8	0.27	20.093
14:00 - 15:00	8	0.27	10.748	8	0.27	7.009	8	0.27	17.757
15:00 - 16:00	8	0.27	21.963	8	0.27	18.224	8	0.27	40.187
16:00 - 17:00	7	0.29	15.686	7	0.29	17.157	7	0.29	32.843
17:00 - 18:00	7	0.29	21.569	7	0.29	23.039	7	0.29	44.608
18:00 - 19:00	6	0.28	29.825	6	0.28	13.450	6	0.28	43.275
19:00 - 20:00	6	0.28	20.468	6	0.28	33.333	6	0.28	53.801
20:00 - 21:00	5	0.33	0.000	5	0.33	5.488	5	0.33	5.488
21:00 - 22:00	2	0.22	0.000	2	0.22	47.727	2	0.22	47.727
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			235.134			264.492			499.626

Friday 08/09/23

Licence No: 202611

Page 4

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 0.07 to 0.73 (units: hect) Survey date date range: 01/01/15 - 18/10/22

Number of weekdays (Monday-Friday):8Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:0Surveys 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.

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230908-0916

Page 1

Licence No: 202611

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

36160	ieu ieu	gioris ariu areas.	
02	SOUT	TH EAST	
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	IW	ISLE OF WIGHT	1 days
	SC	SURREY	1 days
03	SOUT	ΓH WEST	
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
04	EAST	ANGLIA	
	NF	NORFOLK	1 days
05	EAST	MIDLANDS	
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	NG	NOTTINGHAM	1 days
06		T MI DLANDS	
	WM	WEST MIDLANDS	2 days
07		(SHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER	1 days
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	2 days
80		TH WEST	
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NOR		
	TW	TYNE & WEAR	3 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 215 to 1500 (units: sqm) Range Selected by User: 200 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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 4 days Wednesday 8 days Thursday 2 days Friday 6 days

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

Selected survey types:

Manual count 23 days **Directional ATC Count** 0 days

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

# Selected Locations:

Edge of Town Centre Suburban Area (PPS6 Out of Centre) 4 4 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 D1 - GP - Mixed locations Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

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

Selected Location Sub Categories:

Residential Zone	15
Built-Up Zone	2
Village	3
High Street	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 12 days - Selected Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 23 days

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

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	8 days

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

#### Population within 5 miles:

r operation within a miner	
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	7 days
500,001 or More	3 days

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

#### Car ownership within 5 miles:

6 days
15 days
1 days
1 days

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

Travel Plan:

No 23 days

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

PTAL Rating:

No PTAL Present 23 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 D1 - GP - Mixed locations Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters

1 AC-05-G-04 GP SURGERY CHESHI RE WEST & CHESTER

KINGSMEAD SQUARE

NORTHWICH KINGSMEAD

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 650 sqm

Survey date: FRIDAY 07/06/19

P. DR-05-G-01 GP SURGERY DONCASTER

GOODISON BOULEVARD

DONCASTER CANTLEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 1050 sqm

Survey date: THURSDAY 23/09/21 Survey Type: MANUAL

3 DY-05-G-01 GP SURGERY DERBY

OSMASTON ROAD

**DERBY** 

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 676 sqm

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

4 ES-05-G-02 MEDICAL CENTRE EAST SUSSEX

JUZIERS DRIVE EAST HOATHLY

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 215 sqm

Survey date: WEDNESDAY 13/07/16 Survey Type: MANUAL
G GM-05-G-02 GP SURGERY GREATER MANCHESTER

GM-05-G-02 MOORSIDE ROAD

SALFORD SWINTON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 1160 sqm

Survey date: FRIDAY 21/06/19 Survey Type: MANUAL

6 HF-05-G-01 GP SURGERY HERTFORDSHIRE

CHELLS WAY STEVENAGE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 830 sgm

Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

7 IW-05-G-01 GP SURGERY ISLE OF WIGHT

NEWPORT ROAD

COWES

Edge of Town Residential Zone

Total Gross floor area: 1400 sqm

Survey date: WEDNESDAY 26/06/19 Survey Type: MANUAL

B KS-05-G-01 GP SURGERY KIRKLEES

BLACKBURN ROAD

**BIRSTALL** 

BIRSTALL SMITHIES

Edge of Town Centre

No Sub Category

Total Gross floor area: 512 sqm

Survey date: MONDAY 15/10/18 Survey Type: MANUAL

Friday 08/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved D1 - GP - Mixed locations Page 4

Newcastle upon Tyne Licence No: 202611 Jacobs Regent Centre

LIST OF SITES relevant to selection parameters (Cont.)

LC-05-G-01 **DOCTORS LANE ECCLESTON** 

**GP SURGERY** 

**LANCASHIRE** 

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 700 sqm

Survey date: WEDNESDAY 20/04/22 Survey Type: MANUAL LE-05-G-02 **GP SURGERY** LEI CESTERSHI RE

THE SANDS

10

**NEAR MELTON MOWBRAY** 

LONG CLAWSON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 363 sqm

Survey date: TUESDAY 29/11/16 Survey Type: MANUAL

11 NF-05-G-03 **GP SURGERY** NORFOLK

MILE END ROAD

**NORWICH** 

MOUNT PLEASANT

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 600 sqm

> Survey date: FRIDAY 08/11/19 Survey Type: MANUAL

NG-05-G-01 **GP SURGERY NOTTI NGHAM** 

MANSFIELD ROAD NOTTINGHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 460 sqm

Survey Type: MANUAL Survey date: WEDNESDAY 24/06/15 NORTH YORKSHIRE

NY-05-G-02 **GP SURGERY** 

ASH TREE ROAD **KNARESBOROUGH** 

Edge of Town Centre Residential Zone

Total Gross floor area: 416 sqm

Survey date: WEDNESDAY 28/09/16 Survey Type: MANUAL NORTH YORKSHIRE

NY-05-G-03 **GP SURGERY** 

**NORTH STREET** 

RIPON

Edge of Town Centre

Built-Up Zone

Total Gross floor area: 523 sqm

Survey date: MONDAY 16/05/22 Survey Type: MANUAL

SC-05-G-02 GP SURGERY SURREY

**ESHER GREEN DRIVE** 

**ESHER** 

SANDOWN PARK

Edge of Town

Residential Zone

Total Gross floor area: 310 sqm

Survey date: WEDNESDAY 22/06/16 Survey Type: MANUAL Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

16 SD-05-G-01 GP SURGERY SWINDON

CRICKDALE ROAD SWINDON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 300 sqm

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

7 SM-05-G-02 GP SURGERY SOMERSET

COAL ORCHARD TAUNTON

Edge of Town Centre Built-Up Zone

Total Gross floor area: 775 sqm

Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL

18 SM-05-G-03 GP SURGERY SOMERSET

FEVERSHAM LANE GLASTONBURY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1500 sqm

Survey date: TUESDAY 20/09/22 Survey Type: MANUAL

19 TW-05-G-02 GP SURGERY TYNE & WEAR

BIDDLESTONE ROAD

NEWCASTLE HEATON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 878 sgm

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

) TW-05-G-03 GP SURGERY TYNE & WEÂR

CHURCH ROAD NEWCASTLE

GOSFORTH
Neighbourhood Centre (PPS6 Local Centre)

High Street

Total Gross floor area: 678 sqm

Survey date: MONDAY 29/04/19 Survey Type: MANUAL

21 TW-05-G-04 GP SURGERY TYNE & WEAR

MANOR WALK

NEWCASTLE UPON TYNE

BENTON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 1400 sgm

Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

22 WM-05-G-01 GP SURGERY WEST MI DLÁNDS

LEACH HEATH LANE BIRMINGHAM

RUBERY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 250 sqm

Survey date: TUESDAY 10/11/15 Survey Type: MANUAL

23 WM-05-G-04 GP SURGERY WEST MIDLANDS

STOURBRIDGE ROAD

**DUDLEY** 

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 600 sqm

Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

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

Friday 08/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved D1 - GP - Mixed locations Page 6 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

# MANUALLY DESELECTED SITES

Site Ref		Reason for Deselection
AC-05-G-05	COVID	
MS-05-G-01	COVID	

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1115	0.538	2	1115	0.000	2	1115	0.538
07:00 - 08:00	20	730	1.124	20	730	0.370	20	730	1.494
08:00 - 09:00	23	706	2.665	23	706	1.613	23	706	4.278
09:00 - 10:00	23	706	3.078	23	706	2.758	23	706	5.836
10:00 - 11:00	23	706	3.059	23	706	3.010	23	706	6.069
11:00 - 12:00	23	706	2.659	23	706	2.788	23	706	5.447
12:00 - 13:00	23	706	2.290	23	706	2.647	23	706	4.937
13:00 - 14:00	23	706	2.044	23	706	2.142	23	706	4.186
14:00 - 15:00	23	706	2.296	23	706	2.179	23	706	4.475
15:00 - 16:00	23	706	2.493	23	706	2.499	23	706	4.992
16:00 - 17:00	23	706	2.241	23	706	2.413	23	706	4.654
17:00 - 18:00	23	706	1.317	23	706	1.933	23	706	3.250
18:00 - 19:00	20	733	0.457	20	733	1.050	20	733	1.507
19:00 - 20:00	3	951	0.175	3	951	0.421	3	951	0.596
20:00 - 21:00	2	1088	0.046	2	1088	0.322	2	1088	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.482			26.145			52.627

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 215 - 1500 (units: sqm) Survey date date range: 01/01/15 - 20/09/22

Number of weekdays (Monday-Friday): 23
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 2

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

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230908-0937

Friday 08/09/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : C - COLLEGE/UNIVERSITY

TOTAL VEHICLES

Selected regions and areas:

D2 SOUTH EAST
BU BUCKINGHAMSHIRE
KC KENT

WEST SUSSEX

03 SOUTH WEST

WS

SD SWINDON

04 EAST ANGLIA

PB PETERBOROUGH
08 NORTH WEST

08 NORTH WEST LC LANCASHIRE 2 days 1 days

1 days

1 days

2 days

1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 5700 to 65000 (units: sqm)
Range Selected by User: 2435 to 162000 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 06/04/22

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

#### Selected survey days:

 Monday
 1 days

 Tuesday
 4 days

 Wednesday
 1 days

 Thursday
 1 days

 Friday
 1 days

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

#### Selected survey types:

Manual count 8 days
Directional ATC Count 0 days

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

# Selected Locations:

Edge of Town Centre 4
Suburban Area (PPS6 Out of Centre) 3
Edge of Town 1

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

#### Selected Location Sub Categories:

Residential Zone 5
Built-Up Zone 2
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Friday 08/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved D1 - Education College University - Mixed Locations Page 2 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection:

Use Class:

F1(a) 8 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000 2 days 75,001 to 100,000 2 days 125,001 to 250,000 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 6 days

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

Travel Plan:

Yes 3 days 5 days No

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

PTAL Rating:

No PTAL Present 8 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 D1 - Education College University - Mixed Locations Page 3

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

**BUCKINGHAMSHIRE** 

LIST OF SITES relevant to selection parameters

1 BU-04-C-01 UNIVERSITY

QUEEN ALEXANDRA ROAD HIGH WYCOMBE

Edge of Town Centre

Built-Up Zone
Total Gross floor are

Total Gross floor area: 36755 sqm

Survey date: TUESDAY 24/01/17 Survey Type: MANUAL

2 KC-04-C-02 COLLEGE KENT

BELLEVUE ROAD WHITSTABLE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 12735 sqm

Survey date: TUESDAY 26/09/17 Survey Type: MANUAL

B LC-04-C-05 COLLEGE LANCASHIRÉ

LANGDALE ROAD

**LEYLAND** 

Edge of Town Residential Zone

Total Gross floor area: 31000 sgm

Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

4 PB-04-C-02 COLLEGE PETERBOROUGH

BROOK STREET

PETERBOROUGH

Edge of Town Centre

Built-Up Zone

Total Gross floor area: 5700 sqm

Survey date: MONDAY 17/10/16 Survey Type: MANUAL

5 PB-04-C-03 COLLEGE PETERBÓRÓUGH

PARK CRESCENT PETERBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 55000 sqm

Survey date: TUESDAY 18/10/16 Survey Type: MANUAL

6 SD-04-C-01 COLLEGE SWINDON

NEW COLLEGE DRIVE

SWINDON WALCOT

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 16600 sgm

Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

7 WS-04-C-08 UNIVERSITY OF CHICHESTER WEST SUSSEX

COLLEGE LANE CHICHESTER

Edge of Town Centre No Sub Category

Total Gross floor area: 65000 sqm

Survey date: TUESDAY 05/04/22 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 D1 - Education College University - Mixed Locations Page 4 Licence No: 202611

Regent Centre Newcastle upon Tyne

#### LIST OF SITES relevant to selection parameters (Cont.)

8 WS-04-C-09 UNIVERSITY OF CHICHESTER WEST SUSSEX **UPPER BOGNOR ROAD** 

**BOGNOR REGIS** 

Edge of Town Centre Residential Zone Total Gross floor area:

23330 sqm

Survey date: WEDNESDAY 06/04/22 Survey Type: MANUAL

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

Regent Centre Newcastle upon Tyne

Licence No: 202611

Friday 08/09/23

Page 5

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	30765	0.187	8	30765	0.040	8	30765	0.227
08:00 - 09:00	8	30765	0.901	8	30765	0.262	8	30765	1.163
09:00 - 10:00	8	30765	0.347	8	30765	0.154	8	30765	0.501
10:00 - 11:00	8	30765	0.192	8	30765	0.134	8	30765	0.326
11:00 - 12:00	8	30765	0.174	8	30765	0.176	8	30765	0.350
12:00 - 13:00	8	30765	0.240	8	30765	0.256	8	30765	0.496
13:00 - 14:00	8	30765	0.218	8	30765	0.204	8	30765	0.422
14:00 - 15:00	8	30765	0.158	8	30765	0.245	8	30765	0.403
15:00 - 16:00	8	30765	0.193	8	30765	0.357	8	30765	0.550
16:00 - 17:00	8	30765	0.148	8	30765	0.464	8	30765	0.612
17:00 - 18:00	8	30765	0.191	8	30765	0.377	8	30765	0.568
18:00 - 19:00	8	30765	0.176	8	30765	0.157	8	30765	0.333
19:00 - 20:00	8	30765	0.090	8	30765	0.190	8	30765	0.280
20:00 - 21:00	8	30765	0.062	8	30765	0.183	8	30765	0.245
21:00 - 22:00	8	30765	0.019	8	30765	0.088	8	30765	0.107
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.296			3.287			6.583

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

5700 - 65000 (units: sgm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 06/04/22

Number of weekdays (Monday-Friday): 8 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 4

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.

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230908-0908

Friday 08/09/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION Category : A - PRIMARY TOTAL VEHICLES

Selected	regions	and	areas:

02		TH EAST	
02	HC	HAMPSHIRE	1 days
03		TH WEST	, adys
00	BR	BRISTOL CITY	1 days
	CW		1 days
	DV	DEVON	1 days
	SD		1 days
	SM		2 days
		WILTSHIRE	1 days
04	EAS	ΓANGLIA	
	NF	NORFOLK	1 days
05	EAS	T MI DLANDS	
	DY	DERBY	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
06	WES	T MI DLANDS	,
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YOR	KSHIRE & NORTH LINCOLNSHIRE	,
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	3 days
80	NOR	TH WEST	_
	BP	BLACKPOOL	1 days
	GM	GREATER MANCHESTER	1 days
09	NOR	TH	
	FU	WESTMORLAND & FURNESS	1 days
	TV	TEES VALLEY	3 days
	TW	TYNE & WEAR	1 days
10	WAL		
	CF	CARDIFF	1 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Education - Primary School - Mixed Locations Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 450 to 4520 (units: sqm) Range Selected by User: 450 to 4520 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

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

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

#### Selected survey days:

 Monday
 5 days

 Tuesday
 7 days

 Wednesday
 5 days

 Thursday
 5 days

 Friday
 4 days

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

#### Selected survey types:

Manual count 26 days
Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	10

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

# Selected Location Sub Categories:

Residential Zone	15
Built-Up Zone	1
Village	7
No Sub Category	3

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

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 10 days - Selected Servicing vehicles Excluded 16 days - Selected

Secondary Filtering selection:

#### Use Class:

F1(a) 26 days

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

#### Population within 500m Range:

All Surveys Included

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection (Cont.):

#### Population within 1 mile:

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

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

#### Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	8 days
500,001 or More	1 days

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

#### Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

#### Travel Plan:

Yes	3 days
No	23 days

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

#### PTAL Rating:

No PTAL Present 26 days

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

Friday 08/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Education - Primary School - Mixed Locations Page 4

Newcastle upon Tyne Licence No: 202611 Jacobs Regent Centre

LIST OF SITES relevant to selection parameters

**BLACKPOOL** BP-04-A-01 PRIMARY SCHOOL

SEVERN ROAD **BLACKPOOL** SOUTH SHORE

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 4520 sqm

Survey date: TUESDAY 27/09/16 Survey Type: MANUAL **BRISTOL CITY** 

BR-04-A-01 PRIMARY SCHOOL SCHOOL CLOSE

**BRISTOL** WHITCHURCH Edge of Town Residential Zone

Total Gross floor area: 950 sqm

Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

3 CF-04-A-01 PRIMARY SCHOOL CARDIFF

AEL-Y-BRYN **CARDIFF** LLANEDEYRN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1400 sqm

Survey date: FRIDAY 05/05/17 Survey Type: MANUAL

CW-04-A-03 CORNWALL PRIMARY ACADEMY

TREVERBYN RISE

**PENRYN** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 3900 sqm

Survey date: THURSDAY 28/03/19 Survey Type: MANUAL

DV-04-A-04 PRIMARY SCHOOL **DEVON** 

CHURCH LANE CHERITON BISHOP

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 450 sqm

Survey date: WEDNESDAY 12/07/17 Survey Type: MANUAL

DY-04-A-01 **DERBY** PRIMARY SCHOOL

VICARAGE ROAD

**DERBY** 

MICKLEOVER

Edge of Town

Residential Zone

Total Gross floor area:

1600 sqm

Survey date: THURSDAY 25/06/15 Survey Type: MANUAL WESTMORLAND & FURNESS

FU-04-A-01 PRIMARY SCHOOL

Α6

NEAR PENRITH

CLIFTON

Neighbourhood Centre (PPS6 Local Centre)

Village

650 sqm Total Gross floor area:

Survey Type: MANUAL Survey date: FRIDAY 13/05/22 GREATER MANCHESTER

GM-04-A-01 PRIMARY SCHOOL

ROCH MILLS CRESCENT

**ROCHDALE** 

Edge of Town Residential Zone

Total Gross floor area: 1675 sqm

> Survey date: TUESDAY 20/10/15 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Education - Primary School - Mixed Locations Friday 08/09/23 Page 5

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-04-A-05 PRIMARY SCHOOL HAMPSHIRE

HAVANT ROAD HAYLING ISLAND

Edge of Town Residential Zone

Total Gross floor area: 3250 sqm

Survey date: MONDAY 30/11/15 Survey Type: MANUAL

10 LS-04-A-02 PRIMARY SCHOOL LEEDS

TOWN STREET

LEEDS

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 3150 sqm

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

11 NF-04-A-01 PRIMARY SCHOOL NORFOLK

CITY ROAD NORWICH LAKENHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 4200 sgm

Survey date: WEDNESDAY 21/09/22 Survey Type: MANUAL
NM-04-A-02 PRIMARY SCHOOL WEST NORTHAMPTONSHIRE

BOOTH LANE NORTH NORTHAMPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 2635 sqm

Survey date: THURSDAY 24/03/16 Survey Type: MANUAL
13 NY-04-A-04 CATHOLIC PRIMARY SCHOOL NORTH YORKSHIRE

GARGRAVE ROAD

SKIPTON

Edge of Town Centre Built-Up Zone

Total Gross floor area: 1400 sqm

Survey date: FRIDAY 15/03/19 Survey Type: MANUAL
14 NY-04-A-05 PRIMARY SCHOOL NORTH YORKSHIRE

CHURCH LANE

RIPON

Edge of Town Centre No Sub Category

Total Gross floor area: 1250 sqm

Survey date: TUESDAY 17/05/22 Survey Type: MANUAL
15 NY-04-A-06 PRIMARY SCHOOL NORTH YORKSHIRE

CHURCH LANE

RIPON

Edge of Town Centre No Sub Category

Total Gross floor area: 2100 sqm

Survey date: MONDAY 23/05/22 Survey Type: MANUAL

16 SD-04-A-01 PRIMARY SCHOOL SWINDON

CASTLE VIEW ROAD NEAR SWINDON CHISELDON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 1550 sqm

Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Education - Primary School - Mixed Locations Page 6

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

17 SM-04-A-01 PRIMARY SCHOOL SOMERSET

BRIDGWATER ROAD NEAR TAUNTON BATHPOOL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 2525 sqm

Survey date: THURSDAY 27/09/18 Survey Type: MANUAL

18 SM-04-A-02 PRIMARY SCHOOL SOMERSET

ROWLANDS RISE NEAR BRIDGWATER

PURITON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 1300 sqm

Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

19 TV-04-A-01 PRIMARY SCHOOL TEES VALLEY

CLIFTON AVENUE BILLINGHAM

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 2900 sqm

Survey date: WEDNESDAY 25/05/22 Survey Type: MANUAL

20 TV-04-A-02 PRIMARY SCHOOL TEES VALLEY

WOLVISTON MILL LANE

BILLINGHAM

Edge of Town Residential Zone

Total Gross floor area: 1500 sqm

Survey date: MONDAY 23/05/22 Survey Type: MANUAL

1 TV-04-A-03 PRIMARY SCHOOL TEES VALLEY

THE GREEN BILLINGHAM

WOLVISTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 800 sqm

Survey date: THURSDAY 26/05/22 Survey Type: MANUAL

22 TW-04-A-02 PRIMARY SCHOOL TYNE & WEAR

KELLS LANE GATESHEAD

LOW FELL

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Gross floor area: 2982 sqm

Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

23 WK-04-A-01 C OF E JUNIOR SCHOOL WARWIČKŠHIRE

PLANTAGENET DRIVE

**RUGBY** 

Edge of Town Residential Zone

Total Gross floor area: 2046 sqm

Survey date: TUESDAY 15/11/22 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Education - Primary School - Mixed Locations Page 7

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

24 WL-04-A-02 C OF E PRIMARY ACADEMY WILTSHIRE

HIGH STREET ROWDE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 1750 sqm

Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL

25 WM-04-A-02 PRIMARY SCHOOL WEST MIDLANDS

HAZEL ROAD BIRMINGHAM RUBERY

Edge of Town Residential Zone

Total Gross floor area: 1375 sqm

Survey date: TUESDAY 10/11/15 Survey Type: MANUAL

26 WM-04-A-03 PRIMARY SCHOOL WEST MIDLANDS

PALERMO AVENUE COVENTRY CHEYLESMORE Suburban Area (PP

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1930 sqm

Survey date: MONDAY 17/10/22 Survey Type: MANUAL

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

Regent Centre Newcastle upon Tyne

Licence No: 202611

Friday 08/09/23

Page 8

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES		TOTALS				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	2069	0.943	26	2069	0.353	26	2069	1.296
08:00 - 09:00	26	2069	5.395	26	2069	4.358	26	2069	9.753
09:00 - 10:00	26	2069	0.409	26	2069	0.850	26	2069	1.259
10:00 - 11:00	26	2069	0.169	26	2069	0.162	26	2069	0.331
11:00 - 12:00	26	2069	0.297	26	2069	0.238	26	2069	0.535
12:00 - 13:00	26	2069	0.296	26	2069	0.325	26	2069	0.621
13:00 - 14:00	26	2069	0.210	26	2069	0.303	26	2069	0.513
14:00 - 15:00	26	2069	1.019	26	2069	0.418	26	2069	1.437
15:00 - 16:00	26	2069	3.581	26	2069	4.445	26	2069	8.026
16:00 - 17:00	26	2069	0.770	26	2069	1.242	26	2069	2.012
17:00 - 18:00	25	2082	0.204	25	2082	0.452	25	2082	0.656
18:00 - 19:00	25	2082	0.129	25	2082	0.175	25	2082	0.304
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.422			13.321			26.743

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

450 - 4520 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 15/11/22

Number of weekdays (Monday-Friday): 26 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.

Regent Centre Newcastle upon Tyne Jacobs

Calculation Reference: AUDIT-202611-230908-0946

Page 1

Licence No: 202611

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 04 - EDUCATION Land Use : D - NURSERY Category TOTAL VEHICLES

#### Selected regions and areas:

02	SOU	TH EAST	
	ВН	BRIGHTON & HOVE	1 days
	WS	WEST SUSSEX	1 days
03	SOU	TH WEST	
	BA	BATH & NORTH EAST SOMERSET	1 days
	SD	SWINDON	1 days
04	EAST	ANGLIA	
	PB	PETERBOROUGH	1 days
05	EAST	MIDLANDS	
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WES.	T MI DLANDS	
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YOR	KSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	1 days
09	NOR	TH	
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 150 to 1250 (units: sqm) Range Selected by User: 120 to 1250 (units: sqm)

Parking Spaces Range: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

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

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

#### Selected survey days:

Tuesday 5 days Thursday 3 days Friday 6 days

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

#### Selected survey types:

Manual count 14 days Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	3

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

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

#### Use Class:

E(f) 14 days

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

#### Population within 500m Range:

# All Surveys Included

# Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

#### Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

#### Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	8 days
2.1 to 2.5	1 days

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

# Travel Plan:

No 14 days

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

#### PTAL Rating:

No PTAL Present 14 days

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

Newcastle upon Tyne Licence No: 202611 Regent Centre

**BATH & NORTH EAST SOMERSET** 

Survey Type: MANUAL **BRIGHTON & HOVE** 

Survey Type: MANUAL

DONCASTER

LINCOLNSHIRE

LIST OF SITES relevant to selection parameters

MIDFORD ROAD **BATH** 

1

COMBE DOWN

BA-04-D-02

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area:

300 sqm Survey date: THURSDAY 15/09/22

**NURSERY** 

BH-04-D-01 NURSERY

CONNAUGHT ROAD **BRIGHTON** 

HOVE

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area:

185 sqm Survey date: FRIDAY 22/09/17

DR-04-D-01 3 NURSERY

> **BAWTRY ROAD** DONCASTER

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1250 sqm

> Survey date: FRIDAY 13/05/22 Survey Type: MANUAL

DY-04-D-02 **NURSERY DERBY** 

MAXWELL AVENUE

**DERBY** 

DARLEY ABBEY

Edge of Town

Residential Zone

Total Gross floor area: 415 sqm

Survey date: THURSDAY 12/07/18 Survey Type: MANUAL

LN-04-D-01 NURSERY

**NEWARK ROAD** 

LINCOLN

SWALLOW BECK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 600 sqm

Survey date: TUESDAY 31/10/17 Survey Type: MANUAL NORTH NORTHAMPTONSHIRE

NN-04-D-01 **NURSERY** 

**ROCKINGHAM ROAD** 

KETTERING

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 850 sqm

Survey date: TUESDAY 07/06/22 Survey Type: MANUAL NY-04-D-02 NORTH YORKSHIRE NURSERY

OAKNEY WOOD ROAD

**SELBY** 

Edge of Town

Industrial Zone

Total Gross floor area: 450 sqm

Survey date: TUESDAY 10/05/22 Survey Type: MANUAL PETERBŐRŐUGH

PB-04-D-01 **NURSERY** 

EASTFIELD ROAD **PETERBOROUGH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 400 sqm

> Survey date: TUESDAY 18/10/16 Survey Type: MANUAL

Licence No: 202611 Newcastle upon Tyne Regent Centre

LIST OF SITES relevant to selection parameters (Cont.)

**SWINDON** SD-04-D-01 **NURSERY** 

SHREWSBURY ROAD

**SWINDON** WALCOT

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area:

500 sqm Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

10 TV-04-D-01 NURSERY TEES VALLEY

COTSWOLD DRIVE

**REDCAR** 

Edge of Town Residential Zone

Total Gross floor area: 150 sqm

Survey date: FRIDAY 19/05/17 Survey Type: MANUAL

TW-04-D-03 11 NURSERY TYNE & WEAR

JUBILEE ROAD

NEWCASTLE UPON TYNE

**GOSFORTH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area:

725 sqm Survey date: TUESDAY 21/05/19 Survey Type: MANUAL

WK-04-D-01 **WARWICKSHIRE NURSERY** 

THE RIDGEWAY

STRATFORD UPON AVON

Edge of Town Residential Zone

Total Gross floor area: 340 sqm

Survey Type: MANUAL Survey date: FRIDAY 29/06/18

WM-04-D-02 NURSERY WEST MIDLANDS

BERTRAM ROAD

**BIRMINGHAM** SMALL HEATH

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 880 sqm

Survey date: FRIDAY Survey Type: MANUAL 19/11/21

WS-04-D-01 WEST SUSSEX **NURSERY** 

FARNCOMBE ROAD

WORTHING

Edge of Town Centre

Residential Zone

Total Gross floor area: 300 sqm

Survey date: FRIDAY 13/05/22 Survey Type: MANUAL

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

Regent Centre Newcastle upon Tyne

Licence No: 202611

Friday 08/09/23

Page 5

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[	DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	3	383	0.174	3	383	0.000	3	383	0.174	
07:00 - 08:00	14	525	2.083	14	525	0.912	14	525	2.995	
08:00 - 09:00	14	525	2.600	14	525	2.151	14	525	4.751	
09:00 - 10:00	14	525	0.830	14	525	0.694	14	525	1.524	
10:00 - 11:00	14	525	0.408	14	525	0.231	14	525	0.639	
11:00 - 12:00	14	525	0.354	14	525	0.259	14	525	0.613	
12:00 - 13:00	14	525	0.790	14	525	1.007	14	525	1.797	
13:00 - 14:00	14	525	0.681	14	525	0.953	14	525	1.634	
14:00 - 15:00	14	525	0.204	14	525	0.354	14	525	0.558	
15:00 - 16:00	14	525	0.803	14	525	0.776	14	525	1.579	
16:00 - 17:00	14	525	0.912	14	525	1.035	14	525	1.947	
17:00 - 18:00	14	525	1.838	14	525	2.410	14	525	4.248	
18:00 - 19:00	13	553	0.195	13	553	0.751	13	553	0.946	
19:00 - 20:00	2	425	0.118	2	425	1.176	2	425	1.294	
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			11.990			12.709			24.699	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 150 - 1250 (units: sqm) Survey date date range: 01/01/15 - 15/09/22

Number of weekdays (Monday-Friday): 14 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.

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-231122-1138

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION Category : B - SECONDARY TOTAL VEHICLES

Selected regions and areas.	Selected	regions	and	areas
-----------------------------	----------	---------	-----	-------

02	SOUT	H EAST		
	BH	BRIGHTON & HOVE	1	days
	SP	SOUTHAMPTON	1	days
03	SOUT	H WEST		-
	BR	BRISTOL CITY	1	days
	DV	DEVON	1	days
	NS	NORTH SOMERSET	1	days
	TB	TORBAY	1	days
04		ANGLI A		
	CA	CAMBRIDGESHIRE		days
	NF	NORFOLK		days
	PB	PETERBOROUGH		days
	SF	SUFFOLK	1	days
05		MIDLANDS		_
	NT	NOTTINGHAMSHIRE	1	days
06		MIDLANDS	_	
	WK	,		days
07	WM	WEST MIDLANDS	3	days
07		SHIRE & NORTH LINCOLNSHIRE	-	
	LS	LEEDS		days
08	NY	NORTH YORKSHIRE H WEST	ı	days
08	GM	GREATER MANCHESTER	2	dove
	LC	LANCASHIRE		days
09	NORT		ı	days
07	TV	TEES VALLEY	2	days
	TW	TYNE & WEAR		days
	1 V V	TINE & WEAR	ı	uays

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 22/11/23 Education-Secondary Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 4732 to 22669 (units: sqm) Range Selected by User: 4000 to 22669 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/09/22

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

#### Selected survey days:

 Monday
 5 days

 Tuesday
 5 days

 Wednesday
 6 days

 Thursday
 3 days

 Friday
 4 days

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

#### Selected survey types:

Manual count 23 days
Directional ATC Count 0 days

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

# Selected Locations:

Edge of Town Centre2Suburban Area (PPS6 Out of Centre)11Edge of Town9Neighbourhood Centre (PPS6 Local Centre)1

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

## Selected Location Sub Categories:

Residential Zone 21
Village 1
No Sub Category 1

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected Servicing vehicles Excluded 18 days - Selected

Secondary Filtering selection:

## Use Class:

F1(a) 23 days

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

#### Population within 500m Range:

All Surveys Included

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 22/11/23 Education-Secondary Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## Secondary Filtering selection (Cont.):

Population within 1 mile
--------------------------

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 100,000	1 days

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

#### Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	10 days
500,001 or More	1 days

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

# Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	10 days

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

#### Travel Plan:

Not Known	1 days
Yes	3 days
No	19 days

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

#### PTAL Rating:

No PTAL Present 23 days

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

Licence No: 202611 Jacobs Regent Centre Newcastle upon Tyne

LIST OF SITES relevant to selection parameters

**BRIGHTON & HOVE** BH-04-B-01 SECONDARY SCHOOL

**NEVILL AVENUE BRIGHTON** 

HOVE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 18000 sqm

Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

BR-04-B-01 SECONDARY SCHOOL **BRISTOL CITY** 

ST FRANCIS ROAD **NEAR BRISTOL KEYNSHAM** Edge of Town Residential Zone

8650 sqm Total Gross floor area:

Survey date: MONDAY 21/09/15 Survey Type: MANUAL

CAMBRI DGÉSHI RE CA-04-B-01 SECONDARY SCHOOL 3

**PARKSIDE** CAMBRIDGE

Edge of Town Centre Residential Zone

Total Gross floor area: 4732 sqm

Survey date: THURSDAY 21/09/17 Survey Type: MANUAL

DV-04-B-04 SECONDARY ACADEMY **DEVON** 

EARL RICHARD' SRD SOUTH

**EXETER** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 12650 sqm

Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

GM-04-B-02 SECONDARY SCHOOL GREATER MANCHESTER

FALINGE ROAD **ROCHDALE** SHAWCLOUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

8750 sqm Total Gross floor area:

Survey date: WEDNESDAY Survey Type: MANUAL 21/10/15 SECONDARY SCHOOL **GREATER MANCHESTER** 

GM-04-B-03

MATTHEW MOSS LANE **ROCHDALE** MARLAND Edge of Town Residential Zone

9589 sqm Total Gross floor area:

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

LC-04-B-02 SECONDARY ACADEMY **LANCASHIRE** 

TODD LANE NORTH LOSTOCK HALL

Suburban Area (PPS6 Out of Centre)

Residential Zone

8300 sqm Total Gross floor area:

Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

LS-04-B-03 SECONDARY SCHOOL LEEDS

WOODHOUSE CLIFF

**LEEDS** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 10300 sqm

> Survey date: MONDAY 19/10/15 Survey Type: MANUAL

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 22/11/23 Education-Secondary Page 5

Licence No: 202611 Jacobs Regent Centre Newcastle upon Tyne

LIST OF SITES relevant to selection parameters (Cont.)

**NORFOLK** NF-04-B-01 SECONDARY ACADEMY SAINT CLEMENTS HILL

**NORWICH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 21100 sqm

Survey date: FRIDAY 08/11/19 Survey Type: MANUAL

NS-04-B-01 SECONDARY SCHOOL NORTH SOMERSET

MIZZYMEAD ROAD

NAILSEA

Edge of Town Centre Residential Zone

12000 sqm Total Gross floor area:

Survey date: WEDNESDAY 03/10/18 Survey Type: MANUAL NOTTI NGHAMSHI RE 11 NT-04-B-01 SECONDARY SCHOOL

THE BANKS

NEAR NOTTINGHAM

**BINGHAM** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 5882 sqm

Survey date: THURSDAY Survey Type: MANUAL *23/03/17* NY-04-B-03 GIRLS' HIGH SCHOOL NORTH YORKSHIRE

**GARGRAVE ROAD** 

SKIPTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 6884 sqm

Survey date: FRIDAY 08/03/19 Survey Type: MANUAL

PB-04-B-01 SECONDARY ACADEMY PETERBOROUGH

**REEVES WAY PETERBOROUGH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 18000 sqm

Survey date: WEDNESDAY 28/09/22 Survey Type: MANUAL

SF-04-B-01 SECONDARY SCHOOL SUFFOLK

MAIN ROAD **IPSWICH KESGRAVE** Edge of Town Residential Zone

Total Gross floor area: 18000 sqm

Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

SOUTHAMPTON SP-04-B-01 15 SECONDARY SCHOOL

MINSTEAD AVENUE SOUTHAMPTON

Edge of Town Residential Zone

5700 sqm Total Gross floor area: Survey date: TUESDAY 24/11/15

Survey Type: MANUAL TB-04-B-01 TORBAY

SECONDARY ACADEMY 16

CRICKETFIELD ROAD

**TORQUAY** 

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 21265 sqm

> Survey date: MONDAY 01/04/19 Survey Type: MANUAL

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

17 TV-04-B-01 SECONDARY SCHOOL TEES VALLEY

COAST ROAD MARSKE-BY-THE-SEA

Edge of Town Residential Zone

Total Gross floor area: 7546 sqm

Survey date: WEDNESDAY 24/10/18 Survey Type: MANUAL

18 TV-04-B-02 SECONDARY SCHOOL TEES VALLEY

THAMES ROAD BILLINGHAM

Edge of Town Residential Zone

Total Gross floor area: 14700 sqm

Survey date: TUESDAY 24/05/22 Survey Type: MANUAL

19 TW-04-B-03 CATHOLIC HIGH SCHOOL TYNE & WEAR

GRETNA ROAD

NEWCASTLE UPON TYNE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 22669 sqm

Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

20 WK-04-B-01 SECONDARY SCHOOL WARWIĆKŚHIRE

BANBURY ROAD KINETON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 8200 sqm

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

21 WM-04-B-04 SECONDARY SCHOOL WEST MI DLANDS

SHANNON ROAD BIRMINGHAM

Edge of Town Residential Zone

Total Gross floor area: 8500 sqm

Survey date: MONDAY 09/11/15 Survey Type: MANUAL

22 WM-04-B-05 SECONDARY SCHOOL WEST MIDLANDS

JEREMY ROAD WOLVERHAMPTON

Edge of Town Residential Zone

Total Gross floor area: 12500 sqm

Survey date: MONDAY 14/11/16 Survey Type: MANUAL

23 WM-04-B-06 SECONDARY SCHOOL WEST MÍ DLÁNDS

PARK ROAD WEST STOURBRIDGE WOLLASTON Edge of Town Residential Zone

Total Gross floor area: 9420 sqm

Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

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

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	11884	0.420	23	11884	0.099	23	11884	0.519
08:00 - 09:00	23	11884	1.033	23	11884	0.760	23	11884	1.793
09:00 - 10:00	23	11884	0.135	23	11884	0.111	23	11884	0.246
10:00 - 11:00	23	11884	0.091	23	11884	0.079	23	11884	0.170
11:00 - 12:00	23	11884	0.097	23	11884	0.092	23	11884	0.189
12:00 - 13:00	23	11884	0.085	23	11884	0.104	23	11884	0.189
13:00 - 14:00	23	11884	0.094	23	11884	0.106	23	11884	0.200
14:00 - 15:00	23	11884	0.230	23	11884	0.206	23	11884	0.436
15:00 - 16:00	23	11884	0.431	23	11884	0.663	23	11884	1.094
16:00 - 17:00	23	11884	0.202	23	11884	0.491	23	11884	0.693
17:00 - 18:00	23	11884	0.194	23	11884	0.226	23	11884	0.420
18:00 - 19:00	23	11884	0.181	23	11884	0.162	23	11884	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.193			3.099			6.292

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 4732 - 22669 (units: sqm) Survey date date range: 01/01/15 - 28/09/22

Number of weekdays (Monday-Friday): 23
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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Flats - Affordable - Edge of TC

Page 1 Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Calculation Reference: AUDIT-202611-230906-0941

Wednesday 06/09/23

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST

HERTFORDSHIRE HF 1 days WEST SUSSEX 1 days

YORKSHIRE & NORTH LINCOLNSHIRE 07

> LS **LEEDS** 1 days

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

#### Primary Filtering selection:

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

No of Dwellings Parameter: Actual Range: 15 to 111 (units: ) 6 to 467 (units: ) Range Selected by User:

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 16/05/22 Date Range:

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

Selected survey days:

Monday 2 days Friday 1 days

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

Selected survey types:

Manual count 3 days Directional ATC Count 0 days

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

3

3

Selected Locations:

Edge of Town Centre

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

Selected Location Sub Categories:

Residential Zone

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 3 days - Selected

Wednesday 06/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Flats - Affordable - Edge of TC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days 25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 2 days 1 days 500,001 or More

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 1 days

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

Travel Plan:

3 days

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

PTAL Rating:

No PTAL Present 3 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Flats - Affordable - Edge of TC Page 3

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 HF-03-D-02 BLOCK OF FLATS HERTFORDSHIRE

SILAM RD STEVENAGE

Residential Zone Total No of Dwellings: 103

Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

2 LS-03-D-02 BLOCK OF FLATS LEEDS

BELLE VUE ROAD

Edge of Town Centre

**LEEDS** 

Edge of Town Centre Residential Zone

Total No of Dwellings: 15

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

3 WS-03-D-01 BLOCKS OF FLATS WEST SUSSEX

SHELLEY ROAD WORTHING

Edge of Town Centre Residential Zone

Total No of Dwellings: 111

Survey date: MONDAY 16/05/22 Survey Type: MANUAL

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

Licence No: 202611

acobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	76	0.035	3	76	0.044	3	76	0.079
08:00 - 09:00	3	76	0.074	3	76	0.105	3	76	0.179
09:00 - 10:00	3	76	0.057	3	76	0.066	3	76	0.123
10:00 - 11:00	3	76	0.052	3	76	0.070	3	76	0.122
11:00 - 12:00	3	76	0.070	3	76	0.092	3	76	0.162
12:00 - 13:00	3	76	0.070	3	76	0.074	3	76	0.144
13:00 - 14:00	3	76	0.100	3	76	0.092	3	76	0.192
14:00 - 15:00	3	76	0.074	3	76	0.087	3	76	0.161
15:00 - 16:00	3	76	0.109	3	76	0.092	3	76	0.201
16:00 - 17:00	3	76	0.135	3	76	0.079	3	76	0.214
17:00 - 18:00	3	76	0.087	3	76	0.087	3	76	0.174
18:00 - 19:00	3	76	0.074	3	76	0.087	3	76	0.161
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.937			0.975			1.912

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 15 - 111 (units: )
Survey date date range: 01/01/15 - 16/05/22

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Affordable Flats - Suburban Area

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230824-0846

Thursday 24/08/23

Licence No: 202611

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

SP SOUTHAMPTON 1 days

05 EAST MIDLANDS

LN LINCOLNSHIRE 1 days NG NOTTINGHAM 1 days

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

#### Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 22 to 66 (units: ) Range Selected by User: 6 to 467 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 16/05/22

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

Selected survey days:

Tuesday 2 days Wednesday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Residential Zone

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.

3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 3 days - Selected

Thursday 24/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Affordable Flats - Suburban Area Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days 25,001 to 50,000 2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 1 days

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

Travel Plan:

3 days

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

PTAL Rating:

No PTAL Present 3 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Affordable Flats - Suburban Area Page 3

Licence No: 202611 Newcastle upon Tyne Regent Centre

LIST OF SITES relevant to selection parameters

LINCOLNSHIRE LN-03-D-02 **FLATS** 

ADDISON DRIVE LINCOLN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 22

Survey date: WEDNESDAY 01/07/15 Survey Type: MANUAL **NOTTI NGHAM** 

NG-03-D-01 **BLOCK OF FLATS** 

WATCOMBE ROAD **NOTTINGHAM** CARRINGTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 22

> Survey date: TUESDAY 23/06/15 Survey Type: MANUAL

SP-03-D-01 BLOCKS OF FLATS SOUTHAMPTON

HANNAY RISE SOUTHAMPTON THORNHILL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 66

> Survey date: TUESDAY 24/11/15 Survey Type: MANUAL

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

Licence No: 202611 Regent Centre Newcastle upon Tyne

Thursday 24/08/23

Page 4

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	37	0.018	3	37	0.055	3	37	0.073
08:00 - 09:00	3	37	0.091	3	37	0.155	3	37	0.246
09:00 - 10:00	3	37	0.100	3	37	0.173	3	37	0.273
10:00 - 11:00	3	37	0.118	3	37	0.127	3	37	0.245
11:00 - 12:00	3	37	0.118	3	37	0.109	3	37	0.227
12:00 - 13:00	3	37	0.064	3	37	0.064	3	37	0.128
13:00 - 14:00	3	37	0.118	3	37	0.091	3	37	0.209
14:00 - 15:00	3	37	0.136	3	37	0.209	3	37	0.345
15:00 - 16:00	3	37	0.191	3	37	0.164	3	37	0.355
16:00 - 17:00	3	37	0.218	3	37	0.091	3	37	0.309
17:00 - 18:00	3	37	0.127	3	37	0.182	3	37	0.309
18:00 - 19:00	3	37	0.082	3	37	0.036	3	37	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.381			1.456			2.837

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 22 - 66 (units: ) Survey date date range: 01/01/15 - 16/05/22

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Flats - Affordable - Town Centre

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230905-0915

Tuesday 05/09/23

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Selected regions and areas:

O2 SOUTH EAST

ES EAST SUSSEX 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 24 to 24 (units: ) Range Selected by User: 6 to 467 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/05/22

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 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1

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

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

Inclusion of Servicing Vehicles Counts:

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

Tuesday 05/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Flats - Affordable - Town Centre Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

Yes

1 days

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

1 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Flats - Affordable - Town Centre Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters

1 ES-03-D-05 BLOCKS OF FLATS EAST SUSSEX

WALWERS LANE LEWES

Town Centre
Built-Up Zone
Total No of Dwelling

Total No of Dwellings: 24

Survey date: FRIDAY 10/10/14 Survey Type: MANUAL

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

Flats - Affordable - Town Centre

Licence No: 202611 Regent Centre Newcastle upon Tyne

Tuesday 05/09/23

Page 4

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.042	1	24	0.083	1	24	0.125
08:00 - 09:00	1	24	0.042	1	24	0.083	1	24	0.125
09:00 - 10:00	1	24	0.042	1	24	0.125	1	24	0.167
10:00 - 11:00	1	24	0.083	1	24	0.042	1	24	0.125
11:00 - 12:00	1	24	0.125	1	24	0.083	1	24	0.208
12:00 - 13:00	1	24	0.000	1	24	0.125	1	24	0.125
13:00 - 14:00	1	24	0.042	1	24	0.000	1_	24	0.042
14:00 - 15:00	1	24	0.042	1	24	0.000	1_	24	0.042
15:00 - 16:00	1	24	0.000	1	24	0.000	1_	24	0.000
16:00 - 17:00	1	24	0.083	1	24	0.042	1_	24	0.125
17:00 - 18:00	1	24	0.042	1	24	0.042	1_	24	0.084
18:00 - 19:00	1	24	0.083	1	24	0.000	1	24	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.626			0.625			1.251

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 24 - 24 (units: ) Survey date date range: 01/01/14 - 16/05/22

Number of weekdays (Monday-Friday): 1 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Flats-Houses - Mixed - Edge of TC

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230906-0959

Wednesday 06/09/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

## Selected regions and areas:

02 SOUTH EAST

HCHAMPSHIRE1 daysREREADING1 days

03 SOUTH WEST

BA BATH & NORTH EAST SOMERSET 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 37 to 279 (units: ) Range Selected by User: 9 to 1874 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/03/23

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

Selected survey days:

Tuesday 3 days Thursday 1 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

## Selected Locations:

Edge of Town Centre 4

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

Selected Location Sub Categories:

Built-Up Zone 1
No Sub Category 3

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

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected Servicing vehicles Excluded 3 days - Selected

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Flats-Houses - Mixed - Edge of TC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

4 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000 1 days 1 days 50,001 to 75,000 100,001 to 125,000 1 days 250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 4 days

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

Travel Plan:

Yes 1 days No 3 days

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

PTAL Rating:

No PTAL Present 4 days

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

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

### LIST OF SITES relevant to selection parameters

1 BA-03-M-01 NELSON WARD DRIVE BATH & NORTH EAST SOMERSET

FROME ROAD RADSTOCK

Edge of Town Centre No Sub Category

Total No of Dwellings: 141

Survey date: TUESDAY 02/10/18 Survey Type: MANUAL

2 HC-03-M-08 MI XED HOUSES & FLATS HAMPSHI RE

CHURCHILL WAY WEST

BASINGSTOKE

Edge of Town Centre Built-Up Zone

Total No of Dwellings: 279

Survey date: THURSDAY 16/06/16 Survey Type: MANUAL NY-03-M-04 BLOCKS OF FLATS NORTH YORKSHIRE

SHIPYARD ROAD

SELBY

Edge of Town Centre
No Sub Category

Total No of Dwellings: 131

Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

4 RE-03-M-02 TERRACED HOUSES & FLATS READING

ADDISON ROAD READING

Edge of Town Centre

No Sub Category
Total No of Dwellings: 37

Survey date: TUESDAY 07/06/22 Survey Type: MANUAL

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

#### MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-03-M-01	COVID

Page 4

Licence No: 202611

Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	147	0.036	4	147	0.218	4	147	0.254
08:00 - 09:00	4	147	0.102	4	147	0.293	4	147	0.395
09:00 - 10:00	4	147	0.105	4	147	0.117	4	147	0.222
10:00 - 11:00	4	147	0.090	4	147	0.109	4	147	0.199
11:00 - 12:00	4	147	0.080	4	147	0.094	4	147	0.174
12:00 - 13:00	4	147	0.124	4	147	0.083	4	147	0.207
13:00 - 14:00	4	147	0.165	4	147	0.126	4	147	0.291
14:00 - 15:00	4	147	0.092	4	147	0.145	4	147	0.237
15:00 - 16:00	4	147	0.184	4	147	0.119	4	147	0.303
16:00 - 17:00	4	147	0.184	4	147	0.121	4	147	0.305
17:00 - 18:00	4	147	0.277	4	147	0.151	4	147	0.428
18:00 - 19:00	4	147	0.253	4	147	0.131	4	147	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.692			1.707			3.399

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

37 - 279 (units: ) Trip rate parameter range selected: Survey date date range: 01/01/15 - 17/03/23

Number of weekdays (Monday-Friday): 4 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection: 1

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

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST ES **EAST SUSSEX** 2 days OX **OXFORDSHIRE** 1 days **SURREY** 2 days SC WS WEST SUSSEX 4 days 03 SOUTH WEST SM **SOMERSET** 1 days WI WILTSHIRE 1 days EAST ANGLIA 04 NF **NORFOLK** 6 days

06 WEST MIDLANDS
WK WARWICKSHIRE 1 days

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

#### Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 16 to 544 (units: ) Range Selected by User: 9 to 1874 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/03/23

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

## Selected survey days:

Monday 1 days
Tuesday 1 days
Wednesday 12 days
Thursday 2 days
Friday 2 days

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

# Selected survey types:

Manual count 14 days
Directional ATC Count 4 days

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

#### Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 18

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

# Selected Location Sub Categories:

Residential Zone 1 Village 17

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected Servicing vehicles Excluded 53 days - Selected

Secondary Filtering selection:

Use Class:

C3 18 days

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

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

 1,000 or Less
 1 days

 1,001 to 5,000
 12 days

 5,001 to 10,000
 3 days

 10,001 to 15,000
 2 days

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

#### Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	7 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days

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

# Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	14 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes 16 days No 2 days

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

PTAL Rating:

No PTAL Present 18 days

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

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 ES-03-M-09 DETACHED/SEMI-DETACHED EAST SUSSEX

STATION ROAD NORTHIAM

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 16

Survey date: WEDNESDAY 17/05/17 Survey Type: MANUAL

ES-03-M-20 MI XED HOUSES & FLATS EAST SUSSEX

HOREBEECH LANE

**HORAM** 

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 47

Survey date: TUESDAY 05/10/21 Survey Type: MANUAL

3 NF-03-M-13 MI XED HOUSES NORFOLK

MACMILLAN WAY NEAR NORWICH

LITTLE PLUMSTEAD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 75

Survey date: FRIDAY 20/09/19 Survey Type: DIRECTIONAL ATC COUNT

NF-03-M-32 MI XED HOUSES & FLATS NORFOLK

MACMILLAN WAY NEAR NORWICH LITTLE PLUMSTEAD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 240

Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

5 NF-03-M-52 MI XED HOUSES NORFOLK

STALHAM ROAD HOVETON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 120

Survey date: WEDNESDAY 21/09/22 Survey Type: DIRECTIONAL ATC COUNT

5 NF-03-M-55 MIXED HOUSES NORFOLK

CAISTOR LANE NEAR NORWICH PORINGLAND

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 150

Survey date: WEDNESDAY 28/09/22 Survey Type: MANUAL

7 NF-03-M-58 MI XED HOUSES NORFOLK

PIGOT LANE NEAR NORWICH FRAMINGHAM EARL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 100

Survey date: WEDNESDAY 21/09/22 Survey Type: DIRECTIONAL ATC COUNT

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-M-61 MI XED HOUSES & FLATS NORFOLK

LONG LANE NEAR NORWICH MULBARTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 180

Survey date: WEDNESDAY 28/09/22 Survey Type: MANUAL

OX-03-M-02 MI XED HOUSES & FLATS OXFORDSHI RE

GODSTOW ROAD OXFORD WOLVERCOTE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 117

Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

10 SC-03-M-11 SEMI-DETACHED & FLATS SURREY

HEWITT' S ROAD CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 110

Survey date: MONDAY 17/10/22 Survey Type: MANUAL

11 SC-03-M-14 MIXED HOUSES & FLATS SURREY

CHOBHAM LANE LONGCROSS

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 179

Survey date: WEDNESDAY 16/11/22 Survey Type: MANUAL

2 SM-03-M-01 DETACHED & TERRACED HOUSES SOMERSET

MILTON HILL

TAUNTON

MONKTON HEATHFIELD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 135

Survey date: WEDNESDAY 26/09/18 Survey Type: MANUAL

13 WK-03-M-03 MIXED HOUSES WARWICKSHIRE

STOCKTON ROAD LONG ITCHINGTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 124

Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

14 WL-03-M-04 MIXED HOUSES & FLATS WILTSHIRE

WARNEFORD CRESCENT

**NEAR SALISBURY** 

LONGHEDGE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 544

Survey date: THURSDAY 18/11/21 Survey Type: MANUAL

15 WS-03-M-20 MI XED HOUSES & FLATS WEST SUSSEX

OLD GUILDFORD ROAD

HORSHAM

**BROADBRIDGE HEATH** 

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 121

Survey date: THURSDAY 24/10/19 Survey Type: MANUAL

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

### LIST OF SITES relevant to selection parameters (Cont.)

16 WS-03-M-23 MIXED HOUSES & FLATS WEST SUSSEX

STANE STREET CHICHESTER WESTHAMPNETT

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 99

Survey date: WEDNESDAY 13/10/21 Survey Type: MANUAL

7 WS-03-M-24 MI XED HOUSES WEST SUSSEX

COPTHORNE WAY NEAR CRAWLEY COPTHORNE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 80

Survey date: FRIDAY 08/10/21 Survey Type: MANUAL

18 WS-03-M-26 MI XED HOUSES & FLATS WEST SUSSEX

MILL STRAIGHT SOUTHWATER

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 193

Survey date: WEDNESDAY 16/03/22 Survey Type: MANUAL

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

### MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-M-18	COVID
HF-03-M-01	COVID
SF-03-M-01	COVID
WO-03-M-03	COVID

Page 6

Licence No: 202611

Jacobs Regent Centre

Newcastle upon Tyne

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	146	0.078	18	146	0.287	18	146	0.365
08:00 - 09:00	18	146	0.133	18	146	0.369	18	146	0.502
09:00 - 10:00	18	146	0.139	18	146	0.134	18	146	0.273
10:00 - 11:00	18	146	0.104	18	146	0.122	18	146	0.226
11:00 - 12:00	18	146	0.122	18	146	0.125	18	146	0.247
12:00 - 13:00	18	146	0.130	18	146	0.120	18	146	0.250
13:00 - 14:00	18	146	0.132	18	146	0.127	18	146	0.259
14:00 - 15:00	18	146	0.140	18	146	0.173	18	146	0.313
15:00 - 16:00	18	146	0.241	18	146	0.167	18	146	0.408
16:00 - 17:00	18	146	0.275	18	146	0.162	18	146	0.437
17:00 - 18:00	18	146	0.318	18	146	0.159	18	146	0.477
18:00 - 19:00	18	146	0.242	18	146	0.130	18	146	0.372
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00					·				
Total Rates:			2.054			2.075			4.129

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 16 - 544 (units: ) Survey date date range: 01/01/15 - 17/03/23

Number of weekdays (Monday-Friday): 22 Number of Saturdays: 1 Number of Sundays: Surveys automatically removed from selection: 32 Surveys manually removed from selection: 4

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Private Flats - Edge of TC

Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Calculation Reference: AUDIT-202611-230824-0833

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

# Selected regions and areas:

SOUTH EAST

CENTRAL BEDFORDSHIRE CT 3 days HF HERTFORDSHIRE 1 days PΩ PORTSMOUTH 1 days

03 SOUTH WEST

DV DEVON 1 days

WEST MIDLANDS 06

WEST MIDLANDS WM 1 days

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

## Primary Filtering selection:

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

No of Dwellings Parameter: Actual Range: 27 to 175 (units: ) Range Selected by User: 6 to 215 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 11/05/22 Date Range:

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

## Selected survey days:

Monday 1 days 4 days Tuesday Thursday 1 days Friday 1 days

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

#### Selected survey types:

Manual count 7 days **Directional ATC Count** 0 days

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

7

### Selected Locations:

Edge of Town Centre

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

# Selected Location Sub Categories:

Residential Zone 4 2 Built-Up Zone No Sub Category 1

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Private Flats - Edge of TC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 7 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 3 days 1.1 to 1.5 4 days

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

Travel Plan:

Yes 2 days No 5 days

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

PTAL Rating:

No PTAL Present 7 days

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

Thursday 24/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Private Flats - Edge of TC Page 3

Newcastle upon Tyne Licence No: 202611 Jacobs Regent Centre

LIST OF SITES relevant to selection parameters

CENTRAL BEDFORDSHIRE CT-03-C-01 **BLOCKS OF FLATS** 

WING ROAD LEIGHTON BUZZARD

LINSLADE

Edge of Town Centre Residential Zone

Total No of Dwellings: 175

Survey date: TUESDAY 15/05/18 Survey Type: MANUAL CENTRAL BEDFORDSHIRE

CT-03-C-02 **BLOCKS OF FLATS** STANBRIDGE ROAD

LEIGHTON BUZZARD

Edge of Town Centre Residential Zone

Total No of Dwellings: 62

Survey date: TUESDAY 15/05/18 Survey Type: MANUAL CT-03-C-03 CENTRAL BÉDFORDSHIRE 3 **BLOCKS OF FLATS** 

COURT DRIVE

DUNSTABLE

Edge of Town Centre No Sub Category

Total No of Dwellings: 146

Survey date: TUESDAY 15/05/18 Survey Type: MANUAL

DV-03-C-01 **BLOCK OF FLATS DEVON** 

**BONHAY ROAD EXETER** 

> Edge of Town Centre Residential Zone

Total No of Dwellings: 27

Survey Type: MANUAL Survey date: MONDAY 10/07/17

HERTFORDSHI RE HF-03-C-03 **BLOCK OF FLATS** 

SHENLEY ROAD **BOREHAMWOOD** 

Edge of Town Centre Built-Up Zone

Total No of Dwellings: 91

Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

PO-03-C-01 **BLOCKS OF FLATS PORTSMOUTH** 

**CROSS STREET** PORTSMOUTH

Edge of Town Centre Built-Up Zone

Total No of Dwellings: 90

Survey date: TUESDAY 05/06/18 Survey Type: MANUAL

WEST MIDLANDS WM-03-C-04 **BLOCKS OF FLATS** 

GILLQUART WAY **COVENTRY PARKSIDE** Edge of Town Centre Residential Zone

Total No of Dwellings:

55 Survey date: FRIDAY 11/11/16 Survey Type: MANUAL

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

## MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection	
BY-03-C-01	COVID	
MS-03-C-04	COVID	
SF-03-C-05	COVID	

Licence No: 202611 Newcastle upon Tyne Regent Centre

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.037	7	92	0.170	7	92	0.207
08:00 - 09:00	7	92	0.043	7	92	0.189	7	92	0.232
09:00 - 10:00	7	92	0.051	7	92	0.068	7	92	0.119
10:00 - 11:00	7	92	0.050	7	92	0.063	7	92	0.113
11:00 - 12:00	7	92	0.050	7	92	0.073	7	92	0.123
12:00 - 13:00	7	92	0.093	7	92	0.091	7	92	0.184
13:00 - 14:00	7	92	0.060	7	92	0.063	7	92	0.123
14:00 - 15:00	7	92	0.054	7	92	0.053	7	92	0.107
15:00 - 16:00	7	92	0.082	7	92	0.060	7	92	0.142
16:00 - 17:00	7	92	0.125	7	92	0.067	7	92	0.192
17:00 - 18:00	7	92	0.170	7	92	0.082	7	92	0.252
18:00 - 19:00	7	92	0.221	7	92	0.101	7	92	0.322
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 1.036						1.080			2.116

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 27 - 175 (units: ) Survey date date range: 01/01/15 - 11/05/22

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: 3

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Flats - Private - NC

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230906-0932

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

#### Selected regions and areas:

SOUTH EAST

WS WEST SUSSEX 1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings 18 to 18 (units: ) Actual Range: Range Selected by User: 6 to 215 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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.

#### <u>Selected survey days:</u>

Wednesday 1 days

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

# Selected survey types:

Manual count 1 days **Directional ATC Count** 0 days

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

#### Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)

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

# Selected Location Sub Categories:

Residential Zone

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

## Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected Servicing vehicles Excluded 1 days - Selected

Wednesday 06/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Flats - Private - NC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000

1 days

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

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Flats - Private - NC Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

# LIST OF SITES relevant to selection parameters

1 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX

GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone

Total No of Dwellings: 18

Survey date: WEDNESDAY 11/05/22 Survey Type: MANUAL

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

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-04	COVID
LE-03-C-01	COVID

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	18	0.056	1	18	0.167	1	18	0.223
08:00 - 09:00	1	18	0.000	1	18	0.111	1_	18	0.111
09:00 - 10:00	1	18	0.111	1	18	0.111	1	18	0.222
10:00 - 11:00	1	18	0.000	1	18	0.278	1	18	0.278
11:00 - 12:00	1	18	0.167	1	18	0.000	1_	18	0.167
12:00 - 13:00	1	18	0.111	1	18	0.056	1	18	0.167
13:00 - 14:00	1	18	0.111	1	18	0.222	1	18	0.333
14:00 - 15:00	1	18	0.167	1	18	0.111	1_	18	0.278
15:00 - 16:00	1	18	0.111	1	18	0.111	1	18	0.222
16:00 - 17:00	1	18	0.111	1	18	0.056	1	18	0.167
17:00 - 18:00	1	18	0.222	1	18	0.000	1_	18	0.222
18:00 - 19:00	1	18	0.167	1	18	0.056	1	18	0.223
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.334			1.279			2.613

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 18 - 18 (units: )
Survey date date range: 01/01/15 - 11/05/22

Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 2

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

Private Flats - Suburban Area

Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Calculation Reference: AUDIT-202611-230824-0800

Thursday 24/08/23

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

: C - FLATS PRIVATELY OWNED Category

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST **BRIGHTON & HOVE** BH 1 days

04 EAST ANGLIA

CAMBRIDGESHIRE CA 1 days NF **NORFOLK** 1 days

05 EAST MIDLANDS

DY DERBY 1 days **NOTTINGHAM** NG 2 days 08 NORTH WEST

MS MERSEYSIDE 2 days

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

### Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 9 to 184 (units: ) Range Selected by User: 6 to 215 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 11/05/22 Date Range:

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:

2 days Monday Tuesday 4 days Wednesday 2 days

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

<u>Selected survey types:</u>

Manual count 8 days **Directional ATC Count** 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 8

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:

2 Development Zone 3 Residential Zone 3 No Sub Category

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.

Thursday 24/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Private Flats - Suburban Area Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

8 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days 20,001 to 25,000 4 days 25,001 to 50,000 1 days 50,001 to 100,000 1 days

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

Population within 5 miles:

125,001 to 250,000 2 days 250,001 to 500,000 4 days 500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days 1.1 to 1.5 4 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

8 days No PTAL Present

Newcastle upon Tyne Licence No: 202611 Regent Centre

Survey Type: MANUAL

CAMBRI DGESHI RE

**DERBY** 

LIST OF SITES relevant to selection parameters

**BRIGHTON & HOVE** BH-03-C-01 **BLOCK OF FLATS** 

OLD SHOREHAM RD **BRIGHTON** 

**HOVE** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings:

71 Survey date: TUESDAY 26/09/17

CA-03-C-03 **BLOCKS OF FLATS** 

CROMWELL ROAD

**CAMBRIDGE** 

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total No of Dwellings: 82

Survey date: MONDAY 18/09/17 Survey Type: MANUAL

DY-03-C-03 **BLOCKS OF FLATS** 

CAESAR STREET

**DERBY** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 30

> Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

MS-03-C-02 MERSEYSI DE **BLOCKS OF FLATS** 

SOUTH FERRY QUAY

LIVERPOOL

**BRUNSWICK DOCK** 

Suburban Area (PPS6 Out of Centre)

Development Zone

Total No of Dwellings: 184

Survey Type: MANUAL Survey date: TUESDAY 13/11/18

MS-03-C-03 **BLOCK OF FLATS MERSEYSI DE** 

MARINERS WHARF LIVERPOOL

QUEENS DOCK

Suburban Area (PPS6 Out of Centre)

Development Zone

9 Total No of Dwellings:

Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

NF-03-C-02 MIXED FLATS & HOUSES **NORFOLK** 

HALL ROAD **NORWICH** LAKENHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 82

Survey date: MONDAY 18/11/19 Survey Type: MANUAL

NG-03-C-01 HOUSES (SPLIT INTO FLATS) **NOTTI NGHAM** 

LAWRENCE WAY **NOTTINGHAM** 

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total No of Dwellings: 56

Survey date: TUESDAY 08/11/16 Survey Type: MANUAL

NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTI NGHAM

CASTLE MARINA ROAD

**NOTTINGHAM** 

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total No of Dwellings: 135

> Survey date: WEDNESDAY 09/11/16 Survey Type: MANUAL

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

Thursday 24/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Private Flats - Suburban Area Page 4 Licence No: 202611

Regent Centre Newcastle upon Tyne Jacobs

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-C-04	COVID

Page 5

Licence No: 202611

Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		Į	DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	81	0.054	8	81	0.153	8	81	0.207
08:00 - 09:00	8	81	0.051	8	81	0.190	8	81	0.241
09:00 - 10:00	8	81	0.072	8	81	0.103	8	81	0.175
10:00 - 11:00	8	81	0.063	8	81	0.076	8	81	0.139
11:00 - 12:00	8	81	0.055	8	81	0.065	8	81	0.120
12:00 - 13:00	8	81	0.063	8	81	0.077	8	81	0.140
13:00 - 14:00	8	81	0.054	8	81	0.079	8	81	0.133
14:00 - 15:00	8	81	0.060	8	81	0.062	8	81	0.122
15:00 - 16:00	8	81	0.106	8	81	0.051	8	81	0.157
16:00 - 17:00	8	81	0.111	8	81	0.077	8	81	0.188
17:00 - 18:00	8	81	0.148	8	81	0.079	8	81	0.227
18:00 - 19:00	8	81	0.131	8	81	0.074	8	81	0.205
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.968			1.086			2.054

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 9 - 184 (units: ) Survey date date range: 01/01/15 - 11/05/22

Number of weekdays (Monday-Friday): 8 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0Surveys manually removed from selection: 1

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Tuesday 05/09/23 Flats - Private - TC

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230905-0924

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

: C - FLATS PRIVATELY OWNED Category

TOTAL VEHICLES

Selected regions and areas:

NORTH

CUMBERLAND CU 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings 40 to 40 (units: ) Actual Range: Range Selected by User: 6 to 215 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/05/22

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.

<u>Selected survey days:</u>

Thursday 1 days

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

Selected survey types:

Manual count 1 days **Directional ATC Count** 0 days

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

Selected Locations:

Town Centre

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

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

Inclusion of Servicing Vehicles Counts:

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

Tuesday 05/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Flats - Private - TC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

75,001 to 100,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Flats - Private - TC Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 CU-03-C-01 BLOCK OF FLATS CUMBERLAND

KING STREET CARLISLE

Town Centre
Built-Up Zone
Total No. of Dwol

Total No of Dwellings: 40

Survey date: THURSDAY 12/06/14 Survey Type: MANUAL

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

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Page 4

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.075	1	40	0.150	1	40	0.225
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.025	1	40	0.075	1	40	0.100
11:00 - 12:00	1	40	0.050	1	40	0.075	1	40	0.125
12:00 - 13:00	1	40	0.050	1	40	0.025	1	40	0.075
13:00 - 14:00	1	40	0.125	1	40	0.125	1	40	0.250
14:00 - 15:00	1	40	0.050	1	40	0.075	1	40	0.125
15:00 - 16:00	1	40	0.050	1	40	0.050	1	40	0.100
16:00 - 17:00	1	40	0.275	1	40	0.100	1	40	0.375
17:00 - 18:00	1	40	0.175	1	40	0.200	1_	40	0.375
18:00 - 19:00	1	40	0.200	1	40	0.150	1_	40	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.150			2.325

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 40 - 40 (units: ) Survey date date range: 01/01/14 - 11/05/22

Number of weekdays (Monday-Friday): 1 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Food Superstore - Suburban Area

Page 1 Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Tuesday 29/08/23

Calculation Reference: AUDIT-202611-230829-0858

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

: A - FOOD SUPERSTORE Category

TOTAL VEHICLES

Selected regions and areas:

**EAST MIDLANDS** 

DERBY DY 1 days

WEST MIDLANDS 06

WEST MIDLANDS 1 days

80 NORTH WEST

GREATER MANCHESTER 1 days

09 NORTH

> TYNE & WEAR TW 1 days

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

### Primary Filtering selection:

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

Gross floor area Parameter:

5600 to 9500 (units: sqm) Actual Range: Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/05/22

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.

<u>Selected survey days:</u>

Wednesday 1 days Friday 3 days

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

Selected survey types:

Manual count 4 days Directional ATC Count 0 days

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

Selected Locations.

Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:

2 Residential Zone Built-Up Zone 1 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected Servicing vehicles Excluded 3 days - Selected

Tuesday 29/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Food Superstore - Suburban Area Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

E(a) 4 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days 20,001 to 25,000 1 days 50,001 to 100,000 1 days

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

Population within 5 miles:

250,001 to 500,000 2 days 500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 1 days 2.1 to 2.5 1 days

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

# Petrol filling station:

PFS is present at the site and is included in the count 1 days PFS is present at the site but is excluded from the count 1 days There is no PFS at the site 2 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

Tuesday 29/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Food Superstore - Suburban Area Page 3

Licence No: 202611 Newcastle upon Tyne Regent Centre

#### LIST OF SITES relevant to selection parameters

**DERBY** DY-01-A-01 SAINSBURY'S

WYVERN WAY **DERBY** 

CHADDESDEN

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 9500 sqm

Survey date: FRIDAY 26/06/15 Survey Type: MANUAL GM-01-A-27 **TESCO GREATER MANCHESTER** 

PARRS WOOD LANE **MANCHESTER DIDSBURY** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 5600 sqm

Survey date: WEDNESDAY 20/04/22 Survey Type: MANUAL

TW-01-A-02 ASDA TYNE & WEAR

WANSBECK ROAD SOUTH NEWCASTLE UPON TYNE

**GOSFORTH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 9050 sqm

> Survey date: FRIDAY 03/05/19 Survey Type: MANUAL

WM-01-A-04 WEST MI DLANDS **TESCO** 

SPRING HILL **BIRMINGHAM HOCKLEY** 

Suburban Area (PPS6 Out of Centre)

Built-Up Zone

Total Gross floor area: 7290 sqm

Survey date: FRIDAY Survey Type: MANUAL 26/11/21

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

Tuesday 29/08/23 Page 4

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.143	1	5600	0.107	1	5600	0.250
06:00 - 07:00	2	6445	0.504	2	6445	0.287	2	6445	0.791
07:00 - 08:00	4	7860	1.202	4	7860	1.021	4	7860	2.223
08:00 - 09:00	4	7860	1.517	4	7860	1.295	4	7860	2.812
09:00 - 10:00	4	7860	2.023	4	7860	1.702	4	7860	3.725
10:00 - 11:00	4	7860	2.153	4	7860	1.940	4	7860	4.093
11:00 - 12:00	4	7860	2.516	4	7860	2.312	4	7860	4.828
12:00 - 13:00	4	7860	2.840	4	7860	2.595	4	7860	5.435
13:00 - 14:00	4	7860	2.570	4	7860	2.478	4	7860	5.048
14:00 - 15:00	4	7860	2.328	4	7860	2.293	4	7860	4.621
15:00 - 16:00	4	7860	2.220	4	7860	2.261	4	7860	4.481
16:00 - 17:00	4	7860	2.058	4	7860	2.141	4	7860	4.199
17:00 - 18:00	4	7860	2.001	4	7860	2.217	4	7860	4.218
18:00 - 19:00	4	7860	2.026	4	7860	2.366	4	7860	4.392
19:00 - 20:00	4	7860	1.775	4	7860	1.880	4	7860	3.655
20:00 - 21:00	4	7860	1.145	4	7860	1.495	4	7860	2.640
21:00 - 22:00	4	7860	0.897	4	7860	1.161	4	7860	2.058
22:00 - 23:00	3	7313	0.387	3	7313	0.643	3	7313	1.030
23:00 - 24:00	2	6445	0.256	2	6445	0.411	2	6445	0.667
Total Rates:			30.561			30.605			61.166

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 5600 - 9500 (units: sqm) Survey date date range: 01/01/15 - 28/05/22

Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Food Superstore - Town Centre

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Tuesday 29/08/23

Calculation Reference: AUDIT-202611-230829-0832

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : A - FOOD SUPERSTORE

CAMBRIDGESHIRE

TOTAL VEHICLES

Selected regions and areas:

D4 EAST ANGLIA

1 days

08 NORTH WEST

CA

GM GREATER MANCHESTER 1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1600 to 5500 (units: sqm) Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/05/22

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:

Wednesday 1 days Thursday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 2

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

Selected Location Sub Categories:

Retail Zone 1
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 2 days - Selected

Tuesday 29/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Food Superstore - Town Centre Page 2 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000 1 days 500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.6 to 2.0 1 days

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

Petrol filling station:

PFS is present at the site and is included in the count 1 days PFS is present at the site but is excluded from the count 0 days There is no PFS at the site 1 days

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

Travel Plan:

2 days No

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 2 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 29/08/23 Food Superstore - Town Centre Page 3 Licence No: 202611

Regent Centre Newcastle upon Tyne Jacobs

LIST OF SITES relevant to selection parameters

**MORRI SONS** CAMBRI DGESHI RE CA-01-A-03

**BACK LANE CAMBOURNE** GREAT CAMBOURNE Town Centre Retail Zone

Total Gross floor area: 5500 sqm

Survey date: THURSDAY 07/06/18 Survey Type: MANUAL GM-01-A-28 TESCO EXPRESS **GREATER MANCHESTER** 

MARKET STREET MANCHESTER

Town Centre Built-Up Zone

Total Gross floor area: 1600 sqm

Survey date: WEDNESDAY 27/04/22 Survey Type: MANUAL

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

Food Superstore - Town Centre

Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	1	1600	0.250	1	1600	0.063	1	1600	0.312
07:00 - 08:00	2	3550	2.408	2	3550	1.986	2	3550	4.394
08:00 - 09:00	2	3550	3.887	2	3550	3.085	2	3550	6.972
09:00 - 10:00	2	3550	4.718	2	3550	4.394	2	3550	9.112
10:00 - 11:00	2	3550	4.507	2	3550	4.183	2	3550	8.690
11:00 - 12:00	2	3550	4.423	2	3550	4.732	2	3550	9.155
12:00 - 13:00	2	3550	5.465	2	3550	4.239	2	3550	9.704
13:00 - 14:00	2	3550	4.563	2	3550	5.282	2	3550	9.845
14:00 - 15:00	2	3550	4.761	2	3550	4.873	2	3550	9.634
15:00 - 16:00	2	3550	3.930	2	3550	4.211	2	3550	8.141
16:00 - 17:00	2	3550	4.423	2	3550	4.606	2	3550	9.029
17:00 - 18:00	2	3550	5.746	2	3550	5.014	2	3550	10.760
18:00 - 19:00	2	3550	5.268	2	3550	5.296	2	3550	10.564
19:00 - 20:00	2	3550	3.549	2	3550	4.676	2	3550	8.225
20:00 - 21:00	2	3550	3.845	2	3550	4.394	2	3550	8.239
21:00 - 22:00	1	1600	0.750	1	1600	0.875	1	1600	1.625
22:00 - 23:00	1	1600	0.563	1	1600	1.063	1	1600	1.624
23:00 - 24:00	1	1600	0.063	1	1600	0.438	1	1600	0.500
Total Rates:			63.117			63.408			126.525

Tuesday 29/08/23

Licence No: 202611

Page 4

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 1600 - 5500 (units: sqm) Survey date date range: 01/01/15 - 28/05/22

Number of weekdays (Monday-Friday): 2 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.

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-231116-1135

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use

: 05 - HEALTH : F - CARE HOME (ELDERLY RESIDENTIAL)

Category : F - CAR TOTAL VEHICLES

# Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
80	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### 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: Number of residents Actual Range: 17 to 69 (units: ) Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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

#### Selected survey days:

 Monday
 3 days

 Tuesday
 3 days

 Wednesday
 1 days

 Thursday
 1 days

 Friday
 1 days

 Sunday
 2 days

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

#### Selected survey types:

Manual count 11 days
Directional ATC Count 0 days

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

### Selected Locations:

Edge of Town Centre 2
Suburban Area (PPS6 Out of Centre) 3
Edge of Town 6

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

# Selected Location Sub Categories:

Residential Zone 8 No Sub Category 3

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

# Use Class:

C2 11 days

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

### Population within 500m Range:

All Surveys Included

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection (Cont.):

Population within 1 mile:

 5,001 to 10,000
 2 days

 10,001 to 15,000
 1 days

 15,001 to 20,000
 2 days

 25,001 to 50,000
 6 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days 1.1 to 1.5 7 days

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

Travel Plan:

No 11 days

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

PTAL Rating:

No PTAL Present 11 days

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL

LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone

Total Number of residents: 31

Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

**EAST SUSSEX** 

2 ES-05-F-02 CARE HOME

BATTLE ROAD HAILSHAM

Edge of Town Centre Residential Zone

Total Number of residents: 69

Survey date: WEDNESDAY 13/07/16 Survey Type: MANUAL

3 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE

MALHAM DRIVE KETTERING

Edge of Town No Sub Category

Total Number of residents: 60

Survey date: MONDAY 13/06/22 Survey Type: MANUAL
NT-05-F-02 NURSING HOME NOTTINGHAMSHIRE

MOOR LANE NEAR NOTTINGHAM

BINGHAM

Edge of Town Centre No Sub Category

Total Number of residents: 34

Survey date: MONDAY 14/11/16 Survey Type: MANUAL
5 NY-05-F-05 NURSING HOME NORTH YORKSHIRE

5 NY-05-F-05 NURSING HOME SEAGRIM CRESCENT

RICHMOND

Edge of Town Residential Zone

Total Number of residents: 37

Survey date: MONDAY 04/03/19 Survey Type: MANUAL

6 PB-05-F-01 NURSING HOME PETERBOROUGH

PARK CRESCENT PETERBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 48

Survey date: SUNDAY 16/10/16 Survey Type: MANUAL

SF-05-F-01 CARE HOME SUFFOLK

COLCHESTER ROAD

IPSWICH

Edge of Town Residential Zone

Total Number of residents: 17

Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

8 SP-05-F-01 CARE HOME SOUTHAMPTON

BOTLEY ROAD SOUTHAMPTON

Edge of Town No Sub Category

Total Number of residents: 42

Survey date: TUESDAY 24/11/15 Survey Type: MANUAL

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

9 TW-05-F-03 NURSING HOME TYNE & WEAR

MOORE STREET GATESHEAD FELLING SHORE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 52

Survey date: THURSDAY 02/05/19 Survey Type: MANUAL

10 WM-05-F-01 NURSING HOME WEST MIDLANDS

NEARHILL ROAD BIRMINGHAM

Edge of Town Residential Zone

Total Number of residents: 65

Survey date: SUNDAY 08/11/15 Survey Type: MANUAL

11 WS-05-F-02 NURSING HOME WEST SÚSSÉX

WYKEHAM ROAD WORTHING

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 54

Survey date: TUESDAY 17/05/22 Survey Type: MANUAL

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

Page 6

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	46	0.130	11	46	0.073	11	46	0.203
08:00 - 09:00	11	46	0.081	11	46	0.053	11	46	0.134
09:00 - 10:00	11	46	0.067	11	46	0.041	11	46	0.108
10:00 - 11:00	11	46	0.071	11	46	0.051	11	46	0.122
11:00 - 12:00	11	46	0.075	11	46	0.065	11	46	0.140
12:00 - 13:00	11	46	0.073	11	46	0.081	11	46	0.154
13:00 - 14:00	11	46	0.092	11	46	0.069	11	46	0.161
14:00 - 15:00	11	46	0.084	11	46	0.102	11	46	0.186
15:00 - 16:00	11	46	0.096	11	46	0.141	11	46	0.237
16:00 - 17:00	11	46	0.051	11	46	0.090	11	46	0.141
17:00 - 18:00	11	46	0.041	11	46	0.086	11	46	0.127
18:00 - 19:00	11	46	0.043	11	46	0.049	11	46	0.092
19:00 - 20:00	11	46	0.043	11	46	0.061	11	46	0.104
20:00 - 21:00	11	46	0.039	11	46	0.053	11	46	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00				·			•		
Total Rates:			0.986			1.015			2.001

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 17 - 69 (units: ) Survey date date range: 01/01/15 - 13/06/22

Number of weekdays (Monday-Friday): 9 Number of Saturdays: 0 Number of Sundays: 2 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.

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per bed Edge of Town Page 1 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-231115-1116

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

: A - HOTELS Category : A - HOT TOTAL VEHICLES

# Selected regions and areas:

00/00	oted regions and areas.	
02	SOUTH EAST	
	HC HAMPSHIRE	2 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 davs

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per bed Edge of Town Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

### 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: Number of bedrooms Actual Range: 40 to 227 (units: ) Range Selected by User: 7 to 300 (units: )

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

#### Selected survey days:

 Monday
 1 days

 Tuesday
 1 days

 Wednesday
 1 days

 Thursday
 2 days

 Friday
 2 days

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

#### Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

# Selected Locations:

Edge of Town

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.

7

### Selected Location Sub Categories:

Industrial Zone 2
Commercial Zone 1
Residential Zone 1
Out of Town 2
No Sub Category 1

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

# Use Class:

C1 7 days

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

#### Population within 500m Range:

All Surveys Included

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per bed Edge of Town Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection (Cont.):

Population within 1 mile:

 1,001 to 5,000
 1 days

 5,001 to 10,000
 3 days

 10,001 to 15,000
 2 days

 15,001 to 20,000
 1 days

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

Population within 5 miles:

 5,001 to 25,000
 1 days

 25,001 to 50,000
 1 days

 50,001 to 75,000
 1 days

 125,001 to 250,000
 2 days

 250,001 to 500,000
 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days 1.1 to 1.5 4 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per bed Edge of Town Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 DS-06-A-04 HOLIDAY INN DERBYSHIRE

CARTER LANE EAST SOUTH NORMANTON

Edge of Town Residential Zone

Total Number of bedrooms: 157

Survey date: FRIDAY 15/10/21 Survey Type: MANUAL

HC-06-A-07 TRAVELODGE HAMPSHIRE

COVE ROAD FLEET

> Edge of Town Out of Town

Total Number of bedrooms: 40

Survey date: THURSDAY 09/09/21 Survey Type: MANUAL

3 HC-06-A-08 HOLIDAY INN HAMPSHÎRÊ

CARTWRIGHT DRIVE

PARK GATE

Edge of Town Industrial Zone

Total Number of bedrooms: 124

Survey date: MONDAY 18/10/21 Survey Type: MANUAL

4 LE-06-A-01 MARRIOTT LEICESTERSHIRE

SMITH WAY LEICESTER ENDERBY Edge of Town Commercial Zone

Total Number of bedrooms: 227

Survey date: THURSDAY 12/07/18 Survey Type: MANUAL

5 WK-06-A-01 HOLIDAY INN EXPRESS WARWIČKSHIRE

STRATFORD ROAD WARWICK

LONGBRIDGE Edge of Town Out of Town

Total Number of bedrooms: 138

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

6 WL-06-A-03 TRAVELODGE WILTSHIRE

LAWRENCE HILL WINCANTON

Edge of Town No Sub Category

Total Number of bedrooms: 57

Survey date: TUESDAY 18/09/18 Survey Type: MANUAL WO-06-A-04 PREMIER INN WORCESTERSHIRE

GROVEWOOD ROAD

MALVERN

Edge of Town Industrial Zone

Total Number of bedrooms: 64

Survey date: FRIDAY 12/11/21 Survey Type: MANUAL

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

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-06-A-03	COVID Restrictions

Page 5

Licence No: 202611

Newcastle upon Tyne Regent Centre

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	115	0.090	7	115	0.223	7	115	0.313
08:00 - 09:00	7	115	0.195	7	115	0.249	7	115	0.444
09:00 - 10:00	7	115	0.224	7	115	0.180	7	115	0.404
10:00 - 11:00	7	115	0.144	7	115	0.149	7	115	0.293
11:00 - 12:00	7	115	0.082	7	115	0.134	7	115	0.216
12:00 - 13:00	7	115	0.124	7	115	0.107	7	115	0.231
13:00 - 14:00	7	115	0.141	7	115	0.104	7	115	0.245
14:00 - 15:00	7	115	0.177	7	115	0.143	7	115	0.320
15:00 - 16:00	7	115	0.160	7	115	0.128	7	115	0.288
16:00 - 17:00	7	115	0.165	7	115	0.165	7	115	0.330
17:00 - 18:00	7	115	0.221	7	115	0.191	7	115	0.412
18:00 - 19:00	7	115	0.191	7	115	0.157	7	115	0.348
19:00 - 20:00	7	115	0.144	7	115	0.136	7	115	0.280
20:00 - 21:00	7	115	0.105	7	115	0.062	7	115	0.167
21:00 - 22:00	7	115	0.082	7	115	0.063	7	115	0.145
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.191			4.436

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

40 - 227 (units: ) Trip rate parameter range selected: Survey date date range: 01/01/15 - 12/11/21

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: 1

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 C1 Beds Neighbourhood Centre Page 1 Licence No: 202611

1 days

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-231115-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOT TOTAL VEHICLES : A - HOTELS

Selected regions and areas: 06 WEST MIDLANDS

WM WEST MIDLANDS

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 C1 Beds Neighbourhood Centre Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

### 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: Number of bedrooms
Actual Range: 56 to 56 (units: )
Range Selected by User: 7 to 300 (units: )

Parking Spaces Range: All Surveys Included

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

#### Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)

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:

Village

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

# Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C1 1 days

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

Population within 500m Range:

All Surveys Included <u>Population within 1 mile:</u>

1,001 to 5,000 1 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 C1 Beds Neighbourhood Centre Page 3 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection (Cont.):

Population within 5 miles: 250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 C1 Beds Neighbourhood Centre Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

# LIST OF SITES relevant to selection parameters

1 WM-06-A-05 HOTEL WEST MIDLANDS

BIRMINGHAM ROAD BIRMINGHAM HOPWOOD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Number of bedrooms: 56

Survey date: MONDAY 09/11/15 Survey Type: MANUAL

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

Licence No: 202611

acobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	56	0.054	1	56	0.089	1_	56	0.143
08:00 - 09:00	1	56	0.125	1	56	0.107	1	56	0.232
09:00 - 10:00	1	56	0.304	1	56	0.107	1	56	0.411
10:00 - 11:00	1	56	0.125	1	56	0.107	1_	56	0.232
11:00 - 12:00	1	56	0.107	1	56	0.143	1	56	0.250
12:00 - 13:00	1	56	0.196	1	56	0.161	1	56	0.357
13:00 - 14:00	1	56	0.125	1	56	0.196	1	56	0.321
14:00 - 15:00	1	56	0.196	1	56	0.232	1_	56	0.428
15:00 - 16:00	1	56	0.071	1	56	0.143	1_	56	0.214
16:00 - 17:00	1	56	0.232	1	56	0.161	1_	56	0.393
17:00 - 18:00	1	56	0.464	1	56	0.339	1_	56	0.803
18:00 - 19:00	1	56	0.482	1	56	0.286	1_	56	0.768
19:00 - 20:00	11_	56	0.214	1	56	0.196	1_	56	0.410
20:00 - 21:00	1	56	0.089	1	56	0.071	1	56	0.160
21:00 - 22:00	1	56	0.018	1	56	0.107	1	56	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.802			2.445			5.247

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 56 - 56 (units: )
Survey date date range: 01/01/15 - 12/11/21

Number of weekdays (Monday-Friday): 1
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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Hotels - per100sqm - TC Page 1

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230906-0904

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

BH BRIGHTON & HOVE 1 days

04 EAST ANGLIA

NF NORFOLK 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 1 days

08 NORTH WEST

GM GREATER MANCHESTER 1 days

09 NORTH

CU CUMBERLAND 1 days
TW TYNE & WEAR 1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1450 to 10300 (units: sqm) Range Selected by User: 926 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

Selected survey days:

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

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 6

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 5 High Street 1

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

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected Servicing vehicles Excluded 3 days - Selected

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Hotels - per100sqm - TC Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection:

*Use Class:* C1

C1 6 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days 25,001 to 50,000 3 days 50,001 to 100,000 1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 5 days 1.1 to 1.5 1 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

Licence No: 202611 Newcastle upon Tyne Regent Centre

#### LIST OF SITES relevant to selection parameters

HOTEL **BRIGHTON & HOVE** 1 BH-06-A-01

KINGS ROAD BRIGHTON

Town Centre Built-Up Zone

Total Gross floor area: 10300 sqm

Survey date: WEDNESDAY 16/10/19 Survey Type: MANUAL

CUMBERLAND CU-06-A-01 HOTEL

**ENGLISH STREET** 

**CARLISLE** 

Town Centre High Street

Total Gross floor area: 2450 sqm

Survey date: MONDAY 20/06/16 Survey Type: MANUAL GM-06-A-08 GREATER MANCHESTER IBIS

PORTLAND STREET MANCHESTER

Town Centre

Built-Up Zone

Total Gross floor area: 3600 sqm

Survey date: MONDAY 26/09/16 Survey Type: MANUAL

NF-06-A-03 NORFOLK HOTEL

4 MARINE PARADE **GREAT YARMOUTH** 

Town Centre Built-Up Zone

Total Gross floor area: 3178 sqm

Survey date: FRIDAY 11/05/18 Survey Type: MANUAL NORTH YORKSHIRE

NY-06-A-02 **BESPOKE HOTEL** 

**CROWN PLACE HARROGATE** 

Town Centre Built-Up Zone

Total Gross floor area: 9677 sqm

Survey date: WEDNESDAY 13/03/19 Survey Type: MANUAL

TW-06-A-03 TYNE & WEAR HOTEL

SANDHILL

NEWCASTLE UPON TYNE

QUAYSIDE Town Centre Built-Up Zone

Total Gross floor area: 1450 sqm

Survey date: TUESDAY 14/06/16 Survey Type: MANUAL

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

Licence No: 202611

Newcastle upon Tyne Regent Centre

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.029	1	10300	0.019	1	10300	0.048
07:00 - 08:00	6	5109	0.091	6	5109	0.114	6	5109	0.205
08:00 - 09:00	6	5109	0.121	6	5109	0.206	6	5109	0.327
09:00 - 10:00	6	5109	0.130	6	5109	0.186	6	5109	0.316
10:00 - 11:00	6	5109	0.101	6	5109	0.176	6	5109	0.277
11:00 - 12:00	6	5109	0.085	6	5109	0.124	6	5109	0.209
12:00 - 13:00	6	5109	0.085	6	5109	0.065	6	5109	0.150
13:00 - 14:00	6	5109	0.098	6	5109	0.072	6	5109	0.170
14:00 - 15:00	6	5109	0.085	6	5109	0.046	6	5109	0.131
15:00 - 16:00	6	5109	0.059	6	5109	0.042	6	5109	0.101
16:00 - 17:00	6	5109	0.111	6	5109	0.082	6	5109	0.193
17:00 - 18:00	6	5109	0.130	6	5109	0.065	6	5109	0.195
18:00 - 19:00	6	5109	0.108	6	5109	0.049	6	5109	0.157
19:00 - 20:00	6	5109	0.039	6	5109	0.042	6	5109	0.081
20:00 - 21:00	6	5109	0.042	6	5109	0.020	6	5109	0.062
21:00 - 22:00	6	5109	0.039	6	5109	0.036	6	5109	0.075
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.353			1.344			2.697

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

1450 - 10300 (units: sqm) Trip rate parameter range selected:

Survey date date range: 01/01/15 - 12/11/21

Number of weekdays (Monday-Friday): 6 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection: 0

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per Bed Suburban Area Page 1 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-231115-1143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOT TOTAL VEHICLES : A - HOTELS

Selected regions and areas: 03 SOUTH WEST

SOUTH WEST

SG SOUTH GLOUCESTERSHIRE 1 days

09 NORTH

TYNE & WEAR TW 1 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per Bed Suburban Area Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### 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: Number of bedrooms
Actual Range: 60 to 157 (units: )
Range Selected by User: 7 to 300 (units: )

Parking Spaces Range: All Surveys Included

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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:

Thursday 1 days Friday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

2

#### Selected Locations:

Suburban Area (PPS6 Out of Centre)

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
No Sub Category 1

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

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C1 2 days

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

### Population within 500m Range:

All Surveys Included <u>Population within 1 mile:</u>

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

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per Bed Suburban Area Page 3 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection (Cont.):

Population within 5 miles: 250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Hotel per Bed Suburban Area Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

# LIST OF SITES relevant to selection parameters

1 SG-06-A-02 HOLI DAY INN EXPRESS SOUTH GLOUCESTERSHIRE

NEW ROAD BRISTOL STOKE GIFFORD

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of bedrooms: 157

Survey date: THURSDAY 04/11/21 Survey Type: MANUAL

TW-06-A-02 TRAVELODGE TYNE & WEAR

CASPER WAY GATESHEAD SWALWELL

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of bedrooms: 60

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

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

Page 5 Licence No: 202611

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

		ARRIVALS		]	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	109	0.018	2	109	0.097	2	109	0.115
08:00 - 09:00	2	109	0.037	2	109	0.083	2	109	0.120
09:00 - 10:00	2	109	0.041	2	109	0.097	2	109	0.138
10:00 - 11:00	2	109	0.032	2	109	0.078	2	109	0.110
11:00 - 12:00	2	109	0.065	2	109	0.088	2	109	0.153
12:00 - 13:00	2	109	0.028	2	109	0.055	2	109	0.083
13:00 - 14:00	2	109	0.051	2	109	0.037	2	109	0.088
14:00 - 15:00	2	109	0.046	2	109	0.023	2	109	0.069
15:00 - 16:00	2	109	0.083	2	109	0.046	2	109	0.129
16:00 - 17:00	2	109	0.083	2	109	0.041	2	109	0.124
17:00 - 18:00	2	109	0.092	2	109	0.046	2	109	0.138
18:00 - 19:00	2	109	0.097	2	109	0.037	2	109	0.134
19:00 - 20:00	2	109	0.060	2	109	0.032	2	109	0.092
20:00 - 21:00	2	109	0.078	2	109	0.041	2	109	0.119
21:00 - 22:00	2	109	0.041	2	109	0.018	2	109	0.059
22:00 - 23:00	1	157	0.000	1	157	0.006	1_	157	0.006
23:00 - 24:00	1	157	0.006	11_	157	0.000	1_	157	0.006
Total Rates:			0.858			0.825			1.683

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

60 - 157 (units: ) Trip rate parameter range selected: Survey date date range: 01/01/15 - 12/11/21

Number of weekdays (Monday-Friday): 2 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Hotels - Town Centre Page 1

Hotels - Town Centre Page 1

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230905-0954

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

BH BRIGHTON & HOVE 1 days

04 EAST ANGLIA

NF NORFOLK 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 1 days

08 NORTH WEST

GM GREATER MANCHESTER 1 days

09 NORTH

CU CUMBERLAND 1 days
TW TYNE & WEAR 1 days

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

#### Primary Filtering selection:

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

Parameter: Number of bedrooms Actual Range: 24 to 154 (units: ) Range Selected by User: 7 to 300 (units: )

Parking Spaces Range: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

Selected survey days:

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

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 6

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 5 High Street 1

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

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected Servicing vehicles Excluded 3 days - Selected TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Hotels - Town Centre Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection:

*Use Class:* C1

C1 6 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days 25,001 to 50,000 3 days 50,001 to 100,000 1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 5 days 1.1 to 1.5 1 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### LIST OF SITES relevant to selection parameters

1 BH-06-A-01 HOTEL BRIGHTON & HOVE

KINGS ROAD BRIGHTON

Town Centre Built-Up Zone

Total Number of bedrooms: 154

Survey date: WEDNESDAY 16/10/19 Survey Type: MANUAL

CU-06-A-01 HOTEL CUMBERLAND

ENGLISH STREET

CARLISLE

Town Centre High Street

Total Number of bedrooms: 92

Survey date: MONDAY 20/06/16 Survey Type: MANUAL
GM-06-A-08 IBIS GREATER MANCHESTER

PORTLAND STREET

MANCHESTER

Town Centre

Built-Up Zone Total Number of bedrooms:

Fotal Number of bedrooms: 127

Survey date: MONDAY 26/09/16 Survey Type: MANUAL

NF-06-A-03 HOTEL NORFOLK

4 MARINE PARADE GREAT YARMOUTH

Town Centre Built-Up Zone

Total Number of bedrooms: 57

Survey date: FRIDAY 11/05/18 Survey Type: MANUAL

5 NY-06-A-02 BESPOKE HOTEL NORTH YORKSHIRE

CROWN PLACE HARROGATE

Town Centre Built-Up Zone

Total Number of bedrooms: 114

Survey date: WEDNESDAY 13/03/19 Survey Type: MANUAL

5 TW-06-A-03 HOTEL TYNE & WEAR

SANDHILL

NEWCASTLE UPON TYNE

QUAYSIDE Town Centre Built-Up Zone

Total Number of bedrooms: 24

Survey date: TUESDAY 14/06/16 Survey Type: MANUAL

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

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

		ARRIVALS		Į	DEPARTURES	5		TOTALS	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate		
00:00 - 01:00											
01:00 - 02:00											
02:00 - 03:00											
03:00 - 04:00											
04:00 - 05:00											
05:00 - 06:00											
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032		
07:00 - 08:00	6	95	0.049	6	95	0.062	6	95	0.111		
08:00 - 09:00	6	95	0.065	6	95	0.111	6	95	0.176		
09:00 - 10:00	6	95	0.070	6	95	0.100	6	95	0.170		
10:00 - 11:00	6	95	0.055	6	95	0.095	6	95	0.150		
11:00 - 12:00	6	95	0.046	6	95	0.067	6	95	0.113		
12:00 - 13:00	6	95	0.046	6	95	0.035	6	95	0.081		
13:00 - 14:00	6	95	0.053	6	95	0.039	6	95	0.092		
14:00 - 15:00	6	95	0.046	6	95	0.025	6	95	0.071		
15:00 - 16:00	6	95	0.032	6	95	0.023	6	95	0.055		
16:00 - 17:00	6	95	0.060	6	95	0.044	6	95	0.104		
17:00 - 18:00	6	95	0.070	6	95	0.035	6	95	0.105		
18:00 - 19:00	6	95	0.058	6	95	0.026	6	95	0.084		
19:00 - 20:00	6	95	0.021	6	95	0.023	6	95	0.044		
20:00 - 21:00	6	95	0.023	6	95	0.011	6	95	0.034		
21:00 - 22:00	6	95	0.021	6	95	0.019	6	95	0.040		
22:00 - 23:00											
23:00 - 24:00											
Total Rates:			0.734			0.728			1.462		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 24 - 154 (units: ) Survey date date range: 01/01/15 - 12/11/21

Number of weekdays (Monday-Friday):6Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:0Surveys 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Houses - Affordable - Edge of TC

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230905-0914

Tuesday 05/09/23

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

#### Selected regions and areas:

EAST ANGLIA

1 days

NF 09 NORTH

NORFOLK TYNE & WEAR TW

1 days

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

#### Primary Filtering selection:

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

No of Dwellings Parameter: 45 to 83 (units: ) Actual Range: Range Selected by User: 14 to 280 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/05/22

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:

1 days Wednesday Thursday 1 days

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

Selected survey types:

Manual count 2 days Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town Centre

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.

2

#### Selected Location Sub Categories:

Residential Zone

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.

2

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 2 days - Selected

Tuesday 05/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Houses - Affordable - Edge of TC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

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

Travel Plan:

No

2 days

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

PTAL Rating:

No PTAL Present

2 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Houses - Affordable - Edge of TC Page 3

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 NF-03-B-01 TERRACED HOUSES NORFOLK

NELSON ROAD NORTH GREAT YARMOUTH

Edge of Town Centre Residential Zone

Total No of Dwellings: 45

Survey date: WEDNESDAY 13/09/17 Survey Type: MANUAL

2 TW-03-B-01 TERRACED HOUSES TYNE & WEAR

SCEPTRE STREET

NEWCASTLE UPON TYNE

Edge of Town Centre Residential Zone

Total No of Dwellings: 83

Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

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

Page 4

Licence No: 202611

Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	64	0.008	2	64	0.047	2	64	0.055
08:00 - 09:00	2	64	0.078	2	64	0.094	2	64	0.172
09:00 - 10:00	2	64	0.094	2	64	0.117	2	64	0.211
10:00 - 11:00	2	64	0.086	2	64	0.063	2	64	0.148
11:00 - 12:00	2	64	0.109	2	64	0.086	2	64	0.195
12:00 - 13:00	2	64	0.086	2	64	0.133	2	64	0.219
13:00 - 14:00	2	64	0.047	2	64	0.078	2	64	0.125
14:00 - 15:00	2	64	0.133	2	64	0.164	2	64	0.297
15:00 - 16:00	2	64	0.156	2	64	0.148	2	64	0.304
16:00 - 17:00	2	64	0.094	2	64	0.063	2	64	0.156
17:00 - 18:00	2	64	0.133	2	64	0.102	2	64	0.235
18:00 - 19:00	2	64	0.102	2	64	0.070	2	64	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.126			1.163			2.289

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 45 - 83 (units: ) Survey date date range: 01/01/15 - 13/05/22

Number of weekdays (Monday-Friday): 2 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Houses - Affordable - NC Page 1

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230906-0928

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

WO WORCESTERSHIRE

Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

ESSEX 1 days

06 WEST MIDLANDS

1 days

09 NORTH

ΕX

FU WESTMORLAND & FURNESS 1 days

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

### Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 16 to 228 (units: ) Range Selected by User: 14 to 280 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/05/22

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

Selected survey days:

Monday 1 days Thursday 1 days Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 1
Village 2

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

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 3 days - Selected

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Houses - Affordable - NC Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection:

*Use Class:* C3

C3 3 days

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

Population within 500m Range:

All Surveys Included <u>Population within 1 mile:</u>

1,001 to 5,000 2 days 25,001 to 50,000 1 days

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

Population within 5 miles:

5,000 or Less 1 days 50,001 to 75,000 1 days 125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.1 to 1.5 2 days

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

*Travel Plan:* No

lo 3 days

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

PTAL Rating:

No PTAL Present 3 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Houses - Affordable - NC Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 EX-03-B-01 MI XED HOUSES & FLATS ESSEX

SHIMBROOKS NEAR BRAINTREE GREAT LEIGHS

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 228

Survey date: THURSDAY 10/05/18 Survey Type: MANUAL
FU-03-B-01 SEMI DETACHED & TERRACED WESTMORLAND & FURNESS

PENNINE WAY ALSTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 66

Survey date: FRIDAY 13/05/22 Survey Type: MANUAL WO-03-B-02 TERRACED HOUSES WORCESTERSHIRE

GOODREST WALK WORCESTER MERRIMANS HILL

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 16

Survey date: MONDAY 14/11/16 Survey Type: MANUAL

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

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			Į	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.058	3	103	0.226	3	103	0.284
08:00 - 09:00	3	103	0.077	3	103	0.219	3	103	0.296
09:00 - 10:00	3	103	0.074	3	103	0.129	3	103	0.203
10:00 - 11:00	3	103	0.061	3	103	0.087	3	103	0.148
11:00 - 12:00	3	103	0.065	3	103	0.100	3	103	0.165
12:00 - 13:00	3	103	0.094	3	103	0.074	3	103	0.168
13:00 - 14:00	3	103	0.081	3	103	0.068	3	103	0.149
14:00 - 15:00	3	103	0.103	3	103	0.090	3	103	0.193
15:00 - 16:00	3	103	0.135	3	103	0.116	3	103	0.251
16:00 - 17:00	3	103	0.190	3	103	0.081	3	103	0.271
17:00 - 18:00	3	103	0.190	3	103	0.116	3	103	0.306
18:00 - 19:00	3	103	0.200	3	103	0.113	3	103	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.328			1.419			2.747

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

Trip rate parameter range selected: 16 - 228 (units: )
Survey date date range: 01/01/15 - 13/05/22

Number of weekdays (Monday-Friday):3Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:0Surveys 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Affordable houses - SA

Page 1 Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Calculation Reference: AUDIT-202611-230824-0820

Thursday 24/08/23

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

: B - AFFORDABLE/LOCAL AUTHORITY HOUSES Category

TOTAL VEHICLES

Selected regions and areas:

SOUTH WEST

WILTSHIRE WL 1 days

**EAST MIDLANDS** 05

> ΙR LEICESTER 1 days NN NORTH NORTHAMPTONSHIRE 1 days

80 NORTH WEST

> GREATER MANCHESTER 1 days GM

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

### Primary Filtering selection:

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

Parameter: No of Dwellings 21 to 54 (units: ) Actual Range: Range Selected by User: 14 to 280 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 13/05/22 Date Range:

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

Selected survey days:

Tuesday 1 days Wednesday 2 days Friday 1 days

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

Selected survey types:

Manual count 4 days **Directional ATC Count** 0 days

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

<u>Selected Locations:</u>

Suburban Area (PPS6 Out of Centre)

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

Selected Location Sub Categories:

Residential Zone 3 No Sub Category

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, Retall Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

# Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 4 days - Selected

Thursday 24/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Affordable houses - SA Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

4 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days 25,001 to 50,000 2 days 50,001 to 100,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days 1 days 50,001 to 75,000 250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 2 days

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

Travel Plan:

4 days

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

PTAL Rating:

No PTAL Present 4 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Affordable houses - SA Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER

NEWBOLD ROCHDALE

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total No of Dwellings: 43

Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL

LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER

COLEMAN ROAD LEICESTER

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 38

Survey date: FRIDAY 22/10/21 Survey Type: MANUAL

3 NN-03-B-01 SEMI-DETACHED HOUSES NORTH NORTHAMPTONSHIRE

OCCUPATION ROAD

CORBY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 21

Survey date: WEDNESDAY 13/10/21 Survey Type: MANUAL

4 WL-03-B-01 TERRACED HOUSES WILTSHÎRE

BUTTERFIELD DRIVE

**AMESBURY** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 54

Survey date: TUESDAY 18/09/18 Survey Type: MANUAL

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

Newcastle upon Tyne

Page 4

Licence No: 202611

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

TOTAL VEHICLES

Regent Centre

Jacobs

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	39	0.032	4	39	0.186	4	39	0.218
08:00 - 09:00	4	39	0.186	4	39	0.276	4	39	0.462
09:00 - 10:00	4	39	0.192	4	39	0.263	4	39	0.455
10:00 - 11:00	4	39	0.199	4	39	0.212	4	39	0.411
11:00 - 12:00	4	39	0.160	4	39	0.154	4	39	0.314
12:00 - 13:00	4	39	0.154	4	39	0.154	4	39	0.308
13:00 - 14:00	4	39	0.212	4	39	0.160	4	39	0.372
14:00 - 15:00	4	39	0.141	4	39	0.231	4	39	0.372
15:00 - 16:00	4	39	0.365	4	39	0.263	4	39	0.628
16:00 - 17:00	4	39	0.385	4	39	0.192	4	39	0.577
17:00 - 18:00	4	39	0.436	4	39	0.340	4	39	0.776
18:00 - 19:00	4	39	0.186	4	39	0.179	4	39	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.648			2.610			5.258

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 21 - 54 (units: ) Survey date date range: 01/01/15 - 13/05/22

Number of weekdays (Monday-Friday): 4 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection: 0

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Private houses - Edge of Town Centre

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230824-0831

Thursday 24/08/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

2 SOUTH EAST HC HAMPSHIRE

05 EAST MIDLANDS

LN LINCOLNSHIRE 1 days

06 WEST MIDLANDS

WM WEST MIDLANDS 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 1 days

09 NORTH

FU WESTMORLAND & FURNESS 1 days

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

#### Primary Filtering selection:

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

1 days

Parameter: No of Dwellings Actual Range: 30 to 89 (units: ) Range Selected by User: 6 to 4334 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

Selected survey days:

Monday 2 days Tuesday 2 days Friday 1 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 5

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

### Selected Location Sub Categories:

Residential Zone

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.

5

Inclusion of Servicing Vehicles Counts:

Thursday 24/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Private houses - Edge of Town Centre Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

*Use Class:* C3

5 days

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

# Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

2 days 5,001 to 25,000 1 days 125,001 to 250,000 250,001 to 500,000 2 days

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

Car ownership within 5 miles:

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

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

Travel Plan:

Yes 1 days 4 days Nο

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

PTAL Rating:

No PTAL Present 5 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Private houses - Edge of Town Centre Page 3

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 FU-03-A-02 DETACHED/TERRACED HOUSING WESTMORLAND & FURNESS

MACADAM WAY PENRITH

Residential Zone
Total No of Dwellings: 50

Survey date: TUESDAY 21/06/16 Survey Type: MANUAL

2 HC-03-A-30 TERRACED HOUSES HAMPSHI RÉ

MEUDON AVENUE FARNBOROUGH

Edge of Town Centre Residential Zone

Edge of Town Centre

Total No of Dwellings: 31

Survey date: FRIDAY 14/10/22 Survey Type: MANUAL

3 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE

EGERTON ROAD LINCOLN

Edge of Town Centre Residential Zone

Total No of Dwellings: 30

Survey date: MONDAY 29/06/15 Survey Type: MANUAL NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE

RACECOURSE LANE NORTHALLERTON

Edge of Town Centre Residential Zone

Total No of Dwellings: 47

Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

5 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS

COUNDON ROAD COVENTRY

Edge of Town Centre Residential Zone Total No. of Dwellings:

Total No of Dwellings: 89

Survey date: MONDAY 21/11/16 Survey Type: MANUAL

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

Thursday 24/08/23

Page 4 Licence No: 202611 Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			[	DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	49	0.077	5	49	0.219	5	49	0.296
08:00 - 09:00	5	49	0.138	5	49	0.291	5	49	0.429
09:00 - 10:00	5	49	0.174	5	49	0.138	5	49	0.312
10:00 - 11:00	5	49	0.130	5	49	0.142	5	49	0.272
11:00 - 12:00	5	49	0.117	5	49	0.113	5	49	0.230
12:00 - 13:00	5	49	0.121	5	49	0.158	5	49	0.279
13:00 - 14:00	5	49	0.146	5	49	0.134	5	49	0.280
14:00 - 15:00	5	49	0.117	5	49	0.162	5	49	0.279
15:00 - 16:00	5	49	0.198	5	49	0.162	5	49	0.360
16:00 - 17:00	5	49	0.239	5	49	0.121	5	49	0.360
17:00 - 18:00	5	49	0.283	5	49	0.170	5	49	0.453
18:00 - 19:00	5	49	0.178	5	49	0.117	5	49	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.918			1.927			3.845

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 30 - 89 (units: ) Survey date date range: 01/01/15 - 01/03/23

Number of weekdays (Monday-Friday): 5 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection: 0

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

Private houses - NC

Jacobs Regent Centre Newcastle upon Tyne

Licence No: 202611

Calculation Reference: AUDIT-202611-230824-0840

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST KC 1 days KENT MW**MEDWAY** 1 days **SURREY** SC 2 days WS WEST SUSSEX 3 days 03 SOUTH WEST 2 days SM SOMERSET 04 EAST ANGLIA CAMBRIDGESHIRE CA 2 days 2 days NF **NORFOLK** SF **SUFFOLK** 1 days 05 **EAST MIDLANDS** LEICESTERSHIRE 1 F 1 days WEST MIDLANDS 06 WEST MIDLANDS WM 1 days 07 YORKSHIRE & NORTH LINCOLNSHIRE LS LEEDS 1 days **NORTH WEST** 80 CHESHIRE WEST & CHESTER AC 1 days GM **GREATER MANCHESTER** 1 days 09 NORTH **DURHAM** DΗ 1 days TYNE & WEAR TW 1 days

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

### Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 8 to 380 (units: ) Range Selected by User: 6 to 4334 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included
Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

# Selected survey days:

 Monday
 3 days

 Tuesday
 5 days

 Wednesday
 4 days

 Thursday
 4 days

 Friday
 5 days

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

### Selected survey types:

Manual count 20 days
Directional ATC Count 1 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Private houses - NC Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

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

Selected Location Sub Categories:

Residential Zone 4 Village 17

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 8 days - Selected Servicing vehicles Excluded 39 days - Selected

Secondary Filtering selection:

Use Class:

C3 21 days

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

#### Population within 500m Range:

# All Surveys Included

#### Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	10 days
5,001 to 10,000	6 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

#### Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

### Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes 7 days No 14 days

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

PTAL Rating:

No PTAL Present 21 days

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 AC-03-A-06 DETACHED HOUSES CHESHIRE WEST & CHESTER

COMMON LANE NEAR CHESTER WAVERTON

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 99

Survey datë: FRIDAY 29/04/22 Survey Type: MANUAL
2 CA-03-A-06 MIXED HOUSES CAMBRI DGESHI RE

CRAFT'S WAY NEAR CAMBRIDGE

BAR HILL

Neighbourhood Centre (PPS6 Local Centre)

Village

3

5

Total No of Dwellings: 207

Survey date: FRIDAY 22/06/18 Survey Type: MANUAL CA-03-A-08 DETACHED & SEMI-DETACHED CAMBRI DGESHI RE

GIDDING ROAD

SAWTRY

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 83

Survey date: THURSDAY 13/10/22 Survey Type: MANUAL

4 DH-03-A-02 MI XED HOUSES DURHAM

LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 125

Survey date: MONDAY 27/03/17 Survey Type: MANUAL
GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER

RUSHFORD STREET MANCHESTER

LEVENSHULME Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 37

Survey date: MONDAY 26/09/16 Survey Type: MANUAL

6 KC-03-A-08 MIXED HOUSES KENT

MAIDSTONE ROAD

CHARING

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 159

Survey date: TUESDAY 22/05/18 Survey Type: MANUAL

7 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE

MELBOURNE ROAD

**IBSTOCK** 

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 85

Survey date: THURSDAY 28/06/18 Survey Type: MANUAL

8 LS-03-A-01 MI XED HOUSING LEEDS

SPRING VALLEY CRESCENT

LEEDS BRAMLEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 46

Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 24/08/23 Private houses - NC Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

9 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY

ROCHESTER ROAD NEAR CHATHAM BURHAM

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 8

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

10 NF-03-A-27 MI XED HOUSES & FLATS NORFOLK

YARMOUTH ROAD NEAR NORWICH BLOFIELD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 93

Survey date: THURSDAY 16/09/21 Survey Type: MANUAL

11 NF-03-A-44 MIXED HOUSES NORFOLK

MILL LANE NEAR NORWICH HORSFORD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 125

Survey date: WEDNESDAY 21/09/22 Survey Type: DIRECTIONAL ATC COUNT

12 SC-03-A-09 MI XED HOUSES & FLATS SURREY

AMLETS LANE CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 136

Survey date: TUESDAY 24/05/22 Survey Type: MANUAL

3 SC-03-A-10 MI XED HOUSES SURREY

GUILDFORD ROAD

ASH

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 32

Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

14 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK

BURY ROAD KENTFORD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 38

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

15 SM-03-A-02 MI XED HOUSES SOMERSET

HYDE LANE
NEAR TAUNTON

CREECH SAINT MICHAEL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 42

Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

16 SM-03-A-03 MI XED HOUSES SOMERSET

HYDE LANE NEAR TAUNTON CREECH ST MICHAEL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 41

Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### LIST OF SITES relevant to selection parameters (Cont.)

17 TW-03-A-03 MIXED HOUSES TYNE & WEAR

STATION ROAD NEAR NEWCASTLE BACKWORTH

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 33

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

18 WM-03-A-04 TERRACED HOUSES WEST MI DLANDS

OSBORNE ROAD COVENTRY EARLSDON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 39

Survey date: MONDAY 21/11/16 Survey Type: MANUAL

19 WS-03-A-07 BUNGALOWS WEST SÜSSEX

EMMS LANE NEAR HORSHAM BROOKS GREEN

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 57

Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

20 WS-03-A-15 MIXED HOUSES WEST SÚSSÉX

HILLAND ROAD BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 380

Survey date: TUESDAY 23/11/21 Survey Type: MANUAL

21 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX

BRACKLESHAM LANE BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 58

Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

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

### MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
BY-03-A-01	COVID
CA-03-A-07	COVID
ES-03-A-06	COVID
GS-03-A-02	COVID
NF-03-A-21	COVID
NM-03-A-02	COVID
NN-03-A-01	COVID
SE-03-A-01	COVID
SF-03-A-08	COVID

Page 6

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			[	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	92	0.068	21	92	0.244	21	92	0.312
08:00 - 09:00	21	92	0.139	21	92	0.296	21	92	0.435
09:00 - 10:00	21	92	0.132	21	92	0.170	21	92	0.302
10:00 - 11:00	21	92	0.127	21	92	0.141	21	92	0.268
11:00 - 12:00	21	92	0.121	21	92	0.143	21	92	0.264
12:00 - 13:00	21	92	0.149	21	92	0.144	21	92	0.293
13:00 - 14:00	21	92	0.139	21	92	0.139	21	92	0.278
14:00 - 15:00	21	92	0.144	21	92	0.157	21	92	0.301
15:00 - 16:00	21	92	0.213	21	92	0.152	21	92	0.365
16:00 - 17:00	21	92	0.238	21	92	0.152	21	92	0.390
17:00 - 18:00	21	92	0.271	21	92	0.141	21	92	0.412
18:00 - 19:00	21	92	0.215	21	92	0.118	21	92	0.333
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.956			1.997			3.953

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 8 - 380 (units: ) Survey date date range: 01/01/15 - 01/03/23

Number of weekdays (Monday-Friday): 21 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 16 Surveys manually removed from selection: 10

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.

Private Houses - Suburban Area

Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Calculation Reference: AUDIT-202611-230824-0843

Thursday 24/08/23

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST HAMPSHIRE HC 1 days KC **KENT** 2 days SOUTH WEST 03 DV DEVON 2 days SD **SWINDON** 1 days TB **TORBAY** 1 days EAST ANGLIA 04 NF NORFOLK 1 days 1 days PΒ PETERBOROUGH 06 WEST MIDLANDS WK WARWICKSHIRE 1 days YORKSHIRE & NORTH LINCOLNSHIRE 07 NORTH YORKSHIRE 1 days **NORTH WEST** 08 CHESHIRE WEST & CHESTER 1 days AC 09 NORTH DURHAM DΗ 1 days

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

### Primary Filtering selection:

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

No of Dwellings Parameter: Actual Range: 10 to 363 (units: ) Range Selected by User: 6 to 4334 (units: )

All Surveys Included Parking Spaces Range:

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

Selected survey days:

Monday 2 days Tuesday 3 days Wednesday 4 days Thursday 3 days Friday 1 days

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

Selected survey types:

Manual count 13 days Directional ATC Count 0 days

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

#### Selected Locations.

Suburban Area (PPS6 Out of Centre)

Jacobs Regent Centre Newcastle upon Tyne

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.

Licence No: 202611

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected Servicing vehicles Excluded 13 days - Selected

Secondary Filtering selection:

Use Class:

23 13 days

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

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

#### Population within 5 miles:

2 days
1 days
3 days
2 days
4 days
1 days

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

#### Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes 2 days No 11 days

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

PTAL Rating:

No PTAL Present 13 days

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

Newcastle upon Tyne Licence No: 202611 Regent Centre

LIST OF SITES relevant to selection parameters

CHESHIRE WEST & CHESTER AC-03-A-04 **TOWN HOUSES** 

LONDON ROAD NORTHWICH LEFTWICH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 24

Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

DURHAM DH-03-A-01 SEMI DETACHED

GREENFIELDS ROAD **BISHOP AUCKLAND** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 50

Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

DV-03-A-02 **HOUSES & BUNGALOWS DEVON** 

MILLHEAD ROAD

**HONITON** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 116

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

DV-03-A-03 TERRACED & SEMI DETACHED **DEVON** 

LOWER BRAND LANE

**HONITON** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 70

Survey date: MONDAY 28/09/15 Survey Type: MANUAL

5 HC-03-A-23 **HOUSES & FLATS HAMPSHIRE** 

CANADA WAY LIPHOOK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 62

Survey date: TUESDAY 19/11/19 Survey Type: MANUAL

KC-03-A-03 MIXED HOUSES & FLATS **KENT** 

HYTHE ROAD **ASHFORD** 

WILLESBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 51

Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

KC-03-A-06 MIXED HOUSES & FLATS **KFNT** 

MARGATE ROAD HERNE BAY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 363

Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Survey Type: MANUAL NORTH YORKSHIRE

#### LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-A-51 SEMI-DETACHED NORFOLK CITY ROAD NORWICH

LAKENHAM

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 34

Survey date: TUESDAY 13/09/22

NY-03-A-13 TERRACED HOUSES CATTERICK ROAD

CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 10

Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

10 PB-03-A-04 DETACHED HOUSES PETERBÓRÓUGH

EASTFIELD ROAD PETERBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 28

Survey date: MONDAY 17/10/16 Survey Type: MANUAL

1 SD-03-A-01 SEMI DETACHED SWINDON

HEADLANDS GROVE

**SWINDON** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 27

Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

12 TB-03-A-01 TERRACED HOUSES TORBAY

BRONSHILL ROAD

TORQUAY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 37

Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL

13 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE

BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 23

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

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

#### MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	COVID

Licence No: 202611

acobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS		I	DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	69	0.067	13	69	0.288	13	69	0.355
08:00 - 09:00	13	69	0.117	13	69	0.394	13	69	0.511
09:00 - 10:00	13	69	0.168	13	69	0.162	13	69	0.330
10:00 - 11:00	13	69	0.131	13	69	0.191	13	69	0.322
11:00 - 12:00	13	69	0.143	13	69	0.152	13	69	0.295
12:00 - 13:00	13	69	0.187	13	69	0.168	13	69	0.355
13:00 - 14:00	13	69	0.182	13	69	0.174	13	69	0.356
14:00 - 15:00	13	69	0.165	13	69	0.196	13	69	0.361
15:00 - 16:00	13	69	0.263	13	69	0.184	13	69	0.447
16:00 - 17:00	13	69	0.316	13	69	0.178	13	69	0.494
17:00 - 18:00	13	69	0.371	13	69	0.187	13	69	0.558
18:00 - 19:00	13	69	0.275	13	69	0.190	13	69	0.465
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.385			2.464			4.849

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 10 - 363 (units: )
Survey date date range: 01/01/15 - 01/03/23

Number of weekdays (Monday-Friday): 13
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 5
Surveys manually removed from selection: 1

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

Industrial - Edge of Town

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230831-0810

Thursday 31/08/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX ESSEX		3 days
03	SOUTH WEST	-	
	DV DEVON		1 days
	NS NORTH	SOMERSET	1 days
04	EAST ANGLIA	<b>\</b>	
	NF NORFO	LK	1 days
05	EAST MIDLAN	NDS	
	LN LINCOL	NSHIRE	1 days
06	WEST MIDLA	NDS	
	WK WARWI	CKSHIRE	4 days
	WO WORCE	STERSHIRE	2 days
07	YORKSHIRE 8	& NORTH LINCOLNSHIRE	
	AK WAKEF	IELD	3 days
	AL CALDER	RDALE	1 days
	KS KIRKLE	ES	1 days
	NY NORTH	YORKSHIRE	1 days
80	NORTH WEST	-	
	LC LANCAS	SHIRE	2 days
09	NORTH		
	TW TYNE &	WEAR	2 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1776 to 150564 (units: sqm) Range Selected by User: 708 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

 Monday
 4 days

 Tuesday
 3 days

 Wednesday
 6 days

 Thursday
 5 days

 Friday
 5 days

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

Selected survey types:

Manual count 23 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 23

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:

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - Edge of Town Page 2

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 8 days - Selected Servicing vehicles Excluded 17 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days Not Known 22 days

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

#### Filter by Site Operations Breakdown:

All Surveys Included

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

1 days
5 days
7 days
5 days
2 days
3 days

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

## Population within 5 miles:

2 days
2 days
3 days
1 days
12 days
3 days

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

### Car ownership within 5 miles:

0.6 to 1.0	 10 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

No 23 days

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

PTAL Rating:

No PTAL Present 23 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - Edge of Town Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 AK-02-D-01 INDUSTRIAL ESTATE WAKEFIELD

CARR WOOD ROAD CASTLEFORD

Edge of Town Development Zone Total Gross floor area:

tal Gross floor area: 1776 sqm

Survey date: MONDAY 22/05/17 Survey Type: MANUAL

2 AK-02-D-02 INDUSTRIAL ESTATE (PART) WAKEFIELD

PIONEER WAY CASTLEFORD

Edge of Town Industrial Zone

Total Gross floor area: 4328 sqm

Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

3 AK-02-D-03 INDUSTRIAL ESTATE WAKEFIELD

THUNDERHEAD RIDGE RD

CASTLEFORD GLASSHOUGHTON Edge of Town No Sub Category

Total Gross floor area: 3191 sqm

Survey date: MONDAY 15/05/17 Survey Type: MANUAL

4 AL-02-D-01 INDUSTRIAL ESTATE CALDERDALE

MILL LANE HALIFAX

Edge of Town No Sub Category

Total Gross floor area: 11305 sqm

Survey date: WEDNESDAY 17/10/18 Survey Type: MANUAL

DV-02-D-07 INDUSTRIAL ESTATE DEVON

BITTERN ROAD EXETER

SOWTON IND. ESTATE

Edge of Town Industrial Zone

Total Gross floor area: 3600 sqm

Survey date: MONDAY 03/07/17 Survey Type: MANUAL

6 EX-02-D-03 INDUSTRIAL ESTATE ESSEX

WYNCOLLS ROAD COLCHESTER

SEVERALLS INDUSTRIAL PK

Edge of Town Industrial Zone

Total Gross floor area: 4876 sqm

Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

7 EX-02-D-04 INDUSTRIAL ESTATE ESSEX

PASTURE ROAD WITHAM

Edge of Town Industrial Zone

Total Gross floor area: 37130 sqm

Survey date: THURSDAY 10/05/18 Survey Type: MANUAL

lacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

8 EX-02-D-05 INDUSTRIAL ESTATE ESSEX

HECKWORTH CLOSE COLCHESTER

SEVERALLS INDUSTRIAL PK

Edge of Town Industrial Zone

Total Gross floor area: 7280 sqm

Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

9 KS-02-D-02 INDUSTRIAL ESTATE KIRKLEES

LAW STREET CLECKHEATON

Edge of Town Industrial Zone

Total Gross floor area: 23226 sqm

Survey date: THURSDAY 15/09/16 Survey Type: MANUAL

10 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRÉ

CHAIN CAUL WAY

PRESTON

ASHTON-ON-RIBBLE Edge of Town Industrial Zone

Total Gross floor area: 4700 sqm

Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

11 LC-02-D-08 INDUSTRIAL ESTATE LANCASHIRE

NOOK LANE BAMBER BRIDGE

> Edge of Town Industrial Zone

Total Gross floor area: 4000 sqm

Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

12 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHÎRE

DEACON ROAD LINCOLN

> Edge of Town Industrial Zone

Total Gross floor area: 11265 sqm

Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

13 NF-02-D-04 INDUSTRIAL ESTATE NORFOLK

DRAYTON HIGH ROAD

NORWICH

Edge of Town No Sub Category

Total Gross floor area: 10673 sqm

Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL
14 NS-02-D-01 INDUSTRIAL ESTATE NORTH SOMERSET

WINTERSTOKE ROAD WESTON-SUPER-MARE

OLDMIXON Edge of Town Industrial Zone

Total Gross floor area: 27000 sqm

Survey date: THURSDAY 15/09/22 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - Edge of Town Page 5

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

15 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE

RACECOURSE ROAD

RICHMOND

Edge of Town Out of Town

Total Gross floor area: 35183 sqm

Survey date: THURSDAY 05/05/22 Survey Type: MANUAL

16 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR

ELEVENTH AVENUE GATESHEAD TEAM VALLEY

Edge of Town No Sub Category

Total Gross floor area: 6200 sqm

Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

17 TW-02-D-10 INDUSTRIAL ESTATE TYNE & WEAR

ELEVENTH AVENUE GATESHEAD TEAM VALLEY Edge of Town No Sub Category

Total Gross floor area: 21500 sqm

Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

18 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE

CASTLE MOUND WAY

**RUGBY** 

Edge of Town Industrial Zone

Total Gross floor area: 150564 sqm

Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

19 WK-02-D-02 INDUSTRIAL ESTATE WARWIČKŠHIRE

OVERVIEW WAY

RUGBY

Edge of Town Industrial Zone

Total Gross floor area: 90535 sqm

Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

20 WK-02-D-03 INDUSTRIAL ESTATE WARWIČKŠHIRE

EASTBORO WAY NUNEATON

Edge of Town Industrial Zone

Total Gross floor area: 20860 sqm

Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

21 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE

ABELES WAY ATHERSTONE

Edge of Town No Sub Category

Total Gross floor area: 17500 sqm

Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

22 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE

WEIR LANE WORCESTER

> Edge of Town Residential Zone

Total Gross floor area: 9500 sqm

Survey date: MONDAY 14/11/16 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - Edge of Town Page 6

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters (Cont.)

23 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE MILLENNIUM WAY

EVESHAM

Edge of Town Out of Town

Total Gross floor area: 84575 sqm

Survey date: TUESDAY 26/06/18 Survey Type: MANUAL

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

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 02 -  $\ensuremath{\mathsf{EMPLOYMENT/D}}$  -  $\ensuremath{\mathsf{INDUSTRIAL}}$  ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			EPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	7	19845	0.022	7	19845	0.009	7	19845	0.031
05:30 - 06:00	7	19845	0.042	7	19845	0.015	7	19845	0.057
06:00 - 06:30	8	18773	0.040	8	18773	0.019	8	18773	0.059
06:30 - 07:00	8	18773	0.092	8	18773	0.031	8	18773	0.123
07:00 - 07:30	23	25686	0.112	23	25686	0.036	23	25686	0.148
07:30 - 08:00	23	25686	0.196	23	25686	0.050	23	25686	0.246
08:00 - 08:30	23	25686	0.229	23	25686	0.076	23	25686	0.305
08:30 - 09:00	23	25686	0.179	23	25686	0.085	23	25686	0.264
09:00 - 09:30	23	25686	0.166	23	25686	0.097	23	25686	0.263
09:30 - 10:00	23	25686	0.141	23	25686	0.107	23	25686	0.248
10:00 - 10:30	23	25686	0.129	23	25686	0.113	23	25686	0.242
10:30 - 11:00	23	25686	0.127	23	25686	0.102	23	25686	0.229
11:00 - 11:30	23	25686	0.118	23	25686	0.111	23	25686	0.229
11:30 - 12:00	23	25686	0.133	23	25686	0.129	23	25686	0.262
12:00 - 12:30	23	25686	0.118	23	25686	0.151	23	25686	0.269
12:30 - 13:00	23	25686	0.134	23	25686	0.142	23	25686	0.276
13:00 - 13:30	23	25686	0.136	23	25686	0.140	23	25686	0.276
13:30 - 14:00	23	25686	0.156	23	25686	0.131	23	25686	0.287
14:00 - 14:30	23	25686	0.117	23	25686	0.159	23	25686	0.276
14:30 - 15:00	23	25686	0.104	23	25686	0.134	23	25686	0.238
15:00 - 15:30	23	25686	0.091	23	25686	0.132	23	25686	0.223
15:30 - 16:00	23	25686	0.100	23	25686	0.131	23	25686	0.231
16:00 - 16:30	23	25686	0.102	23	25686	0.159	23	25686	0.261
16:30 - 17:00	23	25686	0.094	23	25686	0.175	23	25686	0.269
17:00 - 17:30	23	25686	0.063	23	25686	0.228	23	25686	0.291
17:30 - 18:00	23	25686	0.061	23	25686	0.147	23	25686	0.208
18:00 - 18:30	23	25686	0.042	23	25686	0.100	23	25686	0.142
18:30 - 19:00	23	25686	0.042	23	25686	0.058	23	25686	0.100
19:00 - 19:30	8	18773	0.058	8	18773	0.061	8	18773	0.119
19:30 - 20:00	8	18773	0.032	8	18773	0.048	8	18773	0.080
20:00 - 20:30	8	18773	0.017	8	18773	0.033	8	18773	0.050
20:30 - 21:00	8	18773	0.013	8	18773	0.018	8	18773	0.031
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.206			3.127			6.333

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.

Regent Centre Newcastle upon Tyne Jacobs

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

1776 - 150564 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 18/11/22

Number of weekdays (Monday-Friday): 23 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 1 Surveys manually removed from selection: 1

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - NC Page 1

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230831-0821

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

NORTH WEST

GM GREATER MANCHESTER 2 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 7000 to 57600 (units: sqm) Range Selected by User: 708 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)

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

Selected Location Sub Categories:

Residential Zone

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.

2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 3 days - Selected

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - NC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

Not Known 2 days

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

# Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

2 days

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

PTAL Rating:

No PTAL Present 2 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Industrial - NC Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### LIST OF SITES relevant to selection parameters

1 GM-02-D-08 INDUSTRIAL ESTATE GREATER MANCHESTER

WINSTANLEY ROAD NEAR WIGAN ORRELL

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 7000 sqm

Survey date: FRIDAY 29/04/22 Survey Type: MANUAL GM-02-D-09 INDUSTRIAL ESTATE GREATER MANCHESTER

SAINT HELENS ROAD

LEIGH

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 57600 sqm

Survey date: FRIDAY 29/04/22 Survey Type: MANUAL

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

## MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-02-D-03	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			Г	EPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30				•			,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	57600	0.021	1	57600	0.012	1	57600	0.033
05:30 - 06:00	1	57600	0.068	1	57600	0.014	1	57600	0.082
06:00 - 06:30	1	57600	0.035	1	57600	0.017	1	57600	0.052
06:30 - 07:00	1	57600	0.085	1	57600	0.028	1	57600	0.113
07:00 - 07:30	2	32300	0.128	2	32300	0.050	2	32300	0.178
07:30 - 08:00	2	32300	0.259	2	32300	0.071	2	32300	0.330
08:00 - 08:30	2	32300	0.277	2	32300	0.110	2	32300	0.387
08:30 - 09:00	2	32300	0.209	2	32300	0.133	2	32300	0.342
09:00 - 09:30	2	32300	0.172	2	32300	0.125	2	32300	0.297
09:30 - 10:00	2	32300	0.127	2	32300	0.101	2	32300	0.228
10:00 - 10:30	2	32300	0.096	2	32300	0.141	2	32300	0.237
10:30 - 11:00	2	32300	0.088	2	32300	0.098	2	32300	0.186
11:00 - 11:30	2	32300	0.118	2	32300	0.107	2	32300	0.225
11:30 - 12:00	2	32300	0.121	2	32300	0.110	2	32300	0.231
12:00 - 12:30	2	32300	0.130	2	32300	0.172	2	32300	0.302
12:30 - 13:00	2	32300	0.149	2	32300	0.130	2	32300	0.279
13:00 - 13:30	2	32300	0.119	2	32300	0.149	2	32300	0.268
13:30 - 14:00	2	32300	0.130	2	32300	0.116	2	32300	0.246
14:00 - 14:30	2	32300	0.090	2	32300	0.150	2	32300	0.240
14:30 - 15:00	2	32300	0.090	2	32300	0.122	2	32300	0.212
15:00 - 15:30	2 2	32300 32300	0.101 0.132	2	32300 32300	0.141 0.186	2	32300 32300	0.242 0.318
15:30 - 16:00 16:00 - 16:30	2	32300	0.132	2	32300	0.186	2	32300	0.318
16:30 - 17:00	2	32300	0.173	2	32300	0.232	2	32300	0.407
17:00 - 17:30	2	32300	0.096	2	32300	0.209	2	32300	0.293
17:30 - 18:00	2	32300	0.063	2	32300	0.130	2	32300	0.303
18:00 - 18:30	2	32300	0.003	2	32300	0.050	2	32300	0.129
18:30 - 19:00	2	32300	0.077	2	32300	0.030	2	32300	0.129
19:00 - 19:30	1	57600	0.037	1	57600	0.047	1	57600	0.130
19:30 - 20:00	1	57600	0.036	1	57600	0.030	1	57600	0.066
20:00 - 20:30	1	57600	0.038	1	57600	0.030	1	57600	0.066
20:30 - 21:00	1	57600	0.009	1	57600	0.028	1	57600	0.070
21:00 - 21:30	'	27000	3.007	•	37000	3.001	•	3,000	3.070
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		<u> </u>	3.385		'	3.386	<u>'</u>		6.771

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

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

Regent Centre Jacobs Newcastle upon Tyne

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

7000 - 57600 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 18/11/22

Number of weekdays (Monday-Friday): Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection:

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.

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230831-0854

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

SOUTH WEST **SWINDON** SD 1 days 05 EAST MIDLANDS DY DERBY 1 days 06 WEST MIDLANDS WEST MIDLANDS 1 days 07 YORKSHIRE & NORTH LINCOLNSHIRE DONCASTER 1 days 08 NORTH WEST GM GREATER MANCHESTER 1 days LC LANCASHIRE 1 days 09 NORTH

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

#### Primary Filtering selection:

TW

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.

1 days

Parameter: Gross floor area

TYNE & WEAR

Actual Range: 1138 to 10000 (units: sqm) Range Selected by User: 708 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

Tuesday 4 days Wednesday 1 days Thursday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 7

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

Selected Location Sub Categories:

Industrial Zone 2
Development Zone 1
Residential Zone 3
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Thursday 31/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Page 2 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection:

Use Class:

Not Known 7 days

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

#### Filter by Site Operations Breakdown:

All Surveys Included

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000 4 days 250,001 to 500,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days 1.1 to 1.5 4 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

Thursday 31/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Industrial - SA Page 3

Licence No: 202611 Jacobs Regent Centre Newcastle upon Tyne

LIST OF SITES relevant to selection parameters

**DONCASTER** DR-02-D-03 INDUSTRIAL ESTATE

MIDDLE BANK DONCASTER

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 6737 sqm

Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

DY-02-D-01 INDUSTRIAL ESTATE **DERBY** 

SHAFTESBURY STREET

**DERBY ROSE HILL** 

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 5686 sqm

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL GM-02-D-07 **BUSINESS PARK** GREATER MANCHESTER

**VULCAN STREET** 

OLDHAM

3

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 4400 sqm

Survey date: THURSDAY *22/10/15* Survey Type: MANUAL

LC-02-D-06 LANCASHIRE INDUSTRIAL ESTATE

SMALLSHAW LANE

**BURNLEY** 

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 7383 sqm

Survey date: THURSDAY 29/09/16 Survey Type: MANUAL

SD-02-D-01 INDUSTRIAL ESTATE **SWINDON** 

**HEADLANDS GROVE** 

**SWINDON** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

10000 sqm Total Gross floor area:

Survey date: TUESDAY Survey Type: MANUAL 20/09/16

TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR

NORTH HYLTON ROAD

**SUNDERLAND** SOUTHWICK

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Gross floor area: 8310 sqm

Survey date: TUESDAY 04/04/17 Survey Type: MANUAL WEST MIDLANDS WM-02-D-03 INDUSTRIAL ESTATE

JUNCTION ROAD STOURBRIDGE AUDNAM Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1138 sqm

Survey date: TUESDAY 28/11/17 Survey Type: MANUAL

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

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-02-D-03	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30	,			, ,			,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	6212	0.113	2	6212	0.008	2	6212	0.121
05:30 - 06:00	2	6212	0.161	2	6212	0.000	2	6212	0.161
06:00 - 06:30	2	6212	0.040	2	6212	0.024	2	6212	0.064
06:30 - 07:00	2	6212	0.008	2	6212	0.008	2	6212	0.016
07:00 - 07:30	7	6236	0.103	7	6236	0.018	7	6236	0.121
07:30 - 08:00	7	6236	0.103	7	6236	0.046	7	6236	0.149
08:00 - 08:30	7	6236	0.215	7	6236	0.053	7	6236	0.268
08:30 - 09:00	7	6236	0.197	7	6236	0.073	7	6236	0.270
09:00 - 09:30	7	6236	0.183	7	6236	0.170	7	6236	0.353
09:30 - 10:00	7	6236	0.133	7	6236	0.117	7	6236	0.250
10:00 - 10:30	7	6236	0.105	7	6236	0.117	7	6236	0.220
10:30 - 11:00	7	6236	0.099	7	6236	0.089	7	6236	0.188
11:00 - 11:30	7	6236	0.094	7	6236	0.096	7	6236	0.190
11:30 - 12:00	7	6236	0.099	7	6236	0.096	7	6236	0.195
12:00 - 12:30	7	6236	0.121	7	6236	0.108	7	6236	0.229
12:30 - 13:00	7	6236	0.126	7	6236	0.133	7	6236	0.259
13:00 - 13:30	7	6236	0.092	7	6236	0.133	7	6236	0.213
13:30 - 14:00	7	6236	0.149	7	6236	0.160	7	6236	0.309
14:00 - 14:30	7	6236	0.135	7	6236	0.151	7	6236	0.286
14:30 - 15:00	7	6236	0.133	7	6236	0.131	7	6236	0.250
15:00 - 15:30	7	6236	0.096	7	6236	0.133	7	6236	0.240
15:30 - 16:00	7	6236	0.076	7	6236	0.158	7	6236	0.234
16:00 - 16:30	7	6236	0.073	7	6236	0.138	7	6236	0.234
16:30 - 17:00	7	6236	0.073	7	6236	0.144	7	6236	0.217
17:00 - 17:30	7	6236	0.041	7	6236	0.140	7	6236	0.181
17:30 - 18:00	7	6236	0.053	7	6236	0.174	7	6236	0.230
18:00 - 18:30	7	6236	0.033	7	6236	0.120	7	6236	0.179
18:30 - 19:00	7	6236	0.010	7	6236	0.027	7	6236	0.043
19:00 - 19:30	2	6212	0.011	2	6212	0.023	2	6212	0.034
19:30 - 19:30	2	6212	0.024	2	6212	0.056	2	6212	0.080
20:00 - 20:30	2	6212	0.000	2	6212	0.048	2	6212	0.048
20:30 - 20:30	2		0.000	2		0.000	2		0.000
		6212	0.000		6212	0.008	2	6212	0.008
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00			2.05.4			0.770			F (0)
Total Rates:			2.854			2.772			5.626

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.

Regent Centre Jacobs Newcastle upon Tyne

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

1138 - 10000 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 18/11/22

Number of weekdays (Monday-Friday): Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection:

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.

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230908-0941

Friday 08/09/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE Category : C - LEISURE CENTRE

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST ΕX ESSEX 2 days WEST SUSSEX WS 1 days SOUTH WEST 0.3 DV DEVON 1 days SD **SWINDON** 1 days EAST ANGLIA 04 CAMBRIDGESHIRE CA 1 days NF NORFOLK 2 days 05 **EAST MIDLANDS** NG NOTTINGHAM 1 days WEST MIDLANDS 06 WEST MIDLANDS 1 days YORKSHIRE & NORTH LINCOLNSHIRE 07 LS LEEDS 1 days NY NORTH YORKSHIRE 2 days 09 NORTH **CUMBERLAND** CU 1 days TW TYNE & WEAR 2 days

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

#### Primary Filtering selection:

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

Parameter: Site area

Actual Range: 0.17 to 6.24 (units: hect)
Range Selected by User: 0.09 to 22.30 (units: hect)

Parking Spaces Range: All Surveys Included

# <u>Public Transport Provision:</u>

Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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

#### Selected survey days:

Tuesday 3 days Wednesday 4 days Thursday 3 days Friday 2 days Saturday 4 days

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

#### <u>Selected survey types:</u>

Manual count 16 days
Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town Centre 7
Suburban Area (PPS6 Out of Centre) 3
Edge of Town 6

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:

Regent Centre Newcastle upon Tyne

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:

#### Use Class:

n/a 14 days E(d)2 days

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

## Population within 500m Range:

#### All Surveys Included

#### Population within 1 mile:

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

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

#### Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

#### Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

#### Travel Plan:

16 days

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

#### PTAL Rating:

No PTAL Present 16 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Leisure Centre - Mixed locations Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 CA-07-C-02 LEISURE CENTRE CAMBRIDGESHIRE

BACK LANE CAMBOURNE

Edge of Town Residential Zone

Total Site area: 1.49 hect

Survey date: THURSDAY 07/06/18 Survey Type: MANUAL

2 CU-07-C-03 SWIMMING & FITNESS CENTRE CUMBERLAND

JAMES STREET CARLISLE

Edge of Town Centre Built-Up Zone

Total Site area: 0.58 hect

Survey date: WEDNESDAY 22/06/16 Survey Type: MANUAL

3 DV-07-C-02 LEISURE CENTRE DEVON

HEAVITREE ROAD

**EXETER** 

Edge of Town Centre Built-Up Zone

Total Site area: 0.17 hect

Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

4 EX-07-C-01 LEISURE CENTRE ESSEX

CREST AVENUE BASILDON

> Edge of Town Residential Zone

Total Site area: 1.50 hect

Survey date: THURSDAY 30/09/21 Survey Type: MANUAL

5 EX-07-C-02 LEISURE CENTRE ESSEX

PRIORY CHASE RAYLEIGH

Edge of Town No Sub Category

Total Site area: 3.22 hect

Survey date: TUESDAY 28/09/21 Survey Type: MANUAL

6 LS-07-C-02 LEISURE CENTRE LEEDS

LODGE LANE WETHERBY

Edge of Town Centre No Sub Category

Total Site area: 0.65 hect

Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

7 NF-07-C-03 LEISURE CENTRE NORFOLK

NORWICH ROAD WYMONDHAM

> Edge of Town Centre Residential Zone

Total Site area: 1.22 hect

Survey date: SATURDAY 09/11/19 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Leisure Centre - Mixed locations Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-07-C-05 LEISURE CENTRE NORFOLK WHERRY ROAD NORWICH

Built-Up Zone Total Site area: 0.79 hect

Survey date: TUESDAY 20/09/22 Survey Type: MANUAL

NG-07-C-04 LEISURE CENTRE NOTTINGHAM

DENMAN STREET CENTRAL NOTTINGHAM

Edge of Town Centre

RADFORD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Site area: 0.64 hect

Survey date: FRIDAY 02/12/16 Survey Type: MANUAL
10 NY-07-C-02 LEISURE CENTRE NORTH YORKSHIRE

10 NY-07-C-02 LEI SURE CENTRE GARGRAVE ROAD

SKIPTON

Edge of Town Out of Town

Total Site area: 2.30 hect

Survey date: SATURDAY 09/03/19 Survey Type: MANUAL
1 NY-07-C-03 LEISURE CENTRE NORTH YORKSHIRE

GARGRAVE ROAD SKIPTON

> Edge of Town Out of Town

Total Site area: 2.30 hect

Survey date: SATURDAY 21/05/22 Survey Type: MANUAL

12 SD-07-C-01 LEISURE CENTRE SWINDON

NORTH STAR AVENUE

SWINDON

Edge of Town Centre Built-Up Zone

Total Site area: 6.24 hect

Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL

13 TW-07-C-03 LEISURE CENTRE TYNE & WEAR

ALEXANDRA ROAD GATESHEAD MOUNT PLEASANT

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Site area: 3.01 hect

Survey date: WEDNESDAY 01/05/19 Survey Type: MANUAL

14 TW-07-C-04 LEISURE CENTRE TYNE & WEAR

THE LINKS WHITLEY BAY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Site area: 1.50 hect

Survey date: SATURDAY 16/10/21 Survey Type: MANUAL
15 WM-07-C-02 LEISURE CENTRE WEST MIDLANDS

5 WM-07-C-02 LEISURE CENTRE WEST MĪ DI BEECHES ROAD

BIRMINGHAM

Edge of Town Residential Zone

Total Site area: 3.10 hect

Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Friday 08/09/23 Leisure Centre - Mixed locations Page 5

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters (Cont.)

16 WS-07-C-07 LEI SURE CENTRE WEST SUSSEX

BRIGHTON ROAD WORTHING

Edge of Town Centre Residential Zone Total Site area:

te area: 0.48 hect

Survey date: FRIDAY 13/05/22 Survey Type: MANUAL

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

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-07-C-06	Covid

acobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00	1	1.22	1.639	1	1.22	0.000	1	1.22	1.639	
06:00 - 07:00	9	1.91	8.280	9	1.91	0.875	9	1.91	9.155	
07:00 - 08:00	14	1.76	11.427	14	1.76	4.839	14	1.76	16.266	
08:00 - 09:00	16	1.82	17.849	16	1.82	9.421	16	1.82	27.270	
09:00 - 10:00	16	1.82	20.281	16	1.82	16.787	16	1.82	37.068	
10:00 - 11:00	16	1.82	20.486	16	1.82	19.013	16	1.82	39.499	
11:00 - 12:00	16	1.82	18.842	16	1.82	20.658	16	1.82	39.500	
12:00 - 13:00	16	1.82	14.937	16	1.82	18.637	16	1.82	33.574	
13:00 - 14:00	16	1.82	14.731	16	1.82	15.862	16	1.82	30.593	
14:00 - 15:00	16	1.82	15.142	16	1.82	14.114	16	1.82	29.256	
15:00 - 16:00	16	1.82	18.123	16	1.82	15.588	16	1.82	33.711	
16:00 - 17:00	16	1.82	19.185	16	1.82	19.048	16	1.82	38.233	
17:00 - 18:00	14	1.76	20.740	14	1.76	21.716	14	1.76	42.456	
18:00 - 19:00	14	1.76	18.788	14	1.76	22.041	14	1.76	40.829	
19:00 - 20:00	13	1.78	11.477	13	1.78	17.843	13	1.78	29.320	
20:00 - 21:00	13	1.78	8.099	13	1.78	13.556	13	1.78	21.655	
21:00 - 22:00	11	1.67	2.938	11	1.67	10.174	11	1.67	13.112	
22:00 - 23:00	5	1.51	0.397	5	1.51	3.709	5	1.51	4.106	
23:00 - 24:00										
Total Rates:			243.361			243.881			487.242	

Friday 08/09/23

Licence No: 202611

Page 6

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 0.17 to 6.24 (units: hect) Survey date date range: 01/01/15 - 20/09/22

Number of weekdays (Monday-Friday): 12
Number of Saturdays: 4
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 1

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Local Shops - Edge of Town Centre

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Thursday 31/08/23

Calculation Reference: AUDIT-202611-230831-0857

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Selected regions and areas:

5 EAST MIDLANDS LN LINCOLNSHIRE

1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1600 to 1600 (units: sqm) Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

1

1

Selected Locations:

Edge of Town Centre

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:

Retail Zone

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

Inclusion of Servicing Vehicles Counts:

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

Thursday 31/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Local Shops - Edge of Town Centre Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000

1 days

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

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

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

Petrol filling station:

Included in the survey count 0 days Excluded from count or no filling station 1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Local Shops - Edge of Town Centre Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters

1 LN-01-G-01 PETS AT HOME LI NCOLNSHI RE

TRITTON ROAD LINCOLN TRITTON RETAIL PARK Edge of Town Centre Retail Zone

Total Gross floor area: 1600 sqm

Survey date: TUESDAY 31/10/17 Survey Type: MANUAL

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

Thursday 31/08/23 Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1600	0.188	1	1600	0.000	1	1600	0.188
09:00 - 10:00	1	1600	1.875	1	1600	1.000	1	1600	2.875
10:00 - 11:00	1	1600	2.000	1	1600	1.000	1	1600	3.000
11:00 - 12:00	1	1600	1.250	1	1600	1.313	1	1600	2.562
12:00 - 13:00	1	1600	0.688	1	1600	0.938	1	1600	1.626
13:00 - 14:00	1	1600	0.938	1	1600	1.438	1	1600	2.376
14:00 - 15:00	1	1600	1.188	1	1600	0.875	1	1600	2.063
15:00 - 16:00	1	1600	1.000	1	1600	0.750	1	1600	1.750
16:00 - 17:00	1	1600	1.875	1	1600	0.938	1	1600	2.813
17:00 - 18:00	1	1600	1.438	1	1600	1.750	1	1600	3.188
18:00 - 19:00	1	1600	1.750	1	1600	2.875	1	1600	4.625
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.690			15.564			31.254

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 1600 - 1600 (units: sqm) Survey date date range: 01/01/15 - 18/09/21

Number of weekdays (Monday-Friday): 1
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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Local shops - Edge of Town Page 1

Local shops - Edge of Town

Jacobs Regent Centre Newcastle upon Tyne

Licence No: 202611

Calculation Reference: AUDIT-202611-230906-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Selected regions and areas:

6 WEST MIDLANDS

WM WEST MIDLANDS 2 days

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

# Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 450 to 580 (units: sqm)
Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Tuesday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

2

Selected Locations:

Edge of Town

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

Selected Location Sub Categories:

Residential Zone 1
Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 2 days - Selected

Wednesday 06/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Local shops - Edge of Town Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

2 days n/a

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

2 days

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

Population within 5 miles:

250,001 to 500,000 1 days 500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.1 to 1.5 1 days

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

Petrol filling station:

Included in the survey count 0 days Excluded from count or no filling station 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Wednesday 06/09/23 Local shops - Edge of Town Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 WM-01-I-03 LOCAL SHOPS WEST MIDLANDS BRISTOL ROAD SOUTH

BIRMINGHAM

Edge of Town Retail Zone

Total Gross floor area: 450 sqm

Survey date: TUESDAY 10/11/15 Survey Type: MANUAL

WM-01-I-04 LOCAL SHOPS WEST MIDLANDS

SUTHERLAND AVENUE COVENTRY UPPER EASTERN GREEN

Edge of Town Residential Zone

Total Gross floor area: 580 sqm

Survey date: TUESDAY 18/10/22 Survey Type: MANUAL

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

Page 4

Licence No: 202611

Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			Į	DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00							_		·	
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	580	0.172	1	580	0.000	1	580	0.172	
07:00 - 08:00	2	515	4.175	2	515	4.175	2	515	8.350	
08:00 - 09:00	2	515	5.340	2	515	4.563	2	515	9.903	
09:00 - 10:00	2	515	5.825	2	515	5.534	2	515	11.359	
10:00 - 11:00	2	515	5.243	2	515	5.243	2	515	10.486	
11:00 - 12:00	2	515	4.951	2	515	5.146	2	515	10.097	
12:00 - 13:00	2	515	6.505	2	515	5.922	2	515	12.427	
13:00 - 14:00	2	515	5.534	2	515	5.728	2	515	11.262	
14:00 - 15:00	2	515	5.631	2	515	5.631	2	515	11.262	
15:00 - 16:00	2	515	5.825	2	515	6.311	2	515	12.136	
16:00 - 17:00	2	515	9.029	2	515	9.029	2	515	18.058	
17:00 - 18:00	2	515	6.990	2	515	6.990	2	515	13.980	
18:00 - 19:00	2	515	6.117	2	515	6.408	2	515	12.525	
19:00 - 20:00	2	515	5.243	2	515	4.951	2	515	10.194	
20:00 - 21:00	2	515	2.913	2	515	3.495	2	515	6.408	
21:00 - 22:00	2	515	2.039	2	515	2.136	2	515	4.175	
22:00 - 23:00	1	580	0.000	1	580	0.172	1	580	0.172	
23:00 - 24:00										
Total Rates:			81.532			81.434			162.966	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 450 - 580 (units: sqm) Survey date date range: 01/01/15 - 18/10/22

Number of weekdays (Monday-Friday): 2 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.

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Local Shops - Neighbourhood Centre Wednesday 15/11/23 Page 1 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-231115-1159

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

: I - SHOPPING CENTRE - LOCAL SHOPS

Category : I - SHO TOTAL VEHICLES

Selected regions and areas:
03 SOUTH WFST

BR BRISTOL CITY 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

DR DONCASTER 1 days

09 NORTH

> TW TYNE & WEAR 1 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Local Shops - Neighbourhood Centre Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 770 to 2700 (units: sqm) Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Tuesday 1 days Friday 2 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

#### Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)

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

Selected Location Sub Categories:

Residential Zone 2
High Street 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included <u>Population within 1 mile:</u>

20,001 to 25,000 3 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Local Shops - Neighbourhood Centre Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

 0.6 to 1.0
 1 days

 1.1 to 1.5
 2 days

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

Petrol filling station:

Included in the survey count 0 days Excluded from count or no filling station 3 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Wednesday 15/11/23 Local Shops - Neighbourhood Centre Page 4

Licence No: 202611 Newcastle upon Tyne Regent Centre

LIST OF SITES relevant to selection parameters

**BRISTOL CITY** 1 BR-01-I-01 LOCAL SHOPS

BELLAND DRIVE **BRISTOL** 

WHITCHURCH

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area:

770 sqm Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

DR-01-I-01 LOCAL SHOPS **DONCASTER** 

**EVERINGHAM ROAD** 

DONCASTER **CANTLEY** 

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 1645 sqm

> Survey date: FRIDAY 17/09/21 Survey Type: MANUAL

TW-01-I-03 TYNE & WEAR 3 LOCAL SHOPS

VICTORIA ROAD WASHINGTON CONCORD

Neighbourhood Centre (PPS6 Local Centre)

High Street

Total Gross floor area: 2700 sqm

> Survey date: FRIDAY 24/05/19 Survey Type: MANUAL

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

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.277	1	1645	0.912	1	1645	2.189
07:00 - 08:00	3	1705	3.069	3	1705	2.796	3	1705	5.865
08:00 - 09:00	3	1705	3.949	3	1705	3.636	3	1705	7.585
09:00 - 10:00	3	1705	4.712	3	1705	4.497	3	1705	9.209
10:00 - 11:00	3	1705	4.653	3	1705	4.614	3	1705	9.267
11:00 - 12:00	3	1705	3.832	3	1705	3.773	3	1705	7.605
12:00 - 13:00	3	1705	4.145	3	1705	3.949	3	1705	8.094
13:00 - 14:00	3	1705	4.536	3	1705	4.751	3	1705	9.287
14:00 - 15:00	3	1705	3.636	3	1705	3.695	3	1705	7.331
15:00 - 16:00	3	1705	4.614	3	1705	4.848	3	1705	9.462
16:00 - 17:00	3	1705	4.829	3	1705	4.379	3	1705	9.208
17:00 - 18:00	3	1705	4.829	3	1705	5.220	3	1705	10.049
18:00 - 19:00	3	1705	4.301	3	1705	4.516	3	1705	8.817
19:00 - 20:00	3	1705	4.203	3	1705	4.301	3	1705	8.504
20:00 - 21:00	3	1705	2.854	3	1705	2.639	3	1705	5.493
21:00 - 22:00	3	1705	1.877	3	1705	2.131	3	1705	4.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			61.316			60.657			121.973

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

## Parameter summary

Trip rate parameter range selected: 770 - 2700 (units: sqm) Survey date date range: 01/01/15 - 18/10/22

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Shopping Centre - Local Shops - Suburban Area

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230829-0820

Tuesday 29/08/23

Licence No: 202611

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Selected regions and areas:

O2 SOUTH EAST

EX ESSEX 1 days HF HERTFORDSHIRE 1 days

09 NORTH

CU CUMBERLAND 1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 375 to 1325 (units: sqm) Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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 3 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Residential Zone

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.

3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 4 days - Selected

Tuesday 29/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Shopping Centre - Local Shops - Suburban Area Page 2 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection:

Use Class:

3 days n/a

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000

3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.1 to 1.5 2 days

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

Petrol filling station:

Included in the survey count 0 days Excluded from count or no filling station 3 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

Tuesday 29/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Shopping Centre - Local Shops - Suburban Area Page 3 Licence No: 202611

Regent Centre Newcastle upon Tyne

LIST OF SITES relevant to selection parameters

**CUMBERLAND** 

CU-01-I-01 **CENTRAL AVENUE** 

CARLISLE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area:

1325 sqm Survey date: FRIDAY 15/10/21

LOCAL SHOPS

Survey Type: MANUAL

EX-01-I-02 LOCAL SHOPS **ESSEX** 

QUEENS ROAD **BRAINTREE** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 375 sqm

Survey date: FRIDAY 08/07/16 Survey Type: MANUAL

HF-01-I-02 HERTFORDSHI RE LOCAL SHOPS

BROADWATER CRESCENT

STEVENAGE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1115 sqm

> Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

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

## MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-01-I-02	COVID

Tuesday 29/08/23 Licence No: 202611

Page 4

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	1325	1.962	1	1325	1.811	1	1325	3.773	
07:00 - 08:00	3	938	5.755	3	938	5.826	3	938	11.581	
08:00 - 09:00	3	938	8.277	3	938	7.389	3	938	15.666	
09:00 - 10:00	3	938	8.490	3	938	8.384	3	938	16.874	
10:00 - 11:00	3	938	10.053	3	938	9.023	3	938	19.076	
11:00 - 12:00	3	938	10.409	3	938	10.231	3	938	20.640	
12:00 - 13:00	3	938	11.368	3	938	11.368	3	938	22.736	
13:00 - 14:00	3	938	11.368	3	938	11.829	3	938	23.197	
14:00 - 15:00	3	938	10.799	3	938	11.083	3	938	21.882	
15:00 - 16:00	3	938	9.769	3	938	10.018	3	938	19.787	
16:00 - 17:00	3	938	12.540	3	938	12.114	3	938	24.654	
17:00 - 18:00	3	938	13.393	3	938	13.961	3	938	27.354	
18:00 - 19:00	3	938	12.469	3	938	12.860	3	938	25.329	
19:00 - 20:00	3	938	9.627	3	938	9.911	3	938	19.538	
20:00 - 21:00	3	938	5.968	3	938	6.465	3	938	12.433	
21:00 - 22:00	3	938	3.623	3	938	4.050	3	938	7.673	
22:00 - 23:00	2	1220	1.311	2	1220	1.393	2	1220	2.704	
23:00 - 24:00							·			
Total Rates:			147.181			147.716			294.897	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

## Parameter summary

Trip rate parameter range selected: 375 - 1325 (units: sqm) Survey date date range: 01/01/15 - 18/10/22

Number of weekdays (Monday-Friday): 3 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0Surveys manually removed from selection: 1

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 29/08/23 Local Shops - TC

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230829-0807

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

: G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE Category

TOTAL VEHICLES

# Selected regions and areas:

EAST ANGLIA

CAMBRIDGESHIRE CA 1 days

80 NORTH WEST

> CHESHIRE EAST EC 1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

1000 to 1068 (units: sqm) Actual Range: Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 18/09/21 Date Range:

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

## Selected survey days:

Monday 1 days Thursday 1 days

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

Selected survey types:

2 days Manual count Directional ATC Count 0 days

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

2

# Selected Locations:

Town Centre

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:

Retail Zone 1 Built-Up Zone 1

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

### Inclusion of Servicing Vehicles Counts:

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

Tuesday 29/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Local Shops - TC Page 2 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000 1 days 1 days 50,001 to 75,000

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

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.6 to 2.0 1 days

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

<u>Petrol filling station:</u>

Included in the survey count 0 days Excluded from count or no filling station 2 days

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

Travel Plan:

2 days

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

PTAL Rating:

No PTAL Present 2 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 29/08/23 Local Shops - TC Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 CA-01-G-01 JUST FOR PETS CAMBRI DGESHI RE

BACK LANE CAMBOURNE GREAT CAMBOURNE Town Centre Retail Zone

Total Gross floor area: 1068 sqm

Survey date: THURSDAY 07/06/18 Survey Type: MANUAL

2 EC-01-G-01 MAGNET CHESHIRE EAST

KING EDWARD STREET MACCLESFIELD

Town Centre Built-Up Zone

Total Gross floor area: 1000 sqm

Survey date: MONDAY 06/11/17 Survey Type: MANUAL

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

Page 4

Licence No: 202611

Regent Centre Jacobs Newcastle upon Tyne

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	1	1000	0.300	1	1000	0.200	1	1000	0.500	
08:00 - 09:00	2	1034	0.193	2	1034	0.193	2	1034	0.386	
09:00 - 10:00	2	1034	0.967	2	1034	0.677	2	1034	1.644	
10:00 - 11:00	2	1034	0.774	2	1034	0.725	2	1034	1.499	
11:00 - 12:00	2	1034	0.919	2	1034	0.774	2	1034	1.693	
12:00 - 13:00	2	1034	1.015	2	1034	1.161	2	1034	2.176	
13:00 - 14:00	2	1034	0.919	2	1034	0.967	2	1034	1.886	
14:00 - 15:00	2	1034	0.967	2	1034	0.677	2	1034	1.644	
15:00 - 16:00	2	1034	0.629	2	1034	0.919	2	1034	1.548	
16:00 - 17:00	2	1034	0.774	2	1034	0.870	2	1034	1.644	
17:00 - 18:00	2	1034	1.354	2	1034	1.354	2	1034	2.708	
18:00 - 19:00	1	1068	1.030	1	1068	1.030	1	1068	2.060	
19:00 - 20:00	1	1068	0.000	1	1068	0.375	1	1068	0.375	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			9.841			9.922			19.763	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

## Parameter summary

Trip rate parameter range selected: 1000 - 1068 (units: sqm) Survey date date range: 01/01/15 - 18/09/21

Number of weekdays (Monday-Friday): 2 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.

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230831-0815

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE TOTAL VEHICLES

## Selected regions and areas:

SOUTH EAST WEST SUSSEX WS 1 days 03 SOUTH WEST WL WILTSHIRE 1 days 04 EAST ANGLIA NF **NORFOLK** 2 days PETERBOROUGH PB 1 days 06 WEST MIDLANDS WK WARWICKSHIRE 1 days 07 YORKSHIRE & NORTH LINCOLNSHIRE WAKEFIELD 1 days AΚ 09 NORTH

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

## Primary Filtering selection:

DA

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.

1 days

Parameter: Gross floor area

DARLINGTON

Actual Range: 500 to 5700 (units: sqm) Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

# Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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

# Selected survey days:

Monday 1 days Tuesday 2 days Wednesday 4 days Thursday 1 days

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

### Selected survey types:

Manual count 8 days
Directional ATC Count 0 days

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

## Selected Locations:

Edge of Town 8

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

# Selected Location Sub Categories:

Industrial Zone1Commercial Zone2Development Zone1Residential Zone1No Sub Category3

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Office - Edge of Town Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection:

Use Class:

Not Known 8 days

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

## Filter by Site Operations Breakdown:

All Surveys Included

### Population within 500m Range:

All Surveys Included

Population within 1 mile:

 1,001 to 5,000
 3 days

 10,001 to 15,000
 2 days

 15,001 to 20,000
 2 days

 20,001 to 25,000
 1 days

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

#### Population within 5 miles:

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

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

#### Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

# Travel Plan:

No 8 days

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

#### PTAL Rating:

No PTAL Present 8 days

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

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD

PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category

Total Gross floor area: 1230 sqm

Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

2 DA-02-A-02 ENGINEERING COMPANY DARLINGTON

ALDERMAN BEST WAY DARLINGTON

Edge of Town No Sub Category

Total Gross floor area: 3530 sqm

Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

3 NF-02-A-04 BUILDING CONSULTANT NORFOLK

WHITING ROAD NORWICH

Edge of Town Commercial Zone

Total Gross floor area: 500 sqm

Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL

4 NF-02-A-05 COUNCIL OFFICES NORFOLK

YARMOUTH ROAD

**NORWICH** 

Edge of Town Residential Zone

Total Gross floor area: 3697 sqm

Survey date: MONDAY 12/09/22 Survey Type: MANUAL

5 PB-02-A-04 OFFICES PETERBÓRÓUGH

LYNCH WOOD
PETERBOROUGH

Edge of Town Commercial Zone

Total Gross floor area: 4040 sqm

Survey date: WEDNESDAY 19/10/16 Survey Type: MANUAL

6 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE

BUDBROOKE ROAD

WARWICK

Edge of Town Industrial Zone

Total Gross floor area: 796 sqm

Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

7 WL-02-A-01 PET INSURANCE COMPANY WILTSHIRE

THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone

Total Gross floor area: 2500 sqm

Survey date: TUESDAY 18/09/18 Survey Type: MANUAL

8 WS-02-A-06 SOUTHERN WATER OFFICES WEST SÚSSÉX

YEOMAN ROAD WORTHING

> Edge of Town No Sub Category

Total Gross floor area: 5700 sqm

Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Office - Edge of Town Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EC-02-A-04	COVID
NM-02-A-01	COVID
SF-02-A-03	COVID
WO-02-A-03	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30				,			,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2749	0.209	8	2749	0.036	8	2749	0.245
07:30 - 08:00	8	2749	0.782	8	2749	0.050	8	2749	0.832
08:00 - 08:30	8	2749	1.069	8	2749	0.068	8	2749	1.137
08:30 - 09:00	8	2749	1.100	8	2749	0.082	8	2749	1.182
09:00 - 09:30	8	2749	0.928	8	2749	0.073	8	2749	1.001
09:30 - 10:00	8	2749	0.300	8	2749	0.077	8	2749	0.377
10:00 - 10:30	8	2749	0.150	8	2749	0.068	8	2749	0.218
10:30 - 11:00	8	2749	0.077	8	2749	0.041	8	2749	0.118
11:00 - 11:30	8	2749	0.095	8	2749	0.064	8	2749	0.159
11:30 - 12:00	8	2749	0.077	8	2749	0.082	8	2749	0.159
12:00 - 12:30	8	2749	0.132	8	2749	0.332	8	2749	0.464
12:30 - 13:00	8	2749	0.200	8	2749	0.300	8	2749	0.500
13:00 - 13:30	8	2749	0.250	8	2749	0.268	8	2749	0.518
13:30 - 14:00	8	2749	0.246	8	2749	0.118	8	2749	0.364
14:00 - 14:30	8	2749	0.114	8	2749	0.168	8	2749	0.282
14:30 - 15:00	8	2749	0.123	8	2749	0.214	8	2749	0.337
15:00 - 15:30	8	2749	0.132	8	2749	0.264	8	2749	0.396
15:30 - 16:00	8	2749	0.027	8	2749	0.241	8	2749	0.268
16:00 - 16:30	8	2749	0.077	8	2749	0.477	8	2749	0.554
16:30 - 17:00	8	2749	0.064	8	2749	0.632	8	2749	0.696
17:00 - 17:30	8	2749	0.027	8	2749	1.419	8	2749	1.446
17:30 - 18:00	8	2749	0.073	8	2749	0.705	8	2749	0.778
18:00 - 18:30	7	2966	0.043	7	2966	0.462	7	2966	0.505
18:30 - 19:00	7	2966	0.034	7	2966	0.125	7	2966	0.159
19:00 - 19:30	•			ŕ			,		
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.329			6.366			12.695

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Office - Edge of Town Page 6

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 500 - 5700 (units: sqm) Survey date date range: 01/01/15 - 23/11/22

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: 4

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23

 Office - Suburban Area
 Page 1

 Jacobs
 Regent Centre
 Newcastle upon Tyne
 Licence No: 202611

Calculation Reference: AUDIT-202611-230831-0852

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

ES EAST SUSSEX 1 days PORTSMOUTH 1 days

06 WEST MIDLANDS

WM WEST MIDLANDS 1 days

09 NORTH

TW TYNE & WEAR 1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 186 to 10100 (units: sqm)
Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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

Selected survey days:

Monday 1 days Tuesday 2 days Friday 1 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations.

Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:

Residential Zone 3 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected Servicing vehicles Excluded 4 days - Selected

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Office - Suburban Area Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection:

Use Class:

Not Known 4 days

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

### Filter by Site Operations Breakdown:

All Surveys Included

### Population within 500m Range:

All Surveys Included

Population within 1 mile: 25,001 to 50,000

4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 3 days 1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days No 3 days

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

PTAL Rating:

No PTAL Present 4 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Office - Suburban Area Page 3

Licence No: 202611 Jacobs Newcastle upon Tyne Regent Centre

### LIST OF SITES relevant to selection parameters

**EAST SUSSEX** ES-02-A-11 HOUSING COMPANY

THE SIDINGS **HASTINGS** ORE VALLEY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 186 sqm

Survey date: TUESDAY 17/11/15 Survey Type: MANUAL

PO-02-A-02 **HMRC PORTSMOUTH** 

NORTHERN ROAD PORTSMOUTH COSHAM

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 10100 sqm

Survey date: MONDAY 23/11/15 Survey Type: MANUAL

TW-02-A-08 HOUSING ASSOCIATION OFFICE TYNE & WEAR

BENTON PARK ROAD NEWCASTLE UPON TYNE

LONGBENTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 4800 sqm

> Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

WM-02-A-04 WEST MI DLANDS **OFFICE** 

**BOURNVILLE LANE BIRMINGHAM** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1800 sqm

Survey date: TUESDAY Survey Type: MANUAL 10/11/15

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

### MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	COVID
MS-02-A-03	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		С	EPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30	Ĭ			_					
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00		10100			10100			10100	
06:00 - 06:30	1	10100	0.406	1	10100	0.030	1	10100	0.436
06:30 - 07:00	1	10100	0.703	1	10100	0.139	1	10100	0.842
07:00 - 07:30	4	4222	0.521	4	4222	0.030	4	4222	0.551
07:30 - 08:00	4	4222	0.515	4	4222	0.089	4	4222	0.604
08:00 - 08:30	4	4222	0.657	4	4222	0.053	4	4222	0.710
08:30 - 09:00	4	4222	0.610	4	4222	0.071	4	4222	0.681
09:00 - 09:30	4	4222	0.391	4	4222	0.089	4	4222	0.480
09:30 - 10:00	4	4222	0.243	4	4222	0.118	4	4222	0.361
10:00 - 10:30	4	4222	0.124	4	4222	0.113	4	4222	0.237
10:30 - 11:00	4	4222	0.148	4	4222	0.089	4	4222	0.237
11:00 - 11:30	4	4222	0.089	4	4222	0.113	4	4222	0.202
11:30 - 12:00	4	4222	0.148	4	4222	0.118	4	4222	0.266
12:00 - 12:30	4	4222	0.101	4	4222	0.207	4	4222	0.308
12:30 - 13:00	4	4222	0.154	4	4222	0.172	4	4222	0.326
13:00 - 13:30	4	4222	0.142 0.154	4	4222	0.213 0.195	4 4	4222	0.355
13:30 - 14:00	4	4222 4222		4	4222 4222		4	4222 4222	0.349
14:00 - 14:30 14:30 - 15:00	4	4222	0.113 0.113	4	4222	0.190	4	4222	0.303
15:00 - 15:30	4	4222	0.113	4	4222	0.332	4	4222	0.445
15:30 - 16:00	4	4222	0.041	4	4222	0.321	4	4222	0.582
16:00 - 16:30	4	4222	0.130	4	4222	0.450	4	4222	0.580
16:30 - 17:00	4	4222	0.124	4	4222	0.533	4	4222	0.716
17:00 - 17:30	4	4222	0.113	4	4222	0.361	4	4222	0.426
17:30 - 18:00	4	4222	0.003	4	4222	0.385	4	4222	0.420
18:00 - 18:30	4	4222	0.018	4	4222	0.383	4	4222	0.196
18:30 - 19:00	4	4222	0.030	4	4222	0.130	4	4222	0.160
19:00 - 19:30	7	7222	0.030	-	7222	0.130	7	7222	0.100
19:30 - 20:00									
20:00 - 20:30		+							
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.966			5.511			11.477

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.

Regent Centre Newcastle upon Tyne Jacobs

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

186 - 10100 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 23/11/22

Number of weekdays (Monday-Friday): Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection: 2

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Monday 18/12/23 Office\_TC\_V1 Page 1

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-231218-1211

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT : A - OFFICE

Category : A - OFF TOTAL VEHICLES

Selected regions and areas: 03 SOUTH WEST

SOUTH WEST

BR BRISTOL CITY 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

KS KIRKLEES 1 days

09 NORTH

> TW TYNE & WEAR 1 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Monday 18/12/23 Office\_TC\_V1 Page 2

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 118 to 2090 (units: sqm) Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/23

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

Selected survey days:

Monday 2 days Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

3

Selected Locations:

Town Centre

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 2
High Street 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

<u>Use Class:</u>

Not Known 3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Monday 18/12/23 Office\_TC\_V1 Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

 50,001 to 75,000
 1 days

 250,001 to 500,000
 1 days

 500,001 or More
 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

TRICS 7.10.3 180923 B21.52 Database right of TRICS Consortium Limited, 2024. All rights reserved Monday 18/12/23 Office\_TC\_V1 Page 4

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters

1 BR-02-A-03 ARCHITECTS BRISTOL CITY

COLSTON STREET

BRISTOL

Town Centre Built-Up Zone

Total Gross floor area: 118 sqm

Survey date: MONDAY 15/11/21 Survey Type: MANUAL

2 KS-02-A-01 INSURANCE COMPANY KIRKLEES

BRADFORD ROAD CLECKHEATON

Town Centre High Street

Total Gross floor area: 442 sqm

Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

B TW-02-A-07 OFFICES TYNE & WEAR

MULGRAVE TERRACE

GATESHEAD

Town Centre Built-Up Zone

Total Gross floor area: 2090 sqm

Survey date: MONDAY 13/06/16 Survey Type: MANUAL

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

## MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-08	Size and Location
GM-02-A-11	Size and Location
GS-02-A-01	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30							,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1104	0.136	2	1104	0.000	2	1104	0.136
07:30 - 08:00	2	1104	0.091	2	1104	0.000	2	1104	0.091
08:00 - 08:30	3	883	0.377	3	883	0.000	3	883	0.377
08:30 - 09:00	3	883	0.566	3	883	0.038	3	883	0.604
09:00 - 09:30	3	883	0.302	3	883	0.038	3	883	0.340
09:30 - 10:00	3	883	0.453	3	883	0.340	3	883	0.793
10:00 - 10:30	3	883	0.340	3	883	0.151	3	883	0.491
10:30 - 11:00	3	883	0.226	3	883	0.151	3	883	0.377
11:00 - 11:30	3	883	0.075	3	883	0.151	3	883	0.226
11:30 - 12:00	3	883	0.113	3	883	0.075	3	883	0.188
12:00 - 12:30	3	883	0.189	3	883	0.226	3	883	0.415
12:30 - 13:00	3	883	0.189	3	883	0.264	3	883	0.453
13:00 - 13:30	3	883	0.151	3	883	0.151	3	883	0.302
13:30 - 14:00	3	883	0.151	3	883	0.151	3	883	0.302
14:00 - 14:30	3	883	0.189	3	883	0.189	3	883	0.378
14:30 - 15:00	3	883	0.189	3	883	0.151	3	883	0.340
15:00 - 15:30	3	883	0.151	3	883	0.264	3	883	0.415
15:30 - 16:00	3	883	0.038	3	883	0.075	3	883	0.113
16:00 - 16:30	3	883	0.113	3	883	0.302	3	883	0.415
16:30 - 17:00	3	883	0.151	3	883	0.302	3	883	0.453
17:00 - 17:30	3	883	0.075	3	883	0.566	3	883	0.641
17:30 - 18:00	3	883	0.038	3	883	0.226	3	883	0.264
18:00 - 18:30	2	1104	0.045	2	1104	0.498	2	1104	0.543
18:30 - 19:00	2	1104	0.000	2	1104	0.091	2	1104	0.091
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.348			4.400			8.748

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.

Regent Centre Jacobs Newcastle upon Tyne

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

### Parameter summary

118 - 2090 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 24/05/23

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: 3

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Parcel Distribution Centres - Edge of Town Page 1

 Parcel Distribution Centres - Edge of Town
 Page 1

 Jacobs
 Regent Centre
 Newcastle upon Tyne

 Licence No: 202611

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS LN LINCOLNSHIRE

1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1496 to 1496 (units: sqm) Range Selected by User: 763 to 24154 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/21

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 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

1

Selected Locations:

Edge of Town

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

Selected Location Sub Categories:

Industrial Zone

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

B8 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Parcel Distribution Centres - Edge of Town Page 2 Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included Population within 1 mile:

10,001 to 15,000

1 days

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

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Parcel Distribution Centres - Edge of Town Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters

LN-02-G-01 PARCELFORCE WORLDWIDE LINCOLNSHIRE

WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone

Total Gross floor area: 1496 sqm

Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

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

# MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-G-02	COVID

Licence No: 202611

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30	•			_			,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1496	0.267	1	1496	0.067	1	1496	0.334
05:30 - 06:00	1	1496	0.735	1	1496	0.067	1	1496	0.802
06:00 - 06:30	1	1496	0.802	1	1496	0.134	1	1496	0.936
06:30 - 07:00	1	1496	0.869	1	1496	0.067	1	1496	0.936
07:00 - 07:30	1	1496	0.267	1	1496	0.401	1	1496	0.668
07:30 - 08:00	1	1496	0.067	1	1496	0.869	1	1496	0.936
08:00 - 08:30	1	1496	0.067	1	1496	0.401	1	1496	0.468
08:30 - 09:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
09:00 - 09:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
09:30 - 10:00	1	1496	0.067	1	1496	0.134	1	1496	0.201
10:00 - 10:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
10:30 - 11:00	1	1496	0.134	1	1496	0.000	1	1496	0.134
11:00 - 11:30	1	1496	0.000	1	1496	0.067	1	1496	0.067
11:30 - 12:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
12:00 - 12:30	1	1496	0.134	1	1496	0.067	1	1496	0.201
12:30 - 13:00	1	1496	0.067	1	1496	0.668	1	1496	0.735
13:00 - 13:30	1	1496	0.067	1	1496	0.134	1	1496	0.201
13:30 - 14:00	1	1496	0.401	1	1496	0.067	1	1496	0.468
14:00 - 14:30	1	1496	0.067	1	1496	0.067	1	1496	0.134
14:30 - 15:00	1	1496	0.201	1	1496	0.134	1	1496	0.335
15:00 - 15:30	1	1496	0.201	1	1496	0.201	1	1496	0.402
15:30 - 16:00	1	1496	0.267	1	1496	0.468	1	1496	0.735
16:00 - 16:30	1	1496	0.134	1	1496	0.334	1	1496	0.468
16:30 - 17:00	1	1496	0.067	1	1496	0.201	1	1496	0.268
17:00 - 17:30	1	1496	0.067	1	1496	0.468	1	1496	0.535
17:30 - 18:00	1	1496	0.067	1	1496	0.067	1	1496	0.134
18:00 - 18:30	1	1496	0.134	1	1496	0.134	1	1496	0.268
18:30 - 19:00	1	1496	0.000	1	1496	0.067	1	1496	0.067
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:00 - 20:30	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00			F 200			F 20.1			10 5 ( 7
Total Rates:			5.283			5.284			10.567

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.

Newcastle upon Tyne Regent Centre

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

1496 - 1496 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 11/05/21

Number of weekdays (Monday-Friday): Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 1 Surveys manually removed from selection:

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Restaurants - Edge of TC

Regent Centre Newcastle upon Tyne Licence No: 202611 Jacobs

Page 1

Calculation Reference: AUDIT-202611-230905-0919

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 06 - HOTEL, FOOD & DRINK Land Use

: B - RESTAURANTS Category

TOTAL VEHICLES

Selected regions and areas:

**EAST MIDLANDS** 

LINCOLNSHIRE LN 1 days

06 WEST MIDLANDS

> WEST MIDLANDS 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE

> **LEEDS** 1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 600 to 1136 (units: sqm) 75 to 1200 (units: sqm) Range Selected by User:

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 30/09/22 Date Range:

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

Selected survey days:

Monday 1 days Tuesday 1 days Thursday 1 days

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

Selected survey types:

Manual count 3 days **Directional ATC Count** 0 days

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

Selected Locations:

Edge of Town Centre 3

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

Selected Location Sub Categories:

Development Zone 1 2 Built-Up Zone

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, Retall Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected 2 days - Selected Servicing vehicles Excluded

Tuesday 05/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Restaurants - Edge of TC Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

E(b) 3 days

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

## Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days 25,001 to 50,000 2 days

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

Population within 5 miles:

125,001 to 250,000 1 days 1 days 250,001 to 500,000 500,001 or More 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days 0.6 to 1.0 2 days

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

*Travel Plan:* No

3 days

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

PTAL Rating:

No PTAL Present 3 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Restaurants - Edge of TC Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 LN-06-B-01 PREZZO LI NCOLNSHI RE

BRAYFORD WHARF NORTH

LINCOLN

BRAYFORD WHARF Edge of Town Centre Development Zone

Total Gross floor area: 1136 sqm

Survey date: TUESDAY 10/10/17 Survey Type: MANUAL

2 LS-06-B-01 CHINESE RESTAURANT LEEDS

**BINGLEY STREET** 

**LEEDS** 

Edge of Town Centre Built-Up Zone

Total Gross floor area: 950 sqm

Survey date: MONDAY 19/10/15 Survey Type: MANUAL

3 WM-06-B-05 AKBARS WEST MÍ DLÁNDS

THE BUTTS COVENTRY

Edge of Town Centre

Built-Up Zone

Total Gross floor area: 600 sqm

Survey date: THURSDAY 17/11/16 Survey Type: MANUAL

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

acobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	2	1043	0.719	2	1043	0.144	2	1043	0.863
12:00 - 13:00	2	1043	1.438	2	1043	0.288	2	1043	1.726
13:00 - 14:00	2	1043	1.246	2	1043	1.103	2	1043	2.349
14:00 - 15:00	2	1043	0.959	2	1043	1.534	2	1043	2.493
15:00 - 16:00	2	1043	0.384	2	1043	0.575	2	1043	0.959
16:00 - 17:00	3	895	0.633	3	895	0.335	3	895	0.968
17:00 - 18:00	3	895	0.968	3	895	0.261	3	895	1.229
18:00 - 19:00	3	895	1.899	3	895	1.229	3	895	3.128
19:00 - 20:00	3	895	1.973	3	895	1.750	3	895	3.723
20:00 - 21:00	3	895	0.819	3	895	2.085	3	895	2.904
21:00 - 22:00	3	895	0.484	3	895	1.191	3	895	1.675
22:00 - 23:00	3	895	0.410	3	895	1.042	3	895	1.452
23:00 - 24:00	3	895	0.372	3	895	0.558	3	895	0.930
Total Rates:			12.515			12.306			24.821

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 600 - 1136 (units: sqm) Survey date date range: 01/01/15 - 30/09/22

Number of weekdays (Monday-Friday):3Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:0Surveys 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Restaurants - Suburban Area

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230905-0921

Tuesday 05/09/23

Licence No: 202611

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLES

## Selected regions and areas:

32 SOUTH EAST

HCHAMPSHIRE1 daysPOPORTSMOUTH1 days

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

### Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 325 to 645 (units: sqm) Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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

## Selected survey days:

Monday 2 days

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

## <u>Selected survey types:</u>

Manual count 2 days
Directional ATC Count 0 days

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

## Selected Locations:

Suburban Area (PPS6 Out of Centre)

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.

2

#### Selected Location Sub Categories:

Development Zone 1
Residential Zone 1

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

## Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected Servicing vehicles Excluded 2 days - Selected

Tuesday 05/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Restaurants - Suburban Area Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

E(b) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Restaurants - Suburban Area Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

## LIST OF SITES relevant to selection parameters

1 HC-06-B-02 CHINESE REATAURANT HAMPSHIRE

BRIDGE ROAD PARK GATE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 645 sqm

Survey date: MONDAY 18/10/21 Survey Type: MANUAL

PO-06-B-01 PIZZA HUT PORTSMOUTH

BINNACLE WAY PORTSMOUTH COSHAM

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Gross floor area: 325 sqm

Survey date: MONDAY 23/11/15 Survey Type: MANUAL

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

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	485	0.412	2	485	0.412	2	485	0.824
11:00 - 12:00	2	485	1.443	2	485	0.206	2	485	1.649
12:00 - 13:00	2	485	4.639	2	485	0.928	2	485	5.567
13:00 - 14:00	2	485	1.546	2	485	2.680	2	485	4.226
14:00 - 15:00	2	485	0.206	2	485	2.268	2	485	2.474
15:00 - 16:00	2	485	0.619	2	485	1.856	2	485	2.475
16:00 - 17:00	2	485	1.134	2	485	0.825	2	485	1.959
17:00 - 18:00	2	485	1.340	2	485	0.515	2	485	1.855
18:00 - 19:00	2	485	2.474	2	485	1.443	2	485	3.917
19:00 - 20:00	2	485	1.340	2	485	1.237	2	485	2.577
20:00 - 21:00	2	485	0.928	2	485	2.062	2	485	2.990
21:00 - 22:00	2	485	0.309	2	485	1.649	2	485	1.958
22:00 - 23:00	2	485	0.103	2	485	0.515	2	485	0.618
23:00 - 24:00	2	485	0.000	2	485	0.000	2	485	0.000
Total Rates:			16.493			16.596			33.089

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 325 - 645 (units: sqm) Survey date date range: 01/01/15 - 30/09/22

Number of weekdays (Monday-Friday): 2
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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Restaurants - Town Centre Page 1

Jacobs Regent Centre Newcastle upon Tyne

Calculation Reference: AUDIT-202611-230905-0943

Licence No: 202611

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLES

## Selected regions and areas:

03 SOUTH WEST

DC DORSET 1 days

04 EAST ANGLIA

NF NORFOLK 1 days

05 EAST MIDLANDS

DY DERBY 1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 160 to 525 (units: sqm) Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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:

Wednesday 1 days Thursday 1 days Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

#### Selected Locations:

Town Centre 3

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

## Selected Location Sub Categories:

High Street 3

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

## Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected Servicing vehicles Excluded 2 days - Selected

Tuesday 05/09/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Restaurants - Town Centre Page 2 Licence No: 202611 Newcastle upon Tyne Regent Centre

Secondary Filtering selection:

Use Class:

Jacobs

E(b) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000 1 days 1 days 75,001 to 100,000 250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.1 to 1.5 2 days

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

*Travel Plan:* No

3 days

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

PTAL Rating:

No PTAL Present 3 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Tuesday 05/09/23 Restaurants - Town Centre Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 DC-06-B-02 PREZZO DORSET

HIGH WEST STREET DORCHESTER

Town Centre High Street

Total Gross floor area: 525 sqm

Survey date: FRIDAY 16/09/16 Survey Type: MANUAL

2 DY-06-B-04 FRENCH RESTAURANT DERBY

FRIAR GATE DERBY

Town Centre High Street

Total Gross floor area: 180 sqm

Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

3 NF-06-B-01 INDIAN RESTAURANT NORFOLK

KING STREET GREAT YARMOUTH

Town Centre High Street

Total Gross floor area: 160 sqm

Survey date: THURSDAY 14/09/17 Survey Type: MANUAL

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

Jacobs Regent Centre Newcastle upon Tyne

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	343	0.146	2	343	0.000	2	343	0.146
11:00 - 12:00	3	288	0.116	3	288	0.231	3	288	0.347
12:00 - 13:00	3	288	1.272	3	288	0.116	3	288	1.388
13:00 - 14:00	3	288	1.387	3	288	0.809	3	288	2.196
14:00 - 15:00	3	288	0.116	3	288	1.156	3	288	1.272
15:00 - 16:00	3	288	0.231	3	288	0.578	3	288	0.809
16:00 - 17:00	3	288	0.347	3	288	0.116	3	288	0.463
17:00 - 18:00	3	288	1.503	3	288	0.347	3	288	1.850
18:00 - 19:00	3	288	2.890	3	288	1.040	3	288	3.930
19:00 - 20:00	3	288	2.428	3	288	1.734	3	288	4.162
20:00 - 21:00	3	288	0.347	3	288	1.618	3	288	1.965
21:00 - 22:00	3	288	0.694	3	288	1.618	3	288	2.312
22:00 - 23:00	3	288	0.231	3	288	1.503	3	288	1.734
23:00 - 24:00	1	525	0.000	1	525	0.000	1_	525	0.000
Total Rates:			11.708			10.866			22.574

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected: 160 - 525 (units: sqm) Survey date date range: 01/01/15 - 30/09/22

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Warehouse - Edge of town Centre

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Thursday 31/08/23

Calculation Reference: AUDIT-202611-230831-0856

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Selected regions and areas:

7 YORKSHIRE & NORTH LINCOLNSHIRE

KS KIRKLEES 1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1507 to 1507 (units: sqm) Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

1

1

Selected Locations:

Edge of Town Centre

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

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

Inclusion of Servicing Vehicles Counts:

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - Edge of town Centre Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

1 days B8

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile: 5,001 to 10,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

*Travel Plan:* No

1 days

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

PTAL Rating:

No PTAL Present

1 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - Edge of town Centre Page 3 Licence No: 202611

Regent Centre Newcastle upon Tyne

## LIST OF SITES relevant to selection parameters

KIRKLEES **ELECTRONICS DISTRIBUTION** KS-02-F-01

MORTIMER STREET CLECKHEATON

Edge of Town Centre Built-Up Zone

Total Gross floor area: 1507 sqm

Survey date: MONDAY 19/09/16 Survey Type: MANUAL

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

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30				,			,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	1507	0.199	1	1507	0.133	1	1507	0.332
07:30 - 08:00	1	1507	0.199	1	1507	0.000	1	1507	0.199
08:00 - 08:30	1	1507	0.597	1	1507	0.000	1	1507	0.597
08:30 - 09:00	1	1507	0.597	1	1507	0.133	1	1507	0.730
09:00 - 09:30	1	1507	0.133	1	1507	0.000	1	1507	0.133
09:30 - 10:00	1	1507	0.000	1	1507	0.000	1	1507	0.000
10:00 - 10:30	1	1507	0.133	1	1507	0.000	1	1507	0.000
10:30 - 11:00	1	1507	0.000	1	1507	0.133	1	1507	0.133
11:00 - 11:30	1	1507	0.066	1	1507	0.133	1	1507	0.133
11:30 - 12:00	1	1507	0.088	1	1507	0.265	1	1507	0.066
	1	1507	0.199	1	1507	0.263	1	1507	0.464
12:00 - 12:30									
12:30 - 13:00	1	1507	0.199	1	1507	0.199	1	1507	0.398
13:00 - 13:30	1	1507	0.133	1	1507	0.066		1507	0.199
13:30 - 14:00	1	1507	0.000	1	1507	0.066	1	1507	0.066
14:00 - 14:30	1	1507	0.000	1	1507	0.133	1	1507	0.133
14:30 - 15:00	1	1507	0.066	1	1507	0.066	1	1507	0.132
15:00 - 15:30	1	1507	0.000	1	1507	0.066	1	1507	0.066
15:30 - 16:00	1	1507	0.066	1	1507	0.000	1	1507	0.066
16:00 - 16:30	1	1507	0.133	1	1507	0.133	1	1507	0.266
16:30 - 17:00	1	1507	0.066	1	1507	0.066	1	1507	0.132
17:00 - 17:30	1	1507	0.000	1	1507	0.929	1	1507	0.929
17:30 - 18:00	1	1507	0.000	1	1507	0.265	1	1507	0.265
18:00 - 18:30									
18:30 - 19:00									
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.786			2.786			5.572

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.

Newcastle upon Tyne Regent Centre

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

1507 - 1507 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 22/11/21

Number of weekdays (Monday-Friday): 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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved

Warehouse - Edge of Town

Newcastle upon Tyne Licence No: 202611 Jacobs Regent Centre

Calculation Reference: AUDIT-202611-230831-0851

Thursday 31/08/23

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

: F - WAREHOUSING (COMMERCIAL) Category

TOTAL VEHICLES

## Selected regions and areas:

SOUTH EAST ΕX ESSEX 1 days HAMPSHIRE HC 1 days MEDWAY MW 1 days 03 SOUTH WEST TB TORBAY 1 days EAST ANGLIA 04 SF **SUFFOLK** 1 days 06 WEST MIDLANDS WW WEST MIDLANDS 1 days 07 YORKSHIRE & NORTH LINCOLNSHIRE **BRADFORD** BD 1 days NORTH 09

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

#### Primary Filtering selection:

TW

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.

1 days

Parameter: Gross floor area

TYNE & WEAR

Actual Range: 190 to 31000 (units: sqm) Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 22/11/21 Date Range:

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

Selected survey days:

Monday 2 days 1 days Thursday Friday 5 days

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

Selected survey types:

Manual count 8 days Directional ATC Count 0 days

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

Selected Locations:

8 Edge of Town

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

Selected Location Sub Categories:

Industrial Zone 7 Commercial Zone 1

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

1 days - Selected

## Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - Edge of Town Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

n/a 2 days В8 6 days

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

#### Filter by Site Operations Breakdown:

All Surveys Included

## Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

#### Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

#### Car ownership within 5 miles:

0.6 to 1.0 3 days 1.1 to 1.5 5 days

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

Travel Plan:

8 days

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

PTAL Rating:

No PTAL Present 8 days

Newcastle upon Tyne Licence No: 202611 Regent Centre

LIST OF SITES relevant to selection parameters

**BRADFORD** BD-02-F-01 **DISTRIBUTION COMPANY** 

STAITHGATE LANE **BRADFORD** NEWHALL

Edge of Town Industrial Zone

Total Gross floor area: 10446 sqm

Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

EX-02-F-01 SPORTS SUPPLEMENTS **ESSEX** 

**BRUNEL WAY** COLCHESTER

SEVERALLS INDUSTRIAL PK

Edge of Town Industrial Zone

Total Gross floor area: 6560 sqm

Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

HC-02-F-03 PPE DISTRIBUTION **HAMPSHIRE** 

WARSASH ROAD PARK GATE

Edge of Town Industrial Zone

Total Gross floor area: 3665 sqm

Survey date: MONDAY 27/09/21 Survey Type: MANUAL

MW-02-F-02 COMMERCIAL WAREHOUSING **MEDWAY** 

MILLS ROAD **AYLESFORD** QUARRY WOOD Edge of Town Industrial Zone

Total Gross floor area: 11200 sqm

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

SF-02-F-03 **ROAD HAULAGE** SUFFOLK

CENTRAL AVENUE

**IPSWICH** 

WARREN HEATH Edge of Town

Industrial Zone

4700 sqm Total Gross floor area:

Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

TB-02-F-01 **OPTICS WAREHOUSE TORBAY** 

ALDERS WAY **PAIGNTON** 

Edge of Town Industrial Zone

Total Gross floor area: 190 sqm

Survey date: FRIDAY 29/03/19 Survey Type: MANUAL

ASDA DISTRIBUTION CENTRE TW-02-F-01 TYNE & WEAR

MANDARIN WAY WASHINGTON

PATTISON IND. ESTATE

Edge of Town Industrial Zone

31000 sqm Total Gross floor area:

Survey date: FRIDAY 13/11/15 Survey Type: MANUAL WEST MIDLANDS

WM-02-F-02 LOGISTICS FIRM

SOVEREIGN ROAD **BIRMINGHAM** KINGS NORTON Edge of Town Commercial Zone

Total Gross floor area: 3625 sqm

> Survey date: MONDAY 09/11/15 Survey Type: MANUAL

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

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - Edge of Town Page 4 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

## MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	COVID

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	5318	0.103	2	5318	0.056	2	5318	0.159
05:30 - 06:00	2	5318	0.244	2	5318	0.113	2	5318	0.357
06:00 - 06:30	2	5318	0.179	2	5318	0.150	2	5318	0.329
06:30 - 07:00	2	5318	0.376	2	5318	0.094	2	5318	0.470
07:00 - 07:30	8	8923	0.095	8	8923	0.052	8	8923	0.147
07:30 - 08:00	8	8923	0.112	8	8923	0.055	8	8923	0.167
08:00 - 08:30	8	8923	0.078	8	8923	0.067	8	8923	0.145
08:30 - 09:00	8	8923	0.109	8	8923	0.057	8	8923	0.166
09:00 - 09:30	8	8923	0.080	8	8923	0.039	8	8923	0.119
09:30 - 10:00	8	8923	0.080	8	8923	0.049	8	8923	0.129
10:00 - 10:30	8	8923	0.063	8	8923	0.062	8	8923	0.125
10:30 - 11:00	8	8923	0.064	8	8923	0.064	8	8923	0.128
11:00 - 11:30	8	8923	0.059	8	8923	0.063	8	8923	0.122
11:30 - 12:00	8	8923	0.066	8	8923	0.063	8	8923	0.129
12:00 - 12:30	8	8923	0.070	8	8923	0.063	8	8923	0.133
12:30 - 13:00	8	8923	0.067	8	8923	0.056	8	8923	0.123
13:00 - 13:30	8	8923	0.073	8	8923	0.076	8	8923	0.149
13:30 - 14:00	8	8923	0.083	8	8923	0.062	8	8923	0.145
14:00 - 14:30	8	8923	0.057	8	8923	0.080	8	8923	0.137
14:30 - 15:00	8	8923	0.067	8	8923	0.074	8	8923	0.141
15:00 - 15:30	8	8923	0.060	8	8923	0.111	8	8923	0.171
15:30 - 16:00	8	8923	0.059	8	8923	0.073	8	8923	0.132
16:00 - 16:30	8	8923	0.066	8	8923	0.113	8	8923	0.179
16:30 - 17:00	8	8923	0.038	8	8923	0.084	8	8923	0.122
17:00 - 17:30	8	8923	0.057	8	8923	0.122	8	8923	0.179
17:30 - 18:00	8	8923	0.046	8	8923	0.090	8	8923	0.136
18:00 - 18:30	8	8923	0.024	8	8923	0.081	8	8923	0.105
18:30 - 19:00	8	8923	0.024	8	8923	0.045	8	8923	0.069
19:00 - 19:30	2	5318	0.056	2	5318	0.179	2	5318	0.235
19:30 - 20:00	2	5318	0.038	2	5318	0.066	2	5318	0.104
20:00 - 20:30	2	5318	0.019	2	5318	0.047	2	5318	0.066
20:30 - 21:00	2	5318	0.085	2	5318	0.038	2	5318	0.123
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.697			2.444			5.141

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.

Thursday 31/08/23 TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Warehouse - Edge of Town Page 6 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

190 - 31000 (units: sqm) Trip rate parameter range selected: Survey date date range: 01/01/15 - 22/11/21

Number of weekdays (Monday-Friday): Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection:

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.

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - SA

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

Calculation Reference: AUDIT-202611-230831-0837

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 02 - EMPLOYMENT Land Use

: F - WAREHOUSING (COMMERCIAL) Category

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST

HC

**HAMPSHIRE** 1 days

YORKSHIRE & NORTH LINCOLNSHIRE 07

**DONCASTER** DR 1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area

13200 to 80100 (units: sqm) Actual Range: Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

01/01/15 to 22/11/21 Date Range:

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

Selected survey days:

Tuesday 1 days Thursday 1 days

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

Selected survey types:

2 days Manual count **Directional ATC Count** 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Industrial Zone 1 Commercial Zone 1

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

Inclusion of Servicing Vehicles Counts:

1 days - Selected Servicing vehicles Included Servicing vehicles Excluded 1 days - Selected TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - SA Page 2 Licence No: 202611

Newcastle upon Tyne Jacobs Regent Centre

Secondary Filtering selection:

Use Class:

B8 2 days

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

## Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

2 days

Travel Plan:

2 days

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

PTAL Rating:

No PTAL Present 2 days

TRICS 7.10.2 100623 B21.39 Database right of TRICS Consortium Limited, 2023. All rights reserved Thursday 31/08/23 Warehouse - SA Page 3

Jacobs Regent Centre Newcastle upon Tyne Licence No: 202611

LIST OF SITES relevant to selection parameters

1 DR-02-F-01 TESCO DISTRIBUTION CENTRE DONCASTER

MIDDLE BANK DONCASTER

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 80100 sqm

Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

HC-02-F-02 LOGISTICS HAMPSHIRE

RUTHERFORD ROAD BASINGSTOKE

Suburban Area (PPS6 Out of Centre)

Commercial Zone

Total Gross floor area: 13200 sqm

Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

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

Jacobs Regent Centre Newcastle upon Tyne

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30	,			,			,		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.057	1	80100	0.021	1	80100	0.078
05:30 - 06:00	1	80100	0.090	1	80100	0.022	1	80100	0.112
06:00 - 06:30	1	80100	0.014	1	80100	0.056	1	80100	0.070
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	2	46650	0.024	2	46650	0.020	2	46650	0.044
07:30 - 08:00	2	46650	0.032	2	46650	0.015	2	46650	0.047
08:00 - 08:30	2	46650	0.027	2	46650	0.020	2	46650	0.047
08:30 - 09:00	2	46650	0.027	2	46650	0.016	2	46650	0.043
09:00 - 09:30	2	46650	0.036	2	46650	0.019	2	46650	0.055
09:30 - 10:00	2	46650	0.045	2	46650	0.045	2	46650	0.090
10:00 - 10:30	2	46650	0.049	2	46650	0.050	2	46650	0.099
10:30 - 11:00	2	46650	0.047	2	46650	0.043	2	46650	0.090
11:00 - 11:30	2	46650	0.041	2	46650	0.021	2	46650	0.062
11:30 - 12:00	2	46650	0.046	2	46650	0.060	2	46650	0.106
12:00 - 12:30	2	46650	0.036	2	46650	0.049	2	46650	0.085
12:30 - 13:00	2	46650	0.049	2	46650	0.060	2	46650	0.109
13:00 - 13:30	2	46650	0.046	2	46650	0.032	2	46650	0.078
13:30 - 14:00	2	46650	0.055	2	46650	0.063	2	46650	0.118
14:00 - 14:30	2	46650	0.038	2	46650	0.099	2	46650	0.137
14:30 - 15:00	2	46650	0.044	2	46650	0.036	2	46650	0.080
15:00 - 15:30	2	46650	0.044	2	46650	0.038	2	46650	0.082
15:30 - 16:00	2	46650	0.030	2	46650	0.034	2	46650	0.064
16:00 - 16:30	2	46650	0.023	2	46650	0.030	2	46650	0.053
16:30 - 17:00	2	46650	0.030	2	46650	0.018	2	46650	0.048
17:00 - 17:30	2	46650	0.041	2	46650	0.017	2	46650	0.058
17:30 - 18:00	2	46650	0.029	2	46650	0.026	2	46650	0.055
18:00 - 18:30	2	46650	0.025	2	46650	0.041	2	46650	0.066
18:30 - 19:00	2	46650	0.020	2	46650	0.028	2	46650	0.048
19:00 - 19:30	1	80100	0.016	1	80100	0.015	1	80100	0.031
19:30 - 20:00	1	80100	0.020	1	80100	0.030	1	80100	0.050
20:00 - 20:30	1	80100	0.012	1	80100	0.025	1	80100	0.037
20:30 - 21:00	1	80100	0.025	1	80100	0.020	1	80100	0.045
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		*	1.142	1		1.144	-	<u>'</u>	2.286

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.

Regent Centre Jacobs Newcastle upon Tyne

> The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

> The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

13200 - 80100 (units: sqm) Trip rate parameter range selected:

Survey date date range: 01/01/15 - 22/11/21

Number of weekdays (Monday-Friday): 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.

# Appendix F. Uncertainty Log Local Plan Developments

3.0

		Development Information			_	Demand Inputs			Network Inputs				AM Peak	(08:00 -09:00)				PM Peak (	7:00 -18:00)		
Site_ID Unique_ID	Reference (I	Plann Completions/ Scenario	District	Development Name Land Use Un	nit HF	All Developments H, Dwellings Employment, floorspace			/TA TRICS Location	Model :		Trip Rate tination (Arrivals) Origins (Depar		Destination (Arriv	Trip Generation als) Origins (Departures) Two	-Way [	Trip Rate Destination (Arrivals) Origins (Depa				vo-Way
2000 AS2_C3-H 2001 AS18_C3-H	AS2 AS18	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		4 35	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		.5021 .0001	0.14 0.14	0.30 0.44 0.30 0.44		0.56 1.18 4.87 10.36	1.74 15.23	0.27 0.27	0.14 0.41 0.14 0.41	1.08 9.49	0.56 4.94	1.65 14.42
2002 RN29_C3-H 2003 SNF9 C3-F	RN29 SNF9	LP Scenario Local Plan Development LP Scenario Local Plan Development	,	C3 H		14	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre		0103 5001	0.12 0.05	0.39 0.51 0.13 0.18		1.64 5.52 2.00 5.00	7.15 7.00	0.37 0.18	0.19 0.56 0.20 0.38	5.19 7.00	2.62 8.00	7.81 15.00
2004 SR36_C3-F	SR36	LP Scenario Local Plan Development	Medway	G F		5	TRICS	C3-F	C3-F_Town Centre	11	5025	0.05	0.13 0.18	:	0.25 0.63	0.88	0.18	0.20 0.38	0.88	1.00	1.88
2005 SR38_C3-F 2006 SR34_C3-F	SR38 SR34	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F C3 F		5	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Suburban Area		.5025 .5025	0.05 0.05	0.13 0.18 0.18 0.23		0.25 0.63 0.25 0.91	0.88 1.16	0.18 0.15	0.20 0.38 0.08 0.24	0.88 0.76	1.00 0.42	1.88 1.18
2007 AS15_C3-H 2008 CHR14 C3-H	AS15 CHR14	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		9	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		5022 .0117	0.14 0.14	0.30 0.44 0.30 0.44		1.25 2.66 6.81 14.50	3.92 21.32	0.27 0.27	0.14 0.41 0.14 0.41	2.44 13.28	1.27 6.91	3.71 20.19
2009 RSE9_C3-H	RSE9	LP Scenario Local Plan Development	Medway	C3 H		15	TRICS	C3-H	C3-H_Suburban Area	11	0134	0.12	0.39 0.51		1.76 5.91	7.67	0.37	0.19 0.56	5.57	2.81	8.37
2010 HHH32_C3-H 2011 AS23_C3-H	HHH32 AS23	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		3 0	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		.0004	0.14 0.14	0.30 0.44 0.30 0.44		0.42 0.89 0.00 0.00	0.00	0.27 0.27	0.14 0.41 0.14 0.41	0.81 0.00	0.42	1.24 0.00
2012 HHH26_C3-H 2013 HHH12 C3-H	HHH26 HHH12	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		700 1800	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		.5002	0.14 0.14	0.30 0.44 0.30 0.44		7.30 207.20 0.20 532.80	304.50 783.00	0.27 0.27	0.14 0.41 0.14 0.41	189.70 487.80	98.70 253.80	288.40 741.60
2014 SR37_C3-F 2015 CCB15 C3-F	SR37 CCB15	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		428 60	TRICS TRICS	C3-F C3-F	C3-F_Suburban Area	11	5025	0.05 0.05	0.18 0.23 0.13 0.18	2	1.40 77.90 3.00 7.50	99.30 10.50	0.15 0.18	0.08 0.24 0.20 0.38	64.63 10.50	35.95 12.00	100.58 22.50
2016 SNF41_C3-F	SNF41	LP Scenario Local Plan Development	Medway	G F		400	TRICS	C3-F	C3-F_Town Centre C3-F_Edge of Town Centre	11	.0022	0.04	0.19 0.23	1	7.20 75.60	92.80	0.17	0.08 0.25	68.00	32.80	100.80
2017 SNF35_C3-F 2018 HHH24_C3-H	SNF35 HHH24	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F C3 H		171 85	TRICS TRICS	C3-F C3-H	C3-F_Town Centre C3-H_Neighbourhood Centre		.5001 .0011	0.05 0.14	0.13 0.18 0.30 0.44		8.55 21.38 1.82 25.16	29.93 36.98	0.18 0.27	0.20 0.38 0.14 0.41	29.93 23.04	34.20 11.99	64.13 35.02
2019 HHH29_C3-H 2020 SR31 C3-F	HHH29 SR31	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		55 311	TRICS TRICS	C3-H C3-F	C3-H_Neighbourhood Centre C3-F Town Centre		5002 5025	0.14 0.05	0.30 0.44 0.13 0.18		7.65 16.28 5.55 38.88	23.93	0.27 0.18	0.14 0.41 0.20 0.38	14.91 54.43	7.76 62.20	22.66 116.63
2021 SR30_C3-H	SR30	LP Scenario Local Plan Development	Medway	G H		102	TRICS	C3-H	C3-H_Suburban Area	11	5025	0.12	0.39 0.51	. 1	1.93 40.19	52.12	0.37	0.19 0.56	37.84	19.07	56.92
2022 AS25_C3-H 2023 SMI6_C3-F	AS25 SMI6	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 F		15 3000	TRICS TRICS	C3-H C3-F	C3-H_Neighbourhood Centre C3-F_Town Centre		.0002 .5005	0.14 0.05	0.30 0.44 0.13 0.18		2.09 4.44 0.00 375.00	6.53 525.00	0.27 0.18	0.14 0.41 0.20 0.38	4.07 525.00	2.12 600.00	6.18 1125.00
2024 HW6_C3-H 2025 AS6_C3-H	HW6 AS6	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		88	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre		0147 5021	0.12 0.14	0.39 0.51 0.30 0.44		0.30 34.67 5.56 11.84	44.97 17.40	0.37 0.27	0.19 0.56 0.14 0.41	32.65 10.84	16.46 5.64	49.10 16.48
2026 AS14_C3-H	AS14	LP Scenario Local Plan Development	Medway	C3 H		60	TRICS	C3-H	C3-H_Neighbourhood Centre	11	5022	0.14	0.30 0.44	ŀ	8.34 17.76	26.10	0.27	0.14 0.41	16.26	8.46	24.72
2027 AS17_C3-H 2028 RSE8_C3-H	AS17 RSE8	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		100 10	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area		.5022 .0134	0.14 0.12	0.30 0.44 0.39 0.51		3.90 29.60 1.17 3.94	43.50 5.11	0.27 0.37	0.14 0.41 0.19 0.56	27.10 3.71	14.10 1.87	41.20 5.58
2029 RN32_C3-H 2030 SR40_C3-F	RN32 SR40	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		48 200	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre		.0134 .5025	0.12 0.05	0.39 0.51 0.13 0.18		5.62 18.91 0.00 25.00	24.53 35.00	0.37 0.18	0.19 0.56 0.20 0.38	17.81 35.00	8.98 40.00	26.78 75.00
2031 LW4_C3-H	LW4	LP Scenario Local Plan Development	Medway	C3 H		350	TRICS	C3-H	C3-H_Suburban Area	11	0128	0.12	0.39 0.51	. 4	0.95 137.90	178.85	0.37	0.19 0.56	129.85	65.45	195.30
2032 LW10_C3-H 2033 CHR20_C3-H	LW10 CHR20	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		5 161	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11	.0128 .5001	0.12 0.12	0.39 0.51 0.39 0.51	. 1	0.59 1.97 8.84 63.43	2.56 82.27	0.37 0.37	0.19 0.56 0.19 0.56	1.86 59.73	0.94 30.11	2.79 89.84
2034 HHH6_C3-H 2035 SR7_C3-H	HHH6 SR7	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		450 45	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		.5017 .0006	0.14 0.14	0.30 0.44 0.30 0.44		2.55 133.20 6.26 13.32	195.75 19.58	0.27 0.27	0.14 0.41 0.14 0.41	121.95 12.20	63.45 6.35	185.40 18.54
2036 HHH11_C3-H	HHH11	LP Scenario Local Plan Development	Medway	сз н		200	TRICS	C3-H	C3-H_Neighbourhood Centre	11	0010	0.14	0.30 0.44	2	7.80 59.20	87.00	0.27	0.14 0.41	54.20	28.20	82.40
2037 HHH33_C3-H 2038 RN28_C3-H	HHH33 RN28	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		330 66	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Edge of Town Centre	11	.0004 .0106	0.14 0.14	0.30 0.44 0.29 0.43	:	5.87 97.68 9.11 19.21	143.55 28.31	0.27 0.28	0.14 0.41 0.17 0.45	89.43 18.68	46.53 11.22	135.96 29.90
2039 LW8_C3-H 2040 FP11_C3-F	LW8 FP11	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		1649 158	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre		0128 5011	0.12 0.05	0.39 0.51 0.13 0.18		2.93 649.71 7.90 19.75	842.64 27.65	0.37 0.18	0.19 0.56 0.20 0.38	611.78 27.65	308.36 31.60	920.14 59.25
2041 HHH5_C3-H	HHH5 AS28	LP Scenario Local Plan Development	Medway	СЗ Н		50	TRICS	C3-H	C3-H_Neighbourhood Centre	11	5018	0.14 0.14	0.30 0.44 0.30 0.44	· I	6.95 14.80	21.75	0.27 0.27	0.14 0.41	13.55 2.44	7.05 1.27	20.60
2042 AS28_C3-H 2043 RN30_C3-H	RN30	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		80	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Suburban Area	11	0103	0.12	0.39 0.51		1.25 2.66 9.36 31.52	40.88	0.37	0.14 0.41 0.19 0.56	29.68	14.96	44.64
2044 RN31_C3-H 2045 AS21_C3-H	RN31 AS21	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		60 75	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre		.0103 .0001	0.12 0.14	0.39 0.51 0.30 0.44		7.02 23.64 0.43 22.20	30.66 32.63	0.37 0.27	0.19 0.56 0.14 0.41	22.26 20.33	11.22 10.58	33.48 30.90
2046 AS11_C3-H 2047 AS16 C3-H	AS11 AS16	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		10 25	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre	11	5022	0.14	0.30 0.44 0.30 0.44	·	1.39 2.96 3.48 7.40	4.35	0.27 0.27	0.14 0.41 0.14 0.41	2.71 6.78	1.41	4.12 10.30
2048 CCB27_C3-F	CCB27	LP Scenario Local Plan Development	Medway	G F		20	TRICS	C3-F	C3-F_Town Centre	11	0063	0.05	0.13 0.18	:	1.00 2.50	3.50	0.18	0.20 0.38	3.50	4.00	7.50
2049 HHH8_C3-H 2050 AS22_C3-H	HHH8 AS22	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		450 100	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		.5017 .0001	0.14 0.14	0.30 0.44 0.30 0.44		2.55 133.20 3.90 29.60	195.75 43.50	0.27 0.27	0.14 0.41 0.14 0.41	121.95 27.10	63.45 14.10	185.40 41.20
2051 HHH3_C3-H 2052 HHH22 C3-H	HHH3 HHH22	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		500 1500	TRICS TRICS	C3-H C3-H	C3-H_Neighbourhood Centre C3-H_Neighbourhood Centre		5017	0.14	0.30 0.44 0.30 0.44		9.50 148.00 8.50 444.00	217.50 652.50	0.27 0.27	0.14 0.41 0.14 0.41	135.50 406.50	70.50 211.50	206.00 618.00
2053 CCB37_C3-F	CCB37	LP Scenario Local Plan Development	Medway	G F		200	TRICS	C3-F	C3-F_Town Centre	11	.0063	0.05	0.13 0.18	1	0.00 25.00	35.00	0.18	0.20 0.38	35.00	40.00	75.00
2054 HW5_C3-H 2055 FP10_C3-H	HW5 FP10	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		1 140	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area		.0147 .0086	0.12 0.12	0.39 0.51 0.39 0.51		0.12 0.39 6.38 55.16	0.51 71.54	0.37 0.37	0.19 0.56 0.19 0.56	0.37 51.94	0.19 26.18	0.56 78.12
2056 GN6_C3-F 2057 SR49 C3-H	GN6 SR49	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		180	TRICS TRICS	C3-F C3-H	C3-F_Suburban Area C3-H_Neighbourhood Centre		5009 5018	0.05 0.14	0.18 0.23 0.30 0.44	:	9.00 32.76 0.83 1.78	41.76	0.15 0.27	0.08 0.24 0.14 0.41	27.18 1.63	15.12 0.85	42.30 2.47
2058 SR4_C3-H	SR4	LP Scenario Local Plan Development	Medway	C3 H		120	TRICS	C3-H	C3-H_Neighbourhood Centre	11	.0006	0.14	0.30 0.44	1	6.68 35.52	52.20	0.27	0.14 0.41	32.52	16.92	49.44
2059 RSE10_C3-H 2060 CCB12 C3-F	RSE10 CCB12	LP Scenario Local Plan Development LP Scenario Local Plan Development	,	C3 H C3 F		750 0	TRICS TRICS	C3-H C3-F	C3-H_Edge of Town Centre C3-F Town Centre		.0134 .5026	0.14 0.05	0.29 0.43 0.13 0.18		3.50 218.25 0.00 0.00	321.75 0.00	0.28 0.18	0.17 0.45 0.20 0.38	212.25 0.00	127.50 0.00	339.75 0.00
2061 SNF20_C3-F 2062 GN8_C3-H	SNF20 GN8	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F		15	TRICS TRICS	C3-F C3-H	C3-F_Edge of Town Centre C3-H_Suburban Area		.0025 .5008	0.04 0.12	0.19 0.23 0.39 0.51		0.65 2.84 1.99 6.70	3.48	0.17 0.37	0.08 0.25 0.19 0.56	2.55 6.31	1.23 3.18	3.78 9.49
2063 SNF15_C3-F	SNF15	LP Scenario Local Plan Development	Medway	G F		350	TRICS	C3-F	C3-F_Town Centre	11	5001	0.05	0.13 0.18	1	7.50 43.75	61.25	0.18	0.20 0.38	61.25	70.00	131.25
2064 L12_C3-H 2065 GS35_C3-H	L12 GS35	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		13 12	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area		.0084	0.12 0.12	0.39 0.51 0.39 0.51		1.52 5.12 1.40 4.73	6.64	0.37 0.37	0.19 0.56 0.19 0.56	4.82 4.45	2.43 2.24	7.25 6.70
2066 CCB30_C3-F 2067 CCB1_C3-F	CCB30 CCB1	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F		21	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		5026 5026	0.05 0.05	0.13 0.18 0.13 0.18		1.05 2.63 1.75 4.38	3.68	0.18 0.18	0.20 0.38 0.20 0.38	3.68 6.13	4.20 7.00	7.88 13.13
2068 RWB12_C3-H	RWB12	LP Scenario Local Plan Development	Medway	СЗ Н		3	TRICS	C3-H	C3-H_Suburban Area	11	0057	0.12	0.39 0.51		0.35 1.18	1.53	0.37	0.19 0.56	1.11	0.56	1.67
2069 RN22_C3-H 2070 FP1_C3-F	RN22 FP1	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 F		8 111	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre		.0102 .5011	0.12 0.05	0.39 0.51 0.13 0.18		0.94 3.15 5.55 13.88	4.09 19.43	0.37 0.18	0.19 0.56 0.20 0.38	2.97 19.43	1.50 22.20	4.46 41.63
2071 L9_C3-H 2072 CCB39 C3-F	L9 CCB39	LP Scenario Local Plan Development		C3 H		22 24	TRICS TRICS	C3-H C3-F	C3-H_Neighbourhood Centre C3-F Town Centre		.0082	0.14 0.05	0.30 0.44 0.13 0.18		3.06 6.51 1.20 3.00	9.57 4.20	0.27 0.18	0.14 0.41 0.20 0.38	5.96 4.20	3.10 4.80	9.06 9.00
2073 W4_C3-H	W4	LP Scenario Local Plan Development	Medway	СЗ Н		5	TRICS	C3-H	C3-H_Suburban Area	11	0053	0.12	0.39 0.51		0.59 1.97	2.56	0.37	0.19 0.56	1.86	0.94	2.79
2074 FP12_C3-F 2075 SNF30_C3-F	FP12 SNF30	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		70 9	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	11	5011 5001	0.05 0.05	0.13 0.18 0.13 0.18	:	3.50 8.75 0.45 1.13	12.25 1.58	0.18 0.18	0.20 0.38 0.20 0.38	12.25 1.58	14.00 1.80	26.25 3.38
2076 REWW3_C3-H 2077 SNF8_C3-F	REWW3 SNF8	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H		11 19	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre		.0071 .5000	0.12 0.05	0.39 0.51 0.13 0.18		1.29 4.33 0.95 2.38	5.62 3.33	0.37 0.18	0.19 0.56 0.20 0.38	4.08 3.33	2.06 3.80	6.14 7.13
2078 GS2_C3-H	GS2	LP Scenario Local Plan Development	Medway	сз н		45	TRICS	C3-H	C3-H_Suburban Area	11	.0067	0.12	0.39 0.51		5.27 17.73	23.00	0.37	0.19 0.56	16.70	8.42	25.11
2079 SNF34_C3-F 2080 RWB4_C3-H	SNF34 RWB4	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F C3 H		52 9	TRICS TRICS	C3-F C3-H	C3-F_Town Centre C3-H_Suburban Area	11	5001 0101	0.05 0.12	0.13 0.18 0.39 0.51		2.60 6.50 1.05 3.55	9.10 4.60	0.18 0.37	0.20 0.38 0.19 0.56	9.10 3.34	10.40 1.68	19.50 5.02
2081 GN11_C3-H 2082 SR50_C3-H	GN11 SR50	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		9	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Neighbourhood Centre		.0037 .5018	0.12 0.14	0.39 0.51 0.30 0.44		1.05 3.55 0.70 1.48	4.60 2.18	0.37 0.27	0.19 0.56 0.14 0.41	3.34 1.36	1.68 0.71	5.02 2.06
2083 RWB3_C3-H 2084 FP2_C3-F	RWB3 FP2	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		4	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F Town Centre	11	0099	0.12 0.05	0.39 0.51 0.13 0.18		0.47 1.58 0.05 0.13	2.04	0.37 0.18	0.19 0.56 0.20 0.38	1.48 0.18	0.75 0.20	2.23
2085 CCB34_C3-F	CCB34	LP Scenario Local Plan Development	Medway	C3 F		36	TRICS	C3-F	C3-F_Town Centre	11	.0063	0.05	0.13 0.18	:	1.80 4.50	6.30	0.18	0.20 0.38	6.30	7.20	13.50
2086 CCB44_C3-F 2087 CCB46_C3-F	CCB44 CCB46	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F C3 F		2	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		.0063	0.05 0.05	0.13 0.18 0.13 0.18		0.10 0.25 0.10 0.25	0.35 0.35	0.18 0.18	0.20 0.38 0.20 0.38	0.35 0.35	0.40 0.40	0.75 0.75
2088 L3_C3-H 2089 L2_C3-H	L3 L2	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H		7	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11	.0083	0.12 0.12	0.39 0.51 0.39 0.51		0.82 2.76 0.59 1.97	3.58 2.56	0.37 0.37	0.19 0.56 0.19 0.56	2.60 1.86	1.31 0.94	3.91 2.79
2090 L11_C3-H	L11	LP Scenario Local Plan Development	Medway	С3 Н		7	TRICS	C3-H	C3-H_Suburban Area	11	.0082	0.12	0.39 0.51		0.82 2.76	3.58	0.37	0.19 0.56	2.60	1.31	3.91
2091 FP14_C3-H 2092 SNF38_C3-H	FP14 SNF38	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 H		6 12	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area		.5010 .0022	0.12 0.12	0.39 0.51 0.39 0.51		0.70 2.36 1.40 4.73	3.07 6.13	0.37 0.37	0.19 0.56 0.19 0.56	2.23 4.45	1.12 2.24	3.35 6.70
2093 FP19_C3-F 2094 CCB28_C3-F	FP19 CCB28	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		146 11	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	11	.0060 .5026	0.05 0.05	0.13 0.18 0.13 0.18	:	7.30 18.25 0.55 1.38	25.55 1.93	0.18 0.18	0.20 0.38 0.20 0.38	25.55 1.93	29.20 2.20	54.75 4.13
2095 CCB10_C3-F	CCB10	LP Scenario Local Plan Development	Medway	C3 F		72	TRICS	C3-F	C3-F_Town Centre	11	5026	0.05	0.13 0.18	:	3.60 9.00	12.60	0.18	0.20 0.38	12.60	14.40	27.00
2096 CCB11_C3-F 2097 RWB20_C3-F	CCB11 RWB20	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F C3 F		15	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		5026 5012	0.05 0.05	0.13 0.18 0.13 0.18		1.50 3.75 0.75 1.88	5.25 2.63	0.18 0.18	0.20 0.38 0.20 0.38	5.25 2.63	6.00 3.00	11.25 5.63
2098 RWB21_C3-F 2099 RWB14_C3-F	RWB21 RWB14	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F			TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		5012 .0057	0.05 0.05	0.13 0.18 0.13 0.18	:	0.75 1.88 0.75 1.88	2.63 2.63	0.18 0.18	0.20 0.38 0.20 0.38	2.63 2.63	3.00 3.00	5.63 5.63
2100 RWB9_C3-H	RWB9	LP Scenario Local Plan Development	Medway	C3 H		3	TRICS	C3-H	C3-H_Suburban Area	11	.0057	0.12	0.39 0.51		0.35 1.18	1.53	0.37	0.19 0.56	1.11	0.56	1.67
2101 RWB8_C3-H 2102 RWB18_C3-H	RWB8 RWB18	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 H C3 H		2 4	TRICS TRICS	C3-H C3-H	C3-H_Suburban Area C3-H_Suburban Area	11	.0057 .0057	0.12 0.12	0.39 0.51 0.39 0.51		0.23 0.79 0.47 1.58	1.02 2.04	0.37 0.37	0.19 0.56 0.19 0.56	0.74 1.48	0.37 0.75	1.12 2.23
2103 RWB17_C3-H 2104 GS10 C3-F	RWB17 GS10	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 H C3 F		3 18	TRICS TRICS	C3-H C3-F	C3-H_Suburban Area C3-F_Town Centre		.0057	0.12 0.05	0.39 0.51 0.13 0.18		0.35 1.18 0.90 2.25	1.53 3.15	0.37 0.18	0.19 0.56 0.20 0.38	1.11 3.15	0.56 3.60	1.67 6.75
2105 GS19_C3-F	GS19	LP Scenario Local Plan Development	Medway	C3 F		30	TRICS	C3-F	C3-F_Town Centre	11	.0047	0.05	0.13 0.18	:	1.50 3.75	5.25	0.18	0.20 0.38	5.25	6.00	11.25
2106 GS13_C3-F 2107 FP4_C3-F	GS13 FP4	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		1	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	11	.0049 .5011	0.05 0.05	0.13 0.18 0.13 0.18	:	0.60 1.50 0.05 0.13	2.10 0.18	0.18 0.18	0.20 0.38 0.20 0.38	2.10 0.18	2.40 0.20	4.50 0.38
2108 SNF13_C3-F 2109 SNF22_C3-F	SNF13 SNF22	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F		373 47	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		5000 5001	0.05 0.05	0.13 0.18 0.13 0.18		8.65 46.63 2.35 5.88	65.28 8.23	0.18 0.18	0.20 0.38 0.20 0.38	65.28 8.23	74.60 9.40	139.88 17.63
2110 SNF21_C3-F	SNF21	LP Scenario Local Plan Development	Medway	C3 F		44	TRICS	C3-F	C3-F_Town Centre	11	5001	0.05	0.13 0.18	:	2.20 5.50	7.70	0.18	0.20 0.38	7.70	8.80	16.50
2111 SNF18_C3-F 2112 SNF10_C3-F	SNF18 SNF10	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		16	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	11	5001 5001	0.05 0.05	0.13 0.18 0.13 0.18	:	1.35 3.38 0.80 2.00	2.80	0.18 0.18	0.20 0.38 0.20 0.38	4.73 2.80	5.40 3.20	10.13 6.00
2113 SNF37_C3-F 2114 SNF39_C3-F	SNF37 SNF39	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F C3 F		13 101	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		.0024 .0022	0.05 0.05	0.13 0.18 0.13 0.18		0.65 1.63 5.05 12.63	2.28 17.68	0.18 0.18	0.20 0.38 0.20 0.38	2.28 17.68	2.60 20.20	4.88 37.88
2115 SNF36_C3-F 2116 CCB18 C3-F	SNF36 CCB18	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		6 193	TRICS TRICS	C3-F C3-F	C3-F_Town Centre	11	0022	0.05 0.05	0.13 0.18 0.13 0.18	:	0.30 0.75 9.65 24.13	1.05	0.18 0.18	0.20 0.38 0.20 0.38	1.05 33.78	1.20 38.60	2.25 72.38
2117 CCB16_C3-F	CCB16	LP Scenario Local Plan Development	Medway	C3 F		193 26	TRICS	C3-F	C3-F_Town Centre C3-F_Town Centre	11	5010	0.05	0.13 0.18	:	1.30 3.25	4.55	0.18	0.20 0.38	4.55	5.20	9.75
2118 CCB22_C3-F 2119 CCB26_C3-F	CCB22 CCB26	LP Scenario Local Plan Development LP Scenario Local Plan Development		C3 F C3 F		14 49	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre		.0063 .0063	0.05 0.05	0.13 0.18 0.13 0.18		0.70 1.75 2.45 6.13	2.45 8.58	0.18 0.18	0.20 0.38 0.20 0.38	2.45 8.58	2.80 9.80	5.25 18.38
2120 CCB23_C3-F 2121 CCB6_C3-F	CCB23 CCB6	LP Scenario Local Plan Development LP Scenario Local Plan Development	Medway	C3 F		5 50	TRICS TRICS	C3-F C3-F	C3-F_Town Centre C3-F_Town Centre	11	5026 5026	0.05 0.05	0.13 0.18 0.13 0.18	:	0.25 0.63 2.50 6.25	0.88 8.75	0.18 0.18	0.20 0.38 0.20 0.38	0.88 8.75	1.00 10.00	1.88 18.75
2122 FP23_C3-F	FP23	LP Scenario Local Plan Development	Medway	C3 F		63	TRICS	C3-F	C3-F_Town Centre	11	5010	0.05	0.13 0.18	:	3.15 7.88	11.03	0.18	0.20 0.38	11.03	12.60	23.63
2123 FP22_C3-H	FP22	LP Scenario Local Plan Development	Medway	СЗ Н		12	TRICS	C3-H	C3-H_Suburban Area	11	.0087	0.12	0.39 0.51		1.40 4.73	6.13	0.37	0.19 0.56	4.45	2.24	6.70

	Development Information			Demand Inputs			Network Inputs			AM Peak (0	08:00 -09:00)			PM Peak (17:00 -18:	00)		
				All Developments		======	A TRICS Location		Trip Rate			eneration	Trip		Trip Gener		
Site_ID Unique_ID  2124 FP8 C3-H	Reference (Plann Completions/ Scenario	District Development Name  Medway	Land Use Unit	HH, Dwellings Employment, floorspace		C3-H	C3-H Suburban Area	Model Zone Desi	0.12	0.39 0.51		ns (Departures) Two-Way 7.88 10.2	Destination (Arrivals) Origins	0.19 0.56	n (Arrivals) Origins (De 7.42	epartures) Two-V	11.16
2124 FP8_C3-H 2125 CCB33 C3-H	FP8 LP Scenario Local Plan Development CCB33 LP Scenario Local Plan Development	Medway	C3 H	6		C3-H	C3-H Suburban Area	115023	0.12	0.39 0.51	2.34 0.70	2.36 3.0	0.37 07 0.37	0.19 0.56	2.23	1.12	3.35
2125 CCB35_C3-H 2126 SW3 C3-H	SW3 LP Scenario Local Plan Development	Medway	C3 H	٩		C3-H	C3-H Suburban Area	110041	0.12	0.39 0.51	1.05	3.55 4.6	0.37	0.19 0.56	3.34	1.68	5.02
2127 HHH4 C3-H	HHH4 LP Scenario Local Plan Development	Medway	C3 H	8		C3-H	C3-H Neighbourhood Centre	115017	0.14	0.30 0.44	1.11	2.37 3.4	48 0.27	0.14 0.41	2.17	1.13	3.30
2128 GN5 C3-H	GN5 LP Scenario Local Plan Development	Medway	сз н	5		C3-H	C3-H Suburban Area	110040	0.12	0.39 0.51	0.59	1.97 2.5	0.37	0.19 0.56	1.86	0.94	2.79
2129 GN4_C3-H	GN4 LP Scenario Local Plan Development	Medway	С3 Н	8	TRICS	C3-H	C3-H_Suburban Area	110034	0.12	0.39 0.51	0.94	3.15 4.0	0.37	0.19 0.56	2.97	1.50	4.46
2130 SNF12_C3-H	SNF12 LP Scenario Local Plan Development	Medway	С3 Н	6	TRICS	C3-H	C3-H_Suburban Area	110018	0.12	0.39 0.51	0.70	2.36 3.0	0.37	0.19 0.56	2.23	1.12	3.35
2131 SW2_C3-H	SW2 LP Scenario Local Plan Development	Medway	C3 H	106	TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39 0.51	12.40	41.76 54.1	17 0.37	0.19 0.56	39.33	19.82	59.15
2132 FP17_C3-H	FP17 LP Scenario Local Plan Development	Medway	C3 H	5		C3-H	C3-H_Suburban Area	110060	0.12	0.39 0.51	0.59	1.97 2.5	0.37	0.19 0.56	1.86	0.94	2.79
2133 GS32_C3-H	GS32 LP Scenario Local Plan Development	Medway	С3 Н	9		C3-H	C3-H_Suburban Area	110064	0.12	0.39 0.51	1.05	3.55 4.6	0.37	0.19 0.56	3.34	1.68	5.02
2134 RWB6_C3-H	RWB6 LP Scenario Local Plan Development	Medway	С3 Н	7		C3-H	C3-H_Suburban Area	110100	0.12	0.39 0.51	0.82	2.76 3.5	0.37	0.19 0.56	2.60	1.31	3.91
2135 CCB36_C3-F	CCB36 LP Scenario Local Plan Development	Medway	C3 F	7		C3-F	C3-F_Town Centre	110063	0.05	0.13 0.18	0.35	0.88 1.2	0.18	0.20 0.38	1.23	1.40	2.63
2136 GS20_C3-H	GS20 LP Scenario Local Plan Development	Medway	C3 H	5		C3-H	C3-H_Suburban Area	110064	0.12	0.39 0.51	0.59	1.97 2.5	0.37	0.19 0.56	1.86	0.94	2.79
2137 SW8_C3-H	SW8 LP Scenario Local Plan Development HW8 LP Scenario Local Plan Development	Medway	C3 H	/		C3-H	C3-H_Edge of Town Centre	115001 110148	0.14	0.29 0.43 0.39 0.51	0.97	2.04 3.0	0.28 0.37	0.17 0.45	1.98	1.19	3.17
2138 HW8_C3-H	HW8 LP Scenario Local Plan Development GS11 LP Scenario Local Plan Development	Medway Medway	C3 H	5		C3-H	C3-H_Suburban Area C3-H_Suburban Area	110148	0.12 0.12	0.39 0.51 0.39 0.51	0.59 0.94	1.97 2.5 3.15 4.0	0.37	0.19 0.56 0.19 0.56	1.86 2.97	0.94 1.50	2.79 4.46
2139 GS11_C3-H 2140 CHR11 C3-H	CHR11 LP Scenario Local Plan Development	Medway	C3 H	8		C3-H	C3-H Neighbourhood Centre	110048	0.12	0.39 0.51	1.11	2.37 3.4	48 0.27	0.19 0.56	2.97	1.13	3.30
2140 CHR11_C5-H 2141 GS5 C3-F	GS5 LP Scenario Local Plan Development	Medway	C3 E	0 7		C3-F	C3-F Town Centre	110016	0.05	0.13 0.18	0.35	0.88 1.2	23 0.18	0.20 0.38	1.23	1.40	2.63
2142 CCB13 C3-F	CCB13 LP Scenario Local Plan Development	Medway	C3 F	212		C3-F	C3-F Town Centre	115026	0.05	0.13 0.18	10.60	26.50 37.1		0.20 0.38	37.10	42.40	79.50
2143 HHH41 C3-H	HHH41 LP Scenario Local Plan Development	Medway	СЗ Н	25		C3-H	C3-H Neighbourhood Centre	110010	0.14	0.30 0.44	3.48	7.40 10.8		0.14 0.41	6.78	3.53	10.30
2144 SR51_C3-H	SR51 LP Scenario Local Plan Development	Medway	C3 H	250		C3-H	C3-H_Neighbourhood Centre	110015	0.14	0.30 0.44	34.75	74.00 108.7		0.14 0.41	67.75	35.25	103.00
2145 CCB49 C3-F	CCB49 LP Scenario Local Plan Development	Medway	C3 F	150		C3-F	C3-F Town Centre	115026	0.05	0.13 0.18	7.50	18.75 26.2		0.20 0.38	26.25	30.00	56.25
2146 FP6_C3-H	FP6 LP Scenario Local Plan Development	Medway	СЗ Н	120		C3-H	C3-H Suburban Area	115011	0.12	0.39 0.51	14.04	47.28 61.3		0.19 0.56	44.52	22.44	66.96
2147 HW11 C3-H	HW11 LP Scenario Local Plan Development	Medway	сз н	60	TRICS	C3-H	C3-H Suburban Area	110146	0.12	0.39 0.51	7.02	23.64 30.6	0.37	0.19 0.56	22.26	11.22	33.48
2148 SNF44_C3-H	SNF44 LP Scenario Local Plan Development	Medway	С3 Н	6	TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39 0.51	0.70	2.36 3.0	0.37	0.19 0.56	2.23	1.12	3.35
2149 GS37_C3-F	GS37 LP Scenario Local Plan Development	Medway	C3 F	136	TRICS	C3-F	C3-F_Suburban Area	110036	0.05	0.18 0.23	6.80	24.75 31.5	0.15	0.08 0.24	20.54	11.42	31.96
2150 FP25_C3-F	FP25 LP Scenario Local Plan Development	Medway	C3 F	121	TRICS	C3-F	C3-F_Town Centre	110060	0.05	0.13 0.18	6.05	15.13 21.1	0.18	0.20 0.38	21.18	24.20	45.38
2151 AS29_C3-H	AS29 LP Scenario Local Plan Development	Medway	С3 Н	7		C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30 0.44	0.97	2.07 3.0	0.27	0.14 0.41	1.90	0.99	2.88
2152 GN13_C3-H	GN13 LP Scenario Local Plan Development	Medway	C3 H	98	TRICS	C3-H	C3-H_Suburban Area	115008	0.12	0.39 0.51	11.47	38.61 50.0	0.37	0.19 0.56	36.36	18.33	54.68
2153 FP18_C3-F	FP18 LP Scenario Local Plan Development	Medway	C3 F	40		C3-F	C3-F_Town Centre	115010	0.05	0.13 0.18	2.00	5.00 7.0	0.10	0.20 0.38	7.00	8.00	15.00
2154 GN15_C3-F	GN15 LP Scenario Local Plan Development	Medway	C3 F	445		C3-F	C3-F_Suburban Area	115009	0.05	0.18 0.23	22.25	80.99 103.2		0.08 0.24	67.20	37.38	104.58
2155 GN14_C3-F	GN14 LP Scenario Local Plan Development	Medway	C3 F	81		C3-F	C3-F_Suburban Area	110034	0.05	0.18 0.23	4.05	14.74 18.7		0.08 0.24	12.23	6.80	19.04
2156 RWB25_C3-F	RWB25 LP Scenario Local Plan Development	Medway	C3 F	106		C3-F	C3-F_Town Centre	115012	0.05	0.13 0.18	5.30	13.25 18.5		0.20 0.38	18.55	21.20	39.75
2157 GN3_C3-H	GN3 LP Scenario Local Plan Development	Medway	C3 H	176		C3-H	C3-H_Suburban Area	110034	0.12	0.39 0.51	20.59	69.34 89.9		0.19 0.56	65.30	32.91	98.21
2004 SR36_B1	SR36 LP Scenario Local Plan Development SR38 LP Scenario Local Plan Development	Medway	B1 SQM		O TRICS O TRICS	B1	B1_Town Centre	115025	0.94	0.04 0.98 0.04 0.98	4.72	0.19 4.9		0.79 0.91	0.57	3.96	4.53
2005 SR38_B1 2015 CCB15 B1	SR38 LP Scenario Local Plan Development CCB15 LP Scenario Local Plan Development	Medway	B1 SQM B1 SQM			B1	B1_Town Centre B1 Town Centre	115025 115026	0.94 0.94	0.04 0.98	4.72 21.24	0.19 4.9 0.86 22.0	0.11 09 0.11	0.79 0.91 0.79 0.91	0.57 2.54	3.96 17.84	4.53 20.38
2015 CCB15_B1 2020 SR31 B1		Medway Medway	B1 SQM		0 TRICS	BI	B1_Town Centre B1 Town Centre	115025	0.94	0.04 0.98	4.72	0.86 22.0		0.79 0.91	0.57	3.96	4.53
2020 SR31_B1 2021 SR30_B1	SR31 LP Scenario Local Plan Development SR30 LP Scenario Local Plan Development	Medway	B1 SQM		O TRICS	B1 B1	B1_Town Centre	115025	0.94	0.04 0.98	4.72	0.19 4.5		0.79 0.91	0.57	3.72	4.53
2021 3K30_B1 2023 SMI6 B&E	SMI6 LP Scenario Local Plan Development	Medway	B&E SQM			B&E	B&E Town Centre	115025	0.94	0.04 0.98	943.00	38.00 981.0		0.79 0.91	113.00	792.00	905.00
2030 SR40 B1	SR40 LP Scenario Local Plan Development	Medway	B1 SQM			B1	B1 Town Centre	115025	0.94	0.04 0.98	4.72	0.19 4.9		0.79 0.91	0.57	3.96	4.53
2040 FP11_B1	FP11 LP Scenario Local Plan Development	Medway	B1 SQM		O TRICS	B1	B1_Town Centre	115023	0.94	0.04 0.98	2.36	0.10 2.4	45 0.11	0.79 0.91	0.28	1.98	2.26
2158 AS26 B&E	AS26 LP Scenario Local Plan Development	Medway	B&E SQM			B&E	B&E Neighbourhood Centre	110002	0.49	0.24 0.73	826.20	413.10 1239.3		0.34 0.50	270.30	576.30	846.60
2159 HHH36 B&E	HHH36 LP Scenario Local Plan Development	Medway	B&E SQM			B&E	B&E Neighbourhood Centre	110004	0.49	0.24 0.73	1576.83	788.41 2365.2		0.34 0.50	515.88		1615.76
2160 HHH35_B2	HHH35 LP Scenario Local Plan Development	Medway	B2 SQM			B2	B2_Neighbourhood Centre	110004	0.49	0.24 0.73	212.54	106.27 318.8		0.34 0.50	69.53	148.25	217.79
2160 HHH35_B1	HHH35 LP Scenario Local Plan Development	Medway	B1 SQM	635	O TRICS	B1	B1_Town Centre	110004	0.94	0.04 0.98	59.88	2.41 62.2		0.79 0.91	7.18	50.29	57.47
2160 HHH35_B8	HHH35 LP Scenario Local Plan Development	Medway	B8 SQM	1925	0 TRICS	B8	B8_Suburban Area	110004	0.05	0.04 0.09	10.40	6.93 17.3	0.07	0.04 0.11	13.48	8.28	21.75
2161 RWB5_B&E	RWB5 LP Scenario Local Plan Development	Medway	B&E SQM	369	3 TRICS	B&E	B&E_Edge of Town	110099	0.71	0.21 0.92	26.14	7.72 33.8	0.12	0.81 0.93	4.26	29.97	34.22
2162 CHR18_B&E	CHR18 LP Scenario Local Plan Development	Medway	B&E SQM			B&E	B&E_Town Centre	110045	0.94	0.04 0.98	33.01	1.33 34.3		0.79 0.91	3.96	27.72	31.68
2163 CHR17_B&E	CHR17 LP Scenario Local Plan Development	Medway	B&E SQM			B&E	B&E_Town Centre	110045	0.94	0.04 0.98	137.68	5.55 143.2		0.79 0.91	16.50	115.63	132.13
2164 CHR16_B&E	CHR16 LP Scenario Local Plan Development	Medway	B&E SQM	****		B&E	B&E_Town Centre	110045	0.94	0.04 0.98	238.58	9.61 248.1		0.79 0.91	28.59	200.38	228.97
2054 HW5_D2	HW5 LP Scenario Local Plan Development	Medway	D2 SQM		4 TRICS	D2	D2-LC_Mixed	110147	17.85	9.42 27.27	8.79	4.64 13.4		21.72 42.46	10.21	10.69	20.91
2060 CCB12_B1	CCB12 LP Scenario Local Plan Development	Medway	B1 SQM		0 TRICS	B1	B1_Town Centre	115026	0.94	0.04 0.98	4.72	0.19 4.9	,	0.79 0.91	0.57	3.96	4.53
2165 CCB35_B1	CCB35 LP Scenario Local Plan Development	Medway	B1 SQM		0 TRICS	B1	B1_Town Centre	115023	0.94	0.04 0.98	4.72	0.19 4.9	0.11	0.79 0.91	0.57	3.96	4.53
2166 CCB25_B1	CCB25 LP Scenario Local Plan Development	Medway	B1 SQM			B1	B1_Town Centre	115023	0.94	0.04 0.98	4.72	0.19 4.9	0.11	0.79 0.91	0.57	3.96	4.53
2167 RWB23_B&E	RWB23 LP Scenario Local Plan Development	Medway	B&E SQM	35	8 TRICS	B&E	B&E_Town Centre	115011	0.94	0.04 0.98	3.38	0.14 3.5	0.11	0.79 0.91	0.40	2.84	3.24

# Appendix G. Link Volume Capacity Analysis

3.0

Road Name	AM F	Reference Ca PM		Do Somethin M PM	-	Reference Case with LTC AM PM		Do Something AM PN		DS vs RC PM			PM	
Broadwood Road northbound		26%	23%	105%	92%	26%	23%	104%	92%	79%	69%	78%	699	
Highridge EB approaching Academy Drive		83%	83%	89%	91%	83%	83%	89%	91%	6%	8%	6%	89	
Beneden Road westbound		79%	86%	87%	88%	80%	85%	95%	87%	8%	2%	15%	29	
Cross Street NB from Eldon Street to Slicketts Hill		83%	103%	95%	123%	83%	103%	95%	125%	12%	20%	12%	229	
Princes Avenue from Walderslade Road / Princes Avenue roundabout to Dargetts Road		50%	84%	52%	89%	49%	83%	51%	88%	2%	5%	2%	59	
Lord Lees Roundabout from A229 SB off-slip entry to A229 EB exit		78%	117%	88%	123%	91%	120%	101%	125%	10%	6% 5%	10%	59 39	
Taddington Roundabout from M2 J3 eastbound off-slip arm to eastbound A2045 exit A228 Ratcliffe Highway southbound south of A228 Rafcliffe Highway/A228 Sharnal Street/Christmas Lane Rou		99% 52%	125% 51%	105% 86%	130% 82%	102% 52%	138% 51%	107% 86%	141% 82%	6% 34%	31%	5% 34%	319	
A226 Ratchine righway southbound south of A226 Ratchine righway/A226 Sharhar Street/Christinas Lane Rou A229 EB between Lord Lees Grove turn off and turn on	"	52%	83%	60%	88%	62%	86%	70%	90%	8%	5%	8%	49	
Deanwood Drive from Wigmore Road / Deanwood Drive roundabout	1	74%	111%	87%	125%	73%	111%	87%	123%	13%	14%	14%	129	
Station Road NB from Aylesford Bridge turning to Medway Court		79%	117%	86%	123%	86%	120%	89%	125%	7%	6%	3%	59	
A2 Watling Street EB offslip northbound joining A289 Hasted Road		60%	72%	66%	78%			_		6%	6% -	-		
A228 Rochester Road NB A228 / Kent Road roundabout to Hilights Southern Ltd. (Halling) site entrance		82%	102%	93%	106%	97%	105%	102%	107%	11%	4%	5%	29	
A228 Formby Road SB from unnamed road to Limeburners Drive roundabout		100%	77%	101%	79%	102%	89%	103%	91%	1%	2%	1%	29	
A228 Sundridge Hill NB from Pilgrims Way (north) to Factory Cottages		84%	86%	96%	94%	100%	90%	105%	96%	12%	8%	5%	69	
Cobtree Roundabout, bypass lane between M20 EB and A229 NB	1	71%	132%	72%	137%	72%	126%	78%	130%	1%	5%	6%	49	
A229 NB from Chatham Road on-slip to Chatham Road off-slip	1	59%	85%	64%	88%	69%	88%	74%	90%	5%	3%	5%	29	
A228 SB from end of central reservation	1	113%	74%	114%	77%	114%	87%	114%	88%	1%	3%	0%	19	
A229 NB on-slip from Cobtree roundabout		51%	83%	55%	85%	60%	84%	66%	86%	4%	2%	6%	29	
Dock Road NB from New Stairs to Main Gate Road		84%	75%	89%	76%	85%	76%	87%	76%	5%	1%	2%	09	
A229 NB Lord Lees Roundabout off-slip	1	67%	106%	75%	108%	81%	109%	89%	111%	8%	2%	8%	29	
Stoke Road westbound approach to Stoke Road / Ropers Lane Roundabout	1	14%	48%	38%	92%	14%	48%	39%	93%	24%	44%	25%	459	
Dock Road southbound, north of Dock Road / Middle Street / Wood Street Roundabout		71%	74%	87%	82%	72%	74%	88%	82%	16%	8%	16%	89	
A228 Rochester Road NB between Bavin's Court and Pilgrims Road The Street (Boxley) SB from Styles Lane to residential unnamed road		81% 75%	96% 23%	93% 83%	103% 26%	97% <b>75%</b>	100% 33%	102%	105% 37%	12% 8%	7% 3%	5% 10%	59 49	
Dock Road southbound, exit out of Dock Road / Middle Street / Wood Street Roundabout		91%	95%	112%	106%	93%	95%	114%	106%	21%	11%	21%	119	
Main Road Hoo westbound		26%	23%	67%	85%	26%	23%	69%	86%	41%	62%	43%	639	
Grain Road Westbound		43%	52%	80%	88%	43%	52%	80%	88%	37%	36%	37%	369	
B2000 Cooling Road NB approaching Hollywood Lane / Cooling Road roundabout		74%	81%	80%	90%	75%	81%	83%	85%	6%	9%	8%	49	
A289 Sundridge Hill from Pilgrim Way (south) to Pilgrim Way (north)		84%	86%	96%	94%	100%	90%	103%	96%	12%	8%	3%	69	
A289 Hasted Road EB off-slip to B2000 Lower / Rochester Road		84%	96%	84%	100%		99%	79%	102%	0%	4%	-6%	39	
Hollywood Lane EB from east of roundabout to Povey Avenue		42%	56%	71%		42%	56%	74%	87%	29%	29%	32%	319	
B2097 Maidstone road from Stoney Lane to Lankester Parker Road		98%	62%	103%	63%	98%	63%	103%	72%	5%	1%	5%	99	
A229 NB between Cobtree Golf Course off-slip and on-slip		82%	117%	88%	119%	94%	119%	102%	121%	6%	2%	8%	29	
A228 North Street approaching High Street		81%	81%	89%	90%	80%	81%	92%	88%	8%	9%	12%	79	
Taddington Roundabout from A229 EB to M2 NB exit	1	86%	122%	98%	130%	99%	128%	112%	135%	12%	8%	13%	79	
A228 Grain Road Westbound		33%	45%	68%	93%	33%	45%	68%	93%	35%	48%	35%	489	
Rochester Road NB from A229 Maidstone Road / Rochester Road roundabout to Laker Road		85%	52%	92%	62%	84%	50%	89%	52%	7%	10%	5%	29	
A289 Hasted Road WB on-slip from B2000 Lower Rochester Road		113%	98%	132%	114%	114%	96%	131%	112%	19%	16%	17%	169	
A228 Rochester Road NB between Pilgrim's Road and private driveway		81%	96%	93%	103%	97%	100%	102%	105%	12%	7%	5%	59	
Forstal Road WB from end of terraced houses to Rochester Road roundabout	1	33%	84%	42%	90%	44% 95%	88%	48%	93%	9%	6%	4%	59 49	
Anthonys Way southbound, south of Upnor Roundabout A2 London Road EB from Castle View Road to Northcote Road		95% <b>77%</b>	27% 73%	81% 84%	33%	76%	28% 75%	82% 80%	32% 75%	-14% <b>7%</b>	6% 12%	-13% 4%	49 09	
Cuxton Road EB approaching Northcote Road / Cuxton Road / Darnley Road roundabout		82%	84%	93%	87%		84%	91%	76%	11%	3%	10%	-89	
Cuxton Road EB approaching Northcote Road / Cuxton Road / Darnley Road roundabout		91%	93%	112%	134%	90%	92%	110%	138%	21%	41%	20%	469	
M20 J6 WB on-slip	1	58%	97%	60%	99%	62%	99%	64%	102%	2%	2%	2%	39	
A2 Watling Street EB between off-slip and on-slip at Brewers Road junction		78%	103%	82%	105%	56%	84%	58%	86%	4%	2%	2%	29	
Anthonys Way southbound, south of Upnor Roundabout		93%	27%	78%	30%	94%	28%	80%	29%	-15%	3%	-14%	19	
M2 J3 eastbound off-slip		84%	93%	88%	97%	88%	108%	92%	111%	4%	4%	4%	39	
Lord Lees Roundabout between western arm exit and entry		81%	109%	88%	114%	92%	108%	100%	111%	7%	5%	8%	39	
B2000 Lower Rochester Road NB approaching A289 Hasted Road WB on-slip		76%	89%	87%	101%	78%	88%	87%	99%	11%	12%	9%	119	
Vines Lane NB from Crow Lane to St Margaret's Street	1	43%	69%	100%	137%	46%	73%	101%	117%	57%	68%	55%	449	
A228 Main Road Hoo westbound, west of Broadwood Road	1	67%	67%	89%	83%	67%	67%	89%	83%	22%	16%	22%	169	
A2 London Road WB from Castle View Road to Woodstock Road	1	87%	77%	80%	70%	90%	76%	81%	62%	-7%	-7%	-9%	-149	
M20 EB approach to J5 off-slip	1	58%	85%	58%	87%	56%	79%	57%	80%	0%	2%	1%	19	
A2 Watling Street WB west of Henhurst Road	1	100%	86%	97%	84%					-3%	-2% -	-		
A228 Grain Road Westbound near High Street		32%	43%	66%	86%	32%	43%	66%	86%	34%	43%	34%	439	
A228 Rochester Road NB from High Street turn off filter lane to end of central reservation		75%	103%	85%	107%	91%	107%	95%	110%	10%	4%	4%	39	
A228 Sundridge Hill NB from Bush Road to Pilgrims Way		84%	86%	96%	94%	100%	90%	105%	96%	12%	8%	5%	69	
M2 WB Mainline between services off-slip and services on-slip B2001 Grain Road Southbound, south of Power Station Road		103% 32%	73% 32%	100% 82%	74% 100%	103% 32%	73% 32%	101% 82%	73% 100%	-3% 50%	1% 68%	-2% 50%	09 689	
B2001 Grain Road Southbound, South of Power Station Road  B2001 Grain Road Northbound, south of Power Station Road		26%	27%	86%	43%	26%	27%	86%	43%	60%	16%	60%	169	
Taddington Roundabout from A2045 exit arm to A2045 entry arm		69%	84%	73%	86%	71%	94%	75%	95%	4%	2%	4%	19	
Bell's Lane southbound exit out of Bell's Lane/A228 Peninsula Way Roundabout		67%	91%	51%	70%	67%	91%	51%	70%	-16%	-21%	-16%	-219	
Bell's Lane NB from Ratcliffe Highway to start of one-way traffic		100%	78%	49%	52%	100%	78%	49%	52%	-51%	-26%	-51%	-269	
A229 Maistone Road from Aviation Walk to Highview Drive		89%	73%	96%	83%	89%	72%	95%	82%	7%	10%	6%	109	
Ash Tree Lane SB approach to Pear Tree Lane / Capstone Road roundabout		71%	87%	78%	93%	71%	87%	78%	93%	7%	6%	7%	69	
M2 J1 EB off-slip to A289 Hasted Road		74%	72%	98%	101%	76%	74%	101%	103%	24%	29%	25%	299	
M2 EB from J5 on EB on-slip to near Kingsdown bridge		65%	85%	65%	85%	65%	85%	65%	86%	0%	0%	0%	19	
A289 Hasted Road southbound, M2 Junction 1 onslip		106%	101%	116%	112%	107%	100%	118%	107%	10%	11%	11%	79	
M2 westbound mainline between J2 off-slip and on-slip		83%	74%	86%	79%	93%	78%		83%	3%	5%	3%	59	
M2 eastbound mainline between J2 off-slip and on-slip		73%		78%	99%	76%	105%	80%	108%	5%	3%	4%	39	
A289 Hasted Road southbound, north of M2 Junction 1		85%	76%	85%	75%	87%	76%	84%	72%	0%	-1%	-3%	-49	
A289 Hasted Road northbound, north of M2 Junction 1		68%	71%	79%	84%	70%	75%	81%	87%	11%	13%	11%	129	
M2 EB from near Impton Lane to M2 J4 EB off-slip	1	56%	84%	61%	88%	56%	83%	61%	88%	5%	4%	5%	59	
M2 eastbound mainline from J2 on-slip to near Stony Lane		60%	78%	65%	82%	62%	85%	66%	89%	5%	4%	4%	49	
M2 J3 NB on-slip from Taddington Roundabout	1	67%	89%	80%	98%	85%	96%	97%	103%	13%	9%	12%	79	
B2000 Lower Rochester Road SB between A289 Hasted Road off-slip and on-slip		89%	72%	104%	84%	90%	73%	103%	85%	15%	12%	13%	129	
A2 Watling Street WB mainline between Brewer's Road off-slip and on-slip	1	100%	86%	97%	84%	80%	65%	79%	66%	-3%	-2%	-1%	19	
A228 Medway Tunnel westbound, east of Leviathan Way		86%	58%	100%	66%	86%	57%	101%	65%	14%	8%	15%	89	
Jpnor Roundabout	1	107%	103% 0%	<b>105%</b> 86%	101%	107% 0%	104%	104%	100%	-2% 86%	-2% 40%	-3% 85%	-49 409	
Town Road southbound south of View Road  R2007 Maidstone Road SR from unpamed road to Rochester Airport Estate		0% 0%		103%	40% 61%		0%	1029/	40% 70%			85% 103%	709	
32097 Maidstone Road SB from unnamed road to Rochester Airport Estate Main Road Chattenden westbound exit out of Main Road Hoo / Main Road Chattenden Roundabout	1	0%	0% 0%	103% 70%	99%	0% 0%	0% 0%	103% 69%	70% 100%	103% 70%	61% 99%	103% 69%	1009	
Main Road Chattenden westbound exit out of Main Road Hoo / Main Road Chattenden Roundabout A228 Grain Road Westbound North of High Street		0%	0% 0%	70% 66%	99% 86%	0%	0%	66%	100% 86%	70% 66%	99% 86%	69% 66%	1009	
	Į.	U/0 -	U% -	00/0	0070	61%	80%	66%	86% -	-	00/0	5%	69	
A2 Watling Street EB adjacent to mainline flow		-	-	-		01/0	00/0	00/0						