

Technical Note on Future Year Trip Rate

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Technical Note on Future Year Trip Rate

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1. Introduction

1.1 Background

Central Lancashire, encompassing the areas of Preston, Chorley, and South Ribble, operates as a unified local economy and commuting zone. The three Central Lancashire Planning Authorities - Preston City Council, South Ribble Borough Council, and Chorley Council - have decided to review the Joint Core Strategy and individual local plans and have formally agreed to work together to create a unified plan. Jacobs has been appointed by Lancashire County Council (LCC) to provide transport planning consultancy support to the Local Plan process.

In July 2012, the three councils adopted the existing Core Strategy, a crucial document in the statutory development plan for the area, which outlines the strategic planning policies for Central Lancashire. This strategy is supported by individual local plans developed by each council in 2015.

In 2018, the review of the Core Strategy and individual local plans commenced with the aim of creating a single Central Lancashire Core Strategy that reflects both shared strategic policy objectives and more detailed non-strategic policies.

Once adopted, the new Core Strategy will replace the extant Central Lancashire Core Strategy (2012). The new Core Strategy will address local housing needs, economic factors, environmental considerations including the climate emergency, community infrastructure, and strategic infrastructure needs, in a sustainable way.

The Preferred Options Consultation (Part One) for the new Core Strategy in Central Lancashire was completed in February 2023. The next stage, known as the Publication Stage, is anticipated to occur in late 2024, followed by the submission of the final Core Strategy to the Secretary of State for examination in June 2025. The adoption of the new Core Strategy is expected by late 2026.

The Core Strategy will also make site-specific strategic allocations to meet the identified development needs. Once the Core Strategy has completed all its formal statutory stages, it will be adopted as the development plan for all three councils and used to assess planning applications.

As part of the Core Strategy update, transport evidence needs to be developed by assessing the transport impacts and needs of the spatial growth options being considered. The proposed methodology is based on the guidance included in the National Planning policy Framework and DfT's guidance on Transport evidence bases in plan making and decision taking. It also takes into account National Highways feedback on the Central Lancashire Core Strategy (CLLP) Preferred Options – Part One Consultation (December 2022). The assessment will be undertaken in following three stages:

Stage 0: This stage involves assessment of the site allocations to assist the Core Strategy team in evaluating the identified sites from a transportation perspective. Assessment criterion to assess each site or development area with regards to current and future transport connectivity has been defined. This report contains the assessment criteria and results of Stage 0.

Stage 1: This stage involves the preparation of a Transport Evidence Base (TEB) which draws together all available evidence on existing transport provision and movement within the three districts, the transport issues, and the infrastructure measures necessary to mitigate the unacceptable impacts. The TEB has a focused spatial remit, looking at transport connections within the three districts and to neighbouring settlements to provide a deeper analysis and understanding of the mobility trends, opportunities, and network constraints.

Stage 2: This stage will involve more detailed analysis and transport modelling of development scenarios, including sites, access and movement parameters, and mitigation options. This will inform the final Transport Assessment for Local Plan publication for examination, which will present proposed site allocations and a

comprehensive mitigation strategy.

1.2 Purpose of this note

This Technical Note outlines the methodology used to derive trip rate values for identified future year housing and employment sites within Central Lancashire.

The note explains how the trip rate methodology has been designed to match the evolving Decide and Provide (D&P) approach and how they have transitioned from the traditional Predict and Provide(P&P) approach.

The D&P approach is vision-led rather than forecast-led, emphasising the importance of shaping the future and considering future uncertainties. This approach allows for more positive and integrated transport and land use planning, with a meaningful application of the modal hierarchy. Sustainable modes become central to achieving the vision for the site or development, rather than being a residual consideration, as has sometimes been the case historically.

The decide and provide approach to transport planning involves determining a preferred vision of the future and subsequently providing the necessary resources and infrastructure to work towards that vision. This approach acknowledges and accommodates uncertainty about the future while striving to achieve the desired outcomes. By adopting the decide and provide approach, we can facilitate more positive transport planning and effectively implement the transport user hierarchy by prioritizing walking, cycling, and public transport from the outset.

Like the P&P approach, the D&P approach is evidence-led. In both approaches, evidence supports an informed assessment of future possibilities rather than being same as the reality. TRICS plays a valuable role in both approaches by providing a valuable bank of past data to inform future decisions. However, the use and application of this data differ significantly between the two approaches. In the D&P approach, the data is used alongside wider insights into changing behaviors, offering practitioners a fresh perspective on trip generation.

2. Modelling Scenarios

The 2024 base year model will be used to develop future year models to evaluate the impact of forecast scenario demand and transport infrastructure options. These future year models will be created for the forecast years 2031 and 2041, aligning with the local plan period 2023-2041. Three forecast scenarios will be considered:

- Reference Case without Local Plan (RC): This scenario includes the committed network schemes and developments with planning permission (both under construction and extant permissions).
- Do Minimum Scenario (DM): This scenario includes the committed network schemes and local plan developments with planning permission (all developments in the RC scenario) and allocated development.
- Do Something Scenario (DS): This scenario follows the same assumptions as the DM scenario but incorporates network mitigation and sustainable transport demand management to address broader Local Plan impacts.

The models will be developed for three peak periods: AM, IP, and PM. Further details on the development of the future year models and the modelling assessment results will be documented in the Local Plan Transport Evidence Report.

3. Trip Rate Estimation

3.1 Methodology

Trip generation rates are derived using the Trip Rate Information Computer System (TRICS), an industry standard tool for quantifying trip generation values of new developments. Trip rates were derived in line with the TRICS Good Practice Guidance document, which outlines a standard assessment methodology for deriving trip generation values from the TRICS database.

TRICS is the industry standard system for assessing trip rate generation across the UK and Ireland, with a membership of approximately 380 organisations, including local authorities, consultants, and educational establishments. As of September 2023, the TRICS database consists of 6,526 development sites and 9,118 directional transport surveys across the UK and Ireland, covering 124 separate land use classifications from retail superstores to hospitals, offices to schools: a wide variety of development types covering a range of strategic location types. Its annual data collection programme consists of many vehicular and multi-modal transport surveys across the UK and Ireland. Over the last 24 years, the proportion of surveys being multi-modal in nature has significantly increased, and multi-modal surveys regularly outnumber traffic surveys within the annual programme.

Traditionally, standard practice has been for transport assessments for large residential and employment sites to use data from the TRICS database to determine the anticipated vehicular trip generation (or trip rates) of a proposed development based on recent traffic survey data for comparable sites across the country.

Trip generation is then estimated using these trip rates to determine and identify the potential traffic impact on the highway network, and in combination with the identification of connectivity needs for active and sustainable modes, transport modelling has then been used to identify where capacity on the network is exceeded.

The new approach to estimating and application of the trip rates is based on the guidance that TRICS (2021) has produced, called the 'Guidance Note on the Practical Implementation of The Decide & Provide Approach'. This document builds on the TRICS advice adding further detail where necessary and ensuring that it relates appropriately to the Central Lancashire Local Plan.

This new approach still entails the need for proposed developments to assess their potential transport impact on the highway network, but instead of basing this solely on previous travel patterns as before, it will be required to consider a range of plausible scenarios. These plausible scenarios will be based on the characteristics of the proposed development site's location, its existing connectivity, the mitigation or connectivity improvements. This approach also aligns with the National Policy framework (NPPF) policy for the promotion of sustainable transport and Department for Transport (DfT) plans¹, which sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

The starting point for determining forecast trip rates for all scenarios will be using the TRICS database. Supplementary evidence such as travel to work data from the ONS census in 2011² has also been considered. Census data from 2021 is not suitable as it was undertaken in the midst of the Covid pandemic so is not representative of typical travel patterns due to a number of influencing factors.

The trip rate estimation will be carried out in the following steps.

¹ Decarbonising transport: a better, greener Britain' (DfT, 2021a), (p.158)

² Census 2011: WU03EW - Location of usual residence and place of work by method of travel to work

3.2 Step 1: Classification of Developments

The residential sites that are proposed for the local plan are classified by location in order to obtain the corresponding trip rates from TRICS. TRICS includes following location type categories:

- Town Centre
- Edge of Town centre
- Suburban Area
- Edge of Town
- Neighbourhood Centre (village)
- Free Standing

The sites primarily fall into the four main location classes: Edge of Town centre, Suburban area, Edge of Town, and Neighbourhood Centre (village). The allocation was done in line with the TRICS guidance, and where there have been instances of borderline cases, professional judgement has been used. A detailed description of which is provided in Appendix A.

Sub-categories such as privately owned housing/affordable housing or parking space information, bedrooms/dwelling have not been used as there is no corresponding information available within the planning information provided by Local Authority.

Employment site are classified into B1 (offices, research and developments, light industry), B2 (General industry) and B8 (Storage and distribution).

3.3 Step 2: Trip Rate Extraction

The trip rates from TRICS (Version 7.11.3) and National Trip End Model (NTEM 8.0) were used for this metric analysis.

3.3.1 Sample Size

Prior to trip rate estimation, an analysis of survey samples from 2013-2023, illustrated in Figure 1, was conducted to determine the sample sizes before and after COVID. The analysis indicated that survey samples are significantly higher in the post-COVID period across the four location classes.

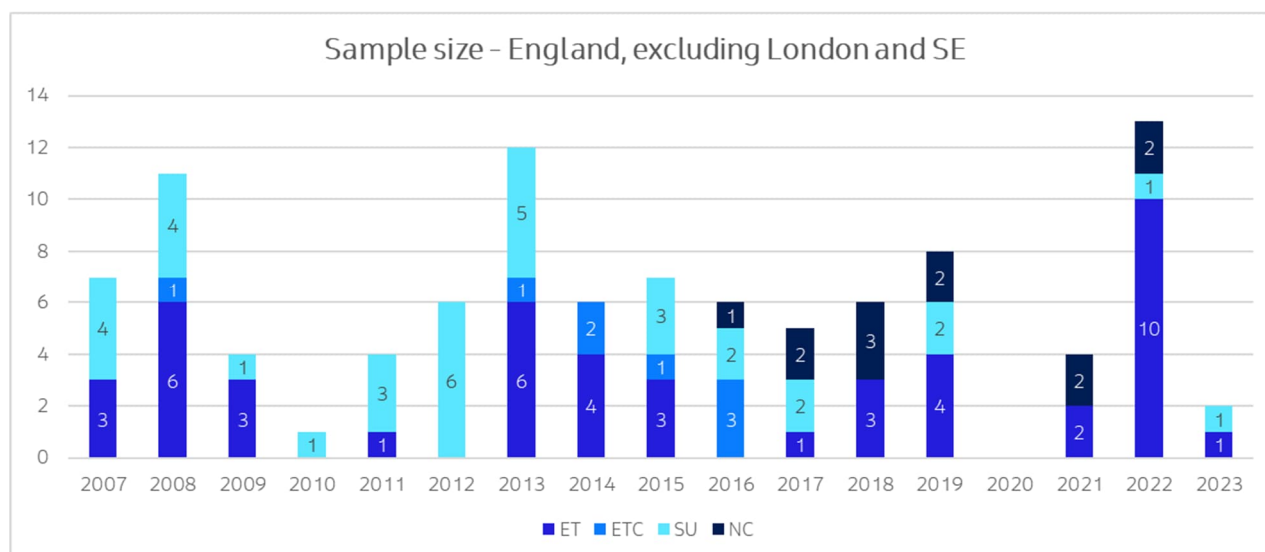


Figure 1. TRICS Housing Survey Size

3.3.2 Survey Time Period

A further analysis, shown in Figure 3 through Figure 7, examined trip rates before and after COVID. 12-hour and peak hour trip rates for housing sites were extracted from TRICS for all categories defined in step 1, covering the periods 2007-2020 (pre-COVID) and 2021-2023 (post-COVID). The analysis revealed no clear pattern in how trip rates changed across the four location classes. Consequently, the sample from the period 2007-2023 was used for estimating the trip rates.

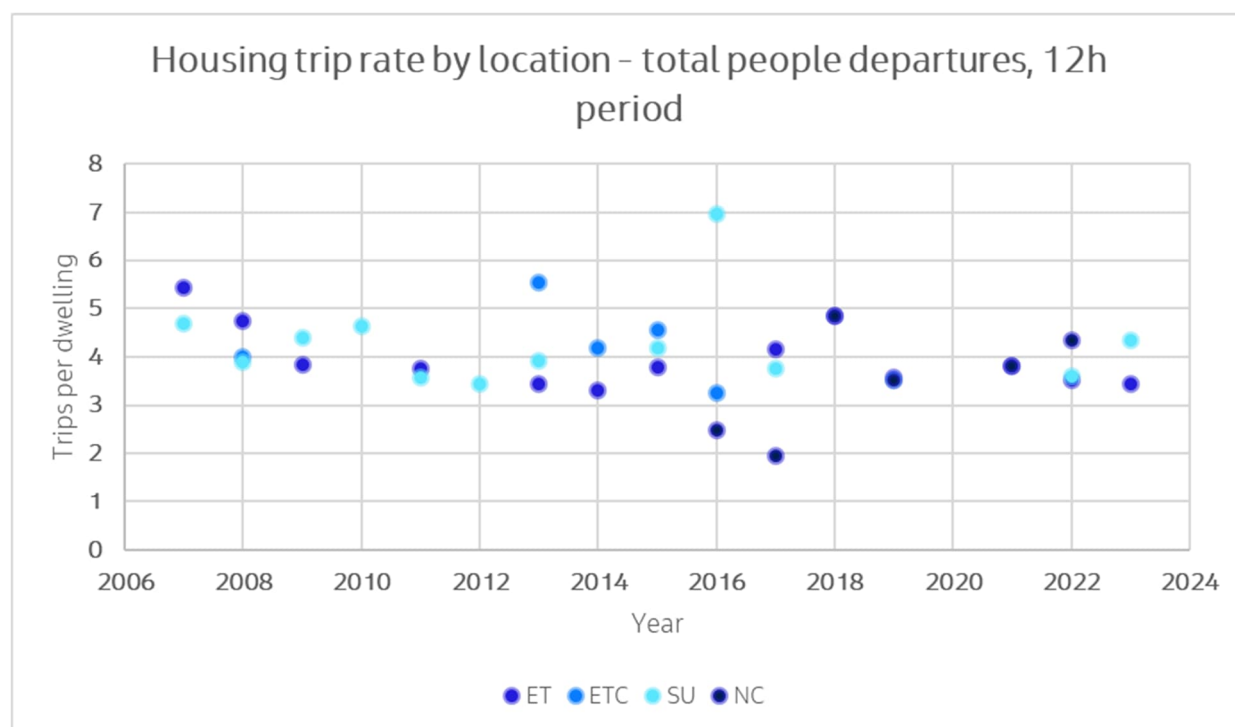


Figure 2. TRICS 12h Departure Housing Trip Rate, Pre and Post Covid Comparison

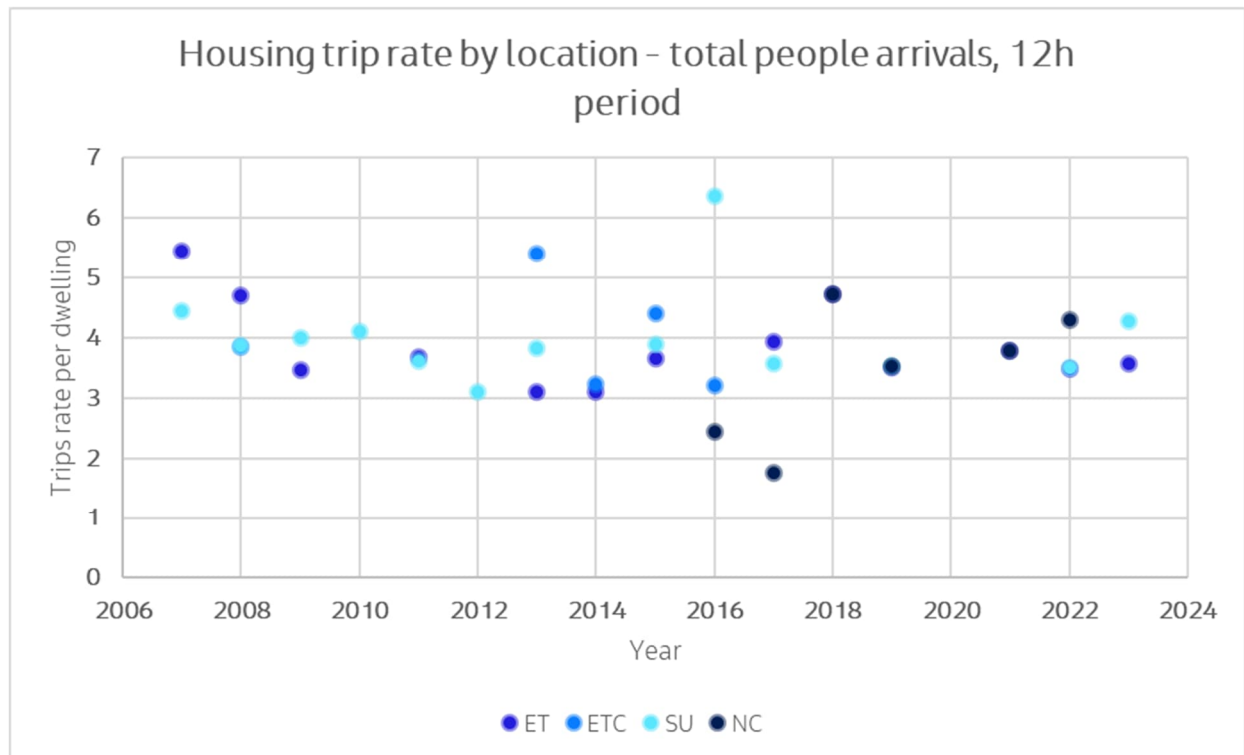


Figure 3. TRICS 12h Arrival Housing Trip Rate, Pre and Post Covid Comparison

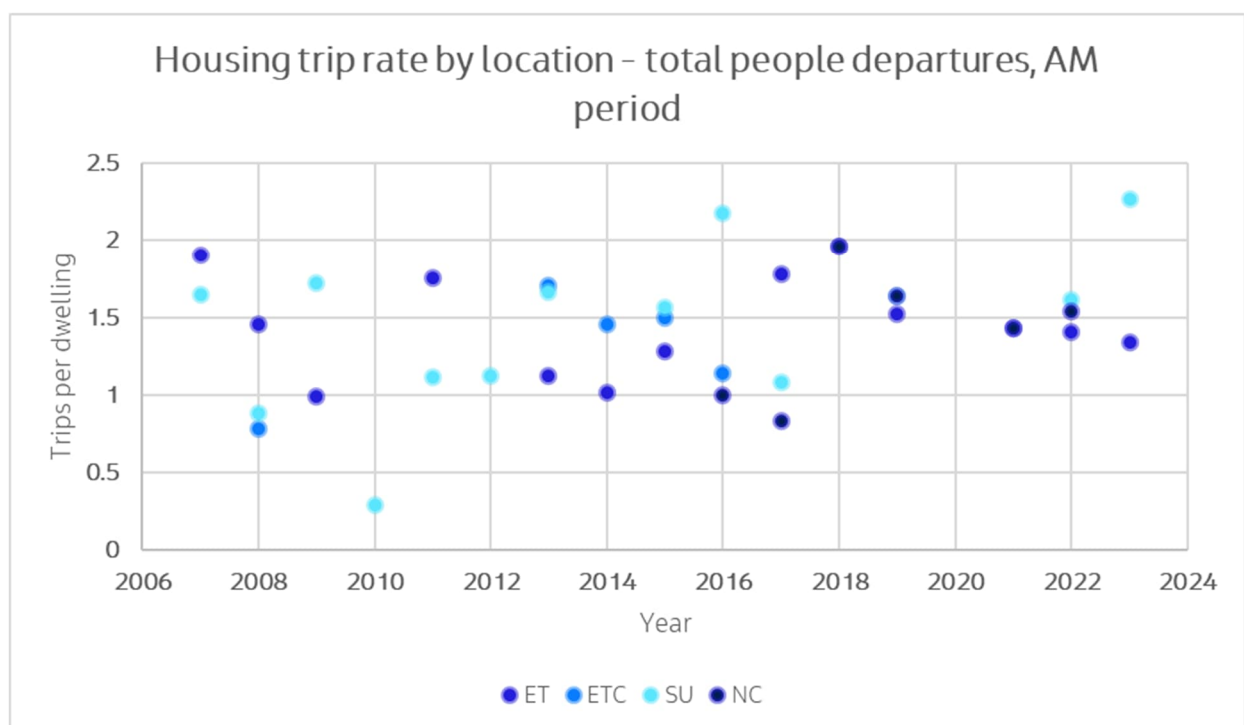


Figure 4. TRICS AM Peak Departure Trip Rate Pre and Post Covid Comparison

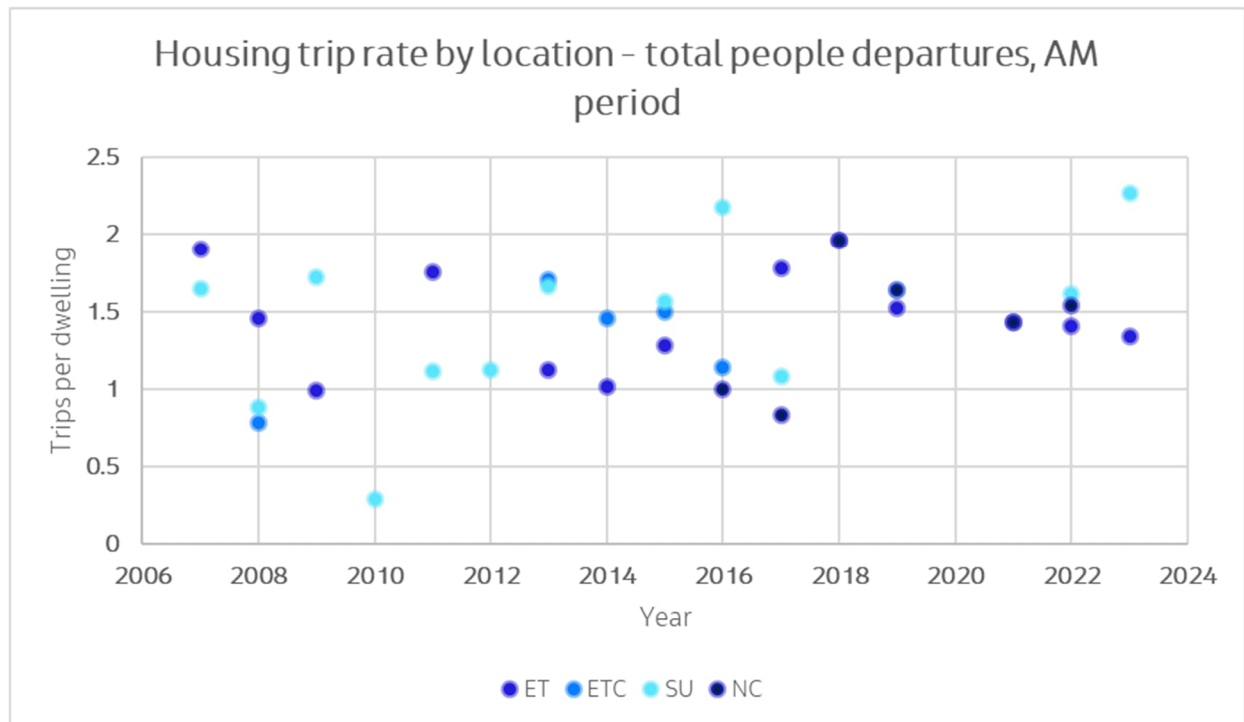


Figure 5. TRICS AM Peak Arrival Trip Rate Pre and Post Covid Comparison

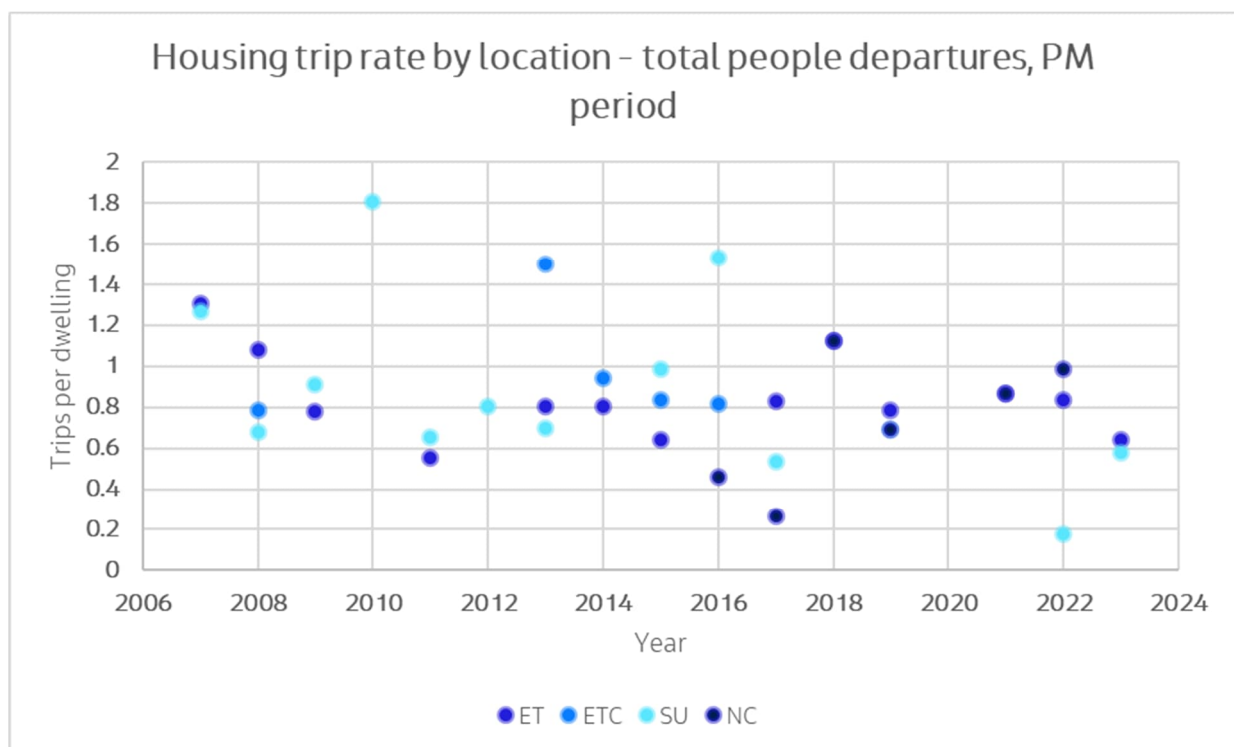


Figure 6. TRICS PM Peak Departure Trip Rate Pre and Post Covid Comparison

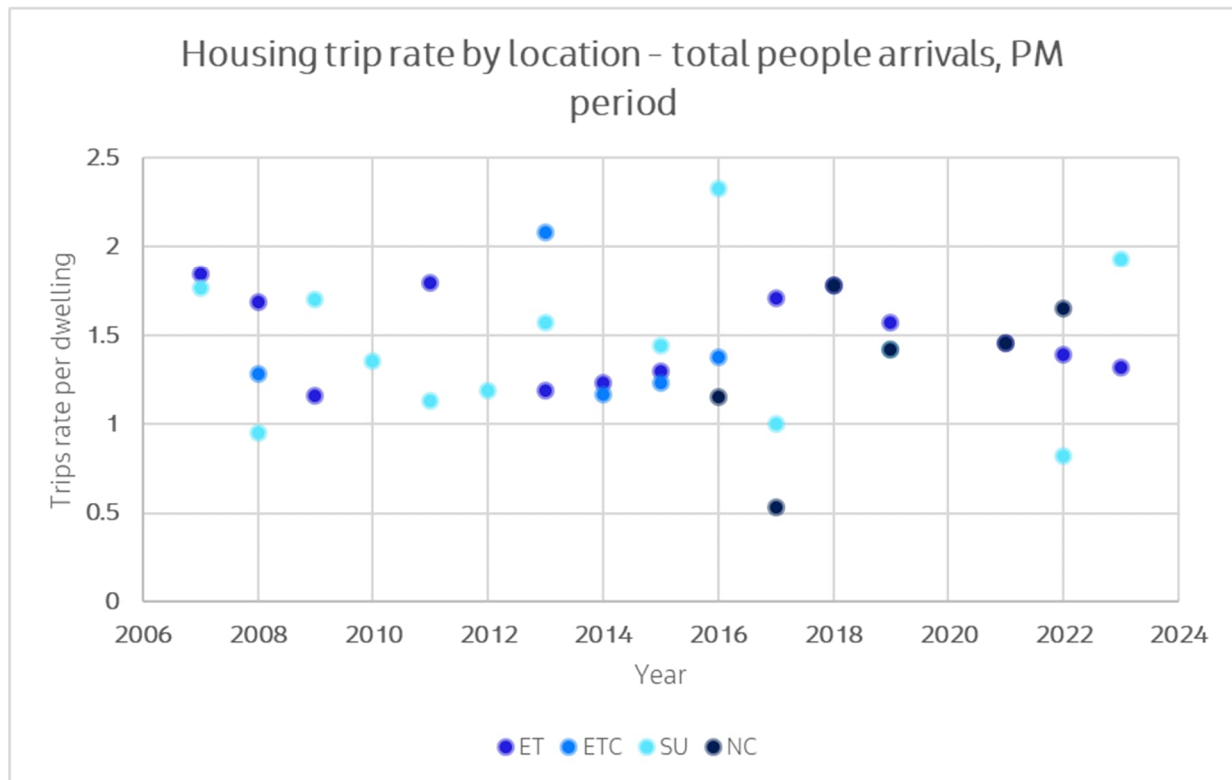


Figure 7. TRICS PM Peak Arrival Trip Rate Pre and Post Covid Comparison

Additionally, the average trip rate from 2010 to 2023 across all location types was estimated and is presented in Figure 8 and Figure 9. This analysis also indicates no specific trend for housing trip rates. Therefore it was concluded that survey samples from both pre and post covid periods will be utilized for the trip rate estimation.

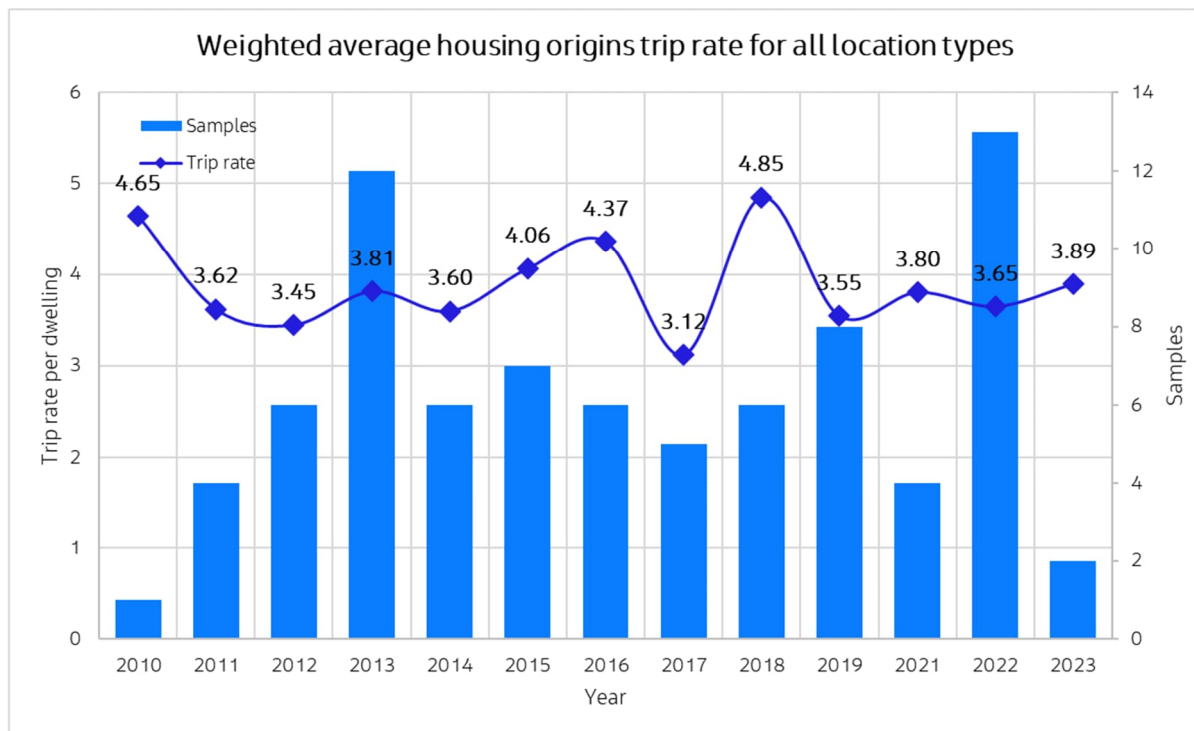


Figure 8. TRICS Housing origin trip rate over years

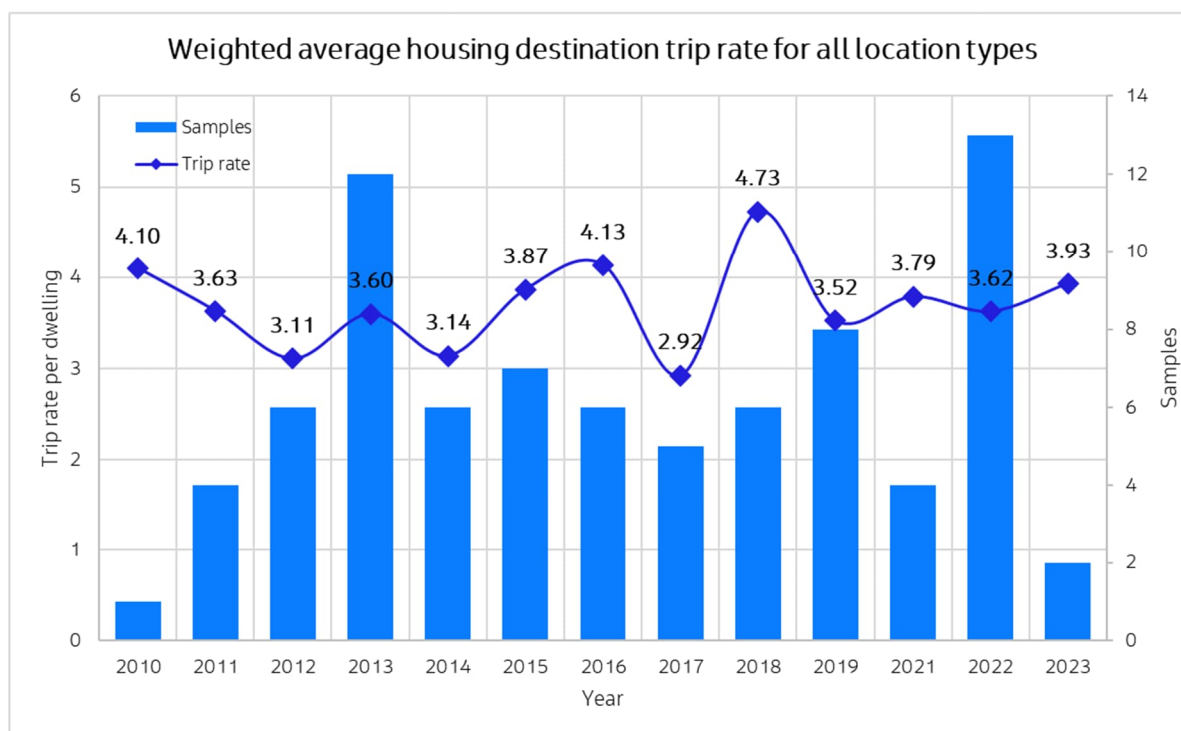


Figure 9. TRICS Housing destination trip rate over years

3.3.3 Region Filter

Trip rates from TRICS were filtered by location type and were filtered by region to exclude London, South East, Scotland, Ireland and Wales. No other region within the UK were filtered. This approach aligns with the TRICS Good Practice Guide¹ (2024), which found no significant correlation between the region and trip rates. The guide states: *'Therefore, our vehicular study revealed that there is a significantly higher correlation between location type and vehicular trip rates than there is between region and vehicular trip rates, with location type clearly showing a greater level of consistency and a clear, emerging pattern, compared to the apparent randomness of fluctuations when trip rates are split by region. Our subsequent multi-modal study, following the same structure of analysis as the vehicular study, found similar conclusions. Therefore, our current guidance is that regional selection should not be a major consideration when applying trip rate calculation filtering criteria, whilst TRICS location type appears to be one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.'*

3.3.4 Modal Split

TRICS multimodal trip rates were benchmarked with the NTEM modal splits to ensure modal shares were logical in terms of local modal splits within the three districts. This was done by comparing the TRICS multimodal trip rate by location to the NTEM 8.0 mode splits. NTEM mode splits are based on the 2011 Census Journey to Work data.

Figure 10 illustrates the mode splits for each residential location from TRICS. It should be noted that TRICS does not have any sample for the Town Centre residential location.

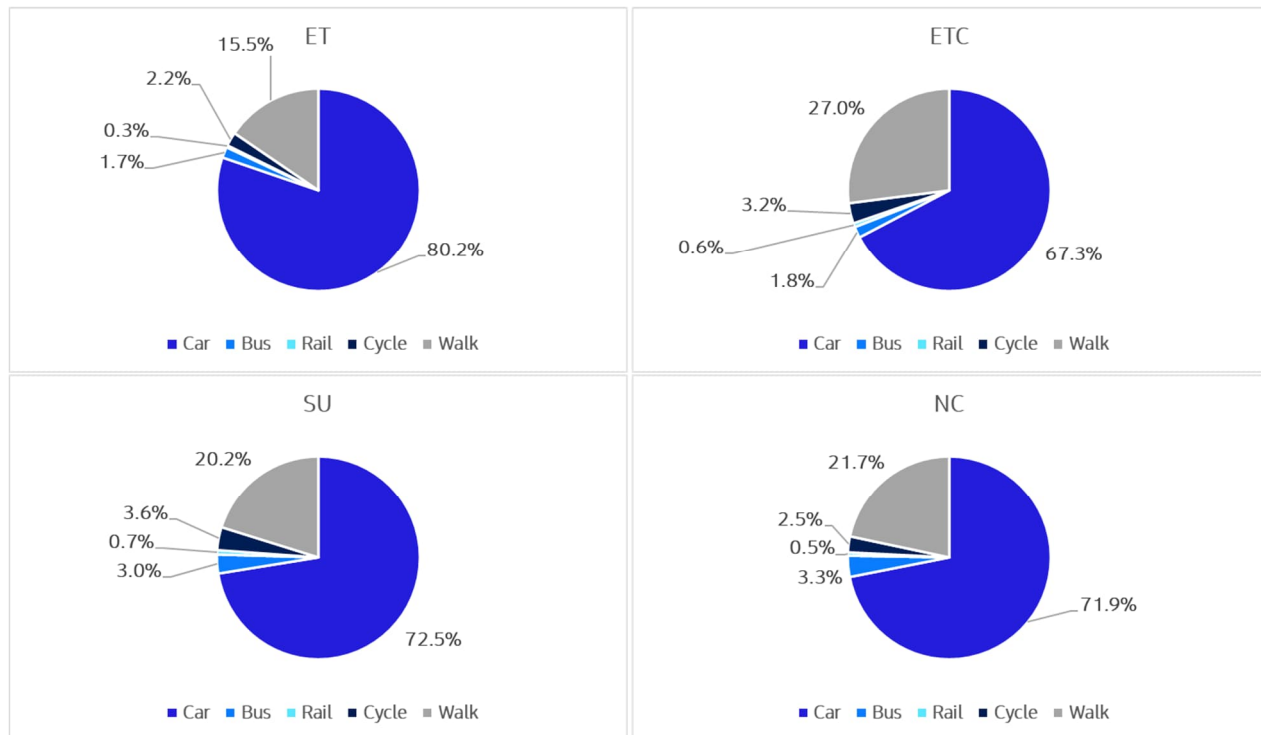


Figure 10. TRICS Housing Multimodal Survey Sample

To compare trip rates from TRICS and NTEM 8.0, several example MSOAs (Middle Layer Super Output Areas) were selected and matched to the TRICS trip rate by location. Figure 11 and Figure 12 shows the modal split extracted from NTEM and the comparison is presented in Figure 13. The analysis indicates minor discrepancies in mode shares, suggesting that Census Journey to Work data at the MSOA level more accurately reflects local modal shares.

Following the recommendation to use Census Journey to Work data for modal split, the total person trip rate for each development type was obtained from TRICS data. The proportion of travel by each mode will be determined using 2011 Census Journey to Work data by applying the proportion of journey to work trips originating in the MSOA where the development is located.

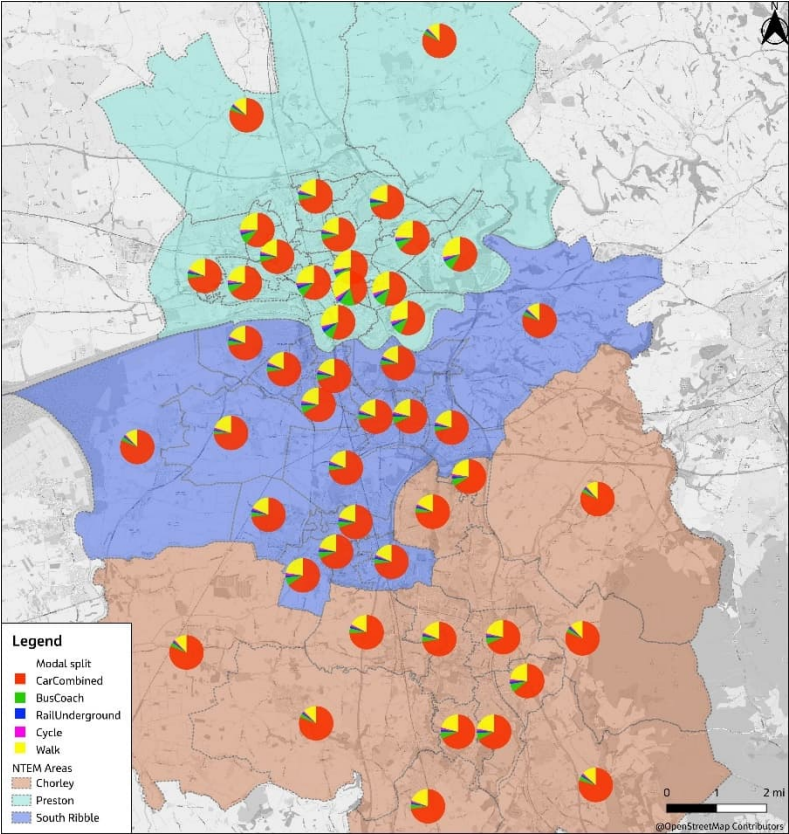


Figure 11. MSOA production modal split, NTEM 2031

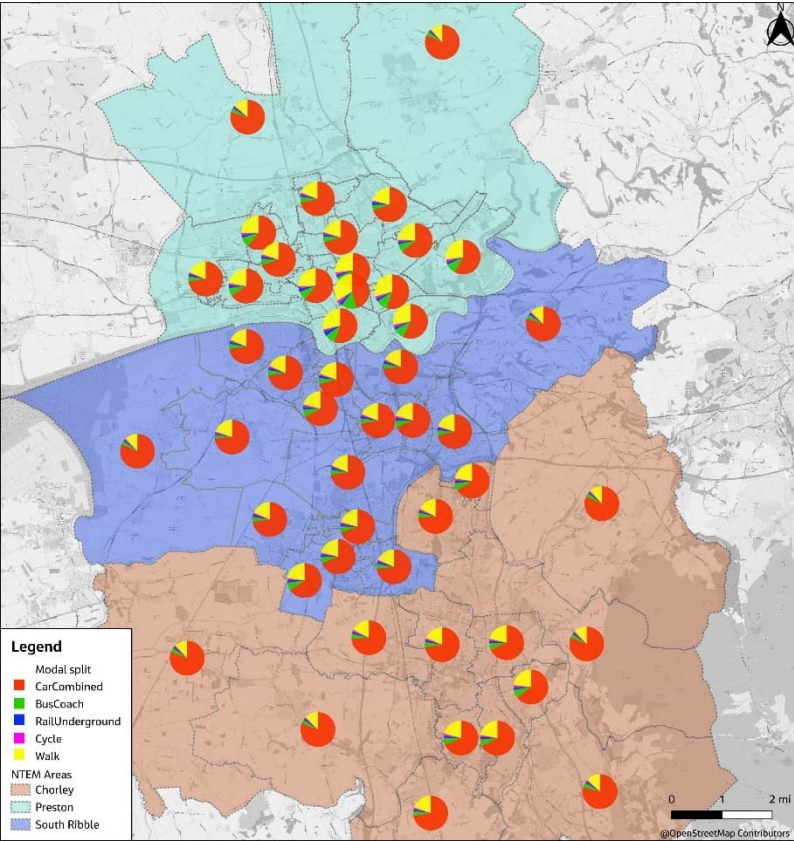
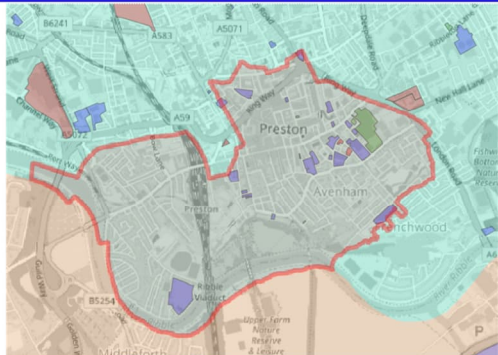
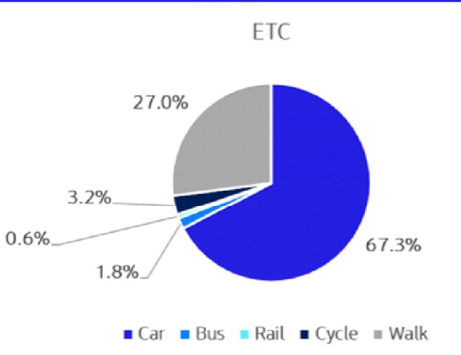
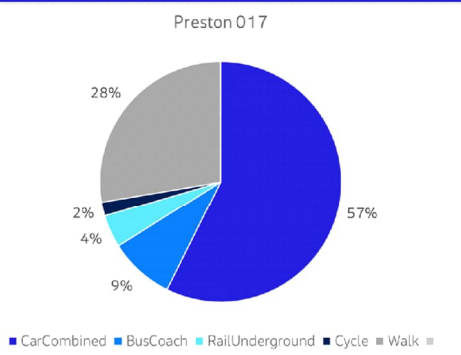
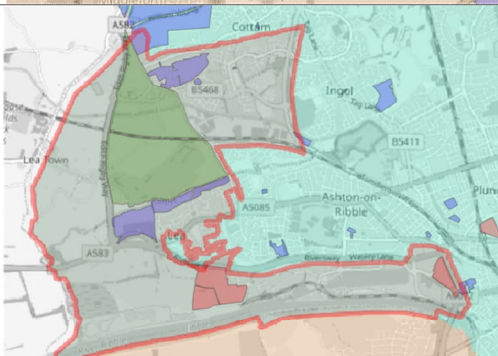
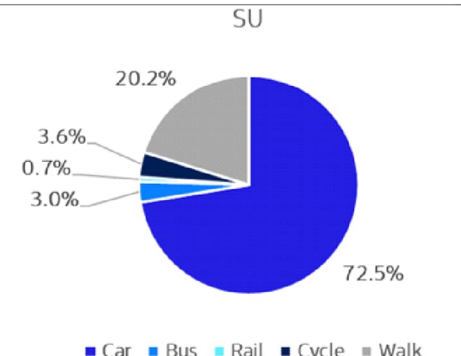
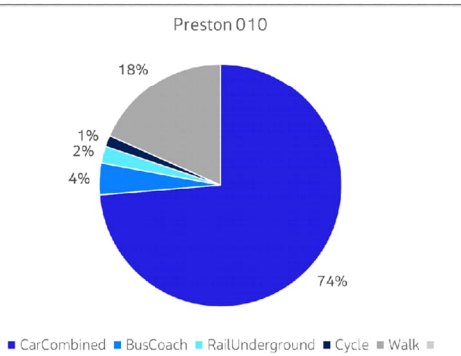
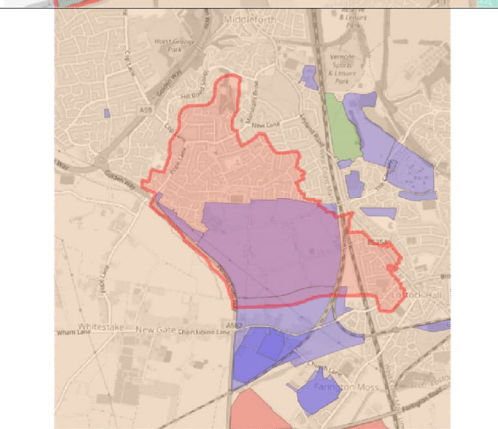
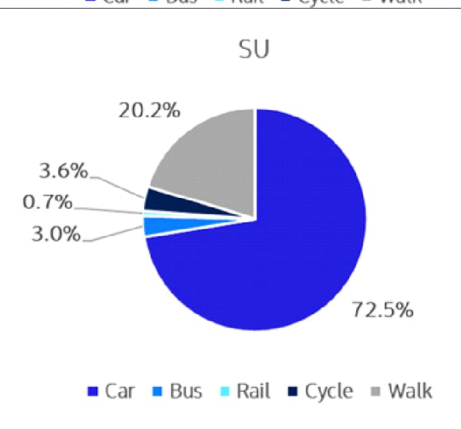
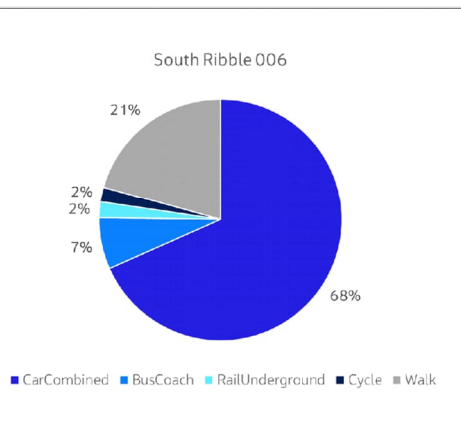


Figure 12. MSOA attraction modal split, NTEM 2031

Technical Note on Future Year Trip Rate

MSOA	MSOA code	MSOA border and LP sites	TRICS	NTEM																								
Preston 017	E02005269		ETC  <table><tr><th>Mode</th><th>Percentage</th></tr><tr><td>Car</td><td>67.3%</td></tr><tr><td>Walk</td><td>27.0%</td></tr><tr><td>Cycle</td><td>3.2%</td></tr><tr><td>Bus</td><td>1.8%</td></tr><tr><td>Rail</td><td>0.6%</td></tr></table>	Mode	Percentage	Car	67.3%	Walk	27.0%	Cycle	3.2%	Bus	1.8%	Rail	0.6%	Preston 017  <table><tr><th>Mode</th><th>Percentage</th></tr><tr><td>CarCombined</td><td>57%</td></tr><tr><td>Walk</td><td>28%</td></tr><tr><td>BusCoach</td><td>9%</td></tr><tr><td>RailUnderground</td><td>4%</td></tr><tr><td>Cycle</td><td>2%</td></tr></table>	Mode	Percentage	CarCombined	57%	Walk	28%	BusCoach	9%	RailUnderground	4%	Cycle	2%
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Car	72.5%																											
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RailUnderground	2%																											
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South Ribble 006	E02005292		SU  <table><tr><th>Mode</th><th>Percentage</th></tr><tr><td>Car</td><td>72.5%</td></tr><tr><td>Walk</td><td>20.2%</td></tr><tr><td>Cycle</td><td>3.6%</td></tr><tr><td>Bus</td><td>3.0%</td></tr><tr><td>Rail</td><td>0.7%</td></tr></table>	Mode	Percentage	Car	72.5%	Walk	20.2%	Cycle	3.6%	Bus	3.0%	Rail	0.7%	South Ribble 006  <table><tr><th>Mode</th><th>Percentage</th></tr><tr><td>CarCombined</td><td>68%</td></tr><tr><td>Walk</td><td>21%</td></tr><tr><td>BusCoach</td><td>7%</td></tr><tr><td>RailUnderground</td><td>2%</td></tr><tr><td>Cycle</td><td>2%</td></tr></table>	Mode	Percentage	CarCombined	68%	Walk	21%	BusCoach	7%	RailUnderground	2%	Cycle	2%
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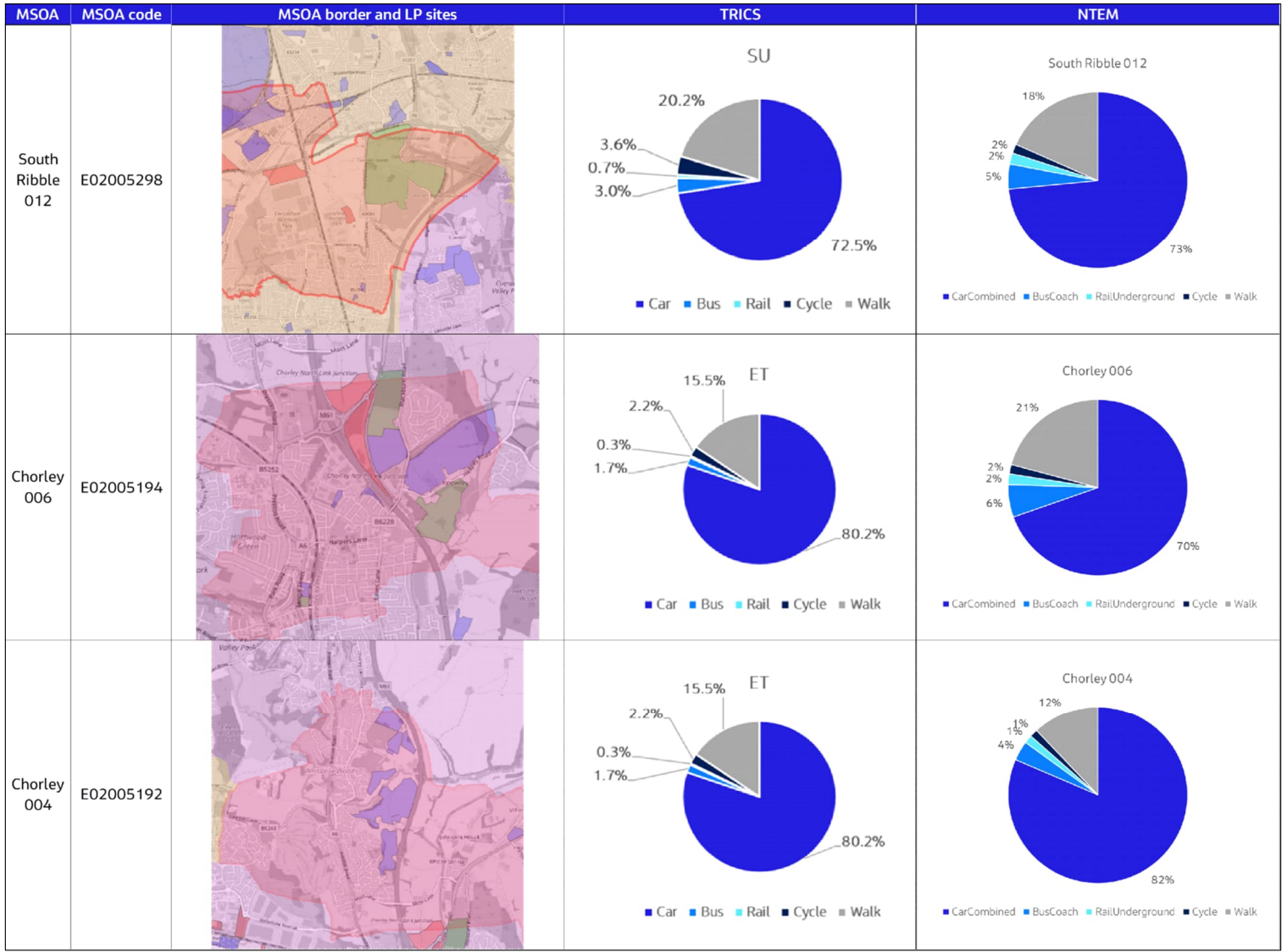


Figure 13. Modal Split Comparison – TRICS Vs NTEM

3.3.5 Trip Rate Estimation

Trip rate estimation methodology is summarised below:

- 12 hr OD person trip rates from TRICS was extracted for each land use category defined.
- Since the demand model uses a 24-hour PA format, the 12 hr OD trip rates are then converted to 24 hr OD trip rates using the NTEM factors shown in Table 3-1.
- The 24 hr OD trip rate is then converted to 24 hr PA trip rate using factors derived from NTEM as shown in Table 3-2.
- The trip rate is then be split into the various demand segment using the purpose split derived from NTEM for each year and by district, as shown in Table 3-3.

Table 3-1. 12h to 24h NTEM factors, 2031

Local Authority	Housing		Employment	
	Origin	Destination	Origin	Destination
Chorley	1.168	1.271	1.185	1.104
Preston	1.168	1.267	1.184	1.101
South Ribble	1.169	1.272	1.176	1.100

Table 3-2. OD to PA NTEM factors, 2031

Local Authority	Housing		Employment	
	Origin	Destination	Origin	Destination
Chorley	0.920	0.082	0.229	1.000
Preston	0.923	0.079	0.224	1.000
South Ribble	0.921	0.081	0.225	1.000

Table 3-3. Demand segment proportions, 2031

Local Authority	Demand segment	Housing		Employment	
		Production	Attraction	Production	Attraction
Chorley	HBW	25%	0%	0%	46%
	HBEB	3%	0%	0%	6%
	NHBEB	0%	0%	16%	7%
	HBO	72%	100%	0%	0%
	NHBO	0%	0%	84%	41%
Preston	HBW	25%	0%	0%	48%
	HBEB	3%	0%	0%	6%
	NHBEB	0%	0%	17%	8%
	HBO	72%	100%	0%	0%
	NHBO	0%	0%	83%	38%
South Ribble	HBW	25%	0%	0%	50%
	HBEB	3%	0%	0%	6%
	NHBEB	0%	0%	19%	9%
	HBO	72%	100%	0%	0%
	NHBO	0%	0%	81%	35%

Step 3: Scenario development

In line with TRICS guidance for the D&P approach, two scenarios will be prepared for each site based on the Step 1 classification, and the accessibility change due to proposed mitigation.

Scenarios 1

- TRICS trip rates are factored using the TRICS and NTEM trend to reflect the expected trip generation per household in the forecast year in the Core scenario.
- Since no specific trend was identified for the TRICS trip rate, it was considered more plausible to use NTEM trends as it is based on broader assumptions, including demographics, the national economic background, and other car-related factors such as license holding and company car ownership rates.
- This will be applied to Reference Case, Do Minimum Scenario (STAGE 1B) and Do Something Scenario (STAGE 2).

12 hr person trip rates adjusted to TRICS and NTEM trend is shown in Table 3-4.

Table 3-4. Housing Trip rates for Scenario 1

Location	Local Authority	Year	TRICS base year trip rate		Future trip rate - TRICS trend		Future trip rate - NTEM trend	
			Origin	Destination	Origin	Destination	Origin	Destination
Edge of Town	Chorley	2031	3.66	3.54	3.34	3.29	3.61	3.49
		2041	3.66	3.54	2.87	2.93	3.53	3.41
	Preston	2031	3.66	3.54	3.34	3.29	3.61	3.49
		2041	3.66	3.54	2.87	2.93	3.54	3.42
	South Ribble	2031	3.66	3.54	3.34	3.29	3.60	3.48
		2041	3.66	3.54	2.87	2.93	3.52	3.40
Edge of Town Centre	Chorley	2031	4.04	3.70	3.68	3.44	3.97	3.64
		2041	4.04	3.70	3.16	3.06	3.88	3.56
	Preston	2031	4.04	3.70	3.68	3.44	3.98	3.65
		2041	4.04	3.70	3.16	3.06	3.90	3.57
	South Ribble	2031	4.04	3.70	3.68	3.44	3.97	3.64
		2041	4.04	3.70	3.16	3.06	3.87	3.55
Suburban	Chorley	2031	4.02	3.81	3.66	3.54	3.96	3.75
		2041	4.02	3.81	3.15	3.15	3.87	3.67
	Preston	2031	4.02	3.81	3.66	3.54	3.97	3.76
		2041	4.02	3.81	3.15	3.15	3.88	3.68
	South Ribble	2031	4.02	3.81	3.66	3.54	3.95	3.75
		2041	4.02	3.81	3.15	3.15	3.86	3.66
Neighbourhood Centre	Chorley	2031	3.69	3.61	3.36	3.36	3.64	3.56
		2041	3.69	3.61	2.90	2.99	3.55	3.48
	Preston	2031	3.69	3.61	3.36	3.36	3.64	3.56
		2041	3.69	3.61	2.90	2.99	3.57	3.49
	South Ribble	2031	3.69	3.61	3.36	3.36	3.63	3.55
		2041	3.69	3.61	2.90	2.99	3.55	3.47

Table 3-5. Employment Trip rates for Scenario 1

Location	Type	TRICS base and future year trip rate		Future trip rate – NTEM trend					
				Chorley		Preston		South Ribble	
		Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
Business Park	Edge of Town	1.795	1.596	1.773	1.576	1.767	1.570	1.776	1.579
	Suburban	1.300	1.348	1.284	1.331	1.279	1.327	1.286	1.334
Industrial Estate	Edge of Town	3.584	3.603	3.539	3.557	3.527	3.546	3.545	3.565
	Suburban	3.336	3.351	3.294	3.309	3.283	3.298	3.300	3.315
Industrial Unit	Edge of Town	1.201	1.196	1.185	1.181	1.182	1.177	1.188	1.183
Office	Edge of Town Centre	1.356	1.353	1.339	1.336	1.335	1.332	1.341	1.339
	Edge of Town	0.662	0.653	0.654	0.645	0.652	0.643	0.655	0.647
	Suburban	1.133	1.131	1.119	1.117	1.115	1.113	1.121	1.119
	Town Centre	0.618	0.615	0.610	0.607	0.608	0.605	0.611	0.609
Warehousing	Edge of Town	0.857	0.955	0.846	0.943	0.843	0.940	0.847	0.945
	Free Standing	0.482	0.448	0.476	0.442	0.474	0.441	0.477	0.443

TRICS trend not possible to forecast due to not enough data for forecasting post-pandemic trip rates

Scenario 2

- Scenario 2 trip rates will be adjusted using the *similar land use (NTEM Mode splits/TRICS – by land use type/ specific survey type)*. It would depend on:
 - Whether the Local Authority will have specific policy that will be applied uniformly across all developments (like minimum active mode provision/ carbon emissions/reduction in car mode share)
 - Region specific vision – overall increase in active mode/ public transport provision
 - Developments specific mitigation – manually identify comparable sites within TRICS

This approach will be applied only to the Do Something Scenario (STAGE 2) because identifying sites with similar accessibility in the TRICS database is challenging due to the lack of an interactive map or filter, necessitating manual checks for each site. Additionally, there is no available internalisation information within TRICS. It is expected that in Stage 2, fewer sites will require mitigation, making it more practical to implement this adjustment at Stage 2.

3.4 GV Trip rate

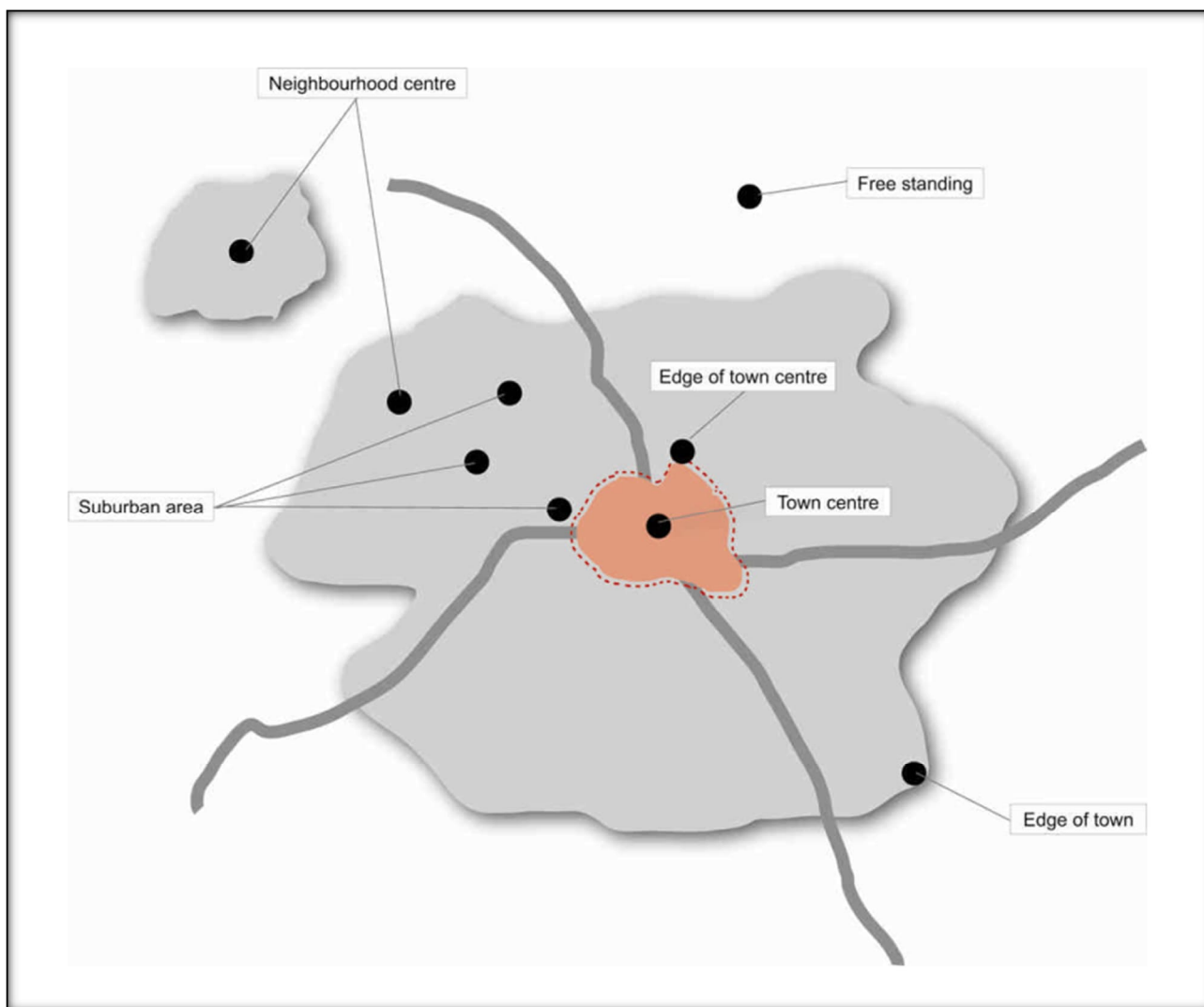
GV trips were also estimated using the TRICS trip rates and are shown in Table 3-6. These were filtered by location type, LGV/ HGV, type of land use, peak hour (start time for AM and PM peak and average of IP), only England excluding London, and SE.

Table 3-6: TRICS GV Hourly trip rates

Type	Location	Type	AM		IP		PM	
			Origin	Destination	Origin	Destination	Origin	Destination
LGV	Business Park	Edge of Town	0.001	0.012	0.010	0.009	0.007	0.000
		Suburban	0.012	0.012	0.009	0.007	0.004	0.000
	Industrial Estate	Edge of Town	0.070	0.069	0.054	0.057	0.032	0.022
		Suburban	0.149	0.238	0.143	0.136	0.017	0.018
	Industrial Unit	Edge of Town	0.019	0.067	0.045	0.037	0.000	0.000
	Office	Edge of Town Centre	0.000	0.000	0.004	0.004	0.000	0.000
		Edge of Town	0.000	0.003	0.004	0.003	0.000	0.000
		Suburban	0.000	0.000	0.008	0.008	0.000	0.000
		Town Centre	0.000	0.002	0.003	0.002	0.000	0.000
	Warehousing	Edge of Town	0.004	0.002	0.007	0.008	0.007	0.015
		Free Standing	0.008	0.020	0.007	0.006	0.004	0.000
HGV	Business Park	Edge of Town	0.000	0.002	0.004	0.004	0.000	0.000
		Suburban	0.007	0.009	0.013	0.013	0.005	0.002
	Industrial Estate	Edge of Town	0.000	0.000	0.010	0.009	0.000	0.000
		Suburban	0.065	0.080	0.019	0.020	0.009	0.000
	Industrial Unit	Edge of Town	0.000	0.000	0.010	0.009	0.000	0.000
	Office	Edge of Town Centre	0.000	0.000	0.000	0.000	0.000	0.000
		Town Centre	0.000	0.000	0.000	0.000	0.000	0.000
	Warehousing	Edge of Town	0.050	0.027	0.038	0.043	0.016	0.036
		Free Standing	0.023	0.028	0.021	0.013	0.011	0.018

Appendix A. Site Classification

the residential sites are classified into four main location classes, which are: Edge of Town centre, Suburban area, Edge of Town, and Neighbourhood Centre. This classification is based on the guidance from TRICS, the description of which as per 'TRICS location definitions – December 2008', is as follows:



Source: TRICS Data Collection - Location Type Definitions (2008)

- **Edge of Town Centre:** For retail, a location within easy walking distance (i.e. up to 300 metres) of the central primary shopping area, often providing parking facilities that serve the centre as well as the site, thus enabling one trip to serve several purposes. For other uses, the edge-of-centre radius from the town/city centre may be more extensive, based on how far people would be prepared to walk. For offices this may be outside the town centre but in the urban area within 500m of a public transport interchange.
- **Neighbourhood Centre (Local Centre):** Predominantly residential area, but with additional amenities like local shops, schools, etc. Could be described as a small "district" or "village" within the town/city itself. Would also apply to actual villages. The local shops serve a small catchment. These may include a general grocery store, a newsagent, a sub-post office and a pharmacy, as well as others. These centres provide accessible shopping for people's day-to-day needs.

- **Suburban Area (Out of Centre):** An area outside the edge of the town/city centre, but not at the town/city's physical edge. This can encompass a wide range of physical locations within a town/city. Suburban Area sites can range from busy built-up areas near the centre of town (but outside of the Edge of Town Centre radius), to leafy suburbs far from the centre.
- **Edge of Town:** At the physical edge of the town/city, where the town/city meets the countryside. The actual physical distance from the site to the beginning of the countryside can vary proportionately to the size of the town/city.

The site classification for the residential sites in the three districts are as below (Figure A-3-14, Figure A-3-15, Figure A-3-16):

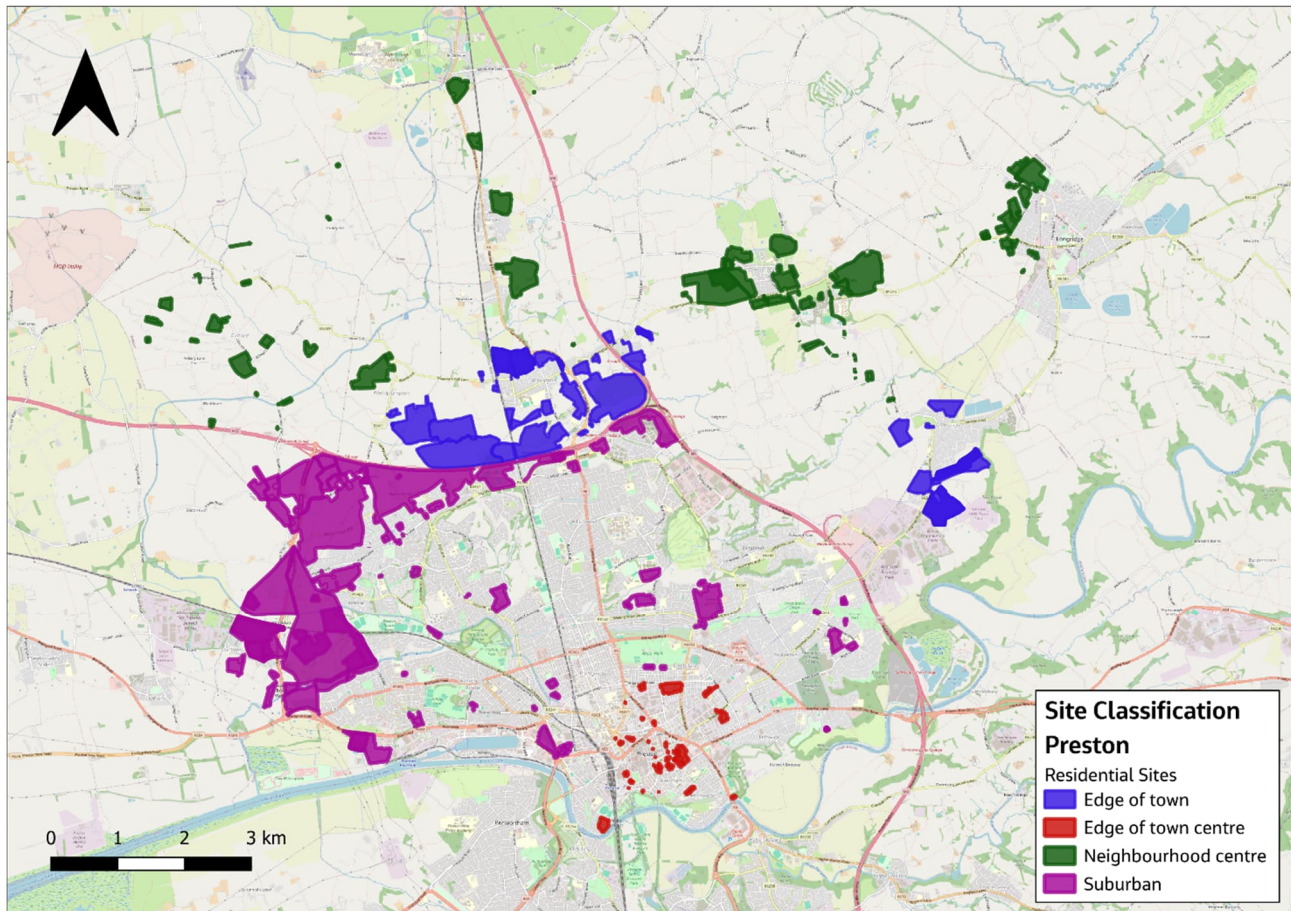


Figure A-3-14 Site classification for Preston

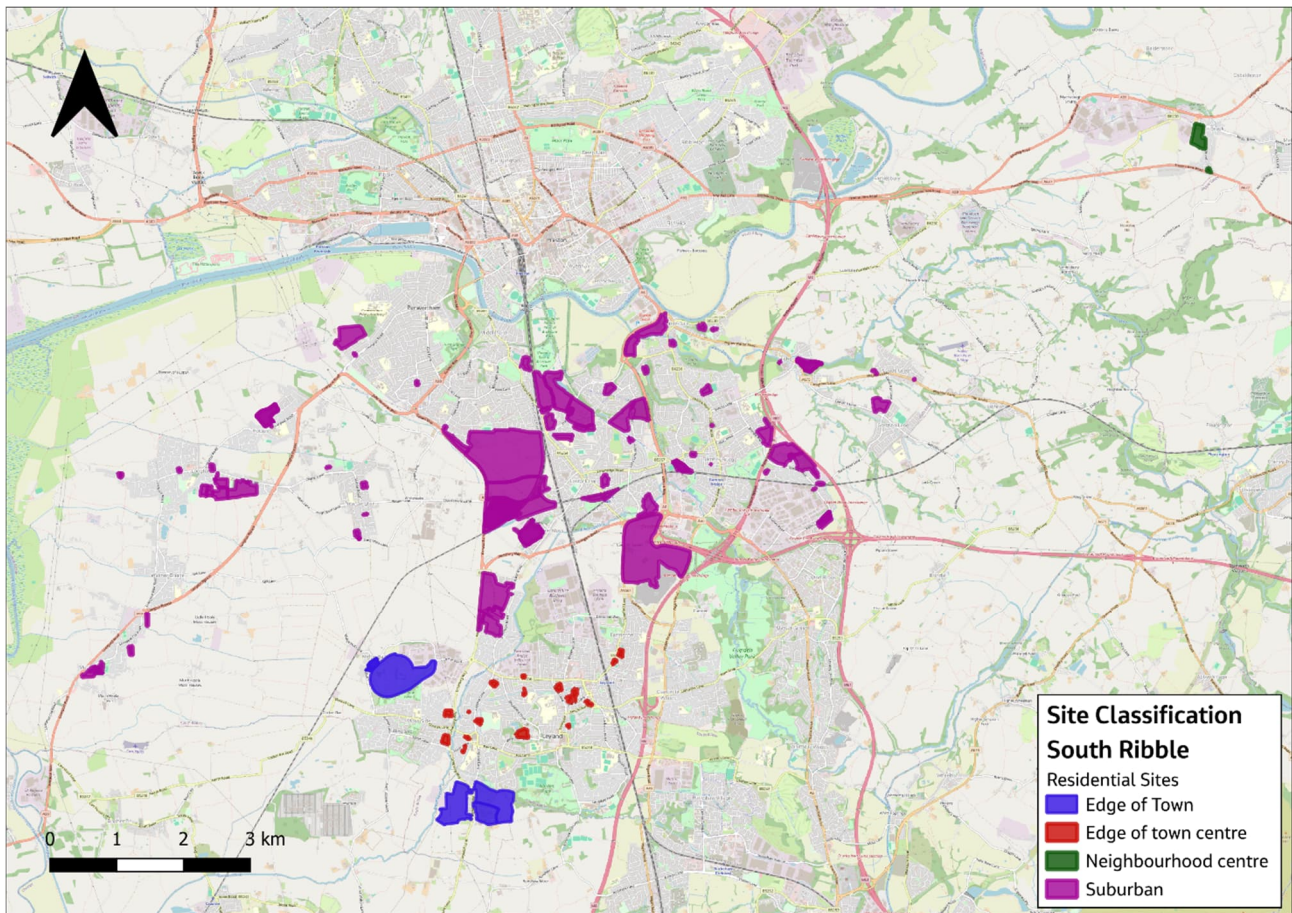


Figure A-3-15 Site classification for South Ribble

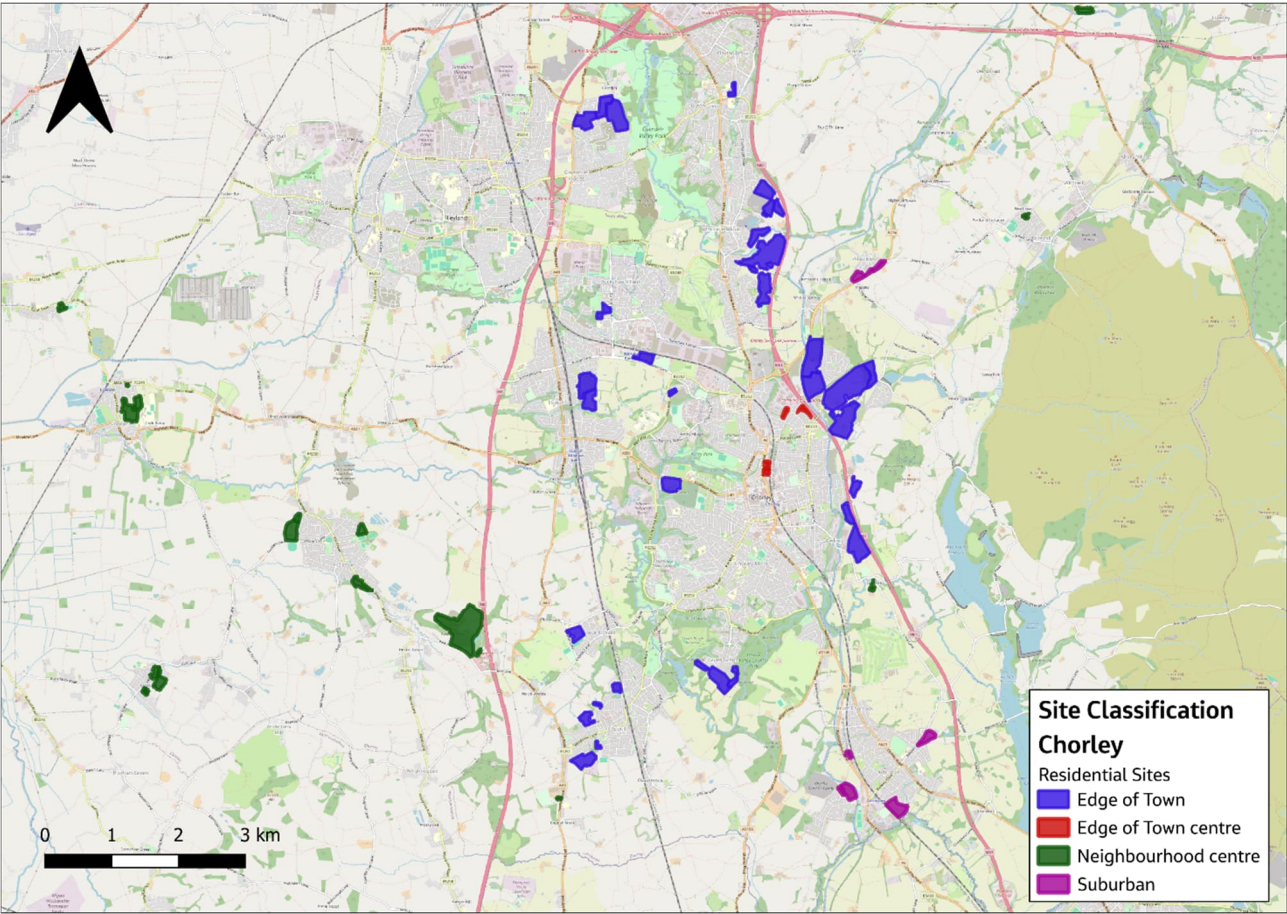


Figure A-3-16 Site classification for Chorley