Sharpness Growth Point

Transport Strategy

On behalf of **GreenSquare Group Ltd**

Project Ref: 41745/5501 | Rev: A | Date: December 2017

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Document Control Sheet

Project Name: **Sharpness Growth Point**
Project Ref: **41745**
Report Title: **Transport Strategy**
Doc Ref: **5501/TS**
Date: **December 2017**

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Revision	Date	Description	Prepared	Reviewed	Approved
A	04/12/17	Updated Masterplan	RP	MR	TA

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1 Introduction

1.1 Background

1.1.1 Peter Brett Associates LLP (PBA) has been appointed by GreenSquare Group Ltd to produce a Transport Strategy document in support of a potential large mixed use allocation at Sharpness, Gloucestershire.

1.1.2 The Draft Masterplan (held in **Appendix A**) provides for 5,000 residential units across a number of distinct villages connected by green infrastructure (incorporating play spaces and drainage).

1.1.3 Provision will also be made for three new primary schools, the expansion of Sharpness Primary School, a new middle school, enhancements to the existing technology college and 9ha of employment use. Additionally, there is scope for Sharpness Docks to be diversified and maximised for employment, tourism and leisure uses.

1.1.4 The location of the site is illustrated in **Figure 1.1**.

1.2 Purpose of this Report

1.2.1 This report provides an over-arching transport strategy document that will form the evidential submission at this stage. This document will provide a high level of the existing conditions in the vicinity of the site and will focus on the opportunities for both the settlement, in its own terms, and the wider strategic opportunities that could be created.

1.3 Structure of this Report

1.3.1 The structure of this Transport Strategy document is as follows:

- a description of the site in terms of the local and strategic road network, existing sustainable transport provision and the development opportunity presented at Sharpness (**Section 2**)
- existing travel characteristics and the potential trip generation and future travel patterns as a result of development (**Section 3**)
- potential highway, public transport and pedestrian and cycle improvements to accommodate development (**Section 4**)
- consideration of the wider vision and opportunity for growth that the allocation could facilitate, including a new M5 junction, reopening of the Sharpness Branch Line and a new Severn River crossing (**Section 5**)

2 Site Context

2.1 Introduction

2.1.1 This section outlines the planning history of the site and a description of the site in terms of its proximity to the local highway network, public transport, pedestrian and cycle access as well as the development opportunity presented at Sharpness.

2.2 Planning History

2.2.1 Sharpness and its surrounds have been subject to a number of planning applications in the last five years for both residential and employment development. These applications are summarised in **Table 2.1**.

Table 2.1 – Planning History

Application Number	Development Proposal	Status
S.13/2153/OUT	Erection of 2 no. buildings for light industrial/storage and distribution purposes (Use Classes B1 and B8) and associated works, as extension to Severn Distribution Park	Approved
S.15/0735/OUT	Development of B1 and B2 employment, Creche, shop, Country Park to include football ground and open spaces together with up to 375 dwellings including affordable housing.	Refused
S.16/1712/OUT	Outline application for erection of up to fifty dwellings to include new 2HA Suitable Alternative Natural Green Space (SANG) and associated works including non reserved matter Access.	Refused
S.17/0798/OUT	Mixed use development which includes up to 300 dwellings (C3), industrial and distribution development (B1c,B2,B8) on 6.6 hectares of land 2 no. marinas, up to 1250m2 of ancillary retail / food and drink uses (A1,A2,A3 and A4) up to 7,000m2 of commercial floor space (B1 office/light industrial of which no more than 4300m2 to be B1 office), up to 100 holiday lodges/camping pitches, hotel, public open space, landscaping, visitor parking, new access road and associated infrastructure.	Awaiting Decision

2.3 Highway Network

2.3.1 The proposed development site is located approximately 6km west of the A38 and the M5; the principal route between the Midlands and the South West.

2.3.2 There are several roads running through the site, with the two main routes being the B4066 and Station Road. The B4066, which is a single carriageway road of between 6m and 8m, provides access to the A38 from the site via the Berkeley Bypass to the north of the village of Berkeley. Station Road, a single carriageway road of approximately 6m, routes north from Berkeley through the villages of Abwell, Wanswell and Brookend.

2.3.3 Local roads through the site include Saniger Lane, Oldminster Road, Gloucester Road and Bays Hill; these roads are predominantly used for access to local villages.

2.3.4 The A38 can be accessed from the site via the B4066 (for destinations to the north) or Alkington Lane (for destinations to the south). From the A38, access to the M5 is provided by travelling either 11km north to Junction 13 or 7km south to Junction 14. Further south, the M5 meets the M4 at Almondsbury Interchange, with access to South Wales over the Severn crossings to the west and towards London to the east.

2.3.5 The key junctions in the vicinity of the site are summarised below. The Transport Assessment (TA) prepared by Pell Frischmann in support of the 300 dwelling scheme at Sharpness Estate (ref. S.17/0798/OUT) has been reviewed to identify any potential capacity constraints for future development at Sharpness.

- **B4066/ Saniger Lane priority T-junction**: located in the centre of the proposed development, Saniger Lane connects with the B4066 at a simple priority junction close to a railway bridge which carries the disused Sharpness Branch Line. The Sharpness Estate TA found this junction to be operating at capacity in 2032 with some queueing and delay on Saniger Lane and the B4066 (south).

- **B4066/ Station Road roundabout**: this four arm un-signalised roundabout to the north of Berkeley connects the main route to the northwest (the B4066) with the main route north (Station Road) as well as the Berkeley Bypass. The Sharpness Estate TA found this junction to be operating with spare capacity in 2032.

- **B4066/ Canonbury Street roundabout**: this three arm un-signalised roundabout connects the B4066/ B4066 Berkeley Bypass with Canonbury Street, the main route into the village of Berkeley. The Sharpness Estate TA found this junction to be operating with spare capacity in 2032.

- **B4066/ Alkington Lane junction**: this un-signalised priority T-junction provides access towards the A38. The Sharpness Estate TA found this junction to be operating with spare capacity in 2032.

- **A38/ B4066 (Berkeley Heath) junction**: this priority T-junction is currently the primary junction used to access the B4066 from destinations to the north via the A38. This junction was shown to be operating over capacity in 2032 in the Sharpness Estate TA, with queuing and delay on the B4066, particularly during the evening peak hour.

- **A38/ Alkington Lane/ Wick Road staggered junction**: vehicles travelling along the A38 from the south are likely to use the A38/ Alkington Lane junction. The Sharpness Estate TA found the Alkington Lane arm to be operating over capacity in 2032.

2.4 Public Transport

2.4.1 There is an existing network of bus stops and services that operate in and around the perimeter of the proposed development site; the majority of these bus stops are located within the recommended walking distance of 400m with most stops concentrated to Oldminster Road (north of the site) and Station Road (southeast of the site).

2.4.2 Stagecoach operates the most frequent bus service in the area between Bristol and Gloucester via Sharpness. This number 62 service runs every two hours in either direction and stops at several locations around the site. This service takes approximately one and a half hours to travel to Gloucester and one hour to Bristol from the site.

2.4.3 In addition to the number 62 service, there are a number of school services that run twice a day from stops around the site. These bus services serve a number of schools across the area including those in Thornbury, Cam and Dursley and Kingswood.

2.4.4 Irrespective of the existing track network in Sharpness, there are no running rail services in proximity of the site.

2.4.5 The nearest rail station is located in Cam and Dursley, located approximately 14km from the site. The rail station can be accessed via the number 62 bus in an estimated 50 minutes, or via the A38 by car in an estimated 17 minutes. The Cam and Dursley rail station operates services to Gloucester every one hour and services to Bristol twice every 2 hours. Whilst the

train to Gloucester is direct, the train to Bristol also provides access to other towns such as Yate.

2.5 Pedestrian and Cycle Access

2.5.1 A number of well-connected pedestrian and cycle routes are integrated in and around the proposed development site.

2.5.2 Public Right of Ways (PROW) in the area connect the site to significant local destination such as the Sharpness Docks, The Gloucester and Sharpness Canal, central Berkley and several surrounding villages like Newtown. The quality of PROW's however varies: whilst in residential areas there are adequate paving and streetlights, pathways nearer the canal and docks are distinguished by dirt tracks and the absence of street lighting.

2.5.3 Moreover, there are also various cycle routes in proximity of the site. Many of the local cycle paths trace the same route as pedestrian routes, with the canal acting as a scenic route for cyclists as well as providing a route to the village of Purton from Sharpness (an approximate cycle time of 11 minutes).

2.5.4 Also, National Cycle Route 41 bisects south Berkley and provides a cycle route between Gloucester and Bristol. Cycling southwards to Bristol via Thornbury would take an estimated two hours (approximately 39km). Cycling northwards to Gloucester via Frampton on Severn would take an estimated one and a half hours (approximately 31km). Most of the National Cycle Route is defined by gravelled paths, especially when following the route of the Gloucester and Sharpness canal. However, as the National Cycle Route reaches more urbanised locations like Bristol and Gloucester, cycling from the site becomes more accommodating with designated cycle lanes.

2.6 Development Opportunity

2.6.1 The area around Sharpness could comprise a substantial new allocation of land in the emerging Local Plan to meet a considerable proportion of the local authorities housing needs. In addition, the scheme could be a catalyst to pursue significant new infrastructure provision which would benefit the local authority areas on both sides of the River Severn.

2.6.2 The Draft Masterplan is based on the concept of creating distinct character areas or villages separated/ linked by green infrastructure (incorporating play spaces and drainage). Although the proposals at this stage are only indicative, the new settlement could provide a range of uses, including:

- 5,000 residential units across a number of villages, integrated with the existing villages of Newtown, Wanswell and Brookend
- an Employment Gateway in the south of the site
- a central Destination Hub with community and shopping facilities
- education provision to include three new primary schools, extending the existing Sharpness Primary School, a middle school and enhancements to the existing technology college
- green spaces and formal recreation throughout the site and a new wetland in the southwest
- a renewable energy hub

- potential for reopening the Sharpness Branch Line and new stations at the Destination Hub and Sharpness Docks, and
- diversification and expansion of the employment offer at Sharpness Docks.

3 Trip Generation and Distribution

3.1 Introduction

3.1.1 This section considers the potential implications of development in terms of its trip generation and associated impact on the highway network in terms of trip distribution and assignment.

3.1.2 An assessment of the current travel characteristics in the area is also presented, as well as how these could change with the transport infrastructure improvements that could be provided.

3.2 Trip Generation

3.2.1 An initial trip generation assessment has been undertaken for the proposed development to understand the number of vehicles which may travel to and from the site during the morning and evening peak hours of 8am to 9am and 5pm to 6pm, respectively.

3.2.2 Vehicle trip rates were extracted from the TRICS database (see **Appendix B**) and were used to calculate the estimated trip generation for the development quantum shown on the Draft Masterplan, as follows:

- 5,000 residential dwellings
- 9ha of employment – for the purposes of this assessment, the employment has been assumed to the form of a business park which represents a robust assessment. It has been estimated that 40 per cent of the 9ha of land will comprise actual trip generating development and therefore a quantum of 36,240 square metres has been assessed, and
- Education comprising of:
  - 407 pre-school places
  - 1,401 primary school places (three new primary schools and expansion of existing Sharpness Primary School)
  - 849 middle school places (one new school).

3.2.3 The estimated trip generation based on the parameters above is shown on **Table 3.1**.

Table 3.1 – Vehicle Trip Rates and Trip Generation

	Quantum	Morning Peak Hour (8am to 9am)			Evening Peak Hour (5pm to 6pm)		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Vehicle Trip Rates							
Residential	-	0.128	0.385	0.513	0.308	0.146	0.454
Employment	-	0.960	0.180	1.140	0.126	0.760	0.886
Nursery	-	0.247	0.215	0.462	0.153	0.193	0.346
Primary School	-	0.335	0.266	0.601	0.024	0.042	0.066
Middle School	-	0.158	0.103	0.261	0.025	0.034	0.059
Vehicle Trips							
Residential	5,000 dwellings	768	2310	3078	1848	876	2724
Employment	36,240 sqm	348	65	413	46	275	321
Nursery	407 pupils	101	88	188	62	79	141
Primary School	1,401 pupils	469	373	842	34	59	92
Middle School	849 pupils	134	87	222	21	29	50
Total		**1820**	**2923**	**4743**	**2011**	**1318**	**3328**

subject to rounding

3.2.4 **Table 3.1** shows the proposed development is estimated to generate 4,743 two-way vehicle trips during the morning peak hour and 3,328 two-way vehicle trips during the evening peak hour. A number of factors could reduce the number of trips, including:

- due to the mix of land uses on site (including residential, employment, education and new local and district centres), there are a number of trips that will remain within the site and not use the external highway network. For example, a resident living within the new development may work in the new employment area or a school pupil will not need to travel out of the site due to the new schools which will be provided
- the mixed use development will also facilitate linked trips in which a single trip could be associated with more than one use; for example, a parent dropping their child off at school on the way to work in the local centre, and
- the improvements to bus, rail, pedestrian and cycle infrastructure which the proposed development could facilitate will result in a mode shift from people travelling by car to more sustainable modes. The existing mode share in the local area is discussed in **Section 3.4** and the potential infrastructure improvements are outlined in **Sections 4** and **5**.

3.3 Trip Distribution and Assignment

3.3.1 2011 Census 'journey to work' data have been examined for the Stroud 012 Middle Super Output Area (MSOA) in which the site is located. This MSOA is predominantly rural in nature with the largest settlement being Berkeley to the south of the proposed development.

3.3.2 The assignment of traffic on the road network has been assessed using Google Maps to determine the most likely route to access the site. These routes, along with the percentage of traffic estimated to use them, are summarised in **Table 3.2**.

Table 3.2 – Distribution and Assignment

Route	Destinations	Percentage Traffic
A38 – M5 Northbound	Gloucester, Tewkesbury, Cheltenham, Cotswolds	18%
A38 – M5 Southbound	South Gloucestershire, Bristol, Somerset, Swindon, London	38%
A38 Northbound	Forest of Dean, Herefordshire, Stroud, Stonehouse, Frampton on Severn	15%
A38 – B4066	Cam, Nailsworth, Dursley	7%
B4060	Wootton Under Edge	4%
Local Routes	Berkley	18%

3.3.3 **Table 3.2** shows that 56 per cent of traffic is expected to route via the M5. Traffic to destinations to the north would likely route via the A38 and access the M5 at Junction 13 and traffic to the south would use the A38/ B4509 junction to access the M5 at Junction 14.

3.4 Mode Share

3.4.1 Mode share data (disaggregated by journey purpose) has been extracted from TEMPro 7.2 for the Stroud 012 MSOA, in which the proposed development is located. The mode share has been extracted for three different types of trips:

- Residential: all home-based journey purposes
- Employment: home-based work trips, and
- Education: home-based education trips.

3.4.2 Mode share data for the Stroud 012 MSOA, which covers the village of Cam, has also been extracted for comparison. Cam is a settlement of approximately 8,000 residents with shopping/ community facilities, several employment areas, three new primary schools, bus services and a train station to the north. It is considered that Cam provides a good indication of the mode share which could be achieved at Sharpness.

3.4.3 **Table 3.3** sets out the mode share for residential, employment and education trips for the Stroud 012 (Sharpness) and 011 (Cam) MSOAs.

Table 3.3 – Mode Share

Mode	Stroud 012 (Sharpness)			Stroud 011 (Cam)		
	Residential	Employment	Education	Residential	Employment	Education
Car Driver	59%	80%	20%	46%	72%	15%
Car Passenger	24%	10%	46%	22%	10%	34%
Walk	10%	4%	21%	25%	11%	44%
Cycle	1%	1%	1%	2%	3%	1%
Bus	4%	2%	10%	4%	3%	5%
Rail	1%	2%	1%	1%	2%	0%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

3.4.4 As can be seen from the mode share data presented in **Table 3.3**, the predominant mode of travel for all journey purposes in Sharpness is by car with 59 per cent of residential trips, 80 per cent of employment trips and 20 per cent of education trips undertaken by this mode. Walk and cycle mode share is low across all journey purposes, reflecting the limited range of facilities within reasonable walking/ cycling distance.

3.4.5 The mode share for Stroud 011 (Cam) shows a lower percentage of car drivers for all journey purposes and a higher share of walk and cycle journeys. This difference is particularly noticeable for education trips where 44 per cent of journeys in Cam are on foot compared to only 21 per cent in Sharpness. This is likely due to the proximity of the schools in Cam to the residential development; as a number of schools will built at Sharpness within the new villages, it is considered likely that the current 21 per cent walking mode share could be substantially increased.

4 Local Opportunities

4.1 Introduction

4.1.1 The new settlement at Sharpness represents a sustainable new community around which a comprehensive transport strategy would be developed around public transport improvements, highway access and improved walk and cycle connections. This section sets out possible infrastructure improvements that could be delivered as part of the development.

4.2 Local Highway Network Improvements

Introduction

4.2.1 The proposed development site is well located in terms of access to the highway network; both the A38 (providing access to Bristol, Gloucester and villages including Cam and Dursley) and the M5 (the key route between the Midlands and the South West) are located to the east of the site. However, access between the site and the A38 is via a number of country lanes and drivers must travel either 11km north or 7km south to the nearest junction with the M5.

4.2.2 A development of the scale of Sharpness will require and facilitate significant highway improvements, including improved access to the M5, upgrading existing roads and junctions and new roads as appropriate.

4.2.3 This section provides a high level review of the local infrastructure improvements which may be required to ensure the highway network can accommodate the proposed development. These improvements are also shown on **Figure 4.1**. The potential for a new M5 junction, which would offer benefits to the strategic road network, is considered in **Section 5**.

B4066 Corridor

4.2.4 The B4066 is the primary route through the site, routing between Sharpness Docks to the north and the A38 to the south. Travelling south from the site, to B4066 routes to the north of Berkeley via the Berkeley Bypass and then east where it meets the A38 at a priority junction in the village of Berkeley Heath.

4.2.5 As this route provides access to Sharpness Docks, the southern/ western development parcels and the routes north through the site (Station Road and Saniger Lane/ Oldminster Road), it is expected that a significant amount of traffic will use the B4066.

4.2.6 As discussed in **Section 2**, the TA prepared in support of the Sharpness Estate application concluded that a number of junctions along the B4066 corridor were expected to operate over capacity in 2032.

- **B4066/ Saniger Lane junction**: the demand at the existing junction with Saniger Lane increase as it will likely be used to access the northern end of the site. Potential improvements at this junction include widening the B4066 to add a right turn lane or changing the junction from a priority to a roundabout

- **Potential B4066/ Destination Hub junction**: a new strategic junction to the south of the existing B4066/ Saniger Lane junction could be provided to provide access to the residential development to the west and east, the Destination Hub and the potential rail station. This junction would re-route some of the traffic that currently uses the B4066/ Saniger Lane junction through the new development roads

- **B4066/ Station Road roundabout**: the majority of development traffic will pass through this junction to the Berkeley Bypass, likely necessitating the need for improvements; increasing the size of the roundabout to provide a two lane entry on the B4066 arms would provide additional capacity to accommodate the proposed development, and

- **B4066/ Canonbury Street roundabout**: similarly, to the Station Road roundabout, a large proportion of development traffic is likely to route through this roundabout. Potential improvements to this junction and Alkington Lane are discussed in the next section.

Alkington Lane

4.2.7 As shown in **Section 3**, approximately 38 per cent of development traffic travels to or from destinations to the south, along the A38, and accesses the M5 at Junction 14. The quickest route between this junction and Sharpness is via Alkington Lane, from its junction with the A38 to its junction with the B4066. Although the Severn Meadows TA showed this junction was expected to operate satisfactorily, the much larger development at Sharpness will require significant improvements to Alkington Lane and both junctions if it is to be considered as a suitable route to access the site.

4.2.8 At its northern end, Alkington Lane meets the B4066 at priority junction approximately 200m east of the B4066/ Canonbury Street roundabout. Subject to third part land constraints, there is potential to re-route Alkington Lane to the west of the farm and connect with the south of the B4066/ Canonbury Street roundabout. This would have a number of benefits, including:

- providing a higher quality route between the A38 and the Berkeley Bypass; Alkington Lane would require improvements to bring it to the same standard as the existing Bypass

- potential remodelling of the A38/ Alkington Lane/ Wick Road staggered junction to provide a roundabout which would improve capacity of the Wick Road arm (subject to third party land constraints), and

- by re-routing Alkington Lane to the B4066/ Canonbury Road roundabout, potential capacity issues at the B4066/ Alkington Lane junction (wherein the increased number of vehicles travelling along the B4066 may block vehicles turning out of Alkington Lane) could be alleviated.

A38/ B4066 Berkeley Road junction

4.2.9 Located approximately 1.5km northbound of the A38/ B4066 (Berkeley Heath) junction, access to Cam and Dursley is provided via a priority Y-junction with Berkeley Road. This junction was shown to be over capacity in 2032 in the Sharpness Estate TA and would likely require mitigation if the full development at Sharpness were to come forward. The Gloucestershire Local Transport Plan (2015 to 2031) sets out improvements at this junction (to include a new roundabout) as a countywide long term priority for the period 2021 to 2031.

4.2.10 Improvements at this junction would be especially important if a new M5 junction were to be constructed to the west of Cam, given that traffic leaving the M5 and seeking to access the proposed development would route via Berkeley Road and the A38. This is discussed further in **Section 5.3**.

4.3 Bus Service Improvements

Introduction

4.3.1 The provision of a comprehensive bus strategy will be vital to ensure the development at Sharpness encourages residents, employees and visitors are able to use sustainable travel modes.

4.3.2 Due to the size of the development, mix of land uses and the current poor provision in the vicinity of the site (as outlined in **Section 2**), it is likely at least one new bus service will be required.

4.3.3 There are several potential options which could be implemented to serve the proposed development and these are discussed in the following sections.

Improvements to existing Stagecoach 62 service

4.3.4 The Stagecoach 62 service currently routes between Gloucester and Bristol, via Berkeley, at an approximate frequency of one bus every two hours in each direction. The route in the vicinity of the site includes the B4066, Saniger Lane, Gloucester Road and Station Road with stops located in Sharpness, Newtown and Wanswell.

4.3.5 As this service currently operates through the proposed development site, the service could be re-routed via the new on-site roads without adding substantially to the current journey time.

New Circular Service

4.3.6 As the development site is expected to deliver a mix of land uses, a circular bus service could be considered which would provide a link between the new villages, employment areas, local centres and potential train stations.

4.3.7 This service would have the benefit of being a standalone service which could be tailored to suit the specific requirements of the development and would enable residents to use the services provided on site rather than travelling off-site.

4.3.8 A circular service will likely only be viable when a large proportion of the development is built and occupied and would be particularly beneficial if additional employment development at Sharpness Docks comes forward.

4.3.9 An indicative route through the site is shown on **Figure 4.2**.

New Service to Cam

4.3.10 Although the existing Stagecoach 62 service provides a connection to Cam, the frequency and long route (between Gloucester and Bristol) is a major limitation. A new service between the development at Sharpness and Cam could be provided, enabling residents of each settlement to access a wider range of services. The journey length of approximately 15km between Cam and Sharpness would take around 30 minutes, although this time could be reduced by the new infrastructure and road connections that development would facilitate.

4.3.11 An indicative route between Cam and Dursley Rail Station and Sharpness via Cam is shown on **Figure 4.2**.

4.4 Pedestrian and Cycle Route Improvements

4.4.1 Improved pedestrian and cycle facilities will be essential in ensuring sustainable travel is a viable option for residents of the proposed development.

4.4.2 As discussed in **Section 2**, the existing facilities are fairly limited due to the sites rural nature and lack of local facilities and services which would attract journeys by foot and cycle.

4.4.3 The proposed development at Sharpness presents significant opportunities to provide new and upgraded pedestrian and cycle connections which would benefit both residents of the new development and the existing settlements of Berkeley and Sharpness. Potential improvements, shown on **Figure 4.2**, could include:

- a comprehensive network of cycle routes through the development, connecting the residential villages with employment, local centres and education facilities
- a new cycle bridge over the B4066 and railway, providing a link between the development on either side of the B4066. The number of vehicles using the B4066 will increase with the proposed development, potentially making it more difficult for pedestrians and cyclists to cross. A bridge would remove any potential conflict between vehicles and pedestrians/ cyclists on the B4066, reduce any delay which would be caused by a signalised crossing and provide a high quality, sustainable connection
- provision of a bridleway in the north of the site between Sharpness Docks and Brookend by closing the existing road to vehicular traffic
- pedestrian and cycle connections across Oldminster Road, between the proposed development and potential future tourism/ leisure development at Sharpness Docks, and
- improved connectivity to Berkeley with potential links to National Cycle Network Route 41 which routes along Station Road.

4.5 Future Travel Trends

4.5.1 As electric vehicles become more common and autonomous vehicle technology advances, it is likely that there will be a change in how people travel with a reduction single occupancy use of petrol and diesel cars.

4.5.2 The proposed development at Sharpness could capitalise on this change through provision of charging facilities for electric cars and potentially implementing a ‘transport pod’ scheme which could use autonomous vehicles to transport users around the development site.

5 Strategic Opportunities

5.1 Introduction

5.1.1 A significant new settlement at Sharpness could facilitate a number of wider infrastructure improvements, acting as a catalyst for the wider consideration of infrastructure growth by the local authorities.

5.1.2 The location of the development presents a unique opportunity for authorities on both sides of the River Severn to collaborate on a vision for infrastructure-led growth around Sharpness and Lydney with the re-establishment of the former Severn crossing.

5.1.3 This section sets out the strategic opportunities and infrastructure which the proposed development could contribute towards.

5.2 Sharpness Branch Line

5.2.1 Between the late 19th and mid-20th centuries, the Sharpness branch line contributed significantly to the development of Sharpness Docks, carrying both freight and passenger traffic.

5.2.2 The railway was initially opened in 1876 as a branch line of the main Gloucester to Bristol railway, before the Severn Railway Bridge was opened in 1879, and provided a link to Lydney and the Forest of Dean.

5.2.3 The railway continued to operate until 1960 when an accident involving petroleum barges damaged the bridge and it was not considered economically viable to repair. Passenger services continued to Sharpness for four more years but ceased in 1964 with the stations at Sharpness and Berkeley closed and the line has been disused since.

5.2.4 It is considered that a development of the scale of that proposed at Sharpness could support the re-opening of the branch line to serve at least one new station. Although any proposals would be subject to detailed feasibility work, a new settlement with associated schools, shops and community facilities would provide an ideal location for a rail connection, particularly as much of the route is already established. In terms of the minimum infrastructure needed, the following would be required:

- upgrading the existing single track route. The current infrastructure is considered unsuitable for a regular passenger service and would require full upgrade of the approximate 6km length of track
- re-establishing the ‘Berkeley Loop’ which allowed trains to travel south to Bristol. This would also require either a rail bridge over the A38 or a bridge to carry the A38 over the railway, and
- a minimum of one new station to be located at the Destination Hub in the centre of the proposed development, with the potential to extend the railway north to a new station at Sharpness Docks.

5.3 New M5 Junction

Introduction

5.3.1 The Census distribution presented in **Section 3** showed that 56 per cent of development traffic is predicted to access the M5 either at Junction 13 to the north of Junction 14 to the south. The current routes to these junctions are as follows:

- M5 Junction 13: B4066 Berkeley Bypass, A38 northbound, A419 (approximately 16km/ 16 minutes), and
- M5 Junction 14: B4066 Berkeley Bypass, Alkington Lane, A38 Southbound, B4509 (approximately 11km/ 12 minutes).

5.3.2 The proposed development at Sharpness would result in an increase in the number of vehicle using the two M5 junctions as well as the A38/ A419 and A38/ B4509 junctions, exacerbating any existing capacity problems.

5.3.3 It is considered that the scale of development at Sharpness would benefit greatly from a new M5 junction and associated link roads in the vicinity of the site. Any new potential junction would be subject to detailed feasibility work but, for the purposes of this report, three possible locations have been identified and are shown on **Figure 5.1.**

Michaelwood Services

5.3.4 This option would involve reconfiguring the existing Michaelwood Services to provide a full Motorway junction, likely to be with new links to Wick Road and upgrading Wick Road and its junction with the A38.

South-West of Cam & Dursley

5.3.5 A new junction could be constructed to the southwest of Cam and Dursley, in the vicinity of where the road between the A38 and North Nibley crosses the M5. This is likely to require new slip roads and significant upgrading of the narrow road to the A38.

B4066 Berkeley Road

5.3.6 The most suitable option in terms of location is constructing a full motorway junction close to the B4066 Berkeley Road. This would require new slip roads and a gyratory with improvements also required to the B4066 Berkeley Road and its junction with the A38. A junction in this location would also greatly improve access to Cam and Dursley.

5.4 New River Crossing

5.4.1 As mentioned in **Section 5.2** above, a rail crossing has previously existing to Lydney on the western side of the River Severn. Although little trace of the 1.2km Severn Railway Bridge remains, development at Sharpness could enable a new crossing over the River Severn to be provided in a broadly similar location.

5.4.2 The proposed development alone would not be able to deliver this as the infrastructure cost would be too great and the level of provision would be well beyond that required to serve the development. However, a collaborative approach with local authorities and stakeholders could result in a locally significant strategic connection, restoring links between either side of the River Severn which have been lost. The key benefits of a new river crossing would include:

- a new road link between Sharpness and Lydney would divert some traffic from the existing Severn crossings further south, providing particular benefit to residents in villages along the A48 who currently use the Severn Bridge and then have to route through Chepstow. This would require at least one new junction with the A48; four potential locations are shown on **Figure 5.1**

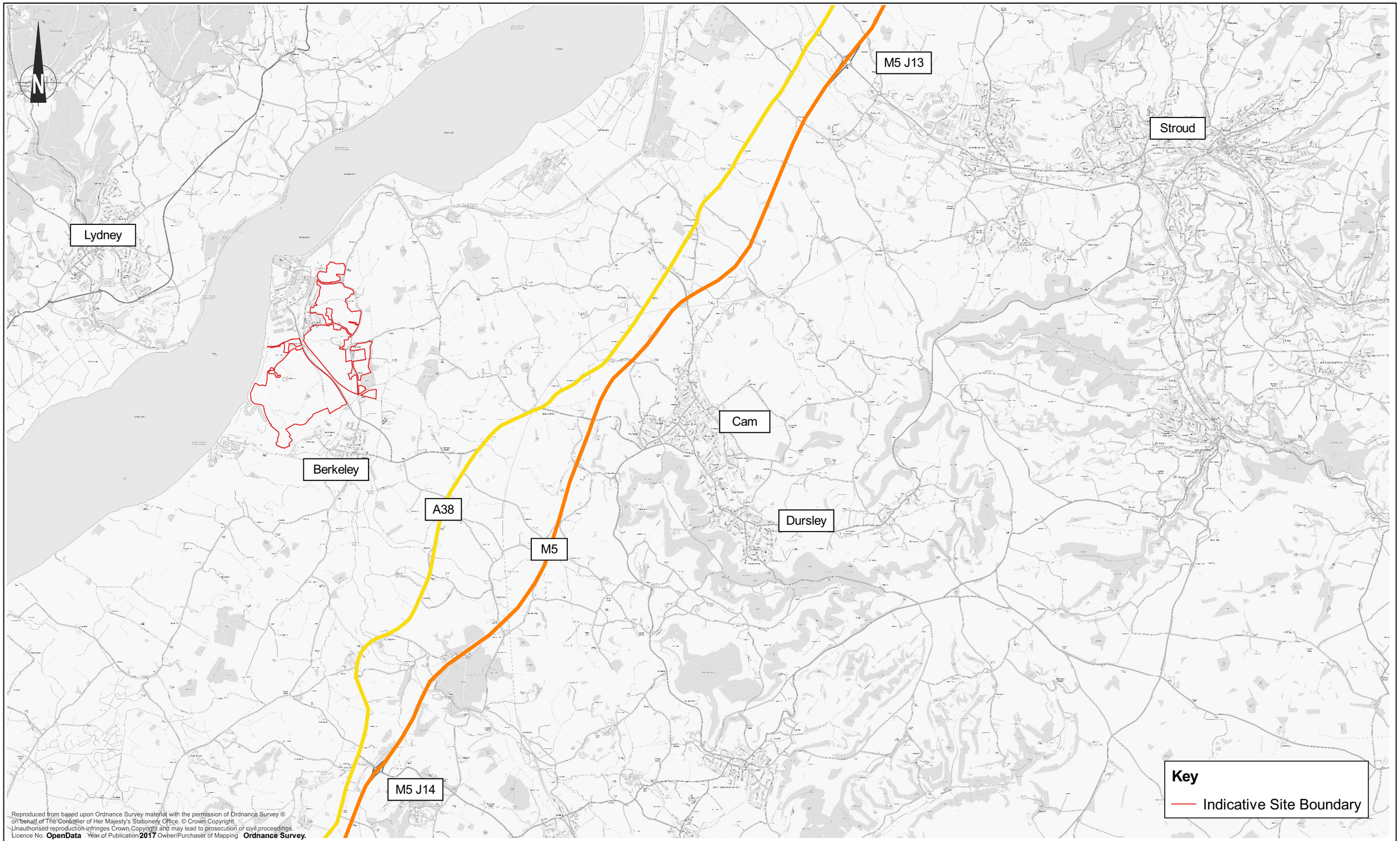
- if the Sharpness Branch Line were to be reopened to serve the development at Sharpness, there is potential for it to be extended to join the existing rail line in Lydney via the new river crossing. Lydney Railway Station is served by services between Cardiff provided by Arriva Trains Wales and services to Birmingham and Nottingham operated by CrossCountry. A new rail link could significantly reduce the journey time for rail journeys between Sharpness and South Wales which would otherwise only be available from Bristol of Gloucester, and

- potential for a bus route connecting the development at Sharpness and Lydney, via the new river crossing. The existing bus routes in Lydney (Shown on **Figure 5.1**) use the A48 and route through Lydney town centre with a loop around the residential areas to the north and south of Newerne Street/ Highfield Road. Part of this route could be included in a new route which serves the development at Sharpness, enabling the residents of Lydney and Sharpness to access the services and facilities in each location.

5.5 Leisure and Heritage Opportunities

5.5.1 The proposed development could provide an opportunity to enhance the existing leisure and tourism activity in the area, with access to Sharpness Marina and the riverfront being especially important.

Figures



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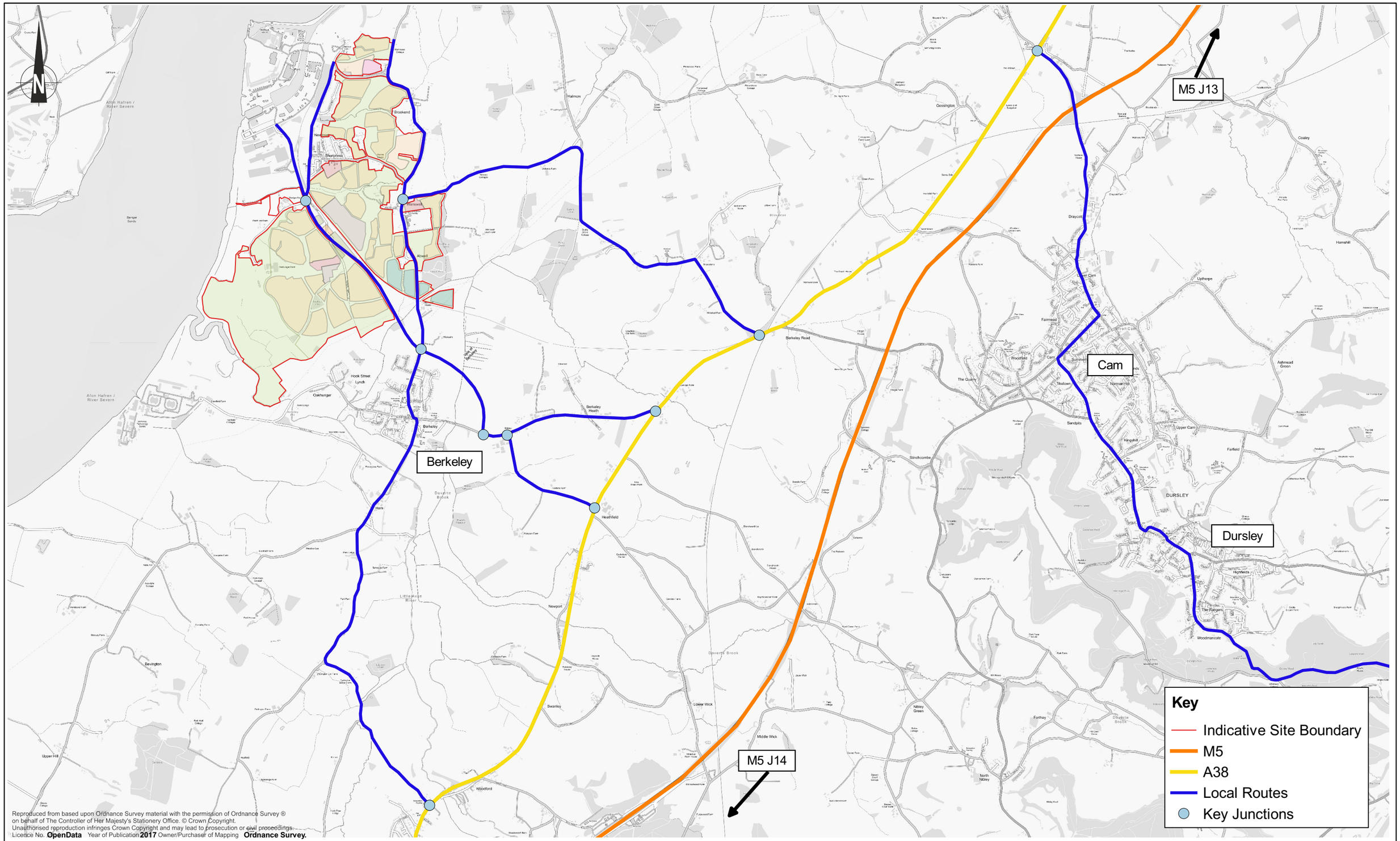
Sharpness Growth Point
Site Location

Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Status: INFORMATION

Date of 1st Issue: **24.11.2017**		Drawing Number: Figure 1.1	Revision -
A3 Scale: **1:100.000**			
Design **RP**	Drawn **OT**		
Chkd **MR**	Appd **-**		



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Sharpness Growth Point
Existing Road Network and Vehicular Access

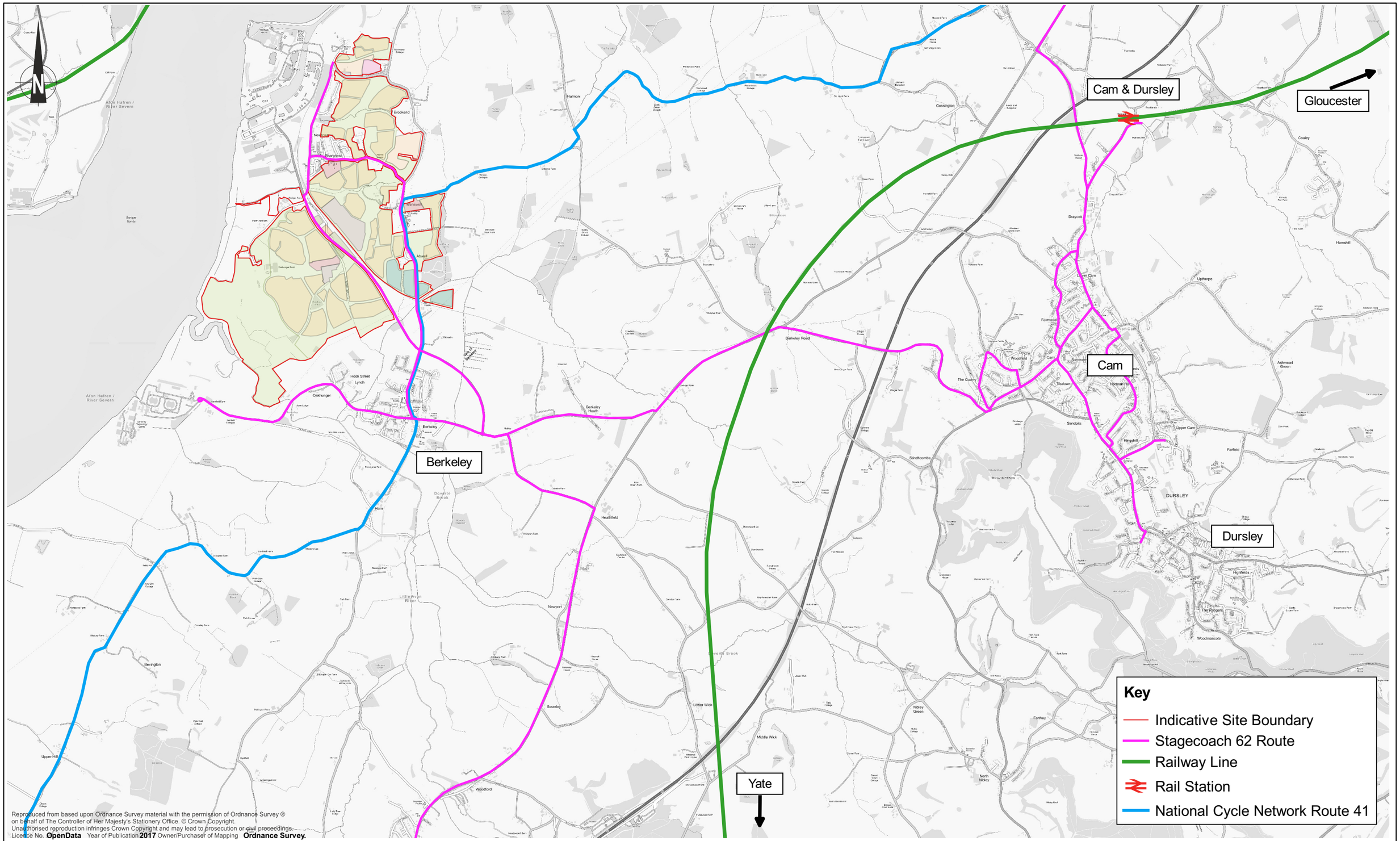
Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Status: INFORMATION

Date of 1st Issue: **24.11.2017**
A3 Scale: **1:50.000**
Design **RP** Drawn **OT**
Chkd **MR** Appd **-**

Drawing Number: Figure 2.1

Revision: -



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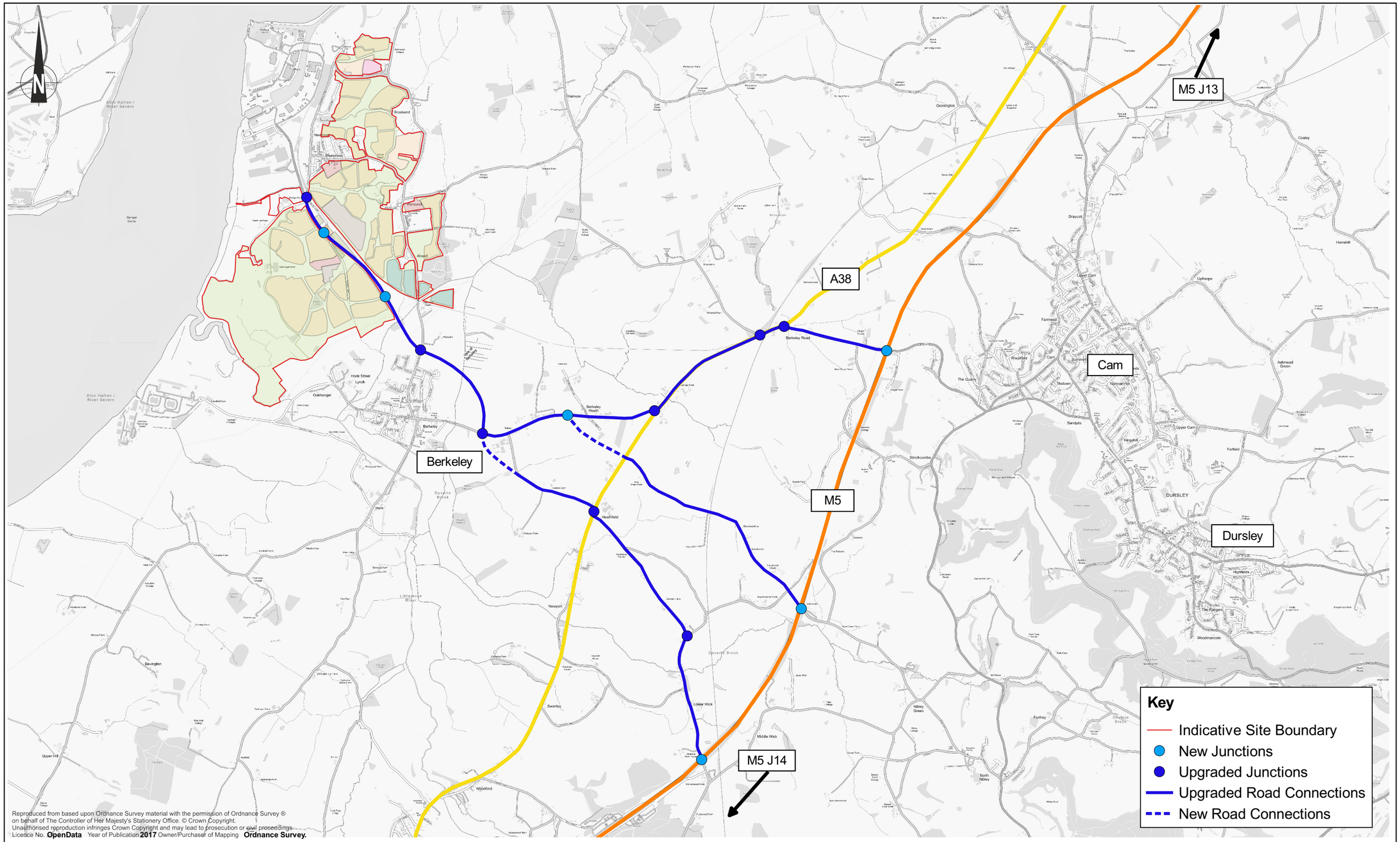
Sharpness Growth Point
Existing Sustainable Transport Provision

Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Status: **INFORMATION**

Date of 1st Issue: **24.11.2017**		Drawing Number:	Revision
A3 Scale: **1:50.000**		Figure 2.2	-
Design **RP**	Drawn **OT**		
Chkd **MR**	Appd **-**		



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Sharpness Growth Point
Potential Highway Network Improvements

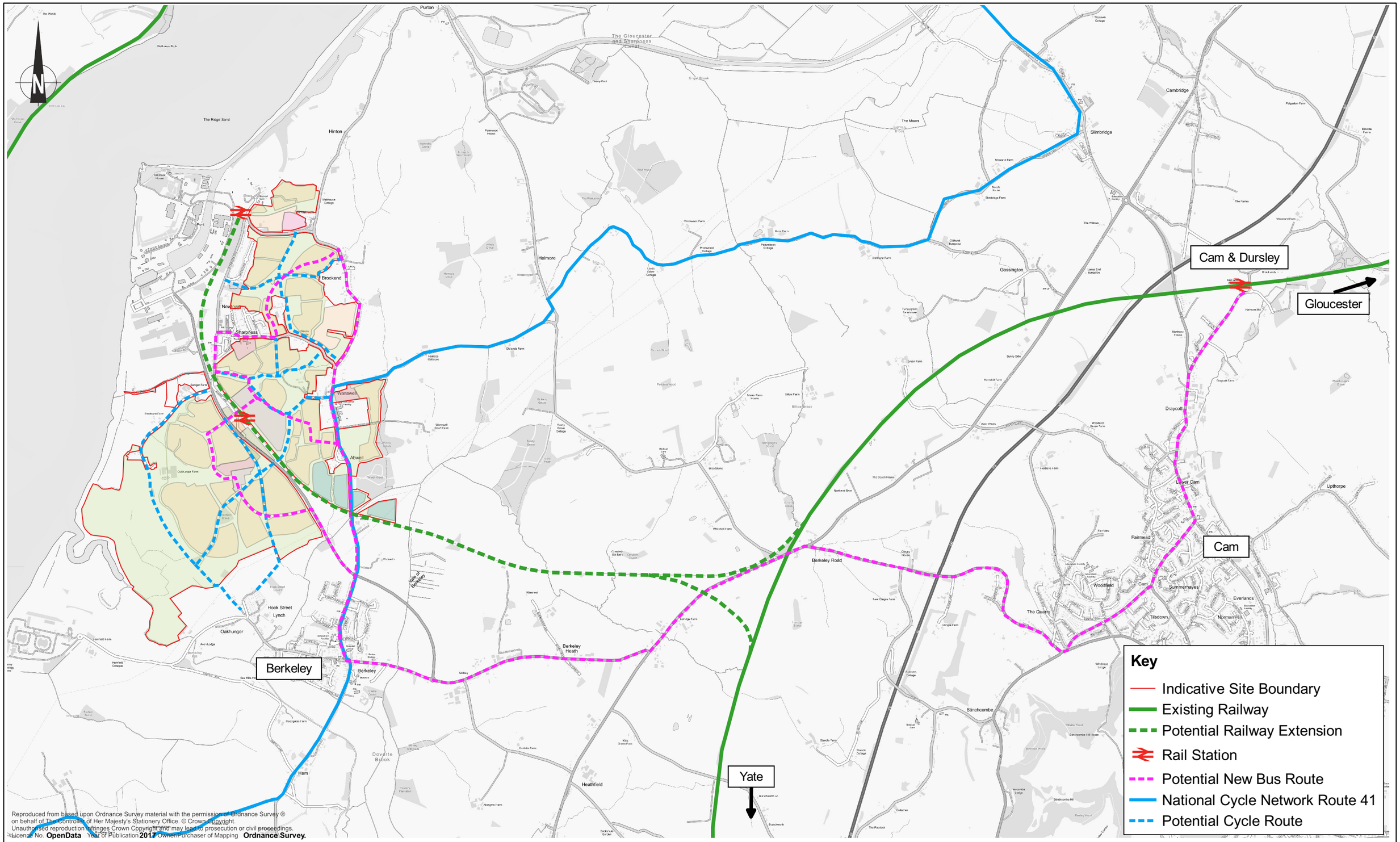
Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Status: I N F O R M A T I O N

Date of 1st Issue: **24.11.2017**
A3 Scale: **1:50.000**
Design **RP** Drawn **OT**
Chkd **MR** Appd **-**

Drawing Number: Figure 4.1

Revision: -



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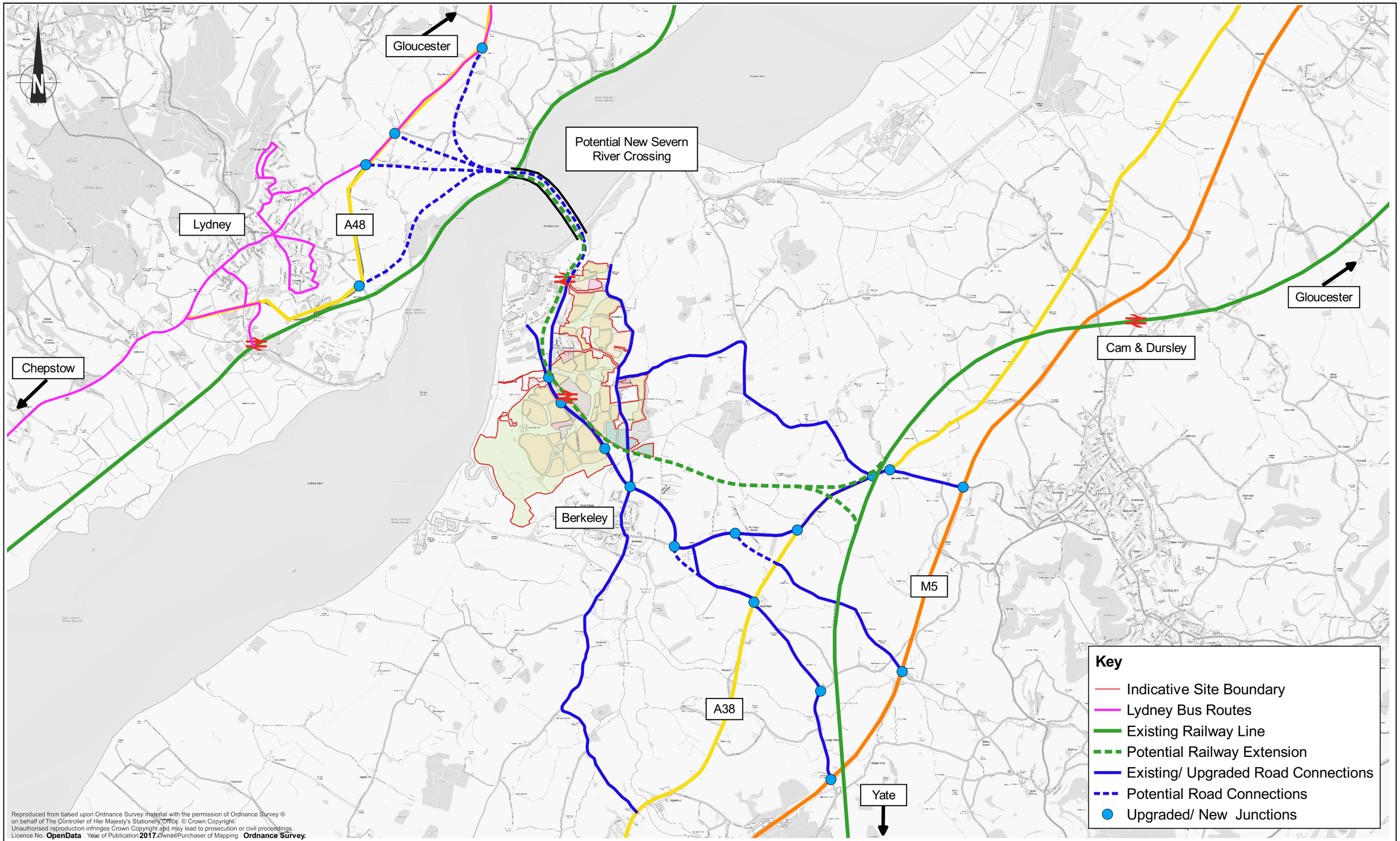
Sharpness Growth Point
Potential Sustainable Transport Improvements

Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Status: **INFORMATION**

Date of 1st Issue: **24.11.2017**		Drawing Number:	Revision
A3 Scale: **1:40.000**		Figure 4.2	-
Design **RP**	Drawn **OT**		
Chkd **MR**	Appd **-**		



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Sharpness Growth Point
Strategic Opporunities

Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Status: INFORMATION

Date of 1st Issue: **24.11.2017**		Drawing Number:	Revision
A3 Scale: **1:70.000**		Figure 5.1	-
Design **RP**	Drawn **OT**		
Chkd **MR**	Appd **-**		

Appendix A Draft Masterplan

SHARPNESS GROWTH POINT - THE VILLAGES

- NEW RENEWABLE ENERGY HUB TO CENTRE OF DEVELOPMENT
- MIXED USE FACILITY (COMMUNITY, RETAIL, EDUCATION ETC)
- NEW EMPLOYMENT
- NEW WETLANDS AREA AND SUITABLE ALTERNATIVE NATURAL GREENSPACE
- NEW FORMAL RECREATION
- NEW PRIMARY SCHOOLS
- EXISTING PUBLIC RIGHTS OF WAY
- NEW STRATEGIC JUNCTIONS OFF B4066
- EXPLORE PEDESTRIAN LINKS
- REMOVAL OF VEHICULAR TRAFFIC AND PROVISION OF BRIDLEWAY
- SEVERN WAY AND MANAGED ACCESS
- NEW CYCLING ROUTES

SHARPNESS MARINA
TOURISM/LEISURE CHARACTER AREA
STATION
PRIMARY SCHOOL
SPORTS
DIVERSIFIED EMPLOYMENT
EXTENDED PRIMARY SCHOOL
SPORTS
BRIDGE
SPORTS
SHARPNESS FOOTBALL CLUB NEW GROUND
PRIMARY SCHOOL
CRICKET GROUND
CYCLE BRIDGE
TINTOCK WOOD
PRIMARY SCHOOL
SPORTS
BERKELEY STATION
B4066
SPORTS
LYNCH VALE CARAVAN PARK
BERKELEY

N W E S 0 50 150 250m

SHARPNESS GROWTH POINT MASTERPLAN

Pegasus Design

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | WWW.PEGASUSPG.CO.UK | TEAM/DRAWN BY: NFB/EJT | APPROVED BY P.M: EJT | DATE: 31/08/17 | SCALE: 1:5000 @ A1 | DRWG: **P16-0821**_04 REV: C | CLIENT: **GREENSQUARE GROUP** |

Appendix B TRICS Outputs

Calculation Reference: AUDIT-706706-171115-1148

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 54 to 805 (units:)
Range Selected by User: 50 to 4334 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	4 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	7
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
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.

Secondary Filtering selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	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	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:

Yes	2 days
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	8 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

2 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
ST HELEN AUCKLAND
BISHOP AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

3 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

4 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

5 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

6 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

7 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

8 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
S BROADBRIDGE HEATH
WEST HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 805
Survey date: THURSDAY *02/03/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	224	0.076	8	224	0.290	8	224	0.366
08:00 - 09:00	8	224	0.128	8	224	0.385	8	224	0.513
09:00 - 10:00	8	224	0.142	8	224	0.161	8	224	0.303
10:00 - 11:00	8	224	0.117	8	224	0.151	8	224	0.268
11:00 - 12:00	8	224	0.133	8	224	0.148	8	224	0.281
12:00 - 13:00	8	224	0.139	8	224	0.145	8	224	0.284
13:00 - 14:00	8	224	0.143	8	224	0.150	8	224	0.293
14:00 - 15:00	8	224	0.149	8	224	0.176	8	224	0.325
15:00 - 16:00	8	224	0.260	8	224	0.178	8	224	0.438
16:00 - 17:00	8	224	0.261	8	224	0.160	8	224	0.421
17:00 - 18:00	8	224	0.308	8	224	0.146	8	224	0.454
18:00 - 19:00	8	224	0.298	8	224	0.169	8	224	0.467
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.154			2.259			4.413

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

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

Parameter summary

Trip rate parameter range selected:	54 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	224	0.003	8	224	0.003	8	224	0.006
08:00 - 09:00	8	224	0.001	8	224	0.001	8	224	0.002
09:00 - 10:00	8	224	0.001	8	224	0.001	8	224	0.002
10:00 - 11:00	8	224	0.003	8	224	0.003	8	224	0.006
11:00 - 12:00	8	224	0.001	8	224	0.001	8	224	0.002
12:00 - 13:00	8	224	0.001	8	224	0.002	8	224	0.003
13:00 - 14:00	8	224	0.001	8	224	0.001	8	224	0.002
14:00 - 15:00	8	224	0.002	8	224	0.002	8	224	0.004
15:00 - 16:00	8	224	0.005	8	224	0.005	8	224	0.010
16:00 - 17:00	8	224	0.001	8	224	0.002	8	224	0.003
17:00 - 18:00	8	224	0.001	8	224	0.001	8	224	0.002
18:00 - 19:00	8	224	0.001	8	224	0.001	8	224	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

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

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

Parameter summary

Trip rate parameter range selected:	54 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	224	0.000	8	224	0.000	8	224	0.000
08:00 - 09:00	8	224	0.000	8	224	0.000	8	224	0.000
09:00 - 10:00	8	224	0.002	8	224	0.001	8	224	0.003
10:00 - 11:00	8	224	0.002	8	224	0.003	8	224	0.005
11:00 - 12:00	8	224	0.002	8	224	0.002	8	224	0.004
12:00 - 13:00	8	224	0.000	8	224	0.001	8	224	0.001
13:00 - 14:00	8	224	0.002	8	224	0.001	8	224	0.003
14:00 - 15:00	8	224	0.001	8	224	0.002	8	224	0.003
15:00 - 16:00	8	224	0.001	8	224	0.000	8	224	0.001
16:00 - 17:00	8	224	0.001	8	224	0.001	8	224	0.002
17:00 - 18:00	8	224	0.000	8	224	0.000	8	224	0.000
18:00 - 19:00	8	224	0.000	8	224	0.000	8	224	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

Parameter summary

Trip rate parameter range selected:	54 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	224	0.001	8	224	0.001	8	224	0.002
08:00 - 09:00	8	224	0.001	8	224	0.001	8	224	0.002
09:00 - 10:00	8	224	0.000	8	224	0.000	8	224	0.000
10:00 - 11:00	8	224	0.000	8	224	0.000	8	224	0.000
11:00 - 12:00	8	224	0.001	8	224	0.001	8	224	0.002
12:00 - 13:00	8	224	0.000	8	224	0.000	8	224	0.000
13:00 - 14:00	8	224	0.000	8	224	0.000	8	224	0.000
14:00 - 15:00	8	224	0.000	8	224	0.000	8	224	0.000
15:00 - 16:00	8	224	0.001	8	224	0.001	8	224	0.002
16:00 - 17:00	8	224	0.001	8	224	0.001	8	224	0.002
17:00 - 18:00	8	224	0.000	8	224	0.000	8	224	0.000
18:00 - 19:00	8	224	0.000	8	224	0.000	8	224	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

Parameter summary

Trip rate parameter range selected:	54 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	224	0.005	8	224	0.006	8	224	0.011
08:00 - 09:00	8	224	0.001	8	224	0.010	8	224	0.011
09:00 - 10:00	8	224	0.001	8	224	0.003	8	224	0.004
10:00 - 11:00	8	224	0.001	8	224	0.004	8	224	0.005
11:00 - 12:00	8	224	0.002	8	224	0.002	8	224	0.004
12:00 - 13:00	8	224	0.002	8	224	0.002	8	224	0.004
13:00 - 14:00	8	224	0.004	8	224	0.005	8	224	0.009
14:00 - 15:00	8	224	0.003	8	224	0.002	8	224	0.005
15:00 - 16:00	8	224	0.003	8	224	0.004	8	224	0.007
16:00 - 17:00	8	224	0.011	8	224	0.009	8	224	0.020
17:00 - 18:00	8	224	0.011	8	224	0.009	8	224	0.020
18:00 - 19:00	8	224	0.004	8	224	0.003	8	224	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.059			0.107

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

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

Parameter summary

Trip rate parameter range selected:	54 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706706-171115-1157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WG	WOKINGHAM	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1281 to 18808 (units: sqm)
Range Selected by User: 975 to 121275 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 28/11/16

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 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	7
Neighbourhood Centre (PPS6 Local 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	2
Commercial Zone	2
Development Zone	2
Village	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.

Secondary Filtering selection:

Use Class:

B1	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	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	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	9 days

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

LIST OF SITES relevant to selection parameters

1 CA-02-B-02 BUSINESS PARK CAMBRIDGESHIRE
LYNCH WOOD

PETERBOROUGH
Edge of Town
Commercial Zone
Total Gross floor area: 12800 sqm
Survey date: WEDNESDAY *19/10/16* *Survey Type: MANUAL*

2 CH-02-B-01 BUSINESS PARK CHESHIRE
WINTERTON WAY

MACCLESFIELD
Edge of Town
Development Zone
Total Gross floor area: 2395 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

3 GM-02-B-03 BUSINESS PARK GREATER MANCHESTER
CROSS STREET

SALE
Edge of Town
Industrial Zone
Total Gross floor area: 3985 sqm
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

4 HE-02-B-01 BUSINESS PARK HEREFORDSHIRE
A4103
WHITESTONE
NEAR HEREFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 18808 sqm
Survey date: TUESDAY *13/09/11* *Survey Type: MANUAL*

5 LC-02-B-03 BUSINESS PARK LANCASHIRE
NAVIGATION WAY

PRESTON
Edge of Town
Commercial Zone
Total Gross floor area: 3450 sqm
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

6 LN-02-B-02 BUSINESS PARK LINCOLNSHIRE
CARDINAL CLOSE

LINCOLN
Edge of Town
Industrial Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

7 WG-02-B-02 BUSINESS PARK WOKINGHAM
WHARFEDALE ROAD
WINNERSH
READING
Edge of Town
Development Zone
Total Gross floor area: 4775 sqm
Survey date: FRIDAY *20/11/15* *Survey Type: MANUAL*

8 WY-02-B-02 BUSINESS PARK WEST YORKSHIRE
ARMITAGE BRIDGE

HUDDERSFIELD
Edge of Town
No Sub Category
Total Gross floor area: 9200 sqm
Survey date: WEDNESDAY *23/04/14* *Survey Type: MANUAL*

9 WY-02-B-03 BUSINESS PARK WEST YORKSHIRE
SCRIFTAN LANE
KIRK DEIGHTON
WETHERBY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1281 sqm
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	6855	0.420	9	6855	0.066	9	6855	0.486
08:00 - 09:00	9	6855	0.960	9	6855	0.180	9	6855	1.140
09:00 - 10:00	9	6855	0.567	9	6855	0.212	9	6855	0.779
10:00 - 11:00	9	6855	0.301	9	6855	0.222	9	6855	0.523
11:00 - 12:00	9	6855	0.253	9	6855	0.243	9	6855	0.496
12:00 - 13:00	9	6855	0.323	9	6855	0.387	9	6855	0.710
13:00 - 14:00	9	6855	0.355	9	6855	0.300	9	6855	0.655
14:00 - 15:00	9	6855	0.254	9	6855	0.308	9	6855	0.562
15:00 - 16:00	9	6855	0.199	9	6855	0.345	9	6855	0.544
16:00 - 17:00	9	6855	0.156	9	6855	0.658	9	6855	0.814
17:00 - 18:00	9	6855	0.126	9	6855	0.760	9	6855	0.886
18:00 - 19:00	8	6562	0.042	8	6562	0.284	8	6562	0.326
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.956			3.965			7.921

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

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Parameter summary

Trip rate parameter range selected:	1281 - 18808 (units: sqm)
Survey date date range:	01/01/09 - 28/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	6855	0.015	9	6855	0.008	9	6855	0.023
08:00 - 09:00	9	6855	0.015	9	6855	0.016	9	6855	0.031
09:00 - 10:00	9	6855	0.019	9	6855	0.011	9	6855	0.030
10:00 - 11:00	9	6855	0.008	9	6855	0.018	9	6855	0.026
11:00 - 12:00	9	6855	0.008	9	6855	0.006	9	6855	0.014
12:00 - 13:00	9	6855	0.015	9	6855	0.013	9	6855	0.028
13:00 - 14:00	9	6855	0.008	9	6855	0.013	9	6855	0.021
14:00 - 15:00	9	6855	0.008	9	6855	0.006	9	6855	0.014
15:00 - 16:00	9	6855	0.019	9	6855	0.016	9	6855	0.035
16:00 - 17:00	9	6855	0.015	9	6855	0.026	9	6855	0.041
17:00 - 18:00	9	6855	0.002	9	6855	0.003	9	6855	0.005
18:00 - 19:00	8	6562	0.000	8	6562	0.000	8	6562	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.136			0.268

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

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

Parameter summary

Trip rate parameter range selected:	1281 - 18808 (units: sqm)
Survey date date range:	01/01/09 - 28/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
08:00 - 09:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
09:00 - 10:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
10:00 - 11:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
11:00 - 12:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
12:00 - 13:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
13:00 - 14:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
14:00 - 15:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
15:00 - 16:00	9	6855	0.002	9	6855	0.002	9	6855	0.004
16:00 - 17:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
17:00 - 18:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
18:00 - 19:00	8	6562	0.000	8	6562	0.000	8	6562	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

Parameter summary

Trip rate parameter range selected:	1281 - 18808 (units: sqm)
Survey date date range:	01/01/09 - 28/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	6855	0.006	9	6855	0.000	9	6855	0.006
08:00 - 09:00	9	6855	0.015	9	6855	0.000	9	6855	0.015
09:00 - 10:00	9	6855	0.003	9	6855	0.000	9	6855	0.003
10:00 - 11:00	9	6855	0.000	9	6855	0.002	9	6855	0.002
11:00 - 12:00	9	6855	0.003	9	6855	0.002	9	6855	0.005
12:00 - 13:00	9	6855	0.000	9	6855	0.003	9	6855	0.003
13:00 - 14:00	9	6855	0.005	9	6855	0.002	9	6855	0.007
14:00 - 15:00	9	6855	0.000	9	6855	0.000	9	6855	0.000
15:00 - 16:00	9	6855	0.002	9	6855	0.005	9	6855	0.007
16:00 - 17:00	9	6855	0.000	9	6855	0.008	9	6855	0.008
17:00 - 18:00	9	6855	0.000	9	6855	0.010	9	6855	0.010
18:00 - 19:00	8	6562	0.000	8	6562	0.004	8	6562	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.036			0.070

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

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

Parameter summary

Trip rate parameter range selected:	1281 - 18808 (units: sqm)
Survey date date range:	01/01/09 - 28/11/16
Number of weekdays (Monday-Friday):	9
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.

Calculation Reference: AUDIT-706706-171115-1128

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	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

Secondary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 21 to 124 (units:)
Range Selected by User: 21 to 450 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 19/05/17

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

Selected survey days:

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	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:

Residential Zone	8

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

Secondary Filtering selection:

Use Class:

D1	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	5 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
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	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:

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.

LIST OF SITES relevant to selection parameters

1 CA-04-D-02 NURSERY CAMBRIDGESHIRE
EASTFIELD ROAD

PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 50
Survey date: TUESDAY *18/10/16* *Survey Type: MANUAL*

2 GM-04-D-01 NURSERY GREATER MANCHESTER
RUFFORD ROAD
WHALLEY RANGE
MANCHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 37
Survey date: MONDAY *16/11/09* *Survey Type: MANUAL*

3 KC-04-D-01 NURSERY KENT
PEMBURY ROAD

TONBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 124
Survey date: WEDNESDAY *09/12/09* *Survey Type: MANUAL*

4 LE-04-D-01 NURSERY LEICESTERSHIRE
WIGSTON ROAD
OADBY
LEICESTER
Edge of Town
Residential Zone
Total Number of pupils: 80
Survey date: THURSDAY *30/10/14* *Survey Type: MANUAL*

5 NR-04-D-02 NURSERY NORTHAMPTONSHIRE
PARK AVENUE

KETTERING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 21
Survey date: WEDNESDAY *26/09/12* *Survey Type: MANUAL*

6 TV-04-D-01 NURSERY TEES VALLEY
COTSWOLD DRIVE

REDCAR
Edge of Town
Residential Zone
Total Number of pupils: 25
Survey date: FRIDAY *19/05/17* *Survey Type: MANUAL*

7 TW-04-D-02 NURSERY TYNE & WEAR
ETTRICK GROVE
HIGH BARNES
SUNDERLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 110
Survey date: WEDNESDAY *28/11/12* *Survey Type: MANUAL*

8 WL-04-D-01 NURSERY WILTSHIRE
SHREWSBURY ROAD
WALCOT
SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 75
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	8	65	0.132	8	65	0.075	8	65	0.207
08:00 - 09:00	8	65	0.247	8	65	0.215	8	65	0.462
09:00 - 10:00	8	65	0.100	8	65	0.080	8	65	0.180
10:00 - 11:00	8	65	0.052	8	65	0.021	8	65	0.073
11:00 - 12:00	8	65	0.050	8	65	0.044	8	65	0.094
12:00 - 13:00	8	65	0.057	8	65	0.080	8	65	0.137
13:00 - 14:00	8	65	0.063	8	65	0.090	8	65	0.153
14:00 - 15:00	8	65	0.040	8	65	0.044	8	65	0.084
15:00 - 16:00	8	65	0.086	8	65	0.090	8	65	0.176
16:00 - 17:00	8	65	0.136	8	65	0.155	8	65	0.291
17:00 - 18:00	8	65	0.153	8	65	0.193	8	65	0.346
18:00 - 19:00	7	71	0.024	7	71	0.042	7	71	0.066
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.140			1.129			2.269

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

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

Parameter summary

Trip rate parameter range selected:	21 - 124 (units:)
Survey date date range:	01/01/09 - 19/05/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TAXIS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	8	65	0.008	8	65	0.006	8	65	0.014
08:00 - 09:00	8	65	0.008	8	65	0.006	8	65	0.014
09:00 - 10:00	8	65	0.000	8	65	0.004	8	65	0.004
10:00 - 11:00	8	65	0.002	8	65	0.002	8	65	0.004
11:00 - 12:00	8	65	0.000	8	65	0.000	8	65	0.000
12:00 - 13:00	8	65	0.002	8	65	0.002	8	65	0.004
13:00 - 14:00	8	65	0.000	8	65	0.000	8	65	0.000
14:00 - 15:00	8	65	0.000	8	65	0.000	8	65	0.000
15:00 - 16:00	8	65	0.000	8	65	0.000	8	65	0.000
16:00 - 17:00	8	65	0.000	8	65	0.000	8	65	0.000
17:00 - 18:00	8	65	0.002	8	65	0.002	8	65	0.004
18:00 - 19:00	7	71	0.002	7	71	0.002	7	71	0.004
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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Parameter summary

Trip rate parameter range selected:	21 - 124 (units:)
Survey date date range:	01/01/09 - 19/05/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
OGVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	8	65	0.002	8	65	0.002	8	65	0.004
08:00 - 09:00	8	65	0.002	8	65	0.000	8	65	0.002
09:00 - 10:00	8	65	0.004	8	65	0.006	8	65	0.010
10:00 - 11:00	8	65	0.002	8	65	0.000	8	65	0.002
11:00 - 12:00	8	65	0.002	8	65	0.004	8	65	0.006
12:00 - 13:00	8	65	0.000	8	65	0.000	8	65	0.000
13:00 - 14:00	8	65	0.000	8	65	0.000	8	65	0.000
14:00 - 15:00	8	65	0.000	8	65	0.000	8	65	0.000
15:00 - 16:00	8	65	0.000	8	65	0.000	8	65	0.000
16:00 - 17:00	8	65	0.000	8	65	0.000	8	65	0.000
17:00 - 18:00	8	65	0.000	8	65	0.000	8	65	0.000
18:00 - 19:00	7	71	0.000	7	71	0.000	7	71	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

Parameter summary

Trip rate parameter range selected:	21 - 124 (units:)
Survey date date range:	01/01/09 - 19/05/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
PSVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	8	65	0.000	8	65	0.000	8	65	0.000
08:00 - 09:00	8	65	0.002	8	65	0.002	8	65	0.004
09:00 - 10:00	8	65	0.000	8	65	0.000	8	65	0.000
10:00 - 11:00	8	65	0.000	8	65	0.000	8	65	0.000
11:00 - 12:00	8	65	0.000	8	65	0.000	8	65	0.000
12:00 - 13:00	8	65	0.000	8	65	0.000	8	65	0.000
13:00 - 14:00	8	65	0.000	8	65	0.000	8	65	0.000
14:00 - 15:00	8	65	0.000	8	65	0.000	8	65	0.000
15:00 - 16:00	8	65	0.000	8	65	0.000	8	65	0.000
16:00 - 17:00	8	65	0.000	8	65	0.000	8	65	0.000
17:00 - 18:00	8	65	0.000	8	65	0.000	8	65	0.000
18:00 - 19:00	7	71	0.000	7	71	0.000	7	71	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

Parameter summary

Trip rate parameter range selected:	21 - 124 (units:)
Survey date date range:	01/01/09 - 19/05/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	8	65	0.000	8	65	0.000	8	65	0.000
08:00 - 09:00	8	65	0.006	8	65	0.004	8	65	0.010
09:00 - 10:00	8	65	0.000	8	65	0.000	8	65	0.000
10:00 - 11:00	8	65	0.000	8	65	0.000	8	65	0.000
11:00 - 12:00	8	65	0.000	8	65	0.000	8	65	0.000
12:00 - 13:00	8	65	0.000	8	65	0.000	8	65	0.000
13:00 - 14:00	8	65	0.000	8	65	0.000	8	65	0.000
14:00 - 15:00	8	65	0.000	8	65	0.000	8	65	0.000
15:00 - 16:00	8	65	0.000	8	65	0.000	8	65	0.000
16:00 - 17:00	8	65	0.000	8	65	0.000	8	65	0.000
17:00 - 18:00	8	65	0.004	8	65	0.006	8	65	0.010
18:00 - 19:00	7	71	0.000	7	71	0.000	7	71	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

Parameter summary

Trip rate parameter range selected:	21 - 124 (units:)
Survey date date range:	01/01/09 - 19/05/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706706-171115-1159

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 79 to 550 (units:)
Range Selected by User: 79 to 657 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 28/09/16

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	7 days
Wednesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	15 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
Neighbourhood Centre (PPS6 Local Centre)	7

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

Selected Location Sub Categories:

Residential Zone	11
Village	4

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

Secondary Filtering selection:

Use Class:

D1	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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	3 days
1.1 to 1.5	12 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	4 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	15 days

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

LIST OF SITES relevant to selection parameters

1 BR-04-A-01 PRIMARY SCHOOL BRISTOL CITY
SCHOOL CLOSE
WHITCHURCH
BRISTOL
Edge of Town
Residential Zone
Total Number of pupils: 208
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

2 BU-04-A-01 PRIMARY SCHOOL BUCKINGHAMSHIRE
LOWER ROAD
STOKE MANDEVILLE
NEAR AYLESBURY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 208
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

3 CH-04-A-01 PRIMARY SCHOOL CHESHIRE
WESTON GROVE
UPTON
CHESTER
Edge of Town
Residential Zone
Total Number of pupils: 219
Survey date: MONDAY *17/11/14* *Survey Type: MANUAL*

4 DS-04-A-01 PRIMARY SCHOOL DERBYSHIRE
VICARAGE ROAD
MICKLEOVER
DERBY
Edge of Town
Residential Zone
Total Number of pupils: 387
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

5 EX-04-A-01 PRIMARY SCHOOL ESSEX
THE STREET
ROXWELL
NEAR CHELMSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 79
Survey date: TUESDAY *05/11/13* *Survey Type: MANUAL*

6 GM-04-A-01 PRIMARY SCHOOL GREATER MANCHESTER
ROCH MILLS CRESCENT

ROCHDALE
Edge of Town
Residential Zone
Total Number of pupils: 457
Survey date: TUESDAY *20/10/15* *Survey Type: MANUAL*

7 HC-04-A-05 PRIMARY SCHOOL HAMPSHIRE
HAVANT ROAD

HAYLING ISLAND
Edge of Town
Residential Zone
Total Number of pupils: 550
Survey date: MONDAY *30/11/15* *Survey Type: MANUAL*

8 LC-04-A-06 PRIMARY SCHOOL LANCASHIRE
SEVERN ROAD
SOUTH SHORE
BLACKPOOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 449
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

9 LE-04-A-02 PRIMARY SCHOOL LEICESTERSHIRE
BEAUFORT WAY
OADBY
LEICESTER
Edge of Town
Residential Zone
Total Number of pupils: 380
Survey date: THURSDAY *30/10/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LN-04-A-01 PRIMARY SCHOOL LINCOLNSHIRE
GONERBY HILL FOOT

GRANTHAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 312
Survey date: WEDNESDAY *12/06/13* *Survey Type: MANUAL*

11 NE-04-A-01 PRIMARY SCHOOL NORTH EAST LINCOLNSHIRE
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

12 SC-04-A-01 PRIMARY SCHOOL SURREY
SCHOOL LANE
PIRBRIGHT
NEAR WOKING
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 414
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

13 SF-04-A-03 PRIMARY SCHOOL SUFFOLK
ENSTONE ROAD
KIRKLEY
LOWESTOFT
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 234
Survey date: WEDNESDAY *10/12/14* *Survey Type: MANUAL*

14 WL-04-A-01 PRIMARY SCHOOL WILTSHIRE
CASTLE VIEW ROAD
CHISELDON
NEAR SWINDON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 178
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

15 WM-04-A-02 PRIMARY SCHOOL WEST MIDLANDS
HAZEL ROAD
RUBERY
BIRMINGHAM
Edge of Town
Residential Zone
Total Number of pupils: 234
Survey date: TUESDAY *10/11/15* *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.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	15	297	0.052	15	297	0.012	15	297	0.064
08:00 - 09:00	15	297	0.335	15	297	0.266	15	297	0.601
09:00 - 10:00	15	297	0.035	15	297	0.056	15	297	0.091
10:00 - 11:00	15	297	0.013	15	297	0.013	15	297	0.026
11:00 - 12:00	15	297	0.026	15	297	0.014	15	297	0.040
12:00 - 13:00	15	297	0.025	15	297	0.030	15	297	0.055
13:00 - 14:00	15	297	0.020	15	297	0.034	15	297	0.054
14:00 - 15:00	15	297	0.092	15	297	0.018	15	297	0.110
15:00 - 16:00	15	297	0.163	15	297	0.250	15	297	0.413
16:00 - 17:00	15	297	0.071	15	297	0.101	15	297	0.172
17:00 - 18:00	15	297	0.024	15	297	0.042	15	297	0.066
18:00 - 19:00	15	297	0.017	15	297	0.020	15	297	0.037
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.886			0.891			1.777

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	15	297	0.000	15	297	0.000	15	297	0.000
08:00 - 09:00	15	297	0.003	15	297	0.004	15	297	0.007
09:00 - 10:00	15	297	0.000	15	297	0.000	15	297	0.000
10:00 - 11:00	15	297	0.000	15	297	0.000	15	297	0.000
11:00 - 12:00	15	297	0.000	15	297	0.000	15	297	0.000
12:00 - 13:00	15	297	0.000	15	297	0.000	15	297	0.000
13:00 - 14:00	15	297	0.000	15	297	0.000	15	297	0.000
14:00 - 15:00	15	297	0.001	15	297	0.000	15	297	0.001
15:00 - 16:00	15	297	0.002	15	297	0.002	15	297	0.004
16:00 - 17:00	15	297	0.000	15	297	0.000	15	297	0.000
17:00 - 18:00	15	297	0.000	15	297	0.000	15	297	0.000
18:00 - 19:00	15	297	0.000	15	297	0.000	15	297	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.003	1	312	0.006
07:00 - 08:00	15	297	0.000	15	297	0.000	15	297	0.000
08:00 - 09:00	15	297	0.000	15	297	0.000	15	297	0.000
09:00 - 10:00	15	297	0.001	15	297	0.001	15	297	0.002
10:00 - 11:00	15	297	0.001	15	297	0.001	15	297	0.002
11:00 - 12:00	15	297	0.000	15	297	0.000	15	297	0.000
12:00 - 13:00	15	297	0.000	15	297	0.000	15	297	0.000
13:00 - 14:00	15	297	0.000	15	297	0.000	15	297	0.000
14:00 - 15:00	15	297	0.000	15	297	0.000	15	297	0.000
15:00 - 16:00	15	297	0.000	15	297	0.000	15	297	0.000
16:00 - 17:00	15	297	0.000	15	297	0.000	15	297	0.000
17:00 - 18:00	15	297	0.000	15	297	0.000	15	297	0.000
18:00 - 19:00	15	297	0.000	15	297	0.000	15	297	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	15	297	0.000	15	297	0.000	15	297	0.000
08:00 - 09:00	15	297	0.001	15	297	0.001	15	297	0.002
09:00 - 10:00	15	297	0.001	15	297	0.001	15	297	0.002
10:00 - 11:00	15	297	0.000	15	297	0.000	15	297	0.000
11:00 - 12:00	15	297	0.000	15	297	0.000	15	297	0.000
12:00 - 13:00	15	297	0.000	15	297	0.001	15	297	0.001
13:00 - 14:00	15	297	0.000	15	297	0.000	15	297	0.000
14:00 - 15:00	15	297	0.001	15	297	0.000	15	297	0.001
15:00 - 16:00	15	297	0.001	15	297	0.001	15	297	0.002
16:00 - 17:00	15	297	0.000	15	297	0.000	15	297	0.000
17:00 - 18:00	15	297	0.000	15	297	0.000	15	297	0.000
18:00 - 19:00	15	297	0.000	15	297	0.000	15	297	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	15	297	0.002	15	297	0.000	15	297	0.002
08:00 - 09:00	15	297	0.008	15	297	0.003	15	297	0.011
09:00 - 10:00	15	297	0.001	15	297	0.001	15	297	0.002
10:00 - 11:00	15	297	0.000	15	297	0.000	15	297	0.000
11:00 - 12:00	15	297	0.000	15	297	0.000	15	297	0.000
12:00 - 13:00	15	297	0.000	15	297	0.000	15	297	0.000
13:00 - 14:00	15	297	0.000	15	297	0.000	15	297	0.000
14:00 - 15:00	15	297	0.000	15	297	0.000	15	297	0.000
15:00 - 16:00	15	297	0.003	15	297	0.005	15	297	0.008
16:00 - 17:00	15	297	0.001	15	297	0.004	15	297	0.005
17:00 - 18:00	15	297	0.000	15	297	0.000	15	297	0.000
18:00 - 19:00	15	297	0.000	15	297	0.000	15	297	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CARS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.006	1	312	0.000	1	312	0.006
07:00 - 08:00	15	297	0.043	15	297	0.009	15	297	0.052
08:00 - 09:00	15	297	0.283	15	297	0.225	15	297	0.508
09:00 - 10:00	15	297	0.023	15	297	0.043	15	297	0.066
10:00 - 11:00	15	297	0.008	15	297	0.008	15	297	0.016
11:00 - 12:00	15	297	0.018	15	297	0.008	15	297	0.026
12:00 - 13:00	15	297	0.020	15	297	0.024	15	297	0.044
13:00 - 14:00	15	297	0.013	15	297	0.025	15	297	0.038
14:00 - 15:00	15	297	0.077	15	297	0.012	15	297	0.089
15:00 - 16:00	15	297	0.135	15	297	0.211	15	297	0.346
16:00 - 17:00	15	297	0.051	15	297	0.077	15	297	0.128
17:00 - 18:00	15	297	0.020	15	297	0.035	15	297	0.055
18:00 - 19:00	15	297	0.009	15	297	0.013	15	297	0.022
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.722			1.428

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
LGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.000	1	312	0.003
07:00 - 08:00	15	297	0.002	15	297	0.001	15	297	0.003
08:00 - 09:00	15	297	0.005	15	297	0.005	15	297	0.010
09:00 - 10:00	15	297	0.003	15	297	0.003	15	297	0.006
10:00 - 11:00	15	297	0.003	15	297	0.003	15	297	0.006
11:00 - 12:00	15	297	0.004	15	297	0.004	15	297	0.008
12:00 - 13:00	15	297	0.003	15	297	0.003	15	297	0.006
13:00 - 14:00	15	297	0.004	15	297	0.003	15	297	0.007
14:00 - 15:00	15	297	0.002	15	297	0.003	15	297	0.005
15:00 - 16:00	15	297	0.004	15	297	0.003	15	297	0.007
16:00 - 17:00	15	297	0.002	15	297	0.004	15	297	0.006
17:00 - 18:00	15	297	0.001	15	297	0.001	15	297	0.002
18:00 - 19:00	15	297	0.001	15	297	0.001	15	297	0.002
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.034			0.071

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MOTOR CYCLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	15	297	0.000	15	297	0.000	15	297	0.000
08:00 - 09:00	15	297	0.000	15	297	0.000	15	297	0.000
09:00 - 10:00	15	297	0.000	15	297	0.000	15	297	0.000
10:00 - 11:00	15	297	0.000	15	297	0.000	15	297	0.000
11:00 - 12:00	15	297	0.000	15	297	0.000	15	297	0.000
12:00 - 13:00	15	297	0.000	15	297	0.000	15	297	0.000
13:00 - 14:00	15	297	0.000	15	297	0.000	15	297	0.000
14:00 - 15:00	15	297	0.000	15	297	0.000	15	297	0.000
15:00 - 16:00	15	297	0.000	15	297	0.000	15	297	0.000
16:00 - 17:00	15	297	0.000	15	297	0.000	15	297	0.000
17:00 - 18:00	15	297	0.000	15	297	0.000	15	297	0.000
18:00 - 19:00	15	297	0.000	15	297	0.000	15	297	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	79 - 550 (units:)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	15
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.

Calculation Reference: AUDIT-706706-171115-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 247 to 1847 (units:)
Range Selected by User: 247 to 1913 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 23/03/17

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

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	5 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	12
Neighbourhood Centre (PPS6 Local 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:

Residential Zone	12
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.

Secondary Filtering selection:

Use Class:

D1	14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	6 days
1.6 to 2.0	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:

Yes	2 days
No	12 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.

LIST OF SITES relevant to selection parameters

1 BR-04-B-01 SECONDARY SCHOOL BRISTOL CITY
ST FRANCIS ROAD
KEYNSHAM
NEAR BRISTOL
Edge of Town
Residential Zone
Total Number of pupils: 435
Survey date: MONDAY *21/09/15* *Survey Type: MANUAL*

2 CB-04-B-03 SECONDARY SCHOOL CUMBRIA
CARLISLE ROAD
DALSTON
CARLISLE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 938
Survey date: WEDNESDAY *16/12/09* *Survey Type: MANUAL*

3 GM-04-B-03 SECONDARY SCHOOL GREATER MANCHESTER
MATTHEW MOSS LANE
MARLAND
ROCHDALE
Edge of Town
Residential Zone
Total Number of pupils: 780
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

4 HC-04-B-08 SECONDARY SCHOOL HAMPSHIRE
MINSTEAD AVENUE

SOUTHAMPTON
Edge of Town
Residential Zone
Total Number of pupils: 565
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

5 NE-04-B-01 SECONDARY SCHOOL NORTH EAST LINCOLNSHIRE
FOXHILLS ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 520
Survey date: MONDAY *19/05/14* *Survey Type: MANUAL*

6 NY-04-B-02 SECONDARY SCHOOL NORTH YORKSHIRE
FULFORDGATE
FULFORD
YORK
Edge of Town
No Sub Category
Total Number of pupils: 1300
Survey date: FRIDAY *25/09/09* *Survey Type: MANUAL*

7 SC-04-B-02 SECONDARY SCH. SURREY
SUMMERS ROAD
FARNCOMBE
GODALMING
Edge of Town
Residential Zone
Total Number of pupils: 456
Survey date: THURSDAY *21/10/10* *Survey Type: MANUAL*

8 SF-04-B-01 SECONDARY SCHOOL SUFFOLK
MAIN ROAD
KESGRAVE
IPSWICH
Edge of Town
Residential Zone
Total Number of pupils: 1847
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

9 SM-04-B-01 SECONDARY SCH. SOMERSET
DURLEIGH ROAD

BRIDGWATER
Edge of Town
Residential Zone
Total Number of pupils: 1073
Survey date: WEDNESDAY *21/10/09* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 TW-04-B-02 SECONDARY SCHOOL TYNE & WEAR
SALTWELL ROAD SOUTH
LOW FELL
GATESHEAD
Edge of Town
Residential Zone
Total Number of pupils: 1087
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

11 WL-04-B-01 SECONDARY SCHOOL WILTSHIRE
ST PAUL'S DRIVE
COVINGHAM
SWINDON
Edge of Town
No Sub Category
Total Number of pupils: 874
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

12 WM-04-B-03 SECONDARY SCHOOL WEST MIDLANDS
WATER ORTON ROAD
COLESHILL
BIRMINGHAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 1136
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

13 WM-04-B-04 SECONDARY SCHOOL WEST MIDLANDS
SHANNON ROAD

BIRMINGHAM
Edge of Town
Residential Zone
Total Number of pupils: 247
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

14 WM-04-B-05 SECONDARY SCHOOL WEST MIDLANDS
JEREMY ROAD
GOLDTHORN PARK
WOLVERHAMPTON
Edge of Town
Residential Zone
Total Number of pupils: 800
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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	861	0.046	14	861	0.007	14	861	0.053
08:00 - 09:00	14	861	0.158	14	861	0.103	14	861	0.261
09:00 - 10:00	14	861	0.021	14	861	0.017	14	861	0.038
10:00 - 11:00	14	861	0.011	14	861	0.009	14	861	0.020
11:00 - 12:00	14	861	0.014	14	861	0.015	14	861	0.029
12:00 - 13:00	14	861	0.012	14	861	0.014	14	861	0.026
13:00 - 14:00	14	861	0.013	14	861	0.014	14	861	0.027
14:00 - 15:00	14	861	0.047	14	861	0.036	14	861	0.083
15:00 - 16:00	14	861	0.054	14	861	0.110	14	861	0.164
16:00 - 17:00	14	861	0.023	14	861	0.050	14	861	0.073
17:00 - 18:00	14	861	0.025	14	861	0.034	14	861	0.059
18:00 - 19:00	13	888	0.021	13	888	0.027	13	888	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.445			0.436			0.881

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

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

Parameter summary

Trip rate parameter range selected:	247 - 1847 (units:)
Survey date date range:	01/01/09 - 23/03/17
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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	861	0.000	14	861	0.000	14	861	0.000
08:00 - 09:00	14	861	0.004	14	861	0.004	14	861	0.008
09:00 - 10:00	14	861	0.000	14	861	0.000	14	861	0.000
10:00 - 11:00	14	861	0.000	14	861	0.000	14	861	0.000
11:00 - 12:00	14	861	0.000	14	861	0.000	14	861	0.000
12:00 - 13:00	14	861	0.000	14	861	0.000	14	861	0.000
13:00 - 14:00	14	861	0.000	14	861	0.000	14	861	0.000
14:00 - 15:00	14	861	0.001	14	861	0.001	14	861	0.002
15:00 - 16:00	14	861	0.001	14	861	0.002	14	861	0.003
16:00 - 17:00	14	861	0.000	14	861	0.000	14	861	0.000
17:00 - 18:00	14	861	0.000	14	861	0.000	14	861	0.000
18:00 - 19:00	13	888	0.000	13	888	0.000	13	888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.007			0.013

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

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

Parameter summary

Trip rate parameter range selected:	247 - 1847 (units:)
Survey date date range:	01/01/09 - 23/03/17
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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	861	0.000	14	861	0.000	14	861	0.000
08:00 - 09:00	14	861	0.001	14	861	0.001	14	861	0.002
09:00 - 10:00	14	861	0.000	14	861	0.000	14	861	0.000
10:00 - 11:00	14	861	0.000	14	861	0.000	14	861	0.000
11:00 - 12:00	14	861	0.000	14	861	0.000	14	861	0.000
12:00 - 13:00	14	861	0.000	14	861	0.000	14	861	0.000
13:00 - 14:00	14	861	0.000	14	861	0.000	14	861	0.000
14:00 - 15:00	14	861	0.000	14	861	0.000	14	861	0.000
15:00 - 16:00	14	861	0.000	14	861	0.000	14	861	0.000
16:00 - 17:00	14	861	0.000	14	861	0.000	14	861	0.000
17:00 - 18:00	14	861	0.000	14	861	0.000	14	861	0.000
18:00 - 19:00	13	888	0.000	13	888	0.000	13	888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	247 - 1847 (units:)
Survey date date range:	01/01/09 - 23/03/17
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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	861	0.000	14	861	0.000	14	861	0.000
08:00 - 09:00	14	861	0.005	14	861	0.004	14	861	0.009
09:00 - 10:00	14	861	0.000	14	861	0.000	14	861	0.000
10:00 - 11:00	14	861	0.000	14	861	0.000	14	861	0.000
11:00 - 12:00	14	861	0.000	14	861	0.000	14	861	0.000
12:00 - 13:00	14	861	0.000	14	861	0.000	14	861	0.000
13:00 - 14:00	14	861	0.000	14	861	0.000	14	861	0.000
14:00 - 15:00	14	861	0.001	14	861	0.000	14	861	0.001
15:00 - 16:00	14	861	0.003	14	861	0.004	14	861	0.007
16:00 - 17:00	14	861	0.000	14	861	0.000	14	861	0.000
17:00 - 18:00	14	861	0.000	14	861	0.000	14	861	0.000
18:00 - 19:00	13	888	0.000	13	888	0.000	13	888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.008			0.017

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

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

Parameter summary

Trip rate parameter range selected:	247 - 1847 (units:)
Survey date date range:	01/01/09 - 23/03/17
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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	861	0.004	14	861	0.000	14	861	0.004
08:00 - 09:00	14	861	0.036	14	861	0.000	14	861	0.036
09:00 - 10:00	14	861	0.005	14	861	0.001	14	861	0.006
10:00 - 11:00	14	861	0.000	14	861	0.000	14	861	0.000
11:00 - 12:00	14	861	0.000	14	861	0.000	14	861	0.000
12:00 - 13:00	14	861	0.001	14	861	0.001	14	861	0.002
13:00 - 14:00	14	861	0.001	14	861	0.002	14	861	0.003
14:00 - 15:00	14	861	0.000	14	861	0.003	14	861	0.003
15:00 - 16:00	14	861	0.001	14	861	0.033	14	861	0.034
16:00 - 17:00	14	861	0.001	14	861	0.006	14	861	0.007
17:00 - 18:00	14	861	0.001	14	861	0.002	14	861	0.003
18:00 - 19:00	13	888	0.000	13	888	0.001	13	888	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.049			0.099

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

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

Parameter summary

Trip rate parameter range selected:	247 - 1847 (units:)
Survey date date range:	01/01/09 - 23/03/17
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.