Title: Transport Scoping Note

Date: August 2022

1.0 Introduction

1.1.1 Jubb has been commissioned by Hallam Land Management Ltd (HLM) to provide highways and transportation advice in relation to proposals for a residential-led mixed use development on Land north-east of the railway line in North West Bicester 'Hawkwell Village'.

1.1.2 The detailed description of the development proposals is set out below:

"Mixed Use Development of up to 3,100 dwellings (including extra care); residential care homes(C2); mixed use local centre (comprising Commercial, Business and Service Uses, residential uses, Local Community Uses (F2(a) and F2(b)), hot food takeaways, public house, wine bar); employment area (B2, B8, E(g)); Learning and Non-residential institutions (Class F1) including primary, land to allow extension of existing primary school; Green Infrastructure including formal (including playing fields) and informal open space, allotments, landscape, biodiversity and amenity space; burial ground; play space (including Neaps/Leaps/MUGA); changing facilities; large scale photovoltaic system (solar farm); sustainable drainage systems; movement network comprising new highway, cycle and pedestrian routes and access from highway network; car parking; infrastructure (including utilities); engineering works (including ground modelling); demolition".

1.1.3 This Technical Note (TN) has been produced to establish the details relating to the calculation of forecast peak hour vehicle trip generation for the development proposals. This vehicle trip generation, which has been calculated based on principles agreed with the Local Highway Authority (LHA), will be used to assess the development traffic impact using the Bicester Transport Model (BTM) , along with an additional scenario using the trip generation predicted by the BTM model.

2.0 Development Traffic Impact

Methodology and Approach

2.1.1 The principles set out in this TN are in keeping with the Decide and Provide (D&P) approach, as set out within the TRICS Guidance Note on the Practical Implementation of the Decide & Provide Approach (February 2021). This approach is vision-led and seeks to provide a preferred future of reduced car dependence through providing a development path best suited to achieving it.

2.1.2 In contrast to the previous Predict & Provide (P&P) approach, which often delivered schemes based on unrealistic worst case traffic assumptions, the D&P approach develops schemes based on more realistic traffic assumptions, taking into account changes in general travel patterns through technological advances and changes in the perception relating to the esteem associated with car ownership and use.

2.1.3 The TRICS D&P Guidance Note emphasises that:

"The D&P approach provides the opportunity for more positive and integrated transport and land use planning. It also provides the opportunity to meaningfully implement the modal hierarchy, giving greater centrality to the up-front consideration of walking and cycling, rather than a more cursory treatment as residual or less considered modes that has sometimes, historically, been the case.

It is important that, as transport professionals, we engage fully with this paradigm shift. We need to take decisions and make provisions that respond to the following key drivers including the following:

- *The drive towards Net Zero climate change or greenhouse gas (GHG) emissions.*

- *Strategies to decarbonise the transport sector, being progressed in the UK's Transport Decarbonisation Plan.*
- *In terms of health and wellbeing, respond to the UK's obesity crisis (also further compounded by Covid-19) and further promote active travel provision."*

2.1.4 In light of this, a full review of the assumptions and principles that were previously adopted in forecasting the development traffic impact of the 2014 submission has been undertaken and adjustments on the methodology and approach have been made to reflect the prevailing travel tendency and the impact of the current pandemic.

2.1.5 In order to provide an initial forecast of peak hour (i.e. 08:00-09:00 and 17:00-18:00) traffic generation associated with the employment and residential elements of the development proposals; vehicle trip rates have first been calculated based on surveys of comparative sites within the TRICS database.

Initial Traffic Generation

2.1.6 The Cherwell District Council (CDC) Housing Strategy identifies a 30% affordable housing requirement in this area. On this basis the peak hour vehicle trip rates for the proposed residential element have been calculated separately for Private Housing and Affordable Housing.

2.1.7 Vehicle trip rates for the land categories of "Employment - Industrial Units", "Residential - Privately Owned Houses", "Residential - Affordable/Local Authority Houses", "Retail – Convenience Store" and "Education – Primary School" have been established based on comparative survey sites collated from the TRICS database.

2.1.8 The obtained full TRICS reports are included within **Appendix A**. The correlated vehicle trip rates for the traditional highway AM and PM peaks of 08:00-0900 and 17:00-18:00 are summarised in **Table 4.1** below.

Vehicle Trip Rates	Weekday AM Peak			Weekday PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL
B2 Industrial Estate (per 100sq.m GFA)	0.186	0.078	0.264	0.057	0.171	0.228
Private Housing (per unit)	0.110	0.365	0.475	0.347	0.155	0.502
Affordable Housing (per unit)	0.162	0.277	0.439	0.275	0.203	0.478
Convenience Store	9.277	9.482	18.759	8.663	8.731	17.394
Primary School	0.322	0.250	0.572	0.020	0.034	0.054

Table 4.1 – Vehicle Trip Rates

2.1.9 The initial traffic generation for 3,750sq.m B2/B8 Industrial Use, Convenience Store (1,000sq.m, Primary School (two form entry), 2170 (i.e. 70%) Privately Owned Houses and 930 (i.e. 30%) Affordable Houses are summarised in **Table 4.2** below:

Use Type	Use Sub Class	Weekday AM Peak	Weekday PM Peak

		IN	OUT	TOTAL	IN	OUT	TOTAL
Employment	B2 Industrial Unit 3750sq.m	7	3	10	2	6	9
Residential	Private Units (2170 dwellings)	239	792	1031	753	336	1089
	Affordable Units (930 dwellings)	151	258	408	256	189	445
	TOTAL	389	1050	1439	1009	525	1534
Education	Primary School (420 Pupils)	135	105	240	8	14	23

Table 4.2 – Initial Traffic Generation

Journey Composition

2.1.10 It should be noted that the derived vehicle trip rates for residential development contain journeys with various purposes associated with not only employment but also leisure, shopping and education activities. As discussed earlier in this report, a host of complimentary land-uses are proposed to support the core residential element and thus it is likely that a high proportion of these movements would be retained on site as residents will not need to travel offsite to access these facilities.

2.1.11 In light of this, an exercise has been undertaken to calculate the proportion of traffic that would be associated with typical journeys associated with the proposed mix of uses within the site. In order to disaggregate the forecast vehicle movements by journey purposes, information on journey purposes by trip starting time for England was obtained from the National Travel Survey.

2.1.12 The 2019 NTS is the latest available series of household data that has been released to provide a data source at a national level that sets out personal travel in England. NTS Table 502 provides details of "Trip start time by trip purpose (Monday to Friday only)", with specific sub tables available that split these trips down into specific modes. The data provided for car/van driver is included as **Appendix B** of this report with a peak hour summary also provided as **Table 4.3** below.

Journey Purpose	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Commuting/Business	37%	43%
Education	1%	0%
Escort Education	28%	3%
Shopping	5%	13%
Personal business	23%	23%
Visiting Friends / Sport / Entertainment	5%	15%
Holiday / Day Trip	2%	3%

Table 4.3 – Summary of Peak Hour Journey Purpose – As Extracted from NTS Table 0502

2.1.13 The forecast residential traffic generation by different journey purposes is summarised as follows:

	Weekday AM Peak			Weekday PM Peak		
Journey Purpose	**IN**	**OUT**	**Total**	**IN**	**OUT**	**Total**
Commuting / Business	143	387	530	435	227	662
Education	4	10	13	3	1	4
Escort Education	109	294	403	31	16	48
Shopping	21	56	77	131	68	199
Personal business	88	236	324	228	119	346
Visiting Friends / Sport / Entertainment	18	48	66	154	80	235
Holiday / Day Trip	7	19	26	26	14	40
Total 3100 dwellings	389	1050	1439	1009	525	1534

Table 4.4 – Traffic Generation by Journey Purposes

Calculation of Internalisation

2.1.14 Given the self-sufficient nature of the proposed development mix, there is potential for a significant number of the forecast residential vehicle movements that are related to employment, primary education, retail and personal business to take place internally between the proposed residential communities and the onsite ancillary land-uses.

2.1.15 And hence, the impact in terms of traffic flow on the external network would be less than the total vehicle trip generation figures shown in **Table 4.2**. On this basis, further calculations have been carried out as appropriate to take account of this internalisation. Further detail relating to these calculations are provided below.

Commuting/Business Trips

2.1.16 Inevitably, there will be a proportion of future residents who will live and work onsite giving rise to internal journeys that are retained within the site rather than dispersing onto the wider highway network. To quantify these journeys, 2011 census data on the location of usual residence and place of work for the MSOA areas in Bicester were assessed.

2.1.17 The analysis demonstrates that approximately 34% of the workplace population in Bicester who drive to work also live locally in the same area. Applying this to the forecast employment traffic as shown in **Table 4.2**, the reduction for internal work-related trips between the onsite employment elements and residential communities is set out in **Table 4.5.** The subsequent reciprocal and opposing reduction is applied to the residential trips to take account of this internalisation.

Reduction – Commuting/Business	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**		
	IN	**OUT**	**Total**	**IN**	**OUT**	**Total**
Employment	-2	-1	-3	-1	-2	-3
Residential	-1	-2	-3	-2	-1	-3

Table 4.5 – Vehicle reductions to take into account internal Employment journeys

Education Trips

2.1.18 It is evident that "Escort Education" makes up 28% of all main journeys in the AM Peak and 3% of all journeys in the PM.

2.1.19 The proposal will see the deliver a 2FE primary school onsite as well as a nursery school to serve the primary educational demand arising from the proposed core residential element. This will reduce the requirement to travel outside of the site by private car for escorted education journeys with these journeys being contained onsite.

2.1.20 The new primary school is anticipated to absorb the vast majority of primary education-related trips forecast onsite. Whilst the primary school would also have some staff journeys to and from the site it is considered that these are more likely to be outside of the typical peak hours.

2.1.21 However, as a robust case, it is assumed that 90% of the forecast primary school trips will be internal journeys associated with residents of the new development, with the remaining 10% being external to allow some incoming trips made by pupils and staff who live offsite.

2.1.22 The resultant deduction in vehicle trips for the primary school is set out below. The equivalent amount of residential trips has also been deducted from the forecast escorted education trips in the opposing direction as shown in **Table 4.6** below.

Internal Education Journeys	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
Primary School	-122	-95	-216	-8	-13	-21
Residential - Escort Education	-95	-122	-216	-13	-8	-21

Table 4.6 – Vehicle Traffic Adjustments for Internal Education Journeys

Local Centre Adjustment

2.1.23 It can be seen from **Table 4.3** that Personal Business provides a high proportion of the main journey purpose during the reviewed peak hours, equating to 22% in both the AM Peak and PM peak. Personal Business is defined within the "Notes and Definitions" July 2018 release note relating to the NTS as:

"Visits to services, e.g. hairdressers, launderettes, dry cleaners, betting shops, solicitors, banks, estate agents, libraries, churches or for medical consultation or treatment; or for eating and drinking, unless the main purpose was entertainment or social."

2.1.24 It is evident that the local centre would provide a number of these types of services and whilst not all personal business uses may be covered by this centre it is considered reasonable to apply a 25% reduction in the forecast Personal Business-related journeys as shown in Table 4.4 to account for potential internalisation in relation to this proposed use. This reduction is summarised in **Table 4.7** below.

Personal Business	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
Residential	-22	-59	-81	-57	-30	-87

Table 4.7– Vehicle Traffic Adjustments for Internal Personal Business Trips

2.1.25 In addition, it also noted that the Local Centre would also include a convenience shopping element catering to the day-to-day local requirements of the proposed new community. On this basis further adjustments have also been undertaken to take account of this specific use.

2.1.26 It can be seen from **Table 4.3** that shopping comprises a proportion of the main journey purpose during the reviewed peak hours, equating to 5% in the AM peak and 13% within the PM.

2.1.27 Retail trips in the morning peak are likely to consist of more convenience-based journeys (e.g. to pick up day to day food products) and therefore it is likely that the nearby local centre would account for the most part all of the shopping journeys (i.e. the full 5% as outlined within the NTS). However, evening journeys would most likely encompass a broader range of shopping journeys which means that lower proportion of all shopping journeys would be convenience based in this peak (i.e. lower than the 13% as identified with the NTS).

2.1.28 On this basis it is considered reasonable and robust to assume a 5% reduction be applied to vehicle journeys in both peaks to take account of the fact that journeys for convenience shopping can be undertaken within the site. This reduction is summarised in **Table 4.8** below.

Shopping	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
Reduction	-19	-52	-72	-50	-26	-77

Table 4.8 – Vehicle Traffic Adjustments for Internal Shopping Trips

Convenience Store

2.1.29 The 1,000sq.m convenience store is primarily proposed to serve the needs of the future residents of the proposed development. However, it has been agreed that 15% of the store's trips should be considered as pass-by trips.

2.1.30 The TRICS database has been interrogated using category 01 O (Convenience Store) with the TRICS output report attached at **Appendix A. Table 4.9** sets out the number of pass-by vehicle trips associated with 15% of the total trip generation of the convenience store.

Convenience Store	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
15% Pass-by trips	+14	+14	+28	+13	+13	+26

Table 4.9 – Convenience Store Pass-by Trips

Innovation and Home Working

2.1.31 It is noted that recent control measures introduced nationally as a result of the Covid 19 pandemic appear to have resulted in major behavioural change that has resulted in more home working that is likely to result in subsequent permanent long-term changes even after these measures are lifted. These changes in travel pattern are discussed in the Royal Town Planning Institute document titled "Plan the World We Need", which was released in June 2020. Section 3.1 states the following:

"…In the UK during April, 39% of those in employment reported working only from home, while 6% both worked from home and travelled to work. This contrasts with 5% of the workforce who reported working mainly from home during 2019…"

2.1.32 The Department for Transport (DfT), in conjunction with Ipsos MORI, published 'All change? Travel tracker – Wave 1 summary for the Department for Transport' in June 2020. This summary document presents analysis and headline figures from a UK-wide survey commissioned by the DfT and undertaken during May-June 2020. The survey explored whether participants would use more sustainable travel or return to pre-lockdown travel and made the following statement in this regard:

"Thinking about the future more generally, the survey suggests that there could be some positive behavioural impacts from a sustainability perspective. There is a high degree of self-reported willingness to change behaviour in response to the long-term threat. Many say they are willing to do a range of things to reduce their contribution to climate change, reflecting a recognition that the long-term posed by climate change is as serious as coronavirus in the long-term (63% agree, 15% disagree)".

2.1.33 It is also evident that there would likely be more changes in future years as technology, society and business continues to evolve. This is particularly evident for the Oxfordshire economy which is home to a significant number of research & development and technology companies that present more opportunity for home working than traditional industries.

2.1.34 Properties within the community would be designed to capitalise on these changes so that home working is possible through the use of enhanced telecommunications and the establishment of appropriate work areas within each property and areas to support recreation. In addition, co working space can also be provided within the Local Community Centre for residents of the development to use.

2.1.35 In addition, the 2020 Home Working Database by Local Authority indicates that when asking people where their main place of work in 'normal times' is, approximately 15% of the population who live in the District stated that they mainly work from home.

2.1.36 To account for the impact of these innovations and the subsequent introduction of properties designed to cater for these future changes it is proposed that a reduction factor of 10% be applied to the employment traffic generation as set out in **Table 4.2** as well as the forecast Commuting and Business trips for residential development as set out in **Table 4.4.**

2.1.37 This level of adjustment is in accordance with the "Innovation and Homeworking" trip adjustment agreed with Oxfordshire County Council (OCC) for the Oxfordshire Garden Village to the north of Eynsham (i.e. as set out in paragraph 6.9.8 of the TA produced by Stantec in relation to these proposals). The subsequent reduction in terms of trip numbers is summarised in **Table 4.10** below.

Innovation and Home Working	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
Employment Reduction	-1	0	-1	0	-1	-1
Residential Reduction	-14	-39	-53	-44	-23	-66

Table 4.10 – Calculated "Innovation and Homeworking" vehicle adjustment.

Behavioural Change

2.1.38 A robust site overarching Travel Plan will also be introduced at the development to reduce the reliance on solo-car journeys and thus to accomplish a positive mode shift from car travel to other sustainable modes. This travel plan will include measures to encourage sustainable travel behaviour from the point of occupation.

2.1.39 Sustainable travel connections linking with the existing pedestrian and cycling network in the local area will be provided across the site. The spine road will also include appropriate walking and cycling links along its length that will feed into the various residential streets that will also include appropriate connections for these modes. The walking and cycle routes will enhance travel via active modes thereby contributing to the wellbeing of the future occupants.

2.1.40 High quality public transport connections will also be facilitated (to connect the proposals with the centre of Bicester). The provision of this bus connection within the proposals would ensure that the majority of properties are located within 400m access of a frequent bus service. Details of these proposals will be provided following further discussion with OCC.

2.1.41 A mobility hub will be incorporated into the proposed Local Centre. It could include infrastructure such as electric bike/scooter hire facilities, car club vehicle(s), electric vehicle charging points, storage lockers for home deliveries and sustainable travel information

2.1.42 Various tangible measures will enable significant behavioural change. This is emphasised within the "Essential Guide to Travel Planning" document published by the Department for Transport in March 2008, which states that:

"Good travel plans have typically succeeded in cutting the number of people driving to work by 15%"

2.1.43 Notwithstanding, these measures are also likely to have a similar impact on other journey purposes.

2.1.44 In light of the above, it is reasonable to assume that by delivering appropriately sustainable travel infrastructure as well as targeted travel plan measures, a mode shift of 15% away from car usage can be achieved.

2.1.45 Applying the proposed mode shift to the forecast generation as set out in **Table 4.2,** the reduction in vehicle movements is summarised in **Table 4.11** below.

Behaviour Change	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
Employment Reduction	-1	0	-1	0	-1	-1
Residential Reduction	-58	-157	-216	-151	-79	-230

Table 4.11 – Adjustment due to behavioural change as a result of travel plan measures

External Traffic Generation

2.1.46 The calculated adjustments shown in **Table 4.5**, **Table 4.6**, **Table 4.7**, **Table 4.8, Table 4.9, Table 4.10** and **Table 4.11** have been subtracted from the trip generation forecast in **Table 4.2**. The resultant figures which are shown in **Table 4.12** represent the total development traffic volume on the external network. These traffic figures would therefore be used as the basis of future traffic models for the proposals.

External Traffic	AM Peak			PM Peak		
	IN	OUT	Total	IN	OUT	Total
Residential	180	618	798	692	360	1051
Employment	3	1	4	1	3	4
Primary School	14	11	24	1	1	2
Convenience Store	14	14	28	13	13	26
Total	210	644	854	706	377	1083

Table 4.12 – Residual External Traffic Generation

Comparison Study

2.1.47 The derived external development traffic generation is subsequently compared with the traffic forecast previously considered in the NW Bicester Traffic Model for the site. The assessed traffic volume that would impact on the external highway network is abstracted from the original TA submitted in support for the 2014 scheme.

2.1.48 It is noted that the proposed residential dwellings (3,100 units) on HLM's site only account for 85% of the total housing provision (3,650 units) that is envisaged at land to the north of the railway line. And hence an adjustment of 85% is applied to the previously assessed external traffic impact and the consequent comparison study is shown in **Table 4.12** below.

Forecast External Traffic for the Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	Total	IN	OUT	Total
NW Bicester Model 2014 TA	303	618	921	596	430	1026

New Predicted External Development Traffic	210	644	854	706	377	1083
Difference	-93	26	-67	110	-53	57

Table 4.12 – Comparison Study on Forecast External Traffic

2.1.49 It is proposed that the trip generation as shown in Table 4.12 is used in the BTM to produce a 'Vision' scenario assessment of the proposed development.

Appendix A TRICS Report

Calculation Reference: AUDIT-829401-210720-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	3 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WK	WARWICKSHIRE	4 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	6 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	3 days
09	NORTH		
	TW	TYNE & WEAR	2 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1138 to 974258 (units: sqm)
Range Selected by User:	552 to 974258 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 01/01/20

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	6 days
Tuesday	10 days
Wednesday	5 days
Thursday	10 days
Friday	10 days

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

Selected survey types:

Manual count	41 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)	13
Edge of Town	28

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	21
Commercial Zone	1
Development Zone	2
Residential Zone	8
Out of Town	2
No Sub Category	7

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:

Not Known	41 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	9 days
15,001 to 20,000	6 days
20,001 to 25,000	5 days
25,001 to 50,000	11 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	18 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	22 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:

No	41 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	41 days

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

LIST OF SITES relevant to selection parameters

1 AG-02-D-02 INDUSTRIAL ESTATE ANGUS
A933 WESTWAY
ARBROATH
HOSPITALFIELD
Edge of Town
No Sub Category
Total Gross floor area: 78500 sqm
Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

2 BR-02-D-04 INDUSTRIAL ESTATE BRISTOL CITY
CROFTS END ROAD
BRISTOL
SPEEDWELL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18018 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

3 BR-02-D-05 INDUSTRIAL ESTATE BRISTOL CITY
NOVERS HILL
BRISTOL
BEDMINSTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18128 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

4 CA-02-D-04 INDUSTRIAL ESTATE CAMBRIDGESHIRE
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY 02/12/14 Survey Type: MANUAL

5 DS-02-D-02 INDUSTRIAL ESTATE DERBYSHIRE
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5686 sqm
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

6 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY 03/07/17 Survey Type: MANUAL

7 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD
EASTBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 7525 sqm
Survey date: MONDAY 21/10/13 Survey Type: MANUAL

8 ES-02-D-07 INDUSTRIAL ESTATE EAST SUSSEX
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

10 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY *10/05/18* *Survey Type: MANUAL*

11 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

12 FA-02-D-02 INDUSTRIAL ESTATE FALKIRK
MAIN STREET
FALKIRK
GRAHAMSTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 21250 sqm
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

13 FI-02-D-01 INDUSTRIAL ESTATE FIFE
DICKSON STREET
DUNFERMLINE

Edge of Town
Residential Zone
Total Gross floor area: 7850 sqm
Survey date: THURSDAY *21/05/15* *Survey Type: MANUAL*

14 GM-02-D-07 BUSINESS PARK GREATER MANCHESTER
VULCAN STREET
OLDHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4400 sqm
Survey date: THURSDAY *22/10/15* *Survey Type: MANUAL*

15 HE-02-D-02 BUSINESS PARK HEREFORDSHIRE
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5214 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

16 LC-02-D-06 INDUSTRIAL ESTATE LANCASHIRE
SMALLSHAW LANE
BURNLEY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7383 sqm
Survey date: THURSDAY *29/09/16* *Survey Type: MANUAL*

17 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 LC-02-D-08 INDUSTRIAL ESTATE LANCASHIRE
NOOK LANE
BAMBER BRIDGE

Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

19 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHIRE
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

20 NR-02-D-01 INDUSTRIAL ESTATE NORTHAMPTONSHIRE
ROBINSON WAY
KETTERING

Edge of Town
Industrial Zone
Total Gross floor area: 12900 sqm
Survey date: THURSDAY *23/10/14* *Survey Type: MANUAL*

21 NY-02-D-02 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: TUESDAY *12/03/19* *Survey Type: MANUAL*

22 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY *09/10/19* *Survey Type: MANUAL*

23 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY *10/10/19* *Survey Type: MANUAL*

24 TW-02-D-07 INDUSTRIAL ESTATE TYNE & WEAR
SWALWELL BANK
GATESHEAD
WHICKHAM
Edge of Town
Residential Zone
Total Gross floor area: 6800 sqm
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

25 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Gross floor area: 13091 sqm
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

27 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 150564 sqm
Survey date: WEDNESDAY *27/06/18* *Survey Type: MANUAL*

28 WK-02-D-02 INDUSTRIAL ESTATE WARWICKSHIRE
OVERVIEW WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 974258 sqm
Survey date: WEDNESDAY *27/06/18* *Survey Type: MANUAL*

29 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY *26/09/19* *Survey Type: MANUAL*

30 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

31 WL-02-D-02 INDUSTRIAL ESTATE WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

32 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

33 WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE
SANDY LANE
STOURPORT-ON-SEVERN

Edge of Town
Commercial Zone
Total Gross floor area: 2758 sqm
Survey date: FRIDAY *23/05/14* *Survey Type: MANUAL*

34 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE
WORCESTER

Edge of Town
Residential Zone
Total Gross floor area: 9500 sqm
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

35 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE
MILLENNIUM WAY
EVESHAM

Edge of Town
Out of Town
Total Gross floor area: 84575 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

36 WY-02-D-03 INDUSTRIAL ESTATE WEST YORKSHIRE
ARMLEY ROAD
LEEDS

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 24980 sqm
Survey date: FRIDAY *20/09/13* *Survey Type: MANUAL*

37 WY-02-D-04 INDUSTRIAL ESTATE WEST YORKSHIRE
LAW STREET
CLECKHEATON

Edge of Town
Industrial Zone
Total Gross floor area: 23226 sqm
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

38 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

39 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

40 WY-02-D-07 INDUSTRIAL ESTATE WEST YORKSHIRE
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY *15/05/17* *Survey Type: MANUAL*

41 WY-02-D-08 INDUSTRIAL ESTATE WEST YORKSHIRE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
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	5	9792	0.063	5	9792	0.010	5	9792	0.073
06:00 - 07:00	6	10037	0.141	6	10037	0.033	6	10037	0.174
07:00 - 08:00	41	39621	0.149	41	39621	0.042	41	39621	0.191
08:00 - 09:00	41	39621	0.186	41	39621	0.078	41	39621	0.264
09:00 - 10:00	41	39621	0.139	41	39621	0.093	41	39621	0.232
10:00 - 11:00	41	39621	0.114	41	39621	0.099	41	39621	0.213
11:00 - 12:00	41	39621	0.111	41	39621	0.106	41	39621	0.217
12:00 - 13:00	41	39621	0.114	41	39621	0.129	41	39621	0.243
13:00 - 14:00	41	39621	0.131	41	39621	0.116	41	39621	0.247
14:00 - 15:00	41	39621	0.104	41	39621	0.128	41	39621	0.232
15:00 - 16:00	41	39621	0.091	41	39621	0.129	41	39621	0.220
16:00 - 17:00	41	39621	0.086	41	39621	0.164	41	39621	0.250
17:00 - 18:00	41	39621	0.057	41	39621	0.171	41	39621	0.228
18:00 - 19:00	41	39621	0.038	41	39621	0.069	41	39621	0.107
19:00 - 20:00	6	10037	0.098	6	10037	0.148	6	10037	0.246
20:00 - 21:00	6	10037	0.017	6	10037	0.070	6	10037	0.087
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.639			1.585			3.224

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:	1138 - 974258 (units: sqm)
Survey date date range:	01/01/13 - 01/01/20
Number of weekdays (Monday-Friday):	41
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-829401-210308-0328

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 97 (units:)
Range Selected by User: 11 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	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:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	7
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	3 days

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

Travel Plan:

No	9 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 CH-03-B-01 HOUSES & FLATS CHESHIRE
WORDSWORTH CRES.
CHESTER
BLACON
Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: MONDAY *17/11/14* *Survey Type: MANUAL*

2 DU-03-B-01 TERRACED BUNGALOWS DUNDEE CITY
307-441 BALUNIE DRIVE
DUNDEE
DOUGLAS & ANGUS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 68
Survey date: FRIDAY *21/04/17* *Survey Type: MANUAL*

3 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 43
Survey date: WEDNESDAY *21/10/15* *Survey Type: MANUAL*

4 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
LIVERPOOL
SPEKE
Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: TUESDAY *18/06/13* *Survey Type: MANUAL*

5 NB-03-B-01 SEMI DET. & TERRACED NORTHUMBERLAND
WESTLEA
BEDLINGTON

Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *19/11/12* *Survey Type: MANUAL*

6 WL-03-B-01 TERRACED HOUSES WILTSHIRE
BUTTERFIELD DRIVE
AMESBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

7 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

8 WY-03-B-03 TERRACED HOUSES WEST YORKSHIRE
LINCOLN GREEN ROAD
LEEDS

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *19/09/13* *Survey Type: MANUAL*

9 WY-03-B-04 TERRACED HOUSES WEST YORKSHIRE
SYKES CLOSE
BATLEY

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			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	9	51	0.076	9	51	0.159	9	51	0.235
08:00 - 09:00	9	51	0.162	9	51	0.277	9	51	0.439
09:00 - 10:00	9	51	0.162	9	51	0.227	9	51	0.389
10:00 - 11:00	9	51	0.155	9	51	0.164	9	51	0.319
11:00 - 12:00	9	51	0.138	9	51	0.140	9	51	0.278
12:00 - 13:00	9	51	0.177	9	51	0.138	9	51	0.315
13:00 - 14:00	9	51	0.162	9	51	0.148	9	51	0.310
14:00 - 15:00	9	51	0.177	9	51	0.188	9	51	0.365
15:00 - 16:00	9	51	0.240	9	51	0.181	9	51	0.421
16:00 - 17:00	9	51	0.266	9	51	0.166	9	51	0.432
17:00 - 18:00	9	51	0.275	9	51	0.203	9	51	0.478
18:00 - 19:00	9	51	0.170	9	51	0.142	9	51	0.312
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.160			2.133			4.293

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:	16 - 97 (units:)
Survey date date range:	01/01/12 - 19/10/18
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-829401-220216-0200

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
	MT	MERTHYR TYDFIL	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
	FA	FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 184 to 621 (units:)
Range Selected by User: 79 to 621 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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	6 days
Tuesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9

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

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:

F1(a)	16 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	2 days
No	14 days

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

PTAL Rating:

No PTAL Present	16 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
BRISTOL
WHITCHURCH
Edge of Town
Residential Zone
Total Number of pupils: 208
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

2 CF-04-A-01 PRIMARY SCHOOL CARDIFF
AEL-Y-BRYN
CARDIFF
LLANEDEYRN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 194
Survey date: FRIDAY *05/05/17* *Survey Type: MANUAL*

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

4 CW-04-A-03 PRIMARY ACADEMY CORNWALL
TREVERBYN RISE
PENRYN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 440
Survey date: THURSDAY *28/03/19* *Survey Type: MANUAL*

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

6 EB-04-A-01 PRIMARY SCHOOL CITY OF EDINBURGH
MAGDALENE DRIVE
EDINBURGH

Edge of Town
Residential Zone
Total Number of pupils: 214
Survey date: MONDAY *23/04/18* *Survey Type: MANUAL*

7 FA-04-A-03 PRIMARY SCHOOL FALKIRK
GLENDEVON DRIVE
FALKIRK
MADDISTON
Edge of Town
Residential Zone
Total Number of pupils: 452
Survey date: MONDAY *03/06/13* *Survey Type: MANUAL*

8 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*

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-04-A-05	PRIMARY SCHOOL		HAMPSHIRE
	HAVANT ROAD			
	HAYLING ISLAND			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		550	
	Survey date: MONDAY		*30/11/15*	*Survey Type: MANUAL*
10	LE-04-A-02	PRIMARY SCHOOL		LEICESTERSHIRE
	BEAUFORT WAY			
	LEICESTER			
	OADBY			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		380	
	Survey date: THURSDAY		*30/10/14*	*Survey Type: MANUAL*
11	MT-04-A-01	PRIMARY SCHOOL		MERTHYR TYDFIL
	BRECON ROAD			
	MERTHYR TYDFIL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		184	
	Survey date: FRIDAY		*18/10/13*	*Survey Type: MANUAL*
12	NR-04-A-03	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	BOOTH LANE NORTH			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		400	
	Survey date: THURSDAY		*24/03/16*	*Survey Type: MANUAL*
13	TW-04-A-01	PRIMARY SCHOOL		TYNE & WEAR
	GLYNWOOD GARDENS			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		260	
	Survey date: MONDAY		*07/10/13*	*Survey Type: MANUAL*
14	WM-04-A-02	PRIMARY SCHOOL		WEST MIDLANDS
	HAZEL ROAD			
	BIRMINGHAM			
	RUBERY			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		234	
	Survey date: TUESDAY		*10/11/15*	*Survey Type: MANUAL*
15	WY-04-A-01	PRIMARY SCHOOL		WEST YORKSHIRE
	SHAKESPEARE AVENUE			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		370	
	Survey date: THURSDAY		*19/09/13*	*Survey Type: MANUAL*
16	WY-04-A-02	PRIMARY SCHOOL		WEST YORKSHIRE
	TOWN STREET			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		621	
	Survey date: MONDAY		*19/10/15*	*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
TOTAL 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	16	348	0.054	16	348	0.021	16	348	0.075
08:00 - 09:00	16	348	0.322	16	348	0.250	16	348	0.572
09:00 - 10:00	16	348	0.039	16	348	0.066	16	348	0.105
10:00 - 11:00	16	348	0.014	16	348	0.012	16	348	0.026
11:00 - 12:00	16	348	0.025	16	348	0.020	16	348	0.045
12:00 - 13:00	16	348	0.028	16	348	0.033	16	348	0.061
13:00 - 14:00	16	348	0.017	16	348	0.021	16	348	0.038
14:00 - 15:00	16	348	0.088	16	348	0.027	16	348	0.115
15:00 - 16:00	16	348	0.186	16	348	0.257	16	348	0.443
16:00 - 17:00	16	348	0.045	16	348	0.079	16	348	0.124
17:00 - 18:00	16	348	0.020	16	348	0.034	16	348	0.054
18:00 - 19:00	15	359	0.009	15	359	0.019	15	359	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.847			0.839			1.686

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:	184 - 621 (units:)
Survey date date range:	01/01/13 - 25/11/19
Number of weekdays (Monday-Friday):	16
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-829401-220215-0224

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	KC	KENT	3 days
03	SOUTH WEST		
	DV	DEVON	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 110 to 432 (units:)
Range Selected by User: 100 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 31/12/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	4 days
Friday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	9
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:

C3	10 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	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	2 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days

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

Travel Plan:

No	10 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	10 days

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

LIST OF SITES relevant to selection parameters

1 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

3 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

4 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

5 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

6 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

7 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

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

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

10 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-11	Other Land Uses

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

	ARRIVALS			DEPARTURES			TOTALS		
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	10	244	0.072	10	244	0.294	10	244	0.366
08:00 - 09:00	10	244	0.110	10	244	0.365	10	244	0.475
09:00 - 10:00	10	244	0.125	10	244	0.145	10	244	0.270
10:00 - 11:00	10	244	0.117	10	244	0.147	10	244	0.264
11:00 - 12:00	10	244	0.118	10	244	0.138	10	244	0.256
12:00 - 13:00	10	244	0.153	10	244	0.141	10	244	0.294
13:00 - 14:00	10	244	0.151	10	244	0.145	10	244	0.296
14:00 - 15:00	10	244	0.168	10	244	0.161	10	244	0.329
15:00 - 16:00	10	244	0.246	10	244	0.170	10	244	0.416
16:00 - 17:00	10	244	0.280	10	244	0.175	10	244	0.455
17:00 - 18:00	10	244	0.347	10	244	0.155	10	244	0.502
18:00 - 19:00	10	244	0.293	10	244	0.179	10	244	0.472
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.180			2.215			4.395

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:	110 - 432 (units:)
Survey date date range:	01/01/13 - 31/12/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	-1
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-829401-220525-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 292 to 539 (units: sqm)
Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

Monday	2 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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	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:

E(a)	4 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		*19/09/16*	*Survey Type: MANUAL*
2	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		*07/04/17*	*Survey Type: MANUAL*
3	WL-01-O-01 THE CIRCLE SWINDON	ONE STOP		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		*23/09/16*	*Survey Type: MANUAL*
4	WY-01-O-02 AINSTY ROAD WETHERBY	CO-OPERATIVE		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		539 sqm	
	Survey date: MONDAY		*26/09/16*	*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 01 - RETAIL/O - CONVENIENCE STORE
TOTAL 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	2	422	4.265	2	422	4.265	2	422	8.530
07:00 - 08:00	4	367	7.299	4	367	7.094	4	367	14.393
08:00 - 09:00	4	367	9.277	4	367	9.482	4	367	18.759
09:00 - 10:00	4	367	6.276	4	367	5.866	4	367	12.142
10:00 - 11:00	4	367	5.798	4	367	5.525	4	367	11.323
11:00 - 12:00	4	367	4.911	4	367	5.389	4	367	10.300
12:00 - 13:00	4	367	7.162	4	367	6.958	4	367	14.120
13:00 - 14:00	4	367	5.457	4	367	5.321	4	367	10.778
14:00 - 15:00	4	367	5.662	4	367	5.866	4	367	11.528
15:00 - 16:00	4	367	6.548	4	367	6.276	4	367	12.824
16:00 - 17:00	4	367	6.685	4	367	6.617	4	367	13.302
17:00 - 18:00	4	367	8.663	4	367	8.731	4	367	17.394
18:00 - 19:00	4	367	9.891	4	367	9.618	4	367	19.509
19:00 - 20:00	4	367	8.458	4	367	8.254	4	367	16.712
20:00 - 21:00	3	391	3.237	3	391	3.578	3	391	6.815
21:00 - 22:00	3	391	2.215	3	391	2.385	3	391	4.600
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			101.804			101.225			203.029

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:	292 - 539 (units: sqm)
Survey date date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix B NTS Travel Survey

Department for Transport statistics
National Travel Survey

Table NTS0502 (edit)
Trip start time by trip purpose (Monday to Friday only): car/van driver only, England, 2015/19

	Percentage									
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	50	6	0	1	3	18	22	1	100	-
0100 - 0159	69	4	0	1	1	11	13	1	100	-
0200 - 0259	78	4	0	-	3	7	5	3	100	-
0300 - 0359	71	6	0	1	3	11	2	5	100	-
0400 - 0459	75	8	-	-	1	10	2	3	100	1
0500 - 0559	79	7	-	-	1	8	4	1	100	4
0600 - 0659	70	8	-	1	2	12	5	2	100	11
0700 - 0759	58	7	1	8	2	18	4	1	100	28
0800 - 0859	31	6	1	28	5	23	5	2	100	40
0900 - 0959	13	8	1	6	22	29	16	5	100	25
1000 - 1059	5	7	-	1	36	26	18	6	100	25
1100 - 1159	6	7	-	2	37	24	18	5	100	25
1200 - 1259	9	8	-	2	33	23	20	4	100	24
1300 - 1359	14	8	-	1	30	23	20	4	100	23
1400 - 1459	13	6	-	12	27	21	16	5	100	26
1500 - 1559	13	5	1	28	18	19	13	4	100	34
1600 - 1659	30	6	1	6	16	23	14	4	100	34
1700 - 1759	38	5	-	3	13	23	15	3	100	36
1800 - 1859	24	4	-	1	17	23	28	3	100	24
1900 - 1959	13	3	-	-	18	24	38	3	100	16
2000 - 2059	14	4	-	1	16	23	39	3	100	10
2100 - 2159	16	4	-	-	9	22	46	2	100	7
2200 - 2259	25	4	-	-	4	19	46	2	100	5
2300 - 2359	27	4	-	-	4	20	44	1	100	2
All day	24	6	-	8	18	22	17	4	100	402

Five years combined to increase sample size. However some hour/purpose combinations will be based on a small number of trips in the survey and so should be treated with caution.

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Notes & definitions

Source: National Travel Survey

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.