Appendix A

A - TECHNICAL NOTE - REVIEW OF TRAFFIC MODELLING, JUNE 2019

SWMK Consortium

SOUTH WEST MILTON KEYNES

Technical Note 18: Review of Transport Modelling

JUNE 2019

CONFIDENTIAL

SWMK Consortium

SOUTH WEST MILTON KEYNES

Technical Note 18: Review of Transport Modelling

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CONTENTS

1 INTRODUCTION AND CONTEXT

1.1.1. In January 2015 duplicate planning applications were submitted to Aylesbury Vale District Council (AVDC) and Milton Keynes Council (MKC) for a residential led development at South West Milton Keynes (SWMK) (hereinafter referred to as the site). The applications were accompanied by a comprehensive Environmental Statement and other relevant supporting documents. Following the submission of the applications and subsequent discussions with the highway authorities Buckinghamshire County Council (BCC) and MKC, a revised Transport Assessment (TA) was prepared by Mouchel (now WSP) on behalf of the Applicants in August 2016 to support the 'Regulation 22' Addendum Environmental Statement (ES). The TA set out the impact of the proposed development on the local highway network and identified appropriate mitigation to ensure that the impact of the proposed development at SWMK would not be severe, in the context of paragraph 32 of the National Planning Policy Framework (NPPF) of 2012[1].

1.1.2. Following further discussions with highways officers from both BCC and MKC, it was agreed that the residual cumulative impact of the development would not be severe and that there were no sustainable transport and highways reasons to refuse the planning application, subject to appropriate planning conditions and the implementation of the agreed mitigation package which is detailed later in this Technical Note.

1.1.3. The traffic assessments within the TA were based on the Milton Keynes Traffic Model (MKTM) which had a base year of 2009 and supported the Milton Keynes Local Plan to 2026.

1.1.4. Subsequent to the above responses to the submitted Regulation 22 ES and revised TA, MKC and their consultants AECOM created a new strategic traffic model with a base year of 2016 and a future year of 2031 to support the Local Plan (Plan:MK). BCC and their consultants Jacobs also created a new traffic model with a base year of 2013 and a future year of 2033 to support the Aylesbury Vale District Council (AVDC) Local Plan (draft VALP).

1.1.5. As the SWMK planning application is still to receive planning consent within MKC[2], it is appropriate to provide an update to MKC to clarify and confirm that the traffic modelling and mitigation package contained within the TA of August 2016 remains appropriate and suitable in light of the new strategic traffic models that have been developed by MKC and BCC to support Plan:MK and the draft VALP respectively.

1.1.6. This Technical Note (TN) therefore provides a 'high level' review of both the MKC and BCC strategic traffic models and compares the outputs and impacts of the proposed development with the calculated impact contained within the revised TA of August 2016.

[1] NPPF, 2019, paragraph 2019
[2] AVDC has agreed a resolution to grant planning permission subject to the Applicant signing up to a suitable Section 106 mitigation package.

2 DEVELOPMENT IMPACT WITHIN THE TA

2.1 TRAFFIC MODELLING

2.1.1. Following discussions with BCC and MKC in 2015/16, a bespoke methodology was derived to determine the impact of the development on the local highway network in both authority areas.

2.1.2. The methodology involved using the MKTM which was calibrated and validated to a base year of 2009 and was considered by MKC and BCC to be an acceptable basis for modelling the traffic impact of SWMK.

2.1.3. The traffic flows and distribution from for the base scenario in 2026 were extracted from the MKTM. The base scenario in 2026 included a number of strategic mitigation measures expected to be completed at that time, including: M1 J10-13 widening, A421 Bedford to M1, M1-A5 link road, HS2 and East West Rail (western section). Local junction improvement schemes were also included, but none were in proximity to the site.

2.1.4. The trip generation for the development was also taken from the MKTM but was manually applied to calculate the forecast traffic flows for 2026 and to preclude the benefit of the dynamic reassignment within the model. In addition, no further reduction was made in vehicle trip generation to account for the potential mode shift that would result from the implementation of proposed travel planning measures, that comprise new bus services and comprehensive walking/cycling routes.

2.1.5. The impact of the development on roads within the MKC boundary, as described in the TA is minor, with the majority of the identified junctions assessed to operate with an RFC[3] below 1.0 in all scenarios, indicating that junction improvements are not required. Three junctions along A421 require some minor mitigation to ensure that the residual cumulative impact of development is not severe in the context of NPPF; these include, Emerson roundabout, Elfield Park roundabout, and Bleak Hall roundabout.

2.1.6. The impact on Bletchley was also assessed at the request of MKC in response to queries from West Bletchley Parish Council and whilst there is likely to be an increase in traffic through the area, no mitigation is required as the impact of the additional traffic is not considered to be severe in the context of the NPPF.

2.1.7. It was recognised that within Buckinghamshire, the 2026 base and 2026 'with development' scenarios would impact on A421 during both travel peaks. Some queuing would occur along A421, but also on the minor arms of these junctions, where the additional traffic on A421 prevents vehicles joining the main road.

2.1.8. Appropriate mitigation at these junctions was agreed to ensure that the residual cumulative impact would be acceptable to BCC as the local highway authority. The mitigation was developed on a *nil detriment* [4] basis, which goes beyond the requirements of NPPF 2012, and also paragraph 109 of the revised NPPF 2019. BCC and MKC also requested that the benefit of implementing a comprehensive site wide Travel Plan[5] should be excluded from junction modelling and for the purpose of determining appropriate mitigation.

[3] RFC - Ratio of Flow to Capacity
[4] Nil detriment – to leave the network no worse off in the forecast year 2026
[5] Note – a comprehensive Framework Travel Plan has been agreed with BCC and MKC

2.2 AGREED MITIGATION

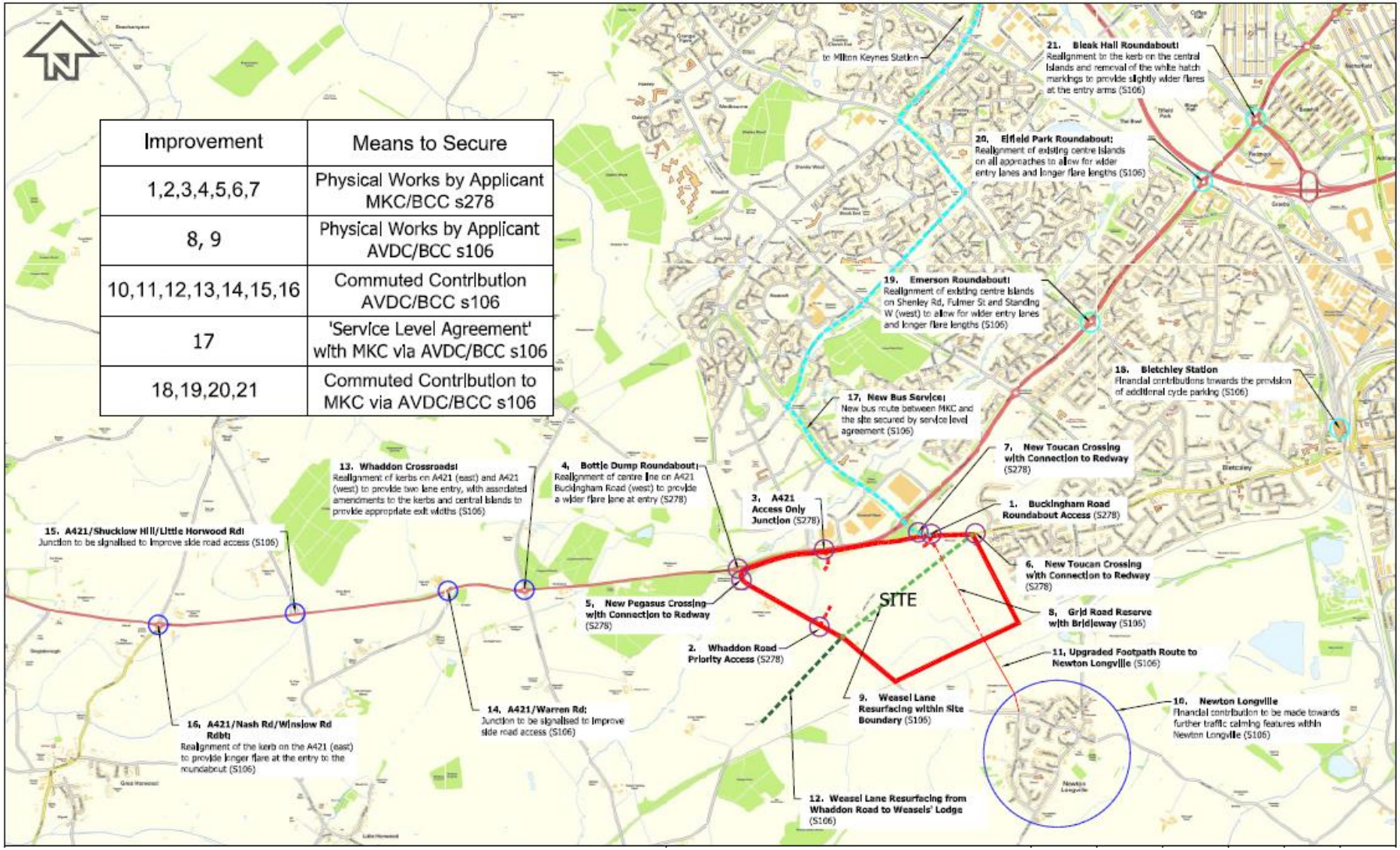
2.2.1. The agreed highway and transport mitigation package is extensive. One of the more significant issues that arose during discussions with MKC and BCC/AVDC related to the limiting capacity of A421. The solution finally agreed with BCC and MKC assumed that a number of junctions along A421 would be improved assuming a *nil detriment* solution in the future forecast year 2026.

2.2.2. A mitigation scheme was prepared to reflect the level of improvement required for each junction and the construction cost commuted to a single contribution to be secured as a s106 obligation. This was the preferred approach of both BCC and MKC given the uncertainty over a number of strategic highway schemes that could ultimately influence the future traffic demand along the corridor of A421; these schemes include: East – West Rail (EWR) and the Oxford to Cambridge Expressway. At the time of preparing this TN it is understood that further announcements will be made by Government on the preferred route for both schemes towards the end of 2019

2.2.3. The transport and highway mitigation package is contained within the agreed section 106 agreement and illustrated by Figure 2.1 below:

- A421 corridor improvements; this is by way of a contribution of £1,445,440, which is based on achieving a *nil detriment* solution to the impact of traffic on key junctions within Buckinghamshire. In addition, a further contribution of £209,517 has been agreed again based on a *nil detriment* solution for the highways works within MKC's jurisdiction. The intention is then for BCC and MKC to use these contributions to implement more comprehensive improvements along A421 as opposed to a series of minor junction improvements that would be required to meet the developments own impact;
- Traffic calming to Newton Longville, south of the Site; this is by way of a contribution of circa £280k;
- Enhanced bus service(s); the Consortium agreed to enter a service agreement with a bus operator and will fund services between the Site and Central Milton Keynes (CMK) up to £2m;
- Travel Plan – a Framework Travel Plan has been agreed with BCC and MKC. The Consortium is committed to the implementation of the Plan and annual monitoring;
- Public Rights of Way – the Consortium will contribute some £42k to the improvement of local footpaths that will link the Site to Newton Longville to the south;
- Whaddon Village – there is a concern over potential 'rat running' and a contribution of some £22k has been agreed;
- Cycling – new cycle parking will be provided at Bletchley station and will be funded by way of a contribution;
- Provision of a corridor within the Site to accommodate a new Grid Road;
- Highway works have been agreed and will be secured via s278 agreement:
    - Bottle Dump roundabout, including a new equestrian/pedestrian/cycle crossing;
    - Whaddon Road roundabout widening; and
    - Site access arrangements via Whaddon Road and Buckingham Road.

Figure 2-1 - Highway Improvements Masterplan



3 MKC LOCAL PLAN - PLAN:MK

3.1 STATUS

3.1.1. The new Local Plan for Milton Keynes, Plan:MK, was adopted by MKC at its meeting on the 20 March 2019. Plan:MK now forms part of MKC's Development Plan and replaces both the Core Strategy (2013) and saved policies of the Local Plan (2005).

3.2 STRATEGIC MODELLING

3.2.1. The Milton Keynes Multi-Modal Model (MKMMM) Traffic Forecasting Report[6] (and Impacts of Plan:MK Report[7]detail the strategic traffic modelling methodology and impacts associated with the proposed development within Plan MK.

METHODOLOGY

3.2.2. The base year of the model is 2016 with a future forecasting year of 2031 to match the end of the current Local Plan period.

3.2.3. The site at SWMK is included within the 'reference case' scenario – i.e. it is assumed that this development will proceed and is therefore assessed within each of the Plan:MK development scenarios. The site is included for 1,855 homes and 895 jobs within the reference case.

3.2.4. The reference case includes improvements to the strategic and local highway networks as set out the Traffic Forecasting Report[8]. It is noted that improvements are not proposed to the corridor of A421 in proximity to SWMK to incorporate the agreed mitigation package as noted above in paragraph 2.2.3. As such, the impact of the proposed development at SWMK is not mitigated within the MKMMM.

[6] AECOM Milton Keynes Multi Modal Model Traffic Forecasting Report (November 2017)
[7] AECOM Milton Keynes Multi Modal Model Impacts of Plan:MK (November 2017)
[8] Figure 12, AECOM Milton Keynes Multi Modal Model Traffic Forecasting Report (November 2017)

RESULTS

3.2.5. In the 2031 reference case, there is an increase in flow along A421 towards Milton Keynes in both peaks, with some minor delays at Bottle Dump and Whaddon Crossroads when compared to the 2016 base scenarios. The increase in flows and delays is likely to be attributed to both background traffic growth and to the development at SWMK.

3.2.6. In the 2031 reference case in the AM peak[9], the A421 link towards Bottle Dump eastbound is forecast to operate just over capacity. The approach to Whaddon Crossroads northbound and the link towards the Stoke Road/Bletchley Road crossroads will operate just under capacity. Within Milton Keynes, there will be some congestion on the links along A421 from the site eastbound as in the 2016 base scenario.

3.2.7. In the 2031 reference case in the PM peak[10], A421 towards Whaddon Crossroads westbound will operate at capacity and eastbound at just under capacity. Similarly, A421 towards Bottle Dump eastbound and Stoke Road/Bletchley Road crossroads will operate just under capacity. Within Milton Keyes, there is also forecast to be congestion on the approaches to Emerson roundabout, Elfield Park roundabout and Bleak Hall roundabout.

3.2.8. All of the junction locations described within this Section are included with the 2016 TA and have comprehensive mitigation proposed as part of SWMK s106 package, either as part of a wider A421 corridor improvement (i.e.: within the jurisdiction of both BCC and MKC), or to be implemented as s278 improvements under the Highways Act 1980. **As detailed previously, these improvements are not included within the MKMMM, and therefore the benefit of the agreed improvements is not shown within these model results and outputs**.

[9] Figure 30, AECOM MKMMM Impacts of Plan:MK (November 2017)
[10] Figure 32, AECOM MKMMM Impacts of Plan:MK (November 2017)

4 VALE OF AYLESBURY LOCAL PLAN (VALP)

4.1 STATUS

4.1.1. The draft VALP was submitted to Government and underwent an Examination in Public in July 2018. The Inspector's Interim Findings were released in December 2018 with AVDC currently finalising their onward timetable including when the proposed Main Modifications to the Plan will be published for public consultation. Subsequently, the draft VALP will be adopted to become the Development Plan for AVDC.

4.2 STRATEGIC MODELLING

4.2.1. The Jacobs Countywide Local Plan Modelling 'Forecast Modelling Report'[11] and Countywide Local Plan Modelling 'Phase 3 Technical Report'[12] details the strategic traffic modelling methodology and impacts associated with the development within the draft VALP.

METHODOLOGY

4.2.2. The base year of the model is 2013 with a future forecasting year of 2033 to match the end of the emerging Local Plan period.

4.2.3. The site at SWMK is included within the '2033 Do Something' (DS) scenario which includes the projected planning completions and local plan allocations to 2033 – i.e. it is assumed that this development will proceed and is therefore assessed within each of the 'Do Something' (DS) development scenarios. The site is included within a model zone for '>1500' homes and '>1,500' jobs, which represents the development size of 1,855 homes and employment opportunities.

4.2.4. The DS scenario includes improvements to the strategic and local highway networks including Crossrail and East West Rail and M4 Smart Motorway. The planned Oxford to Cambridge Expressway has been excluded as the implementation is likely to extend beyond the Plan period to 2033.

4.2.5. There are two mitigation 'runs', with a corridor improvement to dual A421 between Buckingham and Milton Keynes included in 'run 2' but not in 'run 1'; and the Bletchley Bypass included in 'run 1' but not in 'run 2'. Both 'run 1' and 'run 2' include a new grid road in Milton Keynes adjacent to V1,

4.2.6. It is noted that there are no specific junction improvements to the corridor of A421 around SWMK to reflect the agreed mitigation package for the proposed development as identified above in paragraph 2.2.3. As such, the specific impacts of the development at SWMK are not be fully mitigated within the model.

[11] Jacobs Countywide Local Plan Modelling - Forecast Modelling Report (July 2016)
[12] Jacobs Countywide Local Plan Modelling - Phase 3 Technical Report (August 2017)

RESULTS

4.2.7. The Phase 3 Technical Note Appendices[13] provide congestion ratios along the major links around the development site. The congestion ratio is a measure of congested travel time compared to free flow travel time on each modelled link which allows for the impact of congestion on downstream links to the considered[14]. The 2033 DS AM and PM peak scenario (without mitigation) congestion ratios[15] show that the A421 between Whaddon Crossroads and Bottle Dump is congested in both directions. Towards Milton Keynes, A421 between Bottle Dump and Emerson roundabouts is not heavily congested in comparison to other parts of the local network. Between Emerson, Elfield Park and Bleak Hall roundabouts, the link becomes congested during the both peaks.

4.2.8. The links within the SWMK study area of the 2016 TA and described within this section of the TN include the agreed mitigation as part of SWMK s106 package, either as part of a wider A421 corridor improvement within the jurisdiction of BCC/MKC, or to be implemented as s278 improvements under the Highways Act 1980.

4.2.9. The Countywide Model mitigation scenarios, 'run 1' and 'run 2', exclude the agreed mitigation represented by the s106 package as proposed for the development at SWMK. As a consequence, the congestion ratio results of the DS mitigation scenarios included within the model do not reflect the benefit of the mitigation agreed for SWMK.

[13] Jacobs Countywide Local Plan Modelling - Phase 3 Technical Report (August 2017)

[14] Jacobs Countywide Local Plan Modelling - Phase 3 Technical Report (August 2017), Table 5A

[15] Jacobs Countywide Local Plan Modelling - Phase 3 Technical Report (August 2017), Appendix A

5 COMPARISON OF EVIDENCE

5.1.1. The 2016 TA, MKC MKMMM and the BCC Countywide Model all suggest that in the future scenarios of 2026, 2031 and 2033 respectively, that A421 between Whaddon Crossroads in Buckinghamshire and Bleak Hall roundabout in Milton Keynes will be under pressure without mitigation, with certain junctions more congested than others as summarised in Table 5.1 and Table 5.2 below. The results from the MKMMM and Countywide strategic models do in fact demonstrate that in some cases, key junctions would achieve a lower level of congestion in 2031 and 2033 compared with the forecasts for 2026 as contained within the 2016 TA. On this basis, WSP are of the opinion that the agreed junction improvements as detailed in Section 2 of this Note, therefore provide a robust level of mitigation for the SWMK site.

5.1.2. For avoidance of doubt, the summary tables below exclude any proposed mitigation and attempt to draw broad correlation of the test results across the different modelling platforms. Clearly the MKC MKMMM and the BCC Countywide model include the benefit of implementing various strategic transport schemes that are likely to be implemented through to 2033.

Table 5-1 – AM Peak Comparison of Evidence for Key Links/Junctions (without mitigation)

Link/Junction	TA (August 2016) – 2026 'With Development'	MKC MKMMM 2031 Reference Case (includes SWMK)	BCC Countywide Model 2033 DS (includes SWMK)
Whaddon Crossroads	Over capacity	Approaching capacity	Over capacity
Bottle Dump Roundabout	Over capacity	Over capacity	Approaching capacity
Emerson Roundabout	Over capacity	Approaching capacity	Approaching capacity
Elfield Park Roundabout	Over capacity	Approaching capacity	Over capacity
Bleak Hall Roundabout	Over capacity	Over capacity	Over capacity

Table 5-2 – PM Peak Comparison of Evidence for Key Links/Junctions (without mitigation)

Link/Junction	TA (August 2016) – 2026 'With Development'	MKC MKMMM 2031 Reference Case (includes SWMK)	BCC Countywide Model 2033 DS (includes SWMK)
Whaddon Crossroads	Over Capacity	Over Capacity	Over Capacity
Bottle Dump Roundabout	Approaching capacity	Approaching capacity	Over Capacity
Emerson Roundabout	Over Capacity	Approaching capacity	Over Capacity
Elfield Park Roundabout	Over Capacity	Approaching capacity	Over Capacity
Bleak Hall Roundabout	Over Capacity	Over Capacity	Approaching capacity

5.1.3. Notwithstanding the different future years, the forecast results from the junction models within the TA, the MKMMM and the BCC Countywide Model correlate reasonably well and indicate that Whaddon Crossroads and Bottle Dump roundabouts in Buckinghamshire and Emerson, Elfield Park

and Bleak Hall roundabouts in Milton Keynes require mitigation to reduce congestion and delays in the future year.

5.1.4. It is therefore considered that the junction assessments within the TA for a future year of 2026 remain a robust representation of the impact of the development on the local highway network when compared with the more recent strategic models to support Plan:MK and the draft VALP. In this regard, WSP consider that the 2016 TA actually presents a more onerous case in 2026 compared with the Local Plan evidence base and therefore still represents a robust approach for establishing appropriate mitigation for the proposed development at SWMK.

5.2 SUITABILITY OF SWMK PROPOSED MITIGATION

5.2.1. The agreed mitigation package proposed as part of the development at SWMK include S278 works or financial contributions as previously indicated in paragraph 2.2.3 and on Figure 2.1, to enable the implementation of corridor improvements along A421. The agreed works/contributions are predicated on achieving a *nil detriment* in the forecast year 2026 at the worst performing junctions and comprise:

- Whaddon Crossroads
- Bottle Dump roundabout
- Emerson roundabout
- Elfield Park roundabout
- Bleak Hall roundabout

5.2.2. The NPPF published in 2012[16] and 2019[17] require that the residual cumulative impact of development is not severe. By providing a *nil detriment* solution, the proposed development would effectively ensure that the future year impact would be fully mitigated without any remaining residual impact. This exceeds the requirements of the national guidance which has been previously acknowledged by Officers at MKC and BCC.

5.2.3. Considering the complete package of mitigation measures as set out in Section 2 (i.e. with improvements to sustainable transport modes also) it was agreed with both BCC and MKC that the residual cumulative impact of the development would not be severe in the context of the NPPF.

5.2.4. The results of the analysis and comparison of the model outputs contained in this TN demonstrate that the package of agreed improvements and contributions still remain appropriate to mitigate the impact of the proposed development at SWMK. In this regard, WSP consider that the residual cumulative impact of the development would not be severe, in accordance with the NPPF 2019, as previously agreed with BCC and MKC.

[16] Paragraph 32, NPPF 2012
[17] Paragraph 109, NPPF 2019

6 CONCLUSIONS

6.1.1. This TN compares the different strategic traffic modelling evidence made available by MKC and BCC following the submission of the Regulation 22 Addendum ES and the revised TA in August 2016.

6.1.2. The strategic modelling shows that the corridor of A421 will be congested in the base case/reference cases in 2031 and 2033, with congestion recorded on key links and junctions. The highlighted areas of congestion correlate well with those identified within the 2016 TA for the development at SWMK which also includes a comprehensive mitigation package based on achieving a *nil detriment* solution in the forecast future year 2026.

6.1.3. WSP therefore consider that the assessments within the TA are robust and represent the impact of SWMK in 2026 and that the mitigation package as previously agreed with MKC and BCC remains appropriate. As such, it is considered that no further assessments are required to enable MKC to determine the current planning application.

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Appendix B

B - SITE LOCATION

Date Modified:02/05/20

Drawn By:UKWGF001

File:

N

Key

Development site location

Authority Boundary Line

Milton Keynes

Whaddon

Bletchley

Great Horwood

Newton Longville

1000 0 1000 2000 3000 m

wsp

TITLE:

South West Milton Keynes Site Location

FIGURE No:

FIGURE 1.1 & 3.1

Appendix C

C - SCOPING DOCUMENTS INCLUDING TA STUDY AREA

TRANSPORT ASSESSMENT SCOPE

DATE:	27 January 2020	**CONFIDENTIALITY:**	Confidential
SUBJECT:	South West Milton Keynes – Transport Assessment Scope for pre-application purposes – Rev 1		
PROJECT:	70051442	**AUTHOR:**	Justin Sherlock
CHECKED:	Stephanie Howard	**APPROVED:**	Martin Paddle

Introduction

WSP has been commissioned by the South West Milton Keynes Consortium (the Consortium) to provide transport advice for the South West Milton Keynes (SWMK) development.

This Note has been prepared to outline a scope for the preparation of an updated Transport Assessment (TA) for agreement with Buckinghamshire County Council (BCC) and Milton Keynes Council (MKC).

A meeting was held with BCC and MKC on the 15th January 2020 when a draft of this note was discussed. This note has subsequently been updated to reflect the agreement reached during the meeting.

Following this introduction, the Note provides:

- Background to the proposed TA update;
- A scope of assessment; and
- Report structure.

Background

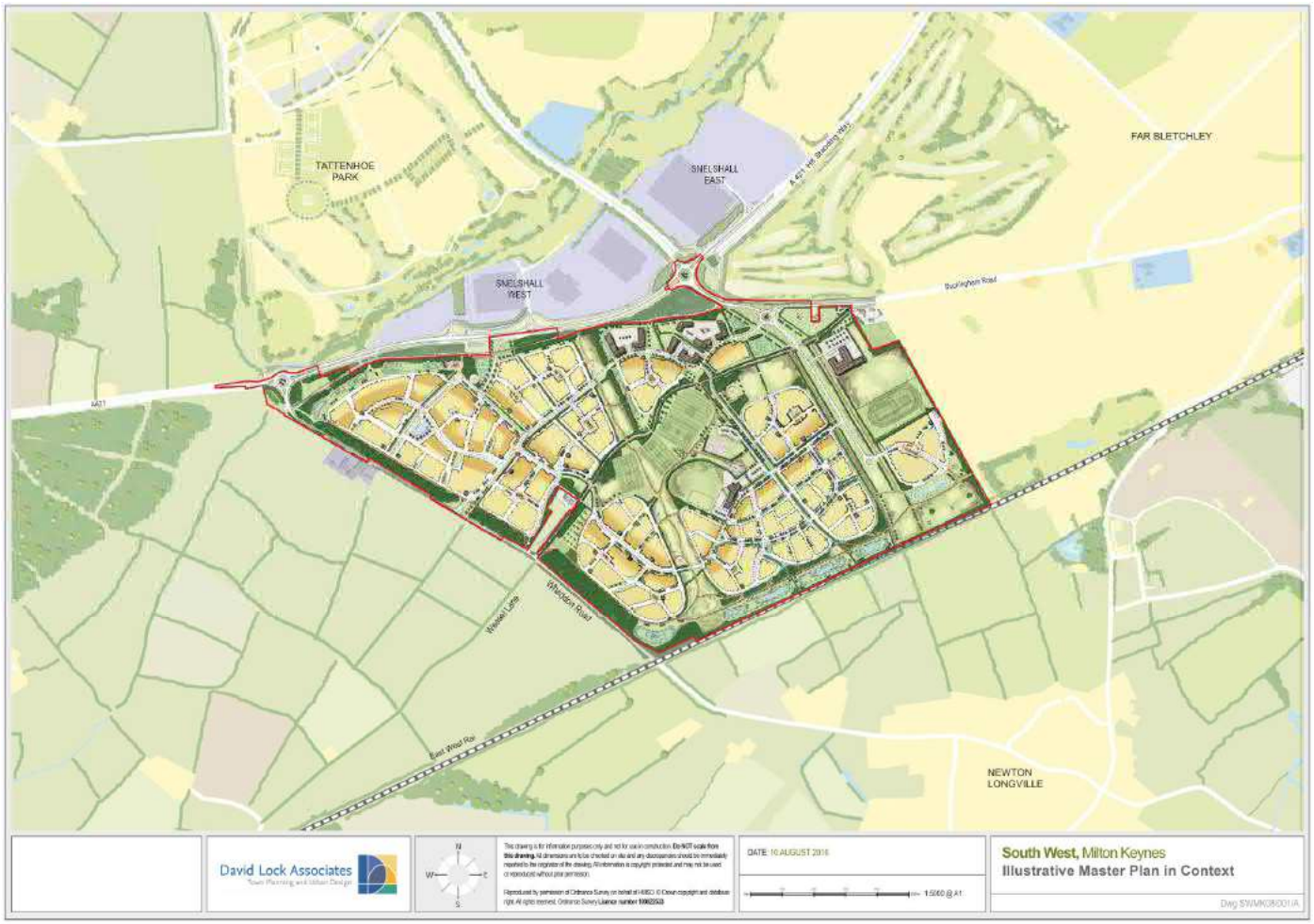
An outline planning application with all matters reserved except access was submitted to Aylesbury Vale District Council (AVDC) (reference: 15/00314/AOP) and Milton Keynes Council (reference 15/00619/FUL) in January 2015. A further Regulation 22 submission was made to all authorities in August 2016. The planning application seeks permission for the delivery of up to 1,855 mixed tenure dwellings, an employment area (B1), a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses, a primary and a secondary school and other ancillary uses.

The development site is located on the south-western boundary of the Milton Keynes authority area on land bound by the A421 Standing Way to the north west, B4034 Buckingham Road to the north east, the disused rail line to the south east and Whaddon Road to the south west. The entirety of the site is located within the district of Aylesbury Vale with the exception of the proposed site access points on the A421 and Buckingham Road which are located in Milton Keynes.

SWMK is identified in the emerging Vale of Aylesbury Local Plan (VALP) under policy D-NLV001 Salden Chase for the scale of development commensurate with the outline planning application.

The illustrative masterplan that accompanied the planning application is shown in Figure 1.

Figure 1: Illustrative Masterplan



AVDC resolved to grant planning consent in July 2017 subject to the signing of the S106 Agreement. Since then negotiations have progressed between all parties to finalise the s106 agreement, although the document has not yet been engrossed, it is in an advanced position. The parallel planning application made to MKC was subsequently refused planning permission in November 2019 in relation to the impact on the highway network as follows:

"…there is insufficient evidence to mitigate the harm of this development in terms of increased traffic flow and impact on the highway and Grid Road network, with specific reference to Standing Way and Buckingham Road."

The transport evidence that accompanied the Regulation 22 submission in August 2016 used data from the MK traffic model (MKTM), which has since been superseded by the new Milton Keynes Multi Modal Model (MKMMM). The previous TA therefore uses data from a now superseded transport model and an updated TA is considered desirable to refresh the assessment of the impacts of development on the local transport network.

Scope

DEVELOPMENT PROPOSALS

The development proposals that are the subject of this TA Scope have not changed from the original 2015 planning application and remain as follows:

- 1,855 dwellings;
- 2.07hectare employment area (B1 land use) accommodating up to 1160 jobs;
- 0.67hectare Neighbourhood Centre accommodating retail (A1/A2/A3/A4/A5) and community (D1/D2) land uses accommodating up to 200 jobs;
- 3hectare Primary School with 630 places; and
- 5.12hectare Secondary School with 600 places.

The development proposals were accompanied by a movement strategy that included:

- Public Transport Strategy;
- Demand Management Measures; and
- Travel Plan.

The movement strategy will be reviewed and updated as part of the preparation of the updated TA.

TRIP GENERATION

The previous TA (August 2016) utilised trip rates inherent to the previous Milton Keynes Transport Model (MKTM) with additional secondary education trips. The MKTM has subsequently been superseded by the new MKMMM developed by AECOM on the Council's behalf.

Table 1 provides the trip generation that was determined and applied in the previous TA.

Table 1: 2016 TA Vehicular Trip Generation

Land use	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	207	1035	1242	680	307	987
Employment	243	59	302	232	31	263
Education	94	68	162	0	13	13
Total	544	1162	1706	913	351	1263

The above trip generation will be reviewed and updated as appropriate and as outlined below. It is proposed that the trip generation will be derived using TRICS person trip rates. The methodology for each land use is outlined below.

Residential

The TRICS trip generation database will be interrogated to identify trip rates for the residential land use. The category 'Private Houses' will be selected to reflect the likely mix of dwellings proposed on the site. The TRICS search will be constrained to sites within England, Wales and Scotland, excluding Central London.

The person trip rates and subsequent generation will be disaggregated by journey purpose and mode. This approach will enable detailed consideration of internalisation as well as providing an opportunity for different distributions to be applied to each journey purpose.

This methodology will utilise National Travel Survey (NTS 0502) data to identify journey purpose by time of day as shown in Table 2.

Table 2: NTS05023 Journey Purpose by Start Time (2018)

Journey Purpose/ Peak Period	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other
AM Peak (08:00-09:00)	20%	3%	29%	22%	4%	14%	3%	4%
PM Peak (17:00-18:00)	32%	4%	3%	2%	12%	20%	20%	7%
Daily	18%	4%	9%	7%	17%	19%	18%	8%

Source: DfT NTS 0502 2018

The journey purposes will then be combined to reduce the number of trip distributions required as follows:

- Commuting and Business
- Education
- Education Escort
- Shopping
- Other work, visiting friends, holiday

Education trips are separated within the NTS into those that are escorted and those that are not. For the purposes of the trip generation it will be assumed that education trips represent those undertaken by secondary, further and higher education pupils, whilst education escort trips will be undertaken by primary school pupils.

Once the trips have been split down by journey purpose the following mode share and internalisation assumptions will be applied:

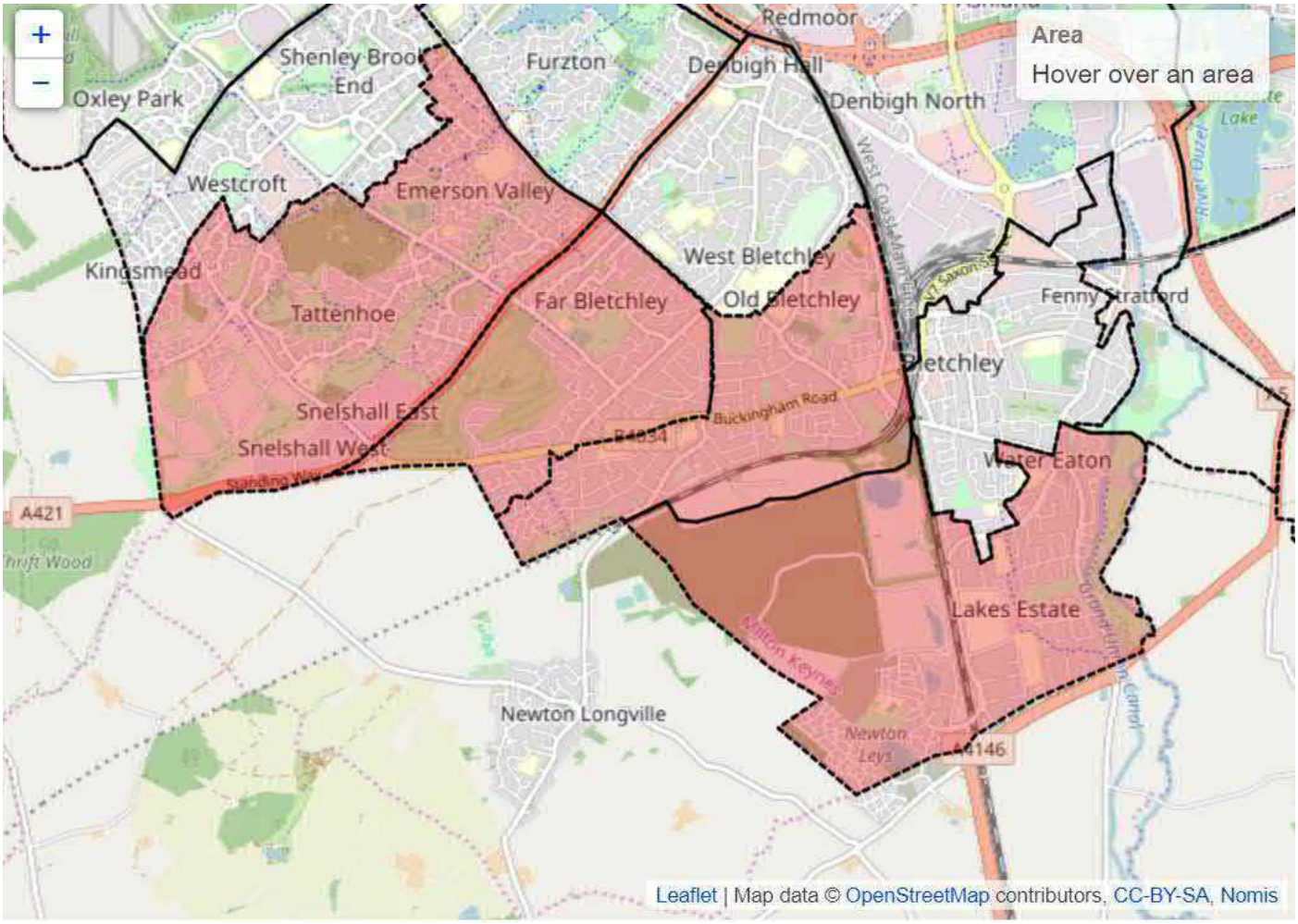
- Commuting and Business – Census Travel to Work data will be used to provide a mode share. A 10% reduction in employment and business trips will be assumed to reflect the presence of employment land uses on site.
- Education – 90% of trips will be internalised reflecting the presence of a secondary school on site. The remaining 10% will be considered external and utilise the commuting and business mode share.
- Education Escort – all trips will be internalised reflecting the presence of a primary school on site.
- Shopping – 20% of trips will be internalised reflecting the presence of a local centre on site. The remaining trips will be externalised using the commuting and business mode share.
- Other trips – all trips will be considered external and utilise the commuting and business mode share.

A review of Census data has been undertaken to identify a provisional mode share for the commuting and business journey purpose.

Owing to the location of the site, adjacent to Milton Keynes, it is proposed to utilise the output areas in the south west of Milton Keynes as a proxy for the development site. For the employment and residential trips, it is proposed that the Middle Layer Super Output Areas (MSOAs) shown in Figure 2 will be used. These are:

- E02003486: Milton Keynes 028
- E02003487: Milton Keynes 029
- E02003489: Milton Keynes 031
- E02003490: Milton Keynes 032

Figure 2 – Milton Keynes Output Areas (MK 028, 029, 031, 032) selected for use in the TA



Source: nomisweb.co.uk

Table 3 provides the combined mode share for the four MSOAs selected (excluding categories not in employment, works from home and other method of travel). A comparison with the output areas representing Newton Longville has also been undertaken to demonstrate the appropriateness of the study area selected.

Table 3: Residential Mode Share

Mode	Number of trips across MSOAs 28,29,31,32	Percentage	Newton Longville Comparison (Output Areas 003C and 003D)
Underground/Light Rail	19	0%	0%
Train	658	5%	7%
Bus/Minibus/Coach	863	6%	2%
Taxi	136	1%	0%
Motorcycle	71	1%	1%
Car Driver	9781	72%	82%
Car Passenger	967	7%	5%
Bicycle	328	2%	0%
On Foot	694	5%	3%
Total	13517	100%	100%

Source: nomisweb.co.uk – Census Table QS703EW – Method of Travel to Work (2001 specification)

The comparison with Newton Longville indicates higher levels of private car use than across the urban edge of Milton Keynes. This is as expected as Newton Longville is more rural in nature than the urban edge. It is not considered appropriate for the proposed development to use the proportions for Newton Longville as the development will be adjoining the urban area of Milton Keynes and will therefore benefit from the connectivity within the area as well as benefiting from and providing enhanced levels of public transport accessibility.

Employment Trips

The TRICS trip generation database will be interrogated to identify appropriate employment person trip rates that reflect the land uses proposed on site. The TRICS category 'Business Park' will be used to reflect the multiple tenant employment area proposed. The TRICS search will be constrained to sites within England, Wales and Scotland excluding Central London. Census Travel to Work data will be utilised for the same MSOAs as that of the residential land use. Table 4 provides the proposed mode share.

Table 4: Employment Mode Share

Mode	Number of trips across MSOAs 28,29,31,32	Percentage
Underground/Light Rail	4	0%
Train	172	3%
Bus/Minibus/Coach	263	4%
Taxi	61	1%
Motorcycle	36	1%
Car Driver	4390	73%
Car Passenger	457	8%
Bicycle	115	2%
On Foot	491	8%
Total	5989	100%

Source: nomisweb.co.uk – Census Table WP703EW – Method of Travel to Work (2001 specification)

Education Trips

The proposed primary and secondary schools will both generate external movements. For the primary school this is likely to be for a small number of staff movements only. However, for the secondary school only a proportion of the school's capacity is likely to be met by residents on site. Therefore, both staff and a proportion of student trips will generate external trips. For the primary school a 100% internalisation factor will be applied as agreed for the previous assessments in 2016. For the secondary school the trip generation from the August 2016 TA will be used and explained within the updated TA. This previous trip generation assumed that 75% of pupil trips would be internalised and 20% of staff trips. The previous vehicular trip generation for the secondary school is outlined in Table 5.

Table 5: Secondary School Vehicular Trip Generation

Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Staff	24	0	24	0	15	15
Pupils	73	73	146	0	0	0
Buses	3	3	6	0	0	0
Total	101	76	177	0	15	15

Neighbourhood Centre Trips

The neighbourhood centre is designed to meet the needs of the proposed development site and is located away from the main highway routes that bound the site. As such it is proposed to treat the neighbourhood centre as ancillary to the development with all trips therefore assumed to be internal to the development. The exception to this will be HGV movements associated with servicing of the land use which will be separately calculated. Any isolated employment within the neighbourhood centre will be considered within the Employment Trips.

Travel Planning

An assessment including a reduction in trips to account for Travel Planning will be included within a sensitivity test in the updated TA. The Framework Travel Plan for SWMK prepared in 2016 proposed an 8%-point reduction in car driver trips for the residential land use to be achieved within the first five years of occupation of the development. It is proposed that a mode share target of 12%-points is applied as a reduction in the residential external trips in the future assessment year to ensure that the residual highway impacts associated with the proposed development account for travel planning measures.

FUTURE TRAVEL TRENDS

The increasing digitisation of society, with connected and autonomous technologies, zero emission vehicles, shared service models and new forms of electronic payment, are already causing disruption and blurring the boundaries of traditional transport modes. It is envisaged that the full occupation of the proposed development is not likely to be completed until 2033. It is therefore important to consider the evolving transportation landscape and how this may affect the future vehicular and parking infrastructure requirements across the site to reflect the needs of future mobility[1]. This will be considered through the

[1] Mobility Strategy for Milton Keynes 2018-2036 (LTP4), March 2018; MKC, Strategy for First and Last Mile Travel

travel plan and subsequent reduction to external car driver trips applied in the trip generation within the Travel Planning sensitivity test.

The public transport strategy will be revised to take account of the MK Future Mobility Strategy 2050 and to ensure it can remain flexible for the changing needs of future years.

TRANSPORT NETWORK ASSIGNMENT

Traffic surveys will be obtained for the study area shown in the separately prepared traffic survey specification that is contained in Appendix A.

Baseline (2020) AM and PM peak traffic flow diagrams will then be prepared by identifying the average network peak hours from across the surveyed sites.

Census journey to work data will be utilised to distribute the traffic associated with the proposed development for all land uses. Owing to the location of the site, adjacent to Milton Keynes, it is proposed to utilise the MSOAs in the south west of Milton Keynes as a proxy for the development site. The same MSOAs identified for the mode share will be utilised in the distribution. Separate distributions for residential and employment/education land uses will be adopted.

ASSESSMENT OF IMPACT

The baseline traffic flows collected will be growthed to a 2033 future year using TEMPRO. The TEMPRO zone of Milton Keynes will be used to identify appropriate growth factors, ensuring that the planning assumptions for employment and housing are reflective of the current Local Plans with consideration of committed development within the base scenario adjusted through the application of the Alternative Assumption Tool within TEMPRO. It is proposed to include the Tattenhoe Park (17/00918/OUT) site of 1310 dwellings, mixed use centre of 2000sqm and primary school along with committed developments in Newton Longville.

A separate sensitivity test will be undertaken with the Shenley Park development included. The Shenley Park development consists of up to 1150 dwellings, local centre, extra care/care home, primary school and ancillary uses along with a new grid road. The re-distribution effect of the new grid-road will be included within the sensitivity test. The method for accounting for the new grid road will be the subject of a separate agreement with BCC. It may be possible to use the BCC Countywide Model to determine the redistribution which can be applied to the WSP assessment.

The whole development will then be assessed in the future year of 2033 to correlate with the full year of occupation, which is anticipated to be 2033. No interim year assessments are proposed to be considered. The scenarios will therefore be as follows:

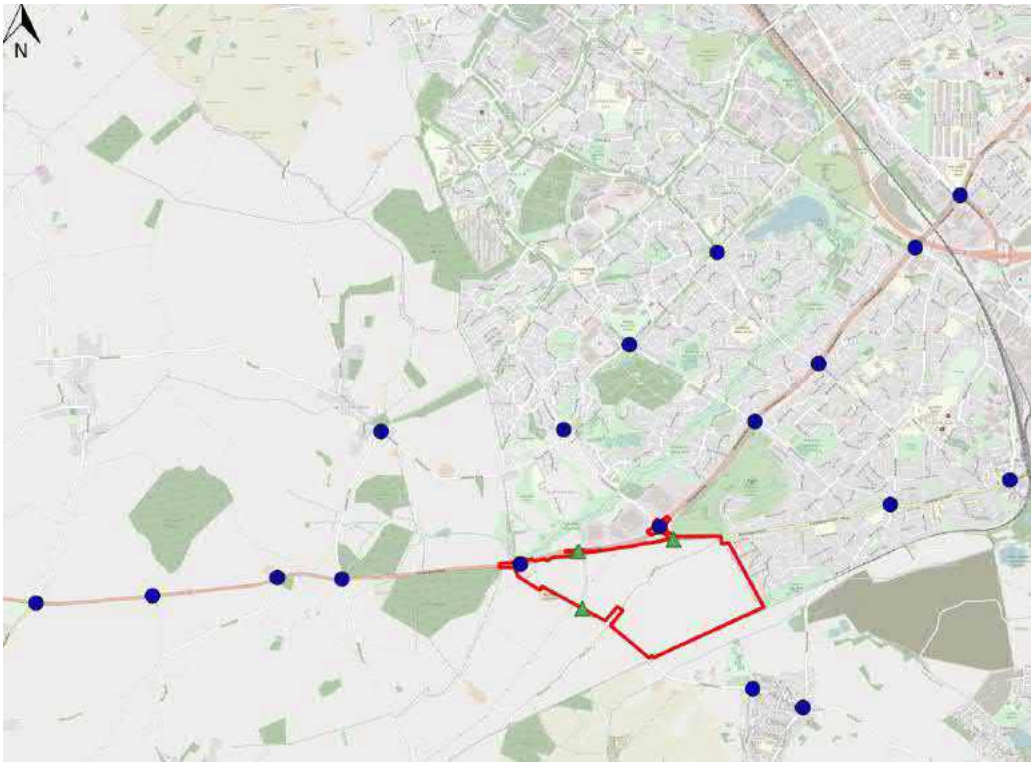
- 2020 Base Year for junction capacity assessment calibration;
- 2033 Future Year Base 1 (i.e. base, including Tattenhoe Park);
- 2033 Future Year Base 2 (i.e. base, including Tattenhoe Park and Shenley Park);
- 2033 Future Year Base + Development 1A (i.e. Future Year Base 1 + SWMK development with no reduction for travel planning)
- 2033 Future Year Base + Development 1B (i.e. Future Year Base 1 + SWMK development with a reduction for travel planning)

- 2033 Future Year Base + Development 2A (i.e. Future Year Base 2 + SWMK development with no reduction for travel planning)
- 2033 Future Year Base + Development 2B (i.e. Future Year Base 2 + SWMK development with a reduction for travel planning)

The outputs from the transport network assignment will be used for individual junction capacity assessments. Based upon the previous modelling completed in 2015/2016 the following scope for junction modelling is proposed and outlined in Figure 3:

1. A421 Standing Way/B4034 Buckingham Road (Tattenhoe Roundabout);
2. A421 Standing Way/Whaddon Road (Bottle Dump Roundabout);
3. A421/ Coddimoor Lane Roundabout (Whaddon Crossroads Roundabout);
4. A421/Warren Road Priority;
5. A421/ Little Horwood Road;
6. A421/Winslow Road/Nash Road;
7. Coddimoor Lane/ Shenley Road;
8. V1 Snelshall Street/H7 Chaffron Way (Kingsmead Roundabout);
9. V2 Tattenhoe Street/H7 Chaffron Way (Westcroft Roundabout);
10. V3 Fulmer Street/H7 Chaffron Way (Furzton Roundabout);
11. A421 H8 Standing Way/V2 Tattenhoe Street (Windmill Hill Roundabout);
12. A421 H8 Standing Way/V3 Fulmer Street (Emerson Roundabout);
13. A421 H8 Standing Way/ V4 Watling St (Elfield Park Roundabout);
14. A421 H8 Standing way/V6 Grafton Street(Bleak Hall Roundabout);
15. B4034 Buckingham Road/Sherwood Drive Roundabout;
16. B4034 Buckingham Road/Shenley Road/Newton Road Double Roundabouts;
17. Whaddon Road/Westbrook End Junction;
18. Stoke Road/Drayton Road/Whaddon Road/Bletchley Road (Newton Longville Crossroads);
19. Whaddon Road Site Access; and
20. B4034 Buckingham Road Site Access.

Figure 3: Junction Capacity Assessment Locations



The starting point for developing junction capacity assessments will be the models that were developed for the previous TA. To validate the 2020 base models the following methodology is proposed:

- Average peak hour traffic flows from an upstream count will be determined to provide the demand flow on each arm of a junction. This demand flow will then be divided across the turning movements based upon the average turning proportion for the peak hours determined from classified turning counts;
- Average queue lengths will be determined from the queue length surveys; and
- Base models will be calibrated by adjusting the slope and intercept to achieve comparable queue lengths across the junctions if required.
- Where a constant queue in the AM or PM peak is identified from the queue length information on an arm of a roundabout the video footage will be analysed and a calculation of the average number of vehicles crossing the give-way line/circulating per minute will be made and input to Junctions 9 to allow the model to be calibrated.

The base models will then be used to assess the impacts of the proposed development in the assessment scenarios outlined previously. The impacts of the development will be considered in accordance with the NPPF test of severity.

The impacts of the development on public transport will be considered by reference to the public transport strategy (to be updated as part of the TA work) and by quantifying the likely volume of trips that will utilise bus and rail services.

Impacts on walking and cycling will be considered qualitatively through a review of infrastructure in the local area.

Report Structure

The Updated TA report structure will be as follows:

- Introduction: This chapter will provide background to the development proposals along with details of the scoping process;
- Planning Policy Review: This chapter will undertake a review of transport policies and strategies relevant to the proposed development including those produced at a national, regional and local level;
- Existing Conditions: This section will seek to establish the baseline characteristics of the surrounding transport network for all modes of transport including a review of historic collision data;
- Development Proposals: This section will provide details of the development proposals including the strategies for parking, walking and cycling, public transport and travel planning;
- Trip Generation: This section will provide details of the trip generation methodology adopted within the TA;
- Assessment of Impacts: This section will outline the results of the transport network assessment. Details of TEMPRO growth, committed development and infrastructure and the results of the junction capacity modelling will be outlined. Consideration will also be given to impacts on public transport, walking and cycling;
- Mitigation: The previously agreed mitigation package will be reviewed as incorporated with the s106 and will be assessed to demonstrate its adequacy in accordance with Chapter 9 of the National Planning Policy Framework (NPPF) 2019;
- Residual Cumulative Impacts: This section will consider what (if any) residual cumulative impacts may arise post mitigation and the level of severity in accordance of Chapter 9 of the NPPF; and
- Summary and Conclusions.

Appendix A – Traffic Survey Specification

WSP Traffic Survey Brief

Project Details	
Project Title	**South West Milton Keynes - Traffic Surveys**
Date	16/01/2020
Contact Details	
Name	Will Forster

Address	WSP UK Ltd, 2 London Square, Cross Lanes, Guildford, GU1 1UN
Email **Telephone No.**	William.Forster@WSP.com (Transport Planner) Stephanie.Howard@wsp.com (Project Manager) Martin.Paddle@wsp.com (Project Director)
Rationale	**Background** WSP wish to appoint a third-party survey company to undertake a series of traffic surveys for a strategic development located to the south west of Milton Keynes. **Proposal Submission** WSP require the submission of a quote to cover the surveys at various locations across South West Milton Keynes, broadly split as follows. • Manual Classified Turning Counts (MCTC) (18 sites) • Automatic Traffic Count (ATC) (49 sites) • Radar (3 sites) • Journey time routes (2 routes) A written tender for the survey specification detailed, including proposed methodology, detailed programme and cost breakdown by survey type is to be submitted to William.Forster@WSP.com by **Friday 10th January 2020**. Contract award is anticipated in January 2020

Survey Specification

This brief provides a detailed survey specification that covers in summary the following;

- 18 sites for MCTC junction counts,
- 49 sites for ATC;
- 3 sites for Radar; and
- 2 routes for journey time surveys.

Tenderers are expected to provide a detailed proposal and tender for the survey specification.

The detailed survey specifications outlined in this document should be adhered to. If a survey company wishes to propose suitable alternative methodologies this must be agreed with WSP in advance of the survey dates. If this does not occur, WSP reserves the right to not reimburse the survey company for this element of the surveys undertaken.

The proposal must adhere to the following:

- Single day surveys (MCTC and Journey Times) **must** be undertaken on three midweek days (Tuesday, Wednesday and Thursday) during the period when the radar and ATCs are being conducted. It is anticipated that the surveys will start week commencing 31st January 2020.

- PLEASE advise on whether you can meet this timescale and you have the availability to undertake the works.

- **It will be the survey companies' responsibility to obtain the correct permissions (if required)** to undertake the surveys. The survey company will also be required to check whether there are any road works / events which could impede the surveys and this should be outlined in the tender response.

- Any license fee charged by the local highway authority should be included in the price of the surveys.

- Survey companies should check that there are adequate locations to undertake the surveys. If site access is required as part of the surveys, please outline in the tender response.

- There are numerous survey components to this brief. A location plan for the surveys is provided in Appendix A.

- Although dependent on the survey date - All main survey outputs must be provided to WSP, in the required format no later than the week commencing the 17th February 2020
- It should be noted that for the surveys, any recorded footage should also be made available.

Tender Evaluation

WSP is not obliged to accept the lowest priced tender. We will undertake a thorough review of both price and quality contained within tender responses. An indication of the quality considerations are as follows:

- Clear adherence to the detailed survey methodologies outlined in this brief
- Evidence of accuracy in data and quality management procedures
- Evidence of consideration taken in ensuring the chosen survey dates are suitable and that all survey sites will be accessible.
- Clear commitment to providing adequate resources to undertake all surveys, reflecting the scale and importance of this commission.
- Quality of presentation of survey results to WSP
- Clear commitment to return all outputs to WSP, in the required format, by the required date.
- Tender responses must include a proposed methodology, programme and cost breakdown per survey type.

Any discount the company can provide for undertaking the surveys required should be noted as a final full fee quote.

All tender returns should make it clear and commit to the required turnaround time for the supply of the data obtained. This can be staged (i.e. ATC Data on Date X, MCC data on Date Y) or a single date provided for all data to be returned by the final date.

Tender Queries

Any queries in response to this tender brief should be submitted **via email** to:

- william.forster@wsp.com or
- Justin.sherlock@wsp.com

The final date for tender queries to be submitted is **Monday 27th January 2020**

Main Survey Requirements

Appendix A contains a plan showing the location of the surveys required.

SURVEY TYPE: **Manual Classified Turning Counts**

Survey Locations	ID No	Site Location
	Quote 1 – MCC	
See Figure 1	M1	Manor Road / Stoke Road Roundabout
	M2	B4034 / Sherwood Drive Roundabout
	M3	B4034 / Shenley Road / Newton Road Roundabout
	M4	Stoke Road / Bletchley Road / Drayton Road Junction
	M5	Whaddon Road / Westbrook End Junction
	M6	Standing Way / B4034 Roundabout
	M7	Bottledump Roundabout (A421/Whaddon Road)
	M8	A421 / Coddimoor Lane Junction
	M9	A421 / Warren Road Roundabout
	M10	A421 / Little Horwood Road / Shucklow Hill Junction
	M11	A421 / Nash Road / Winslow Road Roundabout
	M12	Coddimoor Lane / Shenley Road/ Stock Lane Junction
	M13	V1 Snelshall Street / Chaffron Way Roundabout
	M14	V2 Tattenhoe Street / Chaffron Way Roundabout
	M15	Fulmer Street / Chaffron Way Roundabout
	M16	Standing Way / V6 Grafton Street Roundabout
	M17	Standing Way / Watling Street Roundabout
	M18	Standing Way / Fulmer Street Roundabout
	M19	Standing Way / V2 Tattenhoe Street Roundabout
	M20	B4034 / Bletcham Way Roundabout
	M21	Stoke Road / Drayton Road
	M22	Drayton Road / A4146 / Stoke Road / Newton Road Junction

ID No *(see Table above)*	**Survey Date**	**Day**	**From**	**To**
M1 – M22	TBC	Tues/Wed/Thursday in 1 week	07:00 16:00	10:00 19:00

Additional comments/information

Surveys should be undertaken on all neutral days (Tuesday / Wednesday / Thursday) in one week.

Counts are to be fully classified in seven classes:

- Pedal cycle
- Motor cycle
- Car
- LGV
- OGV1
- OGV2
- PSV

- Data is to be captured at **15-minute intervals** with hourly totals capturing all turning movements.
- Data is to be tabulated by movement, class and time.
- Please provide a quote for carrying out surveys in the AM peak (07:00-10:00), and PM peak (16:00-19:00).
- Queue length surveys should also be provided showing the maximum queue in metres in five minute intervals
- Queue counts should also include slow moving vehicles, not just stationary vehicles.

- Turning movements to be listed per lane in addition to arm total where multi lane entries are present
- Data to be collected in an O/D format (Arm A to Arm B etc.)
- It is anticipated that the junctions will be videoed, however please indicate if an alternative survey approach is to be adopted.

The tender response should outline detailed costed proposals in response to the above

SURVEY TYPE: **Radar Surveys**

Survey Locations	ID No	Site Location
See Figure 1	R1	Standing Way West of Exmoor Gate Junction
	R2	Standing Way between Rhoscolyn Drive and B4034 Roundabout
	R3	Standing Way between B4034 and Bottledump Roundabout

ID No *(see Table above)*	Survey Date	Day	From	To
R1 - R3	TBC	2 Week Period	24hr	24hr

Additional comments/information

- Radar Survey to be undertaken on the same day as the MCC surveys.
- Surveys over a minimum of a seven-day period.
- Traffic counters to record flow and speed, fully classified
- Analysis to cover hourly profiles (please ensure data can be split down into 15mins if needed).

The tender response should outline detailed costed proposals in response to the above

SURVEY TYPE: ATC

Survey	ID No	Site Location
See Figure 1	ATC1	B4034 East of Standing Way.B4034 Roundabout
	ATC2	Buckingham Road
	ATC3	Bletchley Road
	ATC4	Stoke Road
	ATC5	Drayton Road (Between St Faiths Close and Crossroads)
	ATC6	Whaddon Road
	ATC7	Whaddon Road South of Bottledump Roundabout
	ATC8	A421 between Bottledump Rbt and Coddimoor Lane/A421 Rbt
	ATC9	Whaddon Road South of A421/ Coddimoor Lane Roundabout
	ATC10	Shucklow Hill (South of A421 / Shucklow Hill Junction
	ATC11	Nash Road
	ATC12	A421
	ATC13	Windslow Road (South of Little Horwood/Windslow Road Junction)
	ATC14	Coddimoor Lane
	ATC15	V2 Snelshall Street (between Nymans Close and V1 Snelshall St/Chaffron Way Rbt)
	ATC16	Chaffron Way (East of Westcroft Roundabout)
	ATC 17	Little Horwood Road (South of Little Horwood/Windslow Road Junction)
	ATC 18	Warren Road
	ATC 19	A421 (East of A421/Warren Road Junction)
	ATC 20	A421 (West of A421/Warren Road Junction)
	ATC 21	Shenley Road (South of Shenley Road/Coddimoor Lane Junction)
	ATC 22	Westbrook End (South of Whaddon Road/Westbrook End Junction)
	ATC 23	Whaddon Road (Between Fire Lane and Newton Longville Crossroads)
	ATC 24	Hayton Way (between Tolken Meadow and V1 Snelshall St / Hayton Way Roundabout
	ATC 25	V1 Snelshall Street (Between V1 Snelshall/ Chaffron Way Rbt and Holborn Crescent)
	ATC 26	Chaffron Way (West of Westcroft Roundabout between Barnsdale Drive and Westcroft Roundabout)
	ATC 27	V2 Tattenhoe Street (between Westcroft Roundabout and Wenning Lane)
	ATC 28	Chaffron Way (Between Furzton Roundabout and Loxbeare Drive)
	ATC 29	V1 Snelshall Street (Between Pendean Crescent and Standing Way/V1 Snelshall Street Roundabout)
	ATC 30	V2 Tattentoe Street (Between Barnsdale Drive and Westcroft Roundabout)
	ATC 31	V2 Tattentoe Street (Between Windmill Roundabout and Belvoir Aveneue)
	ATC 32	Tattentoe Lane (Between Windmill Roundabout and Muirfield Drive)
	ATC 33	Standing Way (Between Wind Mill Roundabout and Emerson Roundabout)
	ATC 34	Fulmer Street (between Emerson Roundabout and Blackmoor Gate)
	ATC 35	Fulmer Street (between Furzton Roundabout and Faraday Drive)
	ATC 36	Fulmer Street (Between Furzton Roundabout and Hawkshead Drive)
	ATC 37	Standing Way (between Elfield Park Roundabout and Wimblington Drive)
	ATC 38	Watling Street (Between Elfield Roundabout and Whaddon Way)
	ATC 39	Sherwood Drive (Between Selwyn Grove and B4034 Buckingham Road / Sherwood Drive / Water Eaton Road Roundabout)
	ATC40	B4034 Buckingham Road (Between B4034 Buckingham Road / Sherwood Drive / Water Eaton Road Roundabout and Church Green Road)
	ATC 41	Buckingham Road (Between B4034/Shenley Road Roundabout and Orchard Close
	ATC 42	Stock Lane (Between High Street and Shenley Road/Coddimoor Lane Junction)

ATC 43	Shenley Road (Between Church Walk and Buckingham road Roundabout
ATC 44	B4034 (Between Sherwood Drive and Brunel Roundabout
ATC 45	Water Eaton Road (within 100m from B4034/Sherwood Drive/Water Eaton Road Roundabout)
ATC 46	Watling Street (Between Elfield Park Roundabout and Whaddon Way)
ATC 47	Watling Street (Between Elfield Park Roundabout and Favell Drive)
ATC 48	Standing Way (Between Elfield Park Roundabout and Wimblington Drive)
ATC 49	Shenley Road (Between Emerson Roundabout and Tweed Drive

ID No *(see Table above)*	**Survey Date**	**Day**	**From**	**To**
ATC1 – ATC49	TBC	2 Week Period	24hr	24hr

Additional comments/information

- ATCs to cover a minimum of fourteen days including the day of the MCTCs
- Surveys over a minimum of a fourteen-day period.
- Traffic counters to record flow and speed, fully classified
- Analysis to cover hourly profiles (please ensure data can be split down into 15mins if needed).

The tender response should outline detailed costed proposals in response to the above

SURVEY TYPE: **Journey Time Routes**

Survey Locations	ID No	Site Location
See Figure 1	JTR 1	From west of A421/Nash Rd Roundabout to east of A421 Bleak Hall Roundabout
	JTR 2	From south of Newton Longville Crossroads to east of A421 Bottledump Roundabout
	JTR 3	From Tottenhoe Roundabout to H10 Bletcham Way/ V7 Saxon Street Roundabout

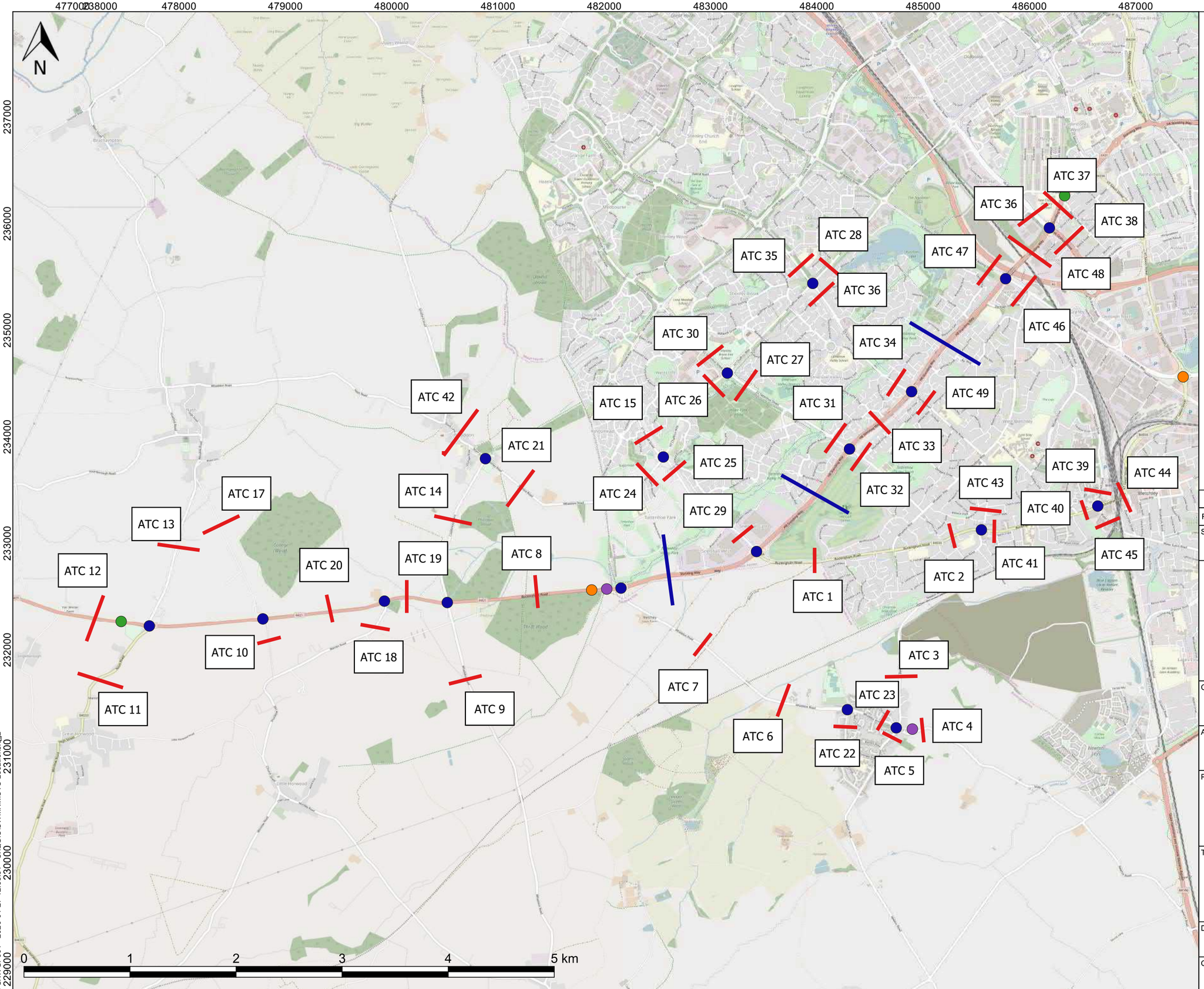
ID No *(see Table above)*	Survey Date	Day	From	To
JTR 1 – 3	TBC	Tues/Wed and Thursday in 1 week	07:00 12:00 16:00	10:00 14:00 19:00

Additional comments/information

- Journey time surveys to be undertaken on the same day as the MCC surveys.
- Analysis to cover the AM, interpeak and PM Peak periods
- All route journey times to be provided between junctions and also along the entire route.

The tender response should outline detailed costed proposals in response to the above

Appendix A – Location Plan



KEY:

- MCTC Locations
- ATC Locations
- Radar Locations

Journey Time Location

- Journey Time 1
- Journey Time 2
- Journey Time 3

REV	DATE	DRW	DESCRIPTION	CHK	APP
A	10/01/20	Fig 1	FIRST ISSUE	JS	JS

STATUS: FOR INFORMATION ONLY

2 London Sqaure, Cross Lanes,
Guildford, Surrey, GU1 1UN
www.wsp.com

CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: SWMK Survey Locations

DRAWN:	CHECKED:	APPROVED:
WF	JS	JS

QGIS FILE:	SCALE @A3:	DATE:
MCTC Locations.qgz	1:55000	27/01/20

PROJECT No:	DRAWING No:	REV:
70051442	Figure 1	C

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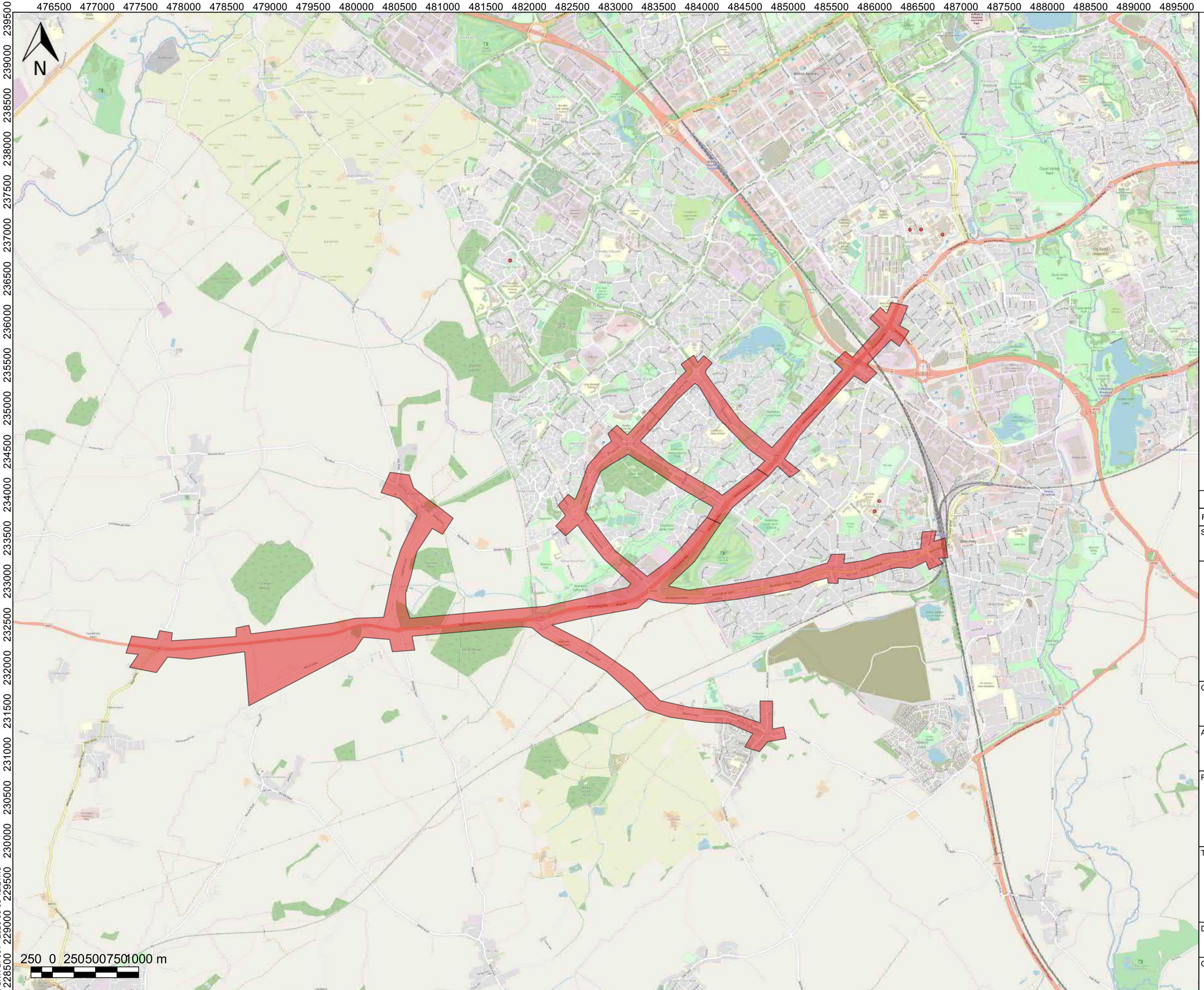

KEY:

REV	DATE	DRW	DESCRIPTION	CHK	APP
X	xx/xx/xx	XX	FIRST ISSUE	XX	XX

STATUS:

FOR INFORMATION ONLY

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CLIENT:

South West Milton Keynes Consortium

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PROJECT:

South West Milton Keynes

TITLE:

TA Highway Network Study Area

DRAWN:	CHECKED:	APPROVED:
-	-	-

QGIS FILE:	SCALE @A3:	DATE:
	1:67718	05/03/20

PROJECT No:	DRAWING No:	REV:
	1	A

Created by: UKWGF001 - 2020-03-05 12:21:48 -

TECHNICAL NOTE – TRIP GENERATION REV A

DATE:	20 March 2020	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Trip Generation Technical Note – Pre-application Advice		
PROJECT:	South West Milton Keynes	**AUTHOR:**	William Forster
CHECKED:	Justin Sherlock and Stephanie Howard	**APPROVED:**	Martin Paddle

INTRODUCTION

WSP has been commissioned by the South West Milton Keynes Consortium (the Consortium) to provide transport advice for the South West Milton Keynes (SWMK) development.

Following the Transport Assessment Scoping Note, this Technical Note (TN) sets out the methodology to establish the trip generation for the proposed development to be used within the updated Transport Assessment (TA).

The proposed development remains as proposed within the original planning applications for the site and comprises:

- 1,855 dwellings;
- 2.07 hectare employment area (B1 land use) accommodating up to 1,160 jobs;
- 0.67 hectare Neighbourhood Centre accommodating retail (A1/A2/A3/A4/A5) and community (D1/D2) land uses accommodating up to 200 jobs;
- 3 hectare Primary School with 630 places; and
- 5.12 hectare Secondary School with 600 places.

METHODOLOGY

Introduction

The approach taken to derive the trip generation for the updated TA has been to identify person trip rates for each land use and apply appropriate mode shares. For the residential land use, journey purpose has also been applied to disaggregate the trips and apply assumptions about internalisation. The methodology for the trip generation split down by land use is presented below. This methodology has been updated to reflect comments made by Buckinghamshire County Council (BCC) Highways and Stirling Maynard Consultants (on behalf of Milton Keynes Council (MKC)) on the 16th March 2020.

Residential Land Use

The TRICS trip generation database was interrogated to identify trip rates for the residential land use. The category 'Private Houses' was selected to reflect the likely mix of dwellings proposed on the site. The 'Private Houses' trip rate was applied as this allows for up to 25% of the dwellings to be affordable and up to 25% of the dwellings to be apartments (source: TRICS Land use definitions). The TRICS search was then further refined to sites within England excluding Central London, and sites with more than 99 residential units. A total of 23 site surveys were identified through this method. A review of the 23 sites was then undertaken to determine whether any sites featured on-site facilities that could affect the trip making

characteristics of the site and therefore undermine the person trip rate approach proposed. The results of this review are provided in **Appendix A**. In total three sites were removed from the trip rate calculation.

The AM and PM peak trip rates (per dwelling) extracted from TRICS are shown in **Table 1** along with the resultant trip generation with the full TRICS report for the final selected trip rates in **Appendix B.**

Table 1: Residential Person Trip Rates and Generation

Residential Trip Rates (per dwelling)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Person Trip Rate	0.197	0.797	0.994	0.611	0.267	0.878
Residential Person Trip Generation	365	1478	1844	1133	495	1629

Source: TRICS, 2020

The person trip rates and the subsequent trip generation were then disaggregated by journey purpose and mode. This approach enabled detailed consideration of internalisation as well as providing an opportunity for different mode shares to be applied to each journey purpose.

This methodology utilised National Travel Survey (NTS 0502) data which identified journey purpose by time of day as shown in **Table 2**.

Table 2: NTS0502 Journey Purpose by Start Time (2018)

Journey Purpose	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily
Commuting	20%	32%	18%
Business	3%	4%	4%
Education	29%	3%	9%
Escort education	22%	2%	7%
Shopping	4%	12%	17%
Other work, other escort and personal business	14%	20%	19%
Visiting friends / entertainment / sport	3%	20%	18%
Holiday / Day trip / Other	4%	7%	8%

Source: DfT NTS 0502 2018

The journey purposes were then combined to reduce the number of trip generations required as follows:

- Commuting and Business
- Education
- Education Escort
- Shopping
- Other work, visiting friends, holiday

Table 3 presents the person trip generation split by journey purpose based upon the trip rates shown in **Table 1**.

Table 3: Residential Person Trip Generation by Journey Purpose

Journey Purpose/ Peak Period	Private Houses (Total)	Commuting / Business	Retail	Education	Escort education	Other work, visiting friends, holiday
AM Peak (08:00-09:00)	1844	433	73	531	413	392
PM Peak (17:00-18:00)	1629	586	195	49	33	765

Education trips are separated within the NTS into those that are escorted and those that are not. For the purposes of the trip generation it was assumed that education trips represent those undertaken by secondary, further and higher education pupils, whilst education escort trips were assumed to be undertaken by primary school pupils.

The following mode share and internalisation assumptions were applied after the trips were split by journey purpose:

- Commuting and Business - Census Travel to Work data was used to provide a mode share. A 10% reduction in employment and business trips was assumed to reflect the presence of employment land uses on site.
- Education – 90% of trips were internalised reflecting the presence of a secondary school on site. The remaining 10% were considered external and the commuting and business mode share used.
- Education Escort – 90% of trips were internalised reflecting the presence of a secondary school on site. The remaining 10% were considered external and the commuting and business mode share used.
- Shopping – 20% of trips were internalised reflecting the presence of a local centre on site. The remaining trips were externalised using the commuting and business mode share.
- Other trips – all trips were considered external and utilised the commuting and business mode share.

A review of Census data was undertaken to identify the mode share for residential external trip making by all journey purposes.

Owing to the location of the site, adjacent to Milton Keynes, the output areas in the south west of Milton Keynes along with the output area in which the site is located were used as a proxy for the development site. For the employment and residential trips the Middle Layer Super Output Areas (MSOAs) shown below were used.

- E02003486: Milton Keynes 028
- E02003487: Milton Keynes 029
- E02003489: Milton Keynes 031
- E02003490: Milton Keynes 032
- E02003654: Aylesbury Vale 003

Table 4 provides the combined mode share for the five MSOAs selected (excluding categories not in employment, works from home and other method of travel).

Table 4: Residential Outgoing Mode Share

Mode	Number of trips across MSOAs MK 28,29,31,32 and AV 003	Percentage
Underground/Light Rail	24	0%
Train	816	5%
Bus/Minibus/Coach	889	6%
Taxi	142	1%
Motorcycle	84	1%
Car Driver	11,687	74%
Car Passenger	1,080	7%
Bicycle	339	2%
On Foot	763	5%
Total	15824	100%

Source: nomisweb.co.uk – Census Table QS703EW – Method of Travel to Work (2001 specification)

Table 5 presents the Commuting and Business trip generation by mode with the 10% internalisation factor applied.

Table 5: Commuting and Business Journey Purpose Trip Generation (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	4	16	20	18	8	26
Bus	5	19	23	22	10	32
Taxi	1	3	4	4	2	5
Motorcycle	1	3	4	4	2	5
Car Driver	57	231	289	272	119	390
Car Passenger	5	22	27	26	11	37
Cycle	2	6	8	7	3	11
Pedestrian	4	16	20	18	8	26
Total	78	316	394	371	162	533
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	59	238	297	279	122	401

Table 6 presents the Retail trip generation by mode with the 20% internalisation factor applied.

Table 6: Retail Journey Purpose Trip Generation (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	1	2	3	5	2	7
Bus	1	3	4	7	3	10
Taxi	0	0	0	1	0	1
Motorcycle	0	0	1	1	0	1
Car Driver	9	35	44	81	35	116
Car Passenger	1	3	4	8	3	11
Cycle	0	1	1	2	1	3
Pedestrian	1	2	3	5	2	7
Total	12	47	59	110	48	158
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	10	36	45	83	36	118

Table 7 presents the Education trip generation by mode with the 90% internalisation factor applied.

Table 7: Education Journey Purpose Trip Generation (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	1	2	3	0	0	0
Bus	1	3	4	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	8	32	40	3	1	4
Car Passenger	1	3	4	0	0	0
Cycle	0	1	1	0	0	0
Pedestrian	1	2	3	0	0	0
Total	11	43	54	3	1	4
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	8	32	40	3	1	4

Table 8 presents the Education Escort trip generation by mode with the 90% internalisation factor applied.

Table 8: Education Escort Journey Purpose Trip Generation (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	0	2	2	0	0	0
Bus	0	2	2	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	6	24	30	2	1	3
Car Passenger	1	2	3	0	0	0
Cycle	0	1	1	0	0	0
Pedestrian	0	2	2	0	0	0
Total	8	33	41	2	1	3
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	6	25	30	2	1	3

Table 9 presents the Other trip generation by mode.

Table 9: Other Journey Purpose Trip Generation (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	4	16	20	27	12	38
Bus	5	19	24	32	14	46
Taxi	1	3	4	5	2	7
Motorcycle	1	3	4	5	2	7
Car Driver	57	233	290	394	172	566
Car Passenger	5	22	27	37	16	54
Cycle	2	6	8	11	5	16
Pedestrian	4	16	20	27	12	38
Total	78	317	396	538	235	773
Vehicular Total – (sum of Bus, Taxi, Motorcycle and Car Driver)	59	239	298	405	177	580

The trip generations shown in **Tables 6 to 9** were combined to provide the overall external to development residential land use trip generation. The resultant external residential land use trip generation is shown in **Table 10.**

Table 10: Residential Land Use Trip Generation (external trips)

Residential Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	9	37	47	51	22	73
Bus	11	45	56	61	27	87
Taxi	2	7	9	10	4	15
Motorcycle	2	7	9	10	4	15
Car Driver	137	555	692	751	328	1079
Car Passenger	13	52	65	71	31	102
Cycle	4	15	19	20	9	29
Pedestrian	9	37	47	51	22	73
Total	187	757	944	1025	448	1472
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	141	570	711	771	337	1108

The resultant external trip generation (**Table 10**) has been compared with the previously agreed trip generation from the 2016 TA (**Table 7.3** of Mouchel TA 2016) which used the Milton Keynes Multi Modal Model. The comparison of trip generations is shown in **Table 11**.

Table 11: Comparison of Residential Land Use Vehicular Trip Generation

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
2016 TA	207	1035	1242	680	307	987
Updated TA (excluding Travel Planning)	141	570	711	771	337	1108
Difference	-66	-465	-531	91	30	121

The TA will include a sensitivity test that considers the impact of the development on the transport network once account has been made of the Travel Plan. To account for travel planning, a 12% point reduction was applied to car driver trips generated by the residential land use at the proposed development. This 12% point reduction was then distributed between bus (6%), walking (3%) and cycling (3%) in accordance with the aspirations of the Travel Plan. The change in trips is shown in **Table 12** whilst **Table 13** shows the resultant residential trip generation.

Table 12: Residential Trip Generation Travel Plan Targets Based Upon a 12% Point Reduction in Car Driver Trips

Mode	AM Peak Baseline Mode Share	TP Target Mode Share	PM Peak Baseline Mode Share	TP Target Mode Share
Rail	47	47	73	74
Bus	56	113	87	176
Taxi	9	9	15	15
Motorcycle	9	9	15	15
Car Driver	692	579	1079	902
Car Passenger	65	65	102	102
Cycle	19	47	29	73
Pedestrian	47	75	73	117
Total	944	945	1472	1473
Vehicular Total – (sum of Bus, Taxi, Motorcycle and Car Driver)	711	597	1108	931

Table 13: Residential Trip Generation with Travel Planning Reduction Applied (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	9	38	47	51	22	74
Bus	22	90	113	122	53	176
Taxi	2	7	9	10	4	15
Motorcycle	2	7	9	10	4	15
Car Driver	115	464	579	628	274	902
Car Passenger	13	52	65	71	31	102
Cycle	9	38	47	51	22	73
Pedestrian	15	60	75	81	36	117
Total	187	758	945	1025	448	1473
Vehicular Total – (sum of Bus, Taxi, Motorcycle and Car Driver)	118	479	597	648	283	931

Employment Trips

The TRICS trip generation database was interrogated to identify appropriate employment person trip rates that reflect the land uses proposed on site. The TRICS category 'Business Park' was used to reflect the multiple tenant employment area proposed. The TRICS search was constrained to sites within England excluding Central London with over 99 employees. **Table 14** shows the employment trip rates extracted from TRICS along with the resultant person trip generation based upon provision of 1360 jobs.

Table 14: Employment Person Trip Rates and Generation

Employment Trip Rates (per employee) and Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.420	0.066	0.486	0.042	0.324	0.366
Trip Generation (1360 jobs)	571	90	661	57	441	498

Source: TRICS, 2020

The employment trip generation was adjusted to remove the internal employment trips generated by the residential land use. Rather than apply a percentage reduction the actual number of internalised residential trips were subtracted from the gross external employment trip generation (**Table 14**). **Table 15** compares the employment trip generation with and without internalisation.

Table 15: Comparison of Employment Trip Generation with and without Internalisation

Employment Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Employment All Person Trip Generation (without internalisation)	571	90	661	57	441	498
Employment All Person Trip Generation (with internalisation)	536	81	618	39	400	439
Net Change (residential to employment internalised trips)	-35	-9	-43	-18	-41	-59

The Census Travel to Work data was then further utilised for the same MSOAs as that of the residential land use to generate an employment mode share as shown in **Table 16**.

Table 16: Employment Mode Share

Mode	Number of trips across MSOAs MK 28,29,31,32 and AV 003	Percentage
Underground/Light Rail	4	0%
Train	191	3%
Bus/Minibus/Coach	274	4%
Taxi	67	1%
Motorcycle	37	1%
Car Driver	5,267	75%
Car Passenger	519	7%
Bicycle	129	2%
On Foot	541	8%
Total	7029	100%

Source: nomisweb.co.uk – Census Table WP703EW – Method of Travel to Work (2001 specification)

The modal shares shown in **Table 16** were then applied to the employment trip generation presented in **Table 15**. **Table 17** presents the employment trip generation by mode taking account of internalisation.

Table 17: Employment Trip Generation (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	16	2	18	1	12	13
Bus	21	3	24	2	16	18
Taxi	5	1	6	0	4	4
Motorcycle	5	1	6	0	4	4
Car Driver	402	61	463	29	300	329
Car Passenger	38	6	43	3	28	31
Cycle	11	2	13	1	8	9
Pedestrian	43	6	49	3	32	35
Total	541	82	622	39	404	443
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	412	63	475	29	308	337

The TA will include a sensitivity test that considers the impact of the development on the transport network once account has been made of the Travel Plan. To account for travel planning, a 12% point reduction was applied to car driver trips generated by the employment land use at the proposed development. This 12% point reduction was then distributed between bus (6%), walking (3%) and cycling (3%) in accordance with the aspirations of the Travel Plan. The change in trips is shown in **Table 18** whilst **Table 19** shows the resultant employment trip generation.

Table 18: Employment Trip Generation Travel Plan Targets Based Upon a 12% Point Reduction in Car Driver Trips

Mode	AM Peak Baseline Mode Share	TP Target Mode Share	PM Peak Baseline Mode Share	TP Target Mode Share
Rail	19	19	13	13
Bus	25	62	18	44
Taxi	6	6	4	4
Motorcycle	6	6	4	4
Car Driver	463	388	329	276
Car Passenger	43	43	31	31
Cycle	12	31	9	22
Pedestrian	49	68	35	48
Total	624	624	444	444
Vehicular Total – (sum of Bus, Taxi, Motorcycle and Car Driver)	476	401	338	285

Table 19: Employment Trip Generation with Travel Planning Reduction Applied (external trips)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	16	2	19	1	12	13
Bus	54	8	62	4	40	44
Taxi	5	1	6	0	4	4
Motorcycle	5	1	6	0	4	4
Car Driver	337	51	388	25	251	276
Car Passenger	38	6	43	3	28	31
Cycle	27	4	31	2	20	22
Pedestrian	59	9	68	4	44	48
Total	542	82	624	40	404	444
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver)	348	53	401	25	259	285

Education Trips

The proposed primary school trips were assumed to be fully internalised, in accordance with the trip generation approved within the 2016 TA. The secondary school trip generation was derived using the previously agreed external vehicular trip generation from the August 2016 TA shown below in **Table 20.**

Table 20: External Secondary School Vehicular Trip Generation (2016 TA)

Secondary School Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Staff	24	0	24	0	15	15
Pupils	73	73	146	0	0	0
Buses	3	3	6	0	0	0
Total	101	76	177	0	15	15

Source: 2016 TA, Mouchel.

The Secondary School vehicular trip generation has been factored up to represent an all mode trip generation. **Table 21** presents the staff all mode trip generation for the secondary school on the basis of the following assumptions, which were derived from the 2016 TA and associated TNs:

- 58 staff members of which 69% would be teaching staff and 31% non-teaching staff.
- 50% of teaching staff would arrive and depart in the peak hours. 90% of non-teaching staff would arrive in the AM peak and 10% depart in the PM peak.
- The Census Travel to Work mode share previously adopted in the 2016 TA has been used for the staff trips.

Table 21: Secondary Education Trip Generation – Staff (Prior to Internalisation)

Secondary Education Trip Generation (Staff)	Staff Mode Share 2016 TA	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	5%	2	0	2	0	1	1
Bus	3%	1	0	1	0	1	01
Taxi	1%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Car Driver	73%	26	0	26	0	16	16
Car Passenger	5%	2	0	2	0	1	1
Cycle	2%	1	0	1	0	0	0
Pedestrian	11%	4	0	4	0	2	2
Total	100%	37	0	37	0	22	22

For student trips it was assumed that the four-form of entry school proposed would have a capacity of 600 students and that all would be present on site each day for robustness. In addition, all pupil vehicular arrival trips would have a corresponding vehicular departure in the AM peak.

Table 22 provides the all mode trip generation for students at the proposed school utilising the mode share for students previously agreed as part of the 2016 work.

Table 22: Secondary Education All Mode Trip Generation – Students (Prior to Internalisation)

Secondary Education Trip Generation (Students)	Mode Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	2%	12	0	12	0	0	0
Bus	43%	252	0	252	0	0	0
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Car Driver	*	115	115	230	0	0	0
Car Passenger	24%	144	0	144	0	0	0
Cycle	2%	12	0	12	0	0	0
Pedestrian	30%	180	0	180	0	0	0
Total	100%	715	115	715	0	0	0

*Car Driver Trips are estimated based upon the number of car passenger trips as derived from the 2016 TA

20% of the staff trips were then assumed to be internalised and 50% of the student trips were internalised. The remaining external trips for staff and students are shown in **Tables 23** and **24**.

Table 23: Secondary Education Trip Generation – External Staff Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	1	0	1	0	1	1
Bus	1	0	1	0	1	1
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	21	0	21	0	13	13
Car Passenger	1	0	1	0	1	1
Cycle	1	0	1	0	0	0
Pedestrian	3	0	3	0	2	2
Total	29	0	29	0	17	17

Table 24: Secondary Education All Mode Trip Generation – External Student Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	6	0	6	0	0	0
Bus	128	0	128	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	73	73	146	0	0	0
Car Passenger	88	0	88	0	0	0
Cycle	6	0	6	0	0	0
Pedestrian	91	0	91	0	0	0
Total	392	73	465	0	0	0

The resultant combined external staff and pupil external all mode trip generation for the secondary school is presented in **Table 25**.

Table 25: Secondary Education All Mode Trip Generation (External)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	8	0	8	0	1	0
Bus	129	0	129	0	1	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	98	73	171	0	13	7
Car Passenger	89	0	89	0	1	0
Cycle	7	0	7	0	0	0
Pedestrian	94	0	94	0	2	1
Total	413	73	498	0	18	18
Vehicular Total – (Total from 2016 TA – includes allowance for 3 school buses)	101	76	177	0	15	15

Neighbourhood Centre

The neighbourhood centre is proposed to be ancillary to the development and as such will not have an external trip generation. The only trips associated with this land use will be servicing trips which have been addressed separately below.

Servicing Trips

Servicing trips have been calculated based upon the OGV (Other Goods Vehicle) trip rates obtained for the various land uses from TRICS. It should be noted that as the trip generation presented throughout this TN has utilised the 'Total Person' trip rate from TRICS, therefore also extracting the OGV trip rates from the same dataset would result in the double-counting of trips. To prevent double counting the servicing trips

were subtracted from the car driver trips in the final trip generation tables (**Tables 28 and 29)**. The OGV trip rates for each of the land uses is presented in **Table 26**.

Table 26: Servicing Trip Rates

Servicing Trip Rates (per employee/student/dwellings/100m2)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (per dwelling)	0.002	0.002	0.004	0.001	0.001	0.002
Employment (per employee)	0.001	0.001	0.002	0	0	0
Neighbourhood Centre (per 100m2)	0.099	0.06	0.159	0.04	0.04	0.08
Secondary Education (per pupil)	0.001	0.001	0.002	0	0	0
Primary Education (per pupil)	0.001	0.001	0.002	0	0	0

Source: TRICS 2020

The trip rates in **Table 26** were applied to the proposed land use mix to provide a servicing trip generation as presented in **Table 27**.

Table 27: Servicing Trip Generation

Employment Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (per dwelling)	4	4	7	2	2	4
Employment (per employee)	1	1	3	0	0	0
Neighbourhood Centre (per 100m2)	7	4	11	3	3	5
Secondary Education (per pupil)	1	1	1	0	0	0
Primary Education (per pupil)	1	1	1	0	0	0
Total	13	10	23	5	5	9

Total External Trip Generation

The proposed development total trip generation is a combination of all the proposed land uses (**Tables 10, 17, 25 and 27**) which includes external residential, employment and secondary education trips. The total trip generation split into the various modes of travel is shown below in **Table 28.**

Table 28: Total Development Trip Generation for all Land Uses (Excluding Travel Planning)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	33	40	73	52	35	87
Bus	161	48	209	62	43	106
Taxi	8	8	16	11	9	19
Motorcycle	8	8	16	11	9	19
Car Driver reduced to account for servicing trips	625	678	1303	776	636	1412
Car Passenger	140	58	198	74	60	134
Cycle	21	17	38	21	17	38
Pedestrian	147	44	191	54	56	110
Servicing	13	10	23	5	5	9
Total – Person Trips	1154	912	2066	1064	869	1933
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver and servicing)	657	710	1368	803	660	1463

As can be seen above, the proposed development is anticipated to generate 2043 person trips in the AM peak and 1924 in the PM peak. Prior to considering travel planning the total vehicular trip generation is anticipated to be 1368 movements in the AM peak and 1463 movements in the PM peak.

Taking account of travel planning and the 12% point reduction in car driver trips applied to the residential and employment land uses the total development trip generation is shown in **Table 29**.

Table 29: Total Development Trip Generation for all Land Uses (Including Travel Planning)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	33	40	73	52	35	87
Bus	205	99	304	126	94	220
Taxi	8	8	16	11	9	19
Motorcycle	8	8	16	11	9	19
Car Driver (reduced to account for servicing trips)	537	578	1115	648	534	1182
Car Passenger	140	58	198	74	60	134
Cycle	43	42	85	53	43	96
Pedestrian	168	69	238	86	82	167
Servicing	13	10	23	5	5	9
Total	1154	912	2066	1064	869	1933
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver and servicing)	565	605	1170	673	556	1229

Accounting for Travel Planning the anticipated vehicular trip generation will result in 1267 movements in the AM peak and 1282 in the PM peak.

At the request of Stirling Maynard Consultants on behalf of MKC, rail based trips have been removed from the trip generation and applied across the potential modes that would be used to access rail based public transport. As such, the rail trips have been re-assigned to bus, car driver, car passenger and cycle. The re-assignment has been calculated per arriving and departing trip in each peak hour and so the proportion that the trips are re-assigned to each mode varies by time and whether its an arrival or departure. The resultant trip generation prior to taking account of travel planning is shown in **Table 30.**

Table 30: Total Development Trip Generation (Excluding Travel Planning) – Rail Reassigned

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	0	0	0	0	0	0
Bus	167	51	218	66	45	111
Taxi	8	8	16	11	9	19
Motorcycle	8	9	16	11	9	20
Car Driver reduced to account for servicing trips	646	712	1357	818	665	1484
Car Passenger	144	61	206	78	63	140
Cycle	22	17	39	22	18	40
Pedestrian	147	44	191	54	56	110
Servicing	13	10	23	5	5	9
Total – Person Trips	1154	912	2066	1064	869	1933
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver and servicing)	674	739	1412	844	687	1532

The resultant trip generation taking account of travel planning is shown in **Table 31**.

Table 31: Total Development Trip Generation (Including Travel Planning) – Rail Reassigned

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	0	0	0	0	0	0
Bus	212	104	316	133	99	232
Taxi	8	8	16	11	9	19
Motorcycle	8	9	16	11	9	20
Car Driver reduced to account for servicing trips	556	607	1162	685	559	1244
Car Passenger	144	61	206	78	63	141
Cycle	44	44	88	56	45	101
Pedestrian	168	69	238	86	82	167
Servicing	13	10	23	5	5	9
Total – Person Trips	1154	912	2066	1064	869	1933
Vehicular Total – (sum of Taxi, Motorcycle and Car Driver and servicing)	584	634	1218	711	581	1292

A comparison has been provided between the vehicular trip generation assumed in the 2016 TA and the trip generation now proposed as part of the updated TA. This comparison is shown in **Table 32**.

Table 32: Vehicular Trip Generation Comparison (2016 TA and Updated TA)

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
2016 TA	488	1109	1597	902	511	1413
Updated TA – excluding Travel Planning	674	739	1412	844	687	1532
Net Change excluding Travel Planning	186	-370	-185	-58	176	119
Updated TA - Including Travel Planning	584	634	1218	711	581	1292
Net Change - including Travel Planning	96	-475	-379	-191	70	-121

Appendix A – TRICS Trip Rate Review

Appendix A – TRICS Residential Trip Rate Analysis

DH-03-A-02 - LEAZES LANE, BISHOP AUCKLAND, ST HELEN AUCKLAND – 125 dwellings

Summary: No on-site facilities - included

DS-03-A-02 - RADBOURNE LANE DERBY – 371 dwellings

Summary: Co-op foodstore on site - excluded

DV-03-A-02 - MILLHEAD ROAD HONITON - Highfield and Millers Way – 116 dwellings

Summary: No on-site facilities - included

ES-03-A-03 - SHEPHAM LANE POLEGATE – 212 dwellings

Summary: No on-site facilities - included

ES-03-A-04 - NEW LYDD ROAD CAMBER – 134 dwellings

Summary: No on-site facilities - included

ES-03-A-05 - RATTLE ROAD NEAR EASTBOURNE STONE CROSS – 99 dwellings

Summary: No on-site facilities - included

HF-03-A-03 - HARE STREET ROAD BUNTINGFORD – 160 dwellings

Summary: No on-site facilities - included

KC-03-A-04 - KILN BARN ROAD AYLESFORD DITTON – 110 dwellings

Summary: No on-site facilities - included

KC-03-A-06 - MARGATE ROAD HERNE BAY – 363 dwellings

Summary: No on-site facilities but pub and hotel located adjacent to site - included

KC-03-A-07 - RECULVER ROAD HERNE BAY – 288 dwellings

Summary: No on-site facilities but GP surgery opposite - included

KC-03-A-08 - MAIDSTONE ROAD CHARING – 159 dwellings

Summary: No on-site facilities but primary school located opposite - included

NE-03-A-02 - HANOVER WALK SCUNTHORPE – 432 dwelling

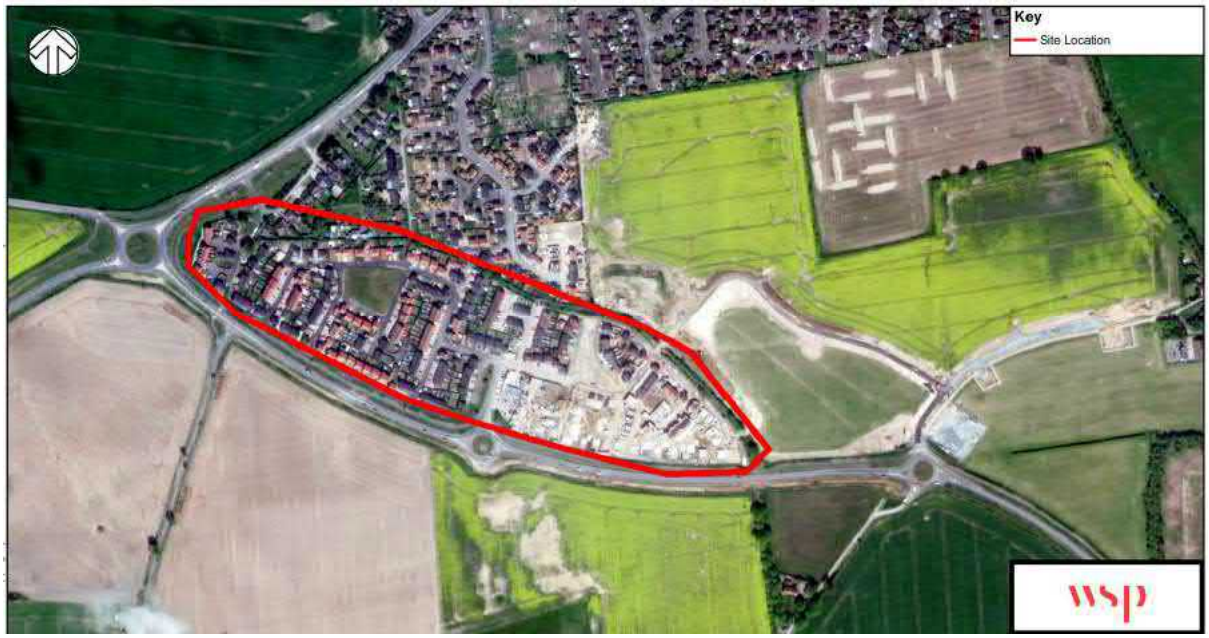
Summary: No on-site facilities - included

NE-03-A-03 - STATION ROAD SCUNTHORPE – 180 dwellings

Summary: No on-site facilities, Asda supermarket located opposite site - included

NF-03-A-06 - BEAUFORT WAY GREAT YARMOUTH BRADWELL – 275 dwellings

Summary: No on-site facilities. - included



NF-03-A-08 - SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY – 1817 dwelling

Summary: Primary School and community centre located on site - excluded

NF-03-A-09 - ROUND HOUSE WAY NORWICH CRINGLEFORD – 984 dwellings

Summary: Primary School, local shop and community centre located on site - excluded

NY-03-A-06 - HORSEFAIR BOROUGHBRIDGE – 115 dwellings

Summary: No on-site facilities - included

SC-03-A-05 REIGATE ROAD HORLEY – 207 dwellings

Summary: No on-site facilities - included

ST-03-A-07 - BEACONSIDE STAFFORD MARSTON GATE – 248 dwellings

Summary: No on-site facilities - included

WS-03-A-04 - HILLS FARM LANE HORSHAM BROADBRIDGE HEATH – 151 dwellings

Summary: No on-site facilities at the time of the survey (2014) albeit the site is adjacent to a school and Tesco supermarket - included

WS-03-A-08 - ROUNDSTONE LANE ANGMERING – 180 dwellings

Summary: No on-site facilities - included

WS-03-A-09 - LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON – 197 dwellings

Summary: No on-site facilities, care home located on site but trips are stated as being excluded- included

WS-03-A-11 - ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH – 918 dwellings

Summary: Whilst the site does now contain a primary school and neighbourhood centre at the time of the survey(April 2019) these land uses were not active – included

Appendix B – TRICS Data

Calculation Reference: AUDIT-100301-200317-0324

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	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: 99 to 918 (units:)
Range Selected by User: 99 to 918 (units:)

Parking Spaces 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: 01/01/11 to 23/09/19

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	6 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	14
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	18
Village	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	20 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	4 days
5,001 to 10,000	4 days
10,001 to 15,000	7 days
15,001 to 20,000	2 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	6 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
125,001 to 250,000	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	4 days
1.1 to 1.5	14 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	7 days
No	13 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	20 days

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

LIST OF SITES relevant to selection parameters

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

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number 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 Number 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 Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

5 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

6 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total Number of dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

7 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

10 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

11 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*

12 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

13 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total Number of dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

14 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

15 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total Number of dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

16 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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

18 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

19 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

20 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	20	233	0.070	20	233	0.269	20	233	0.339
08:00 - 09:00	20	233	0.126	20	233	0.375	20	233	0.501
09:00 - 10:00	20	233	0.141	20	233	0.158	20	233	0.299
10:00 - 11:00	20	233	0.119	20	233	0.150	20	233	0.269
11:00 - 12:00	20	233	0.125	20	233	0.137	20	233	0.262
12:00 - 13:00	20	233	0.148	20	233	0.139	20	233	0.287
13:00 - 14:00	20	233	0.152	20	233	0.148	20	233	0.300
14:00 - 15:00	20	233	0.158	20	233	0.186	20	233	0.344
15:00 - 16:00	20	233	0.257	20	233	0.168	20	233	0.425
16:00 - 17:00	20	233	0.265	20	233	0.162	20	233	0.427
17:00 - 18:00	20	233	0.333	20	233	0.156	20	233	0.489
18:00 - 19:00	20	233	0.289	20	233	0.176	20	233	0.465
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.183			2.224			4.407

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:	99 - 918 (units:)
Survey date date range:	01/01/11 - 23/09/19
Number of weekdays (Monday-Friday):	20
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
MULTI-MODAL 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	20	233	0.001	20	233	0.002	20	233	0.003
08:00 - 09:00	20	233	0.003	20	233	0.003	20	233	0.006
09:00 - 10:00	20	233	0.002	20	233	0.001	20	233	0.003
10:00 - 11:00	20	233	0.001	20	233	0.001	20	233	0.002
11:00 - 12:00	20	233	0.001	20	233	0.001	20	233	0.002
12:00 - 13:00	20	233	0.001	20	233	0.001	20	233	0.002
13:00 - 14:00	20	233	0.001	20	233	0.001	20	233	0.002
14:00 - 15:00	20	233	0.002	20	233	0.002	20	233	0.004
15:00 - 16:00	20	233	0.004	20	233	0.004	20	233	0.008
16:00 - 17:00	20	233	0.003	20	233	0.003	20	233	0.006
17:00 - 18:00	20	233	0.001	20	233	0.001	20	233	0.002
18:00 - 19:00	20	233	0.001	20	233	0.001	20	233	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			0.021			0.042

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	20	233	0.001	20	233	0.001	20	233	0.002
08:00 - 09:00	20	233	0.002	20	233	0.002	20	233	0.004
09:00 - 10:00	20	233	0.003	20	233	0.001	20	233	0.004
10:00 - 11:00	20	233	0.003	20	233	0.003	20	233	0.006
11:00 - 12:00	20	233	0.001	20	233	0.002	20	233	0.003
12:00 - 13:00	20	233	0.002	20	233	0.003	20	233	0.005
13:00 - 14:00	20	233	0.001	20	233	0.001	20	233	0.002
14:00 - 15:00	20	233	0.002	20	233	0.002	20	233	0.004
15:00 - 16:00	20	233	0.001	20	233	0.002	20	233	0.003
16:00 - 17:00	20	233	0.002	20	233	0.001	20	233	0.003
17:00 - 18:00	20	233	0.001	20	233	0.001	20	233	0.002
18:00 - 19:00	20	233	0.000	20	233	0.001	20	233	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.020			0.039

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	20	233	0.001	20	233	0.001	20	233	0.002
08:00 - 09:00	20	233	0.001	20	233	0.001	20	233	0.002
09:00 - 10:00	20	233	0.001	20	233	0.001	20	233	0.002
10:00 - 11:00	20	233	0.001	20	233	0.001	20	233	0.002
11:00 - 12:00	20	233	0.000	20	233	0.000	20	233	0.000
12:00 - 13:00	20	233	0.000	20	233	0.000	20	233	0.000
13:00 - 14:00	20	233	0.001	20	233	0.001	20	233	0.002
14:00 - 15:00	20	233	0.000	20	233	0.000	20	233	0.000
15:00 - 16:00	20	233	0.001	20	233	0.001	20	233	0.002
16:00 - 17:00	20	233	0.001	20	233	0.001	20	233	0.002
17:00 - 18:00	20	233	0.001	20	233	0.001	20	233	0.002
18:00 - 19:00	20	233	0.000	20	233	0.000	20	233	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	20	233	0.004	20	233	0.007	20	233	0.011
08:00 - 09:00	20	233	0.007	20	233	0.015	20	233	0.022
09:00 - 10:00	20	233	0.001	20	233	0.003	20	233	0.004
10:00 - 11:00	20	233	0.002	20	233	0.004	20	233	0.006
11:00 - 12:00	20	233	0.003	20	233	0.003	20	233	0.006
12:00 - 13:00	20	233	0.004	20	233	0.004	20	233	0.008
13:00 - 14:00	20	233	0.002	20	233	0.001	20	233	0.003
14:00 - 15:00	20	233	0.003	20	233	0.003	20	233	0.006
15:00 - 16:00	20	233	0.006	20	233	0.004	20	233	0.010
16:00 - 17:00	20	233	0.009	20	233	0.008	20	233	0.017
17:00 - 18:00	20	233	0.012	20	233	0.007	20	233	0.019
18:00 - 19:00	20	233	0.009	20	233	0.008	20	233	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.067			0.129

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	20	233	0.086	20	233	0.408	20	233	0.494
08:00 - 09:00	20	233	0.156	20	233	0.650	20	233	0.806
09:00 - 10:00	20	233	0.180	20	233	0.232	20	233	0.412
10:00 - 11:00	20	233	0.157	20	233	0.218	20	233	0.375
11:00 - 12:00	20	233	0.171	20	233	0.204	20	233	0.375
12:00 - 13:00	20	233	0.206	20	233	0.194	20	233	0.400
13:00 - 14:00	20	233	0.220	20	233	0.208	20	233	0.428
14:00 - 15:00	20	233	0.221	20	233	0.259	20	233	0.480
15:00 - 16:00	20	233	0.450	20	233	0.235	20	233	0.685
16:00 - 17:00	20	233	0.451	20	233	0.249	20	233	0.700
17:00 - 18:00	20	233	0.538	20	233	0.228	20	233	0.766
18:00 - 19:00	20	233	0.460	20	233	0.273	20	233	0.733
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.296			3.358			6.654

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
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	20	233	0.014	20	233	0.032	20	233	0.046
08:00 - 09:00	20	233	0.033	20	233	0.109	20	233	0.142
09:00 - 10:00	20	233	0.033	20	233	0.038	20	233	0.071
10:00 - 11:00	20	233	0.031	20	233	0.039	20	233	0.070
11:00 - 12:00	20	233	0.025	20	233	0.028	20	233	0.053
12:00 - 13:00	20	233	0.032	20	233	0.027	20	233	0.059
13:00 - 14:00	20	233	0.026	20	233	0.030	20	233	0.056
14:00 - 15:00	20	233	0.033	20	233	0.038	20	233	0.071
15:00 - 16:00	20	233	0.088	20	233	0.044	20	233	0.132
16:00 - 17:00	20	233	0.059	20	233	0.030	20	233	0.089
17:00 - 18:00	20	233	0.049	20	233	0.028	20	233	0.077
18:00 - 19:00	20	233	0.043	20	233	0.041	20	233	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.466			0.484			0.950

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
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	20	233	0.001	20	233	0.016	20	233	0.017
08:00 - 09:00	20	233	0.001	20	233	0.016	20	233	0.017
09:00 - 10:00	20	233	0.002	20	233	0.008	20	233	0.010
10:00 - 11:00	20	233	0.004	20	233	0.003	20	233	0.007
11:00 - 12:00	20	233	0.003	20	233	0.004	20	233	0.007
12:00 - 13:00	20	233	0.004	20	233	0.004	20	233	0.008
13:00 - 14:00	20	233	0.003	20	233	0.003	20	233	0.006
14:00 - 15:00	20	233	0.004	20	233	0.003	20	233	0.007
15:00 - 16:00	20	233	0.016	20	233	0.006	20	233	0.022
16:00 - 17:00	20	233	0.012	20	233	0.004	20	233	0.016
17:00 - 18:00	20	233	0.008	20	233	0.002	20	233	0.010
18:00 - 19:00	20	233	0.011	20	233	0.004	20	233	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.073			0.142

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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	20	233	0.001	20	233	0.005	20	233	0.006
08:00 - 09:00	20	233	0.000	20	233	0.006	20	233	0.006
09:00 - 10:00	20	233	0.000	20	233	0.003	20	233	0.003
10:00 - 11:00	20	233	0.000	20	233	0.002	20	233	0.002
11:00 - 12:00	20	233	0.000	20	233	0.001	20	233	0.001
12:00 - 13:00	20	233	0.001	20	233	0.001	20	233	0.002
13:00 - 14:00	20	233	0.001	20	233	0.000	20	233	0.001
14:00 - 15:00	20	233	0.001	20	233	0.000	20	233	0.001
15:00 - 16:00	20	233	0.003	20	233	0.001	20	233	0.004
16:00 - 17:00	20	233	0.002	20	233	0.000	20	233	0.002
17:00 - 18:00	20	233	0.005	20	233	0.001	20	233	0.006
18:00 - 19:00	20	233	0.004	20	233	0.000	20	233	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.020			0.038

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
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	20	233	0.000	20	233	0.000	20	233	0.000
08:00 - 09:00	20	233	0.000	20	233	0.001	20	233	0.001
09:00 - 10:00	20	233	0.000	20	233	0.000	20	233	0.000
10:00 - 11:00	20	233	0.000	20	233	0.000	20	233	0.000
11:00 - 12:00	20	233	0.000	20	233	0.000	20	233	0.000
12:00 - 13:00	20	233	0.000	20	233	0.000	20	233	0.000
13:00 - 14:00	20	233	0.000	20	233	0.000	20	233	0.000
14:00 - 15:00	20	233	0.000	20	233	0.000	20	233	0.000
15:00 - 16:00	20	233	0.000	20	233	0.000	20	233	0.000
16:00 - 17:00	20	233	0.000	20	233	0.000	20	233	0.000
17:00 - 18:00	20	233	0.000	20	233	0.000	20	233	0.000
18:00 - 19:00	20	233	0.000	20	233	0.000	20	233	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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	20	233	0.002	20	233	0.021	20	233	0.023
08:00 - 09:00	20	233	0.001	20	233	0.023	20	233	0.024
09:00 - 10:00	20	233	0.002	20	233	0.011	20	233	0.013
10:00 - 11:00	20	233	0.004	20	233	0.004	20	233	0.008
11:00 - 12:00	20	233	0.003	20	233	0.005	20	233	0.008
12:00 - 13:00	20	233	0.005	20	233	0.005	20	233	0.010
13:00 - 14:00	20	233	0.004	20	233	0.004	20	233	0.008
14:00 - 15:00	20	233	0.005	20	233	0.003	20	233	0.008
15:00 - 16:00	20	233	0.019	20	233	0.007	20	233	0.026
16:00 - 17:00	20	233	0.014	20	233	0.004	20	233	0.018
17:00 - 18:00	20	233	0.013	20	233	0.003	20	233	0.016
18:00 - 19:00	20	233	0.015	20	233	0.004	20	233	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.094			0.181

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
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	20	233	0.106	20	233	0.468	20	233	0.574
08:00 - 09:00	20	233	0.197	20	233	0.797	20	233	0.994
09:00 - 10:00	20	233	0.216	20	233	0.284	20	233	0.500
10:00 - 11:00	20	233	0.194	20	233	0.265	20	233	0.459
11:00 - 12:00	20	233	0.201	20	233	0.241	20	233	0.442
12:00 - 13:00	20	233	0.247	20	233	0.230	20	233	0.477
13:00 - 14:00	20	233	0.252	20	233	0.244	20	233	0.496
14:00 - 15:00	20	233	0.262	20	233	0.302	20	233	0.564
15:00 - 16:00	20	233	0.563	20	233	0.290	20	233	0.853
16:00 - 17:00	20	233	0.533	20	233	0.292	20	233	0.825
17:00 - 18:00	20	233	0.611	20	233	0.267	20	233	0.878
18:00 - 19:00	20	233	0.528	20	233	0.326	20	233	0.854
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.910			4.006			7.916

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.*

Calculation Reference: AUDIT-100301-200218-0225

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WO	WORCESTERSHIRE	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 Employees
Actual Range: 105 to 5000 (units:)
Range Selected by User: 99 to 6069 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 26/06/18

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:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
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:

Industrial Zone	4
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1	6 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:

5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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	5 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 CA-02-B-03 SCIENCE PARK CAMBRIDGESHIRE
MILTON ROAD
CAMBRIDGE

Edge of Town
No Sub Category
Total Number of Employees: 5000
Survey date: FRIDAY *06/10/17* *Survey Type: MANUAL*

2 EX-02-B-01 BUSINESS PARK ESSEX
BRUNEL COURT
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Number of Employees: 114
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

3 EX-02-B-02 BUSINESS PARK ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Number of Employees: 107
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

4 LN-02-B-02 BUSINESS PARK LINCOLNSHIRE
CARDINAL CLOSE
LINCOLN

Edge of Town
Industrial Zone
Total Number of Employees: 105
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

5 ST-02-B-04 BUSINESS PARK STAFFORDSHIRE
STONE ROAD
STAFFORD

Edge of Town
Industrial Zone
Total Number of Employees: 1082
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

6 WO-02-B-02 BUSINESS PARK WORCESTERSHIRE
BIRMINGHAM ROAD
NEAR BROMSGROVE
LICKEY END
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of Employees: 282
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL VEHICLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.053	6	1115	0.009	6	1115	0.062
07:30 - 08:00	6	1115	0.114	6	1115	0.015	6	1115	0.129
08:00 - 08:30	6	1115	0.159	6	1115	0.019	6	1115	0.178
08:30 - 09:00	6	1115	0.121	6	1115	0.016	6	1115	0.137
09:00 - 09:30	6	1115	0.063	6	1115	0.014	6	1115	0.077
09:30 - 10:00	6	1115	0.019	6	1115	0.013	6	1115	0.032
10:00 - 10:30	6	1115	0.016	6	1115	0.012	6	1115	0.028
10:30 - 11:00	6	1115	0.014	6	1115	0.011	6	1115	0.025
11:00 - 11:30	6	1115	0.014	6	1115	0.013	6	1115	0.027
11:30 - 12:00	6	1115	0.017	6	1115	0.014	6	1115	0.031
12:00 - 12:30	6	1115	0.017	6	1115	0.022	6	1115	0.039
12:30 - 13:00	6	1115	0.020	6	1115	0.021	6	1115	0.041
13:00 - 13:30	6	1115	0.022	6	1115	0.013	6	1115	0.035
13:30 - 14:00	6	1115	0.018	6	1115	0.015	6	1115	0.033
14:00 - 14:30	6	1115	0.013	6	1115	0.014	6	1115	0.027
14:30 - 15:00	6	1115	0.011	6	1115	0.017	6	1115	0.028
15:00 - 15:30	6	1115	0.012	6	1115	0.023	6	1115	0.035
15:30 - 16:00	6	1115	0.010	6	1115	0.026	6	1115	0.036
16:00 - 16:30	6	1115	0.011	6	1115	0.046	6	1115	0.057
16:30 - 17:00	6	1115	0.011	6	1115	0.060	6	1115	0.071
17:00 - 17:30	6	1115	0.013	6	1115	0.097	6	1115	0.110
17:30 - 18:00	6	1115	0.006	6	1115	0.100	6	1115	0.106
18:00 - 18:30	6	1115	0.006	6	1115	0.087	6	1115	0.093
18:30 - 19:00	6	1115	0.005	6	1115	0.077	6	1115	0.082
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.765			0.754			1.519

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:	105 - 5000 (units:)
Survey date date range:	01/01/11 - 26/06/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TAXIS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
07:30 - 08:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
08:00 - 08:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
08:30 - 09:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
09:00 - 09:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
09:30 - 10:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:00 - 10:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:30 - 11:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:00 - 11:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:30 - 12:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:00 - 12:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:30 - 13:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:00 - 13:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:30 - 14:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:00 - 14:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:30 - 15:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:00 - 15:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:30 - 16:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:00 - 16:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:30 - 17:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:00 - 17:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:30 - 18:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:00 - 18:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:30 - 19:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL OGVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
07:30 - 08:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
08:00 - 08:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
08:30 - 09:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
09:00 - 09:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
09:30 - 10:00	6	1115	0.001	6	1115	0.000	6	1115	0.001
10:00 - 10:30	6	1115	0.000	6	1115	0.001	6	1115	0.001
10:30 - 11:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:00 - 11:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:30 - 12:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
12:00 - 12:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
12:30 - 13:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
13:00 - 13:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:30 - 14:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
14:00 - 14:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:30 - 15:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:00 - 15:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
15:30 - 16:00	6	1115	0.000	6	1115	0.001	6	1115	0.001
16:00 - 16:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
16:30 - 17:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:00 - 17:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:30 - 18:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:00 - 18:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:30 - 19:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.011			0.010			0.021

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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TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PSVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
07:30 - 08:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
08:00 - 08:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
08:30 - 09:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
09:00 - 09:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
09:30 - 10:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:00 - 10:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:30 - 11:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:00 - 11:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:30 - 12:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:00 - 12:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:30 - 13:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:00 - 13:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:30 - 14:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:00 - 14:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:30 - 15:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:00 - 15:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:30 - 16:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:00 - 16:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:30 - 17:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:00 - 17:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:30 - 18:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:00 - 18:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:30 - 19:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL CYCLISTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.005	6	1115	0.001	6	1115	0.006
07:30 - 08:00	6	1115	0.010	6	1115	0.002	6	1115	0.012
08:00 - 08:30	6	1115	0.019	6	1115	0.003	6	1115	0.022
08:30 - 09:00	6	1115	0.021	6	1115	0.002	6	1115	0.023
09:00 - 09:30	6	1115	0.015	6	1115	0.002	6	1115	0.017
09:30 - 10:00	6	1115	0.011	6	1115	0.003	6	1115	0.014
10:00 - 10:30	6	1115	0.006	6	1115	0.003	6	1115	0.009
10:30 - 11:00	6	1115	0.006	6	1115	0.002	6	1115	0.008
11:00 - 11:30	6	1115	0.003	6	1115	0.002	6	1115	0.005
11:30 - 12:00	6	1115	0.004	6	1115	0.003	6	1115	0.007
12:00 - 12:30	6	1115	0.004	6	1115	0.004	6	1115	0.008
12:30 - 13:00	6	1115	0.004	6	1115	0.004	6	1115	0.008
13:00 - 13:30	6	1115	0.005	6	1115	0.004	6	1115	0.009
13:30 - 14:00	6	1115	0.003	6	1115	0.003	6	1115	0.006
14:00 - 14:30	6	1115	0.003	6	1115	0.002	6	1115	0.005
14:30 - 15:00	6	1115	0.002	6	1115	0.004	6	1115	0.006
15:00 - 15:30	6	1115	0.004	6	1115	0.007	6	1115	0.011
15:30 - 16:00	6	1115	0.003	6	1115	0.005	6	1115	0.008
16:00 - 16:30	6	1115	0.003	6	1115	0.009	6	1115	0.012
16:30 - 17:00	6	1115	0.004	6	1115	0.012	6	1115	0.016
17:00 - 17:30	6	1115	0.004	6	1115	0.014	6	1115	0.018
17:30 - 18:00	6	1115	0.003	6	1115	0.016	6	1115	0.019
18:00 - 18:30	6	1115	0.004	6	1115	0.012	6	1115	0.016
18:30 - 19:00	6	1115	0.002	6	1115	0.008	6	1115	0.010
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.148			0.127			0.275

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.064	6	1115	0.010	6	1115	0.074
07:30 - 08:00	6	1115	0.137	6	1115	0.017	6	1115	0.154
08:00 - 08:30	6	1115	0.180	6	1115	0.021	6	1115	0.201
08:30 - 09:00	6	1115	0.145	6	1115	0.019	6	1115	0.164
09:00 - 09:30	6	1115	0.081	6	1115	0.018	6	1115	0.099
09:30 - 10:00	6	1115	0.027	6	1115	0.017	6	1115	0.044
10:00 - 10:30	6	1115	0.023	6	1115	0.017	6	1115	0.040
10:30 - 11:00	6	1115	0.021	6	1115	0.015	6	1115	0.036
11:00 - 11:30	6	1115	0.021	6	1115	0.017	6	1115	0.038
11:30 - 12:00	6	1115	0.023	6	1115	0.018	6	1115	0.041
12:00 - 12:30	6	1115	0.023	6	1115	0.031	6	1115	0.054
12:30 - 13:00	6	1115	0.027	6	1115	0.028	6	1115	0.055
13:00 - 13:30	6	1115	0.032	6	1115	0.018	6	1115	0.050
13:30 - 14:00	6	1115	0.025	6	1115	0.021	6	1115	0.046
14:00 - 14:30	6	1115	0.017	6	1115	0.021	6	1115	0.038
14:30 - 15:00	6	1115	0.016	6	1115	0.025	6	1115	0.041
15:00 - 15:30	6	1115	0.017	6	1115	0.032	6	1115	0.049
15:30 - 16:00	6	1115	0.014	6	1115	0.037	6	1115	0.051
16:00 - 16:30	6	1115	0.015	6	1115	0.064	6	1115	0.079
16:30 - 17:00	6	1115	0.014	6	1115	0.084	6	1115	0.098
17:00 - 17:30	6	1115	0.017	6	1115	0.123	6	1115	0.140
17:30 - 18:00	6	1115	0.008	6	1115	0.122	6	1115	0.130
18:00 - 18:30	6	1115	0.010	6	1115	0.105	6	1115	0.115
18:30 - 19:00	6	1115	0.007	6	1115	0.091	6	1115	0.098
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.964			0.971			1.935

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.004	6	1115	0.001	6	1115	0.005
07:30 - 08:00	6	1115	0.008	6	1115	0.002	6	1115	0.010
08:00 - 08:30	6	1115	0.017	6	1115	0.005	6	1115	0.022
08:30 - 09:00	6	1115	0.013	6	1115	0.003	6	1115	0.016
09:00 - 09:30	6	1115	0.008	6	1115	0.002	6	1115	0.010
09:30 - 10:00	6	1115	0.006	6	1115	0.003	6	1115	0.009
10:00 - 10:30	6	1115	0.005	6	1115	0.004	6	1115	0.009
10:30 - 11:00	6	1115	0.004	6	1115	0.003	6	1115	0.007
11:00 - 11:30	6	1115	0.004	6	1115	0.001	6	1115	0.005
11:30 - 12:00	6	1115	0.003	6	1115	0.004	6	1115	0.007
12:00 - 12:30	6	1115	0.007	6	1115	0.009	6	1115	0.016
12:30 - 13:00	6	1115	0.010	6	1115	0.008	6	1115	0.018
13:00 - 13:30	6	1115	0.010	6	1115	0.011	6	1115	0.021
13:30 - 14:00	6	1115	0.008	6	1115	0.004	6	1115	0.012
14:00 - 14:30	6	1115	0.005	6	1115	0.003	6	1115	0.008
14:30 - 15:00	6	1115	0.001	6	1115	0.002	6	1115	0.003
15:00 - 15:30	6	1115	0.003	6	1115	0.002	6	1115	0.005
15:30 - 16:00	6	1115	0.003	6	1115	0.004	6	1115	0.007
16:00 - 16:30	6	1115	0.004	6	1115	0.008	6	1115	0.012
16:30 - 17:00	6	1115	0.004	6	1115	0.009	6	1115	0.013
17:00 - 17:30	6	1115	0.005	6	1115	0.016	6	1115	0.021
17:30 - 18:00	6	1115	0.003	6	1115	0.017	6	1115	0.020
18:00 - 18:30	6	1115	0.003	6	1115	0.008	6	1115	0.011
18:30 - 19:00	6	1115	0.001	6	1115	0.005	6	1115	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.139			0.134			0.273

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.004	6	1115	0.000	6	1115	0.004
07:30 - 08:00	6	1115	0.005	6	1115	0.000	6	1115	0.005
08:00 - 08:30	6	1115	0.010	6	1115	0.011	6	1115	0.021
08:30 - 09:00	6	1115	0.010	6	1115	0.003	6	1115	0.013
09:00 - 09:30	6	1115	0.005	6	1115	0.001	6	1115	0.006
09:30 - 10:00	6	1115	0.003	6	1115	0.000	6	1115	0.003
10:00 - 10:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
10:30 - 11:00	6	1115	0.001	6	1115	0.000	6	1115	0.001
11:00 - 11:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
11:30 - 12:00	6	1115	0.001	6	1115	0.003	6	1115	0.004
12:00 - 12:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
12:30 - 13:00	6	1115	0.002	6	1115	0.001	6	1115	0.003
13:00 - 13:30	6	1115	0.002	6	1115	0.001	6	1115	0.003
13:30 - 14:00	6	1115	0.006	6	1115	0.001	6	1115	0.007
14:00 - 14:30	6	1115	0.000	6	1115	0.001	6	1115	0.001
14:30 - 15:00	6	1115	0.002	6	1115	0.002	6	1115	0.004
15:00 - 15:30	6	1115	0.000	6	1115	0.002	6	1115	0.002
15:30 - 16:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
16:00 - 16:30	6	1115	0.001	6	1115	0.004	6	1115	0.005
16:30 - 17:00	6	1115	0.001	6	1115	0.005	6	1115	0.006
17:00 - 17:30	6	1115	0.001	6	1115	0.007	6	1115	0.008
17:30 - 18:00	6	1115	0.001	6	1115	0.008	6	1115	0.009
18:00 - 18:30	6	1115	0.001	6	1115	0.002	6	1115	0.003
18:30 - 19:00	6	1115	0.001	6	1115	0.003	6	1115	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.061			0.059			0.120

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
07:30 - 08:00	6	1115	0.002	6	1115	0.000	6	1115	0.002
08:00 - 08:30	6	1115	0.003	6	1115	0.000	6	1115	0.003
08:30 - 09:00	6	1115	0.001	6	1115	0.000	6	1115	0.001
09:00 - 09:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
09:30 - 10:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:00 - 10:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:30 - 11:00	6	1115	0.001	6	1115	0.000	6	1115	0.001
11:00 - 11:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:30 - 12:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:00 - 12:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:30 - 13:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:00 - 13:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:30 - 14:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:00 - 14:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:30 - 15:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:00 - 15:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:30 - 16:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:00 - 16:30	6	1115	0.000	6	1115	0.001	6	1115	0.001
16:30 - 17:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
17:00 - 17:30	6	1115	0.000	6	1115	0.001	6	1115	0.001
17:30 - 18:00	6	1115	0.000	6	1115	0.001	6	1115	0.001
18:00 - 18:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:30 - 19:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.003			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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.004	6	1115	0.000	6	1115	0.004
07:30 - 08:00	6	1115	0.008	6	1115	0.000	6	1115	0.008
08:00 - 08:30	6	1115	0.014	6	1115	0.011	6	1115	0.025
08:30 - 09:00	6	1115	0.011	6	1115	0.003	6	1115	0.014
09:00 - 09:30	6	1115	0.006	6	1115	0.001	6	1115	0.007
09:30 - 10:00	6	1115	0.003	6	1115	0.000	6	1115	0.003
10:00 - 10:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
10:30 - 11:00	6	1115	0.002	6	1115	0.000	6	1115	0.002
11:00 - 11:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
11:30 - 12:00	6	1115	0.001	6	1115	0.003	6	1115	0.004
12:00 - 12:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
12:30 - 13:00	6	1115	0.002	6	1115	0.001	6	1115	0.003
13:00 - 13:30	6	1115	0.002	6	1115	0.001	6	1115	0.003
13:30 - 14:00	6	1115	0.006	6	1115	0.001	6	1115	0.007
14:00 - 14:30	6	1115	0.000	6	1115	0.001	6	1115	0.001
14:30 - 15:00	6	1115	0.002	6	1115	0.002	6	1115	0.004
15:00 - 15:30	6	1115	0.000	6	1115	0.002	6	1115	0.002
15:30 - 16:00	6	1115	0.001	6	1115	0.001	6	1115	0.002
16:00 - 16:30	6	1115	0.001	6	1115	0.005	6	1115	0.006
16:30 - 17:00	6	1115	0.001	6	1115	0.005	6	1115	0.006
17:00 - 17:30	6	1115	0.001	6	1115	0.008	6	1115	0.009
17:30 - 18:00	6	1115	0.001	6	1115	0.009	6	1115	0.010
18:00 - 18:30	6	1115	0.001	6	1115	0.003	6	1115	0.004
18:30 - 19:00	6	1115	0.001	6	1115	0.003	6	1115	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.071			0.063			0.134

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.077	6	1115	0.012	6	1115	0.089
07:30 - 08:00	6	1115	0.162	6	1115	0.021	6	1115	0.183
08:00 - 08:30	6	1115	0.230	6	1115	0.039	6	1115	0.269
08:30 - 09:00	6	1115	0.190	6	1115	0.027	6	1115	0.217
09:00 - 09:30	6	1115	0.109	6	1115	0.023	6	1115	0.132
09:30 - 10:00	6	1115	0.048	6	1115	0.023	6	1115	0.071
10:00 - 10:30	6	1115	0.035	6	1115	0.024	6	1115	0.059
10:30 - 11:00	6	1115	0.033	6	1115	0.020	6	1115	0.053
11:00 - 11:30	6	1115	0.029	6	1115	0.022	6	1115	0.051
11:30 - 12:00	6	1115	0.031	6	1115	0.028	6	1115	0.059
12:00 - 12:30	6	1115	0.035	6	1115	0.046	6	1115	0.081
12:30 - 13:00	6	1115	0.043	6	1115	0.041	6	1115	0.084
13:00 - 13:30	6	1115	0.049	6	1115	0.035	6	1115	0.084
13:30 - 14:00	6	1115	0.042	6	1115	0.029	6	1115	0.071
14:00 - 14:30	6	1115	0.025	6	1115	0.028	6	1115	0.053
14:30 - 15:00	6	1115	0.023	6	1115	0.032	6	1115	0.055
15:00 - 15:30	6	1115	0.024	6	1115	0.044	6	1115	0.068
15:30 - 16:00	6	1115	0.021	6	1115	0.047	6	1115	0.068
16:00 - 16:30	6	1115	0.024	6	1115	0.086	6	1115	0.110
16:30 - 17:00	6	1115	0.023	6	1115	0.110	6	1115	0.133
17:00 - 17:30	6	1115	0.028	6	1115	0.161	6	1115	0.189
17:30 - 18:00	6	1115	0.014	6	1115	0.163	6	1115	0.177
18:00 - 18:30	6	1115	0.017	6	1115	0.128	6	1115	0.145
18:30 - 19:00	6	1115	0.010	6	1115	0.107	6	1115	0.117
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.322			1.296			2.618

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL CARS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.049	6	1115	0.006	6	1115	0.055
07:30 - 08:00	6	1115	0.109	6	1115	0.012	6	1115	0.121
08:00 - 08:30	6	1115	0.153	6	1115	0.015	6	1115	0.168
08:30 - 09:00	6	1115	0.114	6	1115	0.010	6	1115	0.124
09:00 - 09:30	6	1115	0.058	6	1115	0.010	6	1115	0.068
09:30 - 10:00	6	1115	0.014	6	1115	0.009	6	1115	0.023
10:00 - 10:30	6	1115	0.011	6	1115	0.006	6	1115	0.017
10:30 - 11:00	6	1115	0.009	6	1115	0.007	6	1115	0.016
11:00 - 11:30	6	1115	0.008	6	1115	0.008	6	1115	0.016
11:30 - 12:00	6	1115	0.011	6	1115	0.009	6	1115	0.020
12:00 - 12:30	6	1115	0.012	6	1115	0.018	6	1115	0.030
12:30 - 13:00	6	1115	0.015	6	1115	0.017	6	1115	0.032
13:00 - 13:30	6	1115	0.018	6	1115	0.010	6	1115	0.028
13:30 - 14:00	6	1115	0.013	6	1115	0.010	6	1115	0.023
14:00 - 14:30	6	1115	0.009	6	1115	0.012	6	1115	0.021
14:30 - 15:00	6	1115	0.007	6	1115	0.013	6	1115	0.020
15:00 - 15:30	6	1115	0.008	6	1115	0.019	6	1115	0.027
15:30 - 16:00	6	1115	0.007	6	1115	0.023	6	1115	0.030
16:00 - 16:30	6	1115	0.008	6	1115	0.041	6	1115	0.049
16:30 - 17:00	6	1115	0.009	6	1115	0.056	6	1115	0.065
17:00 - 17:30	6	1115	0.011	6	1115	0.093	6	1115	0.104
17:30 - 18:00	6	1115	0.004	6	1115	0.097	6	1115	0.101
18:00 - 18:30	6	1115	0.006	6	1115	0.086	6	1115	0.092
18:30 - 19:00	6	1115	0.005	6	1115	0.076	6	1115	0.081
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.668			0.663			1.331

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL LGVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.002	6	1115	0.001	6	1115	0.003
07:30 - 08:00	6	1115	0.003	6	1115	0.001	6	1115	0.004
08:00 - 08:30	6	1115	0.004	6	1115	0.002	6	1115	0.006
08:30 - 09:00	6	1115	0.005	6	1115	0.004	6	1115	0.009
09:00 - 09:30	6	1115	0.003	6	1115	0.004	6	1115	0.007
09:30 - 10:00	6	1115	0.004	6	1115	0.004	6	1115	0.008
10:00 - 10:30	6	1115	0.005	6	1115	0.005	6	1115	0.010
10:30 - 11:00	6	1115	0.004	6	1115	0.004	6	1115	0.008
11:00 - 11:30	6	1115	0.005	6	1115	0.005	6	1115	0.010
11:30 - 12:00	6	1115	0.004	6	1115	0.003	6	1115	0.007
12:00 - 12:30	6	1115	0.004	6	1115	0.004	6	1115	0.008
12:30 - 13:00	6	1115	0.004	6	1115	0.003	6	1115	0.007
13:00 - 13:30	6	1115	0.004	6	1115	0.002	6	1115	0.006
13:30 - 14:00	6	1115	0.004	6	1115	0.005	6	1115	0.009
14:00 - 14:30	6	1115	0.003	6	1115	0.002	6	1115	0.005
14:30 - 15:00	6	1115	0.004	6	1115	0.004	6	1115	0.008
15:00 - 15:30	6	1115	0.002	6	1115	0.003	6	1115	0.005
15:30 - 16:00	6	1115	0.002	6	1115	0.003	6	1115	0.005
16:00 - 16:30	6	1115	0.002	6	1115	0.003	6	1115	0.005
16:30 - 17:00	6	1115	0.002	6	1115	0.003	6	1115	0.005
17:00 - 17:30	6	1115	0.001	6	1115	0.003	6	1115	0.004
17:30 - 18:00	6	1115	0.001	6	1115	0.002	6	1115	0.003
18:00 - 18:30	6	1115	0.001	6	1115	0.001	6	1115	0.002
18:30 - 19:00	6	1115	0.000	6	1115	0.001	6	1115	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.073			0.072			0.145

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
07:30 - 08:00	6	1115	0.001	6	1115	0.000	6	1115	0.001
08:00 - 08:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
08:30 - 09:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
09:00 - 09:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
09:30 - 10:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:00 - 10:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
10:30 - 11:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:00 - 11:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
11:30 - 12:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:00 - 12:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
12:30 - 13:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:00 - 13:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
13:30 - 14:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:00 - 14:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
14:30 - 15:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
15:00 - 15:30	6	1115	0.001	6	1115	0.000	6	1115	0.001
15:30 - 16:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:00 - 16:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
16:30 - 17:00	6	1115	0.000	6	1115	0.001	6	1115	0.001
17:00 - 17:30	6	1115	0.000	6	1115	0.001	6	1115	0.001
17:30 - 18:00	6	1115	0.000	6	1115	0.001	6	1115	0.001
18:00 - 18:30	6	1115	0.000	6	1115	0.000	6	1115	0.000
18:30 - 19:00	6	1115	0.000	6	1115	0.000	6	1115	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.005			0.003			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.*

Calculation Reference: AUDIT-100301-200127-0114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	TV	TEES VALLEY	2 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: Gross floor area
Actual Range: 260 to 1840 (units: sqm)
Range Selected by User: 240 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 28/10/14

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

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

Selected Location Sub Categories:

Residential Zone	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:

A1	1 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:

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

100,001 to 125,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 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	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1	CH-01-I-02	LOCAL SHOPS		CHESHIRE
	CHRISTLETON ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		260 sqm	
	Survey date: TUESDAY		*15/05/12*	*Survey Type: MANUAL*
2	CH-01-I-03	LOCAL SHOPS		CHESHIRE
	MILL LANE			
	CHESTER			
	BACHE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		365 sqm	
	Survey date: THURSDAY		*17/05/12*	*Survey Type: MANUAL*
3	LE-01-I-02	LOCAL SHOPS		LEICESTERSHIRE
	RYDER ROAD			
	LEICESTER			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		550 sqm	
	Survey date: TUESDAY		*28/10/14*	*Survey Type: MANUAL*
4	SH-01-I-02	LOCAL SHOPS		SHROPSHIRE
	WREKIN DRIVE			
	TELFORD			
	DONNINGTON			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		900 sqm	
	Survey date: THURSDAY		*24/10/13*	*Survey Type: MANUAL*
5	TV-01-I-03	LOCAL SHOPS		TEES VALLEY
	ACKLAM ROAD			
	MIDDLESBROUGH			
	ACKLAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		1840 sqm	
	Survey date: FRIDAY		*04/10/13*	*Survey Type: MANUAL*
6	TV-01-I-04	LOCAL SHOPS		TEES VALLEY
	CARGO FLEET LANE			
	MIDDLESBROUGH			
	ORMESBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		585 sqm	
	Survey date: MONDAY		*07/10/13*	*Survey Type: MANUAL*
7	TW-01-I-02	LOCAL SHOPS		TYNE & WEAR
	DURHAM ROAD			
	SUNDERLAND			
	BARNES PARK			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		540 sqm	
	Survey date: WEDNESDAY		*21/11/12*	*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/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL 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	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	7	720	5.040	7	720	4.286	7	720	9.326
08:00 - 09:00	7	720	5.556	7	720	5.317	7	720	10.873
09:00 - 10:00	7	720	6.726	7	720	6.032	7	720	12.758
10:00 - 11:00	7	720	6.528	7	720	5.913	7	720	12.441
11:00 - 12:00	7	720	7.698	7	720	7.976	7	720	15.674
12:00 - 13:00	7	720	9.623	7	720	8.968	7	720	18.591
13:00 - 14:00	7	720	7.976	7	720	7.758	7	720	15.734
14:00 - 15:00	7	720	6.964	7	720	7.321	7	720	14.285
15:00 - 16:00	7	720	6.389	7	720	6.825	7	720	13.214
16:00 - 17:00	7	720	6.845	7	720	6.706	7	720	13.551
17:00 - 18:00	7	720	7.282	7	720	8.036	7	720	15.318
18:00 - 19:00	7	720	7.857	7	720	8.393	7	720	16.250
19:00 - 20:00	5	883	7.633	5	883	7.384	5	883	15.017
20:00 - 21:00	5	883	5.436	5	883	5.844	5	883	11.280
21:00 - 22:00	5	883	3.851	5	883	4.507	5	883	8.358
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			102.700			102.562			205.262

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/11 - 28/10/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TAXIS
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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	7	720	0.000	7	720	0.000	7	720	0.000
08:00 - 09:00	7	720	0.099	7	720	0.099	7	720	0.198
09:00 - 10:00	7	720	0.099	7	720	0.079	7	720	0.178
10:00 - 11:00	7	720	0.079	7	720	0.099	7	720	0.178
11:00 - 12:00	7	720	0.139	7	720	0.139	7	720	0.278
12:00 - 13:00	7	720	0.079	7	720	0.060	7	720	0.139
13:00 - 14:00	7	720	0.060	7	720	0.060	7	720	0.120
14:00 - 15:00	7	720	0.060	7	720	0.060	7	720	0.120
15:00 - 16:00	7	720	0.079	7	720	0.079	7	720	0.158
16:00 - 17:00	7	720	0.060	7	720	0.040	7	720	0.100
17:00 - 18:00	7	720	0.040	7	720	0.060	7	720	0.100
18:00 - 19:00	7	720	0.060	7	720	0.079	7	720	0.139
19:00 - 20:00	5	883	0.000	5	883	0.000	5	883	0.000
20:00 - 21:00	5	883	0.023	5	883	0.023	5	883	0.046
21:00 - 22:00	5	883	0.023	5	883	0.000	5	883	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.900			0.877			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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	7	720	0.159	7	720	0.119	7	720	0.278
08:00 - 09:00	7	720	0.099	7	720	0.060	7	720	0.159
09:00 - 10:00	7	720	0.298	7	720	0.278	7	720	0.576
10:00 - 11:00	7	720	0.119	7	720	0.099	7	720	0.218
11:00 - 12:00	7	720	0.159	7	720	0.179	7	720	0.338
12:00 - 13:00	7	720	0.159	7	720	0.238	7	720	0.397
13:00 - 14:00	7	720	0.139	7	720	0.159	7	720	0.298
14:00 - 15:00	7	720	0.139	7	720	0.099	7	720	0.238
15:00 - 16:00	7	720	0.079	7	720	0.060	7	720	0.139
16:00 - 17:00	7	720	0.099	7	720	0.079	7	720	0.178
17:00 - 18:00	7	720	0.040	7	720	0.040	7	720	0.080
18:00 - 19:00	7	720	0.000	7	720	0.060	7	720	0.060
19:00 - 20:00	5	883	0.000	5	883	0.023	5	883	0.023
20:00 - 21:00	5	883	0.000	5	883	0.000	5	883	0.000
21:00 - 22:00	5	883	0.023	5	883	0.023	5	883	0.046
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.512			1.516			3.028

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL 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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	7	720	0.020	7	720	0.020	7	720	0.040
08:00 - 09:00	7	720	0.000	7	720	0.000	7	720	0.000
09:00 - 10:00	7	720	0.000	7	720	0.000	7	720	0.000
10:00 - 11:00	7	720	0.000	7	720	0.000	7	720	0.000
11:00 - 12:00	7	720	0.020	7	720	0.020	7	720	0.040
12:00 - 13:00	7	720	0.000	7	720	0.000	7	720	0.000
13:00 - 14:00	7	720	0.020	7	720	0.020	7	720	0.040
14:00 - 15:00	7	720	0.020	7	720	0.000	7	720	0.020
15:00 - 16:00	7	720	0.000	7	720	0.020	7	720	0.020
16:00 - 17:00	7	720	0.040	7	720	0.040	7	720	0.080
17:00 - 18:00	7	720	0.000	7	720	0.000	7	720	0.000
18:00 - 19:00	7	720	0.000	7	720	0.000	7	720	0.000
19:00 - 20:00	5	883	0.000	5	883	0.000	5	883	0.000
20:00 - 21:00	5	883	0.000	5	883	0.000	5	883	0.000
21:00 - 22:00	5	883	0.045	5	883	0.045	5	883	0.090
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.165			0.165			0.330

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL 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	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	7	720	0.198	7	720	0.119	7	720	0.317
08:00 - 09:00	7	720	0.238	7	720	0.258	7	720	0.496
09:00 - 10:00	7	720	0.198	7	720	0.179	7	720	0.377
10:00 - 11:00	7	720	0.179	7	720	0.159	7	720	0.338
11:00 - 12:00	7	720	0.139	7	720	0.139	7	720	0.278
12:00 - 13:00	7	720	0.119	7	720	0.139	7	720	0.258
13:00 - 14:00	7	720	0.159	7	720	0.179	7	720	0.338
14:00 - 15:00	7	720	0.179	7	720	0.238	7	720	0.417
15:00 - 16:00	7	720	0.437	7	720	0.337	7	720	0.774
16:00 - 17:00	7	720	0.337	7	720	0.298	7	720	0.635
17:00 - 18:00	7	720	0.099	7	720	0.179	7	720	0.278
18:00 - 19:00	7	720	0.377	7	720	0.317	7	720	0.694
19:00 - 20:00	5	883	0.227	5	883	0.249	5	883	0.476
20:00 - 21:00	5	883	0.023	5	883	0.091	5	883	0.114
21:00 - 22:00	5	883	0.227	5	883	0.181	5	883	0.408
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.321			3.062			6.383

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
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	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	7	720	6.151	7	720	5.119	7	720	11.270
08:00 - 09:00	7	720	7.540	7	720	6.964	7	720	14.504
09:00 - 10:00	7	720	8.393	7	720	7.361	7	720	15.754
10:00 - 11:00	7	720	8.571	7	720	7.698	7	720	16.269
11:00 - 12:00	7	720	9.921	7	720	10.278	7	720	20.199
12:00 - 13:00	7	720	12.262	7	720	11.647	7	720	23.909
13:00 - 14:00	7	720	9.881	7	720	10.079	7	720	19.960
14:00 - 15:00	7	720	9.187	7	720	9.722	7	720	18.909
15:00 - 16:00	7	720	8.611	7	720	9.226	7	720	17.837
16:00 - 17:00	7	720	9.187	7	720	8.869	7	720	18.056
17:00 - 18:00	7	720	9.861	7	720	11.210	7	720	21.071
18:00 - 19:00	7	720	11.448	7	720	12.004	7	720	23.452
19:00 - 20:00	5	883	10.917	5	883	10.759	5	883	21.676
20:00 - 21:00	5	883	7.429	5	883	7.678	5	883	15.107
21:00 - 22:00	5	883	5.119	5	883	5.436	5	883	10.555
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			135.959			135.531			271.490

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
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	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	7	720	3.234	7	720	2.361	7	720	5.595
08:00 - 09:00	7	720	8.512	7	720	9.127	7	720	17.639
09:00 - 10:00	7	720	6.528	7	720	5.556	7	720	12.084
10:00 - 11:00	7	720	6.468	7	720	6.429	7	720	12.897
11:00 - 12:00	7	720	6.528	7	720	6.250	7	720	12.778
12:00 - 13:00	7	720	8.155	7	720	7.937	7	720	16.092
13:00 - 14:00	7	720	7.460	7	720	7.480	7	720	14.940
14:00 - 15:00	7	720	6.944	7	720	7.004	7	720	13.948
15:00 - 16:00	7	720	10.139	7	720	10.754	7	720	20.893
16:00 - 17:00	7	720	5.813	7	720	5.933	7	720	11.746
17:00 - 18:00	7	720	4.325	7	720	5.119	7	720	9.444
18:00 - 19:00	7	720	4.722	7	720	4.921	7	720	9.643
19:00 - 20:00	5	883	3.941	5	883	4.168	5	883	8.109
20:00 - 21:00	5	883	2.854	5	883	3.262	5	883	6.116
21:00 - 22:00	5	883	2.446	5	883	2.854	5	883	5.300
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			92.328			92.488			184.816

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL BUS/TRAM PASSENGERS
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	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	7	720	0.139	7	720	0.179	7	720	0.318
08:00 - 09:00	7	720	0.198	7	720	0.397	7	720	0.595
09:00 - 10:00	7	720	0.119	7	720	0.060	7	720	0.179
10:00 - 11:00	7	720	0.198	7	720	0.218	7	720	0.416
11:00 - 12:00	7	720	0.397	7	720	0.575	7	720	0.972
12:00 - 13:00	7	720	0.417	7	720	0.337	7	720	0.754
13:00 - 14:00	7	720	0.496	7	720	0.198	7	720	0.694
14:00 - 15:00	7	720	0.317	7	720	0.159	7	720	0.476
15:00 - 16:00	7	720	0.516	7	720	0.179	7	720	0.695
16:00 - 17:00	7	720	0.317	7	720	0.258	7	720	0.575
17:00 - 18:00	7	720	0.278	7	720	0.198	7	720	0.476
18:00 - 19:00	7	720	0.159	7	720	0.198	7	720	0.357
19:00 - 20:00	5	883	0.317	5	883	0.204	5	883	0.521
20:00 - 21:00	5	883	0.136	5	883	0.159	5	883	0.295
21:00 - 22:00	5	883	0.249	5	883	0.181	5	883	0.430
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.994			4.611			9.605

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL RAIL PASSENGERS
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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	7	720	0.040	7	720	0.020	7	720	0.060
08:00 - 09:00	7	720	0.020	7	720	0.020	7	720	0.040
09:00 - 10:00	7	720	0.020	7	720	0.020	7	720	0.040
10:00 - 11:00	7	720	0.000	7	720	0.000	7	720	0.000
11:00 - 12:00	7	720	0.000	7	720	0.000	7	720	0.000
12:00 - 13:00	7	720	0.020	7	720	0.020	7	720	0.040
13:00 - 14:00	7	720	0.079	7	720	0.060	7	720	0.139
14:00 - 15:00	7	720	0.000	7	720	0.000	7	720	0.000
15:00 - 16:00	7	720	0.000	7	720	0.040	7	720	0.040
16:00 - 17:00	7	720	0.000	7	720	0.000	7	720	0.000
17:00 - 18:00	7	720	0.000	7	720	0.000	7	720	0.000
18:00 - 19:00	7	720	0.040	7	720	0.040	7	720	0.080
19:00 - 20:00	5	883	0.000	5	883	0.000	5	883	0.000
20:00 - 21:00	5	883	0.000	5	883	0.000	5	883	0.000
21:00 - 22:00	5	883	0.000	5	883	0.000	5	883	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.219			0.220			0.439

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL COACH PASSENGERS
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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	7	720	0.020	7	720	0.020	7	720	0.040
08:00 - 09:00	7	720	0.000	7	720	0.000	7	720	0.000
09:00 - 10:00	7	720	0.000	7	720	0.000	7	720	0.000
10:00 - 11:00	7	720	0.000	7	720	0.000	7	720	0.000
11:00 - 12:00	7	720	0.020	7	720	0.020	7	720	0.040
12:00 - 13:00	7	720	0.000	7	720	0.000	7	720	0.000
13:00 - 14:00	7	720	0.020	7	720	0.020	7	720	0.040
14:00 - 15:00	7	720	0.000	7	720	0.000	7	720	0.000
15:00 - 16:00	7	720	0.000	7	720	0.000	7	720	0.000
16:00 - 17:00	7	720	0.020	7	720	0.020	7	720	0.040
17:00 - 18:00	7	720	0.000	7	720	0.000	7	720	0.000
18:00 - 19:00	7	720	0.000	7	720	0.000	7	720	0.000
19:00 - 20:00	5	883	0.000	5	883	0.000	5	883	0.000
20:00 - 21:00	5	883	0.000	5	883	0.000	5	883	0.000
21:00 - 22:00	5	883	0.045	5	883	0.136	5	883	0.181
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.216			0.341

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.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
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	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	7	720	0.198	7	720	0.218	7	720	0.416
08:00 - 09:00	7	720	0.218	7	720	0.417	7	720	0.635
09:00 - 10:00	7	720	0.139	7	720	0.079	7	720	0.218
10:00 - 11:00	7	720	0.198	7	720	0.218	7	720	0.416
11:00 - 12:00	7	720	0.417	7	720	0.595	7	720	1.012
12:00 - 13:00	7	720	0.437	7	720	0.357	7	720	0.794
13:00 - 14:00	7	720	0.595	7	720	0.278	7	720	0.873
14:00 - 15:00	7	720	0.317	7	720	0.159	7	720	0.476
15:00 - 16:00	7	720	0.516	7	720	0.218	7	720	0.734
16:00 - 17:00	7	720	0.337	7	720	0.278	7	720	0.615
17:00 - 18:00	7	720	0.278	7	720	0.198	7	720	0.476
18:00 - 19:00	7	720	0.198	7	720	0.238	7	720	0.436
19:00 - 20:00	5	883	0.317	5	883	0.204	5	883	0.521
20:00 - 21:00	5	883	0.136	5	883	0.159	5	883	0.295
21:00 - 22:00	5	883	0.294	5	883	0.317	5	883	0.611
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.336			5.044			10.380

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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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
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	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	7	720	9.782	7	720	7.817	7	720	17.599
08:00 - 09:00	7	720	16.508	7	720	16.766	7	720	33.274
09:00 - 10:00	7	720	15.258	7	720	13.175	7	720	28.433
10:00 - 11:00	7	720	15.417	7	720	14.504	7	720	29.921
11:00 - 12:00	7	720	17.004	7	720	17.262	7	720	34.266
12:00 - 13:00	7	720	20.972	7	720	20.079	7	720	41.051
13:00 - 14:00	7	720	18.095	7	720	18.016	7	720	36.111
14:00 - 15:00	7	720	16.627	7	720	17.123	7	720	33.750
15:00 - 16:00	7	720	19.702	7	720	20.536	7	720	40.238
16:00 - 17:00	7	720	15.675	7	720	15.377	7	720	31.052
17:00 - 18:00	7	720	14.563	7	720	16.706	7	720	31.269
18:00 - 19:00	7	720	16.746	7	720	17.480	7	720	34.226
19:00 - 20:00	5	883	15.402	5	883	15.379	5	883	30.781
20:00 - 21:00	5	883	10.442	5	883	11.189	5	883	21.631
21:00 - 22:00	5	883	8.086	5	883	8.788	5	883	16.874
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			236.946			236.123			473.069

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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Calculation Reference: AUDIT-100301-200110-0119

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST		
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	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: 2500 to 3359 (units: sqm)
Range Selected by User: 625 to 4520 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 03/04/19

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:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential 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:

D1	2 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	LC-04-A-05 NEWTON STREET BLACKBURN	PRIMARY SCHOOL		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		3359 sqm	
	Survey date: WEDNESDAY		*28/09/16*	*Survey Type: MANUAL*
2	MS-04-A-02 BOOKER AVENUE LIVERPOOL ALVERTON	PRIMARY SCHOOL		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		2500 sqm	
	Survey date: THURSDAY		*13/06/13*	*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
MULTI-MODAL 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	2	2930	1.075	2	2930	0.461	2	2930	1.536
08:00 - 09:00	2	2930	3.772	2	2930	1.348	2	2930	5.120
09:00 - 10:00	2	2930	0.290	2	2930	0.410	2	2930	0.700
10:00 - 11:00	2	2930	0.188	2	2930	0.154	2	2930	0.342
11:00 - 12:00	2	2930	0.239	2	2930	0.085	2	2930	0.324
12:00 - 13:00	2	2930	0.307	2	2930	0.358	2	2930	0.665
13:00 - 14:00	2	2930	0.102	2	2930	0.307	2	2930	0.409
14:00 - 15:00	2	2930	0.341	2	2930	0.154	2	2930	0.495
15:00 - 16:00	2	2930	0.853	2	2930	2.816	2	2930	3.669
16:00 - 17:00	2	2930	0.546	2	2930	1.434	2	2930	1.980
17:00 - 18:00	2	2930	0.546	2	2930	0.734	2	2930	1.280
18:00 - 19:00	2	2930	0.205	2	2930	0.017	2	2930	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.464			8.278			16.742

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:	2500 - 3359 (units: sqm)
Survey date date range:	01/01/11 - 03/04/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TAXIS
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	2	2930	0.000	2	2930	0.000	2	2930	0.000
08:00 - 09:00	2	2930	0.034	2	2930	0.034	2	2930	0.068
09:00 - 10:00	2	2930	0.034	2	2930	0.017	2	2930	0.051
10:00 - 11:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
11:00 - 12:00	2	2930	0.017	2	2930	0.000	2	2930	0.017
12:00 - 13:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
13:00 - 14:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.034	2	2930	0.034	2	2930	0.068
16:00 - 17:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
17:00 - 18:00	2	2930	0.017	2	2930	0.017	2	2930	0.034
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.136			0.272

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL 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	2	2930	0.000	2	2930	0.000	2	2930	0.000
08:00 - 09:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
09:00 - 10:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
10:00 - 11:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
11:00 - 12:00	2	2930	0.017	2	2930	0.017	2	2930	0.034
12:00 - 13:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
13:00 - 14:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
16:00 - 17:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
17:00 - 18:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL 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	2	2930	0.017	2	2930	0.000	2	2930	0.017
08:00 - 09:00	2	2930	0.068	2	2930	0.000	2	2930	0.068
09:00 - 10:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
10:00 - 11:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
11:00 - 12:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
12:00 - 13:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
13:00 - 14:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
14:00 - 15:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
15:00 - 16:00	2	2930	0.000	2	2930	0.051	2	2930	0.051
16:00 - 17:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
17:00 - 18:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL VEHICLE OCCUPANTS
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	2	2930	1.297	2	2930	0.427	2	2930	1.724
08:00 - 09:00	2	2930	4.984	2	2930	1.263	2	2930	6.247
09:00 - 10:00	2	2930	0.324	2	2930	0.375	2	2930	0.699
10:00 - 11:00	2	2930	0.171	2	2930	0.154	2	2930	0.325
11:00 - 12:00	2	2930	0.239	2	2930	0.085	2	2930	0.324
12:00 - 13:00	2	2930	0.307	2	2930	0.358	2	2930	0.665
13:00 - 14:00	2	2930	0.102	2	2930	0.358	2	2930	0.460
14:00 - 15:00	2	2930	0.068	2	2930	0.171	2	2930	0.239
15:00 - 16:00	2	2930	0.563	2	2930	3.550	2	2930	4.113
16:00 - 17:00	2	2930	0.512	2	2930	2.082	2	2930	2.594
17:00 - 18:00	2	2930	0.427	2	2930	0.990	2	2930	1.417
18:00 - 19:00	2	2930	0.034	2	2930	0.000	2	2930	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.028			9.813			18.841

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PEDESTRIANS
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	2	2930	0.273	2	2930	0.000	2	2930	0.273
08:00 - 09:00	2	2930	9.353	2	2930	4.096	2	2930	13.449
09:00 - 10:00	2	2930	0.785	2	2930	1.656	2	2930	2.441
10:00 - 11:00	2	2930	0.222	2	2930	0.290	2	2930	0.512
11:00 - 12:00	2	2930	0.273	2	2930	0.154	2	2930	0.427
12:00 - 13:00	2	2930	0.956	2	2930	0.700	2	2930	1.656
13:00 - 14:00	2	2930	0.478	2	2930	0.905	2	2930	1.383
14:00 - 15:00	2	2930	0.632	2	2930	0.410	2	2930	1.042
15:00 - 16:00	2	2930	4.779	2	2930	8.022	2	2930	12.801
16:00 - 17:00	2	2930	0.324	2	2930	1.058	2	2930	1.382
17:00 - 18:00	2	2930	0.137	2	2930	0.119	2	2930	0.256
18:00 - 19:00	2	2930	0.000	2	2930	0.068	2	2930	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.212			17.478			35.690

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL BUS/TRAM PASSENGERS
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	2	2930	0.000	2	2930	0.000	2	2930	0.000
08:00 - 09:00	2	2930	0.785	2	2930	0.154	2	2930	0.939
09:00 - 10:00	2	2930	0.444	2	2930	0.341	2	2930	0.785
10:00 - 11:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
11:00 - 12:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
12:00 - 13:00	2	2930	0.222	2	2930	0.119	2	2930	0.341
13:00 - 14:00	2	2930	0.137	2	2930	0.239	2	2930	0.376
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.324	2	2930	0.802	2	2930	1.126
16:00 - 17:00	2	2930	0.085	2	2930	0.256	2	2930	0.341
17:00 - 18:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.997			1.928			3.925

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL RAIL PASSENGERS
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	2	2930	0.017	2	2930	0.000	2	2930	0.017
08:00 - 09:00	2	2930	0.273	2	2930	0.085	2	2930	0.358
09:00 - 10:00	2	2930	0.000	2	2930	0.051	2	2930	0.051
10:00 - 11:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
11:00 - 12:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
12:00 - 13:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
13:00 - 14:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.188	2	2930	0.375	2	2930	0.563
16:00 - 17:00	2	2930	0.017	2	2930	0.000	2	2930	0.017
17:00 - 18:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.495			0.511			1.006

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PUBLIC TRANSPORT USERS
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	2	2930	0.017	2	2930	0.000	2	2930	0.017
08:00 - 09:00	2	2930	1.058	2	2930	0.239	2	2930	1.297
09:00 - 10:00	2	2930	0.444	2	2930	0.393	2	2930	0.837
10:00 - 11:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
11:00 - 12:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
12:00 - 13:00	2	2930	0.222	2	2930	0.119	2	2930	0.341
13:00 - 14:00	2	2930	0.137	2	2930	0.239	2	2930	0.376
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.512	2	2930	1.178	2	2930	1.690
16:00 - 17:00	2	2930	0.102	2	2930	0.256	2	2930	0.358
17:00 - 18:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.492			2.441			4.933

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL PEOPLE
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	2	2930	1.604	2	2930	0.427	2	2930	2.031
08:00 - 09:00	2	2930	15.463	2	2930	5.598	2	2930	21.061
09:00 - 10:00	2	2930	1.553	2	2930	2.424	2	2930	3.977
10:00 - 11:00	2	2930	0.393	2	2930	0.444	2	2930	0.837
11:00 - 12:00	2	2930	0.512	2	2930	0.239	2	2930	0.751
12:00 - 13:00	2	2930	1.485	2	2930	1.178	2	2930	2.663
13:00 - 14:00	2	2930	0.717	2	2930	1.502	2	2930	2.219
14:00 - 15:00	2	2930	0.700	2	2930	0.597	2	2930	1.297
15:00 - 16:00	2	2930	5.854	2	2930	12.801	2	2930	18.655
16:00 - 17:00	2	2930	0.939	2	2930	3.414	2	2930	4.353
17:00 - 18:00	2	2930	0.563	2	2930	1.126	2	2930	1.689
18:00 - 19:00	2	2930	0.034	2	2930	0.068	2	2930	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.817			29.818			59.635

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL CARS
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	2	2930	0.649	2	2930	0.239	2	2930	0.888
08:00 - 09:00	2	2930	2.560	2	2930	0.597	2	2930	3.157
09:00 - 10:00	2	2930	0.068	2	2930	0.171	2	2930	0.239
10:00 - 11:00	2	2930	0.034	2	2930	0.034	2	2930	0.068
11:00 - 12:00	2	2930	0.034	2	2930	0.034	2	2930	0.068
12:00 - 13:00	2	2930	0.119	2	2930	0.085	2	2930	0.204
13:00 - 14:00	2	2930	0.034	2	2930	0.137	2	2930	0.171
14:00 - 15:00	2	2930	0.290	2	2930	0.017	2	2930	0.307
15:00 - 16:00	2	2930	0.461	2	2930	2.543	2	2930	3.004
16:00 - 17:00	2	2930	0.171	2	2930	0.614	2	2930	0.785
17:00 - 18:00	2	2930	0.154	2	2930	0.154	2	2930	0.308
18:00 - 19:00	2	2930	0.205	2	2930	0.000	2	2930	0.205
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.779			4.625			9.404

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL LGVS
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	2	2930	0.000	2	2930	0.000	2	2930	0.000
08:00 - 09:00	2	2930	0.017	2	2930	0.000	2	2930	0.017
09:00 - 10:00	2	2930	0.017	2	2930	0.017	2	2930	0.034
10:00 - 11:00	2	2930	0.017	2	2930	0.017	2	2930	0.034
11:00 - 12:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
12:00 - 13:00	2	2930	0.017	2	2930	0.017	2	2930	0.034
13:00 - 14:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.017	2	2930	0.017	2	2930	0.034
16:00 - 17:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
17:00 - 18:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
18:00 - 19:00	2	2930	0.000	2	2930	0.017	2	2930	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL MOTOR CYCLES
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	2	2930	0.017	2	2930	0.000	2	2930	0.017
08:00 - 09:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
09:00 - 10:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
10:00 - 11:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
11:00 - 12:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
12:00 - 13:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
13:00 - 14:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
14:00 - 15:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
15:00 - 16:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
16:00 - 17:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
17:00 - 18:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
18:00 - 19:00	2	2930	0.000	2	2930	0.000	2	2930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.000			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.

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Calculation Reference: AUDIT-100301-200131-0100

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 days
	NS	NORTH SOMERSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	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: 520 to 900 (units:)
Range Selected by User: 520 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 02/04/19

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	1 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	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	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Not Known	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 DV-04-B-04 SECONDARY ACADEMY DEVON
EARL RICHARD ' S RD SOUTH
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 835
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

2 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*

3 NS-04-B-01 SECONDARY SCHOOL NORTH SOMERSET
MIZZYMEAD ROAD
NAILSEA

Edge of Town Centre
Residential Zone
Total Number of pupils: 900
Survey date: WEDNESDAY *03/10/18* *Survey Type: MANUAL*

4 NY-04-B-03 GIRLS' HIGH SCHOOL NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 800
Survey date: FRIDAY *08/03/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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	4	764	0.055	4	764	0.017	4	764	0.072
08:00 - 09:00	4	764	0.169	4	764	0.150	4	764	0.319
09:00 - 10:00	4	764	0.019	4	764	0.015	4	764	0.034
10:00 - 11:00	4	764	0.015	4	764	0.011	4	764	0.026
11:00 - 12:00	4	764	0.013	4	764	0.012	4	764	0.025
12:00 - 13:00	4	764	0.013	4	764	0.018	4	764	0.031
13:00 - 14:00	4	764	0.013	4	764	0.013	4	764	0.026
14:00 - 15:00	4	764	0.025	4	764	0.028	4	764	0.053
15:00 - 16:00	4	764	0.064	4	764	0.095	4	764	0.159
16:00 - 17:00	4	764	0.076	4	764	0.099	4	764	0.175
17:00 - 18:00	4	764	0.061	4	764	0.036	4	764	0.097
18:00 - 19:00	3	845	0.076	3	845	0.046	3	845	0.122
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.599			0.540			1.139

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

*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:	520 - 900 (units:)
Survey date date range:	01/01/11 - 02/04/19
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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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	4	764	0.000	4	764	0.000	4	764	0.000
08:00 - 09:00	4	764	0.002	4	764	0.002	4	764	0.004
09:00 - 10:00	4	764	0.000	4	764	0.000	4	764	0.000
10:00 - 11:00	4	764	0.000	4	764	0.000	4	764	0.000
11:00 - 12:00	4	764	0.000	4	764	0.000	4	764	0.000
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.000	4	764	0.000	4	764	0.000
14:00 - 15:00	4	764	0.001	4	764	0.001	4	764	0.002
15:00 - 16:00	4	764	0.001	4	764	0.001	4	764	0.002
16:00 - 17:00	4	764	0.000	4	764	0.000	4	764	0.000
17:00 - 18:00	4	764	0.000	4	764	0.000	4	764	0.000
18:00 - 19:00	3	845	0.000	3	845	0.000	3	845	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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	4	764	0.000	4	764	0.000	4	764	0.000
08:00 - 09:00	4	764	0.001	4	764	0.001	4	764	0.002
09:00 - 10:00	4	764	0.000	4	764	0.000	4	764	0.000
10:00 - 11:00	4	764	0.001	4	764	0.000	4	764	0.001
11:00 - 12:00	4	764	0.001	4	764	0.000	4	764	0.001
12:00 - 13:00	4	764	0.000	4	764	0.001	4	764	0.001
13:00 - 14:00	4	764	0.000	4	764	0.000	4	764	0.000
14:00 - 15:00	4	764	0.000	4	764	0.001	4	764	0.001
15:00 - 16:00	4	764	0.000	4	764	0.000	4	764	0.000
16:00 - 17:00	4	764	0.000	4	764	0.000	4	764	0.000
17:00 - 18:00	4	764	0.000	4	764	0.000	4	764	0.000
18:00 - 19:00	3	845	0.000	3	845	0.000	3	845	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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	4	764	0.000	4	764	0.000	4	764	0.000
08:00 - 09:00	4	764	0.002	4	764	0.002	4	764	0.004
09:00 - 10:00	4	764	0.000	4	764	0.000	4	764	0.000
10:00 - 11:00	4	764	0.000	4	764	0.000	4	764	0.000
11:00 - 12:00	4	764	0.000	4	764	0.000	4	764	0.000
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.000	4	764	0.000	4	764	0.000
14:00 - 15:00	4	764	0.001	4	764	0.000	4	764	0.001
15:00 - 16:00	4	764	0.001	4	764	0.002	4	764	0.003
16:00 - 17:00	4	764	0.000	4	764	0.000	4	764	0.000
17:00 - 18:00	4	764	0.001	4	764	0.001	4	764	0.002
18:00 - 19:00	3	845	0.000	3	845	0.000	3	845	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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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	4	764	0.002	4	764	0.000	4	764	0.002
08:00 - 09:00	4	764	0.054	4	764	0.000	4	764	0.054
09:00 - 10:00	4	764	0.001	4	764	0.000	4	764	0.001
10:00 - 11:00	4	764	0.001	4	764	0.000	4	764	0.001
11:00 - 12:00	4	764	0.000	4	764	0.000	4	764	0.000
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.000	4	764	0.001	4	764	0.001
14:00 - 15:00	4	764	0.000	4	764	0.004	4	764	0.004
15:00 - 16:00	4	764	0.000	4	764	0.037	4	764	0.037
16:00 - 17:00	4	764	0.000	4	764	0.013	4	764	0.013
17:00 - 18:00	4	764	0.001	4	764	0.001	4	764	0.002
18:00 - 19:00	3	845	0.003	3	845	0.001	3	845	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.057			0.119

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL VEHICLE OCCUPANTS
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	4	764	0.066	4	764	0.010	4	764	0.076
08:00 - 09:00	4	764	0.234	4	764	0.079	4	764	0.313
09:00 - 10:00	4	764	0.024	4	764	0.014	4	764	0.038
10:00 - 11:00	4	764	0.021	4	764	0.012	4	764	0.033
11:00 - 12:00	4	764	0.015	4	764	0.016	4	764	0.031
12:00 - 13:00	4	764	0.014	4	764	0.022	4	764	0.036
13:00 - 14:00	4	764	0.015	4	764	0.018	4	764	0.033
14:00 - 15:00	4	764	0.036	4	764	0.035	4	764	0.071
15:00 - 16:00	4	764	0.049	4	764	0.146	4	764	0.195
16:00 - 17:00	4	764	0.036	4	764	0.124	4	764	0.160
17:00 - 18:00	4	764	0.094	4	764	0.059	4	764	0.153
18:00 - 19:00	3	845	0.122	3	845	0.085	3	845	0.207
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.726			0.620			1.346

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PEDESTRIANS
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	4	764	0.022	4	764	0.000	4	764	0.022
08:00 - 09:00	4	764	0.366	4	764	0.002	4	764	0.368
09:00 - 10:00	4	764	0.017	4	764	0.001	4	764	0.018
10:00 - 11:00	4	764	0.017	4	764	0.008	4	764	0.025
11:00 - 12:00	4	764	0.007	4	764	0.002	4	764	0.009
12:00 - 13:00	4	764	0.007	4	764	0.014	4	764	0.021
13:00 - 14:00	4	764	0.020	4	764	0.018	4	764	0.038
14:00 - 15:00	4	764	0.011	4	764	0.096	4	764	0.107
15:00 - 16:00	4	764	0.015	4	764	0.233	4	764	0.248
16:00 - 17:00	4	764	0.007	4	764	0.093	4	764	0.100
17:00 - 18:00	4	764	0.013	4	764	0.015	4	764	0.028
18:00 - 19:00	3	845	0.010	3	845	0.007	3	845	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.512			0.489			1.001

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL BUS/TRAM PASSENGERS
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	4	764	0.004	4	764	0.000	4	764	0.004
08:00 - 09:00	4	764	0.142	4	764	0.001	4	764	0.143
09:00 - 10:00	4	764	0.002	4	764	0.001	4	764	0.003
10:00 - 11:00	4	764	0.000	4	764	0.002	4	764	0.002
11:00 - 12:00	4	764	0.001	4	764	0.001	4	764	0.002
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.001	4	764	0.007	4	764	0.008
14:00 - 15:00	4	764	0.000	4	764	0.014	4	764	0.014
15:00 - 16:00	4	764	0.001	4	764	0.122	4	764	0.123
16:00 - 17:00	4	764	0.000	4	764	0.006	4	764	0.006
17:00 - 18:00	4	764	0.001	4	764	0.000	4	764	0.001
18:00 - 19:00	3	845	0.001	3	845	0.001	3	845	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.155			0.308

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL RAIL PASSENGERS
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	4	764	0.000	4	764	0.000	4	764	0.000
08:00 - 09:00	4	764	0.020	4	764	0.000	4	764	0.020
09:00 - 10:00	4	764	0.000	4	764	0.000	4	764	0.000
10:00 - 11:00	4	764	0.000	4	764	0.000	4	764	0.000
11:00 - 12:00	4	764	0.000	4	764	0.000	4	764	0.000
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.000	4	764	0.000	4	764	0.000
14:00 - 15:00	4	764	0.000	4	764	0.000	4	764	0.000
15:00 - 16:00	4	764	0.000	4	764	0.008	4	764	0.008
16:00 - 17:00	4	764	0.000	4	764	0.011	4	764	0.011
17:00 - 18:00	4	764	0.000	4	764	0.000	4	764	0.000
18:00 - 19:00	3	845	0.000	3	845	0.001	3	845	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL COACH PASSENGERS
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	4	764	0.000	4	764	0.000	4	764	0.000
08:00 - 09:00	4	764	0.017	4	764	0.010	4	764	0.027
09:00 - 10:00	4	764	0.000	4	764	0.001	4	764	0.001
10:00 - 11:00	4	764	0.000	4	764	0.000	4	764	0.000
11:00 - 12:00	4	764	0.000	4	764	0.000	4	764	0.000
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.000	4	764	0.000	4	764	0.000
14:00 - 15:00	4	764	0.001	4	764	0.000	4	764	0.001
15:00 - 16:00	4	764	0.001	4	764	0.030	4	764	0.031
16:00 - 17:00	4	764	0.000	4	764	0.000	4	764	0.000
17:00 - 18:00	4	764	0.015	4	764	0.000	4	764	0.015
18:00 - 19:00	3	845	0.000	3	845	0.000	3	845	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.041			0.075

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PUBLIC TRANSPORT USERS
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	4	764	0.004	4	764	0.000	4	764	0.004
08:00 - 09:00	4	764	0.179	4	764	0.011	4	764	0.190
09:00 - 10:00	4	764	0.002	4	764	0.002	4	764	0.004
10:00 - 11:00	4	764	0.001	4	764	0.002	4	764	0.003
11:00 - 12:00	4	764	0.001	4	764	0.001	4	764	0.002
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.002	4	764	0.007	4	764	0.009
14:00 - 15:00	4	764	0.001	4	764	0.014	4	764	0.015
15:00 - 16:00	4	764	0.002	4	764	0.159	4	764	0.161
16:00 - 17:00	4	764	0.000	4	764	0.018	4	764	0.018
17:00 - 18:00	4	764	0.016	4	764	0.001	4	764	0.017
18:00 - 19:00	3	845	0.001	3	845	0.002	3	845	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.209			0.217			0.426

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL PEOPLE
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	4	764	0.095	4	764	0.010	4	764	0.105
08:00 - 09:00	4	764	0.833	4	764	0.092	4	764	0.925
09:00 - 10:00	4	764	0.044	4	764	0.016	4	764	0.060
10:00 - 11:00	4	764	0.039	4	764	0.022	4	764	0.061
11:00 - 12:00	4	764	0.023	4	764	0.020	4	764	0.043
12:00 - 13:00	4	764	0.022	4	764	0.036	4	764	0.058
13:00 - 14:00	4	764	0.037	4	764	0.044	4	764	0.081
14:00 - 15:00	4	764	0.049	4	764	0.150	4	764	0.199
15:00 - 16:00	4	764	0.065	4	764	0.576	4	764	0.641
16:00 - 17:00	4	764	0.043	4	764	0.248	4	764	0.291
17:00 - 18:00	4	764	0.125	4	764	0.075	4	764	0.200
18:00 - 19:00	3	845	0.136	3	845	0.094	3	845	0.230
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.511			1.383			2.894

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.*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	4	764	0.037	4	764	0.012	4	764	0.049
08:00 - 09:00	4	764	0.146	4	764	0.133	4	764	0.279
09:00 - 10:00	4	764	0.013	4	764	0.011	4	764	0.024
10:00 - 11:00	4	764	0.010	4	764	0.007	4	764	0.017
11:00 - 12:00	4	764	0.009	4	764	0.009	4	764	0.018
12:00 - 13:00	4	764	0.006	4	764	0.010	4	764	0.016
13:00 - 14:00	4	764	0.010	4	764	0.010	4	764	0.020
14:00 - 15:00	4	764	0.013	4	764	0.009	4	764	0.022
15:00 - 16:00	4	764	0.055	4	764	0.079	4	764	0.134
16:00 - 17:00	4	764	0.074	4	764	0.091	4	764	0.165
17:00 - 18:00	4	764	0.055	4	764	0.031	4	764	0.086
18:00 - 19:00	3	845	0.072	3	845	0.046	3	845	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.448			0.948

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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TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	4	764	0.001	4	764	0.000	4	764	0.001
08:00 - 09:00	4	764	0.002	4	764	0.002	4	764	0.004
09:00 - 10:00	4	764	0.001	4	764	0.001	4	764	0.002
10:00 - 11:00	4	764	0.002	4	764	0.002	4	764	0.004
11:00 - 12:00	4	764	0.001	4	764	0.001	4	764	0.002
12:00 - 13:00	4	764	0.002	4	764	0.002	4	764	0.004
13:00 - 14:00	4	764	0.001	4	764	0.001	4	764	0.002
14:00 - 15:00	4	764	0.000	4	764	0.001	4	764	0.001
15:00 - 16:00	4	764	0.000	4	764	0.001	4	764	0.001
16:00 - 17:00	4	764	0.001	4	764	0.001	4	764	0.002
17:00 - 18:00	4	764	0.004	4	764	0.001	4	764	0.005
18:00 - 19:00	3	845	0.004	3	845	0.000	3	845	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.013			0.032

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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TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00	4	764	0.000	4	764	0.000	4	764	0.000
08:00 - 09:00	4	764	0.000	4	764	0.000	4	764	0.000
09:00 - 10:00	4	764	0.000	4	764	0.000	4	764	0.000
10:00 - 11:00	4	764	0.000	4	764	0.000	4	764	0.000
11:00 - 12:00	4	764	0.000	4	764	0.000	4	764	0.000
12:00 - 13:00	4	764	0.000	4	764	0.000	4	764	0.000
13:00 - 14:00	4	764	0.000	4	764	0.000	4	764	0.000
14:00 - 15:00	4	764	0.000	4	764	0.000	4	764	0.000
15:00 - 16:00	4	764	0.000	4	764	0.000	4	764	0.000
16:00 - 17:00	4	764	0.000	4	764	0.000	4	764	0.000
17:00 - 18:00	4	764	0.000	4	764	0.000	4	764	0.000
18:00 - 19:00	3	845	0.000	3	845	0.000	3	845	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.

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TECHNICAL NOTE – TRIP DISTRIBUTION

DATE:	26 March 2020	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Trip Distribution Technical Note – Pre-application Advice		
PROJECT:	South West Milton Keynes	**AUTHOR:**	William Forster
CHECKED:	Justin Sherlock and Stephanie Howard	**APPROVED:**	Martin Paddle

INTRODUCTION

WSP has been commissioned by the South West Milton Keynes Consortium (the Consortium) to provide transport advice for the South West Milton Keynes (SWMK) development.

Following the Transport Assessment Scoping Note (TASN) and Trip Generation Technical Note (TN) this TN sets out the methodology to establish the trip distribution for the proposed development to be used within the updated Transport Assessment (TA). It also provides a methodology for deriving the committed development trip generation for Tattenhoe Park and Kingsmead South.

METHODOLOGY

Introduction

It was agreed with both Buckinghamshire County Council (BCC) Highways and Stirling Maynard Consultants (i.e: on behalf of Milton Keynes Council (MKC)) as part of the approved Transport Assessment Scoping Note (TASN) that the updated TA would adopt a manual spreadsheet-based assessment approach[1]. As such, a comprehensive data collection exercise was undertaken in February 2020 to derive a new baseline. The scope of the data collection exercise was outlined within the TASN.

The trip generation (outlined in the separate Trip Generation TN)[2] was produced for each of the land uses on the site, namely:

- residential
- employment
- secondary school

With the exception of servicing movements, the neighbourhood centre and primary school were considered integral elements to support the needs of the proposed development and therefore did not generate any external trips.

To distribute the vehicular trips on the highway network two distributions were derived:

- residential trip distribution
- employment trip distribution

[1] TASN dated 27th January 2020 Background Section
[2] Trip Generation Note dated 20th March 2020

The residential trip generation (for all journey purposes) was distributed using the residential trip distribution and all other land uses, including servicing trips were distributed using the employment trip distribution. The process for deriving the two trip distributions is provided below.

Residential Trip Distribution

A two-stage trip distribution was adopted for the residential trips. Firstly, 2011 Census, 'Location of usual residence and place of work by method of travel to work' data at the Mid-layer Super Output Area (MSOA) level (WU02EW) was extracted from Nomis to provide the proportion of trips to each MSOA across the Country from the five MSOAs used to derive the mode share for the site. These MSOAs are as follows and as shown in **Figures 1** and **2**:

- E02003486: Milton Keynes 028
- E02003487: Milton Keynes 029
- E02003489: Milton Keynes 031
- E02003490: Milton Keynes 032
- E02003654: Aylesbury Vale 003

Figure 1: Aylesbury Vale 003

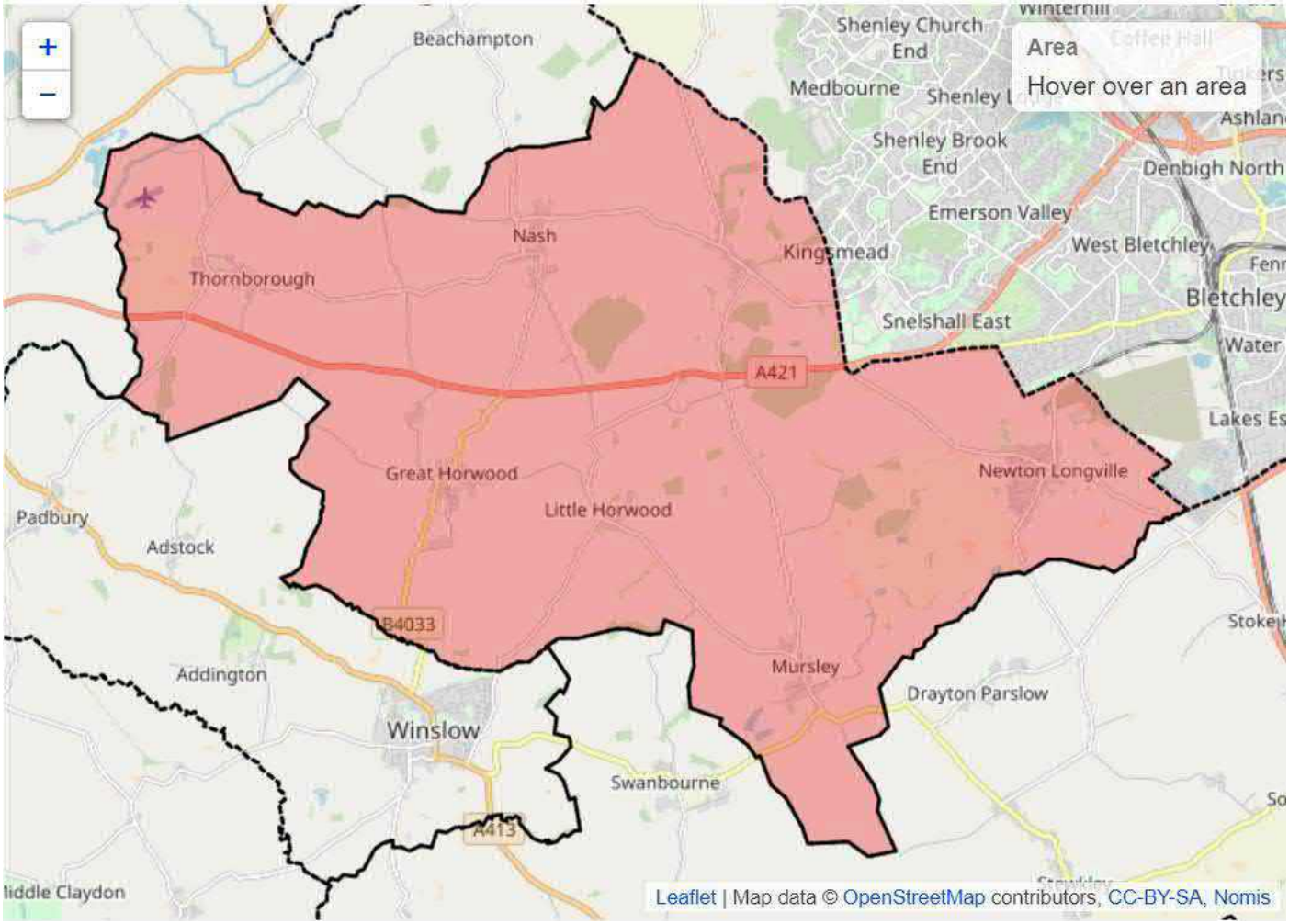
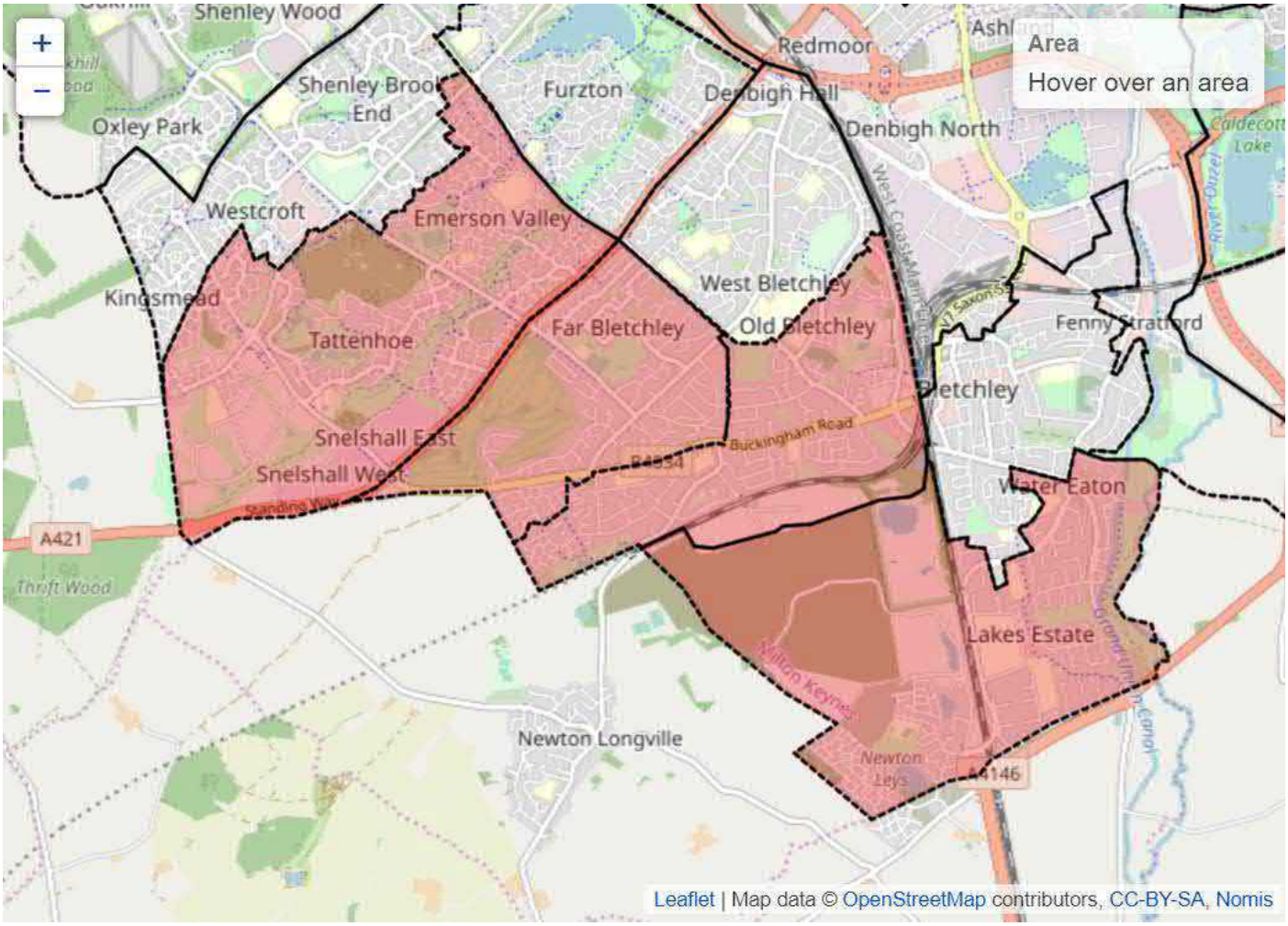


Figure 2: Milton Keynes – 028,029,031,032



Source: Nomis

Data for the mode car driver were used to ensure that trip patterns replicated the mode to be used within the highway network assessment. The destination MSOAs were then ranked by the total number of people making the journey per MSOA and the most popular destinations were analysed.

An online journey planner was then used to find the quickest route to the destination MSOA from the site. The journey planner was set to a weekday 8am start time to ensure that peak period congestion was accounted for.

Where more than one route was identified the trips were split proportionally between these routes. For example, if two routes were identified by the online journey planner with a similar journey time the trips would be split 50% to each route.

The analysis identified that the vast majority of trips remained within Milton Keynes (75%) with other key destinations including Aylesbury (1%), Newton Longville and environs (1%), Buckingham (1%), Luton (1%), Northampton (1%) and Leighton Buzzard (1%). A breakdown of the distribution is provided in **Appendix A**.

Employment Trip Distribution

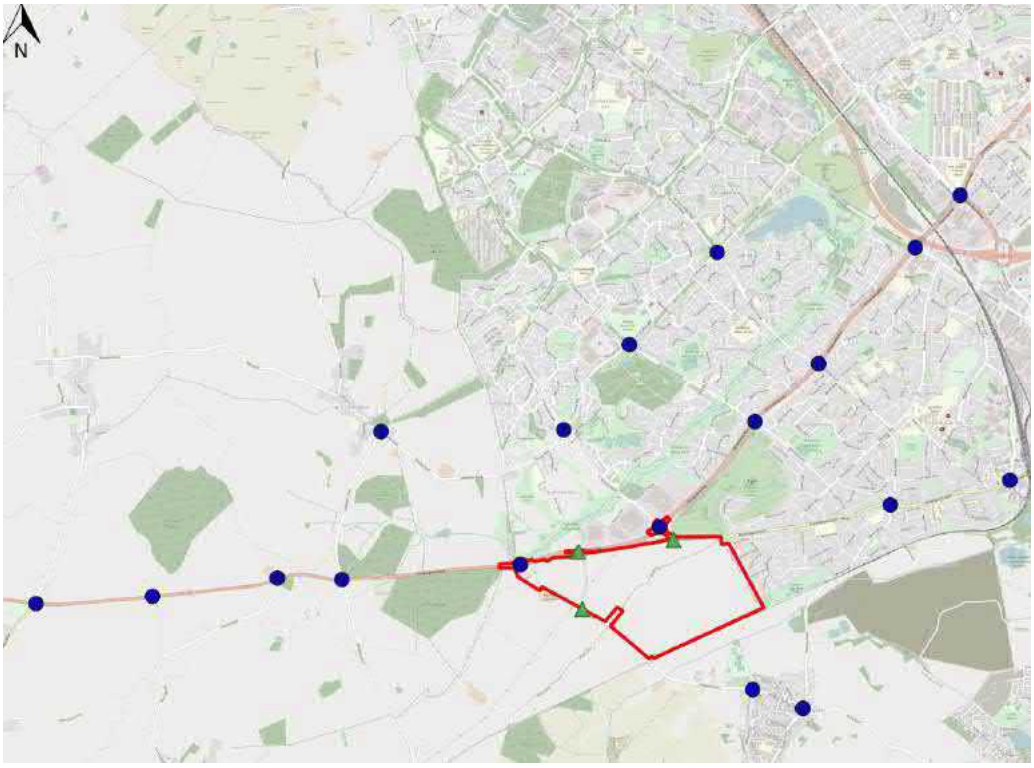
The same methodology that was developed for the residential trip distribution was applied to the employment trip distribution. However, instead of using outgoing trips (workplace trips from the five selected MSOAs to all other MSOAs) incoming trips were selected instead (trips to the five selected MSOAs from all other MSOAs).

The analysis identified that the vast majority of trips originated from within Milton Keynes (63%) with other key origins included the area around the site (Newton Longville and environs) (3%), Old Stratford, Deanshanger and environs (2%), Winslow (2%), Buckingham (2%) and Leighton Buzzard (1%). A breakdown of the distribution is provided in **Appendix A**.

Study Area

A traffic flow diagram was created that represented the study area for the TA. This study area included 18 off-site junction locations where it had been agreed that capacity assessments would be required. The location of the off-site junctions that are proposed to be assessed are shown in **Figure 3**.

Figure 3: TA Study Area

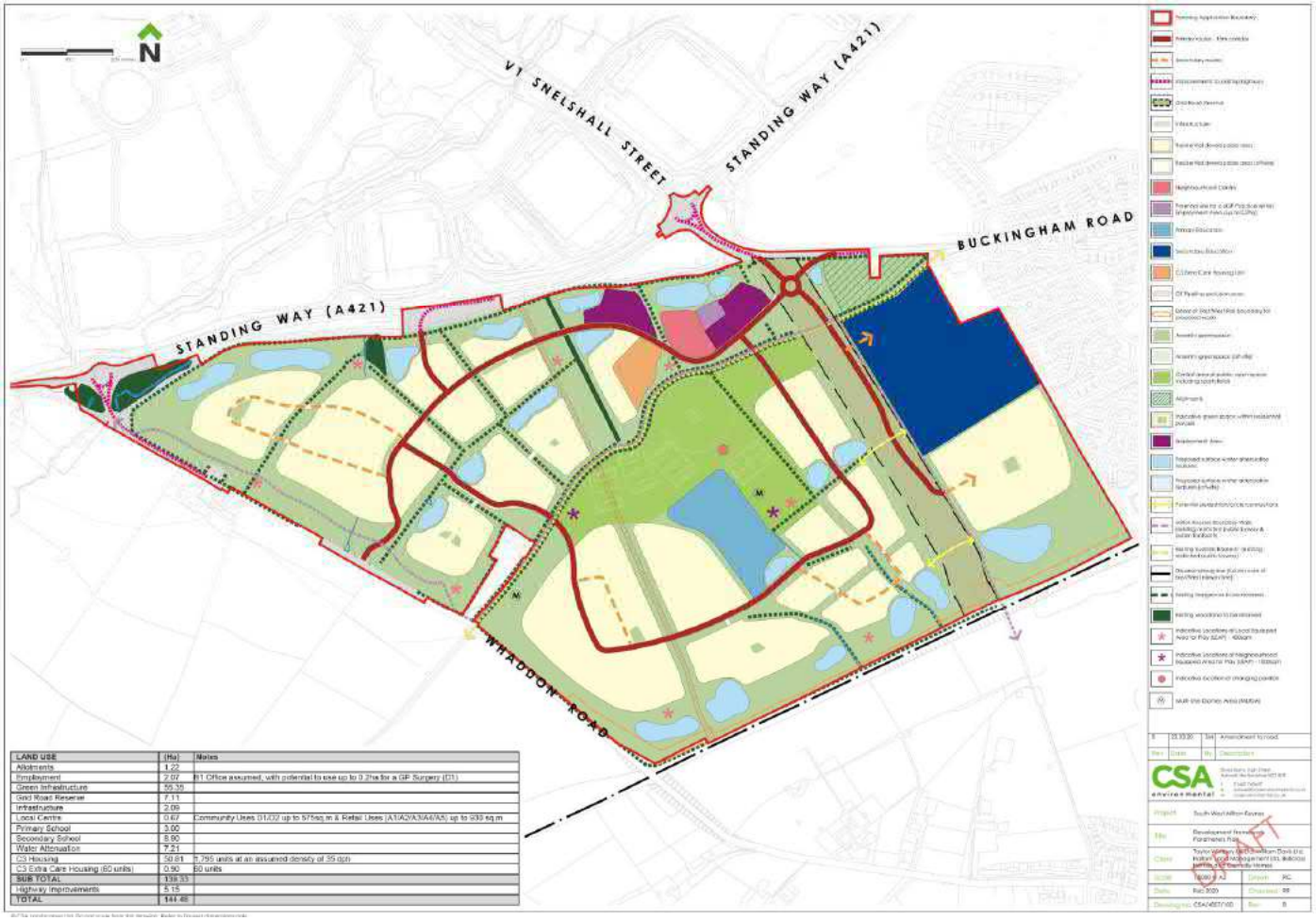


The distribution was then applied to the trip generation using a two-stage approach.

Firstly, routes across the traffic flow diagram were coded by the junctions that traffic would travel through to get to and from the site.

Once at the site boundary, trips were then assigned to one of the three access points based upon their land use and location within the site. To do this a review of the masterplan was undertaken and a judgement made about the proportion of development that would use each access point based upon the layout of the site. The masterplan used to assign the trips is shown in **Figure 4** and the trip assignment is summarised in **Table 1**.

Figure 4: Masterplan used to assign trips



LAND USE	(Ha)	Notes
Allotments	1.22	
Employment	2.07	B1 Office assumed, with potential to use up to 0.2ha for a GP Surgery (D1)
Green Infrastructure	59.35	
Grid Road Reserve	7.11	
Infrastructure	2.09	
Local Centre	0.67	Community Uses D1/D2 up to 575sq.m & Retail Uses (A1/A2/A3/A4/A5) up to 930 sq.m
Primary School	3.00	
Secondary School	8.90	
Water Attenuation	7.21	
C3 Housing	50.81	1,795 units at an assumed density of 35 dph
C3 Extra Care Housing (60 units)	0.90	60 units
SUB TOTAL	133.33	
Highway Improvements	5.15	
TOTAL	144.48	

Table 1: Site Access Assignment

Land Use	Movement	Direction	Site Access	Proportion
Residential	Departures	East	Buckingham Way	75%
		East	Whaddon Road	25%
		West	Buckingham Way	25%
		West	Whaddon Road	75%
		South	Whaddon Road	100%
	Arrivals	East	Buckingham Way	40%
		East	Standing Way	60%
		West	Buckingham Way	20%
		West	Whaddon Road	80%
		South	Whaddon Road	100%
Employment – also used for servicing trips	Departures	East	Buckingham Way	100%
		West	Buckingham Way	100%
		South	Whaddon Road	100%
	Arrivals	East	Buckingham Way	25%
		East	Standing Way	75%
		West	Buckingham Way	100%
		South	Whaddon Road	100%
Secondary School	Departures	East	Buckingham Way	100%
		West	Buckingham Way	75%
		West	Whaddon Road	25%
		South	Whaddon Road	100%
	Arrivals	East	Buckingham Way	25%
		East	Standing Way	75%
		West	Buckingham Way	100%
		South	Whaddon Road	100%

Traffic flow diagrams showing the final trip distribution for the employment and residential distributions are provided in **Appendix B**.

Committed Development

It has been agreed with BCC Highways and Stirling Maynard Consultants that the only committed developments requiring consideration within the core scenarios of the updated TA are Tattenhoe Park and Kingsmead South. Shenley Park has also been identified as a committed development, however, this is to be considered as part of a sensitivity test only for the purpose of the TA.

To derive the trip generation for Tattenhoe Park and Kingsmead South the following process was undertaken.

Vehicular trip rates were extracted from the residential land use person trip rates extracted from TRICS and presented in the separately prepared Trip Generation Technical Note (TN)[3].

Both Tattenhoe Park and Kingsmead South are currently under construction and a proportion of each development has already been completed and occupied. As the data collection exercise that underpins the updated TA was completed in February 2020, it is not considered appropriate to add the full development quantum associated with Tattenhoe Park and Kingsmead South as this could result in double-counting of trips. To derive an appropriate quantum of development for each, a review of the MKC Housing Trajectory 2019-2024 was undertaken. The number of completions anticipated from April 2020 has been reviewed and the housing trajectory document indicates that there are 178 dwellings at Kingsmead South still be completed and occupied and 883 dwellings at Tattenhoe Park.

To account for having two future assessment years within the updated TA (2026 and 2033), the trip generation for Tattenhoe Park has been adjusted to account for completion of 712 dwellings by 2026 and the full 883 dwellings by 2033. Kingsmead South features the same 178 in each future forecast year.

Table 2 provides the trip rates and trip generation associated with the two committed developments for the future forecast years of 2026 and 2031.

[3] Trip Generation TN Appendix B

Table 2: Tattenhoe Park and Kingsmead South Trip Generation

Scenario	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate	0.126	0.395	0.501	0.333	0.156	0.489
Kingsmead South Trip Generation (2026 and 2033)	22	70	89	59	28	87
Tattenhoe Park (2026)	90	281	357	237	111	348
Tattenhoe Park (2033)	111	349	442	294	138	432
Total 2026	112	352	446	296	139	435
Total 2033	134	419	532	353	166	519

The trip generation outlined within **Table 2** was distributed across the highway network study area using the same distribution as that derived for the residential land use on the proposed development with access to the committed developments assumed from V1 Snelshall Street. The traffic flow diagrams for 2026 and 2033 are provided in **Appendix C**.

Background Traffic Growth

Background traffic growth to create the future forecast years of 2026 and 2033 have been derived by extracting growth factors from TEMPRO. The Trip End Model Presentation Programme (TEMPRO) is an industry standard tool used to estimate traffic growth.

For the purposes of the updated TA, the geographic area of Aylesbury Vale was selected and growth factors for car driver trips selected.

The National Trip End Model growth factors were adjusted using the alternative assumption tool to remove the housing (1855 households) and job growth (1360 jobs) as part of the proposed development. No adjustment was made for Kingsmead South and Tattenhoe Park as these development sites are located in Milton Keynes and therefore do not form part of the growth factor derived for Aylesbury Vale.

The adjusted NTEM growth factors were combined with National Transport Model forecasts using the urban principal road category to derive the factors for the AM and PM peaks, daily and weekday. Table 3 presents the growth factors to be used in the updated TA.

Table 3: Growth Factors

Scenario	AM Peak	PM Peak	Daily	Weekday
2020-2026	1.066	1.069	1.075	1.074
2020-2033	1.138	1.146	1.160	1.157

Appendix A – Census Distribution Tables

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

Residential Distribution

usual residence : 2011 super output area - middle layer	E02003654 : Aylesbury Vale 003	E02003486 : Milton Keynes 028	E02003487 : Milton Keynes 029	E02003489 : Milton Keynes 031	E02003490 : Milton Keynes 032	TOTAL	Proportion	Assignment
E02003472 : Milton Keynes 014	128	497	264	252	120	1261	13.1%	J5A J18A J17A J16A J15D
E02003481 : Milton Keynes 023	66	178	199	193	172	808	8.4%	J5B J2B J1B
E02003475 : Milton Keynes 017	83	240	161	180	130	794	8.3%	J5A J18A J17A J16A J15A
E02003488 : Milton Keynes 030	36	99	94	122	99	450	4.7%	J5B J2B J1B
E02003476 : Milton Keynes 018	38	138	101	72	52	401	4.2%	J5A J18A J17A J16A J15A
E02003489 : Milton Keynes 031	28	62	95	69	49	303	3.2%	J5B J2B J1A
E02003468 : Milton Keynes 010	35	76	77	53	31	272	2.8%	J5D J12A
E02003480 : Milton Keynes 022	31	82	52	56	45	266	2.8%	J5A J18A J17A J16A J15B
E02003477 : Milton Keynes 019	33	109	49	45	30	266	2.8%	J5D J12A
E02003478 : Milton Keynes 020	34	94	55	42	28	253	2.6%	J5D J12A
E02003467 : Milton Keynes 009	25	95	40	43	28	231	2.4%	J5A J18A J17A J16A J15A
E02003473 : Milton Keynes 015	30	56	53	54	31	224	2.3%	J5D J12A
E02003465 : Milton Keynes 007	30	87	39	38	28	222	2.3%	J5A J18A J17A J16A J15A
E02003485 : Milton Keynes 027	8	43	49	41	26	167	1.7%	J5A J18A J17B
E02003483 : Milton Keynes 025	13	59	46	25	9	152	1.6%	J5A J18D J13D
E02003482 : Milton Keynes 024	9	32	33	40	29	143	1.5%	J5A J18A J17A J16A J15A
E02003479 : Milton Keynes 021	17	50	34	17	16	134	1.4%	J5A J18A J17A J16A J15D
E02003652 : Aylesbury Vale 001	71	23	18	8	9	129	1.3%	J6C J7D J8C J9D J10D
E02003486 : Milton Keynes 028	8	63	27	14	12	124	1.3%	J5D
E02003654 : Aylesbury Vale 003	66	14	22	14	8	124	1.3%	J6B J4A
E02003605 : Central Bedfordshire 007	20	41	26	20	11	118	1.2%	J5A J18A J17A J16A J15A
E02003666 : Aylesbury Vale 015	58	15	10	16	6	105	1.1%	J6C J7C
E02003463 : Milton Keynes 005	7	36	28	18	10	99	1.0%	J5A J18A J17A J16A J15A
E02003462 : Milton Keynes 004	11	24	18	24	16	93	1.0%	J5A J18A J17A J16A J15A
E02003460 : Milton Keynes 002	8	36	15	14	14	87	0.9%	J5D J12A
E02003471 : Milton Keynes 013	5	45	17	8	11	86	0.9%	J5A J18A J17A J16A J15D
E02003490 : Milton Keynes 032	9	15	10	16	32	82	0.9%	J5B J2B J1C
E02003470 : Milton Keynes 012	11	22	22	15	12	82	0.9%	J5D J12A
E02003643 : Central Bedfordshire 024	13	22	11	7	25	78	0.8%	J6B J4A J3B
E02003487 : Milton Keynes 029	3	14	44	11	3	75	0.8%	J5A J18B
E02003466 : Milton Keynes 008	10	8	19	22	11	70	0.7%	J5D J12A
E02003657 : Aylesbury Vale 006	27	7	11	12	5	62	0.6%	J6B J4A J3C
E02003484 : Milton Keynes 026	4	28	9	10	8	59	0.6%	J5A J18A J17D J14A
E02003653 : Aylesbury Vale 002	33	9	3	11	2	58	0.6%	J6C J7D J8C J9D J10D
E02005677 : Northampton 028	7	21	10	7	8	53	0.6%	J5A J18A J17A J16A J15A
E02003639 : Central Bedfordshire 021	13	7	9	8	16	53	0.6%	J6B J4A J3B
E02003655 : Aylesbury Vale 004	30	7	2	10	0	49	0.5%	J6C J7D J8C J9D J10D
E02003656 : Aylesbury Vale 005	37	2	0	7	2	48	0.5%	J6C J7D J8C J9D J10C
E02003663 : Aylesbury Vale 012	29	8	5	3	0	45	0.5%	J6C J7D J8C J9D J10C
E02003474 : Milton Keynes 016	3	15	10	12	3	43	0.4%	J5A J18A J17A J16A J15A
E02005678 : Northampton 029	5	19	7	3	7	41	0.4%	J5A J18A J17A J16A J15A
E02005688 : South Northamptonshire 008	14	11	8	3	4	40	0.4%	J6C J7D J8C J9D J10D
E02003633 : Bedford 018	3	9	6	9	11	38	0.4%	J5A J18A J17A J16A J15A
E02003275 : Luton 018	7	11	9	6	5	38	0.4%	J5A J18A J17A J16A J15B
E02003278 : Luton 021	9	16	3	8	2	38	0.4%	J5A J18A J17A J16A J15B
E02003664 : Aylesbury Vale 013	17	10	2	8	1	38	0.4%	J6C J7C
E02003644 : Central Bedfordshire 026	7	14	4	7	4	36	0.4%	J6B J4A J3B
E02003658 : Aylesbury Vale 007	16	6	5	1	8	36	0.4%	J6B J4A J3C
E02004868 : Dacorum 013	11	7	2	10	4	34	0.4%	J6B J4A J3B
E02003637 : Central Bedfordshire 019	5	8	3	9	7	32	0.3%	J5A J18A J17A J16A J15A
E02003271 : Luton 014	3	14	6	5	3	31	0.3%	J5A J18A J17A J16A J15B
E02005674 : Northampton 025	3	15	4	2	4	28	0.3%	J5A J18A J17A J16A J15A
E02003627 : Bedford 012	3	10	3	7	3	26	0.3%	J5A J18A J17A J16A J15A
E02003629 : Bedford 014	0	5	2	14	3	24	0.2%	J5A J18A J17A J16A J15A
E02003630 : Bedford 015	4	7	4	7	2	24	0.2%	J5A J18A J17A J16A J15A
E02003459 : Milton Keynes 001	1	9	5	5	4	24	0.2%	J5D J12A
E02003607 : Central Bedfordshire 009	3	7	6	7	0	23	0.2%	J5A J18A J17A J16A J15A
E02005683 : South Northamptonshire 003	0	10	1	9	3	23	0.2%	J5A J18A J17A J16A J15A
E02003668 : Aylesbury Vale 017	9	7	2	3	2	23	0.2%	J6C J7C
E02005690 : South Northamptonshire 010	10	8	2	1	2	23	0.2%	J6C J7D J8C J9D J10D
E02000977 : Westminster 018	5	8	4	4	1	22	0.2%	J5A J18A J17A J16A J15B
E02003665 : Aylesbury Vale 014	8	4	0	6	4	22	0.2%	J6C J7C
E02003670 : Aylesbury Vale 019	11	3	4	0	4	22	0.2%	J6C J7C
E02005685 : South Northamptonshire 005	6	7	1	7	0	21	0.2%	J5D J12A
E02003461 : Milton Keynes 003	2	7	4	3	4	20	0.2%	J5A J18A J17A J16A J15A
E02003464 : Milton Keynes 006	3	10	4	1	2	20	0.2%	J5A J18A J17A J16A J15A
E02005935 : Cherwell 015	5	8	2	5	0	20	0.2%	J6C J7D J8C J9D J10D
E02004870 : Dacorum 015	2	4	2	4	7	19	0.2%	J6B J4A J3B
E02005933 : Cherwell 013	10	6	0	1	2	19	0.2%	J6C J7D J8C J9D J10D
E02003660 : Aylesbury Vale 009	5	1	1	2	8	17	0.2%	J6B J4A J3C
E02003710 : Wycombe 015	8	2	1	3	3	17	0.2%	J6C J7C
E02003610 : Central Bedfordshire 012	1	6	3	2	4	16	0.2%	J5A J18A J17A J16A J15A
E02005670 : Northampton 021	1	8	3	3	1	16	0.2%	J5A J18A J17A J16A J15A
E02003647 : Central Bedfordshire 029	1	5	1	4	3	14	0.1%	J6B J4A J3B
E02003667 : Aylesbury Vale 016	9	2	1	1	1	14	0.1%	J6C J7C
E02003672 : Aylesbury Vale 021	7	5	0	0	2	14	0.1%	J6C J7C
E02005939 : Cherwell 019	3	8	3	0	0	14	0.1%	J6C J7D J8C J9D J10D
E02003622 : Bedford 007	0	4	0	3	6	13	0.1%	J5A J18A J17A J16A J15A
E02003625 : Bedford 010	1	4	2	4	2	13	0.1%	J5A J18A J17A J16A J15A
E02003276 : Luton 019	3	3	2	3	2	13	0.1%	J5A J18A J17A J16A J15B
E02003645 : Central Bedfordshire 027	4	2	2	3	2	13	0.1%	J6B J4A J3B
E02003661 : Aylesbury Vale 010	10	0	0	3	0	13	0.1%	J6C J7C
E02003675 : Aylesbury Vale 024	9	1	0	0	3	13	0.1%	J6C J7D J8C J9D J10C
E02005621 : Daventry 003	1	8	1	2	0	12	0.1%	J5D J12A
E02003640 : Central Bedfordshire 022	4	2	2	2	2	12	0.1%	J6B J4A J3B
E02003659 : Aylesbury Vale 008	8	2	1	1	0	12	0.1%	J6C J7C
E02005924 : Cherwell 004	6	3	0	3	0	12	0.1%	J6C J7D J8C J9D J10D
E02003606 : Central Bedfordshire 008	2	2	3	3	1	11	0.1%	J5A J18A J17A J16A J15A
E02005684 : South Northamptonshire 004	1	2	6	1	1	11	0.1%	J5D J12A
E02004983 : Welwyn Hatfield 004	2	3	2	2	2	11	0.1%	J5A J18A J17A J16A J15B
E02003682 : Chiltern 007	3	3	3	1	1	11	0.1%	J6C J7C
E02005636 : East Northamptonshire 008	0	3	4	2	1	10	0.1%	J5A J18A J17A J16A J15A
E02004935 : St Albans 012	2	5	0	1	2	10	0.1%	J5A J18A J17A J16A J15B
E02004989 : Welwyn Hatfield 010	0	8	2	0	0	10	0.1%	J5A J18A J17A J16A J15B
E02004859 : Dacorum 004	1	3	2	1	3	10	0.1%	J6B J4A J3B
E02004864 : Dacorum 009	2	2	0	6	0	10	0.1%	J6B J4A J3B
E02005931 : Cherwell 011	6	1	3	0	0	10	0.1%	J6C J7D J8C J9D J10D
E02005936 : Cherwell 016	4	5	0	1	0	10	0.1%	J6C J7D J8C J9D J10D
E02000001 : City of London 001	4	1	2	2	0	9	0.1%	J5A J18A J17A J16A J15B
E02005934 : Cherwell 014	7	0	1	1	0	9	0.1%	J6C J7D J8C J9D J10D
E02005952 : Oxford 013	3	4	1	1	0	9	0.1%	J6C J7D J8C J9D J10D
E02005958 : South Oxfordshire 001	7	1	0	1	0	9	0.1%	J6C J7D J8C J9D J10D
E02003619 : Bedford 004	1	2	3	0	2	8	0.1%	J5A J18A J17A J16A J15A
E02003613 : Central Bedfordshire 015	2	1	1	3	1	8	0.1%	J5A J18A J17A J16A J15A
E02003273 : Luton 016	0	1	0	7	0	8	0.1%	J5A J18A J17A J16A J15B
E02000974 : Westminster 015	0	4	0	3	1	8	0.1%	J5A J18A J17A J16A J15B
E02000252 : Ealing 015	2	0	5	0	1	8	0.1%	J5A J18A J17A J16A J15B
E02003638 : Central Bedfordshire 020	3	4	0	1	0	8	0.1%	J6B J4A J3B
E02003650 : Central Bedfordshire 032	3	3	1	0	1	8	0.1%	J6B J4A J3B
E02003718 : Wycombe 023	7	1	0	0	0	8	0.1%	J6C J7C
E02006530 : Warwick 012	1	3	3	1	0	8	0.1%	J6C J7D J8C J9D J10D
E02005945 : Oxford 006	4	2	1	1	0	8	0.1%	J6C J7D J8C J9D J10D
E02005960 : South Oxfordshire 003	5	0	0	3	0	8	0.1%	J6C J7D J8C J9D J10D
E02006492 : Rugby 001	1	1	1	3	1	7	0.1%	J5A J18A J17A J16A J15A
E02003626 : Bedford 011	0	2	0	0	5	7	0.1%	J5A J18A J17A J16A J15A
E02003634 : Bedford 019	0	3	1	3	0	7	0.1%	J5A J18A J17A J16A J15A
E02003611 : Central Bedfordshire 013	0	3	0	2	2	7	0.1%	J5A J18A J17A J16A J15A
E02003259 : Luton 002	0	4	0	2	1	7	0.1%	J5A J18A J17A J16A J15B
E02003270 : Luton 013	5	1	0	0	1	7	0.1%	J5A J18A J17A J16A J15B
E02003272 : Luton 015	2	1	2	2	0	7	0.1%	J5A J18A J17A J16A J15B
E02004978 : Watford 011	0	2	2	1	2	7	0.1%	J5A J18A J17A J16A J15B
E02000524 : Hillingdon 031	0	3	1	3	0	7	0.1%	J5A J18A J17A J16A J15B
E02003408 : Slough 002	1	0	2	3	1	7	0.1%	J5A J18A J17A J16A J15B
E02003673 : Aylesbury Vale 022	5	2	0	0	0	7	0.1%	J6C J7C
E02005687 : South Northamptonshire 007	2	3	2	0	0	7	0.1%	J6C J7D J8C J9D J10D
E02005947 : Oxford 008	1	1	3	2	0	7	0.1%	J6C J7D J8C J9D J10D
E02003618 : Bedford 003	1	1	1	2	1	6	0.1%	J5A J18A J17A J16A J15A
E02003624 : Bedford 009	0	2	0	2	2	6	0.1%	J5A J18A J17A J16A J15A
E02003635 : Bedford 020	1	0	1	3	1	6	0.1%	J5A J18A J17A J16A J15A
E02005667 : Northampton 018	1	3	1	0	1	6	0.1%	J5A J18A J17A J16A J15A
E02004966 : Three Rivers 011	2	2	0	0	2	6	0.1%	J5A J18A J17A J16A J15B
E02003646 : Central Bedfordshire 028	0	0	3	1	2	6	0.1%	J6B J4A J3B
E02004857 : Dacorum 002	2	1	2	0	1	6	0.1%	J6B J4A J3B
E02004877 : Dacorum 022	2	2	1	0	1	6	0.1%	J6B J4A J3B
E02003669 : Aylesbury Vale 018	5	0	1	0	0	6	0.1%	J6C J7C

Route Assingnment	Total Cars	%
J5A J18B	75	1%
J5A J18A J17B	167	2%
J5A J18A J17D J14A	59	1%
J5A J18A J17A J16A J15A	1492.5	18%
J5A J18A J17A J16A J15D	1481	18%
J5A J18D J13D	142	2%
J5B J2B J1A	303	4%
J5B J2B J1B	1247	15%
J5B J2B J1C	82	1%
J5D	124	1%
J5D J12A	1322	16%
J6B J4A	124	1%
J6B J4A J3B	313	4%
J6B J4A J3C	115	1%
J6C J7D J8C J9D J10C	106	1%
J6C J7D J8C J9D J10D	449	5%
J6C J7C	312	4%
J5A J18A J17A J16A J15B	508.5	6%
J5A J18A J17A J16B	12	0%
J5D J12B	10	0%
Total	8443	100%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

Employment Distribution

usual residence : 2011 super output area - middle layer	E02003654 : Aylesbury Vale 003	E02003486 : Milton Keynes 028	E02003487 : Milton Keynes 029	E02003489 : Milton Keynes 031	E02003490 : Milton Keynes 032	TOTAL	Proportion	Assignment
E02003487 : Milton Keynes 029	22	27	44	95	10	198	4.9%	J5A J18B
E02003486 : Milton Keynes 028	14	63	14	62	15	168	4.1%	J5D
E02003483 : Milton Keynes 025	16	39	10	77	25	167	4.1%	J5A J18D J13D
E02003489 : Milton Keynes 031	14	14	11	69	16	124	3.1%	J5B J2B J1A
E02003484 : Milton Keynes 026	11	30	10	56	10	117	2.9%	J5A J18A J17D J14A
E02003477 : Milton Keynes 019	15	17	11	67	5	115	2.8%	J5D J12A
E02003654 : Aylesbury Vale 003	66	8	3	28	9	114	2.8%	J6B J4A
E02003485 : Milton Keynes 027	9	13	9	67	14	112	2.8%	J5A J18A J17B
E02003475 : Milton Keynes 017	8	14	7	61	21	111	2.7%	J5A J18A J17A J16A J15A
E02003490 : Milton Keynes 032	8	12	3	49	32	104	2.6%	J5B J2B J1C
E02003488 : Milton Keynes 030	11	8	4	55	25	103	2.5%	J5B J2B J1B
E02003480 : Milton Keynes 022	8	11	6	51	20	96	2.4%	J5A J18A J17A J16A J15B
E02003474 : Milton Keynes 016	6	14	5	43	12	80	2.0%	J5A J18A J17A J16A J15A
E02003460 : Milton Keynes 002	13	10	1	44	11	79	1.9%	J5D J12A
E02003482 : Milton Keynes 024	2	9	5	46	8	70	1.7%	J5A J18A J17A J16A J15A
E02003463 : Milton Keynes 005	5	16	2	33	11	67	1.7%	J5A J18A J17A J16A J15A
E02005688 : South Northamptonshire 008	15	8	4	30	9	66	1.6%	J5A J18A J17A J16A J15B
E02003481 : Milton Keynes 023	2	15	6	36	5	64	1.6%	J5B J2B J1B
E02003656 : Aylesbury Vale 005	45	7	0	10	2	64	1.6%	J6C J7D J8C J9D J10C
E02003468 : Milton Keynes 010	11	5	5	29	12	62	1.5%	J5D J12A
E02003473 : Milton Keynes 015	5	13	1	35	5	59	1.5%	J5D J12A
E02003479 : Milton Keynes 021	3	18	3	29	6	59	1.5%	J5A J18A J17A J16A J15D
E02003476 : Milton Keynes 018	6	13	4	33	2	58	1.4%	J5A J18A J17A J16A J15A
E02003465 : Milton Keynes 007	1	9	5	32	10	57	1.4%	J5A J18A J17A J16A J15A
E02003652 : Aylesbury Vale 001	30	4	1	20	2	57	1.4%	J6C J7D J8C J9D J10D
E02003466 : Milton Keynes 008	9	7	3	29	8	56	1.4%	J5D J12A
E02003472 : Milton Keynes 014	3	16	4	23	10	56	1.4%	J5A J18A J17A J16A J15D
E02003478 : Milton Keynes 020	5	7	2	35	5	54	1.3%	J5D J12A
E02003462 : Milton Keynes 004	6	9	0	35	3	53	1.3%	J5A J18A J17A J16A J15A
E02003657 : Aylesbury Vale 006	22	6	2	18	5	53	1.3%	J6B J4A J3C
E02003653 : Aylesbury Vale 002	23	3	2	21	3	52	1.3%	J6C J7D J8C J9D J10D
E02003461 : Milton Keynes 003	9	8	4	25	4	50	1.2%	J5A J18A J17A J16A J15A
E02003643 : Central Bedfordshire 024	5	8	1	23	7	44	1.1%	J5A J18A J17A J16A J15A
E02003469 : Milton Keynes 011	4	6	2	28	4	44	1.1%	J5D J12A
E02005683 : South Northamptonshire 003	8	7	2	23	3	43	1.1%	J5A J18A J17A J16A J15A
E02003471 : Milton Keynes 013	7	10	0	18	6	41	1.0%	J5A J18A J17A J16A J15D
E02003655 : Aylesbury Vale 004	21	4	1	9	3	38	0.9%	J6C J7D J8C J9D J10D
E02003639 : Central Bedfordshire 021	7	4	4	14	8	37	0.9%	J5A J18A J17A J16A J15A
E02003467 : Milton Keynes 009	4	5	5	20	3	37	0.9%	J5A J18A J17A J16A J15A
E02003459 : Milton Keynes 001	4	1	3	28	0	36	0.9%	J5D J12A
E02003464 : Milton Keynes 006	0	10	0	20	5	35	0.9%	J5A J18A J17A J16A J15A
E02003638 : Central Bedfordshire 020	4	6	0	20	3	33	0.8%	J5A J18A J17A J16A J15A
E02003470 : Milton Keynes 012	5	4	2	16	6	33	0.8%	J5D J12A
E02003605 : Central Bedfordshire 007	2	3	2	11	8	26	0.6%	J5A J18A J17A J16A J15A
E02003640 : Central Bedfordshire 022	7	2	0	12	5	26	0.6%	J5A J18A J17A J16A J15A
E02005684 : South Northamptonshire 004	1	2	1	15	4	23	0.6%	J5D J12A
E02003637 : Central Bedfordshire 019	2	2	0	14	5	23	0.6%	J5A J18A J17A J16A J15A
E02005685 : South Northamptonshire 005	2	0	0	19	1	22	0.5%	J5D J12A
E02003658 : Aylesbury Vale 007	10	0	2	7	0	19	0.5%	J6B J4A J3C
E02005701 : Wellingborough 010	3	2	1	9	1	16	0.4%	J5A J18A J17A J16A J15A
E02003607 : Central Bedfordshire 009	2	4	0	7	2	15	0.4%	J5A J18A J17A J16A J15A
E02003641 : Central Bedfordshire 023	1	1	1	11	1	15	0.4%	J5A J18A J17A J16A J15A
E02005677 : Northampton 028	2	1	0	11	0	14	0.3%	J5A J18A J17A J16A J15B
E02005680 : Northampton 031	2	3	0	8	1	14	0.3%	J5A J18A J17A J16A J15B
E02005687 : South Northamptonshire 007	4	1	2	6	0	13	0.3%	J6C J7D J8C J9D J10D
E02003610 : Central Bedfordshire 012	0	1	1	9	1	12	0.3%	J5A J18A J17A J16A J15A
E02005689 : South Northamptonshire 009	1	3	0	5	2	11	0.3%	J6C J7D J8C J9D J10D
E02003659 : Aylesbury Vale 008	7	0	0	3	0	10	0.2%	J6C J7C
E02005679 : Northampton 030	3	0	0	4	2	9	0.2%	J5A J18A J17A J16A J15B
E02005690 : South Northamptonshire 010	1	5	0	3	0	9	0.2%	J6C J7D J8C J9D J10D
E02003617 : Bedford 002	0	2	0	7	0	9	0.2%	J5A J18A J17A J16A J15A
E02003614 : Central Bedfordshire 016	2	2	1	4	0	9	0.2%	J5A J18A J17A J16A J15A
E02003615 : Central Bedfordshire 017	0	1	1	5	2	9	0.2%	J5A J18A J17A J16A J15A
E02003642 : Central Bedfordshire 025	0	1	0	4	4	9	0.2%	J5A J18A J17A J16A J15A
E02003648 : Central Bedfordshire 030	4	2	1	2	0	9	0.2%	J5A J18A J17A J16A J15A
E02003670 : Aylesbury Vale 019	3	1	0	5	0	9	0.2%	J6C J7C
E02005682 : South Northamptonshire 002	2	2	0	4	0	8	0.2%	J5A J18A J17A J16A J15B
E02003633 : Bedford 018	0	1	0	5	2	8	0.2%	J5A J18A J17A J16A J15A
E02003634 : Bedford 019	2	1	0	3	2	8	0.2%	J5A J18A J17A J16A J15A
E02003259 : Luton 002	4	1	0	3	0	8	0.2%	J5A J18A J17A J16A J15B
E02003275 : Luton 018	0	8	0	0	0	8	0.2%	J5A J18A J17A J16A J15B
E02003278 : Luton 021	0	6	0	1	1	8	0.2%	J5A J18A J17A J16A J15B
E02003664 : Aylesbury Vale 013	5	3	0	0	0	8	0.2%	J6C J7C
E02003668 : Aylesbury Vale 017	4	0	0	4	0	8	0.2%	J6C J7C
E02005660 : Northampton 011	1	2	0	3	1	7	0.2%	J5A J18A J17A J16A J15B
E02005678 : Northampton 029	1	1	0	3	2	7	0.2%	J5A J18A J17A J16A J15B
E02005699 : Wellingborough 008	0	3	0	4	0	7	0.2%	J5A J18A J17A J16A J15A
E02003613 : Central Bedfordshire 015	2	1	1	2	1	7	0.2%	J5A J18A J17A J16A J15A
E02003276 : Luton 019	0	4	0	3	0	7	0.2%	J5A J18A J17A J16A J15B
E02004874 : Dacorum 019	0	0	0	7	0	7	0.2%	J6B J4A J3B
E02003662 : Aylesbury Vale 011	4	0	0	2	1	7	0.2%	J6C J7C
E02003672 : Aylesbury Vale 021	2	1	2	2	0	7	0.2%	J6C J7C
E02005931 : Cherwell 011	2	1	0	4	0	7	0.2%	J6C J7D J8C J9D J10D
E02005695 : Wellingborough 004	0	3	0	3	0	6	0.1%	J5A J18A J17A J16A J15A
E02003618 : Bedford 003	0	1	0	4	1	6	0.1%	J5A J18A J17A J16A J15A
E02003606 : Central Bedfordshire 008	1	1	0	1	3	6	0.1%	J5A J18A J17A J16A J15A
E02003647 : Central Bedfordshire 029	1	2	0	2	1	6	0.1%	J5A J18A J17A J16A J15A
E02003266 : Luton 009	0	2	0	1	3	6	0.1%	J5A J18A J17A J16A J15B
E02005934 : Cherwell 014	0	2	0	3	1	6	0.1%	J6C J7D J8C J9D J10D
						4,059		

Route Assingnment	Total Cars	%
J5A J18B	198	5%
J5A J18A J17B	112	3%
J5A J18A J17D J14A	117	3%
J5A J18A J17A J16A J15A	1011.5	28%
J5A J18A J17A J16A J15D	156	4%
J5A J18D J13D	163	4%
J5B J2B J1A	124	3%
J5B J2B J1B	162.5	4%
J5B J2B J1C	104	3%
J5D	168	5%
J5D J12A	583	16%
J6B J4A	114	3%
J6B J4A J3B	7	0%
J6B J4A J3C	72	2%
J6C J7D J8C J9D J10C	64	2%
J6C J7D J8C J9D J10D	193	5%
J6C J7C	49	1%
J5A J18A J17A J16A J15B	253.5	7%
J5A J18A J17A J16B	4.5	0%
J5D J12B	4	0%
Total	3660	100%

50%	4.5	
50%	4.5	
50%	4	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

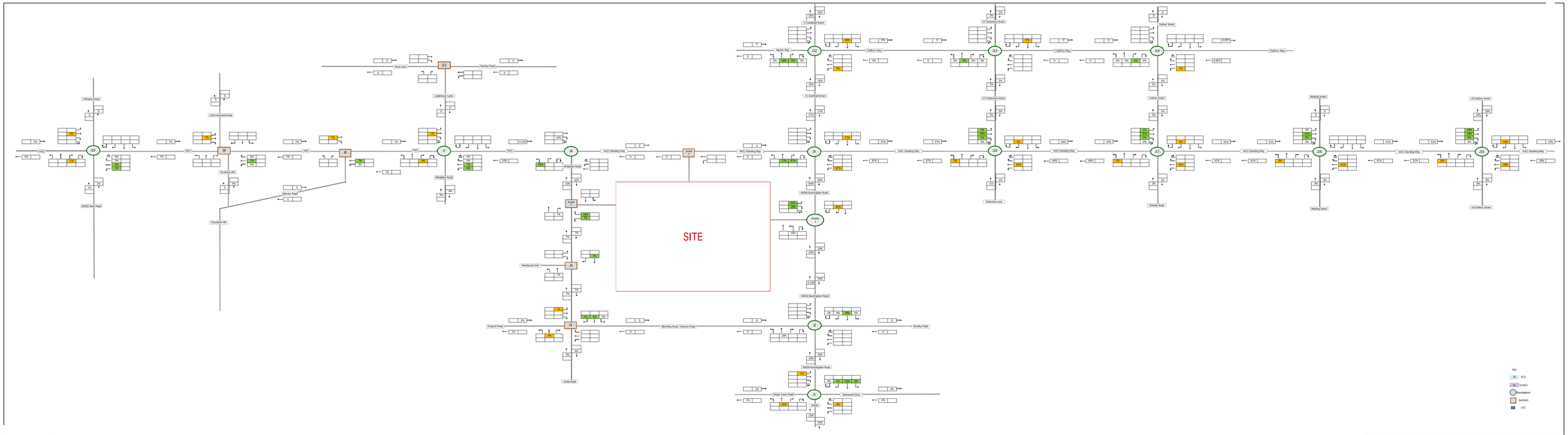
Appendix B – Trip Distribution Flow Diagrams

2 London Sqaure, Cross Lanes, Guildford
GU1 1UN
T: 01483 528 400

SWMK
Employment Trip Distribution (Arrivals)

Drawn by:	WF	**Checked by:**		**Approved by:**
Job No.:				
Date:				

Network Diagram & Matrices

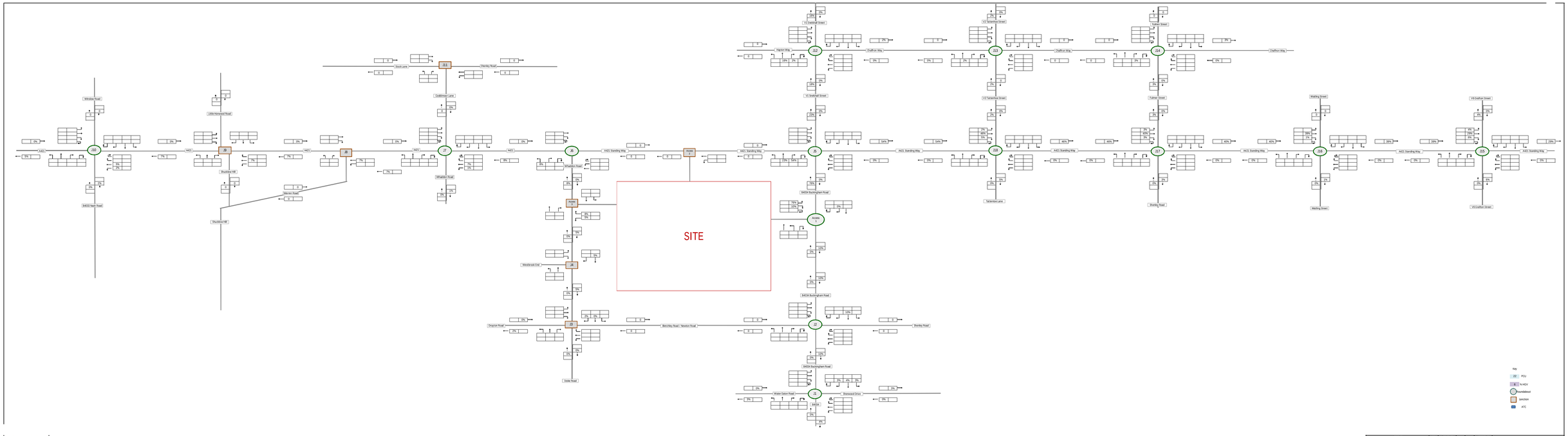


Jacobs
2 London Square, Cross Lanes, Guildford
GU1 1UN
+44 (0) 1483 728 444

SWMC
Residential Trip Distribution

Drawn by:	JST	Checked by:	Approved by:
Job No.			
Date:			

Network Diagram & Matrices

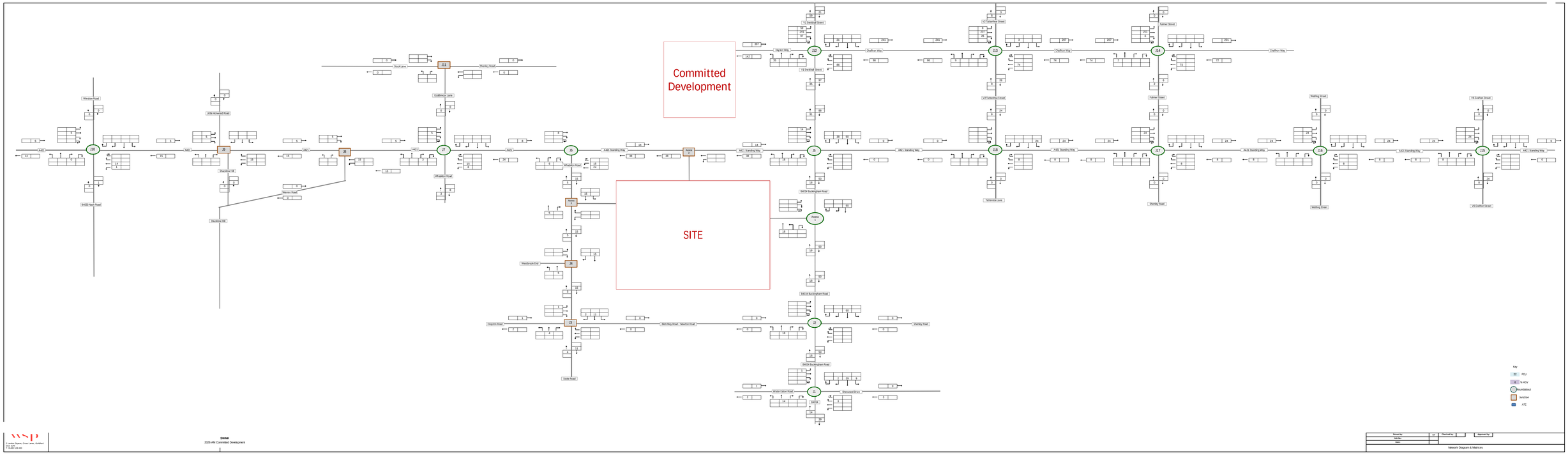


SIAMX
Employment Trip Distribution (Departures)

Drawn by:		CP	Checked by:	Approved by:
Job No:				
Date:				

Network Diagram & Matrices

Appendix C – Committed Development Traffic Flow Diagrams

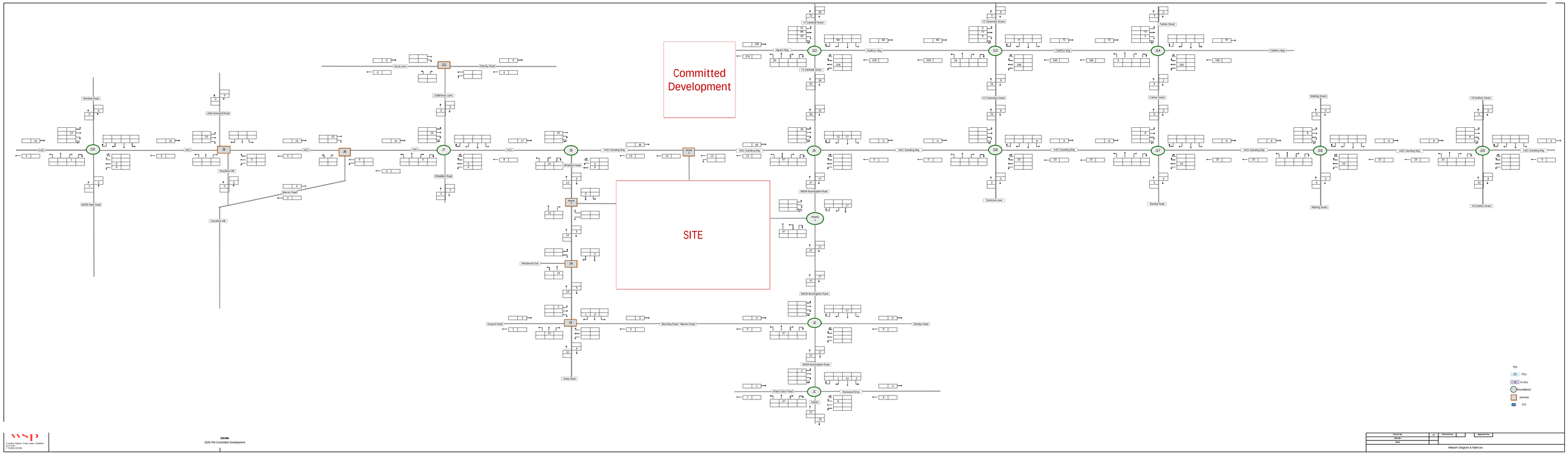


2 Lochrin Square, Cross Lanes, Scotland EH3 9GL
T: 0131 225 4444

SWMK
2026 AM Committed Development

Drawn by:		Checked by:	Approved by:
Job No.			
Date:			

Network Diagram & Matrices



2 Lochrin Square, Cross Lanes, Scotland
EH3 9GL
T: 0131 225 4747

SWMK

2026 PM Committed Development

Drawn by:		Checked by:	Approved by:
Job No.			
Date:			

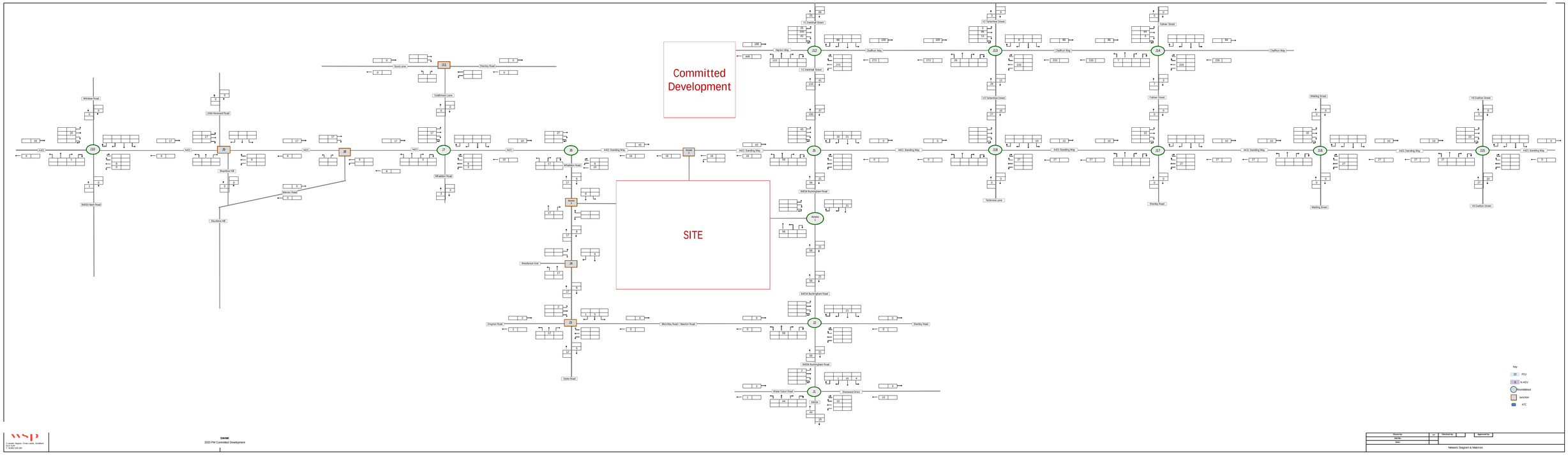
Network Diagram & Matrices

wsp
2 London Sqaure, Cross Lanes, Guildford
GU1 1UN
T: 01483 528 400

SWMK
2033 AM Committed Development

Drawn by:	WF	Checked by:		Approved by:
Job No.:				
Date:				

Network Diagram & Matrices



2 Lochrin Square, Cross Lanes, Scotland
EH3 9QA
T: 0131 225 4747

SWMK
2033 PM Committed Development

Drawn by:		Checked by:	Approved by:
Job No.			
Date:			

Network Diagram & Matrices

Appendix D

D - HIGHWAY PLANS

Date Modified:01/05/20

Drawn By:UKJMD006

N

Key

Site Location

H8 Standing Way

Buckingham Road

A421 Buckingham Road

Whaddon Road

1000 0 1000 2000 3000 m

File: Local Highway context.qgz

wsp

TITLE:

South West Milton Keynes Local Highway Network

FIGURE No:

Figure 3-2

Date Modified:26/03/20

Drawn By:UKWGF001

File:

N

Key

Site Location

Wellingborough

Northampton

Cambridge

Bedford

A43

Banbury

Milton Keynes

M1

Site

A5

A1

Oxford

M25

St Albans

M40

London

0 10 20 30 40 km

wsp

TITLE:

South West Milton Keynes, Strategic Highway Context

FIGURE No:

Figure 3-3

Appendix E

E - WALKING ISOCHRONE

Date Modified:01/05/20

Drawn By:UKJMD006

N

Key

Site Location

Walking Isochrone

200 m

500 m

1000 m

2000 m

1000 0 1000 2000 3000 m

wsp

TITLE:

South West Milton Keynes Walking Isochrone

FIGURE No:

Figure 3-4

File: Isochrones.qgz

Appendix F

F - PROW NETWORK

Date Modified:01/05/20

Drawn By:UKJMD006

N

Key

Site Location

0 0.5 1 km

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File:

wsp

TITLE:

PROW Network in the vicinity of the site

FIGURE No:

Figure 3-5

Appendix G

G - CYCLE ISOCHRONE

Date Modified:01/05/20

Drawn By:UKJMD006

N

Key

Site Location

Cycling Isochrone

1000 m

2500 m

5000 m

1000 0 1000 2000 3000 m

TITLE:

South West Milton Keynes Cycling Isochrone

FIGURE No:

Figure 3-6

File: Isochrones.qgz

Appendix H

H - BUS MAP OF MILTON KEYNES

INDEX TO PLACES SERVED

Grid	Destination	Service
E8	Ashland	1, 5, 6, 24, 25, 150, 310, F70
D3	Bancroft	5, 6, 33/33A, 89, 310
E8	Beanhill	1, 4, 24, 25, 28, 50, 150, 310, F70
G3	Blakelands	2, 21, 24, 25, 30, 31, 601
D7	Bleak Hall	4, 28
D10	Bletchley	1,4, 5, 6, 7, 9, 17, 18, 24, 25, 28, 30, 31, 50, 182, 310, 608, F77
D3	Blue Bridge	33/33A
G4	Bolbeck Park	1, 2, 21, 30, 31, 601
G11	Bow Brickhill	17,18
E3	Bradville	5, 7, 18, 23, 30, 31, 33/33A, 310, 607, 609
D4	Bradwell	5, 6, 18, 33/33A, 80, 89, 301, 310, 609
E4	Bradwell Common	5, 6, 18, 23, 33/33A, 89, 301, 310, 609
H8	Brinklow	8, 9, 17, 34, 300, 301, 602
J6	Broughton	8, 24, 25, 300, 602, C1, C11
J7	Broughton Gate	24, 25, 300, 310, 602, C1, C11
H10	Browns Wood	8, 9, 602
F10	Caldecotte	9, 11/11A, 12/12A, 602
F5	Campbell Park	1, 2, 4, 7, 8, 11/11A, 12/12A, 18, 21, 300, 301, 310, 602, C1, C10, C11
E5	Central Milton Keynes	1, 2, 4, 5, 6, 7, 8, 11/11A, 12/12A, 14, 18, 21, 23, 24, 25, 28, 33/33A, 34, 50, 80, 89, 99, 150, 300, 301, 310, 602, 609, C1, C10, C11, CX, F70, X5, X6, X60
J6	Coachway	24, 25, 300, 310, C1, C11, X5
E7	Coffee Hall	1, 4, 5, 6, 34, 50, 150, 310, F70
E4	Conniburrow	23, 24, 25, 80
B5	Crownhill	2, 28, 30, 31, 301, 606
E10	Denbigh East	5, 6, 9, 17, 18, 150, F70
E9	Denbigh West	1, 31
G4	Downhead Park	1, 2, 7, 21, 30, 31, 601, 607
F4	Downs Barn	1, 2, 7, 21, 601, 607
K9	Eagle Farm	300, 301
F7	Eaglestone	1, 4, 5, 6, 18, 28, 34, 50, 150, 310, 601, F70
C8	Emerson Valley	7, 8, 24, 25, 28, 300
A3	Fairfields	301
B9	Far Bletchley	4, 7, 24, 25, 28, 30, 50, 604
E10	Fenny Stratford	1, 5, 17, 18, 603
E6	Fishermead	4, 5, 6, 28, 34, 50, 150, 310, 601, 602, 609, F70
H6	Fox Milne	8, 602
B2	Fullers Slade	6, 30, 31, 606
C8	Furzton	7, 28, 30, 31
G3	Giffard Park	2, 21, 24, 25, 30, 31, 601
D8	Granby	1
C5	Great Holm	2, 7, 14, 24, 25, 28, 30, 31, 301, 606
F3	Great Linford	7, 21, 23, 24, 25, 30, 31, 607
H3	Green Park	1
B2	Greenleys	6, 14, 606
D1	Haversham	33/33A
E4	Heelands	5, 6, 18, 33, 33A, 80, 89, 310, 609
C3	Hodge Lea	6, 14, 606
G8	Kents Hill	8, 9, 12/12A, 17, 24, 25, 602
B3	Kiln Farm	6, 30, 31, 34
A7	Kingsmead	8
H8	Kingston	8, 9, 17, 24, 25, 34, 99, 300, 301, C1, C11
D6	Knowhill	8, 30, 31, 606
D11	Lakes Estate	1, 5, 6, 603, F77
E7	Leadenhall	1, 5, 6, 28, 33, 34, 50, 150, 310, 601-604, 606-609, F70
E4	Linford Wood	18, 23, 24, 25, 30, 31, 609
F12	Little Brickhill	17, 18
C5	Loughton	2, 7, 8, 14, 24, 25, 28, 30, 31, 606
J8	Magna Park	34, 300, 301, 310
B6	Medbourne	2, 28
H7	Middleton/MK Village	8, 11/11A, 12/12A, 300, 301, 310, 602, C1, C11
D5	Milton Keynes Central Rail Station	1, 2, 4, 5, 6, 7, 8, 11/11A, 12/12A, 14, 18, 21, 23, 24, 25, 28, 33/33A, 83, 99, 150, 300, 301, 310, 609, C1, C10, C11, CX, F70, OU, X5, X6, X60
E7	Milton Keynes University Hospital	1, 4, 5, 6, 18, 24, 25, 28, 34, 310
H7	Monkston	8, 11/11A, 12/12A, 24, 25, 34, 301, 602, C1, C11
G7	Monkston Park	11/11A, 12/12A, 602, C1, C11
K5	Moulsoe	C1, C11, CX
E9	Mount Farm	5, 6, 9, 17, 24, 25, 50, 150, 310, F70, F77
F4	Neath Hill	2, 7, 21, 23, 24, 25, 30, 31, 607
E8	Netherfield	1, 4, 5, 6, 24, 25, 34, 50, 310, F70
D2	New Bradwell	5, 7, 23, 30, 31, 89, 310
G5	Newlands	8, 11/11A, 12/12A, 18, 300, 301, 310, C1, C11
J2	Newport Pagnell	1, 2, 21, 24, 25, 30, 31, 37, 601, C10
C12	Newton Leys	1, 603
H6	Northfield	8, 300, 602, C10
G6	Oakgrove	11/11A, 12/12A, 301, 602, C1, C11
E2	Oakridge Park	7, 18, 23, 30, 31
H10	Old Farm Park	8, 9
E6	Oldbrook	1, 5, 6, 28, 34, 50, 150, 300, 310, 609, F70
G8	Open University	11/11A, 12, 24, 25, F77, OU
A7	Oxley Park	4, 28
F7	Peartree Bridge	1, 2, 21, 30, 31
G4	Pennyland	1, 2, 7, 21, 30, 31, 601, 607
H2	Poets Estate	1, 2, 601
G2	Redhouse Park	2, 21, 24, 25, 30, 31, 601
E8	Redmoor	4, 28, 604
D5	Rooksley	5, 6, 18, 33/33A, 80, 89, 301, 310, 609
B7	Shenley Brook End	8, 24, 25, 28, 300
B6	Shenley Church End	2, 7, 8, 24, 25, 28, 30, 31, 606
C7	Shenley Lodge	7, 8, 24, 25, 28, 30, 31, 606
B6	Shenley Wood	8, 28
F9	Simpson	18, 24, 25, 150
F6	Springfield	4, 601, 607
C3	Stacey Bushes	6, 14, 23, 606
E8	Stadium MK (MK Dons FC)	1, 6, 24, 25, 50, 150, 310, F70, F77
E3	Stantonbury	7, 18, 23, 30, 31, 607, 609
A2	Stony Stratford	6, 30, 31, 80, 89, 301, 606
A8	Tattenhoe	8, 24, 25, 28
A8	Tattenhoe Park	8
J3	Tickford End	1, 2, 24, 25, 601, C10
G10	Tilbrook	11/11A, 12/12A, 602
F8	Tinkers Bridge	5, 6, 24, 25
H4	Tongwell	1, 2, 21, 30, 31
B4	Two Mile Ash	14, 30, 31, 80, 301, 606
G9	Walnut Tree	8, 9, 11/11A, 12/12A, 17, 602
G9	Walton	11/11A, 12/12A, 602, F77
G8	Walton Hall	11/11A, 12, 24, 25, 602, F77, OU
G9	Walton Park	9, 11/11A, 12/12A, 17, 602
D11	Water Eaton	1, 5, 6, 603, F77
J9	Wavendon	17, 301
H9	Wavendon Gate	8, 9,17, 602
C8	West Bletchley	4, 7, 24, 25, 28, 30, 604
A7	Westcroft	8, 24, 25, 28, 68, 300
B4	Whitehouse	28, 301
H4	Willen	1, 2, 21, 30, 31
G5	Willen Lake	8, 11/11A, 12/12A, 300, 602
G4	Willen Park	1, 2, 21, 30, 31, 310, 601
D6	Winterhill	300
J11	Woburn Sands	17, 18, 47, 301
C2	Wolverton	5, 6, 7, 14, 23, 30, 31, 33/33A, 83, 89
G6	Woolstone	8, 11/11A, 12/12A, 18, 301, 602, C1, C11
F7	Woughton on the Green	18
C4	Wymbush	30, 31, 606

Appendix I

I - AMENITIES PLAN

Date Modified:01/05/20

Drawn By:UKJMD006

File:

N

Key

- Development site location
- Supermarket
- Secondary Schools
- Pre-Schools
- Local Shopping Areas
- Hospitals
- GP Practice
- Dental Surgeries
- Convenience Stores
- Areas of Employment

1000 0 1000 2000 3000 m

TITLE:

South West Milton Keynes Amenities Plan

FIGURE No:

Figure 3-8