

Silfiled Preliminary Connectivity
Strategy (AECOM)

Silfield Garden Village

Silfield Preliminary Connectivity Strategy

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Executive
Summary

01

1. Executive Summary

Orbit Homes are leading the promotion of a major new residential led, mixed use, strategic garden village development on land at Silfield in Norfolk, with a view for it to be included in the Greater Norwich Local Plan (GNLP). Orbit Homes are working with others including Bowbridge Strategic Land to promote the site.

The site covers some 451 hectares of agricultural land and is located to the south of Wymondham and 15 kilometres south-west of Norwich. The site is situated to the north and south of the A11. The site is located such that it is a natural southern extension to the existing and planned residential areas of Wymondham.

This land has potential to provide up to 6,500 new dwellings, a secondary school, three primary schools, 15ha of employment land and three local centres. Access to the site is proposed from a new grade separated junction on the A11 and secondary access points from Silfield Road. This proposed garden village offers a new sustainable community to be created along with local services, infrastructure and employment. The proposed development has been designed to build in sustainable movements from the outset and includes specific measures to actively prioritise active and sustainable travel over car travel. The site is well positioned to provide large scale delivery of homes with high quality transport links to key employment locations such as Norwich, Cambridge, and London.

The site has opportunities to connect into the already established sustainable transport network of bus routes, rail services and the active travel network in Wymondham, with the edge of the site located 1km from Wymondham town centre which includes a bus interchange and a mainline railway station. The established bus interchange at Market Cross is proposed to be upgraded to a mobility hub as part of planned proposals for bus corridor improvements between Wymondham and Sprowston and a Clean Transport Priority Corridor between Wymondham and Norwich City Centre. The railway station is 800 metres walking and cycling distance from the site and offers hourly access to mainline services throughout the UK. Proposals to upgrade Wymondham station to provide direct interchange with bus services and enhanced accessibility within the station have been identified by Norfolk County Council. The proposed Garden Village has the opportunity to provide connections focussing on integrating with the established sustainable transport network and would ultimately support the continued enhancement and upgrade to these existing facilities. Given the links to sustainable modes of transport, the use of the private car should not be the first mode of choice for residents of the development therefore limiting the impact of the development the local highway network. Sustainable travel will be promoted through the design of the proposed development site and also through the implementation of a Travel Plan.

The proposed development site is essential for the delivery of strategic planned growth in Norfolk. The delivery of the proposed development site would deliver a new A11 junction and in turn the delivery of the new infrastructure is essential to facilitate this development.

The impact of the development on the highway network suggests that there would be a total of 3,419 two-way vehicular trips and 3,423 two-way vehicular trips in the AM and PM peak hours respectively. When distributed onto the network, the majority of vehicular trips will be using the A11 northeast (61% and 55%), and the A11 southwest (20% and 22%). This does not account for the potential for mode share shift to sustainable travel modes.

The site straddles the A11 and a new A11 Junction is proposed. This will provide direct vehicular access to the strategic road network, connecting with Norwich to the north and Cambridge to the south. The new Junction will also relieve pressure on the Town Centre and existing transport links in southern Wymondham, allowing the promotion of sustainable transport modes on the more urban routes into the Town Centre.

A review has been undertaken on the indicative A11 junction previously prepared by Peter Brett Associates (PBA) (now part of Stantec), which identifies that a new grade separated junction would be acceptable in terms of proposed location based on design requirement. Highway England state that it would appear from the information provided that there is sufficient space to meet these standards, and that therefore in principle, Highways England consider an acceptable design could be developed. A high level merge diverge analysis has been undertaken, based on current available traffic data on the A11, and this indicates that the quantum of development deliverable within the Plan Period (up to 2038) at SGV of at least 3,700 dwelling, along with all employment and education elements of the development, could be accommodated on site based on the proposed A11 junction design.

The new junction on the A11 has the potential to provide benefits to the local highway network in Wymondham, as it is anticipated that a proportion of people residing to the south of the railway bridge, would use this new junction to access the A11, and therefore would not need to use the local highway network in Wymondham to access the A11. Whilst sustainable transport would be promoted for local trips from Silfield Garden Village, the development would be expected to attract residual car trips through the following junctions in Wymondham.

In addition to delivering excellent sustainable transport improvements, SGV would, subject to further modelling, provide a range of local highway improvements, which may include:

- B1172 London Road / Harts Farm Road / Station Road / Avenue Road - signalised junction
- Station Road / Ayton Road Junction - Priority T Junction
- Silfield Road / Station Road / Rightup Lane roundabout
- B1135 / B1172 Harts Farm Road / Falconers Close four-arm roundabout
- B1135 Tuttle Lane East / Norwich Road / B1172 Norwich Common / B1135 four-arm roundabout
- Spinks Lane / B1135 / A11

The junctions listed above would need to be examined as part of further studies so that any net impacts can be addressed, although overall, a net reduction in trips would be expected in most cases, through the provision of a new A11 Junction.

Given the uncertainty over future traffic levels and travel patterns, and to avoid a 'predict and provide approach', a more sustainable 'monitor and manage' approach is proposed whereby the scope and design of any mitigation measures in and around the A11 junction, and any mitigation required at any other local junctions, would be agreed based on the pattern of traffic and travel movements in place at the time. Funding arrangements for any such measures will be built into the Silfield Garden Village viability model and S106 agreement with any planning approval should the site be consented. What is certain is that the proposed development can deliver an access strategy which allows for a substantial sustainable garden village development at Silfield.

A Transport Assessment would be required to assess the full impacts of the proposed development as part of the planning application process.

As such it is considered that the proposed development site is deliverable and a suitable 'reasonable alternative site' for a new settlement in the GNLP. It has the potential to be an accessible site by all modes and offers a sustainable site that connects to nearby facilities and amenities and to key employment centres in Wymondham and beyond.

Introduction

02

2. Introduction

Orbit Homes are leading the promotion of a major new residential led, mixed use, strategic garden village development on land at Silfield in Norfolk, with a view for it to be included in the Greater Norwich Local Plan (GNLP). Orbit Homes are working with others including Bowbridge Strategic Land to promote the site.

AECOM have been appointed to carry out a preliminary connectivity strategy in relation to the potential development of 451 hectares of land at Silfield, Norfolk. It is intended that this Report is submitted in support of the proposed allocation as part of the Local Plan Call for Sites Regulation 18 consultation process, to help illustrate that the proposed development is deliverable in terms of transport.

Through working on previous projects within Wymondham and the surrounding area, AECOM has gained extensive local knowledge and experience on the current and potential future transport local highway and sustainable transport networks which has been used within this report. All information sources used in this report are publicly available.

2.1 Site Location

The proposed garden village covers some 451 hectares of agricultural land and is located to the south of Wymondham and 15 kilometres south-west of Norwich. The site is situated to the north and south of the A11. The A11, which forms part of the Strategic Road Network (SRN) maintained by Highways England, links Norwich with the A14 and M11.

The principal vehicular access is to be provided from the A11 in the form of a new grade separated interchange providing direct access to the development and linking to Silfield Road. Other access points will also be from Silfield Road.

Silfield Road which provides the site boundary to the east and Park Lane which is partly located through the site in a north-south direction, both traverse the A11 using bridges.

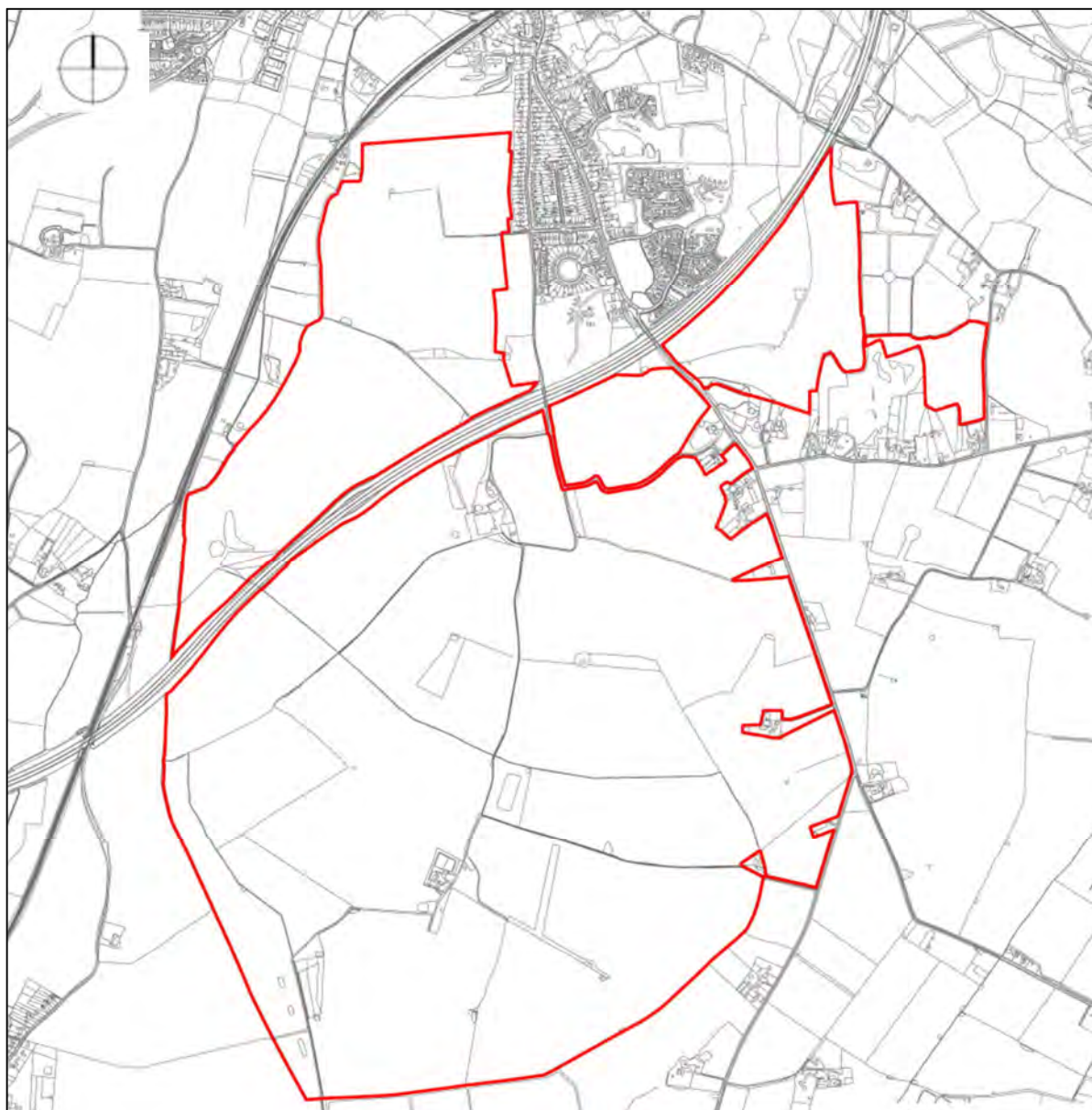
The northern boundary to the site is defined by existing residential developments whilst the Norwich to Cambridge railway line, Bays River and further agricultural land form the western boundary of the site. Wymondham railway station which is situated on the Norwich to Cambridge line is located some 400 metres from the northern edge of the site.

Further agricultural land is located along the southern boundary with Silfield Road providing the boundary to the east for most of the site, especially to the south of the A11, whilst to the north of the A11, existing residential development bounds the site to the east.

The core site boundary, illustrating the site location is illustrated on Figure 1 below and included in Appendix A.

The site location offers a sustainable location with close links to Wymondham as well as key employment allocations at Browick Road in Wymondham, Norwich Research Park and Hethel, as well as Attleborough and Snetterton.

Figure 1. Core Site Boundary



Source: David Lock Associates – Site Boundary Plan (Core Site) – Drawing Number SIL001-024

2.2 Development Overview

The proposed development has been designed to provide a sustainable mix of uses, promote walkable neighbourhoods and the encourage self-containment, which in turn creates a sustainable development.

The masterplan for the proposed development is shown in Appendix B and includes:

- Up to 6,500 dwellings.
- A secondary school on the northern edge of the site and three primary schools distributed throughout the site.
- Mixed use – circa 4 ha for retail / community / employment – to be accommodated in a number of local centres.
- 15 ha of B1 / B2 uses concentrated around the A11 grade separated junction. This includes a net zero carbon tech hub for small scale employment uses which would be focussed on land adjacent to the new junction on the A11 creating a gateway feature.

- A grade separated junction on the A11 to provide direct vehicular access from the strategic road network to both the northern and southern part of the development. A primary vehicular route will be provided through the site, from the A11 junction onto the local road network (Silfield Road). This ensures good access onto the strategic road network from the site and for developments in the surrounding area, located south of the railway bridge.
- Two vehicular accesses to the local road network, both connecting to Silfield Road to the east. The southern access is the main access onto Silfield Road. The design of the site accesses would be defined following preparation of a Transport Assessment at planning submission stage, once capacity requirements are fully quantified.
- A dedicated public transport access onto Park Lane from the northern part of the development. This would also serve as an emergency access only.

This proposed garden village offers a new sustainable community to be created along with local services, infrastructure and employment, therefore reducing the need to travel through self-containment. The proposed development has been designed to build in sustainable movements from the outset and include specific measures to actively prioritise active and sustainable travel over car travel. The proposed development has been designed to connect to the current and future sustainable travel networks in Wymondham, and beyond to Norwich, promoting and encouraging sustainable travel movements both within the development and to the wider area. A key underlying principle in the emerging design is achieving a netzero carbon development, in which sustainable travel movements is a key element of this.

2.3 Relevant Consented Residential Developments

There are two consented residential developments located close to the site, which are considered relevant to the proposed development. Both of these are situated on the southern edge of Wymondham. They are both located to the south-east of the railway station, to the north of the A11. These consented developments are referred to within this report and are as follows:

- Land North of the A11 at Park Farm, Silfield Road. Up to 500 dwellings. Developer: Pelham Holdings Ltd. South Norfolk District Council planning application reference number: 2011/0505.¹
- Land to the East and West of Rightup Lane. Up to 730 dwellings, care home, retail and primary school. Developer: Endurance Estates Strategic Land Ltd. South Norfolk District Council planning application reference number: 2012/0371².

Both the Pelham Holdings and Endurance Estates developments are subject to the same two Section 106 agreements dated 6th February 2014, and an agreement variation dated 17th May 2017.

One agreement relates to highways works in the vicinity of the railway bridge (The Bridge Agreement). This agreement refers to two highways schemes: a signalling scheme and a tunnelling scheme. The signalling scheme refers to the signalisation of the Silfield Road / Station Road mini-roundabout, while the tunnelling scheme refers to the provision of a cycleway / footway subway under the railway line adjacent to Station Road.

The trigger for the signalling scheme is no more than 121 dwellings on Site A (Pelham) and no more than 153 dwellings on the Hopkins Land nor more than 25 dwellings on the remainder of Site B (Endurance). The trigger for the tunnelling scheme is no more than 750 dwellings.

The other agreement includes off-site highway works proposed (the Main Agreement). This agreement refers to five highways schemes:

- Cycle and Pedestrian Links re. Silfield Road North (Similar scheme implemented)
- Cycle and Pedestrian Works on Site B Frontage (implemented)
- London Road / Station Road Junction Works (not implemented)

¹ Land North of the A11 at Park Farm, Silfield Road. Up to 500 dwellings. Developer: Pelham Holdings Ltd. South Norfolk District Council planning application reference number: 2011/0505.

² Land to the East and West of Rightup Lane. Up to 730 dwellings, care home, retail and primary school. Developer: Endurance Estates Strategic Land Ltd. South Norfolk District Council planning application reference number: 2012/0371.

- Cycle and Pedestrian Works on Silfield Road South (Similar scheme implemented)
- Lizard Links (not implemented)

The above schemes will change the surrounding area in terms of junction operation, and also provide improvements to the sustainable transport network, along Silfield Road, which provides a benefit to the proposed Silfield Garden Village development.

2.4 Report Structure

The remaining sections of this report are set out as follows:

- Section Three reviews relevant policy documents to understand the likely impacts that policy may have on proposed development;
- Section Four sets out the relevant existing conditions in and around the site and provides a review of the existing highway network and forecast junction operation.
- Section Five discusses the sustainable transport network, including the existing and future facilities for pedestrians, cyclists and public transport users, identifying opportunities for the proposed development
- Section Six sets out the potential trips generated by the proposed development, by all modes as well as the forecast vehicular distribution on the local highway network;
- Section Seven sets out the development proposal, including the masterplan vision, sustainable transport movement strategy, public transport strategy and details of the new A11 junction indicative junction design and local highway operation.
- Section Eight provides a summary and conclusion for the report.

Policy, Context and Opportunities

03

3. Policies, Context and Opportunities

This section provides a review of documents to establish what, if any, changes are proposed to the local transport networks which need to be considered for this proposed development and how the site could possibly impact upon them or provide benefits and opportunities for the proposed development.

3.1 Review of the Strategic Transport and Relevant Planning Documents

3.1.1 The Strategic Road Network and the Delivery of Sustainable Development (Circular 02/2013), September 2013, Department for Transport³

- This document sets out the way in which the Highways Agency (now Highways England) will engage with communities and the development industry to deliver sustainable development and thus economic growth, whilst safeguarding the primary function and purpose of the strategic road network (SRN). It is to be read by any involved in any development proposal which may result in any traffic or other impact on the SRN. It provides information on plan making, development management, access to the SRN, environmental impact and the physical impact of development on the SRN. The key paragraphs to note, which fall under the 'Access to the Strategic Road Network' are set out below:
 - "37. The creation of new accesses to the strategic road network can impact on its ability to fulfil the function of facilitating the safe and effective movement of goods and people in support of economic growth by compromising traffic movement and flow.
 - 38. In delivering economic growth at local level, it is essential that the wider economic needs of the country are not compromised. New accesses to busy, high speed strategic roads lead to more weaving and turning manoeuvres, which in turn create additional risk to safety and reduce the reliability of journeys, resulting in a negative impact on overall national economic activity and performance.
 - 39. Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth.
 - 40. Where the strategic growth test cannot be met there will be no additional junctions with, or direct means of access to, motorways and other routes of near motorway standard other than for the provision of signed roadside facilities for road users (see Annex B), maintenance compounds and, exceptionally, major transport interchanges."
- The proposed development, including the new A11 interchange, must demonstrate that they are essential for the delivery of strategic planned growth in Norfolk and Cambridge., in order for the growth test to be satisfied.

3.1.2 The Strategic Road Network Planning for the Future, September 2015, Highways England⁴

- This document describes the approach Highways England take to engaging in the planning system and the issues they look at when considering draft planning documents and planning applications. It offers advice on the information they would like to see included in a planning proposal and outlines the support they can offer.

³ The Strategic Road Network and the Delivery of Sustainable Development (Circular 02/2013), September 2013, Department for Transport.

⁴ The Strategic Road Network: Planning for the Future, September 2015, Highways England.

3.1.3 Highways England Delivery Plan 2015-2020, 2015, Highways England⁵

- The plan shows how Highways England will achieve the government's objectives and long term vision for the SRN.
- The only deliverable on the A11 is a Feasibility Study for A47 / A11 Thickthorn Junction.

3.1.4 Highways England Strategic Road Network Initial Report 2017⁶

- This document includes a section on developing the network for the future. Here, it proposes a new classification of A-road distinct from all-purpose trunk roads, called Expressways. Expressways are defined as 'motorway performance achieved by upgrading A-roads and enhancing with technology' and the indicative map shows the A11 as a planned expressway.

3.1.5 Highways England website⁷

- There is a major road project regarding upgrading the A47 / A11 Thickthorn junction. The junction is where the A11 and A47 cross on the southern outskirts of Norwich. The A47 / A11 Thickthorn junction is situated approximately 10km north east of the proposed site.
- The scheme is committed and will help relieve congestion at Thickthorn junction by providing two new free flowing link roads that will connect the A47 (east) with the A11 (south), routing traffic away from the roundabout. The timeline provided is: 2020 – Development Consent Order submitted; 2021 – Start of works; and 2023 – Open for traffic.

3.1.6 East West Rail - Connecting Oxford-Cambridge⁸

- The East West Rail link is a proposed rail route connecting Norfolk / Suffolk with Oxford via Cambridge and Bedford. Delivery is underway on the western section (Oxford to Bedford), while options are being developed for the Preferred Route alignment of the central section (Bedford to Cambridge). A document titled 'Eastern Section Prospectus for Growth' (January 2019) by the East West Rail Consortium provides information on the economic benefits for East Anglia of providing East West Rail towards Norwich.
- Wymondham rail station is on the eastern section of the line and would benefit from new connections to Bedford and Oxford with East West Rail. Therefore, East-West Rail would help make rail travel more attractive for journeys beyond Cambridge for both residents and workers at the proposed development.

3.1.7 Norfolk Rail Prospectus (January 2013)⁹

- The Norfolk Rail Prospectus sets out what is required to make sure that rail can serve the needs and expectations of passengers, and to ensure that it continues to support Norfolk's economy and helps deliver the housing and jobs required. The current prospectus is from January 2013, and identifies the following key priorities regarding rail services or station facilities at Wymondham:
 - Regular clock-face ½ hourly services;
 - Extension of services to Stansted; (Completed as of 2020)

⁵ Highways England Delivery Plan 2015-2020, 2015, Highways England.

⁶ Highways England's Strategic Road Network Initial Report, 2017, Highways England

⁷ <https://highwaysengland.co.uk/projects/a47-thickthorn-junction/>

⁸ <https://eastwestrail.co.uk>

⁹ Norfolk Rail Prospectus, 2013, Norfolk County Council

- Faster journey times: routine journey times between Norwich and Cambridge to be 70 minutes;
- Maintain quality of rolling stock: (Rolling stock upgraded as of 2020)
- Improvements to stations - Provide step free access to the Cambridge-bound platform at Wymondham; and
- Electrification in the medium term.

3.1.8 Draft Norfolk Rail Prospectus 2020¹⁰

- A draft prospectus, published in 2020, identifies the following key priorities regarding rail services or station facilities at Wymondham:
 - Half hourly frequency or at a minimum rescheduling the Norwich to Nottingham services on the half-hour to allow regular clock-face ½ hourly services with a change at Ely;
 - Faster journey times: routine journey times between Norwich and Cambridge to be 70 minutes;
 - Improvements to stations - Provide step free access to the Cambridge-bound platform at Wymondham;
 - Electrification in the medium term;
 - New passenger services between Cambridge and Oxford (East West Rail); and
 - Dereham to Wymondham mainstream passenger line in the longer term.
- These improvements, if implemented, would make rail travel more attractive for both residents and workers at the proposed development and contribute towards a mode shift away from the private car.

3.1.9 Norfolk Local Transport Plan 2011-2026¹¹

- The local transport plan describes Norfolk County Council's (NCC) strategy and policy framework for transport and is used as a guide for investment priorities.
- Norfolk's Transport Vision: A transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment in the county.
- Six strategic aims underpin the vision, they are: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility.
- The document states that 'On the Norwich to Cambridge line, we will work with partners to achieve a regular, clock-face half-hourly service and extension of the service to Stansted'. This would be of benefit to the proposed development site.
- NCC is in the process of refreshing the local transport plan so that it covers the period 2020-2036.

3.1.10 Draft Greater Norwich Local Plan (GNLP) (2020)¹²

- The GNLP is being produced by Broadland District Council, Norwich City Council and South Norfolk Council working together with Norfolk County Council through the Greater Norwich Development Partnership, with the aim to produce a plan which will help to meet local housing and economic growth needs, whilst also protecting and enhancing the environment.

¹⁰ Draft Norfolk Rail Prospectus, 2020, Norfolk County Council

¹¹ Norfolk Local Transport Plan 2011-2026, April 2011, Norfolk County Council

¹² Greater Norwich Local Plan Draft Strategy, 2020, Greater Norwich Development Partnership.

- The document states that "No new settlement is proposed at this time as a significant proportion of the allocated sites are strategic scale commitments of 1,000 homes plus and the establishment of any new settlement is likely to take a long time." and "The longer-term development of a new settlement could be a suitable option in the future. This should be considered in the next review of this plan."
- Within the 'Easton Assessment Booklet' for GNLP, it states that the "A11 corridor is more suitable for development. 2010"

3.1.11 Transforming Cities Bid (2019)¹³

- NCC, in partnership with Norwich City Council, Broadland District Council and South Norfolk Council, has made an application to the Department for Transport (DfT) as part of the Transforming Cities Fund through Transport for Norwich.
- On the 28th November 2019, detailed proposals were submitted to the DfT for an extensive programme of further schemes designed to transform travel in Greater Norwich.
- Those of most relevance to the site include: Thickthorn Park & Ride expansion, improved access at Wymondham railway station including step free access to the Cambridge-bound platform, creation of mobility hub facilities at Wymondham railway station and Wymondham Market Cross (town centre), and improvements to the Wymondham-Sprowston transport corridor which will allow for high frequency services to Norwich, Norwich Research Park (NRP), Norfolk and Norwich University Hospital (NNUH) and the University of East Anglia (UEA).

3.1.12 Wymondham Area Action Plan, October 2015, South Norfolk District Council¹⁴

- The site is partly within the boundary of the Wymondham Area Action Plan, and outside the development boundary (but borders it on Park Lane). A Neighbourhood Green Infrastructure Corridor crosses the site.

3.1.13 Wymondham Market Town Network Improvement Strategy¹⁵

- NCC have agreed a programme of studies looking at the transport impacts of growth in market towns, including a study on Wymondham. The scope of the study consists of understanding current transport problems and issues, understanding the future situation (growth proposals and their impacts on transport) and developing an implementation plan. The study is currently in progress.

3.2 A Key Strategic Growth Location

The proposed development is essential for the delivery of strategic planned growth in Norfolk and Cambridge. The delivery of the proposed development site is dependent on a new A11 interchange and in turn the delivery of the new infrastructure is essential to facilitate this development.

- The site sits at a key point within the Cambridge – Norwich Tech Corridor – recognised in the GNLP Draft Strategy as an 'increasingly important axis linking to two other nationally significant growth corridors...'. A Garden Village scale development in this location has the potential to support the corridor's economic growth objectives and reinforce the local area as a key destination on the corridor by creating an economic and innovation hub aligned with the agri-tech and energy sectors as well as helping to meet the long-term housing needs of the Greater Norwich Area. Within the Corridor, the proposed site is located on unconstrained land benefiting from excellent strategic transport connections, situated adjacent to the A11 providing direct links to Norwich and Cambridge. It lies to the south of Wymondham and is directly accessible to Wymondham railway station. Wymondham is the largest settlement in the GNLP area outside

¹³ Norwich Transforming Cities Fund: Strategic Outline Business Case, November 2019, Transport for Norwich & Norfolk County Council.

¹⁴ Wymondham Area Action Plan, October 2015, South Norfolk District Council.

¹⁵ Wymondham Market Town Network Improvement Strategy, 2020, Norfolk County Council.

Norwich, and is already a focus for growth and investment and therefore the proposed site benefits from good links to existing amenities and employment facilities which can be supplemented by the provision of a full range of services as part of the development of the site.

- Strategic development at the proposed site would help maximise and support the investment that has already been made in the improvements to the A11 and the investment earmarked for the railway station. As part of the Norwich City Deal, there is a requirement to significantly increase jobs across the Greater Norwich area and the Tech Corridor is a focus for a significant proportion of these jobs. Hethel is identified as a key economic hub in the Greater Norwich Local Plan as is the Browick Interchange at Wymondham. There is an increasing ambition to ensure housing growth can align spatially with and support this economic growth - particularly along the 'corridor' - to maximise the growth potential of this key axis.
- The GNLP Draft Strategy aims to direct growth according to the settlement hierarchy, and seeks to focus growth in locations with 'best access to jobs, services and existing and planned infrastructure in and around the Norwich urban area and the Cambridge Norwich Tech Corridor' (para 164). The draft Local Plan also reinforces that the A11 is a 'focus for growth', and Wymondham as the largest settlement outside of the Norwich urban area, being primarily situated in the Cambridge - Norwich Tech corridor, is therefore well positioned for delivering strategic growth. This is further reflected in the Transforming Cities funding bid which included a mobility hub at Wymondham railway station as a priority project for funding.
- As part of the current Regulation 18 consultation, the future potential for a new settlement has been identified and the site has been acknowledged as a reasonable alternative site for a new settlement. Given the locational context above - Wymondham's position in the settlement hierarchy; the A11/rail corridor as a focus for growth; and the important and expanding role of the Cambridge-Norwich Tech Corridor and its growth requirements - the proposed development site is uniquely / ideally positioned to complement these already-expressed growth objectives. Delivering residential-led development year on year at Silfield, supported by integrated infrastructure investment, will help establish a tangible long term 'growth hub' for the region.

Existing Conditions

04

4. Existing Conditions

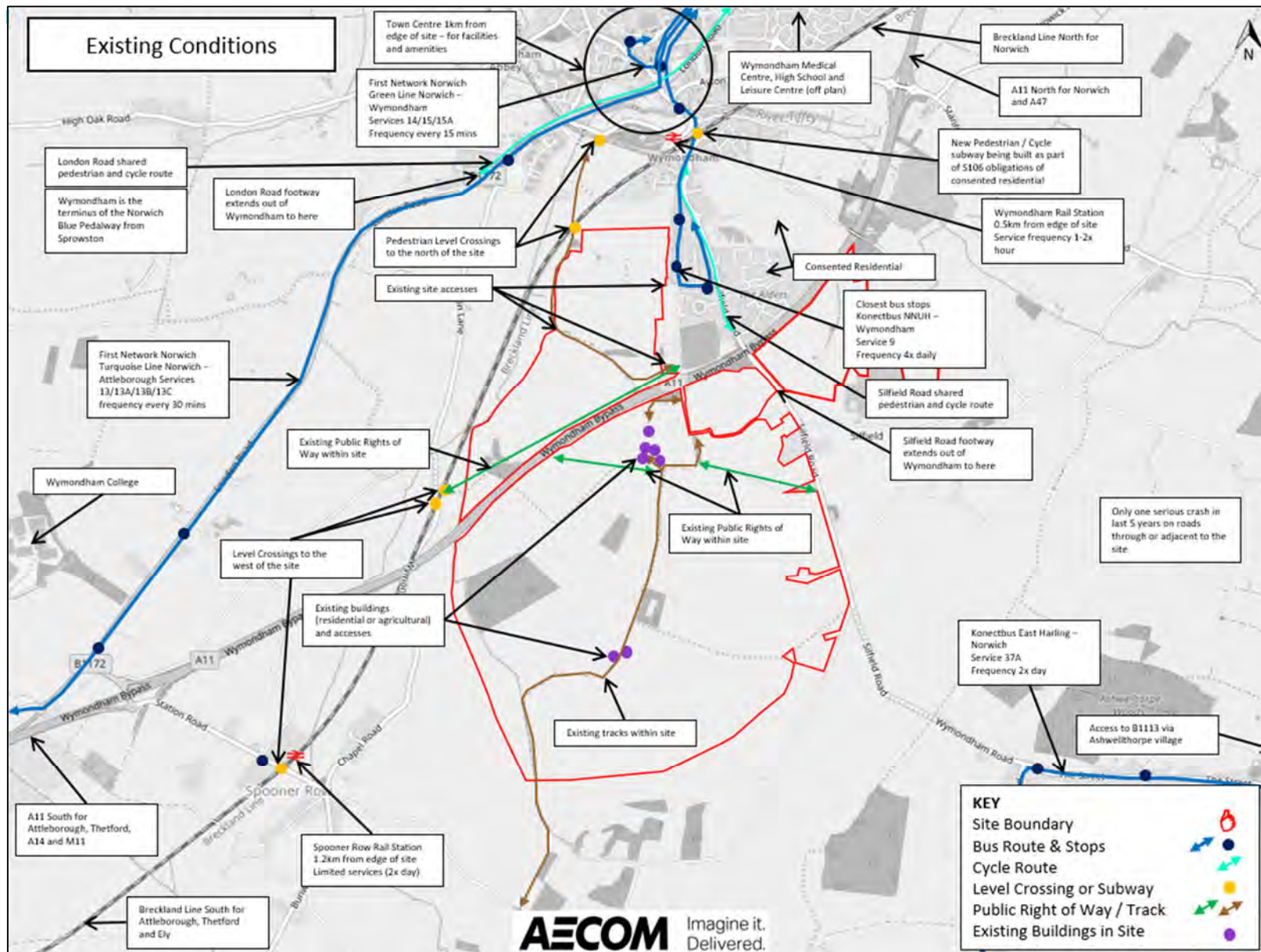
4.1 Introduction

This section sets out the existing conditions within the site and the surrounding area. This section then reviews the highway network, including the roads adjacent to the site, and the junctions likely to be impacted upon by the proposed development, and their current and forecast operation

4.2 Existing Conditions

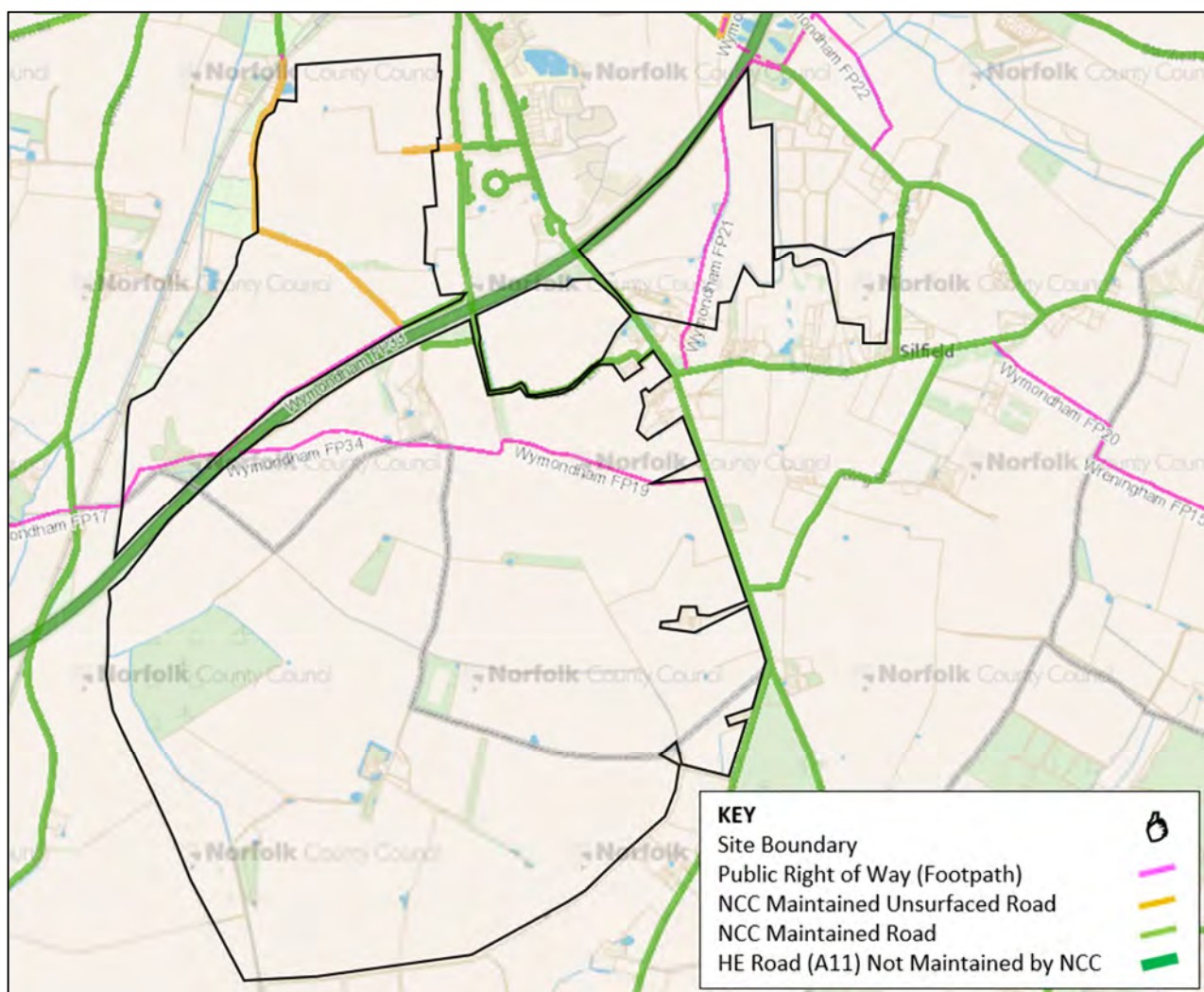
A summary of the existing conditions at the site and in the surrounding area which are of relevance to the proposed development is shown in Figure 2 overleaf, and included in Appendix C.

Figure 2



The existing public footpaths and NCC maintained roads within the site and in the vicinity of the site are shown in **Figure 3** below.

Figure 3. Existing Public Footpaths and NCC Maintained Roads



Source: Norfolk County Council Definitive Map¹⁶

The above figure illustrates the following public footpaths and NCC maintained roads within the site, which offer opportunities for the proposed development to connect with the surrounding area. These are listed below:

- Footpaths within the site:
 - Wymondham FP17 & Wymondham FP33, connecting Wymondham Road with Park Lane, immediately to the north of the A11.
 - Wymondham FP19 & Wymondham FP34, from Silfield Road and terminating at the A11 (not a through route).
- NCC Maintained Roads within the site:
 - Off Park Lane immediately to the north of the A11 bridge for approximately 250m.
 - Off Park Lane immediately to the south of the A11 bridge for approximately 150m.
- NCC Maintained Unsurfaced Roads within the site:
 - Off Park Lane, opposite Green Lane for approximately 200m.
 - Between Park Lane and Stayground Lane.

¹⁶ Norfolk County Council Definitive Map (<http://maps.norfolk.gov.uk/highways/>)

4.3 Highway Network

The key existing routes for access to the proposed development site are detailed below:

- A11 – This road is a National Speed Limit dual carriageway that traverses east-west through the site. There is no access to it from the site. The nearest junctions are at Browick Road to the northeast, or B1172 London Road to the southwest.
- Silfield Road – This north-south road forms the eastern boundary of the site. It is two-way with centre line markings and is approximately 6.0m wide. Along the built up areas of Silfield Road to the North, due to the urban nature, the speed limit is 30 mph, however further to the south, heading away from Wyndham the posted speed limit increases to 60mph.
- Wattlefield Road – This road forms part of the south eastern boundary. It is a single track road and is approximately 3.6m wide.

The roads within the site are detailed below:

- Park Lane – This north-south road within the site is approximately 5.5m wide at northern end, and 3.6m at the southern end at its junction with Verdon's Lane. It is 30mph at the northern end and is National Speed Limit at its southern end. It bridges the A11 and continues beyond the site boundary to the north connecting to Silfield Road.
- Verdon's Lane – This east-west single track road connects Park Lane with Silfield Road and has a 7.5T weight limit.
- Unnamed Lane – This is an unsealed single track road through the northern part of the site from Park Lane in the east to a level crossing to the north.

From reviewing Crash Map¹⁷, only one serious accident has occurred in last 5 years on roads through or adjacent to the site, and therefore highway safety is not considered a constraint. A further detailed analysis of accident data would need to be undertaken as part of any future Transport Assessment prepared for the proposed development site.

Google Maps Traffic has been used to provide a snapshot of the current operation of the local highway network in vicinity of the site, within the middle of the standard road network AM and PM peak hours of 08:00-09:00 and 17:00-18:00, on a typical neutral weekday (Wednesday). Images of the peak hours are presented in Figure 4 and Figure 5 below.

¹⁷ Crash Map (<https://www.crashmap.co.uk/>)

Figure 4. Google Maps Traffic Excerpt - AM Peak Hour (Wednesday 08:30 hours)



Source: © Google18

Figure 5. Google Maps Traffic Excerpt - PM Peak Hour (Wednesday 17:30 hours)



Source: © Google Maps

¹⁸ Google Maps (<https://www.google.com/maps/>)

These figures show that:

- The A11 is free flowing in both the AM and PM peak hours in both directions.
- Silfield Road is free flowing in both the AM and PM peak hours in both directions, with the exception of the approach to the Station Road / Silfield Road / Rightup Lane mini-roundabout in the AM peak hour which is slower moving.
- Traffic is slow moving on the approaches to the B1172 London Road / Harts Farm Road / Avenue Road / Station road signalised crossroads in both the AM and PM peak hours.
- Traffic is slow moving on the Ayton Road arm of the Station Road / Ayton Road T-junction in both the AM and PM peak hours.

Detailed junction modelling to ascertain the baseline highway network operation would be undertaken as the development progresses.

4.4 Junction Review

In advance of any detailed junction modelling for the local junctions in Wymondham, a summary of the operation of junctions local to the site has been undertaken based on;

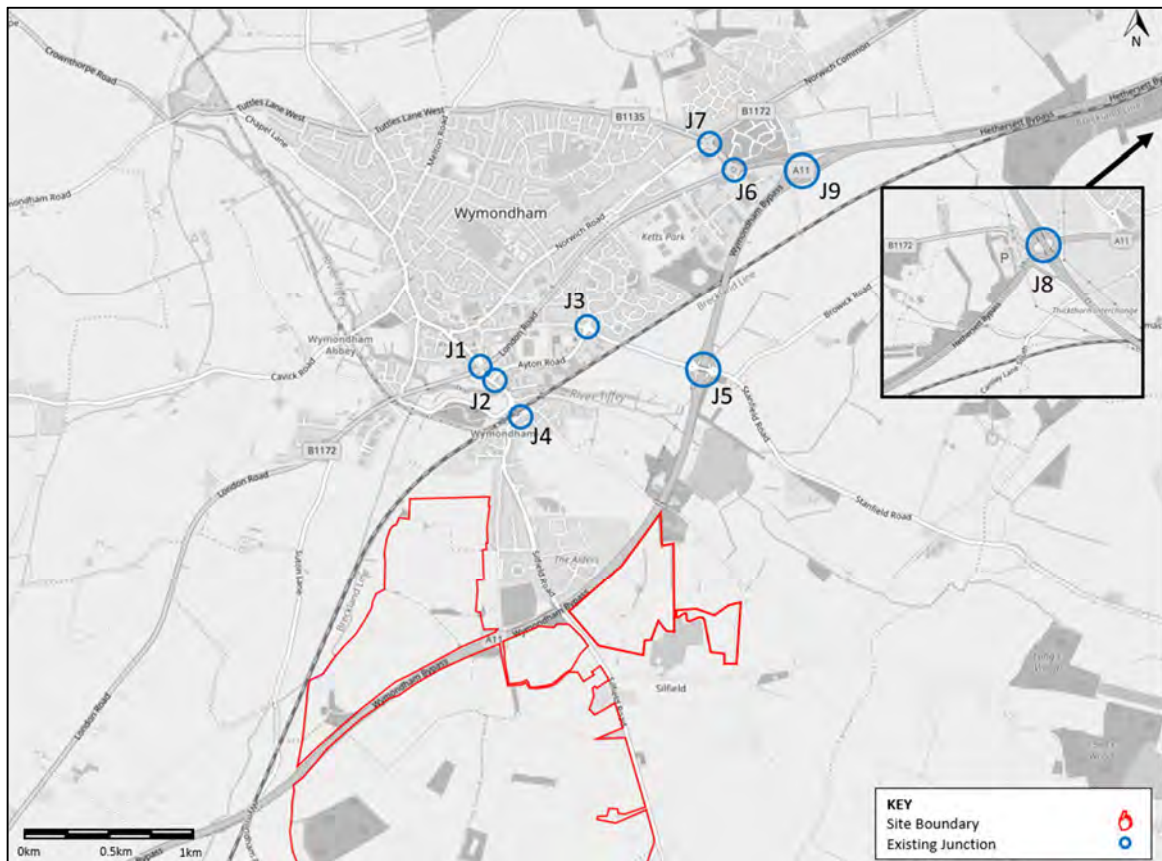
- The Transport Assessment Addendum from 'Land to the East and West of Rightup Lane' (further details provided in section 1), a consented development, located near to the proposed development site;
- The Transport Assessment from ' Land Between London Road And Sutton Lane London Road Wymondham Norfolk (2014/2495)¹⁹ for the outline application for up to 375 dwellings and associated infrastructure, new cemetery and 1.2 ha of land for neighbourhood centre comprising A1, A2, A3, A4, A5, and/or B1 and/or D1 uses', located to the north-west of the proposed development site; and
- From AECOM's experience and knowledge from other work previously undertaken in the local area.

The below section provides an overview of junctions that are likely to have the greatest impact by the proposed development traffic.

Figure 6 below illustrates the locations of the junctions that have been reviewed.

¹⁹ Land Between London Road And Sutton Lane London Road Wymondham Norfolk. up to 375 dwellings and associated infrastructure, new cemetery and 1.2 ha of land for neighbourhood centre comprising A1, A2, A3, A4, A5, and/or B1 and/or D1 uses. South Norfolk District Council planning application reference number: 2014/2495.

Figure 6. Junction Locations



The 'Land to the East and West of Rightup Lane' consented development Transport Assessment Addendum assessed the junction for a future year of 2021, with their development, with associated committed development traffic, and also the other consented development 'Land to the East and West of Rightup Lane', to understand the future forecast junction operation. This source has been used to understand predicted junction operation for junctions one to five set out below.

1 B1172 London Road / Harts Farm Road / Station Road / Avenue Road - Signalised Crossroads

The 2021 junction modelling results indicate that the existing junction would operate over capacity in the AM peak hour, on a number of approaches. The PM peak hour was forecast to operate just under maximum theoretical capacity,

Within the 'Land to the East and West of Rightup Lane' Transport Assessment Addendum, a mitigation scheme was proposed. The proposed scheme includes widening of the London Road and Harts Farm Road approaches to provide short dedicated left turn lanes and widening of the Station Road approach to increase the storage capacity on this approach. It is understood that this mitigation scheme has not yet been implemented, but forms part of the S106 for both consented developments (further details on triggers for implementation is provided in Section 1).

The mitigation scheme results have been extracted from the Transport Assessment Addendum and are provided in Figure 7 below.

Figure 7. Mitigation Scheme Results Extract

Table 4.2.9: 2021 Base + Committed + Endurance + Pelham – LINSIG Results – With Mitigation

| Arm/ Movement | AM Peak 2021 Base + Committed + Development – Sensitivity Test | | PM Peak 2021 Base + Committed + Development – Sensitivity Test | |
|------------------------------|--|-------|--|-------|
| | DoS (%) | MMQ * | DoS (%) | MMQ * |
| Avenue Road - left ahead | 88.7 | 9 | 82.3 | 11 |
| Avenue Road - right | 51.0 | 3 | 43.4 | 5 |
| Harts Farm Road - left ahead | 72.0 | 7 | 81.4 | 14 |
| Harts Farm Road - right | 81.1 | 6 | 76.6 | 7 |
| Station Road | 88.4 | 16 | 83.1 | 14 |
| London Road (w) – left ahead | 88.4 | 12 | 81.0 | 14 |
| London Road (w) - right | 68.2 | 5 | 75.8 | 7 |

* DoS (%) – Maximum Percentage Degree of Saturation ; MMQ – Mean Maximum Queue

Source: (2012/0371 Land to the East and West of Rightup Lane – Transport Assessment Addendum 2012)

As shown above, the mitigation scheme improves the junction operation, and would result in the junction operating with spare capacity in 2021.

The above results illustrate that in 2021, it is forecast that there would be some spare capacity for the proposed Silfield Garden Village development trips, if the development was to be operational in 2021. Further analysis of this is provided later in this report.

2 Station Road / Ayton Road Junction - Priority T Junction

From the ‘Land to the East and West of Rightup Lane’ Transport Assessment Addendum, the junction modelling results indicate that, for the future year of 2021 there would be some spare capacity for the proposed Silfield Garden Village development trips, based on the existing junction layout. Further analysis of this is in relation to the proposed development is provided later in the report.

The modelling results for the existing junction layout have been extracted from the Transport Assessment Addendum and are provided in Figure 8 below.

Figure 8. Existing Scheme Results Extract

Table 4.3.6 – 2021 Base + Committed + Pelham Traffic Flows – PICADY Analysis Results

| Arm/ Movement | AM Peak 2021 Base + Committed + Endurance + Pelham | | PM Peak 2021 Base + Committed + Endurance + Pelham | |
|--------------------|--|-----------|--|-----------|
| | Max RFC * | Max Queue | Max RFC * | Max Queue |
| Ayton Road – left | 0.170 | 1 | 0.456 | 1 |
| Ayton Road – right | 0.307 | 1 | 0.528 | 1 |
| Station Road (s) | 0.798 | 8 | 0.531 | 2 |

* Max RFC – Maximum Ratio of Flow to Capacity

Source (2012/0371 Land to the East and West of Rightup Lan – Transport Assessment Addendum 2012)

3 Ayton / Browick Road Roundabout - Roundabout

From the ‘Land to the East and West of Rightup Lane’ Transport Assessment Addendum, the junction modelling results indicate that, in the future year of 2021, there would be significant spare capacity for the proposed Silfield Garden Village development trips, based on the existing junction layout. Further analysis of this is in relation to the proposed development is provided later in this report.

The modelling results for the existing junction layout have been extracted from the Transport Assessment Addendum and are provided in Figure 9 below.

Figure 9. Existing Scheme Results Extract

Table 4.4.5 – 2021 Base + Committed + Endurance + Pelham Traffic Flows – ARCADY Analysis Results

| Arm/ Movement | AM Peak 2021 Base + Committed + Endurance + Pelham | | PM Peak 2021 Base + Committed + Endurance + Pelham | |
|------------------|--|-----------|--|-----------|
| | Max RFC * | Max Queue | Max RFC * | Max Queue |
| Blackthorn Road | 0.197 | 1 | 0.069 | 1 |
| Browick Road (s) | 0.199 | 1 | 0.262 | 1 |
| Ayton Road | 0.199 | 1 | 0.225 | 1 |
| Browick Road (n) | 0.091 | 1 | 0.119 | 1 |

* Max RFC – Maximum Ratio of Flow to Capacity

Source (2012/0371 Land to the East and West of Rightup Lane – Transport Assessment Addendum 2012)

4 Silfield Road / Station Road / Rightup Lane - Mini Roundabout

From the ‘Land to the East and West of Rightup Lane’ Transport Assessment Addendum, the junction modelling results indicate that, in the future year of 2021, the junction is forecast to operate over capacity in the AM and PM peak hour, on a number of approaches.

Within the Transport Assessment Addendum, the consented development proposed a mitigation scheme that would mitigate the impact of the development proposals (as well as the other consented development) which forms part of the S106 for both consented developments. The proposal involves signalisation of the mini roundabout.

The mitigation scheme results have been extracted from the Transport Assessment Addendum and are provided in Figure 10 below.

Figure 10. Mitigation Scheme Results Extract

Table 4.5.6 – 2021 Base + Committed + Endurance + Pelham Traffic Flows – LINSIG Analysis Results – With Mitigation

| Arm/ Movement | AM Peak 2021 Base + Committed + Endurance + Pelham | | PM Peak 2021 Base + Committed + Endurance + Pelham | |
|---------------|--|-------|--|-------|
| | DoS (%) * | MMQ * | DoS (%) * | MMQ * |
| Station Road | 88.2 | 17 | 87.3 | 22 |
| Rightup Lane | 85.1 | 11 | 84.6 | 6 |
| Silfield Road | 88.3 | 23 | 84.4 | 13 |

* DoS (%) – Maximum Percentage Degree of Saturation ; MMQ – Mean Maximum Queue

Source (2012/0371 Land to the East and West of Rightup Lane – Transport Assessment Addendum 2012)

As shown above, the mitigation scheme is forecast to improve the capacity of the junction, and would result in the junction operating with spare capacity. Further analysis of this is in relation to the proposed development is provided later in this report.

5 A11 / Stanfield Road / Browick Road - Dumbbell Roundabout

From the ‘Land to the East and West of Rightup Lane’ Transport Assessment Addendum, the junction modelling results indicate that, in the future year of 2021, the junction is forecast to operate with some spare capacity for the proposed Silfield Garden Village development trips, based on the existing junction layout. The modelling results are provided in Figure 11 below.

Figure 11. Existing Results Extract

Table 4.6.5 – 2021 Base + Committed + Endurance + Pelham Traffic Flows – ARCADY Results

| Junction | Arm/ Movement | AM Peak 2021 Base + Committed + Endurance + Pelham | | PM Peak 2021 Base + Committed + Endurance + Pelham | |
|--|-----------------|--|--------------|--|--------------|
| | | Max RFC * | Max Queue | Max RFC * | Max Queue |
| A11 / Stanfield Road/ Browick Road (East junction) | Bridge | 0.277 | | 0.183 | |
| | A11 North Entry | 0.363 | | 0.189 | |
| | Stanfield Road | 0.259 | | 0.404 | |
| A11 / Stanfield Road/ Browick Road (West junction) | Browick Road | 0.308 | | 0.261 | |
| | Bridge | 0.259 | | 0.383 | |
| | A11 South Entry | 0.163 | | 0.142 | |

* Max RFC – Maximum Ratio of Flow to Capacity

Source (2012/0371 Land to the East and West of Rigtup Lane – Transport Assessment Addendum 2012)

6 B1135 / B1172 Harts Farm Road / Falconers Close - Four-Arm Roundabout

From knowledge of the roundabout, it is understood that issues experienced at this junction relate to blocking back problems from the adjacent B1135 Tuttlés Lane East / Norwich Road / B1172 Norwich Common / B1135 four-arm junction and also the proximity to the Waitrose exit impacts on the effectiveness of operation at times. This junction in isolation is not predicted to suffer capacity problems in the near future and the recent improvements at the B1135 Tuttlés Lane East / Norwich Road / B1172 Norwich Common / B1135 four-arm roundabout have alleviated problems. This will be discussed later in this report.

7 B1135 Tuttlés Lane East / Norwich Road / B1172 Norwich Common / B1135 - Four-Arm roundabout

This junction was identified for improvement as part of recent residential developments in Wymondham. NCC have implemented a capacity improvement scheme to cater for current consented growth in Wymondham. Partial signalisation of the junction was proposed as part of a consented development’s Transport Assessment, however, the Highway Authority decided not to proceed with this option due to deliverability.

The current junction is known to be operating with spare capacity in the peak hours, however there is significant development being brought forward to the North of Wymondham which could use this spare capacity. There is potential that this roundabout will require improvements, with the addition of proposed development trips, though this would be dependent on the future traffic patterns in Wymondham bearing in mind the proposed sustainable network improvements. This will be discussed later in this report.

8 A11 / A47 Thickthorn Interchange

Whilst this junction has long been acknowledged as a constraint to traffic growth, a committed improvement scheme has been identified for implementation by local consented developments. These are being progressed through discussions with the highway and planning authorities. Furthermore, this junction has been identified for improvement as part of a £15.1 billion investment to improve journeys on England’s major A roads and motorways. A Highways England scheme to upgrade the junction to provide free-flow links in both directions between the southwestern arm of the A11 south and the south eastern arm of the A47 is being progressed through the Development Consent Order (DCO) process. The proposals for improvements to the Thickthorn Interchange are at an advanced stage with work to improve the junction likely to start in 2020/2021. The proposals are designed to cater for a 30% increase in traffic up to 2036. The junction will therefore be able to cater with the traffic associated with the proposed Silfield Garden Village development.

9 Spinks Lane / B1135 / A11 Roundabout

From reviewing a Transport Assessment associated with the ‘2014/2495 Outline application for up to 375 dwellings and associated infrastructure, new cemetery and 1.2 ha of land for neighbourhood centre comprising A1, A2, A3, A4, A5, and/or B1 and/or D1 uses’ on Land Between London Road And Suton Lane London Road in Wymondham, situated to the north west of the proposed development site. The modelling undertaken, for a 2023 future year indicates that this junction is forecast to operate with spare capacity.

As sustainable travel in and around Wymondham is enhanced and further promoted, this could result in a reduction in car usage with a shift to sustainable travel on the local highway network. The above summary of the highway network does not consider changes in travel behaviour or a lower car driver mode share.

Sustainable
Transport
Opportunities

05

5. Sustainable Transport Opportunities

5.1 Introduction

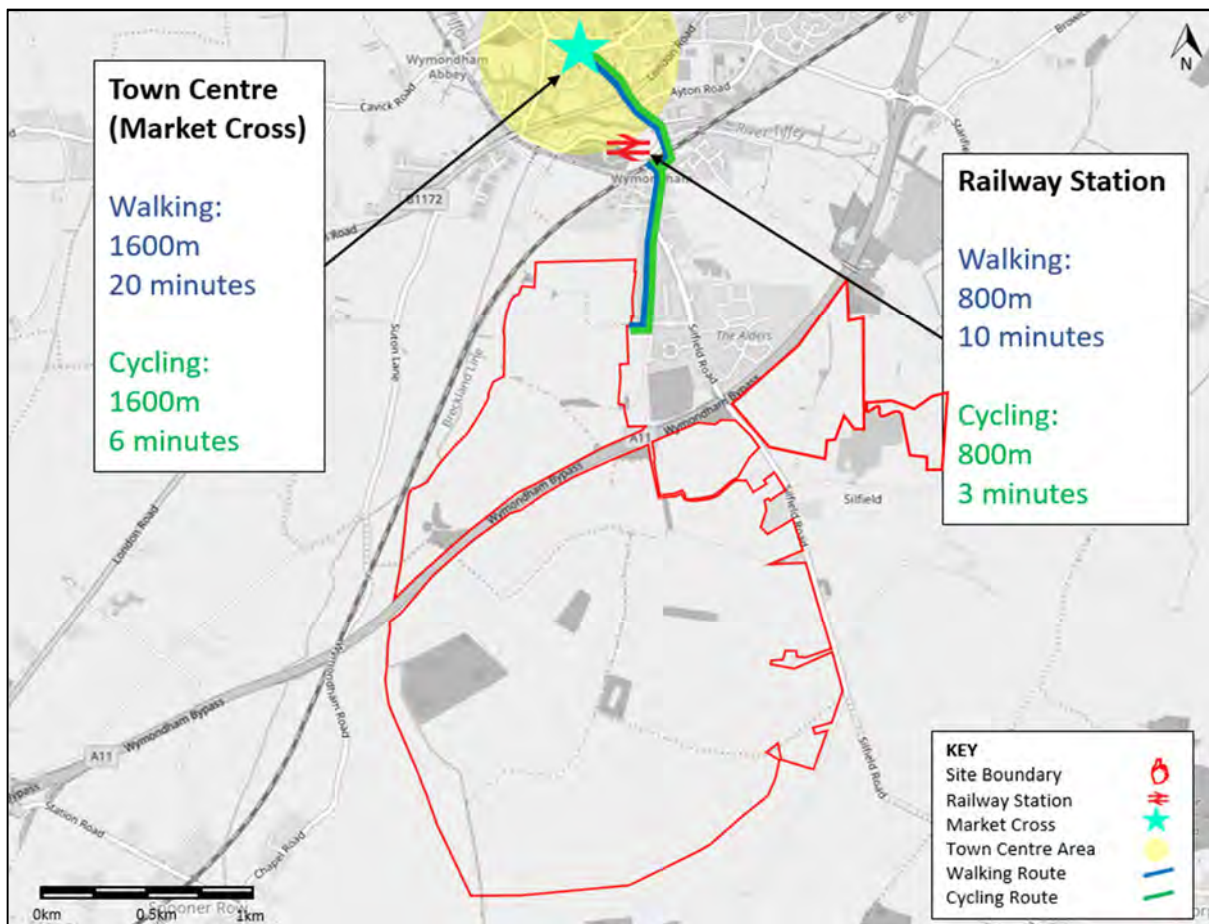
This section sets out a review of the sustainable transport network in the vicinity of the site and discusses how accessible the site is without recourse to the private car. It also identifies opportunities relating to sustainable transport for the proposed development site.

Constraint and opportunity plans are attached in Appendix D.

5.2 Walking and Cycling

Figure 12 below illustrates the location of the site in relation to the town centre and the railway station, along with the walking and cycling times to undertake the journey between the two locations. The walking and cycling distance and times represent the fastest journey times along established routes between Park Lane (the most northern proposed pedestrian and cycle access), located to the north-east of the development site and Wymondham town centre and railway station. The times and distance have been derived through the use of Google route planning software available on Google Maps.

Figure 12. Connectivity to Wymondham Town Centre and Railway Station



The above figure illustrates that the town centre is highly accessible by those travelling by bicycle and for those walking, with journey times of approximately six minutes for those cycling and 20 minutes for those walking. The railway station is situated closer to the site, therefore walking and cycling times are lower. For those travelling by bicycle a journey time of 4 minutes is anticipated and for those walking, a journey time of approximately 11 minutes. The proposed Mobility Hubs at both of these locations, as part of the Transforming Cities Bid, provides a significant opportunity for the proposed development to provide high level walking and cycling facilities to connect into these mobility hubs.

A shared pedestrian and cycleway facility is provided along Silfield Road from the railway bridge and currently terminates to the North of the A11 overbridge. A footway continues out of Wymondham along the proposed site frontage but terminates before reaching the village of Silfield. There is an opportunity for the shared pedestrian and cycle facility to be extended along the proposed site frontage on Silfield Road, creating a continuous pedestrian and cycle connection from the site, into Wymondham. Along Silfield Road, to assist in ensuring that safety remains a key priority of the proposed development and creating a more attractive walking and cycle environment, the existing 30 mph zone could be extended south along the frontage to the site. This would also be beneficial for pedestrians and cyclists travelling between the site and the existing and proposed facilities and amenities to the north of the proposed development site.

Stayground Lane to the north of the site currently provides an additional access into Wymondham from the proposed development site. This route could be promoted as a pedestrian and cycle connection into Wymondham as it would connect into the existing pedestrian and cycle facilities on London Road, and onwards to Hethersett and Norwich, via the Norwich Pedalways network²⁰.

As Park Lane is situated to the east of the site, there is an opportunity to create a main pedestrian and cycle route on Park Lane to link in to the existing pedestrian and cycle network in Wymondham, and onwards to Norwich, via the Norwich Pedalways network. Park Lane provides direct connectivity to Wymondham railway station and the town centre and is therefore an essential connection to Wymondham.

A new three metre wide shared footway / cycleway subway is proposed to be delivered as part of S106 obligations for the consented residential developments, as set out in Section 1. It would be located immediately to the west of the existing Station Road underpass and it would allow for the widening of Station Road with the removal of the existing footway. This improvement will provide a more attractive walking environment for access into Wymondham. This facility will further enhance the pedestrian and cycle connectivity from the site to the railway station and Wymondham town centre, connecting to the existing and proposed sustainable transport network. It is understood that these works are imminent.

5.3 Bus

There are a number of bus stops located within 400 metres of the site boundary, which is the recommended maximum walking distance to a bus stop. The nearest bus stop is located on Park Lane, which is within a short walk of the site. At present no bus stops are provided within the site or on the site frontage to Silfield Road. Wymondham is well served by a number of services over the course of the day, of which some are frequent.

Wymondham Town Centre (Market Cross) is one kilometre from the most northern part of the site and is well served by frequent bus services. These bus services currently provide access to a number of surrounding locations and to Norwich and beyond. As part of the Transforming Cities bid the Market Cross is a proposed Mobility Hub, offering a multi-modal hub for improved sustainable travel options. In addition, there are also improvements proposed to the Wymondham – Sprowston transport corridor, which would improve the attractiveness of bus travel. Wymondham – Norwich city centre is a proposed designated Clean Transport Priority Route and will allow for seven to eight buses per hour via both Thickthorn and NRP / NNUH / UEA, which are key local employment sites. There could be an opportunity for the proposed development, to connect to this Clean Transport Priority Route. These proposals increase the sustainable transport offering in the vicinity of the proposed site, illustrating the potential for the site to become integrated with the bus network. The proposed development should seek to provide sustainable travel connections to the Market Cross to connect into the wider sustainable transport network.

The services closest to the site and serving Wymondham town centre are summarised in Table 1 below.

Table 1. Bus Services Serving the Nearest Bus Stops to the Development Site

| Nearest Bus Stop | Service | Route Description | Weekday | Saturday | Sunday | Operator |
|-----------------------|-----------|--|------------------|------------------|------------|------------------|
| Park Lane | 9 | Wymondham – NNUH | 4 per day | No Service | No Service | H Semmence & Co. |
| Wymondham Town Centre | 14/15/15A | Wymondham – Norwich – Dussindale Drive | Every 15 minutes | Every 15 minutes | No Service | First |

²⁰ Pedalways (<https://www.norwich.gov.uk/info/20396/cycling/1312/pedalways>)

| Nearest Bus Stop | Service | Route Description | Weekday | Saturday | Sunday | Operator |
|-----------------------|----------|------------------------------------|------------------|------------------|------------------|------------------|
| Wymondham Town Centre | 13/A/B/C | Attleborough – Norwich - Spixworth | Every 30 minutes | Every 30 minutes | Every 60 minutes | First |
| Wymondham Town Centre | 6 | Watton – Norwich | Every 60 minutes | Every 60 minutes | No Service | Konectbus |
| Wymondham Town Centre | 13 | Easton College - Watton | 1 per day | No Service | No Service | Konectbus |
| Wymondham Town Centre | 805 | Wreningham – Wymondham | 1 per day | No Service | No Service | H Semmence & Co. |
| Wymondham Town Centre | 806 | Bawburgh – Wymondham | 1 per day | No Service | No Service | H Semmence & Co. |
| Ashwellthorpe | 37A | East Harling - Norwich | 2 per day | No Service | No Service | Konectbus |

Source: Traveline South East²¹

The above table demonstrates that there are a number of services serving Wymondham town centre. There is potential for these services to be extended to serve the site to encourage trips to be made by bus, therefore reducing the impact of the development on the local highway network. In addition as sustainable travel is becoming increasingly important in Norfolk, as a result of peak hour traffic congestion, it is likely that as Wymondham develops and grows, the number of bus services will increase, as will service frequency, further enhancing the bus network.

As part of the consented developments, 'Land North of the A11 at Park Farm, Silfield Road' and 'Land to the East and West of Rightup Lane', there are proposed plans for a bus route to run through these sites, in a north south direction, from Right Up Lane to Silfield Road. There could be an opportunity for bus services to be extended through the consented development sites, as well as the proposed development site, such as the First Network Norwich Green Line Norwich – Wymondham Services 14/15/15A or the Konectbus NNUH – Wymondham Service 9.

The First Network Norwich Turquoise Line Norwich – Attleborough Services 13/13A/13B/13C currently use London Road to and from Wymondham, therefore there could be an opportunity that some of these bus services could divert use the A11 to serve the proposed development, with a direct service from the site to Norwich, via the A11.

5.4 Rail

There are two accessible railway stations in the vicinity of the proposed development site; Wymondham and Spooner Row.

Wymondham railway station is located approximately 400 metres north of the site and can be easily accessed by footway or road. There are 90 car parking spaces available, as well as 28 cycle parking spaces.

The station is situated on the Breckland Line, linking to Norwich to the east and Ely to the west, from which trains carry on to London, Stansted Airport via Cambridge or Liverpool via Peterborough and Manchester. The station has pay phones and a café, however access for those with disabilities to Platform 2 (westbound) is limited as no step free access is provided.

Services from the station generally run every hour in either direction, however throughout the day there are additional services so that in some hours there are two trains in each direction²². Services currently operate between 05:45 and 23:59 hours. The site would increase the demand for the rail service, therefore there could be potential for increased rail services stopping at Wymondham to two per hour in each direction, this is however dependant on the rail operator and the feasibility of increasing the service. Travel by train is an attractive alternative especially for journeys to Norwich and Cambridge for those residing at the proposed development, therefore reducing the reliance on the private car.

²¹ Traveline East Anglia (<http://www.travelineeastanglia.org.uk/>)

²² National Rail Enquires (<https://www.nationalrail.co.uk/stations/WMD/details.html>)

Currently Wymondham railway station does not have a bus stop directly serving it and step free access is not available for Ely bound trains. However, as part of the Transforming Cities bid, Wymondham railway station is proposed to be a Mobility Hub, which will improve the sustainable transport offering at this location, with buses proposed to serve the station forecourt. In addition, the bid proposes new step-free access to Ely bound platform, improving the accessibility of the railway station.

Spooner Row railway station is 1.2 kilometres from the edge of the site, and currently is a halt station. It currently offers limited services (2 per day), therefore the main focus of the development will be on connections to Wymondham railway station. There is however an opportunity to provide pedestrian / cycle connectivity to this railway station from the south of the site, primarily for the southern areas of the site, which would offer an alternative railway station to Wymondham. If there is significant demand at this station, there may be an opportunity that additional rail services, in the peak hours, could be offered.

5.5 Summary

A review of the sustainable transport network illustrates that the site is well situated for a variety of different transport modes, with the edge of the site located 1km from Wymondham town centre which includes a bus interchange. The railway station, Town Centre and associated Mobility Hubs are within walking and cycling distance of the site. There are significant opportunities for the proposed development to connect into the existing and proposed sustainable transport network in Wymondham, therefore encouraging and promoting sustainable travel.

Strategic Transport
Appraisal

06

6. Strategic Transport Appraisal

6.1 Introduction

This section reviews the potential trips generated by the proposed development, by all modes as well as the forecast vehicular distribution on the local highway network.

6.2 Trip Generation

To understand the potential impact of the development on the local highway network and to identify the multi-modal trips for the proposed development, the Trip Rate Information Computer System (TRICS) database has been used. TRICS is an interactive database consisting of a large number of survey records of developments across a number of industries and uses. The software is used by the transport planning industry to predict transport impacts of new developments and to calculate the potential for the trip generation. A copy of the TRICS data is included in Appendix E.

6.2.1 Vehicular Trip Generation

6.2.1.1 Residential Vehicular Trip Generation

A review of the TRICS²³ database has identified vehicular trip rates for similarly located residential developments. It was decided to use trip rates from two residential developments also located in South Norfolk District, with surveys undertaken in 2019, which are:

- Round House Way (984 dwellings)
- Queens Hill (1,817 dwellings)

It is important to note that these existing residential sites are of a smaller scale to that being proposed with fewer facilities and amenities on site, therefore may not fully consider the levels of internalisation that could be achieved at the proposed development site, albeit the trip rates used do allow for some level of internalisation. The garden village model and provision of co-located employment, primary schools and a secondary school, along with a local centre, could however support a greater level of internalisation.

The resulting vehicular trip rates, for the standard road network peak hours of 0800 to 0900 hours and 1700 to 1800 hours and daily, are set out in Table 2 below.

Table 2. Residential Vehicular Trip Rates

| Land Use | AM | | | PM | | | Daily | | |
|-------------|-------|-------|---------|-------|-------|---------|-------|-------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| Residential | 0.110 | 0.318 | 0.428 | 0.311 | 0.141 | 0.452 | 1.811 | 1.838 | 3.649 |

Application of the trip rates set out above, to the maximum proposed development dwelling quantum of 6,500, results in the development generating the number of vehicular trips as set out in Table 3 below.

Table 3. Residential Trip Generation

| Land Use | AM | | | PM | | | Daily | | |
|-------------|------|-------|---------|-------|------|---------|--------|--------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| Residential | 715 | 2,067 | 2,782 | 2,022 | 917 | 2,938 | 11,772 | 11,947 | 23,719 |

²³ Trip Rate Information Computer System (TRICS) 7.6.4.

6.2.1.2 Employment Vehicular Trip Generation

A review of the TRICS database has identified vehicular trip rates for similarly located B1 Employment and B2 employment developments. The resulting vehicular trip rates are set out in Table 4 below.

Table 4. Employment Trip Rates

| Land Use | AM | | | PM | | | Daily | | |
|----------|-------|-------|---------|-------|-------|---------|-------|-------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| B1 | 1.828 | 0.220 | 2.048 | 0.274 | 1.343 | 1.617 | 6.502 | 6.602 | 13.104 |
| B2 | 0.657 | 0.280 | 0.937 | 0.279 | 0.489 | 0.768 | 4.087 | 4.124 | 8.211 |

Application of the trip rates set out above to the proposed development B1 Employment area of 20,000m² and B2 Employment area of 40,000m², results in this element of the development generating the number of vehicular as set out in Table 5 below.

Table 5. Employment Trip Generation

| Land Use | AM | | | PM | | | Daily | | |
|----------|------|------|---------|------|------|---------|-------|-------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| B1 | 366 | 44 | 410 | 55 | 269 | 323 | 1,300 | 1,320 | 2,621 |
| B2 | 263 | 112 | 375 | 112 | 196 | 307 | 1,635 | 1,650 | 3,284 |
| Total | 629 | 156 | 785 | 167 | 465 | 630 | 2,935 | 2,970 | 5,905 |

6.2.1.3 Education Vehicular Trip Generation

A review of the TRICS database has identified vehicular trip rates for similarly located Primary and Secondary Schools. The resulting vehicular trip rates are set out in Table 6 below.

Table 6. Education Trip Rates

| Land Use | AM | | | PM | | | Daily | | |
|------------------|-------|-------|---------|-------|-------|---------|-------|-------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| Primary School | 0.319 | 0.203 | 0.522 | 0.027 | 0.033 | 0.060 | 0.831 | 0.791 | 1.622 |
| Secondary School | 0.150 | 0.135 | 0.285 | 0.026 | 0.019 | 0.045 | 0.504 | 0.487 | 0.991 |

In order to apply the trip rates as set out above to pupil numbers, the maximum pupil numbers needed to be calculated. It was assumed that there would be three schools with 2 forms each per year (7) with 30 pupils per class for the primary school, and 6 forms per year (5) with 30 pupils per class for the secondary school. Therefore, the proposed development would expect a maximum of 1,260 primary school pupils and 900 secondary school pupils.

Application of the trip rates set out above to these calculated pupil numbers results in the development generating the number of education vehicular trips as set out in Table 7 below.

Table 7. Education Trip Generation

| Land Use | AM | | | PM | | | Daily | | |
|------------------|------|------|---------|------|------|---------|-------|------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| Primary School | 402 | 256 | 658 | 34 | 42 | 76 | 1,047 | 997 | 2,044 |
| Secondary School | 135 | 122 | 257 | 23 | 17 | 41 | 454 | 438 | 892 |

It is assumed that the majority of education-related trips are linked with employment and residential trips and are already on the local road network or either allowed for within the employment and residential trips proposed for the site. Therefore, to avoid double-counting of trips, these trips have not been included in the total external vehicular trips, that have been distributed onto the local highway network. In addition a proportion of these trips will also be internal to the site.

6.2.2 Internal Trips

To account for internal trips, there has been a reduction applied to journey to work trips, both to and from the site. This has been calculated from the 2011 Census data for MSOA South Norfolk 007 (in which the proposed site resides). For journey to work trips residing on site, 3.9% of trips would be internal to the site, and for journey to work trips, residing off site, 4.8% of trips would be internal to the site. Therefore, a reduction of 3.9% has been applied to the residential trips, and a reduction of 4.8% has been applied to the B1 and B2 trips.

As previously mentioned, due to the nature of the proposed large settlement with colocation of employment and residential development on site, greater internalisation would be expected to occur. However for the purposes of this assessment it has been based on existing patterns of travel to and from work and employment destinations, allowing for a worst case assessment.

6.2.3 External Trips

The resulting vehicular trip generation external to the site is shown in Table 8 below.

Table 8. External Vehicular Trip Generation

| Land Use | AM | | | PM | | | Daily | | |
|-------------|-------|-------|---------|-------|-------|---------|--------|--------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| Residential | 687 | 1,986 | 2,672 | 1,942 | 880 | 2,822 | 11,308 | 11,477 | 22,785 |
| B1 | 348 | 42 | 390 | 52 | 256 | 308 | 1,238 | 1,257 | 2,495 |
| B2 | 250 | 107 | 357 | 106 | 186 | 292 | 1,557 | 1,571 | 3,127 |
| Total | 1,285 | 2,134 | 3,419 | 2,100 | 1,322 | 3,423 | 14,103 | 14,304 | 28,407 |

6.2.4 Mode Shares

The vehicular trip rates that have been used were derived from 2019 surveys, in TRICS, at large sites that are situated closer to Norwich City (Queens Hills and Roundhouse Way), than the proposed development site, where there is currently better access to sustainable travel options. The car driver mode share for the sites included was 59%. From reviewing the 2011 census mode share for the area in which the site resides in (MSOA South Norfolk 007), the average car driver mode share, for employment and residential is 76%. This indicates that an allowance of approximately 17% has been taken for mode shift from car driver to other travel modes by using the chosen trip rates.

The 59% car driver mode share from TRICS has been used, whilst the trips for remaining modes have been calculated by applying the mode split for non car driver modes from the 2011 census data for the MSOA within which the site sits. The below multimodal trips, therefore has an element of mode shift to sustainable modes.

The resulting mode shares, applicable to the proposed development site, are set out in Table 9 below.

Table 9. Extrapolated Mode Share - Census 2011 Mode Share (South Norfolk 007) & TRICS

| Mode | Resident Mode Share % | Work Mode Share % |
|--|-----------------------|-------------------|
| Work mainly at or from home | 0% | 0% |
| Underground, metro, light rail or tram | 0% | 0% |
| Train | 3% | 1% |
| Bus, minibus or coach | 10% | 4% |
| Taxi | 0% | 1% |
| Motorcycle, scooter or moped | 2% | 3% |
| Driving a car or van (from Trics data) | 59% | 59% |
| Passenger in a car or van | 7% | 7% |
| Bicycle | 7% | 7% |
| On foot | 12% | 12% |
| Other method of travel to work | 0% | 0% |
| Total | 100% | 100% |

This highlights that there is potential for reducing car driver mode share in and around Wymondham for existing and future trips, through the provision and promotion of sustainable travel modes, to encourage similar car driver mode shares to that achieved at developments situated closer to Norwich with greater access to sustainable travel options.

With the increasing levels of traffic congestion in Norwich and in Wymondham, along with the ongoing investment in sustainable transport infrastructure locally, including the subway under the railway line for pedestrians and cyclists and the Transforming Cities proposals, it is anticipated that this will encourage mode shift from car use to sustainable travel modes in Wymondham for existing and future trips. NCC’s current Travel Plan targets for Wymondham are a 15% reduction in car driver (single occupancy) trips, and therefore this would be an aspiration for the proposed development to strive to achieve, given the sites sustainable connectivity to Wymondham and the surrounding area.

Given the existing and proposed future links to sustainable modes of transport, the use of the private car should not be the first mode of choice for residents of the development therefore limiting the impact of the development on nearby the local highway network.

6.2.4.1 Mixed Use Vehicular Trip generation

For the purpose of this assessment, the mixed use aspect of the proposed development such as retail and community facilities are assumed to be internal and ancillary uses. Therefore it has been assumed that no vehicular trips will occur on the local highway network and trips to these uses will predominantly be internal sustainable trips.

6.2.5 Multimodal Trip Generation

The multimodal trip generation has been calculated by extrapolating the external vehicular trip generation in Table 8, though using the mode share for other modes in Table 9 relevant to the appropriate land use. This enables the trip generation for the other modes to be derived.

The resulting multimodal trip generation external to the site is shown in Table 10 below.

Table 10. External Multimodal Trip Generation

| Mode | AM | | | PM | | | Daily | | |
|--|-------|-------|---------|-------|-------|---------|--------|--------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| Work mainly at or from home | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Underground, metro, light rail or tram | 2 | 3 | 5 | 3 | 2 | 5 | 21 | 22 | 43 |
| Train | 45 | 101 | 146 | 99 | 52 | 150 | 609 | 618 | 1,227 |
| Bus, minibus or coach | 150 | 331 | 481 | 325 | 171 | 496 | 2,011 | 2,041 | 4,052 |
| Taxi | 12 | 15 | 28 | 15 | 12 | 27 | 113 | 115 | 229 |
| Motorcycle, scooter or moped | 58 | 81 | 139 | 80 | 56 | 137 | 568 | 576 | 1,145 |
| Driving a car or van | 1,285 | 2,134 | 3,419 | 2,100 | 1,322 | 3,423 | 14,103 | 14,304 | 28,407 |
| Passenger in a car or van | 184 | 268 | 452 | 264 | 182 | 446 | 1,850 | 1,876 | 3,727 |
| Bicycle | 169 | 247 | 415 | 243 | 167 | 410 | 1,702 | 1,726 | 3,428 |
| On foot | 276 | 441 | 716 | 434 | 280 | 714 | 2,949 | 2,991 | 5,939 |
| Other method of travel to work | 7 | 12 | 19 | 12 | 7 | 19 | 78 | 79 | 157 |
| Total | 2,188 | 3,633 | 5,820 | 3,575 | 2,251 | 5,826 | 24,005 | 24,348 | 48,352 |

6.3 Vehicular Trip Distribution

The external vehicular trips, set out on Table 10 have been distributed and assigned onto the highway network as follows:

- Vehicular trips have been assigned on to the local transport network based upon a distribution derived from Census 2011 Journey to Work data. MSOA South Norfolk 007 was chosen as the location from which journey to work data would be analysed. This MSOA was chosen, as it was the MSOA in which the proposed site, and the majority of Wymondham are located within.
- Google Maps route planning tool was used to determine the fastest route to each MSOA in a typical weekday peak hour.
- All vehicular trips will enter and exit the development from one of two junctions – the proposed access on the A11 or the proposed access on Silfield Road and therefore been distributed and assigned to and from this point.

Whilst the methodology is deemed appropriate, there are some points worth noting, as set out below:

- Trips have been distributed based on the existing fastest route as illustrated on the Google Maps route planning tool. In reality people may take different routes and may not necessarily use the fastest.
- It has been assumed that trip distribution is based on the existing distribution in MSOA South Norfolk 007. However, the size, location, and use of the proposed development site may mean that the actual distribution is considerably different to the existing distribution.
- No further distribution adjustments have been made for future scenarios as a result of any potential changes in the performance of the local highway network due to increases in sustainable travel options and a change in travel behaviour, or additional proposed developments.

A review of the Census 2011 Journey to Work Origin Destination data suggests that, of the vehicular trips, some 53% would be required to travel northeast towards Norwich. This is also the desire line for which sustainable transport choices such as bus, rail, cycle and ride, car sharing, and cycling are strongest.

Further to this some 18% of all trips to work remain within the South Norfolk 007 MSOA and so car driver trips should be limited given the accessibility of the area by foot, cycle and bus.

The resulting distribution is shown in Table 11 and in Figure 13 and Figure 14 below.

Table 11. Journey to Work Distribution

| Road Distributed Onto | Journey To Work % | |
|-------------------------|-------------------------------|------------------------------|
| | Residing in the Proposed Site | Working at the Proposed Site |
| A11 Northeast | 61% | 55% |
| A11 Southwest | 20% | 22% |
| Silfield Road Northwest | 7% | 6% |
| Silfield Road Southeast | 7% | 11% |
| Internal Site Trips | 4% | 5% |
| Total | 100%* | 100%* |

*Rounding errors are present

Figure 13. Journey to Work Distribution (Residing in the Proposed Development)

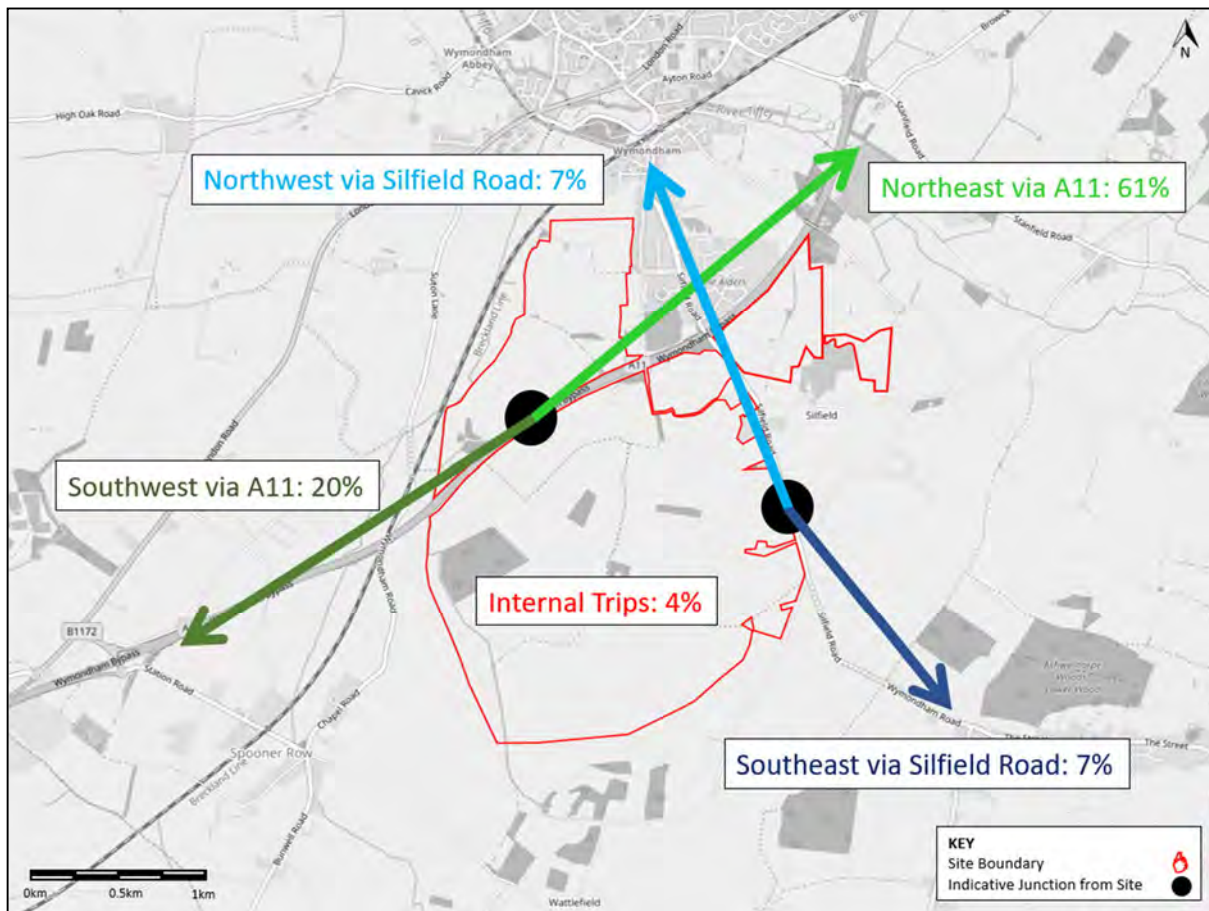
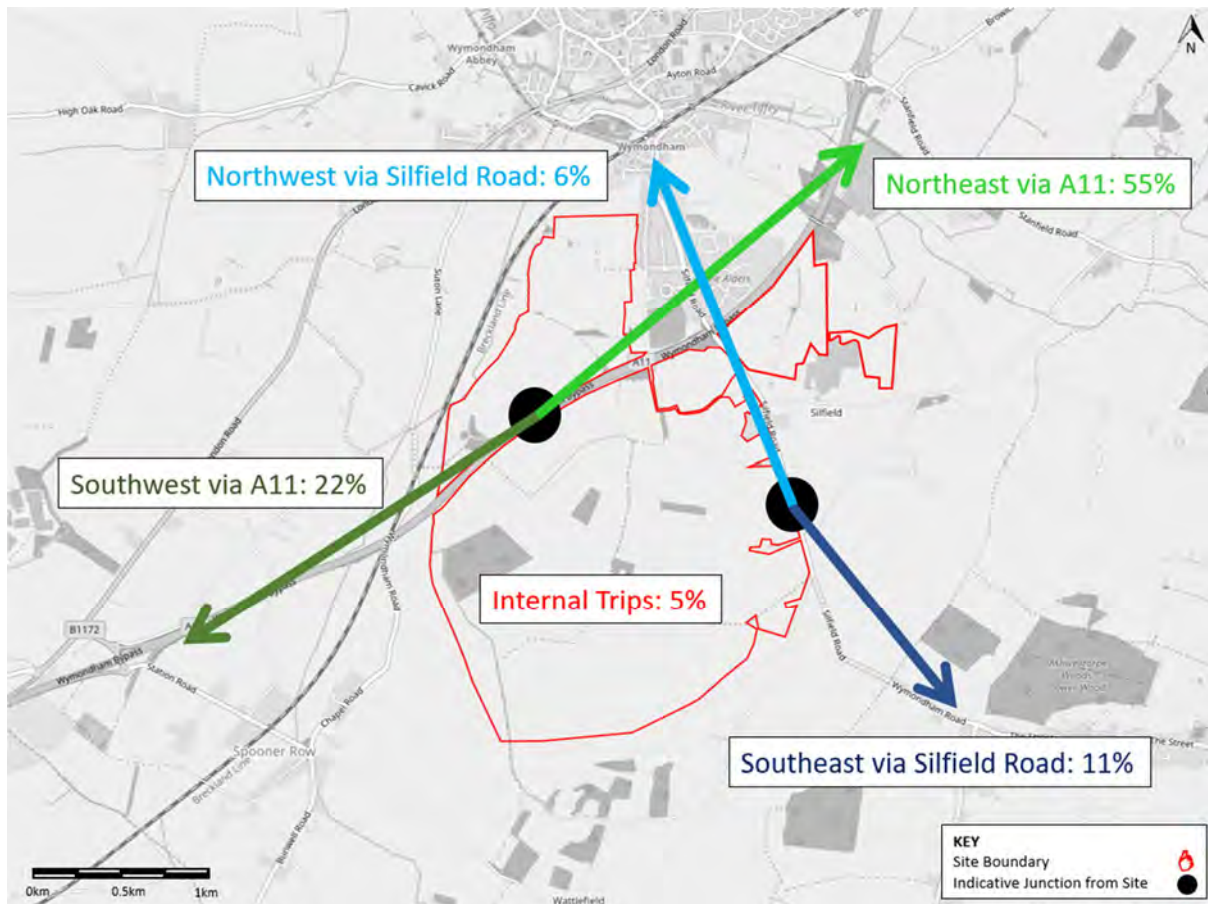


Figure 14. Journey to Work Distribution (Working at the Proposed Development)



The resulting number of vehicular trips along each route is outlined in Table 12 below.

Table 12. Journey to Work Distribution

| Road Distributed Onto | AM Peak Trips Inbound | AM Peak Trips Outbound | PM Peak Trips Inbound | PM Peak Trips Outbound |
|-------------------------|-----------------------|------------------------|-----------------------|------------------------|
| A11 Northeast | 784 | 1,352 | 1,329 | 817 |
| A11 Southwest | 284 | 449 | 442 | 287 |
| Silfield Road Northwest | 92 | 161 | 159 | 97 |
| Silfield Road Southeast | 125 | 172 | 170 | 121 |
| Total | 1,285 | 2,134 | 2,100 | 1,322 |

The majority of development vehicular trips are predicted to use the proposed new A11 interchange; 2,869 two-way trips in the AM peak hour and 2,876 two-way trips in the PM peak hour. This equates to approximately 84% of development trips using the new A11 interchange, with the remaining 16% using the local road network.

For traffic movements to Wymondham town centre, the most likely route for these development trips would be via Station Road, and not via the new A11 junction. The majority of the trips forecast to use the new A11 junction would be travelling north and south along the A11 rather than to access Wymondham.

Total proposed development vehicular trips been distributed onto the local highway network within Wymondham, as per the above approach, in the AM and PM peak hours. Traffic flow diagrams are included in Appendix F, for the AM and PM peak hours.

The assessment undertaken allows for a worst case assessment, based on the information and data currently available. It is therefore appreciated that there would be some scope for further refinement of the trip generation

/ distribution methodology, i.e. potential further allowance for mode shift in the future development trips, allowance for greater internalisation of trips (between residential, employment and education) which will reduce travel by car, and the proposed developments focus on sustainability and a walkable neighbourhood; further information on the reasons for further potential refinement, is set out below;

- Increase in sustainable travel in Wymondham due to provision in the sustainable travel network (resulting in a reduction in background traffic on the local highway network), for example improvements to the railway station, potential for the site to connect into the BRT route to Norwich to name a few.
- Promotion of sustainable travel and managing car movements, through a package of transport measures aiming to achieve a lower car driver mode share, through the design of the development and opportunities to connect and enhance the sustainable travel network in Wymondham. Also through implementation of a Travel Plan on site, to focus investment on reducing car driver mode share, and monitoring car driver levels.
- Greater internalisation of trips within the development, through creating a local neighbourhood, with co located employment, education and residential, which is part of the garden village design.

Sustainable
Transport Strategy

07

7. Sustainable Transport Strategy

7.1 Introduction

This section of the report provides a review of the proposed development, the sustainable transport movement strategy and sets out the potential public transport strategy. It also provides details of the new A11 junction indicative junction design and local highway operation.

7.2 Overview of Masterplan

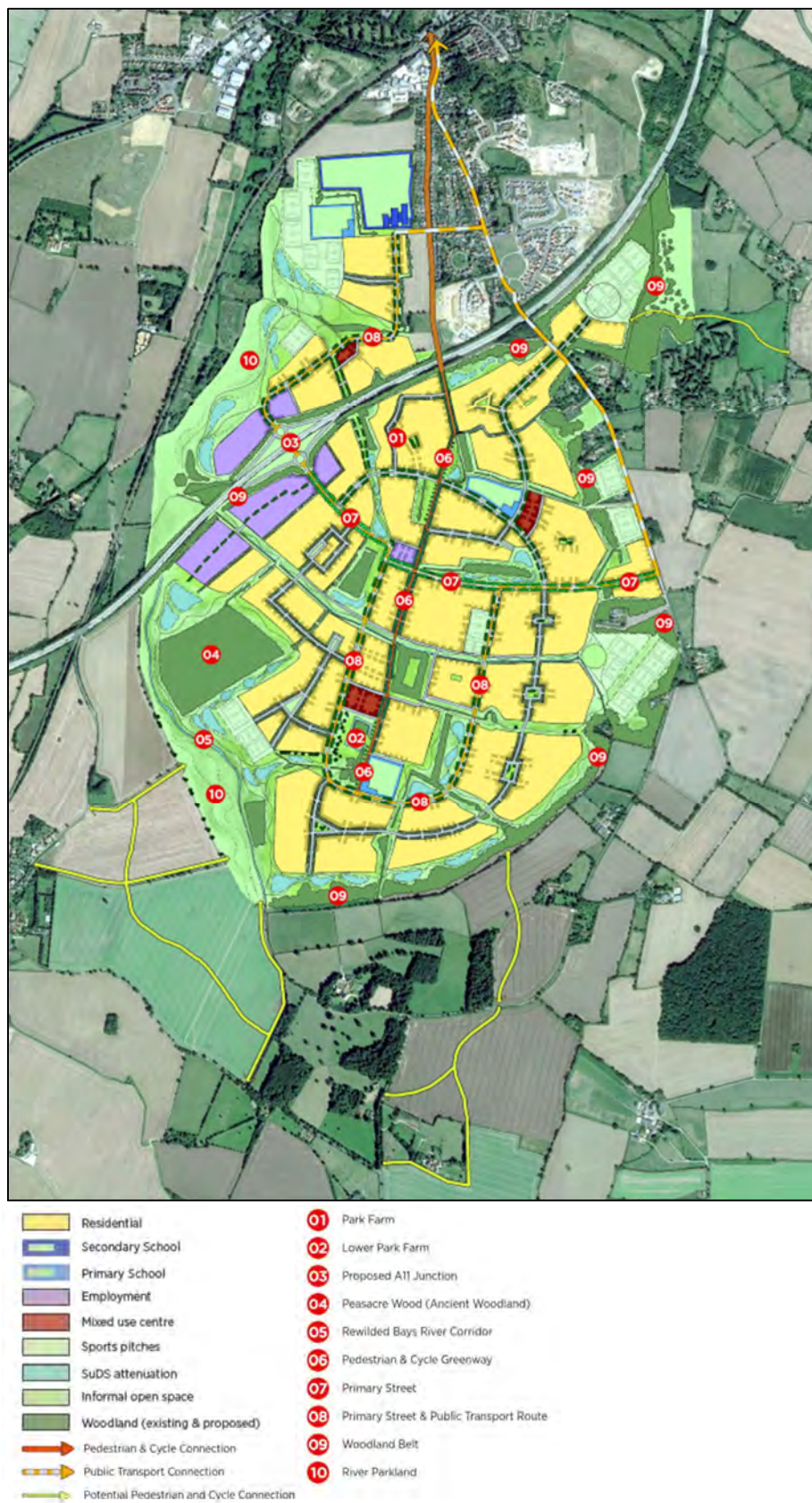
The masterplan for the proposed development is shown in Figure 15 overleaf and in Appendix B.

A summary of the proposed development is set out below:

- A grade separated junction on the A11 provides a direct vehicular access from the SRN, connecting into both the northern and southern part of the development. A primary vehicular route will be provided through the site, from the A11 junction onto the local road network (Silfield Road). This ensures good access onto the strategic road network from the site and for developments in the surrounding area, located south of the railway bridge.
- Two vehicular accesses to the local road network, both connecting to Silfield Road to the east. The southern access is the main access onto Silfield Road. The design of the site accesses would be defined following preparation of a Transport Assessment at planning submission stage, once capacity requirements are fully quantified.
- A dedicated public transport access onto Park Lane from the northern part of the development., which prioritises bus travel. This would also serve as an emergency access only.
- A secondary school on the northern edge of the site and three primary schools distributed throughout the site.
- Employment areas concentrated around the A11 grade separated junction. This includes a net zero carbon tech hub for small scale employment uses which would be focussed on land adjacent to the new junction on the A11 creating a gateway feature.
- Mixed use – circa 4 ha for retail / community / employment – to be accommodated in a number of local centres.
- Throughout the site, woodland, openspace and sports pitches are proposed, creating and encouraging an active community.

This proposed garden village offers a sustainable development whereby a whole new sustainable community can be created along with local services, infrastructure and employment, reducing the need to travel through self-containment. The proposed development has been designed to build in sustainable movements from the outset and include specific measures to actively prioritise and promote active and sustainable travel over car travel. The proposed development has been designed to connect to the current and future sustainable travel networks in Wymondham, and beyond to Norwich, promoting and encouraging sustainable travel both within the development and to the wider area. A key underlying principle in the emerging design is achieving a carbon neutral development, in which sustainable travel movements and a walkable neighbourhood is a key element of this.

Figure 15. Illustrative Framework Masterplan



Source: David Lock Associates. Illustrative Masterplan (Core Site). Drawing Number – SIL001-025

7.3 Sustainable Movement Strategy

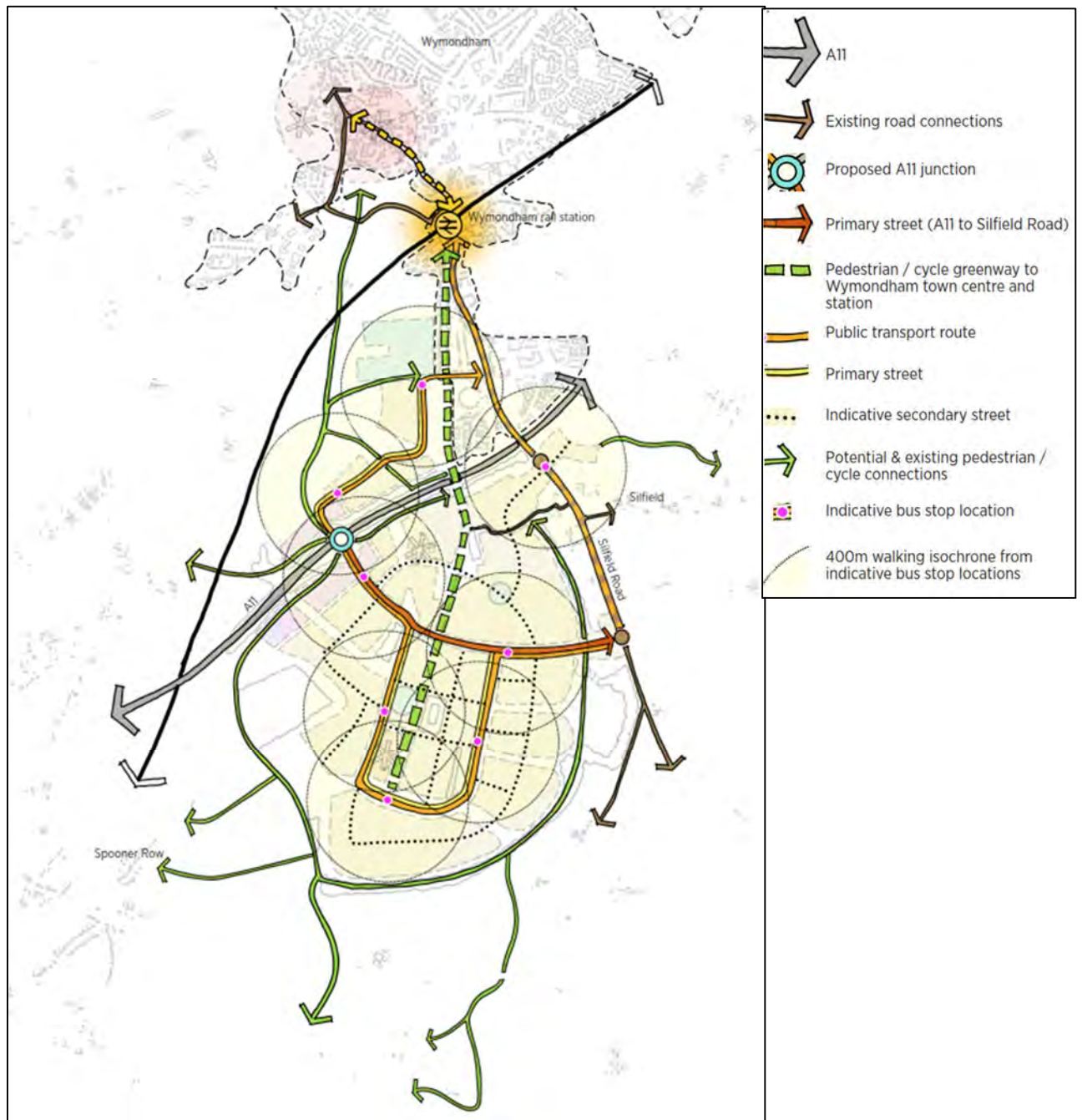
7.3.1 Pedestrian and Cycle Strategy

In addition to the masterplan, an illustrative sustainable movement strategy has been prepared. Creating active and sustainable travel is a key element of the development proposals, in order to create a development which is not reliant of the car to travel within the site and also to the wider area. The strategy is shown in Figure 16 overleaf and in Appendix G and includes the pedestrian and cycle element of the strategy, which is set out below. The public transport element is set out in further detail later in this section. The pedestrian and cycle strategy for the site is as follows:

- A north-south 'Green way' through the centre of the development for pedestrians and cyclists, along the alignment of Park Lane and using the existing bridge over the A11. This provides a key route for connectivity within the site and northwards to Wymondham. It will enable direct connection into the facilities on Silfield Road, and also future connections to the proposed subway, under the railway line, connecting into the wider Wymondham network. The location of this 'green way' has been designed to create a central spine through the site, on a key desire line, whereby minor footways can connect with relative ease. This will encourage sustainable travel, rather than car use both within the site and to the wider local area.
- A dedicated pedestrian and cycle route is proposed along the public transport corridor, providing additional connectivity within the site and to the wider pedestrian and cycle network.
- An integrated pedestrian and cycle path network throughout the site, providing walking and cycling permeability and connectivity within the site, to promote internalisation as well as sustainable travel internally.
- A potential pedestrian and cycle link to Spooner Row station from the south of the site, to provide an additional option to access the rail network to reduce the reliance on the private car.
- The proposed site has two pedestrian and cycle connections over the A11, providing connectivity between the two parcels of land that are bisected by the A11. One new crossing is proposed as part of the development, with a pedestrian and cycle facility proposed as part of the new A11 grade separated interchange. The existing Park Lane bridge, whereby improvements to this would likely be required to improve the pedestrian and cycle facilities to create a 'Green way' and make this route as an attractive alternative compared to travel by car.
- Existing Public Rights of Way and NCC maintained roads, including the route to the town centre via level crossing and Stayground Way, will be retained or diverted where possible.
- A number of pedestrian and cycle connections to connect into the surrounding area, some that are existing and other that are newly proposed.

The development would be required to implement a Travel Plan for all aspects of the proposed development, to encourage sustainable travel within the site, and to the surrounding area. The above strategy will assist in promoting sustainable travel for site users.

Figure 16. Illustrative Sustainable Transport Movement Strategy



Source: David Lock Associates. Connectivity Framework. Drawing Number – SIL001-023

7.3.2 Public Transport Strategy

In addition, a proposed Public Transport Plan is provided overleaf in Figure 17 included in Appendix H, which shows the various potential bus routes and potential public transport options that could be implemented at the proposed development site, to encourage and promote bus based travel.

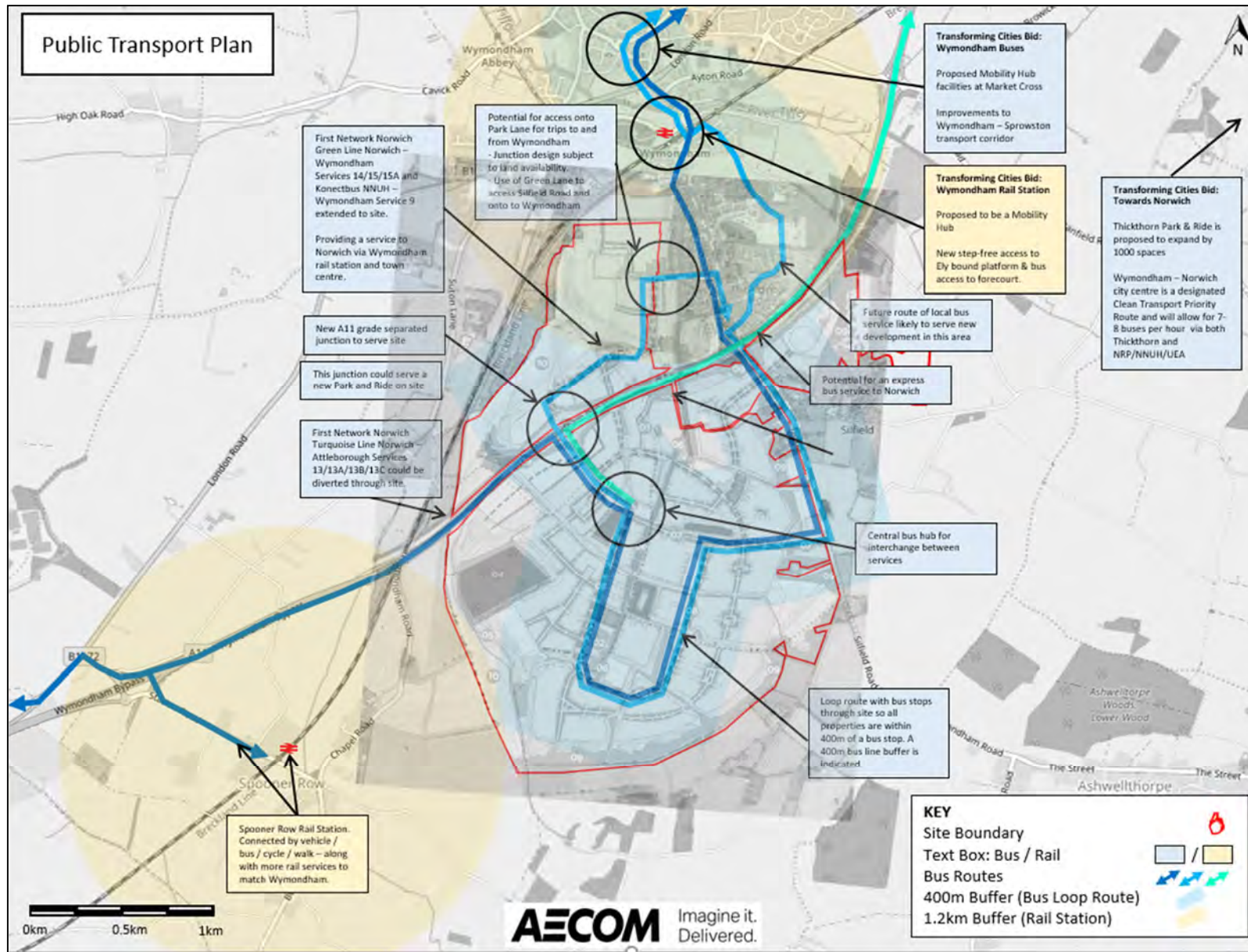
The public transport strategy for the site is as followings:

- A public transport corridor is proposed, with a route through the site from the access on Park Lane to the main access on Silfield Road, providing a substantial amount of the development area with access to one of the proposed bus stops along this route. The majority of the development would be within a 400 metre walking distance of a bus stop, which is deemed an acceptable walking distance. This is shown in light blue on the below figure This illustrates that this would be an attractive mode of travel for residents living and working at the proposed development.

- A bus route to Wymondham using the existing Silfield Road, which would connect with the public transport corridor within the site. This would provide a connection to the proposed mobility hub at the railway station and also Wymondham town centre, providing a continuation of bus services, and also improving the viability of extending existing and future buses in Wymondham, into the site, where there would be a significant critical mass for bus operators.
- There is also potential that the Clean Transport Priority corridor, could be extended into the site, which would create a highly frequent bus service into Norwich (approximately 7-8 buses per hour) that serves the development. This corridor could also serve Wymondham railway station, providing a highly frequent service to the railway station a therefore a frequent and quick connection via sustainable travel, offering an attractive alternative to walking and cycling and also car usage.
- There are a number of opportunities, whereby existing services could divert into the site, if deemed viable. In addition, as the development is build out, there may be the demand for a new direct express services to Norwich, which purely service the site, through the use of the new proposed junction on the A11.
- The First Network Norwich Turquoise Line Norwich – Attleborough Services 13/13A/13B/13C currently uses London Road to and from Wymondham, therefore there could be an opportunity that some of these bus services could divert use the new A11 junction to serve the proposed development, with a direct service from the site to Norwich, via the A11.
- As part of the consented development, to the south of the railway bridge, there are proposals that buses will serve these new developments, as set out in their Transport Assessments. There is an opportunity that bus services such as the such as the First Network Norwich Green Line Norwich – Wymondham Services 14/15/15A or the Konectbus NNUH – Wymondham Service 9, could be extended into the proposed development, offering an additional bus service for the site users.

The public transport strategy is a fundamental aspect of this sustainable development and has been designed with sustainable travel as a key principle.

Figure 17. Proposed Public Transport Plan



7.4 Proposed A11 Interchange

7.4.1 Overview of Indicative Junction

A new grade separated junction off the A11 has been proposed as part of the development proposals, which will enable both bus movements and car movements into the development with the A11 and also provide a vehicular connection onto Silfield Road (on the local road network). The A11 junction could help facilitate improvements on the local highway network, especially in Wymondham where existing junctions are operating close to capacity and could be alleviated by this new junction as traffic reassigns to use this junction if deemed an attractive alternative junction.

This proposed junction has been discussed with the Norfolk County Council Highway Authority, and Highways England. Highways England have stated that they welcome that consideration of the need for a new junction is being considered at the plan making stage. As part of plan making, Highways England have advised that a strategic growth case needs to be made for any new junction on the strategic road network, and also that the movements created as a result of the development proposal cannot be catered for by other means either sustainably through modal shift or through connections to the local road network and to existing junctions on the A11. This case will be advanced as part of the continued promotion of land at Silfield through the GNLP as the most appropriate growth strategy to meet the economic and sustainable growth objectives of the GNLP.

7.4.2 Junction Design

In terms of junction design, Highways England are of the view that any new junction will need to meet design standards as set out in the Design Manual for Roads and Bridges, and that in this case there are minimum and desirable spacing requirements between junctions. Highways England also state that it would appear from the information provided that there is sufficient space to meet these standards, and that therefore in principle, Highways England consider an acceptable design could be developed. This is clearly subject to further development including the consideration of available land, safety, environmental and detailed design considerations.

In terms of the junction design, previous work has been undertaken by Peter Brett Associates (PBA) (now part of Stantec), for a junction in this location, through earlier promotion of the land. A junction type, location and indicative design was recently put forward by PBA. The design was based on achieving standards set out in the Design Manual for Roads and Bridges (DMRB)²⁴. A design review has been undertaken to ensure it is deliverable, meets the needs of the current masterplan and meets the latest design standards.

From reviewing the original design, AECOM consider that the indicative grade separated junction does seem to be acceptable in terms of location, in that it is a sufficient distance away from other junctions on the A11 to incorporate weaving lengths. However the DMRB standards have been revised since the original work was undertaken, as indicated below, with the old reference included in brackets:

- CD 109 Highway Link Design (TD 9/93)
- CD 116 Geometric Design of Roundabouts (TD 16/07)

Other DMRB standards that are applicable are below:

- CD 122 Geometric Design of Grade Separated Junctions (TD 40/94)
- CD 169 The Design of Lay-Bys, Maintenance Hardstandings, Rest Areas, Service Areas and Observation Platforms (TD 69/07)
- CD 127 Cross-sections and Headrooms (TD 27/05)

²⁴ DMRB Standards – CD 109, CD 116, CD 122, CD 169, CD 127, (<http://www.standardsforhighways.co.uk/ha/standards/dmrb/>)

An updated indicative drawing has been prepared, and is attached in Appendix I, which illustrates an indicative design, using the PBA design as the basis. It is important to note that the following will need to be considered, updated and reviewed in detail at later stages of the design process.

- AECOM acknowledge that the original design is substandard in terms deflection angles and that the design may require a review of the relocation of the existing parking / emergency lay-bys.
- At this stage verges, earthworks or lane markings are not included. The design now includes a shared pedestrian and cycle route, to allow north - south connectivity across the A11.
- AECOM acknowledge that the original design for the merge diverge allowed for a 'Type A Option1' with 3.7m wide single lane slip roads and 3.3m hard shoulders, with simple merge/diverge tapers with the mainline A11 carriageway. It is however anticipated that a parallel merge on the northbound on-slip may be required, based on the below merge diverge analysis.

7.4.3 Merge Diverge Analysis

A merge diverge analysis has been undertaken as part of this report, to understand the likely requirements of the new A11 junction design. This analysis is included in Appendix J. If this proposed development site was allocated in the GNLP, around 3,700 dwellings could be delivered within the plan period to 2038 (which is the end of the Local Plan). 2038 future year testing of the development traffic has therefore been undertaken to understand if this level of development could be accommodated based on the proposed A11 junction design, in a future year of 2038.

This 2038 future year has been derived assuming that background traffic levels on the A11, would increase in line with the traffic growth allowed for in TEMPro²⁵. However there is some level of uncertainty over the future increase in background traffic levels on the A11 as sustainable travel is further promoted in the future than that forecast, especially beyond 2038. It is acknowledged that Highways England and the Highway Authority need to be assured that the highway improvements proposed will provide appropriate and adequate mitigation for the increase in traffic growth expected. The assessment undertaken therefore allows for a 'worst case' scenario in terms of modelled increases in vehicular movements, based on current information and data.

Further refinement would be required in deriving the 2038 future year traffic levels, through using current traffic data. In this assessment 2011 traffic data has been used from WebTris²⁶, on the northbound mainline flow on the A11, and 2019 traffic data on the southbound mainline flow, which is the latest available traffic data for this section of the A11.

As discussed in the trip generation section of this report, there is further refinement that can be achieved in relation to the vehicular trip generation, therefore this assessment assumes a worst case scenario in development vehicular trips. High level testing has therefore been undertaken, based on current available traffic data on the A11, and indicates that at least 3,700 dwelling, along with all employment and education elements of the development, could be accommodated on site based on the proposed A11 junction design in 2038.

The proposed junction design would likely require a parallel merge on the northbound on slip in 2038, based on current predictions, and proposed development likely to be delivered in the local plan period. However this would be subject to a Monitor and Manage approach, as discussed in the below paragraphs.

For the period post 2038, given the uncertainty about accurate modelling into this future period and beyond, a monitor and manage approach is proposed whereby the scope and design of any further mitigation measures in and around the A11 junction (or indeed, other agreed location) would be agreed based on the pattern of traffic and travel movements in place at the time. Funding arrangements for any such measures will be built into the garden village viability model and S106 agreement with any planning approval should the site be consented.

The Monitor and Manage approach provides flexibility for the investment in transport mitigation for strategic scale development to be directed to the most appropriate measures over the long build-out period associated with developments of this scale and duration. This approach allows for:

²⁵ TEMPro Version 7 - A modelling tool designed to allow users to look at the growth in trip ends, using actual and forecast data supplied by the Department for Transport.

²⁶ Highways England WebTris (<http://webtris.highwaysengland.co.uk/>)

- Changing transport policies, technological improvements and behavioural change which will affect the way in which people and goods choose to move around.
- A dual approach to be adopted which includes agreeing shorter term works and triggers for the first stages of development (such as specific highway improvements or mitigation measures to unlock development, manage traffic movements or enhance public transport services). The second part of the Monitor and Manage model involves agreeing a financial 'Transport Cap' - based upon detailed costings of the anticipated longer term mitigation measures identified through the assessment – but secured within the S106 agreement as a fund for the delivery of future transport measures as the development progresses.
- Periodic reviews of transport monitoring to take place at specified intervals throughout the build out period, which ensures that an up to date assessment of movements and transport capacity can be provided. The Transport Cap is then drawn down and directed towards whatever transport measures are agreed through these reviews as being required - these may differ in scope or design from those originally costed but can be agreed to offer a better mitigation solution given the latest position. This provides the necessary long-term flexibility for the delivery of mitigation measures deemed most appropriate, in the right place, at the right time whilst also ensuring that the transport effects of the development remain properly mitigated.
- The successful implementation of Monitor and Manage is dependent upon the necessary safeguards and oversight being established through the permission via conditions and s106 commitments. Notably, it is anticipated that a group will be formed to control and govern the investment of the Transport Cap. The group would be formed by the key stakeholders, Councils, Highways England and the developer.
- A full consideration of the likely transport impacts of the development at completion which is submitted as a Transport Assessment. This work allows for the identification of the measures necessary to mitigate the identified effects.

7.5 Local Highway Network

The new interchange on the A11 could provide benefits to the local highway network in Wymondham, as it is anticipated that a proportion of people residing to the south of the railway bridge, would use this new interchange to access the A11. For the purposes of this high level assessment, it has been assumed that a proportion of the two nearby consented developments, as set out in section 1, to the south of Wymondham (would likely use the proposed junction on the A11. This means that some traffic from these sites will not be required to travel through Wymondham removing these trips from the local network.

To quantify the potential benefits that the new A11 junction could have on the local network, the trip generation from these consented developments has been identified from within the Transport Assessment Addendum. These consented trips have then been distributed onto the new A11 junction using the Journey to Work assessment which identified that, for those living in MSOA South Norfolk 007, 73% of work related trips use the A11, with 53% travelling north and 20% to the south. The resulting Endurance and Pelham Development traffic to use the proposed A11 junction is set out in Table 13 below.

Table 13. Potential Traffic Redistributed to New A11 Junction (Pelham and Endurance Developments)

| Mode | A11 Northeast-bound | | | A11 Southwest-bound | | | Total Junction | | |
|---------|---------------------|------|---------|---------------------|------|---------|----------------|------|---------|
| | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way | Arr. | Dep. | Two-Way |
| AM Peak | 50 | 120 | 170 | 38 | 92 | 130 | 88 | 212 | 300 |
| PM Peak | 97 | 55 | 152 | 74 | 42 | 116 | 171 | 97 | 268 |

With the implementation of a new A11 interchange, the trips identified in the above table, will no longer be travelling through Wymondham to access the A11 at other junctions, therefore resulting in a reduction of these consented vehicular trips in Wymondham. This could result in a reduction of up to 300 two-way vehicular trips in the AM peak and 268 vehicles in the PM peak at some junctions.

Table 14 below summarises the potential impact in traffic, due to reassignment of the consented development trips to the new A11 junction, as well as the predicted development trips at a number of junctions in Wymondham, from understanding the proposed junction operation in the future, as set out in Section 4. This does not take into account other areas in Wymondham redistributing to use the new junction.

It is important to note that this is a high level review, based on the available existing information and should be treated as indicative at this stage. The below assessment does not take into account future background traffic growth at these junctions, and therefore below provides a summary of potential improvements that may be required on the local highway network, assuming the development is brought forward now. A Transport Assessment would be required to assess the impacts of the proposed development in full as part of the planning application process.

Table 14. Highway Network Summary

| Junction | Total Proposed Development Vehicular Trips | | Predicted Reduction in Vehicular Trips (associated with Consented Developments*) | | Net Change in Vehicular Trips | | Mitigation / Improvement Scheme Proposed | Junction Likely to be a Constraint (currently & in 2021/2023)? | Justification |
|--|--|-----|--|------|-------------------------------|-----|--|--|---|
| | AM | PM | AM | PM | AM | PM | | | |
| B1172 London Road / Harts Farm Road / Station Road / Avenue Road - signalised junction | 193 | 193 | -215 | -192 | -22 | 1 | Yes | No | The mitigation scheme it is predicted to operate at a maximum of 88% DoS in the AM peak hour in 2021, on Avenue Road, Station Road, London Road left ahead. Overall in the AM the development (new A11 junction) could result in a reduction in vehicular trips in the AM at this location. |
| Station Road / Ayton Road Junction - Priority T Junction | 226 | 229 | -300 | -268 | -74 | -39 | No | No | The existing junction is predicted to operate in 2021 at a maximum of 0.80 RFC in the AM peak hour on Station Road. Overall, the development (new A11 junction) could result in a reduction in vehicular trips in the AM and PM peak hours at this location. |
| Ayton / Browick Road Roundabout - Priority Roundabout | - | - | - | - | - | - | No | No | As there is predicted to be significant spare capacity at this junction in both peak hours in 2021, (max RFC is 0.2). It is anticipated that the junction can accommodate the associated development trips without any capacity issues. |
| Silfield Road / Station Road / Rightup Lane roundabout | 228 | 230 | -300 | -268 | -72 | -38 | Yes | No | The mitigation scheme is predicted to operate at a maximum of 88% DoS in the AM peak hour in 2021, on Station Road. Overall in the AM the development (new A11 junction) could result in a reduction in vehicular trips in the AM and PM peak hour at this location. |
| A11 / Stanfield Road / Browick Road Dumbell Roundabout | 36 | 38 | -85 | -75 | -49 | -37 | No | No | The existing junction is predicted to operate in 2021 at a maximum of 0.40 RFC in the PM peak hour on Stanfield Road. Overall, the development (new A11 junction) could result in a reduction in vehicular trips in the AM and PM peak hours at this location. |
| B1135 / B1172 Harts Farm Road / Falconers Close four-arm roundabout | 249 | 259 | -85 | -76 | 164 | 183 | No | Yes | This junction may be impacted upon from Waitrose and the below Tutttles Lane roundabout operation, therefore capacity at this junction is not likely to be an issue. However with the addition of proposed development trips, this could be a highway constraint. |

| | | | | | | | | | |
|--|------|------|-----|-----|------|------|-----|-----|--|
| B1135 Tuttle Lane East / Norwich Road / B1172 Norwich Common / B1135 four-arm roundabout | 131 | 124 | -0 | -0 | 131 | 124 | No | Yes | This junction is known to be currently operating with spare capacity. The development would add trips to this roundabout. With future development proposed to the North of Wymondham, it is likely that this junction would operate over capacity with the development trips. The development may need to mitigate the development impacts at this junction. |
| A11 / A47 Thickthorn Interchange | 1851 | 1857 | -0 | -0 | 1851 | 1857 | Yes | No | Even though the development would add to the level of traffic at Thickthorn Interchange, the proposed improvement scheme has been designed to cater for a 30% increase in traffic up to 2036. |
| Spinks Lane / B1135 / A11 | 248 | 252 | -85 | -76 | 163 | 176 | No | No | This junction is forecast in the future to operate with spare capacity in 2023. The development would add trips to this roundabout. Further analysis would be required at this junction. |

Although some of the junctions are predicted to operate with spare capacity at present and in 2021/2023, it is likely that by the time the development is built and operational, background traffic levels would have changed due to an increase in sustainable travel and an increase in new developments. Therefore, as a worst case assessment, it is assumed that the following junctions may be required to be improved by the proposed development, however this would depend on future travel patterns in Wymondham, which is uncertain at this time due to promotion and implementation of sustainable travel.

- B1172 London Road / Harts Farm Road / Station Road / Avenue Road - signalised junction
- Station Road / Ayton Road Junction - Priority T Junction
- Silfield Road / Station Road / Rightup Lane roundabout
- B1135 / B1172 Harts Farm Road / Falconers Close four-arm roundabout
- B1135 Tuttle Lane East / Norwich Road / B1172 Norwich Common / B1135 four-arm roundabout
- A11 / B1135 Interchange

As with the A11 junction, it is envisaged that a Manage and Monitor approach will be undertaken, as the future operation of these local junctions would be dependent on the success of proposed changes in the local sustainable travel network in Wymondham, therefore it is hard to quantify at this stage what the specific benefits this would bring to the local highway network. Therefore it is proposed that periodic reviews of transport monitoring will be undertaken at specified intervals throughout the build out period, which ensure that an up to date assessment of traffic movements on the local highway network and transport capacity is quantified. The Transport Cap will then be directed towards specific transport measures that are agreed through these reviews as being required, providing long term flexibility for the delivery of the most appropriate mitigation measures and to ensure the development is mitigated as necessary.

Summary and Conclusions

08

8. Summary and Conclusions

Orbit Homes are leading the promotion of a major new residential led, mixed use, strategic garden village development on land at Silfield in Norfolk, with a view for it to be included in the Greater Norwich Local Plan (GNLP). Orbit Homes are working with others including Bowbridge Strategic Land to promote the site.

The site covers some 451 hectares of agricultural land and is located to the south of Wymondham and 15 kilometres south-west of Norwich. The site is situated to the north and south of the A11. The site is located such that it is a natural southern extension to the existing and planned residential areas of Wymondham.

This land has potential to provide up to 6,500 new dwellings, a secondary school, three primary schools, 15ha of employment land and three local centres. Access to the site is proposed from a new grade separated junction on the A11 and secondary access points from Silfield Road. This proposed garden village offers a new sustainable community to be created along with local services, infrastructure and employment. The proposed development has been designed to build in sustainable movements from the outset and includes specific measures to actively prioritise active and sustainable travel over car travel. The site is well positioned to provide large scale delivery of homes with high quality transport links to key employment locations such as Norwich, Cambridge, and London.

The site has opportunities to connect into the already established sustainable transport network of bus routes, rail services and the active travel network in Wymondham, with the edge of the site located 1km from Wymondham town centre which includes a bus interchange and a mainline railway station. The established bus interchange at Market Cross is proposed to be upgraded to a mobility hub as part of planned proposals for bus corridor improvements between Wymondham and Sprowston and a Clean Transport Priority Corridor between Wymondham and Norwich City Centre. The railway station is 800 metres walking and cycling distance from the site and offers hourly access to mainline services throughout the UK. Proposals to upgrade Wymondham station to provide direct interchange with bus services and enhanced accessibility within the station have been identified by Norfolk County Council. The proposed Garden Village has the opportunity to provide connections focussing on integrating with the established sustainable transport network and would ultimately support the continued enhancement and upgrade to these existing facilities. Given the links to sustainable modes of transport, the use of the private car should not be the first mode of choice for residents of the development therefore limiting the impact of the development the local highway network. Sustainable travel will be promoted through the design of the proposed development site and also through the implementation of a Travel Plan.

The proposed development site is essential for the delivery of strategic planned growth in Norfolk. The delivery of the proposed development site would deliver a new A11 junction and in turn the delivery of the new infrastructure is essential to facilitate this development.

The impact of the development on the highway network suggests that there would be a total of 3,419 two-way vehicular trips and 3,423 two-way vehicular trips in the AM and PM peak hours respectively. When distributed onto the network, the majority of vehicular trips will be using the A11 northeast (61% and 55%), and the A11 southwest (20% and 22%). This does not account for the potential for mode share shift to sustainable travel modes.

The site straddles the A11 and a new A11 Junction is proposed. This will provide direct vehicular access to the strategic road network, connecting with Norwich to the north and Cambridge to the south. The new Junction will also relieve pressure on the Town Centre and existing transport links in southern Wymondham, allowing the promotion of sustainable transport modes on the more urban routes into the Town Centre.

A review has been undertaken on the indicative A11 junction previously prepared by Peter Brett Associates (PBA) (now part of Stantec), which identifies that a new grade separated junction would be acceptable in terms of proposed location based on design requirement. Highway England state that it would appear from the information provided that there is sufficient space to meet these standards, and that therefore in principle, Highways England consider an acceptable design could be developed. A high level merge diverge analysis has been undertaken, based on current available traffic data on the A11, and this indicates that the quantum of development deliverable within the Plan Period (up to 2038) at SGV of at least 3,700 dwelling, along with all employment and education elements of the development, could be accommodated on site based on the proposed A11 junction design.

The new junction on the A11 has the potential to provide benefits to the local highway network in Wymondham, as it is anticipated that a proportion of people residing to the south of the railway bridge, would use this new

junction to access the A11, and therefore would not need to use the local highway network in Wymondham to access the A11. Whilst sustainable transport would be promoted for local trips from Silfield Garden Village, the development would be expected to attract residual car trips through the following junctions in Wymondham.

In addition to delivering excellent sustainable transport improvements, SGV would, subject to further modelling, provide a range of local highway improvements, which may include:

- B1172 London Road / Harts Farm Road / Station Road / Avenue Road - signalised junction
- Station Road / Ayton Road Junction - Priority T Junction
- Silfield Road / Station Road / Rightup Lane roundabout
- B1135 / B1172 Harts Farm Road / Falconers Close four-arm roundabout
- B1135 Tuttlles Lane East / Norwich Road / B1172 Norwich Common / B1135 four-arm roundabout
- Spinks Lane / B1135 / A11

The junctions listed above would need to be examined as part of further studies so that any net impacts can be addressed, although overall, a net reduction in trips would be expected in most cases, through the provision of a new A11 Junction.

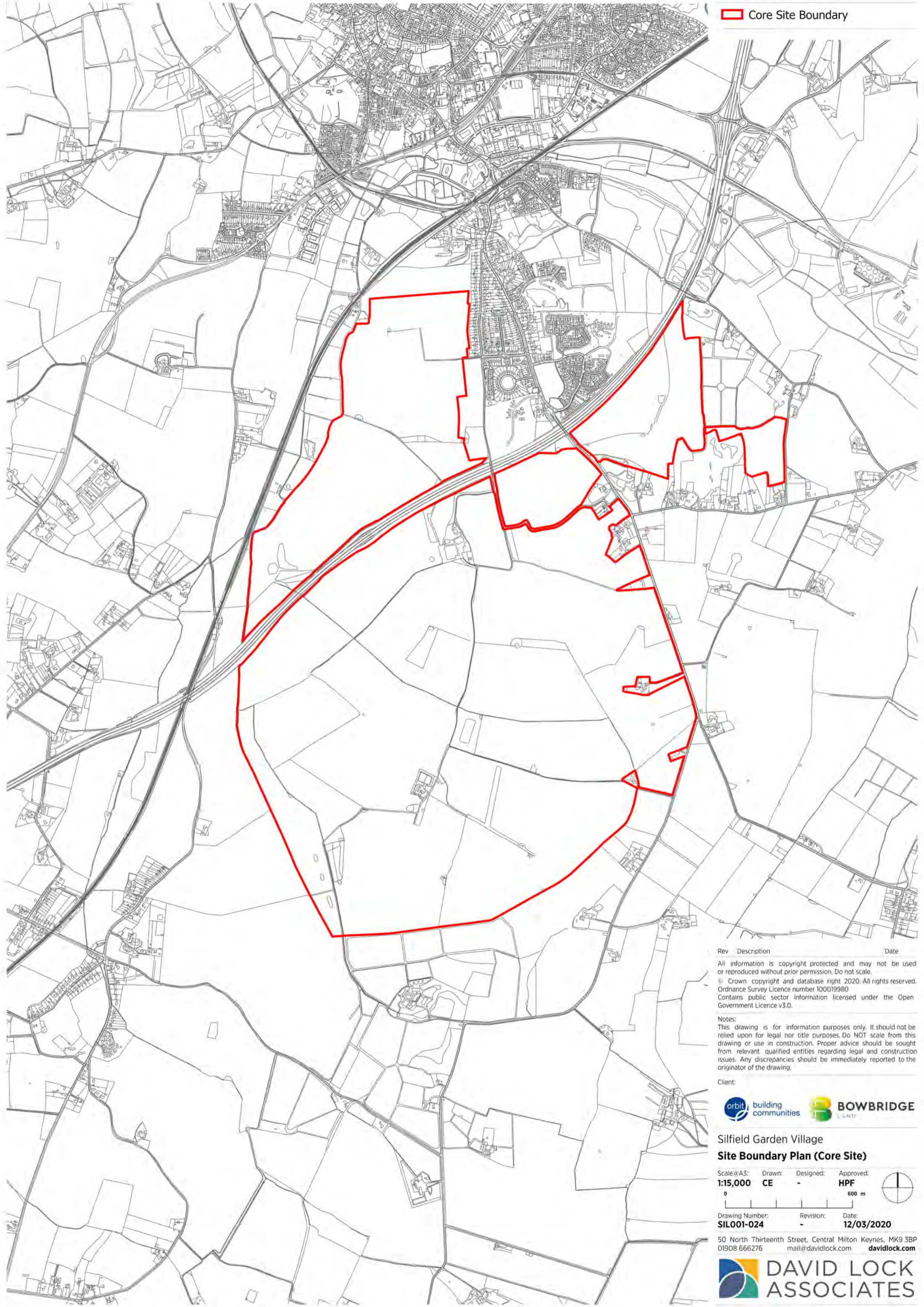
Given the uncertainty over future traffic levels and travel patterns, and to avoid a 'predict and provide approach', a more sustainable 'monitor and manage' approach is proposed whereby the scope and design of any mitigation measures in and around the A11 junction, and any mitigation required at any other local junctions, would be agreed based on the pattern of traffic and travel movements in place at the time. Funding arrangements for any such measures will be built into the Silfield Garden Village viability model and S106 agreement with any planning approval should the site be consented. What is certain is that the proposed development can deliver an access strategy which allows for a substantial sustainable garden village development at Silfield.

A Transport Assessment would be required to assess the full impacts of the proposed development as part of the planning application process.

As such it is considered that the proposed development site is deliverable and a suitable 'reasonable alternative site' for a new settlement in the GNLP. It has the potential to be an accessible site by all modes and offers a sustainable site that connects to nearby facilities and amenities and to key employment centres in Wymondham and beyond.

Appendix A – Site Boundary Plan (Core Site)

Core Site Boundary



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Client:



Silfield Garden Village
Site Boundary Plan (Core Site)

Scale@A3: Drawn: Designed: Approved:
1:15,000 CE - HPF
0 600 m

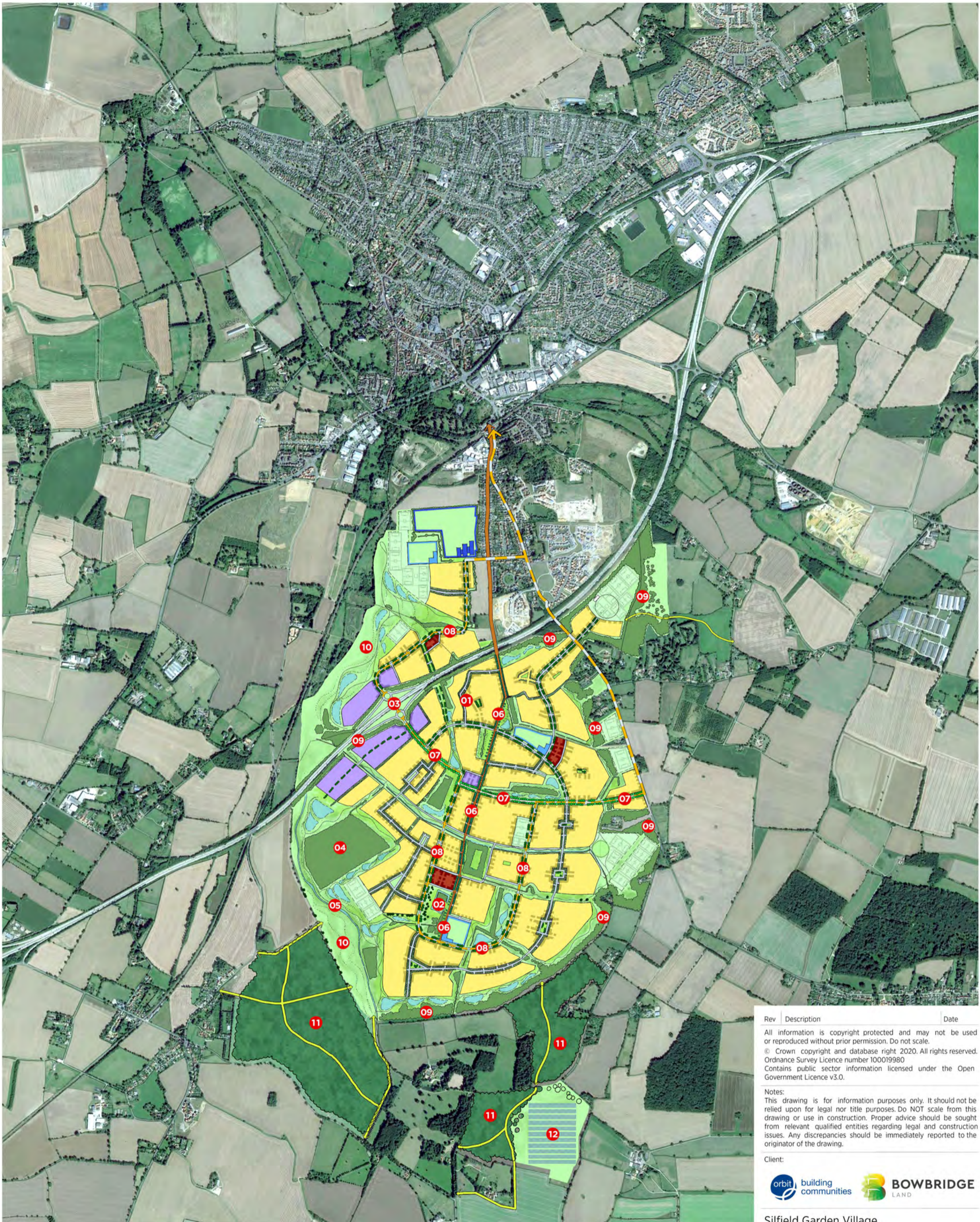


Drawing Number: Revision: Date:
SIL001-024 - 12/03/2020

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@davidlock.com davidlock.com



Appendix B – Illustrative Framework Masterplan



- Residential
- Secondary School
- Primary School
- Employment
- Mixed use centre
- Sports pitches
- SuDS attenuation
- Informal open space
- Woodland (existing & proposed)
- Pedestrian & Cycle Connection
- Public Transport Connection
- Potential Pedestrian and Cycle Connection
- 01 Park Farm
- 02 Lower Park Farm
- 03 Proposed All Junction
- 04 Peasacre Wood (Ancient Woodland)
- 05 Rewilded Bays River Corridor
- 06 Pedestrian & Cycle Greenway
- 07 Primary Street
- 08 Primary Street & Public Transport Route
- 09 Woodland Belt
- 10 River Parkland
- 11 Woodland Carbon Code Planting
- 12 Indicative Location for Solar Farm

| Rev | Description | Date |
|--|-------------|------|
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Client:

Silfield Garden Village
Illustrative Masterplan

Scale@A3: **1:20,000** Drawn: **CE** Designed: **IW** Approved: **HPF**
 0 800 m

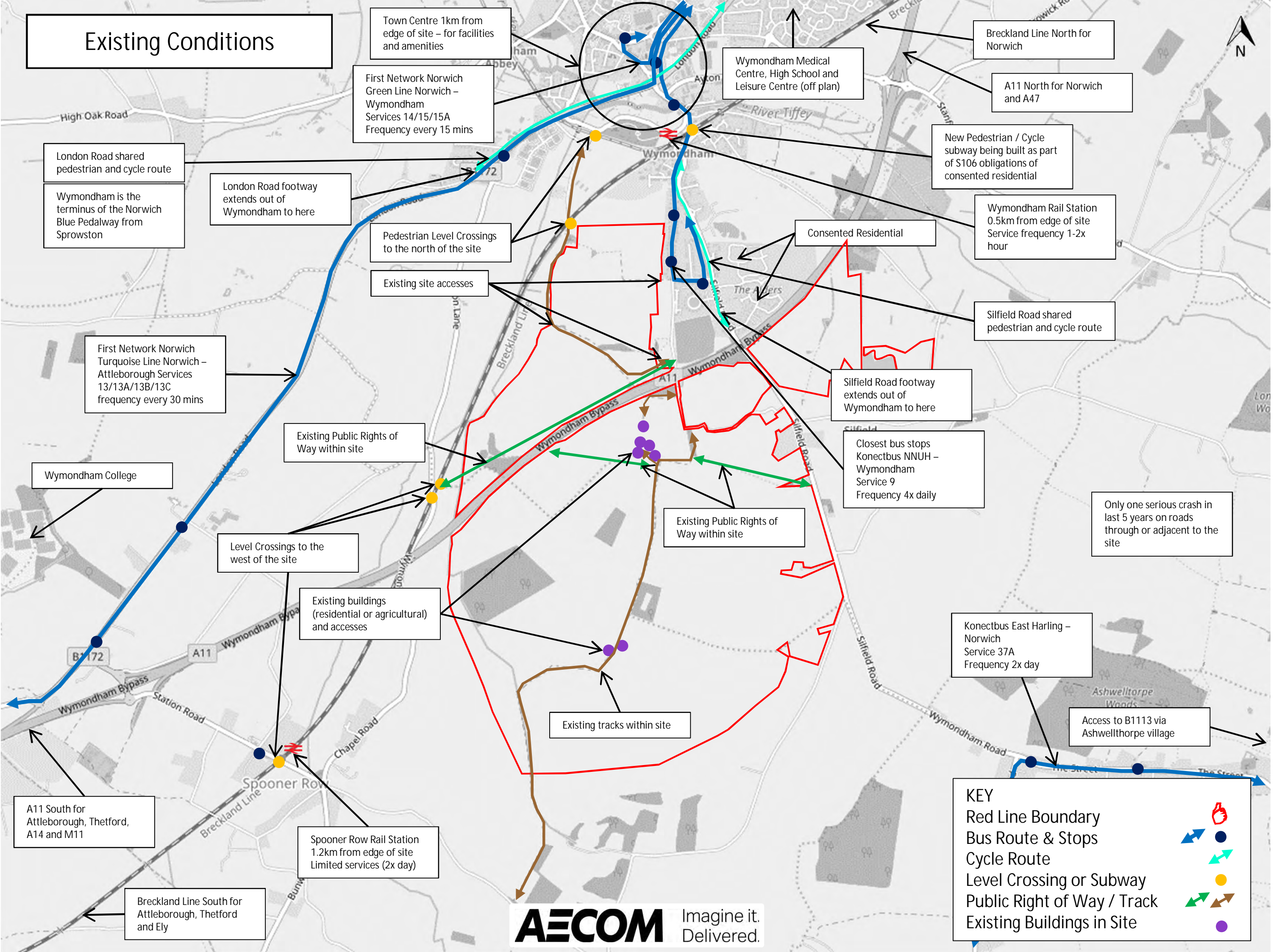
Drawing Number: **SIL001-021** Revision: **-** Date: **13/03/2020**

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Appendix C – Figures

Existing Conditions



Town Centre 1km from edge of site – for facilities and amenities

First Network Norwich Green Line Norwich – Wymondham Services 14/15/15A Frequency every 15 mins

Wymondham Medical Centre, High School and Leisure Centre (off plan)

Breckland Line North for Norwich

A11 North for Norwich and A47

London Road shared pedestrian and cycle route

Wymondham is the terminus of the Norwich Blue Pedalway from Sprowston

London Road footway extends out of Wymondham to here

New Pedestrian / Cycle subway being built as part of S106 obligations of consented residential

Wymondham Rail Station 0.5km from edge of site Service frequency 1-2x hour

Pedestrian Level Crossings to the north of the site

Consented Residential

Silfield Road shared pedestrian and cycle route

First Network Norwich Turquoise Line Norwich – Attleborough Services 13/13A/13B/13C frequency every 30 mins

Existing site accesses

Silfield Road footway extends out of Wymondham to here

Wymondham College

Existing Public Rights of Way within site

Closest bus stops Konectbus NNUH – Wymondham Service 9 Frequency 4x daily

Only one serious crash in last 5 years on roads through or adjacent to the site

Level Crossings to the west of the site

Existing Public Rights of Way within site

Existing buildings (residential or agricultural) and accesses

Konectbus East Harling – Norwich Service 37A Frequency 2x day

Existing tracks within site

Access to B1113 via Ashwellthorpe village

A11 South for Attleborough, Thetford, A14 and M11

Spoooner Row Rail Station 1.2km from edge of site Limited services (2x day)

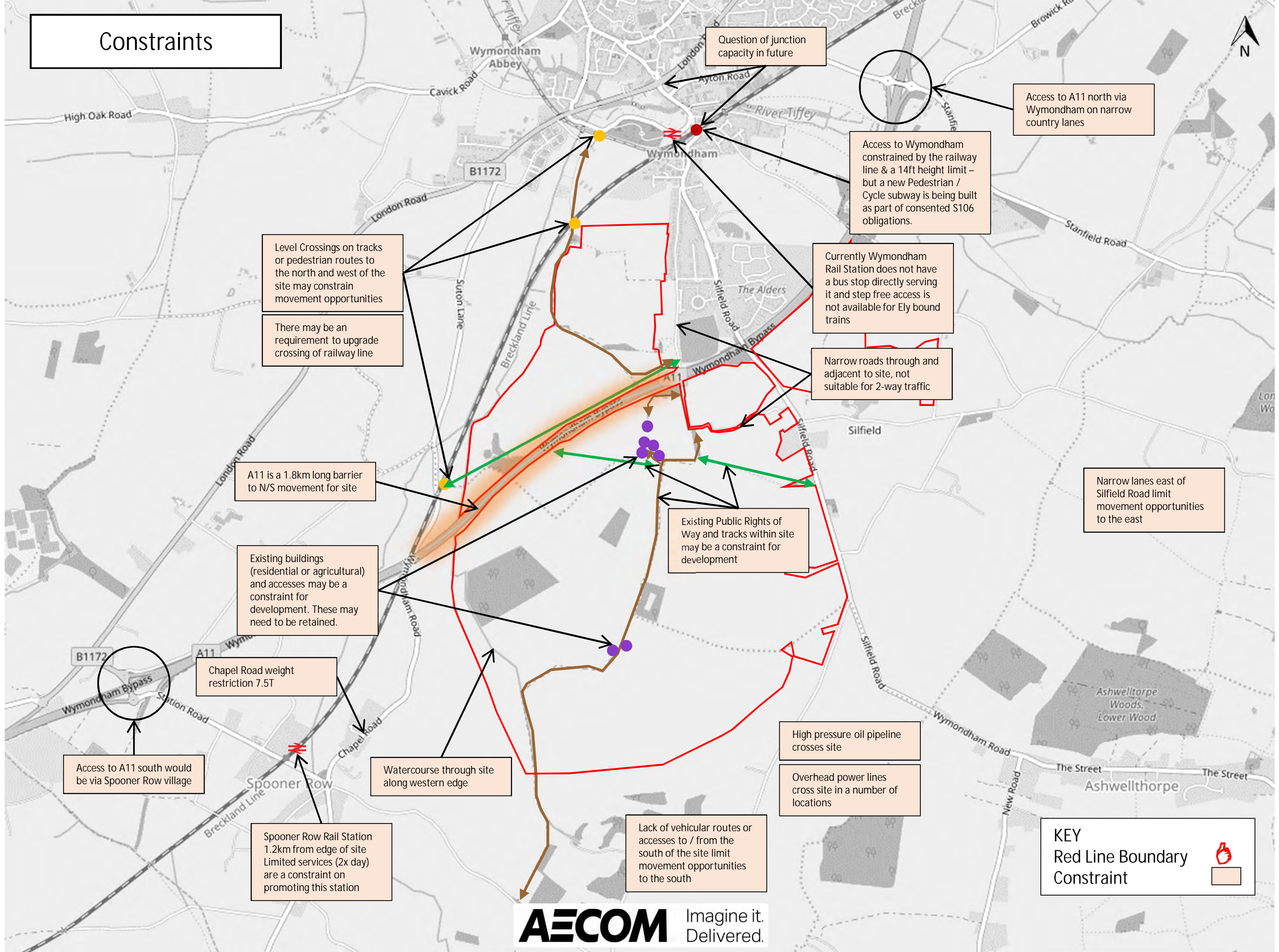
Breckland Line South for Attleborough, Thetford and Ely

KEY

- Red Line Boundary
- Bus Route & Stops
- Cycle Route
- Level Crossing or Subway
- Public Right of Way / Track
- Existing Buildings in Site

Appendix D – Constraints and Opportunity Plans

Constraints



Question of junction capacity in future

Access to A11 north via Wymondham on narrow country lanes

Access to Wymondham constrained by the railway line & a 14ft height limit – but a new Pedestrian / Cycle subway is being built as part of consented S106 obligations.

Level Crossings on tracks or pedestrian routes to the north and west of the site may constrain movement opportunities

There may be an requirement to upgrade crossing of railway line

Currently Wymondham Rail Station does not have a bus stop directly serving it and step free access is not available for Ely bound trains

Narrow roads through and adjacent to site, not suitable for 2-way traffic

A11 is a 1.8km long barrier to N/S movement for site

Existing Public Rights of Way and tracks within site may be a constraint for development

Narrow lanes east of Silfield Road limit movement opportunities to the east

Existing buildings (residential or agricultural) and accesses may be a constraint for development. These may need to be retained.

Chapel Road weight restriction 7.5T

Access to A11 south would be via Spooner Row village



Watercourse through site along western edge

High pressure oil pipeline crosses site

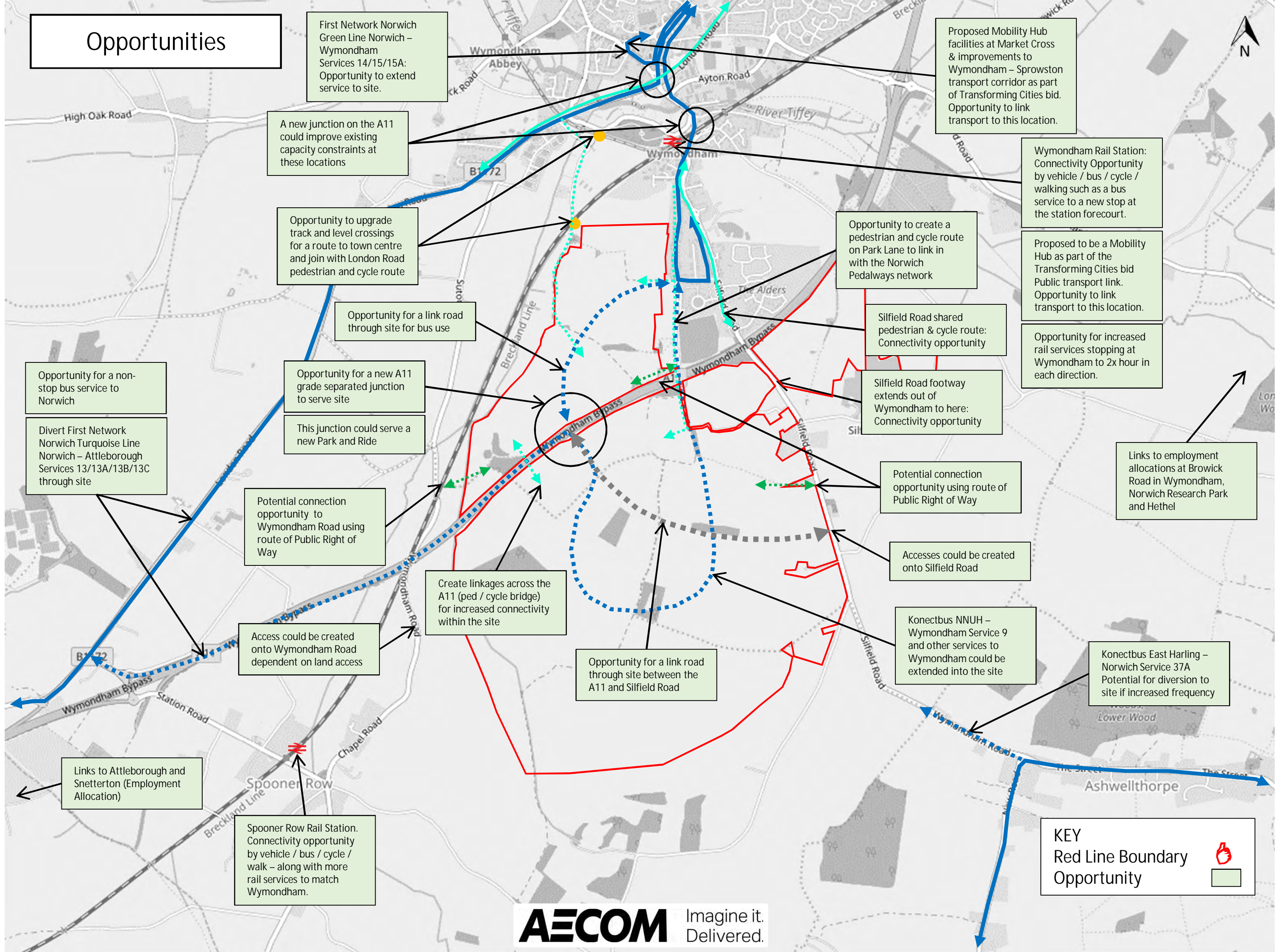
Overhead power lines cross site in a number of locations



Spooner Row Rail Station 1.2km from edge of site Limited services (2x day) are a constraint on promoting this station

Lack of vehicular routes or accesses to / from the south of the site limit movement opportunities to the south

KEY
 Red Line Boundary 
 Constraint 

Opportunities



KEY
 Red Line Boundary 
 Opportunity 

Appendix E – TRICS Data

Filtering Summary

| | | |
|--|--|------------------------------|
| Land Use | 02/D | EMPLOYMENT/INDUSTRIAL ESTATE |
| Selected Trip Rate Calculation Parameter Range | 20000-60000 sqm GFA | |
| Actual Trip Rate Calculation Parameter Range | 23480-37130 sqm GFA | |
| Date Range | Minimum: 01/01/11 | Maximum: 12/03/19 |
| Parking Spaces Range | All Surveys Included | |
| Days of the week selected | Monday | 1 |
| | Tuesday | 1 |
| | Wednesday | 1 |
| | Thursday | 1 |
| Main Location Types selected | Edge of Town | 3 |
| | Neighbourhood Centre (PPS6 Local Centre) | 1 |
| Population <1 Mile ranges selected | 1,000 or Less | 1 |
| | 5,001 to 10,000 | 1 |
| | 10,001 to 15,000 | 2 |
| Population <5 Mile ranges selected | 25,001 to 50,000 | 2 |
| | 75,001 to 100,000 | 1 |
| | 125,001 to 250,000 | 1 |
| Car Ownership <5 Mile ranges selected | 0.6 to 1.0 | 2 |
| | 1.1 to 1.5 | 2 |
| PTAL Rating | No PTAL Present | 4 |

Calculation Reference: AUDIT-204614-200224-0207

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| 03 | SOUTH WEST | |
| | CW CORNWALL | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY NORTH YORKSHIRE | 1 days |

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

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: 23480 to 37130 (units: sqm)
 Range Selected by User: 20000 to 60000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 12/03/19

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 |
| Thursday | 1 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Edge of Town | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Industrial Zone | 1 |
| Residential Zone | 1 |
| Village | 1 |
| Out of Town | 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:

| | |
|-----|--------|
| n/a | 1 days |
| B1 | 1 days |
| B2 | 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®.

Population within 1 mile:

| | |
|------------------|--------|
| 1,000 or Less | 1 days |
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 2 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 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:

| | |
|----|--------|
| No | 4 days |
|----|--------|

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

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 4 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|-------------------|-----------------|
| 1 | CW-02-D-03 | IND. ESTATE | CORNWALL |
| | LONG ROCK ROAD NEAR PENZANCE LONG ROCK Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 36500 sqm <i>Survey date: MONDAY 03/10/11</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 2 | EX-02-D-04 | INDUSTRIAL ESTATE | ESSEX |
| | PASTURE ROAD WITHAM Edge of Town Industrial Zone Total Gross floor area: 37130 sqm <i>Survey date: THURSDAY 10/05/18</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 3 | NY-02-D-02 | INDUSTRIAL ESTATE | NORTH YORKSHIRE |
| | RACECOURSE ROAD RICHMOND Edge of Town Out of Town Total Gross floor area: 35183 sqm <i>Survey date: TUESDAY 12/03/19</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 4 | WM-02-D-02 | INDUSTRIAL ESTATE | WEST MIDLANDS |
| | DUNLOP WAY BIRMINGHAM Edge of Town Residential Zone Total Gross floor area: 23480 sqm <i>Survey date: WEDNESDAY 07/11/12</i> | | |
| | <i>Survey Type: MANUAL</i> | | |

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

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.168 | 4 | 33073 | 0.044 | 4 | 33073 | 0.212 |
| 07:30 - 08:00 | 4 | 33073 | 0.291 | 4 | 33073 | 0.085 | 4 | 33073 | 0.376 |
| 08:00 - 08:30 | 4 | 33073 | 0.330 | 4 | 33073 | 0.130 | 4 | 33073 | 0.460 |
| 08:30 - 09:00 | 4 | 33073 | 0.327 | 4 | 33073 | 0.150 | 4 | 33073 | 0.477 |
| 09:00 - 09:30 | 4 | 33073 | 0.248 | 4 | 33073 | 0.149 | 4 | 33073 | 0.397 |
| 09:30 - 10:00 | 4 | 33073 | 0.185 | 4 | 33073 | 0.166 | 4 | 33073 | 0.351 |
| 10:00 - 10:30 | 4 | 33073 | 0.173 | 4 | 33073 | 0.156 | 4 | 33073 | 0.329 |
| 10:30 - 11:00 | 4 | 33073 | 0.152 | 4 | 33073 | 0.148 | 4 | 33073 | 0.300 |
| 11:00 - 11:30 | 4 | 33073 | 0.178 | 4 | 33073 | 0.171 | 4 | 33073 | 0.349 |
| 11:30 - 12:00 | 4 | 33073 | 0.179 | 4 | 33073 | 0.192 | 4 | 33073 | 0.371 |
| 12:00 - 12:30 | 4 | 33073 | 0.168 | 4 | 33073 | 0.200 | 4 | 33073 | 0.368 |
| 12:30 - 13:00 | 4 | 33073 | 0.163 | 4 | 33073 | 0.190 | 4 | 33073 | 0.353 |
| 13:00 - 13:30 | 4 | 33073 | 0.167 | 4 | 33073 | 0.190 | 4 | 33073 | 0.357 |
| 13:30 - 14:00 | 4 | 33073 | 0.200 | 4 | 33073 | 0.156 | 4 | 33073 | 0.356 |
| 14:00 - 14:30 | 4 | 33073 | 0.167 | 4 | 33073 | 0.190 | 4 | 33073 | 0.357 |
| 14:30 - 15:00 | 4 | 33073 | 0.153 | 4 | 33073 | 0.182 | 4 | 33073 | 0.335 |
| 15:00 - 15:30 | 4 | 33073 | 0.141 | 4 | 33073 | 0.164 | 4 | 33073 | 0.305 |
| 15:30 - 16:00 | 4 | 33073 | 0.142 | 4 | 33073 | 0.174 | 4 | 33073 | 0.316 |
| 16:00 - 16:30 | 4 | 33073 | 0.132 | 4 | 33073 | 0.224 | 4 | 33073 | 0.356 |
| 16:30 - 17:00 | 4 | 33073 | 0.147 | 4 | 33073 | 0.265 | 4 | 33073 | 0.412 |
| 17:00 - 17:30 | 4 | 33073 | 0.085 | 4 | 33073 | 0.339 | 4 | 33073 | 0.424 |
| 17:30 - 18:00 | 4 | 33073 | 0.077 | 4 | 33073 | 0.252 | 4 | 33073 | 0.329 |
| 18:00 - 18:30 | 4 | 33073 | 0.067 | 4 | 33073 | 0.140 | 4 | 33073 | 0.207 |
| 18:30 - 19:00 | 4 | 33073 | 0.047 | 4 | 33073 | 0.067 | 4 | 33073 | 0.114 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.087 | | | 4.124 | | | 8.211 |

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.*

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Parameter summary

| | |
|---|----------------------------|
| Trip rate parameter range selected: | 23480 - 37130 (units: sqm) |
| Survey date date range: | 01/01/11 - 12/03/19 |
| 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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 07:30 - 08:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 08:00 - 08:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 08:30 - 09:00 | 4 | 33073 | 0.005 | 4 | 33073 | 0.005 | 4 | 33073 | 0.010 |
| 09:00 - 09:30 | 4 | 33073 | 0.003 | 4 | 33073 | 0.003 | 4 | 33073 | 0.006 |
| 09:30 - 10:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 10:00 - 10:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 10:30 - 11:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 11:00 - 11:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 11:30 - 12:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 12:00 - 12:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 12:30 - 13:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 13:00 - 13:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 13:30 - 14:00 | 4 | 33073 | 0.003 | 4 | 33073 | 0.002 | 4 | 33073 | 0.005 |
| 14:00 - 14:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 14:30 - 15:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 15:00 - 15:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 15:30 - 16:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 16:00 - 16:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 |
| 16:30 - 17:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 17:00 - 17:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 17:30 - 18:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 18:00 - 18:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 18:30 - 19:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 | 4 | 33073 | 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: | | | 0.037 | | | 0.035 | | | 0.072 |

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/D - INDUSTRIAL ESTATE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.009 | 4 | 33073 | 0.006 | 4 | 33073 | 0.015 |
| 07:30 - 08:00 | 4 | 33073 | 0.010 | 4 | 33073 | 0.015 | 4 | 33073 | 0.025 |
| 08:00 - 08:30 | 4 | 33073 | 0.008 | 4 | 33073 | 0.011 | 4 | 33073 | 0.019 |
| 08:30 - 09:00 | 4 | 33073 | 0.014 | 4 | 33073 | 0.013 | 4 | 33073 | 0.027 |
| 09:00 - 09:30 | 4 | 33073 | 0.017 | 4 | 33073 | 0.017 | 4 | 33073 | 0.034 |
| 09:30 - 10:00 | 4 | 33073 | 0.016 | 4 | 33073 | 0.013 | 4 | 33073 | 0.029 |
| 10:00 - 10:30 | 4 | 33073 | 0.017 | 4 | 33073 | 0.018 | 4 | 33073 | 0.035 |
| 10:30 - 11:00 | 4 | 33073 | 0.017 | 4 | 33073 | 0.013 | 4 | 33073 | 0.030 |
| 11:00 - 11:30 | 4 | 33073 | 0.017 | 4 | 33073 | 0.019 | 4 | 33073 | 0.036 |
| 11:30 - 12:00 | 4 | 33073 | 0.019 | 4 | 33073 | 0.014 | 4 | 33073 | 0.033 |
| 12:00 - 12:30 | 4 | 33073 | 0.018 | 4 | 33073 | 0.022 | 4 | 33073 | 0.040 |
| 12:30 - 13:00 | 4 | 33073 | 0.010 | 4 | 33073 | 0.008 | 4 | 33073 | 0.018 |
| 13:00 - 13:30 | 4 | 33073 | 0.012 | 4 | 33073 | 0.011 | 4 | 33073 | 0.023 |
| 13:30 - 14:00 | 4 | 33073 | 0.014 | 4 | 33073 | 0.015 | 4 | 33073 | 0.029 |
| 14:00 - 14:30 | 4 | 33073 | 0.011 | 4 | 33073 | 0.013 | 4 | 33073 | 0.024 |
| 14:30 - 15:00 | 4 | 33073 | 0.016 | 4 | 33073 | 0.011 | 4 | 33073 | 0.027 |
| 15:00 - 15:30 | 4 | 33073 | 0.013 | 4 | 33073 | 0.014 | 4 | 33073 | 0.027 |
| 15:30 - 16:00 | 4 | 33073 | 0.009 | 4 | 33073 | 0.013 | 4 | 33073 | 0.022 |
| 16:00 - 16:30 | 4 | 33073 | 0.013 | 4 | 33073 | 0.005 | 4 | 33073 | 0.018 |
| 16:30 - 17:00 | 4 | 33073 | 0.007 | 4 | 33073 | 0.005 | 4 | 33073 | 0.012 |
| 17:00 - 17:30 | 4 | 33073 | 0.003 | 4 | 33073 | 0.002 | 4 | 33073 | 0.005 |
| 17:30 - 18:00 | 4 | 33073 | 0.005 | 4 | 33073 | 0.003 | 4 | 33073 | 0.008 |
| 18:00 - 18:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 18:30 - 19:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 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: | | | 0.278 | | | 0.264 | | | 0.542 |

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/D - INDUSTRIAL ESTATE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 07:30 - 08:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 08:00 - 08:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 08:30 - 09:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 09:00 - 09:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 09:30 - 10:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 10:00 - 10:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 10:30 - 11:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 |
| 11:00 - 11:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 |
| 11:30 - 12:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 |
| 12:00 - 12:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 12:30 - 13:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 13:00 - 13:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 13:30 - 14:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 14:00 - 14:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 |
| 14:30 - 15:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 15:00 - 15:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 |
| 15:30 - 16:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 16:00 - 16:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 |
| 16:30 - 17:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 17:00 - 17:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 17:30 - 18:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 18:00 - 18:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 18:30 - 19:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 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: | | | 0.018 | | | 0.012 | | | 0.030 |

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/D - INDUSTRIAL ESTATE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 07:30 - 08:00 | 4 | 33073 | 0.005 | 4 | 33073 | 0.001 | 4 | 33073 | 0.006 |
| 08:00 - 08:30 | 4 | 33073 | 0.006 | 4 | 33073 | 0.001 | 4 | 33073 | 0.007 |
| 08:30 - 09:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 09:00 - 09:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 09:30 - 10:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 10:00 - 10:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 |
| 10:30 - 11:00 | 4 | 33073 | 0.007 | 4 | 33073 | 0.006 | 4 | 33073 | 0.013 |
| 11:00 - 11:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 | 4 | 33073 | 0.000 |
| 11:30 - 12:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 |
| 12:00 - 12:30 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 |
| 12:30 - 13:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 13:00 - 13:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 |
| 13:30 - 14:00 | 4 | 33073 | 0.003 | 4 | 33073 | 0.000 | 4 | 33073 | 0.003 |
| 14:00 - 14:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 14:30 - 15:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 |
| 15:00 - 15:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 |
| 15:30 - 16:00 | 4 | 33073 | 0.000 | 4 | 33073 | 0.005 | 4 | 33073 | 0.005 |
| 16:00 - 16:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.004 | 4 | 33073 | 0.005 |
| 16:30 - 17:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 17:00 - 17:30 | 4 | 33073 | 0.005 | 4 | 33073 | 0.008 | 4 | 33073 | 0.013 |
| 17:30 - 18:00 | 4 | 33073 | 0.003 | 4 | 33073 | 0.007 | 4 | 33073 | 0.010 |
| 18:00 - 18:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 18:30 - 19:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.000 | 4 | 33073 | 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: | | | 0.049 | | | 0.049 | | | 0.098 |

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/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.219 | 4 | 33073 | 0.045 | 4 | 33073 | 0.264 |
| 07:30 - 08:00 | 4 | 33073 | 0.364 | 4 | 33073 | 0.098 | 4 | 33073 | 0.462 |
| 08:00 - 08:30 | 4 | 33073 | 0.405 | 4 | 33073 | 0.143 | 4 | 33073 | 0.548 |
| 08:30 - 09:00 | 4 | 33073 | 0.412 | 4 | 33073 | 0.177 | 4 | 33073 | 0.589 |
| 09:00 - 09:30 | 4 | 33073 | 0.294 | 4 | 33073 | 0.170 | 4 | 33073 | 0.464 |
| 09:30 - 10:00 | 4 | 33073 | 0.224 | 4 | 33073 | 0.201 | 4 | 33073 | 0.425 |
| 10:00 - 10:30 | 4 | 33073 | 0.203 | 4 | 33073 | 0.182 | 4 | 33073 | 0.385 |
| 10:30 - 11:00 | 4 | 33073 | 0.187 | 4 | 33073 | 0.181 | 4 | 33073 | 0.368 |
| 11:00 - 11:30 | 4 | 33073 | 0.217 | 4 | 33073 | 0.198 | 4 | 33073 | 0.415 |
| 11:30 - 12:00 | 4 | 33073 | 0.213 | 4 | 33073 | 0.231 | 4 | 33073 | 0.444 |
| 12:00 - 12:30 | 4 | 33073 | 0.197 | 4 | 33073 | 0.231 | 4 | 33073 | 0.428 |
| 12:30 - 13:00 | 4 | 33073 | 0.188 | 4 | 33073 | 0.221 | 4 | 33073 | 0.409 |
| 13:00 - 13:30 | 4 | 33073 | 0.202 | 4 | 33073 | 0.221 | 4 | 33073 | 0.423 |
| 13:30 - 14:00 | 4 | 33073 | 0.240 | 4 | 33073 | 0.190 | 4 | 33073 | 0.430 |
| 14:00 - 14:30 | 4 | 33073 | 0.209 | 4 | 33073 | 0.231 | 4 | 33073 | 0.440 |
| 14:30 - 15:00 | 4 | 33073 | 0.197 | 4 | 33073 | 0.225 | 4 | 33073 | 0.422 |
| 15:00 - 15:30 | 4 | 33073 | 0.183 | 4 | 33073 | 0.209 | 4 | 33073 | 0.392 |
| 15:30 - 16:00 | 4 | 33073 | 0.176 | 4 | 33073 | 0.216 | 4 | 33073 | 0.392 |
| 16:00 - 16:30 | 4 | 33073 | 0.175 | 4 | 33073 | 0.277 | 4 | 33073 | 0.452 |
| 16:30 - 17:00 | 4 | 33073 | 0.193 | 4 | 33073 | 0.335 | 4 | 33073 | 0.528 |
| 17:00 - 17:30 | 4 | 33073 | 0.109 | 4 | 33073 | 0.434 | 4 | 33073 | 0.543 |
| 17:30 - 18:00 | 4 | 33073 | 0.094 | 4 | 33073 | 0.324 | 4 | 33073 | 0.418 |
| 18:00 - 18:30 | 4 | 33073 | 0.091 | 4 | 33073 | 0.166 | 4 | 33073 | 0.257 |
| 18:30 - 19:00 | 4 | 33073 | 0.055 | 4 | 33073 | 0.079 | 4 | 33073 | 0.134 |
| 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: | | | 5.047 | | | 4.985 | | | 10.032 |

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.

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/D - INDUSTRIAL ESTATE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.014 | 4 | 33073 | 0.007 | 4 | 33073 | 0.021 |
| 07:30 - 08:00 | 4 | 33073 | 0.015 | 4 | 33073 | 0.011 | 4 | 33073 | 0.026 |
| 08:00 - 08:30 | 4 | 33073 | 0.014 | 4 | 33073 | 0.012 | 4 | 33073 | 0.026 |
| 08:30 - 09:00 | 4 | 33073 | 0.026 | 4 | 33073 | 0.008 | 4 | 33073 | 0.034 |
| 09:00 - 09:30 | 4 | 33073 | 0.012 | 4 | 33073 | 0.007 | 4 | 33073 | 0.019 |
| 09:30 - 10:00 | 4 | 33073 | 0.009 | 4 | 33073 | 0.007 | 4 | 33073 | 0.016 |
| 10:00 - 10:30 | 4 | 33073 | 0.011 | 4 | 33073 | 0.006 | 4 | 33073 | 0.017 |
| 10:30 - 11:00 | 4 | 33073 | 0.011 | 4 | 33073 | 0.010 | 4 | 33073 | 0.021 |
| 11:00 - 11:30 | 4 | 33073 | 0.005 | 4 | 33073 | 0.003 | 4 | 33073 | 0.008 |
| 11:30 - 12:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.009 | 4 | 33073 | 0.011 |
| 12:00 - 12:30 | 4 | 33073 | 0.014 | 4 | 33073 | 0.023 | 4 | 33073 | 0.037 |
| 12:30 - 13:00 | 4 | 33073 | 0.029 | 4 | 33073 | 0.027 | 4 | 33073 | 0.056 |
| 13:00 - 13:30 | 4 | 33073 | 0.023 | 4 | 33073 | 0.028 | 4 | 33073 | 0.051 |
| 13:30 - 14:00 | 4 | 33073 | 0.019 | 4 | 33073 | 0.014 | 4 | 33073 | 0.033 |
| 14:00 - 14:30 | 4 | 33073 | 0.016 | 4 | 33073 | 0.022 | 4 | 33073 | 0.038 |
| 14:30 - 15:00 | 4 | 33073 | 0.011 | 4 | 33073 | 0.008 | 4 | 33073 | 0.019 |
| 15:00 - 15:30 | 4 | 33073 | 0.010 | 4 | 33073 | 0.008 | 4 | 33073 | 0.018 |
| 15:30 - 16:00 | 4 | 33073 | 0.006 | 4 | 33073 | 0.010 | 4 | 33073 | 0.016 |
| 16:00 - 16:30 | 4 | 33073 | 0.003 | 4 | 33073 | 0.008 | 4 | 33073 | 0.011 |
| 16:30 - 17:00 | 4 | 33073 | 0.008 | 4 | 33073 | 0.011 | 4 | 33073 | 0.019 |
| 17:00 - 17:30 | 4 | 33073 | 0.019 | 4 | 33073 | 0.042 | 4 | 33073 | 0.061 |
| 17:30 - 18:00 | 4 | 33073 | 0.013 | 4 | 33073 | 0.013 | 4 | 33073 | 0.026 |
| 18:00 - 18:30 | 4 | 33073 | 0.003 | 4 | 33073 | 0.013 | 4 | 33073 | 0.016 |
| 18:30 - 19:00 | 4 | 33073 | 0.003 | 4 | 33073 | 0.005 | 4 | 33073 | 0.008 |
| 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: | | | 0.296 | | | 0.312 | | | 0.608 |

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/D - INDUSTRIAL ESTATE
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.005 | 4 | 33073 | 0.000 | 4 | 33073 | 0.005 |
| 07:30 - 08:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 08:00 - 08:30 | 4 | 33073 | 0.005 | 4 | 33073 | 0.000 | 4 | 33073 | 0.005 |
| 08:30 - 09:00 | 4 | 33073 | 0.004 | 4 | 33073 | 0.000 | 4 | 33073 | 0.004 |
| 09:00 - 09:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 09:30 - 10:00 | 4 | 33073 | 0.003 | 4 | 33073 | 0.000 | 4 | 33073 | 0.003 |
| 10:00 - 10:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 10:30 - 11:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 11:00 - 11:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 11:30 - 12:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 12:00 - 12:30 | 4 | 33073 | 0.008 | 4 | 33073 | 0.014 | 4 | 33073 | 0.022 |
| 12:30 - 13:00 | 4 | 33073 | 0.012 | 4 | 33073 | 0.012 | 4 | 33073 | 0.024 |
| 13:00 - 13:30 | 4 | 33073 | 0.011 | 4 | 33073 | 0.005 | 4 | 33073 | 0.016 |
| 13:30 - 14:00 | 4 | 33073 | 0.015 | 4 | 33073 | 0.005 | 4 | 33073 | 0.020 |
| 14:00 - 14:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.005 | 4 | 33073 | 0.006 |
| 14:30 - 15:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.005 | 4 | 33073 | 0.007 |
| 15:00 - 15:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 15:30 - 16:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 16:00 - 16:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 | 4 | 33073 | 0.004 |
| 16:30 - 17:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 17:00 - 17:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.009 | 4 | 33073 | 0.011 |
| 17:30 - 18:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.009 | 4 | 33073 | 0.010 |
| 18:00 - 18:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.006 | 4 | 33073 | 0.007 |
| 18:30 - 19:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 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: | | | 0.089 | | | 0.083 | | | 0.172 |

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/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.005 | 4 | 33073 | 0.000 | 4 | 33073 | 0.005 |
| 07:30 - 08:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 08:00 - 08:30 | 4 | 33073 | 0.005 | 4 | 33073 | 0.000 | 4 | 33073 | 0.005 |
| 08:30 - 09:00 | 4 | 33073 | 0.004 | 4 | 33073 | 0.000 | 4 | 33073 | 0.004 |
| 09:00 - 09:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 09:30 - 10:00 | 4 | 33073 | 0.003 | 4 | 33073 | 0.000 | 4 | 33073 | 0.003 |
| 10:00 - 10:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 10:30 - 11:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 11:00 - 11:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.000 | 4 | 33073 | 0.002 |
| 11:30 - 12:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 12:00 - 12:30 | 4 | 33073 | 0.008 | 4 | 33073 | 0.014 | 4 | 33073 | 0.022 |
| 12:30 - 13:00 | 4 | 33073 | 0.012 | 4 | 33073 | 0.012 | 4 | 33073 | 0.024 |
| 13:00 - 13:30 | 4 | 33073 | 0.011 | 4 | 33073 | 0.005 | 4 | 33073 | 0.016 |
| 13:30 - 14:00 | 4 | 33073 | 0.015 | 4 | 33073 | 0.005 | 4 | 33073 | 0.020 |
| 14:00 - 14:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.005 | 4 | 33073 | 0.006 |
| 14:30 - 15:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.005 | 4 | 33073 | 0.007 |
| 15:00 - 15:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 15:30 - 16:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 16:00 - 16:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.003 | 4 | 33073 | 0.004 |
| 16:30 - 17:00 | 4 | 33073 | 0.002 | 4 | 33073 | 0.002 | 4 | 33073 | 0.004 |
| 17:00 - 17:30 | 4 | 33073 | 0.002 | 4 | 33073 | 0.009 | 4 | 33073 | 0.011 |
| 17:30 - 18:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.009 | 4 | 33073 | 0.010 |
| 18:00 - 18:30 | 4 | 33073 | 0.001 | 4 | 33073 | 0.006 | 4 | 33073 | 0.007 |
| 18:30 - 19:00 | 4 | 33073 | 0.001 | 4 | 33073 | 0.002 | 4 | 33073 | 0.003 |
| 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: | | | 0.089 | | | 0.083 | | | 0.172 |

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/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4 | 33073 | 0.240 | 4 | 33073 | 0.054 | 4 | 33073 | 0.294 |
| 07:30 - 08:00 | 4 | 33073 | 0.386 | 4 | 33073 | 0.109 | 4 | 33073 | 0.495 |
| 08:00 - 08:30 | 4 | 33073 | 0.430 | 4 | 33073 | 0.156 | 4 | 33073 | 0.586 |
| 08:30 - 09:00 | 4 | 33073 | 0.443 | 4 | 33073 | 0.185 | 4 | 33073 | 0.628 |
| 09:00 - 09:30 | 4 | 33073 | 0.310 | 4 | 33073 | 0.177 | 4 | 33073 | 0.487 |
| 09:30 - 10:00 | 4 | 33073 | 0.237 | 4 | 33073 | 0.209 | 4 | 33073 | 0.446 |
| 10:00 - 10:30 | 4 | 33073 | 0.215 | 4 | 33073 | 0.190 | 4 | 33073 | 0.405 |
| 10:30 - 11:00 | 4 | 33073 | 0.207 | 4 | 33073 | 0.197 | 4 | 33073 | 0.404 |
| 11:00 - 11:30 | 4 | 33073 | 0.223 | 4 | 33073 | 0.201 | 4 | 33073 | 0.424 |
| 11:30 - 12:00 | 4 | 33073 | 0.217 | 4 | 33073 | 0.243 | 4 | 33073 | 0.460 |
| 12:00 - 12:30 | 4 | 33073 | 0.218 | 4 | 33073 | 0.270 | 4 | 33073 | 0.488 |
| 12:30 - 13:00 | 4 | 33073 | 0.231 | 4 | 33073 | 0.262 | 4 | 33073 | 0.493 |
| 13:00 - 13:30 | 4 | 33073 | 0.238 | 4 | 33073 | 0.254 | 4 | 33073 | 0.492 |
| 13:30 - 14:00 | 4 | 33073 | 0.277 | 4 | 33073 | 0.209 | 4 | 33073 | 0.486 |
| 14:00 - 14:30 | 4 | 33073 | 0.228 | 4 | 33073 | 0.259 | 4 | 33073 | 0.487 |
| 14:30 - 15:00 | 4 | 33073 | 0.210 | 4 | 33073 | 0.238 | 4 | 33073 | 0.448 |
| 15:00 - 15:30 | 4 | 33073 | 0.194 | 4 | 33073 | 0.221 | 4 | 33073 | 0.415 |
| 15:30 - 16:00 | 4 | 33073 | 0.184 | 4 | 33073 | 0.232 | 4 | 33073 | 0.416 |
| 16:00 - 16:30 | 4 | 33073 | 0.179 | 4 | 33073 | 0.292 | 4 | 33073 | 0.471 |
| 16:30 - 17:00 | 4 | 33073 | 0.204 | 4 | 33073 | 0.349 | 4 | 33073 | 0.553 |
| 17:00 - 17:30 | 4 | 33073 | 0.134 | 4 | 33073 | 0.493 | 4 | 33073 | 0.627 |
| 17:30 - 18:00 | 4 | 33073 | 0.110 | 4 | 33073 | 0.353 | 4 | 33073 | 0.463 |
| 18:00 - 18:30 | 4 | 33073 | 0.097 | 4 | 33073 | 0.185 | 4 | 33073 | 0.282 |
| 18:30 - 19:00 | 4 | 33073 | 0.060 | 4 | 33073 | 0.086 | 4 | 33073 | 0.146 |
| 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: | | | 5.472 | | | 5.424 | | | 10.896 |

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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | SC SURREY | 1 days |
| 03 | SOUTH WEST | |
| | SM SOMERSET | 1 days |
| | WL WILTSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NE NORTH EAST LINCOLNSHIRE | 1 days |
| 08 | NORTH WEST | |
| | LC LANCASHIRE | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 147 to 472 (units:)
 Range Selected by User: 92 to 472 (units:)

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:

| | |
|-----------|--------|
| Tuesday | 1 days |
| Wednesday | 2 days |
| Thursday | 2 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 3 |

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 1 |
| Village | 3 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

Use Class:

D1 5 days

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

Population within 1 mile:

1,001 to 5,000 3 days
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:

5,001 to 25,000 1 days
25,001 to 50,000 1 days
75,001 to 100,000 2 days
125,001 to 250,000 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 3 days

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

Travel Plan:

Yes 1 days
No 4 days

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

PTAL Rating:

No PTAL Present 5 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 Number of pupils: 472 <i>Survey date: WEDNESDAY 28/09/16</i> | | <i>Survey Type: MANUAL</i> |
| 2 | NE-04-A-01 SUNNINGDALE ROAD SCUNTHORPE | PRIMARY SCHOOL | NORTH EAST LINCOLNSHIRE |
| | Edge of Town Residential Zone Total Number of pupils: 147 <i>Survey date: TUESDAY 20/05/14</i> | | <i>Survey Type: MANUAL</i> |
| 3 | SC-04-A-01 SCHOOL LANE NEAR WOKING PIRBRIGHT | PRIMARY SCHOOL | SURREY |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 414 <i>Survey date: THURSDAY 22/11/12</i> | | <i>Survey Type: MANUAL</i> |
| 4 | SM-04-A-01 BRIDGWATER ROAD NEAR TAUNTON BATHPOOL | PRIMARY SCHOOL | SOMERSET |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 407 <i>Survey date: THURSDAY 27/09/18</i> | | <i>Survey Type: MANUAL</i> |
| 5 | WL-04-A-02 HIGH STREET ROWDE | C OF E PRIMARY ACADEMY | WILTSHIRE |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 199 <i>Survey date: WEDNESDAY 03/04/19</i> | | <i>Survey Type: MANUAL</i> |

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: 1 PUPILS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
| | 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 | 5 | 328 | 0.067 | 5 | 328 | 0.031 | 5 | 328 | 0.098 |
| 08:00 - 09:00 | 5 | 328 | 0.319 | 5 | 328 | 0.203 | 5 | 328 | 0.522 |
| 09:00 - 10:00 | 5 | 328 | 0.032 | 5 | 328 | 0.035 | 5 | 328 | 0.067 |
| 10:00 - 11:00 | 5 | 328 | 0.014 | 5 | 328 | 0.010 | 5 | 328 | 0.024 |
| 11:00 - 12:00 | 5 | 328 | 0.014 | 5 | 328 | 0.015 | 5 | 328 | 0.029 |
| 12:00 - 13:00 | 5 | 328 | 0.012 | 5 | 328 | 0.012 | 5 | 328 | 0.024 |
| 13:00 - 14:00 | 5 | 328 | 0.023 | 5 | 328 | 0.032 | 5 | 328 | 0.055 |
| 14:00 - 15:00 | 5 | 328 | 0.052 | 5 | 328 | 0.026 | 5 | 328 | 0.078 |
| 15:00 - 16:00 | 5 | 328 | 0.142 | 5 | 328 | 0.254 | 5 | 328 | 0.396 |
| 16:00 - 17:00 | 5 | 328 | 0.085 | 5 | 328 | 0.121 | 5 | 328 | 0.206 |
| 17:00 - 18:00 | 4 | 360 | 0.027 | 4 | 360 | 0.033 | 4 | 360 | 0.060 |
| 18:00 - 19:00 | 4 | 360 | 0.044 | 4 | 360 | 0.019 | 4 | 360 | 0.063 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.831 | | | 0.791 | | | 1.622 |

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.*

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Parameter summary

Trip rate parameter range selected: 147 - 472 (units:)
 Survey date range: 01/01/11 - 03/04/19
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 08:00 - 09:00 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 09:00 - 10:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 13:00 - 14:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 14:00 - 15:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 15:00 - 16:00 | 5 | 328 | 0.002 | 5 | 328 | 0.002 | 5 | 328 | 0.004 |
| 16:00 - 17:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 17:00 - 18:00 | 4 | 360 | 0.001 | 4 | 360 | 0.001 | 4 | 360 | 0.002 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 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/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 08:00 - 09:00 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 09:00 - 10:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 13:00 - 14:00 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 14:00 - 15:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 15:00 - 16:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 16:00 - 17:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.002 | | | 0.002 | | | 0.004 |

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

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

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

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 08:00 - 09:00 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 09:00 - 10:00 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 13:00 - 14:00 | 5 | 328 | 0.001 | 5 | 328 | 0.000 | 5 | 328 | 0.001 |
| 14:00 - 15:00 | 5 | 328 | 0.001 | 5 | 328 | 0.000 | 5 | 328 | 0.001 |
| 15:00 - 16:00 | 5 | 328 | 0.001 | 5 | 328 | 0.002 | 5 | 328 | 0.003 |
| 16:00 - 17:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 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 | | | 0.004 | | | 0.009 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.005 | 5 | 328 | 0.000 | 5 | 328 | 0.005 |
| 08:00 - 09:00 | 5 | 328 | 0.019 | 5 | 328 | 0.005 | 5 | 328 | 0.024 |
| 09:00 - 10:00 | 5 | 328 | 0.001 | 5 | 328 | 0.002 | 5 | 328 | 0.003 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.001 | 5 | 328 | 0.001 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 13:00 - 14:00 | 5 | 328 | 0.000 | 5 | 328 | 0.001 | 5 | 328 | 0.001 |
| 14:00 - 15:00 | 5 | 328 | 0.000 | 5 | 328 | 0.001 | 5 | 328 | 0.001 |
| 15:00 - 16:00 | 5 | 328 | 0.004 | 5 | 328 | 0.012 | 5 | 328 | 0.016 |
| 16:00 - 17:00 | 5 | 328 | 0.002 | 5 | 328 | 0.009 | 5 | 328 | 0.011 |
| 17:00 - 18:00 | 4 | 360 | 0.003 | 4 | 360 | 0.004 | 4 | 360 | 0.007 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 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 | | | 0.035 | | | 0.069 |

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.

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.093 | 5 | 328 | 0.025 | 5 | 328 | 0.118 |
| 08:00 - 09:00 | 5 | 328 | 0.504 | 5 | 328 | 0.131 | 5 | 328 | 0.635 |
| 09:00 - 10:00 | 5 | 328 | 0.046 | 5 | 328 | 0.023 | 5 | 328 | 0.069 |
| 10:00 - 11:00 | 5 | 328 | 0.018 | 5 | 328 | 0.011 | 5 | 328 | 0.029 |
| 11:00 - 12:00 | 5 | 328 | 0.018 | 5 | 328 | 0.017 | 5 | 328 | 0.035 |
| 12:00 - 13:00 | 5 | 328 | 0.013 | 5 | 328 | 0.012 | 5 | 328 | 0.025 |
| 13:00 - 14:00 | 5 | 328 | 0.026 | 5 | 328 | 0.041 | 5 | 328 | 0.067 |
| 14:00 - 15:00 | 5 | 328 | 0.032 | 5 | 328 | 0.033 | 5 | 328 | 0.065 |
| 15:00 - 16:00 | 5 | 328 | 0.090 | 5 | 328 | 0.372 | 5 | 328 | 0.462 |
| 16:00 - 17:00 | 5 | 328 | 0.074 | 5 | 328 | 0.212 | 5 | 328 | 0.286 |
| 17:00 - 18:00 | 4 | 360 | 0.024 | 4 | 360 | 0.044 | 4 | 360 | 0.068 |
| 18:00 - 19:00 | 4 | 360 | 0.062 | 4 | 360 | 0.019 | 4 | 360 | 0.081 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.000 | | | 0.940 | | | 1.940 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.019 | 5 | 328 | 0.009 | 5 | 328 | 0.028 |
| 08:00 - 09:00 | 5 | 328 | 0.589 | 5 | 328 | 0.175 | 5 | 328 | 0.764 |
| 09:00 - 10:00 | 5 | 328 | 0.052 | 5 | 328 | 0.092 | 5 | 328 | 0.144 |
| 10:00 - 11:00 | 5 | 328 | 0.011 | 5 | 328 | 0.013 | 5 | 328 | 0.024 |
| 11:00 - 12:00 | 5 | 328 | 0.023 | 5 | 328 | 0.025 | 5 | 328 | 0.048 |
| 12:00 - 13:00 | 5 | 328 | 0.041 | 5 | 328 | 0.039 | 5 | 328 | 0.080 |
| 13:00 - 14:00 | 5 | 328 | 0.023 | 5 | 328 | 0.040 | 5 | 328 | 0.063 |
| 14:00 - 15:00 | 5 | 328 | 0.059 | 5 | 328 | 0.031 | 5 | 328 | 0.090 |
| 15:00 - 16:00 | 5 | 328 | 0.210 | 5 | 328 | 0.513 | 5 | 328 | 0.723 |
| 16:00 - 17:00 | 5 | 328 | 0.031 | 5 | 328 | 0.110 | 5 | 328 | 0.141 |
| 17:00 - 18:00 | 4 | 360 | 0.008 | 4 | 360 | 0.024 | 4 | 360 | 0.032 |
| 18:00 - 19:00 | 4 | 360 | 0.008 | 4 | 360 | 0.003 | 4 | 360 | 0.011 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.074 | | | 1.074 | | | 2.148 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 08:00 - 09:00 | 5 | 328 | 0.024 | 5 | 328 | 0.008 | 5 | 328 | 0.032 |
| 09:00 - 10:00 | 5 | 328 | 0.016 | 5 | 328 | 0.012 | 5 | 328 | 0.028 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.008 | 5 | 328 | 0.004 | 5 | 328 | 0.012 |
| 13:00 - 14:00 | 5 | 328 | 0.005 | 5 | 328 | 0.009 | 5 | 328 | 0.014 |
| 14:00 - 15:00 | 5 | 328 | 0.001 | 5 | 328 | 0.000 | 5 | 328 | 0.001 |
| 15:00 - 16:00 | 5 | 328 | 0.012 | 5 | 328 | 0.024 | 5 | 328 | 0.036 |
| 16:00 - 17:00 | 5 | 328 | 0.003 | 5 | 328 | 0.010 | 5 | 328 | 0.013 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.069 | | | 0.067 | | | 0.136 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 08:00 - 09:00 | 5 | 328 | 0.009 | 5 | 328 | 0.003 | 5 | 328 | 0.012 |
| 09:00 - 10:00 | 5 | 328 | 0.000 | 5 | 328 | 0.002 | 5 | 328 | 0.002 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 13:00 - 14:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 14:00 - 15:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 15:00 - 16:00 | 5 | 328 | 0.007 | 5 | 328 | 0.012 | 5 | 328 | 0.019 |
| 16:00 - 17:00 | 5 | 328 | 0.001 | 5 | 328 | 0.000 | 5 | 328 | 0.001 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 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 COACH PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.002 | 5 | 328 | 0.000 | 5 | 328 | 0.002 |
| 08:00 - 09:00 | 5 | 328 | 0.009 | 5 | 328 | 0.000 | 5 | 328 | 0.009 |
| 09:00 - 10:00 | 5 | 328 | 0.001 | 5 | 328 | 0.040 | 5 | 328 | 0.041 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 13:00 - 14:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 14:00 - 15:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 15:00 - 16:00 | 5 | 328 | 0.040 | 5 | 328 | 0.008 | 5 | 328 | 0.048 |
| 16:00 - 17:00 | 5 | 328 | 0.000 | 5 | 328 | 0.004 | 5 | 328 | 0.004 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.052 | | | 0.052 | | | 0.104 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.002 | 5 | 328 | 0.000 | 5 | 328 | 0.002 |
| 08:00 - 09:00 | 5 | 328 | 0.041 | 5 | 328 | 0.011 | 5 | 328 | 0.052 |
| 09:00 - 10:00 | 5 | 328 | 0.016 | 5 | 328 | 0.054 | 5 | 328 | 0.070 |
| 10:00 - 11:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 11:00 - 12:00 | 5 | 328 | 0.000 | 5 | 328 | 0.000 | 5 | 328 | 0.000 |
| 12:00 - 13:00 | 5 | 328 | 0.008 | 5 | 328 | 0.004 | 5 | 328 | 0.012 |
| 13:00 - 14:00 | 5 | 328 | 0.005 | 5 | 328 | 0.009 | 5 | 328 | 0.014 |
| 14:00 - 15:00 | 5 | 328 | 0.001 | 5 | 328 | 0.000 | 5 | 328 | 0.001 |
| 15:00 - 16:00 | 5 | 328 | 0.059 | 5 | 328 | 0.044 | 5 | 328 | 0.103 |
| 16:00 - 17:00 | 5 | 328 | 0.004 | 5 | 328 | 0.014 | 5 | 328 | 0.018 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 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 TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.119 | 5 | 328 | 0.034 | 5 | 328 | 0.153 |
| 08:00 - 09:00 | 5 | 328 | 1.154 | 5 | 328 | 0.322 | 5 | 328 | 1.476 |
| 09:00 - 10:00 | 5 | 328 | 0.116 | 5 | 328 | 0.170 | 5 | 328 | 0.286 |
| 10:00 - 11:00 | 5 | 328 | 0.029 | 5 | 328 | 0.025 | 5 | 328 | 0.054 |
| 11:00 - 12:00 | 5 | 328 | 0.040 | 5 | 328 | 0.042 | 5 | 328 | 0.082 |
| 12:00 - 13:00 | 5 | 328 | 0.062 | 5 | 328 | 0.055 | 5 | 328 | 0.117 |
| 13:00 - 14:00 | 5 | 328 | 0.054 | 5 | 328 | 0.090 | 5 | 328 | 0.144 |
| 14:00 - 15:00 | 5 | 328 | 0.092 | 5 | 328 | 0.064 | 5 | 328 | 0.156 |
| 15:00 - 16:00 | 5 | 328 | 0.364 | 5 | 328 | 0.941 | 5 | 328 | 1.305 |
| 16:00 - 17:00 | 5 | 328 | 0.112 | 5 | 328 | 0.345 | 5 | 328 | 0.457 |
| 17:00 - 18:00 | 4 | 360 | 0.035 | 4 | 360 | 0.072 | 4 | 360 | 0.107 |
| 18:00 - 19:00 | 4 | 360 | 0.070 | 4 | 360 | 0.022 | 4 | 360 | 0.092 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.247 | | | 2.182 | | | 4.429 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.052 | 5 | 328 | 0.027 | 5 | 328 | 0.079 |
| 08:00 - 09:00 | 5 | 328 | 0.220 | 5 | 328 | 0.129 | 5 | 328 | 0.349 |
| 09:00 - 10:00 | 5 | 328 | 0.012 | 5 | 328 | 0.013 | 5 | 328 | 0.025 |
| 10:00 - 11:00 | 5 | 328 | 0.010 | 5 | 328 | 0.007 | 5 | 328 | 0.017 |
| 11:00 - 12:00 | 5 | 328 | 0.007 | 5 | 328 | 0.008 | 5 | 328 | 0.015 |
| 12:00 - 13:00 | 5 | 328 | 0.008 | 5 | 328 | 0.007 | 5 | 328 | 0.015 |
| 13:00 - 14:00 | 5 | 328 | 0.009 | 5 | 328 | 0.016 | 5 | 328 | 0.025 |
| 14:00 - 15:00 | 5 | 328 | 0.029 | 5 | 328 | 0.017 | 5 | 328 | 0.046 |
| 15:00 - 16:00 | 5 | 328 | 0.090 | 5 | 328 | 0.182 | 5 | 328 | 0.272 |
| 16:00 - 17:00 | 5 | 328 | 0.039 | 5 | 328 | 0.067 | 5 | 328 | 0.106 |
| 17:00 - 18:00 | 4 | 360 | 0.016 | 4 | 360 | 0.019 | 4 | 360 | 0.035 |
| 18:00 - 19:00 | 4 | 360 | 0.022 | 4 | 360 | 0.001 | 4 | 360 | 0.023 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.514 | | | 0.493 | | | 1.007 |

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: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 08:00 - 09:00 | 5 | 328 | 0.005 | 5 | 328 | 0.004 | 5 | 328 | 0.009 |
| 09:00 - 10:00 | 5 | 328 | 0.002 | 5 | 328 | 0.001 | 5 | 328 | 0.003 |
| 10:00 - 11:00 | 5 | 328 | 0.002 | 5 | 328 | 0.002 | 5 | 328 | 0.004 |
| 11:00 - 12:00 | 5 | 328 | 0.001 | 5 | 328 | 0.002 | 5 | 328 | 0.003 |
| 12:00 - 13:00 | 5 | 328 | 0.002 | 5 | 328 | 0.002 | 5 | 328 | 0.004 |
| 13:00 - 14:00 | 5 | 328 | 0.004 | 5 | 328 | 0.002 | 5 | 328 | 0.006 |
| 14:00 - 15:00 | 5 | 328 | 0.001 | 5 | 328 | 0.002 | 5 | 328 | 0.003 |
| 15:00 - 16:00 | 5 | 328 | 0.002 | 5 | 328 | 0.003 | 5 | 328 | 0.005 |
| 16:00 - 17:00 | 5 | 328 | 0.001 | 5 | 328 | 0.001 | 5 | 328 | 0.002 |
| 17:00 - 18:00 | 4 | 360 | 0.000 | 4 | 360 | 0.000 | 4 | 360 | 0.000 |
| 18:00 - 19:00 | 4 | 360 | 0.000 | 4 | 360 | 0.001 | 4 | 360 | 0.001 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 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.

Filtering Summary

| | | |
|--|--|------------------------------------|
| Land Use | 03/A | RESIDENTIAL/HOUSES PRIVATELY OWNED |
| Selected Trip Rate Calculation Parameter Range | 400-1817 DWELLS | |
| Actual Trip Rate Calculation Parameter Range | 984-1817 DWELLS | |
| Date Range | Minimum: 01/01/11 | Maximum: 24/09/19 |
| Parking Spaces Range | All Surveys Included | |
| Bedrooms Per Dwelling Range: | All Surveys Included | |
| Percentage of dwellings privately owned: | All Surveys Included | |
| Days of the week selected | Tuesday | 1 |
| | Thursday | 1 |
| Main Location Types selected | Edge of Town | 1 |
| | Neighbourhood Centre (PPS6 Local Centre) | 1 |
| Population <1 Mile ranges selected | 1,001 to 5,000 | 2 |
| Population <5 Mile ranges selected | 125,001 to 250,000 | 2 |
| Car Ownership <5 Mile ranges selected | 0.6 to 1.0 | 1 |
| | 1.1 to 1.5 | 1 |
| PTAL Rating | No PTAL Present | 2 |

Calculation Reference: AUDIT-204614-200207-0221

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
 NF NORFOLK 2 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: 984 to 1817 (units:)
 Range Selected by User: 400 to 1817 (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 24/09/19

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:

Tuesday 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 undertaken using machines.

Selected Locations:

Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1
 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 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:

1,001 to 5,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Yes 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 | NF-03-A-08 | MIXED HOUSES & FLATS | NORFOLK |
| | SIR ALFRED MUNNINGS RD | | |
| | NEAR NORWICH | | |
| | COSTESSEY | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total Number of dwellings: | 1817 | |
| | Survey date: | THURSDAY 19/09/19 | Survey Type: MANUAL |
| 2 | NF-03-A-09 | MIXED HOUSES & FLATS | NORFOLK |
| | ROUND HOUSE WAY | | |
| | NORWICH | | |
| | CRINGLEFORD | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 984 | |
| | Survey date: | TUESDAY 24/09/19 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.055 | 2 | 1401 | 0.316 | 2 | 1401 | 0.371 |
| 08:00 - 09:00 | 2 | 1401 | 0.110 | 2 | 1401 | 0.318 | 2 | 1401 | 0.428 |
| 09:00 - 10:00 | 2 | 1401 | 0.121 | 2 | 1401 | 0.153 | 2 | 1401 | 0.274 |
| 10:00 - 11:00 | 2 | 1401 | 0.096 | 2 | 1401 | 0.106 | 2 | 1401 | 0.202 |
| 11:00 - 12:00 | 2 | 1401 | 0.094 | 2 | 1401 | 0.081 | 2 | 1401 | 0.175 |
| 12:00 - 13:00 | 2 | 1401 | 0.109 | 2 | 1401 | 0.119 | 2 | 1401 | 0.228 |
| 13:00 - 14:00 | 2 | 1401 | 0.119 | 2 | 1401 | 0.096 | 2 | 1401 | 0.215 |
| 14:00 - 15:00 | 2 | 1401 | 0.136 | 2 | 1401 | 0.111 | 2 | 1401 | 0.247 |
| 15:00 - 16:00 | 2 | 1401 | 0.152 | 2 | 1401 | 0.135 | 2 | 1401 | 0.287 |
| 16:00 - 17:00 | 2 | 1401 | 0.212 | 2 | 1401 | 0.124 | 2 | 1401 | 0.336 |
| 17:00 - 18:00 | 2 | 1401 | 0.311 | 2 | 1401 | 0.141 | 2 | 1401 | 0.452 |
| 18:00 - 19:00 | 2 | 1401 | 0.296 | 2 | 1401 | 0.138 | 2 | 1401 | 0.434 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.811 | | | 1.838 | | | 3.649 |

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.

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Parameter summary

| | |
|---|----------------------|
| Trip rate parameter range selected: | 984 - 1817 (units:) |
| Survey date range: | 01/01/11 - 24/09/19 |
| 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 shown. 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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 08:00 - 09:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 09:00 - 10:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 10:00 - 11:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 11:00 - 12:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 12:00 - 13:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 13:00 - 14:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 14:00 - 15:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 15:00 - 16:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 16:00 - 17:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 17:00 - 18:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.003 | 2 | 1401 | 0.006 |
| 18:00 - 19:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.009 | | | 0.009 | | | 0.018 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.001 | 2 | 1401 | 0.004 | 2 | 1401 | 0.005 |
| 08:00 - 09:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.002 | 2 | 1401 | 0.005 |
| 09:00 - 10:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 | 2 | 1401 | 0.006 |
| 10:00 - 11:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 11:00 - 12:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.002 | 2 | 1401 | 0.005 |
| 12:00 - 13:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.002 | 2 | 1401 | 0.005 |
| 13:00 - 14:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 | 2 | 1401 | 0.003 |
| 14:00 - 15:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.002 | 2 | 1401 | 0.006 |
| 15:00 - 16:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 | 2 | 1401 | 0.004 |
| 16:00 - 17:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 17:00 - 18:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 18:00 - 19:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.000 | 2 | 1401 | 0.001 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.025 | | | 0.027 | | | 0.052 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 08:00 - 09:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 | 2 | 1401 | 0.003 |
| 09:00 - 10:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 10:00 - 11:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 11:00 - 12:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 12:00 - 13:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 13:00 - 14:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 14:00 - 15:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 |
| 15:00 - 16:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 16:00 - 17:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 17:00 - 18:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 18:00 - 19:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.016 | | | 0.016 | | | 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.

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 08:00 - 09:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.005 | 2 | 1401 | 0.007 |
| 09:00 - 10:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 | 2 | 1401 | 0.004 |
| 10:00 - 11:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 | 2 | 1401 | 0.003 |
| 11:00 - 12:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 | 2 | 1401 | 0.003 |
| 12:00 - 13:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 | 2 | 1401 | 0.003 |
| 13:00 - 14:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 |
| 14:00 - 15:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 |
| 15:00 - 16:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 16:00 - 17:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.003 | 2 | 1401 | 0.007 |
| 17:00 - 18:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.002 | 2 | 1401 | 0.006 |
| 18:00 - 19:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.002 | 2 | 1401 | 0.006 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.025 | | | 0.026 | | | 0.051 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.074 | 2 | 1401 | 0.548 | 2 | 1401 | 0.622 |
| 08:00 - 09:00 | 2 | 1401 | 0.160 | 2 | 1401 | 0.589 | 2 | 1401 | 0.749 |
| 09:00 - 10:00 | 2 | 1401 | 0.182 | 2 | 1401 | 0.268 | 2 | 1401 | 0.450 |
| 10:00 - 11:00 | 2 | 1401 | 0.161 | 2 | 1401 | 0.187 | 2 | 1401 | 0.348 |
| 11:00 - 12:00 | 2 | 1401 | 0.161 | 2 | 1401 | 0.132 | 2 | 1401 | 0.293 |
| 12:00 - 13:00 | 2 | 1401 | 0.178 | 2 | 1401 | 0.178 | 2 | 1401 | 0.356 |
| 13:00 - 14:00 | 2 | 1401 | 0.185 | 2 | 1401 | 0.155 | 2 | 1401 | 0.340 |
| 14:00 - 15:00 | 2 | 1401 | 0.260 | 2 | 1401 | 0.161 | 2 | 1401 | 0.421 |
| 15:00 - 16:00 | 2 | 1401 | 0.297 | 2 | 1401 | 0.206 | 2 | 1401 | 0.503 |
| 16:00 - 17:00 | 2 | 1401 | 0.402 | 2 | 1401 | 0.197 | 2 | 1401 | 0.599 |
| 17:00 - 18:00 | 2 | 1401 | 0.528 | 2 | 1401 | 0.223 | 2 | 1401 | 0.751 |
| 18:00 - 19:00 | 2 | 1401 | 0.466 | 2 | 1401 | 0.235 | 2 | 1401 | 0.701 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.054 | | | 3.079 | | | 6.133 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.005 | 2 | 1401 | 0.024 | 2 | 1401 | 0.029 |
| 08:00 - 09:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.022 | 2 | 1401 | 0.026 |
| 09:00 - 10:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.011 | 2 | 1401 | 0.013 |
| 10:00 - 11:00 | 2 | 1401 | 0.005 | 2 | 1401 | 0.007 | 2 | 1401 | 0.012 |
| 11:00 - 12:00 | 2 | 1401 | 0.005 | 2 | 1401 | 0.007 | 2 | 1401 | 0.012 |
| 12:00 - 13:00 | 2 | 1401 | 0.006 | 2 | 1401 | 0.004 | 2 | 1401 | 0.010 |
| 13:00 - 14:00 | 2 | 1401 | 0.006 | 2 | 1401 | 0.005 | 2 | 1401 | 0.011 |
| 14:00 - 15:00 | 2 | 1401 | 0.007 | 2 | 1401 | 0.002 | 2 | 1401 | 0.009 |
| 15:00 - 16:00 | 2 | 1401 | 0.010 | 2 | 1401 | 0.006 | 2 | 1401 | 0.016 |
| 16:00 - 17:00 | 2 | 1401 | 0.018 | 2 | 1401 | 0.004 | 2 | 1401 | 0.022 |
| 17:00 - 18:00 | 2 | 1401 | 0.014 | 2 | 1401 | 0.002 | 2 | 1401 | 0.016 |
| 18:00 - 19:00 | 2 | 1401 | 0.010 | 2 | 1401 | 0.001 | 2 | 1401 | 0.011 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.092 | | | 0.095 | | | 0.187 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.000 | 2 | 1401 | 0.024 | 2 | 1401 | 0.024 |
| 08:00 - 09:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.035 | 2 | 1401 | 0.039 |
| 09:00 - 10:00 | 2 | 1401 | 0.008 | 2 | 1401 | 0.014 | 2 | 1401 | 0.022 |
| 10:00 - 11:00 | 2 | 1401 | 0.007 | 2 | 1401 | 0.013 | 2 | 1401 | 0.020 |
| 11:00 - 12:00 | 2 | 1401 | 0.006 | 2 | 1401 | 0.012 | 2 | 1401 | 0.018 |
| 12:00 - 13:00 | 2 | 1401 | 0.009 | 2 | 1401 | 0.009 | 2 | 1401 | 0.018 |
| 13:00 - 14:00 | 2 | 1401 | 0.011 | 2 | 1401 | 0.007 | 2 | 1401 | 0.018 |
| 14:00 - 15:00 | 2 | 1401 | 0.016 | 2 | 1401 | 0.005 | 2 | 1401 | 0.021 |
| 15:00 - 16:00 | 2 | 1401 | 0.018 | 2 | 1401 | 0.011 | 2 | 1401 | 0.029 |
| 16:00 - 17:00 | 2 | 1401 | 0.031 | 2 | 1401 | 0.007 | 2 | 1401 | 0.038 |
| 17:00 - 18:00 | 2 | 1401 | 0.025 | 2 | 1401 | 0.007 | 2 | 1401 | 0.032 |
| 18:00 - 19:00 | 2 | 1401 | 0.014 | 2 | 1401 | 0.005 | 2 | 1401 | 0.019 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.149 | | | 0.149 | | | 0.298 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 | 2 | 1401 | 0.004 |
| 08:00 - 09:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.005 | 2 | 1401 | 0.006 |
| 09:00 - 10:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.004 | 2 | 1401 | 0.005 |
| 10:00 - 11:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.001 | 2 | 1401 | 0.003 |
| 11:00 - 12:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.001 | 2 | 1401 | 0.005 |
| 12:00 - 13:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.002 | 2 | 1401 | 0.006 |
| 13:00 - 14:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.000 | 2 | 1401 | 0.001 |
| 14:00 - 15:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 15:00 - 16:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.000 | 2 | 1401 | 0.002 |
| 16:00 - 17:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.000 | 2 | 1401 | 0.002 |
| 17:00 - 18:00 | 2 | 1401 | 0.006 | 2 | 1401 | 0.000 | 2 | 1401 | 0.006 |
| 18:00 - 19:00 | 2 | 1401 | 0.008 | 2 | 1401 | 0.001 | 2 | 1401 | 0.009 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.033 | | | 0.018 | | | 0.051 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.002 | 2 | 1401 | 0.027 | 2 | 1401 | 0.029 |
| 08:00 - 09:00 | 2 | 1401 | 0.005 | 2 | 1401 | 0.040 | 2 | 1401 | 0.045 |
| 09:00 - 10:00 | 2 | 1401 | 0.009 | 2 | 1401 | 0.018 | 2 | 1401 | 0.027 |
| 10:00 - 11:00 | 2 | 1401 | 0.010 | 2 | 1401 | 0.014 | 2 | 1401 | 0.024 |
| 11:00 - 12:00 | 2 | 1401 | 0.009 | 2 | 1401 | 0.013 | 2 | 1401 | 0.022 |
| 12:00 - 13:00 | 2 | 1401 | 0.014 | 2 | 1401 | 0.011 | 2 | 1401 | 0.025 |
| 13:00 - 14:00 | 2 | 1401 | 0.012 | 2 | 1401 | 0.008 | 2 | 1401 | 0.020 |
| 14:00 - 15:00 | 2 | 1401 | 0.017 | 2 | 1401 | 0.006 | 2 | 1401 | 0.023 |
| 15:00 - 16:00 | 2 | 1401 | 0.020 | 2 | 1401 | 0.011 | 2 | 1401 | 0.031 |
| 16:00 - 17:00 | 2 | 1401 | 0.033 | 2 | 1401 | 0.007 | 2 | 1401 | 0.040 |
| 17:00 - 18:00 | 2 | 1401 | 0.031 | 2 | 1401 | 0.007 | 2 | 1401 | 0.038 |
| 18:00 - 19:00 | 2 | 1401 | 0.022 | 2 | 1401 | 0.006 | 2 | 1401 | 0.028 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.184 | | | 0.168 | | | 0.352 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.082 | 2 | 1401 | 0.602 | 2 | 1401 | 0.684 |
| 08:00 - 09:00 | 2 | 1401 | 0.171 | 2 | 1401 | 0.656 | 2 | 1401 | 0.827 |
| 09:00 - 10:00 | 2 | 1401 | 0.195 | 2 | 1401 | 0.301 | 2 | 1401 | 0.496 |
| 10:00 - 11:00 | 2 | 1401 | 0.177 | 2 | 1401 | 0.211 | 2 | 1401 | 0.388 |
| 11:00 - 12:00 | 2 | 1401 | 0.176 | 2 | 1401 | 0.155 | 2 | 1401 | 0.331 |
| 12:00 - 13:00 | 2 | 1401 | 0.199 | 2 | 1401 | 0.195 | 2 | 1401 | 0.394 |
| 13:00 - 14:00 | 2 | 1401 | 0.205 | 2 | 1401 | 0.169 | 2 | 1401 | 0.374 |
| 14:00 - 15:00 | 2 | 1401 | 0.287 | 2 | 1401 | 0.170 | 2 | 1401 | 0.457 |
| 15:00 - 16:00 | 2 | 1401 | 0.328 | 2 | 1401 | 0.224 | 2 | 1401 | 0.552 |
| 16:00 - 17:00 | 2 | 1401 | 0.457 | 2 | 1401 | 0.211 | 2 | 1401 | 0.668 |
| 17:00 - 18:00 | 2 | 1401 | 0.577 | 2 | 1401 | 0.235 | 2 | 1401 | 0.812 |
| 18:00 - 19:00 | 2 | 1401 | 0.503 | 2 | 1401 | 0.243 | 2 | 1401 | 0.746 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.357 | | | 3.372 | | | 6.729 |

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 CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.040 | 2 | 1401 | 0.281 | 2 | 1401 | 0.321 |
| 08:00 - 09:00 | 2 | 1401 | 0.089 | 2 | 1401 | 0.290 | 2 | 1401 | 0.379 |
| 09:00 - 10:00 | 2 | 1401 | 0.106 | 2 | 1401 | 0.140 | 2 | 1401 | 0.246 |
| 10:00 - 11:00 | 2 | 1401 | 0.084 | 2 | 1401 | 0.091 | 2 | 1401 | 0.175 |
| 11:00 - 12:00 | 2 | 1401 | 0.079 | 2 | 1401 | 0.069 | 2 | 1401 | 0.148 |
| 12:00 - 13:00 | 2 | 1401 | 0.095 | 2 | 1401 | 0.107 | 2 | 1401 | 0.202 |
| 13:00 - 14:00 | 2 | 1401 | 0.105 | 2 | 1401 | 0.084 | 2 | 1401 | 0.189 |
| 14:00 - 15:00 | 2 | 1401 | 0.120 | 2 | 1401 | 0.100 | 2 | 1401 | 0.220 |
| 15:00 - 16:00 | 2 | 1401 | 0.137 | 2 | 1401 | 0.113 | 2 | 1401 | 0.250 |
| 16:00 - 17:00 | 2 | 1401 | 0.192 | 2 | 1401 | 0.107 | 2 | 1401 | 0.299 |
| 17:00 - 18:00 | 2 | 1401 | 0.283 | 2 | 1401 | 0.127 | 2 | 1401 | 0.410 |
| 18:00 - 19:00 | 2 | 1401 | 0.277 | 2 | 1401 | 0.128 | 2 | 1401 | 0.405 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.607 | | | 1.637 | | | 3.244 |

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 LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.009 | 2 | 1401 | 0.023 | 2 | 1401 | 0.032 |
| 08:00 - 09:00 | 2 | 1401 | 0.014 | 2 | 1401 | 0.018 | 2 | 1401 | 0.032 |
| 09:00 - 10:00 | 2 | 1401 | 0.010 | 2 | 1401 | 0.008 | 2 | 1401 | 0.018 |
| 10:00 - 11:00 | 2 | 1401 | 0.007 | 2 | 1401 | 0.011 | 2 | 1401 | 0.018 |
| 11:00 - 12:00 | 2 | 1401 | 0.008 | 2 | 1401 | 0.006 | 2 | 1401 | 0.014 |
| 12:00 - 13:00 | 2 | 1401 | 0.008 | 2 | 1401 | 0.007 | 2 | 1401 | 0.015 |
| 13:00 - 14:00 | 2 | 1401 | 0.009 | 2 | 1401 | 0.006 | 2 | 1401 | 0.015 |
| 14:00 - 15:00 | 2 | 1401 | 0.009 | 2 | 1401 | 0.005 | 2 | 1401 | 0.014 |
| 15:00 - 16:00 | 2 | 1401 | 0.011 | 2 | 1401 | 0.015 | 2 | 1401 | 0.026 |
| 16:00 - 17:00 | 2 | 1401 | 0.015 | 2 | 1401 | 0.012 | 2 | 1401 | 0.027 |
| 17:00 - 18:00 | 2 | 1401 | 0.018 | 2 | 1401 | 0.006 | 2 | 1401 | 0.024 |
| 18:00 - 19:00 | 2 | 1401 | 0.012 | 2 | 1401 | 0.006 | 2 | 1401 | 0.018 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.130 | | | 0.123 | | | 0.253 |

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 MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.001 | 2 | 1401 | 0.005 | 2 | 1401 | 0.006 |
| 08:00 - 09:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.005 | 2 | 1401 | 0.005 |
| 09:00 - 10:00 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 | 2 | 1401 | 0.000 |
| 10:00 - 11:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.000 | 2 | 1401 | 0.001 |
| 11:00 - 12:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 12:00 - 13:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 13:00 - 14:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 14:00 - 15:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 |
| 15:00 - 16:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 16:00 - 17:00 | 2 | 1401 | 0.001 | 2 | 1401 | 0.001 | 2 | 1401 | 0.002 |
| 17:00 - 18:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.001 | 2 | 1401 | 0.004 |
| 18:00 - 19:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.001 | 2 | 1401 | 0.004 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.016 | | | 0.020 | | | 0.036 |

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 Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 | 2 | 1401 | 0.006 |
| 08:00 - 09:00 | 2 | 1401 | 0.005 | 2 | 1401 | 0.004 | 2 | 1401 | 0.009 |
| 09:00 - 10:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.005 | 2 | 1401 | 0.009 |
| 10:00 - 11:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.003 | 2 | 1401 | 0.007 |
| 11:00 - 12:00 | 2 | 1401 | 0.005 | 2 | 1401 | 0.005 | 2 | 1401 | 0.010 |
| 12:00 - 13:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.004 | 2 | 1401 | 0.008 |
| 13:00 - 14:00 | 2 | 1401 | 0.003 | 2 | 1401 | 0.002 | 2 | 1401 | 0.005 |
| 14:00 - 15:00 | 2 | 1401 | 0.005 | 2 | 1401 | 0.004 | 2 | 1401 | 0.009 |
| 15:00 - 16:00 | 2 | 1401 | 0.004 | 2 | 1401 | 0.004 | 2 | 1401 | 0.008 |
| 16:00 - 17:00 | 2 | 1401 | 0.002 | 2 | 1401 | 0.004 | 2 | 1401 | 0.006 |
| 17:00 - 18:00 | 2 | 1401 | 0.006 | 2 | 1401 | 0.005 | 2 | 1401 | 0.011 |
| 18:00 - 19:00 | 2 | 1401 | 0.007 | 2 | 1401 | 0.007 | 2 | 1401 | 0.014 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.051 | | | 0.051 | | | 0.102 |

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.

Filtering Summary

| | | |
|--|------------------------------------|---------------------|
| Land Use | 04/B | EDUCATION/SECONDARY |
| Selected Trip Rate Calculation Parameter Range | 520-1913 PUPILS | |
| Actual Trip Rate Calculation Parameter Range | 520-835 PUPILS | |
| Date Range | Minimum: 01/01/11 | Maximum: 02/04/19 |
| Parking Spaces Range | All Surveys Included | |
| Days of the week selected | Monday | 1 |
| | Tuesday | 1 |
| | Friday | 1 |
| Main Location Types selected | Suburban Area (PPS6 Out of Centre) | 2 |
| | Edge of Town | 1 |
| Population <1 Mile ranges selected | 5,001 to 10,000 | 1 |
| | 20,001 to 25,000 | 2 |
| Population <5 Mile ranges selected | 25,001 to 50,000 | 2 |
| | 125,001 to 250,000 | 1 |
| Car Ownership <5 Mile ranges selected | 0.6 to 1.0 | 2 |
| | 1.1 to 1.5 | 1 |
| PTAL Rating | No PTAL Present | 3 |

Calculation Reference: AUDIT-204614-200224-0248

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 |
| 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 835 (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 |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|------------------------------------|---|
| 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 | 3 |
|------------------|---|

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

Secondary Filtering selection:

Use Class:

| | |
|----|--------|
| D1 | 3 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 |
| 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 |
| 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 | 1 days |

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

Travel Plan:

| | |
|----|--------|
| No | 3 days |
|----|--------|

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

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 3 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|------------------------------------|--------------------|----------------------------|
| 1 | DV-04-B-04 | SECONDARY ACADEMY | DEVON |
| | EARL RICHARD | RD SOUTH | |
| | EXETER | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of pupils: | 835 | |
| | Survey date: <i>TUESDAY</i> | <i>02/04/19</i> | <i>Survey Type: MANUAL</i> |
| 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: <i>MONDAY</i> | <i>19/05/14</i> | <i>Survey Type: MANUAL</i> |
| 3 | 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: <i>FRIDAY</i> | <i>08/03/19</i> | <i>Survey Type: MANUAL</i> |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.058 | 3 | 718 | 0.023 | 3 | 718 | 0.081 |
| 08:00 - 09:00 | 3 | 718 | 0.150 | 3 | 718 | 0.135 | 3 | 718 | 0.285 |
| 09:00 - 10:00 | 3 | 718 | 0.018 | 3 | 718 | 0.016 | 3 | 718 | 0.034 |
| 10:00 - 11:00 | 3 | 718 | 0.014 | 3 | 718 | 0.013 | 3 | 718 | 0.027 |
| 11:00 - 12:00 | 3 | 718 | 0.010 | 3 | 718 | 0.010 | 3 | 718 | 0.020 |
| 12:00 - 13:00 | 3 | 718 | 0.013 | 3 | 718 | 0.020 | 3 | 718 | 0.033 |
| 13:00 - 14:00 | 3 | 718 | 0.011 | 3 | 718 | 0.013 | 3 | 718 | 0.024 |
| 14:00 - 15:00 | 3 | 718 | 0.026 | 3 | 718 | 0.033 | 3 | 718 | 0.059 |
| 15:00 - 16:00 | 3 | 718 | 0.055 | 3 | 718 | 0.078 | 3 | 718 | 0.133 |
| 16:00 - 17:00 | 3 | 718 | 0.089 | 3 | 718 | 0.112 | 3 | 718 | 0.201 |
| 17:00 - 18:00 | 3 | 718 | 0.026 | 3 | 718 | 0.019 | 3 | 718 | 0.045 |
| 18:00 - 19:00 | 2 | 818 | 0.034 | 2 | 818 | 0.015 | 2 | 818 | 0.049 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.504 | | | 0.487 | | | 0.991 |

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.*

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Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 520 - 835 (units:) |
| Survey date range: | 01/01/11 - 02/04/19 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 08:00 - 09:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 09:00 - 10:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 10:00 - 11:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 11:00 - 12:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 14:00 - 15:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 15:00 - 16:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 17:00 - 18:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 18:00 - 19:00 | 2 | 818 | 0.000 | 2 | 818 | 0.000 | 2 | 818 | 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 OGVS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 08:00 - 09:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 09:00 - 10:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 10:00 - 11:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 11:00 - 12:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.001 | 3 | 718 | 0.001 |
| 13:00 - 14:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.001 | 3 | 718 | 0.001 |
| 15:00 - 16:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 17:00 - 18:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 18:00 - 19:00 | 2 | 818 | 0.000 | 2 | 818 | 0.000 | 2 | 818 | 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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 08:00 - 09:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 09:00 - 10:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 10:00 - 11:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 11:00 - 12:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 15:00 - 16:00 | 3 | 718 | 0.000 | 3 | 718 | 0.001 | 3 | 718 | 0.001 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 17:00 - 18:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 18:00 - 19:00 | 2 | 818 | 0.000 | 2 | 818 | 0.000 | 2 | 818 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.001 | | | 0.001 | | | 0.002 |

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

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

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.002 | 3 | 718 | 0.000 | 3 | 718 | 0.002 |
| 08:00 - 09:00 | 3 | 718 | 0.040 | 3 | 718 | 0.000 | 3 | 718 | 0.040 |
| 09:00 - 10:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 10:00 - 11:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 11:00 - 12:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.006 | 3 | 718 | 0.006 |
| 15:00 - 16:00 | 3 | 718 | 0.000 | 3 | 718 | 0.019 | 3 | 718 | 0.019 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.016 | 3 | 718 | 0.016 |
| 17:00 - 18:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 18:00 - 19:00 | 2 | 818 | 0.002 | 2 | 818 | 0.001 | 2 | 818 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.045 | | | 0.042 | | | 0.087 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.072 | 3 | 718 | 0.013 | 3 | 718 | 0.085 |
| 08:00 - 09:00 | 3 | 718 | 0.219 | 3 | 718 | 0.086 | 3 | 718 | 0.305 |
| 09:00 - 10:00 | 3 | 718 | 0.022 | 3 | 718 | 0.013 | 3 | 718 | 0.035 |
| 10:00 - 11:00 | 3 | 718 | 0.016 | 3 | 718 | 0.014 | 3 | 718 | 0.030 |
| 11:00 - 12:00 | 3 | 718 | 0.011 | 3 | 718 | 0.011 | 3 | 718 | 0.022 |
| 12:00 - 13:00 | 3 | 718 | 0.016 | 3 | 718 | 0.024 | 3 | 718 | 0.040 |
| 13:00 - 14:00 | 3 | 718 | 0.013 | 3 | 718 | 0.018 | 3 | 718 | 0.031 |
| 14:00 - 15:00 | 3 | 718 | 0.041 | 3 | 718 | 0.041 | 3 | 718 | 0.082 |
| 15:00 - 16:00 | 3 | 718 | 0.052 | 3 | 718 | 0.130 | 3 | 718 | 0.182 |
| 16:00 - 17:00 | 3 | 718 | 0.021 | 3 | 718 | 0.138 | 3 | 718 | 0.159 |
| 17:00 - 18:00 | 3 | 718 | 0.037 | 3 | 718 | 0.031 | 3 | 718 | 0.068 |
| 18:00 - 19:00 | 2 | 818 | 0.064 | 2 | 818 | 0.020 | 2 | 818 | 0.084 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.584 | | | 0.539 | | | 1.123 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.031 | 3 | 718 | 0.000 | 3 | 718 | 0.031 |
| 08:00 - 09:00 | 3 | 718 | 0.323 | 3 | 718 | 0.003 | 3 | 718 | 0.326 |
| 09:00 - 10:00 | 3 | 718 | 0.014 | 3 | 718 | 0.001 | 3 | 718 | 0.015 |
| 10:00 - 11:00 | 3 | 718 | 0.007 | 3 | 718 | 0.008 | 3 | 718 | 0.015 |
| 11:00 - 12:00 | 3 | 718 | 0.004 | 3 | 718 | 0.002 | 3 | 718 | 0.006 |
| 12:00 - 13:00 | 3 | 718 | 0.006 | 3 | 718 | 0.014 | 3 | 718 | 0.020 |
| 13:00 - 14:00 | 3 | 718 | 0.018 | 3 | 718 | 0.010 | 3 | 718 | 0.028 |
| 14:00 - 15:00 | 3 | 718 | 0.010 | 3 | 718 | 0.126 | 3 | 718 | 0.136 |
| 15:00 - 16:00 | 3 | 718 | 0.011 | 3 | 718 | 0.187 | 3 | 718 | 0.198 |
| 16:00 - 17:00 | 3 | 718 | 0.009 | 3 | 718 | 0.080 | 3 | 718 | 0.089 |
| 17:00 - 18:00 | 3 | 718 | 0.009 | 3 | 718 | 0.005 | 3 | 718 | 0.014 |
| 18:00 - 19:00 | 2 | 818 | 0.004 | 2 | 818 | 0.005 | 2 | 818 | 0.009 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.446 | | | 0.441 | | | 0.887 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.005 | 3 | 718 | 0.000 | 3 | 718 | 0.005 |
| 08:00 - 09:00 | 3 | 718 | 0.196 | 3 | 718 | 0.001 | 3 | 718 | 0.197 |
| 09:00 - 10:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 10:00 - 11:00 | 3 | 718 | 0.000 | 3 | 718 | 0.002 | 3 | 718 | 0.002 |
| 11:00 - 12:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.002 | 3 | 718 | 0.008 | 3 | 718 | 0.010 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.020 | 3 | 718 | 0.020 |
| 15:00 - 16:00 | 3 | 718 | 0.001 | 3 | 718 | 0.168 | 3 | 718 | 0.169 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.009 | 3 | 718 | 0.009 |
| 17:00 - 18:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 18:00 - 19:00 | 2 | 818 | 0.001 | 2 | 818 | 0.001 | 2 | 818 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.208 | | | 0.210 | | | 0.418 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 08:00 - 09:00 | 3 | 718 | 0.027 | 3 | 718 | 0.000 | 3 | 718 | 0.027 |
| 09:00 - 10:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 10:00 - 11:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 11:00 - 12:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 15:00 - 16:00 | 3 | 718 | 0.000 | 3 | 718 | 0.010 | 3 | 718 | 0.010 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.016 | 3 | 718 | 0.016 |
| 17:00 - 18:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 18:00 - 19:00 | 2 | 818 | 0.000 | 2 | 818 | 0.001 | 2 | 818 | 0.001 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.027 | | | 0.027 | | | 0.054 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.005 | 3 | 718 | 0.000 | 3 | 718 | 0.005 |
| 08:00 - 09:00 | 3 | 718 | 0.224 | 3 | 718 | 0.001 | 3 | 718 | 0.225 |
| 09:00 - 10:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 10:00 - 11:00 | 3 | 718 | 0.001 | 3 | 718 | 0.002 | 3 | 718 | 0.003 |
| 11:00 - 12:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.002 | 3 | 718 | 0.008 | 3 | 718 | 0.010 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.020 | 3 | 718 | 0.020 |
| 15:00 - 16:00 | 3 | 718 | 0.001 | 3 | 718 | 0.178 | 3 | 718 | 0.179 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.025 | 3 | 718 | 0.025 |
| 17:00 - 18:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 18:00 - 19:00 | 2 | 818 | 0.001 | 2 | 818 | 0.001 | 2 | 818 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.237 | | | 0.236 | | | 0.473 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.110 | 3 | 718 | 0.014 | 3 | 718 | 0.124 |
| 08:00 - 09:00 | 3 | 718 | 0.806 | 3 | 718 | 0.090 | 3 | 718 | 0.896 |
| 09:00 - 10:00 | 3 | 718 | 0.039 | 3 | 718 | 0.016 | 3 | 718 | 0.055 |
| 10:00 - 11:00 | 3 | 718 | 0.025 | 3 | 718 | 0.025 | 3 | 718 | 0.050 |
| 11:00 - 12:00 | 3 | 718 | 0.016 | 3 | 718 | 0.014 | 3 | 718 | 0.030 |
| 12:00 - 13:00 | 3 | 718 | 0.023 | 3 | 718 | 0.038 | 3 | 718 | 0.061 |
| 13:00 - 14:00 | 3 | 718 | 0.033 | 3 | 718 | 0.036 | 3 | 718 | 0.069 |
| 14:00 - 15:00 | 3 | 718 | 0.051 | 3 | 718 | 0.193 | 3 | 718 | 0.244 |
| 15:00 - 16:00 | 3 | 718 | 0.065 | 3 | 718 | 0.514 | 3 | 718 | 0.579 |
| 16:00 - 17:00 | 3 | 718 | 0.030 | 3 | 718 | 0.259 | 3 | 718 | 0.289 |
| 17:00 - 18:00 | 3 | 718 | 0.047 | 3 | 718 | 0.036 | 3 | 718 | 0.083 |
| 18:00 - 19:00 | 2 | 818 | 0.072 | 2 | 818 | 0.027 | 2 | 818 | 0.099 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.317 | | | 1.262 | | | 2.579 |

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.034 | 3 | 718 | 0.017 | 3 | 718 | 0.051 |
| 08:00 - 09:00 | 3 | 718 | 0.120 | 3 | 718 | 0.114 | 3 | 718 | 0.234 |
| 09:00 - 10:00 | 3 | 718 | 0.011 | 3 | 718 | 0.011 | 3 | 718 | 0.022 |
| 10:00 - 11:00 | 3 | 718 | 0.007 | 3 | 718 | 0.007 | 3 | 718 | 0.014 |
| 11:00 - 12:00 | 3 | 718 | 0.005 | 3 | 718 | 0.006 | 3 | 718 | 0.011 |
| 12:00 - 13:00 | 3 | 718 | 0.005 | 3 | 718 | 0.010 | 3 | 718 | 0.015 |
| 13:00 - 14:00 | 3 | 718 | 0.007 | 3 | 718 | 0.009 | 3 | 718 | 0.016 |
| 14:00 - 15:00 | 3 | 718 | 0.010 | 3 | 718 | 0.006 | 3 | 718 | 0.016 |
| 15:00 - 16:00 | 3 | 718 | 0.043 | 3 | 718 | 0.059 | 3 | 718 | 0.102 |
| 16:00 - 17:00 | 3 | 718 | 0.087 | 3 | 718 | 0.101 | 3 | 718 | 0.188 |
| 17:00 - 18:00 | 3 | 718 | 0.022 | 3 | 718 | 0.016 | 3 | 718 | 0.038 |
| 18:00 - 19:00 | 2 | 818 | 0.032 | 2 | 818 | 0.015 | 2 | 818 | 0.047 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.383 | | | 0.371 | | | 0.754 |

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 LGVS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 08:00 - 09:00 | 3 | 718 | 0.002 | 3 | 718 | 0.003 | 3 | 718 | 0.005 |
| 09:00 - 10:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 10:00 - 11:00 | 3 | 718 | 0.002 | 3 | 718 | 0.002 | 3 | 718 | 0.004 |
| 11:00 - 12:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 12:00 - 13:00 | 3 | 718 | 0.003 | 3 | 718 | 0.002 | 3 | 718 | 0.005 |
| 13:00 - 14:00 | 3 | 718 | 0.002 | 3 | 718 | 0.002 | 3 | 718 | 0.004 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.001 | 3 | 718 | 0.001 |
| 15:00 - 16:00 | 3 | 718 | 0.000 | 3 | 718 | 0.001 | 3 | 718 | 0.001 |
| 16:00 - 17:00 | 3 | 718 | 0.001 | 3 | 718 | 0.001 | 3 | 718 | 0.002 |
| 17:00 - 18:00 | 3 | 718 | 0.001 | 3 | 718 | 0.000 | 3 | 718 | 0.001 |
| 18:00 - 19:00 | 2 | 818 | 0.002 | 2 | 818 | 0.000 | 2 | 818 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.015 | | | 0.013 | | | 0.028 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | 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 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 08:00 - 09:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 09:00 - 10:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 10:00 - 11:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 11:00 - 12:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 12:00 - 13:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 13:00 - 14:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 14:00 - 15:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 15:00 - 16:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 16:00 - 17:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 17:00 - 18:00 | 3 | 718 | 0.000 | 3 | 718 | 0.000 | 3 | 718 | 0.000 |
| 18:00 - 19:00 | 2 | 818 | 0.000 | 2 | 818 | 0.000 | 2 | 818 | 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.

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.

Filtering Summary

| | | |
|--|--|--------------------------|
| Land Use | 02/B | EMPLOYMENT/BUSINESS PARK |
| Selected Trip Rate Calculation Parameter Range | 2000-50000 sqm GFA | |
| Actual Trip Rate Calculation Parameter Range | 2900-20760 sqm GFA | |
| Date Range | Minimum: 01/01/11 | Maximum: 26/06/18 |
| Parking Spaces Range | All Surveys Included | |
| Days of the week selected | Tuesday | 1 |
| | Wednesday | 1 |
| | Thursday | 1 |
| | Friday | 2 |
| Main Location Types selected | Edge of Town | 4 |
| | Neighbourhood Centre (PPS6 Local Centre) | 1 |
| Population <1 Mile ranges selected | 5,001 to 10,000 | 1 |
| | 10,001 to 15,000 | 3 |
| | 15,001 to 20,000 | 1 |
| Population <5 Mile ranges selected | 50,001 to 75,000 | 2 |
| | 125,001 to 250,000 | 3 |
| Car Ownership <5 Mile ranges selected | 0.6 to 1.0 | 1 |
| | 1.1 to 1.5 | 4 |
| PTAL Rating | No PTAL Present | 5 |

Calculation Reference: AUDIT-204614-200224-0205

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 |
| 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: Gross floor area
 Actual Range: 2900 to 20760 (units: sqm)
 Range Selected by User: 2000 to 50000 (units: sqm)

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 | 2 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Edge of Town | 4 |
| 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 |

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

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

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|--|--|
| 1 | EX-02-B-01 BRUNEL COURT COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: FRIDAY</i> | BUSINESS PARK 2900 sqm 18/05/18 | ESSEX <i>Survey Type: MANUAL</i> |
| 2 | EX-02-B-02 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: FRIDAY</i> | BUSINESS PARK 4083 sqm 18/05/18 | ESSEX <i>Survey Type: MANUAL</i> |
| 3 | LN-02-B-02 CARDINAL CLOSE LINCOLN Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: THURSDAY</i> | BUSINESS PARK 5000 sqm 25/06/15 | LINCOLNSHIRE <i>Survey Type: MANUAL</i> |
| 4 | ST-02-B-04 STONE ROAD STAFFORD Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i> | BUSINESS PARK 20760 sqm 22/11/17 | STAFFORDSHIRE <i>Survey Type: MANUAL</i> |
| 5 | WO-02-B-02 BIRMINGHAM ROAD NEAR BROMSGROVE LICKEY END Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: <i>Survey date: TUESDAY</i> | BUSINESS PARK 4187 sqm 26/06/18 | WORCESTERSHIRE <i>Survey Type: MANUAL</i> |

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: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.371 | 5 | 7386 | 0.041 | 5 | 7386 | 0.412 |
| 07:30 - 08:00 | 5 | 7386 | 0.772 | 5 | 7386 | 0.054 | 5 | 7386 | 0.826 |
| 08:00 - 08:30 | 5 | 7386 | 0.975 | 5 | 7386 | 0.079 | 5 | 7386 | 1.054 |
| 08:30 - 09:00 | 5 | 7386 | 0.853 | 5 | 7386 | 0.141 | 5 | 7386 | 0.994 |
| 09:00 - 09:30 | 5 | 7386 | 0.631 | 5 | 7386 | 0.171 | 5 | 7386 | 0.802 |
| 09:30 - 10:00 | 5 | 7386 | 0.236 | 5 | 7386 | 0.157 | 5 | 7386 | 0.393 |
| 10:00 - 10:30 | 5 | 7386 | 0.176 | 5 | 7386 | 0.160 | 5 | 7386 | 0.336 |
| 10:30 - 11:00 | 5 | 7386 | 0.168 | 5 | 7386 | 0.152 | 5 | 7386 | 0.320 |
| 11:00 - 11:30 | 5 | 7386 | 0.144 | 5 | 7386 | 0.168 | 5 | 7386 | 0.312 |
| 11:30 - 12:00 | 5 | 7386 | 0.176 | 5 | 7386 | 0.168 | 5 | 7386 | 0.344 |
| 12:00 - 12:30 | 5 | 7386 | 0.184 | 5 | 7386 | 0.260 | 5 | 7386 | 0.444 |
| 12:30 - 13:00 | 5 | 7386 | 0.263 | 5 | 7386 | 0.246 | 5 | 7386 | 0.509 |
| 13:00 - 13:30 | 5 | 7386 | 0.244 | 5 | 7386 | 0.154 | 5 | 7386 | 0.398 |
| 13:30 - 14:00 | 5 | 7386 | 0.222 | 5 | 7386 | 0.200 | 5 | 7386 | 0.422 |
| 14:00 - 14:30 | 5 | 7386 | 0.125 | 5 | 7386 | 0.149 | 5 | 7386 | 0.274 |
| 14:30 - 15:00 | 5 | 7386 | 0.127 | 5 | 7386 | 0.195 | 5 | 7386 | 0.322 |
| 15:00 - 15:30 | 5 | 7386 | 0.125 | 5 | 7386 | 0.255 | 5 | 7386 | 0.380 |
| 15:30 - 16:00 | 5 | 7386 | 0.103 | 5 | 7386 | 0.276 | 5 | 7386 | 0.379 |
| 16:00 - 16:30 | 5 | 7386 | 0.133 | 5 | 7386 | 0.601 | 5 | 7386 | 0.734 |
| 16:30 - 17:00 | 5 | 7386 | 0.141 | 5 | 7386 | 0.742 | 5 | 7386 | 0.883 |
| 17:00 - 17:30 | 5 | 7386 | 0.162 | 5 | 7386 | 0.793 | 5 | 7386 | 0.955 |
| 17:30 - 18:00 | 5 | 7386 | 0.043 | 5 | 7386 | 0.674 | 5 | 7386 | 0.717 |
| 18:00 - 18:30 | 5 | 7386 | 0.079 | 5 | 7386 | 0.403 | 5 | 7386 | 0.482 |
| 18:30 - 19:00 | 5 | 7386 | 0.049 | 5 | 7386 | 0.363 | 5 | 7386 | 0.412 |
| 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: | | | 6.502 | | | 6.602 | | | 13.104 |

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.*

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Parameter summary

| | |
|---|---------------------------|
| Trip rate parameter range selected: | 2900 - 20760 (units: sqm) |
| Survey date date range: | 01/01/11 - 26/06/18 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 07:30 - 08:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 08:00 - 08:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 08:30 - 09:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.003 | 5 | 7386 | 0.008 |
| 09:00 - 09:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 09:30 - 10:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:00 - 10:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 10:30 - 11:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 11:00 - 11:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:30 - 12:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 12:00 - 12:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 12:30 - 13:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:00 - 13:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:30 - 14:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 14:00 - 14:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 14:30 - 15:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:00 - 15:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:30 - 16:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 16:00 - 16:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 16:30 - 17:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 17:00 - 17:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 17:30 - 18:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 18:00 - 18:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 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: | | | 0.014 | | | 0.015 | | | 0.029 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 07:30 - 08:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 08:00 - 08:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 08:30 - 09:00 | 5 | 7386 | 0.016 | 5 | 7386 | 0.019 | 5 | 7386 | 0.035 |
| 09:00 - 09:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.011 | 5 | 7386 | 0.022 |
| 09:30 - 10:00 | 5 | 7386 | 0.016 | 5 | 7386 | 0.008 | 5 | 7386 | 0.024 |
| 10:00 - 10:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.014 | 5 | 7386 | 0.017 |
| 10:30 - 11:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.003 | 5 | 7386 | 0.008 |
| 11:00 - 11:30 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 11:30 - 12:00 | 5 | 7386 | 0.014 | 5 | 7386 | 0.016 | 5 | 7386 | 0.030 |
| 12:00 - 12:30 | 5 | 7386 | 0.014 | 5 | 7386 | 0.008 | 5 | 7386 | 0.022 |
| 12:30 - 13:00 | 5 | 7386 | 0.011 | 5 | 7386 | 0.011 | 5 | 7386 | 0.022 |
| 13:00 - 13:30 | 5 | 7386 | 0.005 | 5 | 7386 | 0.003 | 5 | 7386 | 0.008 |
| 13:30 - 14:00 | 5 | 7386 | 0.011 | 5 | 7386 | 0.011 | 5 | 7386 | 0.022 |
| 14:00 - 14:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.008 | 5 | 7386 | 0.011 |
| 14:30 - 15:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 15:00 - 15:30 | 5 | 7386 | 0.016 | 5 | 7386 | 0.014 | 5 | 7386 | 0.030 |
| 15:30 - 16:00 | 5 | 7386 | 0.008 | 5 | 7386 | 0.011 | 5 | 7386 | 0.019 |
| 16:00 - 16:30 | 5 | 7386 | 0.008 | 5 | 7386 | 0.008 | 5 | 7386 | 0.016 |
| 16:30 - 17:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 |
| 17:00 - 17:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 |
| 17:30 - 18:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 |
| 18:00 - 18:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 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: | | | 0.169 | | | 0.179 | | | 0.348 |

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 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 07:30 - 08:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 08:00 - 08:30 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 08:30 - 09:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 09:00 - 09:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 09:30 - 10:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:00 - 10:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:30 - 11:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:00 - 11:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:30 - 12:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 12:00 - 12:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 12:30 - 13:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:00 - 13:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:30 - 14:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 14:00 - 14:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 14:30 - 15:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:00 - 15:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:30 - 16:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 16:00 - 16:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 16:30 - 17:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 17:00 - 17:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 17:30 - 18:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 18:00 - 18:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 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: | | | 0.034 | | | 0.034 | | | 0.068 |

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: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 07:30 - 08:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 |
| 08:00 - 08:30 | 5 | 7386 | 0.016 | 5 | 7386 | 0.000 | 5 | 7386 | 0.016 |
| 08:30 - 09:00 | 5 | 7386 | 0.014 | 5 | 7386 | 0.000 | 5 | 7386 | 0.014 |
| 09:00 - 09:30 | 5 | 7386 | 0.008 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 |
| 09:30 - 10:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 10:00 - 10:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:30 - 11:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:00 - 11:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 11:30 - 12:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 12:00 - 12:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 |
| 12:30 - 13:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 13:00 - 13:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:30 - 14:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 14:00 - 14:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 14:30 - 15:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 15:00 - 15:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 15:30 - 16:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 16:00 - 16:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 | 5 | 7386 | 0.008 |
| 16:30 - 17:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 |
| 17:00 - 17:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.014 | 5 | 7386 | 0.014 |
| 17:30 - 18:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.014 | 5 | 7386 | 0.014 |
| 18:00 - 18:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 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 | | | 0.067 | | | 0.128 |

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: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.523 | 5 | 7386 | 0.046 | 5 | 7386 | 0.569 |
| 07:30 - 08:00 | 5 | 7386 | 1.056 | 5 | 7386 | 0.062 | 5 | 7386 | 1.118 |
| 08:00 - 08:30 | 5 | 7386 | 1.267 | 5 | 7386 | 0.089 | 5 | 7386 | 1.356 |
| 08:30 - 09:00 | 5 | 7386 | 1.108 | 5 | 7386 | 0.190 | 5 | 7386 | 1.298 |
| 09:00 - 09:30 | 5 | 7386 | 0.834 | 5 | 7386 | 0.222 | 5 | 7386 | 1.056 |
| 09:30 - 10:00 | 5 | 7386 | 0.333 | 5 | 7386 | 0.195 | 5 | 7386 | 0.528 |
| 10:00 - 10:30 | 5 | 7386 | 0.260 | 5 | 7386 | 0.225 | 5 | 7386 | 0.485 |
| 10:30 - 11:00 | 5 | 7386 | 0.246 | 5 | 7386 | 0.198 | 5 | 7386 | 0.444 |
| 11:00 - 11:30 | 5 | 7386 | 0.217 | 5 | 7386 | 0.230 | 5 | 7386 | 0.447 |
| 11:30 - 12:00 | 5 | 7386 | 0.255 | 5 | 7386 | 0.222 | 5 | 7386 | 0.477 |
| 12:00 - 12:30 | 5 | 7386 | 0.255 | 5 | 7386 | 0.366 | 5 | 7386 | 0.621 |
| 12:30 - 13:00 | 5 | 7386 | 0.366 | 5 | 7386 | 0.336 | 5 | 7386 | 0.702 |
| 13:00 - 13:30 | 5 | 7386 | 0.357 | 5 | 7386 | 0.230 | 5 | 7386 | 0.587 |
| 13:30 - 14:00 | 5 | 7386 | 0.303 | 5 | 7386 | 0.279 | 5 | 7386 | 0.582 |
| 14:00 - 14:30 | 5 | 7386 | 0.171 | 5 | 7386 | 0.217 | 5 | 7386 | 0.388 |
| 14:30 - 15:00 | 5 | 7386 | 0.190 | 5 | 7386 | 0.290 | 5 | 7386 | 0.480 |
| 15:00 - 15:30 | 5 | 7386 | 0.187 | 5 | 7386 | 0.376 | 5 | 7386 | 0.563 |
| 15:30 - 16:00 | 5 | 7386 | 0.149 | 5 | 7386 | 0.390 | 5 | 7386 | 0.539 |
| 16:00 - 16:30 | 5 | 7386 | 0.176 | 5 | 7386 | 0.842 | 5 | 7386 | 1.018 |
| 16:30 - 17:00 | 5 | 7386 | 0.190 | 5 | 7386 | 1.070 | 5 | 7386 | 1.260 |
| 17:00 - 17:30 | 5 | 7386 | 0.225 | 5 | 7386 | 1.086 | 5 | 7386 | 1.311 |
| 17:30 - 18:00 | 5 | 7386 | 0.057 | 5 | 7386 | 0.913 | 5 | 7386 | 0.970 |
| 18:00 - 18:30 | 5 | 7386 | 0.125 | 5 | 7386 | 0.571 | 5 | 7386 | 0.696 |
| 18:30 - 19:00 | 5 | 7386 | 0.076 | 5 | 7386 | 0.509 | 5 | 7386 | 0.585 |
| 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: | | | 8.926 | | | 9.154 | | | 18.080 |

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: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.005 | 5 | 7386 | 0.003 | 5 | 7386 | 0.008 |
| 07:30 - 08:00 | 5 | 7386 | 0.011 | 5 | 7386 | 0.016 | 5 | 7386 | 0.027 |
| 08:00 - 08:30 | 5 | 7386 | 0.022 | 5 | 7386 | 0.016 | 5 | 7386 | 0.038 |
| 08:30 - 09:00 | 5 | 7386 | 0.035 | 5 | 7386 | 0.011 | 5 | 7386 | 0.046 |
| 09:00 - 09:30 | 5 | 7386 | 0.014 | 5 | 7386 | 0.008 | 5 | 7386 | 0.022 |
| 09:30 - 10:00 | 5 | 7386 | 0.008 | 5 | 7386 | 0.003 | 5 | 7386 | 0.011 |
| 10:00 - 10:30 | 5 | 7386 | 0.008 | 5 | 7386 | 0.014 | 5 | 7386 | 0.022 |
| 10:30 - 11:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 11:00 - 11:30 | 5 | 7386 | 0.005 | 5 | 7386 | 0.011 | 5 | 7386 | 0.016 |
| 11:30 - 12:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 | 5 | 7386 | 0.008 |
| 12:00 - 12:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.016 | 5 | 7386 | 0.027 |
| 12:30 - 13:00 | 5 | 7386 | 0.030 | 5 | 7386 | 0.027 | 5 | 7386 | 0.057 |
| 13:00 - 13:30 | 5 | 7386 | 0.051 | 5 | 7386 | 0.027 | 5 | 7386 | 0.078 |
| 13:30 - 14:00 | 5 | 7386 | 0.019 | 5 | 7386 | 0.027 | 5 | 7386 | 0.046 |
| 14:00 - 14:30 | 5 | 7386 | 0.014 | 5 | 7386 | 0.016 | 5 | 7386 | 0.030 |
| 14:30 - 15:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 | 5 | 7386 | 0.008 |
| 15:00 - 15:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.003 | 5 | 7386 | 0.014 |
| 15:30 - 16:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 | 5 | 7386 | 0.013 |
| 16:00 - 16:30 | 5 | 7386 | 0.005 | 5 | 7386 | 0.024 | 5 | 7386 | 0.029 |
| 16:30 - 17:00 | 5 | 7386 | 0.016 | 5 | 7386 | 0.005 | 5 | 7386 | 0.021 |
| 17:00 - 17:30 | 5 | 7386 | 0.024 | 5 | 7386 | 0.022 | 5 | 7386 | 0.046 |
| 17:30 - 18:00 | 5 | 7386 | 0.011 | 5 | 7386 | 0.019 | 5 | 7386 | 0.030 |
| 18:00 - 18:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.014 | 5 | 7386 | 0.025 |
| 18:30 - 19:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 | 5 | 7386 | 0.013 |
| 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: | | | 0.326 | | | 0.319 | | | 0.645 |

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: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 07:30 - 08:00 | 5 | 7386 | 0.008 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 |
| 08:00 - 08:30 | 5 | 7386 | 0.032 | 5 | 7386 | 0.000 | 5 | 7386 | 0.032 |
| 08:30 - 09:00 | 5 | 7386 | 0.041 | 5 | 7386 | 0.000 | 5 | 7386 | 0.041 |
| 09:00 - 09:30 | 5 | 7386 | 0.016 | 5 | 7386 | 0.000 | 5 | 7386 | 0.016 |
| 09:30 - 10:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 |
| 10:00 - 10:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 10:30 - 11:00 | 5 | 7386 | 0.011 | 5 | 7386 | 0.000 | 5 | 7386 | 0.011 |
| 11:00 - 11:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 |
| 11:30 - 12:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 12:00 - 12:30 | 5 | 7386 | 0.014 | 5 | 7386 | 0.005 | 5 | 7386 | 0.019 |
| 12:30 - 13:00 | 5 | 7386 | 0.030 | 5 | 7386 | 0.003 | 5 | 7386 | 0.033 |
| 13:00 - 13:30 | 5 | 7386 | 0.019 | 5 | 7386 | 0.008 | 5 | 7386 | 0.027 |
| 13:30 - 14:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 | 5 | 7386 | 0.013 |
| 14:00 - 14:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 | 5 | 7386 | 0.008 |
| 14:30 - 15:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 15:00 - 15:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 15:30 - 16:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 16:00 - 16:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.011 | 5 | 7386 | 0.014 |
| 16:30 - 17:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.022 | 5 | 7386 | 0.022 |
| 17:00 - 17:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.051 | 5 | 7386 | 0.062 |
| 17:30 - 18:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.049 | 5 | 7386 | 0.054 |
| 18:00 - 18:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.022 | 5 | 7386 | 0.025 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 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: | | | 0.217 | | | 0.206 | | | 0.423 |

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: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 07:30 - 08:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 08:00 - 08:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 08:30 - 09:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 |
| 09:00 - 09:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 09:30 - 10:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:00 - 10:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:30 - 11:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 11:00 - 11:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:30 - 12:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 12:00 - 12:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 12:30 - 13:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:00 - 13:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 13:30 - 14:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 14:00 - 14:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 14:30 - 15:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:00 - 15:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:30 - 16:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 16:00 - 16:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 16:30 - 17:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 17:00 - 17:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 |
| 17:30 - 18:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 18:00 - 18:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 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: | | | 0.017 | | | 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 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 07:30 - 08:00 | 5 | 7386 | 0.011 | 5 | 7386 | 0.000 | 5 | 7386 | 0.011 |
| 08:00 - 08:30 | 5 | 7386 | 0.035 | 5 | 7386 | 0.000 | 5 | 7386 | 0.035 |
| 08:30 - 09:00 | 5 | 7386 | 0.046 | 5 | 7386 | 0.000 | 5 | 7386 | 0.046 |
| 09:00 - 09:30 | 5 | 7386 | 0.016 | 5 | 7386 | 0.000 | 5 | 7386 | 0.016 |
| 09:30 - 10:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 |
| 10:00 - 10:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 10:30 - 11:00 | 5 | 7386 | 0.014 | 5 | 7386 | 0.000 | 5 | 7386 | 0.014 |
| 11:00 - 11:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 |
| 11:30 - 12:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 12:00 - 12:30 | 5 | 7386 | 0.016 | 5 | 7386 | 0.005 | 5 | 7386 | 0.021 |
| 12:30 - 13:00 | 5 | 7386 | 0.030 | 5 | 7386 | 0.003 | 5 | 7386 | 0.033 |
| 13:00 - 13:30 | 5 | 7386 | 0.019 | 5 | 7386 | 0.011 | 5 | 7386 | 0.030 |
| 13:30 - 14:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.008 | 5 | 7386 | 0.013 |
| 14:00 - 14:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.011 | 5 | 7386 | 0.011 |
| 14:30 - 15:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 | 5 | 7386 | 0.010 |
| 15:00 - 15:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 15:30 - 16:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 16:00 - 16:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.014 | 5 | 7386 | 0.017 |
| 16:30 - 17:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.022 | 5 | 7386 | 0.022 |
| 17:00 - 17:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.057 | 5 | 7386 | 0.068 |
| 17:30 - 18:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.051 | 5 | 7386 | 0.056 |
| 18:00 - 18:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.022 | 5 | 7386 | 0.025 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 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: | | | 0.233 | | | 0.223 | | | 0.456 |

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: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.533 | 5 | 7386 | 0.049 | 5 | 7386 | 0.582 |
| 07:30 - 08:00 | 5 | 7386 | 1.083 | 5 | 7386 | 0.079 | 5 | 7386 | 1.162 |
| 08:00 - 08:30 | 5 | 7386 | 1.340 | 5 | 7386 | 0.106 | 5 | 7386 | 1.446 |
| 08:30 - 09:00 | 5 | 7386 | 1.202 | 5 | 7386 | 0.200 | 5 | 7386 | 1.402 |
| 09:00 - 09:30 | 5 | 7386 | 0.872 | 5 | 7386 | 0.230 | 5 | 7386 | 1.102 |
| 09:30 - 10:00 | 5 | 7386 | 0.349 | 5 | 7386 | 0.198 | 5 | 7386 | 0.547 |
| 10:00 - 10:30 | 5 | 7386 | 0.271 | 5 | 7386 | 0.238 | 5 | 7386 | 0.509 |
| 10:30 - 11:00 | 5 | 7386 | 0.265 | 5 | 7386 | 0.203 | 5 | 7386 | 0.468 |
| 11:00 - 11:30 | 5 | 7386 | 0.225 | 5 | 7386 | 0.249 | 5 | 7386 | 0.474 |
| 11:30 - 12:00 | 5 | 7386 | 0.257 | 5 | 7386 | 0.236 | 5 | 7386 | 0.493 |
| 12:00 - 12:30 | 5 | 7386 | 0.282 | 5 | 7386 | 0.393 | 5 | 7386 | 0.675 |
| 12:30 - 13:00 | 5 | 7386 | 0.428 | 5 | 7386 | 0.366 | 5 | 7386 | 0.794 |
| 13:00 - 13:30 | 5 | 7386 | 0.428 | 5 | 7386 | 0.268 | 5 | 7386 | 0.696 |
| 13:30 - 14:00 | 5 | 7386 | 0.328 | 5 | 7386 | 0.314 | 5 | 7386 | 0.642 |
| 14:00 - 14:30 | 5 | 7386 | 0.187 | 5 | 7386 | 0.244 | 5 | 7386 | 0.431 |
| 14:30 - 15:00 | 5 | 7386 | 0.195 | 5 | 7386 | 0.306 | 5 | 7386 | 0.501 |
| 15:00 - 15:30 | 5 | 7386 | 0.200 | 5 | 7386 | 0.382 | 5 | 7386 | 0.582 |
| 15:30 - 16:00 | 5 | 7386 | 0.154 | 5 | 7386 | 0.403 | 5 | 7386 | 0.557 |
| 16:00 - 16:30 | 5 | 7386 | 0.184 | 5 | 7386 | 0.888 | 5 | 7386 | 1.072 |
| 16:30 - 17:00 | 5 | 7386 | 0.206 | 5 | 7386 | 1.102 | 5 | 7386 | 1.308 |
| 17:00 - 17:30 | 5 | 7386 | 0.260 | 5 | 7386 | 1.178 | 5 | 7386 | 1.438 |
| 17:30 - 18:00 | 5 | 7386 | 0.073 | 5 | 7386 | 0.996 | 5 | 7386 | 1.069 |
| 18:00 - 18:30 | 5 | 7386 | 0.138 | 5 | 7386 | 0.609 | 5 | 7386 | 0.747 |
| 18:30 - 19:00 | 5 | 7386 | 0.081 | 5 | 7386 | 0.523 | 5 | 7386 | 0.604 |
| 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: | | | 9.541 | | | 9.760 | | | 19.301 |

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: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.347 | 5 | 7386 | 0.024 | 5 | 7386 | 0.371 |
| 07:30 - 08:00 | 5 | 7386 | 0.745 | 5 | 7386 | 0.041 | 5 | 7386 | 0.786 |
| 08:00 - 08:30 | 5 | 7386 | 0.923 | 5 | 7386 | 0.049 | 5 | 7386 | 0.972 |
| 08:30 - 09:00 | 5 | 7386 | 0.755 | 5 | 7386 | 0.057 | 5 | 7386 | 0.812 |
| 09:00 - 09:30 | 5 | 7386 | 0.569 | 5 | 7386 | 0.100 | 5 | 7386 | 0.669 |
| 09:30 - 10:00 | 5 | 7386 | 0.157 | 5 | 7386 | 0.089 | 5 | 7386 | 0.246 |
| 10:00 - 10:30 | 5 | 7386 | 0.097 | 5 | 7386 | 0.065 | 5 | 7386 | 0.162 |
| 10:30 - 11:00 | 5 | 7386 | 0.089 | 5 | 7386 | 0.079 | 5 | 7386 | 0.168 |
| 11:00 - 11:30 | 5 | 7386 | 0.065 | 5 | 7386 | 0.081 | 5 | 7386 | 0.146 |
| 11:30 - 12:00 | 5 | 7386 | 0.097 | 5 | 7386 | 0.095 | 5 | 7386 | 0.192 |
| 12:00 - 12:30 | 5 | 7386 | 0.111 | 5 | 7386 | 0.190 | 5 | 7386 | 0.301 |
| 12:30 - 13:00 | 5 | 7386 | 0.192 | 5 | 7386 | 0.192 | 5 | 7386 | 0.384 |
| 13:00 - 13:30 | 5 | 7386 | 0.181 | 5 | 7386 | 0.108 | 5 | 7386 | 0.289 |
| 13:30 - 14:00 | 5 | 7386 | 0.149 | 5 | 7386 | 0.111 | 5 | 7386 | 0.260 |
| 14:00 - 14:30 | 5 | 7386 | 0.084 | 5 | 7386 | 0.106 | 5 | 7386 | 0.190 |
| 14:30 - 15:00 | 5 | 7386 | 0.065 | 5 | 7386 | 0.133 | 5 | 7386 | 0.198 |
| 15:00 - 15:30 | 5 | 7386 | 0.076 | 5 | 7386 | 0.200 | 5 | 7386 | 0.276 |
| 15:30 - 16:00 | 5 | 7386 | 0.057 | 5 | 7386 | 0.222 | 5 | 7386 | 0.279 |
| 16:00 - 16:30 | 5 | 7386 | 0.087 | 5 | 7386 | 0.539 | 5 | 7386 | 0.626 |
| 16:30 - 17:00 | 5 | 7386 | 0.103 | 5 | 7386 | 0.696 | 5 | 7386 | 0.799 |
| 17:00 - 17:30 | 5 | 7386 | 0.141 | 5 | 7386 | 0.737 | 5 | 7386 | 0.878 |
| 17:30 - 18:00 | 5 | 7386 | 0.032 | 5 | 7386 | 0.644 | 5 | 7386 | 0.676 |
| 18:00 - 18:30 | 5 | 7386 | 0.065 | 5 | 7386 | 0.390 | 5 | 7386 | 0.455 |
| 18:30 - 19:00 | 5 | 7386 | 0.049 | 5 | 7386 | 0.349 | 5 | 7386 | 0.398 |
| 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: | | | 5.236 | | | 5.297 | | | 10.533 |

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: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.014 | 5 | 7386 | 0.011 | 5 | 7386 | 0.025 |
| 07:30 - 08:00 | 5 | 7386 | 0.019 | 5 | 7386 | 0.011 | 5 | 7386 | 0.030 |
| 08:00 - 08:30 | 5 | 7386 | 0.041 | 5 | 7386 | 0.022 | 5 | 7386 | 0.063 |
| 08:30 - 09:00 | 5 | 7386 | 0.070 | 5 | 7386 | 0.057 | 5 | 7386 | 0.127 |
| 09:00 - 09:30 | 5 | 7386 | 0.043 | 5 | 7386 | 0.060 | 5 | 7386 | 0.103 |
| 09:30 - 10:00 | 5 | 7386 | 0.062 | 5 | 7386 | 0.060 | 5 | 7386 | 0.122 |
| 10:00 - 10:30 | 5 | 7386 | 0.076 | 5 | 7386 | 0.079 | 5 | 7386 | 0.155 |
| 10:30 - 11:00 | 5 | 7386 | 0.070 | 5 | 7386 | 0.068 | 5 | 7386 | 0.138 |
| 11:00 - 11:30 | 5 | 7386 | 0.073 | 5 | 7386 | 0.081 | 5 | 7386 | 0.154 |
| 11:30 - 12:00 | 5 | 7386 | 0.060 | 5 | 7386 | 0.054 | 5 | 7386 | 0.114 |
| 12:00 - 12:30 | 5 | 7386 | 0.057 | 5 | 7386 | 0.060 | 5 | 7386 | 0.117 |
| 12:30 - 13:00 | 5 | 7386 | 0.060 | 5 | 7386 | 0.046 | 5 | 7386 | 0.106 |
| 13:00 - 13:30 | 5 | 7386 | 0.057 | 5 | 7386 | 0.038 | 5 | 7386 | 0.095 |
| 13:30 - 14:00 | 5 | 7386 | 0.062 | 5 | 7386 | 0.076 | 5 | 7386 | 0.138 |
| 14:00 - 14:30 | 5 | 7386 | 0.038 | 5 | 7386 | 0.032 | 5 | 7386 | 0.070 |
| 14:30 - 15:00 | 5 | 7386 | 0.060 | 5 | 7386 | 0.060 | 5 | 7386 | 0.120 |
| 15:00 - 15:30 | 5 | 7386 | 0.030 | 5 | 7386 | 0.041 | 5 | 7386 | 0.071 |
| 15:30 - 16:00 | 5 | 7386 | 0.032 | 5 | 7386 | 0.038 | 5 | 7386 | 0.070 |
| 16:00 - 16:30 | 5 | 7386 | 0.032 | 5 | 7386 | 0.049 | 5 | 7386 | 0.081 |
| 16:30 - 17:00 | 5 | 7386 | 0.032 | 5 | 7386 | 0.027 | 5 | 7386 | 0.059 |
| 17:00 - 17:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.046 | 5 | 7386 | 0.057 |
| 17:30 - 18:00 | 5 | 7386 | 0.005 | 5 | 7386 | 0.022 | 5 | 7386 | 0.027 |
| 18:00 - 18:30 | 5 | 7386 | 0.011 | 5 | 7386 | 0.005 | 5 | 7386 | 0.016 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.008 | 5 | 7386 | 0.008 |
| 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: | | | 1.015 | | | 1.051 | | | 2.066 |

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: 100 sqm

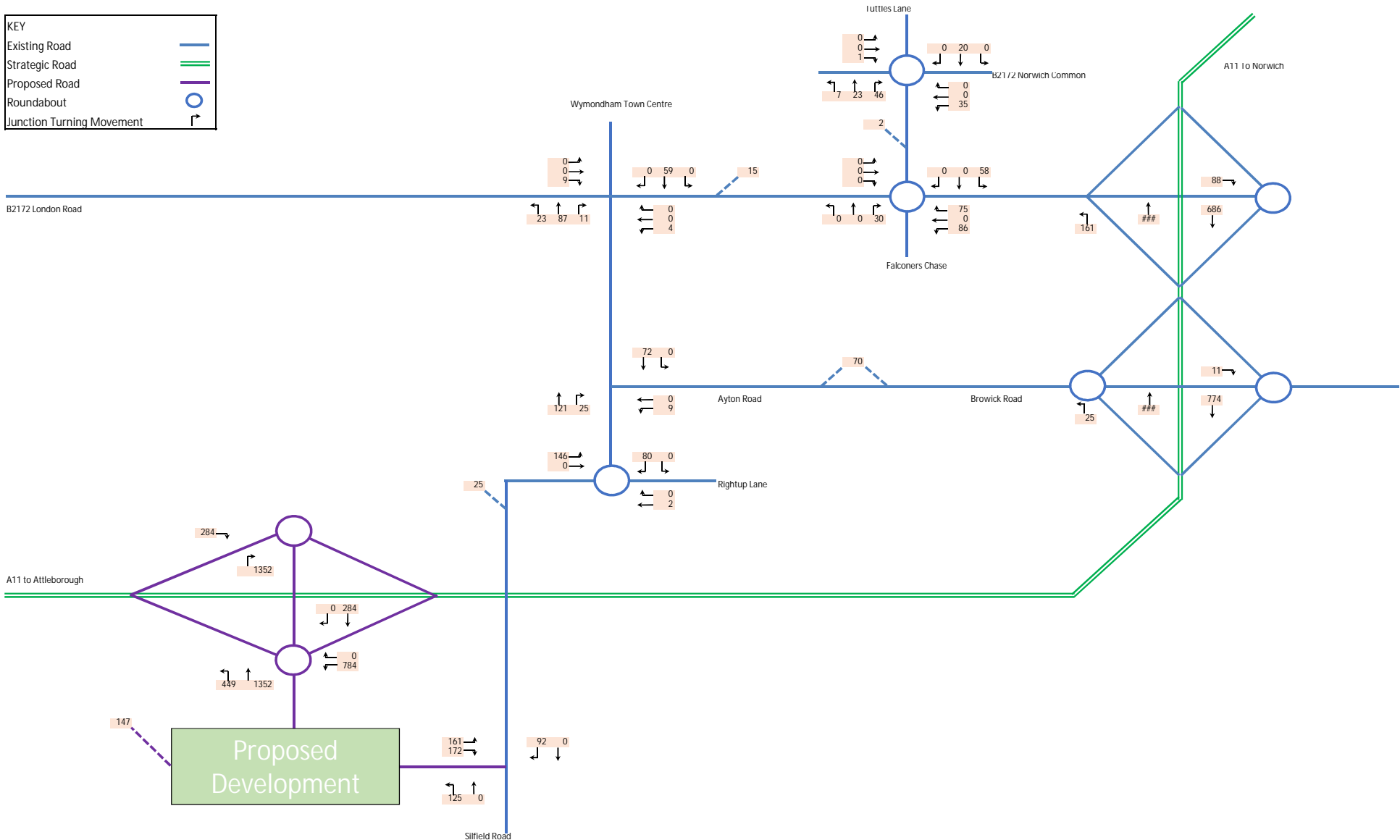
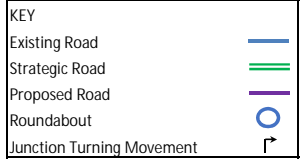
BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 07:30 - 08:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 08:00 - 08:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 08:30 - 09:00 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 09:00 - 09:30 | 5 | 7386 | 0.005 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 |
| 09:30 - 10:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:00 - 10:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 10:30 - 11:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:00 - 11:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 11:30 - 12:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 12:00 - 12:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 12:30 - 13:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 13:00 - 13:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 13:30 - 14:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 14:00 - 14:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 |
| 14:30 - 15:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 15:00 - 15:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 15:30 - 16:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 16:00 - 16:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.003 | 5 | 7386 | 0.006 |
| 16:30 - 17:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.011 | 5 | 7386 | 0.011 |
| 17:00 - 17:30 | 5 | 7386 | 0.003 | 5 | 7386 | 0.000 | 5 | 7386 | 0.003 |
| 17:30 - 18:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 |
| 18:00 - 18:30 | 5 | 7386 | 0.000 | 5 | 7386 | 0.005 | 5 | 7386 | 0.005 |
| 18:30 - 19:00 | 5 | 7386 | 0.000 | 5 | 7386 | 0.000 | 5 | 7386 | 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: | | | 0.029 | | | 0.031 | | | 0.060 |


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.

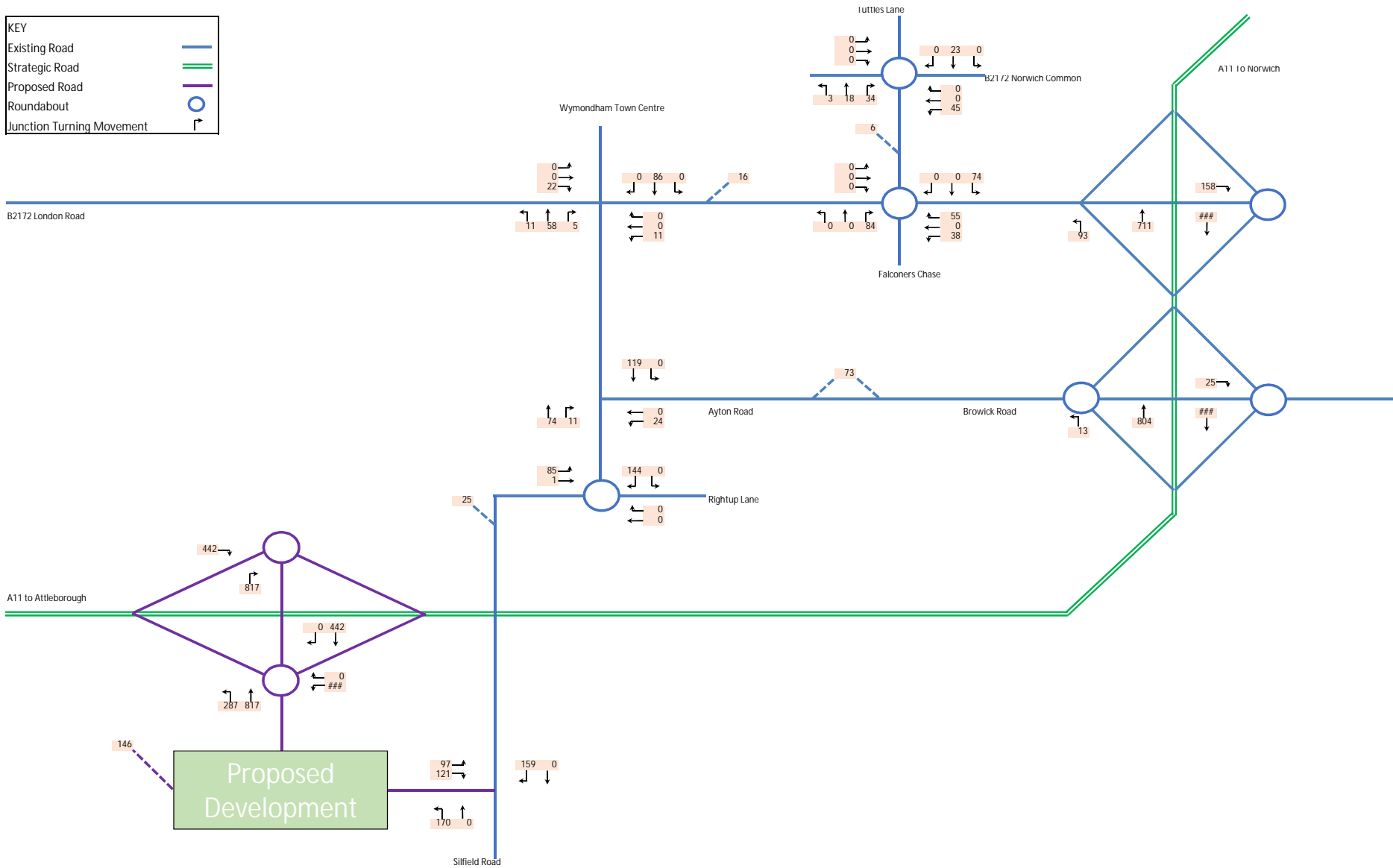
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Appendix F – Traffic Flow Diagrams



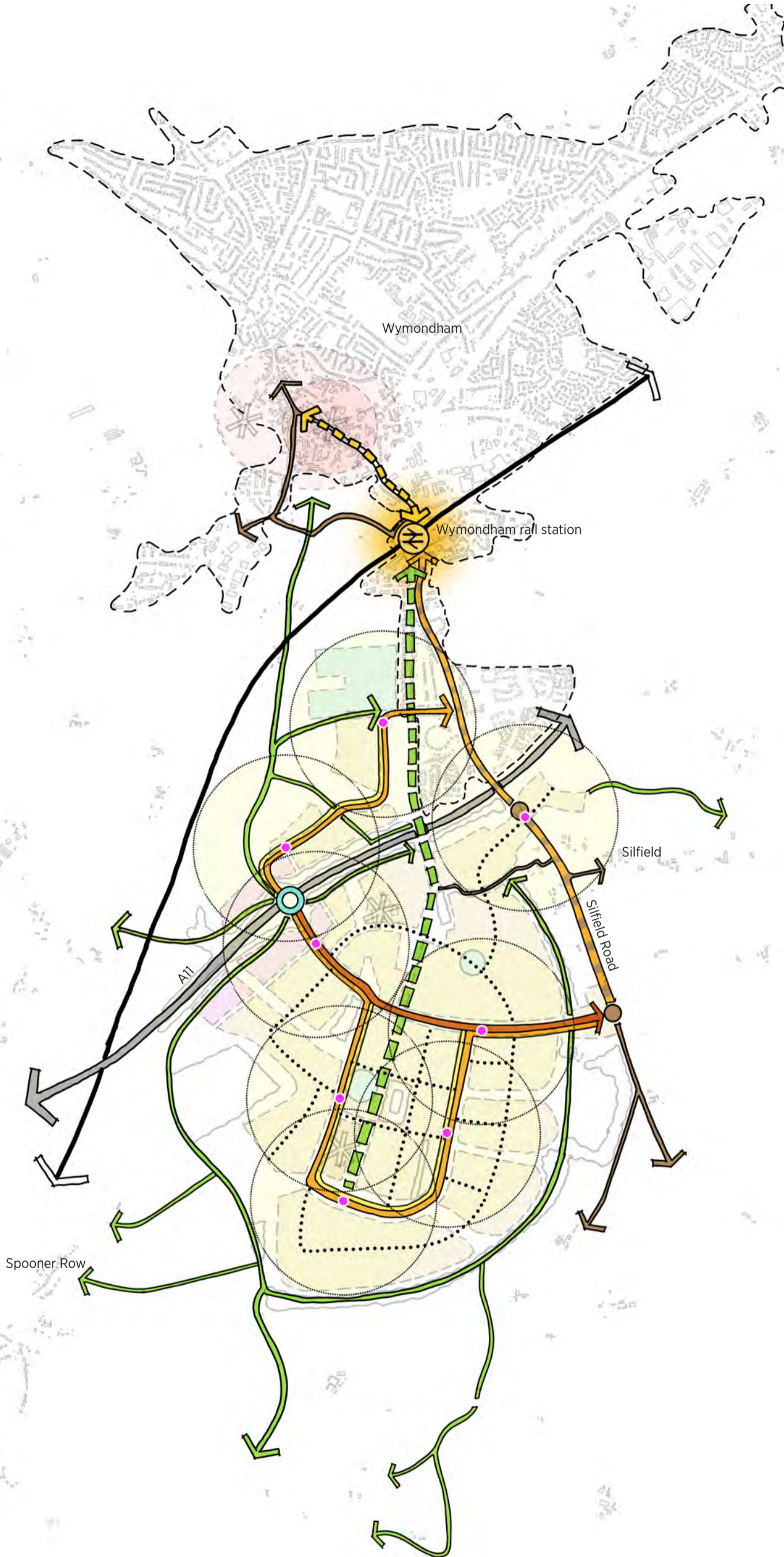
| Project | Client | Title | Drawn By | Checked By | Date | |
|-------------------------|--|---|----------|------------|------------|-------------------------------------|
| Silfield Garden Village | Orbit Homes and Bowbridge Strategic Land | Total Development Trips (Vehicles) - AM Peak Hour (08:00-09:00) | TJ | GW | 27/02/2020 | AECOM Imagine it. Delivered. |

| KEY | |
|---------------------------|---|
| Existing Road |  |
| Strategic Road |  |
| Proposed Road |  |
| Roundabout |  |
| Junction Turning Movement |  |



| Project | Client | Title | Drawn By | Checked By | Date | |
|-------------------------|--|---|----------|------------|------------|------------------------------------|
| Silfield Garden Village | Orbit Homes and Bowbridge Strategic Land | Total Development Trips (Vehicles) - PM Peak Hour (17:00-18:00) | TJ | GW | 27/02/2020 | AECOM Imagine it Delivered. |

Appendix G – Illustrative Sustainable Transport Movement Strategy



-  A11
-  Existing road connections
-  Proposed A11 junction
-  Primary street (A11 to Silfield Road)
-  Pedestrian / cycle greenway to Wymondham town centre and station
-  Public transport route
-  Primary street
-  Indicative secondary street
-  Potential & existing pedestrian / cycle connections
-  Indicative bus stop location
-  400m walking isochrone from indicative bus stop locations

| Rev | Description | Date |
|-----|-------------|------|
|-----|-------------|------|

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Notes:
 This drawing is for information purposes only. It should not be relied upon for legal nor title purposes. Do NOT scale from this drawing or use in construction. Proper advice should be sought from relevant qualified entities regarding legal and construction issues. Any discrepancies should be immediately reported to the originator of the drawing.

Client:




Silfield Garden Village
 Connectivity Framework

| Scale@A3: | Drawn: | Designed: | Approved: |
|-----------|--------|-----------|-----------|
| 1:20,000 | IW | IW | HPF |

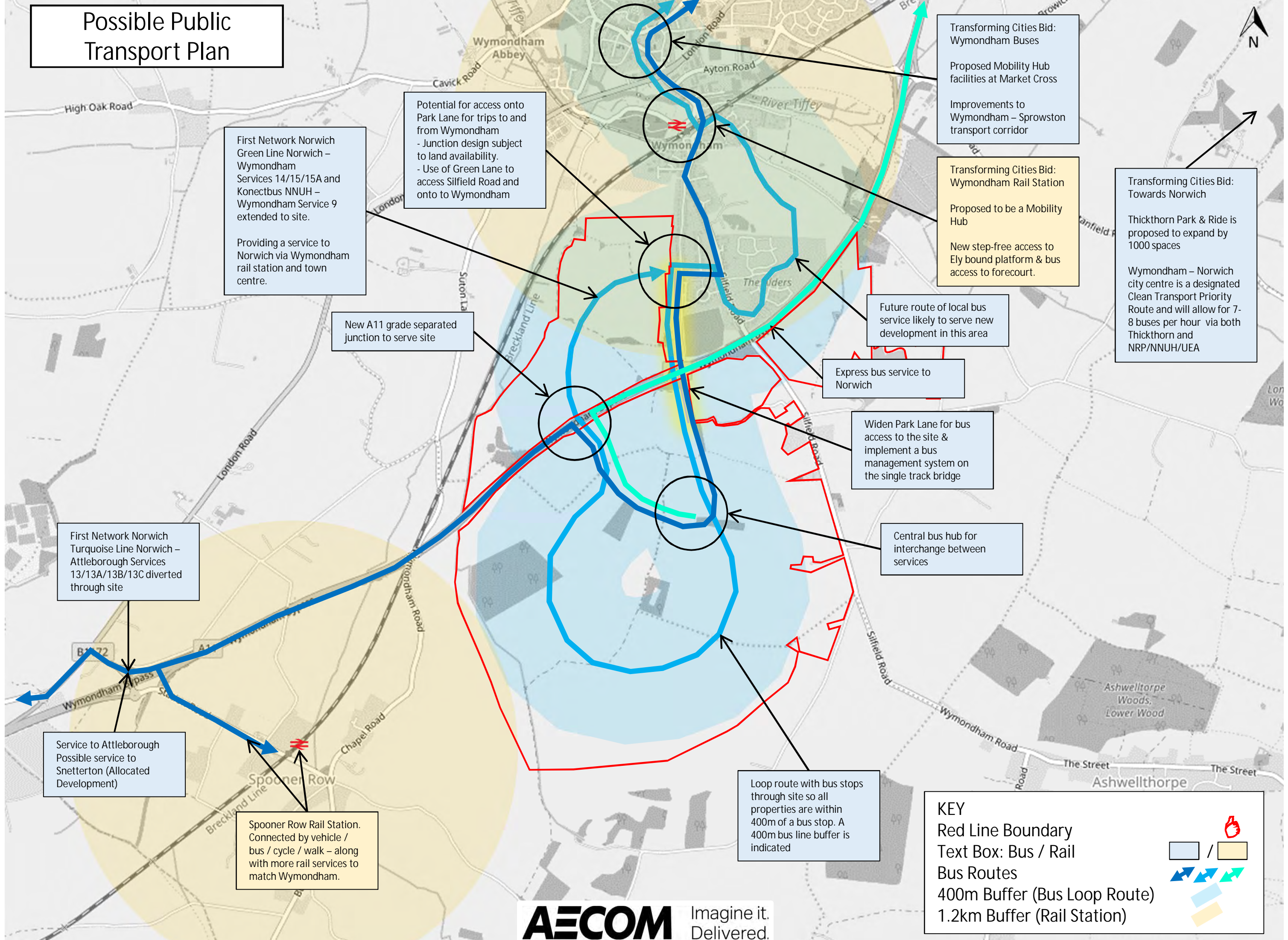
| Drawing Number: | Revision: | Date: |
|-----------------|-----------|------------|
| SIL001-023 | - | 12/03/2020 |

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
 01908 666276 mail@davidlock.com davidlock.com



Appendix H – Public Transport Strategy

Possible Public Transport Plan



First Network Norwich Green Line Norwich – Wymondham Services 14/15/15A and Konectbus NNUH – Wymondham Service 9 extended to site.
Providing a service to Norwich via Wymondham rail station and town centre.

Potential for access onto Park Lane for trips to and from Wymondham
- Junction design subject to land availability.
- Use of Green Lane to access Silfield Road and onto to Wymondham

Transforming Cities Bid: Wymondham Buses
Proposed Mobility Hub facilities at Market Cross
Improvements to Wymondham – Sprowston transport corridor

Transforming Cities Bid: Wymondham Rail Station
Proposed to be a Mobility Hub
New step-free access to Ely bound platform & bus access to forecourt.

Transforming Cities Bid: Towards Norwich
Thickthorn Park & Ride is proposed to expand by 1000 spaces
Wymondham – Norwich city centre is a designated Clean Transport Priority Route and will allow for 7-8 buses per hour via both Thickthorn and NRP/NNUH/UEA

New A11 grade separated junction to serve site

Future route of local bus service likely to serve new development in this area

Express bus service to Norwich

Widen Park Lane for bus access to the site & implement a bus management system on the single track bridge

Central bus hub for interchange between services

First Network Norwich Turquoise Line Norwich – Attleborough Services 13/13A/13B/13C diverted through site

Service to Attleborough
Possible service to Snetterton (Allocated Development)

Spoooner Row Rail Station. Connected by vehicle / bus / cycle / walk – along with more rail services to match Wymondham.

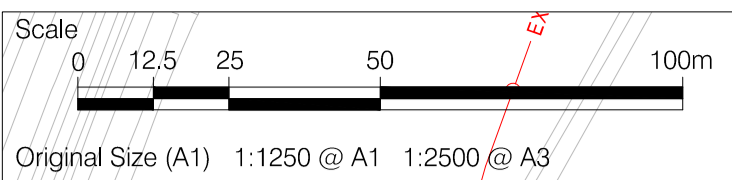
Loop route with bus stops through site so all properties are within 400m of a bus stop. A 400m bus line buffer is indicated

KEY

- Red Line Boundary
- Text Box: Bus / Rail
- Bus Routes
- 400m Buffer (Bus Loop Route)
- 1.2km Buffer (Rail Station)

Appendix I – Indicative A11 Junction Design

ISO A1 594mm x 841mm
 Approved: PD
 Checked: DB
 Approved: NA
 Designer: RC
 Checked: DB
 Project Management Initials:
 Latest Revision Initials:
 Project Reference Number: 60624799

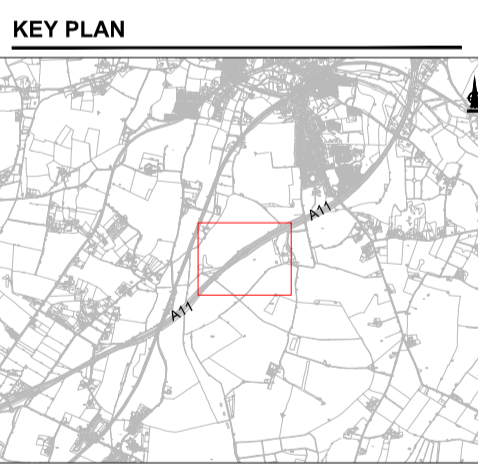
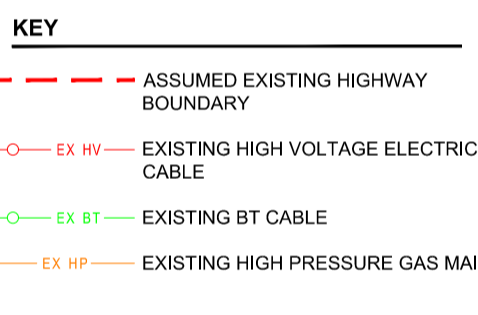


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 AECOM
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PROJECT
 SILFIELD GARDEN VILLAGE

CLIENT
 ORBIT HOMES (2020) LTD

- NOTES**
- ALL DIMENSIONS ARE IN METRES, UNLESS OTHERWISE STATED.
 - THIS DRAWING CONTAINS OS MAPPING.
 - PRELIMINARY DESIGN BASED ON INDICATIVE DUMB-BELL ROUNDABOUT LAYOUT, DRAWING NUMBER 46105_2501_001, PRODUCED BY PETER BRETT ASSOCIATES.
 - THE LOCATION OF UTILITIES SHOULD BE VERIFIED ON SITE PRIOR TO ANY INTRUSIVE INVESTIGATIONS OR CONSTRUCTION WORK, AND AS SUCH NO GUARANTEES OF THEIR ACCURACY CAN BE GIVEN. AECOM ACCEPTS NO RESPONSIBILITY FOR THE INFORMATION CONTAINED THERE IN.
 - FUTURE A11 UPGRADES TO THE EXPRESSWAY DESIGN STANDARDS TO BE INCORPORATED INTO JUNCTION LAYOUT DURING DETAILED DESIGN STAGE.
 - PRELIMINARY DESIGN LAYOUT IS SUBJECT TO CHANGE, DEPENDING ON TRAFFIC MODELING DATA, FORTHCOMING 3D TOPOGRAPHIC INFORMATION AND CONSULTATIONS WITH HIGHWAYS ENGLAND.



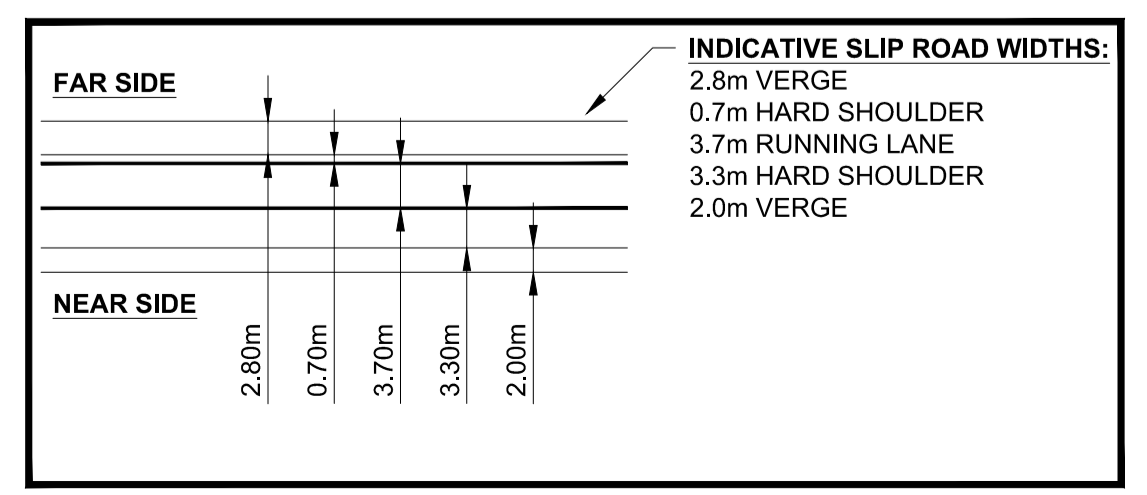
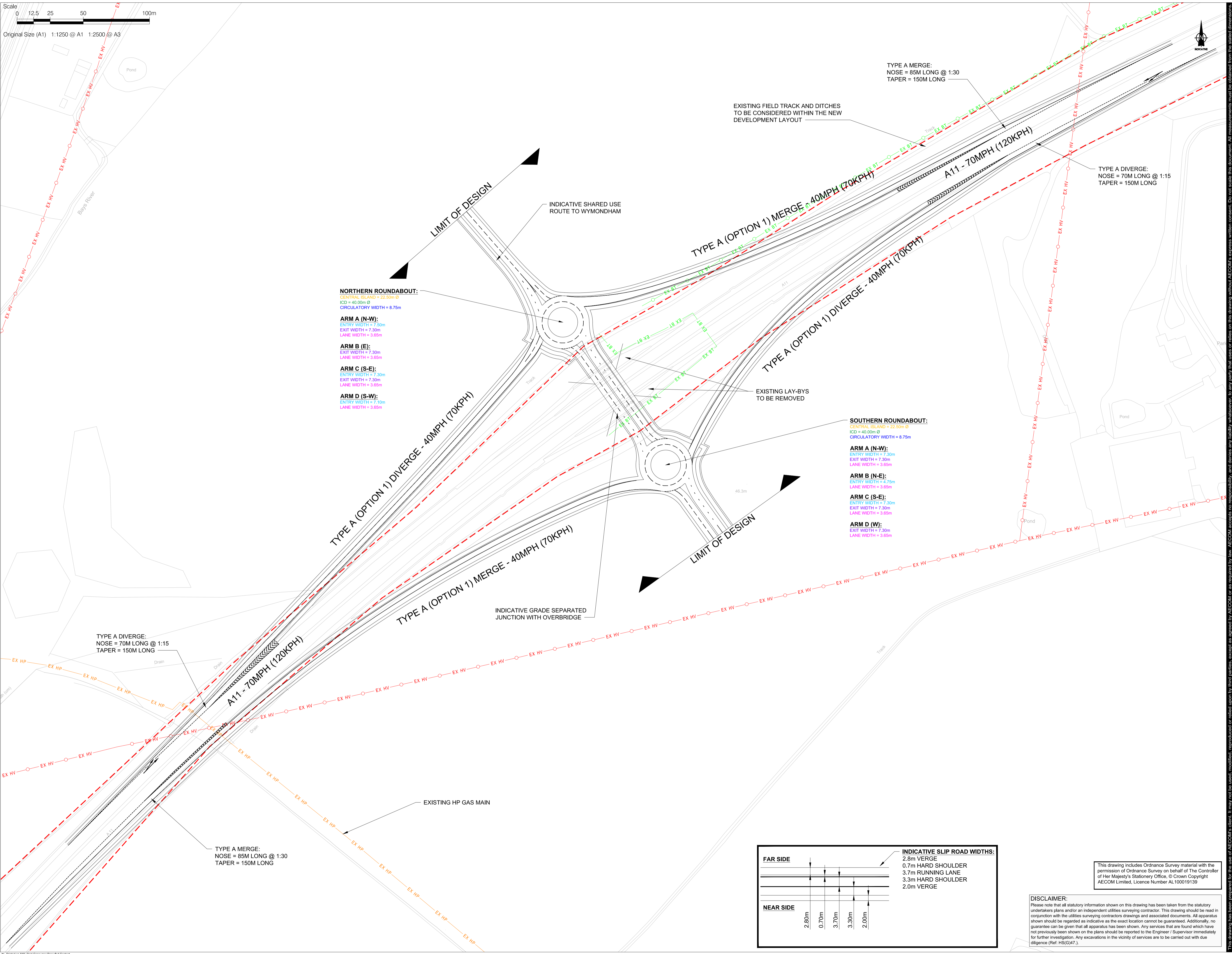
ISSUE/REVISION

| IR | DATE | DESCRIPTION |
|----|----------|---------------------------|
| B | 12/03/20 | MINOR TITLE BLOCK CHANGES |
| A | 12/02/20 | FIRST ISSUE |

SHEET TITLE
 A11 INDICATIVE GRADE SEPARATED JUNCTION LAYOUT

SHEET NUMBER
 60624799-ACM-00-XX-SK-CE-0001

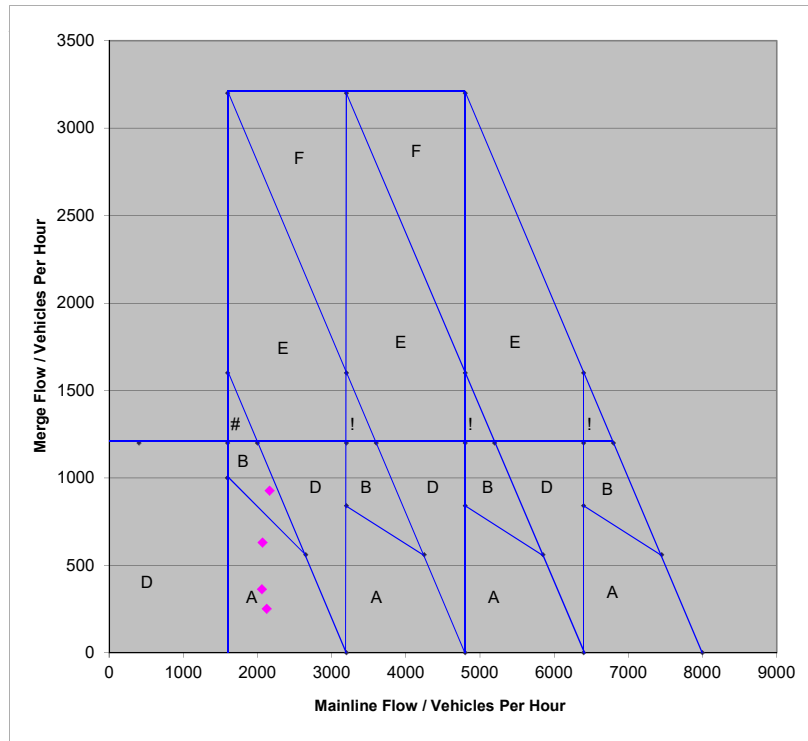
SCALE
 1:1250 @ A1; KEY PLAN 1:75000



DISCLAIMER:
 Please note that all statutory information shown on this drawing has been taken from the statutory undertakers plans and/or an independent utilities surveying contractor. This drawing should be read in conjunction with the utilities surveying contractors drawings and associated documents. All apparatus shown should be regarded as indicative as the exact location cannot be guaranteed. Additionally, no guarantee can be given that all apparatus has been shown. Any services that are found which have not previously been shown on the plans should be reported to the Engineer / Supervisor immediately for further investigation. Any excavations in the vicinity of services are to be carried out with due diligence (Ref: HS(G)47).

Appendix J – Merge – Diverge Analysis

Merge-Diverge Analysis



All-Purpose Merge

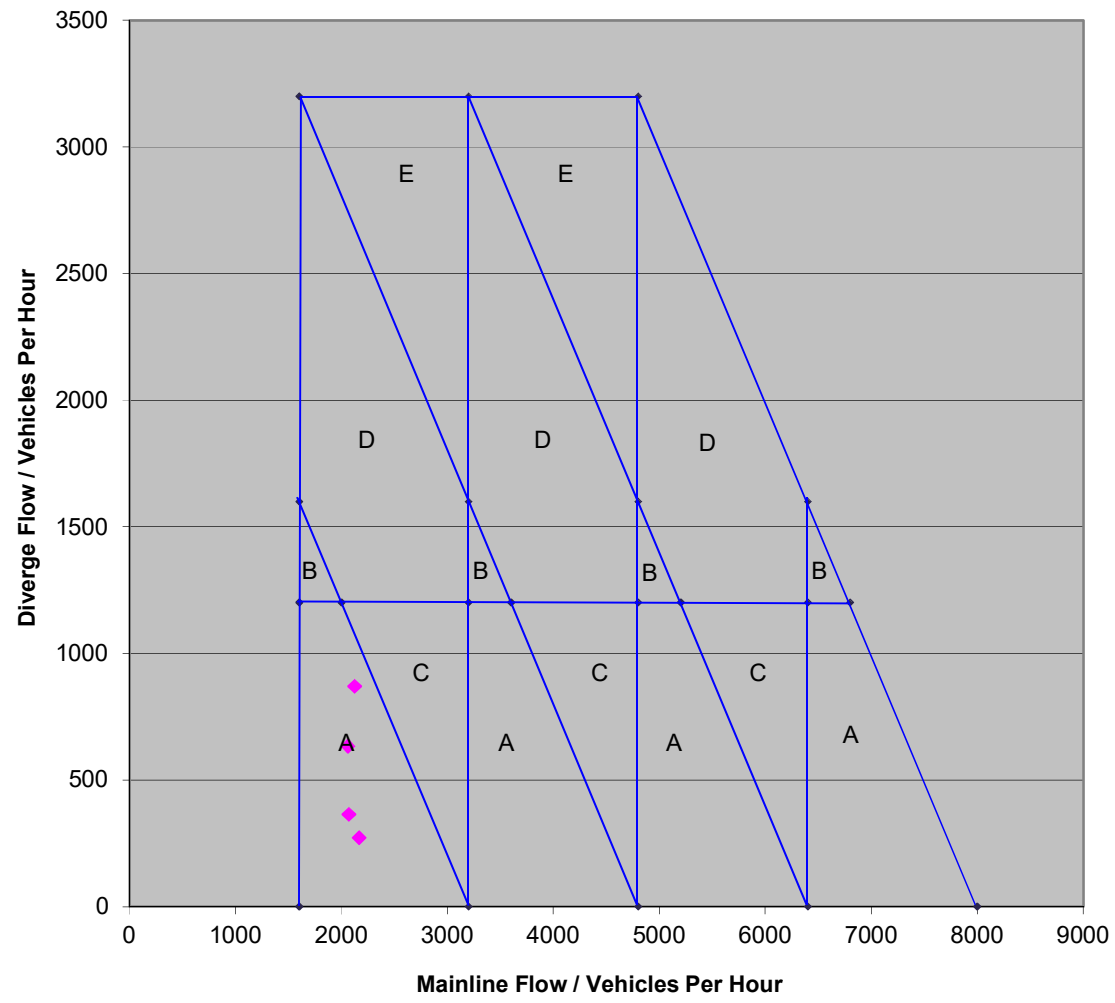
Merge Analysis - 2038

Input Data:

| Mainline Flow Information | Mainline Flow/VPH (x) | Merge Flow/VPH (y) | | Requirement |
|--------------------------------------|-----------------------|--------------------|------------|--|
| based on 2011 flows growthed to 2038 | 2166 | 927 | Northbound | AM B - Parallel Merge |
| based on 2011 flows growthed to 2038 | 2069 | 630 | Northbound | PM A - Op. 1 - Taper Merge or A - Op. 2 - 2 lane Taper Merge |
| based on 2019 flows growthed to 2038 | 2060 | 363 | Southbound | AM A - Op. 1 - Taper Merge or A - Op. 2 - 2 lane Taper Merge |
| based on 2019 flows growthed to 2038 | 2123 | 250 | Southbound | PM A - Op. 1 - Taper Merge or A - Op. 2 - 2 lane Taper Merge |

Key:

- A - Op. 1 - Taper Merge
- A - Op. 2 - 2 lane Taper Merge
- B - Parallel Merge
- C - Ghost Island Merge
- D - Lane Gain
- E - Op. 1 - Lane Gain with Ghost Island Offside Merge
- E - Op. 2 - Lane Gain with Ghost Island Nearside Merge
- F - 2 Lane Gain with Ghost Island
- G - Op. 1 - Mainline Lane Gain and Double Ghost Island Merge
- G - Op. 2 - Mainline Lane Gain and Single Ghost Island Merge
- H - Mainline 2 Lane Gain and Ghost Island Merge
- # - Area of Uncertainty



All-Purpose Diverge

Diverge Analysis - 2038

| Mainline Flow Information | | Input Data: | | Requirement | |
|--------------------------------------|-----------------------|----------------------|------------|-------------|--|
| | Mainline Flow/VPH (x) | Diverge Flow/VPH (y) | | | |
| based on 2011 flows growthed to 2038 | 2166 | 272 | Northbound | AM | A - Op. 1 - Taper Diverge or A - Op. 2 - Sing |
| based on 2011 flows growthed to 2038 | 2069 | 364 | Northbound | PM | A - Op. 1 - Taper Diverge or A - Op. 2 - Single Lane Auxiliary Diverge |
| based on 2019 flows growthed to 2038 | 2060 | 634 | Southbound | AM | A - Op. 1 - Taper Diverge or A - Op. 2 - Single Lane Auxiliary Diverge |
| based on 2019 flows growthed to 2038 | 2123 | 870 | Southbound | PM | A - Op. 1 - Taper Diverge or A - Op. 2 - Single Lane Auxiliary Diverge |

| Key: |
|---|
| A - Op. 1 - Taper Diverge |
| A - Op. 2 - Single Lane Auxiliary Diverge |
| B - Op.1 - Ghost Island Diverge |
| B - Op. 2 - Two Lane Auxiliary Diverge |
| C - Lane Drop |
| D - Op. 1 - Ghost Island Lane Drop |
| D - Op. 2 - Auxiliary Lane Lane Drop |
| E - 2 Lane Drop |

