

MID SUSSEX TRANSPORT STUDY

DISTRICT PLAN REVIEW

SCENARIO 4 REPORT (DRAFT)

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SYSTRA

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1. INTRODUCTION

1.1 Work Undertaken

1.1.1 Mid Sussex District Council (MSDC) commissioned SYSTRA to:

- Build a strategic highway model to underpin the Mid Sussex Transport Study (MSTS); and
- Update the Mid Sussex Transport Study to test the impact of proposed development on the strategic and local transport network and upon significant routes in Ashdown Forest (adjacent to but outside of Mid Sussex District).

1.1.2 The work is further divided into the following stages:

- 2019 Base Year Highway Model Production and Validation
- 2039 Reference Case Scenario;
- 2039 District Plan Review (DPR) Scenarios
- 2039 District Plan Review (DPR) Scenarios including potential mitigation

1.2 Current Position and Next Steps

1.2.1 This report is part of an iterative process to test the impact of development and the potential mitigations to reduce those impacts. The next steps will be to propose sustainable mitigations and highway mitigations and this is described in **Chapter 8 Next Steps – Capacity Mitigation**. This report is, therefore, focussed on the ‘without mitigation’ situation. However, this report does include results of scenarios which have been informed by submissions made by the significant site promoters and tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the scenario’s significant site developments (see paragraph 3.2.9). These are high level assumptions based on the site location, settlement size and on existing infrastructure. **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

1.3 Highway Model

1.3.1 The Mid Sussex Strategic Highway Model (MSSHM) was produced in accordance with standard good practice as set out in the Department for Transport’s (DfT) transport analysis guidance (TAG) , in particular TAG Unit M3-1 Highway Assignment Modelling. As such, the approaches to data processing, matrices and network production, along with model calibration are consistent with those of similar strategic highways models. The model’s base year is 2019.

1.3.2 The model production made appropriate use of existing data and existing models in the area. A small programme of surveys was undertaken to fill in some gaps in data.

1.4 Transport Study

1.4.1 The impacts on the highway network of the agreed development scenarios were assessed based on the National Planning Policy Framework (NPPF). The assessment of impacts

were based on criteria agreed by MSDC and West Sussex County Council (WSCC). These were derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts.

1.4.2 Where junctions or roads sections are assessed to be adversely impacted by the developments, the potential impact of sustainable transport mitigation will be assessed after which potential highway mitigation schemes will be tested. These mitigations will aim to remove all ‘severe’ impacts. This is described in **Chapter 8 Next Steps – Capacity Mitigation**. This report includes some initial testing of the potential impact of car trip rate reductions.

1.4.3 A safety review will also be undertaken to provide a junction and road-section based assessment of accident clusters, cross-referenced to national accident rates available from the DfT and forecast traffic flow changes as a result of the scenarios compared to the Reference Case. This is described in **Chapter 9 Next Steps – Safety Impacts**.

1.4.4 Parallel work will include:

- Undertaking environmental impact to comply with National Planning Practice Guidance on transport evidence bases in plan making.
- Undertaking air quality modelling and ecological interpretation for Habitats Regulations Assessment to test the impact of traffic, as a result of proposed development, on the Ashdown Forest Special Area of Conservation. This is based on the outputs of the Mid Sussex Transport Study.

1.5 Scenarios Tested

2039 Reference Case

1.5.1 The Reference Case represents the road network in 2039, and includes any committed highway infrastructure, development in the district and background growth to this date. This acts as a baseline when assessing the impacts of the development scenarios.

2039 Scenario 4 and Scenario 4B

1.5.2 The 2039 development scenarios are being refined as part of the Council’s plan making process, including sustainability appraisal, to help inform preparation of the District Plan Review and select a preferred option. The scenarios build on the Reference Case and assess proposed Local Plan development and supporting infrastructure in 2039. Scenario 4B differs from Scenario 4 in that it additionally includes the development site at Ansty.

2039 Scenarios 4 and 4B with Car Trip Rate Reduction (Scenarios 4m1 and 4Bm1)

1.5.3 This report includes scenarios which have been informed by submissions made by the significant site promoters and tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the scenario’s significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

1.6 Report Structure

1.6.1 The chapters in this report are:

- Chapter 1 Introduction
- Chapter 2 2039 Reference Case Preparation
- Chapter 3 2039 Scenario 4 and 4B Preparation
- Chapter 4 Scenario 4 Capacity Impacts
- Chapter 5 Scenario 4B Capacity Impacts
- Chapter 6 Scenario 4 with Car Trip Rate Reduction Capacity Impacts
- Chapter 7 Scenario 4B with Car Trip Rate Reduction Capacity Impacts
- Chapter 8 Next Steps – Capacity Mitigation
- Chapter 9 Next Steps – Safety Impacts

2. 2039 REFERENCE CASE PREPARATION

2.1 Introduction

- 2.1.1 This chapter describes the production of the 2039 Reference Case matrices and network, using the 2019 Base model as the starting point.
- 2.1.2 The 2039 Reference Case represents a benchmark against which the development scenarios are tested and compared. This enables separation of impacts resulting from the Scenarios from impacts due to background growth, committed development and infrastructure. The 2039 Reference Case includes the development sites that were in the previously modelled 2031 Site Allocations Development Plan Document (Sites DPD). It also includes the proposed mitigation for the 2031 Sites DPD Scenario as referenced in Section 2.8 below.
- 2.1.3 The following sections describe how the development growth was applied by location (external/non-MSDC or MSDC) and method (from the DfT's National Trip End Model or site specific).

2.2 2019-2039 External/Non-MSDC Development Growth (from TEMPro)

- 2.2.1 Travel demand matrices contain the forecast trips between origin and destination zones across the model study area. Forecasts are based on information obtained from the DfT's National Trip End Model (NTEM), obtained using the Trip End Model Presentation Program (TEMPro v7.2). This is compliant with guidance set out in WebTAG (Web-based Transport Assessment Guidance, published by the DfT). The forecasts include:
- population
 - employment
 - households by car ownership
 - trip ends
- 2.2.2 TEMPro is designed to allow analysis of pre-processed data from the NTEM. The pre-processed data is itself the output from a series of models developed and run by DfT's Transport Appraisal and Strategic Modelling (TASM) division. TEMPro can also be used to provide summaries of traffic growth using data from the National Transport Model (NTM).
- 2.2.3 For the transport study the trip ends data were used in the form of origin and destination growth factors. These were extracted for 2019-2039 for the AM (0700-1000) and PM (1600-1900) periods, for the locations required.
- 2.2.4 In August 2022, the Department for Transport announced the publication of the Common Analytical Scenarios ('CAS')-based National Trip End Model ('NTEM') planning datasets and the updated TEMPro v8.0 software. The new datasets and updated software are published under the Department's Forthcoming Changes (for November 2022) and further details are provided in the Release Notes at [TASM \(tagsoftware.co.uk\)](https://tagsoftware.co.uk). It is recommended that this update is taken account of in future Scenarios which follow the release of the update, and it should be noted that the Scenarios in this report use TEMPro v7.2 as stated above.

2.3 2019-2039 Mid Sussex Development Growth (Site Specific)

2.3.1 Reference Case growth in the District was applied on a site specific basis directly to model zones, in preference to using TEMPro, which was used for growth outside the District only.

Reference Case Housing in Mid Sussex District:

2.3.2 The housing developments listed in **Appendix A1 - Commitments** are included.

2.3.3 In addition all completions that occurred between the model base year of 2019 and 2022 are included.

Reference Case Employment in Mid Sussex District:

2.3.4 The employment developments included are:

- Northern Arc, Business Park: 1,500 employees
- The Hub, Business Industrial and Storage/Distribution: 50,000 sqm
- Science and Technology Park (including 154 room hotel): 2,500 employees

2.3.5 In addition the employment sites included in the previous 2031 Sites DPD Scenario and listed in **Appendix A2 - Employment Allocations** are included.

2.4 2019-2039 External Development Growth (Site Specific)

2.4.1 Some large development sites in neighbouring authorities are included as site specific developments. These are:

Reference Case Housing in Neighbouring Authorities:

- Kilnwood Vale: 2,500 units
- Land North of Horsham: 2,500 units
- North East Crawley: 2,000 units

Reference Case Employment in Neighbouring Authorities:

- Kilnwood Vale, Industrial Estate: 721 employees
- Land North of Horsham, Industrial Estate: 714 employees
- Horley Business Park: 88,000 sqm

2.5 Freight

2.5.1 Growth in freight traffic was derived from national road traffic forecasts taken from the National Transport Model (NTM) in accordance with DfT guidance in paragraphs 7.3.18 to 7.3.19 of TAG Unit M4: Forecasting and Uncertainty.

2.6 Gatwick Airport

2.6.1 Gatwick Airport Limited (GAL) Preliminary Environmental Information Report on the Northern Runway project (September 2021) states in Chapter 4: Existing Site and Operation (paragraph 4.4.1) that the airport is currently estimated to grow to 62.4 million passengers per annum (mppa) by 2038, and up to 67.2mppa by 2047 in its current configuration as a single runway, two terminal airport. These totals are accepted as being achievable with permitted development only at the airport and so are included in core forecasting assumptions.

<https://www.gatwickairport.com/globalassets/company/future-plans/northern-runway/2021/peir/vol1/peir-chapter-4-existing-site-and-operation.pdf>

2.6.2 In terms of the impact of COVID-19 pandemic, Appendix 4.3.1 Section 2 of the same document states the following and therefore, for the purposes of this study it is assumed that the trajectories in paragraph 2.6.1 will be achieved:

Overall, the updated forecasts presented in this data book predict that it will take approximately five years for passenger traffic at Gatwick to return to levels seen in 2019 and that by the end of the 2020s, passenger levels at Gatwick will have returned broadly to where they would have been had the pandemic not occurred. This reflects the combination of ongoing capacity constraints already experienced before and during 2019 and underlying market growth across the London system.

<https://www.gatwickairport.com/globalassets/company/future-plans/northern-runway/2021/peir/vol3/peir-appendix-4.3.1.pdf>

2.6.3 Forecasting for Gatwick Airport takes account of the advice provided in paragraphs 7.3.9 to 7.3.11 of TAG Unit M4: Forecasting and Uncertainty. Paragraph 7.3.10 states:

The NTEM dataset includes all trip end productions for surface access trips to airports. However, the NTEM trip end attractions **exclude** surface travel for airline passengers and those escorting them. This may mean that the spatial distribution of the trip end attractions may need to be modified from NTEM levels if there is a major airport within the vicinity of the scheme.

2.6.4 The airport is in Crawley Borough and so, by default, model growth was applied using TEMPro. Therefore, based on paragraph 7.3.10 an adjustment was applied to ensure that passenger growth is accounted for. This was based on the trajectories stated above in paragraph 2.6.1 assuming current configuration as a single runway, two terminal airport.

2.7 Trip Rates

2.7.1 Trip rates were required to calculate trip generations for developments that were applied directly to an existing model zone or dedicated new model zone.

2.7.2 The TRICS (Trip Rate Information Computer System) database was used to calculate origin and destination trip rates for the AM peak, and PM peak hours. They were used to derive the forecast matrices for the Reference Case and are shown in **Table 1**; the higher tidal rates are in **bold**. For robustness the 85th percentiles were used rather than the mean trip rates for the survey selection.

2.7.3 To ensure an appropriate sample, surveys regarded as not relevant were removed from the analyses. Surveys in the following groups were removed:

- Town centre, neighbourhood centre and ‘free-standing’ developments
- Saturday surveys
- All non B1 or B2 (for employment)
- C1 and C2 (for residential)

2.7.4 The trip rates for Private Houses and Flats use the TRICS residential category K – Mixed Private Housing (Flats and Houses).

Table 1. General Vehicle Trip Rates

USE (TRICS CATEGORY)	PARAMETER	AM ORIG	AM DEST	PM ORIG	PM DEST
Private Houses and Flats	dwelling	0.397	0.191	0.143	0.486
Office	employees	0.043	0.511	0.394	0.021
Business Park	employees	0.183	0.367	0.465	0.045
Industrial Estate	employees	0.300	0.700	0.844	0.067
Hotel	rooms	0.284	0.104	0.151	0.252
Retail (Food Superstore)	per 100sqm	3.428	3.532	6.281	5.140
Primary School	per pupil	0.388	0.482	0.060	0.034
Secondary School	per pupil	0.179	0.237	0.041	0.039

2.7.5 Full TRICS outputs are included in **Appendix E – TRICS Outputs**.

2.8 Committed Infrastructure in 2039 Reference Case

2.8.1 The reference case schemes from the previous Sites DPD modelling were carried forward to the 2039 Reference Case. These are shown in **Table 2**. The dualling of the A2300 includes the closure of the Bishopstone Lane/A2300 junction for vehicular use.

Table 2. Reference Case Infrastructure

LOCATION	DESCRIPTION		
Burgess Hill	A2300	Dualling, and junction improvements	
	The Hub	Cuckfield Rd Gatehouse Lane Roundabout improvements Signal controlled crossing	
	East of Kings Way	Junction Road / Silverdale road	Traffic signals
		Valebridge Rd / Janes Lane / Junction Rd	Traffic signals
		Kings Way	Traffic signals
		Church Rd / Mill Rd	Traffic signals
		Keymer Rd	Traffic signals
Cants Lane		Traffic signals	
Ditchling Common	Speed restrictions		
Copthorne	A264	A264 / Brookhill Rd / A220 Dukes Head Roundabout Roundabout improvements Roundabout improvements	
	Hassocks Stonepound	Stonepound Crossroads Traffic signals improvements	
Haywards Heath	Penland Farm	Hanlye Lane, Borderhill Lane Roundabout	
	Fox Hill	South of Hurstwood Lane Extension of 30mph speed limit	
	Relief Road (east)	Hurstwood Lane Traffic Signals	
	Fox Hill	B2112, Colwell Rd Roundabout improvements	
Crawley	Copthorne	M23 J10 Junction improvements	
	Tinsley	Gatwick road Roundabout improvements	
	Pound Hill	A2011 Link road, and junction improvements	
	Tinsley	Radford Rd Traffic signals	
	Tinsley Green	Steers Lane / Radford Rd Steers Lane / B2036 Traffic signals Traffic signals	
	Hazelwick	A2011 Signalised roundabout	
	Fernhill	B2036 Roundabout improvements	
	Manor Royal	Gatwick Road Roundabout improvements	
	Cheals Junction	A23 Roundabout slip lane	
	Pease Pottage	M23 J11 Signalised gyratory	
	Smart Motorways	M23 Motorway improvements	

2.8.2 The following mitigation associated with the Sites DPD Scenario was also included.

- Sustainable transport trip reductions for the Sites DPD developments
- Ansty A272/B2036 - minor widening on A272 western and eastern arms

2.8.3 In addition, the following mitigation associated with the Sites DPD Scenario as proposed by the Science and Technology Park was included:

- A2300/A23 Hickstead, Eastern Roundabout
- A23 Southbound upgraded merge and diverge between A2300 and Mill Lane
- A2300/Cuckfield Road roundabout upgrade and new S&T Park access/Cuckfield Road roundabout
- A2300/Northern Arc roundabout

2.8.4 One additional scheme was also included:

- New access road from A272/A23 northbound roundabout for Marylands Nursery

3. 2039 SCENARIO 4 AND 4B PREPARATION

3.1 Introduction

3.1.1 This section describes the preparation of 2039 Scenarios 4 and 4B.

3.2 Site Specific Growth

3.2.1 Scenario trip matrices were prepared for the AM peak and PM peak hours. The trip rates that were derived from TRICS for the committed Reference Case developments were used again to calculate trip generations for the development sites.

3.2.2 Scenario 4 assesses the impact of an additional 25 housing development sites (26 in Scenario 4B due to the addition of the site at Ansty) some of which also include employment, retail and community uses. The sites are listed in **Appendix A3 - DPR Transport Scenario 4 and 4B**.

3.2.3 In addition **windfall sites** are assumed to be 1488 units by 2039, distributed pro-rata across the Reference Case housing developments.

3.2.4 **Table 3** summarises the total housing units considered.

Table 3. Total Housing units Considered in Mid-Sussex in Scenario 4

SCENARIO	TOTAL UNITS CONSIDERED	DIFFERENCE FROM REF
Reference Case	13,884	
Scenario 4	20,435	6,551
Scenario 4 including windfall	21,923	8,039
Scenario 4B	22,035	8,151
Scenario 4B including windfall	23,523	9,639

3.2.5 **Figure 1** shows the location of the Scenario 4 and 4B development sites labelled by SHLAAID (Strategic Housing Land Availability Assessment ID) as referenced in Appendix A3. **Figure 2** shows the number of units for each site.

Development Zones – Representation of Sites

3.2.6 The larger developments sites were allocated to their own zone with appropriate access roads included.

Trip Distribution

3.2.7 The trip distributions were taken from the main model zones that the development is located in or near to and based on Census Journey Work 2011 for commuting trips and existing local model matrices for other purposes.

Scenarios 4 and 4B with Car Trip Rate Reduction (Scenarios 4m1 and 4Bm1)

3.2.8 This report includes scenarios which have been informed by submissions made by the significant site promoters and tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

3.2.9 The following trip rate reductions are assumed for the Crabbet Park, West of Burgess Hill, Sayers Common and Ansty significant sites:

- 15% reduction on residential unit car trip rates to account for home working, internalisation and mode share assumptions
- 80% reduction on primary school car trip rates to account for internalisation of trips

Figure 1. Scenario Map with SHLAAID

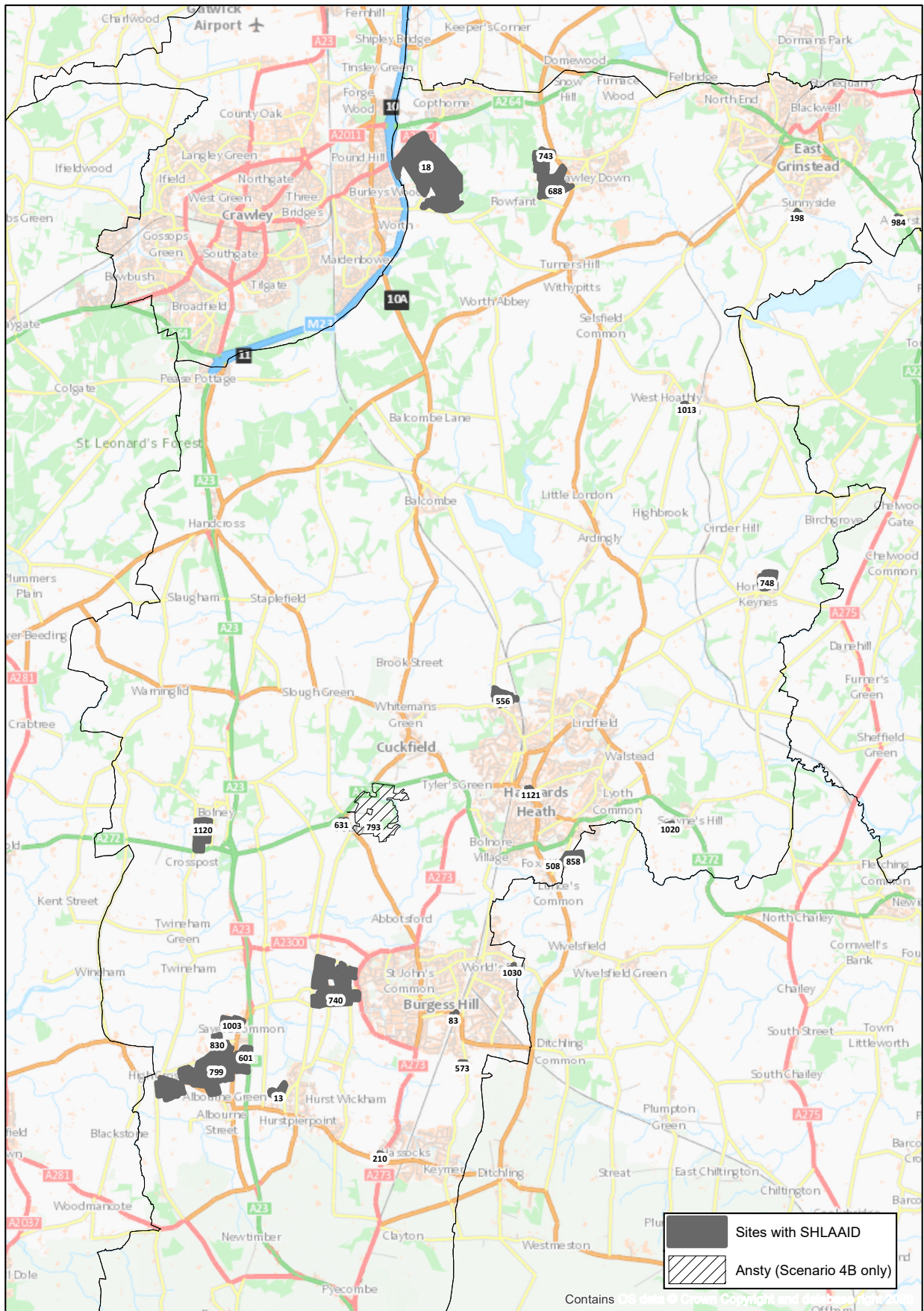
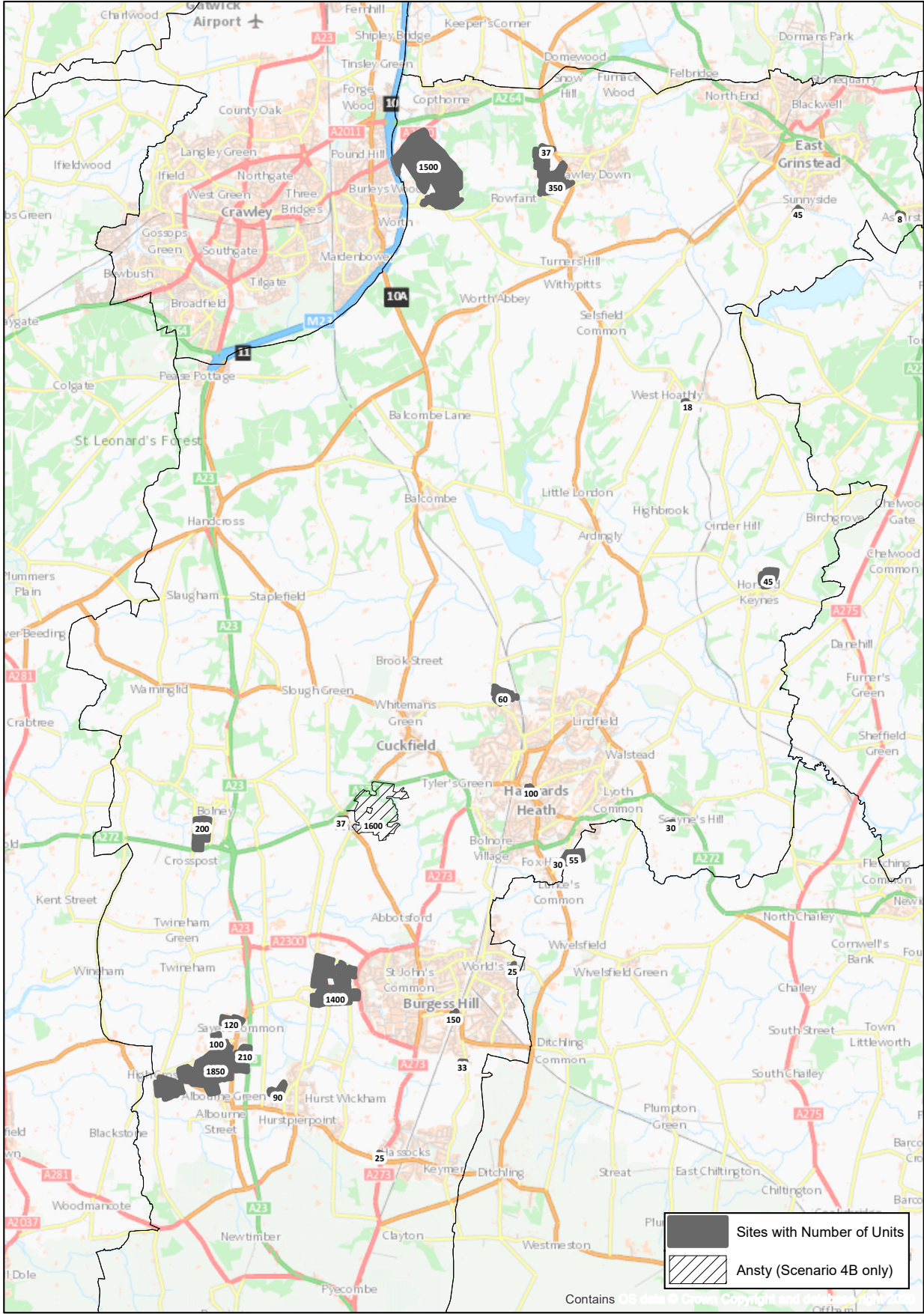


Figure 2. Scenario Map with Number of Units



4. SCENARIO 4 CAPACITY IMPACTS

4.1 Introduction

4.1.1 This chapter reports the capacity impact results of **Scenario 4** compared to the Reference Case. The following items are included:

- Traffic Flow Impacts
- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts
- Cross Boundary Impacts

4.1.2 Reporting includes assessment of locations in neighbouring authorities.

4.2 Traffic Flow Impacts

4.2.1 **Appendix D – Flow Maps** shows the impact of the **Scenario 4** on traffic flows compared to the Reference Case. Maps are shown separately for the south and north areas and shown for all flow differences and for increases of 50 or more vehicles only.

4.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

4.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

4.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.

4.3.3 **Table 4** summarises the Reference Case and **Scenario 4** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

4.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

Table 4. Scenario 4: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4				Ref Case Scenario 4				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref	% Diff	
M23 / A23												
Northbound												
A23 - A27 to A273 DIVERGE	3	1600	4800	4221	4359	137	3%	3574	4005	431	12%	
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	3742	3929	186	5%	2687	3100	413	15%	
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	3617	3652	35	1%	2369	2779	410	17%	
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	3059	3062	3	0%	1837	1876	39	2%	
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	3821	4000	178	5%	2337	2506	169	7%	
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	4338	4682	344	8%	3662	3811	149	4%	
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4792	5404	612	13%	3682	3890	208	6%	
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4746	5252	506	11%	3715	3816	101	3%	
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	5365	5774	409	8%	4078	4123	45	1%	
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4599	4843	244	5%	3453	3499	47	1%	
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5044	5324	280	6%	3712	3761	49	1%	
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4540	4873	333	7%	3978	3980	1	0%	
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4469	4748	279	6%	4683	4707	25	1%	
M23 / A23												
Southbound												
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5237	5264	27	1%	5336	5612	276	5%	
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4715	4765	51	1%	4939	5284	345	7%	
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4095	4289	194	5%	5001	5298	297	6%	
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3417	3563	146	4%	4267	4497	230	5%	
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3780	4014	234	6%	5106	5501	395	8%	
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3444	3583	139	4%	4463	4915	451	10%	
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3735	3893	158	4%	4720	5246	526	11%	
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3737	4073	335	9%	4953	5583	630	13%	
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3715	3941	226	6%	5019	5512	493	10%	
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	3370	3128	-242	-7%	4653	5206	552	12%	
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2555	2434	-121	-5%	3895	3842	-53	-1%	
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	3090	3438	348	11%	4157	4237	80	2%	
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	3434	3803	368	11%	4172	4257	84	2%	
A23 - A273 MERGE to A27	3	1600	4800	3980	4150	170	4%	5236	5183	-53	-1%	

4.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **13%** and southbound between the B2115 and the A273, where the increase is up to approximately **11%**.

4.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27 and the B2117, where the increase is up to approximately **17%** and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **13%**.

4.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.

4.3.8 **Table 5** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 5. Scenario 4: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4				Ref Case Scenario 4				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref	% Diff	
M23 / A23												
Northbound												
A273 DIVERGE	1	1200	1200	780	855	75	10%	1055	1117	62	6%	
A273 MERGE	1	1200	1200	302	425	123	41%	169	212	43	26%	
A281 DIVERGE	1	1200	1200	356	512	156	44%	362	367	5	1%	
A281 MERGE	1	1200	1200	231	235	5	2%	44	46	2	5%	
B2117 DIVERGE	1	1200	1200	558	590	32	6%	532	903	371	70%	
B2118 MERGE	1	1200	1200	762	938	176	23%	500	630	130	26%	
A2300 DIVERGE	1	1200	1200	224	295	71	32%	57	65	8	15%	
A2300 MERGE	1	1200	1200	741	977	236	32%	1382	1370	-12	-1%	
A272 DIVERGE	1	1200	1200	338	326	-12	-3%	324	332	8	2%	
A272 MERGE	1	1200	1200	792	1048	256	32%	344	410	67	19%	
B2115 DIVERGE	1	1200	1200	350	471	121	35%	190	279	88	46%	
B2115 MERGE	1	1200	1200	304	319	15	5%	224	205	-19	-8%	
B2110 DIVERGE	1	1200	1200	397	483	86	22%	243	294	51	21%	
B2110 MERGE	1	1200	1200	1016	1005	-11	-1%	606	601	-4	-1%	
J11 DIVERGE	2	1350	2700	1805	1963	158	9%	1732	1751	19	1%	
J11 MERGE	1	1350	1350	1039	1032	-7	-1%	1106	1127	21	2%	
J10a MERGE	1	1350	1350	444	481	36	8%	259	262	3	1%	
J10 DIVERGE	2	1350	2700	1542	1660	118	8%	1120	1147	28	2%	
J10 MERGE	2	1350	2700	1038	1209	171	16%	1386	1366	-20	-1%	
J9 DIVERGE	2	1350	2700	1507	1562	55	4%	878	893	15	2%	
J9 MERGE	2	1350	2700	1436	1437	1	0%	1582	1620	39	2%	
M23 / A23												
Southbound												
J9 DIVERGE	2	1350	2700	1434	1406	-27	-2%	1714	1714	0	0%	
J9 MERGE	2	1350	2700	912	908	-4	0%	1317	1386	69	5%	
J10 DIVERGE	2	1350	2700	1721	1653	-68	-4%	1227	1378	151	12%	
J10 MERGE	2	1350	2700	1101	1177	75	7%	1289	1392	103	8%	
J10a DIVERGE	2	1350	2700	678	726	48	7%	734	802	67	9%	
J11 DIVERGE	2	1350	2700	1104	1124	21	2%	887	944	57	6%	
J11 MERGE	1	1350	1350	1467	1575	108	7%	1727	1949	222	13%	
B2114 DIVERGE	1	1200	1200	337	431	94	28%	643	587	-56	-9%	
B2110 MERGE	1	1200	1200	291	310	19	6%	256	331	74	29%	
B2115 DIVERGE	1	1200	1200	347	260	-87	-25%	390	337	-52	-13%	
B2115 MERGE	1	1200	1200	349	440	91	26%	623	675	52	8%	
A272 DIVERGE	1	1200	1200	457	585	128	28%	695	813	118	17%	
A272 MERGE	1	1200	1200	435	454	19	4%	762	742	-20	-3%	
A2300 DIVERGE	2	1200	2400	1531	1551	20	1%	1149	1260	111	10%	
A2300 MERGE	1	1200	1200	1186	738	-448	-38%	783	954	170	22%	
B2118/Mill Lane DIVERGE	1	1200	1200	815	694	-121	-15%	758	1364	605	80%	
B2117 MERGE	1	1200	1200	535	1004	469	88%	262	395	133	51%	
A281 MERGE	1	1200	1200	344	364	20	6%	15	19	4	25%	
A273 DIVERGE	1	1200	1200	228	323	95	42%	53	154	100	188%	
A273 MERGE	1	1200	1200	774	671	-103	-13%	1117	1080	-37	-3%	

4.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There is an exceedance in the Scenario only at the B2118/Mill Lane southbound diverge in the PM peak. It should be noted that the Reference Case includes a proposed scheme here as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

4.3.10 **Table 6** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4** alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles
- Ratio of flow to capacity (RFC)
- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 6. Scenario 4: M23 Junctions 9, 10 and 11 – Approach Arm Results

Junction	Approach Arm	2039 Reference Case				2039 Scenario 4				2039 Reference Case				2039 Scenario 4			
		AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1434	57.8	11.2	3.7	1714	93.9	30.7	8.3	1406	57.2	11.2	3.6	1714	93.0	29.2	8.2
	M23 Northbound off-slip (S)	1507	44.9	1.0	0.0	878	24.4	0.7	0.0	1562	46.7	1.0	0.0	893	24.8	0.7	0.0
	Gatwick Spur (W)	1057	54.3	3.0	0.0	1748	80.3	3.0	0.0	1059	54.3	3.0	0.0	1734	77.6	3.0	0.0
	Circulatory North	912	87.3	32.4	5.3	1317	101.9	97.0	20.8	908	87.3	32.3	5.3	1386	102.7	111.6	26.9
	Circulatory East	2346	38.2	0.5	0.0	3031	53.5	0.6	0.0	2314	38.0	0.5	0.0	3101	53.2	0.6	0.0
	Circulatory South	1434	30.7	0.6	0.0	1714	36.9	0.6	0.0	1406	30.4	0.6	0.0	1714	36.0	0.6	0.0
Junction 10	M23 Southbound off-slip (N)	1721	86.4	23.0	8.1	1227	55.3	14.3	4.2	1653	81.6	20.8	7.5	1378	59.8	15.9	5.2
	Copthorne Way (E)	680	33.3	18.6	2.7	1365	76.8	94.1	20.4	970	45.6	20.5	3.8	1427	77.7	89.5	19.2
	M23 Northbound off-slip (S)	1542	67.1	43.4	14.0	1120	65.8	68.6	12.4	1660	70.4	48.5	15.0	1147	66.7	70.2	12.6
	A2011 Crawley Avenue (W)	1825	84.7	21.6	8.4	2154	76.8	14.5	6.7	1793	82.4	20.7	8.0	2131	77.7	14.9	6.5
	Circulatory North	1496	99.8	62.9	7.8	1443	104.4	150.7	37.3	1536	100.9	80.2	13.8	1490	105.3	168.0	43.7
	Circulatory East	1787	77.5	16.4	6.9	1244	44.7	13.1	4.1	1772	76.5	16.1	6.7	1323	46.5	13.8	4.6
	Circulatory South	1366	70.7	21.6	7.6	1320	56.3	12.8	4.1	1566	79.2	24.5	9.2	1357	56.3	12.8	4.1
	Circulatory West	710	46.6	18.5	2.7	675	62.3	36.2	3.5	952	60.1	20.3	3.6	725	68.3	53.2	3.7
Junction 11	M23 Southbound off-slip (NE)	1104	52.7	16.7	4.4	887	65.2	25.8	5.1	1124	53.5	16.8	4.5	944	68.7	26.4	5.4
	Brighton Road (S)	1152	50.1	21.4	6.3	676	31.2	19.2	3.6	1151	50.0	21.4	6.3	658	30.3	19.1	3.5
	M23 Northbound off-slip (SW)	1149	31.7	9.9	2.9	618	18.2	9.1	1.7	1236	33.0	10.0	3.0	645	18.8	9.1	1.7
	A264 (W)	1065	47.9	21.1	5.8	759	33.1	19.4	3.7	1108	50.0	21.4	6.1	902	39.0	20.0	4.5
	A23 Brighton Road (N)	966	43.2	13.4	3.3	1998	86.7	28.0	12.1	1035	45.7	13.9	3.6	2162	91.9	32.8	13.6
	Circulatory NE	1184	63.9	16.6	4.7	2013	74.7	11.9	5.1	1297	69.0	17.4	5.3	2227	81.2	13.5	5.9
	Circulatory South	2288	54.3	12.0	7.0	2900	64.7	13.8	9.6	2421	56.9	12.5	7.7	3172	69.7	14.8	11.4
	Circulatory SW	1140	98.2	58.1	6.5	973	80.8	25.9	5.0	1158	99.5	67.5	6.7	984	80.8	25.8	5.0
	Circulatory West	2289	65.8	53.5	13.1	1592	46.1	18.2	6.6	2394	67.5	57.2	16.3	1629	46.7	18.0	6.6
	Circulatory North	2806	85.9	17.5	11.0	1979	61.5	17.7	8.8	2887	87.3	18.0	11.5	2136	65.6	18.8	9.9

4.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4**.

4.4 Identification of Junctions with Capacity Impacts

4.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely “significant amount of movement” and “severe impacts”. In addition, a “showstopper” is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.

4.4.2 An approach was devised to identify junctions forecast to experience ‘severe’ impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A ‘severe’ impact is defined as a junction with any approach arm experiencing both of the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
- an increase in average delay of **30 seconds** or more to an average delay of **two minutes** or more in any peak hour, in any Scenario

4.4.3 A ‘significant’ impact is a junction with any approach arm experiencing the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any peak hour, in any Scenario

4.4.4 **Table 7** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4** when compared to the Reference Case.

Table 7. Scenario 4: ‘Severe’ and ‘Significant’ Junction Impacts

SCENARIO	‘SEVERE’ IMPACTS	‘SIGNIFICANT’ IMPACTS
Scenario 4 vs Reference Case	14	38

4.4.5 In **Scenario 4** there are ‘severe’ impacts at **14** junctions and ‘significant’ impacts at **38** junctions. The junctions with ‘severe’ impacts are:

- N1 Copthorne A264 / A2220 Copthorne
- N7 Crawley Down B2028 Turners Hill Road / Wallage Lane
- N8 Turners Hill B2110 / B2028 Turners Hill
- N16 Crawley B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
- C7 Ansty A272 / B2036
- C10 Bolney A23 / A272 Bolney Road
- C10aBolney London Road / A272 Cowfold Road
- C12 Haywards Heath A273 / Isaac's Lane / Traustein Way
- S2 Burgess Hill A23 / A2300 Eastern Roundabout (planned scheme)
- S3 Burgess Hill A2300 / Cuckfield Road (planned scheme)
- S6 Burgess Hill Junction Road / B2113, Burgess Hill
- S8 Hassocks A273 / B2116 Hassocks (Stonepound)
- S21 Burgess Hill B2112 / Green Road (LEWES DISTRICT)
- S22 Burgess Hill Valebridge Road / Junction Road / Leylands Road

4.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.

4.4.7 **Figure 3** is a map showing the locations of the significant and severely impacted junctions.

4.5 Cross Boundary Impacts

4.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

4.5.2 There are **two** junctions in neighbouring authorities which experience a ‘severe’ impact:

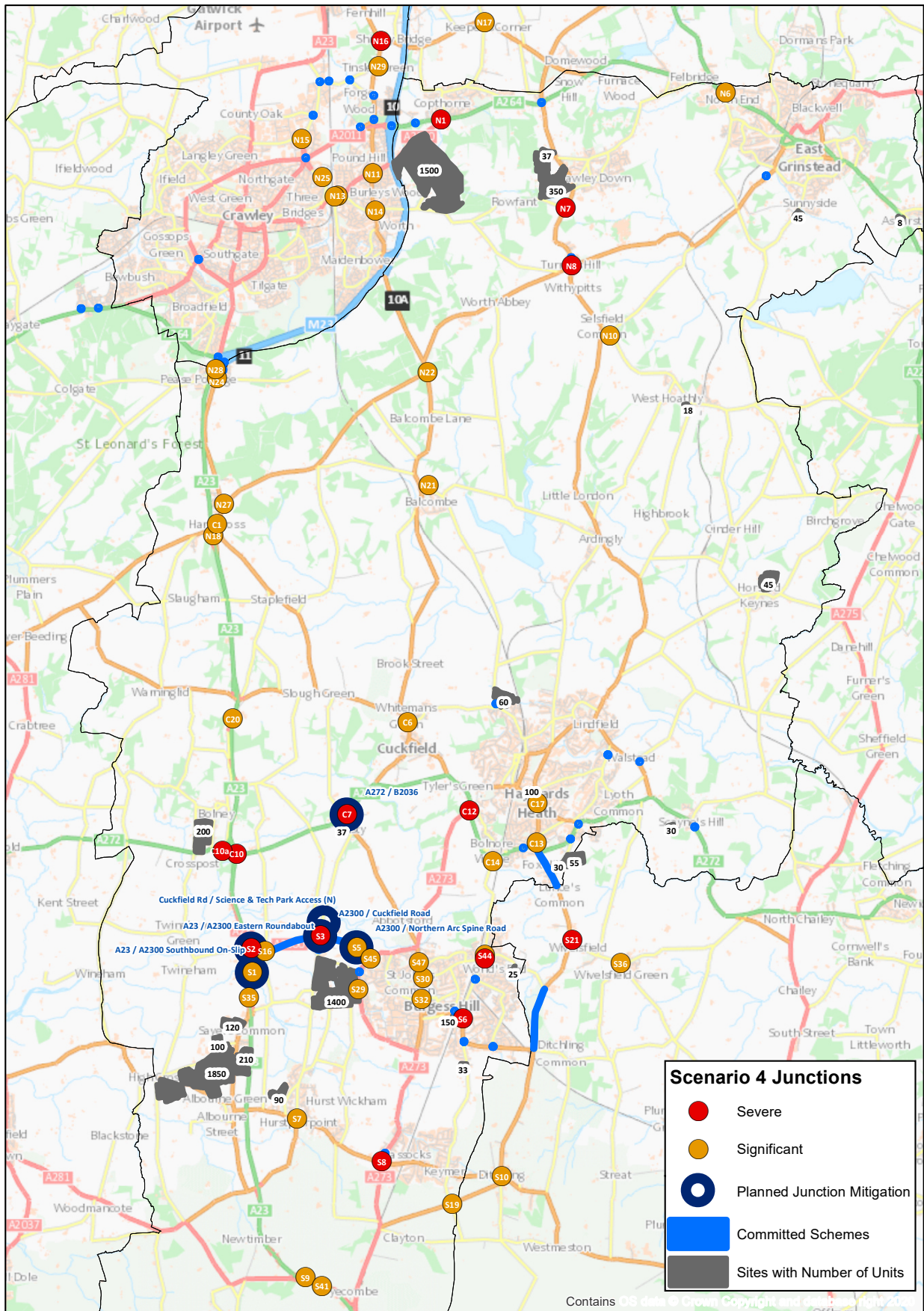
- Crawley Borough: N16
- Lewes District: S21

4.5.3 **Table 8** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4 results in an increase in vehicle kilometres of **2.56%** in the **AM peak** and **1.66%** in the **PM peak**.

Table 8. Scenario 4: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK
Scenario 4 vs Reference Case	2.56%	1.66%

Figure 3. 'Significant' and 'severely' impacted junctions - Scenario 4 versus Reference Case



5. SCENARIO 4B CAPACITY IMPACTS

5.1 Introduction

5.1.1 This chapter reports the capacity impact results of **Scenario 4B** compared to the Reference Case. The following items are included:

- Traffic Flow Impacts
- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts
- Cross Boundary Impacts

5.1.2 Reporting includes assessment of locations in neighbouring authorities.

5.2 Traffic Flow Impacts

5.2.1 **Appendix D – Flow Maps** shows the impact of **Scenario 4B** on traffic flows compared to the Reference Case. Maps are shown separately for the south and north areas and shown for all flow differences and for increases of 50 or more vehicles only.

5.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

5.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

5.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.

5.3.3 **Table 9** summarises the Reference Case and **Scenario 4B** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

5.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

Table 9. Scenario 4B: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4B				Ref Case Scenario 4B				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref4	% Diff	
M23 / A23												
Northbound												
A23 - A27 to A273 DIVERGE	3	1600	4800	4221	4433	212	5%	3574	4041	467	13%	
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	3742	3948	205	5%	2687	3160	472	18%	
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	3617	3696	78	2%	2369	2835	466	20%	
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	3059	3076	16	1%	1837	1899	62	3%	
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	3821	4031	210	6%	2337	2485	148	6%	
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	4338	4748	410	9%	3662	3712	49	1%	
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4792	5634	842	18%	3682	3938	257	7%	
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4746	5385	639	13%	3715	3845	130	4%	
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	5365	5916	551	10%	4078	4132	54	1%	
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4599	4913	314	7%	3453	3510	57	2%	
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5044	5392	348	7%	3712	3775	63	2%	
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4540	4924	384	8%	3978	3996	18	0%	
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4469	4780	311	7%	4683	4710	27	1%	
M23 / A23												
Southbound												
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5237	5286	49	1%	5336	5648	312	6%	
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4715	4796	81	2%	4939	5329	390	8%	
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4095	4320	225	6%	5001	5346	345	7%	
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3417	3592	175	5%	4267	4566	299	7%	
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3780	4059	279	7%	5106	5627	521	10%	
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3444	3632	188	5%	4463	5092	629	14%	
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3735	3965	229	6%	4720	5422	702	15%	
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3737	4222	485	13%	4953	5703	751	15%	
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3715	3924	208	6%	5019	5494	476	9%	
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	3370	3158	-212	-6%	4653	5258	605	13%	
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2555	2462	-93	-4%	3895	3828	-67	-2%	
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	3090	3465	376	12%	4157	4281	124	3%	
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	3434	3827	393	11%	4172	4300	128	3%	
A23 - A273 MERGE to A27	3	1600	4800	3980	4255	275	7%	5236	5174	-62	-1%	

5.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **18%** (13% in Scenario 4) and southbound between the B2115 and the A273, where the increase is up to approximately **13%** (11% in Scenario 4).

5.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27 and the B2117, where the increase is up to approximately **20%** (17% in Scenario 4) and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **15%** (13% in Scenario 4).

5.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.

5.3.8 **Table 10** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 10. Scenario 4B: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4B				Ref Case Scenario 4B				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref4	% Diff	
M23 / A23 Northbound												
A273 DIVERGE	1	1200	1200	780	851	71	9%	1055	1110	55	5%	
A273 MERGE	1	1200	1200	302	365	64	21%	169	229	60	36%	
A281 DIVERGE	1	1200	1200	356	479	123	35%	362	369	7	2%	
A281 MERGE	1	1200	1200	231	227	-4	-2%	44	44	1	1%	
B2117 DIVERGE	1	1200	1200	558	620	62	11%	532	936	404	76%	
B2118 MERGE	1	1200	1200	762	956	194	25%	500	585	86	17%	
A2300 DIVERGE	1	1200	1200	224	324	100	45%	57	103	47	83%	
A2300 MERGE	1	1200	1200	741	1041	299	40%	1382	1330	-52	-4%	
A272 DIVERGE	1	1200	1200	338	330	-8	-2%	324	308	-16	-5%	
A272 MERGE	1	1200	1200	792	1217	425	54%	344	535	192	56%	
B2115 DIVERGE	1	1200	1200	350	559	209	60%	190	273	82	43%	
B2115 MERGE	1	1200	1200	304	310	6	2%	224	180	-44	-20%	
B2110 DIVERGE	1	1200	1200	397	479	82	21%	243	314	71	29%	
B2110 MERGE	1	1200	1200	1016	1011	-6	-1%	606	600	-6	-1%	
J11 DIVERGE	2	1350	2700	1805	2027	221	12%	1732	1753	21	1%	
J11 MERGE	1	1350	1350	1039	1023	-16	-2%	1106	1131	24	2%	
J10a MERGE	1	1350	1350	444	479	35	8%	259	265	6	2%	
J10 DIVERGE	2	1350	2700	1542	1672	130	8%	1120	1144	25	2%	
J10 MERGE	2	1350	2700	1038	1204	166	16%	1386	1366	-21	-1%	
J9 DIVERGE	2	1350	2700	1507	1581	74	5%	878	902	25	3%	
J9 MERGE	2	1350	2700	1436	1437	1	0%	1582	1616	35	2%	
M23 / A23 Southbound												
J9 DIVERGE	2	1350	2700	1434	1405	-29	-2%	1714	1714	0	0%	
J9 MERGE	2	1350	2700	912	915	3	0%	1317	1395	78	6%	
J10 DIVERGE	2	1350	2700	1721	1649	-72	-4%	1227	1375	148	12%	
J10 MERGE	2	1350	2700	1101	1174	72	7%	1289	1392	103	8%	
J10a DIVERGE	2	1350	2700	678	728	50	7%	734	780	46	6%	
J11 DIVERGE	2	1350	2700	1104	1131	27	2%	887	938	50	6%	
J11 MERGE	1	1350	1350	1467	1598	131	9%	1727	1999	272	16%	
B2114 DIVERGE	1	1200	1200	337	427	91	27%	643	535	-108	-17%	
B2110 MERGE	1	1200	1200	291	333	41	14%	256	330	73	29%	
B2115 DIVERGE	1	1200	1200	347	205	-142	-41%	390	320	-70	-18%	
B2115 MERGE	1	1200	1200	349	462	114	33%	623	601	-21	-3%	
A272 DIVERGE	1	1200	1200	457	714	257	56%	695	904	209	30%	
A272 MERGE	1	1200	1200	435	415	-20	-5%	762	696	-66	-9%	
A2300 DIVERGE	2	1200	2400	1531	1551	20	1%	1149	1193	44	4%	
A2300 MERGE	1	1200	1200	1186	785	-400	-34%	783	956	173	22%	
B2118/Mill Lane DIVERGE	1	1200	1200	815	696	-119	-15%	758	1430	672	89%	
B2117 MERGE	1	1200	1200	535	1004	469	88%	262	454	192	73%	
A281 MERGE	1	1200	1200	344	361	17	5%	15	19	4	23%	
A273 DIVERGE	1	1200	1200	228	313	84	37%	53	191	138	258%	
A273 MERGE	1	1200	1200	774	741	-33	-4%	1117	1065	-52	-5%	

5.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There are also exceedances in the Scenario only at the A272 northbound merge in the AM peak and the B2118/Mill Lane southbound diverge in the PM peak. It should be noted the Reference Case includes a proposed scheme at the B2118/Mill Lane southbound diverge as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

5.3.10 **Table 11** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4B** alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles
- Ratio of flow to capacity (RFC)

- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 11. Scenario 4B: M23 Junctions 9, 10 and 11 – Approach Arm Results

Junction	Approach Arm	2039 Reference Case								2039 Scenario 4B							
		AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1434	57.8	11.2	3.7	1714	93.9	30.7	8.3	1405	57.3	11.2	3.6	1714	93.0	29.2	8.2
	M23 Northbound off-slip (S)	1507	44.9	1.0	0.0	878	24.4	0.7	0.0	1581	46.7	1.0	0.0	902	25.2	0.7	0.0
	Gatwick Spur (W)	1057	54.3	3.0	0.0	1748	80.3	3.0	0.0	1063	54.5	3.0	0.0	1744	77.8	3.0	0.0
	Circulatory North	912	87.3	32.4	5.3	1317	101.9	97.0	20.8	915	87.8	32.8	5.4	1395	102.9	115.1	28.4
	Circulatory East	2346	38.2	0.5	0.0	3031	53.5	0.6	0.0	2320	38.1	0.5	0.0	3110	53.2	0.6	0.0
	Circulatory South	1434	30.7	0.6	0.0	1714	36.9	0.6	0.0	1405	30.4	0.6	0.0	1714	35.9	0.6	0.0
Junction 10	M23 Southbound off-slip (N)	1721	86.4	23.0	8.1	1227	55.3	14.3	4.2	1649	81.4	20.8	7.5	1375	59.6	15.9	5.2
	Copthorne Way (E)	680	33.3	18.6	2.7	1365	76.8	94.1	20.4	966	45.4	20.6	3.8	1421	77.3	87.2	18.3
	M23 Northbound off-slip (S)	1542	67.1	43.4	14.0	1120	65.8	68.6	12.4	1672	70.3	47.9	15.0	1144	66.4	67.4	12.6
	A2011 Crawley Avenue (W)	1825	84.7	21.6	8.4	2154	76.8	14.5	6.7	1795	82.3	20.7	8.0	2142	78.7	15.2	6.6
	Circulatory North	1496	99.8	62.9	7.8	1443	104.4	150.7	37.3	1539	100.8	79.3	13.4	1495	105.5	170.5	44.6
	Circulatory East	1787	77.5	16.4	6.9	1244	44.7	13.1	4.1	1769	76.3	15.9	6.6	1324	46.4	13.8	4.5
	Circulatory South	1366	70.7	21.6	7.6	1320	56.3	12.8	4.1	1561	78.9	24.4	9.2	1352	56.0	12.7	4.1
	Circulatory West	710	46.6	18.5	2.7	675	62.3	36.2	3.5	948	59.6	20.1	3.5	719	68.4	57.9	3.7
Junction 11	M23 Southbound off-slip (NE)	1104	52.7	16.7	4.4	887	65.2	25.8	5.1	1131	53.8	16.9	4.6	938	68.2	26.3	5.4
	Brighton Road (S)	1152	50.1	21.4	6.3	676	31.2	19.2	3.6	1150	49.8	21.4	6.2	657	30.3	19.1	3.5
	M23 Northbound off-slip (SW)	1149	31.7	9.9	2.9	618	18.2	9.1	1.7	1256	33.3	10.0	3.0	648	18.8	9.1	1.7
	A264 (W)	1065	47.9	21.1	5.8	759	33.1	19.4	3.7	1095	49.4	21.3	6.0	1007	43.4	20.5	5.1
	A23 Brighton Road (N)	966	43.2	13.4	3.3	1998	86.7	28.0	12.1	1055	46.5	14.1	3.7	2209	93.0	34.2	13.9
	Circulatory NE	1184	63.9	16.6	4.7	2013	74.7	11.9	5.1	1315	69.6	17.5	5.3	2306	83.4	14.2	6.2
	Circulatory South	2288	54.3	12.0	7.0	2900	64.7	13.8	9.6	2446	57.3	12.6	7.8	3244	70.8	15.1	11.8
	Circulatory SW	1140	98.2	58.1	6.5	973	80.8	25.9	5.0	1155	99.1	64.6	6.6	999	81.6	26.3	5.0
	Circulatory West	2289	65.8	53.5	13.1	1592	46.1	18.2	6.6	2411	67.6	62.3	19.6	1647	47.0	17.8	6.6
		Circulatory North	2806	85.9	17.5	11.0	1979	61.5	17.7	8.8	2891	86.9	17.8	11.3	2240	68.4	19.3

5.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4B**.

5.4 Identification of Junctions with Capacity Impacts

5.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely “significant amount of movement” and “severe impacts”. In addition, a “showstopper” is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.

5.4.2 An approach was devised to identify junctions forecast to experience ‘severe’ impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A ‘severe’ impact is defined as a junction with any approach arm experiencing both of the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
- an increase in average delay of **30 seconds** or more to an average delay of **two minutes** or more in any peak hour, in any Scenario

5.4.3 A ‘significant’ impact is a junction with any approach arm experiencing the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any peak hour, in any Scenario

5.4.4 **Table 12** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4B** when compared to the Reference Case.

Table 12. Scenario 4B: ‘Severe’ and ‘Significant’ Junction Impacts

SCENARIO	‘SEVERE’ IMPACTS	‘SIGNIFICANT’ IMPACTS
Scenario 4 vs Reference Case	14	38
Scenario 4B vs Reference Case	20	41

5.4.5 In **Scenario 4B** there are ‘severe’ impacts at **20** junctions and ‘significant’ impacts at **41** junctions. Overall, there are 6 more ‘severe’ impact junctions than in Scenario 4 due to the additional site at Ansty. The junctions with ‘severe’ impacts are shown below with **bold** denoting the additional junctions compared to Scenario 4. The 3 junctions with a strikethrough have ‘severe’ impacts in Scenario 4 but not in Scenario 4B due traffic rerouting impacts resulting from the relief road provided as part of the Ansty site.

- N1 Copthorne A264 / A2220 Copthorne
- N7 Crawley Down B2028 Turners Hill Road / Wallage Lane
- N8 Turners Hill B2110 / B2028 Turners Hill
- N16 Crawley B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
- **C6 Cuckfield B2036 / Ardingly Road, Whitemans Green**
- ~~○ C7 Ansty A272 / B2036~~
- C10 Bolney A23 / A272 Bolney Road
- ~~○ C10a Bolney London Road / A272 Cowfold Road~~
- ~~○ C12 Haywards Heath A273 / Isaac’s Lane / Traustein Way~~
- **C13 Haywards Heath A272 Rocky Lane / B2112**
- **C14 Haywards Heath A272 / Rocky Lane**
- **C15 Haywards Heath B2272 / Bolnore Road**
- **C16 Haywards Heath A272 / B2272**
- S2 Burgess Hill A23 / A2300 Eastern Roundabout (planned scheme)
- S3 Burgess Hill A2300 / Cuckfield Road (planned scheme)
- S6 Burgess Hill Junction Road / B2113, Burgess Hill
- **S7 Hurstpierpoint B2117 / B2116 Hurstpierpoint**
- S8 Hassocks A273 / B2116 Hassocks (Stonepound)
- S21 Burgess Hill B2112 / Green Road (LEWES DISTRICT)
- S22 Burgess Hill Valebridge Road / Junction Road / Leylands Road
- **S34 Burgess Hill B2036 Cuckfield Road / A273 Isaacs Lane**
- **S35 Sayers Common A23 / B2118 Sayers Common**
- **S45 Burgess Hill A2300 / A273 Jane Murray Way**

5.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.

5.4.7 **Figure 4** is a map showing the locations of the significant and severely impacted junctions.

5.5 Cross Boundary Impacts

5.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

- Crawley Borough;
- Horsham District;

- Tandridge District;
- Wealden District; and
- Lewes District

5.5.2 There are **two** junctions in neighbouring authorities which experience a ‘severe’ impact:

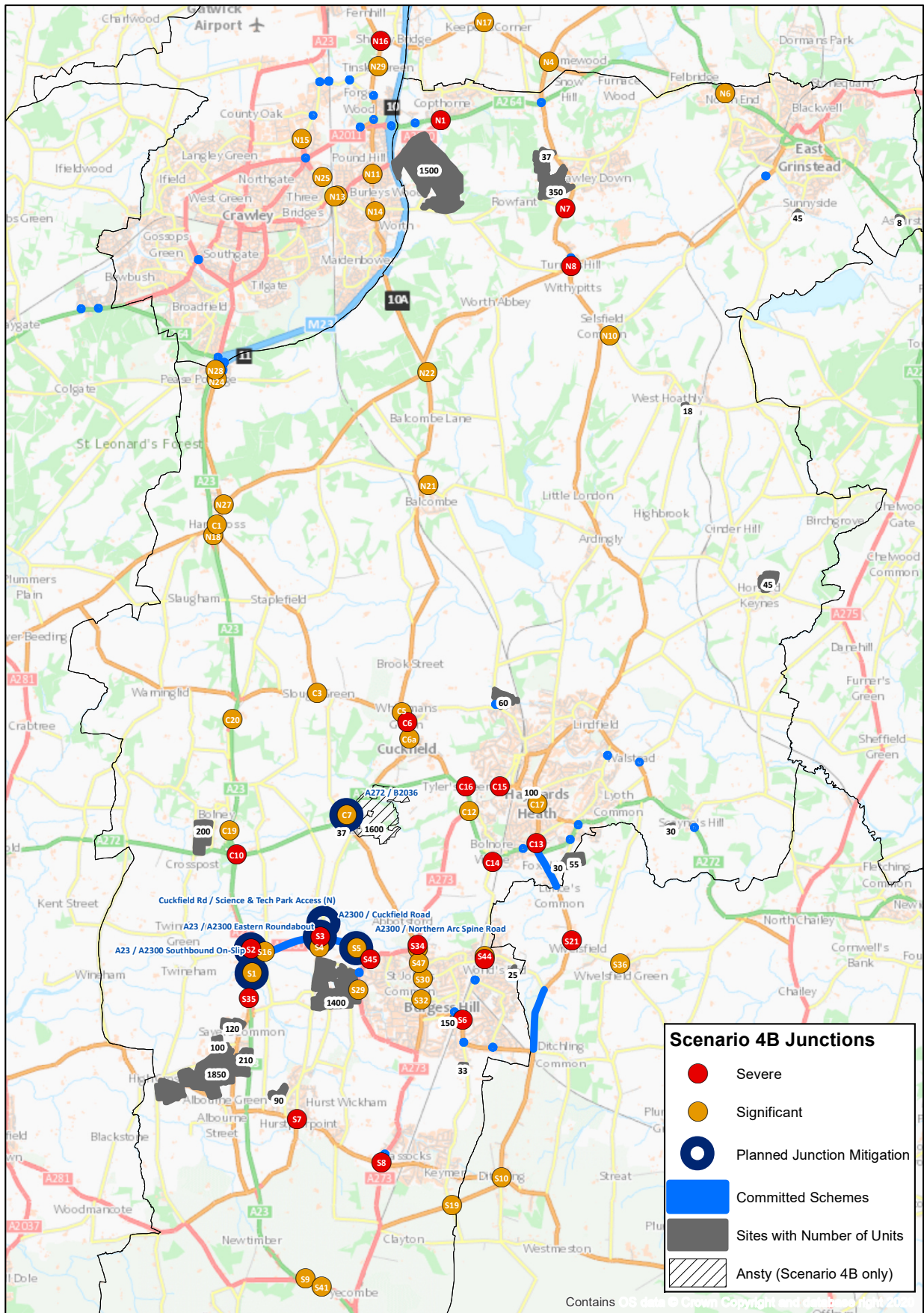
- Crawley Borough: N16
- Lewes District: S21

5.5.3 **Table 13** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4B results in an increase in vehicle kilometres of **3.14%** in the **AM peak** and **1.81%** in the **PM peak**.

Table 13. Scenario 4B: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK
Scenario 4 vs Reference Case	2.56%	1.66%
Scenario 4B vs Reference Case	3.14%	1.81%

Figure 4. 'Significant' and 'severely' impacted junctions - Scenario 4B versus Reference Case



6. SCENARIO 4 WITH CAR TRIP RATE REDUCTION (4M1) CAPACITY IMPACTS

6.1 Introduction

6.1.1 This chapter describes the results of **Scenario 4m1** which, informed by submissions made by the significant site promoters, tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the Scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

6.1.2 The following sections report the capacity impact results of **Scenario 4m1** compared to the Reference Case. The following items are included:

- Traffic Flow Impacts
- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts
- Cross Boundary Impacts

6.1.3 Reporting includes assessment of locations in neighbouring authorities.

6.2 Traffic Flow Impacts

6.2.1 **Appendix D – Flow Maps** shows the impact of **Scenario 4m1** on traffic flows compared to Scenario 4. Maps are shown separately for the south and north areas.

6.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

6.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

6.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.

6.3.3 **Table 14** summarises the Reference Case and **Scenario 4m1** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

6.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

Table 14. Scenario 4m1: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4m1				Ref Case Scenario 4m1			
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref4	% Diff
M23 / A23											
Northbound											
A23 - A27 to A273 DIVERGE	3	1600	4800	4221	4328	107	3%	3574	3957	384	11%
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	3742	3904	162	4%	2687	3051	363	14%
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	3617	3630	13	0%	2369	2730	361	15%
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	3059	3034	-25	-1%	1837	1872	34	2%
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	3821	3970	149	4%	2337	2472	135	6%
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	4338	4595	257	6%	3662	3787	124	3%
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4792	5261	469	10%	3682	3873	191	5%
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4746	5134	388	8%	3715	3805	90	2%
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	5365	5671	306	6%	4078	4118	41	1%
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4599	4793	194	4%	3453	3509	56	2%
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5044	5258	214	4%	3712	3769	58	2%
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4540	4806	265	6%	3978	3985	6	0%
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4469	4687	217	5%	4683	4700	17	0%
M23 / A23											
Southbound											
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5237	5257	21	0%	5336	5587	251	5%
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4715	4735	20	0%	4939	5254	315	6%
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4095	4263	168	4%	5001	5277	276	6%
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3417	3537	120	4%	4267	4487	221	5%
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3780	3939	158	4%	5106	5468	361	7%
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3444	3509	65	2%	4463	4871	408	9%
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3735	3813	77	2%	4720	5183	463	10%
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3737	3966	229	6%	4953	5520	567	11%
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3715	3905	190	5%	5019	5473	454	9%
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	3370	3085	-285	-8%	4653	5185	532	11%
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2555	2391	-164	-6%	3895	3852	-43	-1%
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	3090	3399	309	10%	4157	4224	67	2%
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	3434	3748	314	9%	4172	4243	71	2%
A23 - A273 MERGE to A27	3	1600	4800	3980	4132	152	4%	5236	5170	-67	-1%

6.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **10%** (13% in Scenario 4) and southbound between the B2115 and the A273, where the increase is up to approximately **10%** (11% in Scenario 4).

6.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27, the B2117 and where the increase is up to approximately **15%** (17% in Scenario 4) and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **11%** (13% in Scenario 4).

6.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.

6.3.8 **Table 15** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 15. Scenario 4m1: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4m1				Ref Case Scenario 4m1				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref4	% Diff	
M23 / A23 Northbound												
A273 DIVERGE	1	1200	1200	780	839	58	7%	1055	1113	58	5%	
A273 MERGE	1	1200	1200	302	415	113	37%	169	206	38	22%	
A281 DIVERGE	1	1200	1200	356	487	131	37%	362	366	4	1%	
A281 MERGE	1	1200	1200	231	213	-18	-8%	44	46	2	5%	
B2117 DIVERGE	1	1200	1200	558	596	38	7%	532	859	327	61%	
B2118 MERGE	1	1200	1200	762	936	174	23%	500	601	101	20%	
A2300 DIVERGE	1	1200	1200	224	325	101	45%	57	61	4	7%	
A2300 MERGE	1	1200	1200	741	950	209	28%	1382	1375	-7	-1%	
A272 DIVERGE	1	1200	1200	338	351	13	4%	324	329	6	2%	
A272 MERGE	1	1200	1200	792	1017	225	28%	344	416	72	21%	
B2115 DIVERGE	1	1200	1200	350	439	89	25%	190	276	86	45%	
B2115 MERGE	1	1200	1200	304	312	8	3%	224	208	-15	-7%	
B2110 DIVERGE	1	1200	1200	397	464	67	17%	243	289	46	19%	
B2110 MERGE	1	1200	1200	1016	1001	-15	-1%	606	603	-3	0%	
J11 DIVERGE	2	1350	2700	1805	1918	113	6%	1732	1747	15	1%	
J11 MERGE	1	1350	1350	1039	1041	2	0%	1106	1137	30	3%	
J10a MERGE	1	1350	1350	444	465	20	5%	259	261	2	1%	
J10 DIVERGE	2	1350	2700	1542	1635	93	6%	1120	1159	40	4%	
J10 MERGE	2	1350	2700	1038	1182	144	14%	1386	1375	-12	-1%	
J9 DIVERGE	2	1350	2700	1507	1555	48	3%	878	894	16	2%	
J9 MERGE	2	1350	2700	1436	1436	0	0%	1582	1608	27	2%	
M23 / A23 Southbound												
J9 DIVERGE	2	1350	2700	1434	1425	-8	-1%	1714	1714	0	0%	
J9 MERGE	2	1350	2700	912	903	-9	-1%	1317	1382	64	5%	
J10 DIVERGE	2	1350	2700	1721	1671	-50	-3%	1227	1360	132	11%	
J10 MERGE	2	1350	2700	1101	1200	98	9%	1289	1382	93	7%	
J10a DIVERGE	2	1350	2700	678	726	48	7%	734	789	55	7%	
J11 DIVERGE	2	1350	2700	1104	1126	22	2%	887	940	53	6%	
J11 MERGE	1	1350	1350	1467	1528	61	4%	1727	1921	194	11%	
B2114 DIVERGE	1	1200	1200	337	430	94	28%	643	597	-46	-7%	
B2110 MERGE	1	1200	1200	291	304	13	4%	256	312	55	22%	
B2115 DIVERGE	1	1200	1200	347	270	-77	-22%	390	340	-50	-13%	
B2115 MERGE	1	1200	1200	349	423	74	21%	623	677	54	9%	
A272 DIVERGE	1	1200	1200	457	529	72	16%	695	799	104	15%	
A272 MERGE	1	1200	1200	435	468	33	8%	762	751	-10	-1%	
A2300 DIVERGE	2	1200	2400	1531	1545	13	1%	1149	1238	89	8%	
A2300 MERGE	1	1200	1200	1186	724	-461	-39%	783	950	167	21%	
B2118/Mill Lane DIVERGE	1	1200	1200	815	693	-121	-15%	758	1334	576	76%	
B2117 MERGE	1	1200	1200	535	1008	472	88%	262	373	111	42%	
A281 MERGE	1	1200	1200	344	349	5	2%	15	19	4	24%	
A273 DIVERGE	1	1200	1200	228	296	68	30%	53	154	100	188%	
A273 MERGE	1	1200	1200	774	679	-95	-12%	1117	1080	-37	-3%	

6.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There is an exceedance in the Scenario only at the B2118/Mill Lane southbound diverge in the PM peak. It should be noted that the Reference Case includes a proposed scheme here as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

6.3.10 **Table 16** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4m1** alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles
- Ratio of flow to capacity (RFC)
- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 16. Scenario 4m1: M23 Junctions 9, 10 and 11 – Approach Arm Results

Junction	Approach Arm	2039 Reference Case				2039 Scenario 4m1				2039 Reference Case				2039 Scenario 4m1			
		AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1434	57.8	11.2	3.7	1714	93.9	30.7	8.3	1425	57.2	11.2	3.6	1714	93.1	29.4	8.2
	M23 Northbound off-slip (S)	1507	44.9	1.0	0.0	878	24.4	0.7	0.0	1555	46.4	1.0	0.0	894	24.6	0.7	0.0
	Gatwick Spur (W)	1057	54.3	3.0	0.0	1748	80.3	3.0	0.0	1060	54.3	3.0	0.0	1728	77.5	3.0	0.0
	Circulatory North	912	87.3	32.4	5.3	1317	101.9	97.0	20.8	903	86.9	31.9	5.3	1382	102.4	107.3	25.1
	Circulatory East	2346	38.2	0.5	0.0	3031	53.5	0.6	0.0	2328	37.9	0.5	0.0	3096	53.2	0.6	0.0
	Circulatory South	1434	30.7	0.6	0.0	1714	36.9	0.6	0.0	1425	30.4	0.6	0.0	1714	36.1	0.6	0.0
Junction 10	M23 Southbound off-slip (N)	1721	86.4	23.0	8.1	1227	55.3	14.3	4.2	1671	82.4	21.1	7.7	1360	59.1	15.7	5.0
	Copthorne Way (E)	680	33.3	18.6	2.7	1365	76.8	94.1	20.4	916	43.5	20.1	3.6	1422	77.8	90.1	19.4
	M23 Northbound off-slip (S)	1542	67.1	43.4	14.0	1120	65.8	68.6	12.4	1635	69.6	46.4	14.8	1159	67.5	83.9	14.1
	A2011 Crawley Avenue (W)	1825	84.7	21.6	8.4	2154	76.8	14.5	6.7	1792	82.7	20.9	8.1	2124	70.2	13.1	6.1
	Circulatory North	1496	99.8	62.9	7.8	1443	104.4	150.7	37.3	1516	100.1	66.1	7.9	1487	105.3	167.2	43.5
	Circulatory East	1787	77.5	16.4	6.9	1244	44.7	13.1	4.1	1803	78.1	16.8	7.1	1314	46.3	13.8	4.5
	Circulatory South	1366	70.7	21.6	7.6	1320	56.3	12.8	4.1	1520	77.6	23.9	8.9	1354	56.3	12.8	4.1
	Circulatory West	710	46.6	18.5	2.7	675	62.3	36.2	3.5	906	57.6	19.6	3.4	738	63.0	29.7	3.7
Junction 11	M23 Southbound off-slip (NE)	1104	52.7	16.7	4.4	887	65.2	25.8	5.1	1126	53.6	16.9	4.5	940	68.5	26.4	5.4
	Brighton Road (S)	1152	50.1	21.4	6.3	676	31.2	19.2	3.6	1157	50.3	21.4	6.3	658	30.3	19.1	3.5
	M23 Northbound off-slip (SW)	1149	31.7	9.9	2.9	618	18.2	9.1	1.7	1214	32.6	9.9	3.0	642	18.8	9.1	1.7
	A264 (W)	1065	47.9	21.1	5.8	759	33.1	19.4	3.7	1101	49.6	21.3	6.1	856	37.1	19.8	4.3
	A23 Brighton Road (N)	966	43.2	13.4	3.3	1998	86.7	28.0	12.1	993	44.0	13.5	3.3	2140	91.3	32.0	13.4
	Circulatory NE	1184	63.9	16.6	4.7	2013	74.7	11.9	5.1	1242	66.4	16.9	5.0	2196	80.3	13.2	5.7
	Circulatory South	2288	54.3	12.0	7.0	2900	64.7	13.8	9.6	2368	55.8	12.3	7.4	3136	69.1	14.7	11.1
	Circulatory SW	1140	98.2	58.1	6.5	973	80.8	25.9	5.0	1158	99.4	67.0	6.7	980	80.6	25.8	5.0
	Circulatory West	2289	65.8	53.5	13.1	1592	46.1	18.2	6.6	2373	67.1	55.1	14.8	1622	46.5	18.1	6.6
	Circulatory North	2806	85.9	17.5	11.0	1979	61.5	17.7	8.8	2871	87.0	18.0	11.4	2088	64.3	18.8	9.7

6.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4m1**.

6.4 Identification of Junctions with Capacity Impacts

6.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely “significant amount of movement” and “severe impacts”. In addition, a “showstopper” is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.

6.4.2 An approach was devised to identify junctions forecast to experience ‘severe’ impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A ‘severe’ impact is defined as a junction with any approach arm experiencing both of the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
- an increase in average delay of **30 seconds** or more to an average delay of **two minutes** or more in any peak hour, in any Scenario

6.4.3 A ‘significant’ impact is a junction with any approach arm experiencing the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any peak hour, in any Scenario

6.4.4 **Table 17** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4m1** when compared to the Reference Case.

Table 17. Scenario 4m1: 'Severe' and 'Significant' Junction Impacts

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Scenario 4 vs Reference Case	14	38
Scenario 4m1 vs Reference Case	10	39

6.4.5 In **Scenario 4m1** there are 'severe' impacts at **10** junctions and 'significant' impacts at **39** junctions. There are 4 fewer 'severe' impact junctions than in Scenario 4. The Scenario 4 junctions are listed again below with a strikethrough for those that are not 'severe' in Scenario 4m1:

N1	Copthorne	A264 / A2220 Copthorne
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane
○	N8	Turners Hill
		B2110 / B2028 Turners Hill
○	N16	Crawley
		B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
○	C7	Ansty
		A272 / B2036
○	C10	Bolney
		A23 / A272 Bolney Road
○	C10a	Bolney
		London Road / A272 Cowfold Road
○	C12	Haywards Heath
		A273 / Isaac's Lane / Traustein Way
○	S2	Burgess Hill
		A23 / A2300 Eastern Roundabout (planned scheme)
○	S3	Burgess Hill
		A2300 / Cuckfield Road (planned scheme)
○	S6	Burgess Hill
		Junction Road / B2113, Burgess Hill
○	S8	Hassocks
		A273 / B2116 Hassocks (Stonepound)
○	S21	Burgess Hill
		B2112 / Green Road (LEWES DISTRICT)
○	S22	Burgess Hill
		Valebridge Road / Junction Road / Leylands Road

6.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.

6.4.7 **Figure 5** is a map showing the locations of the significant and severely impacted junctions.

6.5 Cross Boundary Impacts

6.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

6.5.2 There is **one** junction in neighbouring authorities which experience a 'severe' impact:

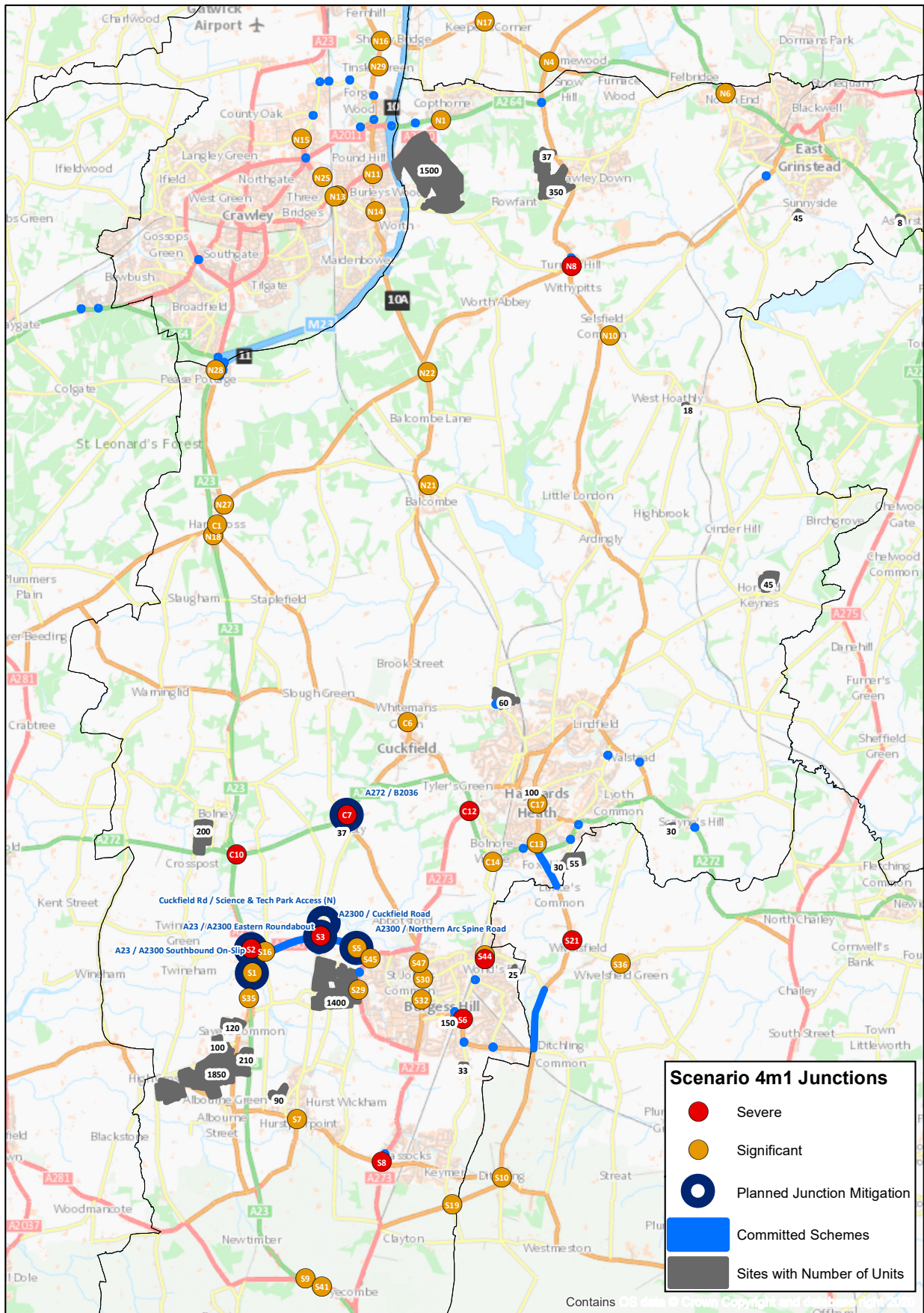
- Lewes District: S21

6.5.3 **Table 18** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4B results in an increase in vehicle kilometres of **2.18%** in the **AM peak** and **1.51%** in the **PM peak**.

Table 18. Scenario 4m1: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK
Scenario 4 vs Reference Case	2.56%	1.66%
Scenario 4m1 vs Reference Case	2.18%	1.51%

Figure 5. 'Significant' and 'severely' impacted junctions - Scenario 4m1 versus Reference Case



7. SCENARIO 4B WITH CAR TRIP RATE REDUCTIONS (4BM1) CAPACITY IMPACTS

7.1 Introduction

7.1.1 This chapter describes the results of **Scenario 4Bm1** which, informed by submissions made by the significant site promoters, tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the Scenario's significant site developments (see paragraph 3.2.9). **Chapter 8** describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation, and the resulting mode shift from car, to support the proposed allocations.

7.1.2 The following sections report the capacity impact results of **Scenario 4Bm1** compared to the Reference Case. The following items are included:

- Traffic Flow Impacts
- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts
- Cross Boundary Impacts

7.1.3 Reporting includes assessment of locations in neighbouring authorities.

7.2 Traffic Flow Impacts

7.2.1 **Appendix D – Flow Maps** shows the impact of **Scenario 4Bm1** on traffic flows compared to Scenario 4B. Maps are shown separately for the south and north areas.

7.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

7.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

7.3.2 **Appendix B2** shows the traffic flows for the mainline, merges and diverges from M23 Junction 9 in the north to the A23/A273 merges and diverges at Pyecombe, for all Scenarios.

7.3.3 **Table 19** summarises the Reference Case and **Scenario 4Bm1** vehicle flows on the mainline sections between the main junctions. **Bold** numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

7.3.4 DMRB CD 122 notes (below paragraph 3.8) the following:

The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

Table 19. Scenario 4Bm1: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4Bm1				Ref Case Scenario 4Bm1				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref4	% Diff	
M23 / A23												
Northbound												
A23 - A27 to A273 DIVERGE	3	1600	4800	4221	4354	132	3%	3574	3987	413	12%	
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	3742	3927	184	5%	2687	3100	412	15%	
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	3617	3639	22	1%	2369	2776	407	17%	
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	3059	3022	-38	-1%	1837	1859	22	1%	
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	3821	3974	153	4%	2337	2408	72	3%	
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	4338	4637	299	7%	3662	3681	19	1%	
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4792	5455	663	14%	3682	3908	226	6%	
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4746	5233	486	10%	3715	3828	113	3%	
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	5365	5770	405	8%	4078	4126	48	1%	
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4599	4846	247	5%	3453	3500	47	1%	
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5044	5302	258	5%	3712	3764	53	1%	
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4540	4836	295	7%	3978	3982	3	0%	
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4469	4711	242	5%	4683	4704	21	0%	
M23 / A23												
Southbound												
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5237	5260	23	0%	5336	5616	279	5%	
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4715	4743	28	1%	4939	5291	351	7%	
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4095	4280	185	5%	5001	5311	310	6%	
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3417	3556	138	4%	4267	4547	280	7%	
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3780	3957	177	5%	5106	5570	463	9%	
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3444	3520	76	2%	4463	5016	552	12%	
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3735	3840	104	3%	4720	5332	612	13%	
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3737	4094	357	10%	4953	5645	692	14%	
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3715	3852	137	4%	5019	5458	439	9%	
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	3370	3168	-201	-6%	4653	5238	585	13%	
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2555	2480	-75	-3%	3895	3864	-30	-1%	
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	3090	3419	329	11%	4157	4249	91	2%	
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	3434	3780	346	10%	4172	4268	95	2%	
A23 - A273 MERGE to A27	3	1600	4800	3980	4145	165	4%	5236	5160	-76	-1%	

7.3.5 The highest percentage increases in the AM peak are northbound on the A23 between the A272 and the B2110, where the increase is up to approximately **14%** (18% in Scenario 4B) and southbound between the B2115 and the A273, where the increase is up to approximately **11%** (13% in Scenario 4B).

7.3.6 The highest percentage increases in the PM peak are northbound on the A23 between the A27 and the B2117, where the increase is up to approximately **17%** (20% in Scenario 4B) and southbound between the B2114 and the B2118/Mill Lane where the increase is up to approximately **14%** (15% in Scenario 4B).

7.3.7 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.

7.3.8 **Table 20** summarises the vehicle flows on the merges and diverges. **Bold** numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 20. Scenario 4Bm1: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case Scenario 4Bm1				Ref Case Scenario 4Bm1				
				AM Dem (Veh)	AM Dem (Veh)	Diff from 2039 Ref	% Diff	PM Dem (Veh)	PM Dem (Veh)	Diff from 2039 Ref4	% Diff	
M23 / A23												
Northbound												
A273 DIVERGE	1	1200	1200	780	849	69	9%	1055	1108	53	5%	
A273 MERGE	1	1200	1200	302	422	121	40%	169	221	52	31%	
A281 DIVERGE	1	1200	1200	356	501	145	41%	362	368	6	2%	
A281 MERGE	1	1200	1200	231	213	-17	-8%	44	44	0	1%	
B2117 DIVERGE	1	1200	1200	558	617	59	11%	532	917	385	72%	
B2118 MERGE	1	1200	1200	762	953	191	25%	500	549	49	10%	
A2300 DIVERGE	1	1200	1200	224	329	105	47%	57	63	6	11%	
A2300 MERGE	1	1200	1200	741	993	251	34%	1382	1335	-47	-3%	
A272 DIVERGE	1	1200	1200	338	351	13	4%	324	305	-19	-6%	
A272 MERGE	1	1200	1200	792	1168	377	48%	344	532	189	55%	
B2115 DIVERGE	1	1200	1200	350	524	174	50%	190	266	75	40%	
B2115 MERGE	1	1200	1200	304	301	-3	-1%	224	186	-38	-17%	
B2110 DIVERGE	1	1200	1200	397	468	71	18%	243	306	63	26%	
B2110 MERGE	1	1200	1200	1016	1005	-11	-1%	606	604	-1	0%	
J11 DIVERGE	2	1350	2700	1805	1956	150	8%	1732	1747	16	1%	
J11 MERGE	1	1350	1350	1039	1032	-8	-1%	1106	1122	15	1%	
J10a MERGE	1	1350	1350	444	456	11	3%	259	265	6	2%	
J10 DIVERGE	2	1350	2700	1542	1653	111	7%	1120	1145	25	2%	
J10 MERGE	2	1350	2700	1038	1186	148	14%	1386	1363	-24	-2%	
J9 DIVERGE	2	1350	2700	1507	1561	54	4%	878	898	20	2%	
J9 MERGE	2	1350	2700	1436	1436	0	0%	1582	1619	38	2%	
M23 / A23												
Southbound												
J9 DIVERGE	2	1350	2700	1434	1424	-10	-1%	1714	1714	0	0%	
J9 MERGE	2	1350	2700	912	907	-5	-1%	1317	1389	72	5%	
J10 DIVERGE	2	1350	2700	1721	1663	-58	-3%	1227	1360	133	11%	
J10 MERGE	2	1350	2700	1101	1200	99	9%	1289	1380	91	7%	
J10a DIVERGE	2	1350	2700	678	725	47	7%	734	764	30	4%	
J11 DIVERGE	2	1350	2700	1104	1124	20	2%	887	932	44	5%	
J11 MERGE	1	1350	1350	1467	1526	59	4%	1727	1955	228	13%	
B2114 DIVERGE	1	1200	1200	337	437	100	30%	643	554	-89	-14%	
B2110 MERGE	1	1200	1200	291	320	28	10%	256	316	60	23%	
B2115 DIVERGE	1	1200	1200	347	207	-140	-40%	390	322	-68	-17%	
B2115 MERGE	1	1200	1200	349	462	113	32%	623	635	13	2%	
A272 DIVERGE	1	1200	1200	457	640	183	40%	695	886	191	28%	
A272 MERGE	1	1200	1200	435	398	-37	-9%	762	699	-62	-8%	
A2300 DIVERGE	2	1200	2400	1531	1526	-5	0%	1149	1193	44	4%	
A2300 MERGE	1	1200	1200	1186	842	-343	-29%	783	973	190	24%	
B2118/Mill Lane DIVERGE	1	1200	1200	815	688	-127	-16%	758	1374	616	81%	
B2117 MERGE	1	1200	1200	535	939	403	75%	262	384	122	47%	
A281 MERGE	1	1200	1200	344	361	17	5%	15	19	4	26%	
A273 DIVERGE	1	1200	1200	228	302	74	32%	53	176	123	230%	
A273 MERGE	1	1200	1200	774	666	-108	-14%	1117	1068	-49	-4%	

7.3.9 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the PM peak and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case. There is an exceedance in the Scenario only at the B2118/Mill Lane southbound diverge in the PM peak. It should be noted that the Reference Case includes a proposed scheme here as stated in paragraph 2.8.3.

M23 Junctions 9, 10, and 11

7.3.10 **Table 21** shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for **Scenario 4B** alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles
- Ratio of flow to capacity (RFC)
- Average vehicle delay in seconds

- Average queue length in passenger car units (PCUs)

Table 21. Scenario 4Bm1: M23 Junctions 9, 10 and 11 – Approach Arm Results

Junction	Approach Arm	2039 Reference Case				2039 Scenario 4Bm1				2039 Reference Case				2039 Scenario 4Bm1			
		AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1434	57.8	11.2	3.7	1714	93.9	30.7	8.3	1424	57.2	11.2	3.6	1714	93.0	29.2	8.2
	M23 Northbound off-slip (S)	1507	44.9	1.0	0.0	878	24.4	0.7	0.0	1561	46.5	1.0	0.0	898	24.7	0.7	0.0
	Gatwick Spur (W)	1057	54.3	3.0	0.0	1748	80.3	3.0	0.0	1055	54.1	3.0	0.0	1729	77.5	3.0	0.0
	Circulatory North	912	87.3	32.4	5.3	1317	101.9	97.0	20.8	907	87.0	32.1	5.3	1389	102.4	107.2	25.0
	Circulatory East	2346	38.2	0.5	0.0	3031	53.5	0.6	0.0	2331	37.9	0.5	0.0	3104	53.2	0.6	0.0
	Circulatory South	1434	30.7	0.6	0.0	1714	36.9	0.6	0.0	1424	30.4	0.6	0.0	1714	36.0	0.6	0.0
Junction 10	M23 Southbound off-slip (N)	1721	86.4	23.0	8.1	1227	55.3	14.3	4.2	1663	82.0	21.0	7.6	1360	59.1	15.7	5.0
	Copthorne Way (E)	680	33.3	18.6	2.7	1365	76.8	94.1	20.4	920	43.6	20.2	3.7	1418	77.5	87.8	18.5
	M23 Northbound off-slip (S)	1542	67.1	43.4	14.0	1120	65.8	68.6	12.4	1653	70.2	46.3	14.9	1145	66.6	69.5	12.6
	A2011 Crawley Avenue (W)	1825	84.7	21.6	8.4	2154	76.8	14.5	6.7	1792	82.6	20.8	8.1	2133	77.9	14.9	6.5
	Circulatory North	1496	99.8	62.9	7.8	1443	104.4	150.7	37.3	1516	100.0	64.2	7.7	1489	105.4	168.3	43.8
	Circulatory East	1787	77.5	16.4	6.9	1244	44.7	13.1	4.1	1794	77.7	16.7	7.0	1315	46.2	13.7	4.5
	Circulatory South	1366	70.7	21.6	7.6	1320	56.3	12.8	4.1	1514	77.2	23.7	8.8	1353	56.2	12.7	4.1
	Circulatory West	710	46.6	18.5	2.7	675	62.3	36.2	3.5	910	57.8	19.6	3.4	719	67.9	53.8	3.7
Junction 11	M23 Southbound off-slip (NE)	1104	52.7	16.7	4.4	887	65.2	25.8	5.1	1124	53.5	16.8	4.5	932	67.9	26.3	5.3
	Brighton Road (S)	1152	50.1	21.4	6.3	676	31.2	19.2	3.6	1158	50.2	21.4	6.3	657	30.3	19.1	3.5
	M23 Northbound off-slip (SW)	1149	31.7	9.9	2.9	618	18.2	9.1	1.7	1225	32.8	9.9	3.0	641	18.7	9.1	1.7
	A264 (W)	1065	47.9	21.1	5.8	759	33.1	19.4	3.7	1097	49.4	21.3	6.0	943	40.7	20.2	4.8
	A23 Brighton Road (N)	966	43.2	13.4	3.3	1998	86.7	28.0	12.1	997	44.1	13.5	3.4	2174	92.3	33.4	13.7
	Circulatory NE	1184	63.9	16.6	4.7	2013	74.7	11.9	5.1	1249	66.6	17.0	5.0	2254	82.1	13.8	6.0
	Circulatory South	2288	54.3	12.0	7.0	2900	64.7	13.8	9.6	2373	55.8	12.2	7.4	3186	70.0	14.9	11.5
	Circulatory SW	1140	98.2	58.1	6.5	973	80.8	25.9	5.0	1162	99.6	68.4	6.7	991	81.3	26.1	5.0
	Circulatory West	2289	65.8	53.5	13.1	1592	46.1	18.2	6.6	2387	67.3	56.4	15.7	1632	46.8	17.9	6.6
	Circulatory North	2806	85.9	17.5	11.0	1979	61.5	17.7	8.8	2873	86.9	17.9	11.3	2171	66.6	19.0	10.2

7.3.11 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in **Scenario 4B**.

7.4 Identification of Junctions with Capacity Impacts

7.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely “significant amount of movement” and “severe impacts”. In addition, a “showstopper” is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.

7.4.2 An approach was devised to identify junctions forecast to experience ‘severe’ impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A ‘severe’ impact is defined as a junction with any approach arm experiencing both of the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any peak, in any Scenario; and
- an increase in average delay of **30 seconds** or more to an average delay of **two minutes** or more in any peak hour, in any Scenario

7.4.3 A ‘significant’ impact is a junction with any approach arm experiencing the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any peak hour, in any Scenario

7.4.4 **Table 22** shows how many junctions are forecast to be impacted significantly or severely in **Scenario 4Bm1** when compared to the Reference Case.

Table 22. Scenario 4Bm1: ‘Severe’ and ‘Significant’ Junction Impacts

SCENARIO	‘SEVERE’ IMPACTS	‘SIGNIFICANT’ IMPACTS
Scenario 4B vs Reference Case	20	41
Scenario 4Bm1 vs Reference Case	12	41

7.4.5 In **Scenario 4Bm1** there are ‘severe’ impacts at **12** junctions and ‘significant’ impacts at **41** junctions. There are 8 fewer ‘severe’ impact junctions than in Scenario 4B. The Scenario 4B junctions are listed again below with a strikethrough for those that are not ‘severe’ in Scenario 4Bm1:

N1	Copthorne	A264 / A2220 Copthorne
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane
○	N8	Turners Hill B2110 / B2028 Turners Hill
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
○	C6	Cuckfield B2036 / Ardingly Road, Whitemans Green
○	C10	Bolney A23 / A272 Bolney Road
○	C13	Haywards Heath A272 Rocky Lane / B2112
C14	Haywards Heath	A272 / Rocky Lane
○	C15	Haywards Heath B2272 / Bolnore Road
○	C16	Haywards Heath A272 / B2272
○	S2	Burgess Hill A23 / A2300 Eastern Roundabout (planned scheme)
○	S3	Burgess Hill A2300 / Cuckfield Road (planned scheme)
○	S6	Burgess Hill Junction Road / B2113, Burgess Hill
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint
○	S8	Hassocks A273 / B2116 Hassocks (Stonepound)
○	S21	Burgess Hill B2112 / Green Road (LEWES DISTRICT)
○	S22	Burgess Hill Valebridge Road / Junction Road / Leylands Road
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane
S35	Sayers Common	A23 / B2118 Sayers Common
S45	Burgess Hill	A2300 / A273 Jane Murray Way

7.4.6 **Appendix B1** shows summary results for all Scenarios and **Appendix C** shows detailed results by approach arm.

7.4.7 **Figure 6** is a map showing the locations of the significant and severely impacted junctions.

7.5 Cross Boundary Impacts

7.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

7.5.2 There is **one** junction in neighbouring authorities which experience a ‘severe’ impact:

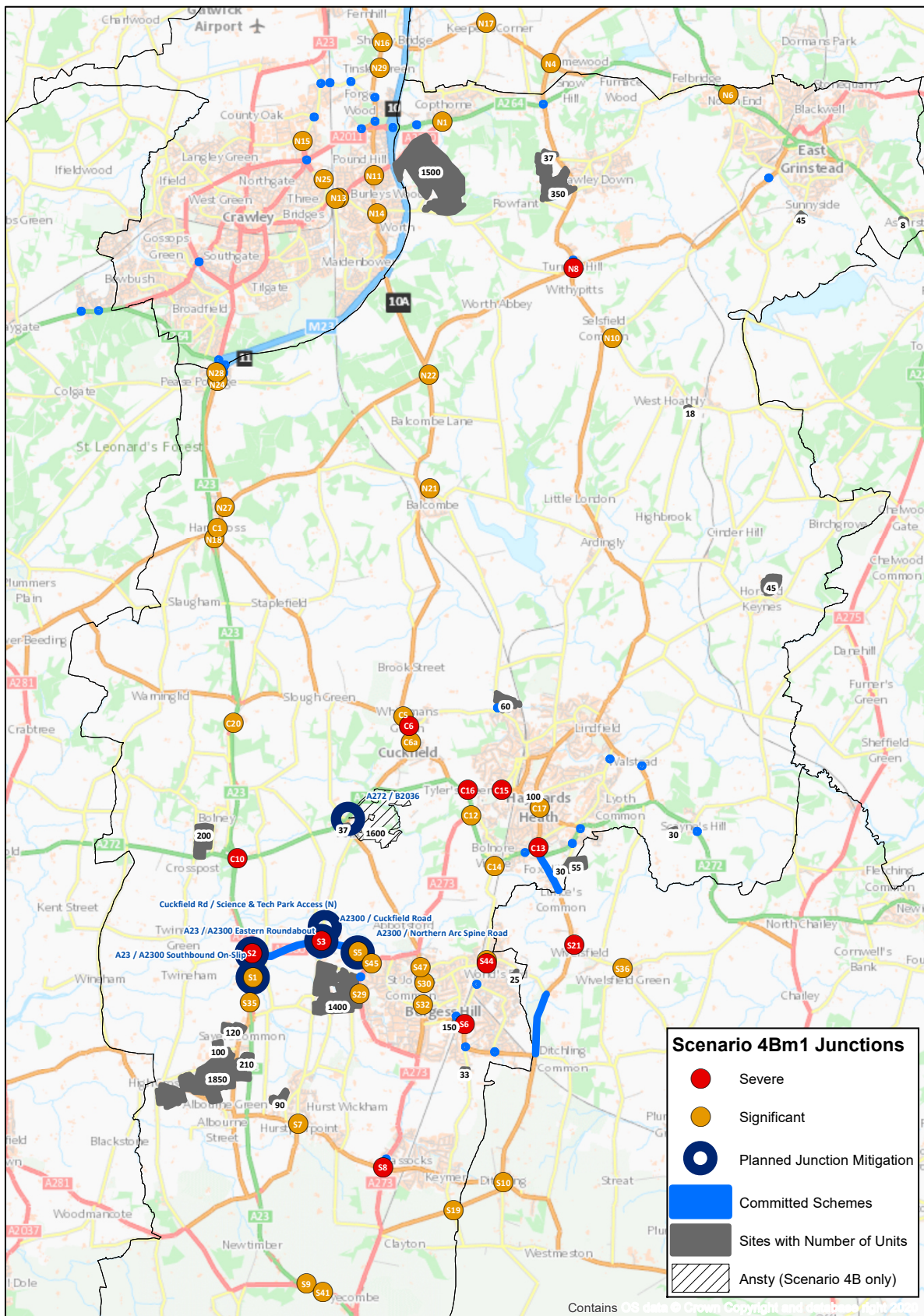
○ Lewes District: S21

7.5.3 **Table 23** shows the change in total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 4B results in an increase in vehicle kilometres of **2.74%** in the **AM peak** and **1.50%** in the **PM peak**.

Table 23. Scenario 4Bm1: Vehicle Kilometres in Ashdown Forest

SCENARIO	AM PEAK	PM PEAK
Scenario 4B vs Reference Case	3.14%	1.81%
Scenario 4Bm1 vs Reference Case	2.74%	1.50%

Figure 6. 'Significant' and 'severely' impacted junctions - Scenario 4Bm1 versus Reference Case



8. NEXT STEPS - CAPACITY MITIGATION

8.1 Introduction

8.1.1 Where junctions or road sections are assessed to be adversely impacted by the developments, the potential impact of sustainable transport mitigation (on mode shift from car) will be assessed before highway mitigation schemes are devised and tested. These mitigations will aim to remove all 'severe' impacts.

8.2 Sustainable Mitigation

8.2.1 To assess the potential impact of sustainable mitigation targets for the number of trips shifting mode from car to sustainable modes will be considered. The mode shift targets will reflect the nature of the proposed sites and will vary by characteristics including:

- site size
- location type (eg. urban extension or infill, rural village expansion or standalone)
- proximity to existing or proposed employment areas
- proximity to existing or proposed PT service
- existing or proposed cycle/walk accessibility

8.2.2 For the development scenario being considered, a "with-sustainable-mitigation scenario" will be applied using suitable agreed trip rate reductions for the developments. Where appropriate these will include distance-based reductions and origin or destination specific reductions to reflect the impact of improved public transport or active mode routes to and from certain locations. Additional with-sustainable-mitigation scenarios can be applied to test variations in the assumed trip rate reductions.

8.2.3 MSDC have provided information submitted by the significant site promoters, which will be used to further assess sustainable travel and links to services/employment and to inform a more developed sustainable mitigation scenario.

8.2.4 The agreed parameters for the with-sustainable-mitigation run(s) will be set-out in tables showing the assumed reductions by site and characteristic contributing the reduction, along with other considerations including the origin/destinations that are benefitting. This will be based on a vision for how the development sites will operate based on recent TRICS guidance on travel behaviour and "decide and provide".

8.2.5 Following completion of the with-sustainable-mitigation model run(s) analysis as described earlier will be undertaken to compare to the Reference Case and to the scenarios without mitigation. The NPPF severe impact test will be based on the Reference Case comparison, while the comparison to without mitigation will inform of the effectiveness of the mitigation measures.

8.3 Highway Mitigation

8.3.1 Following completion of the sustainable mitigations analysis, highway mitigations may be considered for locations where 'severe' impacts remain in the with-sustainable-mitigation scenario(s), especially for main inter-urban routes. Capacity may not be increased for secondary routes where this could encourage short cutting.

8.3.2 The proposed highway mitigations will be applied to the with-sustainable-mitigation scenario(s) to form with-highway-mitigation scenarios(s). Analysis as described earlier will be undertaken to compare to the Reference Case and to the scenario without mitigation. The NPPF severe impact test will be based on the Reference Case comparison, while the comparison to without mitigation will inform of the effectiveness of the mitigation measures.

9. NEXT STEPS - SAFETY IMPACTS

9.1 Introduction

9.1.1 The safety review will undertake a junction and road section based assessment of accident clusters, cross-referenced to national accident rates available from the Department for Transport and forecast traffic flow changes as a result of the Scenarios compared to the Reference Case. The tasks can be summarised as:

- 1) Acquire road accident data for Mid Sussex District for the latest five-year period.
- 2) Map collisions to help identify injury accident clusters of note according to number and severity of incidents.
- 3) Undertake analysis to correlate the identified cluster map to where significant traffic flow increases are forecasted to occur as a result of the Scenarios when compared the Reference Case.
- 4) Where locations with increased traffic flow from the Scenario include notable injury accident clusters, further assessment will be undertaken to identify already committed or proposed mitigation, or the need for safety mitigation to be considered.

9.2 Junction Identification

9.2.1 This section will assess the accident clusters at junctions which are forecast to have increased traffic flows due the Scenario, compared to the Reference Case.

9.2.2 To identify a priority list of junctions, criteria are required to set appropriate thresholds for the number of accidents in a cluster and the increase in traffic flow as a result of the Scenario. Junctions that meet both the cluster size and flow criteria will then be identified as priority locations for further analysis. Junctions that meet both the following criteria will be selected for the priority list:

- Five or more accidents at the junction in the five year period
- A traffic flow increase through the junction of 10% or more, in either AM or PM, in the Scenario compared to the Reference Case.

9.3 Road Section Identification

9.3.1 This section will assess the number of accidents on road sections which are forecast to have increased traffic flows due the Scenarios compared to the Reference Case.

9.3.2 To identify a priority list of road sections, criteria are required to set appropriate thresholds for the number of accidents on the road section and the increase in traffic flow as a result of the Scenario. Road sections that meet both the number of accidents and flow criteria are then identified as priority locations for further analysis. Road sections that meet both the following criteria will be selected for the priority list:

- Five or more accidents on the road section in the five year period
- A traffic flow increase of 10% or more, or 100 vehicles or more, when averaged across the AM and PM peak hours, in the Scenario compared to the Reference Case.

9.3.3 The road sections that meet the criteria will be assessed against national accident rates available from the Department for Transport at the location below:
<https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents>
 (Table RAS10002)

9.3.4 The national rates are provided annually as the number of accidents per billion vehicle kilometres for different road types. To enable comparison to these rates the traffic flows from the model will be converted to vehicle kilometres. For consistency with the national accident rates, estimates of annual vehicle kilometres will be calculated using the 2019 base model flows. The calculation of vehicle kilometres will also require an annualisation factor to be applied to the modelled peak hours, which is derived using data from permanent traffic counters.

9.4 Safety Mitigation

9.4.1 This section will review the existing junction and road layouts at the identified locations, the evidence base for capacity and safety concerns, the highways design to mitigate these concerns and calculate costings for the designed interventions.

9.4.2 This design stage will include:

- Development of the highway design using DMRB and Manual for Streets design standards as appropriate
- Swept path analysis, visibility and deflection checks
- Identification and design of suitable walking and cycling facilities as required
- Highway boundary design consideration. It is assumed that proposed works should remain within the highway boundary.

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Town / Parish (NP Area)	Ward	Site Address (sites of 6+ units)	Overall Total (Gross)	Overall Losses (Gross)	Overall Cmpltns (Net)	Total Remaining (Net)	PP Ref #	PP Lapse Date	SHLAA ID#
Ansty & Staplefield		Bridge Hall, Cuckfield Road, Burgess Hill	35	0	0	35	DM/21/1524	commenced	570
Ansty & Staplefield		Woodfield House, Isaacs Lane Burgess Hill	30	1	0	29	DM/19/3769	11/09/2022	840
Ansty & Staplefield		Ansty Cross Garage Ansty	12	0	0	12	SA allocation		644
Ardingly		The Oak Inn Street Lane Ardingly Haywards Heath West Sussex RH17 6UA	5	0	1	4	DM/19/0084	commenced	1009
Ardingly		Land west of Selsfield Road Ardingly	35	0	0	35	SA allocation		832
Ashurst Wood		Wealden House, Lewes Road, Ashurst Wood	54	0	0	54	DM/19/1025	11/11/2023	470
Ashurst Wood		LIC, Wealden House, Lewes Road, Ashurst Wood	25	0	0	25	NP allocation		757
Ashurst Wood		Mount Pleasant Nursery Cansiron Lane Ashurst Wood	6	1	0	5	DM/18/3242	22/07/2022	208
Ashurst Wood		Land south of Hammerwood Road Ashurst Wood	12	0	0	12	SA allocation		138
Balcombe		Land to north of Barnfield Cottages, Haywards Heath Road, Balcombe	16	0	5	11	DM/18/4541	commenced	191
Balcombe		Land adjacent Balcombe House Haywards Heath Road Balcombe	17	0	0	17	DM/21/4235	Pending s 106	150
Balcombe		Land opposite Newlands, London Road, Balcombe	14	0	0	14	NP allocation		188
Bolney	Bolney	G&W Motors London Road Bolney	10	0	0	10	NP allocation		82
Bolney		Land opposite Queens Head (near cricket club), Bolney	30	0	0	30	DM/17/4392	commenced	953
Bolney		Bolney House, Cowfold Road, Bolney	5	0	0	5	NP allocation		711
Bolney		Site of Former Little Orchards London Road Bolney	5	0	0	5	DM/19/0001	29/05/2022	978
Burgess Hill		Northern Arc, Burgess Hill	3040	0	0	3040	DM/18/5114	04/10/2022	493
Burgess Hill		Land west of Freeks Lane Burgess Hill	460	0	0	460	DM/19/3845	commenced	969
Burgess Hill	Chanctonbury Ward	Station yard/car park Burgess Hill	150	0	0	150	NP allocation		83
Burgess Hill	Franklands Ward	The Oaks Centre Junction Road Burgess Hill	12	0	0	12	LP Allocated		84
Burgess Hill	Leylands Ward	North of Faulkners Way Burgess Hill	20	0	0	20	NP allocation		88
Burgess Hill	Leylands Ward	Former Sewage Treatment Works	307	0	0	307	DM/19/1895	29/06/2024	45
Burgess Hill		Keymer Tile Works Nye Road Burgess Hill phase 2	170	0	122	48	DM/16/2718	Commenced	91
Burgess Hill		Keymer Tile Works Nye Road phase 3	180	0	85	95	DM/16/5617	Commenced	91
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill, Phase 1	78	0	76	2	14/03208/REM	Commenced	233
Burgess Hill		Land East of Kingsway Burgess Hill Phase 3b	39	0	19	20	DM/19/3144	commenced	233
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill, Phase 4	237	0	0	237	DM/20/0886	Pending s106	233
Burgess Hill	Town Ward	Open air market Burgess Hill	25	0	0	25	LP Allocated		92
Burgess Hill		Land at Victoria Road (north), Burgess Hill	54	0	0	54	NP allocation		544
Burgess Hill		Burgess Hill Town Centre, Civic Way, Burgess Hill	142	0	0	142	DM/19/3331	02/07/2025	528
Burgess Hill		The Brow, Burgess Hill	100	0	0	100	NP allocation		756
Burgess Hill		Land rear of 88 Folders Lane, Burgess Hill	73	0	57	16	14/4492/FUL	Commenced	534
Burgess Hill		1 Cyprus Road Burgess Hill	10	0	0	10	DM/20/2740	Commenced	447
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (Part GF - part overlap)	2	0	0	2	DM/19/4670	03/01/2023	117
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (GF)	3	0	0	3	DM/20/2157	22/04/2024	117
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (2nd floor extension)	3	0	0	3	DM/21/0338	15/07/2024	117
Burgess Hill		Flat 5 and Flat 12 subdivision Prospect House 1 -11 Junction Road Burgess Hill	4	2	0	2	DM/21/3487	30/11/2024	117
Burgess Hill		The Weald Inn Royal George Road Burgess Hill West Sussex RH15 9SJ	10	1	0	9	DM/20/2381	20/11/2023	1088
Burgess Hill		87 Junction Road Burgess Hill West Sussex RH15 0JL	6	0	0	6	DM/18/3102	Commenced	974
Burgess Hill		Americas House 273 London Road Burgess Hill	6	0	0	6	DM/21/0688	20/04/2021	1089
Burgess Hill		66 Church Walk Burgess Hill	6	0	0	6	DM/21/0111	21/04/2021	1108
Burgess Hill		60 - 64 Church Walk Burgess Hill	15	0	0	15	DM/19/4077	20/09/2024	1109
Burgess Hill		Land south 96 Folders Lane Burgess Hill	40	0	0	40	SA allocation		827
Burgess Hill		Land south of Folders lane and East Keymer Road Burgess Hill	300	0	0	300	SA allocation		976
Burgess Hill		Land south of Selby Close Burgess Hill	12	0	0	12	SA allocation		904
Burgess Hill		St Wilfrids School Burgess Hill	200	0	0	200	SA allocation		345
Burgess Hill		Land south of Southway Burgess Hill	30	0	0	30	SA allocation		594
Cuckfield		Land at Hanlye Lane east of Ardingly Road Cuckfield	55	0	0	55	SA allocation		479
Cuckfield	Cuckfield	The Manor House, 14 Manor Drive, Cuckfield	15	0	0	15	NP allocation		177
Cuckfield	Cuckfield	Courtmeadow School, Hanlye Lane, Cuckfield	10	0	0	10	NP allocation		480
Cuckfield		Horsgate House, Hanlye Lane, Cuckfield	5	0	0	5	NP allocation		649
East Grinstead	North Ward	Stonequarry Woods East Grinstead	30	0	0	30	LP Allocated		96
East Grinstead	West Ward	Junction of Windmill Lane/London Road East Grinstead	40	5	0	0	Allocated		102
East Grinstead		Superdrug, 78 London Road, East Grinstead	10	0	0	0	DM/21/2992	15/02/2025	773
East Grinstead		Martells Store 1 - 4 Normans Road East Grinstead	129	0	128	1	DM/15/5067	commenced	768
East Grinstead		Asplatts House, Hollye Road, East Grinstead	30	1	0	29	DM/19/1613	10/12/2022	723
East Grinstead		Imberhome School, Windmill Lane, East Grinstead	200	0	0	200	NP allocation		81
East Grinstead		67 - 69 Railway Approach, East Grinstead	7	0	0	0	NP allocation		441
East Grinstead		Imberhome Lane Car Park, Imberhome Lane, East Grinstead	18	0	0	18	NP allocation		510
East Grinstead		Delivery Office, 76 London Road, East Grinstead	12	0	0	12	NP allocation		559
East Grinstead		Phoenix House, 53 -59 Lingfield Road, East Grinstead	9	0	0	9	DM/19/1256	05/05/2023	369
East Grinstead		15 and 39 Crawley Down Road, Felbridge	63	0	0	63	DM/20/1078	Commenced	197
East Grinstead		Queensmere House, 49 Queens Road, East Grinstead	14	0	0	14	DM/17/2725	Commenced	923
East Grinstead		Hill Place Farm, Turners Hill Road, East Grinstead	200	0	0	200	DM/19/1067	commenced	562
East Grinstead		17 Cophorne Road, East Grinstead	26	0	4	22	DM/16/5502	Commenced	548
East Grinstead		Sussex House London Road East Grinstead	8	0	0	8	13/04040/FUL	Commenced	409
East Grinstead		Vision Express 53 - 59 London Road East Grinstead	8	2	0	4	DM/19/3284	20/03/2023	1011
East Grinstead		Tower Car Sales Tower Close East Grinstead	8	0	0	8	DM/21/3543	Pending S106	759
East Grinstead		Bell Hammer East Grinstead	35	0	0	35	DM/18/1762	Commenced	696
East Grinstead		11a Crawley Down Road Felbridge	32	1	0	31	DM/18/3022	commenced	21
East Grinstead		Boots 30 - 34 London Road East Grinstead	17	0	0	17	DM/19/2311	17/12/2022	968
East Grinstead		Vacant plot 70 - 72 London Road East Grinstead	7	0	0	7	DM/19/0303	13/10/2023	1084
East Grinstead		Brookhurst Furze Lane East Grinstead	7	0	0	7	DM/19/0303	29/09/2023	595
East Grinstead		Oakhurst Maypole Road East Grinstead	10	0	0	10	DM/20/0015	Commenced	980
East Grinstead		Block B East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU	60	0	0	60	DM/20/1369	03/08/2023	872
East Grinstead		Block F And G East Grinstead House Wood Street East Grinstead West Sussex	67	0	0	67	DM/20/1370	04/06/2023	872
East Grinstead		Block D East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU	40	0	0	40	DM/20/1361 and DM/20/1369	Commenced	872
East Grinstead		Block E Floor G - 4 East Grinstead House Wood Street East Grinstead West Sussex	69	0	0	69	DM/21/0401	24/03/2024	872
East Grinstead		Block E Fifth Floor East Grinstead House Wood Street	15	0	0	15	DM/21/0386	17/03/2024	872
East Grinstead		Pikfield Engineering factory Durkings road EG	8	0	0	8	DM/20/1516	19/05/2024	1110
East Grinstead		Former East Grinstead Police Station East Grinstead	22	0	0	22	SA Allocation		847
East Grinstead		Land south Crawley Down Road Felbridge	200	0	0	200	SA Allocation		196
East Grinstead		Land south and west of Imberhome Upper School East Grinstead	550	0	0	550	SA Allocation		770
Hassocks	Hassocks Stonepound	Station Goods Yard Hassocks	54	0	0	54	SCHAD Allocated		106
Hassocks		Land adjacent to Station Goods Yard Hassocks	16	0	0	16	SCHAD Allocated		36
Hassocks		Hassocks Golf Club, London Road, Hassocks	165	0	80	85	DM/18/2616	Commenced	690
Hassocks		Land north of Clayton Mills, Hassocks	500	0	0	500	DM/18/4979	16/03/2023	753
Hassocks		land to rear of Friars Oak London Road Hassocks	130	0	0	130	DM/19/1897	16/10/2022	221
Hassocks		4 Hassocks Road Hassocks	10	0	0	10	DM/20/4426	30/06/2024	1111
Haywards Heath	Ansty and Staplefield	Rookery Farm Rocky Lane Haywards Heath	320	0	194	126	DM/17/4190	Commenced	94+496
Haywards Heath	Ansty and Staplefield	Land South of Rocky Lane, Haywards Heath (Phase 2)	134	0	125	9	DM/16/1312	Commenced	485
Haywards Heath	Franklands Ward	North of 99 Reed Pond Walk Franklands Village Haywards Heath	24	0	0	24	DM/18/4118	26/04/2022	531
Haywards Heath	Lucastes Ward	Penland Farm, Balcombe Road, Hayward Heath	210	0	150	60	DM/16/1803	Commenced	247
Haywards Heath		Land at Gamblemead, Fox Hill, Haywards Heath	170	0	130	40	DM/17/0331 and DM/17/0332	Commenced	57
Haywards Heath		Hurst Farm, Hurstwood Lane, Haywards Heath	350	0	0	350	NP allocation		246
Haywards Heath		Caru Hall, Bolnore Road, Haywards Heath	12	0	0	0	NP allocation		507
Haywards Heath		Land rear of Devon Villas, Western Road, Haywards Heath	9	0	0	9	DM/20/0840	15/12/2023	597
Haywards Heath		Beech Hurst Depot, Bolnore Road, Haywards Heath	18	0	6	12	DM/19/3619	Commenced	619
Haywards Heath		NCP Car Park, Harlands Road, Haywards Heath	40	0	0	40	DM/17/2384	14/02/2023	744
Haywards Heath		The Priory, Syresham Gardens, Haywards Heath	9	0	0	9	DM/18/2237	Commenced	732
Haywards Heath		The Priory, Syresham Gardens, Haywards Heath	2	0	0	2	DM/18/2251	Commenced	732
Haywards Heath		37 - 39 Perrymount Road, Haywards Heath	145	0	41	104	DM/18/4837	Commenced	843
Haywards Heath		Central House 25 -27 Perrymount Road Haywards Heath	48	0	0	48	DM/21/1819	15/06/2024	1091
Haywards Heath		Chester House Harlands Road Haywards Heath	76	0	0	76	DM/21/0187	04/03/2023	1092
Haywards Heath		Maxwellton House 41 - 43 Boltro Road Haywards Heath West Sussex	54	0	0	54	DM/20/3516	20/12/2024	1090
Haywards Heath		Red Cross Hall 29 Paddockhall Road Haywards Heath West Sussex RH16 1HH	8	0	0	8	DM/18/4841	19/06/2023	618
Haywards Heath		25 Boltro Road Haywards Heath	7	1	0	6	DM/17/0865	Commenced	1102
Haywards Heath		Workshop and Garges North Road Haywards Heath	6	0	0	6	DM/20/1470	13/01/2025	1112
Haywards Heath		Linden House Southdowns Park Haywards Heath	14	0	0	14	DM/18/0421	02/06/2024	1113
Haywards Heath		2 - 6 The Broadway Haywards Heath	19	0	0	19	DM/20/1388	09/08/2024	1114
Haywards Heath		Lloyds Bank 31-33 Perrymount Road Haywards Heath	38	0	0	38	DM/21/2679	13/09/2024	1115
Haywards Heath		1 and 2 Heath Square Boltro Road Haywards Heath	15	0	0	15	DM/21/3676	13/12/2024	1116
Haywards Heath		90 - 92 South Road Haywards Heath	5	0	0	5	DM/21/1881	13/12/2024	1117
Haywards Heath		14 - 16 Sussex Road Haywards Heath	8	0	0	8	DM/20/1881	17/12/2024	1118
Haywards Heath		Land at Rogers Farm Haywards Heath	25	0	0	25	SA Allocation		783
Horsted Keynes		Land south of The Old Police House Horsted Keynes	25	0	0	25	SA Allocation		807
Horsted Keynes		Land south of St Stephens Church Horsted Keynes	30	0	0	30	SA Allocation		184
Hurstpierpoint and Sayers Common	Hurst & Downs	Land to north of Little Park Farm, Hurstpierpoint	140	0	136	4	SA/15/4736	Commenced	238
Hurstpierpoint and Sayers Common		Kingsland Laines Reeds Lane Sayers Common Hassocks West Sussex BN6 9JG	133	0	24	109	DM/19/1148 and DM/19/1149	Commenced	220
Hurstpierpoint and Sayers Common		Land south of White Horse Lodge, Sayers Common	9	0	0	9	DM/19/3952	02/06/2023	

Employment Allocations - December 2019

SHLAAID	Address	Settlement	Area	Location	Revised Usage Split			Revised Area				
					B1 %	B2 %	B8 %	B1	B2	B8		
24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	Bolney	5.5	BolneyGrange	33.33	33.33	33.33	1.83	1.83	1.83		
906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.6	BolneyGrange	33.33	33.33	33.33	0.20	0.20	0.20		
907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.2	BolneyGrange	33.33	33.33	33.33	0.07	0.07	0.07		
931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.7	BolneyGrange	33.33	33.33	33.33	0.23	0.23	0.23		
192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	Pease Pottage	1	Other	33.33	33.33	33.33	0.33	0.33	0.33		
826	Burnside Centre, Victoria Road, Burgess Hill	Burgess Hill	0.96	Other	50	50	0	0.48	0.48	0.00		
864	Marylands Nursery, Cowfold Road, Bolney	Bolney	2.4	Other	0	0	100	0.00	0.00	2.40		
888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	Slaugham	2.3	Other	33.33	33.33	33.33	0.77	0.77	0.77		
912	Site of Former KDG Victoria Road Burgess Hill	Burgess Hill	1.1	Other	50	50	0	0.55	0.55	0.00		
940	Land north of the A264 at Junction 10 of M23 (Employment Area)	Copthorne	2.7	Other	50	0	50	1.35	0.00	1.35		
								USE (ha)	5.81	4.46	7.18	17.46

SHLAAID	Site	Settlement	Yield
740	West of Burgess Hill	Burgess Hill	1400
799	South of Reeds Lane	Sayers Common	1850
18	Crabbet Park	Copthorne	1500
573	Batchelors Farm, Keymer Road	Burgess Hill	33
198	Land off West Hoathly Road	East Grinstead	45
858	Land at Hurstwood Lane	Haywards Heath	55
508	Land at Junction of Hurstwood Lane and Colwell Lane	Haywards Heath	30
556	Land east of Borde Hill Lane	Haywards Heath	60
688	Land to west of Turners Hill Road	Crawley Down	350
743	Hurst Farm, Turners Hill Road	Crawley Down	37
13	Land west of Kemps	Hurstpierpoint	90
984	The Paddocks, Lewes Road	Ashurst Wood	8
1120	Land at Foxhole Farm	Bolney	200
1026	Land at Chesapeake and Meadow View, Reeds Lane	Sayers Common	33
601	Land at Coombe Farm, London Road	Sayers Common	210
830	Land to the west of Kings Business Centre, Reeds Lane	Sayers Common	100
1003	Land to South of LVS Hassocks, London Road	Sayers Common	120
1020	Ham Lane Farm House, Ham Lane	Scaynes Hill	30
1013	Land at Hoathly Hill	West Hoathly	18
631	Challoners, Cuckfield Road	Ansty	37
748	Land to west of Marwick Close, Bolney Road	Ansty	45
210	Land rear of 2 Hurst Road (Land opposite Stanford Av	Hassocks	25
1030	Land at Hillbrow, Janes Lane, Burgess Hill	Burgess Hill	25
83	Burgess Hill Station (additional yield)	Burgess Hill	150
1121	Orchards Shopping Centre	Haywards Heath	100
	Windfall and Brownfield Allowance		1488

Scenario 4B only

793	Land at Ansty Farm, Cuckfield Road, Ansty	Ansty	1600
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AdditionalUses

2FE Primary school, community centre

2000-4000 retail sqm retail, 5000-9000sqm commercial (Class E(g))

1000 sqm commercial (Class E(g), 2FE Primary School, 4FE Secondary School

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

Community centre

C3 Residential

C3 Residential

C3 Residential

2FE Primary school, community centre (existing Primary School in Bolney relocated here)

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

C3 Residential

1000sqm E class, community hall, community centre, 2FE Primary school

Mid Sussex Transport Study: Junction approach arm statistics for identified locations			2019				2039 Reference Case				2039 Scenario 4				2039 Scenario 4B				2039 Scenario 4m1				2039 Scenario 4Bm1																												
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)								
NORTH																																																			
N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	337	34.9	14.3	0.2	530	46.7	14.4	0.3	395	41.5	14.5	0.3	799	75.4	17.1	1.1	495	51.0	14.9	0.4	954	96.2	31.1	4.8	492	50.7	14.9	0.4	957	96.6	32.0	5.1	467	49.1	14.9	0.4	927	93.4	26.8	3.6	468	49.2	14.9	0.4	938	94.8	28.7	4.2
N1			A264 (E)	729	56.8	12.4	0.3	1135	84.4	13.5	1.0	658	50.1	11.3	0.3	1273	100.5	41.0	10.8	818	63.8	12.2	0.5	1224	102.2	74.7	21.5	828	64.2	12.1	0.5	1227	102.2	74.8	21.5	795	62.0	12.0	0.5	1235	102.1	72.9	21.2	801	62.4	12.0	0.5	1233	102.0	71.2	20.5
N1			Copthorne Hotel Access	44	0.7	9.8	0.0	65	1.2	9.8	0.0	65	1.1	9.6	0.0	74	1.6	9.6	0.0	97	1.7	8.7	0.0	84	1.9	9.5	0.0	97	1.7	8.7	0.0	87	1.9	9.5	0.0	88	1.6	8.9	0.0	83	1.8	9.5	0.0	88	1.6	8.9	0.0	86	1.9	9.5	0.0
N1			A2220 (S)	824	60.5	12.1	0.3	571	44.0	11.8	0.2	1130	73.3	12.2	0.4	932	75.5	13.9	0.8	1538	102.9	77.9	28.6	1329	103.3	36.1	9.2	1538	102.7	74.3	27.1	1333	100.4	38.2	10.0	1525	101.2	48.3	15.9	1312	100.0	32.1	7.7	1529	100.5	53.7	18.3	1318	100.2	35.2	8.8
N1			A264 Copthorne Way (W)	1327	94.6	15.3	2.2	1187	79.9	10.2	0.5	1371	111.5	237.6	86.9	1281	90.6	13.5	1.6	1344	114.6	295.5	102.0	1384	103.0	83.6	27.7	1348	114.9	300.2	103.6	1385	103.1	85.9	28.5	1315	114.3	291.1	99.4	1371	102.5	75.4	24.5	1315	114.4	292.0	99.7	1372	102.6	77.8	25.4
N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	193	28.1	5.0	0.1	411	61.7	7.2	0.5	331	16.6	3.6	0.1	861	42.0	4.2	0.3	389	19.3	3.6	0.1	1081	51.0	4.6	0.5	398	19.8	3.6	0.1	1088	51.3	4.6	0.5	373	18.6	3.6	0.1	1071	50.7	4.6	0.5	375	18.7	3.6	0.1	1075	50.8	4.6	0.5
N2			A264 Snow Hill (E)	402	47.6	4.2	0.1	440	77.1	12.2	1.2	261	12.2	3.5	0.0	406	23.9	4.6	0.2	285	13.1	3.6	0.0	427	31.3	5.7	0.3	290	13.3	3.6	0.0	435	32.2	5.8	0.3	284	13.1	3.5	0.0	424	31.2	5.7	0.3	285	13.1	3.5	0.0	428	31.7	5.8	0.3
N2			B2028 Turners Hill Road (S)	358	46.4	4.9	0.2	383	58.0	7.0	0.4	717	33.9	3.4	0.1	441	22.1	3.7	0.1	859	40.2	3.5	0.1	379	18.8	3.8	0.1	872	40.5	3.5	0.1	379	18.8	3.8	0.1	835	39.2	3.5	0.1	392	19.5	3.8	0.1	849	39.8	3.5	0.1	839	39.4	3.8	0.1
N2			A264 Copthorne Common Road (W)	917	103.4	78.2	18.9	977	100.8	26.4	6.3	1090	52.2	3.7	0.2	1335	64.2	3.1	0.1	1101	51.6	3.7	0.2	1525	71.0	3.8	0.2	1541	71.5	3.8	0.2	1541	71.5	3.8	0.2	1106	52.5	3.7	0.2	1527	71.4	3.8	0.2	1513	72.7	3.8	0.2	1543	71.9	3.8	0.2
N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	388	35.7	3.3	0.0	353	36.8	4.0	0.1	509	38.8	3.4	0.1	542	49.9	4.7	0.3	549	42.5	3.5	0.1	658	62.5	5.5	0.5	556	43.1	3.5	0.1	669	63.5	5.6	0.5	544	41.9	3.5	0.1	647	61.8	5.5	0.5	548	42.2	3.5	0.1	653	62.1	5.5	0.5
N4			B2037 Snow Hill (E)	360	37.3	4.0	0.1	87	9.3	3.7	0.0	543	47.2	4.8	0.2	56	6.5	4.6	0.0	532	48.2	5.1	0.3	62	8.4	5.6	0.0	528	48.1	5.2	0.3	58	8.0	5.7	0.0	533	47.8	5.0	0.3	60	8.0	5.5	0.0	532	47.9	5.1	0.3	61	8.1	5.6	0.0
N4			B2028 West Park Road (S)	487	53.7	5.0	0.3	291	25.5	3.2	0.0	852	85.7	10.6	1.7	300	20.6	3.1	0.0	889	88.1	11.7	2.0	293	19.5	3.1	0.0	902	88.9	12.1	2.1	292	19.4	3.1	0.0	892	89.3	12.4	2.2	295	19.7	3.1	0.0	902	90.4	13.1	2.3	294	19.6	3.1	0.0
N4			B2037 Effingham Road (W)	180	19.1	3.7	0.0	587	56.5	3.8	0.1	327	27.8	3.8	0.1	944	68.7	3.9	0.2	387	32.3	3.8	0.1	1074	73.2	3.9	0.3	391	32.8	3.9	0.1	1078	73.2	3.9	0.2	365	30.7	3.8	0.1	1076	73.9	4.0	0.3	368	31.0	3.8	0.1	1074	73.6	3.9	0.3
N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	725	46.2	7.8	1.2	918	62.7	11.4	2.1	703	45.0	4.1	0.5	1105	72.9	11.5	2.1	719	45.9	3.9	0.4	1184	77.9	12.7	2.3	720	45.9	3.9	0.4	1198	79.1	13.1	2.3	716	45.8	3.9	0.4	1170	77.1	12.5	2.2	716	45.8	3.9	0.4	1189	78.5	12.9	2.3
N6			A22 (E)	648	69.6	22.4	2.8	769	72.7	18.8	2.7	660	92.1	43.1	3.0	758	71.6	18.4	2.7	660	103.5	94.9	14.2	782	73.6	19.2	2.8	661	103.5	94.7	14.2	790	74.3	19.5	2.9	658	103.0	87.3	12.6	778	73.3	19.1	2.8	659	103.1	88.4	12.9	783	73.7	19.2	2.8
N6			Imberhorne Lane (S)	256	34.7	15.0	0.9	184	32.3	19.0	0.8	474	76.1	28.5	2.2	273	46.7	20.6	1.2	494	90.2	46.8	2.4	278	47.1	22.5	1.3	496	90.2	46.7	2.4	278	47.0	20.6	1.3	493	90.0	46.2	2.4	278	47.0	20.6	1.3	495	90.0	46.3	2.4	277	47.0	20.6	1.3
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	219	11.5	1.1	0.0	640	32.6	1.5	0.0	454	22.5	1.2	0.0	1287	63.4	2.5	0.0	563	28.2	1.4	0.0	1612	77.9	4.1	0.0	579	29.9	1.4	0.0	1639	79.0	4.3	0.0	529	26.4	1.4	0.0	1602	77.6	4.1	0.0	1540	26.9	1.4	0.0	1627	78.7	4.3	0.0
N7			B2028 Turners Hill Road (S)	243	12.1	1.0	0.0	166	8.2	1.0	0.0	649	30.1	1.3	0.0	167	8.0	1.0	0.0	709	31.9	1.3	0.0	215	10.1	1.0	0.0	723	32.3	1.3	0.0	214	10.1	1.0	0.0	676	30.6	1.3	0.0	213	10.1	1.0	0.0	693	31.3	1.3	0.0	216	10.1	1.0	0.0
N7			Wallage Lane	408	63.4	28.3	0.3	136	24.9	9.5	0.1	490	101.1	95.0	8.2	346	101.1	100.3	7.4	474	104.9	165.7	16.4	255	102.8	143.2	8.6	469	104.8	163.7	16.0	248	102.9	147.3	8.7	483	103.2	134.3	12.9	256	102.5	137.9	8.4	478	103.5	139.5	13.4	248	102.6	140.6	8.3
N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N)	530	30.6	2.0	0.0	732	38.6	1.8	0.0	920	50.5	2.5	0.1	1590	80.5	4.8	0.0	995	53.6	2.6	0.1	1780	90.1	9.0	0.1	1007	54.2	2.7	0.1	1800	91.1	9.9	0.1	973	53.0	2.6	0.1	1773	89.5	8.6	0.1	980	53.2	2.6	0.1	1791	90.6	9.4	0.1
N8			B2110 East Street (E)	358	82.3	17.7	1.5	375	93.0	31.6	3.0	402	112.8	295.8	29.5	291	105.6	175.7	13.3	405	117.6	384.8	37.1	267	110.1	264.9	17.8	405	118.3	398.2	38.1	265	110.5	273.3	18.2	406	116.8	369.8	35.9	269	105.5	254.5	17.3	405	116.9	371.1	35.9	266	109.8	261.2	17.5
N8			B2028 Selsfield Road (S)	770	40.0	1.7	0.0	591	31.1	1.5	0.0	1120	52.9	2.0	0.0	753	40.3	1.9	0.0	1212	55.8	2.1	0.0	834	41.1	1.6	0.0	1230	56.1	2.1	0.0	835	41.1	1.7	0.0	1191	55.0	2.1	0.0	1201	55.3	2.1	0.0	1201	55.3	2.1	0.0	1201	55.3	2.1	0.0
N8			B2110 Paddockhurst Road (W)	597	108.2	186.0	28.8	547	106.6	166.2	23.2	464	112.8	289.5	34.0	399	110.5	262.5	25.9	470	115.9	347.4	39.9	370	112.9	312.0	27.9	470	115.9	348.7	39.8	367	113.2	319.0	28.1	462	115.3	337.1	38.4	3											

Mid Sussex Transport Study: Junction approach arm statistics for identified locations				2019																2039 Reference Case																2039 Scenario 4																2039 Scenario 4B																2039 Scenario 4m1																2039 Scenario 4m1															
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)																																																
CENTRAL																																																																																																			
C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	648	38.7	2.6	0.0	817	49.0	2.9	0.0	810	49.4	3.0	0.1	946	54.7	3.0	0.1	835	50.6	3.0	0.1	979	55.1	2.9	0.1	851	51.0	3.0	0.1	970	54.3	2.9	0.1	832	50.6	3.0	0.1	965	54.5	2.9	0.1	844	51.0	3.0	0.1	963	54.2	2.9	0.1																																																
C1			B2114 (S) (priority)	239	12.3	1.0	0.0	167	8.8	1.0	0.0	280	14.4	1.1	0.0	176	9.3	1.0	0.0	287	14.8	1.1	0.0	179	9.4	1.0	0.0	287	14.8	1.1	0.0	183	9.7	1.0	0.0	287	14.8	1.1	0.0	178	9.4	1.0	0.0	287	14.8	1.1	0.0	183	9.7	1.0	0.0																																																
C1			B2110 (W)	427	58.1	3.4	0.0	262	36.6	3.4	0.0	613	83.1	4.2	0.2	404	55.8	3.5	0.1	698	91.8	5.0	0.4	494	67.8	3.6	0.1	688	89.8	4.6	0.3	531	72.7	3.7	0.1	682	90.4	4.8	0.3	484	66.5	3.6	0.1	680	89.9	4.7	0.3	507	69.5	3.7	0.1																																																
C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	501	32.6	3.0	0.0	589	32.5	2.0	0.0	625	37.8	2.9	0.0	691	38.5	2.2	0.0	644	38.2	2.9	0.0	657	36.7	2.2	0.0	652	38.5	2.9	0.0	621	34.3	2.1	0.0	649	38.4	2.9	0.0	660	36.8	2.2	0.0	655	38.7	2.9	0.0	637	35.3	2.2	0.0																																																
C2			B2110 Leechpond Hill (S)	274	14.0	1.1	0.0	162	8.1	1.0	0.0	165	8.5	1.0	0.0	296	14.6	1.1	0.0	167	8.4	1.0	0.0	308	15.2	1.1	0.0	169	8.5	1.0	0.0	311	15.4	1.1	0.0	164	8.3	1.0	0.0	307	15.2	1.1	0.0	164	8.3	1.0	0.0	310	15.3	1.1	0.0																																																
C2			B2115 (W)	268	39.6	4.0	0.1	334	46.9	3.6	0.1	556	77.2	4.4	0.2	484	72.0	5.1	0.3	544	75.3	4.3	0.2	519	77.4	5.7	0.4	555	76.7	4.4	0.2	536	79.9	6.0	0.5	551	76.1	4.4	0.2	514	76.7	5.6	0.4	551	76.0	4.3	0.2	528	78.8	5.9	0.4																																																
C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	7.9	1.0	0.0	63	3.2	0.9	0.0	155	7.9	1.0	0.0	79	4.0	1.0	0.0	146	7.4	1.0	0.0	90	4.5	1.0	0.0	145	7.3	1.0	0.0	99	5.0	1.0	0.0	146	7.4	1.0	0.0	91	4.6	1.0	0.0	146	7.4	1.0	0.0	96	4.8	1.0	0.0																																																
C3			B2114 (E) (priority)	593	28.9	1.3	0.0	386	19.3	1.1	0.0	674	30.4	1.3	0.0	603	29.6	1.3	0.0	780	33.4	1.4	0.0	615	29.5	1.3	0.0	805	33.6	1.4	0.0	563	26.0	1.2	0.0	754	32.5	1.4	0.0	615	29.6	1.3	0.0	784	33.5	1.4	0.0	571	26.6	1.2	0.0																																																
C3			B2115 Sloughgreen Lane (W)	316	47.3	4.1	0.1	336	46.7	3.6	0.1	474	70.0	4.9	0.3	567	77.6	4.5	0.2	509	73.1	4.9	0.3	606	82.6	4.9	0.3	521	74.3	5.0	0.3	622	85.1	5.3	0.4	489	70.6	4.8	0.2	607	82.9	5.0	0.3	501	72.0	4.9	0.3	615	84.1	5.1	0.4																																																
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	425	21.7	1.2	0.0	589	29.4	1.3	0.0	471	23.9	1.2	0.0	870	42.6	1.6	0.0	613	30.7	1.3	0.0	963	45.4	1.7	0.0	649	32.4	1.3	0.0	973	45.5	1.7	0.0	585	29.4	1.3	0.0	964	45.5	1.7	0.0	613	30.7	1.3	0.0	966	45.3	1.7	0.0																																																
C4			Copyhold Lane (E)	134	23.6	4.9	0.1	151	26.0	5.1	0.1	133	26.1	5.9	0.1	166	33.6	7.0	0.2	140	30.6	7.2	0.2	153	32.9	7.6	0.2	210	43.0	7.2	0.2	170	36.7	7.8	0.2	138	29.7	7.0	0.1	157	33.7	7.7	0.2	168	35.4	7.0	0.2	168	36.0	7.7	0.2																																																
C4			Borde Hill Lane (S)	690	39.3	2.3	0.0	336	21.1	2.5	0.0	979	53.2	2.7	0.1	403	26.7	2.9	0.1	1102	58.8	2.9	0.1	468	31.3	3.1	0.1	1192	63.7	3.3	0.1	491	31.7	3.0	0.1	1069	57.0	2.8	0.1	461	31.0	3.2	0.1	1139	60.6	3.0	0.1	477	31.1	3.1	0.1																																																
C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1	268	39.6	4.6	0.1	314	47.3	5.0	0.2	266	39.5	4.7	0.1	296	44.8	5.1	0.2	255	38.1	4.7	0.1	313	46.3	5.2	0.2	277	40.8	4.7	0.1	291	44.2	5.0	0.2	261	38.6	4.6	0.1	311	46.1	5.2	0.2																																																
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0	966	105.5	110.0	27.4	785	89.0	3.6	0.1	1018	107.8	151.1	38.0	802	88.8	3.6	0.1	1046	108.4	163.2	41.1	746	78.8	3.4	0.1	1011	107.6	148.0	37.2	797	88.8	3.6	0.1	1022	107.9	154.2	38.8	750	80.3	3.4	0.1																																																
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1	629	80.5	5.1	0.4	645	78.6	4.5	0.3	655	80.9	4.8	0.3	696	84.3	5.0	0.4	666	81.0	4.8	0.3	721	86.9	5.2	0.4	635	79.2	4.7	0.3	697	84.4	5.0	0.4	646	79.7	4.7	0.3	710	85.7	5.0	0.4																																																
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	676	85.1	4.7	0.3	633	76.0	3.7	0.1	813	103.4	79.6	17.9	885	106.3	132.1	31.8	830	106.1	128.9	29.1	915	109.3	181.5	44.0	830	106.9	145.7	32.6	955	112.9	246.5	60.0	825	105.4	116.9	26.4	912	109.1	177.5	42.9	818	106.0	129.4	28.8	944	112.0	229.6	55.8																																																
C6			Ardingly Road (E)	364	47.8	4.1	0.1	387	52.8	4.7	0.2	675	84.6	6.1	0.6	649	89.7	9.8	1.2	782	95.4	9.7	1.4	767	101.3	48.3	9.6	852	100.3	22.7	4.5	806	107.0	152.0	31.8	745	91.7	7.7	0.9	764	100.9	40.8	7.9	825	97.8	11.3	1.8	794	105.8	129.0	26.9																																																
C6			B2036 London Road (S)	800	103.0	73.4	16.3	421	52.1	3.8	0.1	814	103.1	168.6	36.5	526	66.8	4.9	0.3	840	110.0	206.0	43.2	519	65.1	4.9	0.3	860	117.5	342.2	70.9	522	61.9	4.4	0.2	832	109.7	199.3	42.0	520	65.6	4.9	0.3	829	114.4	286.4	59.1	525	63.1	4.5	0.2																																																
C6a	Cuckfield	B2036 / B2184, Cuckfield	B2036 London Road (N)	442	52.5	3.0	0.0	624	47.1	3.0	0.0	573	64.7	3.0	0.0	815	89.2	3.0	0.0	560	61.5	3.0	0.0	845	90.0	3.0	0.0	498	54.1	3.0	0.0	995	100.4	10.7	4.0	550	60.8	3.0	0.0	841	89.9	3.0	0.0	829	52.8	3.0	0.0	925	99.6	3.0	0.0																																																
C6a			B2184 London Lane (E)	523	64.6	3.9	0.1	188	22.3	3.3	0.0	466	58.0	4.2	0.2	199	24.1	3.8	0.0	467	54.8	4.1	0.1	184	21.9	3.8	0.0	383	46.3	4.1	0.1	174	21.7	4.3	0.1	451	53.4	4.0	0.1	187	22.3	3.8	0.0	376	45.4	3.9	0.1	182	22.7	4.2	0.1																																																
C6a			B2036 High Street (S)	277	41.0	4.7	0.1	233	28.6	3.4	0.0	348	48.9	4.6	0.2	327	39.0	3.5	0.0	373	49.6	4.5	0.2	335	39.1	3.4	0.0	477	62.1	4.5	0.2	348	39.1	3.4	0.0	482	53.4	4.5	0.2	333	29.2	3.4	0.0	453	59.4	4.4	0.2	343	39.3	3.4	0.0																																																
C7	Ansty	A272 / B2036	A272 (E)	659	87.2	6.3	0.6	778	101.1	41.8	8.5	894	100.9	37.9	8.8	911	102.9	76.6	18.2	948	101.4	45.8	10.9	940	104.5	105.1	25.1	748	89.5	9.5	1.3	899	101.8	60.0	13.1	937	101.2	43.3	10.3	936	104.3	101.6	24.2	733	86.7	8.0	1.0	895	102.1	64.1	14.1																																																
C7			B2036 (S)	605	85.9	8.2	0.9	308	47.2	5.5	0.2	682	100.7	42.0	7.4	531	77.2	8.0	0.7	776	109.4	198.5	39.4	599	83.2	8.8	0.9	751	102.9	78.2	15.6	559	74.2	6.7	0.5	759	108.3	177.7	32.9	603	84.3	9.2	1.0	741	102.6	73.7	14.5	561	75.8	6.9	0.6																																																
C7			A272 (W)	674	94.3	11.4	1.6	716	91.0	6.8	0.8	886	96.5	8.9	1.5	956	107.9	164.9	41.5	968	102.5	61.0	16.2	976	110.2	207.1	51.3	1021	100.9	21.2	5.4	1098	106.6	191.4	51.3	953	101.8	48.3	12.5	945	109.6	48.9	6.2	909	109.6	191.8	51.3																																																				
C8	Cowfold	A281 North Junction, Cowfold	A281 (N)	233	34.2	4.7	0.1	583	83.1	7.7	0.8	241	35.4	4.8	0.1	607	85.8	8.6	0.9	238	34.6	4.9	0.1	589	81.9	7.4	0.7	239	34.6	4.8	0.1	552	77.2	6.8	0.6	248	36.1	4.9	0.1	592	82.5	7.5	0.7	250	36.4	4.9	0.1	563	78.8	7.0	0.6																																																
C8			A281 (S)	812	98.4	7.0	0.9	773	101.4	43.9	9.0	804	97.6	7.8	1.1	779	101.4	48.0	9.7	837	98.9	9.7	1.5	784	100.6	31.8	6.2	840	98.9	9.7	1.5	789	100.5	31.2	6.1	831	98.9	10.0	1.6	782	100.6	32.4	6.4	838	99.5	11.9	2.1	785	100.5	30.6	6.0																																																
C8			A272 Station Road (W)	753	101.7	5.1	10.8	651	78.4	3.9	0.2	785	102.1	56.9	12.4	797	95.1	6.1	0.7	783	1																																																																														

Mid Sussex Transport Study: Junction approach arm statistics for identified locations

2019

2039 Reference Case

2039 Scenario 4

2039 Scenario 4B

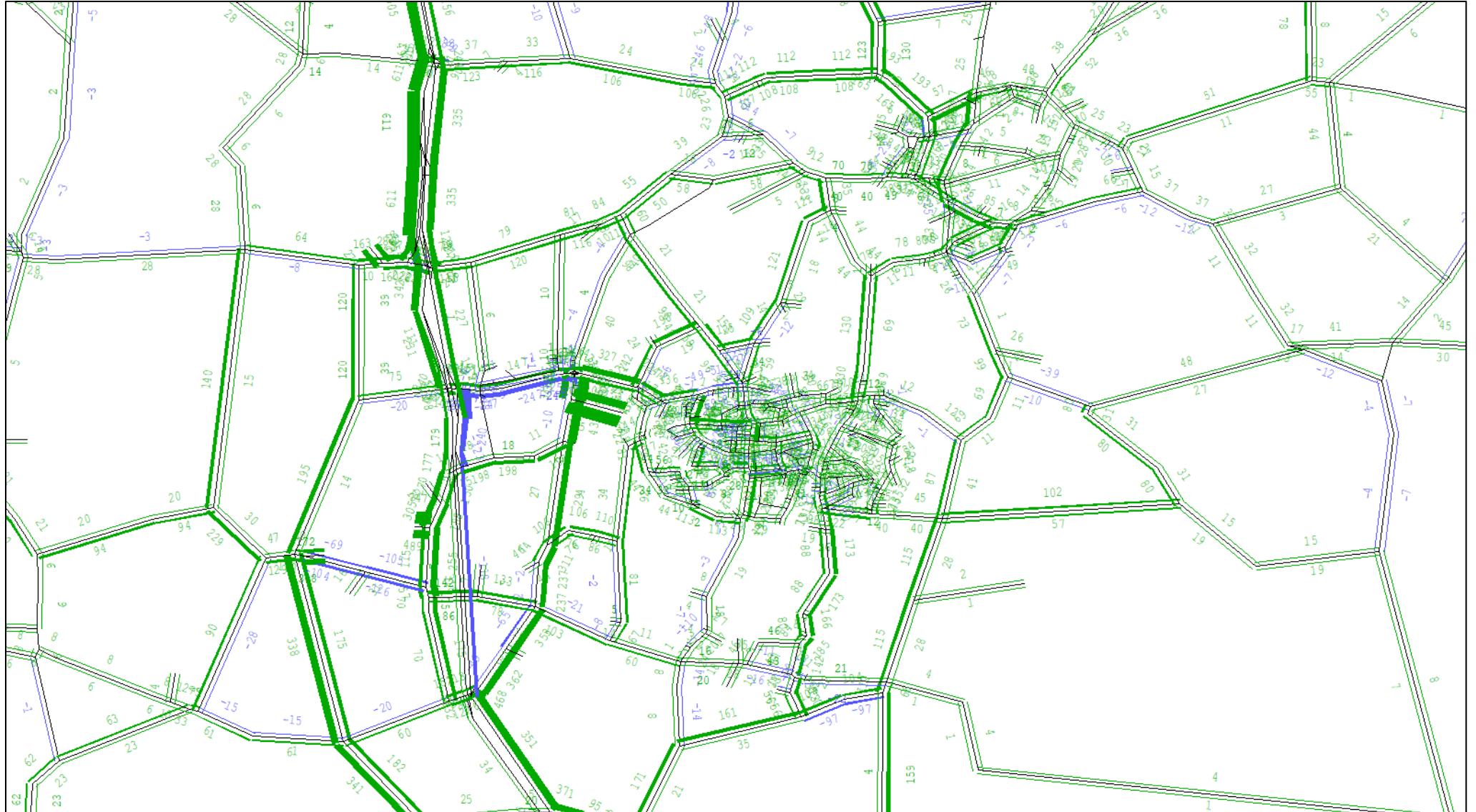
2039 Scenario 4m1

2039 Scenario 4Bm1

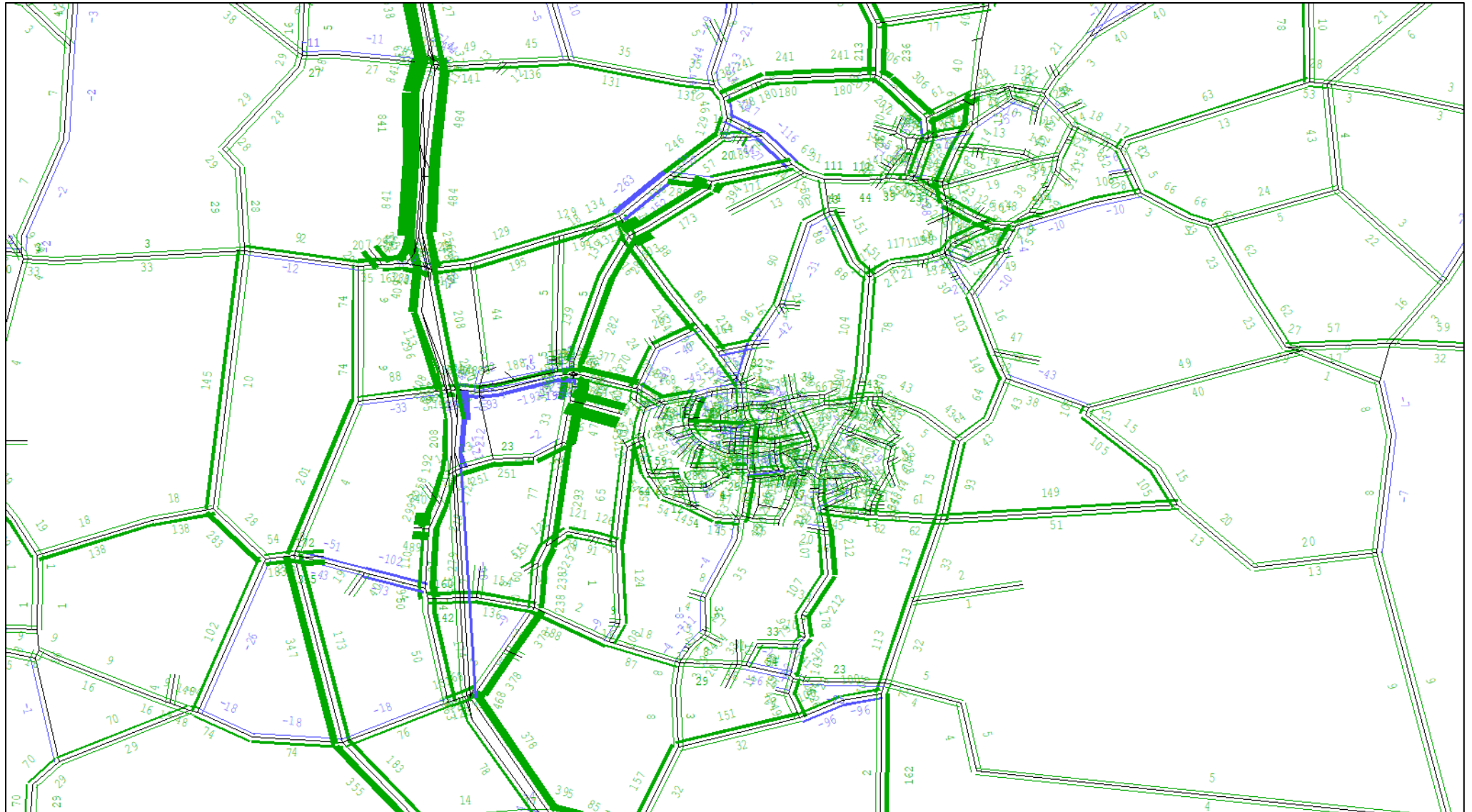
Table with columns: ID, Area, Junction, Approach Arm, and performance metrics (AM Dem, AM RFC, AM Delay, AM Avg Q, PM Dem, PM RFC, PM Delay, PM Avg Q) for various scenarios across different junctions and approach arms.

Key:
Increase in RFC of 3% or more to 85% or more are highlighted in orange
Increase in RFC of 3% or more to 95% or more are highlighted in red
Increase in Delay of 30 seconds or more to 2 minutes or more are in red

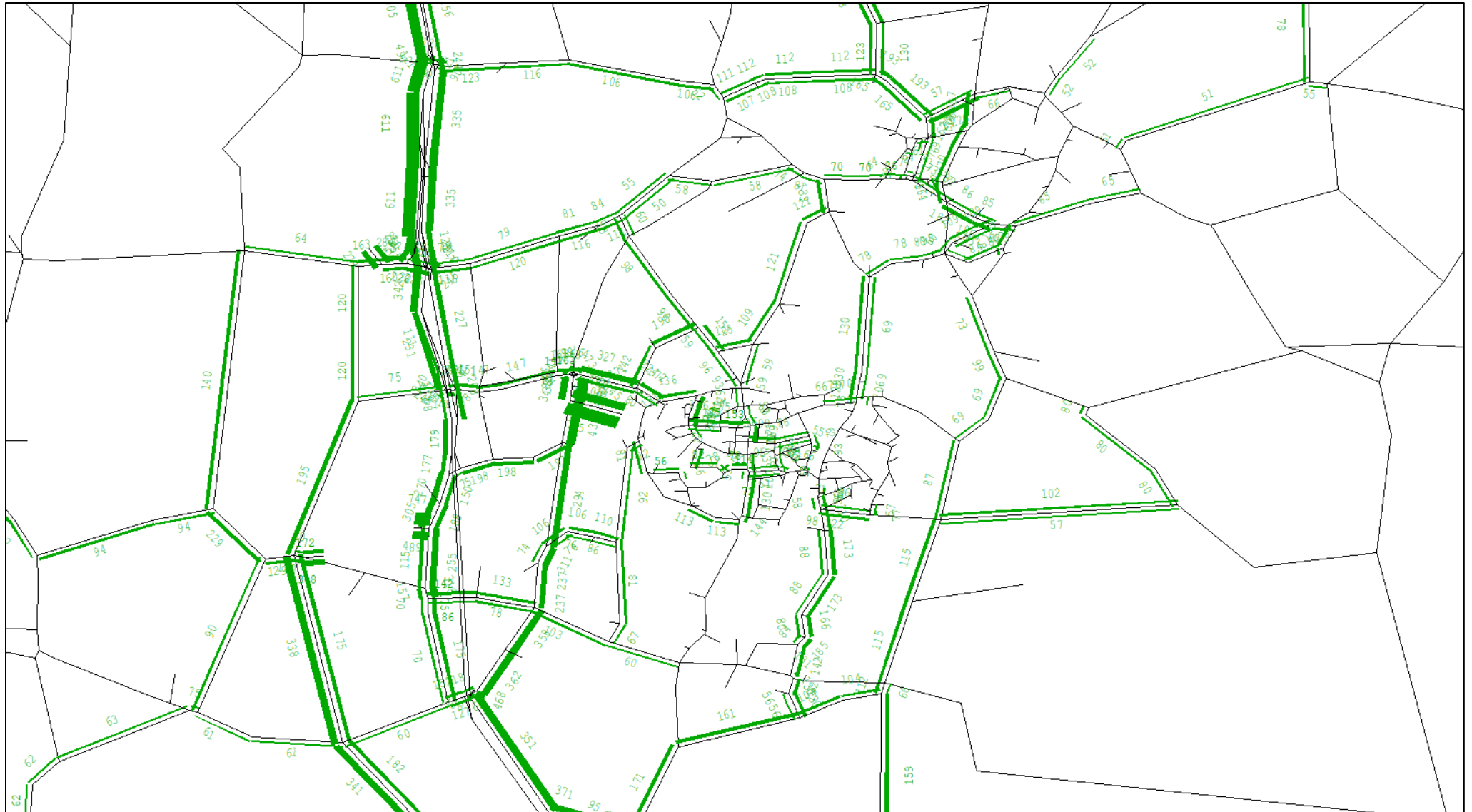
Demand Flow Difference - South - AM Peak Scenario 4 minus Reference Case – All Flow Changes



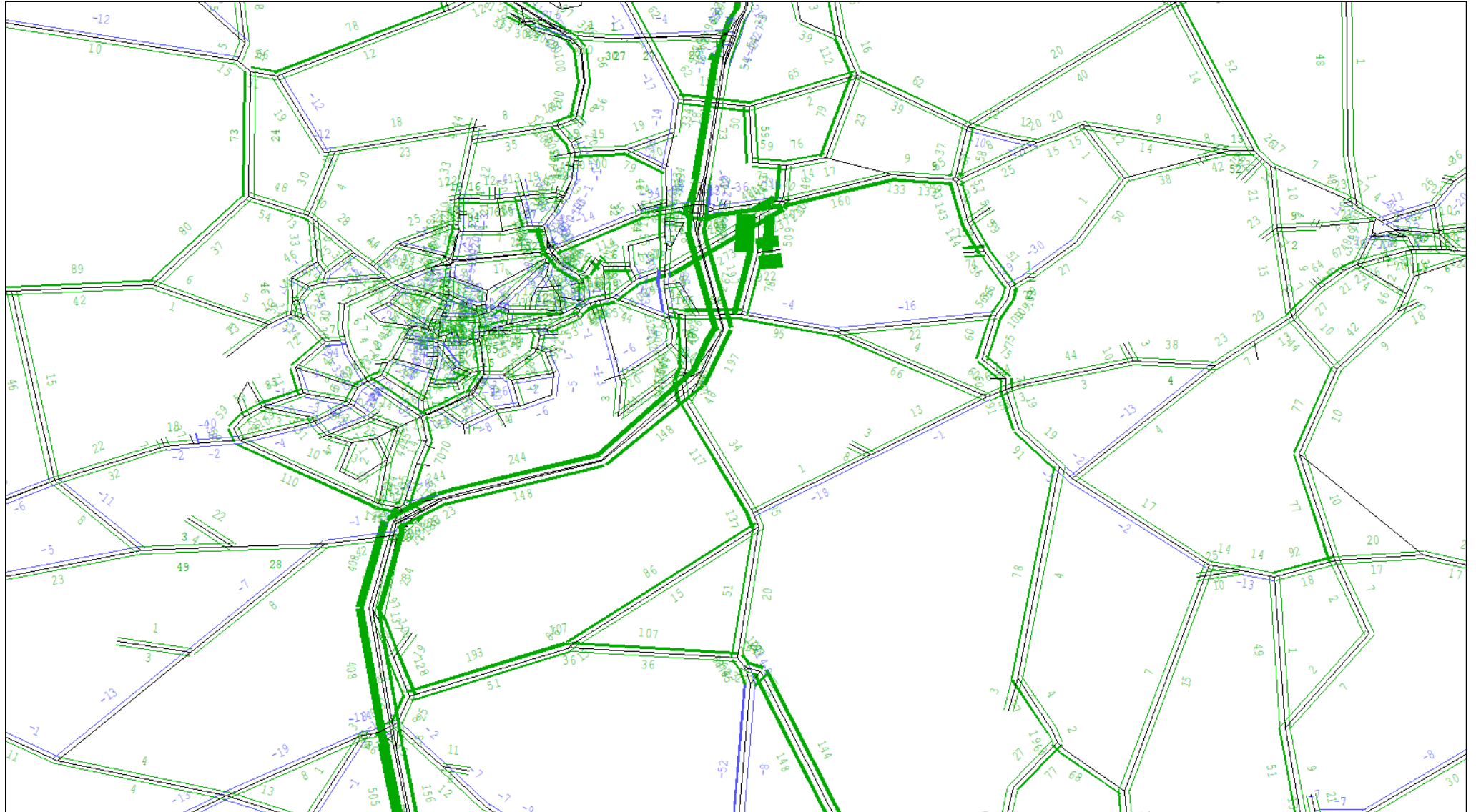
Demand Flow Difference - South - AM Peak Scenario 4B minus Reference Case – All Flow Changes



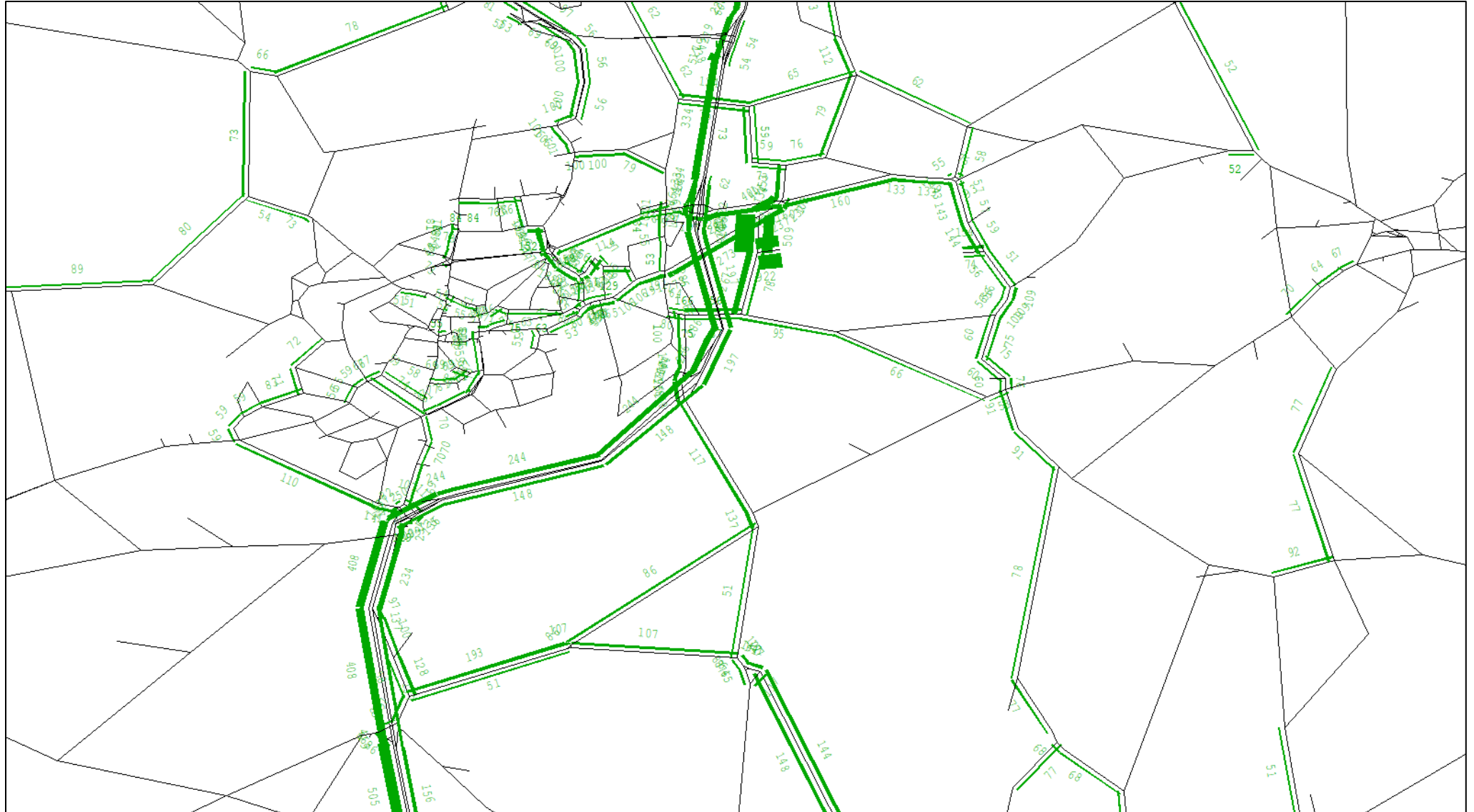
Demand Flow Difference - South - AM Peak Scenario 4 minus Reference Case – Flow Increases of 50+ vehicles



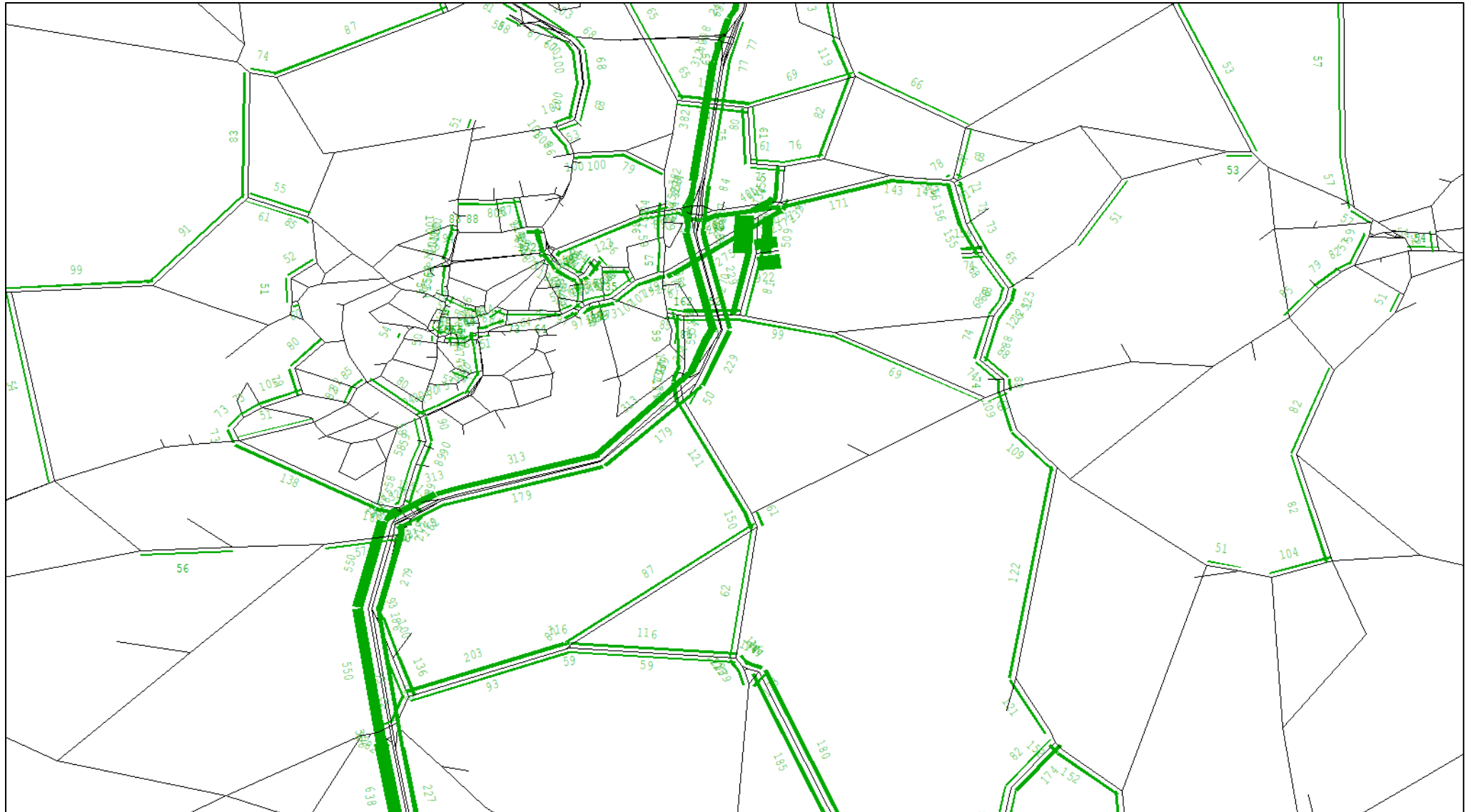
Demand Flow Difference - North - AM Peak Scenario 4 minus Reference Case – All Flow Changes



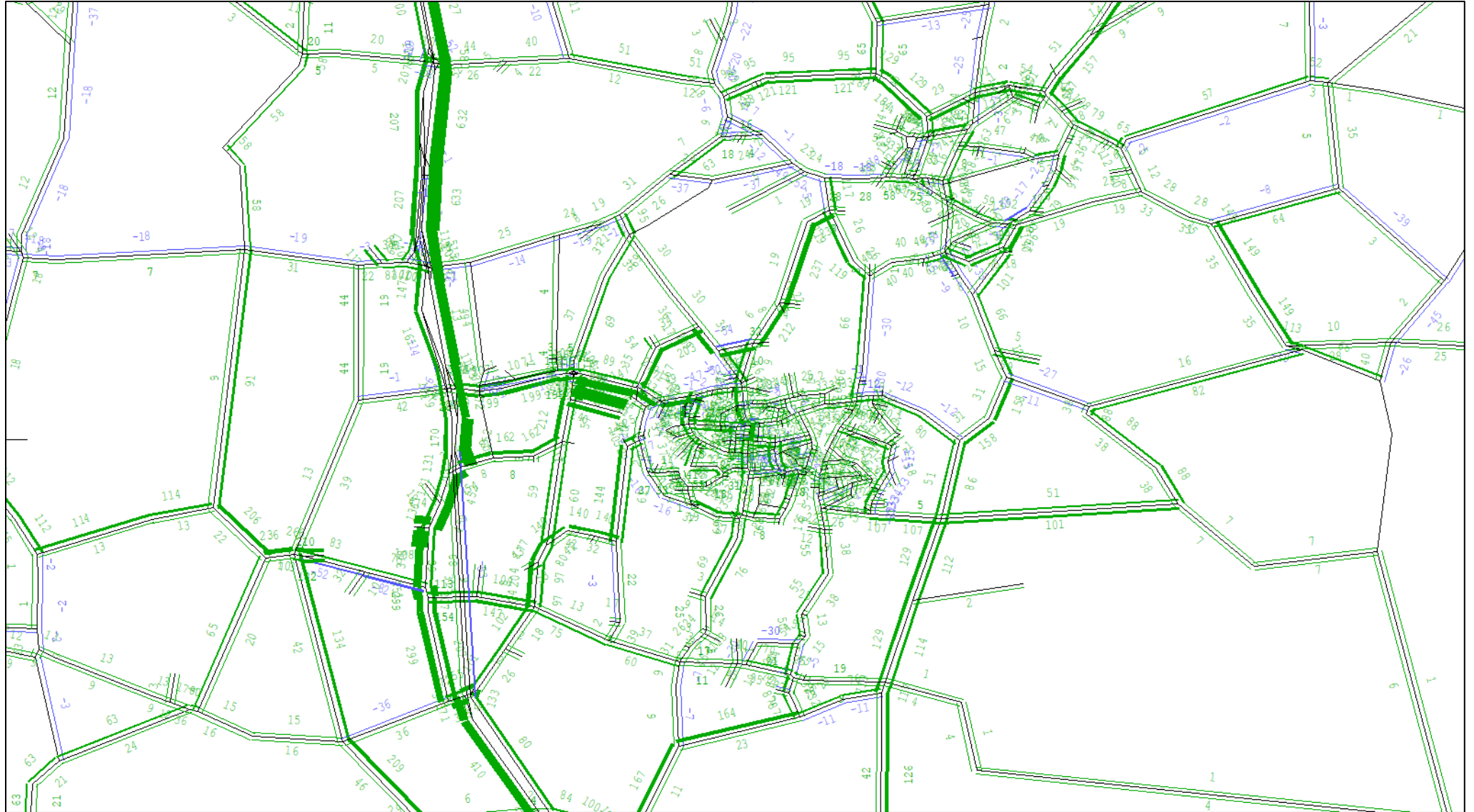
Demand Flow Difference - North - AM Peak Scenario 4 minus Reference Case – Flow Increases of 50+ vehicles



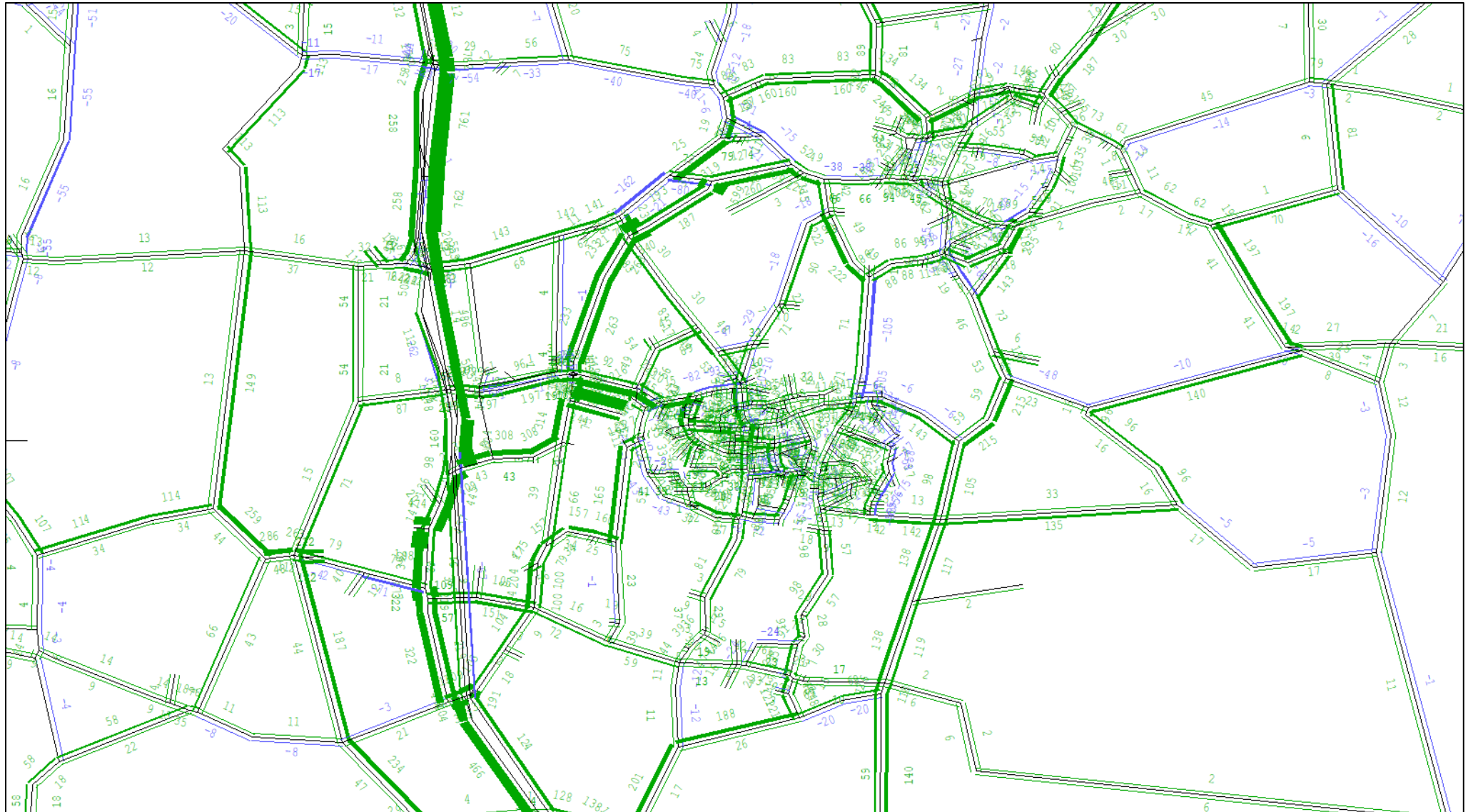
Demand Flow Difference - North - AM Peak Scenario 4B minus Reference Case – Flow Increases of 50+ vehicles



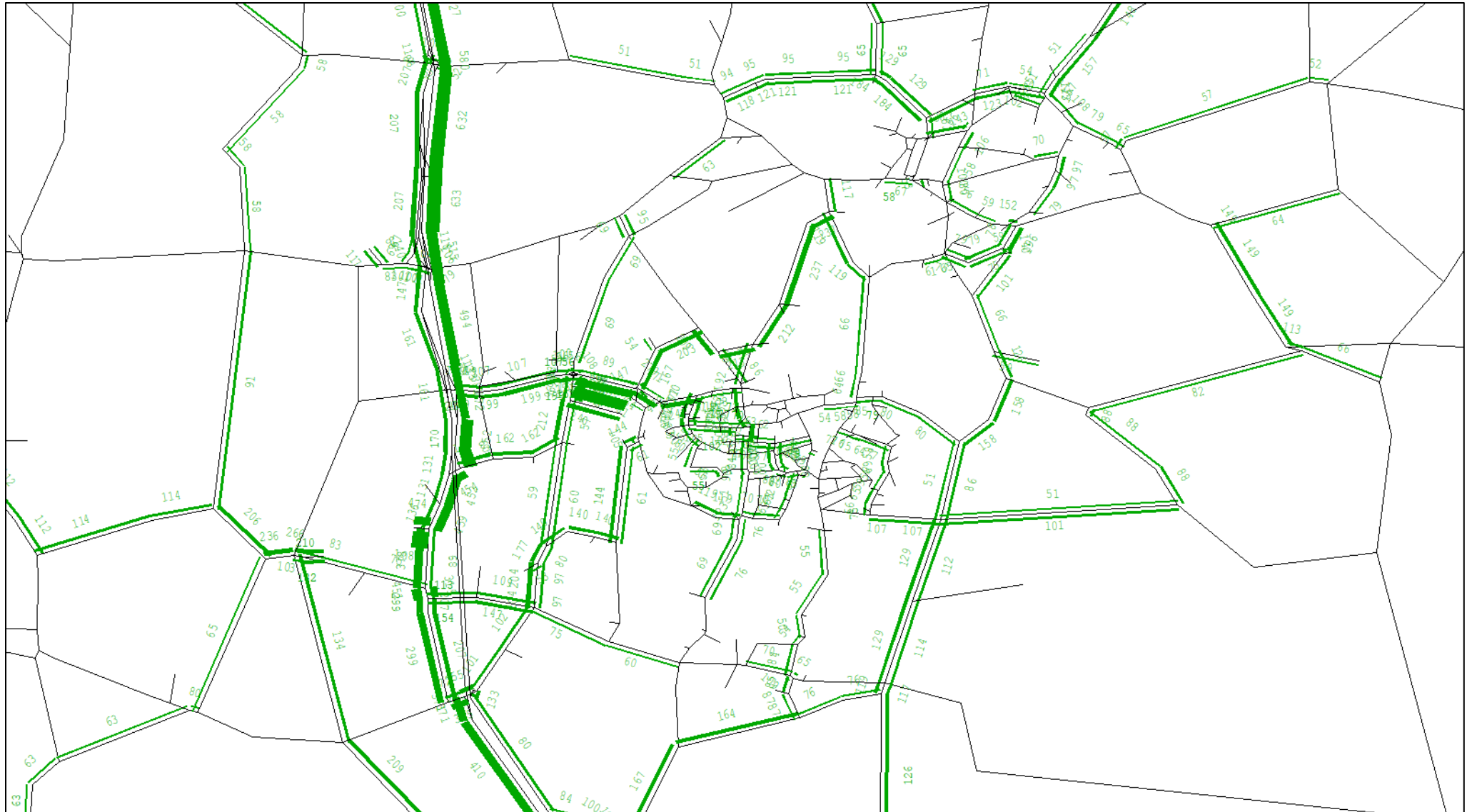
Demand Flow Difference - South - PM Peak Scenario 4 minus Reference Case – All Flow Changes



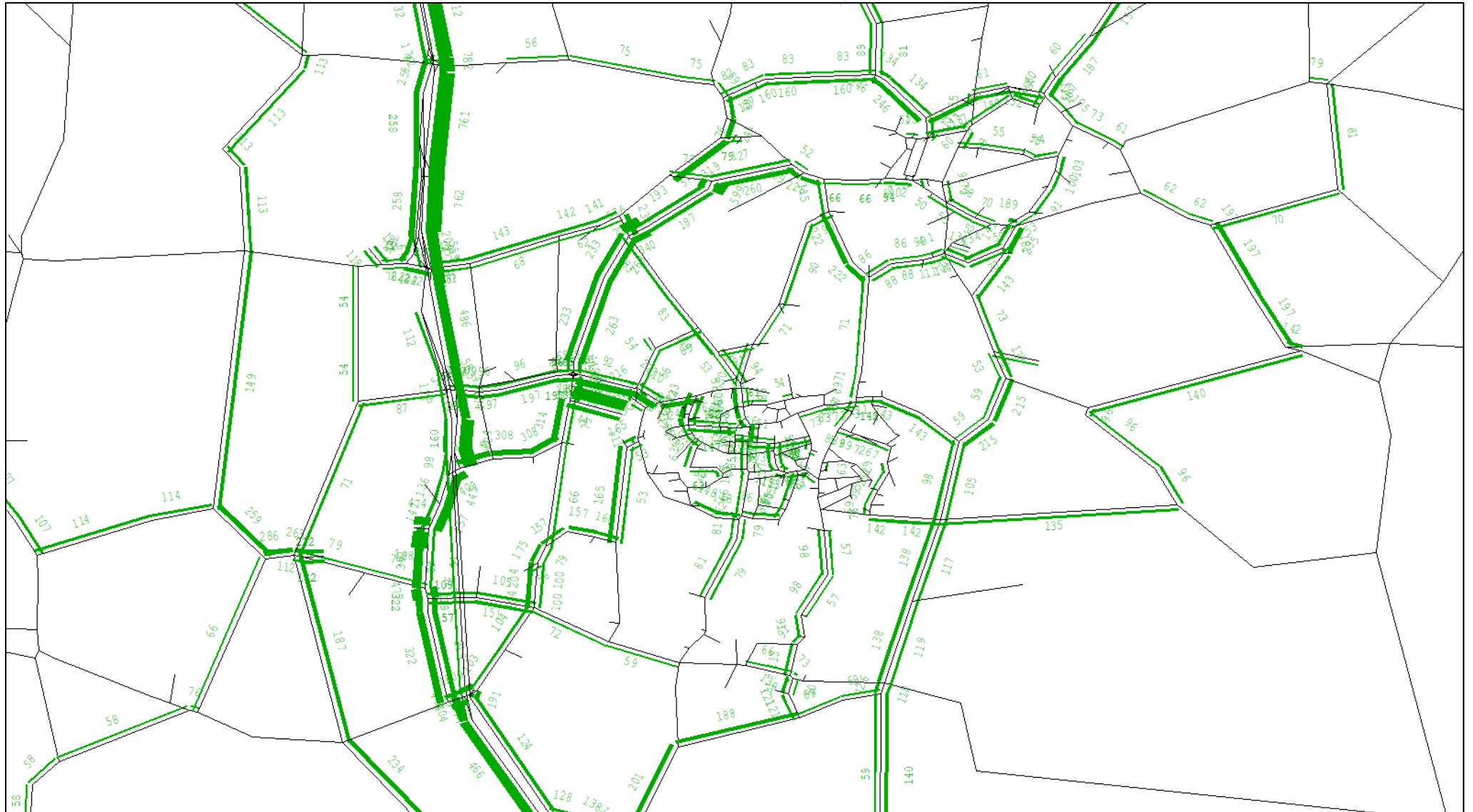
Demand Flow Difference - South - PM Peak Scenario 4B minus Reference Case – All Flow Changes



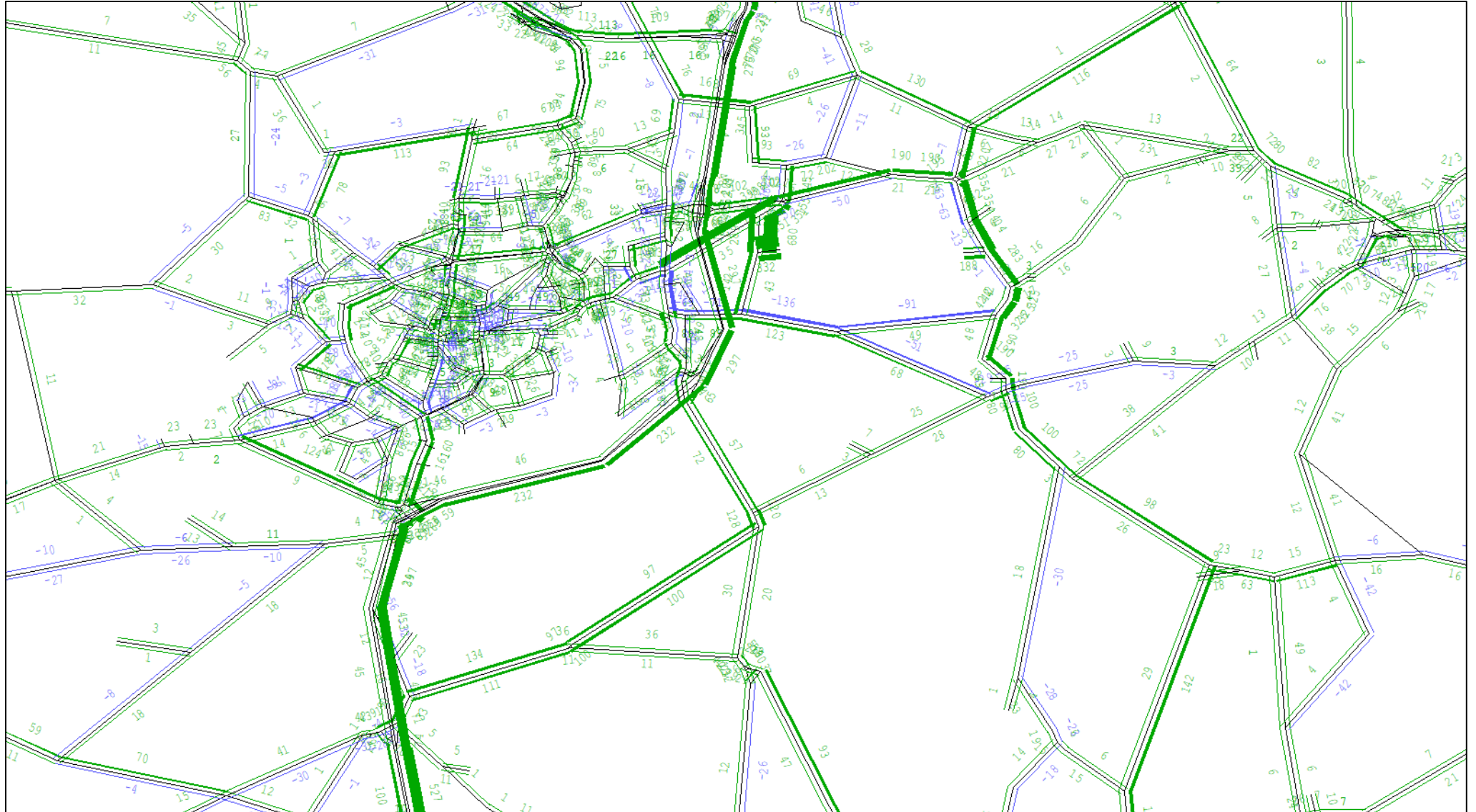
Demand Flow Difference - South - PM Peak Scenario 4 minus Reference Case – Flow Increases of 50+ vehicles



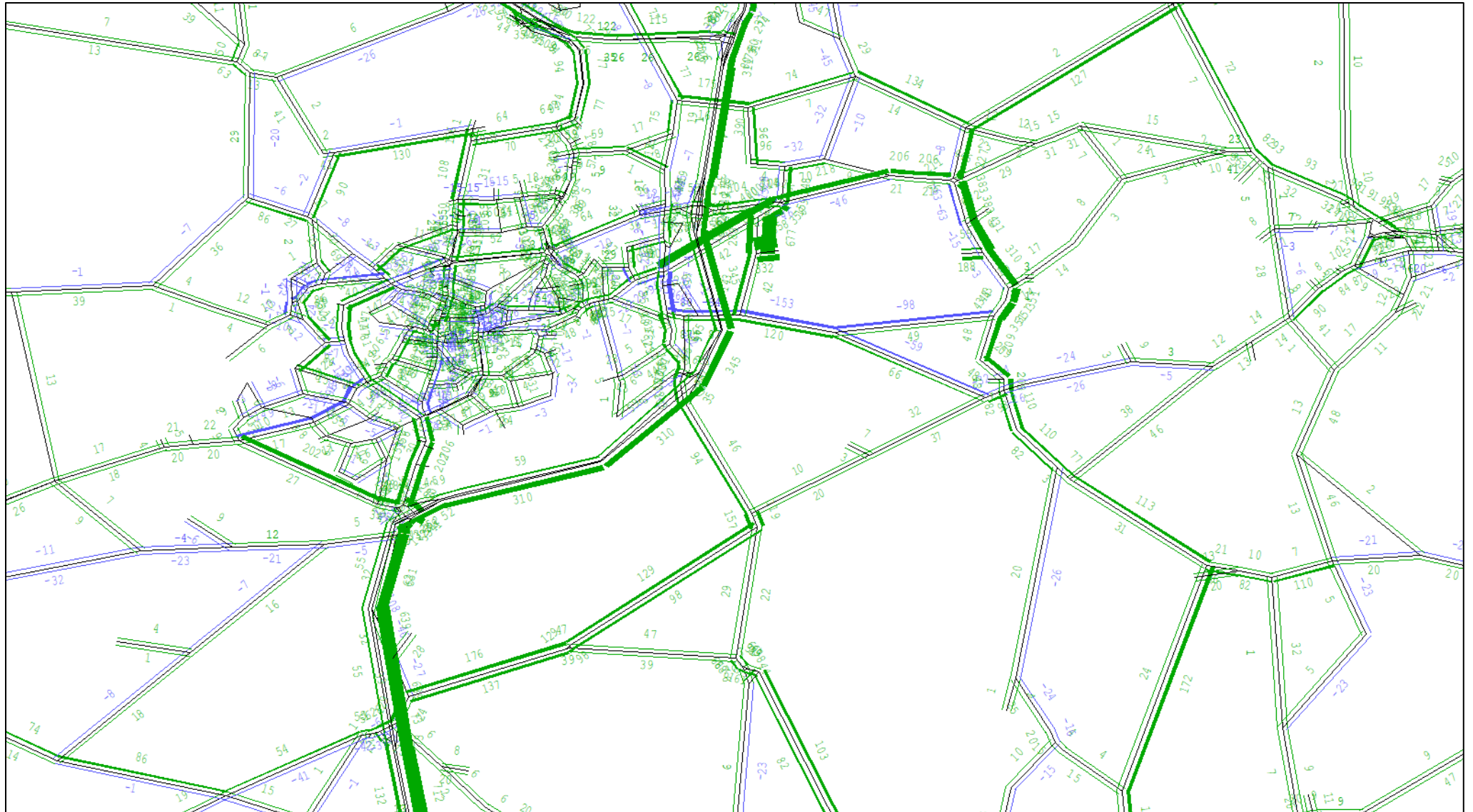
Demand Flow Difference - South - PM Peak Scenario 4B minus Reference Case – Flow Increases of 50+ vehicles



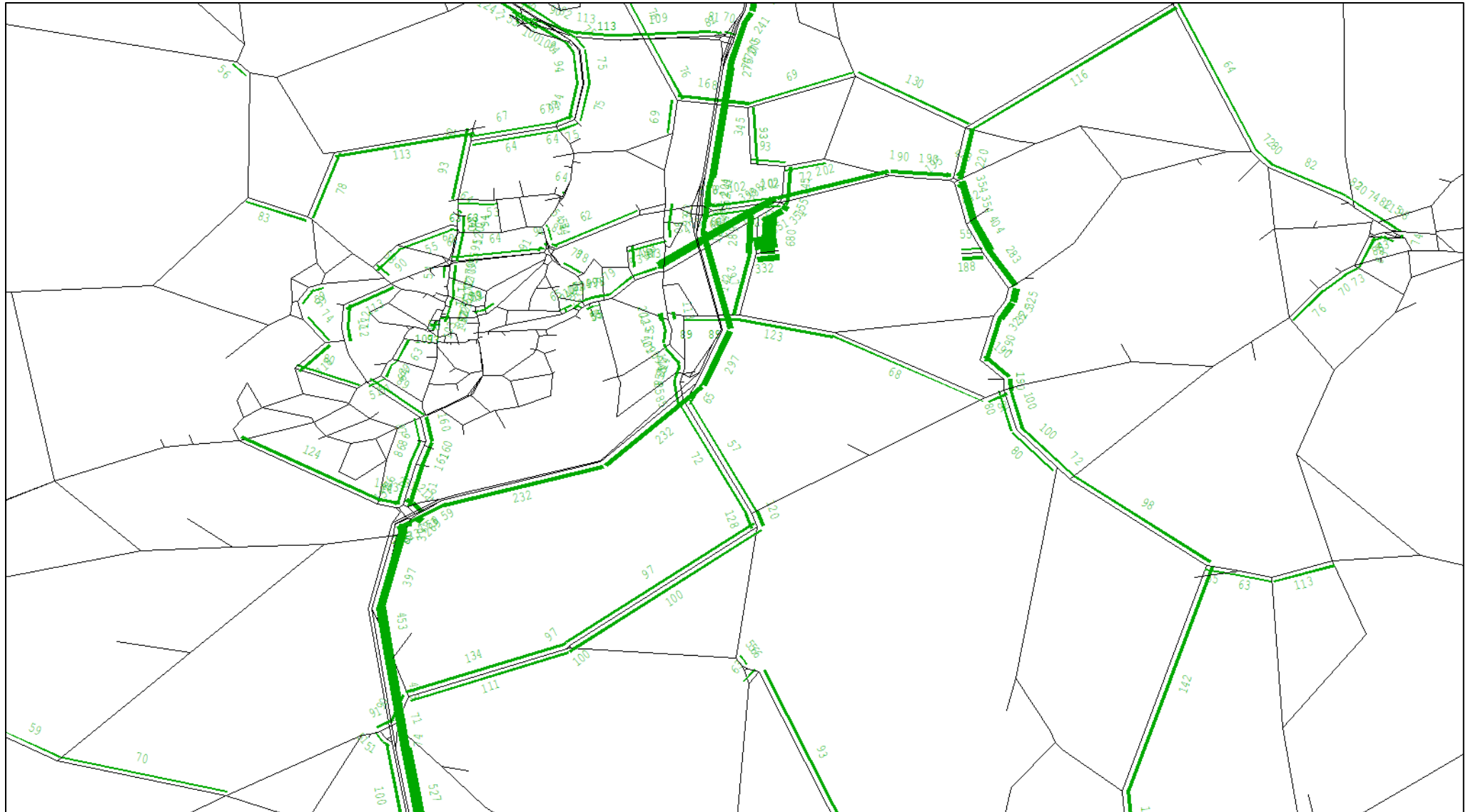
Demand Flow Difference - North - PM Peak Scenario 4 minus Reference Case – All Flow Changes



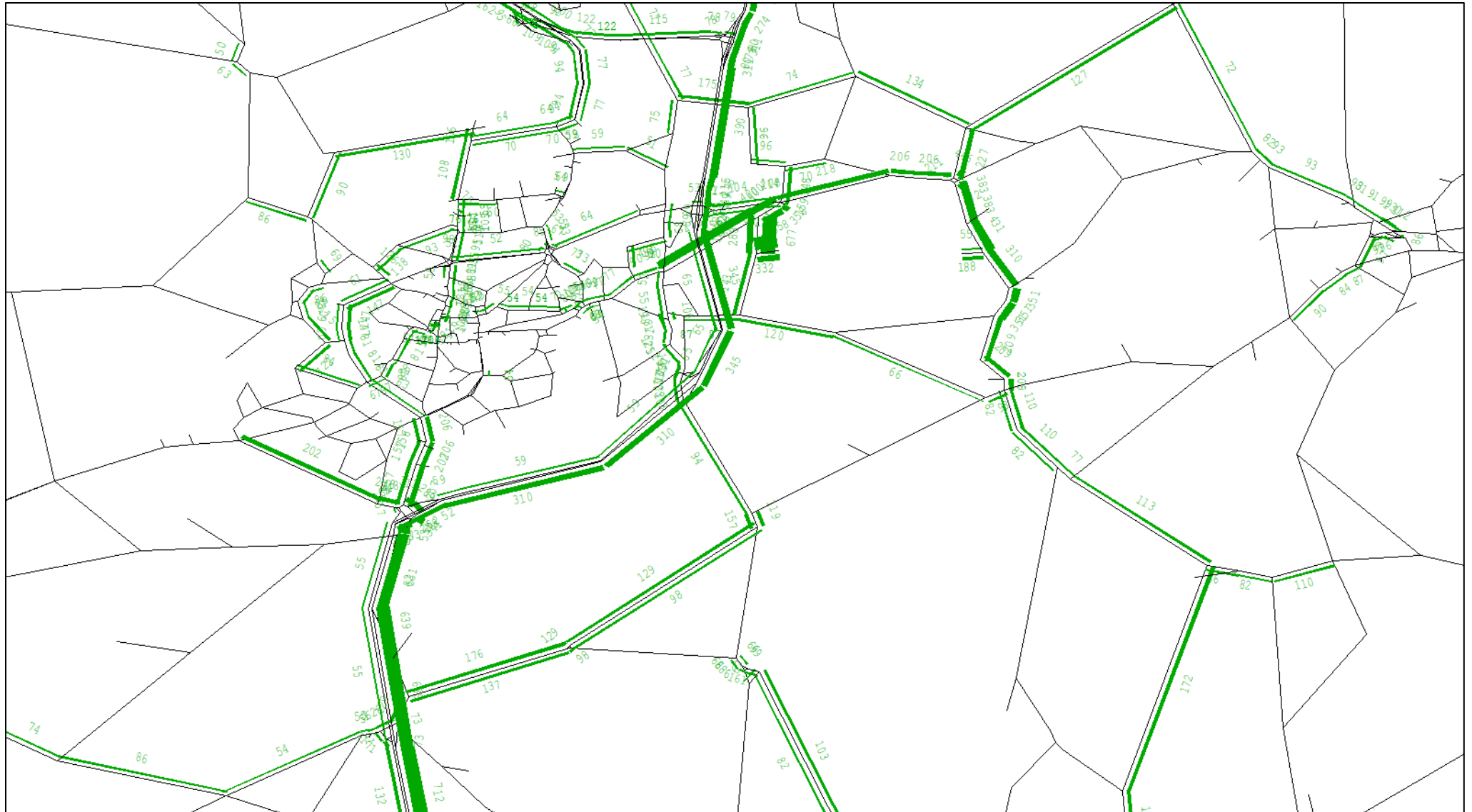
Demand Flow Difference - North - PM Peak Scenario 4B minus Reference Case – All Flow Changes



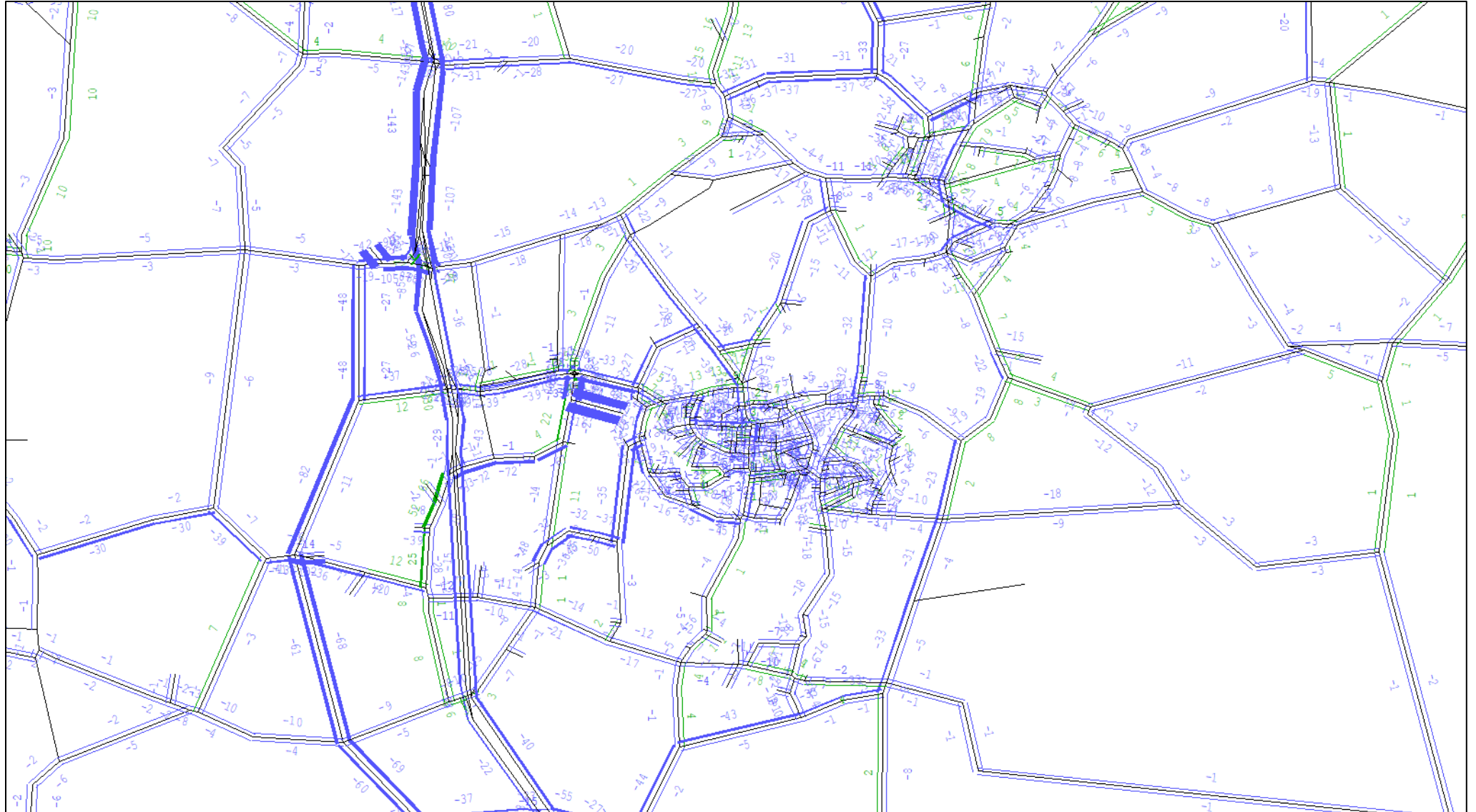
Demand Flow Difference - North - PM Peak Scenario 4 minus Reference Case – Flow Increases of 50+ vehicles



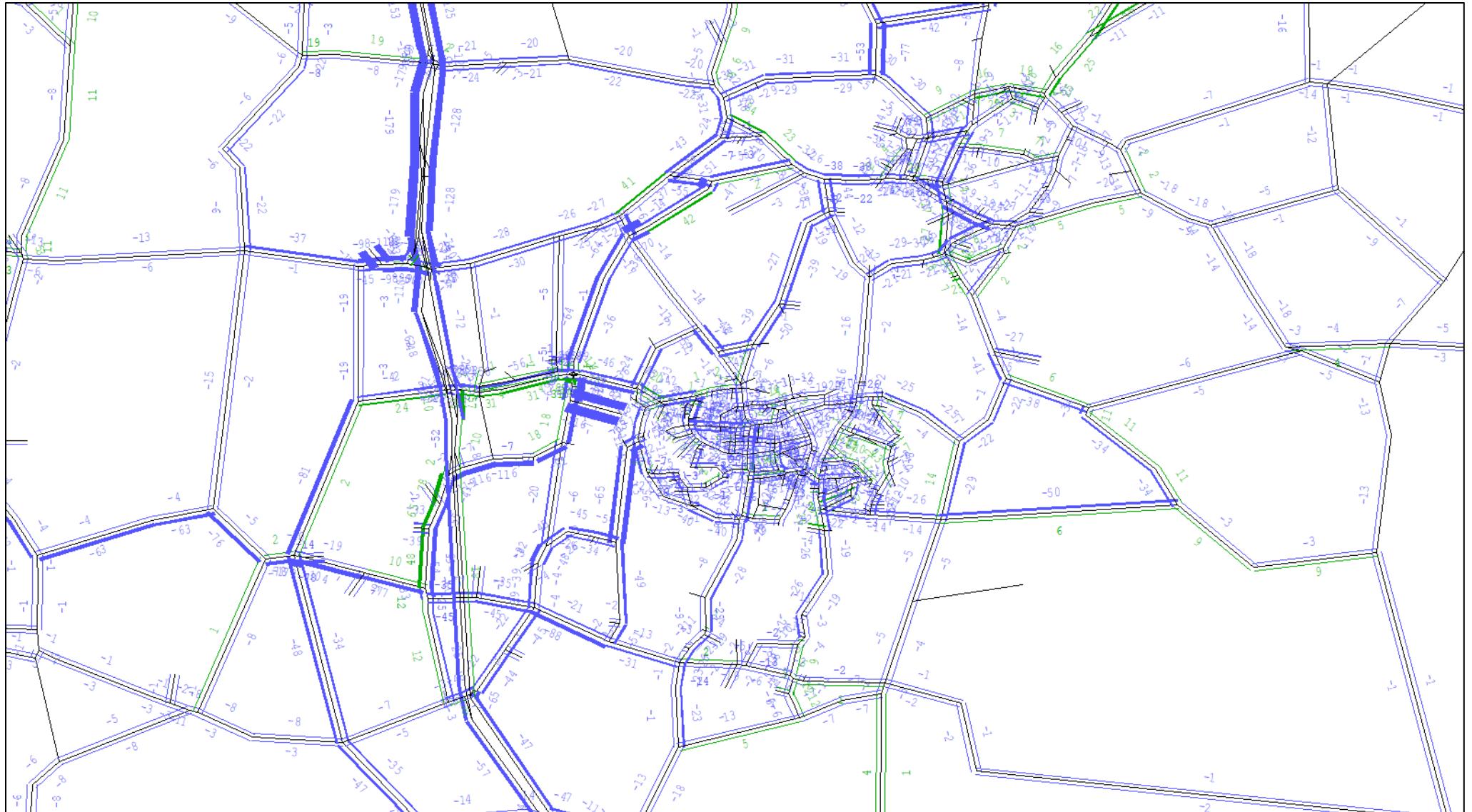
Demand Flow Difference - North - PM Peak Scenario 4B minus Reference Case – Flow Increases of 50+ vehicles



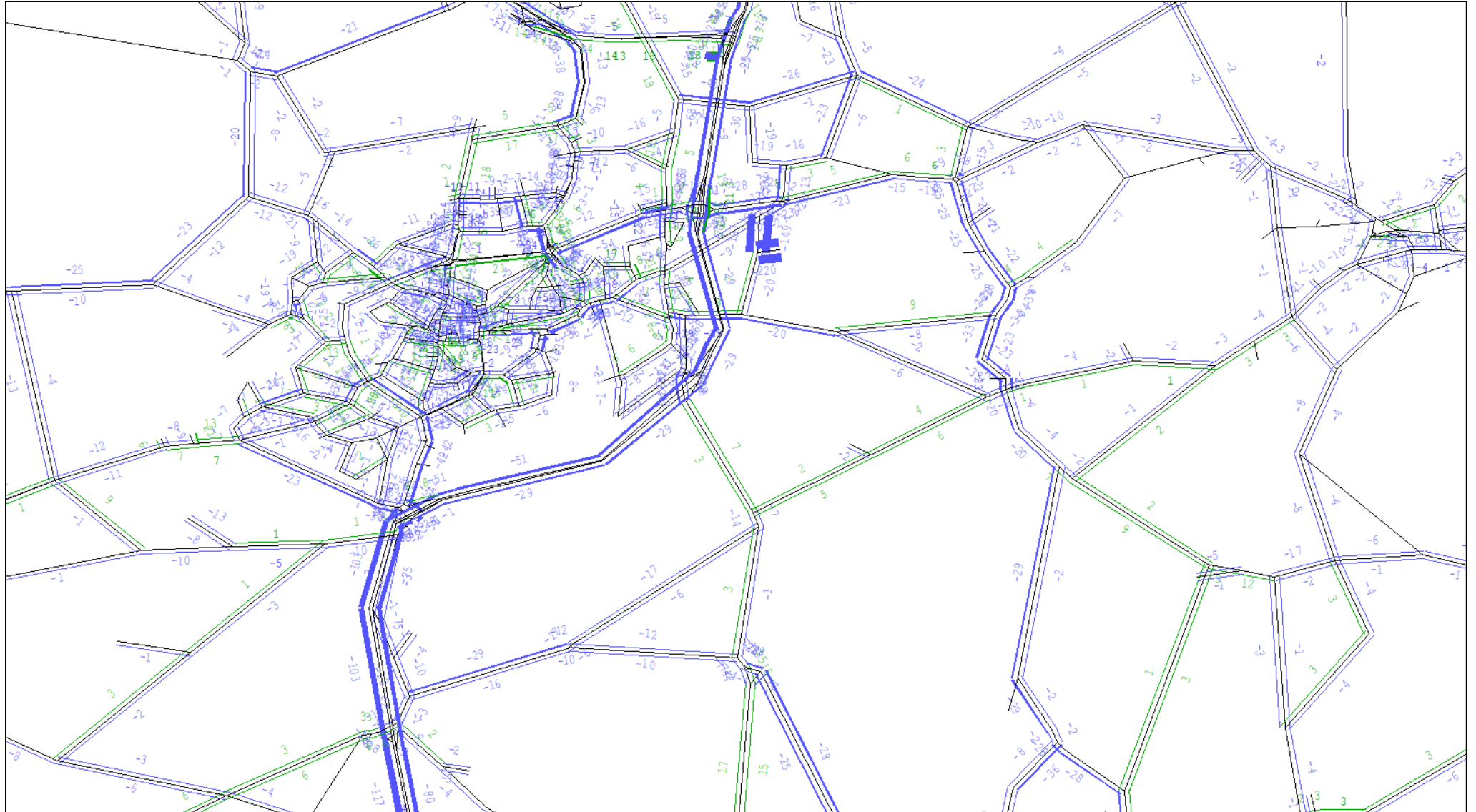
Demand Flow Difference - South - AM Peak Scenario 4m1 minus Scenario 4 – All Flow Changes



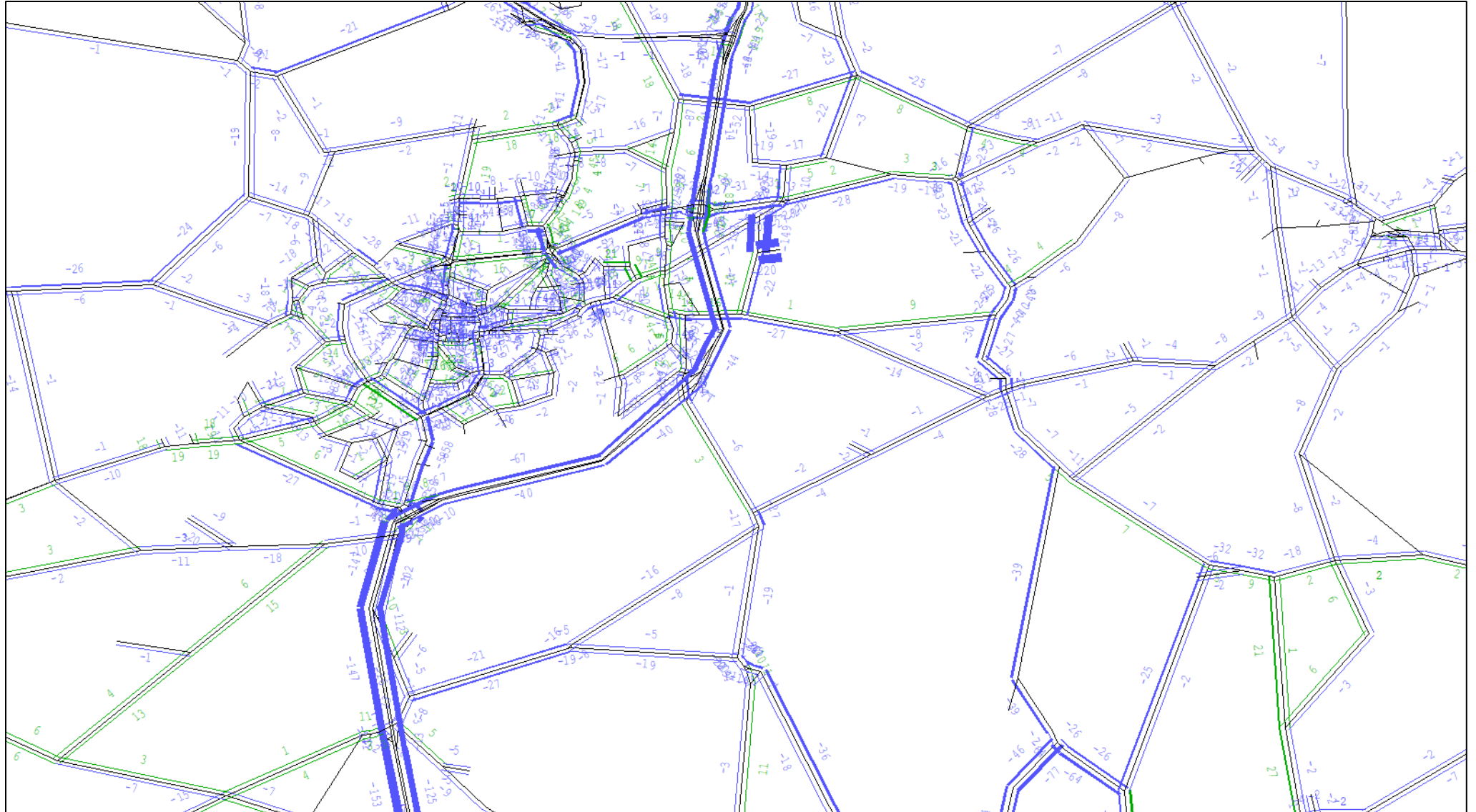
Demand Flow Difference - South - AM Peak Scenario 4Bm1 minus Scenario 4B – All Flow Changes



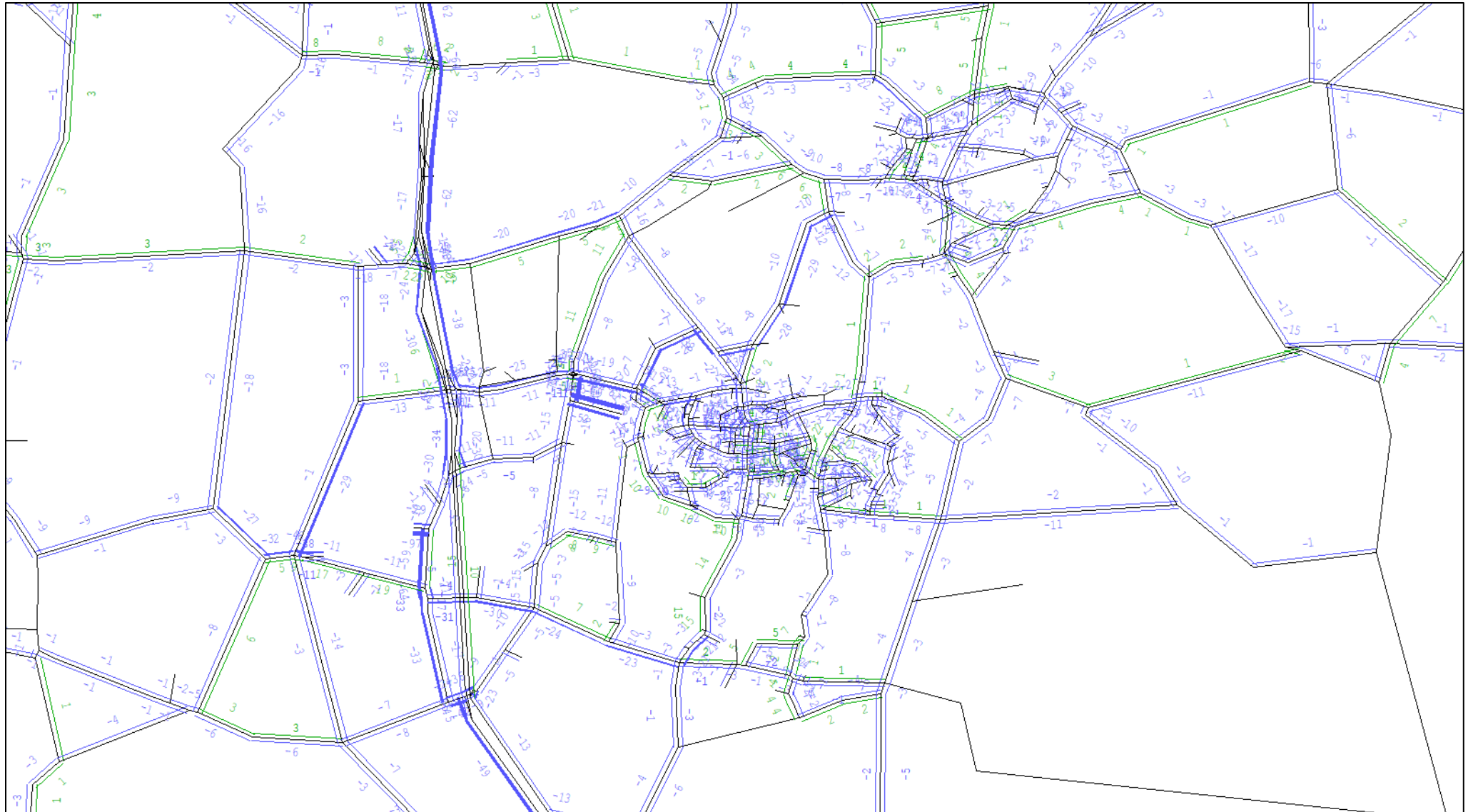
Demand Flow Difference - North - AM Peak Scenario 4m1 minus Scenario 4 – All Flow Changes



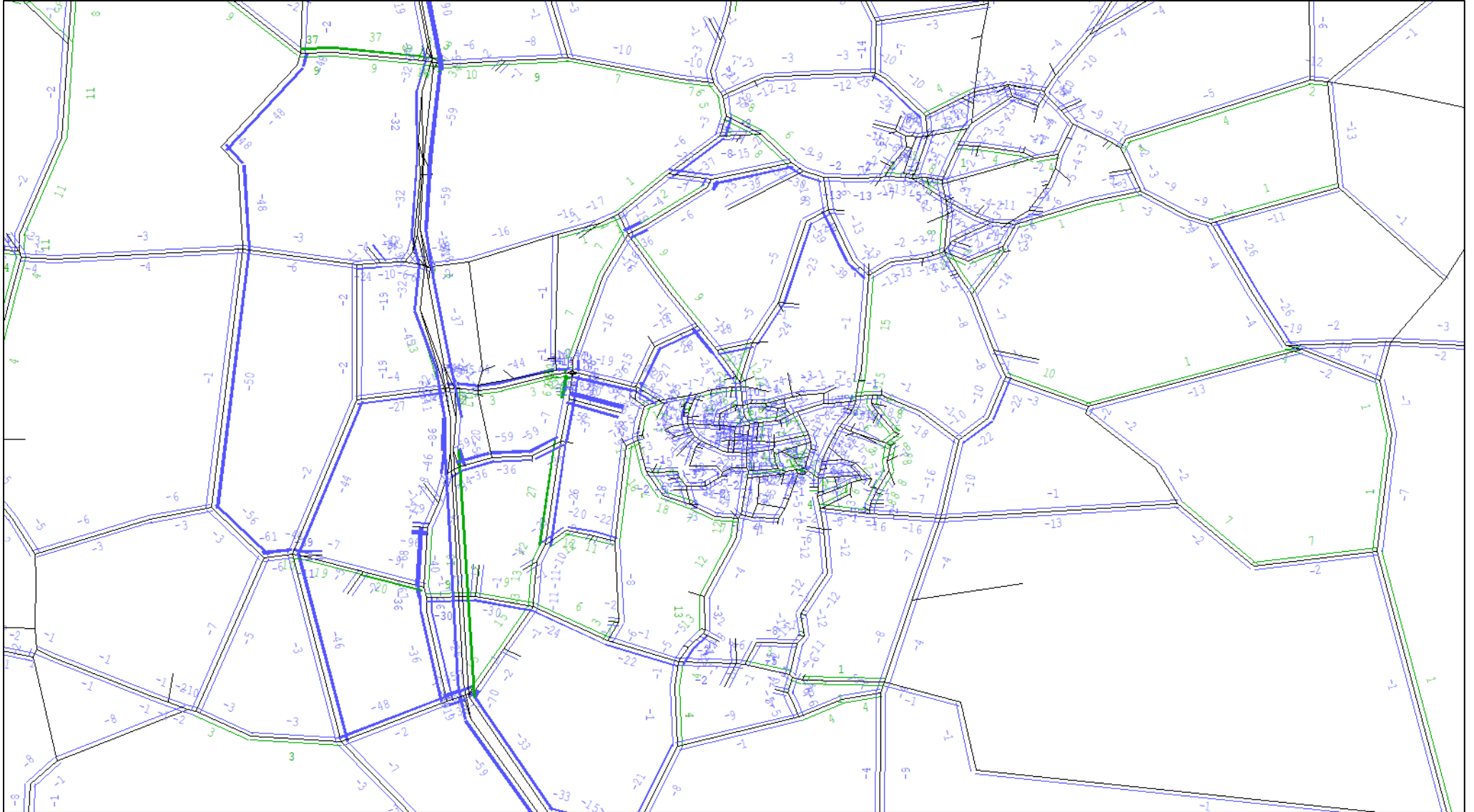
Demand Flow Difference - North - AM Peak Scenario 4Bm1 minus Scenario 4B – All Flow Changes



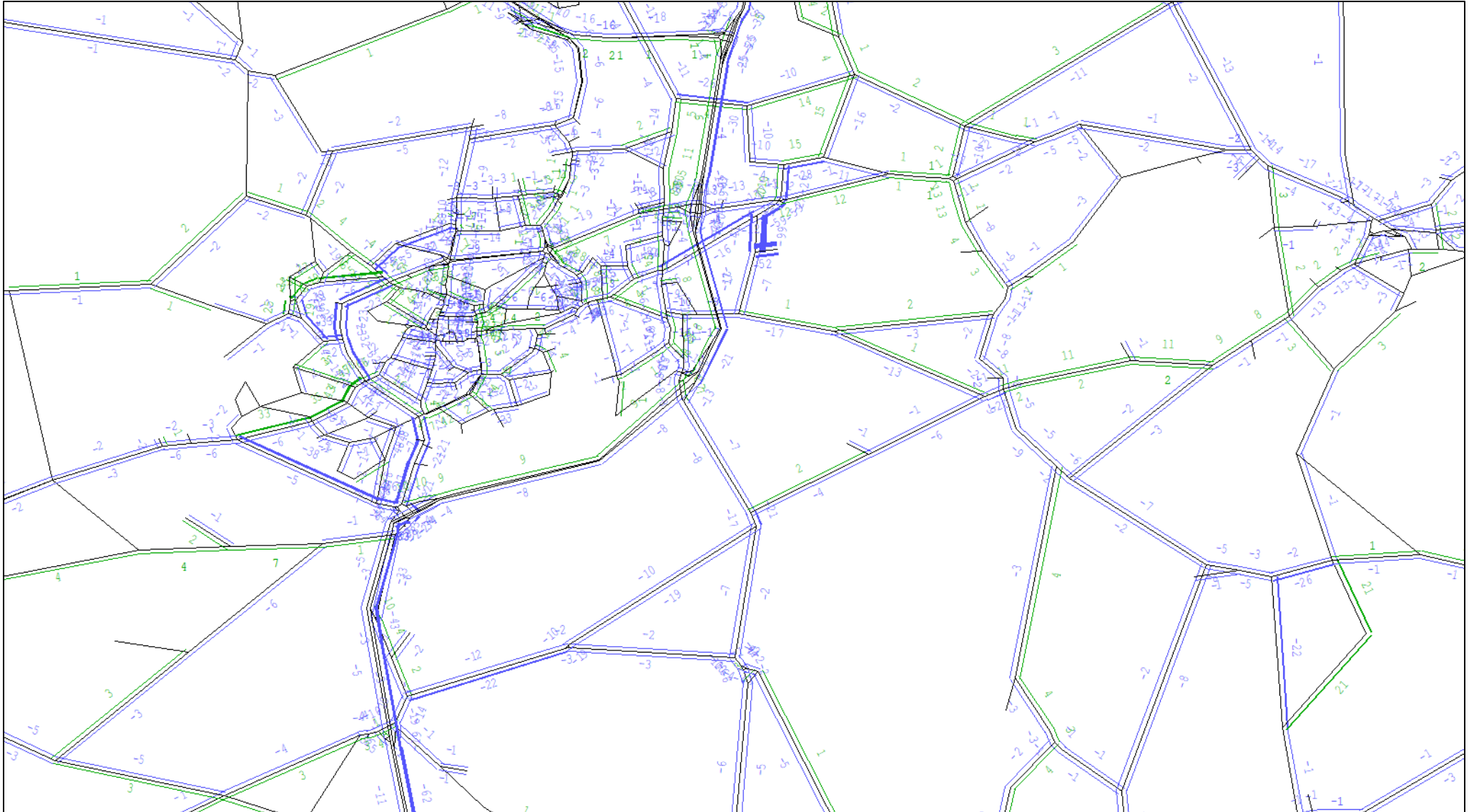
Demand Flow Difference - South - PM Peak Scenario 4m1 minus Scenario 4 – All Flow Changes



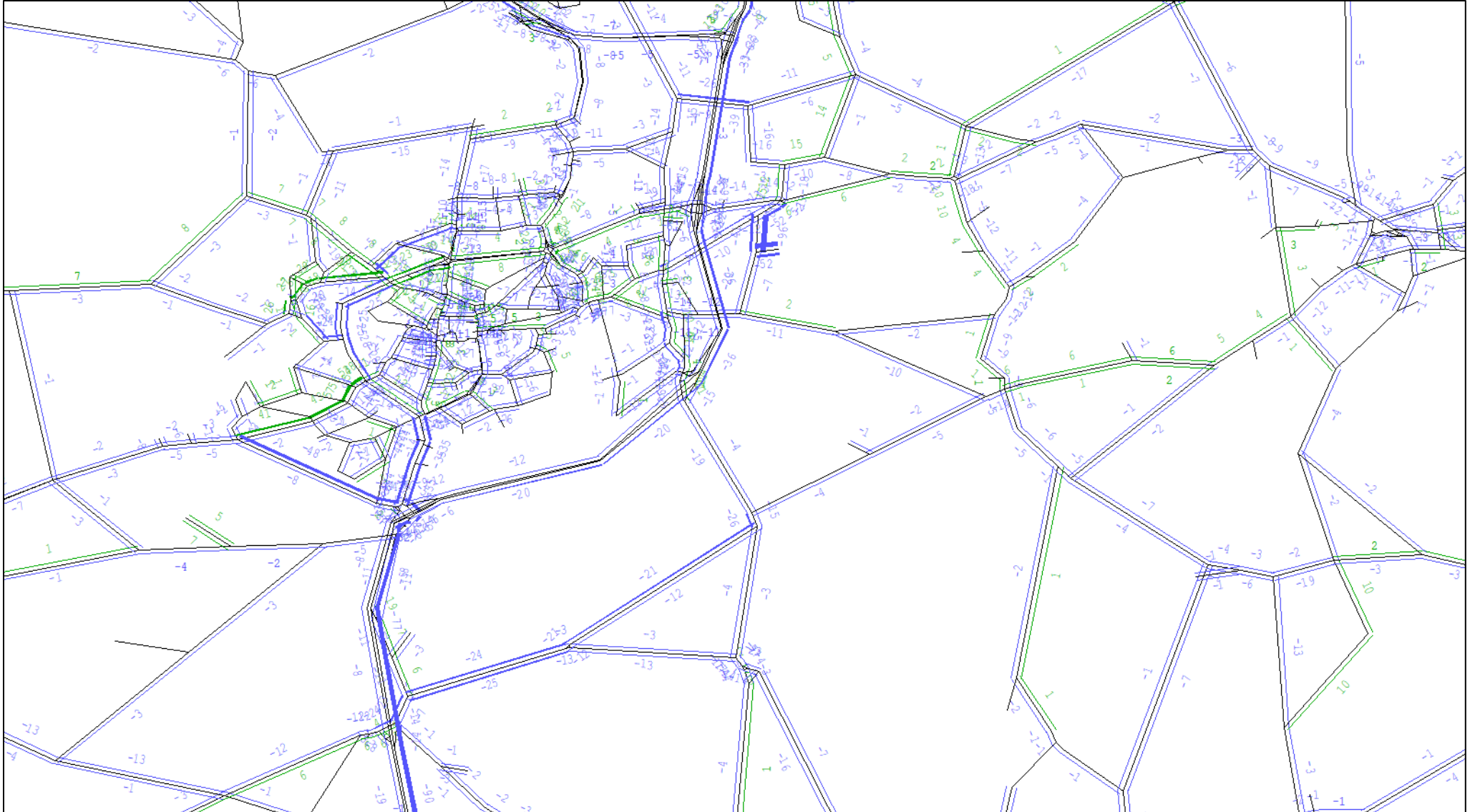
Demand Flow Difference - South - PM Peak Scenario 4Bm1 minus Scenario 4B – All Flow Changes



Demand Flow Difference - North - PM Peak Scenario 4m1 minus Scenario 4 – All Flow Changes



Demand Flow Difference - North - PM Peak Scenario 4Bm1 minus Scenario 4B – All Flow Changes



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	KK KILKENNY	2 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 15 to 479 (units:)
 Range Selected by User: 15 to 788 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/11/17

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

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	3 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	21 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 Centre	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	8

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.

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 21 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	9 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	11 days
1.6 to 2.0	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
No	19 days

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

PTAL Rating:

No PTAL Present	20 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-K-02 FRITH LANE MILL HILL MILL HILL EAST Edge of Town Residential Zone Total Number of dwellings: 479 <i>Survey date: THURSDAY 07/07/16</i>	HOUSES & FLATS	BARNET	<i>Survey Type: MANUAL</i>
2	CA-03-K-01 WEASANHAM LANE WISBECH FENLAND Edge of Town Residential Zone Total Number of dwellings: 100 <i>Survey date: MONDAY 07/09/15</i>	MIXED HOUSES & FLATS	CAMBRI D GESHIRE	<i>Survey Type: MANUAL</i>
3	CA-03-K-03 YORK STREET CAMBRIDGE Edge of Town Centre No Sub Category Total Number of dwellings: 178 <i>Survey date: WEDNESDAY 20/09/17</i>	FLATS & TERRACED	CAMBRI D GESHIRE	<i>Survey Type: MANUAL</i>
4	CB-03-K-01 BRIDGE LANE CARLISLE Edge of Town Industrial Zone Total Number of dwellings: 66 <i>Survey date: THURSDAY 12/06/14</i>	FLATS & TERRACED	CUMBRIA	<i>Survey Type: MANUAL</i>
5	CB-03-K-02 NATLAND ROAD KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: TUESDAY 21/06/16</i>	SEMI -DETACHED & FLATS	CUMBRIA	<i>Survey Type: MANUAL</i>
6	CR-03-K-02 SKEHARD ROAD CORK BALLINURE Edge of Town Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 20/06/14</i>	SEMI -DET. & FLATS	CORK	<i>Survey Type: MANUAL</i>
7	DE-03-K-01 NORTHLAND ROAD LONDONDERRY CLOUGHGLASS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 92 <i>Survey date: WEDNESDAY 20/06/12</i>	HOUSES & FLATS	DERRY	<i>Survey Type: MANUAL</i>
8	DL-03-K-02 MILLTOWN ROAD DUBLIN MILLTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 68 <i>Survey date: TUESDAY 10/09/13</i>	HOUSES & FLATS	DUBLIN	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DL-03-K-03 CHARLESTOWN DUBLIN	HOUSES & FLATS	DUBLIN
	Edge of Town Industrial Zone Total Number of dwellings:	322	
	<i>Survey date: WEDNESDAY</i>	<i>11/09/13</i>	<i>Survey Type: MANUAL</i>
10	DL-03-K-04 ALL HALLOWS SQUARE DUBLIN DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone	FLATS AND DUPLEXES	DUBLIN
	Total Number of dwellings:	76	
	<i>Survey date: TUESDAY</i>	<i>22/11/16</i>	<i>Survey Type: MANUAL</i>
11	ES-03-K-01 LEWES ROAD UCKFIELD RIDGEWOOD Edge of Town Residential Zone	MIXED HOUSES & FLATS	EAST SUSSEX
	Total Number of dwellings:	64	
	<i>Survey date: THURSDAY</i>	<i>14/07/16</i>	<i>Survey Type: MANUAL</i>
12	GM-03-K-02 ABRAM CLOSE MANCHESTER FALLOWFIELD Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI DET. & FLATS	GREATER MANCHESTER
	Total Number of dwellings:	33	
	<i>Survey date: TUESDAY</i>	<i>11/10/11</i>	<i>Survey Type: MANUAL</i>
13	GS-03-K-01 CONEY HILL ROAD GLOUCESTER CONEY HILL Suburban Area (PPS6 Out of Centre) Residential Zone	MIXED HOUSING	GLOUCESTERSHIRE
	Total Number of dwellings:	33	
	<i>Survey date: THURSDAY</i>	<i>29/04/10</i>	<i>Survey Type: MANUAL</i>
14	HC-03-K-06 ROMSEY ROAD SOUTHAMPTON MAYBUSH Suburban Area (PPS6 Out of Centre) Residential Zone	HOUSES & FLATS	HAMPSHIRE
	Total Number of dwellings:	91	
	<i>Survey date: THURSDAY</i>	<i>02/10/14</i>	<i>Survey Type: MANUAL</i>
15	KK-03-K-01 BENNETTS BRIDGE ROAD KILKENNY	HOUSES & FLATS	KILKENNY
	Edge of Town Residential Zone Total Number of dwellings:	35	
	<i>Survey date: TUESDAY</i>	<i>30/09/14</i>	<i>Survey Type: MANUAL</i>
16	KK-03-K-02 BOTHAR AN CHOLAISTE KILKENNY	DETACHED & FLATS	KILKENNY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	27	
	<i>Survey date: MONDAY</i>	<i>29/09/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NE-03-K-01 LADYSMITH ROAD CLEETHORPES	BLOCK OF FLATS		NORTH EAST LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 67 <i>Survey date: TUESDAY 06/05/14</i>			
18	NT-03-K-02 CASTLE BRIDGE ROAD NOTTINGHAM	MIXED HOUSES		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 <i>Survey date: MONDAY 07/11/16</i>			
19	NY-03-K-02 HORSEFAIR BOROUGHBRIDGE	MIXED HOUSING		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 19 <i>Survey date: MONDAY 10/10/11</i>			
20	ST-03-K-03 CLAREMONT ROAD WOLVERHAMPTON	MIXED HOUSING & FLATS		STAFFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: FRIDAY 09/05/14</i>			
21	WS-03-K-03 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 115 <i>Survey date: THURSDAY 12/05/16</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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 18 GS-03-K-01 Tot: 0.182

85th Percentile = No. 4 DL-03-K-02 Tot: 0.588

Median Values

Arrivals: 0.098

Departures: 0.293

Totals: 0.391

Mean Values

Arrivals: 0.098

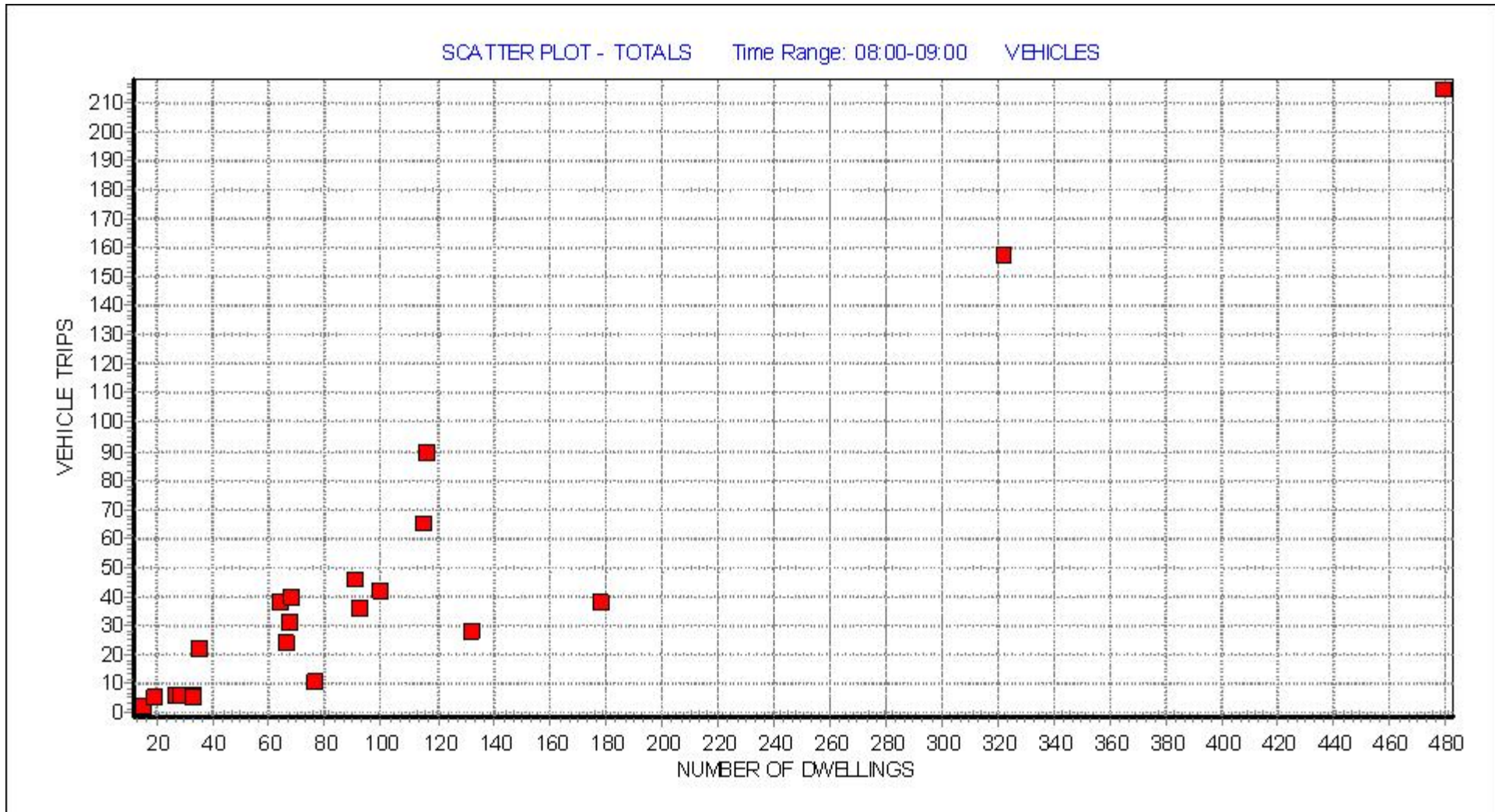
Departures: 0.281

Totals: 0.379

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CR-03-K-02	SEMI-DET. & FL	CORK	CORK	116	Fri	20/06/14	0.155	0.621	0.776	2.12
2	KK-03-K-01	HOUSES & FLATS	KILKENNY	KILKENNY	35	Tue	30/09/14	0.057	0.571	0.628	1.54
3	ES-03-K-01	MIXED HOUSES &	UCKFIELD	EAST SUSSEX	64	Thu	14/07/16	0.172	0.422	0.594	1.67
4	DL-03-K-02	HOUSES & FLATS	DUBLIN	DUBLIN	68	Tue	10/09/13	0.191	0.397	0.588	1.66
5	WS-03-K-03	MIXED HOUSES &	WORTHING	WEST SUSSEX	115	Thu	12/05/16	0.148	0.417	0.565	2.20
6	HC-03-K-06	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	91	Thu	02/10/14	0.132	0.374	0.506	1.54
7	DL-03-K-03	HOUSES & FLATS	DUBLIN	DUBLIN	322	Wed	11/09/13	0.140	0.348	0.488	1.73
8	NE-03-K-01	BLOCK OF FLATS	CLEETHORPES	NORTH EAST LINCOLNS	67	Tue	06/05/14	0.164	0.299	0.463	1.16
9	BN-03-K-02	HOUSES & FLATS	MILL HILL	BARNET	479	Thu	07/07/16	0.177	0.271	0.448	1.93
10	CA-03-K-01	MIXED HOUSES &	WISBECH	CAMBRIDGESHIRE	100	Mon	07/09/15	0.140	0.280	0.420	1.19
11	DE-03-K-01	HOUSES & FLATS	LONDONDERRY	DERRY	92	Wed	20/06/12	0.098	0.293	0.391	1.41
12	CB-03-K-01	FLATS & TERRAC	CARLISLE	CUMBRIA	66	Thu	12/06/14	0.106	0.258	0.364	1.55
13	NY-03-K-02	MIXED HOUSING	BOROUGHBRIDGE	NORTH YORKSHIRE	19	Mon	10/10/11	0.053	0.211	0.264	1.79
14	KK-03-K-02	DETACHED & FLA	KILKENNY	KILKENNY	27	Mon	29/09/14	0.000	0.222	0.222	1.81
15	ST-03-K-03	MIXED HOUSING	WOLVERHAMPTON	STAFFORDSHIRE	28	Fri	09/05/14	0.071	0.143	0.214	1.86
16	CA-03-K-03	FLATS & TERRAC	CAMBRIDGE	CAMBRIDGESHIRE	178	Wed	20/09/17	0.067	0.146	0.213	1.16
17	NT-03-K-02	MIXED HOUSES	NOTTINGHAM	NOTTINGHAMSHIRE	132	Mon	07/11/16	0.015	0.197	0.212	0.55
18	GS-03-K-01	MIXED HOUSING	GLOUCESTER	GLOUCESTERSHIRE	33	Thu	29/04/10	0.000	0.182	0.182	1.27
19	GM-03-K-02	SEMI DET. & FL	MANCHESTER	GREATER MANCHESTER	33	Tue	11/10/11	0.061	0.091	0.152	1.36
20	DL-03-K-04	FLATS AND DUPL	DUBLIN	DUBLIN	76	Tue	22/11/16	0.118	0.026	0.144	1.00
21	CB-03-K-02	SEMI-DETACHED	KENDAL	CUMBRIA	15	Tue	21/06/16	0.000	0.133	0.133	2.07

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	KK KILKENNY	2 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 15 to 479 (units:)
 Range Selected by User: 15 to 788 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/11/17

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

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	3 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	21 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 Centre	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	8

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.

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 21 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	9 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	11 days
1.6 to 2.0	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
No	19 days

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

PTAL Rating:

No PTAL Present	20 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-K-02 FRITH LANE MILL HILL MILL HILL EAST Edge of Town Residential Zone Total Number of dwellings: 479 <i>Survey date: THURSDAY 07/07/16</i>	HOUSES & FLATS	BARNET	<i>Survey Type: MANUAL</i>
2	CA-03-K-01 WEASANHAM LANE WISBECH FENLAND Edge of Town Residential Zone Total Number of dwellings: 100 <i>Survey date: MONDAY 07/09/15</i>	MIXED HOUSES & FLATS	CAMBRI D GESHIRE	<i>Survey Type: MANUAL</i>
3	CA-03-K-03 YORK STREET CAMBRIDGE Edge of Town Centre No Sub Category Total Number of dwellings: 178 <i>Survey date: WEDNESDAY 20/09/17</i>	FLATS & TERRACED	CAMBRI D GESHIRE	<i>Survey Type: MANUAL</i>
4	CB-03-K-01 BRIDGE LANE CARLISLE Edge of Town Industrial Zone Total Number of dwellings: 66 <i>Survey date: THURSDAY 12/06/14</i>	FLATS & TERRACED	CUMBRIA	<i>Survey Type: MANUAL</i>
5	CB-03-K-02 NATLAND ROAD KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: TUESDAY 21/06/16</i>	SEMI -DETACHED & FLATS	CUMBRIA	<i>Survey Type: MANUAL</i>
6	CR-03-K-02 SKEHARD ROAD CORK BALLINURE Edge of Town Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 20/06/14</i>	SEMI -DET. & FLATS	CORK	<i>Survey Type: MANUAL</i>
7	DE-03-K-01 NORTHLAND ROAD LONDONDERRY CLOUGHGLASS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 92 <i>Survey date: WEDNESDAY 20/06/12</i>	HOUSES & FLATS	DERRY	<i>Survey Type: MANUAL</i>
8	DL-03-K-02 MILLTOWN ROAD DUBLIN MILLTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 68 <i>Survey date: TUESDAY 10/09/13</i>	HOUSES & FLATS	DUBLIN	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DL-03-K-03 CHARLESTOWN DUBLIN	HOUSES & FLATS	DUBLIN
	Edge of Town Industrial Zone Total Number of dwellings:	322	
	<i>Survey date: WEDNESDAY</i>	<i>11/09/13</i>	<i>Survey Type: MANUAL</i>
10	DL-03-K-04 ALL HALLOWS SQUARE DUBLIN DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone	FLATS AND DUPLEXES	DUBLIN
	Total Number of dwellings:	76	
	<i>Survey date: TUESDAY</i>	<i>22/11/16</i>	<i>Survey Type: MANUAL</i>
11	ES-03-K-01 LEWES ROAD UCKFIELD RIDGEWOOD Edge of Town Residential Zone	MIXED HOUSES & FLATS	EAST SUSSEX
	Total Number of dwellings:	64	
	<i>Survey date: THURSDAY</i>	<i>14/07/16</i>	<i>Survey Type: MANUAL</i>
12	GM-03-K-02 ABRAM CLOSE MANCHESTER FALLOWFIELD Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI DET. & FLATS	GREATER MANCHESTER
	Total Number of dwellings:	33	
	<i>Survey date: TUESDAY</i>	<i>11/10/11</i>	<i>Survey Type: MANUAL</i>
13	GS-03-K-01 CONEY HILL ROAD GLOUCESTER CONEY HILL Suburban Area (PPS6 Out of Centre) Residential Zone	MIXED HOUSING	GLOUCESTERSHIRE
	Total Number of dwellings:	33	
	<i>Survey date: THURSDAY</i>	<i>29/04/10</i>	<i>Survey Type: MANUAL</i>
14	HC-03-K-06 ROMSEY ROAD SOUTHAMPTON MAYBUSH Suburban Area (PPS6 Out of Centre) Residential Zone	HOUSES & FLATS	HAMPSHIRE
	Total Number of dwellings:	91	
	<i>Survey date: THURSDAY</i>	<i>02/10/14</i>	<i>Survey Type: MANUAL</i>
15	KK-03-K-01 BENNETTS BRIDGE ROAD KILKENNY	HOUSES & FLATS	KILKENNY
	Edge of Town Residential Zone Total Number of dwellings:	35	
	<i>Survey date: TUESDAY</i>	<i>30/09/14</i>	<i>Survey Type: MANUAL</i>
16	KK-03-K-02 BOTHAR AN CHOLAISTE KILKENNY	DETACHED & FLATS	KILKENNY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	27	
	<i>Survey date: MONDAY</i>	<i>29/09/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NE-03-K-01 LADYSMITH ROAD CLEETHORPES	BLOCK OF FLATS		NORTH EAST LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 67 <i>Survey date: TUESDAY 06/05/14</i>			
18	NT-03-K-02 CASTLE BRIDGE ROAD NOTTINGHAM	MIXED HOUSES		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 <i>Survey date: MONDAY 07/11/16</i>			
19	NY-03-K-02 HORSEFAIR BOROUGHBRIDGE	MIXED HOUSING		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 19 <i>Survey date: MONDAY 10/10/11</i>			
20	ST-03-K-03 CLAREMONT ROAD WOLVERHAMPTON	MIXED HOUSING & FLATS		STAFFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: FRIDAY 09/05/14</i>			
21	WS-03-K-03 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 115 <i>Survey date: THURSDAY 12/05/16</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.

RANK ORDER for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 18 CA-03-K-03 Tot: 0.174

85th Percentile = No. 4 KK-03-K-01 Tot: 0.629

Median Values

Arrivals: 0.225

Departures: 0.161

Totals: 0.386

Mean Values

Arrivals: 0.250

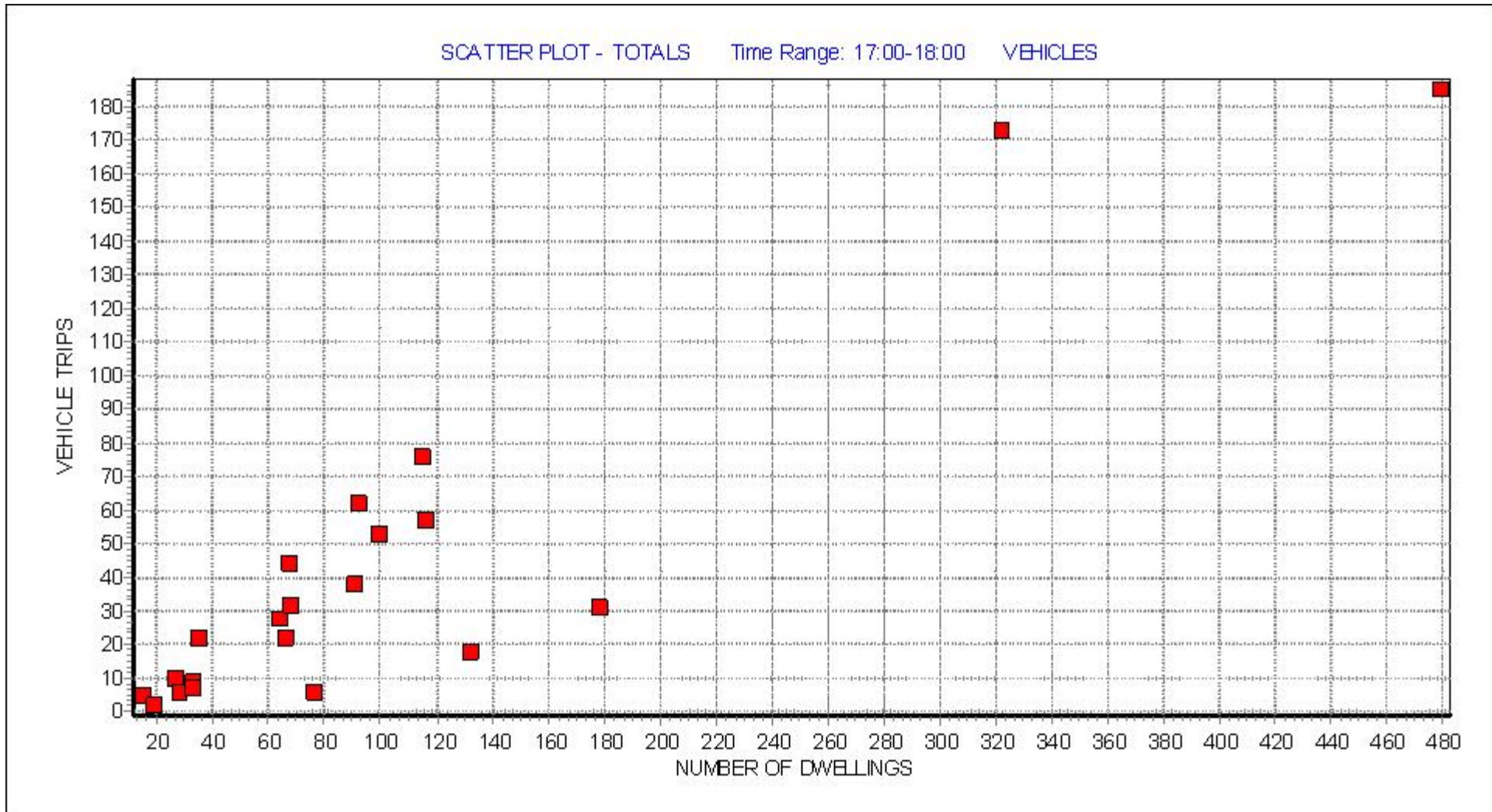
Departures: 0.137

Totals: 0.387

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	DE-03-K-01	HOUSES & FLATS	LONDONDERRY	DERRY	92	Wed	20/06/12	0.370	0.304	0.674	1.41
2	WS-03-K-03	MIXED HOUSES &	WORTHING	WEST SUSSEX	115	Thu	12/05/16	0.443	0.217	0.660	2.20
3	NE-03-K-01	BLOCK OF FLATS	CLEETHORPES	NORTH EAST LINCOLNS	67	Tue	06/05/14	0.358	0.299	0.657	1.16
4	KK-03-K-01	HOUSES & FLATS	KILKENNY	KILKENNY	35	Tue	30/09/14	0.486	0.143	0.629	1.54
5	DL-03-K-03	HOUSES & FLATS	DUBLIN	DUBLIN	322	Wed	11/09/13	0.329	0.208	0.537	1.73
6	CA-03-K-01	MIXED HOUSES &	WISBECH	CAMBRIDGESHIRE	100	Mon	07/09/15	0.290	0.240	0.530	1.19
7	CR-03-K-02	SEMI-DET. & FL	CORK	CORK	116	Fri	20/06/14	0.353	0.138	0.491	2.12
8	DL-03-K-02	HOUSES & FLATS	DUBLIN	DUBLIN	68	Tue	10/09/13	0.279	0.191	0.470	1.66
9	ES-03-K-01	MIXED HOUSES &	UCKFIELD	EAST SUSSEX	64	Thu	14/07/16	0.281	0.156	0.437	1.67
10	HC-03-K-06	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	91	Thu	02/10/14	0.330	0.088	0.418	1.54
11	BN-03-K-02	HOUSES & FLATS	MILL HILL	BARNET	479	Thu	07/07/16	0.225	0.161	0.386	1.93
12	KK-03-K-02	DETACHED & FLA	KILKENNY	KILKENNY	27	Mon	29/09/14	0.259	0.111	0.370	1.81
13	CB-03-K-02	SEMI-DETACHED	KENDAL	CUMBRIA	15	Tue	21/06/16	0.267	0.067	0.334	2.07
14	CB-03-K-01	FLATS & TERRAC	CARLISLE	CUMBRIA	66	Thu	12/06/14	0.258	0.076	0.334	1.55
15	GM-03-K-02	SEMI DET. & FL	MANCHESTER	GREATER MANCHESTER	33	Tue	11/10/11	0.121	0.152	0.273	1.36
16	ST-03-K-03	MIXED HOUSING	WOLVERHAMPTON	STAFFORDSHIRE	28	Fri	09/05/14	0.143	0.071	0.214	1.86
17	GS-03-K-01	MIXED HOUSING	GLOUCESTER	GLOUCESTERSHIRE	33	Thu	29/04/10	0.091	0.121	0.212	1.27
18	CA-03-K-03	FLATS & TERRAC	CAMBRI DGE	CAMBRI DGESHI RE	178	Wed	20/09/17	0.112	0.062	0.174	1.16
19	NT-03-K-02	MIXED HOUSES	NOTTINGHAM	NOTTINGHAMSHIRE	132	Mon	07/11/16	0.091	0.045	0.136	0.55
20	NY-03-K-02	MIXED HOUSING	BOROUGHBRIDGE	NORTH YORKSHIRE	19	Mon	10/10/11	0.105	0.000	0.105	1.79
21	DL-03-K-04	FLATS AND DUPL	DUBLIN	DUBLIN	76	Tue	22/11/16	0.053	0.026	0.079	1.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	3 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	SC SURREY	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 8 to 6500 (units:)
 Range Selected by User: 0 to 9500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/09/17

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

Selected survey days:

Monday	14 days
Tuesday	13 days
Wednesday	7 days
Thursday	9 days
Friday	4 days

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

Selected survey types:

Manual count	47 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 Centre	22
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	10

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
Commercial Zone	9
Development Zone	5
Residential Zone	9
Built-Up Zone	12
Out of Town	1
No Sub Category	7

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

Secondary Filtering selection:

Use Class:

B1	47 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	18 days
50,001 to 100,000	3 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	19 days
250,001 to 500,000	3 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	25 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	18 days
No	29 days

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

PTAL Rating:

No PTAL Present	41 days
1b Very poor	1 days
4 Good	2 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-02-A-04 OFFICE CHURCH ROAD NEWTOWNABBEY DUNANNEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 450 <i>Survey date: THURSDAY 17/06/10</i>	ANTRIM	<i>Survey Type: MANUAL</i>
2	BD-02-A-03 OFFICES BROMHAM ROAD BEDFORD Edge of Town Centre No Sub Category Total Number of Employees: 240 <i>Survey date: MONDAY 14/10/13</i>	BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
3	BT-02-A-02 OFFICE WEMBLEY HILL ROAD WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of Employees: 450 <i>Survey date: TUESDAY 22/06/10</i>	BRENT	<i>Survey Type: MANUAL</i>
4	BT-02-A-03 OFFICES EMPIRE WAY WEMBLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Number of Employees: 39 <i>Survey date: WEDNESDAY 03/06/15</i>	BRENT	<i>Survey Type: MANUAL</i>
5	BT-02-A-04 OFFICES EMPIRE WAY WEMBLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Number of Employees: 583 <i>Survey date: THURSDAY 14/05/15</i>	BRENT	<i>Survey Type: MANUAL</i>
6	CA-02-A-04 OFFICE BRETTON WAY PETERBOROUGH Edge of Town Commercial Zone Total Number of Employees: 350 <i>Survey date: THURSDAY 20/10/11</i>	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
7	CA-02-A-06 OFFICES LYNCH WOOD PETERBOROUGH Edge of Town Commercial Zone Total Number of Employees: 400 <i>Survey date: WEDNESDAY 19/10/16</i>	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
8	CB-02-A-02 OFFICE PORT ROAD CARLISLE Edge of Town Centre Industrial Zone Total Number of Employees: 53 <i>Survey date: FRIDAY 24/06/16</i>	CUMBRIA	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	CR-02-A-01 MAHON CRESCENT CORK	STATISTICS OFFICES	CORK
	Edge of Town No Sub Category Total Number of Employees: 451 <i>Survey date: MONDAY 23/06/14</i>		<i>Survey Type: MANUAL</i>
10	DC-02-A-09 THE GROVE DORCHESTER	COUNCIL OFFICES	DORSET
	Edge of Town Centre Built-Up Zone Total Number of Employees: 2088 <i>Survey date: MONDAY 28/11/11</i>		<i>Survey Type: MANUAL</i>
11	DH-02-A-01 BRINKBURN ROAD DARLINGTON	RPMI OFFICES	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 250 <i>Survey date: FRIDAY 05/11/10</i>		<i>Survey Type: MANUAL</i>
12	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY	DURHAM
	Edge of Town Industrial Zone Total Number of Employees: 115 <i>Survey date: TUESDAY 27/11/12</i>		<i>Survey Type: MANUAL</i>
13	DN-02-A-02 ST ORANS ROAD BUNCRANA	COUNCIL OFFICES	DONEGAL
	Edge of Town Centre Residential Zone Total Number of Employees: 11 <i>Survey date: MONDAY 28/06/10</i>		<i>Survey Type: MANUAL</i>
14	DU-02-A-01 GREENMARKET DUNDEE	OFFICES	DUNDEE CITY
	Edge of Town Centre Development Zone Total Number of Employees: 146 <i>Survey date: THURSDAY 27/04/17</i>		<i>Survey Type: MANUAL</i>
15	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 16 <i>Survey date: TUESDAY 17/11/15</i>		<i>Survey Type: MANUAL</i>
16	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Number of Employees: 341 <i>Survey date: THURSDAY 26/11/15</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Number of Employees:		670	
	<i>Survey date: MONDAY</i>		<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
18	HC-02-A-11 CHESTNUT AVENUE CHANDLER'S FORD	DIY CO. HQ		HAMPSHIRE
	Edge of Town Commercial Zone Total Number of Employees:		1700	
	<i>Survey date: MONDAY</i>		<i>17/10/11</i>	<i>Survey Type: MANUAL</i>
19	HC-02-A-12 NORTHERN ROAD PORTSMOUTH COSHAM	HMRC		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees:		829	
	<i>Survey date: MONDAY</i>		<i>23/11/15</i>	<i>Survey Type: MANUAL</i>
20	HD-02-A-08 MILLINGTON ROAD HAYES HYDE PARK	DATA CENTRE		HILLINGDON
	Edge of Town Centre Commercial Zone Total Number of Employees:		1076	
	<i>Survey date: TUESDAY</i>		<i>14/06/16</i>	<i>Survey Type: MANUAL</i>
21	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Number of Employees:		8	
	<i>Survey date: WEDNESDAY</i>		<i>16/10/13</i>	<i>Survey Type: MANUAL</i>
22	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total Number of Employees:		365	
	<i>Survey date: THURSDAY</i>		<i>02/10/14</i>	<i>Survey Type: MANUAL</i>
23	HO-02-A-01 SYON LANE ISLEWORTH	SKY HEADQUARTERS		HOUNSLOW
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees:		6500	
	<i>Survey date: WEDNESDAY</i>		<i>05/07/17</i>	<i>Survey Type: MANUAL</i>
24	KC-02-A-07 KAVELIN WAY ASHFORD HENWOOD IND. ESTATE	KCC HIGHWAYS REG.		KENT
	Edge of Town Commercial Zone Total Number of Employees:		233	
	<i>Survey date: MONDAY</i>		<i>05/12/11</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
		ST MICHAEL'S CLOSE AYLESFORD CLAY WOOD Edge of Town Industrial Zone Total Number of Employees: 190 <i>Survey date: MONDAY 28/11/11</i>	<i>Survey Type: MANUAL</i>
26	KC-02-A-09	COUNCIL OFFICES	KENT
		SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Number of Employees: 200 <i>Survey date: WEDNESDAY 19/10/11</i>	<i>Survey Type: MANUAL</i>
27	KC-02-A-10	COUNCIL OFFICES	KENT
		SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Number of Employees: 430 <i>Survey date: WEDNESDAY 19/10/11</i>	<i>Survey Type: MANUAL</i>
28	KC-02-A-11	COUNTY HALL	KENT
		SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Number of Employees: 2139 <i>Survey date: MONDAY 17/10/11</i>	<i>Survey Type: MANUAL</i>
29	LC-02-A-09	OFFICES	LANCASHIRE
		FURTHERGATE BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of Employees: 150 <i>Survey date: TUESDAY 04/06/13</i>	<i>Survey Type: MANUAL</i>
30	MG-02-A-02	OFFICES	MONAGHAN
		ARMAGH ROAD MONAGHAN Edge of Town Out of Town Total Number of Employees: 94 <i>Survey date: WEDNESDAY 16/11/16</i>	<i>Survey Type: MANUAL</i>
31	NF-02-A-01	COUNCIL OFFICE	NORFOLK
		CHAPEL STREET KING'S LYNN Edge of Town Centre Built-Up Zone Total Number of Employees: 408 <i>Survey date: THURSDAY 30/09/10</i>	<i>Survey Type: MANUAL</i>
32	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
		NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Number of Employees: 50 <i>Survey date: MONDAY 11/09/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone Total Number of Employees:		380	
	<i>Survey date: TUESDAY</i>		<i>12/09/17</i>	<i>Survey Type: MANUAL</i>
34	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category Total Number of Employees:		140	
	<i>Survey date: TUESDAY</i>		<i>12/05/15</i>	<i>Survey Type: MANUAL</i>
35	RO-02-A-02 GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG	GOVERNMENT OFFICES		ROSCOMMON
	Edge of Town Centre Residential Zone Total Number of Employees:		200	
	<i>Survey date: TUESDAY</i>		<i>23/09/14</i>	<i>Survey Type: MANUAL</i>
36	SC-02-A-15 BOXGROVE ROAD GUILDFORD	ACCOUNTANTS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		140	
	<i>Survey date: TUESDAY</i>		<i>05/10/10</i>	<i>Survey Type: MANUAL</i>
37	SC-02-A-16 STANHOPE ROAD CAMBERLEY	BANK OF AMERICA		SURREY
	Edge of Town Commercial Zone Total Number of Employees:		250	
	<i>Survey date: TUESDAY</i>		<i>10/05/11</i>	<i>Survey Type: MANUAL</i>
38	SC-02-A-17 ST GEORGE'S AVENUE WEYBRIDGE THE HEATH	PHARMACEUTICALS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		345	
	<i>Survey date: TUESDAY</i>		<i>18/10/11</i>	<i>Survey Type: MANUAL</i>
39	SF-02-A-01 BEETONS WAY BURY ST. EDMUNDS	COUNCIL OFFICES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees:		700	
	<i>Survey date: MONDAY</i>		<i>27/09/10</i>	<i>Survey Type: MANUAL</i>
40	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total Number of Employees:		218	
	<i>Survey date: FRIDAY</i>		<i>19/07/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

41	SW-02-A-01	OFFICES		SWANSEA
	LANGDON ROAD SWANSEA			
	Edge of Town Centre Development Zone Total Number of Employees: 1221			
	<i>Survey date: FRIDAY</i>		<i>25/10/13</i>	<i>Survey Type: MANUAL</i>
42	SW-02-A-02	OFFICE		SWANSEA
	KINGS ROAD SWANSEA			
	Edge of Town Centre Development Zone Total Number of Employees: 155			
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
43	WH-02-A-03	OFFICE		WANDSWORTH
	BROUGHTON STREET NINE ELMS			
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of Employees: 110			
	<i>Survey date: MONDAY</i>		<i>16/11/15</i>	<i>Survey Type: MANUAL</i>
44	WM-02-A-04	OFFICE		WEST MIDLANDS
	BOURNVILLE LANE BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 50			
	<i>Survey date: TUESDAY</i>		<i>10/11/15</i>	<i>Survey Type: MANUAL</i>
45	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET WORCESTER CITY COUNCIL			
	Edge of Town Centre Built-Up Zone Total Number of Employees: 125			
	<i>Survey date: MONDAY</i>		<i>14/11/16</i>	<i>Survey Type: MANUAL</i>
46	WY-02-A-03	OFFICE		WEST YORKSHIRE
	VICTORIA ROAD LEEDS HEADINGLEY			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 243			
	<i>Survey date: THURSDAY</i>		<i>17/06/10</i>	<i>Survey Type: MANUAL</i>
47	WY-02-A-05	OFFICES		WEST YORKSHIRE
	PIONEER WAY CASTLEFORD WHITWOOD			
	Edge of Town No Sub Category Total Number of Employees: 115			
	<i>Survey date: TUESDAY</i>		<i>23/05/17</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.

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 40 DC-02-A-09 Tot: 0.123

85th Percentile = No. 8 MG-02-A-02 Tot: 0.554

Median Values

Arrivals: 0.246

Departures: 0.031

Totals: 0.277

Mean Values

Arrivals: 0.299

Departures: 0.032

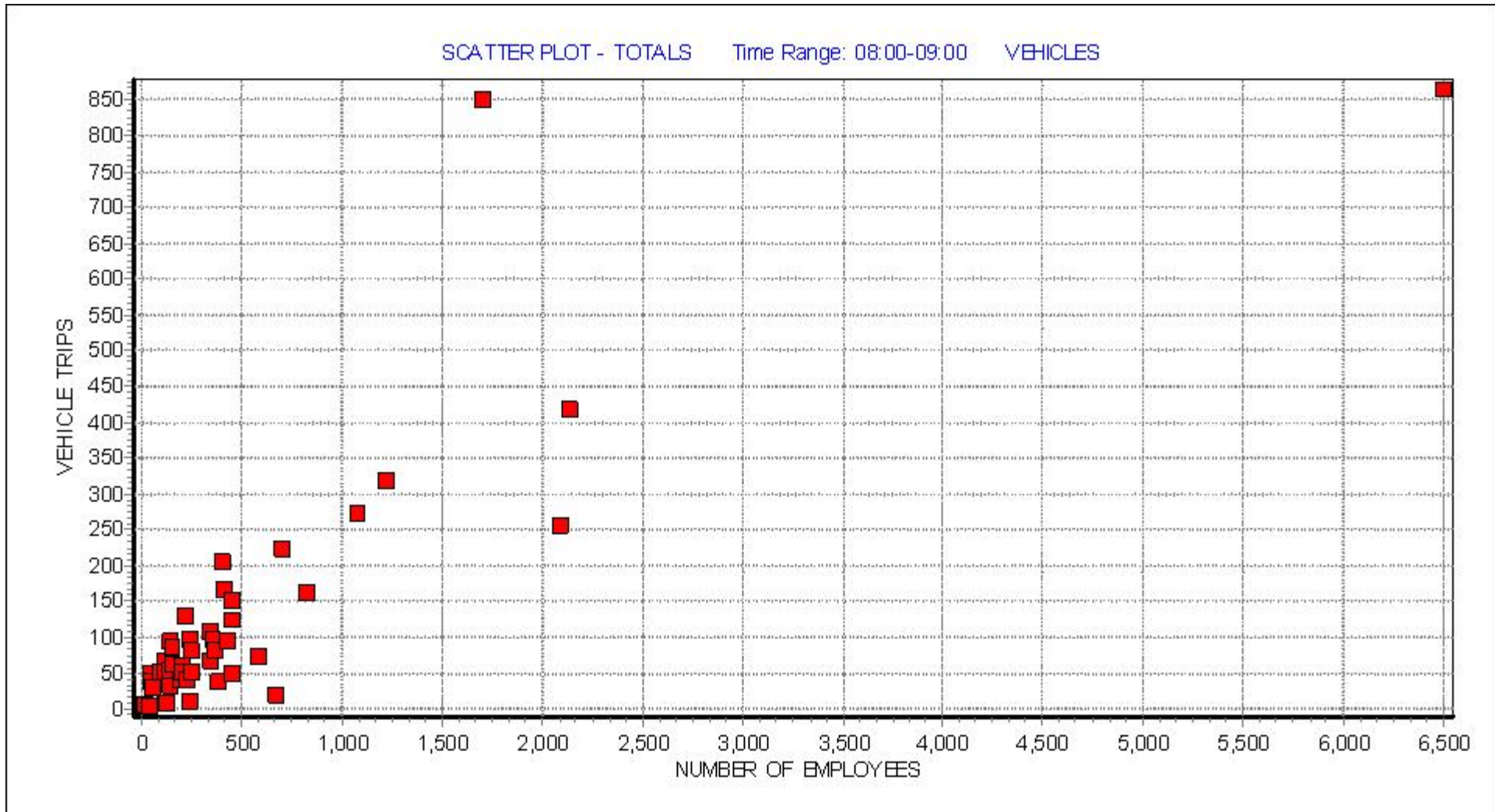
Totals: 0.330

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WM-02-A-04	OFFICE	BIRMINGHAM	WEST MIDLANDS	50	Tue	10/11/15	0.940	0.040	0.980
2	HF-02-A-03	OFFICE	ST ALBANS	HERTFORDSHIRE	8	Wed	16/10/13	0.875	0.000	0.875
3	NF-02-A-02	FINANCIAL PLAN	GREAT YARMOUTH	NORFOLK	50	Mon	11/09/17	0.680	0.100	0.780
4	PS-02-A-01	COUNCIL OFFICE	WELSHPOOL	POWYS	140	Tue	12/05/15	0.571	0.100	0.671
5	SF-02-A-02	OFFICES	IPSWICH	SUFFOLK	218	Fri	19/07/13	0.459	0.133	0.592
6	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	115	Tue	27/11/12	0.565	0.026	0.591
7	LC-02-A-09	OFFICES	BLACKBURN	LANCASHIRE	150	Tue	04/06/13	0.533	0.047	0.580
8	MG-02-A-02	OFFICES	MONAGHAN	MONAGHAN	94	Wed	16/11/16	0.511	0.043	0.554
9	CB-02-A-02	OFFICE	CARLISLE	CUMBRIA	53	Fri	24/06/16	0.453	0.094	0.547
10	CA-02-A-06	OFFICES	PETERBOROUGH	CAMBRIDGESHIRE	400	Wed	19/10/16	0.475	0.035	0.510
11	HC-02-A-11	DIY CO. HQ	CHANDLER'S FORD	HAMPSHIRE	1700	Mon	17/10/11	0.465	0.036	0.501
12	WY-02-A-05	OFFICES	CASTLEFORD	WEST YORKSHIRE	115	Tue	23/05/17	0.409	0.043	0.452
13	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	408	Thu	30/09/10	0.350	0.061	0.411
14	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	243	Thu	17/06/10	0.313	0.086	0.399
15	SW-02-A-02	OFFICE	SWANSEA	SWANSEA	155	Thu	24/10/13	0.342	0.052	0.394
16	ES-02-A-11	HOUSING COMPAN	HASTINGS	EAST SUSSEX	16	Tue	17/11/15	0.375	0.000	0.375
17	DU-02-A-01	OFFICES	DUNDEE	DUNDEE CITY	146	Thu	27/04/17	0.281	0.082	0.363
18	AN-02-A-04	OFFICE	NEWTOWNABBEY	ANTRIM	450	Thu	17/06/10	0.327	0.011	0.338
19	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	250	Fri	05/11/10	0.284	0.040	0.324
20	ES-02-A-12	COUNCIL OFFICE	HAILSHAM	EAST SUSSEX	341	Thu	26/11/15	0.293	0.026	0.319
21	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	700	Mon	27/09/10	0.277	0.041	0.318
22	KC-02-A-09	COUNCIL OFFICE	MAIDSTONE	KENT	200	Wed	19/10/11	0.265	0.035	0.300
23	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	350	Thu	20/10/11	0.254	0.023	0.277
24	CR-02-A-01	STATISTICS OFF	CORK	CORK	451	Mon	23/06/14	0.246	0.031	0.277
25	DN-02-A-02	COUNCIL OFFICE	BUNCRANA	DONEGAL	11	Mon	28/06/10	0.273	0.000	0.273
26	SW-02-A-01	OFFICES	SWANSEA	SWANSEA	1221	Fri	25/10/13	0.223	0.038	0.261
27	RO-02-A-02	GOVERNMENT OFF	ROSCOMMON	ROSCOMMON	200	Tue	23/09/14	0.225	0.030	0.255
28	HD-02-A-08	DATA CENTRE	HAYES	HILLINGDON	1076	Tue	14/06/16	0.243	0.010	0.253
29	SC-02-A-15	ACCOUNTANTS	GUILDFORD	SURREY	140	Tue	05/10/10	0.214	0.021	0.235
30	HF-02-A-04	OFFICES	ST ALBANS	HERTFORDSHIRE	365	Thu	02/10/14	0.225	0.000	0.225
31	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	430	Wed	19/10/11	0.205	0.014	0.219
32	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	190	Mon	28/11/11	0.184	0.026	0.210
33	SC-02-A-16	BANK OF AMERIC	CAMBERLEY	SURREY	250	Tue	10/05/11	0.200	0.004	0.204
34	KC-02-A-11	COUNTY HALL	MAIDSTONE	KENT	2139	Mon	17/10/11	0.186	0.009	0.195
35	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	345	Tue	18/10/11	0.180	0.014	0.194
36	HC-02-A-12	HMRC	PORTSMOUTH	HAMPSHIRE	829	Mon	23/11/15	0.180	0.014	0.194
37	KC-02-A-07	KCC HIGHWAYS R	ASHFORD	KENT	233	Mon	05/12/11	0.167	0.009	0.176
38	HO-02-A-01	SKY HEADQUARTE	ISLEWORTH	HOUNSLOW	6500	Wed	05/07/17	0.116	0.017	0.133
39	BT-02-A-04	OFFICES	WEMBLEY	BRENT	583	Thu	14/05/15	0.117	0.009	0.126

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
40	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	2088	Mon	28/11/11	0.101	0.022	0.123
41	BT-02-A-02	OFFICE	WEMBLEY	BRENT	450	Tue	22/06/10	0.096	0.013	0.109
42	NF-02-A-03	OFFICES	GREAT YARMOUTH	NORFOLK	380	Tue	12/09/17	0.079	0.024	0.103
43	WH-02-A-03	OFFICE	NINE ELMS	WANDSWORTH	110	Mon	16/11/15	0.073	0.009	0.082
44	BT-02-A-03	OFFICES	WEMBLEY	BRENT	39	Wed	03/06/15	0.077	0.000	0.077
45	WO-02-A-02	OFFICE	WORCESTER CITY COUN	WORCESTERSHIRE	125	Mon	14/11/16	0.064	0.008	0.072
46	BD-02-A-03	OFFICES	BEDFORD	BEDFORDSHIRE	240	Mon	14/10/13	0.037	0.004	0.041
47	GM-02-A-09	LEASED OFFICES	MANCHESTER	GREATER MANCHESTER	670	Mon	26/09/16	0.024	0.006	0.030

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	3 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	SC SURREY	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 8 to 6500 (units:)
 Range Selected by User: 0 to 9500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/09/17

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

Selected survey days:

Monday	14 days
Tuesday	13 days
Wednesday	7 days
Thursday	9 days
Friday	4 days

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

Selected survey types:

Manual count	47 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 Centre	22
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	10

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
Commercial Zone	9
Development Zone	5
Residential Zone	9
Built-Up Zone	12
Out of Town	1
No Sub Category	7

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

Secondary Filtering selection:

Use Class:

B1	47 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	18 days
50,001 to 100,000	3 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	19 days
250,001 to 500,000	3 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	25 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	18 days
No	29 days

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

PTAL Rating:

No PTAL Present	41 days
1b Very poor	1 days
4 Good	2 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-02-A-04 OFFICE CHURCH ROAD NEWTOWNABBEY DUNANNEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 450 <i>Survey date: THURSDAY 17/06/10</i>	ANTRIM	<i>Survey Type: MANUAL</i>
2	BD-02-A-03 OFFICES BROMHAM ROAD BEDFORD Edge of Town Centre No Sub Category Total Number of Employees: 240 <i>Survey date: MONDAY 14/10/13</i>	BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
3	BT-02-A-02 OFFICE WEMBLEY HILL ROAD WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of Employees: 450 <i>Survey date: TUESDAY 22/06/10</i>	BRENT	<i>Survey Type: MANUAL</i>
4	BT-02-A-03 OFFICES EMPIRE WAY WEMBLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Number of Employees: 39 <i>Survey date: WEDNESDAY 03/06/15</i>	BRENT	<i>Survey Type: MANUAL</i>
5	BT-02-A-04 OFFICES EMPIRE WAY WEMBLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Number of Employees: 583 <i>Survey date: THURSDAY 14/05/15</i>	BRENT	<i>Survey Type: MANUAL</i>
6	CA-02-A-04 OFFICE BRETTON WAY PETERBOROUGH Edge of Town Commercial Zone Total Number of Employees: 350 <i>Survey date: THURSDAY 20/10/11</i>	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
7	CA-02-A-06 OFFICES LYNCH WOOD PETERBOROUGH Edge of Town Commercial Zone Total Number of Employees: 400 <i>Survey date: WEDNESDAY 19/10/16</i>	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
8	CB-02-A-02 OFFICE PORT ROAD CARLISLE Edge of Town Centre Industrial Zone Total Number of Employees: 53 <i>Survey date: FRIDAY 24/06/16</i>	CUMBRIA	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	CR-02-A-01 MAHON CRESCENT CORK	STATISTICS OFFICES		CORK
	Edge of Town No Sub Category Total Number of Employees:		451	
	<i>Survey date: MONDAY</i>		<i>23/06/14</i>	<i>Survey Type: MANUAL</i>
10	DC-02-A-09 THE GROVE DORCHESTER	COUNCIL OFFICES		DORSET
	Edge of Town Centre Built-Up Zone Total Number of Employees:		2088	
	<i>Survey date: MONDAY</i>		<i>28/11/11</i>	<i>Survey Type: MANUAL</i>
11	DH-02-A-01 BRINKBURN ROAD DARLINGTON	RPMI OFFICES		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		250	
	<i>Survey date: FRIDAY</i>		<i>05/11/10</i>	<i>Survey Type: MANUAL</i>
12	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total Number of Employees:		115	
	<i>Survey date: TUESDAY</i>		<i>27/11/12</i>	<i>Survey Type: MANUAL</i>
13	DN-02-A-02 ST ORANS ROAD BUNCRANA	COUNCIL OFFICES		DONEGAL
	Edge of Town Centre Residential Zone Total Number of Employees:		11	
	<i>Survey date: MONDAY</i>		<i>28/06/10</i>	<i>Survey Type: MANUAL</i>
14	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone Total Number of Employees:		146	
	<i>Survey date: THURSDAY</i>		<i>27/04/17</i>	<i>Survey Type: MANUAL</i>
15	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		16	
	<i>Survey date: TUESDAY</i>		<i>17/11/15</i>	<i>Survey Type: MANUAL</i>
16	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Number of Employees:		341	
	<i>Survey date: THURSDAY</i>		<i>26/11/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Number of Employees:		670	
	<i>Survey date: MONDAY</i>		<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
18	HC-02-A-11 CHESTNUT AVENUE CHANDLER'S FORD	DIY CO. HQ		HAMPSHIRE
	Edge of Town Commercial Zone			
	Total Number of Employees:		1700	
	<i>Survey date: MONDAY</i>		<i>17/10/11</i>	<i>Survey Type: MANUAL</i>
19	HC-02-A-12 NORTHERN ROAD PORTSMOUTH COSHAM	HMRC		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of Employees:		829	
	<i>Survey date: MONDAY</i>		<i>23/11/15</i>	<i>Survey Type: MANUAL</i>
20	HD-02-A-08 MILLINGTON ROAD HAYES HYDE PARK	DATA CENTRE		HILLINGDON
	Edge of Town Centre Commercial Zone			
	Total Number of Employees:		1076	
	<i>Survey date: TUESDAY</i>		<i>14/06/16</i>	<i>Survey Type: MANUAL</i>
21	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Number of Employees:		8	
	<i>Survey date: WEDNESDAY</i>		<i>16/10/13</i>	<i>Survey Type: MANUAL</i>
22	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone			
	Total Number of Employees:		365	
	<i>Survey date: THURSDAY</i>		<i>02/10/14</i>	<i>Survey Type: MANUAL</i>
23	HO-02-A-01 SYON LANE ISLEWORTH	SKY HEADQUARTERS		HOUNSLOW
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of Employees:		6500	
	<i>Survey date: WEDNESDAY</i>		<i>05/07/17</i>	<i>Survey Type: MANUAL</i>
24	KC-02-A-07 KAVELIN WAY ASHFORD HENWOOD IND. ESTATE	KCC HIGHWAYS REG.		KENT
	Edge of Town Commercial Zone			
	Total Number of Employees:		233	
	<i>Survey date: MONDAY</i>		<i>05/12/11</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
		ST MICHAEL'S CLOSE AYLESFORD CLAY WOOD Edge of Town Industrial Zone Total Number of Employees: 190 <i>Survey date: MONDAY 28/11/11</i>	<i>Survey Type: MANUAL</i>
26	KC-02-A-09	COUNCIL OFFICES	KENT
		SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Number of Employees: 200 <i>Survey date: WEDNESDAY 19/10/11</i>	<i>Survey Type: MANUAL</i>
27	KC-02-A-10	COUNCIL OFFICES	KENT
		SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Number of Employees: 430 <i>Survey date: WEDNESDAY 19/10/11</i>	<i>Survey Type: MANUAL</i>
28	KC-02-A-11	COUNTY HALL	KENT
		SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Number of Employees: 2139 <i>Survey date: MONDAY 17/10/11</i>	<i>Survey Type: MANUAL</i>
29	LC-02-A-09	OFFICES	LANCASHIRE
		FURTHERGATE BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of Employees: 150 <i>Survey date: TUESDAY 04/06/13</i>	<i>Survey Type: MANUAL</i>
30	MG-02-A-02	OFFICES	MONAGHAN
		ARMAGH ROAD MONAGHAN Edge of Town Out of Town Total Number of Employees: 94 <i>Survey date: WEDNESDAY 16/11/16</i>	<i>Survey Type: MANUAL</i>
31	NF-02-A-01	COUNCIL OFFICE	NORFOLK
		CHAPEL STREET KING'S LYNN Edge of Town Centre Built-Up Zone Total Number of Employees: 408 <i>Survey date: THURSDAY 30/09/10</i>	<i>Survey Type: MANUAL</i>
32	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
		NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Number of Employees: 50 <i>Survey date: MONDAY 11/09/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone Total Number of Employees:		380	
	<i>Survey date: TUESDAY</i>		<i>12/09/17</i>	<i>Survey Type: MANUAL</i>
34	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category Total Number of Employees:		140	
	<i>Survey date: TUESDAY</i>		<i>12/05/15</i>	<i>Survey Type: MANUAL</i>
35	RO-02-A-02 GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG	GOVERNMENT OFFICES		ROSCOMMON
	Edge of Town Centre Residential Zone Total Number of Employees:		200	
	<i>Survey date: TUESDAY</i>		<i>23/09/14</i>	<i>Survey Type: MANUAL</i>
36	SC-02-A-15 BOXGROVE ROAD GUILDFORD	ACCOUNTANTS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		140	
	<i>Survey date: TUESDAY</i>		<i>05/10/10</i>	<i>Survey Type: MANUAL</i>
37	SC-02-A-16 STANHOPE ROAD CAMBERLEY	BANK OF AMERICA		SURREY
	Edge of Town Commercial Zone Total Number of Employees:		250	
	<i>Survey date: TUESDAY</i>		<i>10/05/11</i>	<i>Survey Type: MANUAL</i>
38	SC-02-A-17 ST GEORGE'S AVENUE WEYBRIDGE THE HEATH	PHARMACEUTICALS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		345	
	<i>Survey date: TUESDAY</i>		<i>18/10/11</i>	<i>Survey Type: MANUAL</i>
39	SF-02-A-01 BEETONS WAY BURY ST. EDMUNDS	COUNCIL OFFICES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees:		700	
	<i>Survey date: MONDAY</i>		<i>27/09/10</i>	<i>Survey Type: MANUAL</i>
40	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total Number of Employees:		218	
	<i>Survey date: FRIDAY</i>		<i>19/07/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

41	SW-02-A-01	OFFICES		SWANSEA
	LANGDON ROAD SWANSEA			
	Edge of Town Centre Development Zone Total Number of Employees: 1221			
	<i>Survey date: FRIDAY</i>		<i>25/10/13</i>	<i>Survey Type: MANUAL</i>
42	SW-02-A-02	OFFICE		SWANSEA
	KINGS ROAD SWANSEA			
	Edge of Town Centre Development Zone Total Number of Employees: 155			
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
43	WH-02-A-03	OFFICE		WANDSWORTH
	BROUGHTON STREET NINE ELMS			
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of Employees: 110			
	<i>Survey date: MONDAY</i>		<i>16/11/15</i>	<i>Survey Type: MANUAL</i>
44	WM-02-A-04	OFFICE		WEST MIDLANDS
	BOURNVILLE LANE BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 50			
	<i>Survey date: TUESDAY</i>		<i>10/11/15</i>	<i>Survey Type: MANUAL</i>
45	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET WORCESTER CITY COUNCIL			
	Edge of Town Centre Built-Up Zone Total Number of Employees: 125			
	<i>Survey date: MONDAY</i>		<i>14/11/16</i>	<i>Survey Type: MANUAL</i>
46	WY-02-A-03	OFFICE		WEST YORKSHIRE
	VICTORIA ROAD LEEDS HEADINGLEY			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 243			
	<i>Survey date: THURSDAY</i>		<i>17/06/10</i>	<i>Survey Type: MANUAL</i>
47	WY-02-A-05	OFFICES		WEST YORKSHIRE
	PIONEER WAY CASTLEFORD WHITWOOD			
	Edge of Town No Sub Category Total Number of Employees: 115			
	<i>Survey date: TUESDAY</i>		<i>23/05/17</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.

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 40 WY-02-A-05 Tot: 0.122

85th Percentile = No. 8 MG-02-A-02 Tot: 0.415

Median Values

Arrivals: 0.014

Departures: 0.200

Totals: 0.214

Mean Values

Arrivals: 0.025

Departures: 0.244

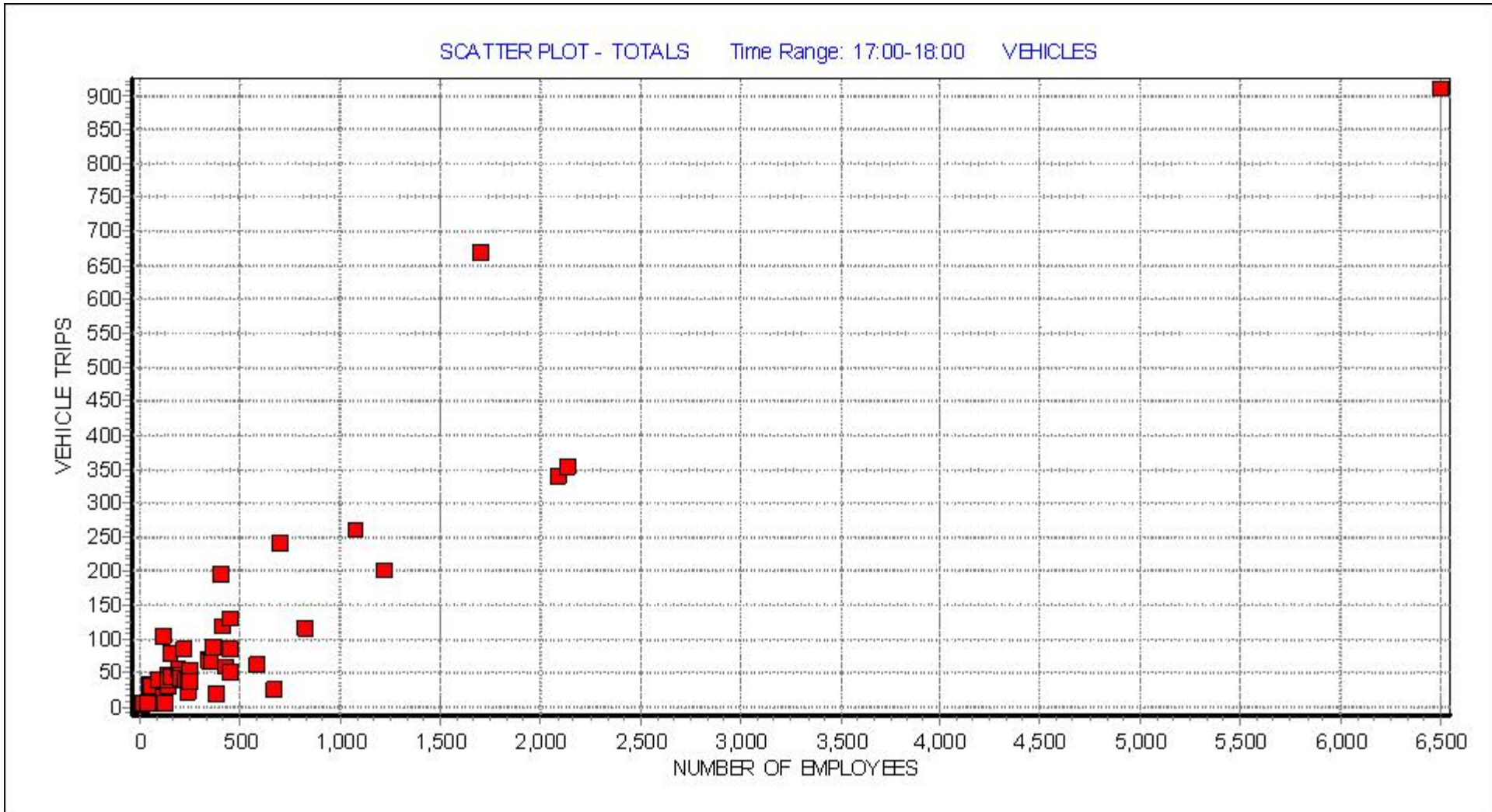
Totals: 0.269

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	115	Tue	27/11/12	0.087	0.835	0.922
2	NF-02-A-02	FINANCIAL PLAN	GREAT YARMOUTH	NORFOLK	50	Mon	11/09/17	0.180	0.500	0.680
3	CB-02-A-02	OFFICE	CARLISLE	CUMBRIA	53	Fri	24/06/16	0.075	0.509	0.584
4	WM-02-A-04	OFFICE	BIRMINGHAM	WEST MIDLANDS	50	Tue	10/11/15	0.040	0.540	0.580
5	LC-02-A-09	OFFICES	BLACKBURN	LANCASHIRE	150	Tue	04/06/13	0.067	0.460	0.527
6	HF-02-A-03	OFFICE	ST ALBANS	HERTFORDSHIRE	8	Wed	16/10/13	0.000	0.500	0.500
7	CA-02-A-06	OFFICES	PETERBOROUGH	CAMBRIDGESHIRE	400	Wed	19/10/16	0.015	0.477	0.492
8	MG-02-A-02	OFFICES	MONAGHAN	MONAGHAN	94	Wed	16/11/16	0.021	0.394	0.415
9	HC-02-A-11	DIY CO. HQ	CHANDLER'S FORD	HAMPSHIRE	1700	Mon	17/10/11	0.010	0.384	0.394
10	SF-02-A-02	OFFICES	IPSWICH	SUFFOLK	218	Fri	19/07/13	0.078	0.312	0.390
11	ES-02-A-11	HOUSING COMPAN	HASTINGS	EAST SUSSEX	16	Tue	17/11/15	0.000	0.375	0.375
12	SC-02-A-15	ACCOUNTANTS	GUILDFORD	SURREY	140	Tue	05/10/10	0.043	0.307	0.350
13	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	700	Mon	27/09/10	0.049	0.296	0.345
14	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	190	Mon	28/11/11	0.005	0.295	0.300
15	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	408	Thu	30/09/10	0.032	0.262	0.294
16	AN-02-A-04	OFFICE	NEWTOWNABBEY	ANTRIM	450	Thu	17/06/10	0.011	0.282	0.293
17	SW-02-A-02	OFFICE	SWANSEA	SWANSEA	155	Thu	24/10/13	0.052	0.239	0.291
18	DU-02-A-01	OFFICES	DUNDEE	DUNDEE CITY	146	Thu	27/04/17	0.041	0.240	0.281
19	DN-02-A-02	COUNCIL OFFICE	BUNCRANA	DONEGAL	11	Mon	28/06/10	0.000	0.273	0.273
20	HF-02-A-04	OFFICES	ST ALBANS	HERTFORDSHIRE	365	Thu	02/10/14	0.003	0.241	0.244
21	HD-02-A-08	DATA CENTRE	HAYES	HILLINGDON	1076	Tue	14/06/16	0.012	0.231	0.243
22	RO-02-A-02	GOVERNMENT OFF	ROSCOMMON	ROSCOMMON	200	Tue	23/09/14	0.035	0.205	0.240
23	KC-02-A-09	COUNCIL OFFICE	MAIDSTONE	KENT	200	Wed	19/10/11	0.020	0.195	0.215
24	PS-02-A-01	COUNCIL OFFICE	WELSHPOOL	POWYS	140	Tue	12/05/15	0.014	0.200	0.214
25	SC-02-A-16	BANK OF AMERIC	CAMBERLEY	SURREY	250	Tue	10/05/11	0.008	0.204	0.212
26	ES-02-A-12	COUNCIL OFFICE	HAILSHAM	EAST SUSSEX	341	Thu	26/11/15	0.006	0.199	0.205
27	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	350	Thu	20/10/11	0.014	0.183	0.197
28	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	345	Tue	18/10/11	0.009	0.188	0.197
29	CR-02-A-01	STATISTICS OFF	CORK	CORK	451	Mon	23/06/14	0.011	0.177	0.188
30	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	243	Thu	17/06/10	0.004	0.177	0.181
31	KC-02-A-07	KCC HIGHWAYS R	ASHFORD	KENT	233	Mon	05/12/11	0.004	0.167	0.171
32	KC-02-A-11	COUNTY HALL	MAIDSTONE	KENT	2139	Mon	17/10/11	0.007	0.159	0.166
33	SW-02-A-01	OFFICES	SWANSEA	SWANSEA	1221	Fri	25/10/13	0.005	0.161	0.166
34	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	2088	Mon	28/11/11	0.023	0.140	0.163
35	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	250	Fri	05/11/10	0.024	0.124	0.148
36	HC-02-A-12	HMRC	PORTSMOUTH	HAMPSHIRE	829	Mon	23/11/15	0.033	0.107	0.140
37	HO-02-A-01	SKY HEADQUARTE	ISLEWORTH	HOUNSLOW	6500	Wed	05/07/17	0.014	0.126	0.140
38	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	430	Wed	19/10/11	0.005	0.133	0.138
39	BT-02-A-03	OFFICES	WEMBLEY	BRENT	39	Wed	03/06/15	0.026	0.103	0.129

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
40	WY-02-A-05	OFFICES	CASTLEFORD	WEST YORKSHIRE	115	Tue	23/05/17	0.000	0.122	0.122
41	BT-02-A-02	OFFICE	WEMBLEY	BRENT	450	Tue	22/06/10	0.024	0.087	0.111
42	BT-02-A-04	OFFICES	WEMBLEY	BRENT	583	Thu	14/05/15	0.012	0.093	0.105
43	BD-02-A-03	OFFICES	BEDFORD	BEDFORDSHIRE	240	Mon	14/10/13	0.046	0.054	0.100
44	WH-02-A-03	OFFICE	NINE ELMS	WANDSWORTH	110	Mon	16/11/15	0.009	0.082	0.091
45	WO-02-A-02	OFFICE	WORCESTER CITY COUN	WORCESTERSHIRE	125	Mon	14/11/16	0.000	0.056	0.056
46	NF-02-A-03	OFFICES	GREAT YARMOUTH	NORFOLK	380	Tue	12/09/17	0.011	0.039	0.050
47	GM-02-A-09	LEASED OFFICES	MANCHESTER	GREATER MANCHESTER	670	Mon	26/09/16	0.006	0.031	0.037

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BK BARKING	1 days
	HD HILLINGDON	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
	NH NEWHAM	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	4 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	5 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 44 to 5000 (units:)
 Range Selected by User: 0 to 6069 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	9 days
Thursday	12 days
Friday	11 days

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

Selected survey types:

Manual count	45 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:

Town Centre	2
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	13
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out 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:

Industrial Zone	10
Commercial Zone	10
Development Zone	5
Residential Zone	4
Built-Up Zone	2
Village	2
Out of Town	1
High Street	1
No Sub Category	10

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

Secondary Filtering selection:

Use Class:

Not Known	2 days
B1	43 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	13 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	12 days
500,001 or More	11 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	21 days
1.1 to 1.5	23 days
2.1 to 2.5	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	5 days
No	40 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	39 days
2 Poor	4 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-02-B-01 BEECHILL ROAD BELFAST NEWTOWNBREDA Edge of Town No Sub Category Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 210 27/11/14	ANTRIM <i>Survey Type: MANUAL</i>
2	AN-02-B-02 MONTGOMERY ROAD BELFAST CASTLEREAGH Edge of Town Industrial Zone Total Number of Employees: <i>Survey date: WEDNESDAY</i>	BUSINESS PARK 198 12/10/16	ANTRIM <i>Survey Type: MANUAL</i>
3	AN-02-B-03 BELMONT ROAD BELFAST Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 72 19/10/17	ANTRIM <i>Survey Type: MANUAL</i>
4	AN-02-B-04 CASTLEREAGH ROAD BELFAST CASTLEREAGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 198 19/10/17	ANTRIM <i>Survey Type: MANUAL</i>
5	AN-02-B-05 ALBERT STREET BELFAST Town Centre Built-Up Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 169 19/10/17	ANTRIM <i>Survey Type: MANUAL</i>
6	BK-02-B-01 FRESHWATER ROAD DAGENHAM CHADWELL HEATH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: MONDAY</i>	BUSINESS PARK 55 06/10/14	BARKING <i>Survey Type: MANUAL</i>
7	CA-02-B-02 LYNCH WOOD PETERBOROUGH Edge of Town Commercial Zone Total Number of Employees: <i>Survey date: WEDNESDAY</i>	BUSINESS PARK 510 19/10/16	CAMBRIDGESHIRE <i>Survey Type: MANUAL</i>
8	CA-02-B-03 MILTON ROAD CAMBRIDGE Edge of Town No Sub Category Total Number of Employees: <i>Survey date: FRIDAY</i>	SCIENCE PARK 5000 06/10/17	CAMBRIDGESHIRE <i>Survey Type: MANUAL</i>
9	CF-02-B-03 FORTRAN ROAD CARDIFF ST MELLONS Edge of Town Industrial Zone Total Number of Employees: <i>Survey date: MONDAY</i>	BUSINESS PARK 506 18/10/10	CARDIFF <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	CF-02-B-04	BUSINESS PARK		CARDIFF
	RHYMNEY RIVER BRIDGE RD			
	CARDIFF			
	Edge of Town			
	Development Zone			
	Total Number of Employees:		47	
	<i>Survey date: FRIDAY</i>		<i>05/05/17</i>	<i>Survey Type: MANUAL</i>
11	CF-02-B-05	BUSINESS PARK		CARDIFF
	LAMBOURNE CRESCENT			
	CARDIFF			
	LLANISHEN			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of Employees:		565	
	<i>Survey date: WEDNESDAY</i>		<i>05/10/16</i>	<i>Survey Type: MANUAL</i>
12	CH-02-B-01	BUSINESS PARK		CHESHIRE
	WINTERTON WAY			
	MACCLESFIELD			
	Edge of Town			
	Development Zone			
	Total Number of Employees:		44	
	<i>Survey date: MONDAY</i>		<i>19/09/16</i>	<i>Survey Type: MANUAL</i>
13	CP-02-B-01	BUSINESS PARK		CAERPHILLY
	VAN ROAD			
	CAERPHILLY			
	Edge of Town			
	Commercial Zone			
	Total Number of Employees:		500	
	<i>Survey date: TUESDAY</i>		<i>17/07/12</i>	<i>Survey Type: MANUAL</i>
14	CR-02-B-01	TECHNOLOGY CENTRE		CORK
	CURRAHEEN ROAD			
	CORK			
	Edge of Town			
	Residential Zone			
	Total Number of Employees:		650	
	<i>Survey date: THURSDAY</i>		<i>19/06/14</i>	<i>Survey Type: MANUAL</i>
15	CS-02-B-01	BUSINESS PARK		SLIGO
	AIRPORT ROAD			
	STRANDHILL			
	KILLASPUGBRONE			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of Employees:		85	
	<i>Survey date: THURSDAY</i>		<i>27/10/16</i>	<i>Survey Type: MANUAL</i>
16	DL-02-B-04	BUSINESS PARK		DUBLIN
	TANEY DRIVE			
	DUBLIN			
	DUNDRUM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of Employees:		612	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/12</i>	<i>Survey Type: MANUAL</i>
17	DL-02-B-06	OFFICE PARK		DUBLIN
	MAIN STREET			
	DUBLIN			
	DUNDRUM			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Number of Employees:		116	
	<i>Survey date: WEDNESDAY</i>		<i>01/10/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	DL-02-B-07	BUSINESS PARK	DUBLIN
	BURTON HALL AVENUE		
	DUBLIN		
	LEOPARDSTOWN		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	192	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
19	DL-02-B-08	BUSINESS PARK	DUBLIN
	OLD NAAS ROAD		
	DUBLIN		
	INCHICORE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Number of Employees:	134	
	Survey date: TUESDAY	05/09/17	Survey Type: MANUAL
20	DN-02-B-02	BUSINESS PARK	DONEGAL
	N56		
	LETTERKENNY		
	KNOCKNAMONA		
	Edge of Town		
	No Sub Category		
	Total Number of Employees:	910	
	Survey date: MONDAY	29/09/14	Survey Type: MANUAL
21	DV-02-B-01	BUSINESS PARK	DEVON
	MANATON CLOSE		
	EXETER		
	MATFORD BUSINESS PARK		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	51	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL
22	FA-02-B-02	BUSINESS PARK	FALKIRK
	CALLENDAR BOULEVARD		
	FALKIRK		
	CALLENDAR PARK		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	500	
	Survey date: FRIDAY	31/05/13	Survey Type: MANUAL
23	FI-02-B-01	BUSINESS PARK	FIFE
	ENTERPRISE WAY		
	DUNFERMLINE		
	PITREAVIE		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	364	
	Survey date: MONDAY	21/03/16	Survey Type: MANUAL
24	GM-02-B-03	BUSINESS PARK	GREATER MANCHESTER
	CROSS STREET		
	SALE		
	Edge of Town		
	Industrial Zone		
	Total Number of Employees:	300	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
25	GM-02-B-04	BUSINESS PARK	GREATER MANCHESTER
	SALMON FIELDS		
	OLDHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Number of Employees:	166	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	HC-02-B-02 WESTERN ROAD PORTSMOUTH	BUSINESS PARK		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 2800 <i>Survey date: FRIDAY 18/10/13</i>			
27	HD-02-B-06 WEST END ROAD SOUTH RUISLIP	BUSINESS PARK		HILLINGDON <i>Survey Type: MANUAL</i>
	Edge of Town No Sub Category Total Number of Employees: 450 <i>Survey date: THURSDAY 25/06/15</i>			
28	HE-02-B-01 A4103 NEAR HEREFORD WHITESTONE	BUSINESS PARK		HEREFORDSHIRE <i>Survey Type: MANUAL</i>
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of Employees: 178 <i>Survey date: TUESDAY 13/09/11</i>			
29	HM-02-B-01 SULIVAN ROAD FULHAM HURLINGHAM	BUSINESS PARK		HAMMERSMITH AND FULHAM <i>Survey Type: MANUAL</i>
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 251 <i>Survey date: THURSDAY 30/06/16</i>			
30	HO-02-B-02 HANWORTH ROAD LONDON HOUNSLOW	BUSINESS PARK		HOUNSLOW <i>Survey Type: MANUAL</i>
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 49 <i>Survey date: FRIDAY 08/11/13</i>			
31	LC-02-B-03 NAVIGATION WAY PRESTON	BUSINESS PARK		LANCASHIRE <i>Survey Type: MANUAL</i>
	Edge of Town Commercial Zone Total Number of Employees: 101 <i>Survey date: TUESDAY 18/10/11</i>			
32	LE-02-B-01 NOTTINGHAM ROAD MELTON MOWBRAY	BUSINESS PARK		LEICESTERSHIRE <i>Survey Type: MANUAL</i>
	Edge of Town Centre Residential Zone Total Number of Employees: 600 <i>Survey date: MONDAY 28/11/16</i>			
33	LN-02-B-02 CARDINAL CLOSE LINCOLN	BUSINESS PARK		LINCOLNSHIRE <i>Survey Type: MANUAL</i>
	Edge of Town Industrial Zone Total Number of Employees: 105 <i>Survey date: THURSDAY 25/06/15</i>			

LIST OF SITES relevant to selection parameters (Cont.)

34	LU-02-B-01 N52 DUNDALK	BUSINESS PARK		LOUTH
	Edge of Town Commercial Zone Total Number of Employees:		260	
	<i>Survey date: FRIDAY</i>		<i>13/09/13</i>	<i>Survey Type: MANUAL</i>
35	NH-02-B-01 ROMFORD ROAD STRATFORD	BUSINESS PARK		NEWHAM
	Town Centre Built-Up Zone Total Number of Employees:		310	
	<i>Survey date: FRIDAY</i>		<i>15/11/13</i>	<i>Survey Type: MANUAL</i>
36	SC-02-B-03 A331 FRIMLEY	BUSINESS PARK		SURREY
	Edge of Town Centre No Sub Category Total Number of Employees:		500	
	<i>Survey date: TUESDAY</i>		<i>27/11/12</i>	<i>Survey Type: MANUAL</i>
37	SH-02-B-04 STAFFORD COURT TELFORD	BUSINESS PARK		SHROPSHIRE
	Edge of Town Centre Commercial Zone Total Number of Employees:		320	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
38	ST-02-B-04 STONE ROAD STAFFORD	BUSINESS PARK		STAFFORDSHIRE
	Edge of Town Industrial Zone Total Number of Employees:		1082	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
39	TW-02-B-05 MONARCH ROAD NEWCASTLE	BUSINESS PARK		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees:		400	
	<i>Survey date: FRIDAY</i>		<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
40	WF-02-B-01 ARGALL WAY WALTHAMSTOW	BUSINESS PARK		WALTHAM FOREST
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees:		60	
	<i>Survey date: MONDAY</i>		<i>06/11/17</i>	<i>Survey Type: MANUAL</i>
41	WG-02-B-02 WHARFEDALE ROAD READING WINNERSH	BUSINESS PARK		WOKINGHAM
	Edge of Town Development Zone Total Number of Employees:		210	
	<i>Survey date: FRIDAY</i>		<i>20/11/15</i>	<i>Survey Type: MANUAL</i>
42	WM-02-B-02 PARADISE WAY COVENTRY	BUSINESS PARK		WEST MIDLANDS
	Edge of Town Development Zone Total Number of Employees:		1300	
	<i>Survey date: FRIDAY</i>		<i>11/11/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

43	WY-02-B-01	BUSINESS PARK		WEST YORKSHIRE
	ROSEVILLE ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of Employees:		120	
	<i>Survey date: FRIDAY</i>		<i>20/09/13</i>	<i>Survey Type: MANUAL</i>
44	WY-02-B-02	BUSINESS PARK		WEST YORKSHIRE
	ARMITAGE BRIDGE			
	HUDDERSFIELD			
	Edge of Town			
	No Sub Category			
	Total Number of Employees:		116	
	<i>Survey date: WEDNESDAY</i>		<i>23/04/14</i>	<i>Survey Type: MANUAL</i>
45	WY-02-B-03	BUSINESS PARK		WEST YORKSHIRE
	SCRIFTAN LANE			
	WETHERBY			
	KIRK DEIGHTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of Employees:		56	
	<i>Survey date: THURSDAY</i>		<i>15/09/16</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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 38 WM-02-B-02 Tot: 0.190

85th Percentile = No. 8 WY-02-B-01 Tot: 0.550

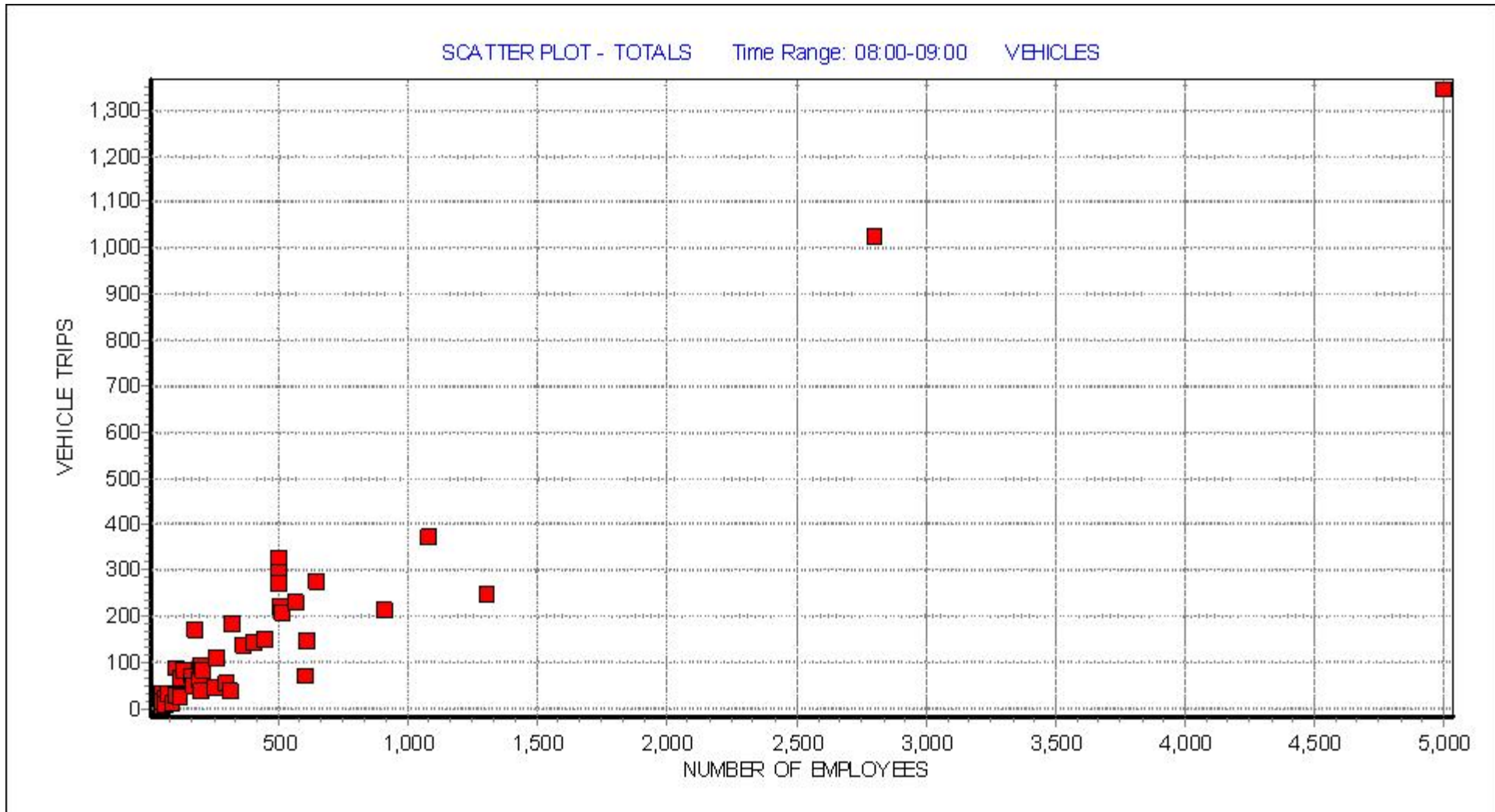
Median ValuesArrivals: 0.321
Departures: 0.054
Totals: 0.375Mean ValuesArrivals: 0.324
Departures: 0.057
Totals: 0.380

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	HE-02-B-01	BUSINESS PARK	NEAR HEREFORD	HEREFORDSHIRE	178	Tue	13/09/11	0.820	0.135	0.955
2	LN-02-B-02	BUSINESS PARK	LINCOLN	LINCOLNSHIRE	105	Thu	25/06/15	0.590	0.238	0.828
3	FA-02-B-02	BUSINESS PARK	FALKIRK	FALKIRK	500	Fri	31/05/13	0.582	0.070	0.652
4	DV-02-B-01	BUSINESS PARK	EXETER	DEVON	51	Wed	05/07/17	0.549	0.078	0.627
5	DL-02-B-08	BUSINESS PARK	DUBLIN	DUBLIN	134	Tue	05/09/17	0.500	0.127	0.627
6	CP-02-B-01	BUSINESS PARK	CAERPHILLY	CAERPHILLY	500	Tue	17/07/12	0.464	0.130	0.594
7	SH-02-B-04	BUSINESS PARK	TELFORD	SHROPSHIRE	320	Thu	24/10/13	0.516	0.053	0.569
8	WY-02-B-01	BUSINESS PARK	LEEDS	WEST YORKSHIRE	120	Fri	20/09/13	0.367	0.183	0.550
9	SC-02-B-03	BUSINESS PARK	FRIMLEY	SURREY	500	Tue	27/11/12	0.500	0.048	0.548
10	CH-02-B-01	BUSINESS PARK	MACCLESFIELD	CHESHIRE	44	Mon	19/09/16	0.500	0.023	0.523
11	AN-02-B-03	BUSINESS PARK	BELFAST	ANTRIM	72	Thu	19/10/17	0.417	0.056	0.473
12	CF-02-B-04	BUSINESS PARK	CARDIFF	CARDIFF	47	Fri	05/05/17	0.319	0.149	0.468
13	AN-02-B-04	BUSINESS PARK	BELFAST	ANTRIM	198	Thu	19/10/17	0.409	0.045	0.454
14	CF-02-B-03	BUSINESS PARK	CARDIFF	CARDIFF	506	Mon	18/10/10	0.401	0.036	0.437
15	GM-02-B-04	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	166	Thu	22/10/15	0.367	0.060	0.427
16	CR-02-B-01	TECHNOLOGY CEN	CORK	CORK	650	Thu	19/06/14	0.323	0.100	0.423
17	LU-02-B-01	BUSINESS PARK	DUNDALK	LOUTH	260	Fri	13/09/13	0.354	0.065	0.419
18	CA-02-B-02	BUSINESS PARK	PETERBOROUGH	CAMBRIDGESHIRE	510	Wed	19/10/16	0.357	0.057	0.414
19	CF-02-B-05	BUSINESS PARK	CARDIFF	CARDIFF	565	Wed	05/10/16	0.388	0.018	0.406
20	WG-02-B-02	BUSINESS PARK	READING	WOKINGHAM	210	Fri	20/11/15	0.324	0.067	0.391
21	AN-02-B-01	BUSINESS PARK	BELFAST	ANTRIM	210	Thu	27/11/14	0.371	0.019	0.390
22	FI-02-B-01	BUSINESS PARK	DUNFERMLINE	FIFE	364	Mon	21/03/16	0.349	0.036	0.385
23	WY-02-B-03	BUSINESS PARK	WETHERBY	WEST YORKSHIRE	56	Thu	15/09/16	0.321	0.054	0.375
24	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	HAMPSHIRE	2800	Fri	18/10/13	0.338	0.028	0.366
25	TW-02-B-05	BUSINESS PARK	NEWCASTLE	TYNE & WEAR	400	Fri	13/11/15	0.335	0.020	0.355
26	ST-02-B-04	BUSINESS PARK	STAFFORD	STAFFORDSHIRE	1082	Wed	22/11/17	0.325	0.021	0.346
27	DL-02-B-07	BUSINESS PARK	DUBLIN	DUBLIN	192	Wed	01/10/14	0.313	0.021	0.333
28	HD-02-B-06	BUSINESS PARK	SOUTH RUISLIP	HILLINGDON	450	Thu	25/06/15	0.309	0.024	0.333
29	BK-02-B-01	BUSINESS PARK	DAGENHAM	BARKING	55	Mon	06/10/14	0.127	0.182	0.309
30	AN-02-B-05	BUSINESS PARK	BELFAST	ANTRIM	169	Thu	19/10/17	0.272	0.018	0.290
31	LC-02-B-03	BUSINESS PARK	PRESTON	LANCASHIRE	101	Tue	18/10/11	0.238	0.050	0.288
32	CA-02-B-03	SCIENCE PARK	CAMBRIDGE	CAMBRIDGESHIRE	5000	Fri	06/10/17	0.239	0.030	0.269
33	DL-02-B-06	OFFICE PARK	DUBLIN	DUBLIN	116	Wed	01/10/14	0.181	0.060	0.241
34	DL-02-B-04	BUSINESS PARK	DUBLIN	DUBLIN	612	Wed	12/09/12	0.224	0.015	0.239
35	DN-02-B-02	BUSINESS PARK	LETTERKENNY	DONEGAL	910	Mon	29/09/14	0.223	0.013	0.236
36	WY-02-B-02	BUSINESS PARK	HUDDERSFIELD	WEST YORKSHIRE	116	Wed	23/04/14	0.147	0.069	0.216
37	AN-02-B-02	BUSINESS PARK	BELFAST	ANTRIM	198	Wed	12/10/16	0.167	0.025	0.192
38	WM-02-B-02	BUSINESS PARK	COVENTRY	WEST MIDLANDS	1300	Fri	11/11/16	0.179	0.011	0.190
39	GM-02-B-03	BUSINESS PARK	SALE	GREATER MANCHESTER	300	Tue	18/10/11	0.177	0.007	0.184

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
40	HM-02-B-01	BUSINESS PARK	FULHAM	HAMMERSMITH AND FUL	251	Thu	30/06/16	0.155	0.020	0.175
41	WF-02-B-01	BUSINESS PARK	WALTHAMSTOW	WALTHAM FOREST	60	Mon	06/11/17	0.150	0.017	0.167
42	CS-02-B-01	BUSINESS PARK	STRANDHILL	SLIGO	85	Thu	27/10/16	0.141	0.000	0.141
43	NH-02-B-01	BUSINESS PARK	STRATFORD	NEWHAM	310	Fri	15/11/13	0.094	0.023	0.117
44	LE-02-B-01	BUSINESS PARK	MELTON MOWBRAY	LEICESTERSHIRE	600	Mon	28/11/16	0.088	0.027	0.115
45	HO-02-B-02	BUSINESS PARK	LONDON	HOUNSLOW	49	Fri	08/11/13	0.061	0.020	0.081

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BK	BARKING	1 days
	HD	HILLINGDON	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days
	NH	NEWHAM	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
	WG	WOKINGHAM	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	2 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	3 days
	CP	CAERPHILLY	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
	FI	FIFE	1 days
12	CONNAUGHT		
	CS	SLIGO	1 days
13	MUNSTER		
	CR	CORK	1 days
14	LEINSTER		
	LU	LOUTH	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	4 days
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	5 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 44 to 5000 (units:)
 Range Selected by User: 0 to 6069 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	9 days
Thursday	12 days
Friday	11 days

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

Selected survey types:

Manual count	45 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:

Town Centre	2
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	13
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out 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:

Industrial Zone	10
Commercial Zone	10
Development Zone	5
Residential Zone	4
Built-Up Zone	2
Village	2
Out of Town	1
High Street	1
No Sub Category	10

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

Secondary Filtering selection:

Use Class:

Not Known	2 days
B1	43 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	13 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	12 days
500,001 or More	11 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	21 days
1.1 to 1.5	23 days
2.1 to 2.5	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	5 days
No	40 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	39 days
2 Poor	4 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-02-B-01 BEECHILL ROAD BELFAST NEWTOWNBREDA Edge of Town No Sub Category Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 210 27/11/14	ANTRIM <i>Survey Type: MANUAL</i>
2	AN-02-B-02 MONTGOMERY ROAD BELFAST CASTLEREAGH Edge of Town Industrial Zone Total Number of Employees: <i>Survey date: WEDNESDAY</i>	BUSINESS PARK 198 12/10/16	ANTRIM <i>Survey Type: MANUAL</i>
3	AN-02-B-03 BELMONT ROAD BELFAST Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 72 19/10/17	ANTRIM <i>Survey Type: MANUAL</i>
4	AN-02-B-04 CASTLEREAGH ROAD BELFAST CASTLEREAGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 198 19/10/17	ANTRIM <i>Survey Type: MANUAL</i>
5	AN-02-B-05 ALBERT STREET BELFAST Town Centre Built-Up Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	BUSINESS PARK 169 19/10/17	ANTRIM <i>Survey Type: MANUAL</i>
6	BK-02-B-01 FRESHWATER ROAD DAGENHAM CHADWELL HEATH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: MONDAY</i>	BUSINESS PARK 55 06/10/14	BARKING <i>Survey Type: MANUAL</i>
7	CA-02-B-02 LYNCH WOOD PETERBOROUGH Edge of Town Commercial Zone Total Number of Employees: <i>Survey date: WEDNESDAY</i>	BUSINESS PARK 510 19/10/16	CAMBRIDGESHIRE <i>Survey Type: MANUAL</i>
8	CA-02-B-03 MILTON ROAD CAMBRIDGE Edge of Town No Sub Category Total Number of Employees: <i>Survey date: FRIDAY</i>	SCIENCE PARK 5000 06/10/17	CAMBRIDGESHIRE <i>Survey Type: MANUAL</i>
9	CF-02-B-03 FORTRAN ROAD CARDIFF ST MELLONS Edge of Town Industrial Zone Total Number of Employees: <i>Survey date: MONDAY</i>	BUSINESS PARK 506 18/10/10	CARDIFF <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	CF-02-B-04	BUSINESS PARK		CARDIFF
	RHYMNEY RIVER BRIDGE RD CARDIFF			
	Edge of Town Development Zone			
	Total Number of Employees:		47	
	<i>Survey date: FRIDAY</i>		<i>05/05/17</i>	<i>Survey Type: MANUAL</i>
11	CF-02-B-05	BUSINESS PARK		CARDIFF
	LAMBOURNE CRESCENT CARDIFF LLANISHEN			
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total Number of Employees:		565	
	<i>Survey date: WEDNESDAY</i>		<i>05/10/16</i>	<i>Survey Type: MANUAL</i>
12	CH-02-B-01	BUSINESS PARK		CHESHIRE
	WINTERTON WAY MACCLESFIELD			
	Edge of Town Development Zone			
	Total Number of Employees:		44	
	<i>Survey date: MONDAY</i>		<i>19/09/16</i>	<i>Survey Type: MANUAL</i>
13	CP-02-B-01	BUSINESS PARK		CAERPHILLY
	VAN ROAD CAERPHILLY			
	Edge of Town Commercial Zone			
	Total Number of Employees:		500	
	<i>Survey date: TUESDAY</i>		<i>17/07/12</i>	<i>Survey Type: MANUAL</i>
14	CR-02-B-01	TECHNOLOGY CENTRE		CORK
	CURRAHEEN ROAD CORK			
	Edge of Town Residential Zone			
	Total Number of Employees:		650	
	<i>Survey date: THURSDAY</i>		<i>19/06/14</i>	<i>Survey Type: MANUAL</i>
15	CS-02-B-01	BUSINESS PARK		SLIGO
	AIRPORT ROAD STRANDHILL KILLASPUGBRONE			
	Free Standing (PPS6 Out of Town) Out of Town			
	Total Number of Employees:		85	
	<i>Survey date: THURSDAY</i>		<i>27/10/16</i>	<i>Survey Type: MANUAL</i>
16	DL-02-B-04	BUSINESS PARK		DUBLIN
	TANEY DRIVE DUBLIN DUNDRUM			
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of Employees:		612	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/12</i>	<i>Survey Type: MANUAL</i>
17	DL-02-B-06	OFFICE PARK		DUBLIN
	MAIN STREET DUBLIN DUNDRUM			
	Neighbourhood Centre (PPS6 Local Centre) High Street			
	Total Number of Employees:		116	
	<i>Survey date: WEDNESDAY</i>		<i>01/10/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	DL-02-B-07	BUSINESS PARK	DUBLIN
	BURTON HALL AVENUE		
	DUBLIN		
	LEOPARDSTOWN		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	192	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
19	DL-02-B-08	BUSINESS PARK	DUBLIN
	OLD NAAS ROAD		
	DUBLIN		
	INCHICORE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Number of Employees:	134	
	Survey date: TUESDAY	05/09/17	Survey Type: MANUAL
20	DN-02-B-02	BUSINESS PARK	DONEGAL
	N56		
	LETTERKENNY		
	KNOCKNAMONA		
	Edge of Town		
	No Sub Category		
	Total Number of Employees:	910	
	Survey date: MONDAY	29/09/14	Survey Type: MANUAL
21	DV-02-B-01	BUSINESS PARK	DEVON
	MANATON CLOSE		
	EXETER		
	MATFORD BUSINESS PARK		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	51	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL
22	FA-02-B-02	BUSINESS PARK	FALKIRK
	CALLENDAR BOULEVARD		
	FALKIRK		
	CALLENDAR PARK		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	500	
	Survey date: FRIDAY	31/05/13	Survey Type: MANUAL
23	FI-02-B-01	BUSINESS PARK	FIFE
	ENTERPRISE WAY		
	DUNFERMLINE		
	PITREAVIE		
	Edge of Town		
	Commercial Zone		
	Total Number of Employees:	364	
	Survey date: MONDAY	21/03/16	Survey Type: MANUAL
24	GM-02-B-03	BUSINESS PARK	GREATER MANCHESTER
	CROSS STREET		
	SALE		
	Edge of Town		
	Industrial Zone		
	Total Number of Employees:	300	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
25	GM-02-B-04	BUSINESS PARK	GREATER MANCHESTER
	SALMON FIELDS		
	OLDHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Number of Employees:	166	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	HC-02-B-02 WESTERN ROAD PORTSMOUTH	BUSINESS PARK		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 2800 <i>Survey date: FRIDAY 18/10/13</i>			
27	HD-02-B-06 WEST END ROAD SOUTH RUISLIP	BUSINESS PARK		HILLINGDON <i>Survey Type: MANUAL</i>
	Edge of Town No Sub Category Total Number of Employees: 450 <i>Survey date: THURSDAY 25/06/15</i>			
28	HE-02-B-01 A4103 NEAR HEREFORD WHITESTONE	BUSINESS PARK		HEREFORDSHIRE <i>Survey Type: MANUAL</i>
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of Employees: 178 <i>Survey date: TUESDAY 13/09/11</i>			
29	HM-02-B-01 SULIVAN ROAD FULHAM HURLINGHAM	BUSINESS PARK		HAMMERSMITH AND FULHAM <i>Survey Type: MANUAL</i>
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 251 <i>Survey date: THURSDAY 30/06/16</i>			
30	HO-02-B-02 HANWORTH ROAD LONDON HOUNSLOW	BUSINESS PARK		HOUNSLOW <i>Survey Type: MANUAL</i>
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 49 <i>Survey date: FRIDAY 08/11/13</i>			
31	LC-02-B-03 NAVIGATION WAY PRESTON	BUSINESS PARK		LANCASHIRE <i>Survey Type: MANUAL</i>
	Edge of Town Commercial Zone Total Number of Employees: 101 <i>Survey date: TUESDAY 18/10/11</i>			
32	LE-02-B-01 NOTTINGHAM ROAD MELTON MOWBRAY	BUSINESS PARK		LEICESTERSHIRE <i>Survey Type: MANUAL</i>
	Edge of Town Centre Residential Zone Total Number of Employees: 600 <i>Survey date: MONDAY 28/11/16</i>			
33	LN-02-B-02 CARDINAL CLOSE LINCOLN	BUSINESS PARK		LINCOLNSHIRE <i>Survey Type: MANUAL</i>
	Edge of Town Industrial Zone Total Number of Employees: 105 <i>Survey date: THURSDAY 25/06/15</i>			

LIST OF SITES relevant to selection parameters (Cont.)

34	LU-02-B-01 N52 DUNDALK	BUSINESS PARK		LOUTH
	Edge of Town Commercial Zone Total Number of Employees:		260	
	<i>Survey date: FRIDAY</i>		<i>13/09/13</i>	<i>Survey Type: MANUAL</i>
35	NH-02-B-01 ROMFORD ROAD STRATFORD	BUSINESS PARK		NEWHAM
	Town Centre Built-Up Zone Total Number of Employees:		310	
	<i>Survey date: FRIDAY</i>		<i>15/11/13</i>	<i>Survey Type: MANUAL</i>
36	SC-02-B-03 A331 FRIMLEY	BUSINESS PARK		SURREY
	Edge of Town Centre No Sub Category Total Number of Employees:		500	
	<i>Survey date: TUESDAY</i>		<i>27/11/12</i>	<i>Survey Type: MANUAL</i>
37	SH-02-B-04 STAFFORD COURT TELFORD	BUSINESS PARK		SHROPSHIRE
	Edge of Town Centre Commercial Zone Total Number of Employees:		320	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
38	ST-02-B-04 STONE ROAD STAFFORD	BUSINESS PARK		STAFFORDSHIRE
	Edge of Town Industrial Zone Total Number of Employees:		1082	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
39	TW-02-B-05 MONARCH ROAD NEWCASTLE	BUSINESS PARK		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees:		400	
	<i>Survey date: FRIDAY</i>		<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
40	WF-02-B-01 ARGALL WAY WALTHAMSTOW	BUSINESS PARK		WALTHAM FOREST
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees:		60	
	<i>Survey date: MONDAY</i>		<i>06/11/17</i>	<i>Survey Type: MANUAL</i>
41	WG-02-B-02 WHARFEDALE ROAD READING WINNERSH	BUSINESS PARK		WOKINGHAM
	Edge of Town Development Zone Total Number of Employees:		210	
	<i>Survey date: FRIDAY</i>		<i>20/11/15</i>	<i>Survey Type: MANUAL</i>
42	WM-02-B-02 PARADISE WAY COVENTRY	BUSINESS PARK		WEST MIDLANDS
	Edge of Town Development Zone Total Number of Employees:		1300	
	<i>Survey date: FRIDAY</i>		<i>11/11/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

43	WY-02-B-01	BUSINESS PARK		WEST YORKSHIRE
	ROSEVILLE ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of Employees:	120		
	Survey date: <i>FRIDAY</i>	<i>20/09/13</i>		<i>Survey Type: MANUAL</i>
44	WY-02-B-02	BUSINESS PARK		WEST YORKSHIRE
	ARMITAGE BRIDGE			
	HUDDERSFIELD			
	Edge of Town			
	No Sub Category			
	Total Number of Employees:	116		
	Survey date: <i>WEDNESDAY</i>	<i>23/04/14</i>		<i>Survey Type: MANUAL</i>
45	WY-02-B-03	BUSINESS PARK		WEST YORKSHIRE
	SCRIFTAN LANE			
	WETHERBY			
	KIRK DEIGHTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of Employees:	56		
	Survey date: <i>THURSDAY</i>	<i>15/09/16</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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 38 GM-02-B-03 Tot: 0.193

85th Percentile = No. 8 AN-02-B-04 Tot: 0.510

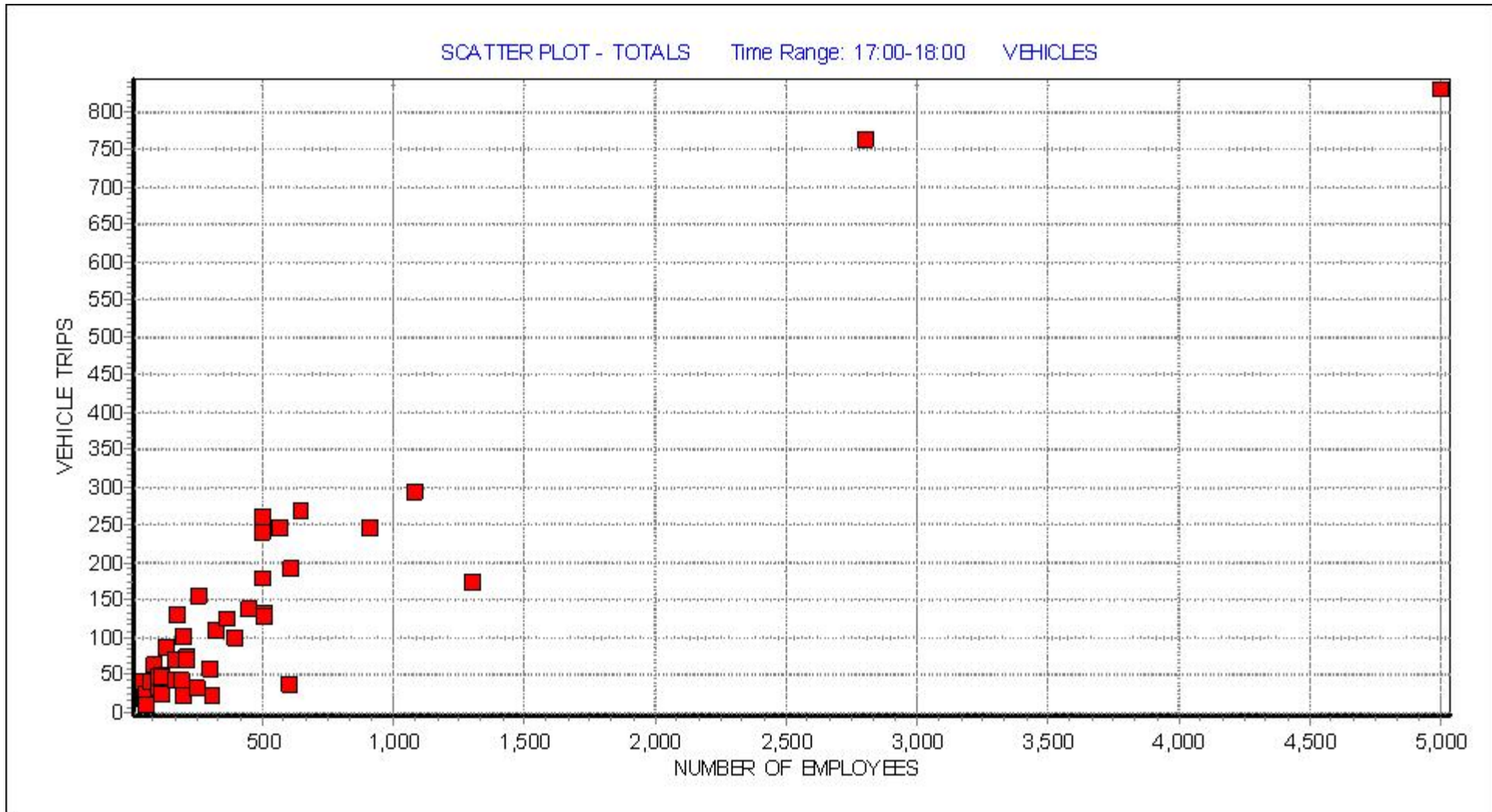
Median ValuesArrivals: 0.027
Departures: 0.319
Totals: 0.346Mean ValuesArrivals: 0.054
Departures: 0.311
Totals: 0.364

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CF-02-B-04	BUSINESS PARK	CARDIFF	CARDIFF	47	Fri	05/05/17	0.277	0.596	0.873
2	CS-02-B-01	BUSINESS PARK	STRANDHILL	SLIGO	85	Thu	27/10/16	0.200	0.565	0.765
3	HE-02-B-01	BUSINESS PARK	NEAR HEREFORD	HEREFORDSHIRE	178	Tue	13/09/11	0.084	0.652	0.736
4	DL-02-B-08	BUSINESS PARK	DUBLIN	DUBLIN	134	Tue	05/09/17	0.269	0.388	0.657
5	LU-02-B-01	BUSINESS PARK	DUNDALK	LOUTH	260	Fri	13/09/13	0.092	0.508	0.600
6	AN-02-B-03	BUSINESS PARK	BELFAST	ANTRIM	72	Thu	19/10/17	0.028	0.528	0.556
7	SC-02-B-03	BUSINESS PARK	FRIMLEY	SURREY	500	Tue	27/11/12	0.056	0.468	0.524
8	AN-02-B-04	BUSINESS PARK	BELFAST	ANTRIM	198	Thu	19/10/17	0.045	0.465	0.510
9	CH-02-B-01	BUSINESS PARK	MACCLESFIELD	CHESHIRE	44	Mon	19/09/16	0.023	0.477	0.500
10	CP-02-B-01	BUSINESS PARK	CAERPHILLY	CAERPHILLY	500	Tue	17/07/12	0.110	0.370	0.480
11	LN-02-B-02	BUSINESS PARK	LINCOLN	LINCOLNSHIRE	105	Thu	25/06/15	0.095	0.362	0.457
12	WY-02-B-03	BUSINESS PARK	WETHERBY	WEST YORKSHIRE	56	Thu	15/09/16	0.143	0.304	0.447
13	DL-02-B-06	OFFICE PARK	DUBLIN	DUBLIN	116	Wed	01/10/14	0.103	0.336	0.439
14	CF-02-B-05	BUSINESS PARK	CARDIFF	CARDIFF	565	Wed	05/10/16	0.019	0.414	0.433
15	HO-02-B-02	BUSINESS PARK	LONDON	HOUNSLOW	49	Fri	08/11/13	0.082	0.347	0.429
16	GM-02-B-04	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	166	Thu	22/10/15	0.042	0.386	0.428
17	CR-02-B-01	TECHNOLOGY CEN	CORK	CORK	650	Thu	19/06/14	0.082	0.332	0.414
18	WY-02-B-01	BUSINESS PARK	LEEDS	WEST YORKSHIRE	120	Fri	20/09/13	0.033	0.375	0.408
19	DV-02-B-01	BUSINESS PARK	EXETER	DEVON	51	Wed	05/07/17	0.020	0.373	0.393
20	WG-02-B-02	BUSINESS PARK	READING	WOKINGHAM	210	Fri	20/11/15	0.052	0.305	0.357
21	FA-02-B-02	BUSINESS PARK	FALKIRK	FALKIRK	500	Fri	31/05/13	0.034	0.322	0.356
22	SH-02-B-04	BUSINESS PARK	TELFORD	SHROPSHIRE	320	Thu	24/10/13	0.019	0.328	0.347
23	FI-02-B-01	BUSINESS PARK	DUNFERMLINE	FIFE	364	Mon	21/03/16	0.027	0.319	0.346
24	AN-02-B-01	BUSINESS PARK	BELFAST	ANTRIM	210	Thu	27/11/14	0.014	0.329	0.343
25	LC-02-B-03	BUSINESS PARK	PRESTON	LANCASHIRE	101	Tue	18/10/11	0.020	0.317	0.337
26	DL-02-B-04	BUSINESS PARK	DUBLIN	DUBLIN	612	Wed	12/09/12	0.047	0.268	0.315
27	BK-02-B-01	BUSINESS PARK	DAGENHAM	BARKING	55	Mon	06/10/14	0.036	0.273	0.309
28	HD-02-B-06	BUSINESS PARK	HILLINGDON	HILLINGDON	450	Thu	25/06/15	0.009	0.298	0.307
29	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	HAMPSHIRE	2800	Fri	18/10/13	0.024	0.249	0.273
30	ST-02-B-04	BUSINESS PARK	STAFFORD	STAFFORDSHIRE	1082	Wed	22/11/17	0.018	0.254	0.272
31	DN-02-B-02	BUSINESS PARK	LETTERKENNY	DONEGAL	910	Mon	29/09/14	0.035	0.234	0.269
32	CF-02-B-03	BUSINESS PARK	CARDIFF	CARDIFF	506	Mon	18/10/10	0.008	0.255	0.263
33	AN-02-B-05	BUSINESS PARK	BELFAST	ANTRIM	169	Thu	19/10/17	0.018	0.237	0.255
34	CA-02-B-02	BUSINESS PARK	PETERBOROUGH	CAMBRIDGESHIRE	510	Wed	19/10/16	0.029	0.222	0.251
35	TW-02-B-05	BUSINESS PARK	NEWCASTLE	TYNE & WEAR	400	Fri	13/11/15	0.025	0.222	0.247
36	DL-02-B-07	BUSINESS PARK	DUBLIN	DUBLIN	192	Wed	01/10/14	0.010	0.219	0.229
37	WY-02-B-02	BUSINESS PARK	HUDDERSFIELD	WEST YORKSHIRE	116	Wed	23/04/14	0.060	0.164	0.224
38	GM-02-B-03	BUSINESS PARK	SALE	GREATER MANCHESTER	300	Tue	18/10/11	0.030	0.163	0.193
39	WF-02-B-01	BUSINESS PARK	WALTHAMSTOW	WALTHAM FOREST	60	Mon	06/11/17	0.033	0.133	0.166

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
40	CA-02-B-03	SCIENCE PARK	CAMBRIDGE	CAMBRIDGESHIRE	5000	Fri	06/10/17	0.010	0.156	0.166
41	HM-02-B-01	BUSINESS PARK	FULHAM	HAMMERSMITH AND FUL	251	Thu	30/06/16	0.016	0.120	0.136
42	WM-02-B-02	BUSINESS PARK	COVENTRY	WEST MIDLANDS	1300	Fri	11/11/16	0.012	0.121	0.133
43	AN-02-B-02	BUSINESS PARK	BELFAST	ANTRIM	198	Wed	12/10/16	0.000	0.111	0.111
44	NH-02-B-01	BUSINESS PARK	STRATFORD	NEWHAM	310	Fri	15/11/13	0.019	0.058	0.077
45	LE-02-B-01	BUSINESS PARK	MELTON MOWBRAY	LEICESTERSHIRE	600	Mon	28/11/16	0.008	0.055	0.063

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EG EALING	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	5 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	FI FIFE	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 15 to 875 (units:)
 Range Selected by User: 0 to 5068 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/11/17

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

Selected survey days:

Monday	8 days
Tuesday	13 days
Wednesday	3 days
Thursday	9 days
Friday	9 days

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

Selected survey types:

Manual count	42 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 Centre	5
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	22

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	17
Commercial Zone	2
Development Zone	2
Residential Zone	13
Retail Zone	1
No Sub Category	7

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

Secondary Filtering selection:

Use Class:

Not Known	2 days
B1	13 days
B2	19 days
B8	4 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	4 days
15,001 to 20,000	6 days
20,001 to 25,000	6 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	14 days
250,001 to 500,000	9 days
500,001 or More	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	19 days
1.1 to 1.5	20 days
1.6 to 2.0	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	41 days

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

PTAL Rating:

No PTAL Present	38 days
1b Very poor	1 days
2 Poor	3 days

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

LIST OF SITES relevant to selection parameters

1	AG-02-D-02 A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town No Sub Category Total Number of Employees: 875 <i>Survey date: TUESDAY 25/04/17</i>	INDUSTRIAL ESTATE	ANGUS	<i>Survey Type: MANUAL</i>
2	AR-02-D-01 HAMILTONSBAWN ROAD ARMAGH Edge of Town No Sub Category Total Number of Employees: 139 <i>Survey date: TUESDAY 08/06/10</i>	INDUSTRIAL ESTATE	ARMAGH	<i>Survey Type: MANUAL</i>
3	BR-02-D-04 CROFTS END ROAD BRISTOL SPEEDWELL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 59 <i>Survey date: FRIDAY 29/11/13</i>	INDUSTRIAL ESTATE	BRISTOL CITY	<i>Survey Type: MANUAL</i>
4	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 97 <i>Survey date: FRIDAY 29/11/13</i>	INDUSTRIAL ESTATE	BRISTOL CITY	<i>Survey Type: MANUAL</i>
5	CA-02-D-04 LINCOLN ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of Employees: 40 <i>Survey date: TUESDAY 02/12/14</i>	INDUSTRIAL ESTATE	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
6	CM-02-D-03 PARK STREET AMMANFORD BETWS Edge of Town Centre No Sub Category Total Number of Employees: 59 <i>Survey date: TUESDAY 14/10/14</i>	WORKSHOPS	CARMARTHENSHIRE	<i>Survey Type: MANUAL</i>
7	DL-02-D-04 CLOVER HILL ROAD DUBLIN CLONDALKIN Edge of Town Industrial Zone Total Number of Employees: 180 <i>Survey date: MONDAY 19/10/15</i>	INDUSTRIAL ESTATE	DUBLIN	<i>Survey Type: MANUAL</i>
8	DV-02-D-06 ST MODWEN ROAD PLYMOUTH Edge of Town Industrial Zone Total Number of Employees: 50 <i>Survey date: TUESDAY 17/07/12</i>	INDUSTRIAL ESTATE	DEVON	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Number of Employees: 77 <i>Survey date: MONDAY 03/07/17</i>	INDUSTRIAL ESTATE	DEVON	<i>Survey Type: MANUAL</i>
10	EG-02-D-02 BELVUE ROAD NORTHOLT Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 141 <i>Survey date: WEDNESDAY 05/12/12</i>	INDUSTRIAL ESTATE	EALING	<i>Survey Type: MANUAL</i>
11	ES-02-D-06 COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Number of Employees: 330 <i>Survey date: MONDAY 21/10/13</i>	INDUSTRIAL ESTATE	EAST SUSSEX	<i>Survey Type: MANUAL</i>
12	ES-02-D-07 HUGHES ROAD BRIGHTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 130 <i>Survey date: THURSDAY 16/10/14</i>	INDUSTRIAL ESTATE	EAST SUSSEX	<i>Survey Type: MANUAL</i>
13	EX-02-D-02 CHELMSFORD ROAD DUNMOW Edge of Town Centre Residential Zone Total Number of Employees: 182 <i>Survey date: FRIDAY 08/07/16</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
14	FA-02-D-02 MAIN STREET FALKIRK GRAHAMSTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 115 <i>Survey date: THURSDAY 30/05/13</i>	INDUSTRIAL ESTATE	FALKIRK	<i>Survey Type: MANUAL</i>
15	FA-02-D-03 LADYSMILL FALKIRK Edge of Town Centre Commercial Zone Total Number of Employees: 15 <i>Survey date: FRIDAY 31/05/13</i>	INDUSTRIAL ESTATE	FALKIRK	<i>Survey Type: MANUAL</i>
16	FI-02-D-01 DICKSON STREET DUNFERMLINE Edge of Town Residential Zone Total Number of Employees: 160 <i>Survey date: THURSDAY 21/05/15</i>	INDUSTRIAL ESTATE	FIFE	<i>Survey Type: MANUAL</i>
17	GM-02-D-07 VULCAN STREET OLDHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 74 <i>Survey date: THURSDAY 22/10/15</i>	BUSINESS PARK	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	HD-02-D-02 BRADFIELD ROAD RUISLIP SOUTH RUISLIP Edge of Town Industrial Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	INDUSTRIAL ESTATE 200 <i>25/06/15</i>	HILLINGDON <i>Survey Type: MANUAL</i>
19	HE-02-D-02 BURCOTT ROAD HEREFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: TUESDAY</i>	BUSINESS PARK 67 <i>22/10/13</i>	HEREFORDSHIRE <i>Survey Type: MANUAL</i>
20	HO-02-D-01 HAMPTON ROAD WEST FELTHAM HANWORTH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	INDUSTRIAL ESTATE 59 <i>25/06/15</i>	HOUNSLOW <i>Survey Type: MANUAL</i>
21	HV-02-D-01 CHURCH ROAD ROMFORD HAROLD WOOD Edge of Town Residential Zone Total Number of Employees: <i>Survey date: TUESDAY</i>	INDUSTRIAL ESTATE 275 <i>07/10/14</i>	HAVERING <i>Survey Type: MANUAL</i>
22	KC-02-D-02 SOUTHWELL ROAD DEAL Edge of Town Residential Zone Total Number of Employees: <i>Survey date: WEDNESDAY</i>	INDUSTRIAL ESTATE 150 <i>28/11/12</i>	KENT <i>Survey Type: MANUAL</i>
23	LC-02-D-05 APPLEBY STREET BLACKBURN Edge of Town Centre Industrial Zone Total Number of Employees: <i>Survey date: TUESDAY</i>	INDUSTRIAL ESTATE 63 <i>04/06/13</i>	LANCASHIRE <i>Survey Type: MANUAL</i>
24	LC-02-D-06 SMALLSHAW LANE BURNLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: <i>Survey date: THURSDAY</i>	INDUSTRIAL ESTATE 54 <i>29/09/16</i>	LANCASHIRE <i>Survey Type: MANUAL</i>
25	MG-02-D-01 DUNDALK ROAD CARRICKMACROSS Edge of Town Centre No Sub Category Total Number of Employees: <i>Survey date: FRIDAY</i>	INDUSTRIAL ESTATE 76 <i>07/12/12</i>	MONAGHAN <i>Survey Type: MANUAL</i>
26	NF-02-D-03 BIDEWELL CLOSE NORWICH Edge of Town Residential Zone Total Number of Employees: <i>Survey date: MONDAY</i>	INDUSTRIAL ESTATE 45 <i>08/10/12</i>	NORFOLK <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

27	NR-02-D-01 ROBINSON WAY KETTERING	INDUSTRIAL ESTATE		NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Number of Employees:		300	
	<i>Survey date: THURSDAY</i>		<i>23/10/14</i>	<i>Survey Type: MANUAL</i>
28	TI-02-D-01 LIMERICK ROAD NENAGH	INDUSTRIAL ESTATE		TIPPERARY
	Edge of Town Retail Zone Total Number of Employees:		161	
	<i>Survey date: FRIDAY</i>		<i>27/05/16</i>	<i>Survey Type: MANUAL</i>
29	TW-02-D-07 SWALWELL BANK GATESHEAD WHICKHAM	INDUSTRIAL ESTATE		TYNE & WEAR
	Edge of Town Residential Zone Total Number of Employees:		130	
	<i>Survey date: FRIDAY</i>		<i>04/10/13</i>	<i>Survey Type: MANUAL</i>
30	TW-02-D-08 NORTH HYLTON ROAD SUNDERLAND SOUTHWICK	INDUSTRIAL ESTATE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of Employees:		180	
	<i>Survey date: TUESDAY</i>		<i>04/04/17</i>	<i>Survey Type: MANUAL</i>
31	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE		VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Number of Employees:		180	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
32	WG-02-D-01 FISHPONDS ROAD WOKINGHAM	INDUSTRIAL ESTATE		WOKINGHAM
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees:		77	
	<i>Survey date: TUESDAY</i>		<i>20/11/12</i>	<i>Survey Type: MANUAL</i>
33	WL-02-D-02 HEADLANDS GROVE SWINDON	INDUSTRIAL ESTATE		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		118	
	<i>Survey date: TUESDAY</i>		<i>20/09/16</i>	<i>Survey Type: MANUAL</i>
34	WM-02-D-02 DUNLOP WAY BIRMINGHAM	INDUSTRIAL ESTATE		WEST MIDLANDS
	Edge of Town Residential Zone Total Number of Employees:		347	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/12</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	WM-02-D-03	INDUSTRIAL ESTATE		WEST MIDLANDS
	JUNCTION ROAD			
	STOURBRIDGE			
	AUDNAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of Employees:		35	
	Survey date:	TUESDAY	28/11/17	Survey Type: MANUAL
36	WO-02-D-01	INDUSTRIAL ESTATE		WORCESTERSHIRE
	SANDY LANE			
	STOURPORT-ON-SEVERN			
	Edge of Town			
	Commercial Zone			
	Total Number of Employees:		19	
	Survey date:	FRIDAY	23/05/14	Survey Type: MANUAL
37	WO-02-D-02	INDUSTRIAL ESTATE		WORCESTERSHIRE
	WEIR LANE			
	WORCESTER			
	Edge of Town			
	Residential Zone			
	Total Number of Employees:		150	
	Survey date:	MONDAY	14/11/16	Survey Type: MANUAL
38	WY-02-D-03	INDUSTRIAL ESTATE		WEST YORKSHIRE
	ARMLEY ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of Employees:		192	
	Survey date:	FRIDAY	20/09/13	Survey Type: MANUAL
39	WY-02-D-04	INDUSTRIAL ESTATE		WEST YORKSHIRE
	LAW STREET			
	CLECKHEATON			
	Edge of Town			
	Industrial Zone			
	Total Number of Employees:		54	
	Survey date:	THURSDAY	15/09/16	Survey Type: MANUAL
40	WY-02-D-05	INDUSTRIAL ESTATE		WEST YORKSHIRE
	CARR WOOD ROAD			
	CASTLEFORD			
	Edge of Town			
	Development Zone			
	Total Number of Employees:		20	
	Survey date:	MONDAY	22/05/17	Survey Type: MANUAL
41	WY-02-D-06	INDUSTRIAL ESTATE (PART)		WEST YORKSHIRE
	PIONEER WAY			
	CASTLEFORD			
	Edge of Town			
	Industrial Zone			
	Total Number of Employees:		23	
	Survey date:	TUESDAY	23/05/17	Survey Type: MANUAL
42	WY-02-D-07	INDUSTRIAL ESTATE		WEST YORKSHIRE
	THUNDERHEAD RIDGE RD			
	CASTLEFORD			
	GLASSHOUGHTON			
	Edge of Town			
	No Sub Category			
	Total Number of Employees:		61	
	Survey date:	MONDAY	15/05/17	Survey Type: MANUAL

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

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 36 ES-02-D-06 Tot: 0.257

85th Percentile = No. 7 DV-02-D-06 Tot: 1.000

Median Values

Arrivals: 0.443

Departures: 0.137

Totals: 0.580

Mean Values

Arrivals: 0.432

Departures: 0.229

Totals: 0.661

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	HO-02-D-01	INDUSTRIAL EST	FELTHAM	HOUNSLOW	59	Thu	25/06/15	1.085	1.034	2.119
2	WY-02-D-07	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	61	Mon	15/05/17	1.000	0.738	1.738
3	HD-02-D-02	INDUSTRIAL EST	RUISLIP	HILLINGDON	200	Thu	25/06/15	0.915	0.565	1.480
4	CA-02-D-04	INDUSTRIAL EST	PETERBOROUGH	CAMBRIDGESHIRE	40	Tue	02/12/14	0.825	0.525	1.350
5	WY-02-D-05	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	20	Mon	22/05/17	0.800	0.500	1.300
6	FA-02-D-02	INDUSTRIAL EST	FALKIRK	FALKIRK	115	Thu	30/05/13	0.678	0.539	1.217
7	DV-02-D-06	INDUSTRIAL EST	PLYMOUTH	DEVON	50	Tue	17/07/12	0.700	0.300	1.000
8	MG-02-D-01	INDUSTRIAL EST	CARRICKMACROSS	MONAGHAN	76	Fri	07/12/12	0.553	0.382	0.935
9	WO-02-D-01	INDUSTRIAL EST	STOURPORT-ON-SEVERN	WORCESTERSHIRE	19	Fri	23/05/14	0.368	0.526	0.894
10	WY-02-D-06	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	23	Tue	23/05/17	0.652	0.217	0.869
11	ES-02-D-07	INDUSTRIAL EST	BRIGHTON	EAST SUSSEX	130	Thu	16/10/14	0.508	0.285	0.793
12	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	77	Mon	03/07/17	0.390	0.377	0.767
13	CM-02-D-03	WORKSHOPS	AMMANFORD	CARMARTHENSHIRE	59	Tue	14/10/14	0.475	0.271	0.746
14	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	180	Mon	08/05/17	0.511	0.178	0.689
15	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	59	Fri	29/11/13	0.678	0.000	0.678
16	DL-02-D-04	INDUSTRIAL EST	DUBLIN	DUBLIN	180	Mon	19/10/15	0.567	0.111	0.678
17	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	97	Fri	29/11/13	0.402	0.268	0.670
18	NF-02-D-03	INDUSTRIAL EST	NORWICH	NORFOLK	45	Mon	08/10/12	0.200	0.467	0.667
19	HE-02-D-02	BUSINESS PARK	HEREFORD	HEREFORDSHIRE	67	Tue	22/10/13	0.373	0.254	0.627
20	EG-02-D-02	INDUSTRIAL EST	NORTHOLT	EALING	141	Wed	05/12/12	0.624	0.000	0.624
21	WL-02-D-02	INDUSTRIAL EST	SWINDON	WILTSHIRE	118	Tue	20/09/16	0.441	0.169	0.610
22	HV-02-D-01	INDUSTRIAL EST	ROMFORD	HAVERING	275	Tue	07/10/14	0.444	0.105	0.549
23	WY-02-D-03	INDUSTRIAL EST	LEEDS	WEST YORKSHIRE	192	Fri	20/09/13	0.365	0.167	0.532
24	NR-02-D-01	INDUSTRIAL EST	KETTERING	NORTHAMPTONSHIRE	300	Thu	23/10/14	0.263	0.240	0.503
25	LC-02-D-06	INDUSTRIAL EST	BURNLEY	LANCASHIRE	54	Thu	29/09/16	0.463	0.037	0.500
26	WG-02-D-01	INDUSTRIAL EST	WOKINGHAM	WOKINGHAM	77	Tue	20/11/12	0.416	0.078	0.494
27	AR-02-D-01	INDUSTRIAL EST	ARMAGH	ARMAGH	139	Tue	08/06/10	0.360	0.101	0.461
28	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	160	Thu	21/05/15	0.300	0.138	0.438
29	TI-02-D-01	INDUSTRIAL EST	NENAGH	TIPPERARY	161	Fri	27/05/16	0.286	0.112	0.398
30	TW-02-D-07	INDUSTRIAL EST	GATESHEAD	TYNE & WEAR	130	Fri	04/10/13	0.238	0.138	0.376
31	WM-02-D-03	INDUSTRIAL EST	STOURBRIDGE	WEST MIDLANDS	35	Tue	28/11/17	0.371	0.000	0.371
32	EX-02-D-02	INDUSTRIAL EST	DUNMOW	ESSEX	182	Fri	08/07/16	0.269	0.088	0.357
33	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	150	Mon	14/11/16	0.227	0.087	0.314
34	WM-02-D-02	INDUSTRIAL EST	BIRMINGHAM	WEST MIDLANDS	347	Wed	07/11/12	0.210	0.101	0.311
35	AG-02-D-02	INDUSTRIAL EST	ARBROATH	ANGUS	875	Tue	25/04/17	0.150	0.113	0.263
36	ES-02-D-06	INDUSTRIAL EST	EASTBOURNE	EAST SUSSEX	330	Mon	21/10/13	0.215	0.042	0.257
37	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	54	Thu	15/09/16	0.185	0.056	0.241
38	LC-02-D-05	INDUSTRIAL EST	BLACKBURN	LANCASHIRE	63	Tue	04/06/13	0.143	0.079	0.222
39	GM-02-D-07	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	74	Thu	22/10/15	0.162	0.054	0.216

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
40	KC-02-D-02	INDUSTRIAL EST	DEAL	KENT	150	Wed	28/11/12	0.167	0.033	0.200
41	FA-02-D-03	INDUSTRIAL EST	FALKIRK	FALKIRK	15	Fri	31/05/13	0.067	0.133	0.200
42	TW-02-D-08	INDUSTRIAL EST	SUNDERLAND	TYNE & WEAR	180	Tue	04/04/17	0.089	0.028	0.117

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EG EALING	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	5 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	FI FIFE	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 15 to 875 (units:)
 Range Selected by User: 0 to 5068 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/11/17

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

Selected survey days:

Monday	8 days
Tuesday	13 days
Wednesday	3 days
Thursday	9 days
Friday	9 days

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

Selected survey types:

Manual count	42 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 Centre	5
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	22

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	17
Commercial Zone	2
Development Zone	2
Residential Zone	13
Retail Zone	1
No Sub Category	7

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

Secondary Filtering selection:

Use Class:

Not Known	2 days
B1	13 days
B2	19 days
B8	4 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	4 days
15,001 to 20,000	6 days
20,001 to 25,000	6 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	14 days
250,001 to 500,000	9 days
500,001 or More	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	19 days
1.1 to 1.5	20 days
1.6 to 2.0	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	41 days

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

PTAL Rating:

No PTAL Present	38 days
1b Very poor	1 days
2 Poor	3 days

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

LIST OF SITES relevant to selection parameters

- | | | | | |
|---|--|-------------------|------------------|----------------------------|
| 1 | AG-02-D-02
A933 WESTWAY
ARBROATH
HOSPITALFIELD
Edge of Town
No Sub Category
Total Number of Employees: 875
<i>Survey date: TUESDAY 25/04/17</i> | INDUSTRIAL ESTATE | ANGUS | <i>Survey Type: MANUAL</i> |
| 2 | AR-02-D-01
HAMILTONSBAWN ROAD
ARMAGH

Edge of Town
No Sub Category
Total Number of Employees: 139
<i>Survey date: TUESDAY 08/06/10</i> | INDUSTRIAL ESTATE | ARMAGH | <i>Survey Type: MANUAL</i> |
| 3 | BR-02-D-04
CROFTS END ROAD
BRISTOL
SPEEDWELL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of Employees: 59
<i>Survey date: FRIDAY 29/11/13</i> | INDUSTRIAL ESTATE | BRISTOL CITY | <i>Survey Type: MANUAL</i> |
| 4 | BR-02-D-05
NOVERS HILL
BRISTOL
BEDMINSTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of Employees: 97
<i>Survey date: FRIDAY 29/11/13</i> | INDUSTRIAL ESTATE | BRISTOL CITY | <i>Survey Type: MANUAL</i> |
| 5 | CA-02-D-04
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of Employees: 40
<i>Survey date: TUESDAY 02/12/14</i> | INDUSTRIAL ESTATE | CAMBRI DGESHI RE | <i>Survey Type: MANUAL</i> |
| 6 | CM-02-D-03
PARK STREET
AMMANFORD
BETWS
Edge of Town Centre
No Sub Category
Total Number of Employees: 59
<i>Survey date: TUESDAY 14/10/14</i> | WORKSHOPS | CARMARTHENSHIRE | <i>Survey Type: MANUAL</i> |
| 7 | DL-02-D-04
CLOVER HILL ROAD
DUBLIN
CLONDALKIN
Edge of Town
Industrial Zone
Total Number of Employees: 180
<i>Survey date: MONDAY 19/10/15</i> | INDUSTRIAL ESTATE | DUBLIN | <i>Survey Type: MANUAL</i> |
| 8 | DV-02-D-06
ST MODWEN ROAD
PLYMOUTH

Edge of Town
Industrial Zone
Total Number of Employees: 50
<i>Survey date: TUESDAY 17/07/12</i> | INDUSTRIAL ESTATE | DEVON | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Number of Employees: 77 <i>Survey date: MONDAY 03/07/17</i>	INDUSTRIAL ESTATE	DEVON	<i>Survey Type: MANUAL</i>
10	EG-02-D-02 BELVUE ROAD NORTHOLT Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 141 <i>Survey date: WEDNESDAY 05/12/12</i>	INDUSTRIAL ESTATE	EALING	<i>Survey Type: MANUAL</i>
11	ES-02-D-06 COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Number of Employees: 330 <i>Survey date: MONDAY 21/10/13</i>	INDUSTRIAL ESTATE	EAST SUSSEX	<i>Survey Type: MANUAL</i>
12	ES-02-D-07 HUGHES ROAD BRIGHTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 130 <i>Survey date: THURSDAY 16/10/14</i>	INDUSTRIAL ESTATE	EAST SUSSEX	<i>Survey Type: MANUAL</i>
13	EX-02-D-02 CHELMSFORD ROAD DUNMOW Edge of Town Centre Residential Zone Total Number of Employees: 182 <i>Survey date: FRIDAY 08/07/16</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
14	FA-02-D-02 MAIN STREET FALKIRK GRAHAMSTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 115 <i>Survey date: THURSDAY 30/05/13</i>	INDUSTRIAL ESTATE	FALKIRK	<i>Survey Type: MANUAL</i>
15	FA-02-D-03 LADYSMILL FALKIRK Edge of Town Centre Commercial Zone Total Number of Employees: 15 <i>Survey date: FRIDAY 31/05/13</i>	INDUSTRIAL ESTATE	FALKIRK	<i>Survey Type: MANUAL</i>
16	FI-02-D-01 DICKSON STREET DUNFERMLINE Edge of Town Residential Zone Total Number of Employees: 160 <i>Survey date: THURSDAY 21/05/15</i>	INDUSTRIAL ESTATE	FIFE	<i>Survey Type: MANUAL</i>
17	GM-02-D-07 VULCAN STREET OLDHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees: 74 <i>Survey date: THURSDAY 22/10/15</i>	BUSINESS PARK	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	HD-02-D-02 BRADFIELD ROAD RUISLIP SOUTH RUISLIP Edge of Town Industrial Zone Total Number of Employees: 200 Survey date: THURSDAY 25/06/15	INDUSTRIAL ESTATE HILLINGDON	
19	HE-02-D-02 BURCOTT ROAD HEREFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 67 Survey date: TUESDAY 22/10/13	BUSINESS PARK HEREFORDSHIRE	Survey Type: MANUAL
20	HO-02-D-01 HAMPTON ROAD WEST FELTHAM HANWORTH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 59 Survey date: THURSDAY 25/06/15	INDUSTRIAL ESTATE HOUNSLOW	Survey Type: MANUAL
21	HV-02-D-01 CHURCH ROAD ROMFORD HAROLD WOOD Edge of Town Residential Zone Total Number of Employees: 275 Survey date: TUESDAY 07/10/14	INDUSTRIAL ESTATE HAVERING	Survey Type: MANUAL
22	KC-02-D-02 SOUTHWELL ROAD DEAL Edge of Town Residential Zone Total Number of Employees: 150 Survey date: WEDNESDAY 28/11/12	INDUSTRIAL ESTATE KENT	Survey Type: MANUAL
23	LC-02-D-05 APPLEBY STREET BLACKBURN Edge of Town Centre Industrial Zone Total Number of Employees: 63 Survey date: TUESDAY 04/06/13	INDUSTRIAL ESTATE LANCASHIRE	Survey Type: MANUAL
24	LC-02-D-06 SMALLSHAW LANE BURNLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees: 54 Survey date: THURSDAY 29/09/16	INDUSTRIAL ESTATE LANCASHIRE	Survey Type: MANUAL
25	MG-02-D-01 DUNDALK ROAD CARRICKMACROSS Edge of Town Centre No Sub Category Total Number of Employees: 76 Survey date: FRIDAY 07/12/12	INDUSTRIAL ESTATE MONAGHAN	Survey Type: MANUAL
26	NF-02-D-03 BIDEWELL CLOSE NORWICH Edge of Town Residential Zone Total Number of Employees: 45 Survey date: MONDAY 08/10/12	INDUSTRIAL ESTATE NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27	NR-02-D-01 ROBINSON WAY KETTERING	INDUSTRIAL ESTATE		NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Number of Employees:		300	
	<i>Survey date: THURSDAY</i>		<i>23/10/14</i>	<i>Survey Type: MANUAL</i>
28	TI-02-D-01 LIMERICK ROAD NENAGH	INDUSTRIAL ESTATE		TIPPERARY
	Edge of Town Retail Zone Total Number of Employees:		161	
	<i>Survey date: FRIDAY</i>		<i>27/05/16</i>	<i>Survey Type: MANUAL</i>
29	TW-02-D-07 SWALWELL BANK GATESHEAD WHICKHAM	INDUSTRIAL ESTATE		TYNE & WEAR
	Edge of Town Residential Zone Total Number of Employees:		130	
	<i>Survey date: FRIDAY</i>		<i>04/10/13</i>	<i>Survey Type: MANUAL</i>
30	TW-02-D-08 NORTH HYLTON ROAD SUNDERLAND SOUTHWICK	INDUSTRIAL ESTATE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of Employees:		180	
	<i>Survey date: TUESDAY</i>		<i>04/04/17</i>	<i>Survey Type: MANUAL</i>
31	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE		VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Number of Employees:		180	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
32	WG-02-D-01 FISHPONDS ROAD WOKINGHAM	INDUSTRIAL ESTATE		WOKINGHAM
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of Employees:		77	
	<i>Survey date: TUESDAY</i>		<i>20/11/12</i>	<i>Survey Type: MANUAL</i>
33	WL-02-D-02 HEADLANDS GROVE SWINDON	INDUSTRIAL ESTATE		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Employees:		118	
	<i>Survey date: TUESDAY</i>		<i>20/09/16</i>	<i>Survey Type: MANUAL</i>
34	WM-02-D-02 DUNLOP WAY BIRMINGHAM	INDUSTRIAL ESTATE		WEST MIDLANDS
	Edge of Town Residential Zone Total Number of Employees:		347	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/12</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	WM-02-D-03	INDUSTRIAL ESTATE		WEST MIDLANDS
	JUNCTION ROAD			
	STOURBRIDGE			
	AUDNAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of Employees:		35	
	<i>Survey date: TUESDAY</i>		<i>28/11/17</i>	<i>Survey Type: MANUAL</i>
36	WO-02-D-01	INDUSTRIAL ESTATE		WORCESTERSHIRE
	SANDY LANE			
	STOURPORT-ON-SEVERN			
	Edge of Town			
	Commercial Zone			
	Total Number of Employees:		19	
	<i>Survey date: FRIDAY</i>		<i>23/05/14</i>	<i>Survey Type: MANUAL</i>
37	WO-02-D-02	INDUSTRIAL ESTATE		WORCESTERSHIRE
	WEIR LANE			
	WORCESTER			
	Edge of Town			
	Residential Zone			
	Total Number of Employees:		150	
	<i>Survey date: MONDAY</i>		<i>14/11/16</i>	<i>Survey Type: MANUAL</i>
38	WY-02-D-03	INDUSTRIAL ESTATE		WEST YORKSHIRE
	ARMLEY ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of Employees:		192	
	<i>Survey date: FRIDAY</i>		<i>20/09/13</i>	<i>Survey Type: MANUAL</i>
39	WY-02-D-04	INDUSTRIAL ESTATE		WEST YORKSHIRE
	LAW STREET			
	CLECKHEATON			
	Edge of Town			
	Industrial Zone			
	Total Number of Employees:		54	
	<i>Survey date: THURSDAY</i>		<i>15/09/16</i>	<i>Survey Type: MANUAL</i>
40	WY-02-D-05	INDUSTRIAL ESTATE		WEST YORKSHIRE
	CARR WOOD ROAD			
	CASTLEFORD			
	Edge of Town			
	Development Zone			
	Total Number of Employees:		20	
	<i>Survey date: MONDAY</i>		<i>22/05/17</i>	<i>Survey Type: MANUAL</i>
41	WY-02-D-06	INDUSTRIAL ESTATE (PART)		WEST YORKSHIRE
	PIONEER WAY			
	CASTLEFORD			
	Edge of Town			
	Industrial Zone			
	Total Number of Employees:		23	
	<i>Survey date: TUESDAY</i>		<i>23/05/17</i>	<i>Survey Type: MANUAL</i>
42	WY-02-D-07	INDUSTRIAL ESTATE		WEST YORKSHIRE
	THUNDERHEAD RIDGE RD			
	CASTLEFORD			
	GLASSHOUGHTON			
	Edge of Town			
	No Sub Category			
	Total Number of Employees:		61	
	<i>Survey date: MONDAY</i>		<i>15/05/17</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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 36 AG-02-D-02 Tot: 0.191

85th Percentile = No. 7 NF-02-D-03 Tot: 0.911

Median ValuesArrivals: 0.083
Departures: 0.392
Totals: 0.475Mean ValuesArrivals: 0.144
Departures: 0.375
Totals: 0.518

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	59	Fri	29/11/13	0.271	1.034	1.305
2	WY-02-D-05	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	20	Mon	22/05/17	0.400	0.650	1.050
3	CA-02-D-04	INDUSTRIAL EST	PETERBOROUGH	CAMBRIDGESHIRE	40	Tue	02/12/14	0.400	0.625	1.025
4	FA-02-D-02	INDUSTRIAL EST	FALKIRK	FALKIRK	115	Thu	30/05/13	0.348	0.652	1.000
5	MG-02-D-01	INDUSTRIAL EST	CARRICKMACROSS	MONAGHAN	76	Fri	07/12/12	0.421	0.566	0.987
6	HD-02-D-02	INDUSTRIAL EST	RUISLIP	HILLINGDON	200	Thu	25/06/15	0.345	0.595	0.940
7	NF-02-D-03	INDUSTRIAL EST	NORWICH	NORFOLK	45	Mon	08/10/12	0.067	0.844	0.911
8	DV-02-D-06	INDUSTRIAL EST	PLYMOUTH	DEVON	50	Tue	17/07/12	0.280	0.620	0.900
9	HO-02-D-01	INDUSTRIAL EST	FELTHAM	HOUNSLOW	59	Thu	25/06/15	0.356	0.492	0.848
10	LC-02-D-06	INDUSTRIAL EST	BURNLEY	LANCASHIRE	54	Thu	29/09/16	0.056	0.722	0.778
11	WY-02-D-07	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	61	Mon	15/05/17	0.262	0.492	0.754
12	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	180	Mon	08/05/17	0.300	0.389	0.689
13	DL-02-D-04	INDUSTRIAL EST	DUBLIN	DUBLIN	180	Mon	19/10/15	0.111	0.556	0.667
14	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	77	Mon	03/07/17	0.156	0.429	0.585
15	TI-02-D-01	INDUSTRIAL EST	NENAGH	TIPPERARY	161	Fri	27/05/16	0.161	0.410	0.571
16	CM-02-D-03	WORKSHOPS	AMMANFORD	CARMARTHENSHIRE	59	Tue	14/10/14	0.186	0.373	0.559
17	HE-02-D-02	BUSINESS PARK	HEREFORD	HEREFORDSHIRE	67	Tue	22/10/13	0.149	0.373	0.522
18	EG-02-D-02	INDUSTRIAL EST	NORTHOLT	EALING	141	Wed	05/12/12	0.000	0.518	0.518
19	WY-02-D-03	INDUSTRIAL EST	LEEDS	WEST YORKSHIRE	192	Fri	20/09/13	0.125	0.380	0.505
20	WG-02-D-01	INDUSTRIAL EST	WOKINGHAM	WOKINGHAM	77	Tue	20/11/12	0.130	0.364	0.494
21	AR-02-D-01	INDUSTRIAL EST	ARMAGH	ARMAGH	139	Tue	08/06/10	0.108	0.374	0.482
22	HV-02-D-01	INDUSTRIAL EST	ROMFORD	HAVERING	275	Tue	07/10/14	0.058	0.411	0.469
23	FA-02-D-03	INDUSTRIAL EST	FALKIRK	FALKIRK	15	Fri	31/05/13	0.267	0.200	0.467
24	EX-02-D-02	INDUSTRIAL EST	DUNMOW	ESSEX	182	Fri	08/07/16	0.093	0.346	0.439
25	WY-02-D-06	INDUSTRIAL EST	CASTLEFORD	WEST YORKSHIRE	23	Tue	23/05/17	0.000	0.435	0.435
26	LC-02-D-05	INDUSTRIAL EST	BLACKBURN	LANCASHIRE	63	Tue	04/06/13	0.222	0.206	0.428
27	WL-02-D-02	INDUSTRIAL EST	SWINDON	WILTSHIRE	118	Tue	20/09/16	0.127	0.280	0.407
28	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	160	Thu	21/05/15	0.113	0.237	0.350
29	TW-02-D-07	INDUSTRIAL EST	GATESHEAD	TYNE & WEAR	130	Fri	04/10/13	0.092	0.231	0.323
30	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	150	Mon	14/11/16	0.073	0.247	0.320
31	WM-02-D-02	INDUSTRIAL EST	BIRMINGHAM	WEST MIDLANDS	347	Wed	07/11/12	0.043	0.239	0.282
32	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	54	Thu	15/09/16	0.056	0.204	0.260
33	KC-02-D-02	INDUSTRIAL EST	DEAL	KENT	150	Wed	28/11/12	0.013	0.233	0.246
34	ES-02-D-06	INDUSTRIAL EST	EASTBOURNE	EAST SUSSEX	330	Mon	21/10/13	0.042	0.185	0.227
35	ES-02-D-07	INDUSTRIAL EST	BRIGHTON	EAST SUSSEX	130	Thu	16/10/14	0.054	0.146	0.200
36	AG-02-D-02	INDUSTRIAL EST	ARBROATH	ANGUS	875	Tue	25/04/17	0.045	0.146	0.191
37	WM-02-D-03	INDUSTRIAL EST	STOURBRIDGE	WEST MIDLANDS	35	Tue	28/11/17	0.000	0.171	0.171
38	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	97	Fri	29/11/13	0.010	0.144	0.154
39	NR-02-D-01	INDUSTRIAL EST	KETTERING	NORTHAMPTONSHIRE	300	Thu	23/10/14	0.007	0.100	0.107

Rank	Site-Ref	Description	Town/City	Area	EMPLOY	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
40	WO-02-D-01	INDUSTRIAL EST	STOURPORT-ON-SEVERN	WORCESTERSHIRE	19	Fri	23/05/14	0.053	0.053	0.106
41	TW-02-D-08	INDUSTRIAL EST	SUNDERLAND	TYNE & WEAR	180	Tue	04/04/17	0.028	0.061	0.089
42	GM-02-D-07	BUSINESS PARK	OLDHAM	GREATER MANCHESTER	74	Thu	22/10/15	0.000	0.014	0.014

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	GR GREENWICH	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	2 days
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
13	MUNSTER	
	CR CORK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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 bedrooms

Actual Range: 4 to 178 (units:)

Range Selected by User: 4 to 483 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 16/10/17

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	18 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 Centre	6
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	8
Retail Zone	1
Built-Up Zone	2
Out of Town	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C1	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days
100,001 or More	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	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	13 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	18 days
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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	13 days
1b Very poor	1 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	AG-06-A-01 BOUTIQUE B&B CLIFFBURN ROAD ARBROATH HAYSHEAD Edge of Town Residential Zone Total Number of bedrooms: 4 <i>Survey date: TUESDAY 22/05/12</i>	ANGUS	<i>Survey Type: MANUAL</i>
2	BE-06-A-02 HOLIDAY INN SOUTHWOLD ROAD BEXLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 107 <i>Survey date: FRIDAY 29/11/13</i>	BEXLEY	<i>Survey Type: MANUAL</i>
3	BU-06-A-02 HOLIDAY INN NEW ROAD AYLESBURY WESTON TURVILLE Edge of Town Out of Town Total Number of bedrooms: 139 <i>Survey date: WEDNESDAY 01/10/14</i>	BUCKINGHAMSHIRE	<i>Survey Type: MANUAL</i>
4	CF-06-A-03 HOLIDAY INN EXPRESS LONGUEIL CLOSE CARDIFF Edge of Town Centre Residential Zone Total Number of bedrooms: 87 <i>Survey date: MONDAY 16/07/12</i>	CARDIFF	<i>Survey Type: MANUAL</i>
5	CR-06-A-01 TRAVELODGE FRANKFIELD ROAD CORK BLACK ASH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of bedrooms: 60 <i>Survey date: FRIDAY 20/06/14</i>	CORK	<i>Survey Type: MANUAL</i>
6	CS-06-A-03 HOTEL STRANDHILL ROAD SLIGO Edge of Town Centre Built-Up Zone Total Number of bedrooms: 98 <i>Survey date: THURSDAY 31/10/13</i>	SLIGO	<i>Survey Type: MANUAL</i>
7	DL-06-A-05 BEST WESTERN UPPER DRUMCONDRA ROAD DUBLIN DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 126 <i>Survey date: WEDNESDAY 23/11/16</i>	DUBLIN	<i>Survey Type: MANUAL</i>
8	DV-06-A-03 FUTURE INN WILLIAM PRANCE ROAD PLYMOUTH Edge of Town Industrial Zone Total Number of bedrooms: 110 <i>Survey date: WEDNESDAY 18/07/12</i>	DEVON	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GR-06-A-03 GREENWICH HIGH ROAD GREENWICH	NOVOTEL		GREENWICH
	Edge of Town Centre No Sub Category Total Number of bedrooms:		151	
			<i>Survey date: FRIDAY</i>	<i>Survey Type: MANUAL</i>
10	GS-06-A-02 GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS	PREMIER INN		GLOUCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms:		67	
			<i>Survey date: THURSDAY</i>	<i>Survey Type: MANUAL</i>
11	HD-06-A-02 CHERRY LANE WEST DRAYTON	NOVOTEL		HILLINGDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms:		178	
			<i>Survey date: TUESDAY</i>	<i>Survey Type: MANUAL</i>
12	HO-06-A-01 LAMPTON ROAD HOUNSLOW	DAYS HOTEL		HOUNSLOW
	Edge of Town Centre Commercial Zone Total Number of bedrooms:		96	
			<i>Survey date: WEDNESDAY</i>	<i>Survey Type: MANUAL</i>
13	HO-06-A-02 STAINES ROAD HOUNSLOW	ETAP HOTEL		HOUNSLOW
	Edge of Town Centre Retail Zone Total Number of bedrooms:		148	
			<i>Survey date: WEDNESDAY</i>	<i>Survey Type: MANUAL</i>
14	LC-06-A-04 LEYLAND WAY LEYLAND	BEST WESTERN		LANCASHIRE
	Edge of Town Residential Zone Total Number of bedrooms:		93	
			<i>Survey date: FRIDAY</i>	<i>Survey Type: MANUAL</i>
15	NF-06-A-02 IPSWICH ROAD NORWICH HARFORD PARK	HOLIDAY INN		NORFOLK
	Edge of Town No Sub Category Total Number of bedrooms:		119	
			<i>Survey date: THURSDAY</i>	<i>Survey Type: MANUAL</i>
16	NT-06-A-02 LONDON ROAD NOTTINGHAM	PREMIER INN		NOTTINGHAMSHIRE
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:		87	
			<i>Survey date: MONDAY</i>	<i>Survey Type: MANUAL</i>
17	TW-06-A-02 CASPER WAY GATESHEAD SWALWELL	TRAVELODGE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of bedrooms:		60	
			<i>Survey date: FRIDAY</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HEADINGLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 TW-06-A-02 Tot: 0.100

85th Percentile = No. 4 GS-06-A-02 Tot: 0.388

Median Values

Arrivals: 0.123

Departures: 0.102

Totals: 0.225

Mean Values

Arrivals: 0.107

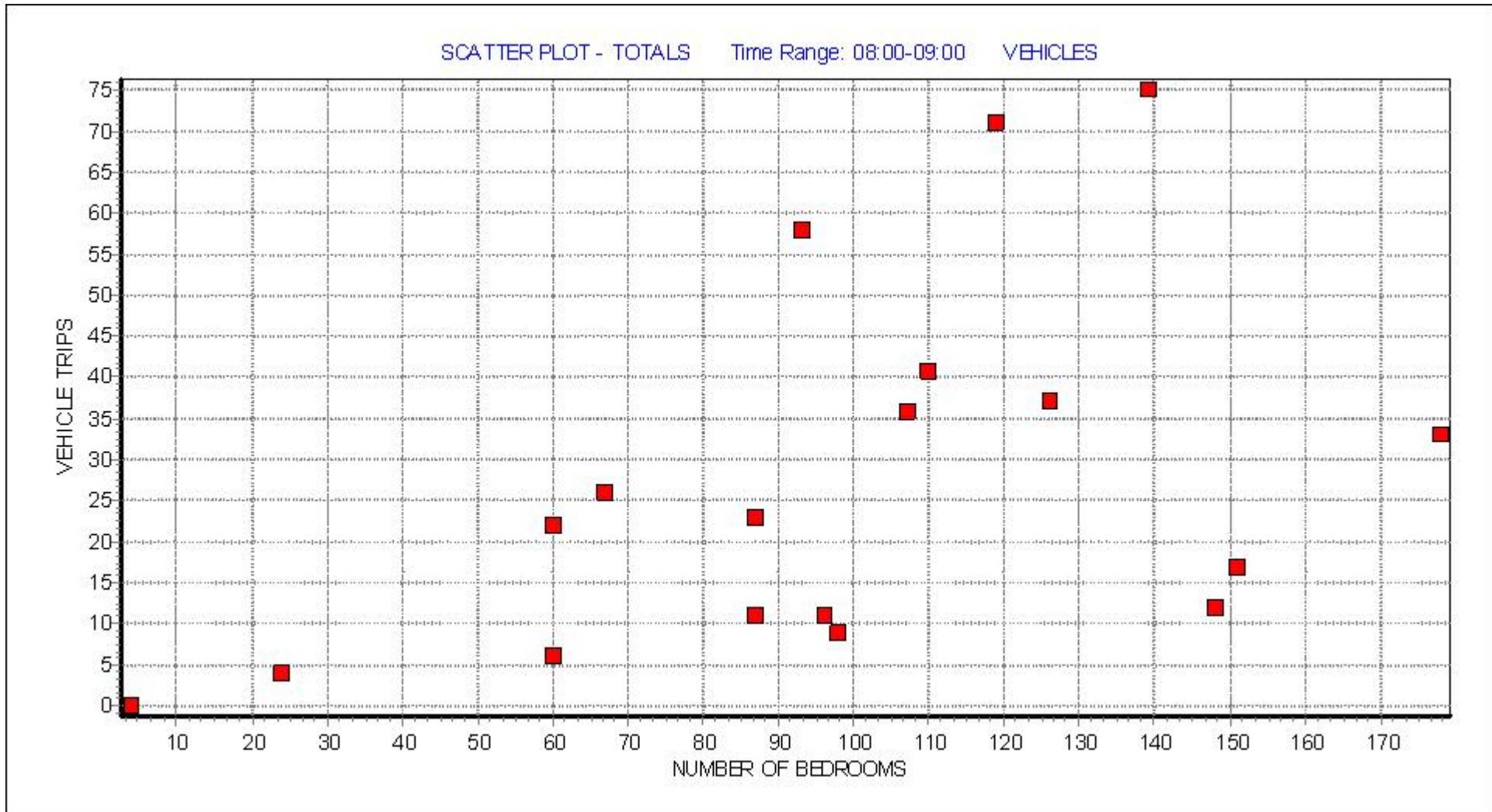
Departures: 0.158

Totals: 0.264

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LC-06-A-04	BEST WESTERN	LEYLAND	LANCASHIRE	93	Fri	21/10/11	0.344	0.280	0.624
2	NF-06-A-02	HOLIDAY INN	NORWICH	NORFOLK	119	Thu	30/09/10	0.252	0.345	0.597
3	BU-06-A-02	HOLIDAY INN	AYLESBURY	BUCKINGHAMSHIRE	139	Wed	01/10/14	0.180	0.360	0.540
4	GS-06-A-02	PREMIER INN	CHELTENHAM SPA	GLOUCESTERSHIRE	67	Thu	28/11/13	0.104	0.284	0.388
5	DV-06-A-03	FUTURE INN	PLYMOUTH	DEVON	110	Wed	18/07/12	0.127	0.245	0.372
6	CR-06-A-01	TRAVELODGE	CORK	CORK	60	Fri	20/06/14	0.083	0.283	0.366
7	BE-06-A-02	HOLIDAY INN	BEXLEY	BEXLEY	107	Fri	29/11/13	0.168	0.168	0.336
8	DL-06-A-05	BEST WESTERN	DUBLIN	DUBLIN	126	Wed	23/11/16	0.119	0.175	0.294
9	NT-06-A-02	PREMIER INN	NOTTINGHAM	NOTTINGHAMSHIRE	87	Mon	24/06/13	0.184	0.080	0.264
10	HD-06-A-02	NOVOTEL	WEST DRAYTON	HILLINGDON	178	Tue	15/05/12	0.062	0.124	0.186
11	WY-06-A-02	HOTEL	LEEDS	WEST YORKSHIRE	24	Fri	11/06/10	0.083	0.083	0.166
12	CF-06-A-03	HOLIDAY INN EX	CARDIFF	CARDIFF	87	Mon	16/07/12	0.046	0.080	0.126
13	HO-06-A-01	DAYS HOTEL	HOUNSLOW	HOUNSLOW	96	Wed	16/06/10	0.042	0.073	0.115
14	GR-06-A-03	NOVOTEL	GREENWICH	GREENWICH	151	Fri	22/11/13	0.013	0.099	0.112
15	TW-06-A-02	TRAVELODGE	GATESHEAD	TYNE & WEAR	60	Fri	13/11/15	0.033	0.067	0.100
16	CS-06-A-03	HOTEL	SLIGO	SLIGO	98	Thu	31/10/13	0.051	0.041	0.092
17	HO-06-A-02	ETAP HOTEL	HOUNSLOW	HOUNSLOW	148	Wed	16/06/10	0.027	0.054	0.081
18	AG-06-A-01	BOUTIQUE B&B	ARBROATH	ANGUS	4	Tue	22/05/12	0.000	0.000	0.000

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	GR GREENWICH	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	2 days
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
13	MUNSTER	
	CR CORK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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 bedrooms
 Actual Range: 4 to 178 (units:)
 Range Selected by User: 4 to 483 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 16/10/17

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	18 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 Centre	6
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	8
Retail Zone	1
Built-Up Zone	2
Out of Town	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C1	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days
100,001 or More	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	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	13 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	18 days
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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	13 days
1b Very poor	1 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	AG-06-A-01	BOUTIQUE B&B	ANGUS
	CLIFFBURN ROAD		
	ARBROATH		
	HAYSHEAD		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:		4
	<i>Survey date: TUESDAY</i>		<i>22/05/12</i>
			<i>Survey Type: MANUAL</i>
2	BE-06-A-02	HOLIDAY INN	BEXLEY
	SOUTHWOLD ROAD		
	BEXLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:		107
	<i>Survey date: FRIDAY</i>		<i>29/11/13</i>
			<i>Survey Type: MANUAL</i>
3	BU-06-A-02	HOLIDAY INN	BUCKINGHAMSHIRE
	NEW ROAD		
	AYLESBURY		
	WESTON TURVILLE		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:		139
	<i>Survey date: WEDNESDAY</i>		<i>01/10/14</i>
			<i>Survey Type: MANUAL</i>
4	CF-06-A-03	HOLIDAY INN EXPRESS	CARDIFF
	LONGUEIL CLOSE		
	CARDIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of bedrooms:		87
	<i>Survey date: MONDAY</i>		<i>16/07/12</i>
			<i>Survey Type: MANUAL</i>
5	CR-06-A-01	TRAVELODGE	CORK
	FRANKFIELD ROAD		
	CORK		
	BLACK ASH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:		60
	<i>Survey date: FRIDAY</i>		<i>20/06/14</i>
			<i>Survey Type: MANUAL</i>
6	CS-06-A-03	HOTEL	SLIGO
	STRANDHILL ROAD		
	SLIGO		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:		98
	<i>Survey date: THURSDAY</i>		<i>31/10/13</i>
			<i>Survey Type: MANUAL</i>
7	DL-06-A-05	BEST WESTERN	DUBLIN
	UPPER DRUMCONDRA ROAD		
	DUBLIN		
	DRUMCONDRA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:		126
	<i>Survey date: WEDNESDAY</i>		<i>23/11/16</i>
			<i>Survey Type: MANUAL</i>
8	DV-06-A-03	FUTURE INN	DEVON
	WILLIAM PRANCE ROAD		
	PLYMOUTH		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:		110
	<i>Survey date: WEDNESDAY</i>		<i>18/07/12</i>
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GR-06-A-03 GREENWICH HIGH ROAD GREENWICH	NOVOTEL		GREENWICH
	Edge of Town Centre No Sub Category Total Number of bedrooms:		151	
	<i>Survey date: FRIDAY</i>		<i>22/11/13</i>	<i>Survey Type: MANUAL</i>
10	GS-06-A-02 GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS	PREMIER INN		GLOUCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms:		67	
	<i>Survey date: THURSDAY</i>		<i>28/11/13</i>	<i>Survey Type: MANUAL</i>
11	HD-06-A-02 CHERRY LANE WEST DRAYTON	NOVOTEL		HILLINGDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms:		178	
	<i>Survey date: TUESDAY</i>		<i>15/05/12</i>	<i>Survey Type: MANUAL</i>
12	HO-06-A-01 LAMPTON ROAD HOUNSLOW	DAYS HOTEL		HOUNSLOW
	Edge of Town Centre Commercial Zone Total Number of bedrooms:		96	
	<i>Survey date: WEDNESDAY</i>		<i>16/06/10</i>	<i>Survey Type: MANUAL</i>
13	HO-06-A-02 STAINES ROAD HOUNSLOW	ETAP HOTEL		HOUNSLOW
	Edge of Town Centre Retail Zone Total Number of bedrooms:		148	
	<i>Survey date: WEDNESDAY</i>		<i>16/06/10</i>	<i>Survey Type: MANUAL</i>
14	LC-06-A-04 LEYLAND WAY LEYLAND	BEST WESTERN		LANCASHIRE
	Edge of Town Residential Zone Total Number of bedrooms:		93	
	<i>Survey date: FRIDAY</i>		<i>21/10/11</i>	<i>Survey Type: MANUAL</i>
15	NF-06-A-02 IPSWICH ROAD NORWICH HARFORD PARK	HOLIDAY INN		NORFOLK
	Edge of Town No Sub Category Total Number of bedrooms:		119	
	<i>Survey date: THURSDAY</i>		<i>30/09/10</i>	<i>Survey Type: MANUAL</i>
16	NT-06-A-02 LONDON ROAD NOTTINGHAM	PREMIER INN		NOTTINGHAMSHIRE
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:		87	
	<i>Survey date: MONDAY</i>		<i>24/06/13</i>	<i>Survey Type: MANUAL</i>
17	TW-06-A-02 CASPER WAY GATESHEAD SWALWELL	TRAVELODGE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of bedrooms:		60	
	<i>Survey date: FRIDAY</i>		<i>13/11/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HEADINGLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 HD-06-A-02 Tot: 0.112

85th Percentile = No. 4 NF-06-A-02 Tot: 0.403

Median Values

Arrivals: 0.117

Departures: 0.088

Totals: 0.205

Mean Values

Arrivals: 0.154

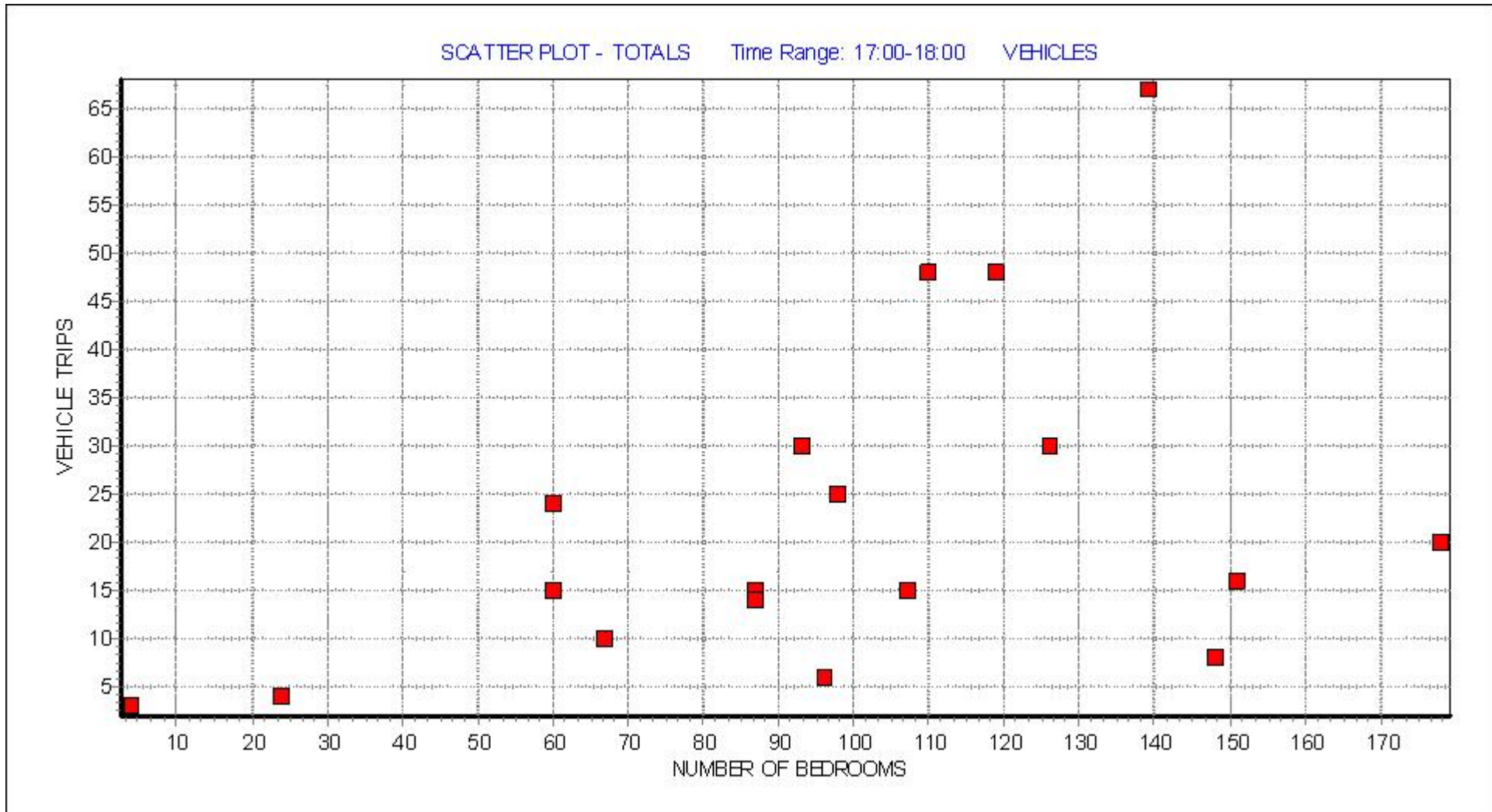
Departures: 0.105

Totals: 0.259

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AG-06-A-01	BOUTIQUE B&B	ARBROATH	ANGUS	4	Tue	22/05/12	0.500	0.250	0.750
2	BU-06-A-02	HOLIDAY INN	AYLESBURY	BUCKINGHAMSHIRE	139	Wed	01/10/14	0.317	0.165	0.482
3	DV-06-A-03	FUTURE INN	PLYMOUTH	DEVON	110	Wed	18/07/12	0.300	0.136	0.436
4	NF-06-A-02	HOLIDAY INN	NORWICH	NORFOLK	119	Thu	30/09/10	0.252	0.151	0.403
5	CR-06-A-01	TRAVELODGE	CORK	CORK	60	Fri	20/06/14	0.167	0.233	0.400
6	LC-06-A-04	BEST WESTERN	LEYLAND	LANCASHIRE	93	Fri	21/10/11	0.151	0.172	0.323
7	CS-06-A-03	HOTEL	SLIGO	SLIGO	98	Thu	31/10/13	0.153	0.102	0.255
8	TW-06-A-02	TRAVELODGE	GATESHEAD	TYNE & WEAR	60	Fri	13/11/15	0.167	0.083	0.250
9	DL-06-A-05	BEST WESTERN	DUBLIN	DUBLIN	126	Wed	23/11/16	0.119	0.119	0.238
10	CF-06-A-03	HOLIDAY INN EX	CARDIFF	CARDIFF	87	Mon	16/07/12	0.115	0.057	0.172
11	WY-06-A-02	HOTEL	LEEDS	WEST YORKSHIRE	24	Fri	11/06/10	0.083	0.083	0.166
12	NT-06-A-02	PREMIER INN	NOTTINGHAM	NOTTINGHAMSHIRE	87	Mon	24/06/13	0.115	0.046	0.161
13	GS-06-A-02	PREMIER INN	CHELTENHAM SPA	GLOUCESTERSHIRE	67	Thu	28/11/13	0.104	0.045	0.149
14	BE-06-A-02	HOLIDAY INN	BEXLEY	BEXLEY	107	Fri	29/11/13	0.084	0.056	0.140
15	HD-06-A-02	NOVOTEL	WEST DRAYTON	HILLINGDON	178	Tue	15/05/12	0.056	0.056	0.112
16	GR-06-A-03	NOVOTEL	GREENWICH	GREENWICH	151	Fri	22/11/13	0.046	0.060	0.106
17	HO-06-A-01	DAYS HOTEL	HOUNSLOW	HOUNSLOW	96	Wed	16/06/10	0.010	0.052	0.062
18	HO-06-A-02	ETAP HOTEL	HOUNSLOW	HOUNSLOW	148	Wed	16/06/10	0.027	0.027	0.054

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : A - FOOD SUPERSTORE
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2900 to 15124 (units: sqm)
 Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/11/20

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	11 days

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

Selected survey types:

Manual count	13 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 Centre	4
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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

Selected Location Sub Categories:

Commercial Zone	1
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a) 13 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	9 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

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

Travel Plan:

Yes	2 days
No	11 days

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

PTAL Rating:

No PTAL Present	12 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-01-A-04 28 CASTLE WAY ANTRIM	TESCO EXTRA		ANTRIM
	Edge of Town Centre Built-Up Zone Total Gross floor area:		7702 sqm	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
2	AN-01-A-05 BALLYGOMARTIN ROAD BELFAST	TESCO		ANTRIM
	Edge of Town Residential Zone Total Gross floor area:		2900 sqm	
	<i>Survey date: FRIDAY</i>		<i>25/09/15</i>	<i>Survey Type: MANUAL</i>
3	BT-01-A-03 FORTY LANE WEMBLEY	ASDA		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		9394 sqm	
	<i>Survey date: TUESDAY</i>		<i>13/09/16</i>	<i>Survey Type: MANUAL</i>
4	CB-01-A-08 BRIDGE STREET CARLISLE	SAINSBURY'S		CUMBRIA
	Edge of Town Centre Built-Up Zone Total Gross floor area:		7200 sqm	
	<i>Survey date: FRIDAY</i>		<i>06/06/14</i>	<i>Survey Type: MANUAL</i>
5	CO-01-A-01 CONWAY ROAD LLANDUDNO	ASDA		CONWY
	Edge of Town Centre Retail Zone Total Gross floor area:		9854 sqm	
	<i>Survey date: FRIDAY</i>		<i>23/03/18</i>	<i>Survey Type: MANUAL</i>
6	DS-01-A-01 WYVERN WAY DERBY CHADDES DEN Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	SAINSBURY'S	9500 sqm	
	<i>Survey date: FRIDAY</i>		<i>26/06/15</i>	<i>Survey Type: MANUAL</i>
7	EB-01-A-01 THE JEWEL EDINBURGH	ASDA		CITY OF EDINBURGH
	Edge of Town Retail Zone Total Gross floor area:		15124 sqm	
	<i>Survey date: FRIDAY</i>		<i>27/04/18</i>	<i>Survey Type: MANUAL</i>
8	LC-01-A-19 EASTWAY PRESTON FULWOOD Edge of Town Commercial Zone Total Gross floor area:	ASDA	14000 sqm	
	<i>Survey date: FRIDAY</i>		<i>09/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	LE-01-A-03 GLEN ROAD LEICESTER OADBY Edge of Town Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	SAINSBURY'S 5700 sqm 07/11/14	LEICESTERSHIRE <i>Survey Type: MANUAL</i>
10	MM-01-A-02 LOWER DOCK STREET NEWPORT Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	ASDA 9825 sqm 27/09/19	MONMOUTHSHIRE <i>Survey Type: MANUAL</i>
11	TI-01-A-01 ST JOSEPHS PARK NENAGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	TESCO 7000 sqm 27/05/16	TIPPERARY <i>Survey Type: MANUAL</i>
12	TW-01-A-02 WANSBECK ROAD SOUTH NEWCASTLE UPON TYNE GOSFORTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	ASDA 9050 sqm 03/05/19	TYNE & WEAR <i>Survey Type: MANUAL</i>
13	WS-01-A-12 NEW ROAD LITTLEHAMPTON WEST PRESTON Edge of Town Retail Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	SAINSBURY'S 12550 sqm 21/06/19	WEST SUSSEX <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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MA-01-A-02	COVID
SF-01-A-03	COVID

RANK ORDER for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 11 CO-01-A-01 Tot: 1.675

85th Percentile = No. 3 AN-01-A-04 Tot: 6.960

Median Values

Arrivals: 1.812
 Departures: 1.303
 Totals: 3.115

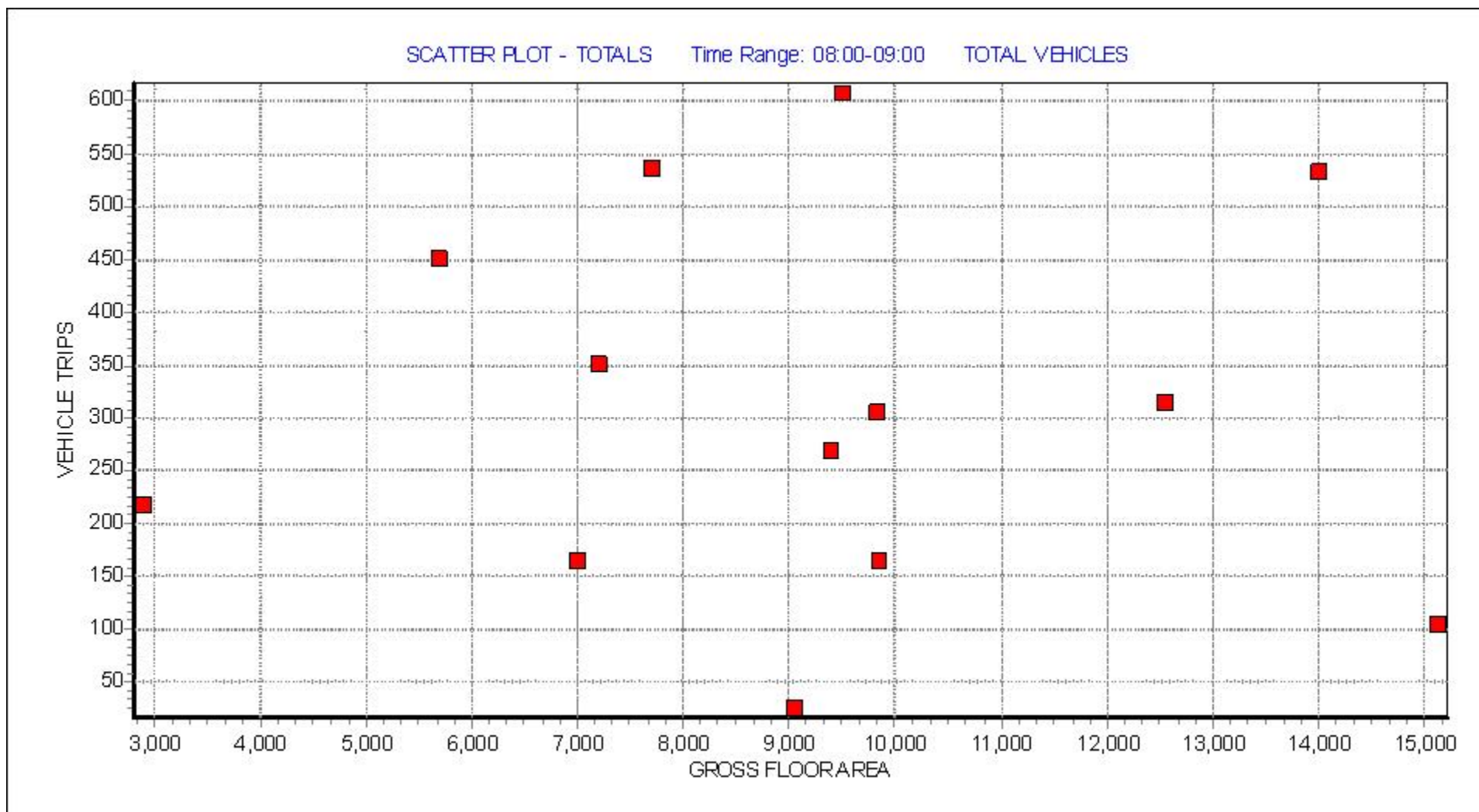
Mean Values

Arrivals: 2.181
 Departures: 1.743
 Totals: 3.924

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LE-01-A-03	SAINSBURY'S	LEICESTER	LEICESTERSHIRE	5700	Fri	07/11/14	4.281	3.649	7.930
2	AN-01-A-05	TESCO	BELFAST	ANTRIM	2900	Fri	25/09/15	4.310	3.207	7.517
3	AN-01-A-04	TESCO EXTRA	ANTRIM	ANTRIM	7702	Thu	17/10/13	3.532	3.428	6.960
4	DS-01-A-01	SAINSBURY'S	DERBY	DERBYSHIRE	9500	Fri	26/06/15	3.347	3.053	6.400
5	CB-01-A-08	SAINSBURY'S	CARLISLE	CUMBRIA	7200	Fri	06/06/14	2.569	2.306	4.875
6	LC-01-A-19	ASDA	PRESTON	LANCASHIRE	14000	Fri	09/11/18	2.129	1.686	3.815
7	MM-01-A-02	ASDA	NEWPORT	MONMOUTHSHIRE	9825	Fri	27/09/19	1.812	1.303	3.115
8	BT-01-A-03	ASDA	WEMBLEY	BRENT	9394	Tue	13/09/16	1.820	1.054	2.874
9	WS-01-A-12	SAINSBURY'S	LITTLEHAMPTON	WEST SUSSEX	12550	Fri	21/06/19	1.371	1.139	2.510
10	TI-01-A-01	TESCO	NENAGH	TIPPERARY	7000	Fri	27/05/16	1.457	0.914	2.371
11	CO-01-A-01	ASDA	LLANDUDNO	CONWY	9854	Fri	23/03/18	1.086	0.589	1.675
12	EB-01-A-01	ASDA	EDINBURGH	CITY OF EDINBURGH	15124	Fri	27/04/18	0.463	0.231	0.694
13	TW-01-A-02	ASDA	NEWCASTLE UPON TYNE	TYNE & WEAR	9050	Fri	03/05/19	0.177	0.099	0.276

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : A - FOOD SUPERSTORE
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2900 to 15124 (units: sqm)
 Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/11/20

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	11 days

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

Selected survey types:

Manual count	13 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 Centre	4
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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

Selected Location Sub Categories:

Commercial Zone	1
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a) 13 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	9 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

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

Travel Plan:

Yes	2 days
No	11 days

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

PTAL Rating:

No PTAL Present	12 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-01-A-04 28 CASTLE WAY ANTRIM	TESCO EXTRA		ANTRIM
	Edge of Town Centre Built-Up Zone Total Gross floor area:		7702 sqm	
		<i>Survey date: THURSDAY</i>	<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
2	AN-01-A-05 BALLYGOMARTIN ROAD BELFAST	TESCO		ANTRIM
	Edge of Town Residential Zone Total Gross floor area:		2900 sqm	
		<i>Survey date: FRIDAY</i>	<i>25/09/15</i>	<i>Survey Type: MANUAL</i>
3	BT-01-A-03 FORTY LANE WEMBLEY	ASDA		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		9394 sqm	
		<i>Survey date: TUESDAY</i>	<i>13/09/16</i>	<i>Survey Type: MANUAL</i>
4	CB-01-A-08 BRIDGE STREET CARLISLE	SAINSBURY'S		CUMBRIA
	Edge of Town Centre Built-Up Zone Total Gross floor area:		7200 sqm	
		<i>Survey date: FRIDAY</i>	<i>06/06/14</i>	<i>Survey Type: MANUAL</i>
5	CO-01-A-01 CONWAY ROAD LLANDUDNO	ASDA		CONWY
	Edge of Town Centre Retail Zone Total Gross floor area:		9854 sqm	
		<i>Survey date: FRIDAY</i>	<i>23/03/18</i>	<i>Survey Type: MANUAL</i>
6	DS-01-A-01 WYVERN WAY DERBY CHADDES DEN Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	SAINSBURY'S	9500 sqm	
		<i>Survey date: FRIDAY</i>	<i>26/06/15</i>	<i>Survey Type: MANUAL</i>
7	EB-01-A-01 THE JEWEL EDINBURGH	ASDA		CITY OF EDINBURGH
	Edge of Town Retail Zone Total Gross floor area:		15124 sqm	
		<i>Survey date: FRIDAY</i>	<i>27/04/18</i>	<i>Survey Type: MANUAL</i>
8	LC-01-A-19 EASTWAY PRESTON FULWOOD Edge of Town Commercial Zone Total Gross floor area:	ASDA	14000 sqm	
		<i>Survey date: FRIDAY</i>	<i>09/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	LE-01-A-03 GLEN ROAD LEICESTER OADBY Edge of Town Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	SAINSBURY'S 5700 sqm 07/11/14	LEICESTERSHIRE <i>Survey Type: MANUAL</i>
10	MM-01-A-02 LOWER DOCK STREET NEWPORT Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	ASDA 9825 sqm 27/09/19	MONMOUTHSHIRE <i>Survey Type: MANUAL</i>
11	TI-01-A-01 ST JOSEPHS PARK NENAGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	TESCO 7000 sqm 27/05/16	TIPPERARY <i>Survey Type: MANUAL</i>
12	TW-01-A-02 WANSBECK ROAD SOUTH NEWCASTLE UPON TYNE GOSFORTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	ASDA 9050 sqm 03/05/19	TYNE & WEAR <i>Survey Type: MANUAL</i>
13	WS-01-A-12 NEW ROAD LITTLEHAMPTON WEST PRESTON Edge of Town Retail Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	SAINSBURY'S 12550 sqm 21/06/19	WEST SUSSEX <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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MA-01-A-02	COVID
SF-01-A-03	COVID

RANK ORDER for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 11 CO-01-A-01 Tot: 2.131

85th Percentile = No. 3 LE-01-A-03 Tot: 11.421

Median Values

Arrivals: 2.453
 Departures: 2.768
 Totals: 5.221

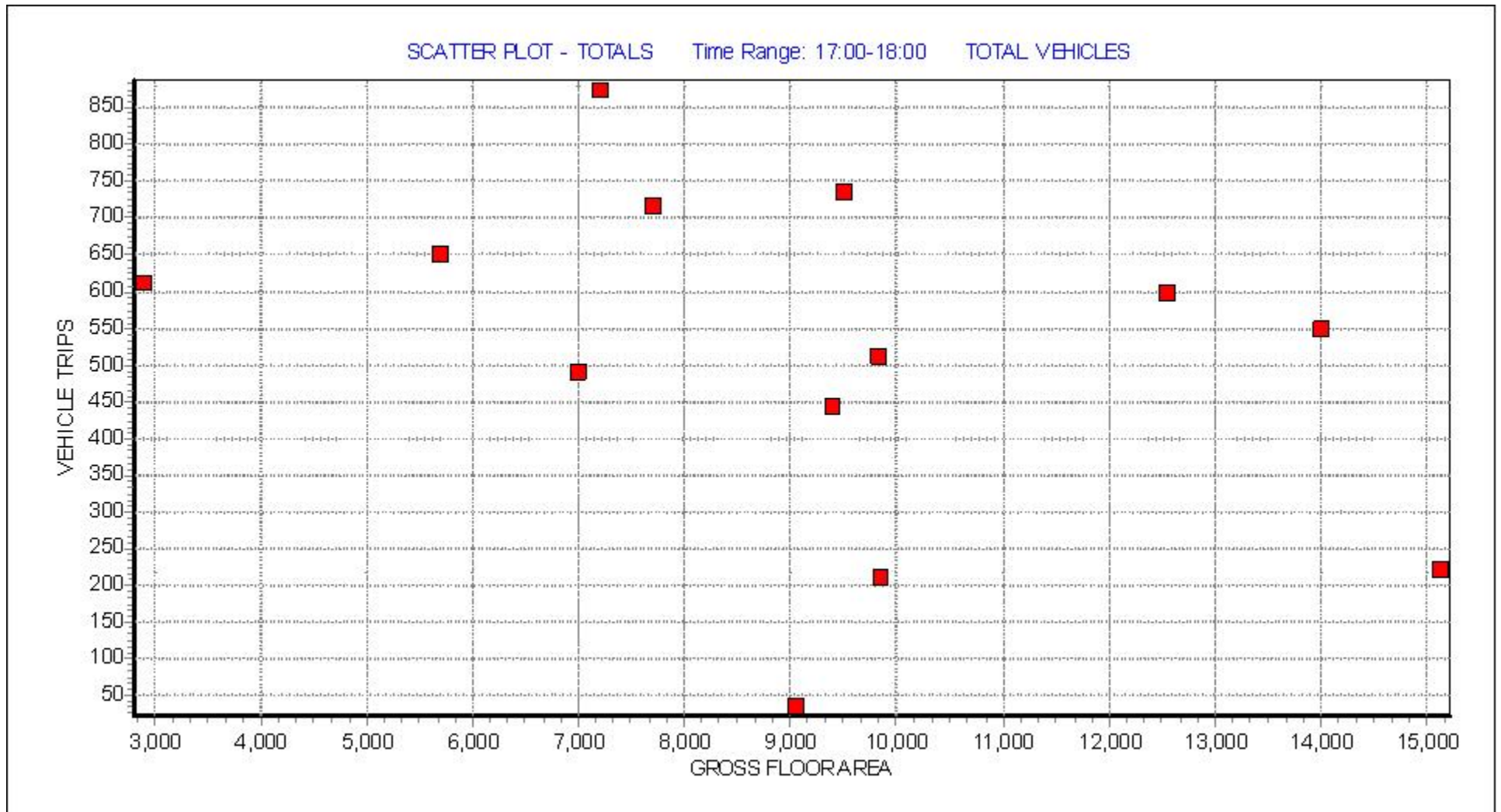
Mean Values

Arrivals: 3.445
 Departures: 3.583
 Totals: 7.028

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AN-01-A-05	TESCO	BELFAST	ANTRIM	2900	Fri	25/09/15	10.586	10.552	21.138
2	CB-01-A-08	SAINSBURY'S	CARLISLE	CUMBRIA	7200	Fri	06/06/14	5.736	6.403	12.139
3	LE-01-A-03	SAINSBURY'S	LEICESTER	LEICESTERSHIRE	5700	Fri	07/11/14	5.140	6.281	11.421
4	AN-01-A-04	TESCO EXTRA	ANTRIM	ANTRIM	7702	Thu	17/10/13	4.544	4.778	9.322
5	DS-01-A-01	SAINSBURY'S	DERBY	DERBYSHIRE	9500	Fri	26/06/15	3.853	3.884	7.737
6	TI-01-A-01	TESCO	NENAGH	TIPPERARY	7000	Fri	27/05/16	3.614	3.386	7.000
7	MM-01-A-02	ASDA	NEWPORT	MONMOUTHSHIRE	9825	Fri	27/09/19	2.453	2.768	5.221
8	WS-01-A-12	SAINSBURY'S	LITTLEHAMPTON	WEST SUSSEX	12550	Fri	21/06/19	2.367	2.398	4.765
9	BT-01-A-03	ASDA	WEMBLEY	BRENT	9394	Tue	13/09/16	2.512	2.214	4.726
10	LC-01-A-19	ASDA	PRESTON	LANCASHIRE	14000	Fri	09/11/18	2.107	1.814	3.921
11	CO-01-A-01	ASDA	LLANDUDNO	CONWY	9854	Fri	23/03/18	0.883	1.248	2.131
12	EB-01-A-01	ASDA	EDINBURGH	CITY OF EDINBURGH	15124	Fri	27/04/18	0.807	0.648	1.455
13	TW-01-A-02	ASDA	NEWCASTLE UPON TYNE	TYNE & WEAR	9050	Fri	03/05/19	0.188	0.199	0.387

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	2 days
13	MUNSTER	
	TI TIPPERARY	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 84 to 1020 (units:)
 Range Selected by User: 79 to 1020 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/11/19

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	23 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)	3
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	10

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	13
Village	8
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

F1(a)	23 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	16 days
1.6 to 2.0	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	4 days
No	19 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	23 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-04-A-01 PRIMARY SCHOOL SCHOOL CLOSE BRISTOL WHITCHURCH Edge of Town Residential Zone Total Number of pupils: 208 <i>Survey date: TUESDAY 22/09/15</i>	BRISTOL CITY <i>Survey Type: MANUAL</i> BUCKINGHAMSHIRE
2	BU-04-A-01 PRIMARY SCHOOL LOWER ROAD NEAR AYLESBURY STOKE MANDEVILLE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 208 <i>Survey date: WEDNESDAY 01/10/14</i>	BUCKINGHAMSHIRE <i>Survey Type: MANUAL</i>
3	CF-04-A-01 PRIMARY SCHOOL AEL-Y-BRYN CARDIFF LLANEDEYRN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 194 <i>Survey date: FRIDAY 05/05/17</i>	CARDIFF <i>Survey Type: MANUAL</i>
4	CH-04-A-01 PRIMARY SCHOOL WESTON GROVE CHESTER UPTON Edge of Town Residential Zone Total Number of pupils: 219 <i>Survey date: MONDAY 17/11/14</i>	CHESHIRE <i>Survey Type: MANUAL</i>
5	CW-04-A-03 PRIMARY ACADEMY TREVERBYN RISE PENRYN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 <i>Survey date: THURSDAY 28/03/19</i>	CORNWALL <i>Survey Type: MANUAL</i>
6	DL-04-A-02 PRIMARY SCHOOLS (2) BALGRIFFIN PARK DUBLIN BALGRIFFIN Edge of Town No Sub Category Total Number of pupils: 702 <i>Survey date: MONDAY 19/10/15</i>	DUBLIN <i>Survey Type: MANUAL</i>
7	DS-04-A-01 PRIMARY SCHOOL VICARAGE ROAD DERBY MICKLEOVER Edge of Town Residential Zone Total Number of pupils: 387 <i>Survey date: THURSDAY 25/06/15</i>	DERBYSHIRE <i>Survey Type: MANUAL</i>
8	DV-04-A-04 PRIMARY SCHOOL CHURCH LANE CHERITON BISHOP Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 85 <i>Survey date: WEDNESDAY 12/07/17</i>	DEVON <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	EB-04-A-01 MAGDALENE DRIVE EDINBURGH	PRIMARY SCHOOL		CITY OF EDINBURGH
	Edge of Town Residential Zone			
	Total Number of pupils:	214		
	Survey date: MONDAY	23/04/18		Survey Type: MANUAL
10	FI-04-A-01 NORTHBANK ROAD NEAR DUNFERMLINE CAIRNEYHILL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	285		
	Survey date: WEDNESDAY	27/05/15		Survey Type: MANUAL
11	FI-04-A-02 RINTOUL AVENUE NEAR DUNFERMLINE BLAIRHALL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	159		
	Survey date: TUESDAY	22/03/16		Survey Type: MANUAL
12	GM-04-A-01 ROCH MILLS CRESCENT ROCHDALE	PRIMARY SCHOOL		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of pupils:	457		
	Survey date: TUESDAY	20/10/15		Survey Type: MANUAL
13	HC-04-A-05 HAVANT ROAD HAYLING ISLAND	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone			
	Total Number of pupils:	550		
	Survey date: MONDAY	30/11/15		Survey Type: MANUAL
14	LE-04-A-02 BEAUFORT WAY LEICESTER OADBY	PRIMARY SCHOOL		LEICESTERSHIRE
	Edge of Town Residential Zone			
	Total Number of pupils:	380		
	Survey date: THURSDAY	30/10/14		Survey Type: MANUAL
15	LU-04-A-02 BRYANSTOWN DROGHEDA BRYANSTOWN MANOR	PRIMARY SCHOOL		LOUTH
	Edge of Town Residential Zone			
	Total Number of pupils:	1020		
	Survey date: FRIDAY	19/06/15		Survey Type: MANUAL
16	NR-04-A-03 BOOTH LANE NORTH NORTHAMPTON	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:	400		
	Survey date: THURSDAY	24/03/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-04-A-03 ENSTONE ROAD LOWESTOFT KIRKLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 234 <i>Survey date: WEDNESDAY 10/12/14</i>	PRIMARY SCHOOL SUFFOLK	<i>Survey Type: MANUAL</i>
18	SM-04-A-01 BRIDGWATER ROAD NEAR TAUNTON BATHPOOL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 407 <i>Survey date: THURSDAY 27/09/18</i>	PRIMARY SCHOOL SOMERSET	<i>Survey Type: MANUAL</i>
19	TI-04-A-01 OLD ROAD NEAR NENAGH SILVERMINES Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 84 <i>Survey date: THURSDAY 26/05/16</i>	PRIMARY SCHOOL TIPPERARY	<i>Survey Type: MANUAL</i>
20	TW-04-A-02 KELLS LANE GATESHEAD LOW FELL Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of pupils: 416 <i>Survey date: FRIDAY 19/10/18</i>	PRIMARY SCHOOL TYNE & WEAR	<i>Survey Type: MANUAL</i>
21	WL-04-A-01 CASTLE VIEW ROAD NEAR SWINDON CHISELDON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 178 <i>Survey date: TUESDAY 20/09/16</i>	PRIMARY SCHOOL WILTSHIRE	<i>Survey Type: MANUAL</i>
22	WL-04-A-02 HIGH STREET ROWDE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 199 <i>Survey date: WEDNESDAY 03/04/19</i>	C OF E PRIMARY ACADEMY WILTSHIRE	<i>Survey Type: MANUAL</i>
23	WM-04-A-02 HAZEL ROAD BIRMINGHAM RUBERY Edge of Town Residential Zone Total Number of pupils: 234 <i>Survey date: TUESDAY 10/11/15</i>	PRIMARY SCHOOL WEST MIDLANDS	<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.

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 20 GM-04-A-01 Tot: 0.280

85th Percentile = No. 4 DV-04-A-04 Tot: 0.870

Median Values

Arrivals: 0.324

Departures: 0.263

Totals: 0.587

Mean Values

Arrivals: 0.335

Departures: 0.261

Totals: 0.596

Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	HC-04-A-05	PRIMARY SCHOOL	HAYLING ISLAND	HAMPSHIRE	550	Mon	30/11/15	0.822	0.698	1.520
2	CF-04-A-01	PRIMARY SCHOOL	CARDIFF	CARDIFF	194	Fri	05/05/17	0.624	0.464	1.088
3	WL-04-A-02	C OF E PRIMARY	ROWDE	WILTSHIRE	199	Wed	03/04/19	0.472	0.412	0.884
4	DV-04-A-04	PRIMARY SCHOOL	CHERITON BISHOP	DEVON	85	Wed	12/07/17	0.482	0.388	0.870
5	EB-04-A-01	PRIMARY SCHOOL	EDINBURGH	CITY OF EDINBURGH	214	Mon	23/04/18	0.467	0.360	0.827
6	DL-04-A-02	PRIMARY SCHOOL	DUBLIN	DUBLIN	702	Mon	19/10/15	0.412	0.362	0.774
7	TI-04-A-01	PRIMARY SCHOOL	NEAR NENAGH	TIPPERARY	84	Thu	26/05/16	0.440	0.310	0.750
8	TW-04-A-02	PRIMARY SCHOOL	GATESHEAD	TYNE & WEAR	416	Fri	19/10/18	0.380	0.303	0.683
9	WL-04-A-01	PRIMARY SCHOOL	NEAR SWINDON	WILTSHIRE	178	Tue	20/09/16	0.326	0.326	0.652
10	BR-04-A-01	PRIMARY SCHOOL	BRISTOL	BRISTOL CITY	208	Tue	22/09/15	0.375	0.260	0.635
11	NR-04-A-03	PRIMARY SCHOOL	NORTHAMPTON	NORTHAMPTONSHIRE	400	Thu	24/03/16	0.305	0.305	0.610
12	LE-04-A-02	PRIMARY SCHOOL	LEICESTER	LEICESTERSHIRE	380	Thu	30/10/14	0.324	0.263	0.587
13	BU-04-A-01	PRIMARY SCHOOL	NEAR AYLESBURY	BUCKINGHAMSHIRE	208	Wed	01/10/14	0.308	0.260	0.568
14	SM-04-A-01	PRIMARY SCHOOL	NEAR TAUNTON	SOMERSET	407	Thu	27/09/18	0.310	0.256	0.566
15	FI-04-A-02	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	159	Tue	22/03/16	0.277	0.157	0.434
16	WM-04-A-02	PRIMARY SCHOOL	BIRMINGHAM	WEST MIDLANDS	234	Tue	10/11/15	0.231	0.179	0.410
17	FI-04-A-01	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	285	Wed	27/05/15	0.221	0.112	0.333
18	CH-04-A-01	PRIMARY SCHOOL	CHESTER	CHESHIRE	219	Mon	17/11/14	0.196	0.128	0.324
19	SF-04-A-03	PRIMARY SCHOOL	LOWESTOFT	SUFFOLK	234	Wed	10/12/14	0.171	0.132	0.303
20	GM-04-A-01	PRIMARY SCHOOL	ROCHDALE	GREATER MANCHESTER	457	Tue	20/10/15	0.173	0.107	0.280
21	DS-04-A-01	PRIMARY SCHOOL	DERBY	DERBYSHIRE	387	Thu	25/06/15	0.158	0.119	0.277
22	LU-04-A-02	PRIMARY SCHOOL	DROGHEDA	LOUTH	1020	Fri	19/06/15	0.125	0.049	0.174
23	CW-04-A-03	PRIMARY ACADEM	PENRYN	CORNWALL	440	Thu	28/03/19	0.114	0.052	0.166

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	2 days
13	MUNSTER	
	TI TIPPERARY	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 84 to 1020 (units:)
 Range Selected by User: 79 to 1020 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/11/19

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	23 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)	3
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	10

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	13
Village	8
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

F1(a)	23 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	16 days
1.6 to 2.0	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	4 days
No	19 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	23 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-04-A-01	PRIMARY SCHOOL	BRISTOL CITY
	SCHOOL CLOSE		
	BRISTOL		
	WHITCHURCH		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	208	
	<i>Survey date: TUESDAY</i>	<i>22/09/15</i>	<i>Survey Type: MANUAL</i>
2	BU-04-A-01	PRIMARY SCHOOL	BUCKINGHAMSHIRE
	LOWER ROAD		
	NEAR AYLESBURY		
	STOKE MANDEVILLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	208	
	<i>Survey date: WEDNESDAY</i>	<i>01/10/14</i>	<i>Survey Type: MANUAL</i>
3	CF-04-A-01	PRIMARY SCHOOL	CARDIFF
	AEL-Y-BRYN		
	CARDIFF		
	LLANDEYRN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	194	
	<i>Survey date: FRIDAY</i>	<i>05/05/17</i>	<i>Survey Type: MANUAL</i>
4	CH-04-A-01	PRIMARY SCHOOL	CHESHIRE
	WESTON GROVE		
	CHESTER		
	UPTON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	219	
	<i>Survey date: MONDAY</i>	<i>17/11/14</i>	<i>Survey Type: MANUAL</i>
5	CW-04-A-03	PRIMARY ACADEMY	CORNWALL
	TREVERBYN RISE		
	PENRYN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	440	
	<i>Survey date: THURSDAY</i>	<i>28/03/19</i>	<i>Survey Type: MANUAL</i>
6	DL-04-A-02	PRIMARY SCHOOLS (2)	DUBLIN
	BALGRIFFIN PARK		
	DUBLIN		
	BALGRIFFIN		
	Edge of Town		
	No Sub Category		
	Total Number of pupils:	702	
	<i>Survey date: MONDAY</i>	<i>19/10/15</i>	<i>Survey Type: MANUAL</i>
7	DS-04-A-01	PRIMARY SCHOOL	DERBYSHIRE
	VICARAGE ROAD		
	DERBY		
	MICKLEOVER		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	387	
	<i>Survey date: THURSDAY</i>	<i>25/06/15</i>	<i>Survey Type: MANUAL</i>
8	DV-04-A-04	PRIMARY SCHOOL	DEVON
	CHURCH LANE		
	CHERITON BISHOP		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	85	
	<i>Survey date: WEDNESDAY</i>	<i>12/07/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	EB-04-A-01 MAGDALENE DRIVE EDINBURGH	PRIMARY SCHOOL		CITY OF EDINBURGH
	Edge of Town Residential Zone			
	Total Number of pupils:	214		
	<i>Survey date: MONDAY</i>	<i>23/04/18</i>		<i>Survey Type: MANUAL</i>
10	FI-04-A-01 NORTHBANK ROAD NEAR DUNFERMLINE CAIRNEYHILL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	285		
	<i>Survey date: WEDNESDAY</i>	<i>27/05/15</i>		<i>Survey Type: MANUAL</i>
11	FI-04-A-02 RINTOUL AVENUE NEAR DUNFERMLINE BLAIRHALL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	159		
	<i>Survey date: TUESDAY</i>	<i>22/03/16</i>		<i>Survey Type: MANUAL</i>
12	GM-04-A-01 ROCH MILLS CRESCENT ROCHDALE	PRIMARY SCHOOL		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of pupils:	457		
	<i>Survey date: TUESDAY</i>	<i>20/10/15</i>		<i>Survey Type: MANUAL</i>
13	HC-04-A-05 HAVANT ROAD HAYLING ISLAND	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone			
	Total Number of pupils:	550		
	<i>Survey date: MONDAY</i>	<i>30/11/15</i>		<i>Survey Type: MANUAL</i>
14	LE-04-A-02 BEAUFORT WAY LEICESTER OADBY	PRIMARY SCHOOL		LEICESTERSHIRE
	Edge of Town Residential Zone			
	Total Number of pupils:	380		
	<i>Survey date: THURSDAY</i>	<i>30/10/14</i>		<i>Survey Type: MANUAL</i>
15	LU-04-A-02 BRYANSTOWN DROGHEDA BRYANSTOWN MANOR	PRIMARY SCHOOL		LOUTH
	Edge of Town Residential Zone			
	Total Number of pupils:	1020		
	<i>Survey date: FRIDAY</i>	<i>19/06/15</i>		<i>Survey Type: MANUAL</i>
16	NR-04-A-03 BOOTH LANE NORTH NORTHAMPTON	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:	400		
	<i>Survey date: THURSDAY</i>	<i>24/03/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-04-A-03 ENSTONE ROAD LOWESTOFT KIRKLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 234 <i>Survey date: WEDNESDAY 10/12/14</i>	PRIMARY SCHOOL SUFFOLK	<i>Survey Type: MANUAL</i>
18	SM-04-A-01 BRIDGWATER ROAD NEAR TAUNTON BATHPOOL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 407 <i>Survey date: THURSDAY 27/09/18</i>	PRIMARY SCHOOL SOMERSET	<i>Survey Type: MANUAL</i>
19	TI-04-A-01 OLD ROAD NEAR NENAGH SILVERMINES Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 84 <i>Survey date: THURSDAY 26/05/16</i>	PRIMARY SCHOOL TIPPERARY	<i>Survey Type: MANUAL</i>
20	TW-04-A-02 KELLS LANE GATESHEAD LOW FELL Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of pupils: 416 <i>Survey date: FRIDAY 19/10/18</i>	PRIMARY SCHOOL TYNE & WEAR	<i>Survey Type: MANUAL</i>
21	WL-04-A-01 CASTLE VIEW ROAD NEAR SWINDON CHISELDON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 178 <i>Survey date: TUESDAY 20/09/16</i>	PRIMARY SCHOOL WILTSHIRE	<i>Survey Type: MANUAL</i>
22	WL-04-A-02 HIGH STREET ROWDE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 199 <i>Survey date: WEDNESDAY 03/04/19</i>	C OF E PRIMARY ACADEMY WILTSHIRE	<i>Survey Type: MANUAL</i>
23	WM-04-A-02 HAZEL ROAD BIRMINGHAM RUBERY Edge of Town Residential Zone Total Number of pupils: 234 <i>Survey date: TUESDAY 10/11/15</i>	PRIMARY SCHOOL WEST MIDLANDS	<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.

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 19 NR-04-A-03 Tot: 0.010

85th Percentile = No. 4 WM-04-A-02 Tot: 0.094

Median Values

Arrivals: 0.024

Departures: 0.032

Totals: 0.055

Mean Values

Arrivals: 0.019

Departures: 0.038

Totals: 0.057

Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	HC-04-A-05	PRIMARY SCHOOL	HAYLING ISLAND	HAMPSHIRE	550	Mon	30/11/15	0.051	0.082	0.133
2	TI-04-A-01	PRIMARY SCHOOL	NEAR NENAGH	TIPPERARY	84	Thu	26/05/16	0.060	0.048	0.108
3	WL-04-A-01	PRIMARY SCHOOL	NEAR SWINDON	WILTSHIRE	178	Tue	20/09/16	0.028	0.079	0.107
4	WM-04-A-02	PRIMARY SCHOOL	BIRMINGHAM	WEST MIDLANDS	234	Tue	10/11/15	0.034	0.060	0.094
5	LE-04-A-02	PRIMARY SCHOOL	LEICESTER	LEICESTERSHIRE	380	Thu	30/10/14	0.037	0.053	0.090
6	BU-04-A-01	PRIMARY SCHOOL	NEAR AYLESBURY	BUCKINGHAMSHIRE	208	Wed	01/10/14	0.014	0.072	0.086
7	SM-04-A-01	PRIMARY SCHOOL	NEAR TAUNTON	SOMERSET	407	Thu	27/09/18	0.034	0.047	0.081
8	FI-04-A-02	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	159	Tue	22/03/16	0.025	0.044	0.069
9	BR-04-A-01	PRIMARY SCHOOL	BRISTOL	BRISTOL CITY	208	Tue	22/09/15	0.005	0.058	0.063
10	CW-04-A-03	PRIMARY ACADEM	PENRYN	CORNWALL	440	Thu	28/03/19	0.016	0.045	0.061
11	FI-04-A-01	PRIMARY SCHOOL	NEAR DUNFERMLINE	FIFE	285	Wed	27/05/15	0.025	0.035	0.060
12	DL-04-A-02	PRIMARY SCHOOL	DUBLIN	DUBLIN	702	Mon	19/10/15	0.023	0.028	0.051
13	CF-04-A-01	PRIMARY SCHOOL	CARDIFF	CARDIFF	194	Fri	05/05/17	0.010	0.041	0.051
14	SF-04-A-03	PRIMARY SCHOOL	LOWESTOFT	SUFFOLK	234	Wed	10/12/14	0.004	0.047	0.051
15	CH-04-A-01	PRIMARY SCHOOL	CHESTER	CHESHIRE	219	Mon	17/11/14	0.018	0.032	0.050
16	GM-04-A-01	PRIMARY SCHOOL	ROCHDALE	GREATER MANCHESTER	457	Tue	20/10/15	0.033	0.013	0.046
17	DS-04-A-01	PRIMARY SCHOOL	DERBY	DERBYSHIRE	387	Thu	25/06/15	0.003	0.013	0.016
18	DV-04-A-04	PRIMARY SCHOOL	CHERITON BISHOP	DEVON	85	Wed	12/07/17	0.000	0.012	0.012
19	NR-04-A-03	PRIMARY SCHOOL	NORTHAMPTON	NORTHAMPTONSHIRE	400	Thu	24/03/16	0.003	0.007	0.010
20	TW-04-A-02	PRIMARY SCHOOL	GATESHEAD	TYNE & WEAR	416	Fri	19/10/18	0.000	0.007	0.007
21	EB-04-A-01	PRIMARY SCHOOL	EDINBURGH	CITY OF EDINBURGH	214	Mon	23/04/18	0.000	0.005	0.005
22	LU-04-A-02	PRIMARY SCHOOL	DROGHEDA	LOUTH	1020	Fri	19/06/15	0.000	0.002	0.002

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	CF CARDIFF	2 days
	MM MONMOUTHSHIRE	1 days
	RC RHONDDA CYNON TAFF	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 247 to 1847 (units:)
 Range Selected by User: 213 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 08/11/19

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

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	7 days
Thursday	3 days
Friday	10 days

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

Selected survey types:

Manual count	31 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)	11
Edge of Town	17
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	25
Village	2
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

F1(a) 31 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	6 days
25,001 to 50,000	10 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	3 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	15 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	13 days
1.1 to 1.5	14 days
1.6 to 2.0	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	4 days
No	27 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	31 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-04-B-04 EARL RICHARD SRD EXETER	SECONDARY ACADEMY SOUTH	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 835 <i>Survey date: TUESDAY 02/04/19</i>		
9	ES-04-B-01 NEVILL AVENUE BRIGHTON HOVE	SECONDARY SCHOOL	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1596 <i>Survey date: WEDNESDAY 27/09/17</i>		
10	GM-04-B-02 FALINGE ROAD ROCHDALE SHAWCLOUGH	SECONDARY SCHOOL	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1350 <i>Survey date: WEDNESDAY 21/10/15</i>		
11	GM-04-B-03 MATTHEW MOSS LANE ROCHDALE MARLAND	SECONDARY SCHOOL	GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of pupils: 780 <i>Survey date: FRIDAY 23/09/16</i>		
12	HC-04-B-08 MINSTEAD AVENUE SOUTHAMPTON	SECONDARY SCHOOL	HAMPSHIRE
	Edge of Town Residential Zone Total Number of pupils: 565 <i>Survey date: TUESDAY 24/11/15</i>		
13	LC-04-B-02 TODD LANE NORTH LOSTOCK HALL	SECONDARY ACADEMY	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 560 <i>Survey date: TUESDAY 06/11/18</i>		
14	LN-04-B-02 RISEHOLME ROAD LINCOLN ERMINE	SECONDARY SCHOOL	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 852 <i>Survey date: WEDNESDAY 04/10/17</i>		
15	MM-04-B-01 PENCARN WAY NEWPORT DUFFRYN	ROMAN CATHOLIC HIGH SCHOOL	MONMOUTHSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of pupils: 1450 <i>Survey date: FRIDAY 27/09/19</i>		

LIST OF SITES relevant to selection parameters (Cont.)

16	NE-04-B-01 FOXHILLS ROAD SCUNTHORPE	SECONDARY SCHOOL		NORTH EAST LI NCOLNSHI RE
	Edge of Town Residential Zone Total Number of pupils:		520	
	<i>Survey date: MONDAY</i>		<i>19/05/14</i>	<i>Survey Type: MANUAL</i>
17	NF-04-B-01 SAINT CLEMENTS HILL NORWICH	SECONDARY ACADEMY		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		481	
	<i>Survey date: FRIDAY</i>		<i>08/11/19</i>	<i>Survey Type: MANUAL</i>
18	NT-04-B-01 THE BANKS NEAR NOTTINGHAM BINGHAM	SECONDARY SCHOOL		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		1561	
	<i>Survey date: THURSDAY</i>		<i>23/03/17</i>	<i>Survey Type: MANUAL</i>
19	NY-04-B-03 GARGRAVE ROAD SKIPTON	GIRLS' HIGH SCHOOL		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		800	
	<i>Survey date: FRIDAY</i>		<i>08/03/19</i>	<i>Survey Type: MANUAL</i>
20	RC-04-B-01 A470 NEAR PONTYPRIDD CILFYNYDD	SECONDARY SCHOOL		RHONDDA CYNON TAFF
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:		1000	
	<i>Survey date: WEDNESDAY</i>		<i>22/10/14</i>	<i>Survey Type: MANUAL</i>
21	RO-04-B-01 ST THERESA'S ROAD ROSCOMMON	SECONDARY SCHOOL		ROSCOMMON
	Edge of Town Residential Zone Total Number of pupils:		272	
	<i>Survey date: TUESDAY</i>		<i>23/09/14</i>	<i>Survey Type: MANUAL</i>
22	SF-04-B-01 MAIN ROAD IPSWICH KESGRAVE	SECONDARY SCHOOL		SUFFOLK
	Edge of Town Residential Zone Total Number of pupils:		1847	
	<i>Survey date: FRIDAY</i>		<i>18/09/15</i>	<i>Survey Type: MANUAL</i>
23	TI-04-B-01 CASTLEMEADOWS THURLES GORTATAGGART	SECONDARY SCHOOL		TIPPERARY
	Edge of Town No Sub Category Total Number of pupils:		400	
	<i>Survey date: TUESDAY</i>		<i>21/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	TV-04-B-01 COAST ROAD MARSKE-BY-THE-SEA	SECONDARY SCHOOL	TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils:	767	
	Survey date: WEDNESDAY	24/10/18	Survey Type: MANUAL
25	TW-04-B-02 SALTWELL ROAD SOUTH GATESHEAD LOW FELL	SECONDARY SCHOOL	TYNE & WEAR
	Edge of Town Residential Zone Total Number of pupils:	1087	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
26	TW-04-B-03 GRETNA ROAD NEWCASTLE UPON TYNE	CATHOLIC HIGH SCHOOL	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	1178	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
27	WK-04-B-01 BANBURY ROAD KINETON	SECONDARY SCHOOL	WARWICKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:	839	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
28	WL-04-B-01 ST PAUL'S DRIVE SWINDON COVINGHAM	SECONDARY SCHOOL	WILTSHIRE
	Edge of Town No Sub Category Total Number of pupils:	874	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
29	WM-04-B-04 SHANNON ROAD BIRMINGHAM	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils:	247	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
30	WM-04-B-05 JEREMY ROAD WOLVERHAMPTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils:	800	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
31	WM-04-B-06 PARK ROAD WEST STOURBRIDGE WOLLASTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils:	840	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

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

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/B - SECONDARY
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 26 GM-04-B-03 Tot: 0.146

85th Percentile = No. 6 CF-04-B-01 Tot: 0.416

Median Values

Arrivals: 0.182

Departures: 0.093

Totals: 0.275

Mean Values

Arrivals: 0.184

Departures: 0.135

Totals: 0.319

Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	RO-04-B-01	SECONDARY SCHO	ROSCOMMON	ROSCOMMON	272	Tue	23/09/14	0.540	0.430	0.970
2	DN-04-B-02	SECONDARY SCHO	LETTERKENNY	DONEGAL	275	Wed	10/10/18	0.484	0.389	0.873
3	TI-04-B-01	SECONDARY SCHO	THURLES	TIPPERARY	400	Tue	21/11/17	0.412	0.287	0.699
4	TW-04-B-02	SECONDARY SCHO	GATESHEAD	TYNE & WEAR	1087	Fri	13/11/15	0.300	0.261	0.561
5	HC-04-B-08	SECONDARY SCHO	SOUTHAMPTON	HAMPSHIRE	565	Tue	24/11/15	0.248	0.181	0.429
6	CF-04-B-01	SECONDARY SCHO	CARDIFF	CARDIFF	1338	Fri	07/10/16	0.237	0.179	0.416
7	WM-04-B-05	SECONDARY SCHO	WOLVERHAMPTON	WEST MIDLANDS	800	Mon	14/11/16	0.215	0.182	0.397
8	AN-04-B-01	GIRLS' HIGH SC	BELFAST	ANTRIM	1063	Fri	25/09/15	0.225	0.166	0.391
9	NY-04-B-03	GIRLS' HIGH SC	SKIPTON	NORTH YORKSHIRE	800	Fri	08/03/19	0.204	0.185	0.389
10	LC-04-B-02	SECONDARY ACAD	LOSTOCK HALL	LANCASHIRE	560	Tue	06/11/18	0.218	0.150	0.368
11	MM-04-B-01	ROMAN CATHOLIC	NEWPORT	MONMOUTHSHIRE	1450	Fri	27/09/19	0.202	0.130	0.332
12	TW-04-B-03	CATHOLIC HIGH	NEWCASTLE UPON TYNE	TYNE & WEAR	1178	Thu	18/10/18	0.160	0.136	0.296
13	CF-04-B-02	SECONDARY SCHO	CARDIFF	CARDIFF	1042	Thu	15/03/18	0.165	0.120	0.285
14	NF-04-B-01	SECONDARY ACAD	NORWICH	NORFOLK	481	Fri	08/11/19	0.168	0.116	0.284
15	WM-04-B-04	SECONDARY SCHO	BIRMINGHAM	WEST MIDLANDS	247	Mon	09/11/15	0.150	0.130	0.280
16	AN-04-B-02	SECONDARY ACAD	BELFAST	ANTRIM	850	Fri	23/11/18	0.182	0.093	0.275
17	WL-04-B-01	SECONDARY SCHO	SWINDON	WILTSHIRE	874	Fri	23/09/16	0.158	0.114	0.272
18	LN-04-B-02	SECONDARY SCHO	LINCOLN	LINCOLNSHIRE	852	Wed	04/10/17	0.136	0.126	0.262
19	DV-04-B-04	SECONDARY ACAD	EXETER	DEVON	835	Tue	02/04/19	0.128	0.131	0.259
20	RC-04-B-01	SECONDARY SCHO	NEAR PONTYPRIDD	RHONDDA CYNON TAFF	1000	Wed	22/10/14	0.162	0.089	0.251
21	TV-04-B-01	SECONDARY SCHO	MARSKE-BY-THE-SEA	TEES VALLEY	767	Wed	24/10/18	0.120	0.119	0.239
22	WK-04-B-01	SECONDARY SCHO	KINETON	WARWICKSHIRE	839	Wed	25/09/19	0.131	0.089	0.220
23	BR-04-B-01	SECONDARY SCHO	NEAR BRISTOL	BRISTOL CITY	435	Mon	21/09/15	0.129	0.080	0.209
24	WM-04-B-06	SECONDARY SCHO	STOURBRIDGE	WEST MIDLANDS	840	Tue	21/11/17	0.115	0.067	0.182
25	NE-04-B-01	SECONDARY SCHO	SCUNTHORPE	NORTH EAST LINCOLNS	520	Mon	19/05/14	0.102	0.067	0.169
26	GM-04-B-03	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	780	Fri	23/09/16	0.117	0.029	0.146
27	GM-04-B-02	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	1350	Wed	21/10/15	0.083	0.059	0.142
28	NT-04-B-01	SECONDARY SCHO	NEAR NOTTINGHAM	NOTTINGHAMSHIRE	1561	Thu	23/03/17	0.063	0.030	0.093
29	ES-04-B-01	SECONDARY SCHO	BRIGHTON	EAST SUSSEX	1596	Wed	27/09/17	0.048	0.039	0.087
30	SF-04-B-01	SECONDARY SCHO	IPSWICH	SUFFOLK	1847	Fri	18/09/15	0.067	0.012	0.079
31	DV-04-B-03	SECONDARY ACAD	TORQUAY	DEVON	1309	Mon	01/04/19	0.030	0.013	0.043

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	CF CARDIFF	2 days
	MM MONMOUTHSHIRE	1 days
	RC RHONDDA CYNON TAFF	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 247 to 1847 (units:)
 Range Selected by User: 213 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 08/11/19

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

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	7 days
Thursday	3 days
Friday	10 days

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

Selected survey types:

Manual count	31 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)	11
Edge of Town	17
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	25
Village	2
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

F1(a) 31 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	6 days
25,001 to 50,000	10 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	3 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	15 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	13 days
1.1 to 1.5	14 days
1.6 to 2.0	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	4 days
No	27 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	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-04-B-04 EARL RICHARD SRD EXETER	SECONDARY ACADEMY SOUTH	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 835 <i>Survey date: TUESDAY 02/04/19</i>		
9	ES-04-B-01 NEVILL AVENUE BRIGHTON HOVE	SECONDARY SCHOOL	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1596 <i>Survey date: WEDNESDAY 27/09/17</i>		
10	GM-04-B-02 FALINGE ROAD ROCHDALE SHAWCLOUGH	SECONDARY SCHOOL	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1350 <i>Survey date: WEDNESDAY 21/10/15</i>		
11	GM-04-B-03 MATTHEW MOSS LANE ROCHDALE MARLAND	SECONDARY SCHOOL	GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of pupils: 780 <i>Survey date: FRIDAY 23/09/16</i>		
12	HC-04-B-08 MINSTEAD AVENUE SOUTHAMPTON	SECONDARY SCHOOL	HAMPSHIRE
	Edge of Town Residential Zone Total Number of pupils: 565 <i>Survey date: TUESDAY 24/11/15</i>		
13	LC-04-B-02 TODD LANE NORTH LOSTOCK HALL	SECONDARY ACADEMY	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 560 <i>Survey date: TUESDAY 06/11/18</i>		
14	LN-04-B-02 RISEHOLME ROAD LINCOLN ERMINE	SECONDARY SCHOOL	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 852 <i>Survey date: WEDNESDAY 04/10/17</i>		
15	MM-04-B-01 PENCARN WAY NEWPORT DUFFRYN	ROMAN CATHOLIC HIGH SCHOOL	MONMOUTHSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of pupils: 1450 <i>Survey date: FRIDAY 27/09/19</i>		

LIST OF SITES relevant to selection parameters (Cont.)

16	NE-04-B-01 FOXHILLS ROAD SCUNTHORPE	SECONDARY SCHOOL		NORTH EAST LI NCOLNSHI RE
	Edge of Town Residential Zone Total Number of pupils:		520	
	<i>Survey date: MONDAY</i>		<i>19/05/14</i>	<i>Survey Type: MANUAL</i>
17	NF-04-B-01 SAINT CLEMENTS HILL NORWICH	SECONDARY ACADEMY		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		481	
	<i>Survey date: FRIDAY</i>		<i>08/11/19</i>	<i>Survey Type: MANUAL</i>
18	NT-04-B-01 THE BANKS NEAR NOTTINGHAM BINGHAM	SECONDARY SCHOOL		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		1561	
	<i>Survey date: THURSDAY</i>		<i>23/03/17</i>	<i>Survey Type: MANUAL</i>
19	NY-04-B-03 GARGRAVE ROAD SKIPTON	GIRLS' HIGH SCHOOL		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		800	
	<i>Survey date: FRIDAY</i>		<i>08/03/19</i>	<i>Survey Type: MANUAL</i>
20	RC-04-B-01 A470 NEAR PONTYPRIDD CILFYNYDD	SECONDARY SCHOOL		RHONDDA CYNON TAFF
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:		1000	
	<i>Survey date: WEDNESDAY</i>		<i>22/10/14</i>	<i>Survey Type: MANUAL</i>
21	RO-04-B-01 ST THERESA'S ROAD ROSCOMMON	SECONDARY SCHOOL		ROSCOMMON
	Edge of Town Residential Zone Total Number of pupils:		272	
	<i>Survey date: TUESDAY</i>		<i>23/09/14</i>	<i>Survey Type: MANUAL</i>
22	SF-04-B-01 MAIN ROAD IPSWICH KESGRAVE	SECONDARY SCHOOL		SUFFOLK
	Edge of Town Residential Zone Total Number of pupils:		1847	
	<i>Survey date: FRIDAY</i>		<i>18/09/15</i>	<i>Survey Type: MANUAL</i>
23	TI-04-B-01 CASTLEMEADOWS THURLES GORTATAGGART	SECONDARY SCHOOL		TIPPERARY
	Edge of Town No Sub Category Total Number of pupils:		400	
	<i>Survey date: TUESDAY</i>		<i>21/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	TV-04-B-01 COAST ROAD MARSKE-BY-THE-SEA	SECONDARY SCHOOL	TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils:	767	
	Survey date: WEDNESDAY	24/10/18	Survey Type: MANUAL
25	TW-04-B-02 SALTWELL ROAD SOUTH GATESHEAD LOW FELL	SECONDARY SCHOOL	TYNE & WEAR
	Edge of Town Residential Zone Total Number of pupils:	1087	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
26	TW-04-B-03 GRETNA ROAD NEWCASTLE UPON TYNE	CATHOLIC HIGH SCHOOL	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	1178	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
27	WK-04-B-01 BANBURY ROAD KINETON	SECONDARY SCHOOL	WARWICKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:	839	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
28	WL-04-B-01 ST PAUL'S DRIVE SWINDON COVINGHAM	SECONDARY SCHOOL	WILTSHIRE
	Edge of Town No Sub Category Total Number of pupils:	874	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
29	WM-04-B-04 SHANNON ROAD BIRMINGHAM	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils:	247	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
30	WM-04-B-05 JEREMY ROAD WOLVERHAMPTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils:	800	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
31	WM-04-B-06 PARK ROAD WEST STOURBRIDGE WOLLASTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils:	840	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

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

SYSTRA Ltd Milburn House Newcastle

Licence No: 700703

RANK ORDER for Land Use 04 - EDUCATION/B - SECONDARY
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 26 GM-04-B-02 Tot: 0.023

85th Percentile = No. 6 HC-04-B-08 Tot: 0.080

Median Values

Arrivals: 0.017

Departures: 0.029

Totals: 0.046

Mean Values

Arrivals: 0.026

Departures: 0.035

Totals: 0.061

Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	RO-04-B-01	SECONDARY SCHO	ROSCOMMON	ROSCOMMON	272	Tue	23/09/14	0.162	0.191	0.353
2	DN-04-B-02	SECONDARY SCHO	LETTERKENNY	DONEGAL	275	Wed	10/10/18	0.069	0.116	0.185
3	WL-04-B-01	SECONDARY SCHO	SWINDON	WILTSHIRE	874	Fri	23/09/16	0.054	0.089	0.143
4	TI-04-B-01	SECONDARY SCHO	THURLES	TIPPERARY	400	Tue	21/11/17	0.050	0.070	0.120
5	LC-04-B-02	SECONDARY ACAD	LOSTOCK HALL	LANCASHIRE	560	Tue	06/11/18	0.052	0.037	0.089
6	HC-04-B-08	SECONDARY SCHO	SOUTHAMPTON	HAMPSHIRE	565	Tue	24/11/15	0.039	0.041	0.080
7	DV-04-B-03	SECONDARY ACAD	TORQUAY	DEVON	1309	Mon	01/04/19	0.040	0.032	0.072
8	DV-04-B-04	SECONDARY ACAD	EXETER	DEVON	835	Tue	02/04/19	0.042	0.026	0.068
9	NF-04-B-01	SECONDARY ACAD	NORWICH	NORFOLK	481	Fri	08/11/19	0.025	0.035	0.060
10	SF-04-B-01	SECONDARY SCHO	IPSWICH	SUFFOLK	1847	Fri	18/09/15	0.024	0.032	0.056
11	WM-04-B-05	SECONDARY SCHO	WOLVERHAMPTON	WEST MIDLANDS	800	Mon	14/11/16	0.026	0.028	0.054
12	WM-04-B-04	SECONDARY SCHO	BIRMINGHAM	WEST MIDLANDS	247	Mon	09/11/15	0.000	0.053	0.053
13	GM-04-B-03	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	780	Fri	23/09/16	0.028	0.022	0.050
14	ES-04-B-01	SECONDARY SCHO	BRIGHTON	EAST SUSSEX	1596	Wed	27/09/17	0.019	0.028	0.047
15	WK-04-B-01	SECONDARY SCHO	KINETON	WARWICKSHIRE	839	Wed	25/09/19	0.025	0.021	0.046
16	RC-04-B-01	SECONDARY SCHO	NEAR PONTYPRIDD	RHONDDA CYNON TAFF	1000	Wed	22/10/14	0.017	0.029	0.046
17	TW-04-B-03	CATHOLIC HIGH	NEWCASTLE UPON TYNE	TYNE & WEAR	1178	Thu	18/10/18	0.011	0.029	0.040
18	BR-04-B-01	SECONDARY SCHO	NEAR BRISTOL	BRISTOL CITY	435	Mon	21/09/15	0.009	0.030	0.039
19	CF-04-B-01	SECONDARY SCHO	CARDIFF	CARDIFF	1338	Fri	07/10/16	0.010	0.027	0.037
20	NT-04-B-01	SECONDARY SCHO	NEAR NOTTINGHAM	NOTTINGHAMSHIRE	1561	Thu	23/03/17	0.008	0.029	0.037
21	NY-04-B-03	GIRLS' HIGH SC	SKIPTON	NORTH YORKSHIRE	800	Fri	08/03/19	0.020	0.016	0.036
22	WM-04-B-06	SECONDARY SCHO	STOURBRIDGE	WEST MIDLANDS	840	Tue	21/11/17	0.007	0.026	0.033
23	TW-04-B-02	SECONDARY SCHO	GATESHEAD	TYNE & WEAR	1087	Fri	13/11/15	0.011	0.015	0.026
24	CF-04-B-02	SECONDARY SCHO	CARDIFF	CARDIFF	1042	Thu	15/03/18	0.006	0.020	0.026
25	TV-04-B-01	SECONDARY SCHO	MARSKE-BY-THE-SEA	TEES VALLEY	767	Wed	24/10/18	0.017	0.008	0.025
26	GM-04-B-02	SECONDARY SCHO	ROCHDALE	GREATER MANCHESTER	1350	Wed	21/10/15	0.004	0.019	0.023
27	NE-04-B-01	SECONDARY SCHO	SCUNTHORPE	NORTH EAST LINCOLNS	520	Mon	19/05/14	0.008	0.013	0.021
28	LN-04-B-02	SECONDARY SCHO	LINCOLN	LINCOLNSHIRE	852	Wed	04/10/17	0.006	0.007	0.013
29	AN-04-B-01	GIRLS' HIGH SC	BELFAST	ANTRIM	1063	Fri	25/09/15	0.002	0.003	0.005
30	MM-04-B-01	ROMAN CATHOLIC	NEWPORT	MONMOUTHSHIRE	1450	Fri	27/09/19	0.001	0.004	0.005
31	AN-04-B-02	SECONDARY ACAD	BELFAST	ANTRIM	850	Fri	23/11/18	0.000	0.002	0.002

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.