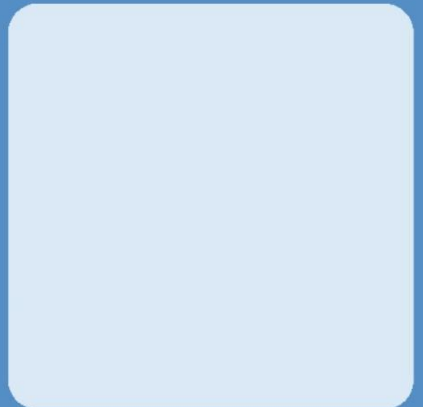
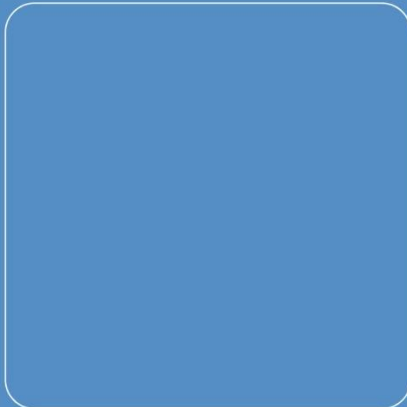
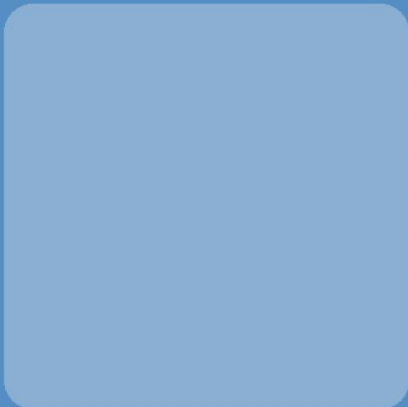


RPS

**SCRAPTOFT
LEICESTERSHIRE
UPDATED TRANSPORT
SCOPING REPORT**



**SCRAPTOFT
LEICESTERSHIRE**

**UPDATED TRANSPORT
SCOPING REPORT**

22 February 2018

Our Ref: BP/MAL/adf/JNY8843-02

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APPENDICES

APPENDIX A – INDICATIVE ACCESS ARRANGEMENTS AND OFF SITE MEASURES

APPENDIX B – TRAFFIC FLOW RE-DISTRIBUTION

APPENDIX C – PRIMARY SCHOOL TRIP RATES

EXECUTIVE SUMMARY

In summary, this scoping report concludes the following which has been agreed with Leicestershire County Council (LCC) and Leicester City Council (LCityC):

Development Proposal

- 1,200 residential dwellings;
- 1 No. Primary School (1 FE);
- Access:
 - 2 No. From Hamilton Lane;
 - 2 No. From Beeby Road; andAccess proposals to include for a link through the site between Beeby Road and Hamilton Road (shown indicatively on the plan attached as **Appendix A** - Drawing No. JNY8843-01C).

Off Site Measures

- Proposed changes to one-way system around Scraftoft - as shown in Drawing No. JNY8843-02B attached as **Appendix B**.

Table 0.1: Trip Rates

	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
All Vehicles	0.191	0.578	0.769	0.492	0.292	0.784
All Persons	0.249	0.755	1.004	0.648	0.379	1.027

These trip rates are considered to be robust for the purpose of assessment by RPS.

Distribution

The distribution of traffic movements will be informed by the LLITM model which will use a nearby zone to clone. RPS would wish to understand the decisions made to establish this new zone and agree this with LCC.

LLITM Assessment Scenarios and LLITM Output

- 1 2031: Base flows + the level of development anticipated of the NE of L PUA.
 - 2 2031: 1200 Dwellings (Scraftoft) + the level of development anticipated of the NE of L PUA.
 - 3 2031: 1200 Dwellings (Scraftoft) + Full development of the NE of L PUA (Sensitivity).
- Both AM and PM Peak link flows are required for all scenarios;
 - For scenarios 1 and 2 AADT link flows are required;

- Development only link flows for the site are required for AM and PM Peaks; and
- Turning count data will be required for junctions identified below. Additional turning count data may be required for other junctions subject to the LLITM output.

Assessment Area

Extent of LLITM assessment area is identified in **Figure 2**.

As part of the TA, detailed assessment will include the following junctions in addition to the site access. Other junctions may be added subject to the outcome of the LLITM:

- Hamilton Lane / Keyham Lane;
- Hamilton Lane / New Romney Crescent;
- New Romney Crescent / Scraftoft Lane;
- Church Hill / Covert Lane / Station Lane / Scraftoft Lane;
- Station Road / A47;
- Maidenwell Avenue / Preston Rise / Tesco Filling Station;
- Hamilton Way / Maidenwell Avenue / Hungarton Boulevard / Lower Keyham Lane; and
- Hungarton Boulevard / Scraftoft Lane / Colchester Road.

Phasing of the development will be considered in the Transport Assessment (TA) and the TA will include the following assessment years:

- 2016 / 2018 Base (Observed Traffic Surveys); and
- 2021 / 2026 / 2031 . Future Year Assessments.

Additional LLITM modelling to include phasing may be considered at a later date.

1 INTRODUCTION

Report Brief

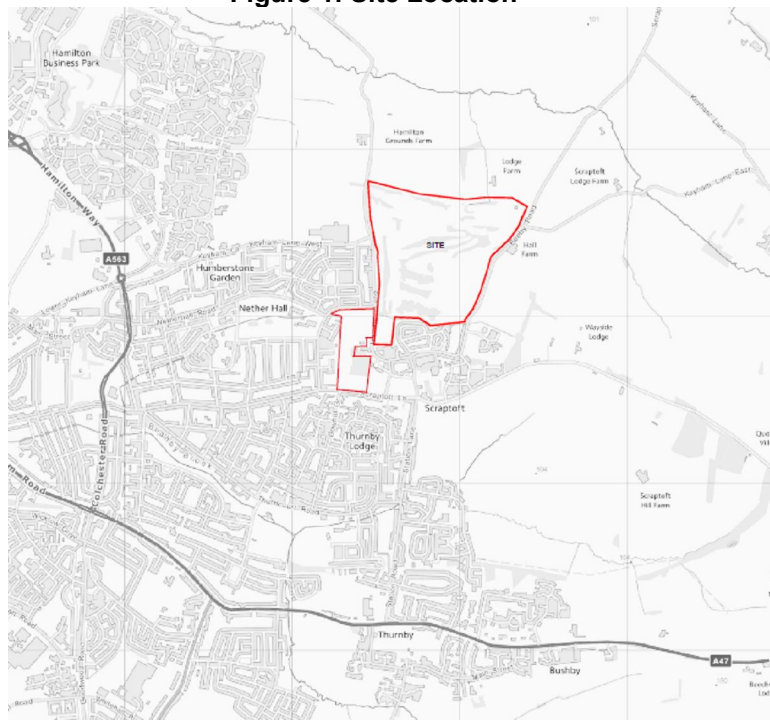
- 1.1 RPS has been commissioned by Parker Strategic Land Ltd, to provide an Updated Scoping Report to set out the key elements of a Transport Assessment to be submitted in support of a planning application for the site at Scraptoft, Leicestershire. In addition the report outlines the assessments to be undertaken within the Leicester and Leicestershire Integrated Transport Model, (LLITM) which is to be included within the TA.
- 1.2 This Updated Scoping report has been prepared following comments from Leicestershire County Council and Leicester City Council in relation to the original scoping report submitted. The report sets out the main chapters that will be provided within the Transport Assessment and a brief description of what information will be included in each chapter.
- 1.3 The proposed development is on land to the north of Scraptoft and will be primarily on the site of Scraptoft Golf Course for residential use together with education use on the site.
- 1.4 This scoping report also includes information provided in the Transport Appraisal report which was issued to Leicestershire County Council and Leicester City Council. The Transport Appraisal was previously submitted to the highway authorities and comments were received from both LCityC and LCC in the context of that report.
- 1.5 The purpose of this Updated Scoping Report is to agree the further modelling work to be undertaken within the LLITM which will be included in the TA to be submitted in support of a planning application.
- 1.6 The TA associated with this site will be linked with a TA to be submitted for a site at Houghton on the Hill which deals with the proposed relocation of the golf course. The scope of that TA will be addressed separately.
- 1.7 Following initial consultation with LCC and LCityC, RPS will liaise with Highways England and on the scope of the TA and the development proposals. It is recognised that the assessment will need to ensure that Highways England (HE) are content with the scope and basis of the assessment of this site and the key junctions upon which the development will impact. This will primarily relate to the A46 Hobby Horse junction to the north of the site.
- 1.8 The extent of the overall assessment will to some extent be determined through the assessment of the site within LLITM which will highlight the impact of the development on the key junctions within the overall study area.

2 EXISTING SITE AND SURROUNDING HIGHWAY NETWORK

2.1 This chapter will include:

- A review of the site's location and a description of the existing local highway network. The site is identified in **Figure 1** below;
- A review of travel modes and work place destinations. The site is situated to the north of the village of Scraftoft and sits within the Thurnby & Houghton Ward, however the Humberstone & Hamilton Ward is very close to the site, as such a review of both wards will be used to ascertain the existing travel to work modes and destinations using the Census database. This data will be compared with the census data for the neighbouring areas and also the overall statistics for Leicester and Leicestershire;
- The LLITM model will also be used to assess the modal split and origin and destination of trips to and from the site. It is understood in this regard that the LLITM will adopt a local zone to replicate the travel characteristics of the proposed development site for the AM and PM peak hours. By use of the data in this way and by comparison with the census data it will be possible to better provide clarity over the various modal choices from the site and to ensure the appropriate provision is made for Public Transport access together with walking and cycling from the site;
- The LLITM model will also be used to ascertain the baseline flows within the study area. The use of the model will ensure the routing of traffic from committed schemes such as the Northeast of Leicester SUE is included in the baseline traffic flows. This will also allow an understanding of the likely traffic stress levels that are within the study network and the key junctions that will need to be considered in the context of the development traffic flows;
- In addition to the above it is intended to compare and contrast the surveyed traffic flows with the predicted baseline LLITM flows. Furthermore subject to the work being made available, it is intended to compare the traffic data with the work that has been undertaken by Edwards and Edwards Consultancy for the joint Local Plan work dated 3 October 2016; and
- Within the Transport Assessment a review of existing accidents in the local area will be undertaken. This will be based upon data to be obtained from Leicestershire County Council and Leicester City Council covering a 5 year period, and will include the full area over which it is considered the development proposals will influence the effect of traffic.

Figure 1: Site Location



Source: OS Mapping

2.2 The junctions that were surveyed in 2016 include:

- Hamilton Lane / Keyham Lane;
- Hamilton Lane / New Romney Crescent;
- New Romney Crescent / Scraptoft Lane;
- Church Hill / Covert Lane / Station Lane / Scraptoft Lane;
- Station Road / A47;
- Maidenwell Avenue / Preston Rise / Tesco Filling Station;
- Hamilton Way / Maidenwell Avenue / Hungarton Boulevard / Lower Keyham Lane; and
- Hungarton Boulevard / Scraptoft Lane / Colchester Road.

2.3 These junctions will form part of the assessment but the full extent of the assessment will be determined from the work undertaken within the LLITM model which will show the levels of congestions at the key junctions both in the baseline situation and with the inclusion of the development traffic.

2.4 The main routes through the village of Scraptoft operate as a one-way system with traffic exiting the village to the south via Church Hill. There has been a high level of development around Scraptoft in the recent years, mainly to the east of the village and this has introduced additional traffic to the centre of Scraptoft, in addition to traffic using the mini roundabout to the south at the junction of Covert Lane, Church Lane, Station Lane and Scraptoft Lane.

- 2.5 Measures to improve the existing traffic flows within Scraftoft will be included as part of Section 5 of the TA.
- 2.6 As part of the consideration of the existing transport network a review of the baseline traffic flows will be undertaken with reference to the LLITM model and / or the more localised modelling undertaken by Edwards and Edwards for the local authorities. This will reflect the committed developments and the proposed alterations affecting this area.

3 ACCESSIBILITY

3.1 This chapter will review the site's existing accessibility and will include the following:

- A review of the existing walking and cycling routes within close proximity to the site including public rights of way/bridleways etc.;
- A review of local facilities that are within close proximity to the site and the time to walk/cycle to these facilities. The local facilities will include local employment, shops, schools, GP surgery, health care facilities, community buildings, leisure facilities, banks and post office facilities etc.; and
- Details of the existing bus services that are within close proximity to the site and the connections to the closest railway stations.

3.2 This assessment will also include measures being promoted through other committed development which may be beneficial to the proposed scheme.

4 PLANNING POLICY

4.1 This chapter will review the transport related policies that are pertinent to the development site. This will include the following:

- National Planning Policy Framework;
- Harborough's Emerging Local Plan;
- Leicestershire County Council's Local Transport Plan 3;
- Leicester City Council's Local Transport Plan;
- Leicester City / Charnwood and Oadby and Wigstones Local Development Frameworks / Local Plans;
- The 6 Cs Design Guide; and
- Manual for Streets 1 and 2.

5 DEVELOPMENT PROPOSAL AND ACCESS

- 5.1 This chapter will provide details of the scheme proposals and will include the following:
- A description of the development proposal;
 - Details of the proposed access to the site;
 - Details of the proposed parking provision;
 - Details of the internal road layout design and pedestrian/cycle routes within the site and also how these connect to the wider network etc.;
 - Details of proposed accessibility to the site by modes other than the private car;
 - An overview of the Residential Travel Plan. A Residential Travel Plan will be submitted as a separate report;
 - Details of the proposed Public Transport Strategy for the site and how the existing and proposed services will connect with the site and be accessible to new residents of the development. This will include details of discussions with local bus service providers and an assessment of the likely levels of bus patronage etc.; and
 - Details of proposed off site highway improvement measures.
- 5.2 The proposals are for the development of circa 1,200 residential units and education facilities on land to the north of Scraftoft village. The proposals offer the first phase of a potentially greater development which could link to land to the south east of Scraftoft and then onto the A47, or provide a more modest extension to the east of Beeby Lane to a scale of around 400 additional dwellings. Whilst the TA will relate to the application proposals as identified with the Local Plan, consideration will be given to how the development could assist in delivering further opportunities to the east of the site. This will be considered as part of the assessment work.
- 5.3 A review of the phasing of development will be provided together with the associated highway infrastructure required to deliver the number of houses in each phase. This will include any assessment necessary to justify the levels of development and associated infrastructure measures.
- 5.4 In relation to access to the site, the opportunities exist to provide access from Hamilton Lane at two locations to tie into the westward links via Keyham Lane west and New Romney Crescent. By forming the accesses with these westward links, the opportunity is afforded to change the priority of traffic on Hamilton Lane and hence this north/south traffic would give way to the traffic travelling east/west along the corridors connecting the accesses into the site, with both Keyham Lane West and New Romney Crescent.
- 5.5 Furthermore the alignment and north/south link of Hamilton Lane, could be diverted to discourage this route and connection to the Thurmaston area to the north. However, the volume of traffic currently using the link, which is in the order of 600 two-way movements, is not considered to be significant in the peak hours, and it would be for the Thurmaston scheme to

ensure traffic was not rat-running from that scheme along Hamilton Lane. Whilst that scheme is a committed development it is understood that the accesses to that SUE are not intended to encourage increases in traffic on Hamilton Lane. Clearly this will be picked up in the LLITM modelling which will include the NEOF SUE as a committed development in the baseline flows.

- 5.6 The site also offers the opportunity to connect the development infrastructure to Beeby Lane. This provides in the longer term a link to connect to the east and around the north and east of Scraptoft and onto the A47.
- 5.7 However in the short term, it allows a better connection for that traffic associated with the more recent consented developments (accessed from Beeby Road), to access Leicester city and areas to the west rather than travelling through Scraptoft. This is a positive benefit to the residents of Scraptoft who will have experienced a growth in traffic within the centre of the village from the various developments that have taken place in recent years.
- 5.8 Such a link from Beeby Lane, through the site, also offers the potential for further development east of Beeby Lane, of potentially around 400 dwellings to be developed without significantly impacting on the routes through Scraptoft. Consideration of this would be seen as a further development beyond this application.
- 5.9 Therefore, the access proposals would be for 2 points of access on to Hamilton Lane and 2 points of access on to Beeby Lane to the east. The details of these are shown indicatively on the plan attached at **Appendix A**.
- 5.10 The accesses to the site would be subject to a Stage 1 Road Safety Audit and the plans for these accesses would be application plans which would be conditioned as part of any consent, subject to the necessary Section 278 and Section 38 agreements.
- 5.11 Beyond these vehicular accesses, the development would provide pedestrian and cycle links to the south, as well as the provision of such measures alongside the proposed road infrastructure for pedestrians and cyclists.
- 5.12 As identified the accesses to the site will be subject to an independent Stage 1 Road Safety Audit which will be included in the TA together with a Designers response.
- 5.13 Reference within this chapter will be made to the 6 C $\text{\$}$ Design guide, Manual for Streets and Design Manual for Roads and Bridges as appropriate, in the context of the accesses and also in relation to any off site mitigation measures that are considered necessary.

Mitigation Measures

- 5.14 The site offers the opportunity for a number of mitigation measures within the vicinity of the site that will not only mitigate for the development traffic but also offer improvements for existing road users. Whilst it is accepted that at this stage the full details of the extent of the mitigation cannot be determined as the LLITM and TA modelling will identify the extent of impact on the network and hence location for mitigation, the measures identified below give some indication as to what can be achieved.
- 5.15 These opportunities which are identified below and indicated on the attached plans at **Appendix A and B** (previously identified in the Transport Appraisal Report) will be the subject of more detailed assessment within the TA.

- 5.16 As previously identified the proposed site accesses provide the opportunity to change the priority of the junctions at Keyham Lane West and New Romney Crescent. Beyond these junctions both of these routes provide the potential to address current issues of car parking and road width.
- 5.17 In the context of Keyham Lane West, there is parking on the road that is relatively narrow in width at around 5.5m. The current parking causes delays to traffic using this route including bus services, and also damages the verge. Accordingly, the opportunity exists to formalise parking laybys along the route which are currently provided in part (shown in the photo below), but could be more extensive and allow the removal of the kerbside parking. These works would be revisited in the context of the proposed measures along Keyham Lane West associated with the consented residential development.
- 5.18 In addition, at the school entrance locations along this route, a tabled area could be provided to enhance the traffic calming and improve the environment for those accessing the school. Details of these proposals are shown on the plan attached at **Appendix A**.
- 5.19 New Romney Crescent is relatively wide with on street parking on both sides of the road. A similar arrangement could be provided here to that on Keyham Lane West, where the road is effectively narrowed and parking bays formed. In addition, at the location of the primary school, a tabled area could be provided to improve the accessibility for those using the school and to calm traffic along this route. Again, this is indicated on the plan attached at **Appendix A**.
- 5.20 Within Scraftoft, the provision of the link through the site, and the changes to the priority at the various junctions on Hamilton Lane, offers the opportunity to change the traffic patterns within the centre of the village and limit traffic rat running through this village. This could include reversing the one-way system on part of Church Hill to allow exit only from the mini-roundabout junction with Station Lane. Traffic would then use Stocks Road and then Scraftoft Rise to access Scraftoft Lane.
- 5.21 Such changes in flow would allow alterations to the priorities within the village and hence deter traffic rat-running through this area. Details of these changes are shown on the plan attached at **Appendix B**. In addition, the deterrent to traffic rat-running through the village could be the introduction of priority working on the southern section of Hamilton Lane which would add further to the delays traffic using this route would face.
- 5.22 Effectively traffic would be signed to use the route via New Romney Crescent to access Scraftoft Lane. An alternative route to this could be delivered over the land between New Romney Crescent and Scraftoft Rise, however, this is considered an unnecessary addition to the road network given the existing low levels of traffic flow on New Romney Crescent.
- 5.23 It should be noted that the measures proposed to deter traffic passing through Scraftoft village, are proposed to address the current issues and the effect of the more recent developments within the area. It is not considered to be a requirement of the impact of the development traffic, but is a beneficial consequence of the proposed development.
- 5.24 Beyond the local area, other opportunities exist to enhance the following key junctions:
- Station Road / A47 signal junction;
 - Scraftoft Lane / Hungarton Boulevard;

- Hamilton Way / Maidenwell Avenue (Tesco Junction); and
- Netherhall Road / Hungarton Boulevard.

5.25 Other junctions beyond these identified above would be considered following reviews of the modelling of the network.

5.26 Whilst it may be considered as premature to identify possible mitigation measures until such time and the modelling assessments have been undertaken, it is relevant to ensure that measures can be introduced to the network to improve the existing situation or to identify where opportunities exist.

5.27 Any mitigation measures proposed would also be assessed within the LLITM models specifically where this would introduce new route options or changes to the existing one-way system.

6 TRIP GENERATION AND DISTRIBUTION

- 6.1 This chapter will review the predicted traffic movements to be generated by the development site and the distribution on the surrounding highway network.
- 6.2 In order to establish the current level of trips and distribution for the proposed development at Scraftoft North (circa 1,200 dwellings and 1 Primary School), a review of planning application within Leicester City Centre, Harborough District and Charnwood Borough has been carried out identifying 8 sites that are considered appropriate to use. The developments identified include:
1. Airfield Farm (924 dwellings) . App Ref: 11/00112/OUT (Harborough BC) (TA dated Oct 2010 - planning approval granted 13 May 2016);
 2. Hamilton Lane (320 dwellings) . App Ref: P/11/1785/2 (Charnwood BC) (TA dated July 2011 - planning approval granted 14 Dec 2012);
 3. Lane Adjacent to Keyham Lane (416 Dwellings) . App Ref: 20130582 (Leicester City) (TA dated May 2012);
 4. Land off Beeby Road (178 Dwellings) . 14/01637/OUT (Harborough BC) (TA dated Nov 2014 - planning approval granted 11 Feb 2016);
 5. Land off Pulford Drive (130 Dwellings) . App Ref: 14/00669/OUT (Harborough BC) (TA dated September 2013 - planning approval granted 24 June 2015);
 6. Manor Farm Market Harborough (450 Dwellings) . App Ref: 13/01483/OUT (Harborough BC) (TA dated June 2014 - application approved 4 March 2016);
 7. Overstone House (600 Dwellings) . App Ref:15/02006/OUT (Harborough BC) (TA dated December 2015 - application not yet determined);
 8. BroadNook (1650 dwellings) . App Ref: P/16/1660/2 (Charnwood BC) (TA dated April 2016 - application not yet determined);
 9. Land east and west of Boughton Way, Boughton Astley (310 Dwellings) . App Ref: 13/01142/OUT (Harborough BC) (TA dated July 2013) - application approved;
 10. Land off Farndon Road, Market Harborough (230 dwellings) . App Ref: 15/00746/OUT (Harborough BC) (TA dated May 2015) - application approved; and
 11. PUA site Land North East of Leicester (4,500 dwellings) . App ref: P/13/2498/2 (Charnwood BC) (TA dated August 2014) . application approved.

Trip Rates

- 6.3 The sites provide a number that are local to the site although significantly smaller in size. It is considered that these would be more appropriate to establish the distribution of traffic movements and a review of the larger sites with schools and local facilities would be more appropriate to determine the trip rates.
- 6.4 **Table 6.1** below provides details of the vehicular trip rates identified in the respective Transport Assessment reports submitted in support of the applications.

Table 6.1: All Person and All Vehicle Trip Rates per Dwelling

Site No.	Site		AM Peak			PM Peak		
			Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
1	Airfield Farm – Market Harborough 1,350 Dwellings (including 1 primary school and other facilities)	All Vehicles	0.103	0.455	0.558	0.304	0.170	0.474
		All Persons	0.153	0.679	0.832	0.455	0.255	0.710
2	Hamilton Lane 320 Units - TRICS	All Vehicles	0.232	0.699	0.931	0.543	0.347	0.890
		All Persons	0.297	0.895	1.192	0.702	0.440	1.142
3	Land Adjacent to Keyham Lane 416 Units - TRICS	All Vehicles	0.232	0.699	0.931	0.543	0.347	0.890
		All Persons	0.297	0.895	1.192	0.702	0.440	1.142
4	Land off Beeby Road 178 Units	All Vehicles	0.149	0.457	0.606	0.441	0.237	0.678
		All Persons (Census)	0.200	0.615	0.815	0.593	0.318	0.911
5	Land off Pullford Drive 130 Units	All Vehicles	0.149	0.457	0.606	0.441	0.237	0.678
		All Persons	0.200	0.615	0.815	0.593	0.318	0.911
6	Manor Farm Market Harborough 450 Units including local facilities. No School (Trip Rate from Tech Note Nov 2013)	All Vehicles	0.193	0.622	0.815	0.456	0.278	0.734
		All Persons	0.273	0.876	1.149	0.641	0.391	1.032
7	Overstone Park Market Harborough 600 Units including primary school and local facilities <i>NB. Trip Rates from original TA. Addendum TA based assessment on LLITM data</i>	All Vehicles	0.106	0.507	0.613	0.376	0.242	0.618
		All Persons	0.147	0.702	0.849	0.521	0.335	0.856
8	Broadnook 1,650 Units, B1, B8, Local Centre and Primary School	All Vehicles	0.148	0.420	0.568	0.409	0.244	0.653
		All Persons (Based on 75% Drive (TP))	0.197	0.560	0.757	0.545	0.325	0.87
9	Land East and West of Boughton Way, Boughton Astley 310 Units, foodstore, Leisure Centre and employment use	All Vehicles	0.158	0.413	0.571	0.395	0.230	0.625
		All Persons	0.248	0.829	1.077	0.624	0.374	0.998

Site No.	Site		AM Peak			PM Peak		
			Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
11	Land off Farndon Road, Market Harborough 230 Dwellings	All Vehicles	0.243	0.491	0.734	0.478	0.248	0.726
		All Persons (Census)	0.383	0.774	1.157	0.754	0.391	1.145
12	PUA Land North East of Leicester 4500 dwellings, offices, employment (B2, B8), 3 Primary Schools, land for Secondary School District Centre and 120 bedroom hotel	All Vehicles (External including other uses)	0.190	0.282	0.472	0.293	0.227	0.520
		All Persons (census (TP))	0.302	0.413	0.715	0.430	0.332	0.762

6.5 The above shows a mixture of development sizes and associated trip rates. For the proposed development of circa 1,200 dwellings which will include the provision for a Primary School, it is considered that the trip rates should be more closely related to those of similar size however through pre-app discussions with LCC, it is considered more appropriate to base the trip rates on more local and smaller sites. **Table 6.2** below therefore provides an average of sites 2, 3, 4 and 5.

Table 6.2: All Person Trip Rates of Sites Excluding Local Facilities / Employment, Schools etc.

Site No.	Site	AM Peak			PM Peak		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-way
2	Hamilton Lane 320 Units - TRICS	0.297	0.895	1.192	0.702	0.440	1.142
3	Land Adjacent to Keyham Lane 416 Units - TRICS	0.297	0.895	1.192	0.702	0.440	1.142
4	Land off Beeby Road 178 Units (Census data (TP))	0.200	0.615	0.815	0.593	0.318	0.911
5	Land off Pullford Drive 130 Units (Assumed Census - no info provided)	0.200	0.615	0.815	0.593	0.318	0.911
	Average	0.249	0.755	1.004	0.648	0.379	1.027

Table 6.3: Vehicle Trip Rates of Sites Excluding Local Facilities / Employment, Schools etc.

Site No.	Site	AM Peak			PM Peak		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-way
2	Hamilton Lane 320 Units - TRICS	0.232	0.699	0.931	0.543	0.347	0.890
3	Land Adjacent to Keyham Lane 416 Units - TRICS	0.232	0.699	0.931	0.543	0.347	0.890
4	Land off Beeby Road 178 Units (Census data (TP))	0.149	0.457	0.606	0.441	0.237	0.678
5	Land off Pullford Drive 130 Units (Assumed Census - no info provided)	0.149	0.457	0.606	0.441	0.237	0.678
	Average	0.191	0.578	0.769	0.492	0.292	0.784

6.6 The above trip rates will provide a robust assessment especially for the initial phases of development prior to the primary school being completed. The assessments will therefore include an additional scenario which will apply a reduction factor to be agreed with LCC to account for internalised trips being made to the local primary school.

Other Uses

6.7 The proposed development will include a local centre and a 1FE primary school. It is considered that any peak hour movements associated with the local centre will be internalised trips, for the Primary school it is considered that a proportion of trips associated with the school will be internalised. The above residential trip rates are considered robust as they are based on sites that do not include a primary school as such will include these movements from the site. For the TA, a more detailed review will include predicted movements associated with the school based on the following trip rates which have been obtained from TRICS. A copy of this data is included in **Appendix C**.

Table 6.4: Vehicle Trip Rates for Primary School

Use	AM Peak			PM Peak		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-way
Primary School	0.410	0.285	0.695	0.017	0.029	0.046

Distribution

6.8 In terms of distribution, the sites that are local to the site namely sites 2, 3, 4 and 5 have been reviewed identifying the proportions of traffic movements and locations/distances travelled. None of these sites have internal facilities/school provision, however for the purpose of peak hour traffic movements, they are considered appropriate to use. The majority of distributions have been based on the Journey to Work Census data for the particular site. The results are summarised in **Table 6.5** below:

Table 6.5: Predicted Trip Destinations from Existing TAs

Site No.	Site	Distribution	
		Work Place Destinations	% of trips
2	Hamilton Lane 320 Units + Potential 450 Units Census	East of Leicester CC (route 1)	6%
		West of Leicester CC (route 2 & 9)	11%
		South of Leicester CC (route 5)	30%
		North of Leicester CC (route 6,7 8,10)	11%
		To Leicester City Centre (route 3, 4)	42%
3	Lane Adjacent to Keyham Lane 416 Units Census same as above	East of Leicester CC (route 1)	6%
		West of Leicester CC (route 2 & 9)	11%
		South of Leicester CC (route 5)	30%
		North of Leicester CC (route 6,7 8,10)	11%
		To Leicester City Centre (route 3, 4)	42%
4	Land off Beeby Road 178 Units	North/ North West of Leicester	25%
		North/ North East Via Beeby Lane	10%
		West towards the City Centre	57%
		East via Uppingham Road	8%
5	Land off Pullford Drive 130 Units	Via Station Road North	40%
		Via A47 West towards the City Centre	40%
		Via A47 East	20%
12	PUA Land North East of Leicester	North of Leicester	12%
		West of Leicester via Bypass	21%
		Towards the City Centre	53%
		To the South/East	14%

6.9

Table 6.6 below shows the general traffic movements identified within the above TAs and also identifies the original distribution provided in our original Transport Scoping Report (January 2017).

Table 6.6: Average Trip Destinations

Direction of Travel	Distribution based on Previous TAs
Northward	17%
Westward towards the City Centre	47%
Southward	25%
Eastward	11%
Total	100%

- 6.10 For the proposed Scraftoft North site it is considered appropriate to use the distribution identified in the table above which will be compares with the distribution from the LLITM model.
- 6.11 In addition to the above a review of the predicted off site highway infrastructure associated with each of the local sites has been undertaken as these improvements will need to be taken into consideration as part of the Scraftoft North proposal.

Table 6.7: Proposed off Site Highway Improvements Associated with Sites Local to Scraftoft North

Site No.	Site and Associated Off Site Mitigation Measures
2	<p>Hamilton Lane 320 Units.</p> <ul style="list-style-type: none"> ▪ Signalising the Hamilton Way and Hungarton Boulevard arms of the roundabout (running on 60 Second cycle times); ▪ Incorporating a signalised pedestrian crossing at the Hamilton Way arm of the roundabout; and ▪ Incorporating the existing pedestrian crossing on the Hungarton Boulevard arm of the roundabout within the roundabout signals.
3	<p>Land Adjacent to Keyham Lane 416 Units . same as Hamilton Lane.</p>
4	<p>Land off Beeby Road 178 Units. Beeby Lane West Side extend footway by 45m from property No.50. East Side: New Footway between site access and footpath No. D26A (approx. 110m).</p>
5	<p>Land off Pullford Drive 130 Units. Contribution to provide MOVA at the A47/Station Road junction.</p>
12	<p>PUA Land North East of Leicester Spine Road between Barkby Thorpe Road and Barkby Thorpe Lane. Minor improvements to A563 Thurmaston Lane/Victoria Road East junction.</p>

Site No.	Site and Associated Off Site Mitigation Measures
	<p>Funding towards improvements at the A607/ASDA junction and Thorpe Lane/Retail Park/ASDA junction.</p> <p>Minor improvements to Gipsy Lane/Victoria Rd East junction.</p> <p>Minor improvements to Victoria Road East/Tailby Avenue junction.</p>

6.12 The TA for the Scraftoft North site will take into account the measures identified in the above table.

7 TRAFFIC IMPACT

7.1 As previously identified it is intended that LCC are commissioned to provide data from the LLITM model which will be used and compare to the assessments undertaken within the TA.

Phasing

7.2 The phasing of the development will be considered using the assessment years provided in LLITM which include: 2021, 2026 and 2031. It is proposed that an application for this site would be submitted in 2018, consent could be provided in 2019 and start on site in 2020. Therefore the build/ occupation is predicted as follows:

- 2021 . 50 Dwellings;
- 2026 . 650 Dwellings (120 dwellings PA); and
- 2031 . 1200 Dwellings (110 dwellings PA).

7.3 The Strategic Development on Land North East of Leicester (NE of L)(App ref: P/13/2498/2) is included as part of the LLITM, however this application was approved in August 2016. In this regard there does not appear to have been any reserved matters applications submitted to date. As such the phasing of this development is well behind that previously forecasted in the TA. The phasing of this development is identified in the TA as follows:

- Phase 1 . 575 Dwellings;
- Phase 2 . 1725 Dwellings;
- Phase 3 . 3725 Dwellings; and
- Phase 4 . 4500 Dwellings.

7.4 It is therefore assumed that the LLITM will reflect a delay in the delivery of the NE of L PUA site and reflect the most recent trajectory associated with this site.

7.5 In providing this information from the LLITM model RPS would wish to see the development only flows for the NE of L PUA site and the proposed development site extracted from the model to be able to understand the predicted distribution of this traffic by the model.

7.6 In providing the proposed model flows it is assumed that the model will establish a new zone associated with the development and that the characteristics for this zone will be taken as a zone from a nearby zone. RPS would wish to understand the decisions made to establish this new zone and agree these with LCC.

7.7 Prior to undertaking the phasing scenarios it is considered that initial modelling of the completed development is undertaken which will include:

- 2031: 1200 Dwellings + the level of development anticipated of the NE of L PUA; and
- 2031: 1200 Dwellings + Full development of the NE of L PUA (Sensitivity).

- 7.8 A review of this assessment work will consider what further work is necessary to assess the effects of the phasing of the development and the reductions a primary school will provide.
- 7.9 In effect the above sets out what is considered to be the brief for the modelling work to be undertaken and accordingly a cost for this work will be sought from LCC together with the timescales for delivering this analysis.

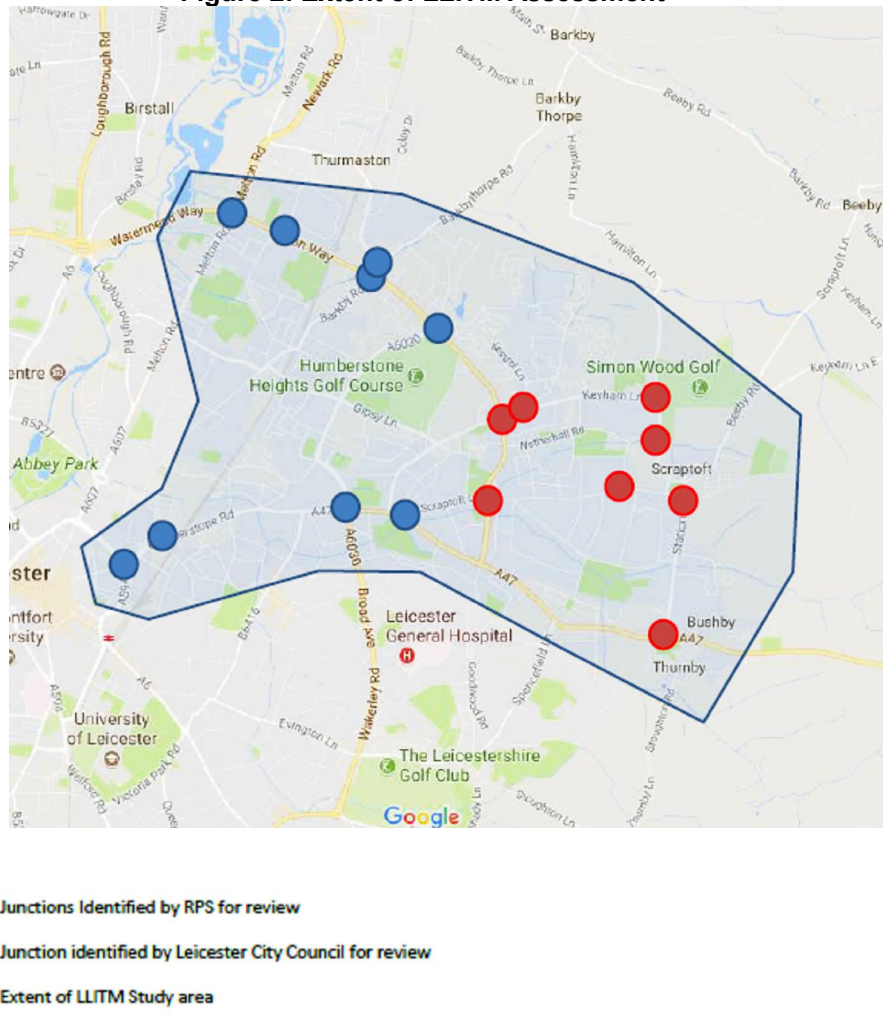
TA Assessment

- 7.10 Separate from the LLITM modelling RPS will provide a comparable assessment of the development and impact on the surrounding highway network. This will refer to the LLITM model and ensure such comparisons provide an overall robust assessment of the development impacts.
- 7.11 The TA will assess the developments impact on the surrounding highway network. The junctions to be assessed include the following together with further junction highlighted following the assessment of the site within the LLITM model:
- Hamilton Lane / Keyham Lane;
 - Hamilton Lane / New Romney Crescent;
 - New Romney Crescent / Scraftoft Lane;
 - Church Hill / Covert Lane / Station Lane / Scraftoft Lane;
 - Station Road / A47;
 - Maidenwell Avenue / Preston Rise / Tesco Filling Station;
 - Hamilton Way / Maidenwell Avenue / Hungarton Boulevard / Lower Keyham Lane; and
 - Hungarton Boulevard / Scraftoft Lane / Colchester Road.
- 7.12 In addition to the above the new access junctions proposed will be assessed.
- 7.13 As part of pre-application discussions Leicester City Council have requested that the following junctions are also reviewed:
- A563 Hamilton Way / Sandhills Avenue;
 - A563 Thurmaston Boulevard / Humberstone Lane / Barkby Road / A563 Troon Way;
 - Humberstone Lane / Barkbythorpe Road priority junction;
 - A563 Troon Way / Nicklaus Road / Gleneagles Avenue;
 - A563 Troon Way / A607 Melton Road / A563 Watermead Way;
 - Scraftoft Lane / A47 Uppingham Road;
 - A47 Uppingham Road / The Portway;
 - A47 Uppingham Road / Dysart Way; and

- A47 Uppingham Road / St Georges Way.

7.14 The above junctions and extent of the LLITM are identified in **Figure 2** below:

Figure 2: Extent of LLITM Assessment



Source: Google Maps

7.15 The above junctions will be reviewed based on the predicted traffic distribution and level of impact.

7.16 In determining the extent of junction assessment a review of the base 2026 LLITM traffic data obtained from LCC in August 2016 will be undertaken. The assessment years will be as follows:

- 2016 / 2018 Base (Observed Traffic Surveys); and
- 2021 / 2026 / 2031 . Future Year Assessments.

7.17 The above future scenarios will include the committed development sites coming forward in the local area and also background growth.

7.18 The growth to be applied will be from TEMPRO Version 7.2. A review will also be undertaken of the calculated base flows against the LLITM data to ensure a robust assessment is undertaken.

- 7.19 RPS will also provide a comparison with the LLITM as part of this assessment work or the more localised model that is understood to have been prepared by Edwards and Edwards for the local authority.
- 7.20 The assessments included in the TA will include for phasing of the development and related highway infrastructure needed.
- 7.21 The Transport Appraisal report identified that the greatest impact will be on Keyham Lane West and New Romney Crescent. Whilst the increase in percentage terms is high, in relation to the total flow, the overall traffic flows will still be low for these types of roads, these being circa 600 vehicles two-way. This review was on the basis of assuming no changes to the baseline flows as a consequence of the development.
- 7.22 However, the development proposals are to down grade the use of Hamilton Lane and to discourage the rat-running of traffic through Scruptoft. To this end, the proposals are to amend the one-way system within Scruptoft to deter traffic. Accordingly, the net effect identified within the Transport Appraisal is identified to remove circa 45% of the through-movement from Scruptoft. As previously identified, this is not considered a requirement of the proposed development, but an opportunity the development offers to the local highway network through the provision of mitigation measures. This initial work will be reviewed as part of the Transport Assessment work.
- 7.23 The junctions will be assessed using Junctions 9 software which is the industry standard software used for modelling the capacity of priority junctions and roundabouts and LINSIG for signalised junctions.
- 7.24 The Transport Appraisal report summarised the initial transport assessment work and states that it is considered that the effect of the development traffic can be mitigated by measures within the local highway network. These measures not only mitigate the development traffic, but also provide benefits to the local network rerouting traffic away from Scruptoft.
- 7.25 These improvement measures include the following although at this stage it is recognised that the full extent of the development impact is not concluded:
- Formalised parking bays on key routes, including New Romney Crescent and Keyham Lane West;
 - Create an appropriate level of carriageway width to maintain the flow of traffic on the key routes;
 - Deter traffic using Hamilton Lane as an outer bypass route;
 - Reduce the attractiveness for traffic travelling through Scruptoft and offer alternative routing to such traffic;
 - Provide enhances areas around the school entrances to improve the safety of those accessing the schools;
 - Provide a key link between Beeby Lane and Hamilton Lane to reroute traffic from the centre of Scruptoft; and

- Improve the operational capacity of the Covert Lane / Station Lane mini roundabout.

7.26 The above physical measures will be combined with the measures to ensure sustainable travel modes are maximised through the development of the Travel Plan.

7.27 Overall, it is considered that the residual cumulative impact of the development traffic will not be severe, and that measures can be provided to ensure a safe and suitable access to the development.

7.28 These measures will be reviewed in more detail within the Transport Assessment.

8 SUMMARY AND CONCLUSION






- 8.1 This section will provide a summary of the reports findings and provide a conclusion in terms of the sites impact.

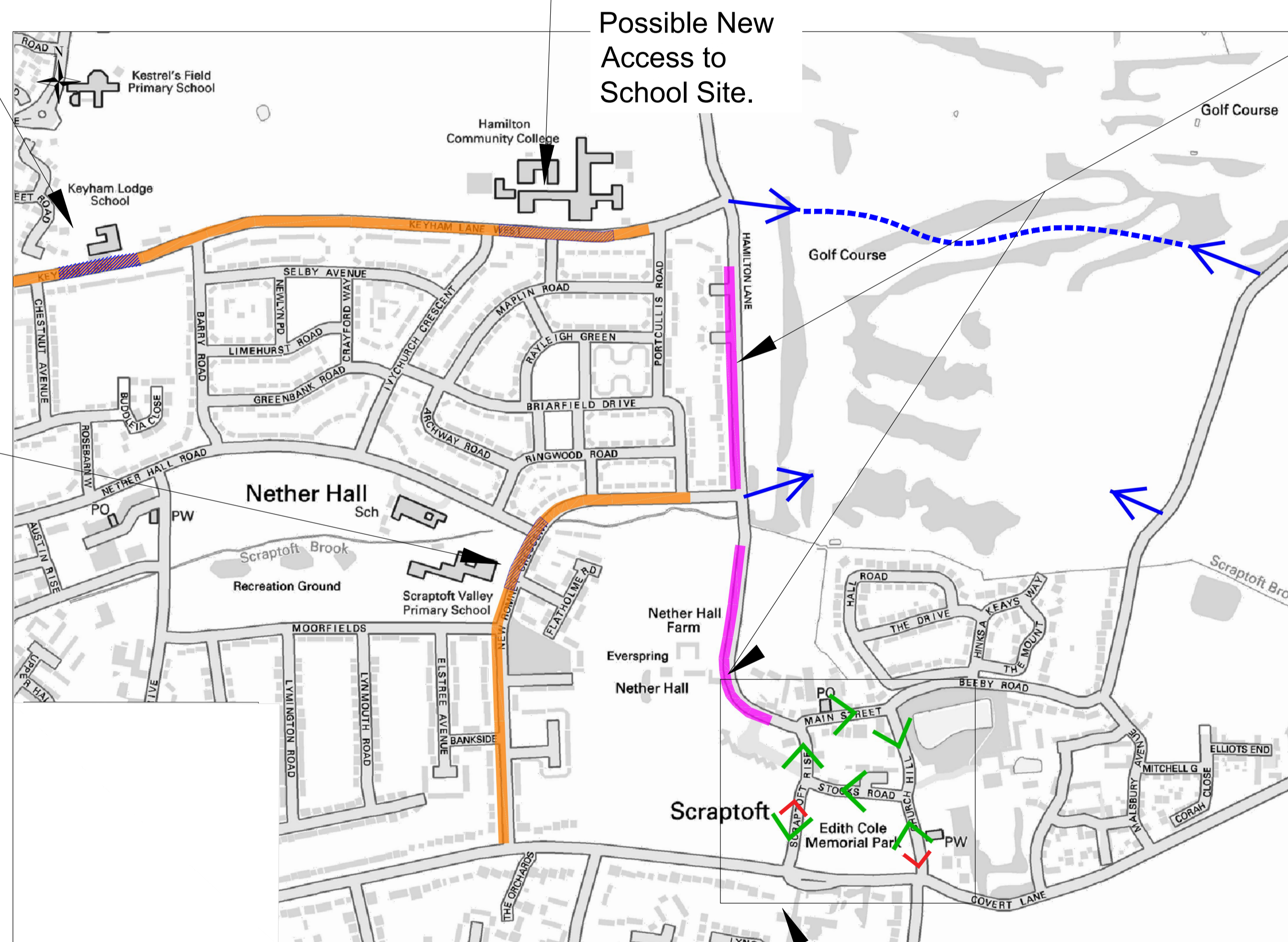
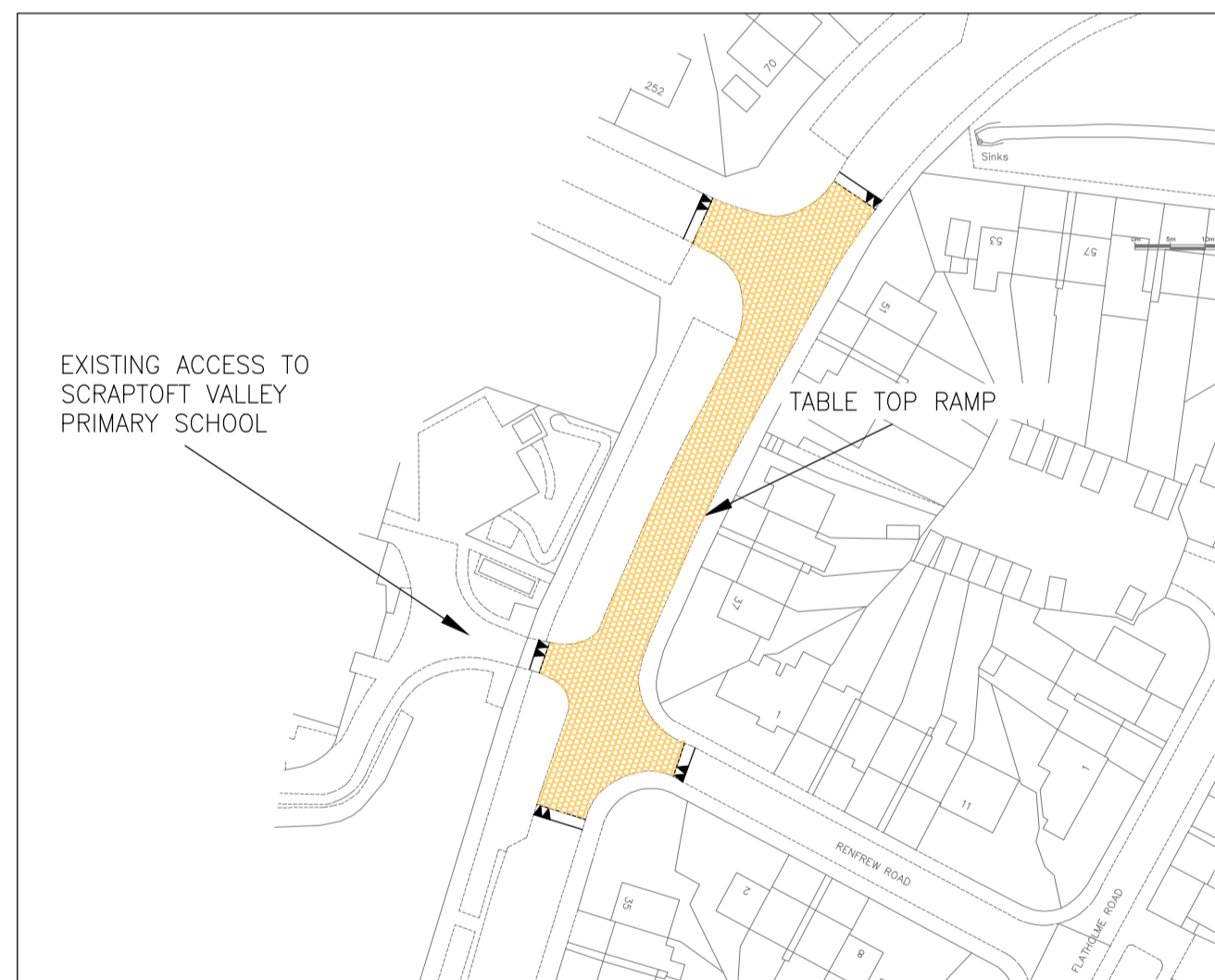
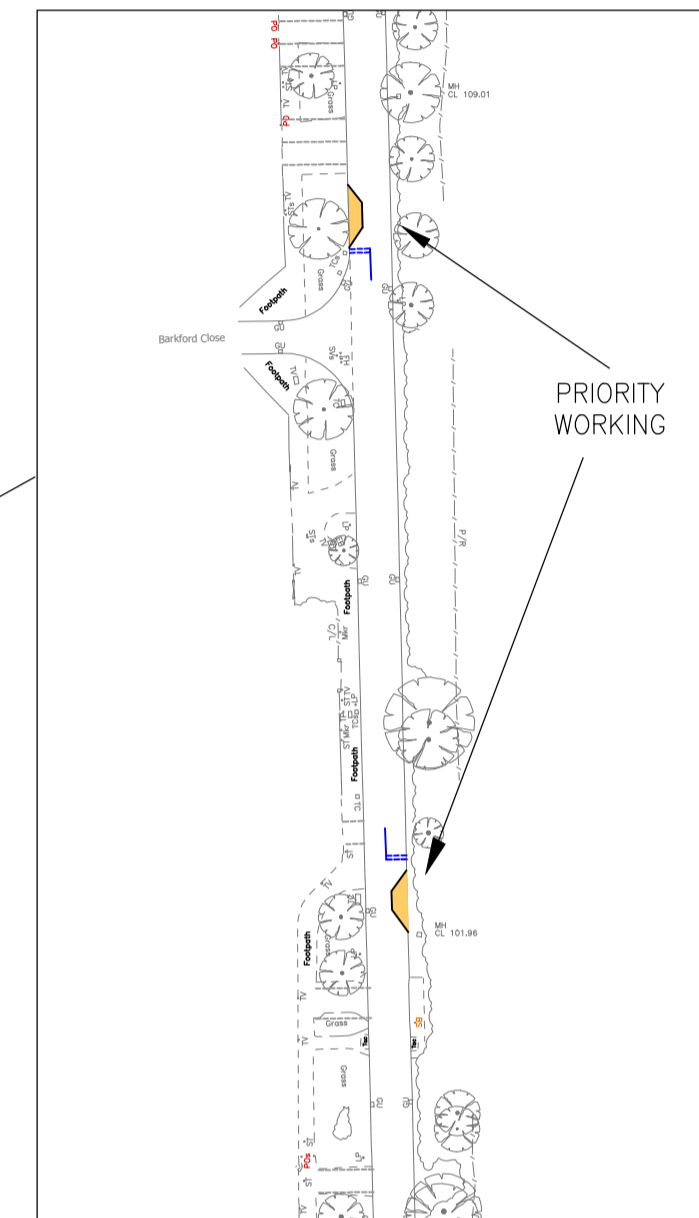
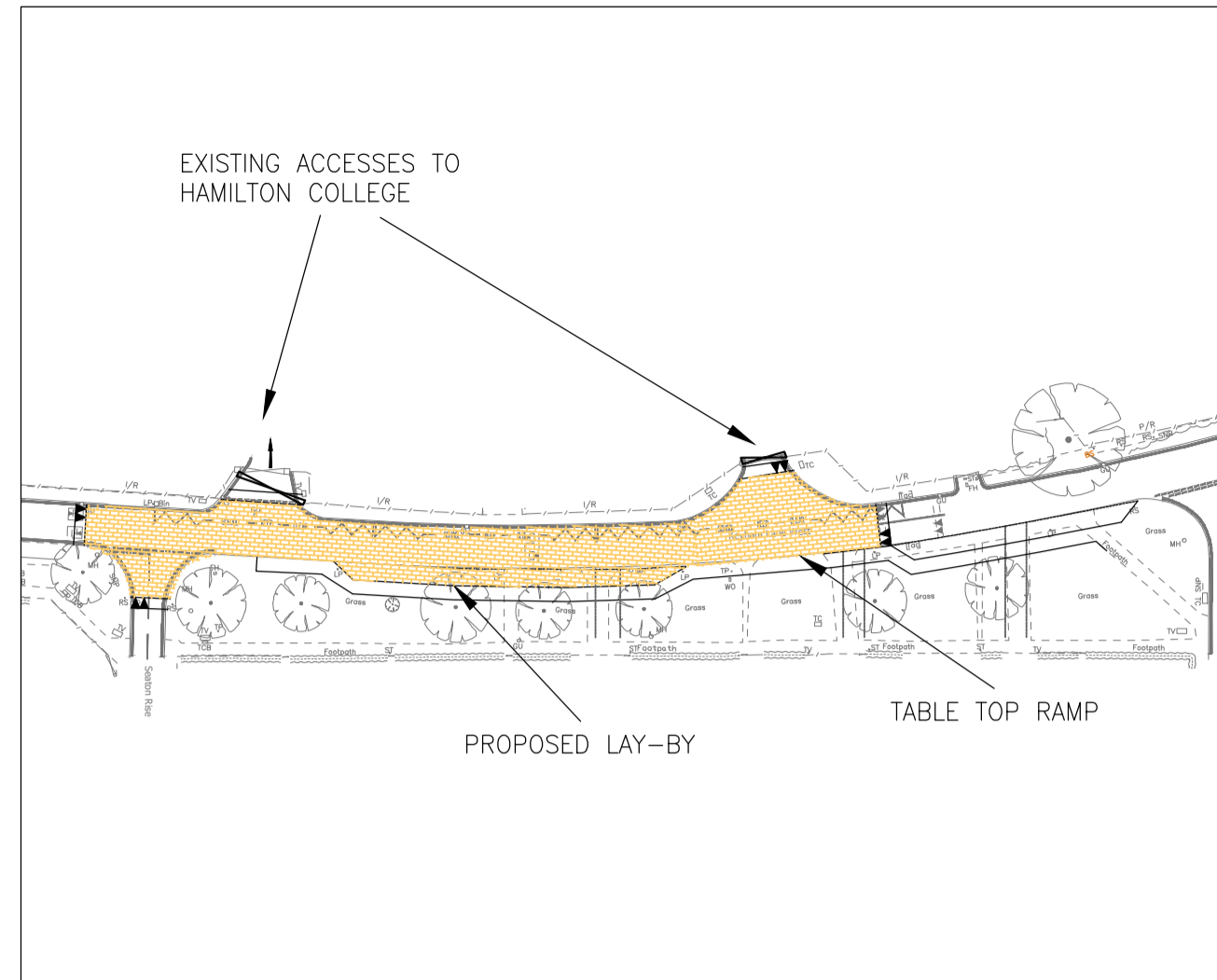
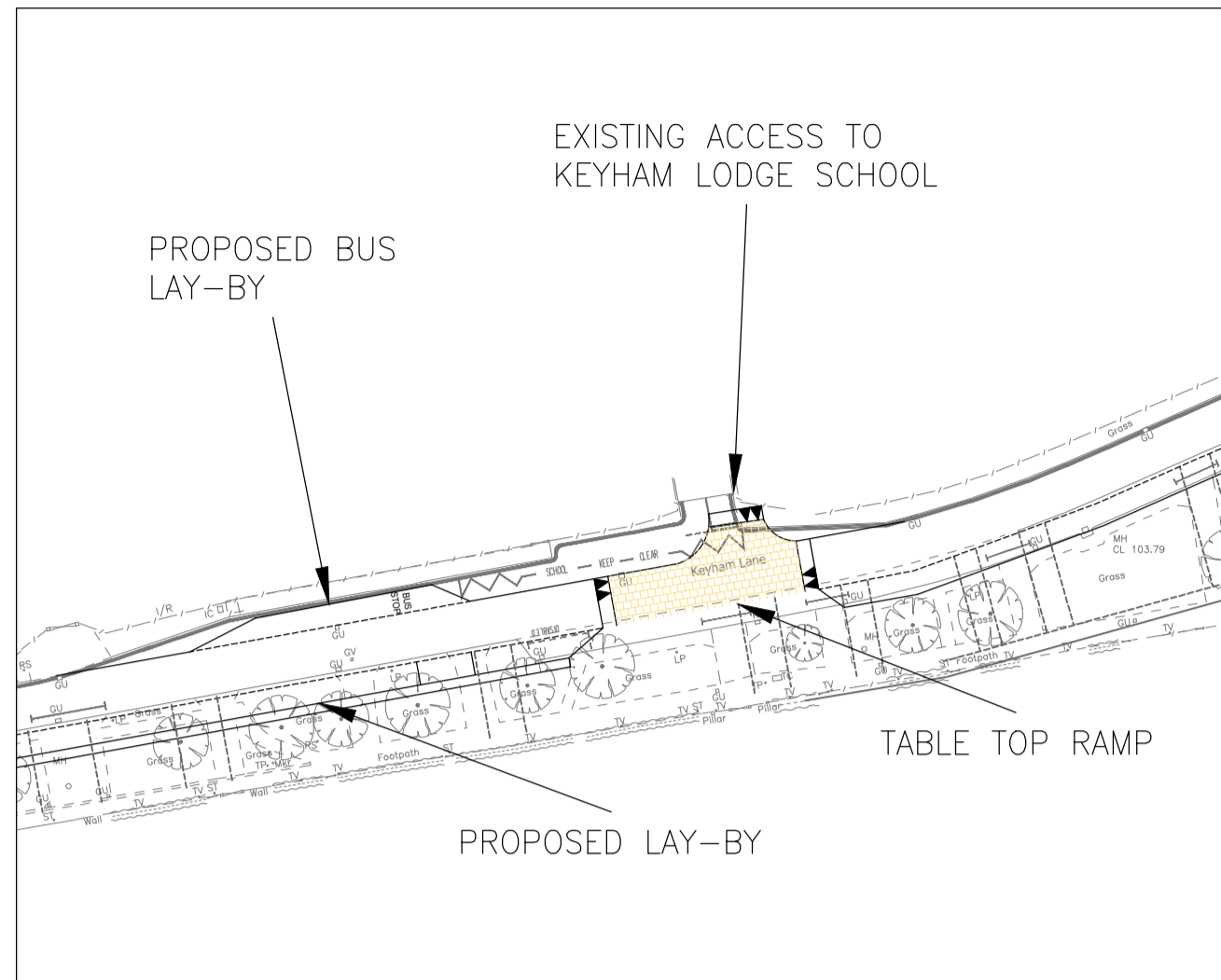
APPENDICES

**APPENDIX A – INDICATIVE ACCESS ARRANGEMENTS AND
OFF SITE MEASURES**

NOTES

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- Key:
-  Proposed Highway improvements
 -  Proposed Traffic Calming Measures
 -  Proposed Points of Access
 -  Possible changes to one way system
 -  Existing one-way system



Details of proposed changes to one-way system are provided on Drawing No. JNY8843 - 02

Rev	Description	Date	Initial	Checked
C	Link through site shown	22.02.18	MA	BP
B	Access amended	13.12.17	MA	BP
A	Topo survey added and proposals adjusted	17.2.17	AJ	



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Client Parkers of Leicester

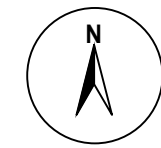
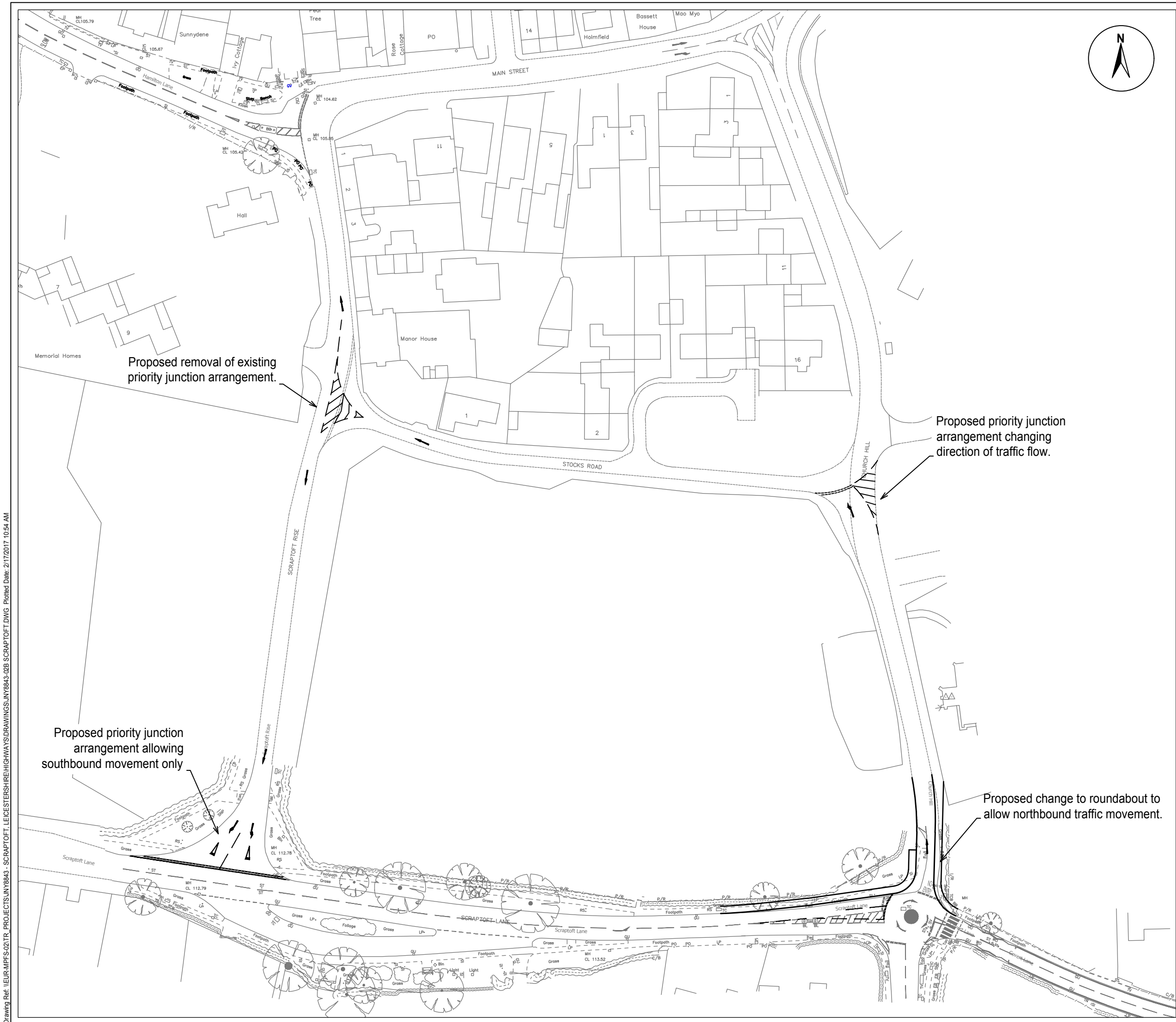
Project Scraptoft

Title Proposed Access and off Site proposals

Status	Drawn By	Checked by
	MRA	BRP
Project Number	Scale @ A1	Date Created
BRP	1:1000 Insert plans	20.05.16

Drawing Number	Rev
JNY8843 - 01	C

APPENDIX B – TRAFFIC FLOW RE-DISTRIBUTION



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Rev	Description	Date	Initial	Checked
B	Topo survey added	15/02/17	AJ	
A	Amendments made to mini roundabout	09/06/16	MRA	BRP



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Client Parkers of Leicester

Project Scraftoft

Title Proposed changes to existing one-way system in Scraftoft

Status	Drawn By	Checked by
	MRA	BRP
Project Number	Scale @ A3	Date Created
JNY8843	1: 1000	02/06/2016

Drawing Number	Rev
JNY8843 - 02	B

APPENDIX C – PRIMARY SCHOOL TRIP RATES

Calculation Reference: AUDIT-515501-171130-1109

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 92 to 147 (units:)
 Range Selected by User: 92 to 447 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 20/05/14

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1

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

Secondary Filtering selection:

Use Class:

D1	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	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
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LE-04-A-01	PRIMARY SCHOOL	LEICESTERSHIRE
	SLATER STREET		
	FROG ISLAND		
	LEICESTER		
	Edge of Town Centre		
	Industrial Zone		
	Total Number of pupils:	92	
	Survey date: WEDNESDAY	26/09/12	Survey Type: MANUAL
2	NE-04-A-01	PRIMARY SCHOOL	NORTH EAST LINCOLNSHIRE
	SUNNINGDALE ROAD		
	SCUNTHORPE		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	147	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL

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
WO-04-A-01	too large

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.059	2	120	0.000	2	120	0.059
08:00 - 09:00	2	120	0.410	2	120	0.285	2	120	0.695
09:00 - 10:00	2	120	0.029	2	120	0.096	2	120	0.125
10:00 - 11:00	2	120	0.013	2	120	0.008	2	120	0.021
11:00 - 12:00	2	120	0.038	2	120	0.033	2	120	0.071
12:00 - 13:00	2	120	0.008	2	120	0.013	2	120	0.021
13:00 - 14:00	2	120	0.033	2	120	0.050	2	120	0.083
14:00 - 15:00	2	120	0.088	2	120	0.025	2	120	0.113
15:00 - 16:00	2	120	0.234	2	120	0.301	2	120	0.535
16:00 - 17:00	2	120	0.092	2	120	0.113	2	120	0.205
17:00 - 18:00	2	120	0.017	2	120	0.029	2	120	0.046
18:00 - 19:00	2	120	0.000	2	120	0.038	2	120	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.021			0.991			2.012

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.000	2	120	0.000	2	120	0.000
09:00 - 10:00	2	120	0.000	2	120	0.000	2	120	0.000
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.000	2	120	0.000
14:00 - 15:00	2	120	0.000	2	120	0.000	2	120	0.000
15:00 - 16:00	2	120	0.000	2	120	0.000	2	120	0.000
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.000	2	120	0.000	2	120	0.000
09:00 - 10:00	2	120	0.000	2	120	0.000	2	120	0.000
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.004	2	120	0.004	2	120	0.008
14:00 - 15:00	2	120	0.000	2	120	0.000	2	120	0.000
15:00 - 16:00	2	120	0.000	2	120	0.000	2	120	0.000
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.000	2	120	0.000	2	120	0.000
09:00 - 10:00	2	120	0.000	2	120	0.000	2	120	0.000
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.004	2	120	0.004
14:00 - 15:00	2	120	0.004	2	120	0.000	2	120	0.004
15:00 - 16:00	2	120	0.000	2	120	0.000	2	120	0.000
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.013	2	120	0.000	2	120	0.013
09:00 - 10:00	2	120	0.008	2	120	0.008	2	120	0.016
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.000	2	120	0.000
14:00 - 15:00	2	120	0.000	2	120	0.000	2	120	0.000
15:00 - 16:00	2	120	0.008	2	120	0.017	2	120	0.025
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.004	2	120	0.004
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.059	2	120	0.000	2	120	0.059
08:00 - 09:00	2	120	0.615	2	120	0.326	2	120	0.941
09:00 - 10:00	2	120	0.033	2	120	0.008	2	120	0.041
10:00 - 11:00	2	120	0.017	2	120	0.013	2	120	0.030
11:00 - 12:00	2	120	0.046	2	120	0.042	2	120	0.088
12:00 - 13:00	2	120	0.008	2	120	0.013	2	120	0.021
13:00 - 14:00	2	120	0.038	2	120	0.050	2	120	0.088
14:00 - 15:00	2	120	0.042	2	120	0.029	2	120	0.071
15:00 - 16:00	2	120	0.234	2	120	0.427	2	120	0.661
16:00 - 17:00	2	120	0.155	2	120	0.163	2	120	0.318
17:00 - 18:00	2	120	0.017	2	120	0.029	2	120	0.046
18:00 - 19:00	2	120	0.000	2	120	0.038	2	120	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.264			1.138			2.402

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.008	2	120	0.000	2	120	0.008
08:00 - 09:00	2	120	0.774	2	120	0.172	2	120	0.946
09:00 - 10:00	2	120	0.050	2	120	0.033	2	120	0.083
10:00 - 11:00	2	120	0.013	2	120	0.008	2	120	0.021
11:00 - 12:00	2	120	0.084	2	120	0.121	2	120	0.205
12:00 - 13:00	2	120	0.025	2	120	0.013	2	120	0.038
13:00 - 14:00	2	120	0.000	2	120	0.029	2	120	0.029
14:00 - 15:00	2	120	0.042	2	120	0.004	2	120	0.046
15:00 - 16:00	2	120	0.134	2	120	0.695	2	120	0.829
16:00 - 17:00	2	120	0.017	2	120	0.130	2	120	0.147
17:00 - 18:00	2	120	0.000	2	120	0.017	2	120	0.017
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.147			1.222			2.369

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.021	2	120	0.000	2	120	0.021
09:00 - 10:00	2	120	0.008	2	120	0.013	2	120	0.021
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.000	2	120	0.000
14:00 - 15:00	2	120	0.008	2	120	0.000	2	120	0.008
15:00 - 16:00	2	120	0.004	2	120	0.029	2	120	0.033
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.042			0.083

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.000	2	120	0.000	2	120	0.000
09:00 - 10:00	2	120	0.000	2	120	0.000	2	120	0.000
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.000	2	120	0.000
14:00 - 15:00	2	120	0.000	2	120	0.000	2	120	0.000
15:00 - 16:00	2	120	0.000	2	120	0.000	2	120	0.000
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.000	2	120	0.000	2	120	0.000
09:00 - 10:00	2	120	0.000	2	120	0.000	2	120	0.000
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.251	2	120	0.251
14:00 - 15:00	2	120	0.251	2	120	0.000	2	120	0.251
15:00 - 16:00	2	120	0.000	2	120	0.000	2	120	0.000
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.251			0.502

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.000	2	120	0.000	2	120	0.000
08:00 - 09:00	2	120	0.021	2	120	0.000	2	120	0.021
09:00 - 10:00	2	120	0.008	2	120	0.013	2	120	0.021
10:00 - 11:00	2	120	0.000	2	120	0.000	2	120	0.000
11:00 - 12:00	2	120	0.000	2	120	0.000	2	120	0.000
12:00 - 13:00	2	120	0.000	2	120	0.000	2	120	0.000
13:00 - 14:00	2	120	0.000	2	120	0.251	2	120	0.251
14:00 - 15:00	2	120	0.259	2	120	0.000	2	120	0.259
15:00 - 16:00	2	120	0.004	2	120	0.029	2	120	0.033
16:00 - 17:00	2	120	0.000	2	120	0.000	2	120	0.000
17:00 - 18:00	2	120	0.000	2	120	0.000	2	120	0.000
18:00 - 19:00	2	120	0.000	2	120	0.000	2	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.292			0.293			0.585

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

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	120	0.067	2	120	0.000	2	120	0.067
08:00 - 09:00	2	120	1.423	2	120	0.498	2	120	1.921
09:00 - 10:00	2	120	0.100	2	120	0.063	2	120	0.163
10:00 - 11:00	2	120	0.029	2	120	0.021	2	120	0.050
11:00 - 12:00	2	120	0.130	2	120	0.163	2	120	0.293
12:00 - 13:00	2	120	0.033	2	120	0.025	2	120	0.058
13:00 - 14:00	2	120	0.038	2	120	0.331	2	120	0.369
14:00 - 15:00	2	120	0.343	2	120	0.033	2	120	0.376
15:00 - 16:00	2	120	0.381	2	120	1.167	2	120	1.548
16:00 - 17:00	2	120	0.172	2	120	0.293	2	120	0.465
17:00 - 18:00	2	120	0.017	2	120	0.050	2	120	0.067
18:00 - 19:00	2	120	0.000	2	120	0.038	2	120	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.733			2.682			5.415

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

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Parameter summary

Trip rate parameter range selected:	92 - 147 (units:)
Survey date date range:	01/01/05 - 20/05/14
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

