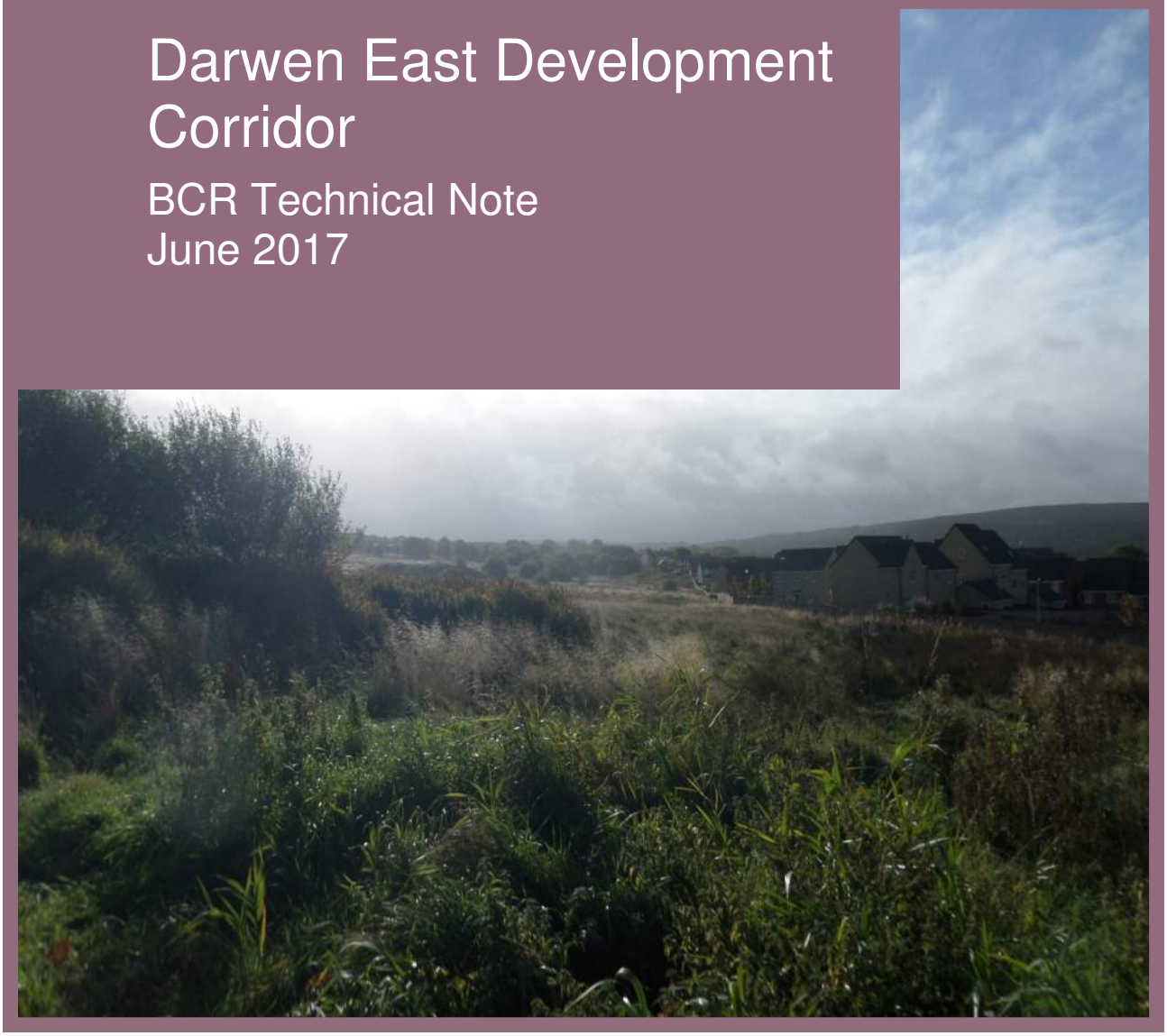
CAPITA

Darwen East Development Corridor

BCR Technical Note
June 2017



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1. Introduction

1.1 Background

This technical note documents the methodology and findings of the economic assessment undertaken for the Darwen East Development Corridor scheme.

Capita were commissioned by Blackburn with Darwen Borough Council to undertake an economic and strategic assessment of the Darwen East Development Corridor Improvements Scheme in support of the formulation of a Full Business Case (FBC).

Capita undertook a Benefit Cost Appraisal (BCR) of the proposed schemes in order to quantify the potential economic benefits that could be generated as a result of the improvements.

The Lancashire Local Enterprise Partnership FBC states that a clear strategy is required to ensure that more housing is delivered in the area in order to unlock growth in the borough and wider region. Traffic studies undertaken in 2015 showed that Darwen suffers from congestion in the peak time and access to the site from the main highway via a number of constrained points across the existing Blackburn-Darwen-Bolton-Manchester railway line.

Additionally, a Gross Value Added (GVA) assessment has also been undertaken. Whilst BCR is the traditional approach to assessing the merit of transport schemes, GVA analysis seeks to complement standard transport appraisals where these have already been produced. The wider economic impacts of the proposed transport schemes are particularly important to understand in terms of the potential benefits for the locality, and in the context of supporting the funding bid for the scheme as well as the Government's economic growth agenda.

1.2 Overview of Scheme

The Darwen East Development Corridor (DEDC) is a package of measures designed to alleviate the potential highway impacts of five housing allocation sites in Darwen, which are expected to deliver more than 1,000 dwellings over the course of the current Local Plan.

In order to mitigate the impacts of the proposed development sites on the highway network, a package of measures is presented as the 'Darwen East Development Corridor' (DEDC). This will ensure that any transport implications arising from the allocated development sites is mitigated as far as possible, providing high quality links to the M65 and the wider network as well as relieving local congestion. Through this, the DEDC will enable high-quality houses with strong connections to employment sites, boosting the region's economy.

The DEDCs package includes the following improvements:

- Improvements at the A666 / Watery Lane junction;
- Improvements at the A666/ Grimshaw Street junction;
- Junction improvements at Sough Road / Grimshaw Street / Pole Lane;
- Junctions improvements at Pole Lane / Priory Drive;
- A new junction at Priory Drive / Marsh House Lane in order to facilitate a new link road;
- A new link road across the East Darwen Allocation site between the above junction and Ivinson Road;
- Junction Improvements at Ivinson Road / Oak Grove; and
- Junction Improvements at Oak Grove / Holden Fold.

1.3 The Impact of Not Progressing

Given the scale of housing and employment development defined by Local Plan Site Allocations, it is critical to have adequate infrastructure in place to mitigate the network impacts of this development. The risk is presented by no progressing the scheme would be more evident if allocated sites were developed; the impact of the trips associated with over 1,000 new dwellings on the local highway could results in severe congestion and peak spreading, resulting in economic losses, increased emission and social consequences from a lack of connectivity to business, leisure and community facilities.

1.4 Appraisal Methodology Overview

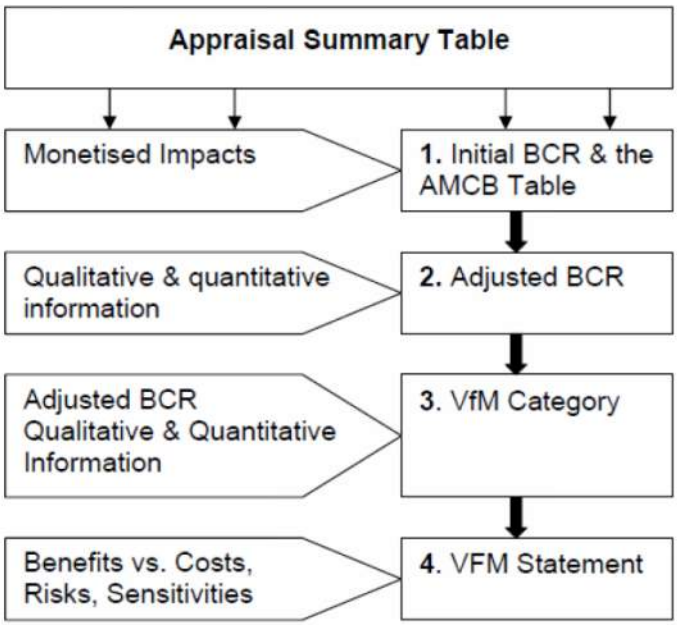
A BCR assessment has been undertaken to assess the transport user costs and benefits of the scheme. The methodology for appraising potential highway scheme benefits was applied to those schemes where junction improvements were proposed.

BCR is the traditional approach to quantifying the costs or benefits of a transport intervention. The output Benefit Cost Ratio (BCR) from the assessment is therefore a key input into how a scheme intervention is appraised as part of the Business Case submission and supporting documentation.

A Benefit Cost Ratio (BCR) will be produced for each junction as well as a combined BCR for the package of improvements as a whole.

Figure 1-1 below illustrates how the outputs from the BCR feed into the appraisal process and 'Value for Money (VfM)' categories.

Figure 1-1 – Benefits Cost Analysis & VfM[1]



Costs of the scheme have been estimated and are outlined in the previous section.

As per Department for Transport (DfT) guidance, the output BCR determines the VfM category the scheme falls within, as defined below:

- Poor VfM if the BCR is less than 1.0;
- Low VfM if the BCR is between 1.0 and 1.5;
- Medium VfM if the BCR is between 1.5 and 2.0;
- High VfM if the BCR is between 2.0 and 4.0; or
- Very high VfM if the BCR is greater than 4.0.

Section 3.6 to 3.14 detail the methodology that has been applied to assess the transport user costs and benefits of each scheme.

[1] DfT (Dec 2013) Value for Money Assessment: Advice Note for Local Transport Decision Makers

The methodology undertaken for the GVA assessment is detailed in Chapter 4. The GVA analysis assesses the potential wider economic benefits that the transport scheme could generate based on the proposed development that the scheme supports.

The GVA analysis accords with both HM Treasury Green Book guidance, and the principles and procedures adopted in WebTAG, in line with a traditional BCR approach. All GVA values presented are net figures (inclusive of locally orientated deadweight, displacement, leakage and substitution factors), and are considered in the context of regeneration phasing and profiles of development build-out. This ensures that GVA values presented comply with national best practice, only present the additional benefits thereby derived for UK Plc, and thus also focus on the net change in overall economic welfare at the national level.

This is critical for incorporating a GVA value within an overall compliant WebTAG appraisal and the economic case (BCR) for progression of a transport scheme. All values, whilst presented annually have also been presented in 2010 prices and values, discounted in line with Treasury and WebTAG standards.

1.5 Report Contents

This remainder of this report is structured as follows:

- Scheme Cost Estimate;
- Scheme Benefit Estimates;
- GVA Methodology;
- Results; and
- Summary and Conclusion.

2. Scheme Cost Estimates

2.1 Introduction

This section of the report outlines the input preliminary cost estimates included in the assessment.

2.2 Cost Estimates

Scheme cost estimates were provided by Capita in May 2017 and are summarised in Table 2-1 below. In line with WebTAG requirements, a 10% allowance for risk has been applied to base construction cost estimates. A 5% allowance for risk has been added to preparation and supervision base cost estimates. All costs presented in Table 2-1 are in 2017 resource prices and no allowance for optimism bias has been included at this stage.

Scheme cost estimates for all schemes have been included in the economic assessment in order to provide a true reflection of the overall package BCR.

Table 2-1 – Base Cost Estimates

No.	Intervention Location	Preparation Cost	Supervision Cost	Construction Cost	Total maintenance Cost	Risk Adjusted Total Cost (Design Supervision & Construction)*
J1	A666/ Watery Lane	£859	£253	£2,992	-	£4,459
J13	A666/ Grimshaw Street	£859	£253	£2,992	-	£4,459
J5	Sough Road / Grimshaw Street / Pole Lane	£91,391	£26,937	£488,399	-	£661,482
J6	Pole Lane / Priory Drive	£5,154	£1,519	£17,955	-	£26,757
J7	Marsh House Lane / Priory Drive	£25,425	£7,494	£159,077	-	£209,549
-	Link Road	£386,865	£114,025	£1,353,308	£655,500	£2,014,573
J7a	Ivinson Road/ Oak Grove/ Holden Fold	£25,425	£7,494	£183,577	-	£236,499
* Includes additional risk adjustment outlined above					**TOTAL**	£3,157,778

Based upon the stage of development of each scheme and the detail level of the cost estimates, appropriate levels of optimism bias (44%, 15% or 3%) were selected for each scheme in line with WebTAG Unit A1-2 'Scheme Costs' section 3.5, 'Optimism Bias'. The levels of optimism bias applied to each scheme are at this stage set to 15%.

All scheme costs are expected to occur in the year of construction and it was acknowledged that the cost of civil engineering projects rises faster than the rate of inflation. To address this, a 2.5% uplift per year in real terms has been applied to scheme costs where the construction year is later than 2015. A construction programme detailing the construction year of each scheme has been derived.

In line with WebTAG Unit A1-1 'Cost Benefit Appraisal' section 2.1, 'Present Values and Discounting' all scheme costs have been discounted to the DfT's base year 2010, using WebTAG Databook values. This has been applied across the full appraisal period for each scheme due to the associated maintenance costs recurring each year.

To convert from resource price to market prices, an indirect tax correction factor of 1.190 has been applied, in accordance with WebTAG unit A1-2 Section 6.1.

The final scheme costs for input into the appraisal, along with relevant optimism bias levels and scheme opening years, is shown in Table 2-2 overleaf.

Table 2-2 – Final Scheme Costs for Appraisal

No.	Intervention Location	Total Cost (Design, Supervision & Construction) (2017 Resource Prices)	Const. Year	Optimism Bias	Total Maintenance Cost	Total Cost (Design, Supervision & Construction) (2010 Market Prices)
J1	A666/ Watery Lane	£68,604	2018	3%	-	£58,252
J13	A666/ Grimshaw Street	£44,312	2018	3%	-	£37,626
J5	Sough Road / Grimshaw Street / Pole Lane	£632,335	2018	3%	-	£536,925
J6	Pole Lane / Priory Drive	£82,511	2018	3%	-	£70,061
J7	Marsh House Lane / Priory Drive	£871,672	2018	3%	-	£740,149
J7a	Ivinson Road/ Oak Grove/ Holden Fold	£305,302	2018	3%	-	£259,236
-	Link Road	£1,253,883	2018	3%	£655,500	£1,064,690
	Pre-Works Contract	£65,265	2018	3%		£55,418
	TOTAL	**£3,323,884**			**TOTAL**	**£2,822,357**

3. Scheme Benefit Estimates

3.1 Introduction

This section of the report outlines the methodology for quantifying transport user benefits arising from the proposed improvements across the Darwen East Development Corridor.

3.2 Quantification of Highway Scheme Benefits

For the junction assessments, scheme benefits have been calculated based upon through journey time savings as a result of the junctions operating more efficiently.

The journey time benefits have been derived from analysis of the reduction in delay between the current situation and proposed future situation. The delay quantification has been undertaken by Capita using industry standard Junctions 9 software ARCADY and PICADY modules to model the scenarios. The models produced reflect the peak hour during the AM and PM peak period and the average hour during the IP period. Further detail on the annualisation process and quantification of off peak benefits is provided in Section 3.9.

As the local junction models do not allow for vehicle re-routing or the quantification of travel distance changes the quantification of other potential highway related benefits has not been undertaken, for example noise, air quality and greenhouse gas reductions.

The methodology for quantifying scheme benefits has been informed by WebTAG Unit A1-1: ‘Cost-Benefit Analysis’ and WebTAG Unit A1-3: ‘User and Provider Impacts’. The approach to calculating scheme Journey Time Benefits is outlined below:

- Quantification of transport demand in the opening year (2019), and forecast transport demand in the design year (2026);
- Quantification of overall travel time savings in the Do-Nothing (DN) and Do-Something (DS) scenarios (derived from the local junction modelling outputs) in opening year and the design year;
- Derivation of local percentage vehicle splits at each junction;
- Monetise the travel time savings;
- Calculation of annual transport benefits;
- Forecast monetised benefits over 60-year appraisal period;

- Discount benefits to 2010 in line with WebTAG recommendations and standard values; and
- Sensitivity testing around the Core Scenario.

Further detail on the steps undertaken above is given in Sections 3.6 to 3.14

3.3 Establishing Baseline Traffic

On 30/06/15, an extensive traffic survey was undertaken across Darwen comprising of Manual Classified Counts (MCCs) at the locations detailed overleaf in Table 3-1. The data collected is considered to be 'neutral', or representative, avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic. Traffic count data and turning movements associated with the counts detailed overleaf will be used to establish baseline traffic conditions on the local highway network for the year 2015. Junction 7a was not subject to an MCC; traffic flowing along Holden Fold has been inferred from traffic entering/ exiting Junction 8 along Moor Lane/ Holden Fold. For traffic movements relating to the proposed link road/ Oak Grove arm in baseline conditions, 15 PCUs have been added to each movement (giving a total of 60 two-way trips) to account for movements from existing housing. These movements will already be counted on the wider network, but have been counted as additional movements at this junction to ensure individual junction modelling at this location provides an accurate assessment of capacity in base and future forecast years.

A traffic flow diagram detailing weekday AM and PM peak hour traffic flow conditions for the 2015 baseline based on these counts can be found in Appendix A.

Table 3-1 – Baseline Traffic Count Details

Junction No.	Traffic Count Location	Survey Type
1	A666/ Watery Lane Queens Road	MCC
2	Watery Lane / Spring Vale Road	MCC
3	Watery Lane / Thompson Street	MCC
4	Causeway Street / Cranberry Lane / Sough Road	MCC
5	Grimshaw Street / Sough Road / Pole Lane	MCC
6	Pole Lane / Priory Lane	MCC
7	Priory Lane/ Marsh House Lane	MCC
7a*	Proposed Link Road/ Holden Fold	n/a
8	Goose House Lane / Chapels / Knowle Lane	MCC
9	Hollins Grove Street / Goose House Lane / Lower Eccleshall Road	MCC
10	Greenbank Terrace/ Lower Eccleshall/ Paul Rink Way	MCC
11	Roman Road/ Hoddlesden Road/ Marsh House Lane	MCC
12	Roman Road/ Pot House Lane	MCC
13	A666/ Grimshaw Street Bowling Green Close	MCC
14	A666/ Hardman Way	MCC
15	A666/ Dove Lane	MCC
16	A666/ Hollins Grove Street/ Earnsdale Road	MCC
17	A666/ Earcroft Way	MCC
18	A666/ Lynwood Avenue/ Hollins Road	MCC
19	A666/ Birch Hall Avenue	MCC
20	Marsh House Lane/ Pole Lane	Taken from local TA

* Traffic data inferred from J8 and site allocation trip generation

3.4 Local Growth and Development

3.4.1 Allocated Housing Development Sites

According to the BwD Local Plan Part 2 in relation to development site 16/14, "*the estimated number of houses to be developed on this site by 2026 is 350, of which 105 are expected to be delivered by March 2019. Housing development is expected to continue beyond 2026*".

Across Darwen, six sites are allocated for housing, and are expected to provide a total of 1,154 dwellings by 2026. A Summary of each of these six sites is as follows:

- Site 16/12: Holden Fold Development Site = 315 Homes
- Site 16/13: Shorey Bank Extra Care Scheme = 119 Homes
- Site 16/14: East Darwen Development Corridor = 350 Homes

- Site 16/15: Pole Lane = 130 Homes
- Site 16/16: Pole Lane South = 130 Homes
- Site 16/17: Cranberry Lane Development Site = 110 Homes

The aim of the DEDC link road is to provide suitable access to the 350 dwellings identified for Site 16/14. The DEDC Road Improvement Scheme is designed to facilitate growth and development of all six sites across Darwen allocated for housing within the Local Plan Part 2, as well as other local housing development.

All other local housing development, including other housing site allocations across BwD as well as smaller developments not large enough to be specifically identified, will be considered in traffic forecasting as background growth. Traffic associated with these will be considered through the application of adjusted of TEMPro Growth Factors, applied to forecast future scenarios.

3.4.2 Allocated Employment Development Sites

Across Darwen, three sites are allocated for employment development, and are expected to provide a total of 11.7 hectares of new employment space by 2026. All sites are expected to have a land use of offices / light industry or general industry. A summary of each of these three sites is as follows:

- Site 13/10: Commercial Way, Blackburn = 3.4 Hectares
- Site 13/11: Hollins Grove, Darwen = 1.3 Hectares
- Site 13/12: Darwen Chapels Park = 7.0 Hectares

Traffic associated with these sites will be considered within TEMPro Growth Factors applied to forecast scenarios.

The DEDC Road Improvement Scheme is designed to facilitate growth and development of all employment development sites across Darwen allocated within the Local Plan.

3.4.3 Trip Generation

The current planning application relates purely to the construction of a new road link described as part of the DEDC Scheme. In practical terms, the development itself is considered to have zero or negligible trip generation. The main aim of the DEDC road link is to facilitate housing growth and development at site 16/14 and other allocated housing sites across Darwen, as defined above.

Trip generation from both housing and employment sites will be estimated using the industry standard trip estimation programme TRICS. Trip rate units for housing development sites will be estimated per household. Trip rate units for employment sites will be estimated per hectare, based on land use as 'Industrial Estate'. Trip rates per unit will be established for both AM (08:00 to 09:00) and PM (17:00 to 18:00) peak traffic periods. 85th percentile trip rates will be taken from rank order survey selections for each type of development as appropriate. Trip rates per unit for each allocation type are summarised in Table 3-2**Error! Reference source not found.** below.

Table 3-2 - Site Allocation Trip Rates

Allocation Type	Land Use	Units	AM (per unit)			PM (per unit)		
			Arr	Dep	Tot	Arr	Dep	Tot
Employment	Industrial Estate	Hectares	50.28	8.94	59.22	18.75	37.50	56.25
Housing	Residential	Dwellings	0.243	0.491	0.734	0.353	0.412	0.765

Full TRICS Outputs for both Residential and Employment development trip rates can be found in Appendix B. A summary of estimated trips from each local plan site allocation can be found in Table 3-3**Error! Reference source not found.** overleaf.

Table 3-3 - Trip Rates per Site Allocation

Site Allocation		Units		AM (08:00-09:00)			PM (17:00-18:00)		
				Arr	Dep	Tot	Arr	Dep	Tot
Employment	Site 13/10	Hectares	3.4	171	30	201	64	128	191
	Site 13/11		1.33	67	12	79	25	50	75
	Site 13/12		7.02	353	63	416	132	263	395
	Total		**11.75**	**591**	**105**	**696**	**220**	**441**	**661**
Housing	Site 16/12	Dwellings	315	77	155	231	111	130	241
	Site 16/13		119	29	58	87	42	49	91
	Site 16/14		350	85	172	257	124	144	268
	Site 16/15		130	32	64	95	46	54	99
	Site 16/16		130	32	64	95	46	54	99
	Site 16/17		110	27	54	81	39	45	84
	Total		**1154**	**280**	**567**	**847**	**407**	**475**	**883**

3.5 Traffic Forecasting and Assignment

3.5.1 Trip Distribution and Assignment

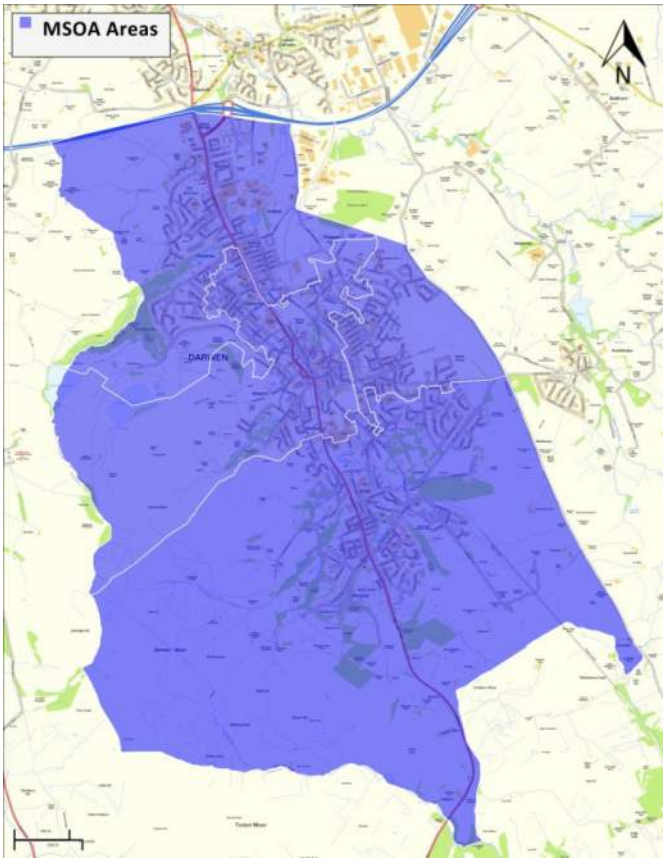
Where available, trip distribution and assignment of site allocation traffic has been taken from relevant TAs where a planning application is available. Where these are not available, trip distributions for each site allocation have been assumed to follow the same movements and turning proportions at each junction as recorded for relevant MCCs used to establish baseline traffic. Slight adjustments have been made to ensure assigned routes are realistic. Where developments form a new junction onto the highway network, trip distribution and assignment has been based on the relative proportions of traffic flowing on the adjoining highway link in either direction.

It has been assumed that no reassignment will take place along the proposed new road link between Marsh House Lane and Ivinson Road. The only traffic forecast to use the link following its opening is that associated with housing site allocation 16/14.

3.5.2 TEMPro Growth Study Area

TEMPro growth factors will be applied to 2015 MCC traffic to forecast the growth in background traffic across the local highway network for the years 2015 to 2019 and 2015 to 2026. Factors have been derived using the latest TEMPro 7.2 dataset made available by the DfT. Growth factors will be derived from four bottom layer TEMPro NTEM Zones within the BwD Local Authority Area. These correspond to census Mid Super Output Areas (MSOAs). Zones used to derive growth factors are BwD 014 (E02002628), BwD 015 (E02002629), BwD 016 (E02002630) and BwD 017 (E02002631). This approach is consistent with the requirements for DfT scheme appraisal defined by WebTAG guidance and The Green Book. These are mapped in Figure 3-1 below.

Figure 3-1 - TEMPro MSOA Areas



Growth factors are derived for car drivers only. An average of Origin and Destination growth factors for each of the four zones is taken to represent the unadjusted NTEM TEMPro factor for AM and PM periods.

3.5.3 *TEMPro Adjustments*

National Transport Model

Given the localised impact of the scheme to specific road links, growth factors are adjusted to consider growth implications on individual road types based on the National Transport Model (NTM) AF15 Dataset for each of the four defined TEMPro zones. Factors are adjusted for all types of urban road, and are again averaged across the four zones.

Applied Alternative Assumptions (2026 only)

As mentioned previously, TEMPro factors forecasting traffic to 2026 will be adjusted to consider Local Plan employment and housing site allocations. No adjustments will be needed for the 2019 scenario as no site allocation traffic has been explicitly modelled for this forecast year. Alternative assumptions for future housing and job levels in the 2026 future year across the defined TEMPro area will be adjusted to consider trip generation and distribution of site allocations across the network. Details of housing and employment assumptions between base and 2026 forecast year can be seen in Table 3-4 below.

Table 3-4 - Unadjusted TEMPro Housing and Employment Assumptions

TEMPRO Assumption	Households	Jobs
2015	12698	9608
2026	13646	9855
Change	948	247
Change Factor	1.075	1.026

In relation to households, assumed forecast future housing estimates less additional housing provision (948) by 2026 than are identified by the Local Plan site allocations (1154, see Table 3-3).

While it is possible to suppress TEMPro growth assumptions to forecast a reduction in households, it is considered that this would provide an unrealistic future growth scenario given the expected housing growth from site allocations detailed within the Local Plan. While growth in addition to site allocations is likely to occur from smaller housing developments, this is expected to be negligible, and considered within TEMPro background growth parameters.

In relation to employment assumptions, similar assumptions can be made in relation to employment levels, with additional trips generated by growth in employment outside of site allocation development considered within TEMPro background parameters.

It is therefore assumed that all notable housing and employment growth within the study area has been explicitly modelled. Alternative assumptions applied to growth factors are detailed in Table 3-5 below.

Table 3-5 – Adjusted TEMPro Housing and Employment Assumptions

TEMPRO Assumption	Households	Jobs
2015	12698	9608
2026	12698	9608
Change	0	0

Explicitly modelling site allocations identified within the Local Plan ensured that trips generated from specific sites at specific locations are distributed appropriately across the local network, which will ensure effective assessment of junction and highway capacity. A control factor will be applied at each junction to ensure local growth values are control to DfT central growth assumptions (see overleaf).

Fuel and Income Adjustment Factors

Fuel and Income Adjustment Factors will be applied to TEMPro growth factors between the base year and relevant forecast year. These are applied using the DfT recommended methodology outlined in 'WebTAG Unit M4 – Forecasting and Uncertainty'.

Summary of TEMPro Factors

A summary of TEMPro factors can be found in table Table 3-6 below. All factors have NTM, as well as fuel and income adjustment factors applied.

Table 3-6 – TEMPro Adjustment Factor Summary

Scenario	2015	2019 (core)	2026 (core)	2026 (adjusted)
AM	-	1.091	1.203	1.148
PM	-	1.091	1.201	1.140

Control Factor (2026 only)

Finally, a control factor will be derived and applied at each junction in the 2026 forecast year to control the level of growth defined by alternative assumptions and site allocations to central TEMPro growth assumptions. This is done to ensure forecast traffic growth across the local highway network falls in line with DfT central growth expectations for a given area.

To achieve this, a control factor is derived from the relative proportion of the original assumptions (core) growth factor to the alternative assumptions (with site allocations) growth factor, applied to matrix totals at each junction. NTM adjustments, as well as fuel and income adjustment factors are applied to both core and adjusted growth factors.

Both core and adjusted growth factors will be applied to the Origin-Destination matrix totals for each junction. This is based on the following formula:

$$Control\ Factor = \frac{Core\ Factor\ Matrix\ Total}{Alternative\ Factor\ Matrix\ Total}$$

Table 3-7 below summaries the matrix totals for each junction for the 2015 Baseline, Baseline with the unadjusted TEMPro factor applied and Baseline with site allocations and adjusted TEMPro factor applied. Junction numbers relate to those detailed in Table 3-1Table 3-1. 2026 core matrix totals are obtained by applying the core growth factor outlined in Section 4.5 to the baseline matrix total. 2026 adjusted matrix totals are obtained by applying the alternative assumptions growth factor with the addition of site allocation trip distributions to the 2015 baseline.

Table 3-7 – Matrix Total Summary and Associated Control Factors

	AM				PM			
TEMPro Factor	**-**	**1.203**	**1.148**	**-**	**-**	**1.201**	**1.140**	**-**
Junction	**Matrix Totals**			**Control Factor**	**Matrix Totals**			**Control Factor**
	2015 Base	**2026 Core**	**2026 Adj.***		**2015 Base**	**2026 Core**	**2026 Adj.***	
J1	1132	1362	1464	**0.93**	1249	1500	1630	**0.92**
J5	1055	1269	1406	**0.90**	1191	1430	1620	**0.88**
J6	837	1007	1143	**0.88**	1003	1204	1324	**0.91**
J7	601	723	920	**0.79**	675	811	1006	**0.81**
J7a	328	395	646	**0.61**	527	633	805	**0.79**
J13	1067	1284	1391	**0.92**	1227	1474	1617	**0.91**

* Includes explicitly modelled site allocation traffic

3.5.4 Future Traffic Flow Scenarios

A traffic flow diagram detailing weekday AM and PM peak hour traffic flow conditions for the 2019 forecast scenario (2015 Baseline + TEMPro Background Growth Factor) can be found in Appendix A.

The relevant control factors are applied to each junction in the alternative assumption scenario. A Traffic flow diagram detailing weekday AM and PM peak hour traffic flow conditions for the 2026 forecast scenario (2015 Baseline + Site Allocation traffic + Adjusted TEMPro growth factor + Control Factor) can also be found in Appendix A.

3.6 Quantification of Travel Time Savings

Capita have modelled each junction in the opening year and design year for the DN and DS scenarios in both the AM and PM peak hour at all junctions and the average IP hour for selected junctions.

The AM and PM peak hours have been defined at each junction based on the observed peak hour flow across the period (07:00 – 10:00 and 16:00 – 19:00 respectively). The average IP hour has been calculated across the entire IP period (10:00 – 16:00). All factors have been derived from local traffic counts undertaken in June 2015.

The travel time savings are defined as the change in total delay between the DN and DS scenario,for each proposed intervention location..

For junction interventions, ARCADY and PICADY model outputs have a standard unit of PCUhrs per modelled hour, and have been treated using a PCU-Veh conversion factor from ATC count data. Monetised journey time savings (see Section 3.9) for peak periods have been applied on an annualised basis using factors derived from ATC counts.

For the proposed link road, journey time benefits per vehicle have been calculated based on the relative reduction in distance across Baileys Field, with demands based on forecast trips generated by Local Plan Site Allocation 16/14 and a small number of existing trips associated with nearby properties.

3.7 Derivation of Vehicle Type Splits

Percentage vehicle type splits have been calculated for each junction based on classified vehicle counts for the AM and PM peak hours, carried out in June 2015. The user classes included in the analysis are:

- Car;
- LGV;
- OGV 1;
- OGV 2; and

- PSV.

For the purposes of applying Values of Time, sourced from the WebTAG Databook (DfT, July 2017) Table A1.3.2, default journey purpose splits were applied to each user class and sourced from the WebTAG Databook (DfT, July 2017) Table A1.3.4. The resultant vehicle splits input into the appraisal were:

- Car Employers Business;
- Car Commute;
- Car Other;
- LGV Employers Business;
- LGV Commute;
- LGV Other;
- OGV 1;
- OGV 2; and
- PSV.

3.8 Monetisation of Travel Time Savings

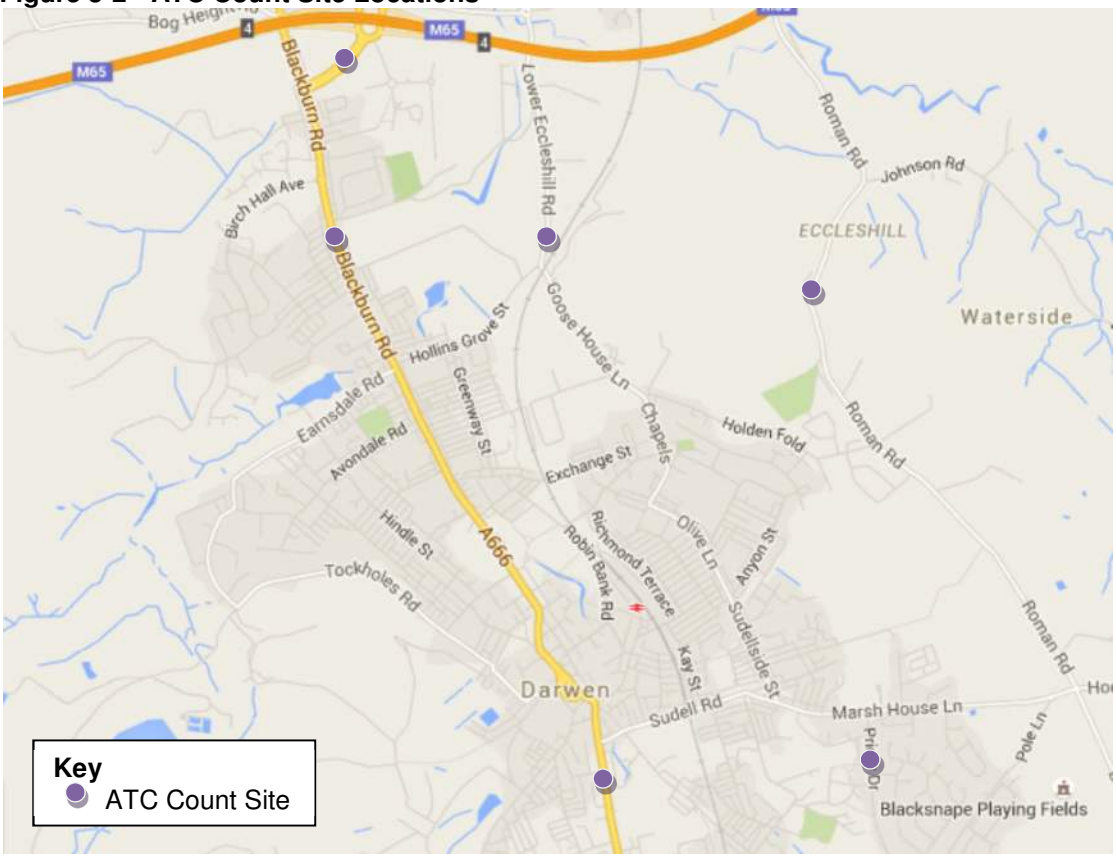
Values of time for each user class, journey purpose and appraisal year have been sourced from the WebTAG Databook (DfT, July 2017, Table A1.3.2). Relative growth in values of time across the appraisal period have been forecast based on values listed in the WebTAG Databook (DfT, July 2017, Annual Parameters).

3.9 Calculation of Annual Transport Benefits

Annual transport benefits were derived through the application of a peak hour to peak period factor (or average hour to peak period factor, where appropriate) and a working day to working year factor in line with WebTAG Unit A1-3 'User and Provider Impacts' section 9, 'Annualisation'.

The peak hour to peak period factors have been calculated based on observed data at a selection of count locations within Darwen shown in Figure 3-2 overleaf. These counts were undertaken in June 2015 so are aligned with MCC data used to establish network turning proportions.

Figure 3-2 - ATC Count Site Locations



A peak hour to peak period factor was calculated at each location, the results are summarised in Table 3-8 below.

Table 3-8 – Peak Hour to Peak Period Factors for Each Site

Location	AM Peak Hour	AM Peak hour to AM Period Factor	PM Peak Hour	PM Peak hour to PM Period Factor
Earcroft Way	08:00 – 09:00	2.63	16:30 - 17:30	2.83
Lower Eccleshill Road	08:00 – 09:00	2.61	17:00 - 18:00	2.82
Roman Road	08:00 – 09:00	2.41	17:00 - 18:00	2.84
A666 Blackburn Road	08:00 – 09:00	2.81	16:30 - 17:30	2.94
Priory Drive	08:00 – 09:00	2.35	17:00 - 18:00	2.97
A666 Bolton Road	07:30 – 08:30	2.71	17:00 - 18:00	2.80

It is clear from the results that the variation of factors of the same location type is low. It was therefore deemed appropriate to average the AM and PM peak hour to period factors for each

type to derive common factors which would be applied to the appropriate junctions when calculating the annual transport benefits.

The factors to be used when calculating the annual transport benefits for the Darwen East Development Corridor, are summarised in Table 3-9 below.

Table 3-9 – Peak Hour to Period Factors (DEDC)

AM Peak Hour to AM Period	Average IP Hour to IP Period	PM Peak Hour to PM Period
2.64	6.000	2.85

For each forecast scenario, hourly average Inter-peak (IP) traffic has been derived using a factor obtained from ATC count data. Relative changes in IP travel time savings have been included in economic appraisal.

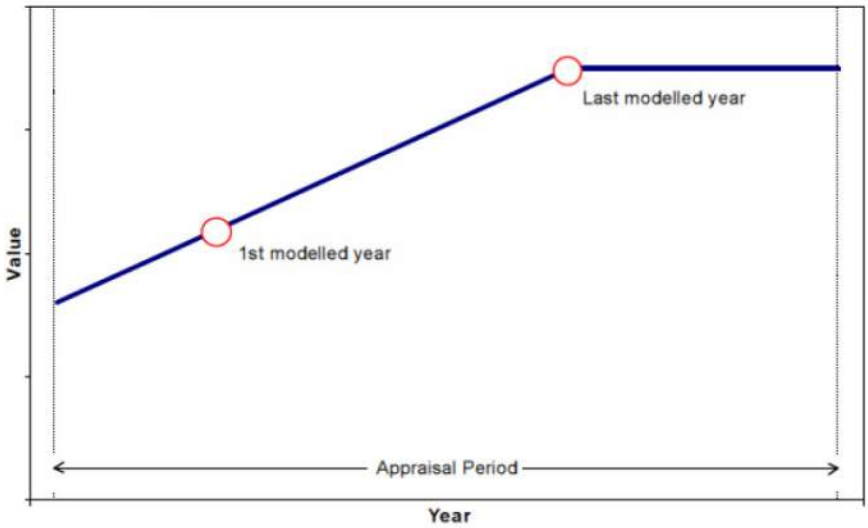
Following examination of the traffic count data, it was not deemed appropriate to incorporate weekend benefits/ dis-benefits within the economic assessment. This was due to the traffic volumes observed on the weekend being significantly lower than those during the weekday IP period. The data was therefore considered unrepresentative and for this reason, weekend benefits/ dis-benefits have been excluded from the economic assessment.

The working day to working year factor applied is 253.

3.10 Forecasting Benefits over the Appraisal Period

The annual transport benefits for each scheme have been interpolated and projected over a 60-year appraisal period as illustrated in Figure 3-3 overleaf. In line with WebTAG guidance, no further growth was applied after the last modelled year (2026). Appropriate growth in the value of time for each year of the appraisal has been sourced from the WebTAG Databook (DfT, July 2017) and applied to each year across the 60 year appraisal period.

Figure 3-3 – Interpolation and Projection of Benefits



3.11 Assumptions

Key assumptions required to undertake the analysis for the core scenario are detailed below:

- For highway improvement schemes the scheme opening year is taken as 2019, with 2026 as the final year of the plan period.
- Highway improvement schemes were appraised over a 60-year appraisal period;
- Based on local Automatic Traffic Count (ATC) count data the factors set out in Table 3-9 have been determined and applied to the analysis; and
- The factors applied to obtain forecast highway traffic growth levels have been obtained from TEMPro software, using the NTEM v7.2 dataset (see Section 3.5).

3.12 Modelled Time Periods

The modelled time periods for each junction will be the AM peak hour (peak hour between 0700 and 1000) and the PM peak hour (peak hour between 1500 and 1800).

Following liaison with the Independent Assurer, it has been agreed that the IP hour (average hour between 1000 and 1500 and 1800 and 1900) should be modelled in scenarios where there is potential to introduce dis-benefits during this period. No outer-peak benefits/ dis-benefits have been considered have been considered for the BCR calculation.

3.13 COBALT Accident Analysis

Accident appraisal has been undertaken using the DfT's COBALT spreadsheet based tool, following the guidance in WebTAG Unit A4.1 and the COBALT manual. The outputs are shown in Table 3-10below. Monetised values shown have been adjusted to the DfT 2010 base year. Default accident rates have been used at each junction for the base year.

Table 3-10 – COBALT Accident Analysis Results Summary

Junction Location	Accidents Without Scheme	Accidents With Scheme	Accidents Saved by the Scheme	Accident Benefits Saved by the Scheme
A666 / Watery Lane/ Queens Rd	60.0	60.0	0.0	£0.00
Sough Road / Grimshaw Street / Pole Lane	58.5	44.7	13.8	£924,700
Pole Lane / Priory Drive	33.3	9.7	23.6	£1,146,300
Priory Drive / Marsh House Lane / Proposed Link Road	45.5	17.4	28.1	£1,384,400
Oak Grove / Holden Fold	18.2	18.2	0.0	£0.00
A666 / Grimshaw Street/ Bowling Green Close	59.0	59.0	0.0	£0.00
Total	**274.5**	**209**	**65.5**	**£3,455,400**

The outputs indicate that proposed interventions at a number of junctions will have a beneficial effect on accident rates at certain locations. Proposed junction improvements at the Sough Road / Grimshaw Street / Pole Lane junction, the Pole Lane / Priory Drive junction and the Priory Drive / Marsh House Lane / Link Road junction are all expected to reduce the total number of accidents across the appraisal period.

3.14 Sensitivity Testing

The following sensitivity test have been conducted deviating from the core scenario to test the robustness of the economic forecast to potentially unrealised benefit:

- A low cost option sensitivity test
- A zero traffic growth sensitivity test (following 2019 opening year);
- A 30 year appraisal period sensitivity test;
- A sensitivity test excluding IP benefits; and
- A Value of Time sensitivity test (based on WebTAG Unit A1.3).

4. GVA Methodology

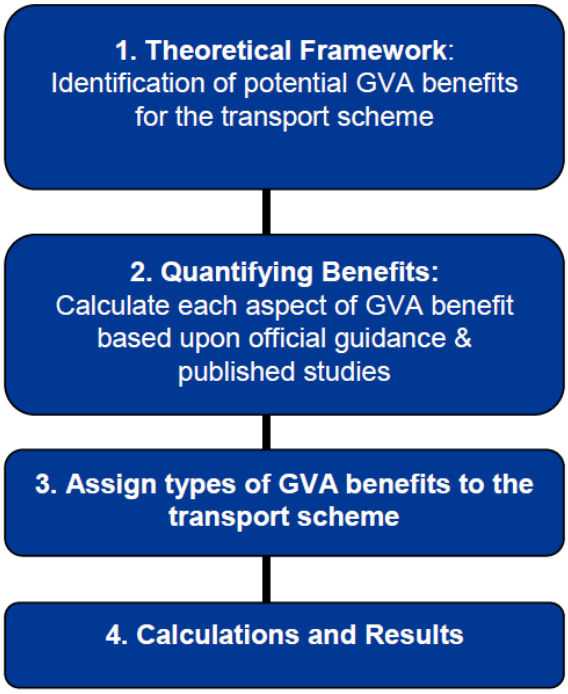
4.1 Introduction

This section of the report outlines the methodology used to quantify the potential GVA benefits associated with the scheme.

4.2 Methodology

The analysis of potential GVA benefits has been undertaken in the following stages, as summarised in Figure 4-1 below.

Figure 4-1 – Theoretical GVA Framework



4.3 Theoretical Framework

The GVA analysis seeks to complement standard transport appraisals. The wider economic impacts of the proposed transport schemes are particularly important to understand in terms of the potential benefits for the locality and the Government's economic growth agenda.

GVA measures the total value of goods and services; i.e. economic activity. In its simplest terms, it is therefore GDP at a local/regional level, minus indirect taxation.

There are three key mechanisms by which transport schemes produce GVA benefits; the number of new jobs created, the enhanced productivity of existing jobs and the direct cost savings brought about by a transport scheme, as summarised below:

1. More jobs = Additional wages = Greater GVA

2. Higher productivity = Higher profits = Greater GVA

3. Direct cost savings = Greater GVA

4.4 GVA Benefit Quantification

Unlike standard transport appraisals, there is not a single methodology for estimating the impacts of a scheme on GVA, employment, or similar measures of the performance of the real economy. Methodologies often vary considerably across studies.

Almost all methods reviewed have particular strengths and weaknesses, and thus there is no single definition of what GVA is or how it should be quantified in the context of transport appraisal.

In this context, a bespoke methodology has been developed based on the above definition and consistent theoretical framework for assessing additional economic benefits. This ensures that the scheme is subject to a standard process and quantification of benefits; albeit using local variations in GVA per job, and local transport capacity constraints overcome.

Not all elements of GVA benefits are applicable for every type of scheme. The change as a result of unlocked development from increased capacity was considered appropriate for the Darwen East Development Corridor and has subsequently been assessed.

Benefits generated by unlocked development and employment, are quantified by multiplying the number of jobs expected to be generated by GVA per employee (by district area, and employment sector, using standard industrial categories).

The number of jobs generated by future employment opportunities has been referred to as direct employment and is obtained directly from business survey and direct empirical sources that estimate how much employment will be generated from local businesses. In this case, the Ekosgen 2014 report has been used as a robust measure of these, and accounting for

deadweight, displacement and leakage, provides realistic and market-assessed level of net employment creation for each key development site in the County.

The annual benefits obtained in the GVA analysis have been forecast over a 60 year period to be consistent with the rest of the appraisal, and to ensure consistency with the BCR outputs derived for the highway improvements schemes, which already incorporate user benefits of the scheme. However it is apparent from the methodology applied that there are no GVA benefits from the acceleration of jobs and housing after 25 years.

The benefits over the 25 year period have then been discounted using a 3.5% discount rate as defined in WebTAG. This is in line with Treasury Green Book guidance and is applicable to years 1 – 30 where appropriate.

5. Results

5.1 Introduction

This section presents the results from the BCR and GVA analysis. The BCR results have been presented by scheme, as well as for the overall Darwen East Development Corridor Improvements Scheme.

5.2 BCR Results

5.2.1 Package Results

The results of the BCR assessment for each scheme is shown in Table 5-1 below, displaying the Present Value of Benefits (PVB), the Present Value of Costs (PVC) and Benefit Cost Ratios (BCR). The PVC includes expected maintenance costs for the proposed link road across the 60-year appraisal period. The PVB values include any expected benefit/ dis-benefit from changes to accident rates at each junction detailed in Table 3-10. The PVB quoted does not incorporate the potential GVA benefits associated with the scheme and are considered WebTAG standard BCR's for each scheme.

Table 5-1 – Individual Scheme Benefits

Proposed Intervention	PVC	PVB	BCR
A666/ Watery Lane	£58,252	£51,085	0.89
A666/ Grimshaw Street	£37,626	£141,505	3.76
Sough Road / Grimshaw Street / Pole Lane	£536,925	£23,194,875	43.20
Pole Lane / Priory Drive	£70,061	£9,975	0.14
Link Road	£2,905,412	£5,357,049	1.84
Pre Contract Works	£55,418	-	-
TOTAL	£3,663,694	£28,755,209	7.85

With the exception of the Oak Grove / Holden Fold and Pole Lane / Priory Drive junctions, all junctions indicate a positive BCR greater than 1.5, well above the threshold set out by the LEP to consider a scheme for funding, as set out in the "LEP Accountability Framework" (Lancashire Enterprise Partnership, September 2014).

In relation to Oak Grove/ Holden Fold, through discussions with key stakeholders, a decision has been made to prioritise the main DEDC route through this section of the road network. It is acknowledged the chosen option has a detrimental impact on junction performance as compared to the existing arrangement. It has been agreed that following scheme implementation there will be a period of monitoring and evaluation after which priority arrangements and road markings will be reviewed and altered as necessary.

The scheme at Pole Lane / Priory Drive is shown to work within capacity in the horizon year and delivers significant accident benefits. As such the detrimental impact of the scheme on junction capacity is considered to be outweighed by the potential safety benefits of the scheme.

It is acknowledged that there are significant levels of benefits attributed to the Sough Road / Grimshaw Street / Pole Lane scheme, accounting for approximately 90% of the total PVB. Further investigation was undertaken into the validity of the models and the high levels of benefits can be attributed to the fact that congestion at this junction is already very high and the forecast traffic growth will increase this congestion significantly.

The overall BCR for the scheme is 7.85. As per DfT Guidance outlined in Section 1.4, it is expected that the scheme will provide “Very High” value for money.

5.3 AMCB Table

The AMCB (Analysis of Monetised Costs and Benefits) table is an industry standard table published by the DfT for the presentation of all monetised impacts of a scheme considered sufficiently robust for inclusion in the Net Present Value (NPV) and Benefit Cost ratio (BCR).

Table 5-2 overleaf summarises the outputs of the Benefit Cost Analysis for the Darwen East Development Corridor Improvements Scheme as a whole.

Table 5-2 – AMCB Table

Noise	-
Air Quality	-
Greenhouse Gases	-
Journey Quality (Congestion)	-
Physical Activity	-
Infrastructure Maintenance	-£841,337
Accidents	£3,455,400
Economic Efficiency: Consumer Users (Commuting & Other)	£16,428,639
Economic Efficiency: Business Users and Providers	£8,871,170
Wider Public Finances (Indirect Taxation Revenues)	-
Present Value of Benefits (PVB)	£28,755,209
Present Value of Costs (PVC)	£3,663,694
Net Present Value (NPV)	£25,091,515
Benefit to Cost Ratio (BCR)	7.85

5.4 Highway Safety

The benefits associated with improved highway safety have been quantified by undertaking a COBALT assessment for each scheme location. Any identified benefits/ dis-benefits identified have been included as part of the economic assessment.

5.5 Bus Routing

The new link road and improved junctions are likely to offer new routing possibilities and journey time savings as well as improving journey time reliability. In particular, the existing number 2, 37, D6 and D12 services are likely to receive benefits. The benefits associated with improved bus routing have not been quantified as part of the economic assessment.

5.6 GVA Results

The results of the GVA assessment undertaken produce various GVA measures which are defined in Table 5-3. The preferred and most useful measure is likely to be the discounted, average annual GVA benefits for the locality, so as it is presented in a similar way to GDP.

Table 5-3 – GVA Measures

GVA Measure	Explanation
Total GVA benefits over 60 years (undiscounted)	60-year values are provided over the lifetime of the scheme and which align with the same period of analysis associated with traditional transport appraisals. This figure shows the total 60 year GVA benefits undiscounted in 2010 prices.
Annual GVA benefits averaged over 60 years (undiscounted)	An annual GVA benefit averaged over 60 years is also presented. This is presented in 2010 prices and is undiscounted.
Total GVA benefits over 60 years (discounted)	This figure shows total benefits discounted over 60 years in 2010 prices. Discounting takes into account the effect of inflation at 3.5% for the duration of the appraisal period.
Annual GVA benefits over 60 years (discounted)	An annual GVA benefit averaged over 60 years is also presented. This is presented in 2010 prices and is discounted.

The results of the GVA analysis are presented in Table 5-4below. It should be noted that the preferred annual measure GVA is in the final column.

Table 5-4 – GVA

Discounted total GVA 60 years, 2010 prices)	Average GVA per annum (2010 prices discounted)
£33,246,727	£554,112

Given an investment of £2.5m, this would be returned within 5 years of the scheme opening, based on an average return of £0.554m in GVA uplift per annum in discounted 2010 costs. However, this figure represents an average over the appraisal period of the scheme and given the profiling of benefits, may not be recouped for several years.

These benefits have not been incorporated within the published BCR's set out in section 5.2, but it should be noted that the majority of improvements proposed meet the criteria for investment as set out by the LEP, without the GVA addition to the case.

As noted previously this figure is represented as Net GVA. Net GVA reflects the fact that the current highway capacity can accommodate only a proportion of the forecast development. In

addition to this it also takes into account locally orientated deadweight, displacement, leakage and substitution factors.

5.7 Unlocked Jobs

The GVA analysis detailed above was based upon a number of net additional jobs estimated by Capita and net additional dwellings estimated by the Blackburn with Darwen forward planning team.

In total, Capita estimated the net additional jobs which had the potential to be delivered in the DEDC at approximately 1469.

Therefore, the results of the GVA analysis, as set out in Section 5.6, are based on a total 1469 net additional jobs and 1154 net additional dwellings being accelerated by the DEDC link road and junction improvements. It should be noted that if further detail is required in terms of quantifying the number of jobs which could be unlocked at each site, a detailed assessment would be required.

Whilst significant development in terms of net additional jobs is proposed within Darwen, a significant proportion of this is reliant upon the DEDC improvements being delivered. These schemes will therefore directly assist in unlocking the full potential of these sites.

It is considered that the use of TEMPro planning data for an 11 year growth period provides a conservative estimate of the number of jobs the DEDC could realistically unlock. However, it is acknowledged that other mechanisms will be required to unlock the full potential of these sites.

The potential benefits associated with unlocking these jobs have not been incorporated within the published BCR's set out in section 5.2. However, the majority of improvements proposed meet the criteria for investment as set out by the LEP, without GVA addition to the case.

6. Summary and Conclusions

6.1 Summary

This report presents the results of the BCR and GVA analysis undertaken for the Darwen East Development Corridor Improvements Scheme.

Standard WebTAG and Treasury Green Book approaches have been used to undertake an assessment of the benefit cost ratios for the schemes. All benefits quoted are in 2010 prices, discounted to 2010, over a 15 year appraisal period.

The BCR analysis has shown that the scheme would provide benefits to existing transport users, reducing journey times and where applicable, marginal external cost savings.

In the absence of a singly recognised and adopted methodology for estimating potential GVA benefits, the GVA analysis has been undertaken using an evidence-led, theoretically consistent framework approach, based on available studies and parameters, as well as collaborative working with the client.

The analysis has quantified the potential GVA benefits that would be generated by the scheme. The results from the analysis, presented in this report, indicate that the scheme will have a positive impact on the local economy.

6.2 Conclusion

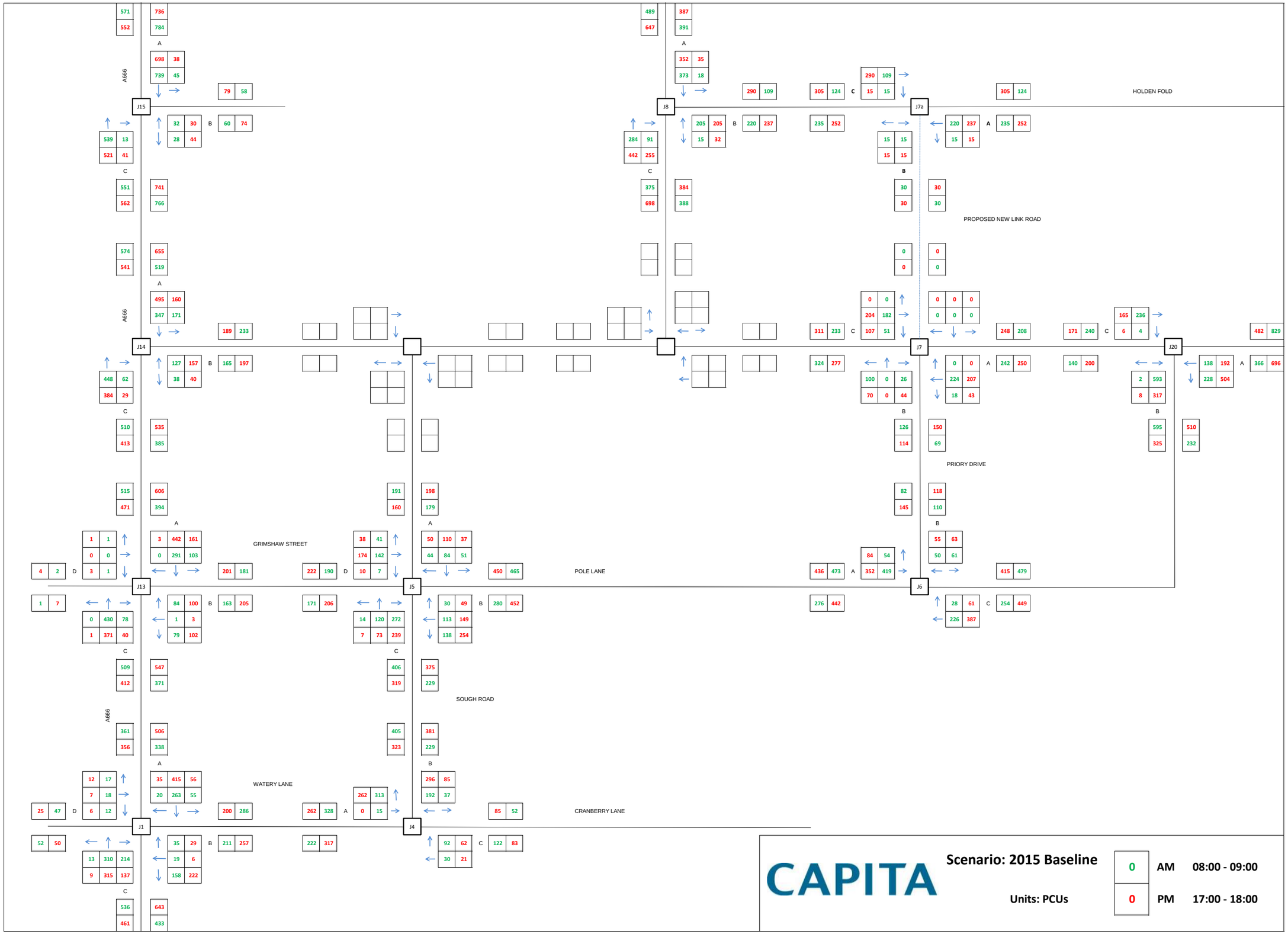
The Darwen East Development Corridor Improvements Scheme appraisal demonstrates 'Very High' value for money, based on a traditional transport BCR of 7.85 for the DEDC scheme as a whole. Individual BCR's for each scheme were produced and also indicate high value for money.

The scheme will also generate additional GVA benefits for the local economy.

A net GVA benefit over the appraisal period of approximately £0.55m per annum averaged over a 60-year appraisal period has been calculated based on locally adjusted GVA values (in 2010 discounted prices). The net GVA benefit has been calculated based upon the acceleration of 1469 net additional jobs and 1154 net additional dwellings.

Over the full 60-year assessment period, the total 2010 discounted benefits amount to approximately £33m.

Appendix A – Traffic Flow Diagrams

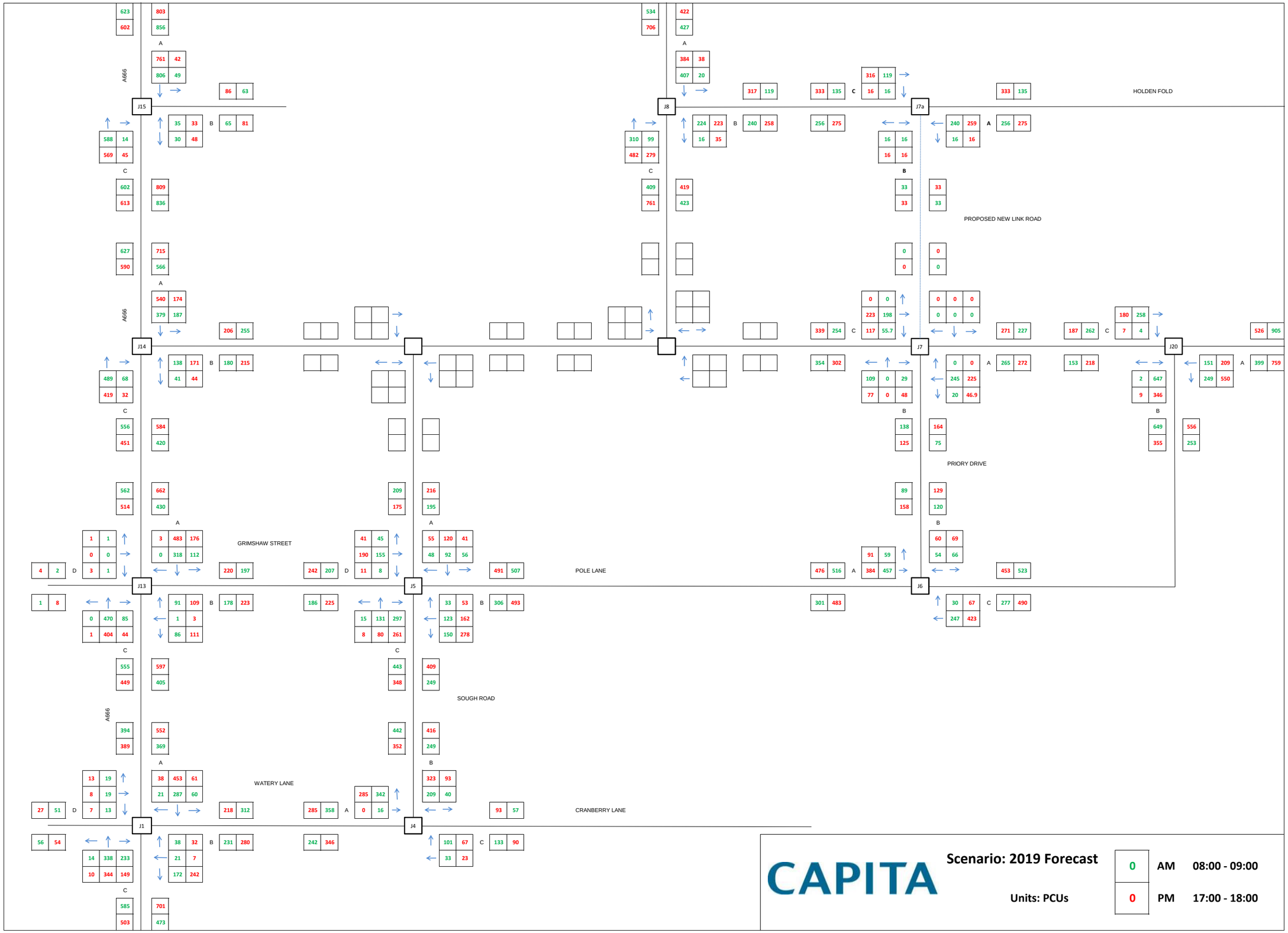


CAPITA

Scenario: 2015 Baseline

Units: PCUs

0	AM	08:00 - 09:00
0	PM	17:00 - 18:00

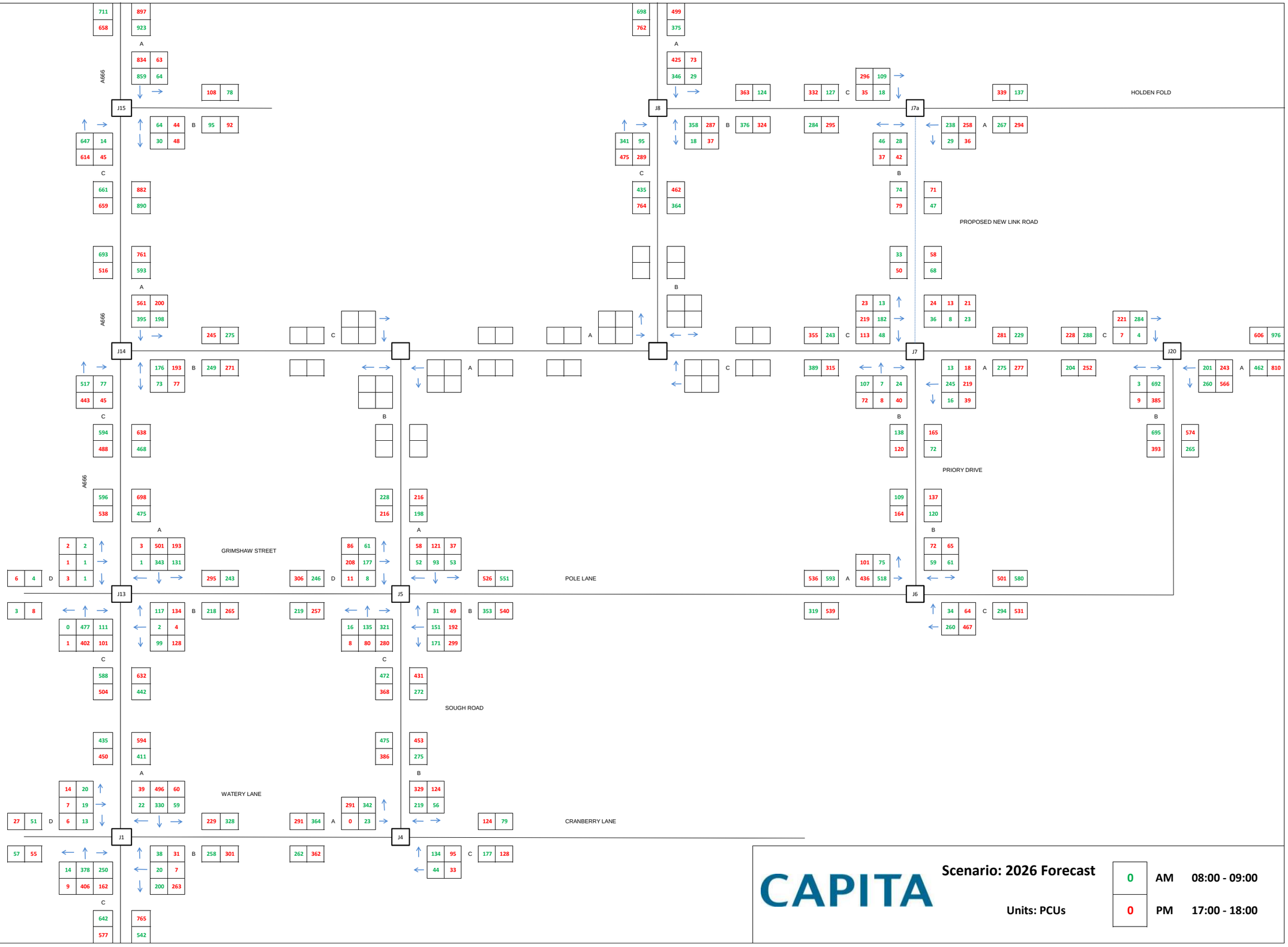


CAPITA

Scenario: 2019 Forecast

Units: PCUs

0	AM	08:00 - 09:00
0	PM	17:00 - 18:00



CAPITA

Scenario: 2026 Forecast

Units: PCUs

0	AM	08:00 - 09:00
0	PM	17:00 - 18:00

Appendix B – TRICS Trip Generation Reports

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	KC	KENT	1 days
	WG	WOKINGHAM	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	CW	CORNWALL	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 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:	Site area
Actual Range:	0.35 to 17.00 (units: hect)
Range Selected by User:	0.35 to 52.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 23/05/14

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:

Monday	3 days
Tuesday	5 days
Wednesday	3 days
Thursday	2 days
Friday	7 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	12

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	11
Commercial Zone	1
Residential Zone	5
Built-Up Zone	1
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.

Filtering Stage 3 selection:

Use Class:

B1	4 days
B2	12 days
B8	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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	7 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
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 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:

No	20 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.

LIST OF SITES relevant to selection parameters

1 BR-02-D-04 INDUSTRIAL ESTATE BRISTOL CITY
CROFTS END ROAD
SPEEDWELL
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.80 hect
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

2 BR-02-D-05 INDUSTRIAL ESTATE BRISTOL CITY
NOVERS HILL
BEDMINSTER
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 4.48 hect
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

3 CA-02-D-01 IND. ESTATE CAMBRIDGESHIRE
STURROCK WAY
BRETTON
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.80 hect
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

4 CA-02-D-02 IND. ESTATE CAMBRIDGESHIRE
COLDHAM'S ROAD
COLDHAM'S COMMON
CAMBRIDGE
Edge of Town
Industrial Zone
Total Site area: 0.58 hect
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

5 CA-02-D-03 IND. ESTATE CAMBRIDGESHIRE
SAVILLE ROAD
WESTWOOD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 1.47 hect
Survey date: THURSDAY 22/10/09 Survey Type: MANUAL

6 CB-02-D-04 INDUSTRIAL ESTATE CUMBRIA
CARLISLE ROAD

BRAMPTON
Edge of Town
No Sub Category
Total Site area: 9.11 hect
Survey date: WEDNESDAY 16/12/09 Survey Type: MANUAL

7 CH-02-D-02 INDUSTRIAL EST. CHESHIRE
MANCHESTER ROAD
WINCHAM
NORTHWICH
Edge of Town
Industrial Zone
Total Site area: 5.00 hect
Survey date: FRIDAY 15/06/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 CW-02-D-02 INDUSTRIAL ESTATE CORNWALL
DRUIDS ROAD

CAMBORNE
Edge of Town
Industrial Zone
Total Site area: 4.72 hect
Survey date: FRIDAY 21/09/07 Survey Type: MANUAL

9 DV-02-D-06 INDUSTRIAL ESTATE DEVON
ST MODWEN ROAD

PLYMOUTH
Edge of Town
Industrial Zone
Total Site area: 0.59 hect
Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

10 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD

EASTBOURNE
Edge of Town
Residential Zone
Total Site area: 2.30 hect
Survey date: MONDAY 21/10/13 Survey Type: MANUAL

11 EX-02-D-01 INDUSTRIAL ESTATE ESSEX
OAKWOOD HILL

LOUGHTON
Edge of Town
Industrial Zone
Total Site area: 3.58 hect
Survey date: THURSDAY 22/11/07 Survey Type: MANUAL

12 HE-02-D-02 BUSINESS PARK HEREFORDSHIRE
BURCOTT ROAD

HEREFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.50 hect
Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

13 KC-02-D-02 INDUSTRIAL ESTATE KENT
SOUTHWELL ROAD

DEAL
Edge of Town
Residential Zone
Total Site area: 3.54 hect
Survey date: WEDNESDAY 28/11/12 Survey Type: MANUAL

14 NF-02-D-03 INDUSTRIAL ESTATE NORFOLK
BIDEWELL CLOSE

NORWICH
Edge of Town
Residential Zone
Total Site area: 1.60 hect
Survey date: MONDAY 08/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 SF-02-D-02 INDUSTRIAL ESTATE SUFFOLK
HADLEIGH ROAD
WESTBOURNE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Site area: 17.00 hect
Survey date: TUESDAY 22/05/07 Survey Type: MANUAL

16 TW-02-D-07 INDUSTRIAL ESTATE TYNE & WEAR
SWALWELL BANK
WHICKHAM
GATESHEAD
Edge of Town
Residential Zone
Total Site area: 2.10 hect
Survey date: FRIDAY 04/10/13 Survey Type: MANUAL

17 WG-02-D-01 INDUSTRIAL ESTATE WOKINGHAM
FISHPONDS ROAD

WOKINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.79 hect
Survey date: TUESDAY 20/11/12 Survey Type: MANUAL

18 WM-02-D-02 INDUSTRIAL ESTATE WEST MIDLANDS
DUNLOP WAY

BIRMINGHAM
Edge of Town
Residential Zone
Total Site area: 5.09 hect
Survey date: WEDNESDAY 07/11/12 Survey Type: MANUAL

19 WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE
SANDY LANE

STOURPORT-ON-SEVERN
Edge of Town
Commercial Zone
Total Site area: 0.35 hect
Survey date: FRIDAY 23/05/14 Survey Type: MANUAL

20 WY-02-D-03 INDUSTRIAL ESTATE WEST YORKSHIRE
ARMLEY ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 6.08 hect
Survey date: FRIDAY 20/09/13 Survey Type: MANUAL

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

Capita Symonds Scott Drive Altrincham Licence No: 504504

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

VEHICLES

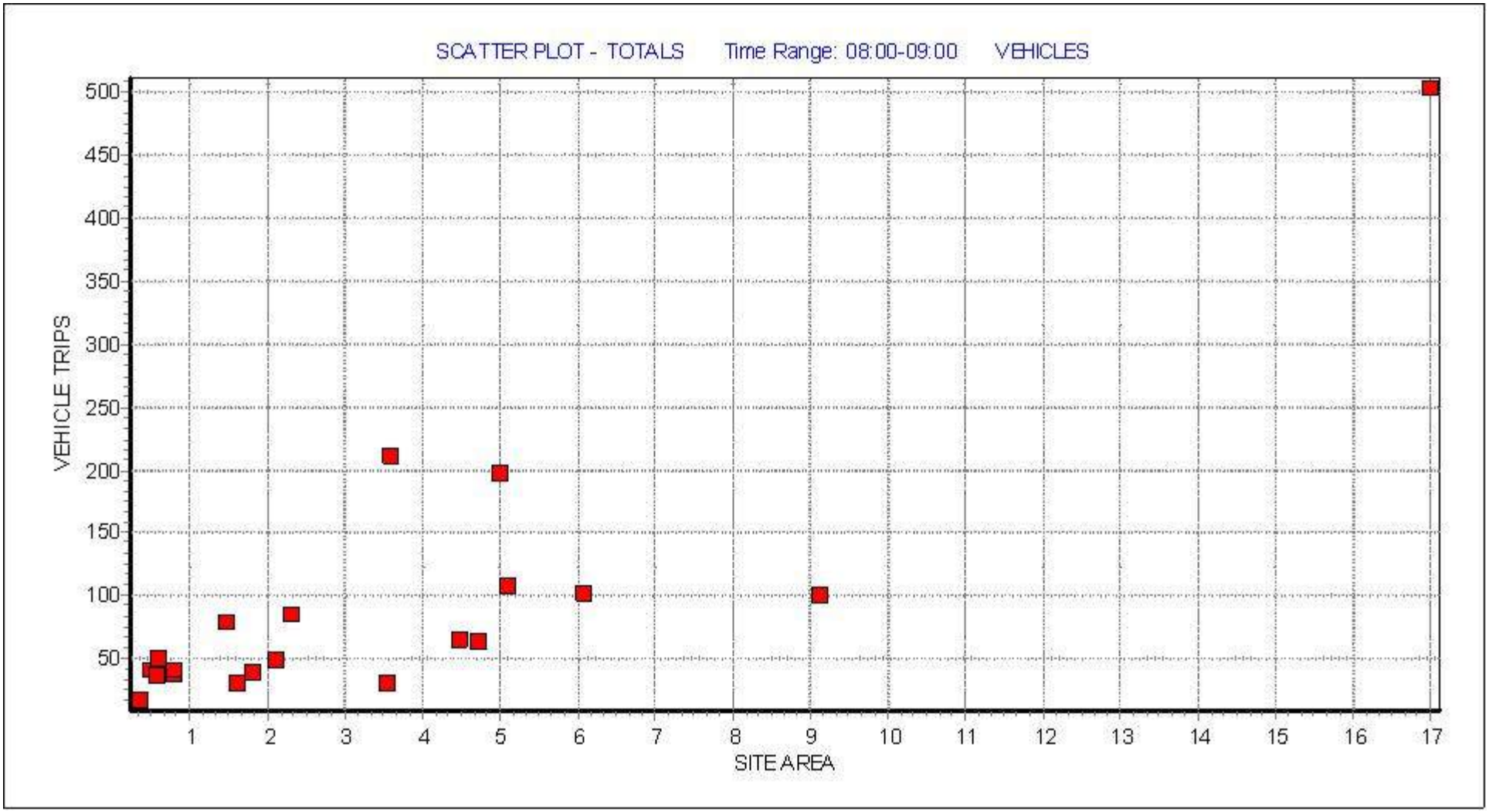
Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 17 BR-02-D-05 Tot: 14.509
85th Percentile = No. 4 EX-02-D-01 Tot: 59.218

Median Values		Mean Values	
Arrivals:	24.700	Arrivals:	25.003
Departures:	8.573	Departures:	12.568
Totals:	33.273	Totals:	37.571

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DV-02-D-06	INDUSTRIAL EST	PLYMOUTH	DEVON	0.59	Tue	17/07/12	59.322	25.424	84.746
2	HE-02-D-02	BUSINESS PARK	HEREFORD	HEREFORDSHIRE	0.50	Tue	22/10/13	50.000	34.000	84.000
3	CA-02-D-02	IND. ESTATE	CAMBRIDGE	CAMBRIDGESHIRE	0.58	Mon	19/10/09	32.759	31.034	63.793
4	EX-02-D-01	INDUSTRIAL EST	LOUGHTON	ESSEX	3.58	Thu	22/11/07	50.279	8.939	59.218
5	CA-02-D-03	IND. ESTATE	PETERBOROUGH	CAMBRIDGESHIRE	1.47	Thu	22/10/09	38.776	15.646	54.422
6	CA-02-D-01	IND. ESTATE	PETERBOROUGH	CAMBRIDGESHIRE	0.80	Tue	13/05/08	28.750	23.750	52.500
7	WO-02-D-01	INDUSTRIAL EST	STOURPORT-ON-SEVERN	WORCESTERSHIRE	0.35	Fri	23/05/14	20.000	28.571	48.571
8	WG-02-D-01	INDUSTRIAL EST	WOKINGHAM	WOKINGHAM	0.79	Tue	20/11/12	40.506	7.595	48.101
9	CH-02-D-02	INDUSTRIAL EST	NORTHWICH	CHESHIRE	5.00	Fri	15/06/07	29.800	9.800	39.600
10	ES-02-D-06	INDUSTRIAL EST	EASTBOURNE	EAST SUSSEX	2.30	Mon	21/10/13	30.870	6.087	36.957
11	SF-02-D-02	INDUSTRIAL EST	IPSWICH	SUFFOLK	17.00	Tue	22/05/07	18.529	11.059	29.588
12	TW-02-D-07	INDUSTRIAL EST	GATESHEAD	TYNE & WEAR	2.10	Fri	04/10/13	14.762	8.571	23.333
13	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	1.80	Fri	29/11/13	22.222	0.000	22.222
14	WM-02-D-02	INDUSTRIAL EST	BIRMINGHAM	WEST MIDLANDS	5.09	Wed	07/11/12	14.342	6.876	21.218
15	NF-02-D-03	INDUSTRIAL EST	NORWICH	NORFOLK	1.60	Mon	08/10/12	5.625	13.125	18.750
16	WY-02-D-03	INDUSTRIAL EST	LEEDS	WEST YORKSHIRE	6.08	Fri	20/09/13	11.513	5.263	16.776
17	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	4.48	Fri	29/11/13	8.705	5.804	14.509
18	CW-02-D-02	INDUSTRIAL EST	CAMBORNE	CORNWALL	4.72	Fri	21/09/07	9.110	4.449	13.559
19	CB-02-D-04	INDUSTRIAL EST	BRAMPTON	CUMBRIA	9.11	Wed	16/12/09	7.135	3.952	11.087
20	KC-02-D-02	INDUSTRIAL EST	DEAL	KENT	3.54	Wed	28/11/12	7.062	1.412	8.474

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 preceeding 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:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	KC	KENT	1 days
	WG	WOKINGHAM	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	CW	CORNWALL	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 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:	Site area
Actual Range:	0.35 to 17.00 (units: hect)
Range Selected by User:	0.35 to 52.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 23/05/14

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:

Monday	3 days
Tuesday	5 days
Wednesday	3 days
Thursday	2 days
Friday	7 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	12

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	11
Commercial Zone	1
Residential Zone	5
Built-Up Zone	1
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.

Filtering Stage 3 selection:

Use Class:

B1	4 days
B2	12 days
B8	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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	7 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
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 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:

No	20 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.

LIST OF SITES relevant to selection parameters

1 BR-02-D-04 INDUSTRIAL ESTATE BRISTOL CITY
CROFTS END ROAD
SPEEDWELL
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.80 hect
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

2 BR-02-D-05 INDUSTRIAL ESTATE BRISTOL CITY
NOVERS HILL
BEDMINSTER
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 4.48 hect
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

3 CA-02-D-01 IND. ESTATE CAMBRIDGESHIRE
STURROCK WAY
BRETTON
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.80 hect
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

4 CA-02-D-02 IND. ESTATE CAMBRIDGESHIRE
COLDHAM'S ROAD
COLDHAM'S COMMON
CAMBRIDGE
Edge of Town
Industrial Zone
Total Site area: 0.58 hect
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

5 CA-02-D-03 IND. ESTATE CAMBRIDGESHIRE
SAVILLE ROAD
WESTWOOD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 1.47 hect
Survey date: THURSDAY 22/10/09 Survey Type: MANUAL

6 CB-02-D-04 INDUSTRIAL ESTATE CUMBRIA
CARLISLE ROAD

BRAMPTON
Edge of Town
No Sub Category
Total Site area: 9.11 hect
Survey date: WEDNESDAY 16/12/09 Survey Type: MANUAL

7 CH-02-D-02 INDUSTRIAL EST. CHESHIRE
MANCHESTER ROAD
WINCHAM
NORTHWICH
Edge of Town
Industrial Zone
Total Site area: 5.00 hect
Survey date: FRIDAY 15/06/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 CW-02-D-02 INDUSTRIAL ESTATE CORNWALL
DRUIDS ROAD

CAMBORNE
Edge of Town
Industrial Zone
Total Site area: 4.72 hect
Survey date: FRIDAY 21/09/07 Survey Type: MANUAL

9 DV-02-D-06 INDUSTRIAL ESTATE DEVON
ST MODWEN ROAD

PLYMOUTH
Edge of Town
Industrial Zone
Total Site area: 0.59 hect
Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

10 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD

EASTBOURNE
Edge of Town
Residential Zone
Total Site area: 2.30 hect
Survey date: MONDAY 21/10/13 Survey Type: MANUAL

11 EX-02-D-01 INDUSTRIAL ESTATE ESSEX
OAKWOOD HILL

LOUGHTON
Edge of Town
Industrial Zone
Total Site area: 3.58 hect
Survey date: THURSDAY 22/11/07 Survey Type: MANUAL

12 HE-02-D-02 BUSINESS PARK HEREFORDSHIRE
BURCOTT ROAD

HEREFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.50 hect
Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

13 KC-02-D-02 INDUSTRIAL ESTATE KENT
SOUTHWELL ROAD

DEAL
Edge of Town
Residential Zone
Total Site area: 3.54 hect
Survey date: WEDNESDAY 28/11/12 Survey Type: MANUAL

14 NF-02-D-03 INDUSTRIAL ESTATE NORFOLK
BIDEWELL CLOSE

NORWICH
Edge of Town
Residential Zone
Total Site area: 1.60 hect
Survey date: MONDAY 08/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 SF-02-D-02 INDUSTRIAL ESTATE SUFFOLK
HADLEIGH ROAD
WESTBOURNE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Site area: 17.00 hect
Survey date: TUESDAY 22/05/07 Survey Type: MANUAL

16 TW-02-D-07 INDUSTRIAL ESTATE TYNE & WEAR
SWALWELL BANK
WHICKHAM
GATESHEAD
Edge of Town
Residential Zone
Total Site area: 2.10 hect
Survey date: FRIDAY 04/10/13 Survey Type: MANUAL

17 WG-02-D-01 INDUSTRIAL ESTATE WOKINGHAM
FISHPONDS ROAD

WOKINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.79 hect
Survey date: TUESDAY 20/11/12 Survey Type: MANUAL

18 WM-02-D-02 INDUSTRIAL ESTATE WEST MIDLANDS
DUNLOP WAY

BIRMINGHAM
Edge of Town
Residential Zone
Total Site area: 5.09 hect
Survey date: WEDNESDAY 07/11/12 Survey Type: MANUAL

19 WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE
SANDY LANE

STOURPORT-ON-SEVERN
Edge of Town
Commercial Zone
Total Site area: 0.35 hect
Survey date: FRIDAY 23/05/14 Survey Type: MANUAL

20 WY-02-D-03 INDUSTRIAL ESTATE WEST YORKSHIRE
ARMLEY ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 6.08 hect
Survey date: FRIDAY 20/09/13 Survey Type: MANUAL

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

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

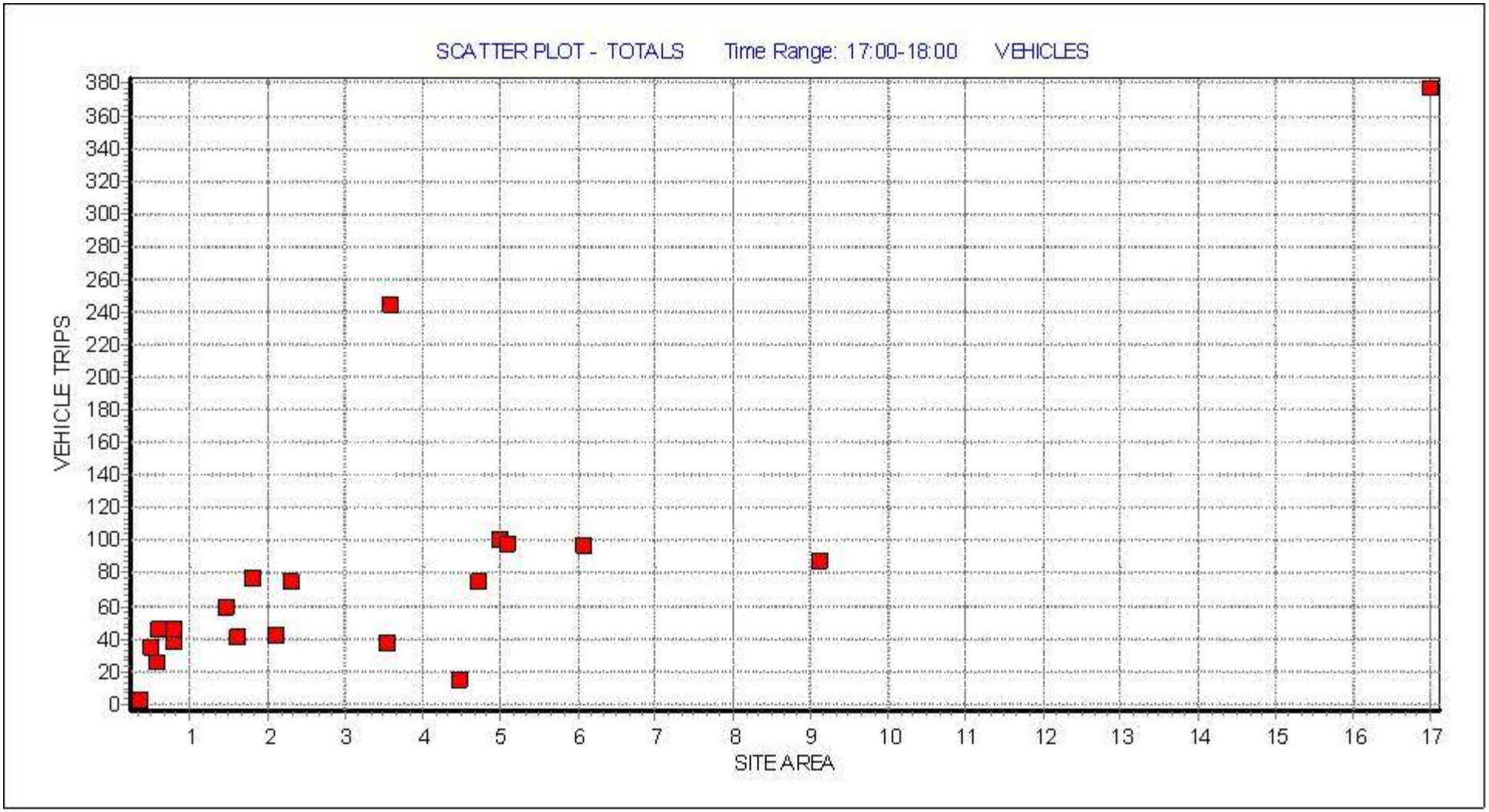
Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 17 KC-02-D-02 Tot: 10.452
85th Percentile = No. 4 CA-02-D-01 Tot: 56.250

Median Values		Mean Values	
Arrivals:	4.143	Arrivals:	7.621
Departures:	19.758	Departures:	24.773
Totals:	23.901	Totals:	32.394

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DV-02-D-06	INDUSTRIAL EST	PLYMOUTH	DEVON	0.59	Tue	17/07/12	23.729	52.542	76.271
2	HE-02-D-02	BUSINESS PARK	HEREFORD	HEREFORDSHIRE	0.50	Tue	22/10/13	20.000	50.000	70.000
3	EX-02-D-01	INDUSTRIAL EST	LOUGHTON	ESSEX	3.58	Thu	22/11/07	7.263	60.894	68.157
4	CA-02-D-01	IND. ESTATE	PETERBOROUGH	CAMBRIDGESHIRE	0.80	Tue	13/05/08	18.750	37.500	56.250
5	WG-02-D-01	INDUSTRIAL EST	WOKINGHAM	WOKINGHAM	0.79	Tue	20/11/12	12.658	35.443	48.101
6	CA-02-D-02	IND. ESTATE	CAMBRIDGE	CAMBRIDGESHIRE	0.58	Mon	19/10/09	10.345	34.483	44.828
7	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	1.80	Fri	29/11/13	8.889	33.889	42.778
8	CA-02-D-03	IND. ESTATE	PETERBOROUGH	CAMBRIDGESHIRE	1.47	Thu	22/10/09	8.844	31.973	40.817
9	ES-02-D-06	INDUSTRIAL EST	EASTBOURNE	EAST SUSSEX	2.30	Mon	21/10/13	6.087	26.522	32.609
10	NF-02-D-03	INDUSTRIAL EST	NORWICH	NORFOLK	1.60	Mon	08/10/12	1.875	23.750	25.625
11	SF-02-D-02	INDUSTRIAL EST	IPSWICH	SUFFOLK	17.00	Tue	22/05/07	6.412	15.765	22.177
12	TW-02-D-07	INDUSTRIAL EST	GATESHEAD	TYNE & WEAR	2.10	Fri	04/10/13	5.714	14.286	20.000
13	CH-02-D-02	INDUSTRIAL EST	NORTHWICH	CHESHIRE	5.00	Fri	15/06/07	4.000	16.000	20.000
14	WM-02-D-02	INDUSTRIAL EST	BIRMINGHAM	WEST MIDLANDS	5.09	Wed	07/11/12	2.947	16.306	19.253
15	WY-02-D-03	INDUSTRIAL EST	LEEDS	WEST YORKSHIRE	6.08	Fri	20/09/13	3.947	12.007	15.954
16	CW-02-D-02	INDUSTRIAL EST	CAMBORNE	CORNWALL	4.72	Fri	21/09/07	4.025	11.864	15.889
17	KC-02-D-02	INDUSTRIAL EST	DEAL	KENT	3.54	Wed	28/11/12	0.565	9.887	10.452
18	CB-02-D-04	INDUSTRIAL EST	BRAMPTON	CUMBRIA	9.11	Wed	16/12/09	3.293	6.367	9.660
19	WO-02-D-01	INDUSTRIAL EST	STOURPORT-ON-SEVERN	WORCESTERSHIRE	0.35	Fri	23/05/14	2.857	2.857	5.714
20	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	4.48	Fri	29/11/13	0.223	3.125	3.348

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 preceeding 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 : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	3 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	4 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	2 days
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 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:	6 to 432 (units:)
Range Selected by User:	6 to 4334 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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

Selected survey days:

Monday	8 days
Tuesday	13 days
Wednesday	6 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	41 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	20
Edge of Town	21

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	34
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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	39 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	11 days
10,001 to 15,000	6 days
15,001 to 20,000	9 days
20,001 to 25,000	5 days
25,001 to 50,000	4 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	4 days
50,001 to 75,000	2 days
75,001 to 100,000	10 days
100,001 to 125,000	7 days
125,001 to 250,000	7 days
250,001 to 500,000	7 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	13 days
1.1 to 1.5	28 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	39 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.

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

2 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

3 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

4 CH-03-A-02 HOUSES/FLATS CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

5 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

6 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

7 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

9 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY 16/07/08 Survey Type: MANUAL

10 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

11 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

12 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

13 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

14 LN-03-A-01 MIXED HOUSES LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

16 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

17 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

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

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

19 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

20 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

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

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

22 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

24 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

25 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

26 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

27 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

28 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

29 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

31 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

32 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

33 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

34 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

35 ST-03-A-05 TERRACED & DETACHED STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

36 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

38 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

39 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

40 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

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

Capita Symonds Scott Drive Altrincham Licence No: 504504

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 35 CH-03-A-06 Tot: 0.403
85th Percentile = No. 7 SF-03-A-02 Tot: 0.734

Median Values		Mean Values	
Arrivals:	0.130	Arrivals:	0.160
Departures:	0.370	Departures:	0.405
Totals:	0.500	Totals:	0.566

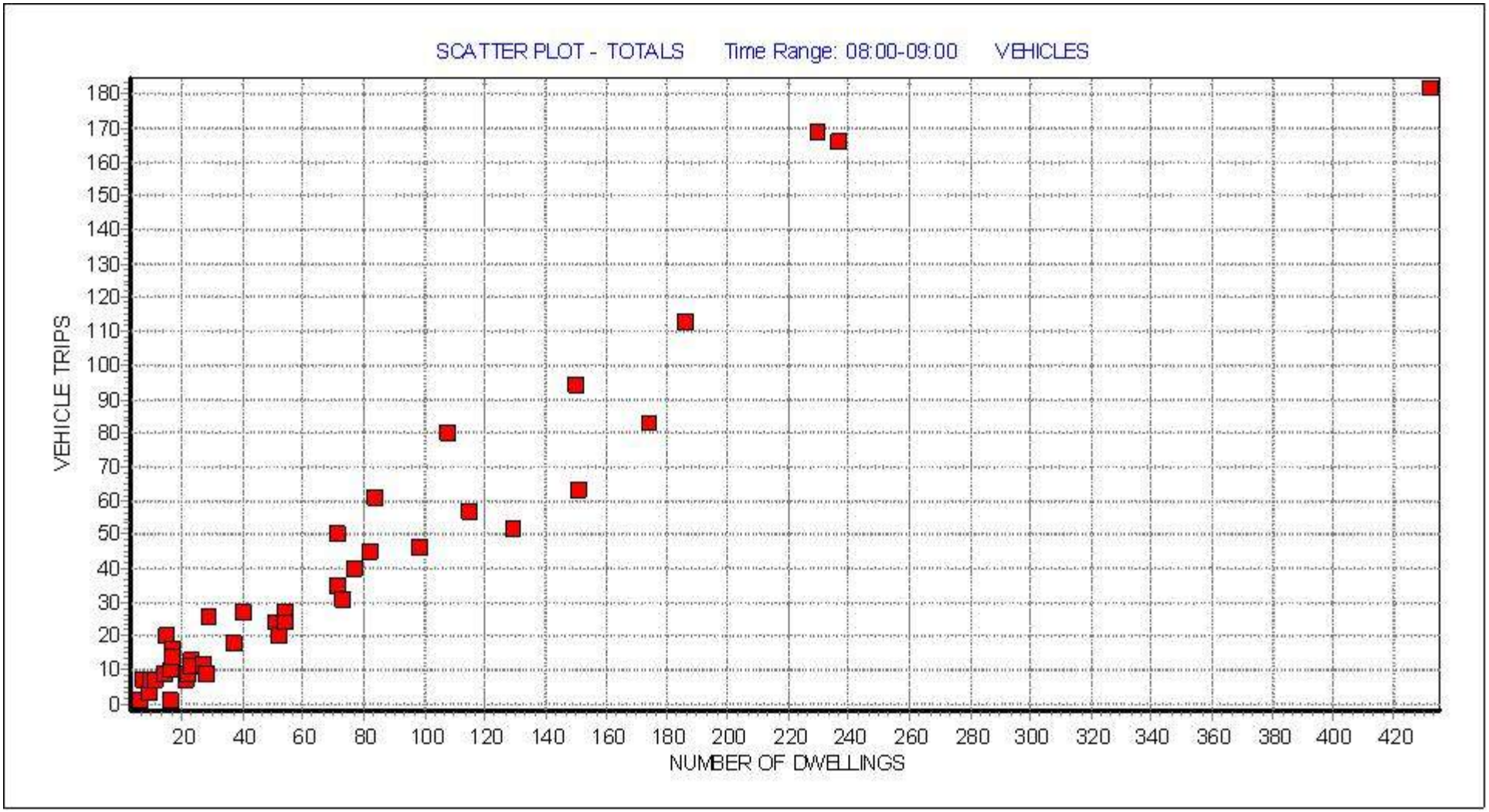
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals) Arrivals	Departures	Totals	Park Spaces Per Dwelling
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	3.00
2	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	4.43
3	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
4	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	2.79
5	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	3.71
6	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	1.86
7	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	2.48
8	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	2.60
9	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
10	SH-03-A-03	DETATCHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	3.00
11	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	2.53
12	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	3.10
13	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	2.86
14	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	4.73
15	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	4.91
16	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
17	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	4.13
18	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
19	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	1.74
20	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	2.22
21	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
22	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	3.50
23	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
24	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
25	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	1.96
26	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	2.81
27	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	3.00
28	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
29	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
30	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
31	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	3.73
32	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.067	0.354	0.421	1.00

Capita Symonds Scott Drive Altrincham Licence No: 504504

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals) Arrivals	Departures	Totals	Park Spaces Per Dwelling
33	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28
34	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
35	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	2.59
36	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
37	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
38	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	2.44
39	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
40	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	2.00
41	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00

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 preceeding 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 : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	3 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	4 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	2 days
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 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:	6 to 432 (units:)
Range Selected by User:	6 to 4334 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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

Selected survey days:

Monday	8 days
Tuesday	13 days
Wednesday	6 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	41 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	20
Edge of Town	21

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	34
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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	39 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	11 days
10,001 to 15,000	6 days
15,001 to 20,000	9 days
20,001 to 25,000	5 days
25,001 to 50,000	4 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	4 days
50,001 to 75,000	2 days
75,001 to 100,000	10 days
100,001 to 125,000	7 days
125,001 to 250,000	7 days
250,001 to 500,000	7 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	13 days
1.1 to 1.5	28 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	39 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.

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

2 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

3 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

4 CH-03-A-02 HOUSES/FLATS CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

5 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

6 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

7 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

9 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY 16/07/08 Survey Type: MANUAL

10 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

11 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

12 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

13 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

14 LN-03-A-01 MIXED HOUSES LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

16 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

17 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

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

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

19 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

20 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

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

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

22 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

24 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

25 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

26 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

27 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

28 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

29 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

31 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

32 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

33 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

34 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

35 ST-03-A-05 TERRACED & DETACHED STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

36 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

38 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

39 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

40 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

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

Capita Symonds Scott Drive Altrincham Licence No: 504504

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 35 SY-03-A-01 Tot: 0.334
85th Percentile = No. 7 CH-03-A-05 Tot: 0.765

Median Values		Mean Values	
Arrivals:	0.448	Arrivals:	0.353
Departures:	0.103	Departures:	0.185
Totals:	0.551	Totals:	0.538

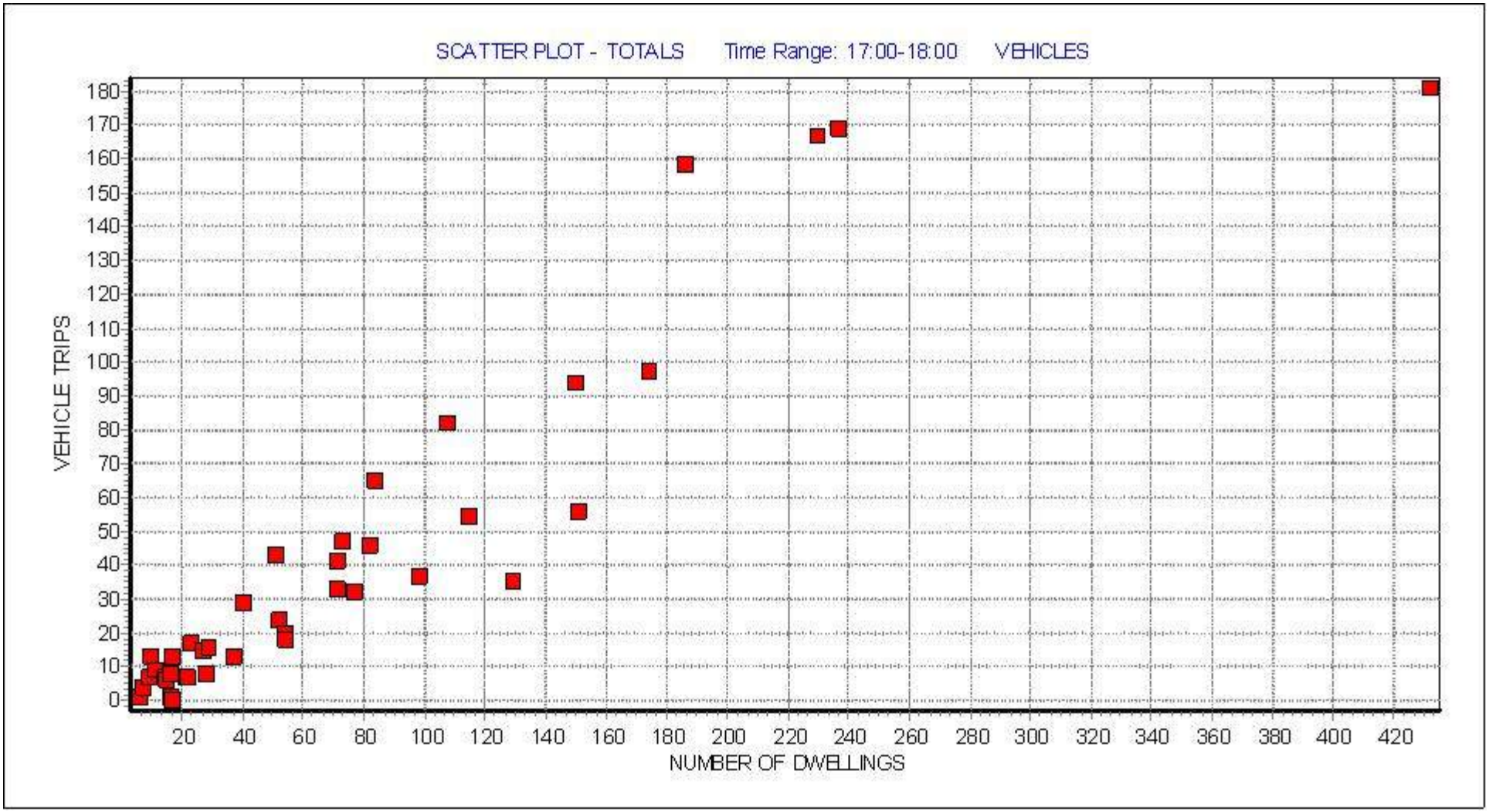
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals) Arrivals	Departures	Totals	Park Spaces Per Dwelling
1	SH-03-A-03	DETATCHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	3.00
2	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	4.13
3	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	3.00
4	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	4.73
5	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	2.44
6	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	2.60
7	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	3.71
8	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	1.86
9	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
10	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
11	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	2.48
12	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	3.10
13	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	2.53
14	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	3.73
15	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	4.91
16	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
17	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	4.43
18	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	1.74
19	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	2.81
20	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
21	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	2.79
22	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	2.38
23	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	2.86
24	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	3.50
25	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
26	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
27	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.257	0.162	0.419	1.00
28	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	2.22
29	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	3.00
30	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
31	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
32	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17

Capita Symonds Scott Drive Altrincham Licence No: 504504

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals) Arrivals	Departures	Totals	Park Spaces Per Dwelling
33	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
34	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
35	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
36	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
37	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
38	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	2.59
39	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	2.00
40	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
41	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

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 preceeding 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.

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