

APPENDIX 10.2
SECONDARY SCHOOL ES SENSITIVITY TEST



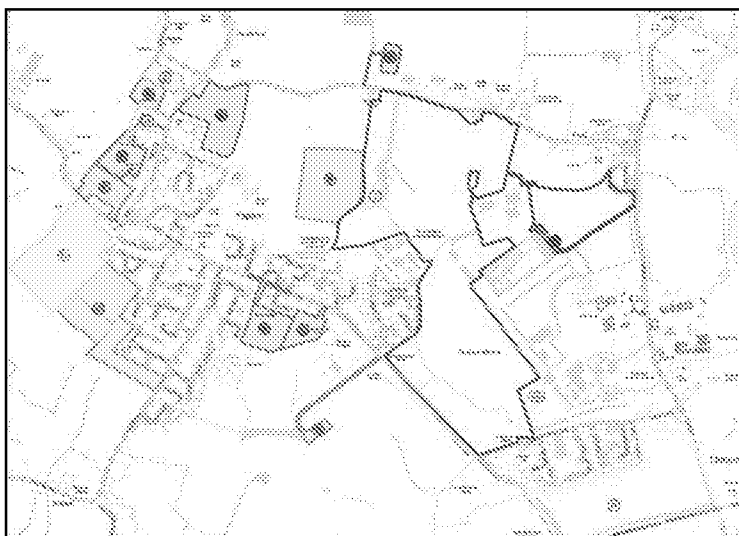
Technical Note

Project No: ITB13091
Project Title: Ford Airfield
Title: Secondary School ES Sensitivity Test
Ref: DS/ITB13091-021
Date: 29 March 2019

SECTION 1 INTRODUCTION

- 1.1 An EIA Scoping Report was submitted to Arun District Council (ADC) on the 2 November 2018 that south an EIA Scoping Opinion in relation to the proposed development of Ford Airfield to provide 1,500 dwellings, up to 37,000sqm of employment floor space, a local centre and other ancillary uses.
- 1.2 Within the EIA Scoping Opinion, ADC provided a list of planning consents to form the cumulative assessment contained within the EIA. In addition, ADC advised that a report recommending the location of a new secondary school was to be presented to Arun Members on 27 February 2019 for Member approval, and that the cumulative impact of the school should also be considered as part of the EIA.
- 1.3 The location of the school was subsequently agreed by Arun Members, and is shown as location 'M' in the Cumulative Schemes Plan provided at **Appendix A**. An extract is provided at **Image 1.1**, below.

Image 1.1: Extract of Cumulative Schemes Plan



- 1.4 This Technical Note (TN) has been produced in order to agree with ADC and West Sussex County Council the parameters on which the secondary school will be assessed in the EIA, including the number of vehicular movements associated with the school and the distribution and assignment of these movements on the highway network.
- 1.5 The remainder of this TN is structured as follows:
- Section 2 - Background and Status;
 - Section 3 – Assessment Parameters
 - Section 4 - Summary

SECTION 2 BACKGROUND AND STATUS

- 2.1 As part of the Local Plan evidence base, WSCC has advised that the growth strategy will result in the need for an additional secondary school capacity equivalent to 14 forms of entry. To accommodate this need, the School Provision in Arun District paper advises that 4 forms can be provided by expansion to existing schools and that a new 10 Form Entry (FE) secondary school will be required.
- 2.2 Locations for siting the school have been explored by Arun and WSCC, and a shortlist of 3 sites were put forward to be assessed as part of the School Site Selection Study (December 2018) prepared by SYSTRA.
- 2.3 On the 27 February 2019, ADC Officers presented a paper to Members recommending that the Planning Policy Sub-Committee supports the identification of the site located immediately to the north west of Ford Airfield and south of Ford Lane as the preferred option for the location of a 10 Form Entry Secondary School to support the strategic allocations of the Adopted Arun Local Plan (2018), and the recommendation was subsequently endorsed by Members.
- 2.4 As part of the EIA Scoping process, Arun have requested that the school be classed as a committed development and included in the list of schemes to be considered as part of the cumulative assessment within the Environmental Statement.

- 2.5 However, the National Planning Practice Guidance defines committed development as being “... *development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next few years*”. In this instance, there is no certainty that the secondary school will go ahead within the next three years. The school has not obtained planning consent, and Planning for School Places (WSCC, 2019) sets out that additional capacity is a longer-term requirement defined as being 6-15 years. On this basis, the secondary school is not a committed development.
- 2.6 In addition, the school has only been subject to high level technical assessment (discussed further in Section 3 of this report) at the current time. Detailed assessment of the impact that the school will have has not been undertaken. The transport infrastructure required to support the school, such as its integration with existing communities, has not been defined or agreed.
- 2.7 Importantly, it should also be noted that education escort trips are generated as a result of growth in population (i.e. residential development) and not by the construction of a school, which acts as an end destination for generated movements. Therefore, the inclusion of committed and allocated residential sites in the list of cumulative schemes means that the impact of education escort trips on the network (particularly on links with a higher status in the hierarchy where growth is focussed) has already been assessed, and the addition of a school will result in ‘double counting’ of vehicle movements.
- 2.8 Notwithstanding, it is acknowledged that ADC have requested an assessment scenario that includes the secondary school. Therefore, the ES will include all an assessment of al cumulative development that satisfies the NPPG definition of committed development and, in addition, provide a sensitivity test that includes all committed development plus the secondary school.
- 2.9 In order to undertake the assessment, it is necessary to build upon the high-level assessment undertaken by SYSTRA as part of the secondary school site identification process. The parameters used in this assessment are discussed in Section 3 of this TN.

SECTION 3 ASSESSMENT PARAMETERS

3.1 Existing Assessment

- 3.1.1 The Secondary School Site Selection Study (SSS) prepared by SYSTRA provides high level assessment of the potential impact that the school will have on the highway network. The SSS includes a number of assumptions to derive trip generation and distribution that would need to be refined as part of a detailed assessment supporting a planning application.

- 3.1.2 One of the key assumptions of the SSS is to distribute pupils attending the school across the large strategic sites of Barnham Easter Westergate (BEW), Yapton, Climping and Ford Airfield based on the number of dwellings each location. This results in 49% of the pupils travelling to and from BEW, 12% from Yapton, 32% from Ford and the remaining 6% from Climping. This methodology results in 749 pupils originating from BEW and 444 pupils from Ford, equating to approximately 1 secondary school aged child per 3 households. By comparison, WSCC Education Officers have previously advised that the ratio of secondary school age children is typically 13 children per 100 households.
- 3.1.3 No allowance has made in the SSS for other approved/allocated development in the area such as 175 dwellings at Walberton, 100 units south of Ford Lane, 45 units west of North End Road and numerous other consents in the Yapton area.
- 3.1.4 The SSS makes no allowance has been made for rebalancing the school catchment areas. As established in Figure 15 of the SSS, the BEW site is situated in excess of 3-miles from the identified school site. At this distance, should the new school be included in the catchment area for BEW residents, WSCC would be liable to contribute towards the cost of travel for pupils attending the school despite there being existing secondary school provision located closer to the development that could be utilised by school catchments being redefined. It is envisaged that catchment boundaries would be set on the basis of proximity to the school and not age of the residential properties.
- 3.1.5 On this basis, further consideration has been given to the methodologies used to establish the anticipated number of vehicular trips travelling to and from the school, and the associated distribution and assignment of journeys.

3.2 Refined Assessment Parameters

Pupils

- 3.2.1 In order to establish the trip attraction and distribution of movements associated with the site, a bespoke Gravity Model has been developed, based on the population of local settlements and the forecast pupil yield. A summary of the Gravity Model is provided at **Appendix B**.
- 3.2.2 Census data has been used to determine the existing population of each population centre (e.g. Yapton, Ford, Climping, Walberton, Barnham, Eastergate and Westergate). Census data has also been used to calculate that the average population per household is 2.3; this has been used as a factor to convert the total population to the number of households in each settlement area.

- 3.2.3 Consented developments, based on the list of schemes to be included in the cumulative assessment (e.g., 300 homes in Climping, 100 homes south of Ford Lane, 45 homes south of Maypole Lane etc) and Arun Local Plan allocations (e.g. BEW etc) have been added to the number of households in each settlement to provide a future population forecast for each of the settlement areas.
- 3.2.4 A total of 195 secondary school places have been assigned to the Ford Airfield development site, on the basis of 13 pupils per 100 households. The remaining 1,305 places have been apportioned to each of the settlement areas based on their percentage of the overall population; 33% of the pupils would be expected to reside in Yapton and 21% from Barnham.
- 3.2.5 The 'Car Driver Split' established in the Department for Transport National Travel Survey (NTS) for how children travel to secondary school has then been used to calculate the percentage of children travelling by car from each of the catchment areas using an average car occupancy of 1.5 pupils per vehicle. This method identifies the car trip origins for the school and allows for movements to be assigned to the network. The car travel proportions identified by the NTS are set out in **Table 3.1**.

Table 3.1: Summary of NTS Car Driver Splits

Distance	Proportion
Less than 1 mile	5.00%
1-2 miles	30.00%
2-5 miles	37.00%

Source: NTS 2017

- 3.2.6 Trips have been assigned to the network from the centre point of each of the settlement areas to the identified school site using journey times from the Google Maps 'Directions' facility during peak conditions. In order to allow for the presence of a road through the Ford Airfield development site, 2 minutes have been allowed for the journey through the site when undertaking the analysis.

Staff

- 3.2.7 A staff ratio of 1 staff per 10 pupils has been assumed, consistent with the SSS, equating to 150 members of staff. WSCC Parking Standards define a maximum parking provision of 1 space per 2 members of staff, resulting in a maximum car parking provision of 75 spaces. Whilst the level of car parking provided on site would be determined as part of a planning application, it has been assumed that the maximum provision would be taken up and fully occupied, in the interests of a robust assessment.

- 3.2.8 Whilst the majority of staff are likely to arrive prior to 0800, in order to arrive and set up prior to pupils arriving at the site, to staff breakfast clubs etc, it has been assumed that 70% of staff would arrive between 0800-0900 to again ensure a robust assessment. Staff trips have been distribution in accordance with 2011 Census 'Journey to Work' data and assigned to the network using journey times from the Google Maps 'Directions' facility during peak conditions.

AM/PM Peak Periods

- 3.2.9 It has been assumed that 100% of pupil trips will arrive and depart during the AM peak period (0800-0900).
- 3.2.10 As the afternoon peak for a secondary school (1430-1530) is not consistent with the network peak (1700-1800), the Trip Rate Information Computer System (TRICS) has been used to identify the proportion of trips that occur in the network peak hours. The TRICS assessment, provided in **Appendix C**, identifies that trips during the PM peak period equates to 20% of the movements occurring during the AM peak.
- 3.2.11 It has been assumed that this comprises 10% pupil trips (e.g. attendance at after school clubs, sports teams etc) and 33% staff trips, equating to some 75 movements which is equivalent to 25% of the AM peak trip attraction.
- 3.2.12 Traffic Flow Diagrams of both pupil and staff movements occurring in the AM and PM peak periods are provided at the rear of this TN as set out in **Table 3.2**.

Table 3.2: Traffic Flow Diagram Summary

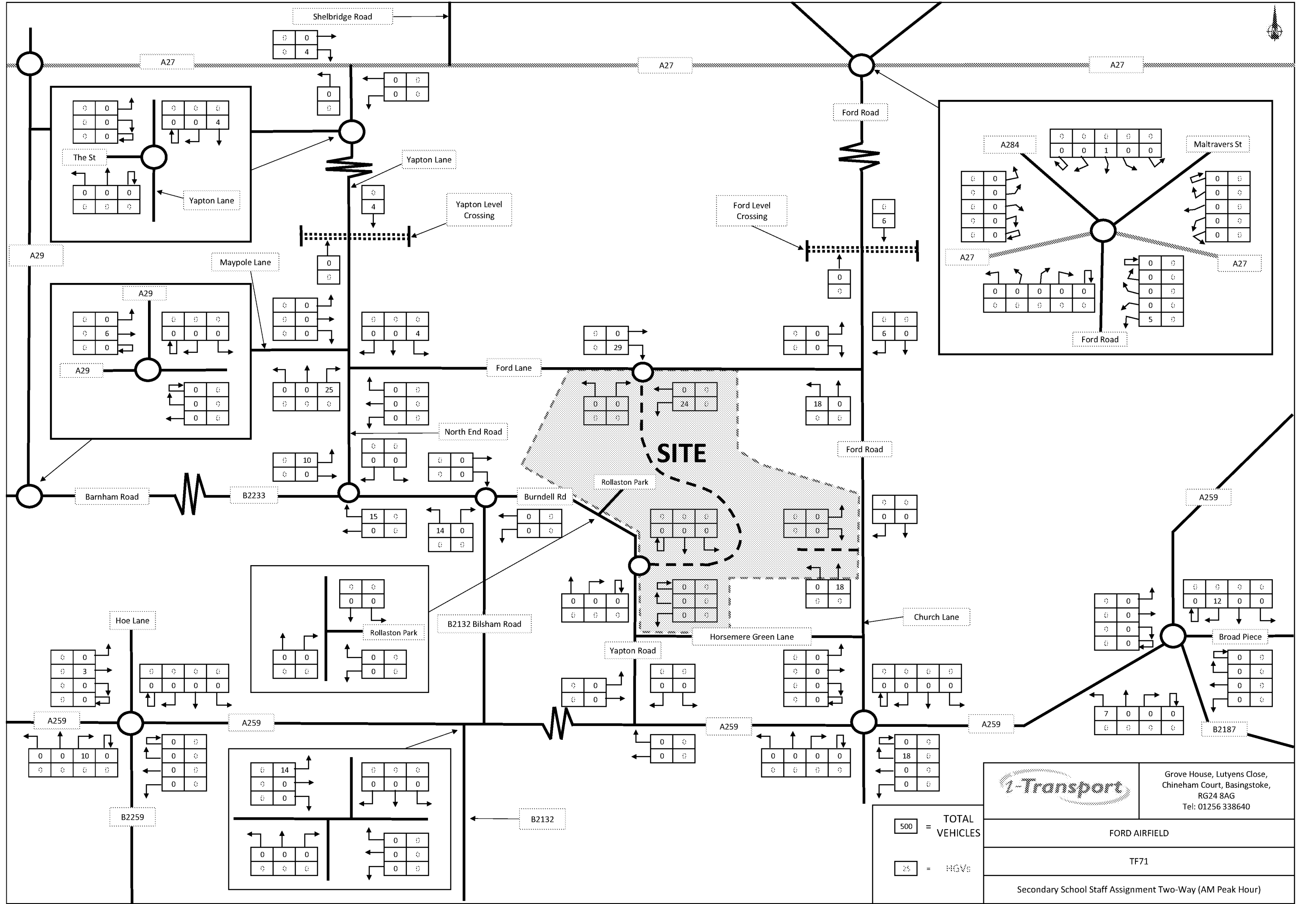
Type	Period	Movements	Diagram
Pupil	AM	Arrivals/Departures	TF75
Pupil	PM	Arrivals/Departures	TF76
Staff	AM	Arrivals	TF71
Staff	PM	Departures	

SECTION 4 SUMMARY

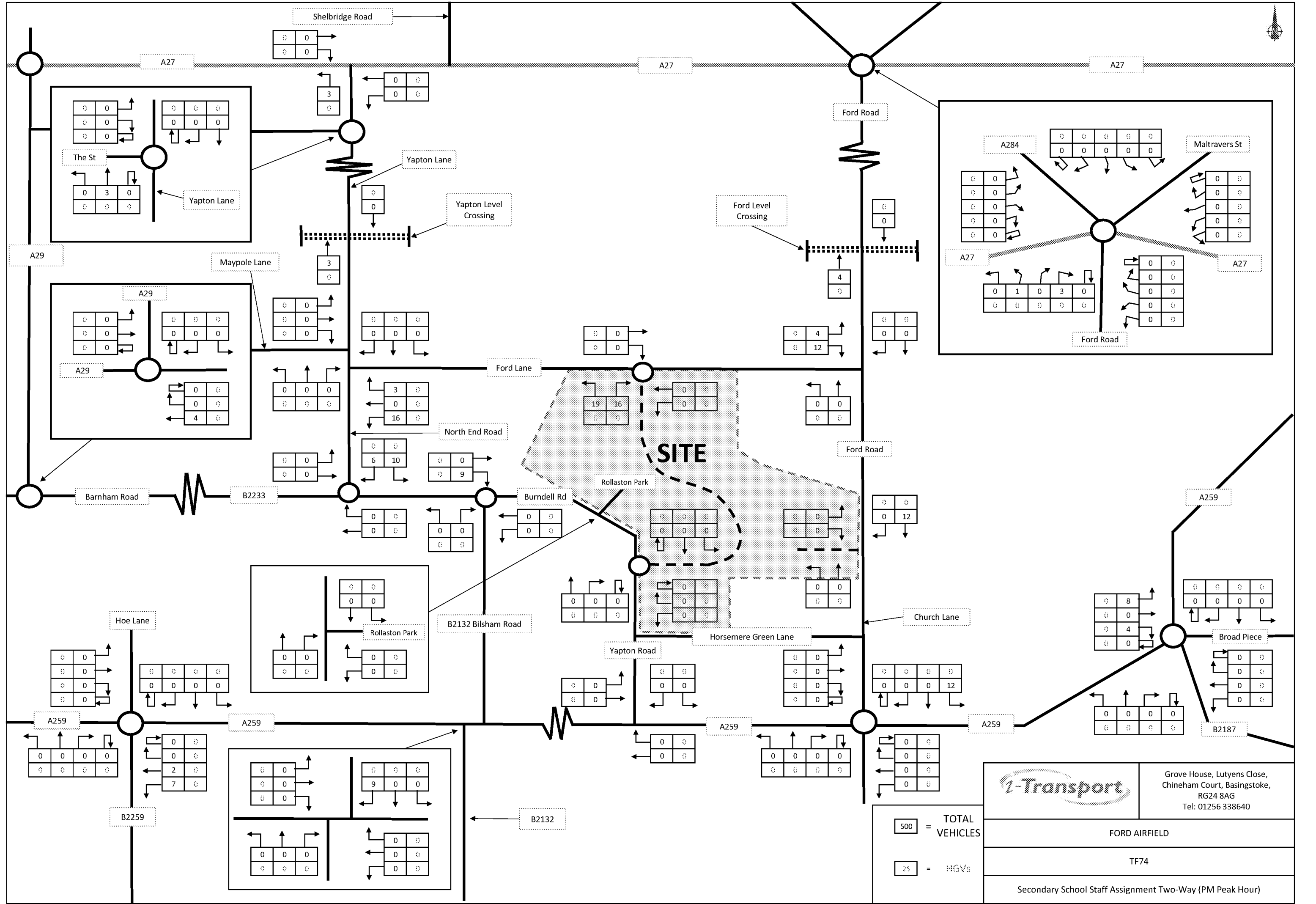
- 4.1 An EIA Scoping Report was submitted to Arun District Council (ADC) on the 2 November 2018 that south an EIA Scoping Opinion in relation to the proposed development of Ford Airfield to provide 1,500 dwellings, up to 37,000sqm of employment floor space, a local centre and other ancillary uses. Within the EIA Scoping Opinion, ADC requested that a secondary school adjacent to the Ford Airfield development site be included as part of the cumulative assessment.

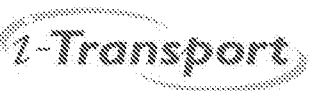
- 4.2 The secondary school does not meet the National Planning Practice Guidance definition of a committed development, the site has not been subject to a planning application and education escort vehicle trips are a product of growth in housing and not the development of a school (and therefore the impact of education escort trips has already been included as part of the network impact assessment associated with committed and allocated developments). Notwithstanding, to satisfy the request from ADC, the secondary school is to be included in the ES as a sensitivity test.
- 4.3 To build upon the high-level transport study supporting the secondary school site selection process, a bespoke Gravity Model has been produced that uses existing and future settlement population projects to identify the location of future pupils. Pupil yield has been apportioned according to settlement population, and the results used to calculate vehicular trip distribution and assignment.
- 4.4 Vehicular trips associated with staff has been based on the maximum parking provision that the site can provide in accordance with the WSCC Parking Standards. Trips have been distributed and assigned to the network using 2011 Census 'Journey to Work Data'.
- 4.5 Agreement is sought from WSCC that the approach to the inclusion of the secondary school and parameters used to inform the assessment are acceptable.

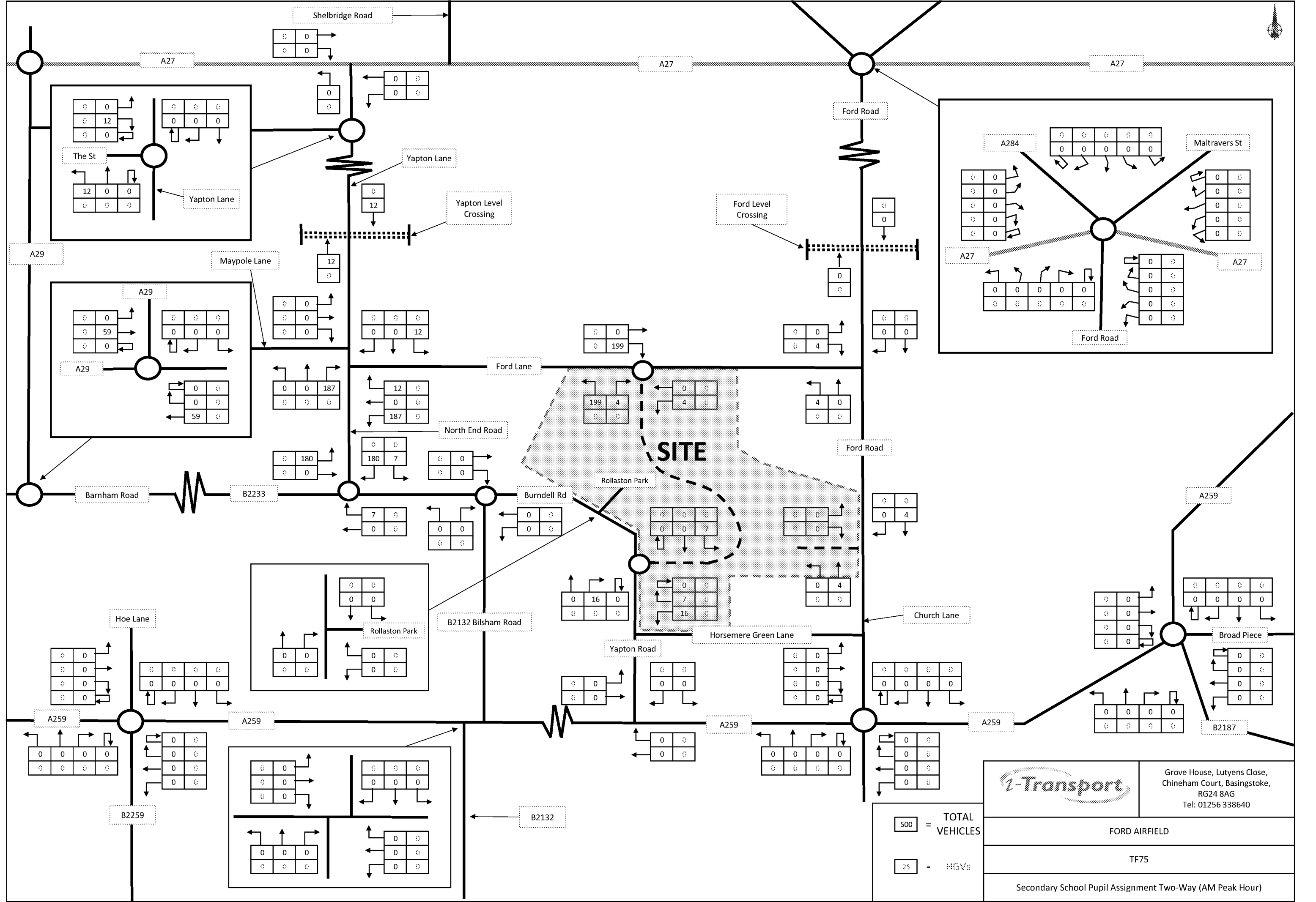
FIGURES



	Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
	FORD AIRFIELD
	TF71
	Secondary School Staff Assignment Two-Way (AM Peak Hour)

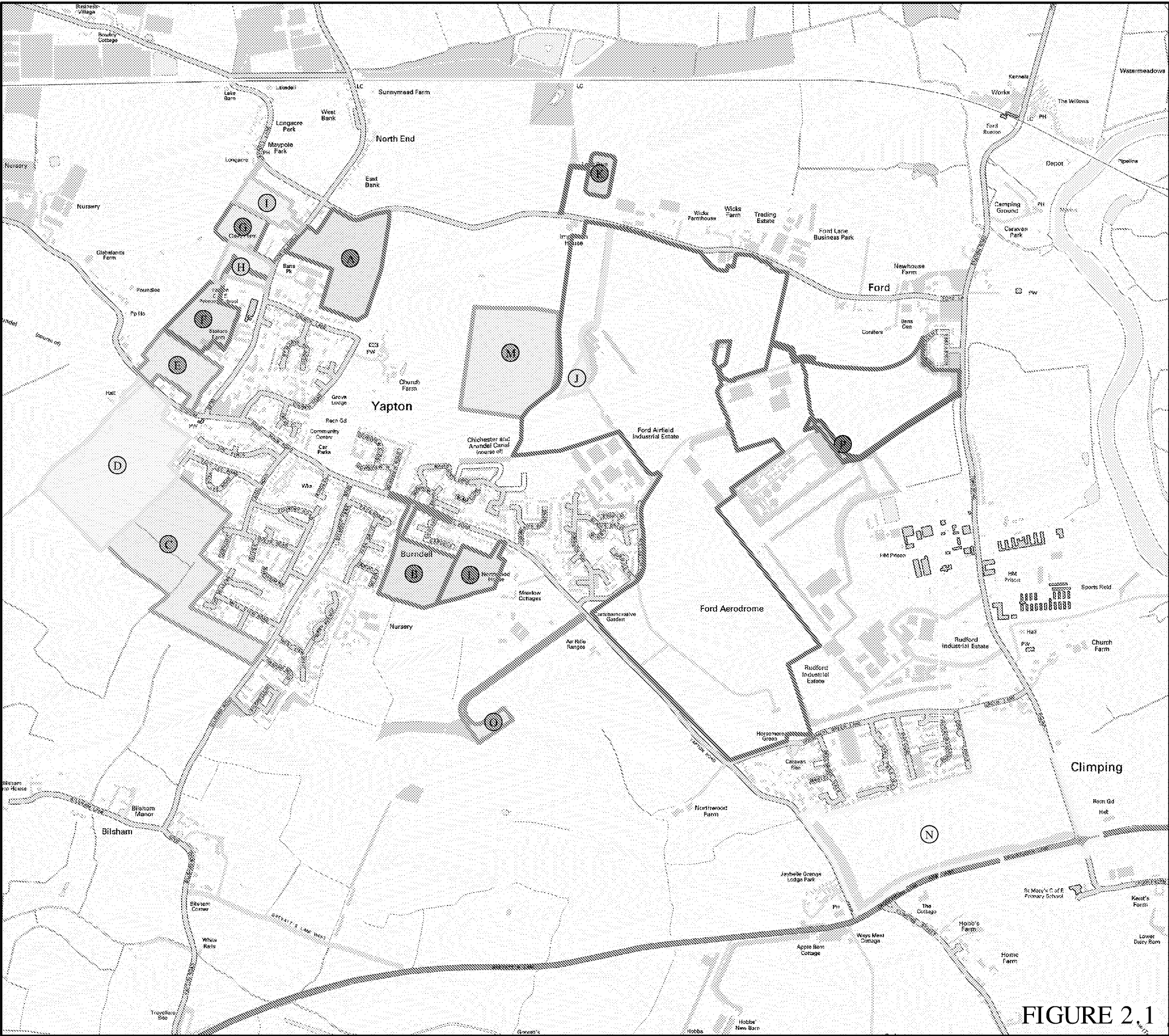


	Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
	FORD AIRFIELD
	TF74
	Secondary School Staff Assignment Two-Way (PM Peak Hour)



	Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
	FORD AIRFIELD
	TF75
	Secondary School Pupil Assignment Two-Way (AM Peak Hour)

APPENDIX A. CUMULATIVE SCHEMES PLAN



The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
-	-	-	-

LEGEND

Site Boundary

Yapton

- Land to the south of Ford Lane East of North End Road, Yapton (Ref. Y/80/16/OUT; Appealed - APP/C3810/V/16/3158261)
- Land off Burndell Road, Yapton (Ref. Y/19/16/OUT; Appealed - APP/C3810/V/16/3158261)
- Land at Bilsham Road, Yapton (Ref. Y/91/17/OUT; Pending Decision)
- Land east of Drove Lane, Yapton (Ref. Y/92/17/OUT; Pending Decision)
- Bonhams Field Main Road Yapton (Ref. Y/1/17/OUT; App Cond with S106)
- Land at Stakers Farm North End Road Yapton (Ref. Y/44/17/OUT; App Cond with S106)
- Clays Farm North End Road Yapton (Ref. Y/62/18/OUT; Pending Decision)
- Land North of Yapton C of E Primary School North End Road Yapton (Ref. Y/88/18/OUT; Pending Decision)
- Land at Street Buildings North End Road Yapton (Ref. Y/49/17/OUT; App Cond with S106)

Ford

- Land to the South of Ford Lane, Ford (Ref. F/4/18/PL; Approved)
- Land at Wicks Farm, Ford Lane, Ford (Ref. F/18/17/WS; Approved)
- Land south of Burndell Road, Yapton (Ref. F/7/15/OUT; Approved)
- Arun DC Secondary School Site (location to be confirmed)

Climping

- Land to West of Church Lane, South of Horsemere Green Lane (Ref. CM/13/18/OUT; Pending Decision)
- Land at Northwood Farm, Burndell Road, Yapton BN18 0HR (Ref. CM/6/18/PL; Approved)

West Sussex

- New Access Road (Grundon) (Ref. WSCC/027/18/F; Pending)

Project
Ford Airfield

Drawing Title
Cumulative Schemes Plan

Date	Scale	Drawn by	Check by
15.02.2018	1:12,500 @ A3	GS	NP

Project No	Drawing No	Re vision
23885	LN-E-01	C

0 100 200 300 400 500m

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APPENDIX B. GRAVITY MODEL SUMMARY

Ford Airfield Secondary School Gravity Model

Location	Distance (Miles)	Time (mins)	Total Population 2011 Census + Future	Households	Pupil Yield	% of Pupils	Total Pupils (1305 Capacity)	Car driver mode split*	Pupils by Car (assumed 1.5 occupancy)	Total Number of Cars	Proportion using Route	Route 1	Route 2	Route 3	Car Drivers
Yapton	1	5	7,757	3,373	438	33%	425	5.0%	21	14					
Clipping	2	4	690	300	39	3%	38	30.0%	11	8	50%	Ford Lane West	North End Road South	Burndell Road East	7
											50%	Yapton Road North	Yapton Road North	Yapton Road North	4
											50%	Ford Lane East	Ford Road South	Ford Road South	4
Ford	1.5	4	1,152	501	65	5%	63	30.0%	19	13	100%	Yapton Road South	Horsemere Green Lane	Horsemere Green Lane	13
Walberton	2.5	7	906	394	51	4%	50	37.0%	18	12	100%	Yapton Road South	Horsemere Green Lane	Horsemere Green Lane	12
Barnham	2.5	7	5,063	2,201	286	21%	277	37.0%	103	68	100%	Ford Lane West	North End Road North	North End Road North	68
Eastergate	4	10	3,913	1,701	221	16%	214	37.0%	79	53	100%	Ford Lane West	North End Road South	Barnham Road	53
Westergate	4.5	12	4,356	1,894	246	18%	238	37.0%	88	59	100%	Ford Lane West	North End Road South	Barnham Road	59
Total			23,837	10,364	1,347	100%	1,305		340	227					227

Routing Assessment

Location	Distance (Miles)
Ford Lane West	199
Ford Lane East	4
Yapton Road South	16
Yapton Road North	7
Total	227

Location	Distance (Miles)
North End Road South	187
Ford Road South	4
Horsemere Green Lane	16
North End Road North	12
Yapton Road North	7
Total	227

Location	Distance (Miles)
Burndell Road East	7
Ford Road South	4
North End Road North	12
Horsemere Green Lane	16
Yapton Road North	7
Barnham Road	180
Total	227

*Car Driver Split - DfT NTS 2017 - How Children travel to secondary school by car

Distance	Proportion
less than 1 mile	5.00%
1-2 mile	30.00%
2 -5 miles	37.00%

APPENDIX C. TRICS OUPUTS

Calculation Reference: AUDIT-236601-190328-0357

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	3 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	1 days
WY WEST YORKSHIRE	2 days
08 NORTH WEST	
GM GREATER MANCHESTER	2 days
09 NORTH	
TV TEES VALLEY	1 days
TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 5700 to 18000 (units: sqm)
 Range Selected by User: 4000 to 49000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 24/10/18

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	11

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	16
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:Use Class:

D1	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	9 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:

0.5 or Less	2 days
0.6 to 1.0	10 days
1.1 to 1.5	6 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	16 days

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

PTAL Rating:

No PTAL Present	18 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	BR-04-B-01	SECONDARY SCHOOL	BRISTOL CITY
	ST FRANCIS ROAD		
	NEAR BRISTOL		
	KEYNSHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	8650 sqm	
	Survey date: MONDAY	21/09/15	Survey Type: MANUAL
2	ES-04-B-01	SECONDARY SCHOOL	EAST SUSSEX
	NEVILL AVENUE		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	18000 sqm	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
3	GM-04-B-02	SECONDARY SCHOOL	GREATER MANCHESTER
	FALINGE ROAD		
	ROCHDALE		
	SHAWCLOUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	8750 sqm	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
4	GM-04-B-03	SECONDARY SCHOOL	GREATER MANCHESTER
	MATTHEW MOSS LANE		
	ROCHDALE		
	MARLAND		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9589 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
5	HC-04-B-08	SECONDARY SCHOOL	HAMPSHIRE
	MINSTEAD AVENUE		
	SOUTHAMPTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5700 sqm	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
6	LN-04-B-02	SECONDARY SCHOOL	LINCOLNSHIRE
	RISEHOLME ROAD		
	LINCOLN		
	ERMINE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	11112 sqm	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
7	NE-04-B-01	SECONDARY SCHOOL	NORTH EAST LINCOLNSHIRE
	FOXHILLS ROAD		
	SCUNTHORPE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	12500 sqm	
	Survey date: MONDAY	19/05/14	Survey Type: MANUAL
8	NT-04-B-01	SECONDARY SCHOOL	NOTTINGHAMSHIRE
	THE BANKS		
	NEAR NOTTINGHAM		
	BINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5882 sqm	
	Survey date: THURSDAY	23/03/17	Survey Type: MANUAL
9	SF-04-B-01	SECONDARY SCHOOL	SUFFOLK
	MAIN ROAD		
	IPSWICH		
	KESGRAVE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	18000 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

10	TV-04-B-01	SECONDARY SCHOOL	TEES VALLEY
	COAST ROAD		
	MARSKE-BY-THE-SEA		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7546 sqm	
	Survey date: WEDNESDAY	24/10/18	Survey Type: MANUAL
11	TW-04-B-01	SECONDARY SCHOOL	TYNE & WEAR
	SALTWELL ROAD SOUTH		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	14000 sqm	
	Survey date: THURSDAY	03/10/13	Survey Type: MANUAL
12	TW-04-B-02	SECONDARY SCHOOL	TYNE & WEAR
	SALTWELL ROAD SOUTH		
	GATESHEAD		
	LOW FELL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	15855 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
13	WL-04-B-01	SECONDARY SCHOOL	WILTSHIRE
	ST PAUL'S DRIVE		
	SWINDON		
	COVINGHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	9925 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
14	WM-04-B-04	SECONDARY SCHOOL	WEST MIDLANDS
	SHANNON ROAD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	8500 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
15	WM-04-B-05	SECONDARY SCHOOL	WEST MIDLANDS
	JEREMY ROAD		
	WOLVERHAMPTON		
	GOLDTHORN PARK		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	12500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
16	WM-04-B-06	SECONDARY SCHOOL	WEST MIDLANDS
	PARK ROAD WEST		
	STOURBRIDGE		
	WOLLASTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9420 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
17	WY-04-B-02	SECONDARY SCHOOL	WEST YORKSHIRE
	WHINGATE ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	13965 sqm	
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL
18	WY-04-B-03	SECONDARY SCHOOL	WEST YORKSHIRE
	WOODHOUSE CLIFF		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10300 sqm	
	Survey date: MONDAY	19/10/15	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.

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	10905	0.488	18	10905	0.136	18	10905	0.624
08:00 - 09:00	18	10905	1.087	18	10905	0.756	18	10905	1.843
09:00 - 10:00	18	10905	0.136	18	10905	0.122	18	10905	0.258
10:00 - 11:00	18	10905	0.084	18	10905	0.077	18	10905	0.161
11:00 - 12:00	18	10905	0.093	18	10905	0.088	18	10905	0.181
12:00 - 13:00	18	10905	0.082	18	10905	0.094	18	10905	0.176
13:00 - 14:00	18	10905	0.097	18	10905	0.116	18	10905	0.213
14:00 - 15:00	18	10905	0.458	18	10905	0.341	18	10905	0.799
15:00 - 16:00	18	10905	0.394	18	10905	0.759	18	10905	1.153
16:00 - 17:00	18	10905	0.173	18	10905	0.446	18	10905	0.619
17:00 - 18:00	18	10905	0.146	18	10905	0.236	18	10905	0.382
18:00 - 19:00	17	10811	0.139	17	10811	0.139	17	10811	0.278
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.377			3.310			6.687

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

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

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Parameter summary

Trip rate parameter range selected:	5700 - 18000 (units: sqm)
Survey date range:	01/01/11 - 24/10/18
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	10905	0.390	18	10905	0.087	18	10905	0.477
08:00 - 09:00	18	10905	0.830	18	10905	0.574	18	10905	1.404
09:00 - 10:00	18	10905	0.092	18	10905	0.081	18	10905	0.173
10:00 - 11:00	18	10905	0.055	18	10905	0.051	18	10905	0.106
11:00 - 12:00	18	10905	0.062	18	10905	0.061	18	10905	0.123
12:00 - 13:00	18	10905	0.057	18	10905	0.059	18	10905	0.116
13:00 - 14:00	18	10905	0.076	18	10905	0.095	18	10905	0.171
14:00 - 15:00	18	10905	0.368	18	10905	0.284	18	10905	0.652
15:00 - 16:00	18	10905	0.271	18	10905	0.562	18	10905	0.833
16:00 - 17:00	18	10905	0.143	18	10905	0.356	18	10905	0.499
17:00 - 18:00	18	10905	0.118	18	10905	0.202	18	10905	0.320
18:00 - 19:00	17	10811	0.119	17	10811	0.119	17	10811	0.238
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.581			2.531			5.112

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

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