

Appendix A

TfGM Comments from TfGM and MCC Highways 2 November 2022

Please find Highways and TfGM comments below:

- Colleagues within HFAS consider that the 5% pass-by trip rate is low. In terms of reference to the previous application, that was from some time ago. Highways agree with TfGM and would suggest that the suggested trip rates put forwards by colleagues in HFAS are considered.
- If the applicant wishes to include the original percentages as well they can do this. This will provide Highways with a range of results.
- It is requested that the evidence of the absence levels is provided within the TA. Evidence is also requested for the proposed 10% modal share figure.

TfGM Comments 23 September 2022

Thank you for your patience in getting the comments across to you.

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

1. Development Proposals

The development proposals comprise a Nursery, Primary School and Secondary School, encompassing 27 classrooms within a new building, on land at Redby Street in Manchester.

The proposed capacity of the facility is as follows:

- Nursery to accommodate 50 children
- Primary School (Reception – Year 6) to accommodate 204 pupils
- Secondary School (Year 7 – Year 11) to accommodate 146 pupils

The proposed hours of operation are as follows:

- Nursery – 08:45-15:00
- Primary School – 08:45-15:15
- Secondary School – 08:25-14:50

An on-site car park facilitating 14 car parking spaces (including 1 accessible bay) will be provided.

2. Site Specific Comments

Colleagues within TfGM HFAS (Highways Forecasting Analytical Services) have reviewed the submitted Highway Scoping Note and provided the following comments:

- I. The traffic generation methodology uses 30% of the drive thru / retail units (previous application) as new trips, 10% car sharing of pupils, 5% pass-by trips along the A635 and 4.7% daily absence level.

TfGM HFAS consider that there is no evidence provided to support the methodology. For example, evidence of the origin of the pupil modal share.

The figure of 30% for the drive thru / retail units is also queried and TfGM would request sight of the approved TA for the drive thru retail units to qualify this.

II. The TA presents an extant approval for the site. TfGM would refer to the Local Highway Authority to confirm whether there is an extant use covering the site and if this can be deemed a valid fallback position.

III. All junctions experiencing an uplift of 30 vehicles per hour due to the development should be assessed.

IV. Diagrams showing traffic flows should be provided as follows:

- Base Flows
- Development Flows
- Committed development flows (if applicable)
- Growthed base flows and / or base flows plus committed
- Growthed flows plus development flows

3. General Comments

I. An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.

II. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

III. A swept path analysis should be provided for any vehicular access.

IV. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development should be undertaken.

V. An assessment of the likely environmental/traffic impacts of HGVs during the construction process should be undertaken.

4. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The applicant should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the LHA who will be happy to work with the applicant to agree an approach.

5. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their

vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all cyclists and pedestrians, including those with disabilities. In addition to walking / cycling distances and pedestrian / cyclist desire lines, pedestrian / cycling environment (including footway/ cycleway condition and widths) and pedestrian / cyclist safety and security should be considered.

An audit of the footways and cycleways in the vicinity of the development should be undertaken and improvements identified.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The developer should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

TfGM would suggest that a pedestrian survey is carried out in the vicinity of the site, as per guidance <https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf> and included as part of any future submission.

Details of cycle parking provision for the proposed development should be provided and shown on plan. This should include the proposed number of spaces, storage method, along with measures to ensure the security of the cycle provision.

6. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

7. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the developer liaise directly with TfGM's bus infrastructure which can be contacted at Shelters@tfgm.com

8. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS

provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

The Bee Network will be the largest joined-up system of walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on <https://www.tfgm.com> and TfGM would encourage the applicant to review the map online to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

MCC Highways Comments 23 September 2022

Perfect! Please find MCC Highways response below. TfGM have informed me that they will send me their response asap. As soon as it comes through I will make it a priority to get through to you. Thank you for your understanding!

Context:

Proposed development of the creation of a nursery, primary school and secondary school on land at Redby Street, Manchester.

Response:

The development will provide a new private education building that will provide a nursery, primary school and secondary school. The development will provide a total of 27 classrooms. The Transport Note has confirmed that the total number of pupil on-site will be 400.

- Nursery: 50 pupils
- Reception – Year 6: 204 pupils
- Year 7 – 11: 146 pupils

The school start and finish times are as follows:

- Nursery: 08:45 – 15:00
- Reception – Year 6: 08:45 – 15:15
- Year 7 – 11: 08:25 – 14:50

It is noted that the nursery will have one intake in the morning and one in the afternoon.

It is noted that the proposed development will be situated over Redby Street. It is Highways understanding that Redby Street currently has a Legal Closure along its entirety. It is understood that the two access points are still in place and retain the dropped kerb.

It is Highways understanding that Redby Street has been subject to a Section 247 agreement attached the planning application 118127/FO/2017 (approved in January 2018). This planning

application has now expired and therefore the Section 247 agreement has also expired. Therefore, the applicant will be required to enter into a Section 247 agreement to stop up Redby Street.

Vehicular access to the school will be via Whitworth Street and lead into the car park area. The plan suggests that the existing vehicle access will be utilised to provide this access. Any works to the vehicle access will have to be carried out under a Section 278 agreement. It is requested that the access point have dropped kerbs and tactile paving in place for pedestrian safety.

It is understood that the existing dropped kerbs on Ashton Old Road become redundant and therefore it is requested that the kerbs are reinstated. The reinstatement of the dropped kerb will need to be done in accordance with MCC construction standards under a Section 278 agreement for the alterations to the existing highways, and for construction of the proposed reinstated kerb. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

A Pedestrian access will be in place on A635 Ashton Old Road. It should be ensured that the entrance is not located withing close proximity of the signalised crossing. Highways would have concerns of pedestrian movements being impinged by students/parents at the access or pedestrians waiting to cross.

A proposed pedestrian entrance will also be installed on Whitworth Street to the nursery and is located away from the vehicular access.

It is requested that Keep Clear – School markings are installed along Whitworth Street and Ashton Old Road. This should be undertaken as part of a wider TRO review and will be funded at the applicants expense.

The Transport Note states that a vehicular access strategy will be in place. This suggests that vehicles will turn right from Ashton Old Road into Odell Street to its junction with Whitworth Street. Students will be dropped off along Whitworth Street and vehicles will then join Ashton Old Road at its junction with Welcomb Street. Although, this strategy would reduce vehicles using Ashton Old Road to drop off/pick up students Highways have concerns. It is requested that the applicant consider installing a drop-off/pick-up area within the red line boundary of the site. Highways have concerns on the potential impact drop off and pick up activity will have on Whitworth Street. Highways would not accept any drop off/pick up activity adjacent to the site due to the potential highway and pedestrian safety risks.

The proposed parking provision will be set out in the Transport Assessment. MCC reviews vehicle parking at educational facilities on a case-by-case basis. It is requested that the Transport Assessment details the rationale behind proposed parking provision for each aspect of the school and demonstrates that the proposed parking is acceptable. It is also requested that a parking management plan in place and details how school pick-up and drop-off activity will be monitored and mitigated.

The Transport Note suggests that a total of 14 parking spaces will be in place. Highways have concerns that this parking provision is too low.

All parking spaces should accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

It is requested that EV Charing be available on-site. MMC has sought up to 25% EV Charging in new school applications.

It is requested that a Car Park Management Plan is produced for the school.

Information should be provided on the anticipated number of mini-buses/buses to the site and details on where they will park and be managed.

Cycle parking should be in place for all aspects of the development and this information should be included in any submitted documents/drawings. It should be noted that all cycle parking should be sheltered and secure.

General Comments:

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

A bin store is noted on the plans. Any submitted documents/plans should detail each site use waste strategy and collection points.

For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

It is requested that servicing for the commercial properties is undertaken outside of the network AM and PM peak periods. It is also requested that a Service Management Strategy is in place.

If any ramped access proposed it should be ensured that all aspects of the ramp including the gradient, resting/ landing platform and handrailing is DDA compliant, as referenced within Design for Access 2 documents.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- 5 years of accident history
- Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- Audit of key cycling routes (ASLs, cycle lanes etc.)
- Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Site accessibility, access to public transport, walking and cycling routes should be included in the assessment.

**REDBY STREET, MANCHESTER –
PROPOSED NURSERY AND SCHOOL**

HIGHWAY SCOPING NOTE



REDBY STREET, MANCHESTER – PROPOSED NURSERY AND SCHOOL**HIGHWAY SCOPING NOTE****DOCUMENT CONTROL**

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
HSN 303-22-1	First Draft		1	JP	MP	6.7.2022
HSN 303-22-1	Second Draft		1	JP	MP	25.7.2022
HSN 303-22-1	Final		1	JP	MP	15.8.2022

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REDBY STREET, MANCHESTER – PROPOSED NURSERY AND SCHOOL

HIGHWAY SCOPING NOTE FOR PRE-APPLICATION

1.0 Introduction and Background

- 1.1 This Highway Scoping Note (HSN) has been produced to support a future planning application for the creation of a nursery, primary school and secondary school on land at Redby Street, Manchester.
- 1.2 The main purpose of this HSN is to obtain formal comments from the Highway Authority on :-
- The proposed site layout;
 - The parking provision;
 - The proposed traffic generation methodology, traffic distribution and assessment of the traffic generation impacts on the highway network;
 - The extent of junction modelling identified;
 - The system for accident interrogation in the TA; and
 - Whether any committed development needs to be taken into consideration in the TA.
- 1.3 This HSN has been developed with an understanding of the local policy and guidance but we welcome advice from Manchester City Council Highways and TfGM on the scope of the transport and highway analysis that needs to be undertaken for the proposed development.
- 1.4 The development will comprise :
- The creation of a new building with 27 classrooms, a nursery and car parking.
- 1.5 The Architect has confirmed that a pre-application enquiry has been undertaken with the Planning Authority.

2.0 Site Location and Description

- 2.1 The proposed site is on the southerly side of A635 Ashton Old Road at Redby Street. The site is located in Bradford Ward in the easterly part of Manchester City Council's area. The site is bounded by A635 at the northerly edge and Whitworth Street at its southerly edge. An existing site layout is located in **Appendix A**.
- 2.2 The site location is shown in the Figure below.

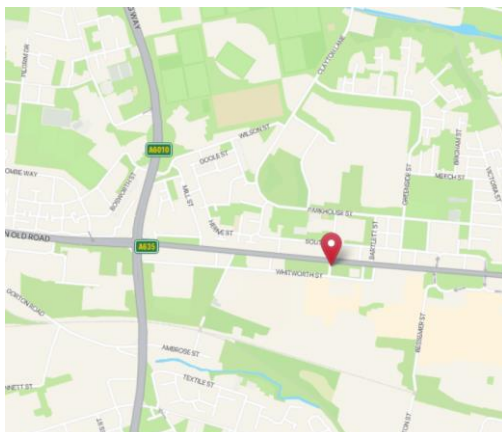


Figure 1 – Site Location

3.0 Existing Characteristics

3.1 Existing Site Use

- 3.2 The site is located between A635 Ashton Old Road and Whitworth Street and includes the land either side of, and including, Redby Street in east Manchester. A635 Ashton Old Road has two lanes in each direction in the vicinity of the site. Whitworth Street is a road with a single lane in each direction. Redby Street appears to have been stopped up from a recent site visit. The site is undeveloped land but was subject to a planning approval for a drive thru coffee shop and retail shops in 2017.

3.3 Baseline Conditions

- 3.4 The Transport Assessment will discuss the existing highway conditions including reporting on traffic data collected at :-

- A635 Ashton Old Road / A6010 Alan Turing Way
- A635 Ashton Old Road / Welcomb Street
- A635 Ashton Old Road
- A635 Ashton Old Road / Odell Street

- 3.5 This part of the TA will discuss the collected traffic data including identification of the traffic peaks and how they relate to the proposed education facility.

- 3.6 The Transport Assessment (TA) will review and provide commentary on the existing highway network, public transport, cycling and walking networks. This will include a review of any PROW in the vicinity.

- 3.7 A review of the historical road traffic accident record will be undertaken over a five-year period. The proposed accident study area is identified below.

- A635 Ashton Old Road between (and including the junction with A6010 Alan Turing Way and Welcomb Street); and
- Whitworth Street and sides roads onto / off the A635.

- 3.8 Would Manchester City Council Highways prefer the accident search to be undertaken using the TfGM system ?

4.0 Policy and Guidance

- 4.1 This part of the TA will review and interpret national and local policies relevant to the proposed development. This will include :-
- National Planning Policy Framework
 - Design Manual for Roads and Bridges
 - Manual for Streets
 - Manchester City Council Core Strategy and Supplementary Planning Documents
 - The Greater Manchester Transport Strategy

5.0 Site Accessibility

- 5.1 This part of the TA will assess the development proposals in relation to accessibility. The site accessibility assessment will consider the following modes :-
- Walking
 - Cycling
 - Public transport
- 5.2 The accessibility to the site will consider 2km and 5km maximum isochrones for journeys to be made by walking and cycling respectively.
- 5.3 Accessibility analysis will be undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#)

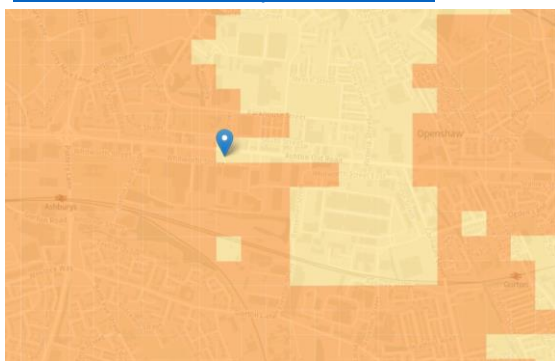


Figure 2 – Site Accessibility (GM Mapping Tool)

6.0 Sustainable Travel Strategy

- 6.1 This part of the TA will discuss sustainable modes of travel for travel to and from the proposed education development.
- 6.2 The Applicant understands that a Travel Plan will be required for the proposed education development and this will be produced and submitted with the planning application submission.

7.0 Development Proposals

7.1 The proposed development is for a new private education building which will provide a nursery, primary school and secondary school.

7.2 The Ground Floor will provide :

- classrooms between 30sq.m to 33sq.m in size
- A nursery 124sq.m
- A library
- A dinning hall and sports hall that can be partitioned to suit the requirements of the school
- A kitchen
- Offices, toilet facilities,

7.3 The first floor will provide

- 10 classrooms between 31sq.m to 33 sq.m
- Head Teacher's Office
- Staff Room
- 3 x Labs
- A library
- Toilet facilities

7.4 The second floor will provide :

- 10 classrooms between 31sq.m to 33 sq.m
- Head Office
- Staff Room
- 3 x Labs
- A library
- Toilet facilities

7.5 The figure below shows the proposed site layout. **Appendix B** contains the proposed site layout drawings.



Figure 3 – Proposed Site Layout

7.6 School Intake

7.7 The Applicant has confirmed that the building will be a private school and pupil numbers will be limited to 13 per classroom within the 27 classrooms. The Table below shows the pupil numbers per year.

Table 1 – Pupil Numbers

School Year	Numbers
Nursey	50
Reception - Year 6	204
Year 7 - 11	146
Total	400

7.8 The nursey proposes to have one intake in the morning and one intake in the afternoon.

7.9 Proposed School Times

7.10 The nursey, primary school and secondary school start and finish times are shown in the Table below.

Table 2 – Start and Finish Times

School Year	Start and Finish Times
Nursey	08:45-15:00
Reception - Year 6	08:45-15:15
Year 7 - 11	08:25-14:50

7.11 Site Access

7.12 The proposed education development proposes a site access from Whitworth Street as the access into the development. The site access will provide access into the car parking area. Pedestrian access will be via the entrance on A635 Ashton Old Road. There is a pedestrian entrance onto Whitworth Street proposed and this is located away from the vehicular access. This pedestrian access is proposed to be used as part of the access strategy to facilitate drop-offs / pick-ups nearby.

7.13 An earlier planning application for the site consisted of a mixed use proposal and proposed to close Redby Street. From a site visit it appears that Redby Street has already been closed-off.

7.14 Access Strategy

7.15 The proposed vehicle access strategy is to turn right from A635 Ashton Old Road into Odell Street then travel along Whitworth Street to drop-off children then travel out through the traffic signals at A635 Ashton Old Road / Welcomb Street.

7.16 Parking

7.17 The Transport Assessment will describe the proposed parking provision and set out the proposed parking provision for cars, disabled parking, cycles and motorcycles. The parking provision will be considered against Appendix B of the Core Strategy.

7.18 The Applicant proposes to provide 14 car parking spaces which includes 1 disabled parking space.

7.19 Data Collection

7.20 Traffic surveys have been undertaken at the following locations :-

- A635 Ashton Old Road / A610 Alan Turing Way – Turning Count
- A635 Ashton Old Road / Welcomb Street – Turning Count
- A635 Ashton Old Road west of Redby Street - Automatic Traffic Count
- A peak hour turning count has been undertaken at A635 Ashton Old Road / Odell Street.

7.21 **Appendix C** contains the traffic survey data.

8.0 Trip Generation & Traffic Generation Methodology

8.1 This part of the TA will describe the traffic generation methodology for the proposed nursery and school.

8.2 The TRICS database has been reviewed and trip rates obtained for the following uses :

- 04-A Primary School
- 04-B Secondary School
- 04-C Nursery

8.3 **Appendix D** contains the outputs from the TRICS database.

8.4 Traffic Generation

8.5 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database and the children numbers planned to be on-site. The traffic generation is shown below in the table.

Table 3 – Traffic Generation

Education Type		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (15.00-16.00)			AM Peak (8.00-9.00)			PM Peak (15.00-16.00)		
	Units	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Nursery	25	0.14	0.103	0.243	0.018	0.013	0.031	4	3	6	0	0	1
Primary	204	0.377	0.208	0.585	0.250	0.285	0.535	77	42	119	51	58	109
Secondary	146	0.150	0.135	0.285	0.055	0.078	0.133	22	20	42	8	11	19
Total Traffic Generation								102	65	167	59	70	129

8.6 The traffic generation is based on the total numbers at the site and based on a new use of the site. A previous application has been approved for a drive thru coffee shop and retail units and we believe this should be taken into consideration in the development of the net traffic generation. In addition, as the school building will offer a range of school years from reception through to Y11, we believe that it would be reasonable to allow for an element of car sharing of pupils in the same family. The A635 is a key link between Manchester and Tameside and it would be reasonable to assume an element of traffic is already passing along the A635 and will continue to do so but include a school drop-off/ pick-up as part of the journey.

8.7 The traffic generation methodology has used the following :

- 30% of the drive thru / retail units will be new traffic
- 10% car sharing of pupils
- 5% passby trips along A635
- 4.7% daily absence level

8.8 Approved Scheme Trip Generation from Earlier Application

8.9 The Transport Statement for the drive thru coffee shop and retail units included the following for traffic generation, as shown in the table below. The Transport Statement did indicate that the overwhelming majority of the traffic would be existing road users (ie passby trips).

Table 4 – Traffic Generation Earlier Application

	Drive Thru			A1/A3 Units			Total		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Morning Peak	66	63	129	6	15	11	72	68	140
Lunchtime Peak	36	41	77	12	13	25	49	54	103
Evening Peak	21	22	43	10	10	21	31	32	64
New Trips AM Peak	20	19	39	2	5	3	22	20	42
New Trips Lunchtime	0	0	0	0	0	0	0	0	0
New Trips PM Peak	11	12	23	4	4	8	15	16	31

8.10 Daily Absence Levels

8.11 Whilst regrettable, there is inevitably a certain level of absence each school day. In 2018/19 the national average for absence is 4.7%. For the proposed school with 350 pupils, there is likely to be 16 pupils absent daily. The absence level is proposed to be included to determine the net traffic generation for the education facility. **Appendix E** contains a factsheet on absence levels in 2018/19.

8.12 Car Sharing Trips

8.13 The National Travel Survey 2020 indicates that car occupancy for education trips is typically 2 people. (NTS0905). This will relate to either a primary school or secondary but the proposed education development will have a nursery, primary school and secondary school located within the same campus. With three facilities located within the same campus then the Applicant believes there will be some car sharing (ie more

than one pupil in each car). The traffic generation methodology has included 10% car sharing.

8.14 Net Traffic Generation

8.15 The net traffic generation is shown below in the Table.

Table 5 – Net Traffic Generation

Education Type	Trip Rates							Traffic Generation					
	AM Peak (8.00-9.00)				PM Peak (15.00-16.00)			AM Peak (8.00-9.00)			PM Peak (15.00-16.00)		
	No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Nursery	25	0.14	0.103	0.243	0.018	0.013	0.031	4	3	6	0	0	1
Primary	204	0.377	0.208	0.585	0.250	0.285	0.535	77	42	119	51	58	109
Secondary	146	0.150	0.135	0.285	0.055	0.078	0.133	22	20	42	8	11	19
Approved Scheme 30%								-22	-20	-42	-31	-32	-64
Car Sharing 10%								-8	-4	-12	-5	-6	-11
Passby Trips 5%								-1	-1	-2	0	-1	-1
Daily Absence 4.7%								-4	-2	-11	-1	-1	-5
	Total Traffic Generation							68	37	100	22	30	49

8.16 Assessment Periods

8.17 Analysis is proposed on the following assessment periods to coincide with start and finish times :

- Weekday am (8.00-9.00am)
- Weekday pm (14.30-15.30)

8.18 Assessment Years

8.19 The application is planned to be submitted later in 2022. The proposed assessments, subject to agreement with Manchester City Council / TfGM are as follows :-

- Base Year 2022
- Opening Year 2023
- Future Year 2030

8.20 The education facility will have a primary school and secondary school so will host school years from reception to Y11. The education site will have the initial intake for reception, the nursery and the first year of the secondary school. The school building will not have classrooms fully utilised until 7 years after opening as pupils move through the school years.

8.21 Committed Development

8.22 The Council's planning portal has been examined and there was little new development identified in the area so it is not expected that committed developments needs to be included in the analysis. However, the Applicant would welcome confirmation of any committed developments that need to be included in the analysis / Transport Assessment.

- 8.23 We also request the Council advise of any recently implemented or soon to be implemented highway improvement schemes that need to be taken into consideration in the Transport Assessment.

8.24 Traffic Growth

- 8.25 TEMPRO will be used to provide future growth year factors.

8.26 Traffic Scenarios

- 8.27 The following traffic scenarios are proposed within the TA :-

- 2022 Base Year
- 2023 Opening Year
- 2023 Opening Year + Committed Development
- 2023 Opening Year + Committed Development + Development Traffic
- 2030 Future Year
- 2030 Future Year + Committed Development
- 2030 Future Year + Committed Development + Development Traffic

8.28 Traffic Assignment and Distribution

- 8.29 The Applicant has indicated that nursery attendees and school pupils will come from the Manchester area. As the origin points are unknown for nursery attendees and school pupils, a gravity model has been constructed to assess the proportion of school children by Ward in Manchester and the distance between the origin and the school site. Analysis was then undertaken to assess the potential travel route using the shortest route to the school from the Ward. Census data (KS102EW Age Structure) was used to determine school aged children per Ward and then the distribution model created. This distribution is shown in **Appendix F**.

- 8.30 Nursery attendees and school pupils will travel from other parts of Manchester to the site, located in the easterly part of Manchester. The distribution analysis has considered the distribution of traffic through the following junction :

- A635 Ashton Old Road / A6010 Alan Turing Way

- 8.31 The distribution analysis resulted in the following distribution :-

Table 6 – Traffic Distribution Proportions

Distribution	Within the Immediate Area	Left at ATW	Ahead at ATW	Right at Alan Turing Way
Percentage	19%	43%	14%	24%

- 8.32 The following table shows the distribution of net traffic through the A635 Ashton Old Road / A6010 Alan Turing Way junction.

Table 7 – Traffic Distribution

Time Period & Movement	Total	Within the Immediate Area	Left at ATW	Ahead at ATW	Right at Alan Turing Way
Distribution	100%	19%	43%	14%	24%
AM IN	68	13	29	10	16
OUT	37	7	16	5	9
PM IN	22	4	9	3	5
PM OUT	30	6	13	4	7

8.33 Highway Assessment Network

8.34 The extent of the proposed highway assessment for the proposed development is as follows :-

- A635 Ashton Old Road / Welcomb Street Traffic Signals
- A635 Ashton Old Road / A6010 Alan Turing Way

8.35 The A635 Ashton Old Road / Odell Street has turning movements of approximately 1 vehicle every minute and the proposed development is expected to generate turning movements (right turn from the A635) equating to 3.5 vehicle every minute. Traffic flows along the A635 at Odell Street were generally free-flowing and the junction operated adequately without any noticeable delays. The junction is expected to cope adequately with the additional right turning demand so the modelling of this priority junction is not expected to be required.

8.36 Traffic Modelling

8.37 Traffic modelling within the Highway Assessment Network will use Linsig software.

8.38 Due to the net traffic generation and the proposed distribution network, the resultant development traffic is considered to require the modelling of the junctions :

- A635 Ashton Old Road / Welcomb Street Traffic Signals
- A635 Ashton Old Road / A6010 Alan Turing Way

8.39 A DfT traffic count is located on A6010 south of the A635. A comparison has been made of the traffic data from 2020 for the peak hours of the school site with the net traffic generation. The analysis showed generally there would be a 1% change in traffic flows compared to the existing flows, except for the am peak northbound which shows a 2.4% increase in flows. We believe that from the information available so far the modelling of other junctions is not required. Details of the traffic count on A6010 South are : [Road traffic statistics - Manual count point: 99014 \(dft.gov.uk\)](https://www.dft.gov.uk/road-traffic-statistics-manual-count-point-99014)

Table 8 – Change in Flows on A6010 South

Time Period	Existing		Net Traffic Generation		% Flow Change	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
AM	1031	1053	24	13	2.4%	1.2%
PM	1048	1136	6	9	0.6%	0.8%

8.40 Off-Site Highways Mitigation

8.41 The TA will discuss the proposed off-site mitigation, should it be required.

8.42 Swept Path Analysis

8.43 Swept path analysis will be undertaken on the proposed site access and the proposed internal site layout to demonstrate how servicing vehicles (large refuse vehicle, panel van) and private cars can manoeuvre in the internal road system for the proposed education facility.

9.0 Summary

9.1 This Highway Scoping Note has been prepared in advance on the planning application being submitted for a new school on land to the south of A635 Ashton Old Road in east Manchester.

9.2 The Applicant would welcome advice on :-

- The system for undertaking the accident analysis in the TA;
- Whether the traffic generation methodology is accepted by the Highway Authority and TfGM;
- Whether the City Council and TfGM agree with the extent of traffic modelling set out in the note; and
- Whether any committed developments need to be included in the TA.

Appendix A



General Notes

The Architect shall have no responsibility for any use made of this document other than for that which it was prepared and issued.

All dimensions should be checked on site. Do not scale from this drawing

To be read in conjunction with all other Consultant's drawings.

The Architect to be immediately notified of any discrepancies.

Copyright on this drawing retained by the Architect.

LEGEND

 Site Boundary

STREET

WHITWORTH STREET

REDBY STREET

Shelter

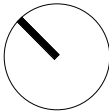
PH
815 817 821

+ 61.4m

Shelter

Warehouse

0 5 10 15 20m
1:500



P1 03/03/22 SA SH Initial Issue
No. Date Dwn Chk App Revision or reason for issue

Client
Trafford Learning Vocational Centre

createitstudios
... leave an impression

Create It Studios (NW) Ltd
Universal Square
Devonshire Street North
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Project Title
Redby St, Manchester M11 2NP

Scale / North Point
1 : 500

Drawing Title
Existing Site Plan

Drawing Number A1417(01)AP001	Revision P1
Drawing Status Preliminary	

Appendix B



General Notes

The Architect shall have no responsibility for any use made of this document other than for that which it was prepared and issued.

All dimensions should be checked on site. Do not scale from this drawing

To be read in conjunction with all other Consultant's drawings.

The Architect to be immediately notified of any discrepancies.

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- LEGEND**
- Site Boundary
 - 2.1m High anti-climb security fence

P5	22/04/22	SA	SH	Amended WC Layout	
P4	11/04/22	SA	SH	Amended Proposed	
P3	28/03/22	SA	SH	Amended Proposed	
P2	17/03/22	SA	SH	Amended Proposed	
P1	03/03/22	SA	SH	Initial Issue	
No.	Date	Dwn	Chk	App	Revision or reason for issue

Client

Trafford Learning Vocational Centre

createitstudios
... leave an impression

Create It Studios (NW) Ltd
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Project Title

Redby St, Manchester M11 2NP

Scale / North Point

1 : 500

Drawing Title

Proposed Site Plan

Drawing Number	Revision
A1417(02)AP001	P5
Drawing Status	
Preliminary	

Appendix C



cts

TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

AMNI Transportation Ltd

**50941 – Manchester Traffic
Survey**

**Tuesday 12th – Monday 18th
July 2022**

Jigisha Parekh



Contents

1. Data Quality Assurance
2. Method of Survey.
3. Incidents Encountered During Surveys.
4. Weather Conditions.
5. Maps of Survey Locations.

Appendix 1 - Maps of Survey Locations

Appendix 2 – Survey Results

Data Quality Assurance:

Data Revision: Rev. 1

Analysis and Report by: Jigisha Parekh

Date: 26/07/2022

Checked by: Joe Maclaren

Date: 26/07/2022

Approved by: Joe Maclaren

Date: 26/07/2022

Method of Survey:

VIDEO TURNING COUNTS:

Data was collected via high mast video units positioned at the following junctions and analysed manually at a later date:

1. A6010 Alan Turing Way/ A635 Ashton Old Road/ A6010 Pottery Lane
2. Store Street/A635 Ashton Old Road/ Welcomb Street

All possible traffic movements were recorded in 15 minutes intervals, between the times of 07:30 – 09:30 & 14:30 – 16:30 on Tuesday 12th July 2022. The results are provided in an Excel spreadsheet. The following classifications were used:

Car – Including taxis, state cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle;

LGV – Light Goods Vehicle. Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group are delivery vans of one type or another;

OGV1 – Other Goods Vehicles Category 1. Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles. Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive without a trailer is also included;

OGV2 – Other Goods Vehicles Category 2. Includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer;

PSV – Buses and Coaches. Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.

MC – Two wheeled motor cycles;

PC – Pedal cycles and C5 type vehicles using the road; this does not include cyclists using the pavement.

QUEUE LENGTH SURVEYS:

Enumerators recorded the length of queues at the designated junction, on the same day and time as the turning counts, once every five minutes. Queue lengths were measured by number of vehicles in queue, where:

- motorbikes
- cars
- small and large vans
- mini buses
- small lorries

were counted as 1 vehicle, and

- HGVs
- full size buses/coaches

were counted as 2 vehicles.

ATC SURVEYS:

Classified volume and speed data were collected via ATC units positioned Manchester. Data was collected from Tuesday 12th – Monday 18th July 2022. Data is shown in hourly intervals and by direction.

The following points was surveyed:

- A635 Ashton Old Road

The Vehicle Classifications used in this survey numbered in the data are as follows:

1. Pedal Cycles
2. Motorcycles
3. Passenger cars with or without trailers
4. LGVs with or without trailers
5. 2 axles rigid HGV
6. 3 axles rigid HGV
7. 4 axles rigid HGV
8. 3 axles articulated HGV
9. 4 axles articulated HGV
10. 5 or more axles articulated HGV
11. Buses and coaches

Incidents Encountered During Surveys:

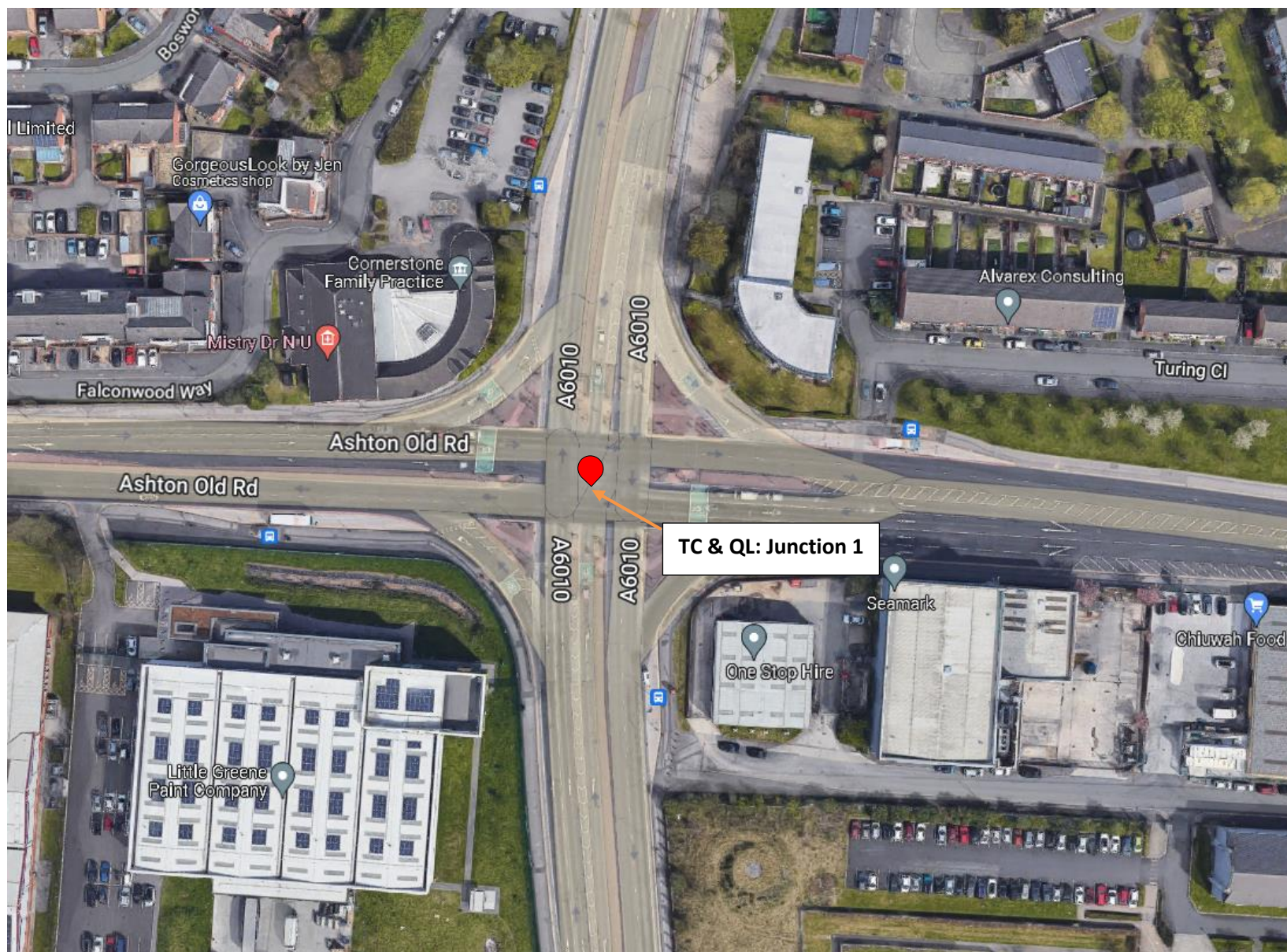
There were no significant events or unforeseen circumstances to affect the results of the surveys.

Weather Conditions:

Tuesday 12th July 2022:

It was dry cloudy during the survey time

50941 - AMNI Transportation Ltd – Manchester Traffic Survey – Location Map – Appendix 1





ATC Survey : A635 Ashton Old Road

TC & QL: Junction 2

Date: Tuesday 12th July 2022

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A6010 Alan Turing Way

Direction: Left Turn

To: A635 Ashton Old Road (East Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	20	5	0	1	0	0	0	26
07:45	39	6	2	1	0	1	0	49
08:00	33	11	0	0	0	0	1	45
08:15	33	5	2	0	2	1	0	43
08:30	41	8	3	2	0	0	0	54
08:45	34	0	1	0	0	0	0	35
09:00	27	8	0	2	0	1	0	38
09:15	37	13	2	2	2	3	0	59
AM Total	264	56	10	8	4	6	1	349
14:30	42	2	1	0	1	0	0	46
14:45	28	2	1	1	0	2	1	35
15:00	30	2	1	2	0	0	0	35
15:15	18	7	0	2	1	0	0	28
15:30	30	7	0	0	0	1	0	38
15:45	27	4	1	0	0	0	0	32
16:00	24	4	0	1	0	0	1	30
16:15	22	2	1	0	0	2	0	27
PM Total	221	30	5	6	2	5	2	271
Total	485	86	15	14	6	11	3	620

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A6010 Alan Turing Way

Direction: Straight On

To: A6010 Pottery Lane

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	183	40	3	1	3	2	3	235
07:45	224	66	3	0	2	3	1	299
08:00	219	38	7	0	5	0	4	273
08:15	173	24	5	2	1	0	3	208
08:30	219	25	5	1	7	0	2	259
08:45	190	28	8	2	3	0	1	232
09:00	137	25	7	1	3	0	1	174
09:15	161	28	2	5	7	1	0	204
AM Total	1506	274	40	12	31	6	15	1884
14:30	156	26	6	0	7	0	1	196
14:45	152	25	9	6	6	0	2	200
15:00	166	30	6	3	3	0	1	209
15:15	130	21	3	1	1	0	2	158
15:30	167	24	2	1	2	1	6	203
15:45	157	27	3	2	5	2	7	203
16:00	163	28	2	1	2	2	5	203
16:15	184	16	2	0	3	0	3	208
PM Total	1275	197	33	14	29	5	27	1580
Total	2781	471	73	26	60	11	42	3464

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A6010 Alan Turing Way

Direction: Right Turn

To: A635 Ashton Old Road (West Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	44	11	1	0	0	0	0	56
07:45	53	12	4	2	0	0	1	72
08:00	50	8	2	2	1	0	0	63
08:15	45	10	1	0	0	0	0	56
08:30	44	6	2	1	0	0	1	54
08:45	38	5	3	3	1	0	1	51
09:00	31	7	2	3	1	0	0	44
09:15	22	9	2	0	1	0	0	34
AM Total	327	68	17	11	4	0	3	430
14:30	26	4	0	1	0	0	0	31
14:45	27	6	3	6	0	0	0	42
15:00	28	6	2	4	1	0	0	41
15:15	22	8	1	2	0	0	0	33
15:30	23	4	0	0	1	0	0	28
15:45	25	3	1	0	0	0	0	29
16:00	29	4	0	0	0	0	1	34
16:15	29	2	0	1	1	0	0	33
PM Total	209	37	7	14	3	0	1	271
Total	536	105	24	25	7	0	4	701

Ashton Old Road (West Arm)

317	
420	
381	
307	1425
367	1475
318	1373
256	1248
297	1238
273	
277	
285	
219	1054
269	1050
264	1037
267	1019
268	1068

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A635 Ashton Old Road (East Arm)

Direction: Left Turn

To: A6010 Pottery Lane

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	60	9	2	1	0	0	1	73
07:45	62	7	1	3	0	0	0	73
08:00	49	9	2	1	1	0	0	62
08:15	59	11	3	1	1	0	0	75
08:30	75	12	1	2	0	0	0	90
08:45	63	11	2	1	2	1	1	81
09:00	69	12	2	2	2	0	0	87
09:15	64	10	3	3	0	0	1	81
AM Total	501	81	16	14	6	1	3	622
14:30	37	7	4	1	0	1	0	50
14:45	41	3	1	0	0	1	1	47
15:00	63	4	1	4	3	0	0	75
15:15	52	2	1	0	1	0	1	57
15:30	35	4	0	0	0	1	0	40
15:45	40	6	2	3	0	1	0	52
16:00	49	8	0	2	0	0	1	60
16:15	42	2	0	0	0	0	0	44
PM Total	359	36	9	10	4	4	3	425
Total	860	117	25	24	10	5	6	1047

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A635 Ashton Old Road (East Arm)

Direction: Straight On

To: A635 Ashton Old Road (West Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	170	40	3	3	3	3	2	224
07:45	169	29	10	3	1	3	4	219
08:00	153	35	1	3	2	2	8	204
08:15	168	29	8	5	2	3	4	219
08:30	163	15	6	1	2	2	8	197
08:45	134	30	7	10	2	2	2	187
09:00	134	26	10	3	4	0	4	181
09:15	136	24	2	2	1	0	4	169
AM Total	1227	228	47	30	17	15	36	1600
14:30	84	17	4	1	3	1	0	110
14:45	82	13	4	3	1	1	1	105
15:00	77	12	2	0	2	0	1	94
15:15	61	11	10	2	6	1	2	93
15:30	87	15	2	0	3	0	0	107
15:45	70	9	4	3	2	0	1	89
16:00	86	12	2	1	4	1	1	107
16:15	99	8	1	1	0	0	1	110
PM Total	646	97	29	11	21	4	7	815
Total	1873	325	76	41	38	19	43	2415

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A635 Ashton Old Road (East Arm)

Direction: Right Turn

To: A6010 Alan Turing Way

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	30	8	2	0	0	1	2	43
07:45	31	14	2	0	1	0	0	48
08:00	31	9	1	2	1	0	1	45
08:15	35	13	1	1	2	1	1	54
08:30	41	5	2	0	1	0	2	51
08:45	44	7	4	0	0	0	0	55
09:00	45	8	2	0	1	0	0	56
09:15	34	6	6	0	1	1	0	48
AM Total	291	70	20	3	7	3	6	400
14:30	39	4	2	1	1	0	0	47
14:45	43	0	1	0	1	0	0	45
15:00	47	7	1	2	1	1	1	60
15:15	58	8	0	0	1	1	0	68
15:30	46	6	1	0	1	0	0	54
15:45	42	8	0	1	1	0	1	53
16:00	51	9	0	1	0	0	0	61
16:15	54	3	0	1	0	0	1	59
PM Total	380	45	5	6	6	2	3	447
Total	671	115	25	9	13	5	9	847

Ashton Old Road (West Arm)

340	
340	
311	
348	1339
338	1337
323	1320
324	1333
298	1283
207	
197	
229	
218	851
201	845
194	842
228	841
213	836

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A6010 Pottery Lane

Direction: Left Turn

To: A635 Ashton Old Road (West Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	2	1	1	1	0	0	0	5
07:45	6	1	0	1	1	0	0	9
08:00	11	1	0	2	1	0	0	15
08:15	5	0	1	0	0	0	0	6
08:30	11	0	0	2	0	0	0	13
08:45	9	2	0	1	0	0	0	12
09:00	7	1	0	1	1	0	0	10
09:15	9	3	0	0	0	0	0	12
AM Total	60	9	2	8	3	0	0	82
14:30	5	4	1	2	0	0	0	12
14:45	6	1	0	4	0	0	0	11
15:00	10	2	0	1	0	0	0	13
15:15	3	3	1	1	2	0	1	11
15:30	8	2	0	0	0	0	0	10
15:45	9	1	0	0	1	0	0	11
16:00	10	1	2	0	0	0	0	13
16:15	7	1	0	0	0	0	0	8
PM Total	58	15	4	8	3	0	1	89
Total	118	24	6	16	6	0	1	171

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A6010 Pottery Lane

Direction: Straight On

To: A6010 Alan Turing Way

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	136	25	3	1	2	1	1	169
07:45	138	18	7	1	10	2	3	179
08:00	168	22	4	3	5	1	4	207
08:15	157	18	4	1	3	0	4	187
08:30	172	21	5	0	4	0	5	207
08:45	156	33	4	1	4	0	2	200
09:00	145	20	5	2	4	1	0	177
09:15	132	28	5	4	5	0	1	175
AM Total	1204	185	37	13	37	5	20	1501
14:30	181	33	10	1	7	0	2	234
14:45	144	28	7	0	6	0	0	185
15:00	166	35	4	3	3	4	2	217
15:15	183	31	7	0	4	0	1	226
15:30	177	29	4	2	6	0	3	221
15:45	207	23	3	0	1	1	2	237
16:00	204	27	0	2	8	4	1	246
16:15	252	24	2	3	4	1	2	288
PM Total	1514	230	37	11	39	10	13	1854
Total	2718	415	74	24	76	15	33	3355

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A6010 Pottery Lane

Direction: Right Turn

To: A635 Ashton Old Road (East Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	39	4	2	2	0	0	0	47
07:45	29	1	2	1	0	0	1	34
08:00	32	5	0	1	0	0	0	38
08:15	36	5	4	0	0	0	0	45
08:30	38	5	1	1	1	1	0	47
08:45	48	4	5	1	1	0	0	59
09:00	41	7	1	2	1	0	0	52
09:15	31	4	1	2	0	0	0	38
AM Total	294	35	16	10	3	1	1	360
14:30	36	7	4	1	2	1	0	51
14:45	37	2	2	0	0	0	0	41
15:00	30	7	2	0	0	0	0	39
15:15	26	4	1	1	0	0	0	32
15:30	35	2	0	0	0	0	0	37
15:45	40	3	0	0	1	1	0	45
16:00	29	9	0	0	0	0	0	38
16:15	25	3	0	3	0	0	0	31
PM Total	258	37	9	5	3	2	0	314
Total	552	72	25	15	6	3	1	674

Ashton Old Road (West Arm)

221	
222	
260	
238	941
267	987
271	1036
239	1015
225	1002
297	
237	
269	
269	1072
268	1043
293	1099
297	1127
327	1185

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A635 Ashton Old Road (West Arm)

Direction: Left Turn

To: A6010 Alan Turing Way

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	31	5	2	3	1	0	0	42
07:45	29	5	2	2	0	0	0	38
08:00	34	5	1	3	2	0	0	45
08:15	52	7	3	2	0	1	0	65
08:30	34	3	7	2	1	0	0	47
08:45	27	3	2	2	1	0	0	35
09:00	22	6	3	2	2	0	0	35
09:15	35	9	5	1	1	0	0	51
AM Total	264	43	25	17	8	1	0	358
14:30	40	5	1	0	1	0	0	47
14:45	45	11	2	2	3	1	0	64
15:00	35	9	3	1	1	0	0	49
15:15	62	10	1	2	0	0	0	75
15:30	62	17	0	1	1	1	0	82
15:45	62	9	2	1	0	0	0	74
16:00	60	13	2	0	0	0	0	75
16:15	75	9	0	0	0	0	0	84
PM Total	441	83	11	7	6	2	0	550
Total	705	126	36	24	14	3	0	908

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A635 Ashton Old Road (West Arm)

Direction: Straight On

To: A635 Ashton Old Road (East Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	81	19	5	4	3	0	1	113
07:45	89	11	7	0	2	1	0	110
08:00	65	25	5	2	3	1	2	103
08:15	83	9	2	2	2	0	2	100
08:30	83	12	9	3	3	1	1	112
08:45	58	16	5	3	1	0	0	83
09:00	91	22	3	9	2	0	0	127
09:15	75	14	5	6	5	0	1	106
AM Total	625	128	41	29	21	3	7	854
14:30	99	15	2	1	2	1	0	120
14:45	116	26	8	0	2	2	2	156
15:00	93	19	5	4	2	1	2	126
15:15	116	35	10	2	2	3	1	169
15:30	124	30	1	0	3	4	2	164
15:45	126	15	0	2	3	1	2	149
16:00	139	29	0	2	2	2	2	176
16:15	131	18	2	1	0	2	3	157
PM Total	944	187	28	12	16	16	14	1217
Total	1569	315	69	41	37	19	21	2071

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

From: A635 Ashton Old Road (West Arm)

Direction: Right Turn

To: A6010 Pottery Lane

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	16	5	0	0	0	0	0	21
07:45	10	2	0	1	0	0	0	13
08:00	10	2	2	2	1	0	1	18
08:15	14	5	0	0	2	0	0	21
08:30	12	2	0	3	0	0	0	17
08:45	14	3	1	2	2	0	0	22
09:00	22	8	2	0	0	0	0	32
09:15	13	5	1	2	0	0	0	21
AM Total	111	32	6	10	5	0	1	165
14:30	21	2	0	1	0	0	0	24
14:45	27	5	0	1	1	0	0	34
15:00	16	2	0	3	1	1	0	23
15:15	24	2	0	2	0	0	0	28
15:30	27	9	0	2	0	0	0	38
15:45	31	4	0	0	0	0	0	35
16:00	34	6	0	0	1	0	0	41
16:15	31	5	0	3	0	0	0	39
PM Total	211	35	0	12	3	1	0	262
Total	322	67	6	22	8	1	1	427

Ashton Old Road (West Arm)

176	
161	
166	
186	689
176	689
140	668
194	696
178	688
191	
254	
198	
272	915
284	1008
258	1012
292	1106
280	1114

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A6010 Alan Turing Way

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	197	38	7	4	3	2	3	254
07:45	198	37	11	3	11	2	3	265
08:00	233	36	6	8	8	1	5	297
08:15	244	38	8	4	5	2	5	306
08:30	247	29	14	2	6	0	7	305
08:45	227	43	10	3	5	0	2	290
09:00	212	34	10	4	7	1	0	268
09:15	201	43	16	5	7	1	1	274
AM Total	1759	298	82	33	52	9	26	2259
14:30	260	42	13	2	9	0	2	328
14:45	232	39	10	2	10	1	0	294
15:00	248	51	8	6	5	5	3	326
15:15	303	49	8	2	5	1	1	369
15:30	285	52	5	3	8	1	3	357
15:45	311	40	5	2	2	1	3	364
16:00	315	49	2	3	8	4	1	382
16:15	381	36	2	4	4	1	3	431
PM Total	2335	358	53	24	51	14	16	2851
Total	4094	656	135	57	103	23	42	5110

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A635 Ashton Old Road (East Arm)

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	140	28	7	7	3	0	1	186
07:45	157	18	11	2	2	2	1	193
08:00	130	41	5	3	3	1	3	186
08:15	152	19	8	2	4	1	2	188
08:30	162	25	13	6	4	2	1	213
08:45	140	20	11	4	2	0	0	177
09:00	159	37	4	13	3	1	0	217
09:15	143	31	8	10	7	3	1	203
AM Total	1183	219	67	47	28	10	9	1563
14:30	177	24	7	2	5	2	0	217
14:45	181	30	11	1	2	4	3	232
15:00	153	28	8	6	2	1	2	200
15:15	160	46	11	5	3	3	1	229
15:30	189	39	1	0	3	5	2	239
15:45	193	22	1	2	4	2	2	226
16:00	192	42	0	3	2	2	3	244
16:15	178	23	3	4	0	4	3	215
PM Total	1423	254	42	23	21	23	16	1802
Total	2606	473	109	70	49	33	25	3365

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A6010 Pottery Lane

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	259	54	5	2	3	2	4	329
07:45	296	75	4	4	2	3	1	385
08:00	278	49	11	3	7	0	5	353
08:15	246	40	8	3	4	0	3	304
08:30	306	39	6	6	7	0	2	366
08:45	267	42	11	5	7	1	2	335
09:00	228	45	11	3	5	0	1	293
09:15	238	43	6	10	7	1	1	306
AM Total	2118	387	62	36	42	7	19	2671
14:30	214	35	10	2	7	1	1	270
14:45	220	33	10	7	7	1	3	281
15:00	245	36	7	10	7	1	1	307
15:15	206	25	4	3	2	0	3	243
15:30	229	37	2	3	2	2	6	281
15:45	228	37	5	5	5	3	7	290
16:00	246	42	2	3	3	2	6	304
16:15	257	23	2	3	3	0	3	291
PM Total	1845	268	42	36	36	10	30	2267
Total	3963	655	104	72	78	17	49	4938

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A635 Ashton Old Road (West Arm)

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	216	52	5	4	3	3	2	285
07:45	228	42	14	6	2	3	5	300
08:00	214	44	3	7	4	2	8	282
08:15	218	39	10	5	2	3	4	281
08:30	218	21	8	4	2	2	9	264
08:45	181	37	10	14	3	2	3	250
09:00	172	34	12	7	6	0	4	235
09:15	167	36	4	2	2	0	4	215
AM Total	1614	305	66	49	24	15	39	2112
14:30	115	25	5	4	3	1	0	153
14:45	115	20	7	13	1	1	1	158
15:00	115	20	4	5	3	0	1	148
15:15	86	22	12	5	8	1	3	137
15:30	118	21	2	0	4	0	0	145
15:45	104	13	5	3	3	0	1	129
16:00	125	17	4	1	4	1	2	154
16:15	135	11	1	2	1	0	1	151
PM Total	913	149	40	33	27	4	9	1175
Total	2527	454	106	82	51	19	48	3287

Ashton Old Road (West Arm)

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A6010 Alan Turing Way

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	247	56	4	2	3	2	3	317
07:45	316	84	9	3	2	4	2	420
08:00	302	57	9	2	6	0	5	381
08:15	251	39	8	2	3	1	3	307
08:30	304	39	10	4	7	0	3	367
08:45	262	33	12	5	4	0	2	318
09:00	195	40	9	6	4	1	1	256
09:15	220	50	6	7	10	4	0	297
AM Total	2097	398	67	31	39	12	19	2663
14:30	224	32	7	1	8	0	1	273
14:45	207	33	13	13	6	2	3	277
15:00	224	38	9	9	4	0	1	285
15:15	170	36	4	5	2	0	2	219
15:30	220	35	2	1	3	2	6	269
15:45	209	34	5	2	5	2	7	264
16:00	216	36	2	2	2	2	7	267
16:15	235	20	3	1	4	2	3	268
PM Total	1705	264	45	34	34	10	30	2122
Total	3802	662	112	65	73	22	49	4785

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A635 Ashton Old Road (East Arm)

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	260	57	7	4	3	4	5	340
07:45	262	50	13	6	2	3	4	340
08:00	233	53	4	6	4	2	9	311
08:15	262	53	12	7	5	4	5	348
08:30	279	32	9	3	3	2	10	338
08:45	241	48	13	11	4	3	3	323
09:00	248	46	14	5	7	0	4	324
09:15	234	40	11	5	2	1	5	298
AM Total	2019	379	83	47	30	19	45	2622
14:30	160	28	10	3	4	2	0	207
14:45	166	16	6	3	2	2	2	197
15:00	187	23	4	6	6	1	2	229
15:15	171	21	11	2	8	2	3	218
15:30	168	25	3	0	4	1	0	201
15:45	152	23	6	7	3	1	2	194
16:00	186	29	2	4	4	1	2	228
16:15	195	13	1	2	0	0	2	213
PM Total	1385	178	43	27	31	10	13	1687
Total	3404	557	126	74	61	29	58	4309

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A6010 Pottery Lane

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	177	30	6	4	2	1	1	221
07:45	173	20	9	3	11	2	4	222
08:00	211	28	4	6	6	1	4	260
08:15	198	23	9	1	3	0	4	238
08:30	221	26	6	3	5	1	5	267
08:45	213	39	9	3	5	0	2	271
09:00	193	28	6	5	6	1	0	239
09:15	172	35	6	6	5	0	1	225
AM Total	1558	229	55	31	43	6	21	1943
14:30	222	44	15	4	9	1	2	297
14:45	187	31	9	4	6	0	0	237
15:00	206	44	6	4	3	4	2	269
15:15	212	38	9	2	6	0	2	269
15:30	220	33	4	2	6	0	3	268
15:45	256	27	3	0	3	2	2	293
16:00	243	37	2	2	8	4	1	297
16:15	284	28	2	6	4	1	2	327
PM Total	1830	282	50	24	45	12	14	2257
Total	3388	511	105	55	88	18	35	4200

Junction: 1 : A6010 Alan Turing Way /A635 Ashton Old Road (East Arm) /A6010 Pottery Lane/A635

Arm: A635 Ashton Old Road (West Arm)

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	128	29	7	7	4	0	1	176
07:45	128	18	9	3	2	1	0	161
08:00	109	32	8	7	6	1	3	166
08:15	149	21	5	4	4	1	2	186
08:30	129	17	16	8	4	1	1	176
08:45	99	22	8	7	4	0	0	140
09:00	135	36	8	11	4	0	0	194
09:15	123	28	11	9	6	0	1	178
AM Total	1000	203	72	56	34	4	8	1377
14:30	160	22	3	2	3	1	0	191
14:45	188	42	10	3	6	3	2	254
15:00	144	30	8	8	4	2	2	198
15:15	202	47	11	6	2	3	1	272
15:30	213	56	1	3	4	5	2	284
15:45	219	28	2	3	3	1	2	258
16:00	233	48	2	2	3	2	2	292
16:15	237	32	2	4	0	2	3	280
PM Total	1596	305	39	31	25	19	14	2029
Total	2596	508	111	87	59	23	22	3406

Date: Tuesday 12th July 2022

Junction: 1: A6010 Alan Turing Way/ A635 Ashton Old Road/ A6010 Pottery Lane

Arm: A6010 Alan Turing Way

Time	Left Lane - Left Turn	Middle Left Lane - Straight On	Middle Right Lane - Straight On	Right Lane - Right Turn	Total
07:30	0	12	7	4	23
07:35	0	3	12	4	19
07:40	0	13	4	2	19
07:45	0	11	13	4	28
07:50	3	14	10	10	37
07:55	2	14	9	2	27
08:00	1	15	12	4	32
08:05	3	5	4	5	17
08:10	0	1	3	6	10
08:15	1	5	3	7	16
08:20	0	3	4	4	11
08:25	0	12	6	9	27
08:30	0	11	14	8	33
08:35	4	8	6	4	22
08:40	3	12	11	8	34
08:45	2	12	11	4	29
08:50	3	4	4	2	13
08:55	1	11	13	8	33
09:00	5	11	9	1	26
09:05	1	9	6	6	22
09:10	0	11	11	2	24
09:15	1	17	8	5	31
09:20	1	14	9	10	34
09:25	1	12	3	3	19
AM Average	1.3	10.0	8.0	5.1	24.4
14:30	5	13	6	0	24
14:35	5	3	6	3	17
14:40	0	13	8	2	23
14:45	4	9	10	8	31
14:50	0	9	8	5	22
14:55	2	4	4	3	13
15:00	2	5	2	8	17
15:05	0	15	9	9	33
15:10	3	5	4	4	16
15:15	2	3	4	3	12
15:20	0	5	4	3	12
15:25	2	5	2	6	15
15:30	2	9	9	3	23
15:35	2	8	5	4	19
15:40	0	11	3	1	15
15:45	3	12	6	5	26
15:50	3	5	3	3	14
15:55	2	11	7	3	23
16:00	0	7	9	5	21
16:05	4	11	10	3	28
16:10	1	4	3	2	10
16:15	0	8	10	2	20
16:20	3	6	3	8	20
16:25	3	9	5	7	24
PM Average	2.0	7.9	5.8	4.2	19.9
Day Average	1.7	9.0	6.9	4.6	22.2

Arm: A635 Ashton Old Road (East Arm)

Time	Left Lane - Left Turn	Middle Left Lane - Straight On	Middle Right Lane - Straight On	Right Lane - Right Turn	Total
07:30	2	3	5	0	10
07:35	1	7	11	2	21
07:40	6	5	6	5	22
07:45	7	7	7	3	24
07:50	8	6	7	3	24
07:55	12	2	14	7	35
08:00	3	5	8	1	17
08:05	12	9	8	10	39
08:10	2	8	17	9	36
08:15	13	8	4	1	26
08:20	2	7	7	5	21
08:25	7	6	6	3	22
08:30	13	9	10	2	34
08:35	0	2	0	0	2
08:40	5	11	7	9	32
08:45	1	2	2	0	5
08:50	12	6	7	5	30
08:55	1	12	7	6	26
09:00	6	5	6	3	20
09:05	5	6	7	1	19
09:10	6	1	0	5	12
09:15	10	0	0	1	11
09:20	5	8	7	6	26
09:25	15	5	8	2	30
AM Average	6.4	5.8	6.7	3.7	22.7
14:30	5	3	6	5	19
14:35	1	5	2	5	13
14:40	3	1	2	3	9
14:45	6	5	4	2	17
14:50	2	6	3	6	17
14:55	5	1	5	5	16
15:00	6	0	2	4	12
15:05	2	1	2	5	10
15:10	3	2	3	9	17
15:15	2	3	1	6	12
15:20	10	5	1	3	19
15:25	5	6	3	7	21
15:30	1	3	2	1	7
15:35	1	3	3	4	11
15:40	3	1	2	3	9
15:45	1	4	4	1	10
15:50	6	11	3	6	26
15:55	5	6	3	6	20
16:00	4	8	7	1	20
16:05	1	2	1	3	7
16:10	3	2	2	10	17
16:15	5	2	2	6	15
16:20	2	3	4	3	12
16:25	0	2	0	4	6
PM Average	3.4	3.5	2.8	4.5	14.3
Day Average	4.9	4.7	4.8	4.1	18.5

Arm: A6010 Pottery Lane

Time	Left Lane - Left Turn	Middle Left Lane - Straight On	Middle Right Lane - Straight On	Right Lane - Right Turn	Total
07:30	0	1	2	8	11
07:35	0	11	10	14	35
07:40	0	5	5	2	12
07:45	0	6	4	3	13
07:50	0	4	8	0	12
07:55	0	1	2	3	6
08:00	1	7	6	5	19
08:05	0	2	4	4	10
08:10	1	1	5	5	12
08:15	0	3	4	3	10
08:20	0	0	1	8	9
08:25	1	1	3	12	17
08:30	1	3	5	8	17
08:35	0	2	5	1	8
08:40	1	6	3	4	14
08:45	0	4	5	8	17
08:50	0	4	2	1	7
08:55	2	0	3	1	6
09:00	1	1	2	11	15
09:05	1	3	5	3	12
09:10	1	4	5	10	20
09:15	0	1	4	8	13
09:20	0	1	1	3	5
09:25	1	1	3	4	9
AM Average	0.5	3.0	4.0	5.4	12.9
14:30	0	2	1	6	9
14:35	2	2	3	6	13
14:40	0	4	2	4	10
14:45	0	1	2	6	9
14:50	0	2	4	3	9
14:55	0	4	3	4	11
15:00	1	2	4	3	10
15:05	0	7	7	5	19
15:10	0	9	13	2	24
15:15	0	5	4	1	10
15:20	0	7	7	6	20
15:25	0	7	6	5	18
15:30	1	4	9	5	19
15:35	0	8	5	4	17
15:40	0	10	8	11	29
15:45	2	4	8	6	20
15:50	1	8	9	2	20
15:55	1	6	7	4	18
16:00	1	2	7	1	11
16:05	0	16	18	4	38
16:10	0	26	29	4	59
16:15	1	32	33	1	67
16:20	0	22	28	4	54
16:25	0	29	24	6	59
PM Average	0.4	9.1	10.0	4.3	23.9
Day Average	0.4	6.1	7.0	4.8	18.4

Arm: A635 Ashton Old Road (West Arm)

Time	Left Lane - Left Turn	Middle Left Lane - Straight On	Middle Right Lane - Straight On	Right Lane - Right Turn	Total
07:30	3	1	2	0	6
07:35	4	3	6	3	16
07:40	2	3	8	2	15
07:45	3	6	5	1	15
07:50	0	7	5	1	13
07:55	2	2	4	0	8
08:00	1	4	8	2	15
08:05	3	3	6	1	13
08:10	0	9	9	0	18
08:15	2	7	5	1	15
08:20	3	8	5	5	21
08:25	2	7	4	6	19
08:30	2	7	11	5	25
08:35	3	8	2	0	13
08:40	2	6	6	1	15
08:45	2	2	1	3	8
08:50	2	2	7	8	19
08:55	2	6	7	5	20
09:00	1	12	6	6	25
09:05	0	9	5	1	15
09:10	2	7	5	9	23
09:15	2	12	4	0	18
09:20	2	9	10	1	22
09:25	1	7	8	5	21
AM Average	1.9	6.1	5.8	2.8	16.6
14:30	3	9	10	2	24
14:35	0	5	2	3	10
14:40	0	7	5	1	13
14:45	2	16	8	2	28
14:50	0	15	11	3	29
14:55	0	14	4	4	22
15:00	2	5	5	5	17
15:05	0	6	7	3	16
15:10	1	13	13	2	29
15:15	2	17	9	3	31
15:20	2	14	17	3	36
15:25	2	13	4	2	21
15:30	1	16	14	2	33
15:35	3	9	9	4	25
15:40	2	6	9	3	20
15:45	1	14	11	2	28
15:50	2	17	10	1	30
15:55	1	9	10	1	21
16:00	2	1	3	2	8
16:05	3	12	18	3	36
16:10	2	10	9	4	25
16:15	2	8	7	8	25
16:20	2	16	9	2	29
16:25	2	9	8	3	22
PM Average	1.5	10.9	8.8	2.8	24.1
Day Average	1.7	8.5	7.3	2.8	20.3

Date: Tuesday 12th July 2022

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

From: Store Street

Direction: Left Turn

To: A635 Ashton Old Road (East Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
AM Total	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2
PM Total	3	0	0	0	0	0	0	3
Total	3	0	0	0	0	0	0	3

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: Store Street
 Direction: Straight On
 To: Welcomb Street

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	2	2	0	0	0	0	0	4
AM Total	3	3	0	0	0	0	0	6
14:30	3	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0
15:00	2	1	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2
PM Total	10	1	0	0	0	0	0	11
Total	13	4	0	0	0	0	0	17

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: Store Street
 Direction: Right Turn
 To: A635 Ashton Old Road (West Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	1	0	3
08:30	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
AM Total	4	1	0	0	0	1	0	6
14:30	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
PM Total	1	0	0	0	0	0	0	1
Total	5	1	0	0	0	1	0	7

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: A635 Ashton Old Road (East Arm)
 Direction: Left Turn
 To: Welcomb Street

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	4	1	0	0	0	0	0	5
07:45	7	4	1	0	0	0	0	12
08:00	7	9	1	1	0	0	0	18
08:15	5	4	0	0	0	0	0	9
08:30	8	2	0	0	0	0	0	10
08:45	10	2	3	1	0	0	0	16
09:00	8	3	0	0	0	0	0	11
09:15	11	1	2	0	0	0	0	14
AM Total	60	26	7	2	0	0	0	95
14:30	1	1	3	0	0	0	0	5
14:45	2	2	1	0	0	0	0	5
15:00	1	7	0	0	0	0	0	8
15:15	4	2	1	0	0	0	0	7
15:30	1	2	1	0	0	0	0	4
15:45	1	0	1	0	0	0	0	2
16:00	1	2	1	1	0	0	0	5
16:15	1	3	0	1	0	0	0	5
PM Total	12	19	8	2	0	0	0	41
Total	72	45	15	4	0	0	0	136

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: A635 Ashton Old Road (East Arm)
 Direction: Straight On
 To: A635 Ashton Old Road (West Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	266	46	9	3	4	5	6	339
07:45	256	38	10	7	2	2	7	322
08:00	238	45	2	4	3	2	6	300
08:15	281	39	10	5	6	3	5	349
08:30	246	24	8	3	2	3	11	297
08:45	260	37	7	9	5	2	4	324
09:00	220	39	9	2	6	0	5	281
09:15	223	35	7	2	2	1	3	273
AM Total	1990	303	62	35	30	18	47	2485
14:30	164	25	7	2	3	2	0	203
14:45	142	18	6	4	2	2	4	178
15:00	167	15	7	6	8	2	1	206
15:15	124	13	9	0	6	1	3	156
15:30	143	18	4	0	4	0	0	169
15:45	148	22	6	7	3	0	3	189
16:00	149	27	3	2	4	3	2	190
16:15	154	13	3	1	2	1	0	174
PM Total	1191	151	45	22	32	11	13	1465
Total	3181	454	107	57	62	29	60	3950

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: A635 Ashton Old Road (East Arm)
 Direction: Right Turn
 To: Store Street

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1
08:45	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	1	2	0	0	0	0	0	3
AM Total	1	4	0	0	0	0	0	5
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
15:00	2	0	0	0	0	0	0	2
15:15	2	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1
16:15	3	0	0	0	0	0	0	3
PM Total	11	0	0	0	0	0	0	11
Total	12	4	0	0	0	0	0	16

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: Welcomb Street
 Direction: Left Turn
 To: A635 Ashton Old Road (West Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	2	7	2	1	0	0	0	12
07:45	0	3	1	0	0	0	0	4
08:00	3	3	0	1	0	0	0	7
08:15	2	8	0	1	0	0	0	11
08:30	1	4	0	0	0	0	0	5
08:45	1	5	1	1	0	0	0	8
09:00	1	5	2	1	0	0	0	9
09:15	1	2	1	0	0	0	0	4
AM Total	11	37	7	5	0	0	0	60
14:30	2	0	1	1	0	0	0	4
14:45	2	1	0	0	0	0	0	3
15:00	1	4	0	0	0	0	0	5
15:15	7	6	0	1	0	0	0	14
15:30	5	5	1	0	0	0	0	11
15:45	4	3	0	0	0	0	0	7
16:00	3	3	0	1	0	0	0	7
16:15	3	0	0	0	0	0	0	3
PM Total	27	22	2	3	0	0	0	54
Total	38	59	9	8	0	0	0	114

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: Welcomb Street
 Direction: Straight On
 To: Store Street

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1
AM Total	0	1	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
15:00	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1
16:15	3	0	0	0	0	0	0	3
PM Total	8	0	0	0	0	0	0	8
Total	8	1	0	0	0	0	0	9

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: Welcomb Street
 Direction: Right Turn
 To: A635 Ashton Old Road (East Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	2	2	1	1	0	0	0	6
07:45	0	4	0	0	0	0	0	4
08:00	5	5	3	0	0	0	0	13
08:15	2	6	1	1	0	0	0	10
08:30	1	3	2	0	0	0	0	6
08:45	2	1	1	0	0	0	0	4
09:00	7	2	0	0	0	0	0	9
09:15	2	4	2	0	0	0	0	8
AM Total	21	27	10	2	0	0	0	60
14:30	3	2	1	0	0	0	0	6
14:45	4	1	0	1	0	0	0	6
15:00	7	3	0	0	0	0	1	11
15:15	6	3	0	0	0	0	0	9
15:30	9	3	0	0	0	0	0	12
15:45	7	10	1	1	0	0	0	19
16:00	10	6	0	0	0	0	0	16
16:15	16	2	0	0	0	1	0	19
PM Total	62	30	2	2	0	1	1	98
Total	83	57	12	4	0	1	1	158

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: A635 Ashton Old Road (West Arm)
 Direction: Left Turn
 To: Store Street

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
AM Total	2	2	0	0	0	0	0	4
14:30	1	0	0	0	0	0	0	1
14:45	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1
15:45	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3
PM Total	8	0	0	0	0	0	0	8
Total	10	2	0	0	0	0	0	12

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road
 From: A635 Ashton Old Road (West Arm)
 Direction: Straight On
 To: A635 Ashton Old Road (East Arm)

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	109	20	4	7	1	0	1	142
07:45	129	17	11	1	3	1	2	164
08:00	83	26	1	3	3	0	3	119
08:15	107	19	7	1	5	0	1	140
08:30	132	17	10	4	3	2	1	169
08:45	112	17	7	4	1	0	0	141
09:00	115	28	6	10	4	1	0	164
09:15	118	29	9	8	6	3	0	173
AM Total	905	173	55	38	26	7	8	1212
14:30	167	18	4	2	2	3	0	196
14:45	162	25	10	1	3	4	2	207
15:00	134	26	8	6	1	1	2	178
15:15	162	39	8	2	3	3	1	218
15:30	179	33	3	1	3	4	4	227
15:45	185	22	2	1	4	1	3	218
16:00	182	29	0	4	2	2	3	222
16:15	178	21	3	2	0	4	5	213
PM Total	1349	213	38	19	18	22	20	1679
Total	2254	386	93	57	44	29	28	2891

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road (West Arm)
 From: A635 Ashton Old Road (West Arm)
 Direction: Right Turn
 To: Welcomb Street

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	9	4	0	0	0	0	0	13
07:45	10	4	1	0	0	1	0	16
08:00	8	7	2	0	0	0	0	17
08:15	3	2	1	1	0	0	0	7
08:30	5	1	0	1	0	0	0	7
08:45	5	2	0	0	0	0	0	7
09:00	6	3	0	1	0	0	0	10
09:15	7	3	0	0	0	0	0	10
AM Total	53	26	4	3	0	1	0	87
14:30	3	3	1	0	0	0	0	7
14:45	1	5	0	0	0	0	0	6
15:00	2	3	1	0	0	0	0	6
15:15	2	2	2	1	0	0	0	7
15:30	2	4	0	0	0	0	0	6
15:45	1	2	0	0	0	0	0	3
16:00	5	5	0	0	0	0	0	10
16:15	4	2	0	1	0	0	0	7
PM Total	20	26	4	2	0	0	0	52
Total	73	52	8	5	0	1	0	139

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: Store Street

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	0	0	2
08:45	0	1	0	0	0	0	0	1
09:00	1	1	0	0	0	0	0	2
09:15	1	3	0	0	0	0	0	4
AM Total	3	7	0	0	0	0	0	10
14:30	1	0	0	0	0	0	0	1
14:45	3	0	0	0	0	0	0	3
15:00	3	0	0	0	0	0	0	3
15:15	2	0	0	0	0	0	0	2
15:30	3	0	0	0	0	0	0	3
15:45	4	0	0	0	0	0	0	4
16:00	2	0	0	0	0	0	0	2
16:15	9	0	0	0	0	0	0	9
PM Total	27	0	0	0	0	0	0	27
Total	30	7	0	0	0	0	0	37

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: A635 Ashton Old Road (East Arm)

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	111	22	5	8	1	0	1	148
07:45	129	21	11	1	3	1	2	168
08:00	88	31	4	3	3	0	3	132
08:15	109	25	8	2	5	0	1	150
08:30	133	20	12	4	3	2	1	175
08:45	114	18	8	4	1	0	0	145
09:00	122	30	6	10	4	1	0	173
09:15	120	33	11	8	6	3	0	181
AM Total	926	200	65	40	26	7	8	1272
14:30	171	20	5	2	2	3	0	203
14:45	166	26	10	2	3	4	2	213
15:00	141	29	8	6	1	1	3	189
15:15	168	42	8	2	3	3	1	227
15:30	188	36	3	1	3	4	4	239
15:45	192	32	3	2	4	1	3	237
16:00	192	35	0	4	2	2	3	238
16:15	196	23	3	2	0	5	5	234
PM Total	1414	243	40	21	18	23	21	1780
Total	2340	443	105	61	44	30	29	3052

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: Welcomb Street

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	13	5	0	0	0	0	0	18
07:45	17	8	2	0	0	1	0	28
08:00	16	16	3	1	0	0	0	36
08:15	8	6	1	1	0	0	0	16
08:30	13	4	0	1	0	0	0	18
08:45	15	4	3	1	0	0	0	23
09:00	14	6	0	1	0	0	0	21
09:15	20	6	2	0	0	0	0	28
AM Total	116	55	11	5	0	1	0	188
14:30	7	4	4	0	0	0	0	15
14:45	3	7	1	0	0	0	0	11
15:00	5	11	1	0	0	0	0	17
15:15	7	4	3	1	0	0	0	15
15:30	4	6	1	0	0	0	0	11
15:45	3	2	1	0	0	0	0	6
16:00	6	7	1	1	0	0	0	15
16:15	7	5	0	2	0	0	0	14
PM Total	42	46	12	4	0	0	0	104
Total	158	101	23	9	0	1	0	292

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: A635 Ashton Old Road (West Arm)

Direction: Exiting Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	268	54	11	4	4	5	6	352
07:45	256	41	11	7	2	2	7	326
08:00	241	48	2	5	3	2	6	307
08:15	285	47	10	6	6	4	5	363
08:30	249	28	8	3	2	3	11	304
08:45	261	42	8	10	5	2	4	332
09:00	221	44	11	3	6	0	5	290
09:15	224	37	8	2	2	1	3	277
AM Total	2005	341	69	40	30	19	47	2551
14:30	167	25	8	3	3	2	0	208
14:45	144	19	6	4	2	2	4	181
15:00	168	19	7	6	8	2	1	211
15:15	131	19	9	1	6	1	3	170
15:30	148	23	5	0	4	0	0	180
15:45	152	25	6	7	3	0	3	196
16:00	152	30	3	3	4	3	2	197
16:15	157	13	3	1	2	1	0	177
PM Total	1219	173	47	25	32	11	13	1520
Total	3224	514	116	65	62	30	60	4071

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: Store Street

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	2	0	0	0	0	1	0	3
08:30	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	2	2	0	0	0	0	0	4
AM Total	7	4	0	0	0	1	0	12
14:30	5	0	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0
15:00	2	1	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4
PM Total	14	1	0	0	0	0	0	15
Total	21	5	0	0	0	1	0	27

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: A635 Ashton Old Road (East Arm)

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	270	47	9	3	4	5	6	344
07:45	263	42	11	7	2	2	7	334
08:00	245	54	3	5	3	2	6	318
08:15	286	43	10	5	6	3	5	358
08:30	254	27	8	3	2	3	11	308
08:45	270	40	10	10	5	2	4	341
09:00	228	42	9	2	6	0	5	292
09:15	235	38	9	2	2	1	3	290
AM Total	2051	333	69	37	30	18	47	2585
14:30	165	26	10	2	3	2	0	208
14:45	145	20	7	4	2	2	4	184
15:00	170	22	7	6	8	2	1	216
15:15	130	15	10	0	6	1	3	165
15:30	145	20	5	0	4	0	0	174
15:45	150	22	7	7	3	0	3	192
16:00	151	29	4	3	4	3	2	196
16:15	158	16	3	2	2	1	0	182
PM Total	1214	170	53	24	32	11	13	1517
Total	3265	503	122	61	62	29	60	4102

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: Welcomb Street

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	4	9	3	2	0	0	0	18
07:45	0	7	1	0	0	0	0	8
08:00	8	8	3	1	0	0	0	20
08:15	4	14	1	2	0	0	0	21
08:30	2	7	2	0	0	0	0	11
08:45	3	6	2	1	0	0	0	12
09:00	8	7	2	1	0	0	0	18
09:15	3	7	3	0	0	0	0	13
AM Total	32	65	17	7	0	0	0	121
14:30	5	2	2	1	0	0	0	10
14:45	7	2	0	1	0	0	0	10
15:00	9	7	0	0	0	0	1	17
15:15	13	9	0	1	0	0	0	23
15:30	15	8	1	0	0	0	0	24
15:45	12	13	1	1	0	0	0	27
16:00	14	9	0	1	0	0	0	24
16:15	22	2	0	0	0	1	0	25
PM Total	97	52	4	5	0	1	1	160
Total	129	117	21	12	0	1	1	281

Junction: 2 : Store Street /A635 Ashton Old Road (East Arm) /Welcomb Street /A635 Ashton Old Road

Arm: A635 Ashton Old Road (West Arm)

Direction: Entering Junction

Time	Car	LGV	OGV 1	OGV 2	PSV	MC	PC	Total
07:30	119	24	4	7	1	0	1	156
07:45	139	21	12	1	3	2	2	180
08:00	91	33	3	3	3	0	3	136
08:15	110	21	8	2	5	0	1	147
08:30	137	19	10	5	3	2	1	177
08:45	117	19	7	4	1	0	0	148
09:00	122	32	6	11	4	1	0	176
09:15	125	32	9	8	6	3	0	183
AM Total	960	201	59	41	26	8	8	1303
14:30	171	21	5	2	2	3	0	204
14:45	164	30	10	1	3	4	2	214
15:00	136	29	9	6	1	1	2	184
15:15	164	41	10	3	3	3	1	225
15:30	182	37	3	1	3	4	4	234
15:45	188	24	2	1	4	1	3	223
16:00	187	34	0	4	2	2	3	232
16:15	185	23	3	3	0	4	5	223
PM Total	1377	239	42	21	18	22	20	1739
Total	2337	440	101	62	44	30	28	3042

Date: Tuesday 12th July 2022

Junction: 2: Store Street/A635 Ashton Old Road/ Welcomb Street

Arm: Store Street

Time	Queue Length
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	2
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	1
09:20	0
09:25	0
AM Average	0.1
14:30	0
14:35	0
14:40	0
14:45	0
14:50	0
14:55	0
15:00	0
15:05	0
15:10	0
15:15	0
15:20	0
15:25	0
15:30	0
15:35	0
15:40	0
15:45	0
15:50	0
15:55	0
16:00	0
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
PM Average	0.0
Day Average	0.1

Arm: A635 Ashton Old Road (East Arm)

Time	Left Lane	Right Lane	Total
07:30	8	10	18
07:35	1	6	7
07:40	3	1	4
07:45	0	2	2
07:50	10	11	21
07:55	1	1	2
08:00	0	1	1
08:05	3	7	10
08:10	11	7	18
08:15	11	13	24
08:20	3	4	7
08:25	3	5	8
08:30	3	5	8
08:35	5	11	16
08:40	0	1	1
08:45	16	15	31
08:50	0	0	0
08:55	15	12	27
09:00	5	4	9
09:05	3	6	9
09:10	4	8	12
09:15	3	6	9
09:20	5	6	11
09:25	7	9	16
AM Average	5.0	6.3	11.3
14:30	1	5	6
14:35	8	4	12
14:40	5	6	11
14:45	1	2	3
14:50	0	0	0
14:55	0	0	0
15:00	1	0	1
15:05	10	9	19
15:10	3	5	8
15:15	1	1	2
15:20	1	1	2
15:25	0	0	0
15:30	0	0	0
15:35	3	2	5
15:40	1	0	1
15:45	0	0	0
15:50	5	0	5
15:55	1	0	1
16:00	0	0	0
16:05	4	3	7
16:10	1	0	1
16:15	1	2	3
16:20	2	1	3
16:25	1	6	7
PM Average	2.1	2.0	4.0
Day Average	3.5	4.1	7.7

Arm: Welcomb Street

Time	Queue Length
07:30	2
07:35	3
07:40	3
07:45	1
07:50	2
07:55	0
08:00	0
08:05	5
08:10	0
08:15	3
08:20	3
08:25	2
08:30	2
08:35	0
08:40	1
08:45	1
08:50	1
08:55	0
09:00	0
09:05	0
09:10	1
09:15	0
09:20	0
09:25	0
AM Average	1.3
14:30	1
14:35	0
14:40	0
14:45	1
14:50	2
14:55	0
15:00	2
15:05	0
15:10	1
15:15	0
15:20	4
15:25	5
15:30	1
15:35	3
15:40	0
15:45	3
15:50	4
15:55	0
16:00	1
16:05	1
16:10	0
16:15	2
16:20	0
16:25	1
PM Average	1.3
Day Average	1.3

Arm: A635 Ashton Old Road (West Arm)

Time	Left Lane	Right Lane	Total
07:30	3	1	4
07:35	4	1	5
07:40	2	0	2
07:45	3	0	3
07:50	8	8	16
07:55	4	0	4
08:00	2	0	2
08:05	1	0	1
08:10	3	2	5
08:15	5	3	8
08:20	2	0	2
08:25	6	2	8
08:30	1	0	1
08:35	4	3	7
08:40	1	0	1
08:45	8	1	9
08:50	0	0	0
08:55	2	2	4
09:00	2	0	2
09:05	7	3	10
09:10	4	5	9
09:15	1	1	2
09:20	3	2	5
09:25	1	1	2
AM Average	3.2	1.5	4.7
14:30	8	6	14
14:35	5	4	9
14:40	2	7	9
14:45	1	2	3
14:50	2	0	2
14:55	1	1	2
15:00	5	1	6
15:05	5	0	5
15:10	0	1	1
15:15	6	8	14
15:20	3	1	4
15:25	2	0	2
15:30	1	2	3
15:35	6	1	7
15:40	3	1	4
15:45	3	7	10
15:50	4	0	4
15:55	4	2	6
16:00	3	3	6
16:05	2	0	2
16:10	5	1	6
16:15	6	11	17
16:20	4	6	10
16:25	11	10	21
PM Average	3.8	3.1	7.0
Day Average	3.5	2.3	5.8

Site: A635 Ashton Old Road, Manchester

Direction: Westbound

Tuesday 12 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	155	1	1	123	21	4	1	0	0	0	4	0
01:00	112	1	1	82	23	4	0	0	0	0	1	0
02:00	61	1	0	46	10	2	0	0	0	0	1	1
03:00	85	0	1	61	9	6	0	1	0	0	7	0
04:00	120	2	1	80	22	9	0	0	0	0	6	0
05:00	335	4	6	254	42	17	1	1	1	0	9	0
06:00	773	3	19	591	102	23	2	0	2	7	23	1
07:00	1100	12	12	867	130	25	0	2	4	7	40	1
08:00	1158	8	10	952	103	34	0	1	4	7	37	2
09:00	956	6	10	754	109	31	4	2	1	5	32	2
10:00	740	1	4	589	74	29	2	2	5	1	33	0
11:00	769	3	4	617	78	32	2	1	4	1	24	3
12:00	754	9	5	602	77	26	3	1	6	3	22	0
13:00	770	7	5	618	89	24	0	0	1	0	25	1
14:00	686	6	4	548	78	14	0	1	2	2	31	0
15:00	634	2	11	521	58	12	0	1	2	5	22	0
16:00	637	2	6	537	73	8	1	0	0	0	10	0
17:00	628	6	11	521	58	6	1	1	4	3	16	1
18:00	554	5	5	484	45	5	3	0	1	1	4	1
19:00	528	2	3	441	71	5	3	0	2	0	1	0
20:00	437	4	6	360	52	9	0	0	2	1	3	0
21:00	357	2	8	292	50	2	0	0	2	1	0	0
22:00	317	2	4	258	45	3	0	0	1	0	4	0
23:00	223	0	2	172	40	6	1	0	0	0	1	1
Total												
07-19	9386	67	87	7610	972	246	16	12	34	35	296	11
06-22	11481	78	123	9294	1247	285	21	12	42	44	323	12
06-00	12021	80	129	9724	1332	294	22	12	43	44	328	13
00-00	12889	89	139	10370	1459	336	24	14	44	44	356	14
AM Peak	08:00	07:00	06:00	08:00	07:00	08:00	09:00	07:00	10:00	06:00	07:00	11:00
	1158	12	19	952	130	34	4	2	5	7	40	3
PM Peak	13:00	12:00	15:00	13:00	13:00	12:00	12:00	12:00	12:00	15:00	14:00	13:00
	770	9	11	618	89	26	3	1	6	5	31	1

Wednesday 13 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	132	0	0	108	22	1	1	0	0	0	0	0
01:00	99	0	1	77	13	4	0	0	0	0	3	1
02:00	87	0	1	70	8	4	0	0	0	0	4	0
03:00	108	0	1	78	13	10	2	0	0	0	4	0
04:00	132	2	3	86	27	10	2	0	0	0	2	0
05:00	304	3	7	237	41	8	1	1	0	0	5	1
06:00	752	5	15	574	106	32	2	0	2	3	13	0
07:00	1156	16	13	905	144	38	3	1	10	8	17	1
08:00	1100	6	15	891	120	29	0	0	4	9	24	2
09:00	954	7	12	731	130	47	0	0	5	5	17	0
10:00	754	4	5	582	107	32	1	1	4	1	16	1
11:00	731	2	10	548	119	33	1	0	1	5	12	0
12:00	723	11	6	562	94	29	2	1	3	3	12	0
13:00	698	1	6	539	92	29	2	1	4	4	19	1
14:00	797	7	13	645	86	18	0	0	5	4	18	1
15:00	737	7	6	616	83	13	1	0	1	0	10	0
16:00	616	2	2	504	78	7	2	1	1	7	11	1
17:00	701	5	4	598	75	9	1	0	3	1	4	1
18:00	591	2	9	499	56	7	1	1	4	3	9	0
19:00	619	2	6	511	84	8	0	0	2	3	3	0
20:00	418	4	12	338	56	5	0	0	0	1	2	0
21:00	341	4	4	273	46	10	0	0	1	2	1	0
22:00	283	0	3	231	37	7	0	0	0	0	4	1
23:00	189	0	4	156	27	2	0	0	0	0	0	0
Total												
07-19	9558	70	101	7620	1184	291	14	6	45	50	169	8
06-22	11688	85	138	9316	1476	346	16	6	50	59	188	8
06-00	12160	85	145	9703	1540	355	16	6	50	59	192	9
00-00	13022	90	158	10359	1664	392	22	7	50	59	210	11
AM Peak	07:00	07:00	06:00	07:00	07:00	09:00	07:00	05:00	07:00	08:00	08:00	08:00
	1156	16	15	905	144	47	3	1	10	9	24	2
PM Peak	14:00	12:00	14:00	14:00	12:00	12:00	12:00	12:00	14:00	16:00	13:00	13:00
	797	11	13	645	94	29	2	1	5	7	19	1

Thursday 14 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	109	0	1	87	14	4	0	0	0	0	3	0
01:00	98	0	1	82	10	2	0	0	0	0	2	1
02:00	66	0	1	48	10	5	0	1	0	0	1	0
03:00	84	0	0	69	9	4	1	0	0	0	1	0
04:00	134	1	0	103	17	9	1	0	0	0	1	2
05:00	296	1	10	216	48	13	0	0	0	2	6	0
06:00	720	9	12	555	96	27	0	0	4	4	11	2
07:00	1077	7	19	831	143	39	1	1	5	8	22	1
08:00	1110	5	8	882	135	36	4	1	6	16	17	0
09:00	1035	3	11	776	154	52	0	4	8	7	19	1
10:00	771	7	3	576	103	54	3	1	5	4	14	1
11:00	717	2	6	541	105	34	2	2	3	3	17	2
12:00	719	2	5	561	101	30	0	0	6	1	13	0
13:00	744	5	3	594	100	26	1	0	3	2	8	2
14:00	727	5	6	586	88	23	0	1	2	1	15	0
15:00	744	8	6	605	87	23	0	0	5	1	7	2
16:00	675	7	5	564	72	13	1	0	3	2	8	0
17:00	661	6	6	559	68	10	0	1	2	5	4	0
18:00	660	2	9	552	74	9	1	0	5	4	4	0
19:00	617	0	7	534	63	7	1	0	2	1	2	0
20:00	451	4	8	389	45	2	0	0	1	1	1	0
21:00	379	0	3	296	75	4	0	0	0	0	1	0
22:00	279	0	9	224	39	4	0	1	1	0	1	0
23:00	218	1	4	168	41	4	0	0	0	0	0	0
Total												
07-19	9640	59	87	7627	1230	349	13	11	53	54	148	9
06-22	11807	72	117	9401	1509	389	14	11	60	60	163	11
06-00	12304	73	130	9793	1589	397	14	12	61	60	164	11
00-00	13091	75	143	10398	1697	434	16	13	61	62	178	14
AM Peak	08:00	06:00	07:00	08:00	09:00	10:00	08:00	09:00	09:00	08:00	07:00	04:00
	1110	9	19	882	154	54	4	4	8	16	22	2
PM Peak	13:00	15:00	18:00	15:00	12:00	12:00	13:00	14:00	12:00	17:00	14:00	13:00
	744	8	9	605	101	30	1	1	6	5	15	2

Friday 15 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	152	0	0	118	27	5	2	0	0	0	0	0
01:00	73	0	2	53	13	3	0	0	0	0	2	0
02:00	81	0	0	61	11	7	1	0	0	0	1	0
03:00	94	0	0	69	14	5	0	0	0	0	3	3
04:00	126	0	4	92	20	6	1	0	0	0	3	0
05:00	261	3	7	200	30	13	1	0	1	0	6	0
06:00	698	5	5	527	106	38	2	0	1	3	10	1
07:00	1046	4	18	801	150	41	2	0	4	7	16	3
08:00	1095	9	10	838	151	52	5	0	3	8	18	1
09:00	902	4	2	693	125	33	3	0	9	6	25	2
10:00	788	0	10	584	124	50	2	1	2	6	7	2
11:00	845	2	5	643	119	34	6	0	7	2	26	1
12:00	765	1	4	576	126	33	3	3	6	3	10	0
13:00	754	2	10	593	109	16	0	0	5	1	18	0
14:00	761	8	3	622	86	24	2	0	6	3	7	0
15:00	732	4	9	590	93	15	1	0	7	1	10	2
16:00	761	5	9	636	81	15	1	0	0	5	8	1
17:00	685	5	8	574	74	4	2	0	4	7	7	0
18:00	668	1	4	570	81	8	0	0	0	2	2	0
19:00	645	0	3	552	73	9	1	0	1	2	4	0
20:00	501	2	9	407	74	5	1	0	0	0	3	0
21:00	422	2	7	350	56	2	1	0	2	1	1	0
22:00	392	0	2	319	57	10	0	0	2	1	1	0
23:00	289	0	2	237	45	5	0	0	0	0	0	0
Total												
07-19	9802	45	92	7720	1319	325	27	4	53	51	154	12
06-22	12068	54	116	9556	1628	379	32	4	57	57	172	13
06-00	12749	54	120	10112	1730	394	32	4	59	58	173	13
00-00	13536	57	133	10705	1845	433	37	4	60	58	188	16
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00	11:00	10:00	09:00	08:00	11:00	03:00
	1095	9	18	838	151	52	6	1	9	8	26	3
PM Peak	12:00	14:00	13:00	16:00	12:00	12:00	12:00	12:00	15:00	17:00	13:00	15:00
	765	8	10	636	126	33	3	3	7	7	18	2

Saturday 16 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	261	1	1	199	55	4	0	0	1	0	0	0
01:00	169	0	0	134	29	0	0	0	0	0	4	2
02:00	181	0	1	142	29	6	0	0	1	0	2	0
03:00	147	0	3	109	19	14	1	0	0	0	1	0
04:00	109	0	0	73	25	9	0	0	0	0	2	0
05:00	200	0	4	144	32	15	0	0	1	0	3	1
06:00	304	1	5	225	46	19	1	0	3	2	0	2
07:00	376	0	5	276	59	23	2	1	3	3	3	1
08:00	535	1	8	389	80	44	1	0	0	5	7	0
09:00	607	1	2	458	103	25	0	4	1	4	8	1
10:00	613	3	9	488	78	27	1	0	1	2	3	1
11:00	687	5	11	559	80	16	0	0	3	3	9	1
12:00	706	4	6	572	83	19	0	0	5	7	10	0
13:00	806	3	5	694	84	9	0	0	1	4	5	1
14:00	711	1	10	583	92	13	1	1	3	2	5	0
15:00	660	6	4	556	77	6	0	0	6	2	3	0
16:00	677	0	7	551	96	6	0	2	2	6	5	2
17:00	640	0	9	527	91	7	1	0	1	1	1	2
18:00	686	4	4	559	100	9	0	0	3	4	3	0
19:00	594	0	11	480	89	4	0	0	0	4	6	0
20:00	483	3	5	386	79	3	0	1	2	3	1	0
21:00	414	2	5	347	51	4	0	0	3	1	1	0
22:00	409	2	3	310	84	8	0	0	0	0	2	0
23:00	346	0	2	273	65	3	1	0	0	0	2	0
Total												
07-19	7704	28	80	6212	1023	204	6	8	29	43	62	9
06-22	9499	34	106	7650	1288	234	7	9	37	53	70	11
06-00	10254	36	111	8233	1437	245	8	9	37	53	74	11
00-00	11321	37	120	9034	1626	293	9	9	40	53	86	14
AM Peak	11:00	11:00	11:00	11:00	09:00	08:00	07:00	09:00	06:00	08:00	11:00	01:00
	687	5	11	559	103	44	2	4	3	5	9	2
PM Peak	13:00	15:00	19:00	13:00	18:00	12:00	14:00	16:00	15:00	12:00	12:00	16:00
	806	6	11	694	100	19	1	2	6	7	10	2

Sunday 17 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	279	1	0	213	58	5	0	0	0	0	2	0
01:00	237	0	0	174	59	3	0	0	0	0	1	0
02:00	186	1	0	130	52	3	0	0	0	0	0	0
03:00	169	1	0	112	55	1	0	0	0	0	0	0
04:00	116	0	1	77	34	2	1	0	0	0	0	1
05:00	146	0	5	102	32	5	1	0	0	1	0	0
06:00	198	1	2	176	11	5	1	0	1	0	1	0
07:00	236	5	3	196	24	3	1	1	0	0	3	0
08:00	375	0	7	314	41	9	0	0	1	1	2	0
09:00	564	4	13	444	87	8	0	0	2	2	4	0
10:00	701	1	4	589	90	7	0	0	3	1	6	0
11:00	814	6	7	683	97	12	0	0	4	3	2	0
12:00	863	3	5	718	111	7	0	1	3	7	8	0
13:00	879	3	12	715	111	14	1	0	9	5	9	0
14:00	693	4	13	559	97	12	2	2	0	2	1	1
15:00	613	2	9	495	87	13	0	0	2	3	2	0
16:00	545	3	9	440	74	11	1	1	2	3	0	1
17:00	481	0	5	400	64	7	0	2	0	1	2	0
18:00	493	1	7	401	77	3	0	0	0	4	0	0
19:00	506	0	5	425	67	4	2	0	0	2	1	0
20:00	391	3	8	314	54	5	0	1	3	1	2	0
21:00	354	1	3	291	50	5	0	0	1	1	2	0
22:00	266	1	3	226	33	1	0	0	0	0	1	1
23:00	207	1	4	157	39	4	0	0	0	0	1	1
Total												
07-19	7257	32	94	5954	960	106	5	7	26	32	39	2
06-22	8706	37	112	7160	1142	125	8	8	31	36	45	2
06-00	9179	39	119	7543	1214	130	8	8	31	36	47	4
00-00	10312	42	125	8351	1504	149	10	8	31	37	50	5
AM Peak	11:00	11:00	09:00	11:00	11:00	11:00	04:00	07:00	11:00	11:00	10:00	04:00
	814	6	13	683	97	12	1	1	4	3	6	1
PM Peak	13:00	14:00	14:00	12:00	12:00	13:00	14:00	14:00	13:00	12:00	13:00	14:00
	879	4	13	718	111	14	2	2	9	7	9	1

Monday 18 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	132	0	0	101	26	4	0	0	0	0	1	0
01:00	95	0	1	69	18	3	0	0	1	0	2	1
02:00	77	1	0	58	9	6	0	0	0	0	3	0
03:00	71	0	1	50	11	2	1	0	0	0	6	0
04:00	132	1	4	85	25	11	3	0	0	1	2	0
05:00	311	4	1	245	38	13	0	0	0	0	10	0
06:00	713	6	19	527	107	42	1	1	2	2	6	0
07:00	1039	8	20	816	142	28	1	0	3	2	19	0
08:00	1006	5	8	762	137	45	2	0	13	10	24	0
09:00	913	0	10	677	135	50	2	2	8	5	23	1
10:00	739	3	9	556	112	35	2	0	3	3	14	2
11:00	713	1	10	533	101	37	1	1	6	5	18	0
12:00	722	5	5	545	107	30	1	1	4	5	18	1
13:00	690	1	8	557	76	25	2	2	5	4	10	0
14:00	699	10	8	542	96	24	3	0	3	1	12	0
15:00	704	2	9	575	79	21	2	0	6	2	8	0
16:00	632	3	12	505	84	16	0	0	1	1	9	1
17:00	664	3	8	562	66	13	2	0	1	2	7	0
18:00	572	7	8	458	85	10	0	0	1	1	1	1
19:00	488	2	3	412	54	7	1	1	2	2	3	1
20:00	393	1	8	319	54	8	0	0	2	1	0	0
21:00	399	1	7	335	46	7	1	1	0	1	0	0
22:00	280	1	6	232	32	7	0	0	1	0	1	0
23:00	209	0	2	170	31	3	1	0	1	0	1	0
Total												
07-19	9093	48	115	7088	1220	334	18	6	54	41	163	6
06-22	11086	58	152	8681	1481	398	21	9	60	47	172	7
06-00	11575	59	160	9083	1544	408	22	9	62	47	174	7
00-00	12393	65	167	9691	1671	447	26	9	63	48	198	8
AM Peak	07:00	07:00	07:00	07:00	07:00	09:00	04:00	09:00	08:00	08:00	08:00	10:00
	1039	8	20	816	142	50	3	2	13	10	24	2
PM Peak	12:00	14:00	16:00	15:00	12:00	12:00	14:00	13:00	15:00	12:00	12:00	12:00
	722	10	12	575	107	30	3	2	6	5	18	1

Site: A635 Ashton Old Road, Manchester
Direction: Eastbound

Tuesday 12 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	195	1	1	139	40	8	0	0	0	0	5	1
01:00	127	1	1	91	27	3	0	0	0	0	3	1
02:00	83	0	2	55	15	9	0	0	0	0	2	0
03:00	84	1	2	51	16	8	1	0	0	0	4	1
04:00	108	0	0	71	18	13	0	1	0	0	3	2
05:00	207	0	2	126	46	27	1	0	0	1	2	2
06:00	374	1	6	280	54	23	0	0	2	1	5	2
07:00	593	0	4	473	70	34	2	1	4	1	2	2
08:00	584	1	4	450	83	33	1	1	1	2	5	3
09:00	711	1	2	528	110	52	3	1	3	0	6	5
10:00	678	1	4	469	123	55	4	2	2	3	11	4
11:00	746	2	7	534	125	58	2	1	3	0	9	5
12:00	757	2	5	558	134	41	2	0	6	1	6	2
13:00	769	0	5	577	134	34	3	0	4	3	6	3
14:00	772	1	5	581	128	39	2	0	7	2	2	5
15:00	833	1	9	632	136	32	2	3	7	4	5	2
16:00	850	2	14	676	118	26	0	3	2	3	4	2
17:00	846	6	16	665	135	13	0	0	6	0	5	0
18:00	736	6	8	602	101	10	2	0	3	3	1	0
19:00	605	2	3	496	87	12	0	0	1	1	1	2
20:00	501	2	5	397	80	11	0	0	1	2	1	2
21:00	405	2	12	317	65	6	1	0	0	1	0	1
22:00	391	1	6	295	79	5	0	0	0	3	0	2
23:00	269	0	1	217	40	6	0	0	2	0	1	2
Total												
07-19	8875	23	83	6745	1397	427	23	12	48	22	62	33
06-22	10760	30	109	8235	1683	479	24	12	52	27	69	40
06-00	11420	31	116	8747	1802	490	24	12	54	30	70	44
00-00	12224	34	124	9280	1964	558	26	13	54	31	89	51
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	07:00	10:00	10:00	09:00
	746	2	7	534	125	58	4	2	4	3	11	5
PM Peak	16:00	17:00	17:00	16:00	15:00	12:00	13:00	15:00	14:00	15:00	12:00	14:00
	850	6	16	676	136	41	3	3	7	4	6	5

Wednesday 13 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	177	1	2	130	35	4	1	0	0	1	2	1
01:00	137	1	0	97	25	4	0	0	1	1	4	4
02:00	85	1	3	55	19	5	0	0	0	0	1	1
03:00	98	0	1	63	18	11	0	0	0	0	2	3
04:00	96	2	0	52	24	14	1	0	0	0	3	0
05:00	190	0	2	118	48	13	3	0	0	1	1	4
06:00	359	0	7	259	67	18	2	0	2	0	1	3
07:00	507	1	4	397	64	33	0	0	1	2	4	1
08:00	580	0	3	438	87	39	1	2	3	0	5	2
09:00	547	2	6	380	96	54	2	0	2	0	3	2
10:00	601	1	4	429	106	54	1	1	1	1	2	1
11:00	631	0	8	426	122	49	3	1	8	1	5	8
12:00	618	0	4	415	129	51	2	1	4	1	7	4
13:00	727	1	7	518	119	61	3	1	0	4	6	7
14:00	727	2	2	537	127	36	0	1	6	6	4	6
15:00	857	2	6	649	157	30	1	1	2	2	4	3
16:00	867	5	19	671	127	28	5	1	3	3	4	1
17:00	908	6	15	724	124	22	2	0	3	2	7	3
18:00	766	1	9	616	111	19	2	1	3	3	0	1
19:00	581	1	3	467	88	15	1	0	2	2	0	2
20:00	472	0	3	382	75	8	0	0	0	1	0	3
21:00	391	0	3	301	71	8	0	1	0	3	1	3
22:00	376	0	3	299	58	15	0	0	0	0	0	1
23:00	278	2	8	206	45	9	0	0	0	1	3	4
Total												
07-19	8336	21	87	6200	1369	476	22	10	36	25	51	39
06-22	10139	22	103	7609	1670	525	25	11	40	31	53	50
06-00	10793	24	114	8114	1773	549	25	11	40	32	56	55
00-00	11576	29	122	8629	1942	600	30	11	41	35	69	68
AM Peak	11:00	04:00	11:00	08:00	11:00	09:00	05:00	08:00	11:00	07:00	08:00	11:00
	631	2	8	438	122	54	3	2	8	2	5	8
PM Peak	17:00	17:00	16:00	17:00	15:00	13:00	16:00	12:00	14:00	14:00	12:00	13:00
	908	6	19	724	157	61	5	1	6	6	7	7

Thursday 14 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	188	1	3	130	34	13	0	0	0	2	4	1
01:00	120	0	1	89	19	8	0	0	0	0	3	0
02:00	102	0	2	64	25	6	0	1	0	0	4	0
03:00	90	1	0	59	18	8	1	0	0	0	3	0
04:00	86	0	1	46	20	11	0	0	0	0	5	3
05:00	180	0	2	131	27	16	3	0	0	0	1	0
06:00	322	2	5	231	57	19	1	0	4	0	2	1
07:00	498	0	4	382	70	29	1	2	2	2	3	3
08:00	575	0	1	441	86	35	0	1	1	1	5	4
09:00	593	2	4	449	76	46	3	1	0	2	5	5
10:00	650	0	3	457	107	62	3	0	3	1	8	6
11:00	591	3	5	400	119	45	2	2	3	3	6	3
12:00	674	0	4	487	127	43	3	1	4	1	1	3
13:00	681	2	7	493	123	39	2	0	3	3	4	5
14:00	755	2	9	556	121	52	4	1	1	2	3	4
15:00	897	0	9	674	152	45	5	0	2	3	2	5
16:00	812	4	15	631	126	20	3	1	1	5	5	1
17:00	826	6	11	666	106	29	0	0	1	0	7	0
18:00	810	1	8	678	103	13	1	0	0	1	1	4
19:00	606	3	4	481	94	12	0	1	4	4	1	2
20:00	508	2	5	412	77	9	0	0	0	1	1	1
21:00	406	0	7	311	72	11	0	0	3	0	2	0
22:00	380	1	6	296	66	9	0	0	0	0	1	1
23:00	286	2	7	213	48	10	0	0	3	0	1	2
Total												
07-19	8362	20	80	6314	1316	458	27	9	21	24	50	43
06-22	10204	27	101	7749	1616	509	28	10	32	29	56	47
06-00	10870	30	114	8258	1730	528	28	10	35	29	58	50
00-00	11636	32	123	8777	1873	590	32	11	35	31	78	54
AM Peak	10:00	11:00	06:00	10:00	11:00	10:00	05:00	07:00	06:00	11:00	10:00	10:00
	650	3	5	457	119	62	3	2	4	3	8	6
PM Peak	15:00	17:00	16:00	18:00	15:00	14:00	15:00	12:00	12:00	16:00	17:00	13:00
	897	6	15	678	152	52	5	1	4	5	7	5

Friday 15 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	184	0	1	139	38	4	1	0	0	1	0	0
01:00	141	1	1	106	21	6	0	0	1	1	2	2
02:00	115	0	1	70	32	8	0	0	0	0	3	1
03:00	100	1	0	63	19	9	1	0	0	0	6	1
04:00	96	0	2	60	19	11	1	1	0	0	1	1
05:00	191	1	4	119	44	17	1	0	1	0	3	1
06:00	312	1	5	222	48	22	1	1	1	1	6	4
07:00	515	0	3	404	72	25	1	1	3	1	4	1
08:00	552	1	4	430	80	26	1	0	2	0	6	2
09:00	626	1	2	473	101	35	3	0	1	2	5	3
10:00	653	3	3	466	109	52	2	0	4	0	9	5
11:00	651	1	8	425	134	56	5	4	8	4	2	4
12:00	712	1	7	507	140	43	5	1	1	0	2	5
13:00	680	2	5	496	134	33	2	1	2	1	4	0
14:00	819	2	4	619	140	35	3	0	4	2	7	3
15:00	805	3	8	623	136	26	2	2	2	0	2	1
16:00	810	2	22	642	108	27	1	0	3	2	1	2
17:00	779	5	10	624	100	21	3	2	0	8	3	3
18:00	700	1	8	563	102	16	0	1	1	3	4	1
19:00	605	2	4	487	89	16	2	0	0	1	2	2
20:00	497	2	5	388	80	15	1	0	0	2	1	3
21:00	466	1	10	371	71	9	0	0	0	1	2	1
22:00	458	1	3	365	79	6	0	0	0	0	3	1
23:00	448	0	4	338	84	10	1	0	0	2	8	1
Total												
07-19	8302	22	84	6272	1356	395	28	12	31	23	49	30
06-22	10182	28	108	7740	1644	457	32	13	32	28	60	40
06-00	11088	29	115	8443	1807	473	33	13	32	30	71	42
00-00	11915	32	124	9000	1980	528	37	14	34	32	86	48
AM Peak	10:00	10:00	11:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00
	653	3	8	473	134	56	5	4	8	4	9	5
PM Peak	14:00	17:00	16:00	16:00	12:00	12:00	12:00	15:00	14:00	17:00	23:00	12:00
	819	5	22	642	140	43	5	2	4	8	8	5

Saturday 16 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	334	0	1	252	68	6	0	0	1	2	3	1
01:00	235	1	2	171	48	8	0	0	0	0	4	1
02:00	217	0	0	157	47	8	0	0	0	1	4	0
03:00	173	0	0	120	38	9	2	0	1	0	3	0
04:00	165	0	2	107	34	13	2	1	1	0	4	1
05:00	165	0	1	109	34	15	0	0	0	0	4	2
06:00	229	0	3	156	41	22	1	0	1	0	3	2
07:00	282	0	3	198	48	25	1	0	2	0	1	4
08:00	361	0	2	280	42	29	1	0	2	1	1	3
09:00	449	0	3	339	81	18	1	0	2	1	1	3
10:00	520	0	4	388	87	33	0	0	2	0	2	4
11:00	580	0	6	447	99	21	0	1	0	0	1	5
12:00	634	0	6	499	99	22	1	1	0	3	1	2
13:00	636	1	7	491	107	18	0	0	3	2	2	5
14:00	648	3	3	521	98	18	0	0	1	1	1	2
15:00	667	1	7	516	117	13	0	1	3	2	3	4
16:00	592	2	8	459	96	16	1	0	3	2	0	5
17:00	613	1	7	488	103	10	0	1	2	0	1	0
18:00	599	2	5	496	76	15	1	0	2	0	0	2
19:00	517	0	8	402	98	3	1	0	3	2	0	0
20:00	441	1	4	348	73	9	2	0	2	1	1	0
21:00	432	3	1	349	66	10	0	0	0	0	1	2
22:00	552	1	6	424	107	8	1	0	1	0	3	1
23:00	429	0	5	317	101	5	0	0	0	0	0	1
Total												
07-19	6581	10	61	5122	1053	238	6	4	22	12	14	39
06-22	8200	14	77	6377	1331	282	10	4	28	15	19	43
06-00	9181	15	88	7118	1539	295	11	4	29	15	22	45
00-00	10470	16	94	8034	1808	354	15	5	32	18	44	50
AM Peak	11:00	01:00	11:00	11:00	11:00	10:00	03:00	04:00	07:00	00:00	01:00	11:00
	580	1	6	447	99	33	2	1	2	2	4	5
PM Peak	15:00	14:00	16:00	14:00	15:00	12:00	20:00	12:00	13:00	12:00	15:00	13:00
	667	3	8	521	117	22	2	1	3	3	3	5

Sunday 17 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	345	0	1	245	85	9	0	0	1	2	0	2
01:00	283	1	0	192	84	4	0	0	0	2	0	0
02:00	206	0	2	132	67	5	0	0	0	0	0	0
03:00	185	1	0	116	62	6	0	0	0	0	0	0
04:00	166	0	2	91	63	9	0	0	0	1	0	0
05:00	187	1	0	113	54	16	1	0	0	0	1	1
06:00	190	1	2	142	29	13	0	0	1	1	0	1
07:00	272	0	2	211	43	9	0	0	1	1	3	2
08:00	394	1	4	290	85	9	1	0	1	0	2	1
09:00	530	1	6	412	88	19	0	0	0	1	1	2
10:00	627	0	8	520	85	7	2	0	1	1	0	3
11:00	712	1	6	570	113	16	0	0	1	1	2	2
12:00	664	1	2	539	105	9	0	0	1	2	2	3
13:00	607	1	6	493	87	14	1	0	2	2	0	1
14:00	601	0	5	476	96	17	1	0	0	2	3	1
15:00	521	1	8	418	79	9	0	0	0	4	0	2
16:00	514	0	6	411	82	14	0	0	1	0	0	0
17:00	492	0	6	402	77	6	1	0	0	0	0	0
18:00	458	0	4	366	70	13	0	0	0	1	3	1
19:00	447	0	5	352	80	6	1	0	1	1	0	1
20:00	414	0	6	333	64	5	0	0	1	2	1	2
21:00	400	1	2	325	62	5	0	0	1	0	2	2
22:00	313	0	5	251	52	2	1	0	1	0	0	1
23:00	272	3	3	203	55	5	0	0	0	1	1	1
Total												
07-19	6392	6	63	5108	1010	142	6	0	8	15	16	18
06-22	7843	8	78	6260	1245	171	7	0	12	19	19	24
06-00	8428	11	86	6714	1352	178	8	0	13	20	20	26
00-00	9800	14	91	7603	1767	227	9	0	14	25	21	29
AM Peak	11:00	01:00	10:00	11:00	11:00	09:00	10:00	00:00	00:00	00:00	07:00	10:00
	712	1	8	570	113	19	2	0	1	2	3	3
PM Peak	12:00	23:00	15:00	12:00	12:00	14:00	13:00	12:00	13:00	15:00	14:00	12:00
	664	3	8	539	105	17	1	0	2	4	3	3

Monday 18 July 2022												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	182	1	2	136	37	5	0	0	0	0	0	1
01:00	128	2	1	86	36	1	0	0	0	0	1	1
02:00	89	0	0	62	18	9	0	0	0	0	0	0
03:00	94	1	0	61	19	9	1	0	0	0	3	0
04:00	92	0	0	61	17	11	1	0	0	0	0	2
05:00	166	1	2	114	34	12	0	0	1	0	2	0
06:00	351	2	5	255	65	20	1	0	0	0	2	1
07:00	484	0	5	364	72	26	2	2	1	3	5	4
08:00	550	1	1	404	96	36	1	0	1	1	6	3
09:00	583	0	4	394	117	46	4	0	8	2	5	3
10:00	603	0	4	410	114	56	4	0	3	1	5	6
11:00	682	1	7	474	126	54	4	1	6	0	6	3
12:00	657	0	2	491	104	45	2	1	4	1	7	0
13:00	673	0	10	521	92	30	3	2	2	1	6	6
14:00	730	0	5	541	126	45	3	2	2	1	2	3
15:00	890	1	12	659	158	39	5	1	6	4	3	2
16:00	779	2	14	611	114	24	3	1	2	6	1	1
17:00	748	4	13	582	110	21	1	1	5	5	2	4
18:00	690	2	5	547	112	15	1	0	3	3	0	2
19:00	525	0	3	418	90	9	0	0	1	2	0	2
20:00	452	0	6	349	70	20	0	0	1	3	1	2
21:00	386	0	6	301	66	12	0	0	1	0	0	0
22:00	339	2	11	266	45	9	1	0	0	0	3	2
23:00	293	0	2	233	42	11	0	0	0	0	1	4
Total												
07-19	8069	11	82	5998	1341	437	33	11	43	28	48	37
06-22	9783	13	102	7321	1632	498	34	11	46	33	51	42
06-00	10415	15	115	7820	1719	518	35	11	46	33	55	48
00-00	11166	20	120	8340	1880	565	37	11	47	33	61	52
AM Peak	11:00	01:00	11:00	11:00	11:00	10:00	09:00	07:00	09:00	07:00	08:00	10:00
	682	2	7	474	126	56	4	2	8	3	6	6
PM Peak	15:00	17:00	16:00	15:00	15:00	12:00	15:00	13:00	15:00	16:00	12:00	13:00
	890	4	14	659	158	45	5	2	6	6	7	6

Site: **A635 Ashton Old Road, Manchester**Direction: **Westbound**

Tuesday 12 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	155	37.8	33.4	5.4	0	0	3	1	34	66	38	7	4	2	0	0	0	0	0
01:00	112	38	34.1	5.5	0	0	2	5	12	42	39	9	2	1	0	0	0	0	0
02:00	61	37.1	31.8	5.3	0	0	2	3	11	33	10	0	2	0	0	0	0	0	0
03:00	85	38	34.2	7.4	1	0	1	1	9	44	17	8	2	0	0	1	0	1	0
04:00	120	43.4	35.8	8.1	0	1	2	1	19	39	29	13	10	5	0	0	0	1	0
05:00	335	38.9	33.9	5.7	0	1	6	17	58	109	102	31	10	1	0	0	0	0	0
06:00	773	37.6	32.6	5.6	0	1	10	19	230	295	150	49	12	4	2	0	1	0	0
07:00	1100	34.2	30.4	4.4	0	1	12	75	449	431	110	17	2	2	0	1	0	0	0
08:00	1158	32.4	27.8	5	0	5	50	241	543	227	77	8	1	6	0	0	0	0	0
09:00	956	32.9	28.3	5	3	10	41	138	437	257	61	6	3	0	0	0	0	0	0
10:00	740	31.8	28.8	3.9	0	0	6	84	406	207	29	4	2	2	0	0	0	0	0
11:00	769	32.7	29.1	4.4	0	1	8	104	354	241	49	7	4	1	0	0	0	0	0
12:00	754	32.2	28.8	4.4	0	1	14	91	390	224	22	6	4	1	0	0	1	0	0
13:00	770	33.3	29.6	4.9	0	3	13	80	354	248	49	17	5	0	0	0	0	1	0
14:00	686	33.1	29.3	4.1	0	0	5	100	278	251	45	6	1	0	0	0	0	0	0
15:00	634	34	29.8	4.8	0	4	9	56	284	206	59	12	4	0	0	0	0	0	0
16:00	637	33.6	30.2	4.2	0	0	7	45	265	249	61	8	2	0	0	0	0	0	0
17:00	628	34.4	30	5.2	0	2	15	63	236	229	66	14	0	1	0	2	0	0	0
18:00	554	35.1	31	5.2	0	2	6	34	215	210	63	9	13	1	0	1	0	0	0
19:00	528	36.9	32.7	4.6	0	1	3	15	101	276	95	32	4	0	1	0	0	0	0
20:00	437	38	33.1	5.2	0	0	3	19	80	200	92	33	8	2	0	0	0	0	0
21:00	357	37.4	32.8	5.1	0	1	5	5	93	146	77	27	3	0	0	0	0	0	0
22:00	317	35.8	31.8	5.4	0	1	2	8	123	119	45	11	3	4	1	0	0	0	0
23:00	223	37.4	33.3	5.4	0	0	1	3	50	94	57	13	2	1	1	1	0	0	0
Totals																			
07-19	9386	33.3	29.3	4.7	3	29	186	1111	4211	2980	691	114	41	14	0	4	1	1	0
06-22	11481	34.2	29.9	5	3	32	207	1169	4715	3897	1105	255	68	20	3	4	2	1	0
06-00	12021	34.4	30.1	5	3	33	210	1180	4888	4110	1207	279	73	25	5	5	2	1	0
00-00	12889	35.7	31.3	5.1	4	35	226	1208	5031	4443	1442	347	103	34	5	6	2	3	0
AM Peak	08:00	04:00	04:00	04:00	09:00	09:00	08:00	08:00	08:00	07:00	06:00	06:00	06:00	08:00	06:00	03:00	06:00	03:00	00:00
	1158	43.4	35.8	8.1	3	10	50	241	543	431	150	49	12	6	2	1	1	1	0
PM Peak	13:00	20:00	23:00	22:00	12:00	15:00	17:00	14:00	12:00	19:00	19:00	20:00	18:00	22:00	19:00	17:00	12:00	13:00	12:00
	770	38	33.3	5.4	0	4	15	100	390	276	95	33	13	4	1	2	1	1	0

Wednesday 13 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	132	38.9	33.6	5.7	0	0	2	4	26	55	27	13	3	2	0	0	0	0	0
01:00	99	36.9	32.2	5	0	0	1	6	24	46	15	6	1	0	0	0	0	0	0
02:00	87	37.8	34	7.2	0	0	0	5	11	45	17	4	2	0	2	0	1	0	0
03:00	108	40.3	34.2	6.1	0	1	1	1	18	53	17	9	7	1	0	0	0	0	0
04:00	132	41.6	35.4	7.9	0	3	4	2	13	34	46	21	7	0	1	0	0	0	1
05:00	304	40	34.2	6.3	0	3	6	12	38	113	84	40	4	3	1	0	0	0	0
06:00	752	36.9	32.6	5	0	0	15	21	169	325	174	39	8	1	0	0	0	0	0
07:00	1156	33.3	29.8	4.4	0	5	12	108	498	431	81	17	2	1	1	0	0	0	0
08:00	1100	32.7	28.6	5.2	1	3	36	194	483	305	46	21	7	0	1	0	1	2	0
09:00	954	32.9	29.1	4.3	0	2	21	92	489	275	57	16	2	0	0	0	0	0	0
10:00	754	34	29.7	4.7	0	1	12	81	330	238	72	15	5	0	0	0	0	0	0
11:00	731	33.6	29.8	5.5	0	3	12	57	356	221	63	11	2	0	0	0	6	0	0
12:00	723	33.1	29.7	5.3	0	6	6	63	345	239	46	12	2	0	0	1	0	3	0
13:00	698	33.3	29.2	4.8	0	9	12	66	342	195	62	9	2	1	0	0	0	0	0
14:00	797	34	29.9	4.6	2	1	11	64	343	277	85	12	0	1	0	1	0	0	0
15:00	737	33.8	29.9	4.6	0	3	11	76	298	270	63	10	5	1	0	0	0	0	0
16:00	616	34	29.8	4.4	0	1	4	53	315	178	47	16	2	0	0	0	0	0	0
17:00	701	34.9	30.6	4.8	0	4	6	40	294	252	80	22	1	0	2	0	0	0	0
18:00	591	35.3	30.9	5.5	0	1	14	34	218	230	67	13	10	1	3	0	0	0	0
19:00	619	37.4	32.8	5	0	0	0	14	162	276	113	40	11	2	0	0	1	0	0
20:00	418	36.2	31.7	5.4	0	4	4	12	139	172	63	12	10	2	0	0	0	0	0
21:00	341	38.3	33.3	6.6	1	0	3	12	89	133	69	17	10	2	2	1	2	0	0
22:00	283	36.5	32	5.4	0	1	4	6	94	122	37	11	5	3	0	0	0	0	0
23:00	189	38.7	33.3	6.2	0	0	0	6	50	83	34	7	5	1	2	0	0	1	0
Totals																			
07-19	9558	33.6	29.7	4.9	3	39	157	928	4311	3111	769	174	40	5	7	2	7	5	0
06-22	11688	34.4	30.2	5.1	4	43	179	987	4870	4017	1188	282	79	12	9	3	10	5	0
06-00	12160	34.7	30.3	5.1	4	44	183	999	5014	4222	1259	300	89	16	11	3	10	6	0
00-00	13022	35.1	30.5	5.3	4	51	197	1029	5144	4568	1465	393	113	22	15	3	11	6	1
AM Peak	07:00	04:00	04:00	04:00	08:00	07:00	08:00	08:00	07:00	07:00	06:00	05:00	06:00	05:00	02:00	00:00	11:00	08:00	04:00
	1156	41.6	35.4	7.9	1	5	36	194	498	431	174	40	8	3	2	0	6	2	1
PM Peak	14:00	23:00	21:00	21:00	14:00	13:00	18:00	15:00	12:00	14:00	19:00	19:00	19:00	22:00	18:00	12:00	21:00	12:00	12:00
	797	38.7	33.3	6.6	2	9	14	76	345	277	113	40	11	3	3	1	2	3	0

Thursday 14 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	109	40.5	34.2	6	0	0	0	2	29	34	26	12	4	2	0	0	0	0	0
01:00	98	38.3	32.5	6	0	1	1	1	31	37	18	6	2	1	0	0	0	0	0
02:00	66	38.5	32.7	6	0	1	0	5	14	20	19	6	1	0	0	0	0	0	0
03:00	84	38.7	32.9	6.5	0	1	0	3	23	30	18	4	4	1	0	0	0	0	0
04:00	134	39.4	35.1	6.1	0	0	2	1	15	52	45	13	3	0	1	2	0	0	0
05:00	296	40.3	34.6	6.7	0	0	8	13	34	105	84	33	11	7	1	0	0	0	0
06:00	720	37.4	32.9	5.1	0	0	11	18	153	323	164	40	6	4	0	1	0	0	0
07:00	1077	34	29.9	4.9	0	3	12	96	481	365	93	16	5	2	2	2	0	0	0
08:00	1110	32.2	28.4	4.8	0	3	24	185	548	301	35	9	0	0	0	2	3	0	0
09:00	1035	31.1	27.9	4.4	0	0	34	158	581	213	42	1	4	0	1	0	1	0	0
10:00	771	32.4	29.3	4	1	1	6	83	371	259	38	8	4	0	0	0	0	0	0
11:00	717	32	28.4	4.6	0	6	28	75	380	187	32	6	1	1	0	1	0	0	0
12:00	719	33.3	29.5	4.5	0	3	15	73	327	231	60	8	2	0	0	0	0	0	0
13:00	744	33.6	28.9	5.5	0	12	31	100	308	218	57	13	1	3	0	1	0	0	0
14:00	727	33.6	29.5	4.6	0	1	8	85	336	225	59	11	0	1	0	0	0	1	0
15:00	744	33.1	29.1	4.7	0	4	10	89	375	199	49	13	3	0	2	0	0	0	0
16:00	675	33.6	29.6	4.2	1	4	2	62	327	223	48	6	2	0	0	0	0	0	0
17:00	661	34.4	30.8	4.5	0	3	7	31	256	279	69	9	5	1	1	0	0	0	0
18:00	660	35.3	31.1	5.5	0	1	4	43	246	250	85	20	5	2	2	0	0	0	2
19:00	617	36.9	31.7	5.6	0	3	2	28	215	230	95	31	8	4	0	0	0	1	0
20:00	451	38	32.8	6.1	0	1	7	17	108	189	93	17	14	1	1	2	1	0	0
21:00	379	38.3	32.8	5.7	0	0	0	13	123	136	72	25	4	2	3	1	0	0	0
22:00	279	36.2	31.6	5.5	1	4	5	7	79	127	39	11	6	0	0	0	0	0	0
23:00	218	37.1	32	5.1	1	1	0	7	72	88	34	13	2	0	0	0	0	0	0
Totals																			
07-19	9640	33.3	29.3	4.8	2	41	181	1080	4536	2950	667	120	32	10	8	6	4	1	2
06-22	11807	34.2	29.9	5.1	2	45	201	1156	5135	3828	1091	233	64	21	12	10	5	2	2
06-00	12304	34.2	29.9	5.1	4	50	206	1170	5286	4043	1164	257	72	21	12	10	5	2	2
00-00	13091	34.7	30.2	5.3	4	53	217	1195	5432	4321	1374	331	97	32	14	12	5	2	2
AM Peak	08:00	00:00	04:00	05:00	10:00	11:00	09:00	08:00	09:00	07:00	06:00	06:00	05:00	05:00	07:00	04:00	08:00	00:00	00:00
	1110	40.5	35.1	6.7	1	6	34	185	581	365	164	40	11	7	2	2	3	0	0
PM Peak	13:00	21:00	20:00	20:00	16:00	13:00	13:00	13:00	15:00	17:00	19:00	19:00	20:00	19:00	21:00	20:00	20:00	14:00	18:00
	744	38.3	32.8	6.1	1	12	31	100	375	279	95	31	14	4	3	2	1	1	2

Friday 15 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	152	39.1	34	5.5	0	0	0	1	28	73	31	11	5	2	1	0	0	0	0
01:00	73	37.8	32.7	7.7	0	1	0	4	18	31	11	7	0	0	0	0	0	0	1
02:00	81	39.6	33.1	6.5	0	1	0	9	16	28	15	9	3	0	0	0	0	0	0
03:00	94	42.3	35.8	7.4	0	0	0	4	11	36	21	13	6	1	0	0	2	0	0
04:00	126	40.9	35.3	7.6	0	3	0	2	21	38	33	22	4	2	0	0	0	0	1
05:00	261	39.4	33.6	5.8	0	1	5	12	44	97	68	29	4	1	0	0	0	0	0
06:00	698	36.9	32.7	5.3	0	0	14	16	145	327	161	21	8	3	2	0	0	1	0
07:00	1046	34	30.8	4.2	0	2	11	22	436	447	101	18	4	4	0	0	1	0	0
08:00	1095	31.5	27.9	4	0	6	16	219	574	229	46	5	0	0	0	0	0	0	0
09:00	902	32.4	28.5	4.5	0	5	24	111	461	253	41	3	0	1	3	0	0	0	0
10:00	788	32.7	28.8	4.3	0	7	10	84	399	243	38	6	1	0	0	0	0	0	0
11:00	845	32.9	29.2	5	0	3	4	114	425	240	41	13	0	1	0	0	4	0	0
12:00	765	33.8	29.8	4.4	0	2	8	55	380	240	61	18	0	0	0	0	1	0	0
13:00	754	33.1	29.4	4.8	3	1	7	94	353	229	50	13	1	2	0	0	0	1	0
14:00	761	33.3	29.5	4.2	0	0	6	61	394	230	50	17	3	0	0	0	0	0	0
15:00	732	33.1	29.1	4.7	1	5	5	110	316	224	56	12	1	2	0	0	0	0	0
16:00	761	33.6	29.9	4	0	1	5	61	341	289	51	12	0	1	0	0	0	0	0
17:00	685	33.8	30.1	4.8	1	5	8	58	272	260	60	13	8	0	0	0	0	0	0
18:00	668	36.5	31.9	4.6	0	1	5	19	222	266	129	22	3	1	0	0	0	0	0
19:00	645	36.7	32.1	4.9	0	1	7	16	204	275	107	23	9	3	0	0	0	0	0
20:00	501	36	31.9	5.1	2	3	5	18	121	245	81	19	6	0	1	0	0	0	0
21:00	422	37.1	33	5.9	0	3	3	7	111	188	72	18	15	3	0	1	1	0	0
22:00	392	36.2	31.9	5.1	0	1	2	12	119	178	62	13	2	1	0	1	1	0	0
23:00	289	35.8	32.3	4.1	0	0	1	3	81	144	45	11	3	1	0	0	0	0	0
Totals																			
07-19	9802	33.3	29.5	4.6	5	38	109	1008	4573	3150	724	152	21	12	3	0	6	1	0
06-22	12068	34	30.1	4.8	7	45	138	1065	5154	4185	1145	233	59	21	6	1	7	2	0
06-00	12749	34.2	30.2	4.9	7	46	141	1080	5354	4507	1252	257	64	23	6	2	8	2	0
00-00	13536	34.7	30.4	5.1	7	52	146	1112	5492	4810	1431	348	86	29	7	2	10	2	2
AM Peak	08:00	03:00	03:00	01:00	00:00	10:00	09:00	08:00	08:00	07:00	06:00	05:00	06:00	07:00	09:00	00:00	11:00	06:00	01:00
	1095	42.3	35.8	7.7	0	7	24	219	574	447	161	29	8	4	3	0	4	1	1
PM Peak	12:00	21:00	21:00	21:00	13:00	15:00	12:00	15:00	14:00	16:00	18:00	19:00	21:00	19:00	20:00	21:00	12:00	13:00	12:00
	765	37.1	33	5.9	3	5	8	110	394	289	129	23	15	3	1	1	1	1	0

Saturday 16 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	261	38	33.2	6.4	0	0	6	10	54	113	48	17	5	4	4	0	0	0	0
01:00	169	36.5	32.2	4.9	0	0	1	6	45	74	34	6	2	1	0	0	0	0	0
02:00	181	37.1	32.4	5.4	0	0	1	11	46	76	32	11	4	0	0	0	0	0	0
03:00	147	38.3	34	7	0	2	1	4	20	67	38	9	3	0	0	1	2	0	0
04:00	109	40.3	35.4	7.2	1	0	3	0	14	34	38	13	3	2	0	0	0	1	0
05:00	200	41.6	35.6	6.6	0	2	0	4	27	58	69	25	11	2	1	1	0	0	0
06:00	304	40.3	34	6.6	1	0	5	7	59	119	64	35	9	1	2	1	1	0	0
07:00	376	38	33.8	5.1	0	0	2	3	76	165	90	27	9	3	1	0	0	0	0
08:00	535	36	32.1	4.5	0	0	2	17	159	250	80	19	5	2	1	0	0	0	0
09:00	607	36	32	4.6	0	0	6	7	179	296	96	13	5	2	3	0	0	0	0
10:00	613	34.7	31.4	4.2	0	0	7	14	204	309	57	20	2	0	0	0	0	0	0
11:00	687	35.1	31	4.8	0	4	17	22	228	303	88	20	4	1	0	0	0	0	0
12:00	706	36	31.4	5.1	0	2	8	37	236	285	112	16	3	7	0	0	0	0	0
13:00	806	34.7	31	4.7	0	0	5	37	319	332	92	13	4	3	0	0	0	0	1
14:00	711	36.5	32.2	5.1	0	3	2	30	183	343	107	29	8	4	0	2	0	0	0
15:00	660	34.9	31.5	4.5	0	3	7	24	192	329	77	25	1	2	0	0	0	0	0
16:00	677	36.5	32.1	4.7	0	0	6	18	204	306	111	23	7	1	0	0	1	0	0
17:00	640	37.4	32.9	5.2	0	2	8	14	145	289	132	34	12	4	0	0	0	0	0
18:00	686	36.7	32.5	5.8	1	3	2	20	180	326	110	25	10	4	0	1	3	1	0
19:00	594	38	33.4	5.8	0	2	3	10	146	231	142	40	13	2	2	1	0	2	0
20:00	483	38	33.1	5.7	0	1	5	17	118	201	97	27	10	4	2	1	0	0	0
21:00	414	36.9	32.2	5.5	0	1	8	21	102	177	83	14	4	3	1	0	0	0	0
22:00	409	37.1	32.6	5.7	0	2	3	11	129	152	80	20	4	5	2	1	0	0	0
23:00	346	36.9	33	5.4	1	0	0	9	90	155	57	23	7	3	1	0	0	0	0
Totals																			
07-19	7704	36	31.9	4.9	1	17	72	243	2305	3533	1152	264	70	33	5	3	4	1	1
06-22	9499	36.5	32.1	5.1	2	21	93	298	2730	4261	1538	380	106	43	12	6	5	3	1
06-00	10254	36.5	32.2	5.2	3	23	96	318	2949	4568	1675	423	117	51	15	7	5	3	1
00-00	11321	36.7	32.3	5.3	4	27	108	353	3155	4990	1934	504	145	60	20	9	7	4	1
AM Peak	11:00	05:00	05:00	04:00	04:00	11:00	11:00	11:00	11:00	10:00	09:00	06:00	05:00	00:00	00:00	03:00	03:00	04:00	00:00
	687	41.6	35.6	7.2	1	4	17	22	228	309	96	35	11	4	4	1	2	1	0
PM Peak	13:00	19:00	19:00	18:00	18:00	14:00	12:00	12:00	13:00	14:00	19:00	19:00	19:00	12:00	19:00	14:00	18:00	19:00	13:00
	806	38	33.4	5.8	1	3	8	37	319	343	142	40	13	7	2	2	3	2	1

Sunday 17 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	279	38	33	5.3	0	0	2	8	71	113	59	20	4	1	1	0	0	0	0
01:00	237	37.8	32.9	5.3	0	0	3	8	60	86	60	15	4	1	0	0	0	0	0
02:00	186	38.7	33.2	5.7	0	1	2	8	42	80	30	17	5	1	0	0	0	0	0
03:00	169	38.5	32.2	5.9	0	1	3	14	45	55	35	13	3	0	0	0	0	0	0
04:00	116	39.1	34.5	6.4	0	1	3	1	12	45	41	8	4	0	1	0	0	0	0
05:00	146	40.5	34.9	6.9	0	2	1	3	19	54	43	17	3	1	1	2	0	0	0
06:00	198	38.9	33.4	7.3	0	3	5	8	41	75	41	11	10	1	2	1	0	0	0
07:00	236	40	34.7	6.1	0	2	2	3	31	97	65	27	4	2	2	1	0	0	0
08:00	375	37.6	32.9	5.2	0	2	3	7	86	173	74	19	10	1	0	0	0	0	0
09:00	564	37.4	32.6	6.1	1	7	5	22	125	248	116	24	7	5	2	1	1	0	0
10:00	701	34.9	30.5	4.8	0	1	22	35	276	258	89	15	5	0	0	0	0	0	0
11:00	814	33.8	30.2	4.3	0	2	4	59	347	319	68	11	3	0	0	0	0	1	0
12:00	863	33.6	29.6	4.5	0	3	14	77	408	280	60	16	5	0	0	0	0	0	0
13:00	879	34.2	30	4.3	1	2	5	84	368	311	93	13	2	0	0	0	0	0	0
14:00	693	35.8	30.9	5.4	2	0	9	48	262	247	96	19	5	1	3	1	0	0	0
15:00	613	36.5	33	4.5	0	0	2	11	119	330	115	21	10	5	0	0	0	0	0
16:00	545	37.8	32.9	5.7	2	1	6	12	141	222	114	29	11	6	0	1	0	0	0
17:00	481	37.4	33	4.9	0	0	3	5	101	255	87	20	5	3	1	0	1	0	0
18:00	493	38	33.3	5.3	0	1	1	8	115	204	110	40	11	0	2	1	0	0	0
19:00	506	37.4	32.9	5.6	0	1	3	19	123	221	88	34	14	1	0	1	1	0	0
20:00	391	37.8	33	5.8	0	2	8	10	74	185	75	28	6	0	2	1	0	0	0
21:00	354	37.8	32.6	5.7	0	1	3	9	103	146	58	23	6	2	3	0	0	0	0
22:00	266	35.8	31.9	4.7	0	3	0	5	81	129	33	11	4	0	0	0	0	0	0
23:00	207	36.2	32.2	5	1	1	1	5	53	106	26	10	4	0	0	0	0	0	0
Totals																			
07-19	7257	36	31.5	5.2	6	21	76	371	2379	2944	1087	254	78	23	10	5	2	1	0
06-22	8706	36.2	31.7	5.4	6	28	95	417	2720	3571	1349	350	114	27	17	8	3	1	0
06-00	9179	36.2	31.8	5.3	7	32	96	427	2854	3806	1408	371	122	27	17	8	3	1	0
00-00	10312	36.5	31.9	5.4	7	37	110	469	3103	4239	1676	461	145	31	20	10	3	1	0
AM Peak	11:00	05:00	05:00	06:00	09:00	09:00	10:00	11:00	11:00	11:00	09:00	07:00	06:00	09:00	06:00	05:00	09:00	11:00	00:00
	814	40.5	34.9	7.3	1	7	22	59	347	319	116	27	10	5	2	2	1	1	0
PM Peak	13:00	18:00	18:00	20:00	14:00	12:00	12:00	13:00	12:00	15:00	15:00	18:00	19:00	16:00	14:00	14:00	17:00	12:00	12:00
	879	38	33.3	5.8	2	3	14	84	408	330	115	40	14	6	3	1	1	0	0

Monday 18 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	132	38.5	33.5	5.4	0	0	1	3	30	50	35	8	5	0	0	0	0	0	0
01:00	95	40.7	34.7	6.6	0	0	0	4	17	35	22	12	2	2	1	0	0	0	0
02:00	77	39.6	33.4	6.1	0	1	1	2	17	30	14	11	1	0	0	0	0	0	0
03:00	71	35.8	33.3	5.2	0	0	2	3	8	37	14	5	2	0	0	0	0	0	0
04:00	132	39.4	33.5	6.6	0	2	5	1	22	51	32	15	3	1	0	0	0	0	0
05:00	311	39.8	34.2	6.1	0	1	4	6	55	126	73	32	7	6	1	0	0	0	0
06:00	713	38	33.1	5.4	0	1	11	14	161	310	166	40	5	1	3	0	0	1	0
07:00	1039	34.2	30.8	4.2	0	2	3	41	422	434	107	24	4	1	1	0	0	0	0
08:00	1006	31.8	28.5	4.1	0	3	17	132	547	256	39	8	4	0	0	0	0	0	0
09:00	913	33.6	30	4	0	0	7	54	415	361	61	8	3	4	0	0	0	0	0
10:00	739	33.3	29.6	4.2	0	2	11	81	313	278	47	5	1	0	1	0	0	0	0
11:00	713	34.7	30.3	4.7	0	4	10	46	286	272	74	14	2	5	0	0	0	0	0
12:00	722	34.2	30.3	4.1	0	1	1	50	326	246	85	11	1	0	1	0	0	0	0
13:00	690	35.3	30.6	5.1	0	3	11	59	276	221	84	27	9	0	0	0	0	0	0
14:00	699	33.8	30.3	4.4	0	2	7	54	294	258	70	12	0	2	0	0	0	0	0
15:00	704	34.4	30.1	4.8	0	1	8	94	242	269	71	15	3	0	1	0	0	0	0
16:00	632	35.1	30.4	5.2	0	2	8	47	266	209	72	22	2	3	1	0	0	0	0
17:00	664	34	30.1	4.9	0	7	9	48	289	231	59	14	4	2	1	0	0	0	0
18:00	572	36.7	32	4.9	0	0	7	35	144	240	113	27	6	0	0	0	0	0	0
19:00	488	37.1	32.8	5.9	0	1	4	27	111	222	79	24	13	4	2	0	0	1	0
20:00	393	38	33.2	5.9	0	2	2	12	89	173	77	21	12	2	1	1	1	0	0
21:00	399	36.7	32.3	5.5	0	0	3	11	128	160	64	26	3	2	0	1	1	0	0
22:00	280	36.5	31.5	5.7	0	1	6	22	80	111	43	14	2	0	1	0	0	0	0
23:00	209	37.6	32.6	5.9	0	0	2	12	56	83	38	10	4	3	1	0	0	0	0
Totals																			
07-19	9093	34.2	30.2	4.6	0	27	99	741	3820	3275	882	187	39	17	6	0	0	0	0
06-22	11086	34.9	30.6	4.9	0	31	119	805	4309	4140	1268	298	72	26	12	2	2	2	0
06-00	11575	34.9	30.7	5	0	32	127	839	4445	4334	1349	322	78	29	14	2	2	2	0
00-00	12393	35.3	30.9	5.1	0	36	140	858	4594	4663	1539	405	98	38	16	2	2	2	0
AM Peak	07:00	01:00	01:00	01:00	00:00	11:00	08:00	08:00	08:00	07:00	06:00	06:00	05:00	05:00	06:00	00:00	00:00	06:00	00:00
	1039	40.7	34.7	6.6	0	4	17	132	547	434	166	40	7	6	3	0	0	1	0
PM Peak	12:00	20:00	20:00	19:00	12:00	17:00	13:00	15:00	12:00	15:00	18:00	13:00	19:00	19:00	19:00	20:00	20:00	19:00	12:00
	722	38	33.2	5.9	0	7	11	94	326	269	113	27	13	4	2	1	1	1	0

Site: A635 Ashton Old Road, Manchester
Direction: Eastbound

Tuesday 12 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	195	36.5	32.2	6.3	0	1	3	9	58	81	25	11	5	0	1	0	1	0	0
01:00	127	38	32.6	6.1	0	1	0	8	32	51	21	12	0	1	0	1	0	0	0
02:00	83	38.3	33.5	6.4	0	0	0	4	19	33	19	5	1	1	0	0	1	0	0
03:00	84	40.5	34.2	8.2	0	0	2	4	17	33	14	7	3	0	3	1	0	0	0
04:00	108	40	34	6.8	0	0	2	7	17	41	24	11	4	0	1	1	0	0	0
05:00	207	39.4	32.5	6.3	0	1	4	11	58	71	34	23	4	0	1	0	0	0	0
06:00	374	38.7	32.7	6.4	0	3	3	40	65	146	80	23	11	2	1	0	0	0	0
07:00	593	34	29.8	5.5	0	4	5	75	245	185	57	11	4	7	0	0	0	0	0
08:00	584	32.2	27.5	5.7	2	18	43	85	257	133	37	8	1	0	0	0	0	0	0
09:00	711	30.6	26.1	5.4	6	18	77	144	307	136	22	1	0	0	0	0	0	0	0
10:00	678	30.6	27.2	4.6	4	10	19	134	368	113	23	7	0	0	0	0	0	0	0
11:00	746	31.3	27.4	4.9	5	7	38	123	388	151	25	6	3	0	0	0	0	0	0
12:00	757	31.1	26.3	5.6	9	18	68	179	318	124	31	10	0	0	0	0	0	0	0
13:00	769	31.8	27.5	5.1	4	6	39	159	354	165	33	6	2	0	1	0	0	0	0
14:00	772	32.7	28	5.5	3	16	34	121	341	196	43	15	3	0	0	0	0	0	0
15:00	833	32.9	27.7	6	7	21	40	182	309	198	63	5	6	1	1	0	0	0	0
16:00	850	32.7	27.6	5.9	1	23	55	173	332	198	50	12	4	0	2	0	0	0	0
17:00	846	33.1	28.2	5.9	9	19	29	148	312	259	53	14	0	2	0	1	0	0	0
18:00	736	35.8	30.1	6.5	1	14	26	69	286	206	97	21	9	2	5	0	0	0	0
19:00	605	37.1	32.2	5.5	0	7	5	25	153	260	107	35	12	1	0	0	0	0	0
20:00	501	36.5	31.8	5	0	1	2	16	183	194	69	27	6	1	2	0	0	0	0
21:00	405	36.2	31.3	5.7	3	5	2	14	153	144	57	20	6	0	1	0	0	0	0
22:00	391	35.3	31.5	4.6	0	1	2	6	157	159	43	19	2	2	0	0	0	0	0
23:00	269	36.9	32.7	5.1	0	0	1	11	67	107	61	17	4	0	1	0	0	0	0
Totals																			
07-19	8875	32.7	27.8	5.7	51	174	473	1592	3817	2064	534	116	32	12	9	1	0	0	0
06-22	10760	33.6	28.5	5.9	54	190	485	1687	4371	2808	847	221	67	16	13	1	0	0	0
06-00	11420	33.8	28.7	5.9	54	191	488	1704	4595	3074	951	257	73	18	14	1	0	0	0
00-00	12224	35.1	30.2	5.7	54	194	499	1747	4796	3384	1088	326	90	20	20	4	2	0	0
AM Peak	11:00	03:00	03:00	03:00	09:00	08:00	09:00	09:00	11:00	07:00	06:00	05:00	06:00	07:00	03:00	01:00	00:00	00:00	00:00
	746	40.5	34.2	8.2	6	18	77	144	388	185	80	23	11	7	3	1	1	0	0
PM Peak	16:00	19:00	23:00	18:00	12:00	16:00	12:00	15:00	13:00	19:00	19:00	19:00	19:00	17:00	18:00	17:00	12:00	12:00	12:00
	850	37.1	32.7	6.5	9	23	68	182	354	260	107	35	12	2	5	1	0	0	0

Wednesday 13 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	177	38.5	32.9	6.3	0	0	2	4	54	65	32	14	3	1	0	2	0	0	0
01:00	137	37.6	32.8	6.1	0	1	0	10	34	44	33	11	2	2	0	0	0	0	0
02:00	85	37.8	32.5	5.8	0	1	1	2	22	32	19	7	0	1	0	0	0	0	0
03:00	98	38.9	33.4	6.8	1	0	1	6	18	38	23	5	4	2	0	0	0	0	0
04:00	96	40.3	33.8	7.1	0	1	2	2	19	34	23	10	3	1	0	1	0	0	0
05:00	190	38.5	32.8	6.5	0	0	4	8	52	70	36	10	6	2	1	1	0	0	0
06:00	359	38	32.8	6.3	1	2	8	16	79	139	84	17	8	4	1	0	0	0	0
07:00	507	34.7	30.2	4.8	1	6	3	38	213	179	57	6	3	1	0	0	0	0	0
08:00	580	31.5	27.2	5.4	1	17	31	93	283	128	18	6	3	0	0	0	0	0	0
09:00	547	33.3	29.2	4.8	2	3	7	70	236	177	42	8	2	0	0	0	0	0	0
10:00	601	32.2	28.3	4.1	1	0	11	104	284	171	26	4	0	0	0	0	0	0	0
11:00	631	32.4	28.2	5	4	9	16	98	304	159	30	10	1	0	0	0	0	0	0
12:00	618	33.8	28.8	5.4	5	6	17	88	258	174	58	10	2	0	0	0	0	0	0
13:00	727	33.3	28.8	5.2	2	5	17	123	303	207	57	9	1	3	0	0	0	0	0
14:00	727	33.6	29.4	5.4	6	5	12	62	345	213	66	12	3	2	0	1	0	0	0
15:00	857	33.3	28.3	5.8	5	19	36	136	333	259	48	13	6	1	1	0	0	0	0
16:00	867	34	28.4	6	3	24	39	141	325	240	78	13	3	0	0	0	1	0	0
17:00	908	33.8	28.7	5.7	1	11	26	174	343	252	78	14	6	1	0	2	0	0	0
18:00	766	34.9	30.2	5.8	3	11	10	81	274	264	89	27	5	1	1	0	0	0	0
19:00	581	35.1	31.6	4.5	0	0	3	22	198	264	58	30	5	1	0	0	0	0	0
20:00	472	37.4	32.7	5.2	0	0	0	9	158	181	78	31	13	2	0	0	0	0	0
21:00	391	37.1	31.7	5.5	0	3	3	28	113	149	66	25	4	0	0	0	0	0	0
22:00	376	36.5	31.6	5.6	1	1	2	24	133	136	46	22	10	1	0	0	0	0	0
23:00	278	36.7	31.7	6.1	0	4	1	13	92	112	37	13	2	2	1	1	0	0	0
Totals																			
07-19	8336	33.6	28.8	5.4	34	116	225	1208	3501	2423	647	132	35	9	2	3	1	0	0
06-22	10139	34.2	29.4	5.6	35	121	239	1283	4049	3156	933	235	65	16	3	3	1	0	0
06-00	10793	34.2	29.5	5.6	36	126	242	1320	4274	3404	1016	270	77	19	4	4	1	0	0
00-00	11576	34.7	29.8	5.7	37	129	252	1352	4473	3687	1182	327	95	28	5	8	1	0	0
AM Peak	11:00	04:00	04:00	04:00	11:00	08:00	08:00	10:00	11:00	07:00	06:00	06:00	06:00	06:00	05:00	00:00	00:00	00:00	00:00
	631	40.3	33.8	7.1	4	17	31	104	304	179	84	17	8	4	1	2	0	0	0
PM Peak	17:00	20:00	20:00	23:00	14:00	16:00	16:00	17:00	14:00	18:00	18:00	20:00	20:00	13:00	15:00	17:00	16:00	12:00	12:00
	908	37.4	32.7	6.1	6	24	39	174	345	264	89	31	13	3	1	2	1	0	0

Thursday 14 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	188	36.9	31.9	5.5	1	0	0	8	64	73	29	6	7	0	0	0	0	0	0
01:00	120	37.6	32.1	7.3	1	0	0	4	48	36	18	8	3	1	0	0	0	0	1
02:00	102	38.7	34	6.3	0	0	0	4	21	40	25	7	2	2	0	1	0	0	0
03:00	90	40	34.4	6.3	0	0	1	3	16	34	22	9	4	1	0	0	0	0	0
04:00	86	38.9	34.2	6.3	0	0	1	3	15	29	27	7	2	2	0	0	0	0	0
05:00	180	37.8	32.2	6.3	0	1	4	11	49	66	32	11	2	4	0	0	0	0	0
06:00	322	38.7	33.1	6.8	2	2	2	23	70	106	83	25	4	4	0	0	0	0	1
07:00	498	34.2	30.3	5	0	2	3	52	189	187	50	11	3	0	1	0	0	0	0
08:00	575	32.7	27.9	5.8	7	6	35	94	224	160	40	8	1	0	0	0	0	0	0
09:00	593	30.9	26.5	5.5	9	22	30	126	273	112	17	4	0	0	0	0	0	0	0
10:00	650	31.8	27.3	4.9	1	15	30	133	311	132	19	9	0	0	0	0	0	0	0
11:00	591	32.7	27.8	5.7	3	16	34	78	257	161	32	10	0	0	0	0	0	0	0
12:00	674	32.9	28.3	5.6	4	17	24	101	284	177	53	13	1	0	0	0	0	0	0
13:00	681	33.1	28	5.7	4	14	42	91	296	179	40	12	3	0	0	0	0	0	0
14:00	755	32.2	27.8	4.9	1	6	31	153	335	189	32	7	0	1	0	0	0	0	0
15:00	897	32.2	27.2	5.6	8	29	50	180	356	220	47	7	0	0	0	0	0	0	0
16:00	812	33.6	28.7	5.4	1	10	32	129	331	233	51	23	1	1	0	0	0	0	0
17:00	826	34.7	29.1	6.3	10	13	29	115	290	252	90	20	3	4	0	0	0	0	0
18:00	810	36.7	30.7	6	0	7	14	76	306	244	106	40	15	1	0	1	0	0	0
19:00	606	36.2	30.8	6.3	7	5	6	48	206	211	86	23	11	0	2	1	0	0	0
20:00	508	36.7	32	5.3	0	2	0	24	168	199	82	24	8	0	0	0	0	0	1
21:00	406	37.6	32.9	5.8	1	0	1	12	115	147	97	23	5	1	1	1	2	0	0
22:00	380	36.2	31.6	5.4	2	3	1	7	143	147	59	13	2	1	1	0	1	0	0
23:00	286	36.9	31.9	5.1	0	0	3	16	96	95	57	14	5	0	0	0	0	0	0
Totals																			
07-19	8362	33.1	28.3	5.7	48	157	354	1328	3452	2246	577	164	27	7	1	1	0	0	0
06-22	10204	34	29	5.9	58	166	363	1435	4011	2909	925	259	55	12	4	3	2	0	2
06-00	10870	34.2	29.2	5.9	60	169	367	1458	4250	3151	1041	286	62	13	5	3	3	0	2
00-00	11636	34.7	29.4	6	62	170	373	1491	4463	3429	1194	334	82	23	5	4	3	0	3
AM Peak	10:00	03:00	03:00	01:00	09:00	09:00	08:00	10:00	10:00	07:00	06:00	06:00	00:00	05:00	07:00	02:00	00:00	00:00	01:00
	650	40	34.4	7.3	9	22	35	133	311	187	83	25	7	4	1	1	0	0	1
PM Peak	15:00	21:00	21:00	17:00	17:00	15:00	15:00	15:00	15:00	17:00	18:00	18:00	18:00	17:00	19:00	18:00	21:00	12:00	20:00
	897	37.6	32.9	6.3	10	29	50	180	356	252	106	40	15	4	2	1	2	0	1

Friday 15 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	184	37.6	33.4	5.7	0	1	1	3	42	77	45	7	3	5	0	0	0	0	0
01:00	141	37.8	32.8	5.5	0	1	0	5	32	60	27	13	2	1	0	0	0	0	0
02:00	115	38.7	33.3	5.6	0	0	0	7	24	44	26	12	1	1	0	0	0	0	0
03:00	100	37.1	33.1	5.6	0	0	2	4	18	43	27	2	4	0	0	0	0	0	0
04:00	96	40	34.5	6	0	0	0	1	22	31	26	11	3	2	0	0	0	0	0
05:00	191	37.8	32.5	6.5	1	2	3	8	49	73	38	11	3	1	2	0	0	0	0
06:00	312	38	32	6.1	2	1	11	15	69	130	51	30	2	1	0	0	0	0	0
07:00	515	35.1	30.3	5.7	0	1	17	65	157	192	59	13	9	2	0	0	0	0	0
08:00	552	32	27.1	5.8	9	7	27	127	234	115	25	4	4	0	0	0	0	0	0
09:00	626	32.7	28	4.8	2	5	17	120	296	146	31	7	1	1	0	0	0	0	0
10:00	653	32	27.3	4.8	2	7	32	141	292	148	26	5	0	0	0	0	0	0	0
11:00	651	32	28	4.8	1	1	12	161	303	134	33	4	1	0	0	0	0	1	0
12:00	712	32.7	28.3	4.9	3	2	36	116	311	184	54	5	0	1	0	0	0	0	0
13:00	680	33.8	28.5	5.8	1	3	26	145	278	135	65	22	3	1	0	0	1	0	0
14:00	819	34	28.1	6.9	2	22	41	178	303	181	64	16	7	2	0	1	0	2	0
15:00	805	32.4	27.9	5	4	11	27	161	328	226	41	5	2	0	0	0	0	0	0
16:00	810	33.8	28.7	5.6	8	8	23	144	305	242	59	16	2	3	0	0	0	0	0
17:00	779	34.2	28.9	5.7	2	5	33	132	301	214	67	18	2	4	1	0	0	0	0
18:00	700	35.3	30.5	5.7	3	6	5	64	264	234	90	20	9	2	3	0	0	0	0
19:00	605	34.9	30.8	4.9	0	5	8	44	193	263	76	11	3	1	1	0	0	0	0
20:00	497	37.1	32.3	6	1	1	4	21	153	192	82	25	11	2	5	0	0	0	0
21:00	466	36.2	31.1	5.6	1	2	2	45	156	167	65	19	7	2	0	0	0	0	0
22:00	458	35.1	30.8	5.3	0	2	3	46	158	175	49	19	4	2	0	0	0	0	0
23:00	448	35.3	31.3	4.1	0	0	0	16	168	186	65	11	1	0	1	0	0	0	0
Totals																			
07-19	8302	33.3	28.5	5.6	37	78	296	1554	3372	2151	614	135	40	16	4	1	1	3	0
06-22	10182	34	29	5.7	41	87	321	1679	3943	2903	888	220	63	22	10	1	1	3	0
06-00	11088	34.2	29.2	5.7	41	89	324	1741	4269	3264	1002	250	68	24	11	1	1	3	0
00-00	11915	34.4	29.5	5.8	42	93	330	1769	4456	3592	1191	306	84	34	13	1	1	3	0
AM Peak	10:00	04:00	04:00	05:00	08:00	08:00	10:00	11:00	11:00	07:00	07:00	06:00	07:00	00:00	05:00	00:00	00:00	11:00	00:00
	653	40	34.5	6.5	9	7	32	161	303	192	59	30	9	5	2	0	0	1	0
PM Peak	14:00	20:00	20:00	14:00	16:00	14:00	14:00	14:00	15:00	19:00	18:00	20:00	20:00	17:00	20:00	14:00	13:00	14:00	12:00
	819	37.1	32.3	6.9	8	22	41	178	328	263	90	25	11	4	5	1	1	2	0

Saturday 16 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	334	36.2	31.3	5.1	0	2	5	17	105	136	51	14	4	0	0	0	0	0	0
01:00	235	38	32.2	5.7	0	0	2	15	70	86	40	16	5	1	0	0	0	0	0
02:00	217	34.2	30.1	5.1	0	1	0	25	99	63	17	9	3	0	0	0	0	0	0
03:00	173	37.4	33	4.6	0	0	0	2	45	81	35	7	2	0	1	0	0	0	0
04:00	165	41.6	35.1	6.4	0	0	1	3	29	64	38	18	8	2	1	1	0	0	0
05:00	165	40.5	34.9	6.9	0	0	3	5	27	49	50	22	5	2	1	0	1	0	0
06:00	229	38.7	33.3	6	0	0	3	12	57	71	57	20	6	3	0	0	0	0	0
07:00	282	38.5	32.5	6.6	1	0	1	14	102	80	53	19	7	4	0	0	1	0	0
08:00	361	37.4	32.4	5	0	0	3	8	110	149	65	17	8	1	0	0	0	0	0
09:00	449	35.3	30.5	5.2	0	2	7	35	188	138	54	21	3	1	0	0	0	0	0
10:00	520	36	31.3	5.7	1	7	4	31	185	186	76	18	9	2	1	0	0	0	0
11:00	580	35.8	31	5.2	1	2	9	42	198	219	80	22	6	1	0	0	0	0	0
12:00	634	34	30.2	4.7	1	2	5	53	248	251	53	17	2	2	0	0	0	0	0
13:00	636	35.3	30.8	6.1	0	0	5	70	247	211	71	19	5	3	1	0	3	1	0
14:00	648	36.9	31.5	5.7	0	2	5	41	250	206	94	32	14	3	1	0	0	0	0
15:00	667	34.7	30.1	5.3	3	8	10	53	274	222	72	19	5	1	0	0	0	0	0
16:00	592	36	31.1	5.3	0	2	13	36	190	224	106	15	5	1	0	0	0	0	0
17:00	613	36.5	31.7	5.6	1	1	6	38	217	204	102	26	16	1	1	0	0	0	0
18:00	599	36.9	31.9	5.5	0	3	7	35	188	207	116	35	7	1	0	0	0	0	0
19:00	517	36.9	31.7	5.8	0	3	5	39	158	192	76	34	7	1	2	0	0	0	0
20:00	441	37.4	32.4	5.6	0	3	1	21	122	175	90	21	5	1	0	2	0	0	0
21:00	432	36	31.3	5.2	1	0	5	22	156	162	68	12	4	0	1	1	0	0	0
22:00	552	33.8	29.8	5.5	0	2	3	72	237	174	45	10	3	3	1	0	2	0	0
23:00	429	36.2	31.1	5	1	0	6	29	150	158	68	12	5	0	0	0	0	0	0
Totals																			
07-19	6581	36	31.1	5.5	8	29	75	456	2397	2297	942	260	87	21	4	0	4	1	0
06-22	8200	36.2	31.3	5.5	9	35	89	550	2890	2897	1233	347	109	26	7	3	4	1	0
06-00	9181	36.2	31.2	5.5	10	37	98	651	3277	3229	1346	369	117	29	8	3	6	1	0
00-00	10470	36.2	31.4	5.6	10	40	109	718	3652	3708	1577	455	144	34	11	4	7	1	0
AM Peak	11:00	04:00	04:00	05:00	07:00	10:00	11:00	11:00	11:00	11:00	11:00	05:00	10:00	07:00	03:00	04:00	05:00	00:00	00:00
	580	41.6	35.1	6.9	1	7	9	42	198	219	80	22	9	4	1	1	1	0	0
PM Peak	15:00	20:00	20:00	13:00	15:00	15:00	16:00	22:00	15:00	12:00	18:00	18:00	17:00	13:00	19:00	20:00	13:00	13:00	12:00
	667	37.4	32.4	6.1	3	8	13	72	274	251	116	35	16	3	2	2	3	1	0

Sunday 17 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	345	36	31.3	4.9	0	0	0	20	129	132	51	10	2	0	0	1	0	0	0
01:00	283	36.7	31.8	4.9	0	0	0	17	103	93	57	9	2	2	0	0	0	0	0
02:00	206	37.1	32.6	4.9	0	0	0	8	55	88	37	15	3	0	0	0	0	0	0
03:00	185	38.9	33.6	5.5	0	0	0	5	47	69	42	14	8	0	0	0	0	0	0
04:00	166	39.8	34.5	5.4	0	0	0	3	30	66	42	19	5	1	0	0	0	0	0
05:00	187	39.4	33.9	6.3	0	1	1	8	40	63	49	16	7	1	1	0	0	0	0
06:00	190	41.6	33.8	6.8	0	0	4	6	46	67	33	24	7	3	0	0	0	0	0
07:00	272	36.9	32.7	5.3	0	0	1	5	86	105	54	10	8	3	0	0	0	0	0
08:00	394	37.6	32.4	6	0	0	4	11	129	154	55	26	9	4	0	2	0	0	0
09:00	530	34.4	30.1	5.4	1	1	9	54	228	163	57	9	1	4	3	0	0	0	0
10:00	627	34	29.4	5.1	0	2	13	95	267	171	57	18	3	1	0	0	0	0	0
11:00	712	33.3	29.1	4.9	5	1	15	88	314	232	43	10	2	1	1	0	0	0	0
12:00	664	33.8	30	4.6	1	0	5	58	313	216	53	11	5	2	0	0	0	0	0
13:00	607	33.8	30	4.3	1	2	4	51	272	210	56	8	2	1	0	0	0	0	0
14:00	601	35.3	31	4.8	0	0	7	37	225	223	84	19	4	2	0	0	0	0	0
15:00	521	36.2	32.2	5.2	1	1	4	18	137	244	92	17	4	1	0	0	1	1	0
16:00	514	37.4	32.4	5.8	1	4	3	20	150	193	100	31	9	2	1	0	0	0	0
17:00	492	37.6	32.4	5.2	0	1	1	21	135	205	89	30	9	1	0	0	0	0	0
18:00	458	37.6	32.2	6	1	4	4	34	115	184	81	24	4	4	3	0	0	0	0
19:00	447	36.9	32	5.9	0	3	3	29	129	170	76	24	9	2	2	0	0	0	0
20:00	414	37.6	32.7	5.4	0	1	2	14	121	155	82	27	10	2	0	0	0	0	0
21:00	400	37.1	31.9	5.7	0	1	6	16	134	140	77	17	4	3	1	1	0	0	0
22:00	313	34.9	30.3	5	0	2	2	34	130	99	31	13	1	1	0	0	0	0	0
23:00	272	35.6	31	4.7	0	1	4	15	93	111	38	10	0	0	0	0	0	0	0
Totals																			
07-19	6392	35.6	30.9	5.3	11	16	70	492	2371	2300	821	213	60	26	8	2	1	1	0
06-22	7843	36	31.2	5.5	11	21	85	557	2801	2832	1089	305	90	36	11	3	1	1	0
06-00	8428	36	31.1	5.4	11	24	91	606	3024	3042	1158	328	91	37	11	3	1	1	0
00-00	9800	36.2	31.4	5.4	11	25	92	667	3428	3553	1436	411	118	41	12	4	1	1	0
AM Peak	11:00	06:00	04:00	06:00	11:00	10:00	11:00	10:00	11:00	11:00	01:00	08:00	08:00	08:00	09:00	08:00	00:00	00:00	00:00
	712	41.6	34.5	6.8	5	2	15	95	314	232	57	26	9	4	3	2	0	0	0
PM Peak	12:00	17:00	20:00	18:00	12:00	16:00	14:00	12:00	12:00	15:00	16:00	16:00	20:00	18:00	18:00	21:00	15:00	15:00	12:00
	664	37.6	32.7	6	1	4	7	58	313	244	100	31	10	4	3	1	1	1	0

Monday 18 July 2022																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	182	37.8	32.9	6.2	1	0	0	8	55	62	39	10	4	0	3	0	0	0	0
01:00	128	36.9	32.2	5.9	0	2	1	4	39	46	28	6	1	0	0	1	0	0	0
02:00	89	36.9	33.1	6.1	0	2	0	2	24	29	24	5	2	1	0	0	0	0	0
03:00	94	38.3	32.7	6.9	0	0	1	5	26	38	14	6	2	0	1	1	0	0	0
04:00	92	39.1	33.3	5.5	0	0	1	2	25	27	27	8	2	0	0	0	0	0	0
05:00	166	37.8	32.9	6.3	1	1	1	7	39	65	36	11	3	1	0	1	0	0	0
06:00	351	36.7	32.1	5.2	1	0	7	14	98	139	75	12	4	1	0	0	0	0	0
07:00	484	33.6	29.7	4.9	0	3	8	64	175	183	36	12	3	0	0	0	0	0	0
08:00	550	32.9	28.6	5.1	3	6	14	77	253	143	47	5	2	0	0	0	0	0	0
09:00	583	32.7	28.7	4.6	0	2	8	108	261	162	28	10	4	0	0	0	0	0	0
10:00	603	32	28	5.1	1	4	24	108	286	139	28	9	3	1	0	0	0	0	0
11:00	682	32.7	28.1	4.9	2	5	26	126	289	192	35	7	0	0	0	0	0	0	0
12:00	657	33.8	28.6	5	2	2	22	115	268	193	43	12	0	0	0	0	0	0	0
13:00	673	34.2	29.7	5.5	2	4	14	87	256	227	55	22	5	0	0	1	0	0	0
14:00	730	33.8	28.9	5.1	0	7	20	126	277	225	59	12	4	0	0	0	0	0	0
15:00	890	33.3	28.4	5.6	3	18	47	125	349	265	71	8	2	1	1	0	0	0	0
16:00	779	33.3	28.6	5.3	4	14	29	105	325	221	72	7	2	0	0	0	0	0	0
17:00	748	33.8	28.5	6.2	5	21	41	99	286	206	65	23	1	1	0	0	0	0	0
18:00	690	36.9	31.2	5.7	0	5	11	59	232	223	120	31	8	0	1	0	0	0	0
19:00	525	36.9	32.2	5.4	0	1	4	29	146	219	91	25	4	3	3	0	0	0	0
20:00	452	36	31.2	5.8	0	4	5	42	129	183	60	23	3	0	2	0	1	0	0
21:00	386	36.7	31.7	5.5	0	1	3	16	137	150	57	14	3	4	0	1	0	0	0
22:00	339	36.9	31.4	6.6	2	2	7	14	131	104	52	20	4	1	0	0	1	1	0
23:00	293	35.8	31.6	5.4	0	0	4	18	89	126	42	10	1	2	0	0	1	0	0
Totals																			
07-19	8069	33.8	28.9	5.4	22	91	264	1199	3257	2379	659	158	34	3	2	1	0	0	0
06-22	9783	34.4	29.4	5.5	23	97	283	1300	3767	3070	942	232	48	11	7	2	1	0	0
06-00	10415	34.4	29.5	5.6	25	99	294	1332	3987	3300	1036	262	53	14	7	2	3	1	0
00-00	11166	34.9	29.8	5.7	27	104	298	1360	4195	3567	1204	308	67	16	11	5	3	1	0
AM Peak	11:00	04:00	04:00	03:00	08:00	08:00	11:00	11:00	11:00	11:00	06:00	06:00	00:00	02:00	00:00	01:00	00:00	00:00	00:00
	682	39.1	33.3	6.9	3	6	26	126	289	192	75	12	4	1	3	1	0	0	0
PM Peak	15:00	18:00	19:00	22:00	17:00	17:00	15:00	14:00	15:00	15:00	18:00	18:00	18:00	21:00	19:00	13:00	20:00	22:00	12:00
	890	36.9	32.2	6.6	5	21	47	126	349	265	120	31	8	4	3	1	1	1	0

Appendix D

Calculation Reference: AUDIT-756701-220621-0654

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 520 to 835 (units:)
 Range Selected by User: 520 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Secondary Filtering selection:

Use Class:

F1(a) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

20,001 to 25,000 2 days

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

Population within 5 miles:

25,001 to 50,000 2 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	DV-04-B-04	SECONDARY ACADEMY	DEVON
	EARL RICHARD ' SRD SOUTH		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	835	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
2	NE-04-B-01	SECONDARY SCHOOL	NORTH EAST LINCOLNSHIRE
	FOXHILLS ROAD		
	SCUNTHORPE		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	520	
	Survey date: MONDAY	19/05/14	Survey Type: MANUAL
3	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: FRIDAY	08/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.61

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.058	3	718	0.023	3	718	0.081
08:00 - 09:00	3	718	0.150	3	718	0.135	3	718	0.285
09:00 - 10:00	3	718	0.018	3	718	0.016	3	718	0.034
10:00 - 11:00	3	718	0.014	3	718	0.013	3	718	0.027
11:00 - 12:00	3	718	0.010	3	718	0.010	3	718	0.020
12:00 - 13:00	3	718	0.013	3	718	0.020	3	718	0.033
13:00 - 14:00	3	718	0.011	3	718	0.013	3	718	0.024
14:00 - 15:00	3	718	0.026	3	718	0.033	3	718	0.059
15:00 - 16:00	3	718	0.055	3	718	0.078	3	718	0.133
16:00 - 17:00	3	718	0.089	3	718	0.112	3	718	0.201
17:00 - 18:00	3	718	0.026	3	718	0.019	3	718	0.045
18:00 - 19:00	2	818	0.034	2	818	0.015	2	818	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.504			0.487			0.991

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

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

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Parameter summary

Trip rate parameter range selected:	520 - 835 (units:)
Survey date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.000	3	718	0.000	3	718	0.000
08:00 - 09:00	3	718	0.001	3	718	0.001	3	718	0.002
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.001	3	718	0.001	3	718	0.002
15:00 - 16:00	3	718	0.001	3	718	0.001	3	718	0.002
16:00 - 17:00	3	718	0.000	3	718	0.000	3	718	0.000
17:00 - 18:00	3	718	0.000	3	718	0.000	3	718	0.000
18:00 - 19:00	2	818	0.000	2	818	0.000	2	818	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.000	3	718	0.000	3	718	0.000
08:00 - 09:00	3	718	0.001	3	718	0.001	3	718	0.002
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.001	3	718	0.000	3	718	0.001
11:00 - 12:00	3	718	0.001	3	718	0.000	3	718	0.001
12:00 - 13:00	3	718	0.000	3	718	0.001	3	718	0.001
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.001	3	718	0.001
15:00 - 16:00	3	718	0.000	3	718	0.000	3	718	0.000
16:00 - 17:00	3	718	0.000	3	718	0.000	3	718	0.000
17:00 - 18:00	3	718	0.000	3	718	0.000	3	718	0.000
18:00 - 19:00	2	818	0.000	2	818	0.000	2	818	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.000	3	718	0.000	3	718	0.000
08:00 - 09:00	3	718	0.001	3	718	0.000	3	718	0.001
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.000	3	718	0.000
15:00 - 16:00	3	718	0.000	3	718	0.001	3	718	0.001
16:00 - 17:00	3	718	0.000	3	718	0.000	3	718	0.000
17:00 - 18:00	3	718	0.000	3	718	0.000	3	718	0.000
18:00 - 19:00	2	818	0.000	2	818	0.000	2	818	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.002	3	718	0.000	3	718	0.002
08:00 - 09:00	3	718	0.040	3	718	0.000	3	718	0.040
09:00 - 10:00	3	718	0.001	3	718	0.000	3	718	0.001
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.006	3	718	0.006
15:00 - 16:00	3	718	0.000	3	718	0.019	3	718	0.019
16:00 - 17:00	3	718	0.000	3	718	0.016	3	718	0.016
17:00 - 18:00	3	718	0.000	3	718	0.000	3	718	0.000
18:00 - 19:00	2	818	0.002	2	818	0.001	2	818	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.042			0.087

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.072	3	718	0.013	3	718	0.085
08:00 - 09:00	3	718	0.219	3	718	0.086	3	718	0.305
09:00 - 10:00	3	718	0.022	3	718	0.013	3	718	0.035
10:00 - 11:00	3	718	0.016	3	718	0.014	3	718	0.030
11:00 - 12:00	3	718	0.011	3	718	0.011	3	718	0.022
12:00 - 13:00	3	718	0.016	3	718	0.024	3	718	0.040
13:00 - 14:00	3	718	0.013	3	718	0.018	3	718	0.031
14:00 - 15:00	3	718	0.041	3	718	0.041	3	718	0.082
15:00 - 16:00	3	718	0.052	3	718	0.130	3	718	0.182
16:00 - 17:00	3	718	0.021	3	718	0.138	3	718	0.159
17:00 - 18:00	3	718	0.037	3	718	0.031	3	718	0.068
18:00 - 19:00	2	818	0.064	2	818	0.020	2	818	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.584			0.539			1.123

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.031	3	718	0.000	3	718	0.031
08:00 - 09:00	3	718	0.323	3	718	0.003	3	718	0.326
09:00 - 10:00	3	718	0.014	3	718	0.001	3	718	0.015
10:00 - 11:00	3	718	0.007	3	718	0.008	3	718	0.015
11:00 - 12:00	3	718	0.004	3	718	0.002	3	718	0.006
12:00 - 13:00	3	718	0.006	3	718	0.014	3	718	0.020
13:00 - 14:00	3	718	0.018	3	718	0.010	3	718	0.028
14:00 - 15:00	3	718	0.010	3	718	0.126	3	718	0.136
15:00 - 16:00	3	718	0.011	3	718	0.187	3	718	0.198
16:00 - 17:00	3	718	0.009	3	718	0.080	3	718	0.089
17:00 - 18:00	3	718	0.009	3	718	0.005	3	718	0.014
18:00 - 19:00	2	818	0.004	2	818	0.005	2	818	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.446			0.441			0.887

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.005	3	718	0.000	3	718	0.005
08:00 - 09:00	3	718	0.196	3	718	0.001	3	718	0.197
09:00 - 10:00	3	718	0.001	3	718	0.001	3	718	0.002
10:00 - 11:00	3	718	0.000	3	718	0.002	3	718	0.002
11:00 - 12:00	3	718	0.001	3	718	0.000	3	718	0.001
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.002	3	718	0.008	3	718	0.010
14:00 - 15:00	3	718	0.000	3	718	0.020	3	718	0.020
15:00 - 16:00	3	718	0.001	3	718	0.168	3	718	0.169
16:00 - 17:00	3	718	0.000	3	718	0.009	3	718	0.009
17:00 - 18:00	3	718	0.001	3	718	0.000	3	718	0.001
18:00 - 19:00	2	818	0.001	2	818	0.001	2	818	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.208			0.210			0.418

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.000	3	718	0.000	3	718	0.000
08:00 - 09:00	3	718	0.027	3	718	0.000	3	718	0.027
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.000	3	718	0.000
15:00 - 16:00	3	718	0.000	3	718	0.010	3	718	0.010
16:00 - 17:00	3	718	0.000	3	718	0.016	3	718	0.016
17:00 - 18:00	3	718	0.000	3	718	0.000	3	718	0.000
18:00 - 19:00	2	818	0.000	2	818	0.001	2	818	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.005	3	718	0.000	3	718	0.005
08:00 - 09:00	3	718	0.224	3	718	0.001	3	718	0.225
09:00 - 10:00	3	718	0.001	3	718	0.001	3	718	0.002
10:00 - 11:00	3	718	0.001	3	718	0.002	3	718	0.003
11:00 - 12:00	3	718	0.001	3	718	0.000	3	718	0.001
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.002	3	718	0.008	3	718	0.010
14:00 - 15:00	3	718	0.000	3	718	0.020	3	718	0.020
15:00 - 16:00	3	718	0.001	3	718	0.178	3	718	0.179
16:00 - 17:00	3	718	0.000	3	718	0.025	3	718	0.025
17:00 - 18:00	3	718	0.001	3	718	0.000	3	718	0.001
18:00 - 19:00	2	818	0.001	2	818	0.001	2	818	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.237			0.236			0.473

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.61

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.110	3	718	0.014	3	718	0.124
08:00 - 09:00	3	718	0.806	3	718	0.090	3	718	0.896
09:00 - 10:00	3	718	0.039	3	718	0.016	3	718	0.055
10:00 - 11:00	3	718	0.025	3	718	0.025	3	718	0.050
11:00 - 12:00	3	718	0.016	3	718	0.014	3	718	0.030
12:00 - 13:00	3	718	0.023	3	718	0.038	3	718	0.061
13:00 - 14:00	3	718	0.033	3	718	0.036	3	718	0.069
14:00 - 15:00	3	718	0.051	3	718	0.193	3	718	0.244
15:00 - 16:00	3	718	0.065	3	718	0.514	3	718	0.579
16:00 - 17:00	3	718	0.030	3	718	0.259	3	718	0.289
17:00 - 18:00	3	718	0.047	3	718	0.036	3	718	0.083
18:00 - 19:00	2	818	0.072	2	818	0.027	2	818	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.317			1.262			2.579

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.057	3	718	0.023	3	718	0.080
08:00 - 09:00	3	718	0.144	3	718	0.130	3	718	0.274
09:00 - 10:00	3	718	0.017	3	718	0.015	3	718	0.032
10:00 - 11:00	3	718	0.010	3	718	0.010	3	718	0.020
11:00 - 12:00	3	718	0.008	3	718	0.008	3	718	0.016
12:00 - 13:00	3	718	0.010	3	718	0.017	3	718	0.027
13:00 - 14:00	3	718	0.009	3	718	0.011	3	718	0.020
14:00 - 15:00	3	718	0.024	3	718	0.029	3	718	0.053
15:00 - 16:00	3	718	0.054	3	718	0.075	3	718	0.129
16:00 - 17:00	3	718	0.088	3	718	0.111	3	718	0.199
17:00 - 18:00	3	718	0.024	3	718	0.019	3	718	0.043
18:00 - 19:00	2	818	0.032	2	818	0.015	2	818	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.477			0.463			0.940

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.001	3	718	0.000	3	718	0.001
08:00 - 09:00	3	718	0.002	3	718	0.003	3	718	0.005
09:00 - 10:00	3	718	0.001	3	718	0.001	3	718	0.002
10:00 - 11:00	3	718	0.002	3	718	0.002	3	718	0.004
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.003	3	718	0.002	3	718	0.005
13:00 - 14:00	3	718	0.002	3	718	0.002	3	718	0.004
14:00 - 15:00	3	718	0.000	3	718	0.001	3	718	0.001
15:00 - 16:00	3	718	0.000	3	718	0.001	3	718	0.001
16:00 - 17:00	3	718	0.001	3	718	0.001	3	718	0.002
17:00 - 18:00	3	718	0.001	3	718	0.000	3	718	0.001
18:00 - 19:00	2	818	0.002	2	818	0.000	2	818	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	718	0.000	3	718	0.000	3	718	0.000
08:00 - 09:00	3	718	0.000	3	718	0.000	3	718	0.000
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.000	3	718	0.000
15:00 - 16:00	3	718	0.000	3	718	0.000	3	718	0.000
16:00 - 17:00	3	718	0.000	3	718	0.000	3	718	0.000
17:00 - 18:00	3	718	0.000	3	718	0.000	3	718	0.000
18:00 - 19:00	2	818	0.000	2	818	0.000	2	818	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Calculation Reference: AUDIT-756701-220621-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Number of pupils
Actual Range:	243 to 449 (units:)
Range Selected by User:	92 to 449 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 03/04/19

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

F1(a) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

20,001 to 25,000 1 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 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CW-04-A-03 TREVERBYN RISE PENRYN	PRIMARY ACADEMY	CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19 Survey Type: MANUAL		
2	LC-04-A-06 SEVERN ROAD BLACKPOOL SOUTH SHORE	PRIMARY SCHOOL	LANCASHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 449 Survey date: TUESDAY 27/09/16 Survey Type: MANUAL		
3	NY-04-A-04 GARGRAVE ROAD SKIPTON	CATHOLIC PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Number of pupils: 243 Survey date: FRIDAY 15/03/19 Survey Type: MANUAL		

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.048	3	377	0.011	3	377	0.059
08:00 - 09:00	3	377	0.377	3	377	0.208	3	377	0.585
09:00 - 10:00	3	377	0.034	3	377	0.149	3	377	0.183
10:00 - 11:00	3	377	0.011	3	377	0.015	3	377	0.026
11:00 - 12:00	3	377	0.023	3	377	0.013	3	377	0.036
12:00 - 13:00	3	377	0.021	3	377	0.023	3	377	0.044
13:00 - 14:00	3	377	0.016	3	377	0.027	3	377	0.043
14:00 - 15:00	3	377	0.039	3	377	0.021	3	377	0.060
15:00 - 16:00	3	377	0.250	3	377	0.285	3	377	0.535
16:00 - 17:00	3	377	0.060	3	377	0.097	3	377	0.157
17:00 - 18:00	3	377	0.006	3	377	0.022	3	377	0.028
18:00 - 19:00	3	377	0.000	3	377	0.014	3	377	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.885			0.885			1.770

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:	243 - 449 (units:)
Survey date range:	01/01/14 - 03/04/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.000	3	377	0.000	3	377	0.000
08:00 - 09:00	3	377	0.001	3	377	0.001	3	377	0.002
09:00 - 10:00	3	377	0.000	3	377	0.000	3	377	0.000
10:00 - 11:00	3	377	0.001	3	377	0.001	3	377	0.002
11:00 - 12:00	3	377	0.000	3	377	0.000	3	377	0.000
12:00 - 13:00	3	377	0.000	3	377	0.000	3	377	0.000
13:00 - 14:00	3	377	0.000	3	377	0.000	3	377	0.000
14:00 - 15:00	3	377	0.000	3	377	0.000	3	377	0.000
15:00 - 16:00	3	377	0.000	3	377	0.000	3	377	0.000
16:00 - 17:00	3	377	0.000	3	377	0.000	3	377	0.000
17:00 - 18:00	3	377	0.000	3	377	0.000	3	377	0.000
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.000	3	377	0.000	3	377	0.000
08:00 - 09:00	3	377	0.001	3	377	0.001	3	377	0.002
09:00 - 10:00	3	377	0.001	3	377	0.001	3	377	0.002
10:00 - 11:00	3	377	0.000	3	377	0.000	3	377	0.000
11:00 - 12:00	3	377	0.000	3	377	0.000	3	377	0.000
12:00 - 13:00	3	377	0.000	3	377	0.000	3	377	0.000
13:00 - 14:00	3	377	0.000	3	377	0.000	3	377	0.000
14:00 - 15:00	3	377	0.000	3	377	0.000	3	377	0.000
15:00 - 16:00	3	377	0.000	3	377	0.000	3	377	0.000
16:00 - 17:00	3	377	0.000	3	377	0.000	3	377	0.000
17:00 - 18:00	3	377	0.000	3	377	0.000	3	377	0.000
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.000	3	377	0.000	3	377	0.000
08:00 - 09:00	3	377	0.019	3	377	0.002	3	377	0.021
09:00 - 10:00	3	377	0.000	3	377	0.000	3	377	0.000
10:00 - 11:00	3	377	0.000	3	377	0.000	3	377	0.000
11:00 - 12:00	3	377	0.000	3	377	0.000	3	377	0.000
12:00 - 13:00	3	377	0.000	3	377	0.003	3	377	0.003
13:00 - 14:00	3	377	0.003	3	377	0.000	3	377	0.003
14:00 - 15:00	3	377	0.000	3	377	0.000	3	377	0.000
15:00 - 16:00	3	377	0.002	3	377	0.018	3	377	0.020
16:00 - 17:00	3	377	0.000	3	377	0.002	3	377	0.002
17:00 - 18:00	3	377	0.000	3	377	0.000	3	377	0.000
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.025			0.049

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.070	3	377	0.011	3	377	0.081
08:00 - 09:00	3	377	0.502	3	377	0.025	3	377	0.527
09:00 - 10:00	3	377	0.040	3	377	0.031	3	377	0.071
10:00 - 11:00	3	377	0.011	3	377	0.015	3	377	0.026
11:00 - 12:00	3	377	0.025	3	377	0.013	3	377	0.038
12:00 - 13:00	3	377	0.021	3	377	0.023	3	377	0.044
13:00 - 14:00	3	377	0.016	3	377	0.027	3	377	0.043
14:00 - 15:00	3	377	0.030	3	377	0.021	3	377	0.051
15:00 - 16:00	3	377	0.043	3	377	0.390	3	377	0.433
16:00 - 17:00	3	377	0.028	3	377	0.138	3	377	0.166
17:00 - 18:00	3	377	0.007	3	377	0.041	3	377	0.048
18:00 - 19:00	3	377	0.000	3	377	0.019	3	377	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.793			0.754			1.547

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.010	3	377	0.002	3	377	0.012
08:00 - 09:00	3	377	0.498	3	377	0.110	3	377	0.608
09:00 - 10:00	3	377	0.049	3	377	0.043	3	377	0.092
10:00 - 11:00	3	377	0.027	3	377	0.036	3	377	0.063
11:00 - 12:00	3	377	0.016	3	377	0.017	3	377	0.033
12:00 - 13:00	3	377	0.034	3	377	0.022	3	377	0.056
13:00 - 14:00	3	377	0.005	3	377	0.018	3	377	0.023
14:00 - 15:00	3	377	0.052	3	377	0.017	3	377	0.069
15:00 - 16:00	3	377	0.081	3	377	0.445	3	377	0.526
16:00 - 17:00	3	377	0.023	3	377	0.090	3	377	0.113
17:00 - 18:00	3	377	0.001	3	377	0.011	3	377	0.012
18:00 - 19:00	3	377	0.000	3	377	0.010	3	377	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.796			0.821			1.617

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.003	3	377	0.000	3	377	0.003
08:00 - 09:00	3	377	0.152	3	377	0.060	3	377	0.212
09:00 - 10:00	3	377	0.007	3	377	0.006	3	377	0.013
10:00 - 11:00	3	377	0.000	3	377	0.000	3	377	0.000
11:00 - 12:00	3	377	0.003	3	377	0.000	3	377	0.003
12:00 - 13:00	3	377	0.001	3	377	0.000	3	377	0.001
13:00 - 14:00	3	377	0.000	3	377	0.004	3	377	0.004
14:00 - 15:00	3	377	0.027	3	377	0.002	3	377	0.029
15:00 - 16:00	3	377	0.037	3	377	0.123	3	377	0.160
16:00 - 17:00	3	377	0.009	3	377	0.042	3	377	0.051
17:00 - 18:00	3	377	0.000	3	377	0.001	3	377	0.001
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.238			0.477

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.000	3	377	0.000	3	377	0.000
08:00 - 09:00	3	377	0.010	3	377	0.005	3	377	0.015
09:00 - 10:00	3	377	0.003	3	377	0.001	3	377	0.004
10:00 - 11:00	3	377	0.000	3	377	0.000	3	377	0.000
11:00 - 12:00	3	377	0.001	3	377	0.000	3	377	0.001
12:00 - 13:00	3	377	0.000	3	377	0.000	3	377	0.000
13:00 - 14:00	3	377	0.000	3	377	0.000	3	377	0.000
14:00 - 15:00	3	377	0.000	3	377	0.000	3	377	0.000
15:00 - 16:00	3	377	0.004	3	377	0.019	3	377	0.023
16:00 - 17:00	3	377	0.006	3	377	0.003	3	377	0.009
17:00 - 18:00	3	377	0.000	3	377	0.000	3	377	0.000
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.028			0.052

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

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

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

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.003	3	377	0.000	3	377	0.003
08:00 - 09:00	3	377	0.162	3	377	0.065	3	377	0.227
09:00 - 10:00	3	377	0.010	3	377	0.007	3	377	0.017
10:00 - 11:00	3	377	0.000	3	377	0.000	3	377	0.000
11:00 - 12:00	3	377	0.004	3	377	0.000	3	377	0.004
12:00 - 13:00	3	377	0.001	3	377	0.000	3	377	0.001
13:00 - 14:00	3	377	0.000	3	377	0.004	3	377	0.004
14:00 - 15:00	3	377	0.027	3	377	0.002	3	377	0.029
15:00 - 16:00	3	377	0.042	3	377	0.142	3	377	0.184
16:00 - 17:00	3	377	0.015	3	377	0.045	3	377	0.060
17:00 - 18:00	3	377	0.000	3	377	0.001	3	377	0.001
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.266			0.530

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.082	3	377	0.013	3	377	0.095
08:00 - 09:00	3	377	1.181	3	377	0.201	3	377	1.382
09:00 - 10:00	3	377	0.099	3	377	0.081	3	377	0.180
10:00 - 11:00	3	377	0.039	3	377	0.051	3	377	0.090
11:00 - 12:00	3	377	0.044	3	377	0.030	3	377	0.074
12:00 - 13:00	3	377	0.056	3	377	0.048	3	377	0.104
13:00 - 14:00	3	377	0.024	3	377	0.049	3	377	0.073
14:00 - 15:00	3	377	0.109	3	377	0.040	3	377	0.149
15:00 - 16:00	3	377	0.168	3	377	0.996	3	377	1.164
16:00 - 17:00	3	377	0.066	3	377	0.275	3	377	0.341
17:00 - 18:00	3	377	0.008	3	377	0.053	3	377	0.061
18:00 - 19:00	3	377	0.000	3	377	0.029	3	377	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.876			1.866			3.742

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.044	3	377	0.010	3	377	0.054
08:00 - 09:00	3	377	0.370	3	377	0.202	3	377	0.572
09:00 - 10:00	3	377	0.029	3	377	0.144	3	377	0.173
10:00 - 11:00	3	377	0.010	3	377	0.012	3	377	0.022
11:00 - 12:00	3	377	0.019	3	377	0.009	3	377	0.028
12:00 - 13:00	3	377	0.019	3	377	0.020	3	377	0.039
13:00 - 14:00	3	377	0.009	3	377	0.023	3	377	0.032
14:00 - 15:00	3	377	0.037	3	377	0.016	3	377	0.053
15:00 - 16:00	3	377	0.248	3	377	0.285	3	377	0.533
16:00 - 17:00	3	377	0.057	3	377	0.095	3	377	0.152
17:00 - 18:00	3	377	0.006	3	377	0.019	3	377	0.025
18:00 - 19:00	3	377	0.000	3	377	0.014	3	377	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.848			0.849			1.697

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	377	0.004	3	377	0.002	3	377	0.006
08:00 - 09:00	3	377	0.005	3	377	0.004	3	377	0.009
09:00 - 10:00	3	377	0.004	3	377	0.004	3	377	0.008
10:00 - 11:00	3	377	0.001	3	377	0.002	3	377	0.003
11:00 - 12:00	3	377	0.004	3	377	0.004	3	377	0.008
12:00 - 13:00	3	377	0.003	3	377	0.003	3	377	0.006
13:00 - 14:00	3	377	0.007	3	377	0.004	3	377	0.011
14:00 - 15:00	3	377	0.002	3	377	0.005	3	377	0.007
15:00 - 16:00	3	377	0.002	3	377	0.000	3	377	0.002
16:00 - 17:00	3	377	0.003	3	377	0.002	3	377	0.005
17:00 - 18:00	3	377	0.000	3	377	0.003	3	377	0.003
18:00 - 19:00	3	377	0.000	3	377	0.000	3	377	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.033			0.068

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

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

Calculation Reference: AUDIT-756701-220621-0618

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 49 to 110 (units:)
Range Selected by User: 37 to 110 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/05/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(f) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 3 days

25,001 to 50,000 2 days

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

Population within 5 miles:

75,001 to 100,000 2 days

125,001 to 250,000 2 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 1 days

1.1 to 1.5 2 days

2.1 to 2.5 1 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		50	
	Survey date: TUESDAY		18/10/16	Survey Type: MANUAL
2	CH-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		CHESHIRE
	Edge of Town Centre No Sub Category Total Number of pupils:		70	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
3	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK	NURSERY		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		49	
	Survey date: TUESDAY		31/10/17	Survey Type: MANUAL
4	SF-04-D-03 CAMP ROAD LOWESTOFT	NURSERY		SUFFOLK
	Edge of Town Centre Residential Zone Total Number of pupils:		110	
	Survey date: WEDNESDAY		10/12/14	Survey Type: MANUAL
5	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		108	
	Survey date: TUESDAY		21/05/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.49

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.054	5	77	0.021	5	77	0.075
08:00 - 09:00	5	77	0.140	5	77	0.103	5	77	0.243
09:00 - 10:00	5	77	0.047	5	77	0.039	5	77	0.086
10:00 - 11:00	5	77	0.008	5	77	0.010	5	77	0.018
11:00 - 12:00	5	77	0.018	5	77	0.016	5	77	0.034
12:00 - 13:00	5	77	0.049	5	77	0.070	5	77	0.119
13:00 - 14:00	5	77	0.039	5	77	0.044	5	77	0.083
14:00 - 15:00	5	77	0.008	5	77	0.013	5	77	0.021
15:00 - 16:00	5	77	0.018	5	77	0.013	5	77	0.031
16:00 - 17:00	5	77	0.052	5	77	0.047	5	77	0.099
17:00 - 18:00	5	77	0.127	5	77	0.142	5	77	0.269
18:00 - 19:00	5	77	0.010	5	77	0.049	5	77	0.059
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.570			0.567			1.137

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:	49 - 110 (units:)
Survey date range:	01/01/14 - 21/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TAXIS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.005	5	77	0.005	5	77	0.010
08:00 - 09:00	5	77	0.000	5	77	0.000	5	77	0.000
09:00 - 10:00	5	77	0.000	5	77	0.000	5	77	0.000
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.000	5	77	0.000	5	77	0.000
12:00 - 13:00	5	77	0.003	5	77	0.003	5	77	0.006
13:00 - 14:00	5	77	0.000	5	77	0.000	5	77	0.000
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.000	5	77	0.000	5	77	0.000
16:00 - 17:00	5	77	0.000	5	77	0.000	5	77	0.000
17:00 - 18:00	5	77	0.000	5	77	0.000	5	77	0.000
18:00 - 19:00	5	77	0.000	5	77	0.000	5	77	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL OGVS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.000	5	77	0.000	5	77	0.000
08:00 - 09:00	5	77	0.000	5	77	0.000	5	77	0.000
09:00 - 10:00	5	77	0.003	5	77	0.003	5	77	0.006
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.000	5	77	0.000	5	77	0.000
12:00 - 13:00	5	77	0.000	5	77	0.000	5	77	0.000
13:00 - 14:00	5	77	0.000	5	77	0.000	5	77	0.000
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.000	5	77	0.000	5	77	0.000
16:00 - 17:00	5	77	0.000	5	77	0.000	5	77	0.000
17:00 - 18:00	5	77	0.000	5	77	0.000	5	77	0.000
18:00 - 19:00	5	77	0.000	5	77	0.000	5	77	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.005	5	77	0.000	5	77	0.005
08:00 - 09:00	5	77	0.010	5	77	0.003	5	77	0.013
09:00 - 10:00	5	77	0.000	5	77	0.000	5	77	0.000
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.000	5	77	0.000	5	77	0.000
12:00 - 13:00	5	77	0.008	5	77	0.003	5	77	0.011
13:00 - 14:00	5	77	0.003	5	77	0.005	5	77	0.008
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.000	5	77	0.005	5	77	0.005
16:00 - 17:00	5	77	0.000	5	77	0.000	5	77	0.000
17:00 - 18:00	5	77	0.000	5	77	0.003	5	77	0.003
18:00 - 19:00	5	77	0.000	5	77	0.005	5	77	0.005
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.024			0.050

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.078	5	77	0.021	5	77	0.099
08:00 - 09:00	5	77	0.261	5	77	0.096	5	77	0.357
09:00 - 10:00	5	77	0.065	5	77	0.044	5	77	0.109
10:00 - 11:00	5	77	0.013	5	77	0.010	5	77	0.023
11:00 - 12:00	5	77	0.023	5	77	0.018	5	77	0.041
12:00 - 13:00	5	77	0.059	5	77	0.075	5	77	0.134
13:00 - 14:00	5	77	0.052	5	77	0.049	5	77	0.101
14:00 - 15:00	5	77	0.013	5	77	0.018	5	77	0.031
15:00 - 16:00	5	77	0.023	5	77	0.023	5	77	0.046
16:00 - 17:00	5	77	0.062	5	77	0.085	5	77	0.147
17:00 - 18:00	5	77	0.142	5	77	0.253	5	77	0.395
18:00 - 19:00	5	77	0.008	5	77	0.093	5	77	0.101
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.799			0.785			1.584

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.059	5	77	0.003	5	77	0.062
08:00 - 09:00	5	77	0.134	5	77	0.049	5	77	0.183
09:00 - 10:00	5	77	0.028	5	77	0.005	5	77	0.033
10:00 - 11:00	5	77	0.016	5	77	0.013	5	77	0.029
11:00 - 12:00	5	77	0.028	5	77	0.052	5	77	0.080
12:00 - 13:00	5	77	0.111	5	77	0.103	5	77	0.214
13:00 - 14:00	5	77	0.028	5	77	0.059	5	77	0.087
14:00 - 15:00	5	77	0.008	5	77	0.005	5	77	0.013
15:00 - 16:00	5	77	0.028	5	77	0.016	5	77	0.044
16:00 - 17:00	5	77	0.010	5	77	0.072	5	77	0.082
17:00 - 18:00	5	77	0.018	5	77	0.052	5	77	0.070
18:00 - 19:00	5	77	0.000	5	77	0.044	5	77	0.044
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.468			0.473			0.941

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.023	5	77	0.000	5	77	0.023
08:00 - 09:00	5	77	0.034	5	77	0.000	5	77	0.034
09:00 - 10:00	5	77	0.013	5	77	0.003	5	77	0.016
10:00 - 11:00	5	77	0.003	5	77	0.000	5	77	0.003
11:00 - 12:00	5	77	0.000	5	77	0.018	5	77	0.018
12:00 - 13:00	5	77	0.031	5	77	0.039	5	77	0.070
13:00 - 14:00	5	77	0.000	5	77	0.008	5	77	0.008
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.003	5	77	0.010	5	77	0.013
16:00 - 17:00	5	77	0.000	5	77	0.008	5	77	0.008
17:00 - 18:00	5	77	0.005	5	77	0.013	5	77	0.018
18:00 - 19:00	5	77	0.000	5	77	0.021	5	77	0.021
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.112			0.120			0.232

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.008	5	77	0.000	5	77	0.008
08:00 - 09:00	5	77	0.000	5	77	0.000	5	77	0.000
09:00 - 10:00	5	77	0.000	5	77	0.000	5	77	0.000
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.000	5	77	0.000	5	77	0.000
12:00 - 13:00	5	77	0.000	5	77	0.000	5	77	0.000
13:00 - 14:00	5	77	0.000	5	77	0.000	5	77	0.000
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.000	5	77	0.000	5	77	0.000
16:00 - 17:00	5	77	0.000	5	77	0.000	5	77	0.000
17:00 - 18:00	5	77	0.000	5	77	0.000	5	77	0.000
18:00 - 19:00	5	77	0.000	5	77	0.005	5	77	0.005
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.005			0.013

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.031	5	77	0.000	5	77	0.031
08:00 - 09:00	5	77	0.034	5	77	0.000	5	77	0.034
09:00 - 10:00	5	77	0.013	5	77	0.003	5	77	0.016
10:00 - 11:00	5	77	0.003	5	77	0.000	5	77	0.003
11:00 - 12:00	5	77	0.000	5	77	0.018	5	77	0.018
12:00 - 13:00	5	77	0.031	5	77	0.039	5	77	0.070
13:00 - 14:00	5	77	0.000	5	77	0.008	5	77	0.008
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.003	5	77	0.010	5	77	0.013
16:00 - 17:00	5	77	0.000	5	77	0.008	5	77	0.008
17:00 - 18:00	5	77	0.005	5	77	0.013	5	77	0.018
18:00 - 19:00	5	77	0.000	5	77	0.026	5	77	0.026
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.125			0.245

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.49

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.173	5	77	0.023	5	77	0.196
08:00 - 09:00	5	77	0.439	5	77	0.147	5	77	0.586
09:00 - 10:00	5	77	0.106	5	77	0.052	5	77	0.158
10:00 - 11:00	5	77	0.031	5	77	0.023	5	77	0.054
11:00 - 12:00	5	77	0.052	5	77	0.088	5	77	0.140
12:00 - 13:00	5	77	0.209	5	77	0.220	5	77	0.429
13:00 - 14:00	5	77	0.083	5	77	0.121	5	77	0.204
14:00 - 15:00	5	77	0.021	5	77	0.023	5	77	0.044
15:00 - 16:00	5	77	0.054	5	77	0.054	5	77	0.108
16:00 - 17:00	5	77	0.072	5	77	0.165	5	77	0.237
17:00 - 18:00	5	77	0.165	5	77	0.320	5	77	0.485
18:00 - 19:00	5	77	0.008	5	77	0.168	5	77	0.176
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.413			1.404			2.817

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL CARS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.049	5	77	0.016	5	77	0.065
08:00 - 09:00	5	77	0.134	5	77	0.098	5	77	0.232
09:00 - 10:00	5	77	0.041	5	77	0.034	5	77	0.075
10:00 - 11:00	5	77	0.008	5	77	0.010	5	77	0.018
11:00 - 12:00	5	77	0.010	5	77	0.010	5	77	0.020
12:00 - 13:00	5	77	0.047	5	77	0.067	5	77	0.114
13:00 - 14:00	5	77	0.039	5	77	0.044	5	77	0.083
14:00 - 15:00	5	77	0.008	5	77	0.013	5	77	0.021
15:00 - 16:00	5	77	0.018	5	77	0.013	5	77	0.031
16:00 - 17:00	5	77	0.047	5	77	0.041	5	77	0.088
17:00 - 18:00	5	77	0.127	5	77	0.140	5	77	0.267
18:00 - 19:00	5	77	0.010	5	77	0.049	5	77	0.059
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.538			0.535			1.073

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL LGVS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	77	0.000	5	77	0.000	5	77	0.000
08:00 - 09:00	5	77	0.005	5	77	0.005	5	77	0.010
09:00 - 10:00	5	77	0.003	5	77	0.003	5	77	0.006
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.008	5	77	0.005	5	77	0.013
12:00 - 13:00	5	77	0.000	5	77	0.000	5	77	0.000
13:00 - 14:00	5	77	0.000	5	77	0.000	5	77	0.000
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.000	5	77	0.000	5	77	0.000
16:00 - 17:00	5	77	0.005	5	77	0.005	5	77	0.010
17:00 - 18:00	5	77	0.000	5	77	0.003	5	77	0.003
18:00 - 19:00	5	77	0.000	5	77	0.000	5	77	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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Appendix E



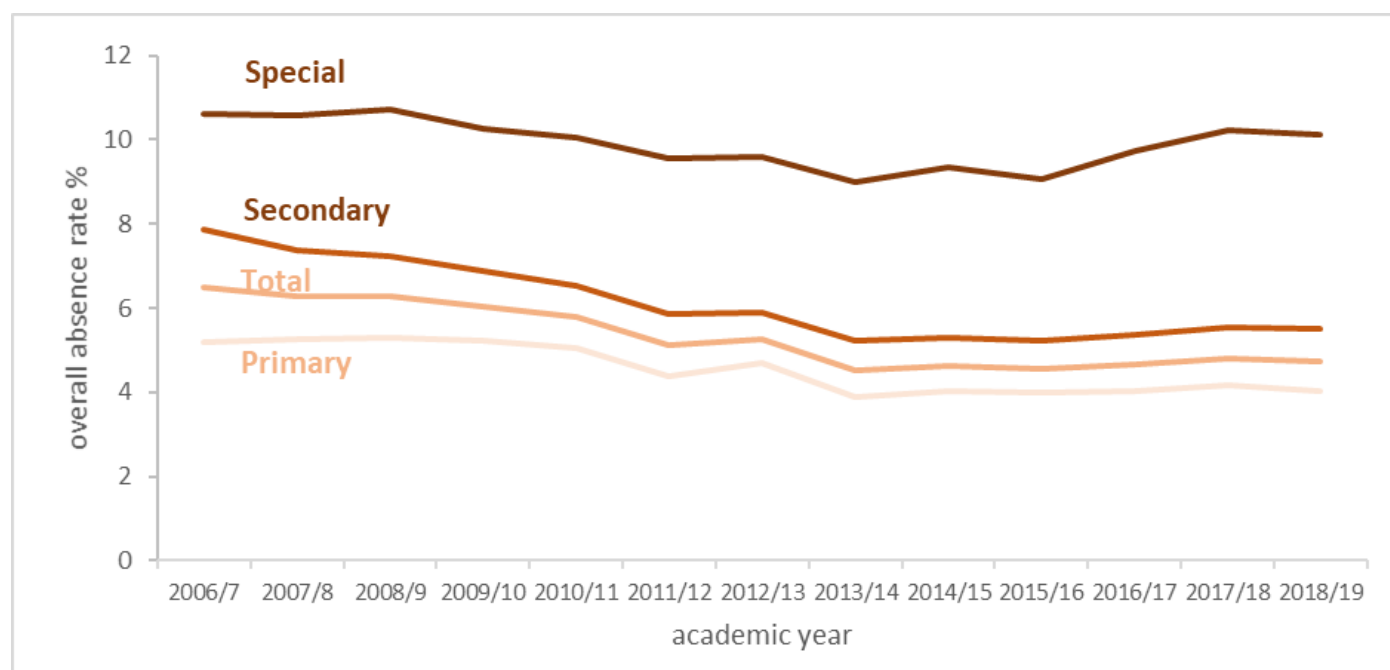
Pupil absence in schools in England: 2018 to 2019

26 March 2020

Headline facts and figures – 2018/19 academic year

Overall absence	The rate for 2018/19 is 4.7% This is down from 4.8% in 2017/18
Authorised absence	The rate for 2018/19 is 3.3% This is down from 3.5% in 2017/18
Unauthorised absence rate	The rate for 2018/19 is 1.4% This is the same as in 2017/18
Persistent absentees	10.9% of all enrolments in 2018/19 were persistent absentees This is down from 11.2% in 2017/18

Overall absence by type of school, England, time series



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About these statistics

Most of the statistics and data cover the absence of pupils aged 5 to 15 in state-funded primary, state-funded secondary and special schools in England during the 2018/19 academic year.

Separate data cover pupil referral units and 4 year old pupils.

The statistics and data are available at national, regional, local authority (LA) and school level and are used for policy development and as key indicators in school attendance policy.

A “[guide to absence statistics](#)”, which provides historical information on absence statistics, as well as technical background information on the figures and data collection, is published separately and should be referenced alongside this release.

1. Pupil absence rates (Table 1.1 and underlying data)

Overall absence rate definition

The overall absence rate is the total number of overall absence sessions for all pupils as a percentage of the total number of possible sessions for all pupils, where overall absence is the sum of authorised and unauthorised absence and one session is equal to half a day.

$$\text{Overall absence rate} = \frac{\text{Total overall absence sessions}}{\text{Total sessions possible}} \times 100$$

Overall absence

The overall absence rate has decreased slightly across state-funded primary, secondary and special schools combined between 2017/18 and 2018/19 driven by an decrease in the authorised absence rate. Illness remains the main driver of absence rates.

The overall absence rate decreased in primary schools from 4.2% in 2017/18 to 4.0% in 2018/19. In secondary schools the rate remained steady at 5.5%. In special schools the overall rate decreased slightly from 10.2% to 10.1%

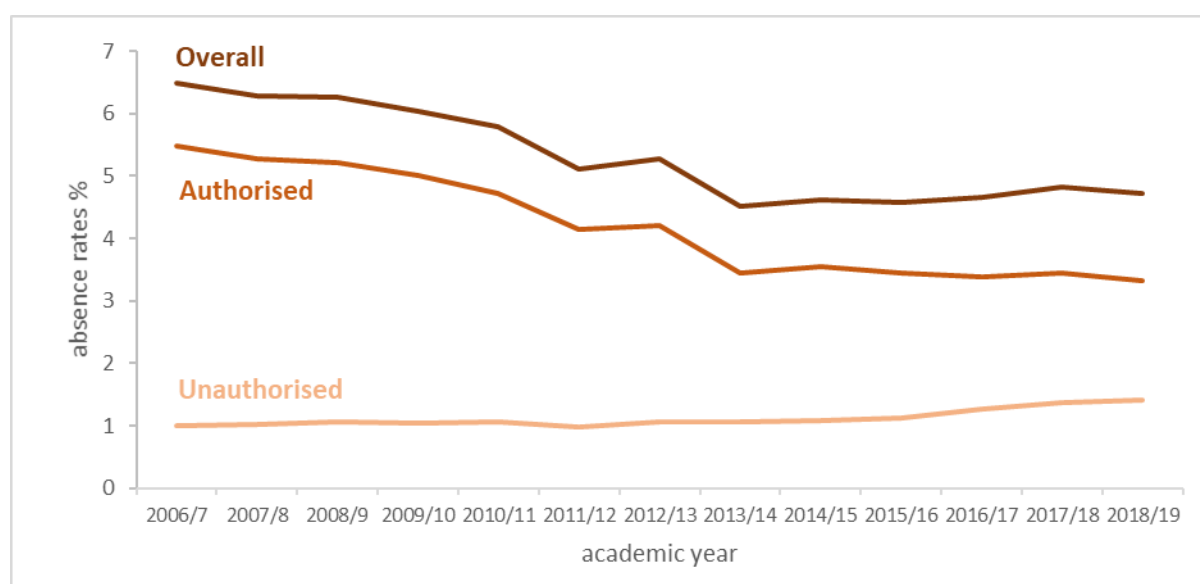
Authorised absence

The authorised absence rate has declined from 3.5% in 2017/18 to 3.3% in 2018/19. This follows a period when the rate remained stable at 3.4% or 3.5% from 2013/14 to 2017/18.

Unauthorised absence

The unauthorised absence rate has remained the same in 2017/18 and 2018/19 at 1.4%. This is the highest rate since consistent data became available in 2006/07.

Overall absence by authorised/unauthorised absence, England, time series



Total number of days missed

The total number of days missed for overall absence across state-funded primary, secondary and special schools has increased from 59.1 million in 2017/18 to 59.6 million in 2018/19.

This reflects a rise in the total number of pupils. The average number of days missed per pupil enrolment has remained steady at 8.4 days in both 2017/18 and 2018/19.

92.1% of primary, secondary and special school pupil enrolments missed at least 1 session in 2017/18, this fell slightly to 91.6% in 2018/19. (A session is a morning or afternoon.)

2. Persistent absence (Table 1.2 and underlying data)

Persistent absence definition

A pupil enrolment is identified as a persistent absentee if they miss 10% or more of their possible sessions.

$$\text{Persistent absence rate} = \frac{\text{Number of enrolments classed as persistent absentees}}{\text{Number of enrolments}} \times 100$$

The persistent absentee measure changed as of the start of the 2015/16 academic year. Time series data in this release has been recalculated using the new methodology but caution should be used when interpreting these series as they may be impacted by the change in the measure itself. For more information on this and on the methodologies used in previous years, please see the ["guide to absence statistics"](#).

The [persistent absence rate](#) decreased from 11.2% in 2017/18 to 10.9% in 2018/19.

The [overall absence](#) rate for persistent absentees was 19.1% in 2018/19. The rate for all pupils was 4.7%.

Persistently absent pupils accounted for 39.3% of all absence in 2018/19 (up from 38.5% in 2017/18).

3. Reasons for absence (Tables 2.1, 2.2, 2.3 and underlying data)

Reasons for absence definition

Within this release, absence by reason is broken down in three different ways:

Distribution of absence by reason

The proportion of absence for each reason, calculated by taking the number of absences for a specific reason as a percentage of the total number of absences reported by reason.

Rate of absence by reason

The rate of absence for each reason, calculated by taking the number of absences for a specific reason as a percentage of the total number of possible sessions.

One or more sessions missed due to each reason

The number of pupil enrolments missing at least one session due to each reason.

Illness

Illness is the main driver of absence. Illness accounted for 54.7% of all absence in 2017/18, and 52.6% in 2018/19.

The illness absence rate has decreased from 2.6% of all possible sessions in 2017/18 to 2.5% in 2018/19.

Absence due to family holiday

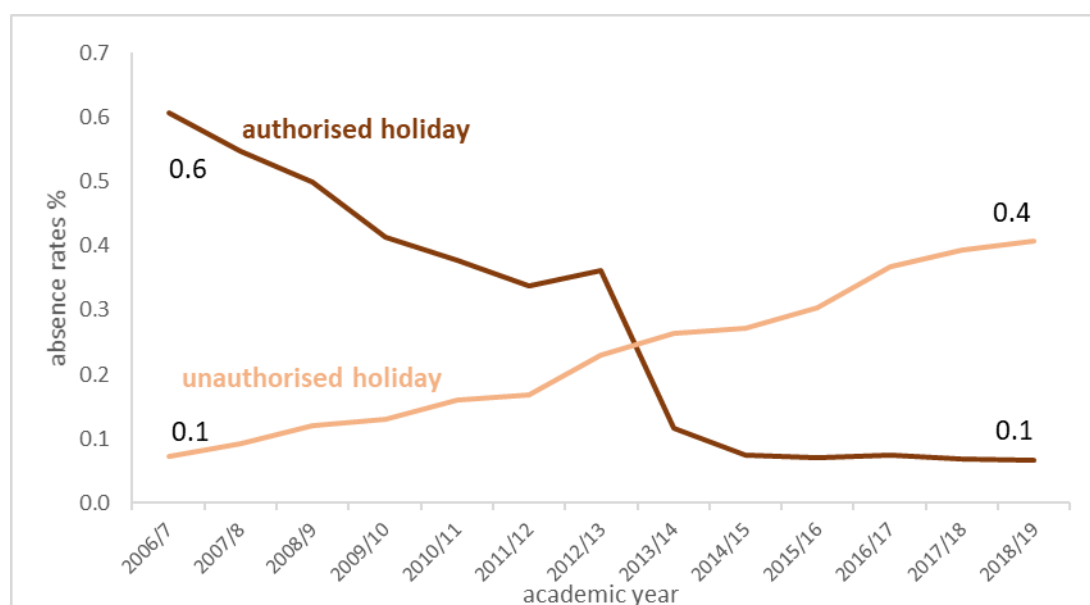
The rate of authorised holiday absence has remained steady at 0.1% in both 2017/18 and 2018/19.

The rate of unauthorised holiday absence has also remained steady, at 0.4% in both 2017/18 and 2018/19.

The unauthorised holiday absence rate has increased gradually since 2006/07 (when it was 0.1%) but has remained at 0.4% since 2016/17 (when rounded to 1 decimal place). In contrast the authorised holiday absence rate dropped substantially between 2006/07 and 2013/14 and has remained steady at 0.1% since then.

A regulation amendment in September 2013 stated that term-time leave could only be granted in exceptional circumstances which explains the sharp fall in authorised holiday absence between 2012/13 and 2013/14.

Comparison of authorised and unauthorised family holiday absence rates, England, time series



The main statistics in this release relate to the period after the April 2017 Supreme Court judgment in the Isle of Wight Council v Jon Platt case. The Supreme Court unanimously agreed that no children should be taken out of school without good reason and clarified that 'regularly' attending means 'in accordance with the rules prescribed by the school'.

Absence due to other unauthorised reasons

The absence rate due to other unauthorised circumstances has increased from 0.8% in 2017/18 to 0.9% in 2018/19.

4. Number of days absent (Tables 3.1, 3.2 and underlying data)

Nearly half of all pupil enrolments (49.2%) were absent for 5 days or fewer across primary, secondary and special schools. 8.4% had no absence at all.

4.7% of pupil enrolments had more than 25 days of absence in 2018/19, these pupils accounted for 25.8% of sessions missed.

The average total absence per pupil enrolment was 7.3 days in primary schools, 9.5 days in secondary schools and 17.8 days in special schools. Across primary, secondary and special schools the average was 8.4 days of absence.

5. Absence by pupil characteristics (Tables 5.1, 5.2, 5.3, 5.4 and underlying data)

Summary figures by the various pupil characteristics are provided below and are all for 2018/19.

Ethnic groups

Overall absence rate:

- Traveller of Irish heritage pupils and Gypsy / Roma pupils had the highest overall absence rates at 18.0% and 12.6% respectively
- Chinese and Black African ethnicity pupils had the lowest overall absence rates at 2.3% and 2.9% respectively
- Ethnic groups with higher overall absence also show higher rates of persistent absence.

Free school meals (FSM) eligibility

Overall absence rate:

- pupils known to be eligible for and claiming FSM had an overall absence rate of 7.5%, compared to 4.2% for non-FSM pupils

Persistent absence rate:

- pupils known to be eligible for and claiming FSM had a persistent absence rate of 22.8% - more than double the rate of non-FSM pupils at 8.3%

Gender

Overall absence rate:

- boys and girls - very similar at 4.8% and 4.6% respectively

Persistent absence rate:

- boys and girls - similar at 11.1% and 10.6% respectively

National curriculum year group

Overall absence rate:

- pupils in national curriculum year groups 3 and 4 had the lowest rates at 3.9%
- pupils in national curriculum year groups 10 and 11 had the highest rates at 6.3% and 6.4% respectively (excluding pupils outside the normal year group structure).

This trend is repeated for the persistent absence rate.

Special educational need (SEN)

Overall absence rate:

- pupils with a SEN statement or education healthcare (EHC) plan had an overall absence rate of 8.7%, pupils with SEN support had a rate of 6.5%, pupils with no identified SEN had a rate of 4.3%

Persistent absence rate:

- pupils with a SEN statement or education healthcare (EHC) plan had a persistent absence rate of 24.6% - more than two times higher than rate for pupils with no identified SEN (9.0%)

6. Absence for four year olds (Underlying data)

The overall absence rate for 4 year old pupil enrolments decreased slightly from 5.2% to 5.1%.

Absence recorded for 4-year-olds is not treated as authorised or unauthorised and only reported as overall absence.

7. Pupil referral unit absence (Table 8 and underlying data)

The overall absence rate remained steady at 35.3% in 2017/18 and 2018/19.

The persistent absence rate decreased from 76.1% in 2017/18 to 74.6% in 2018/19.

8. Regional breakdown (Table 9 and underlying data)

Overall absence and persistent absence rates vary across primary, secondary and special schools by region and local authority (LA).

Overall absence

The North East and Yorkshire and Humber regions had the highest rates of overall absence at 5.0%

The lowest rates were Outer London at 4.4% and Inner London at 4.5%.

Persistent absence

The region with the highest persistent absence rate was the North East at 12.1% while Outer London had the lowest rate at 9.9%.

9. Background: Additional information and updates

This National Statistics publication is accompanied by underlying data, including national, local authority and school level information. The accompanying file includes a metadata document which provides further information on the contents of these files. This data is released under the terms of the [Open Government License](#) and is intended to meet at least 3 stars for [Open Data](#).

10. Accompanying tables

The following tables are available in Excel format on the [department's statistics website](#):

National and local authority tables

Charts

1. Overall absence rates by type of school
2. Percentage of pupil enrolments that are persistent absentees

Tables

- 1.1 Pupil absence by type of school
- 1.2 Pupil enrolments that are persistent absentees
- 2.1 Pupil absence by reason and gender
- 2.2 Pupil enrolments with one or more session of absence by reason
- 2.3 Pupil absence by reason for persistent absentees
- 3.1 Distribution of enrolments by length of overall absence
- 3.2 Percentage of enrolments by their overall absence rates
- 4 Number of schools by the percentage of persistent absentees
- 5.1 Pupil absence by characteristics
- 5.2 Characteristics of pupil enrolments that are persistent absentees
- 5.3 Pupil absence by ethnic group
- 5.4 Pupil enrolments that are persistent absentees by ethnic group
- 5.5 Pupil absence by type of special educational need
- 6 Pupil absence by Income Deprivation Affecting Children Index (IDACI) decile of pupil residence
- 7 Pupil absence for four year olds
- 8 Pupil absence, persistent absence and pupil absence by reason for pupil referral units
- 9 Pupil absence by type of school (local authorities)

When reviewing the tables, please note that:

We preserve confidentiality	The Code of Practice for Official Statistics requires that reasonable steps should be taken to ensure that all published or disseminated statistics produced by the Department for Education protect confidentiality.
We round numbers	For the first time this year we are not routinely suppressing numbers of 1 or 2. This will only be done in files that crosstabulate pupil characteristics with absence figures.

In these cases: Enrolment numbers at national and regional levels have been rounded to the nearest 5. Enrolment numbers of 1 or 2 have been suppressed to protect confidentiality. Where any number is shown as 0, the original figure was also 0.

Where the numerator or denominator of any percentage calculated on enrolment numbers is less than 3, the percentage has been suppressed. Otherwise numbers are shown as they really are.

This suppression is consistent with the Departmental statistical policy.

We adopt symbols to help identify suppression

Symbols are used in the tables as follows:

0 zero

x small number suppressed to preserve confidentiality

. not applicable

.. not available

11. Further information is available

For recent pupil absence statistics visit: [Statistics: pupil absence](#)

The School Census only collects absence information from schools in England. For information for Wales, Scotland and Northern Ireland, contact the departments below or access their statistics at the following links:

Wales: school.stats@wales.gov.uk or [Welsh Government Statistics and Research](#)

Scotland: school.stats@scotland.gov.uk or [Scottish Government School Education Statistics](#)

Northern Ireland: statistics@deni.gov.uk or [Department of Education Education Statistics](#)

12. Revisions

There are no further planned revisions to this Statistical First Release. However, if at a later date we need to make a revision, this will comply with the [Departmental revisions policy](#).

13. National Statistics

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

The Department has a set of [statistical policies](#) in line with the Code of Practice for Official Statistics.

14. Technical information

These statistics are presented as emerging findings and have been released to help planning, to study trends and to monitor outcomes of initiatives and interventions on pupil attendance. A [guide to absence statistics](#), which provides historical information on absence statistics, technical background information on the figures and data collection, and definitions of key terms should be referred to alongside this release.

The following technical notes are specific to this publication.

- Data are collected a term in arrears, meaning that where a school closes, data are not collected for the last term the school was open. For schools which close at the end of a term, data for that term will not be collected.
- 40 sponsor-led academies opened part way through the year and incorrectly returned absence data for their predecessor school. As the combined absence data would then be related to both the academy and the predecessor school these academies have been completely removed from this analysis. One independent school that became a special free school was also removed.
- Year on year comparisons of local authority data may be affected by schools converting to academies.
- Schools with fewer than 6 enrolments aged between five and fifteen are removed from our analysis. For this release, 20 schools were removed from the main five to fifteen year old analysis.

15. Get in touch

Media enquiries

Press Office News Desk, Department for Education, Sanctuary Buildings, Great Smith Street, London SW1P 3BT. Tel: 020 7783 8300

Other enquiries/feedback

Data Insight & Statistics Division, Level 1, Department for Education, Sanctuary Buildings, Great Smith Street, London, SW1P 3BT. Email: Schools.statistics@education.gov.uk

Appendix F

Children in Ward x Children / Distance								Local Area	Left at ATW	Ahead at ATW	Right at Alan Turing Way		
Ward	Distance	Children In Ward	Bradford Ward	Bradford Children	Children / Distance	Wardx / Total							
E05000687 : Ancoats and Clayton	2	1897	2446	4640062	2320031	4%					4%		
E05000688 : Ardwick	1.9	2460	2446	6017160	3166926.32	5%				5%			
E05000689 : Baguley	10.2	2457	2446	6009822	589198.235	1%				1%			
E05000690 : Bradford	0.5	2446	2446	5982916	11965832	19%		19%					
E05000691 : Brooklands	8.5	1965	2446	4806390	565457.647	1%				1%			
E05000692 : Burnage	4.8	2947	2446	7208362	1501742.08	2%			2%				
E05000693 : Charlestown	4.9	2507	2446	6132122	1251453.47	2%					2%		
E05000694 : Cheetham	4.2	3987	2446	9752202	2321952.86	4%					4%		
E05000695 : Chorlton	6	1569	2446	3837774	639629	1%				1%			
E05000696 : Chorlton Park	6.6	2103	2446	5143938	779384.545	1%				1%			
E05000697 : City Centre	2.6	282	2446	689772	265296.923	0%				0%			
E05000698 : Crumpsall	4.5	2725	2446	6665350	1481188.89	2%					2%		
E05000699 : Didsbury East	5.7	1948	2446	4764808	835931.228	1%			1%				
E05000700 : Didsbury West	6.2	1025	2446	2507150	404379.032	1%			1%				
E05000701 : Fallowfield	4.3	1943	2446	4752578	1105250.7	2%			2%				
E05000702 : Gorton North	1	2730	2446	6677580	6677580	11%			11%				
E05000703 : Gorton South	2.1	3657	2446	8945022	4259534.29	7%			7%				
E05000704 : Harpurhey	3.6	2994	2446	7323324	2034256.67	3%					3%		
E05000705 : Higher Blackley	4.9	2328	2446	5694288	1162099.59	2%					2%		
E05000706 : Hulme	3.1	1264	2446	3091744	997336.774	2%				2%			
E05000707 : Levenshulme	3	2106	2446	5151276	1717092	3%			3%				
E05000708 : Longsight	1.9	2627	2446	6425642	3381916.84	5%			5%				
E05000709 : Miles Platting and Newton Heath	2.1	2439	2446	5965794	2840854.29	5%					5%		
E05000710 : Moss Side	3.5	3343	2446	8176978	2336279.43	4%			4%				
E05000711 : Moston	4.6	2268	2446	5547528	1205984.35	2%					2%		
E05000712 : Northenden	6.6	2289	2446	5598894	848317.273	1%			1%				
E05000713 : Old Moat	5.2	1633	2446	3994318	768138.077	1%			1%				
E05000714 : Rusholme	2.4	1776	2446	4344096	1810040	3%			3%				
E05000715 : Sharston	12.9	2674	2446	6540604	507023.566	1%				1%			
E05000716 : Whalley Range	4.6	2340	2446	5723640	1244269.57	2%				2%			
E05000717 : Withington	3	876	2446	2142696	714232	1%			1%				
E05000718 : Woodhouse Park	14.3	2134	2446	5219764	365018.462	1%			1%				
					62063627.1	100%		19%	43%	14%	24%		100%

Time Period & Movement	Total	Within the Immediate Area	Left at ATW	Ahead at ATW	Right at Alan Turing Way
Distribution	100%	19%	43%	14%	24%
AM IN	68	13	29	10	16
OUT	37	7	16	5	9
PM IN	22	4	10	3	5
PM OUT	30	6	13	4	7

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ward	All usual residents	Age 0 to 4	Age 5 to 7	Age 8 to 9	Age 10 to 14	Age 15	Age 16 to 17	Age 18 to 19	Age 20 to 24	Age 25 to 29	Age 30 to 44	Age 45 to 59	Age 60 to 64	Age 65 to 74	Age 75 to 84	Age 85 to 89	Age 90 and over																
	number	%	number	%	number	%	number	%	number	%	number	%	number	%	number	%	number																
E050000687 - Ancoats and Clayton	16,141	100.0	1,049	6.5	516	3.2	268	1.7	708	4.4	136	0.8	269	1.7	380	2.4	2,298	14.2	2,839	17.6	3,792	23.5	1,970	12.2	539	3.3	758	4.7	456	2.8	112	0.7	51
E050000688 - Ardwick	19,250	100.0	1,221	6.3	678	3.5	354	1.8	910	4.7	203	1.1	515	1.6	2,199	11.4	4,812	24.0	1,854	9.6	347	1.8	1,904	9.9	381	2.0	632	3.3	386	2.0	81	0.4	43
E050000689 - Beeston	19,794	100.0	1,227	6.2	681	3.4	351	1.8	901	4.5	201	1.0	509	2.5	2,112	10.7	4,965	25.1	1,812	9.2	369	1.9	1,915	9.7	381	2.0	627	3.2	377	1.9	110	0.6	44
E050000690 - Bradford	15,784	100.0	1,335	8.5	641	4.1	365	2.3	883	5.6	200	1.3	357	2.3	410	2.6	1,752	11.1	1,989	12.6	1,857	11.8	2,022	12.8	1,414	9.0	617	3.9	271	1.7	147	0.9	54
E050000691 - Brooklands	14,362	100.0	1,144	8.0	506	3.5	277	1.9	739	5.1	131	0.9	312	2.2	289	2.0	850	5.9	1,278	8.9	3,333	23.2	2,666	18.6	783	5.5	982	6.8	431	3.0	228	1.6	96
E050000692 - Burnage	15,227	100.0	1,164	7.6	684	4.5	432	2.8	1,159	7.6	198	1.3	482	3.2	442	2.9	1,112	7.3	1,262	8.3	3,286	21.6	2,563	16.8	644	4.2	937	6.2	685	4.4	145	1.0	60
E050000693 - Chorlton	14,332	100.0	1,110	7.7	641	4.5	378	2.6	906	6.3	185	1.3	397	2.8	372	2.6	967	6.7	1,093	7.6	3,050	21.3	2,587	17.9	729	5.1	1,033	7.2	691	4.6	160	1.1	83
E050000694 - Cheetham	22,852	100.0	1,271	5.6	682	3.0	408	1.8	1,448	6.3	272	1.2	578	2.5	2,520	11.2	3,168	14.3	2,541	11.1	1,17	0.0	541	2.4	509	2.2	436	1.9	35	0.2	145	0.6	104
E050000695 - Chorlton	14,338	100.0	882	6.2	395	2.8	254	1.8	577	4.1	119	0.8	242	1.6	163	1.2	850	6.0	1,116	7.8	4,366	30.8	2,357	16.7	426	3.0	632	4.5	461	3.3	145	1.0	83
E050000696 - Chorlton Park	15,147	100.0	1,033	6.8	515	3.4	310	2.0	812	5.4	147	1.0	319	2.1	259	1.7	1,036	6.8	2,224	14.7	4,290	28.3	2,271	15.0	545	3.6	700	4.6	486	3.2	134	0.9	66
E050000697 - City Centre	17,861	100.0	1,194	6.7	0	0.1	9	0.1	89	0.5	23	0.1	141	0.8	2,369	13.3	6,160	34.5	3,865	21.6	3,633	20.3	906	5.1	138	0.8	164	0.9	114	0.6	29	0.2	7
E050000698 - Crumpsall	15,959	100.0	1,464	9.2	717	4.5	410	2.6	1,011	6.3	209	1.3	378	2.4	368	2.3	1,061	6.6	1,467	9.2	3,813	23.9	2,580	16.2	692	4.3	927	5.8	607	3.8	171	1.1	84
E050000699 - Digby East	14,333	100.0	809	5.6	484	3.4	287	2.0	686	4.8	182	1.3	309	2.2	348	2.4	1,1																