



F TRICS Output Data

Calculation Reference: AUDIT-720101-181119-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	WH WANDSWORTH	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 300 to 2709 (units: sqm)
Range Selected by User: 200 to 2709 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/04/17

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	1 days
Friday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	7
Edge of Town	2
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	7
Retail Zone	1
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

D1 11 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 days

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 11 days

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

PTAL Rating:

No PTAL Present	10 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	CF-05-G-02	GP SURGERY		CARDIFF
	PARK ROAD			
	CARDIFF			
	WHITCHURCH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	450 sqm		
	Survey date: WEDNESDAY	05/10/16		Survey Type: MANUAL
2	CH-05-G-01	GP SURGERY		CHESHIRE
	HOOL LANE			
	CHESTER			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	900 sqm		
	Survey date: SUNDAY	13/05/12		Survey Type: MANUAL
3	DU-05-G-01	GP SURGERY		DUNDEE CITY
	PRINCES STREET			
	DUNDEE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	350 sqm		
	Survey date: MONDAY	24/04/17		Survey Type: MANUAL
4	GS-05-G-01	GP SURGERY		GLOUCESTERSHIRE
	ABBOTSWOOD ROAD			
	GLOUCESTER			
	BROCKWORTH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	475 sqm		
	Survey date: TUESDAY	27/04/10		Survey Type: MANUAL
5	LN-05-G-01	GP SURGERY		LINCOLNSHIRE
	95 MONKS ROAD			
	LINCOLN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	506 sqm		
	Survey date: TUESDAY	25/06/13		Survey Type: MANUAL
6	NF-05-G-02	GP SURGERY		NORFOLK
	OAK STREET			
	NORWICH			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	575 sqm		
	Survey date: FRIDAY	24/09/10		Survey Type: MANUAL
7	NY-05-G-01	GP SURGERY		NORTH YORKSHIRE
	CHAPEL STREET			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	900 sqm		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
8	NY-05-G-02	GP SURGERY		NORTH YORKSHIRE
	ASH TREE ROAD			
	KNARESBOROUGH			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	416 sqm		
	Survey date: WEDNESDAY	28/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WH-05-G-01 GARRATT LANE WANDSWORTH	MEDICAL CENTRE		WANDSWORTH
	Town Centre Retail Zone			
	Total Gross floor area:	2709 sqm		
	Survey date: TUESDAY	12/11/13		Survey Type: MANUAL
10	WK-05-G-01 COURT STREET LEAMINGTON SPA	GP SURGERY		WARWICKSHIRE
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	530 sqm		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
11	WL-05-G-01 CRICKDALE ROAD SWINDON BOROUGH C.	GP SURGERY		WILTSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Gross floor area:	300 sqm		
	Survey date: FRIDAY	23/09/16		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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.949	10	770	0.156	10	770	1.105
08:00 - 09:00	11	737	2.823	11	737	1.196	11	737	4.019
09:00 - 10:00	11	737	3.070	11	737	2.663	11	737	5.733
10:00 - 11:00	11	737	2.823	11	737	2.725	11	737	5.548
11:00 - 12:00	11	737	2.441	11	737	2.799	11	737	5.240
12:00 - 13:00	11	737	1.800	11	737	2.034	11	737	3.834
13:00 - 14:00	11	737	1.221	11	737	1.221	11	737	2.442
14:00 - 15:00	11	737	2.342	11	737	1.936	11	737	4.278
15:00 - 16:00	11	737	2.367	11	737	2.589	11	737	4.956
16:00 - 17:00	11	737	2.244	11	737	2.589	11	737	4.833
17:00 - 18:00	11	737	1.356	11	737	2.318	11	737	3.674
18:00 - 19:00	10	770	0.182	10	770	1.196	10	770	1.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.618			23.422			47.040

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.

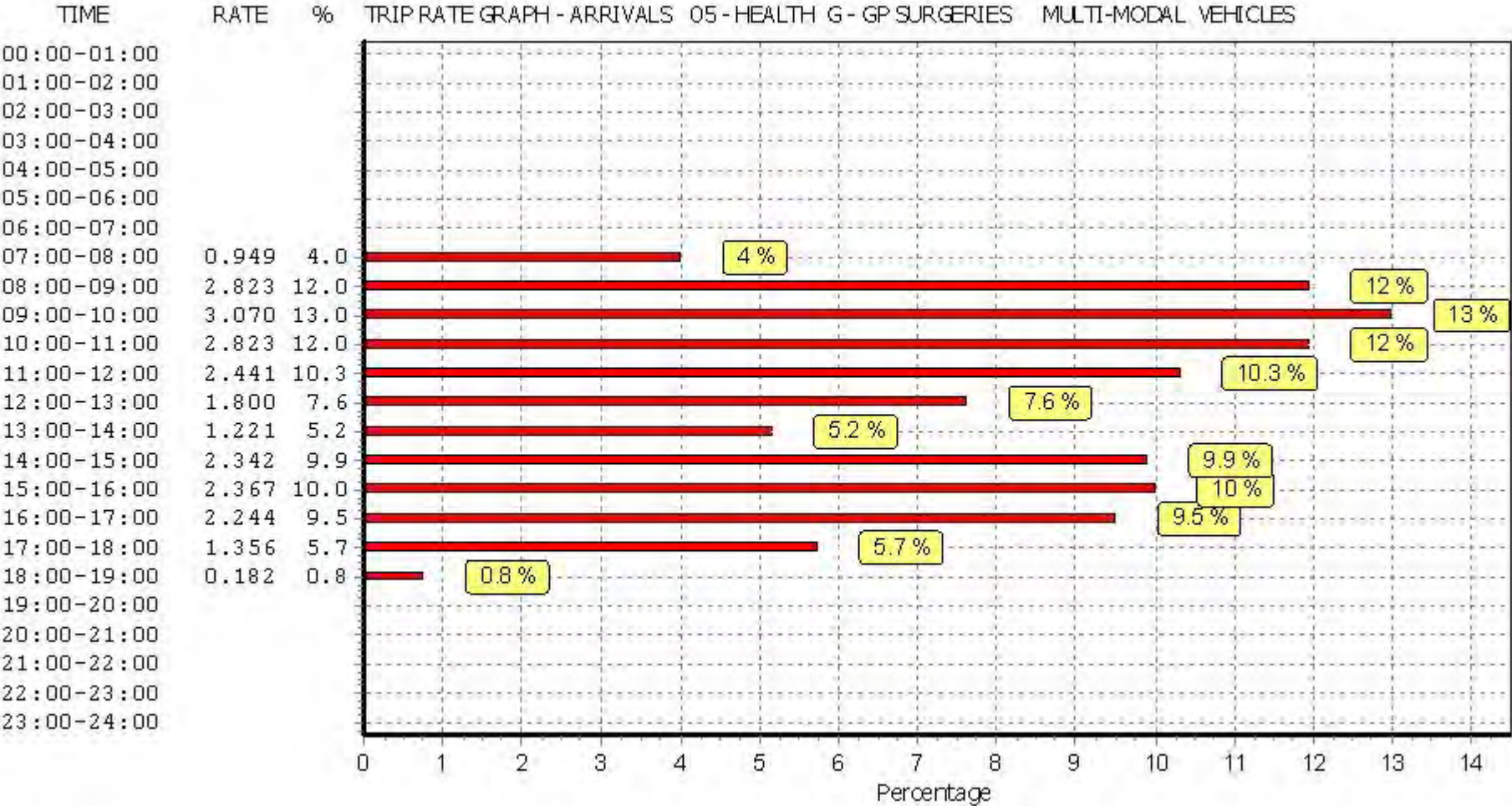
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

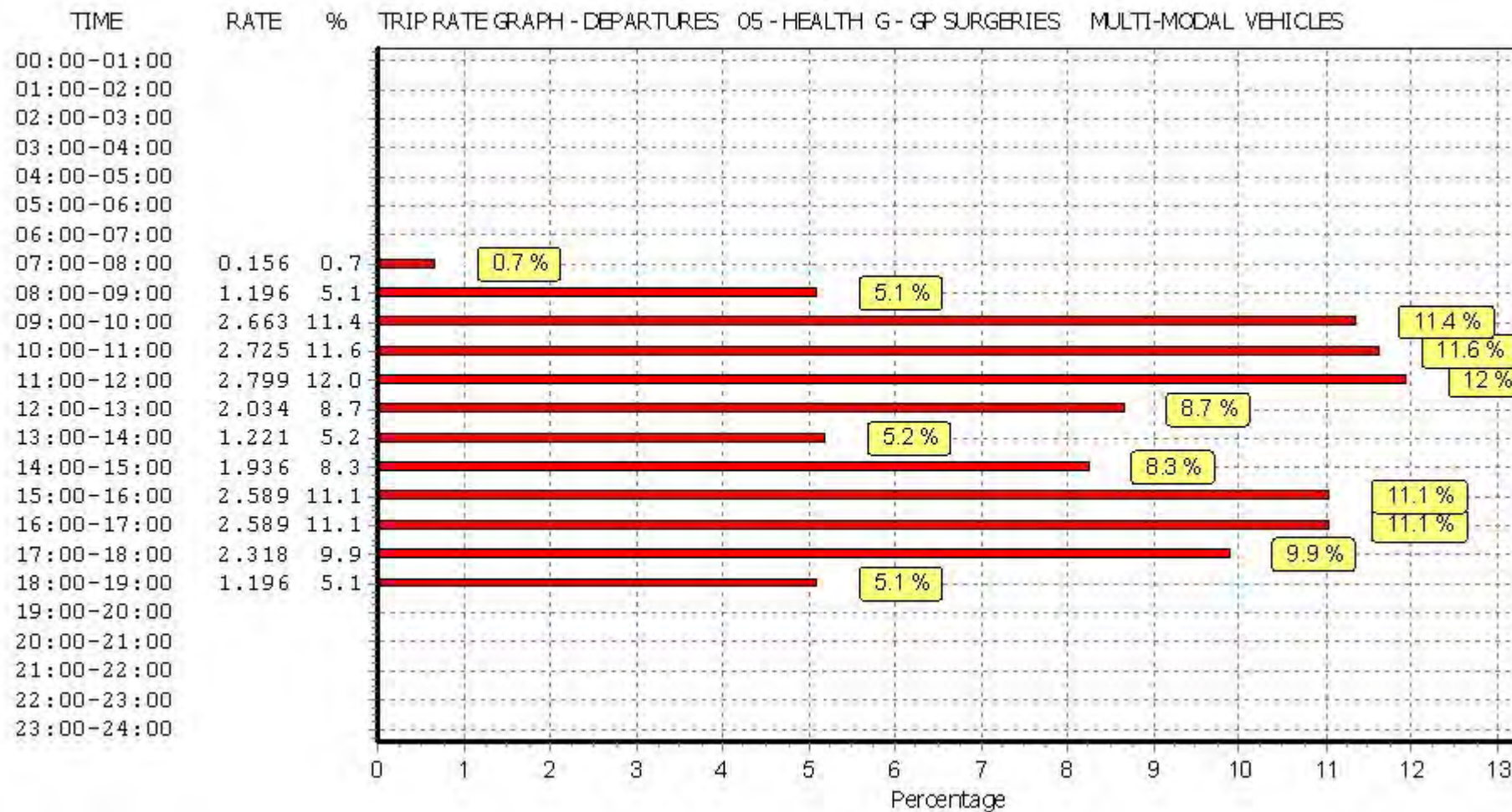
Parameter summary

Trip rate parameter range selected:	300 - 2709 (units: sqm)
Survey date date range:	01/01/10 - 24/04/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

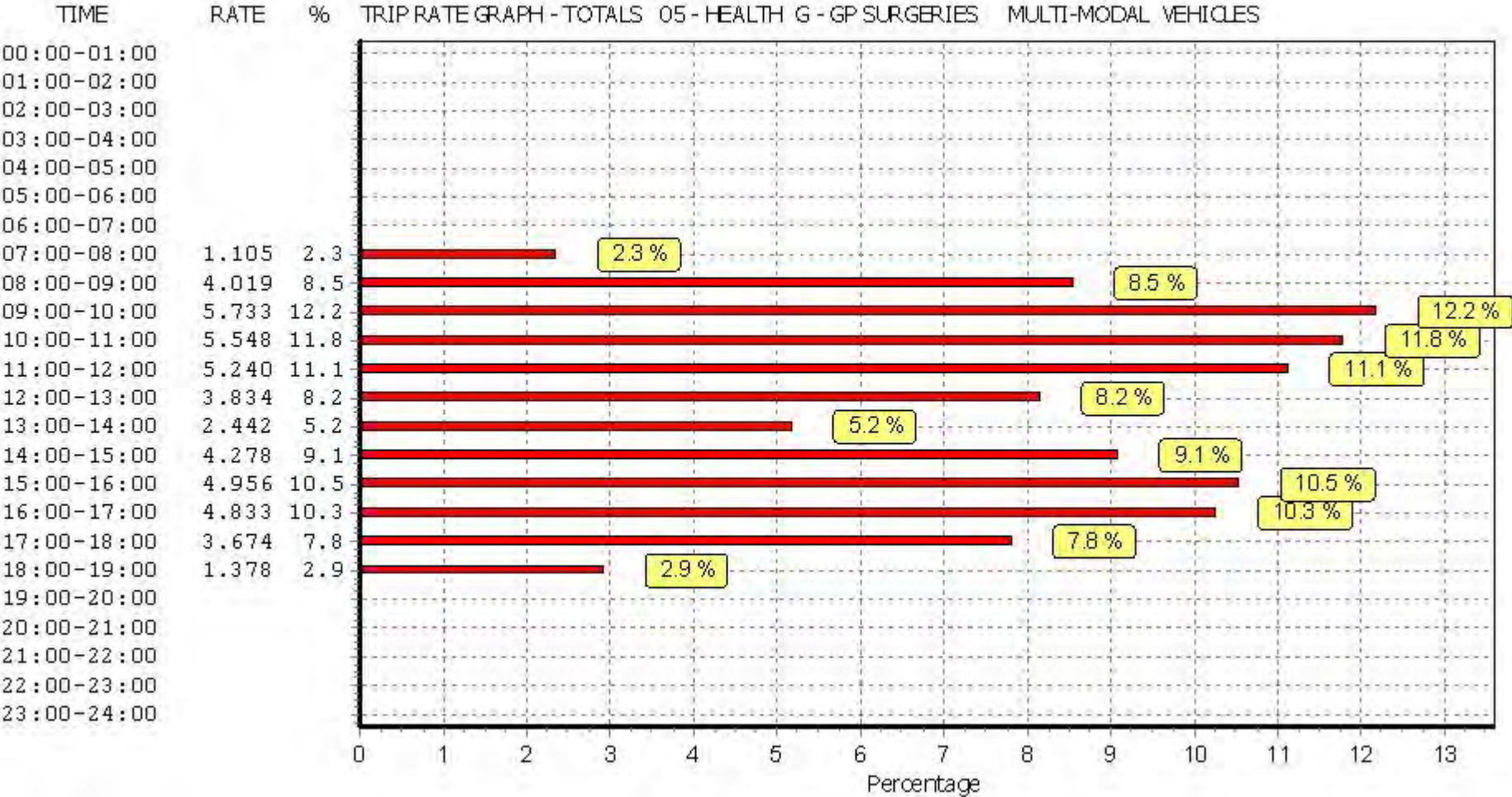
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TAXIS

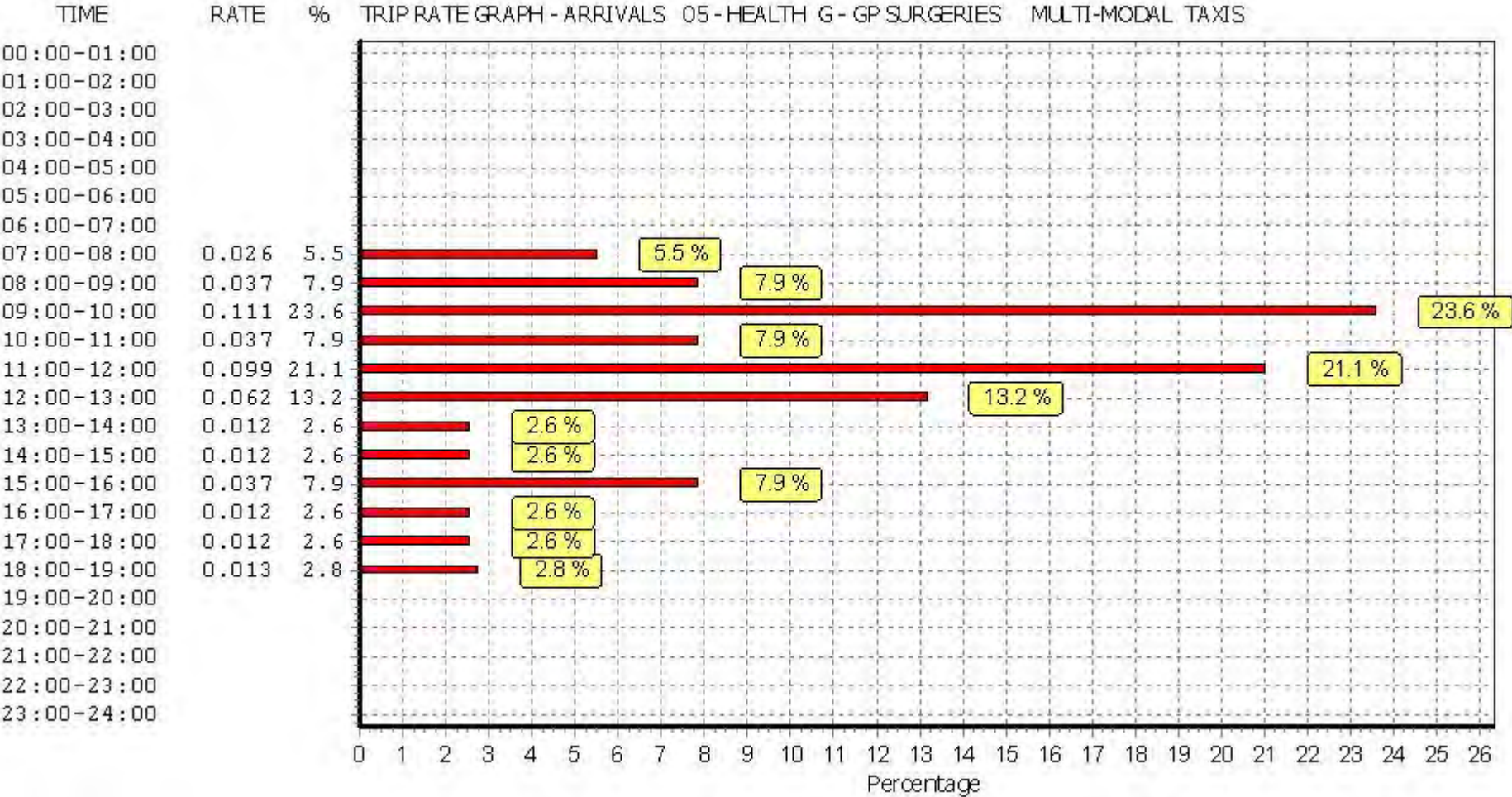
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

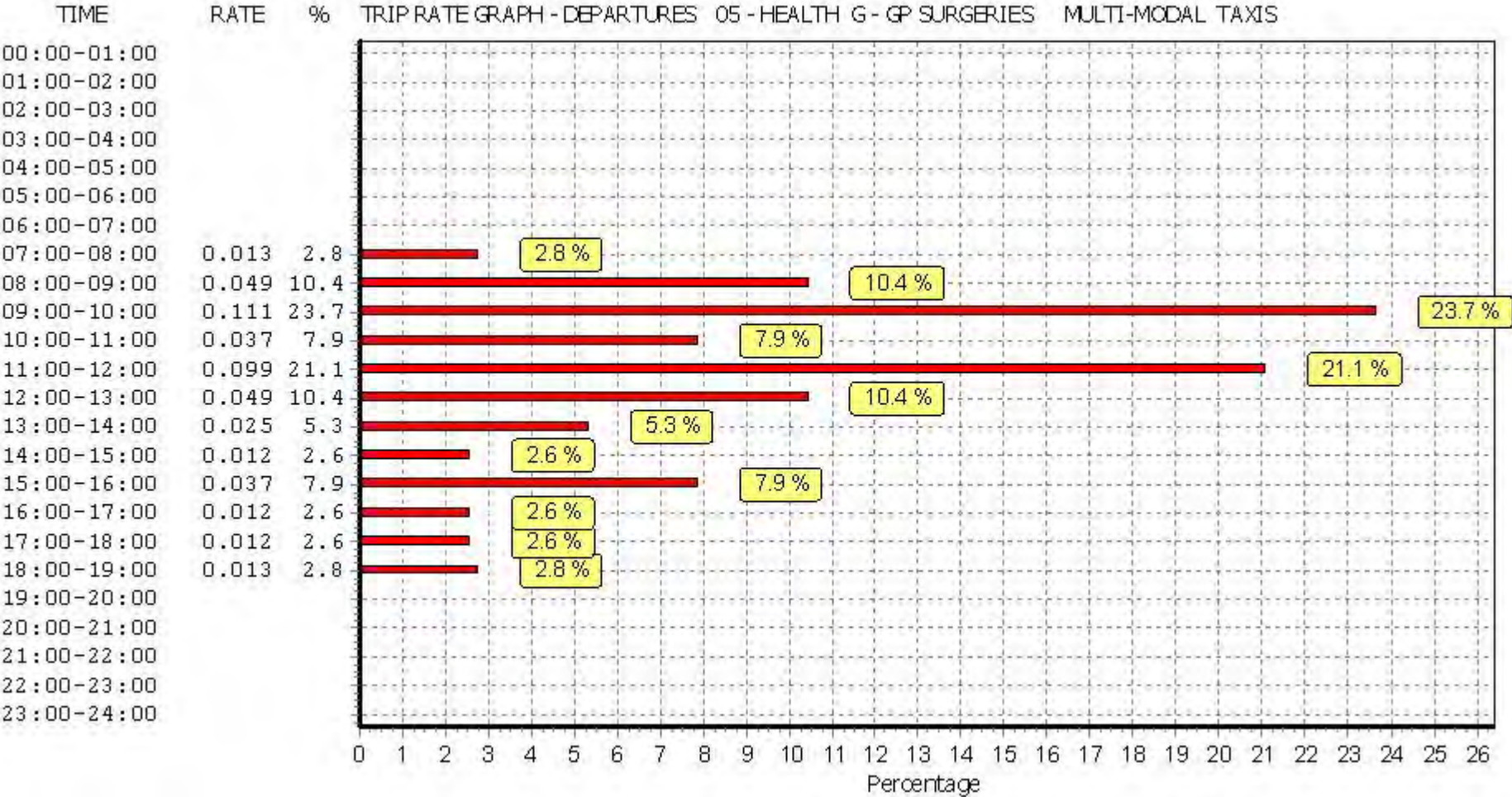
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.026	10	770	0.013	10	770	0.039
08:00 - 09:00	11	737	0.037	11	737	0.049	11	737	0.086
09:00 - 10:00	11	737	0.111	11	737	0.111	11	737	0.222
10:00 - 11:00	11	737	0.037	11	737	0.037	11	737	0.074
11:00 - 12:00	11	737	0.099	11	737	0.099	11	737	0.198
12:00 - 13:00	11	737	0.062	11	737	0.049	11	737	0.111
13:00 - 14:00	11	737	0.012	11	737	0.025	11	737	0.037
14:00 - 15:00	11	737	0.012	11	737	0.012	11	737	0.024
15:00 - 16:00	11	737	0.037	11	737	0.037	11	737	0.074
16:00 - 17:00	11	737	0.012	11	737	0.012	11	737	0.024
17:00 - 18:00	11	737	0.012	11	737	0.012	11	737	0.024
18:00 - 19:00	10	770	0.013	10	770	0.013	10	770	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.470			0.469			0.939

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.

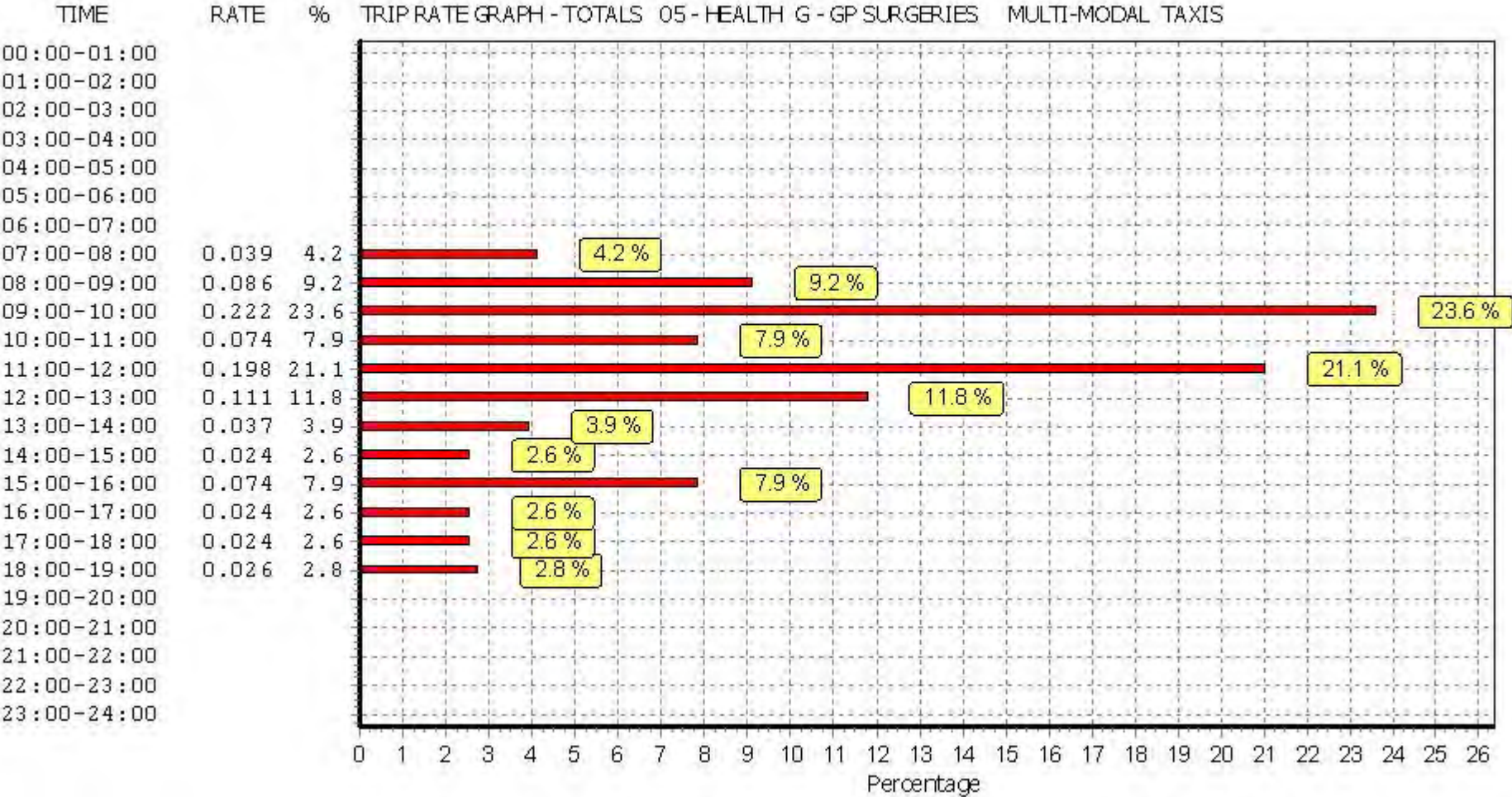
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL OGVS

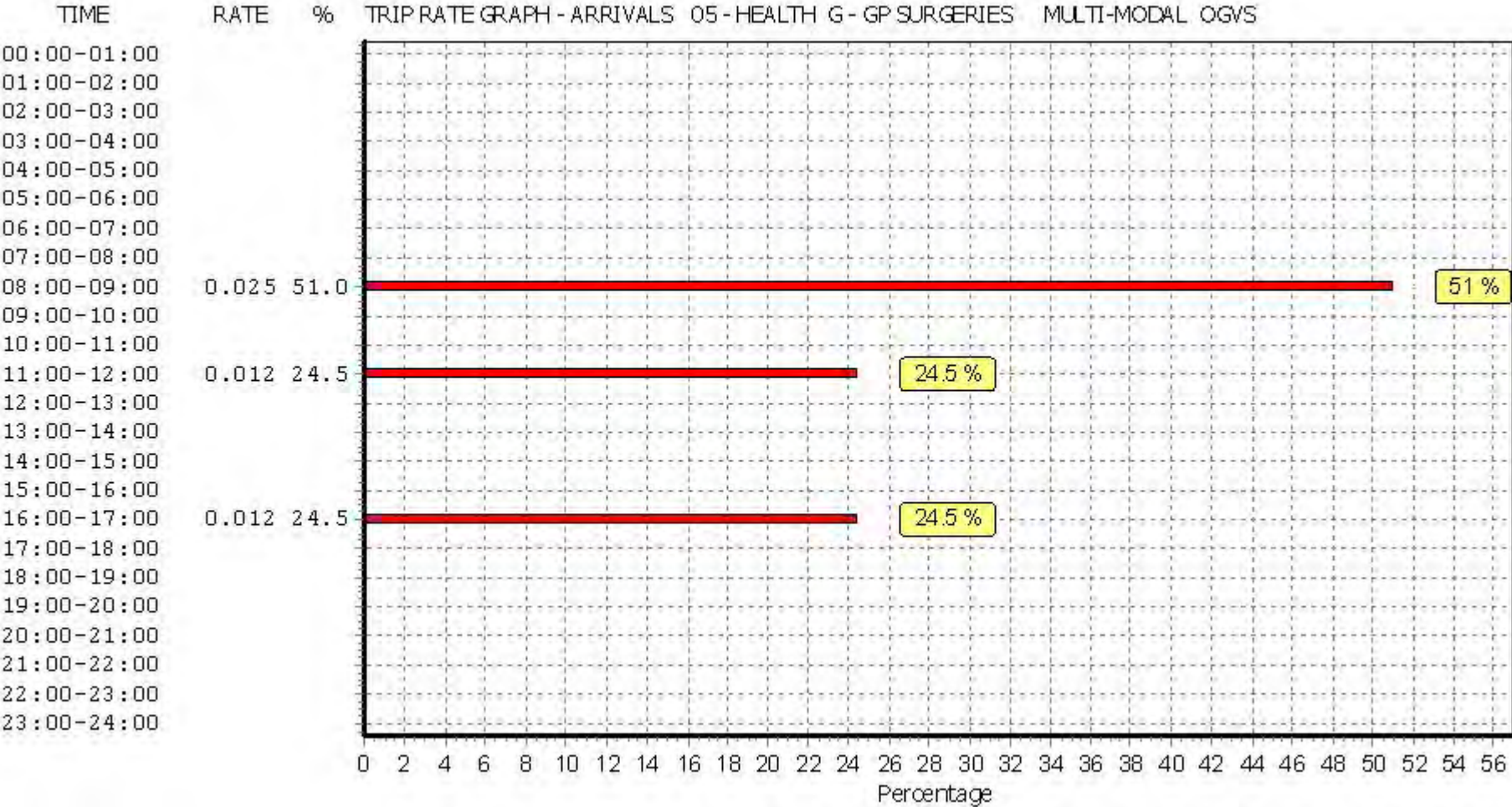
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

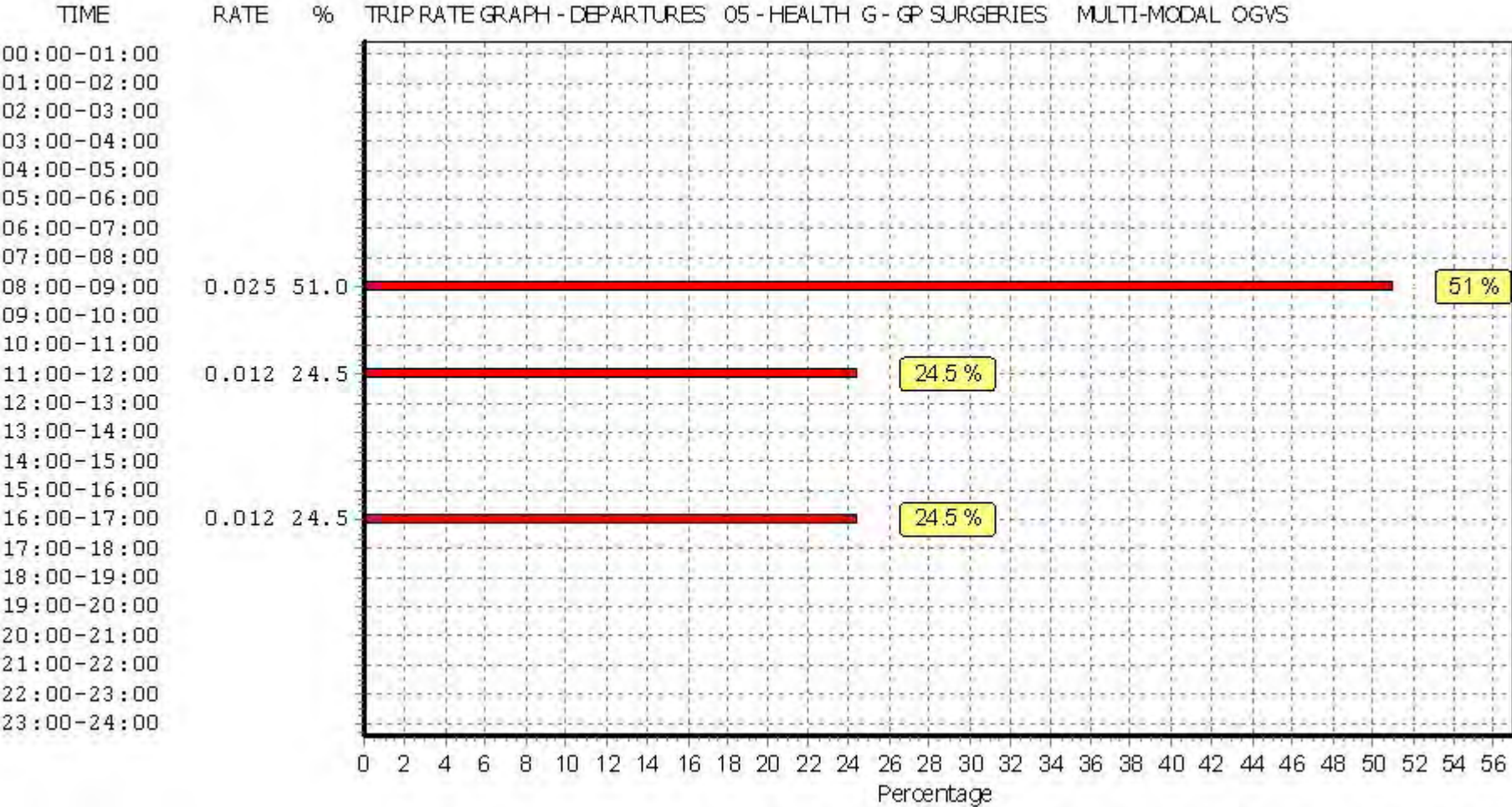
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.000	10	770	0.000	10	770	0.000
08:00 - 09:00	11	737	0.025	11	737	0.025	11	737	0.050
09:00 - 10:00	11	737	0.000	11	737	0.000	11	737	0.000
10:00 - 11:00	11	737	0.000	11	737	0.000	11	737	0.000
11:00 - 12:00	11	737	0.012	11	737	0.012	11	737	0.024
12:00 - 13:00	11	737	0.000	11	737	0.000	11	737	0.000
13:00 - 14:00	11	737	0.000	11	737	0.000	11	737	0.000
14:00 - 15:00	11	737	0.000	11	737	0.000	11	737	0.000
15:00 - 16:00	11	737	0.000	11	737	0.000	11	737	0.000
16:00 - 17:00	11	737	0.012	11	737	0.012	11	737	0.024
17:00 - 18:00	11	737	0.000	11	737	0.000	11	737	0.000
18:00 - 19:00	10	770	0.000	10	770	0.000	10	770	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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.

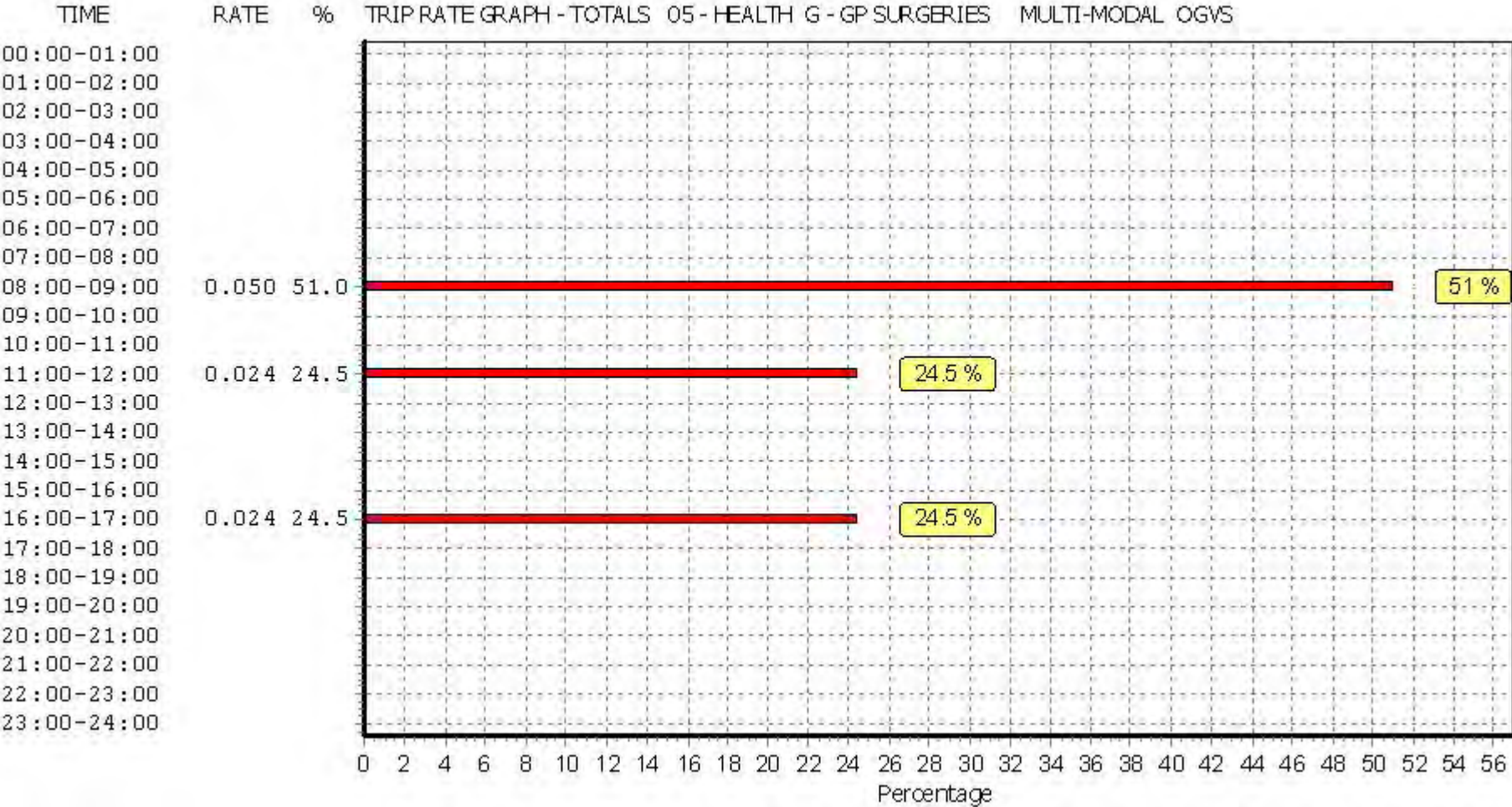
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PSVS

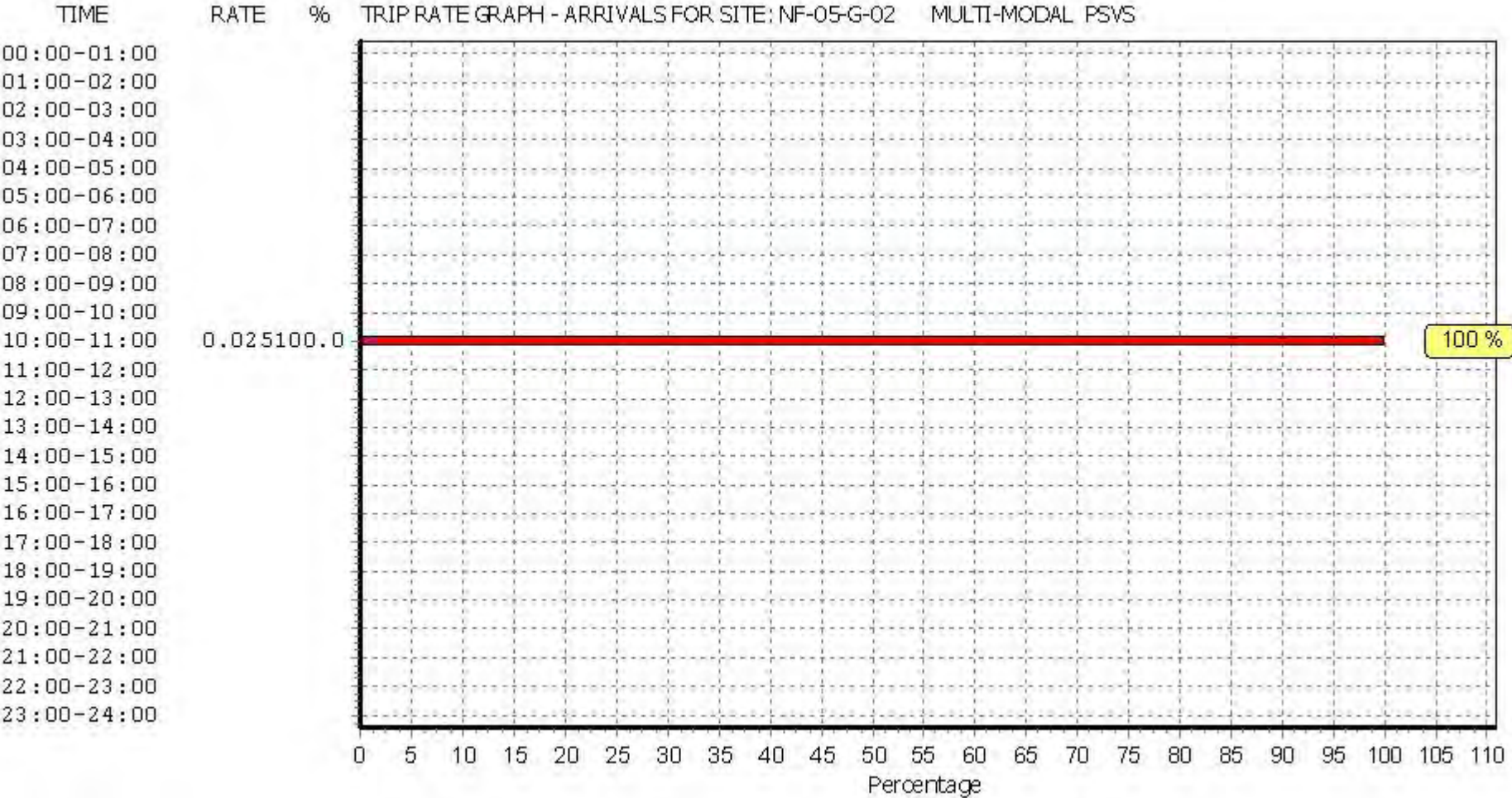
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

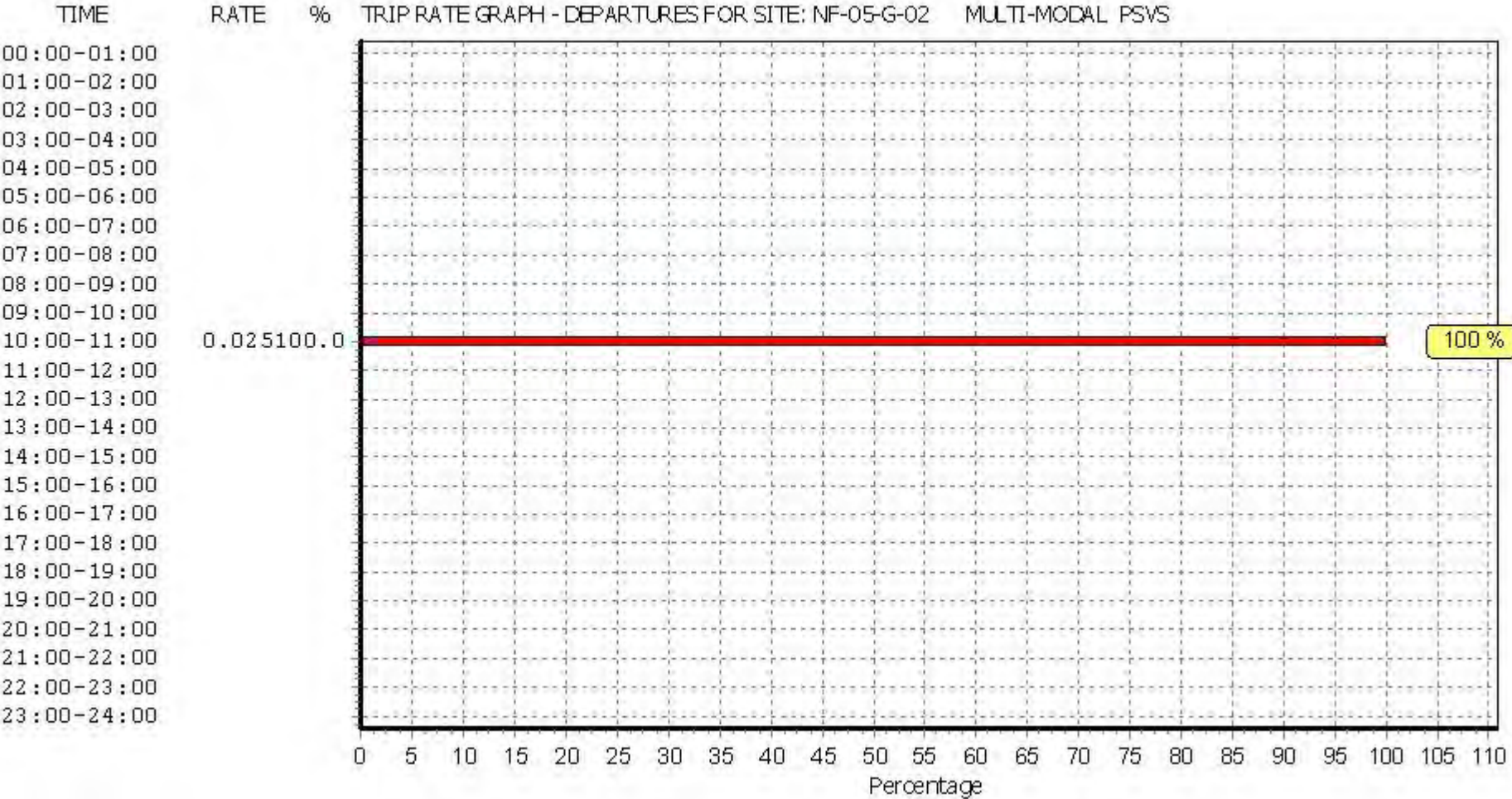
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.000	10	770	0.000	10	770	0.000
08:00 - 09:00	11	737	0.000	11	737	0.000	11	737	0.000
09:00 - 10:00	11	737	0.000	11	737	0.000	11	737	0.000
10:00 - 11:00	11	737	0.025	11	737	0.025	11	737	0.050
11:00 - 12:00	11	737	0.000	11	737	0.000	11	737	0.000
12:00 - 13:00	11	737	0.000	11	737	0.000	11	737	0.000
13:00 - 14:00	11	737	0.000	11	737	0.000	11	737	0.000
14:00 - 15:00	11	737	0.000	11	737	0.000	11	737	0.000
15:00 - 16:00	11	737	0.000	11	737	0.000	11	737	0.000
16:00 - 17:00	11	737	0.000	11	737	0.000	11	737	0.000
17:00 - 18:00	11	737	0.000	11	737	0.000	11	737	0.000
18:00 - 19:00	10	770	0.000	10	770	0.000	10	770	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			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.

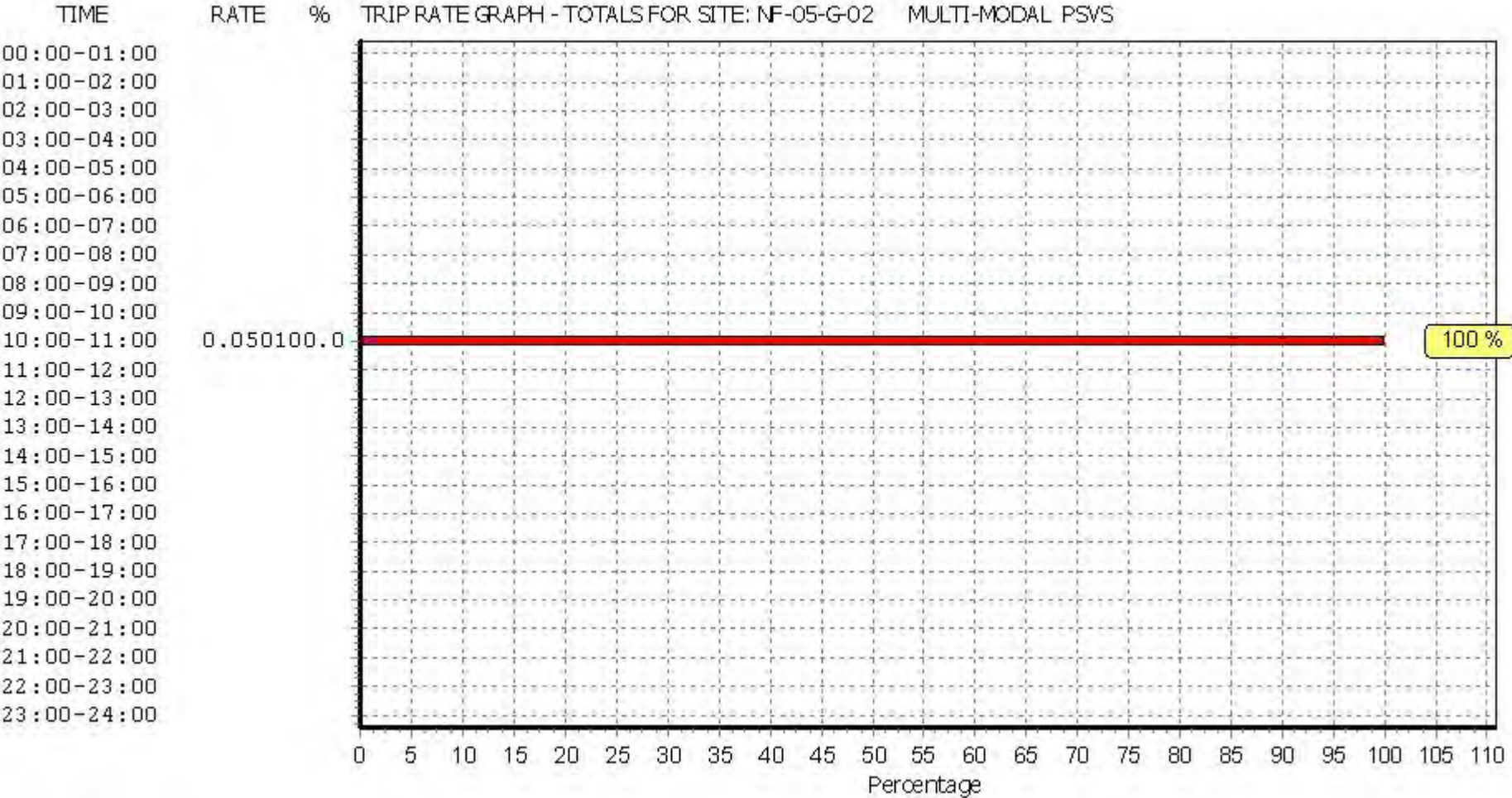
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

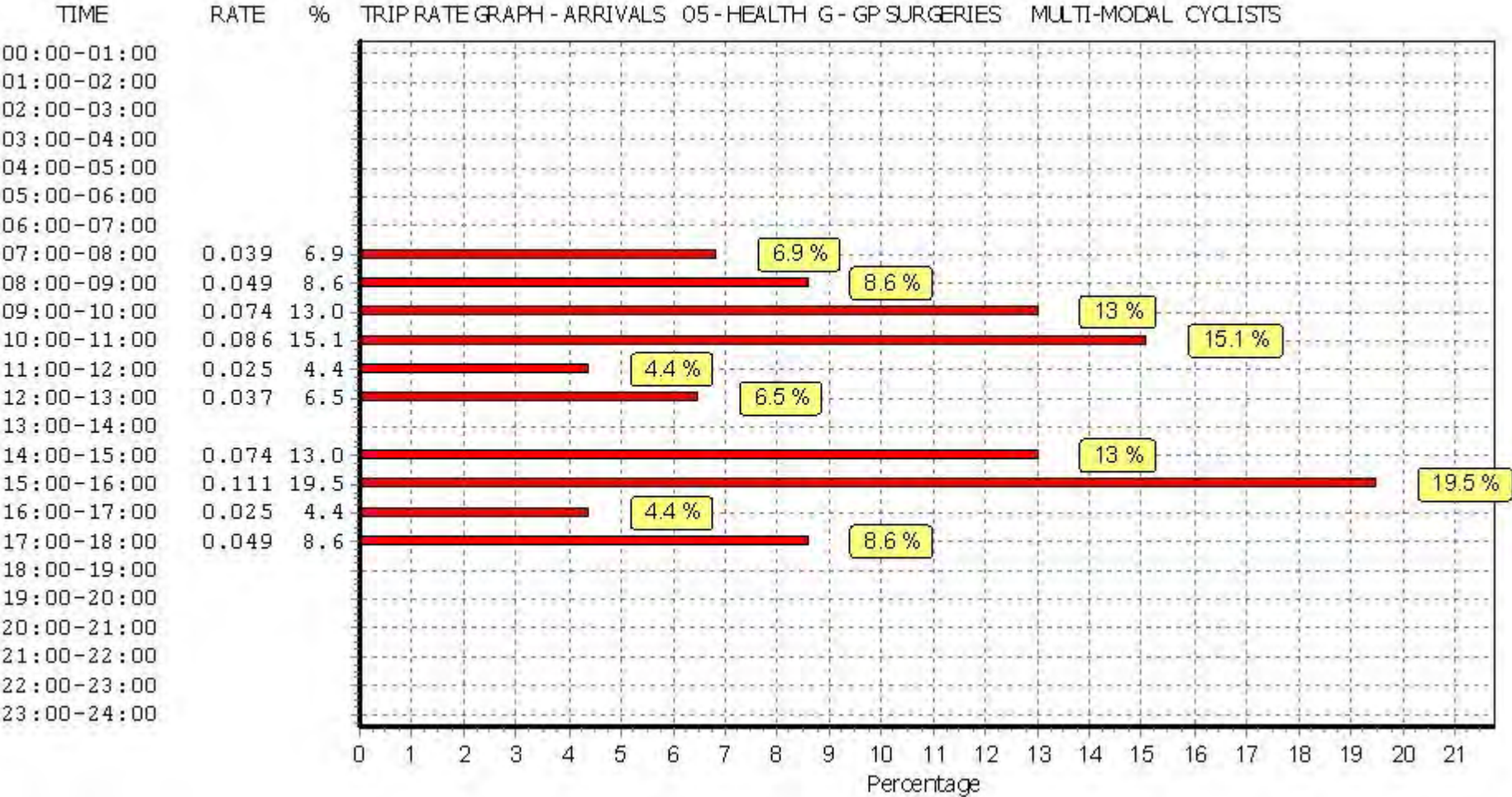
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

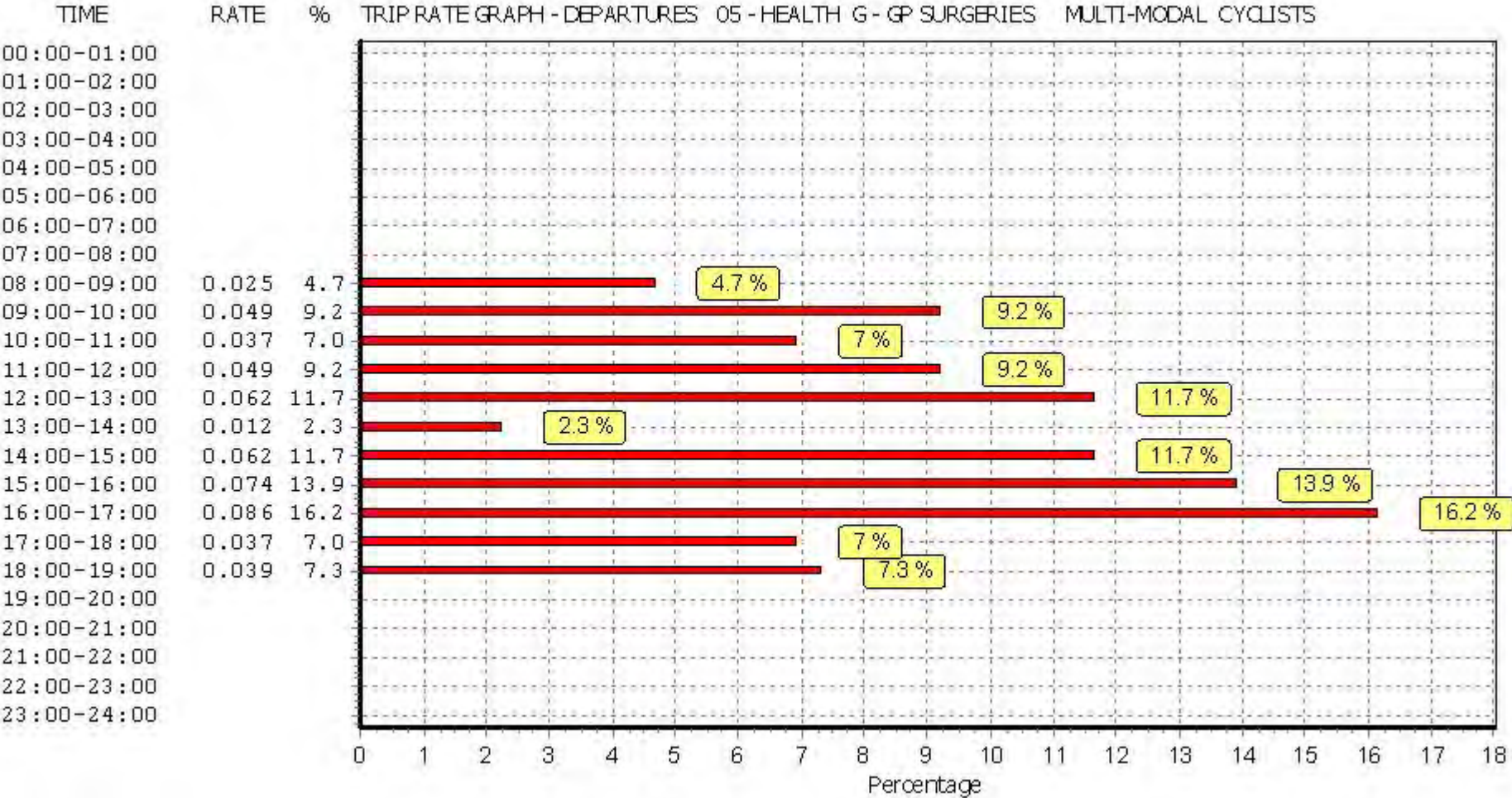
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.039	10	770	0.000	10	770	0.039
08:00 - 09:00	11	737	0.049	11	737	0.025	11	737	0.074
09:00 - 10:00	11	737	0.074	11	737	0.049	11	737	0.123
10:00 - 11:00	11	737	0.086	11	737	0.037	11	737	0.123
11:00 - 12:00	11	737	0.025	11	737	0.049	11	737	0.074
12:00 - 13:00	11	737	0.037	11	737	0.062	11	737	0.099
13:00 - 14:00	11	737	0.000	11	737	0.012	11	737	0.012
14:00 - 15:00	11	737	0.074	11	737	0.062	11	737	0.136
15:00 - 16:00	11	737	0.111	11	737	0.074	11	737	0.185
16:00 - 17:00	11	737	0.025	11	737	0.086	11	737	0.111
17:00 - 18:00	11	737	0.049	11	737	0.037	11	737	0.086
18:00 - 19:00	10	770	0.000	10	770	0.039	10	770	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.569			0.532			1.101

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.

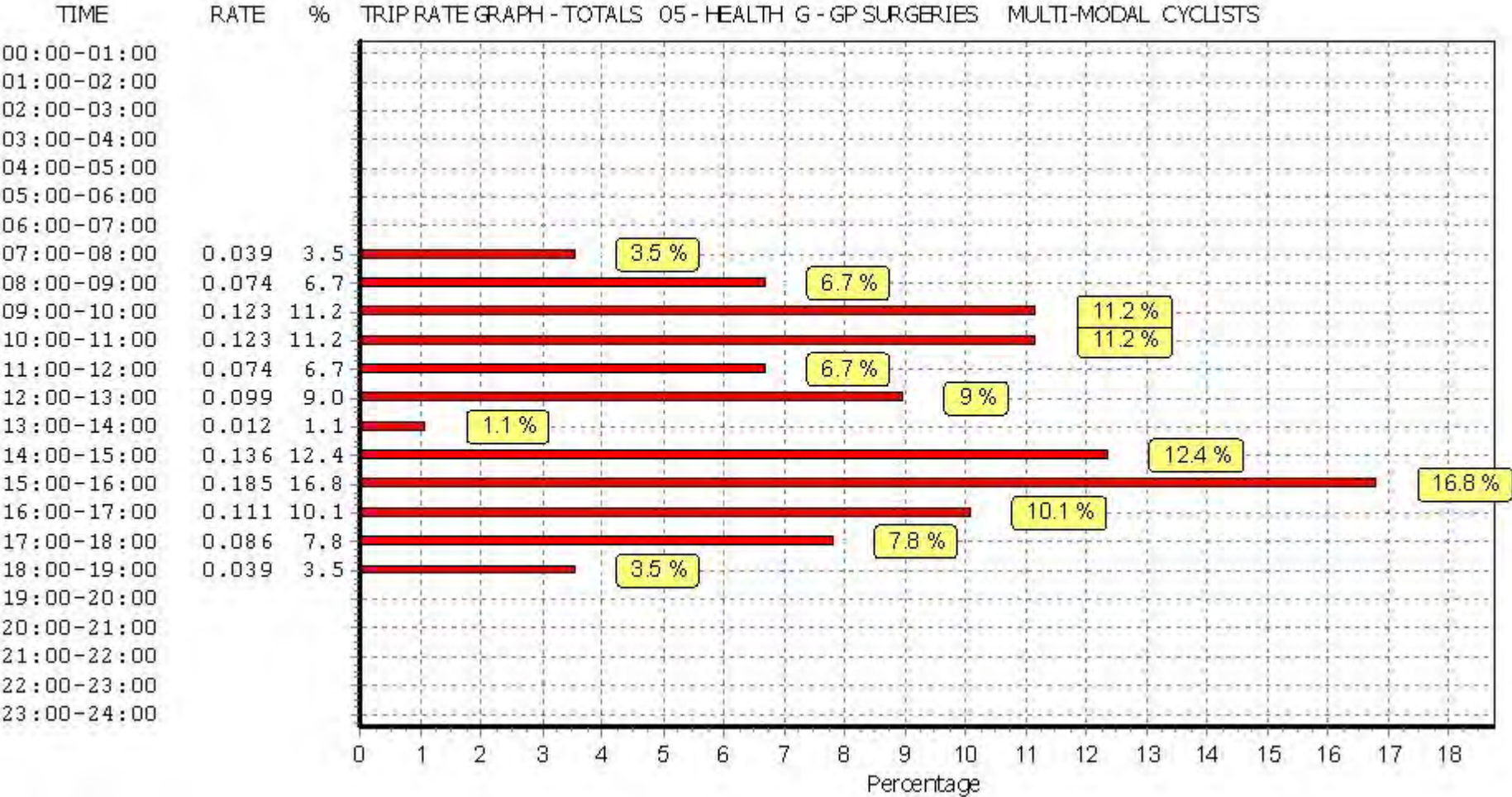
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLE OCCUPANTS

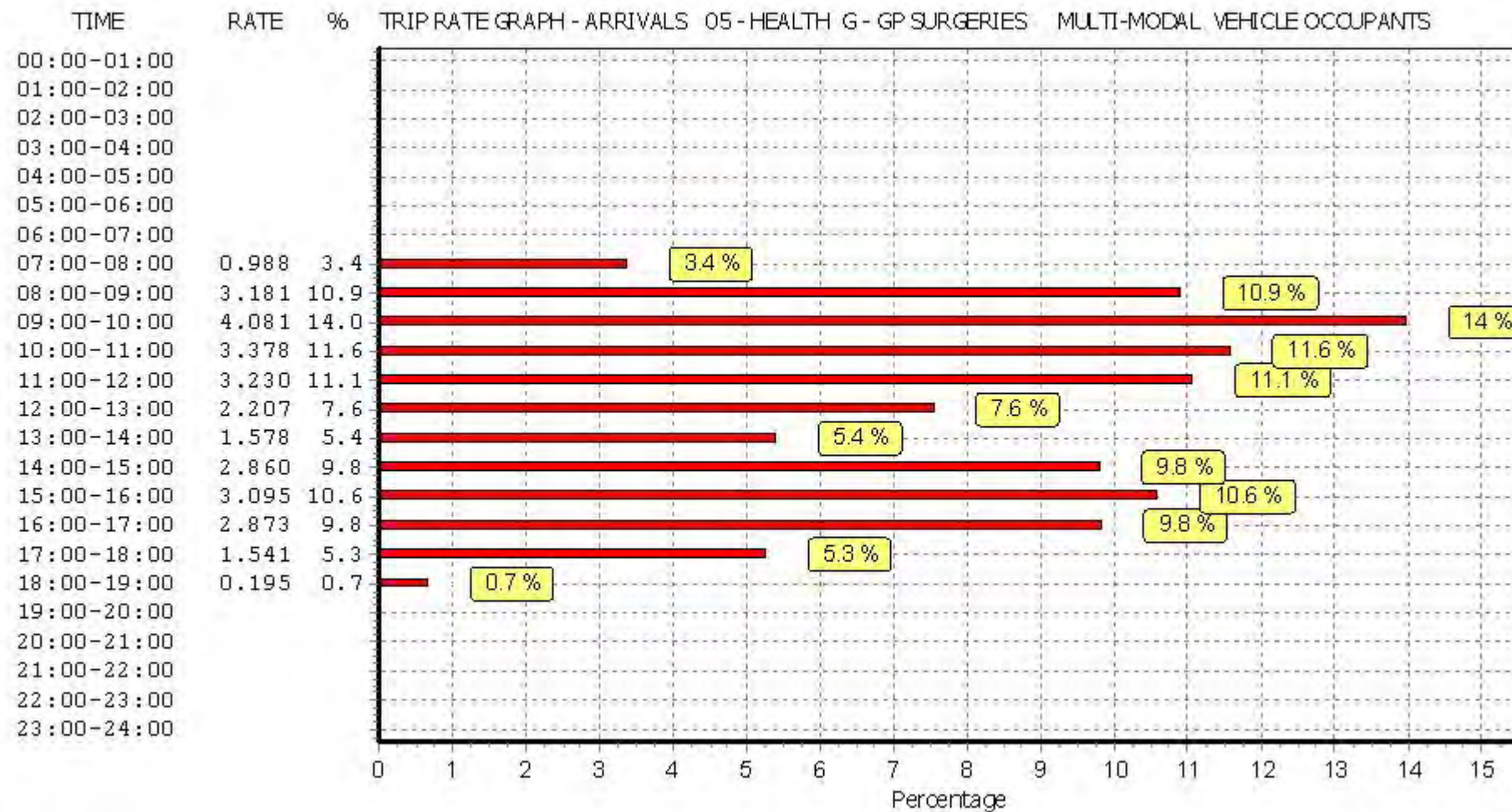
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

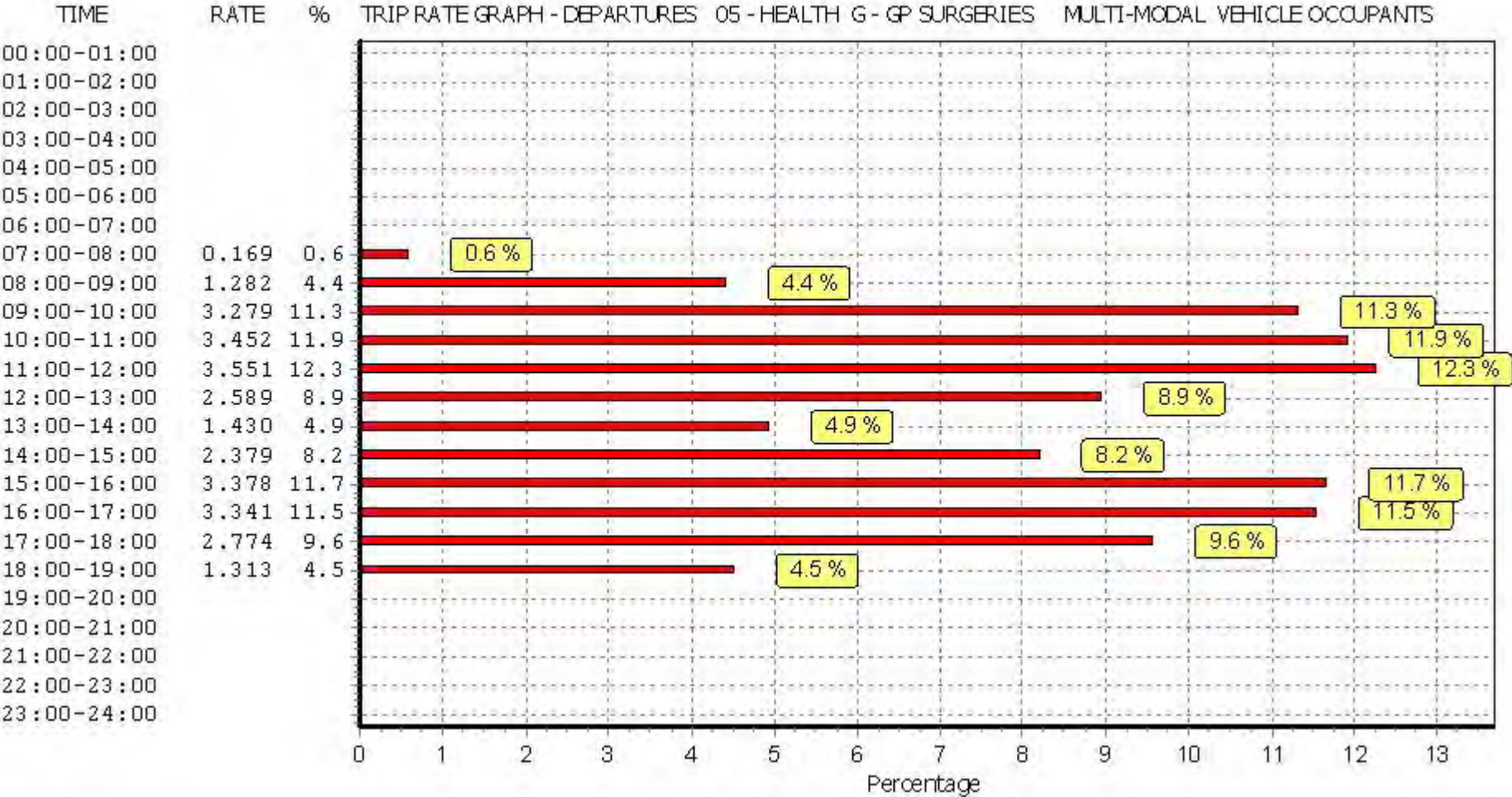
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.988	10	770	0.169	10	770	1.157
08:00 - 09:00	11	737	3.181	11	737	1.282	11	737	4.463
09:00 - 10:00	11	737	4.081	11	737	3.279	11	737	7.360
10:00 - 11:00	11	737	3.378	11	737	3.452	11	737	6.830
11:00 - 12:00	11	737	3.230	11	737	3.551	11	737	6.781
12:00 - 13:00	11	737	2.207	11	737	2.589	11	737	4.796
13:00 - 14:00	11	737	1.578	11	737	1.430	11	737	3.008
14:00 - 15:00	11	737	2.860	11	737	2.379	11	737	5.239
15:00 - 16:00	11	737	3.095	11	737	3.378	11	737	6.473
16:00 - 17:00	11	737	2.873	11	737	3.341	11	737	6.214
17:00 - 18:00	11	737	1.541	11	737	2.774	11	737	4.315
18:00 - 19:00	10	770	0.195	10	770	1.313	10	770	1.508
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.207			28.937			58.144

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.

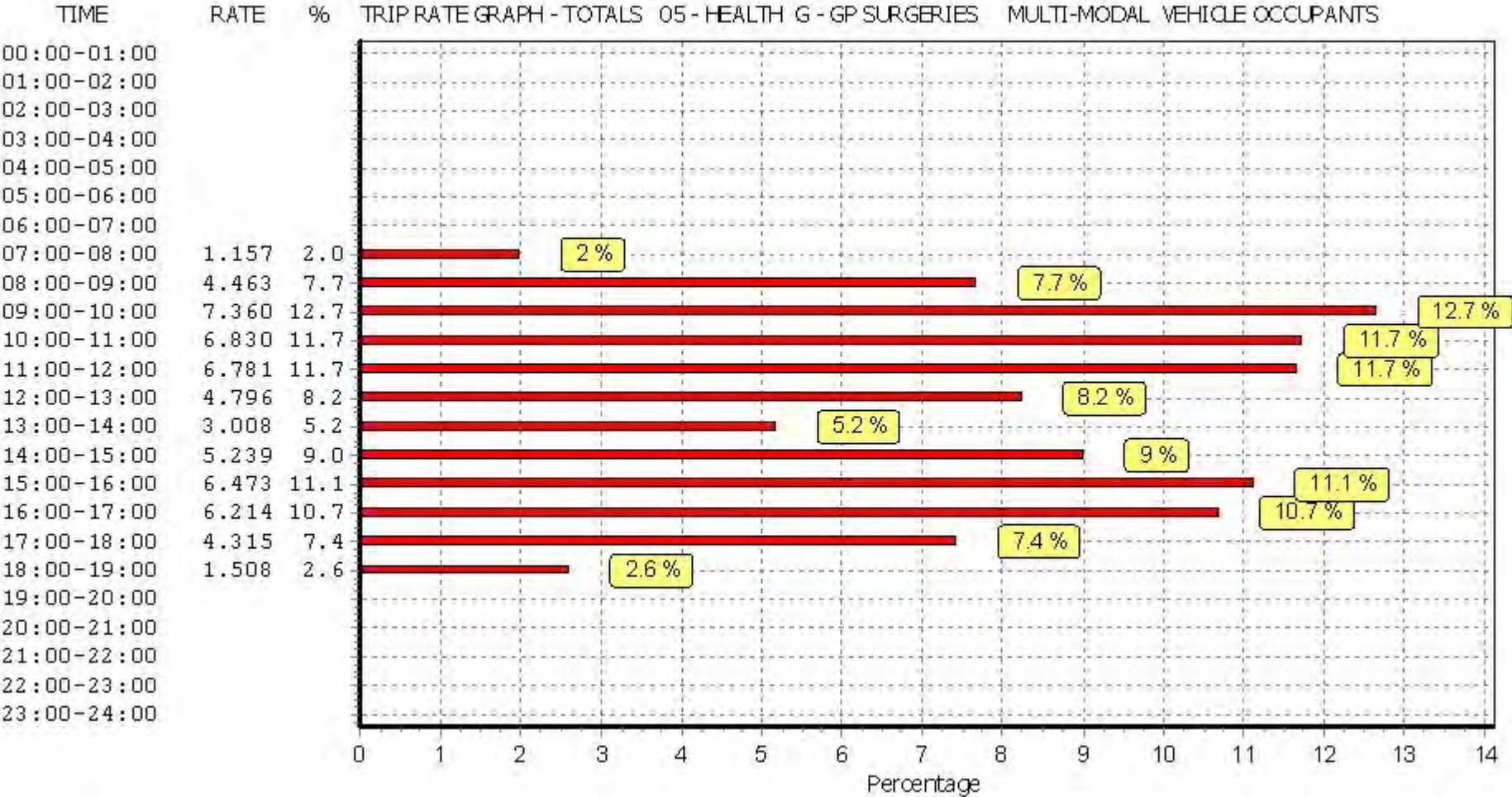
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

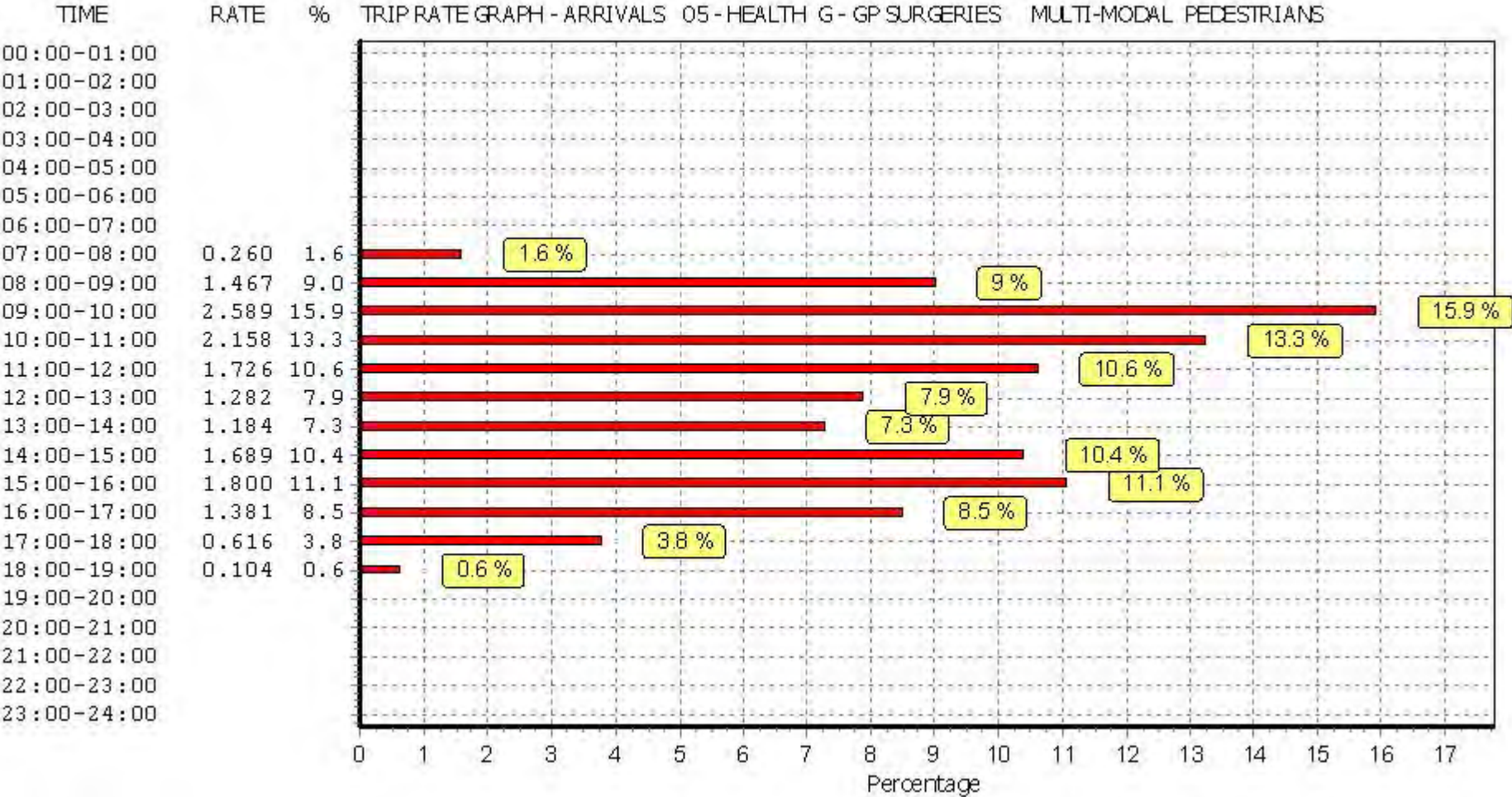
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

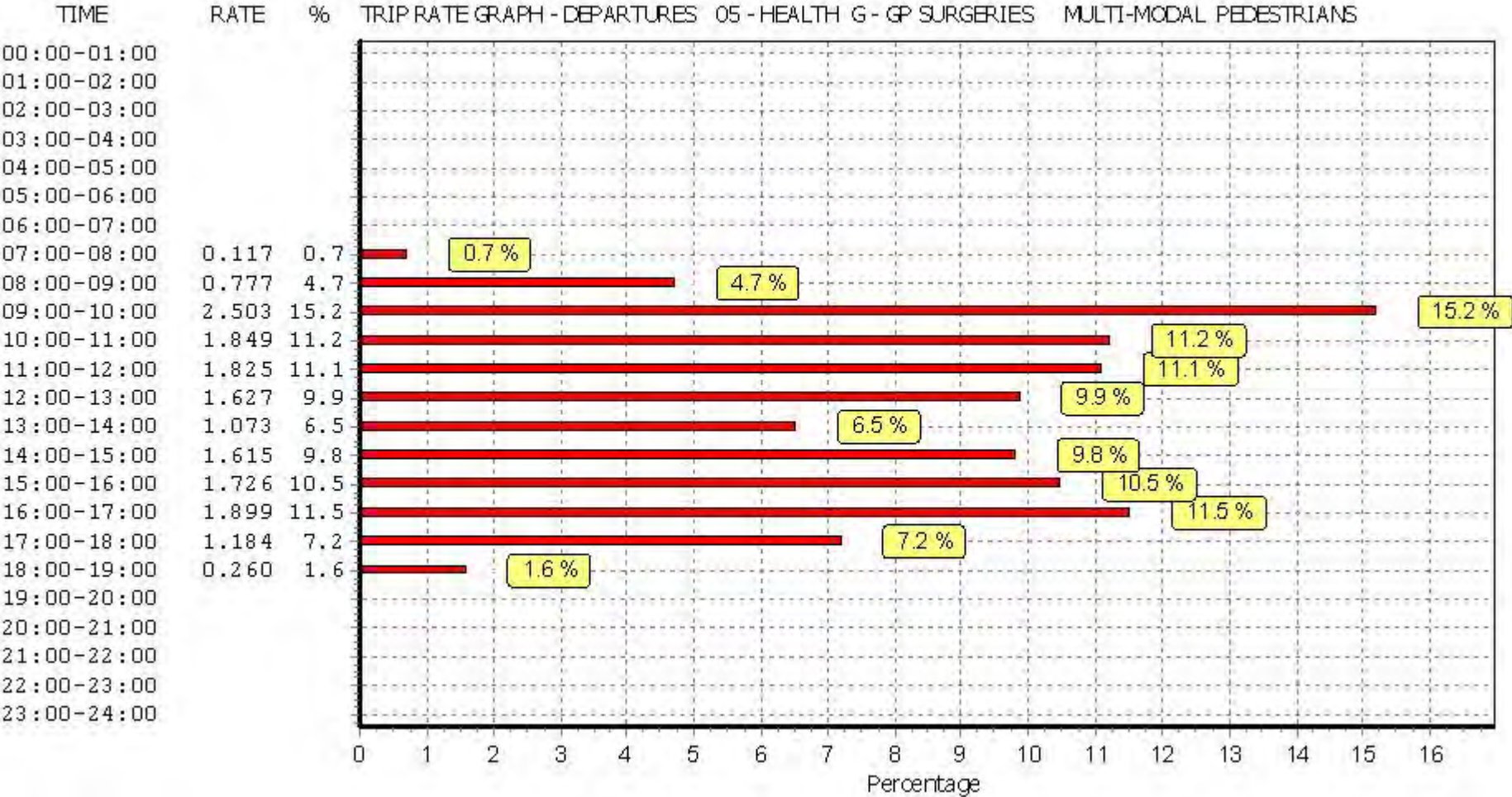
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.260	10	770	0.117	10	770	0.377
08:00 - 09:00	11	737	1.467	11	737	0.777	11	737	2.244
09:00 - 10:00	11	737	2.589	11	737	2.503	11	737	5.092
10:00 - 11:00	11	737	2.158	11	737	1.849	11	737	4.007
11:00 - 12:00	11	737	1.726	11	737	1.825	11	737	3.551
12:00 - 13:00	11	737	1.282	11	737	1.627	11	737	2.909
13:00 - 14:00	11	737	1.184	11	737	1.073	11	737	2.257
14:00 - 15:00	11	737	1.689	11	737	1.615	11	737	3.304
15:00 - 16:00	11	737	1.800	11	737	1.726	11	737	3.526
16:00 - 17:00	11	737	1.381	11	737	1.899	11	737	3.280
17:00 - 18:00	11	737	0.616	11	737	1.184	11	737	1.800
18:00 - 19:00	10	770	0.104	10	770	0.260	10	770	0.364
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.256			16.455			32.711

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.

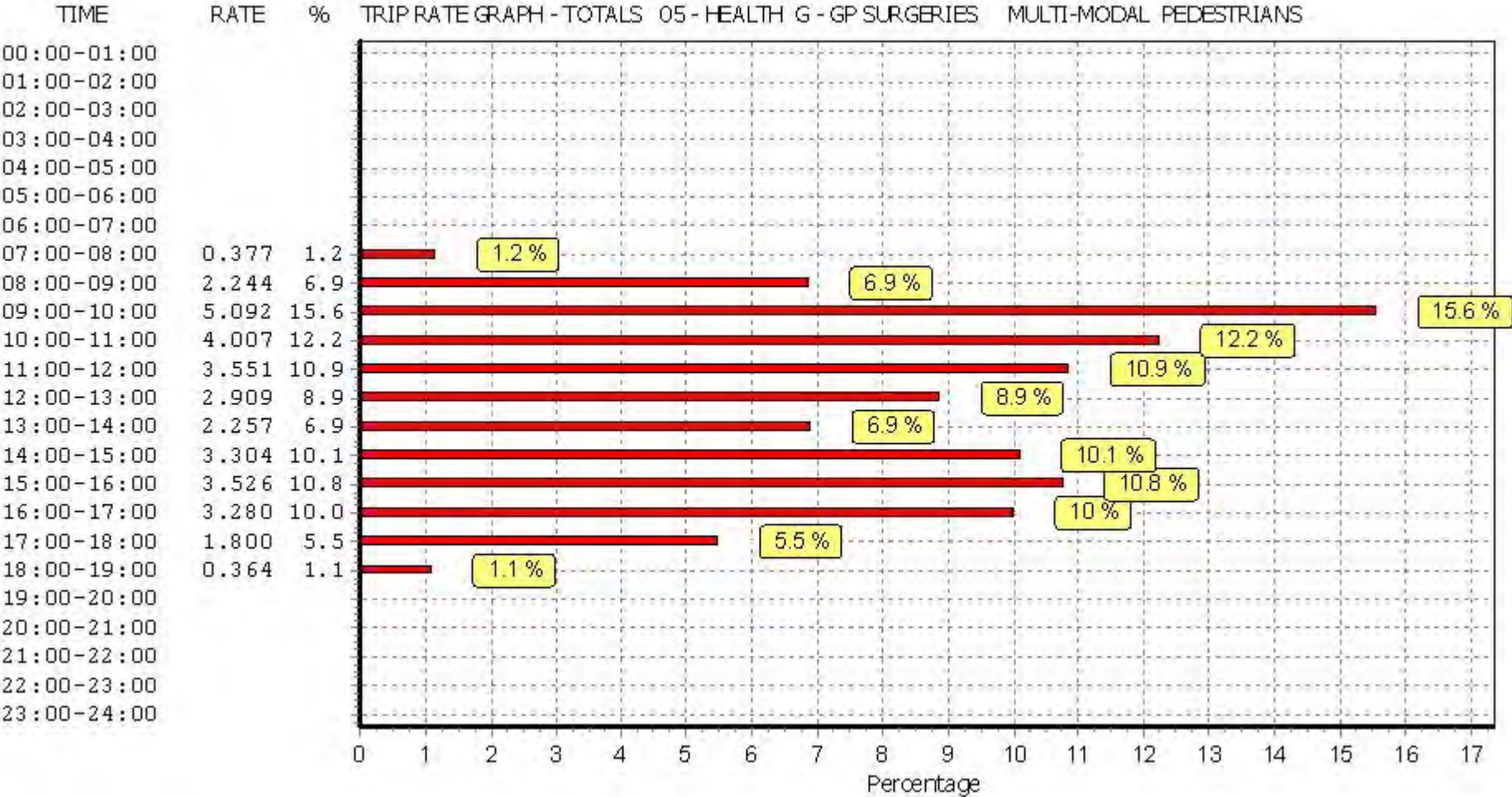
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL BUS/TRAM PASSENGERS

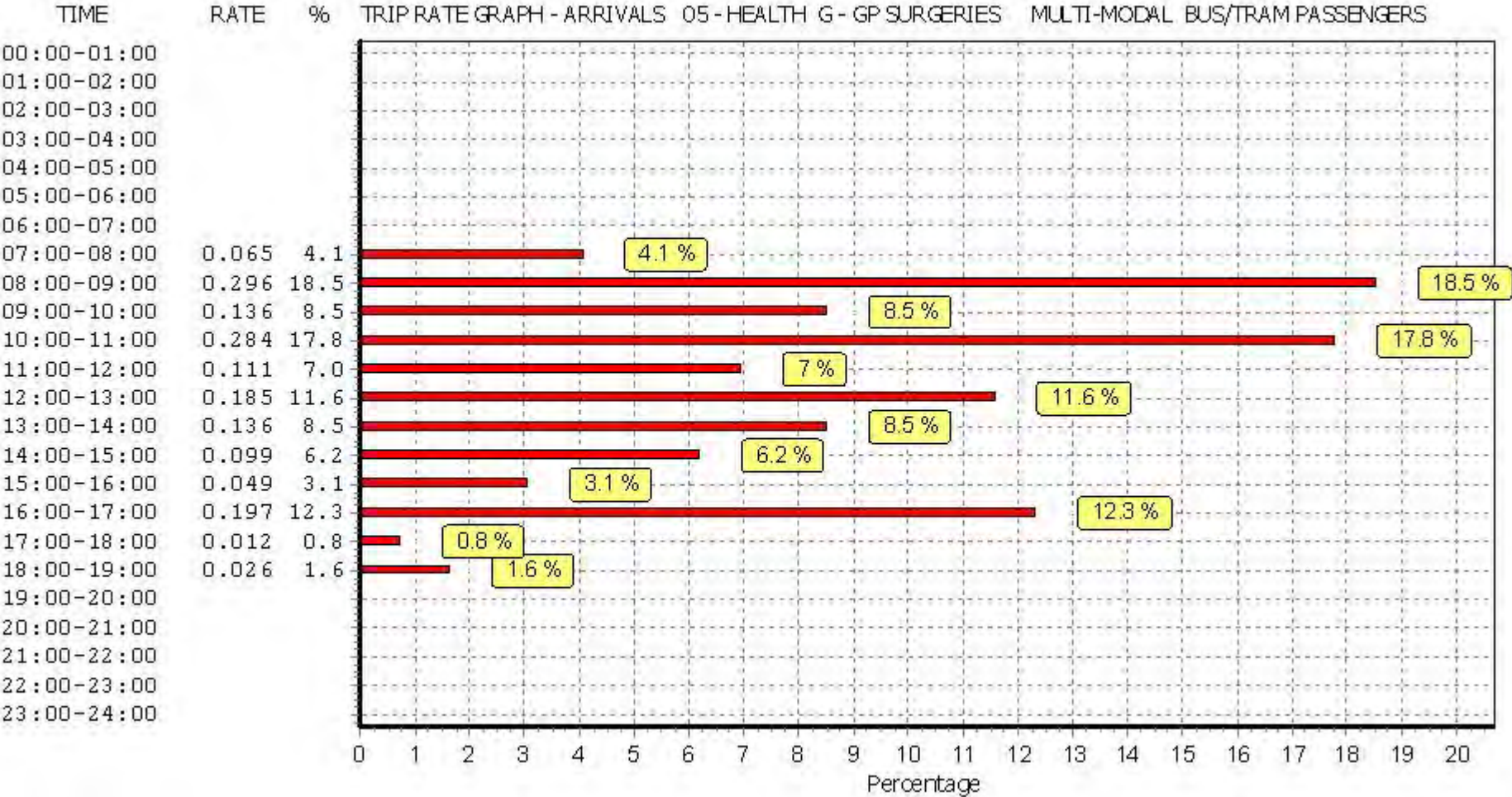
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

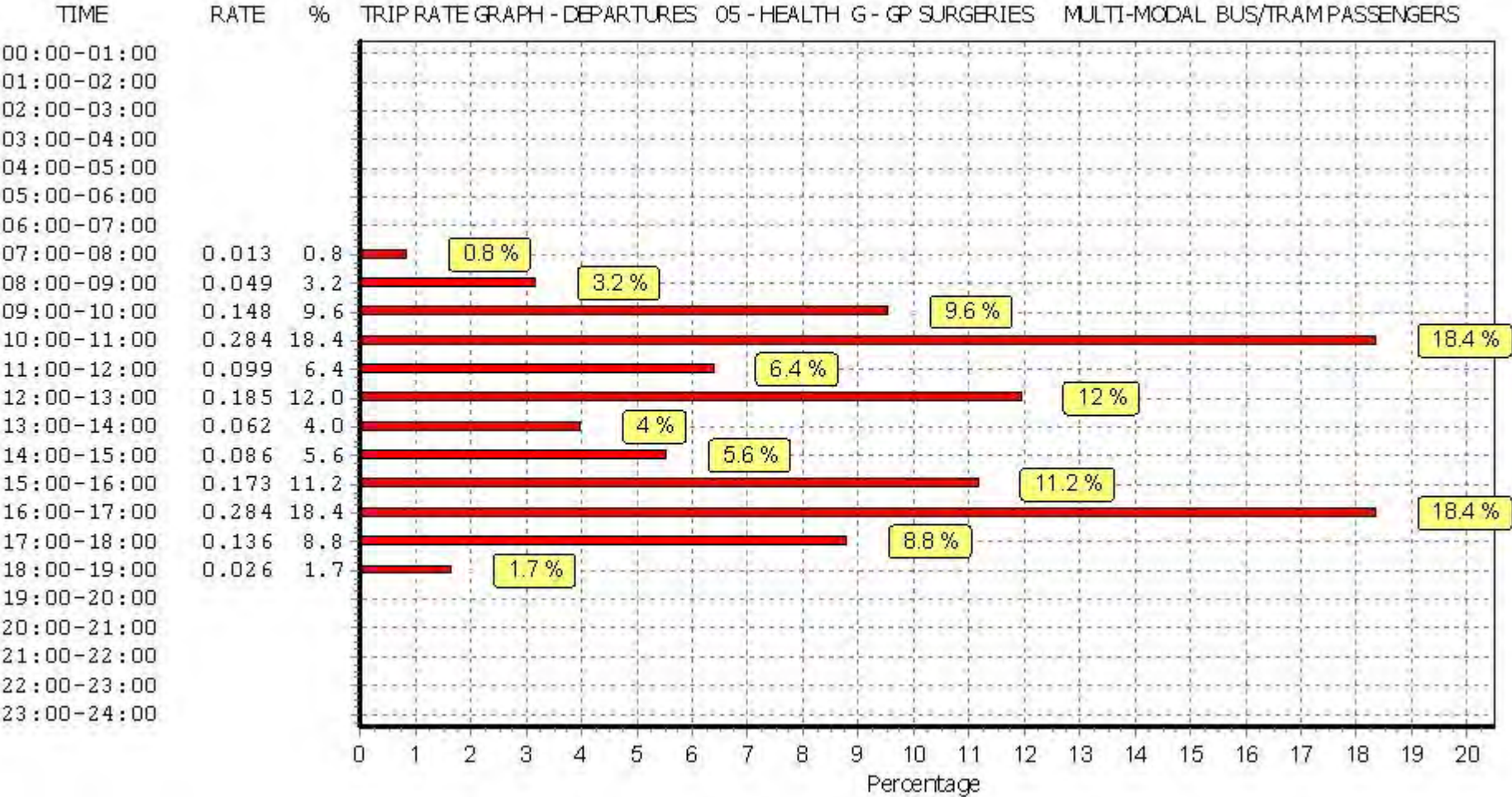
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.065	10	770	0.013	10	770	0.078
08:00 - 09:00	11	737	0.296	11	737	0.049	11	737	0.345
09:00 - 10:00	11	737	0.136	11	737	0.148	11	737	0.284
10:00 - 11:00	11	737	0.284	11	737	0.284	11	737	0.568
11:00 - 12:00	11	737	0.111	11	737	0.099	11	737	0.210
12:00 - 13:00	11	737	0.185	11	737	0.185	11	737	0.370
13:00 - 14:00	11	737	0.136	11	737	0.062	11	737	0.198
14:00 - 15:00	11	737	0.099	11	737	0.086	11	737	0.185
15:00 - 16:00	11	737	0.049	11	737	0.173	11	737	0.222
16:00 - 17:00	11	737	0.197	11	737	0.284	11	737	0.481
17:00 - 18:00	11	737	0.012	11	737	0.136	11	737	0.148
18:00 - 19:00	10	770	0.026	10	770	0.026	10	770	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.596			1.545			3.141

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.

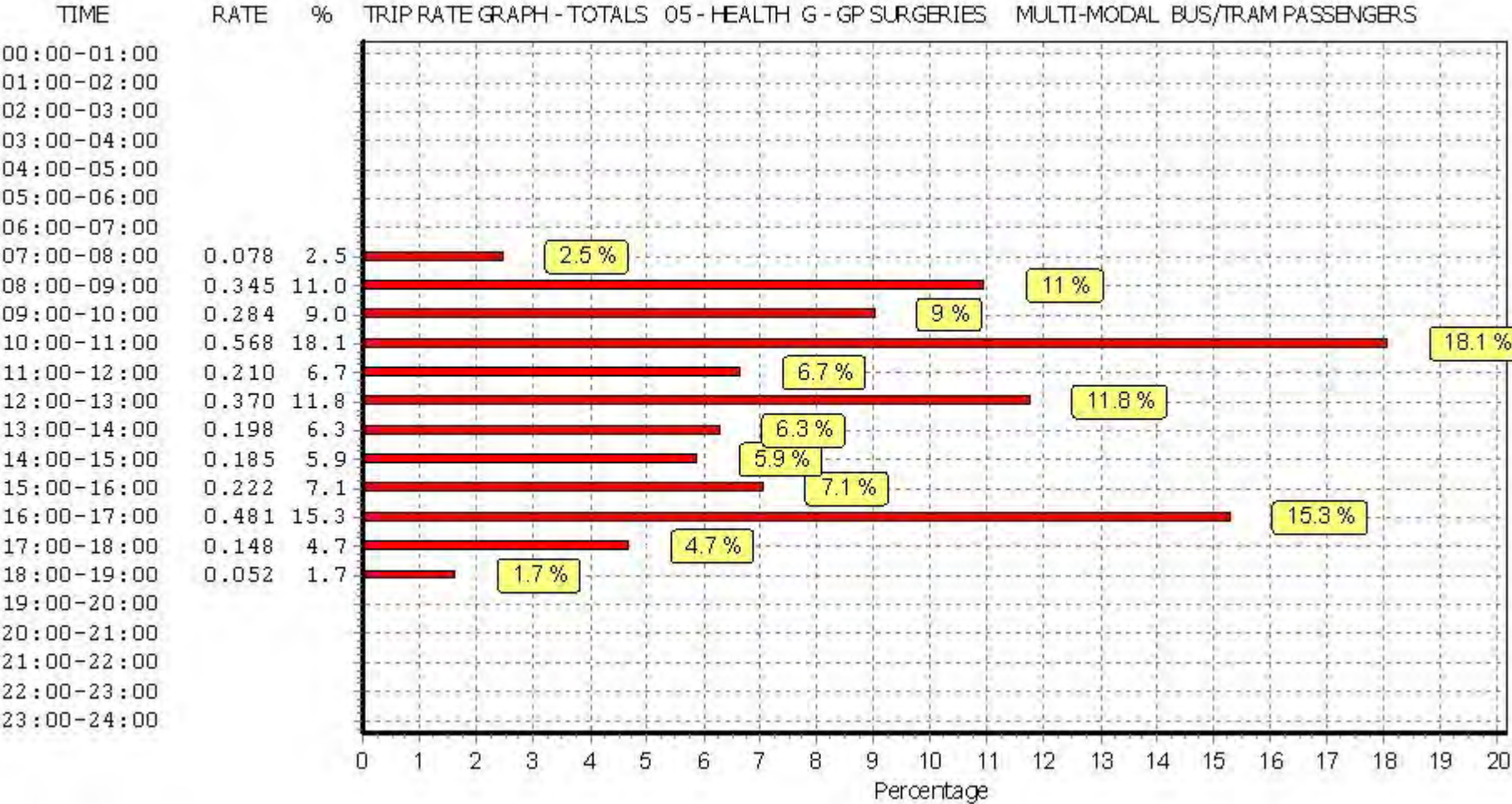
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL RAIL PASSENGERS

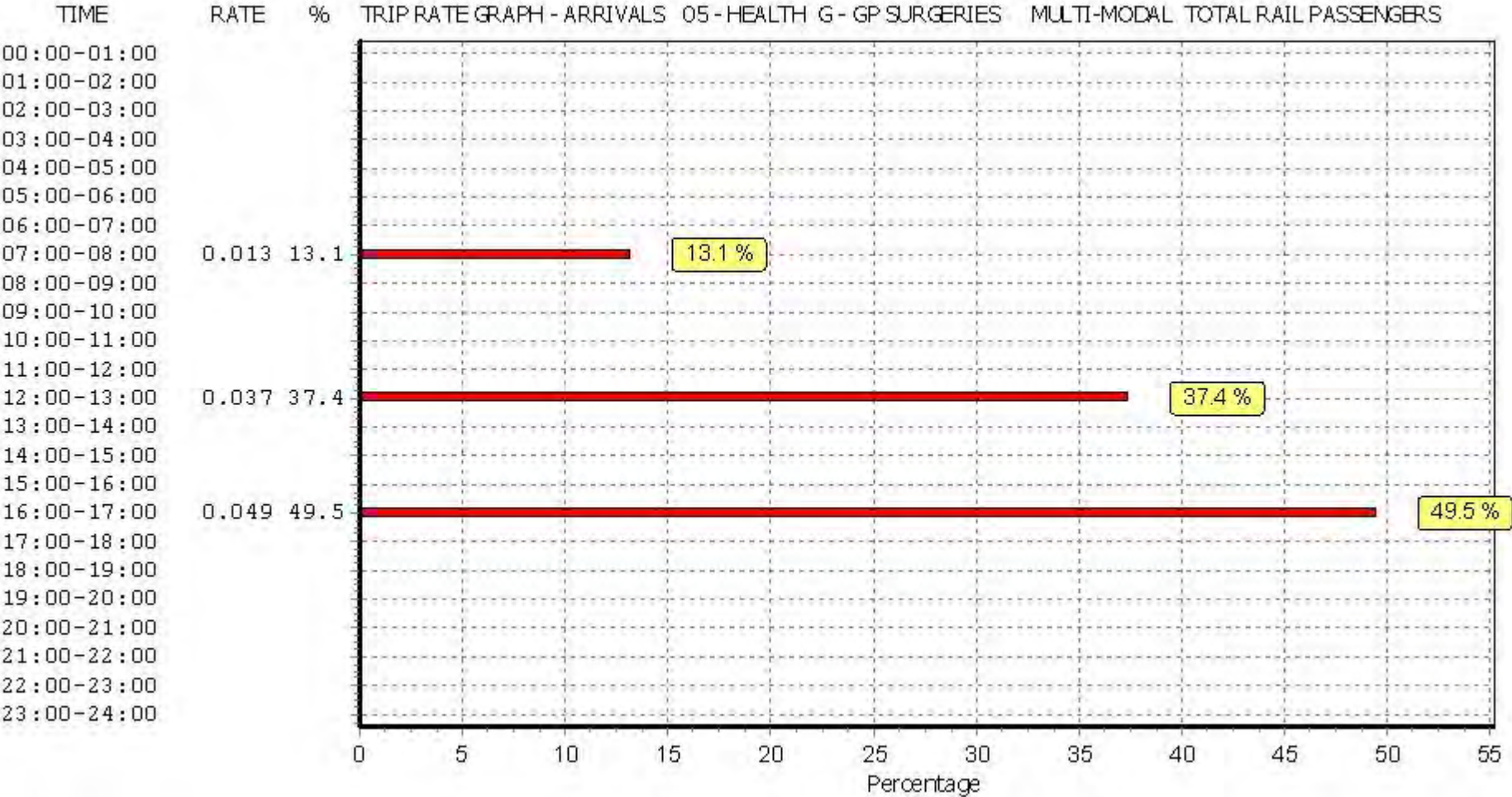
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

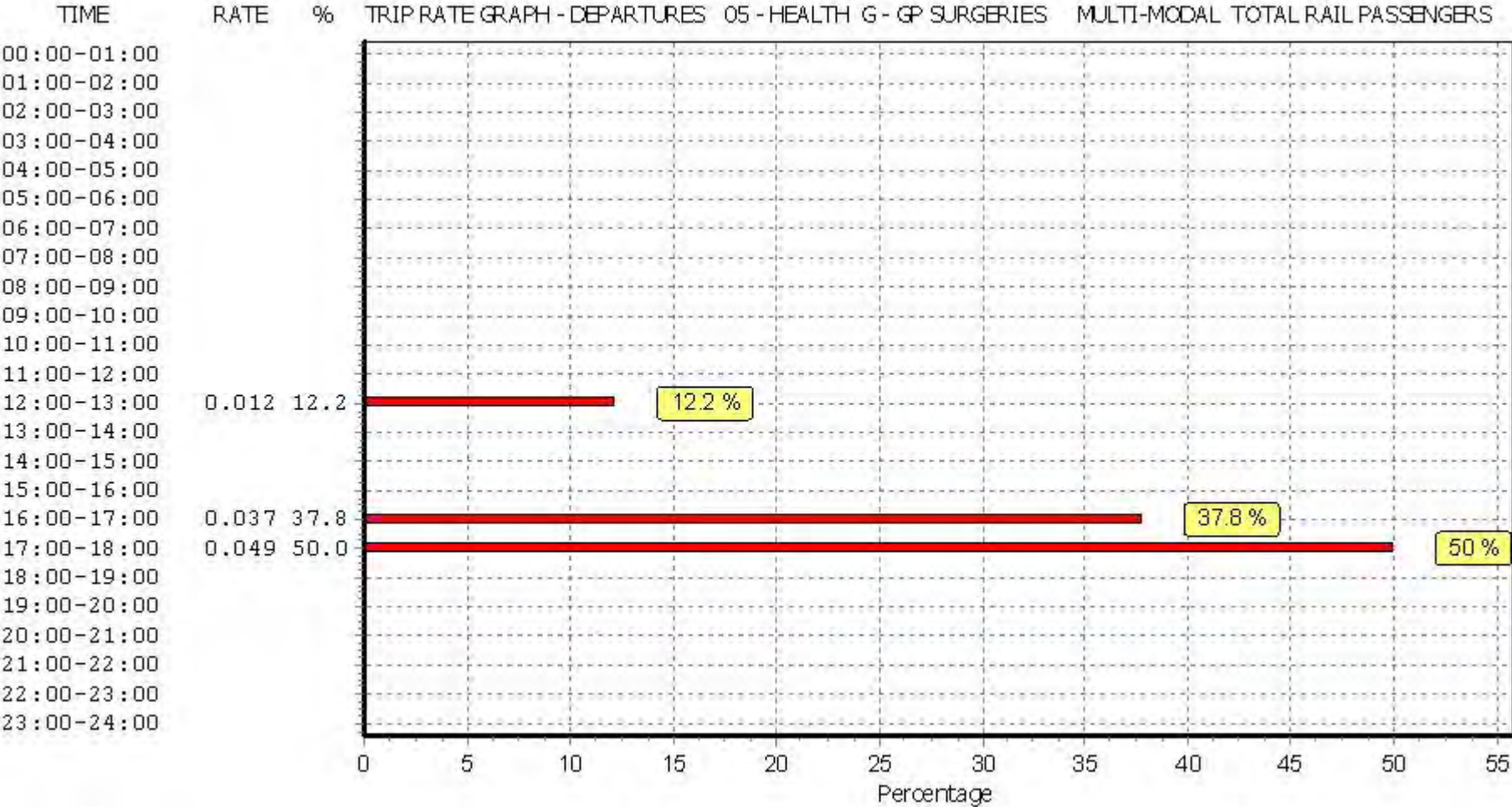
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.013	10	770	0.000	10	770	0.013
08:00 - 09:00	11	737	0.000	11	737	0.000	11	737	0.000
09:00 - 10:00	11	737	0.000	11	737	0.000	11	737	0.000
10:00 - 11:00	11	737	0.000	11	737	0.000	11	737	0.000
11:00 - 12:00	11	737	0.000	11	737	0.000	11	737	0.000
12:00 - 13:00	11	737	0.037	11	737	0.012	11	737	0.049
13:00 - 14:00	11	737	0.000	11	737	0.000	11	737	0.000
14:00 - 15:00	11	737	0.000	11	737	0.000	11	737	0.000
15:00 - 16:00	11	737	0.000	11	737	0.000	11	737	0.000
16:00 - 17:00	11	737	0.049	11	737	0.037	11	737	0.086
17:00 - 18:00	11	737	0.000	11	737	0.049	11	737	0.049
18:00 - 19:00	10	770	0.000	10	770	0.000	10	770	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.098			0.197

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.

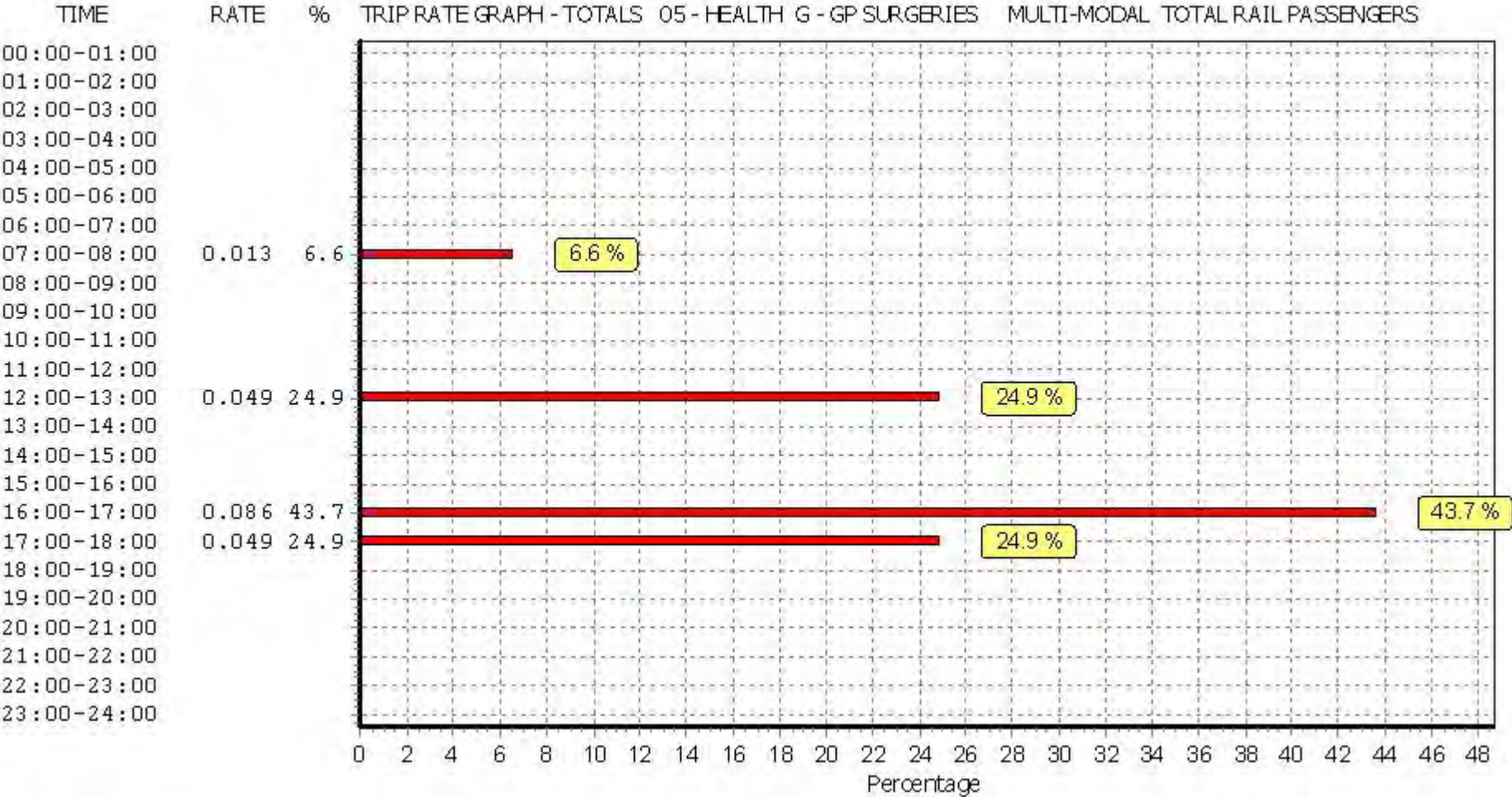
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL COACH PASSENGERS

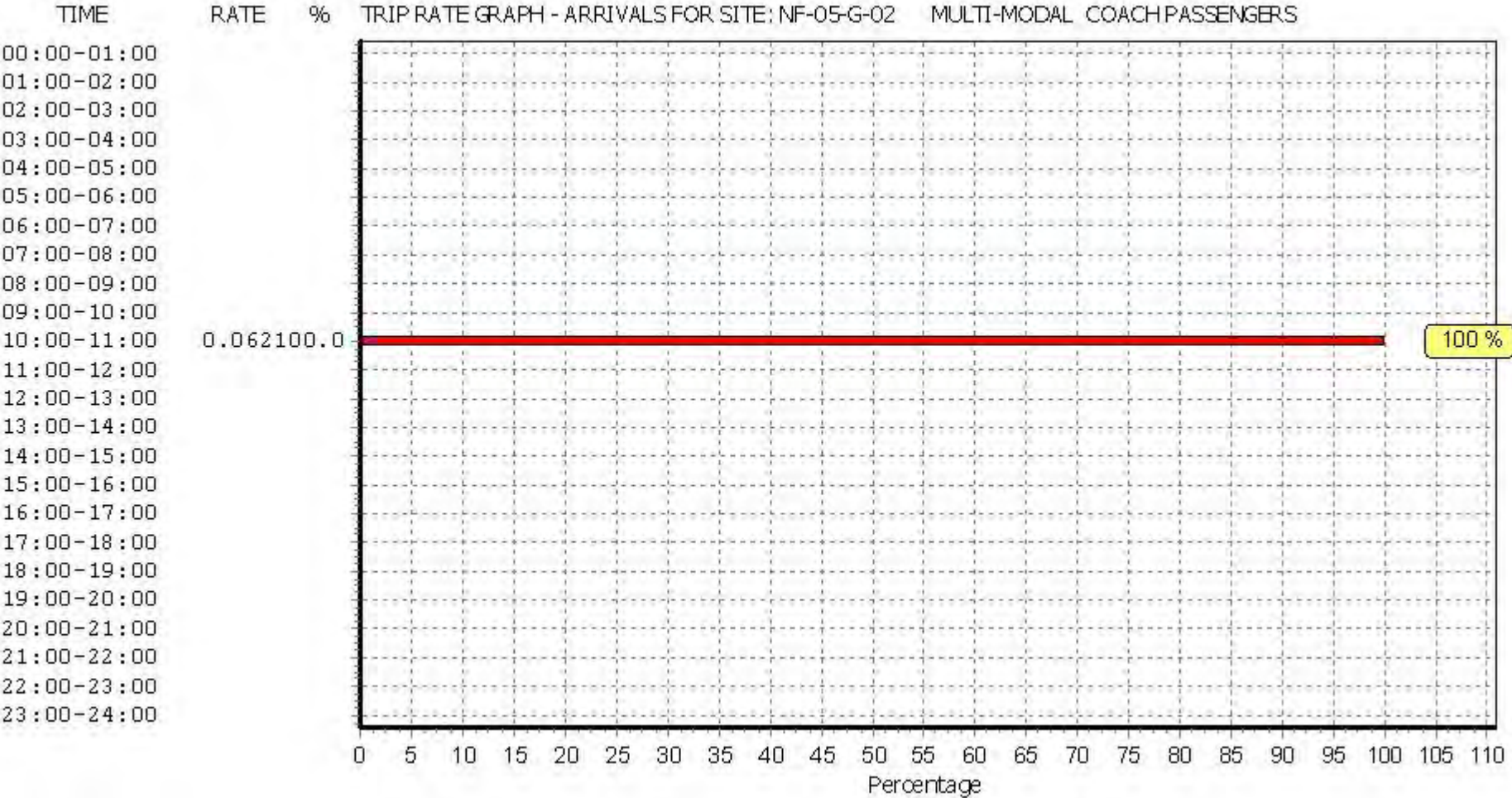
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

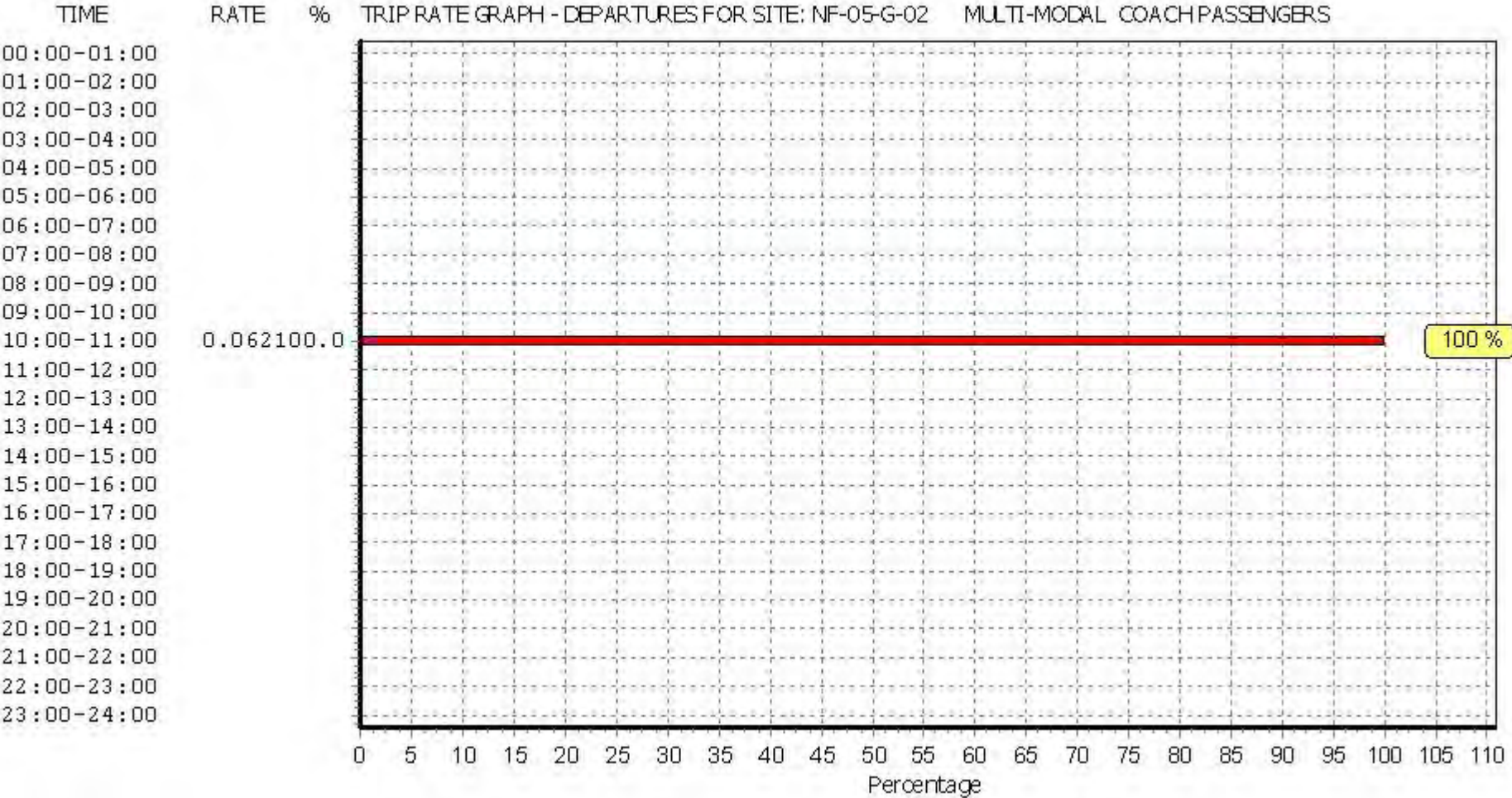
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.000	10	770	0.000	10	770	0.000
08:00 - 09:00	11	737	0.000	11	737	0.000	11	737	0.000
09:00 - 10:00	11	737	0.000	11	737	0.000	11	737	0.000
10:00 - 11:00	11	737	0.062	11	737	0.062	11	737	0.124
11:00 - 12:00	11	737	0.000	11	737	0.000	11	737	0.000
12:00 - 13:00	11	737	0.000	11	737	0.000	11	737	0.000
13:00 - 14:00	11	737	0.000	11	737	0.000	11	737	0.000
14:00 - 15:00	11	737	0.000	11	737	0.000	11	737	0.000
15:00 - 16:00	11	737	0.000	11	737	0.000	11	737	0.000
16:00 - 17:00	11	737	0.000	11	737	0.000	11	737	0.000
17:00 - 18:00	11	737	0.000	11	737	0.000	11	737	0.000
18:00 - 19:00	10	770	0.000	10	770	0.000	10	770	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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.

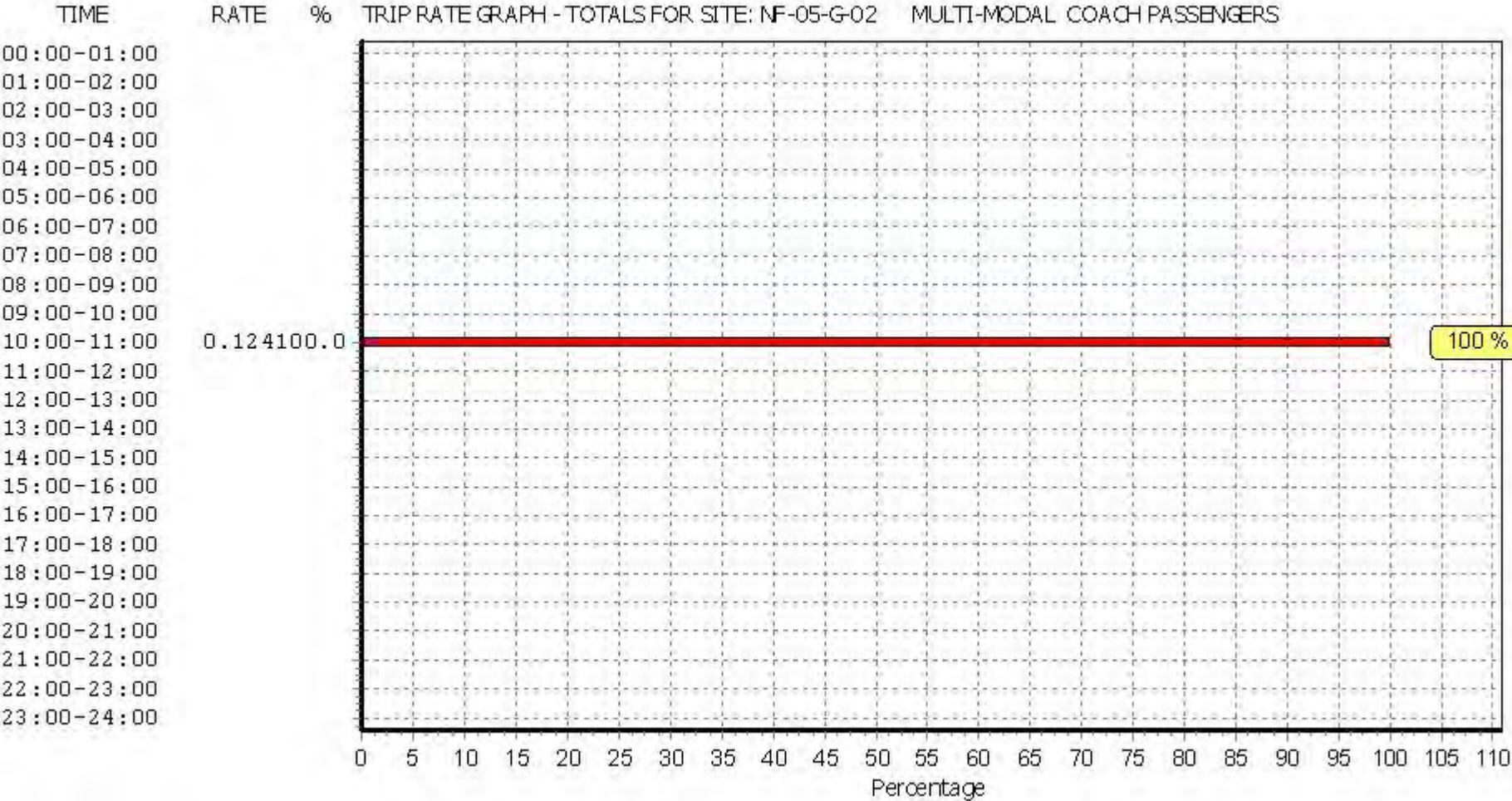
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



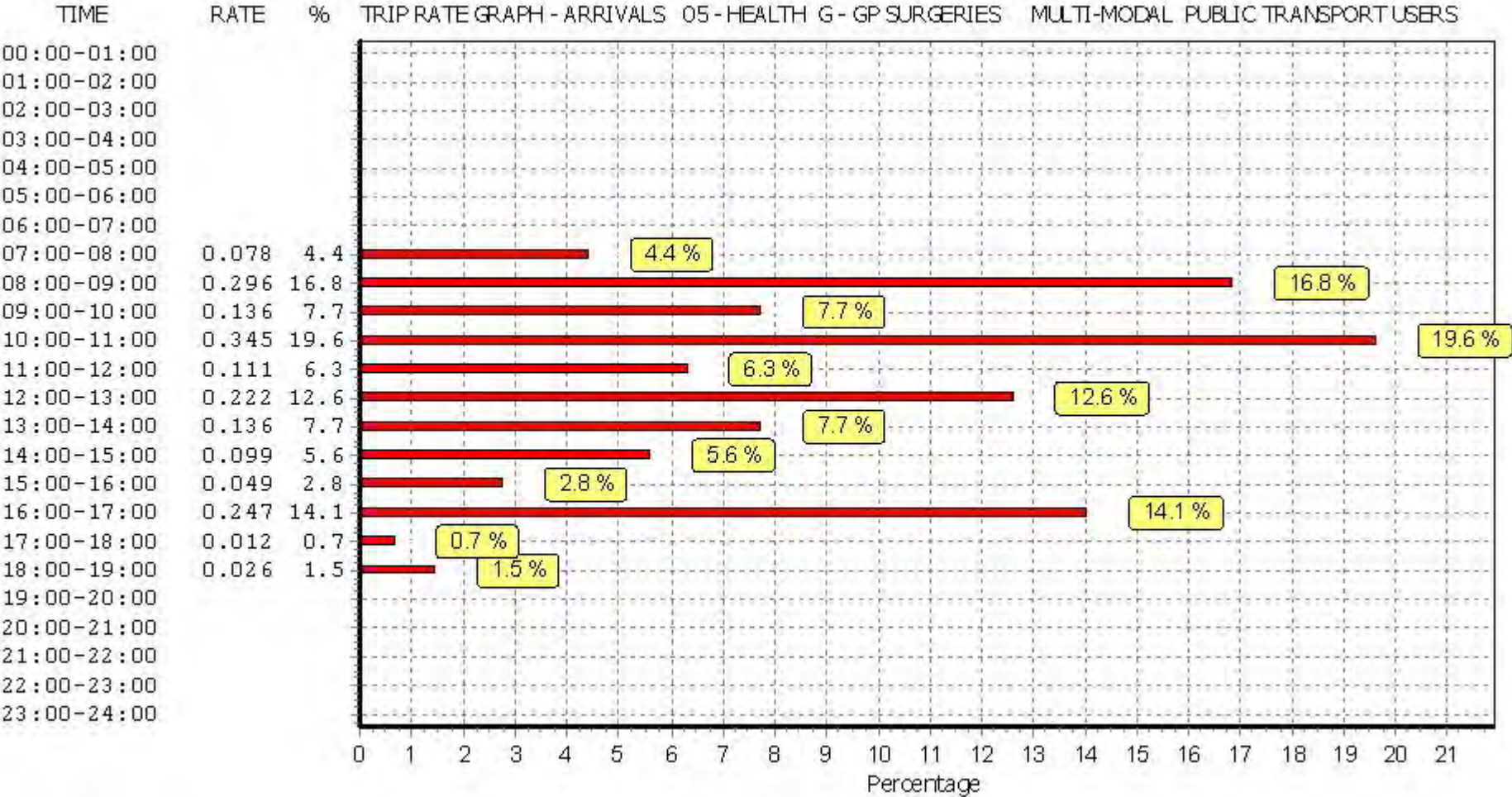
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

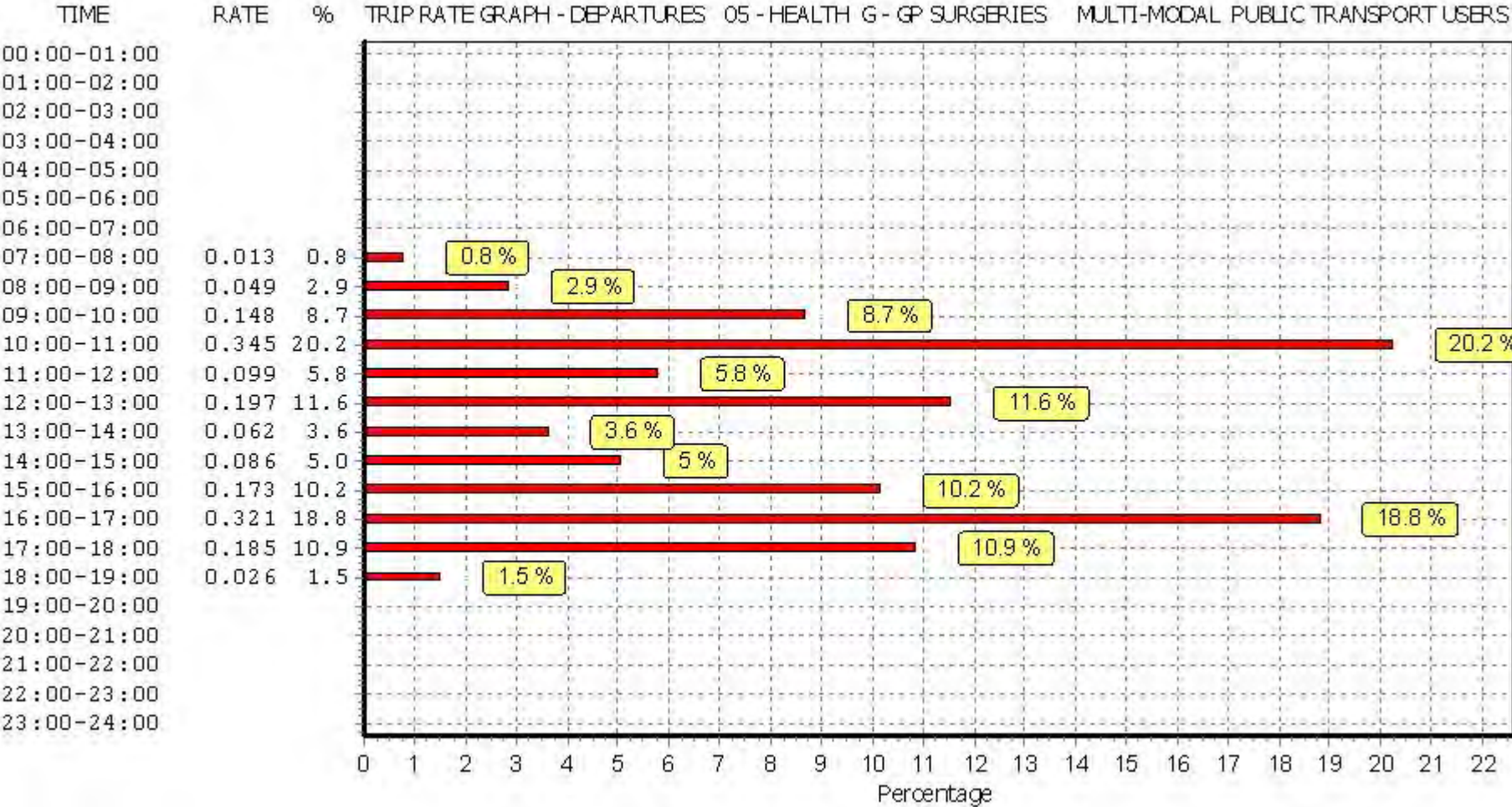
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.078	10	770	0.013	10	770	0.091
08:00 - 09:00	11	737	0.296	11	737	0.049	11	737	0.345
09:00 - 10:00	11	737	0.136	11	737	0.148	11	737	0.284
10:00 - 11:00	11	737	0.345	11	737	0.345	11	737	0.690
11:00 - 12:00	11	737	0.111	11	737	0.099	11	737	0.210
12:00 - 13:00	11	737	0.222	11	737	0.197	11	737	0.419
13:00 - 14:00	11	737	0.136	11	737	0.062	11	737	0.198
14:00 - 15:00	11	737	0.099	11	737	0.086	11	737	0.185
15:00 - 16:00	11	737	0.049	11	737	0.173	11	737	0.222
16:00 - 17:00	11	737	0.247	11	737	0.321	11	737	0.568
17:00 - 18:00	11	737	0.012	11	737	0.185	11	737	0.197
18:00 - 19:00	10	770	0.026	10	770	0.026	10	770	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.757			1.704			3.461

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.

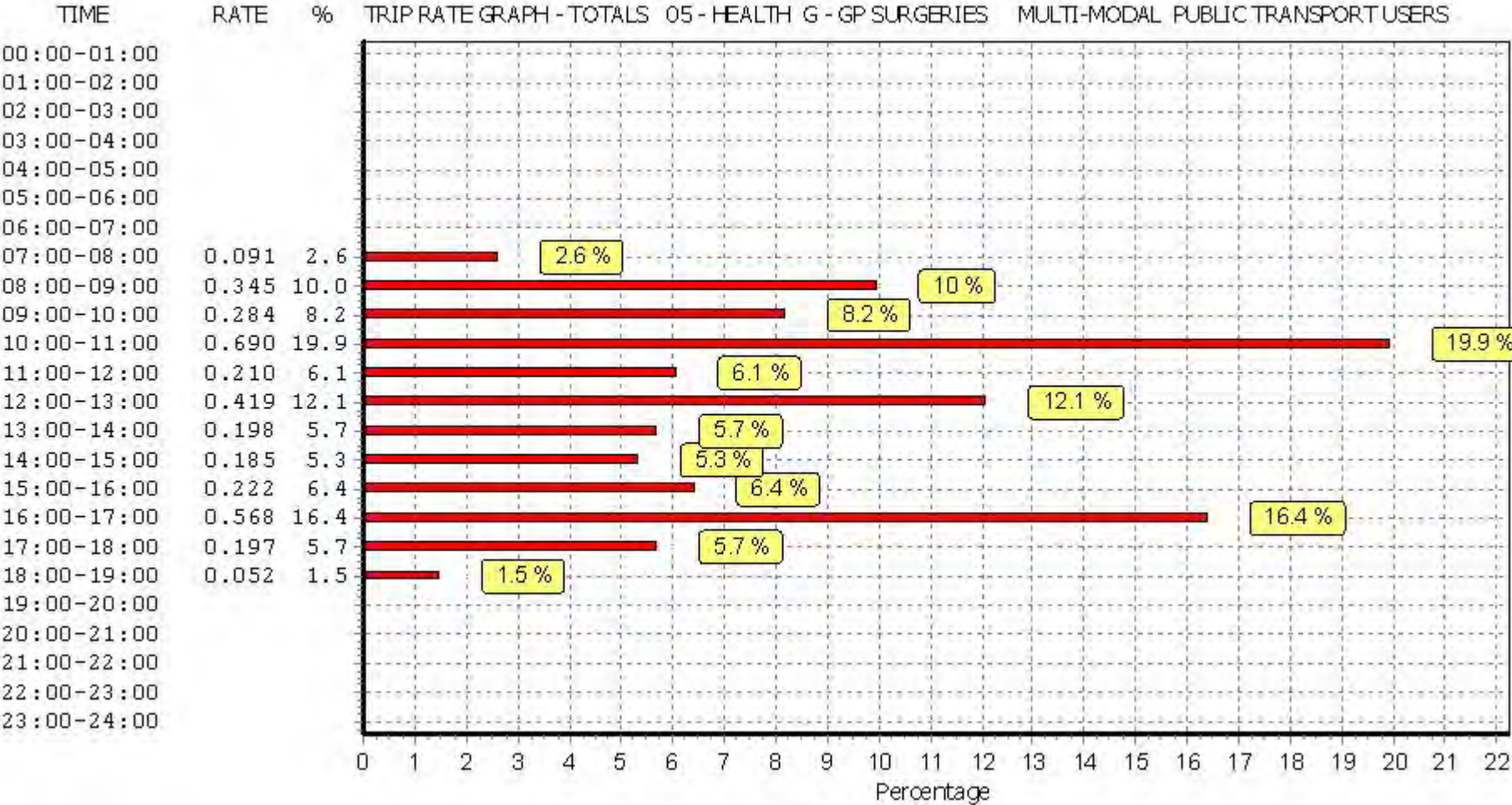
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

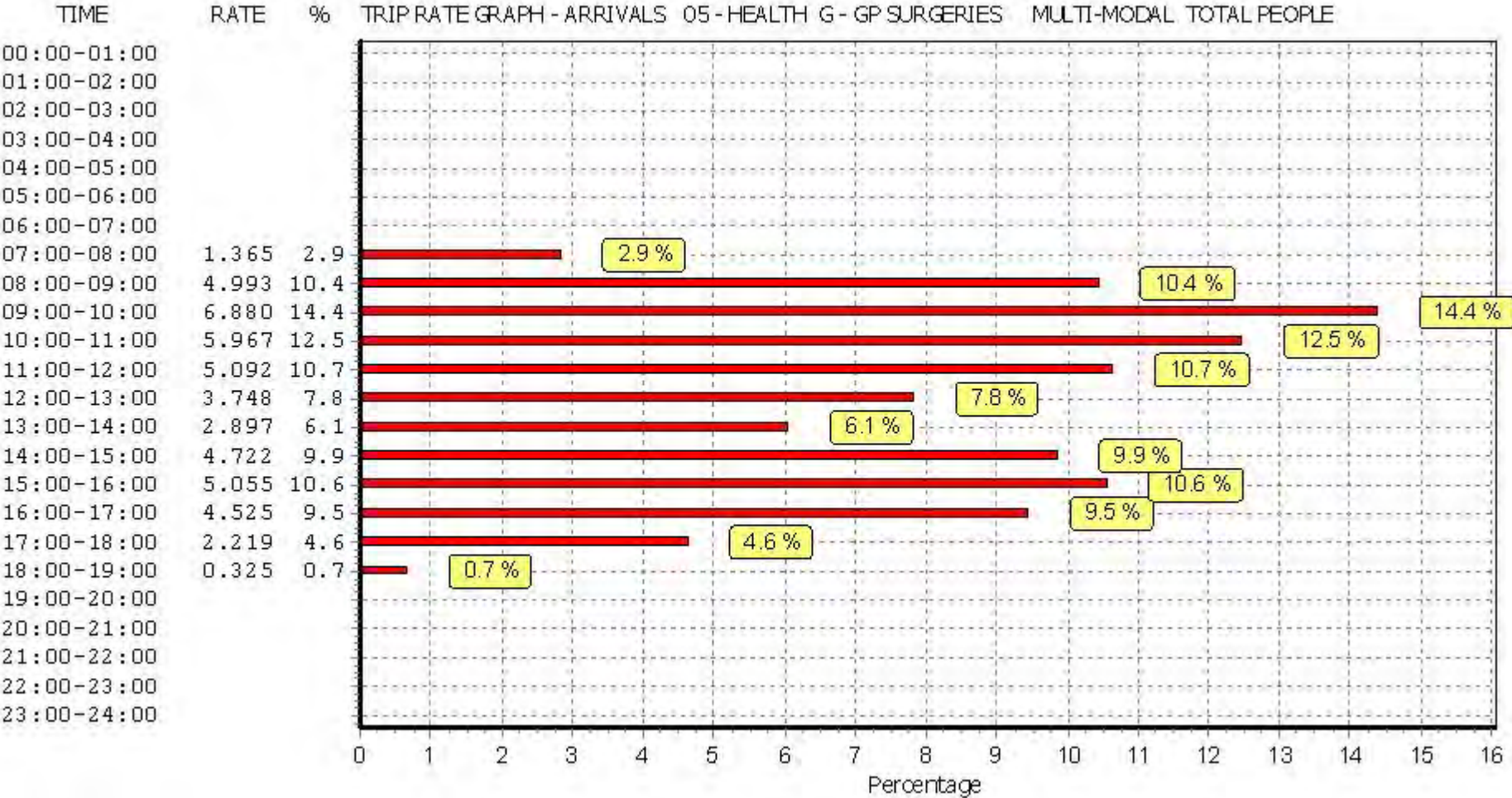
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

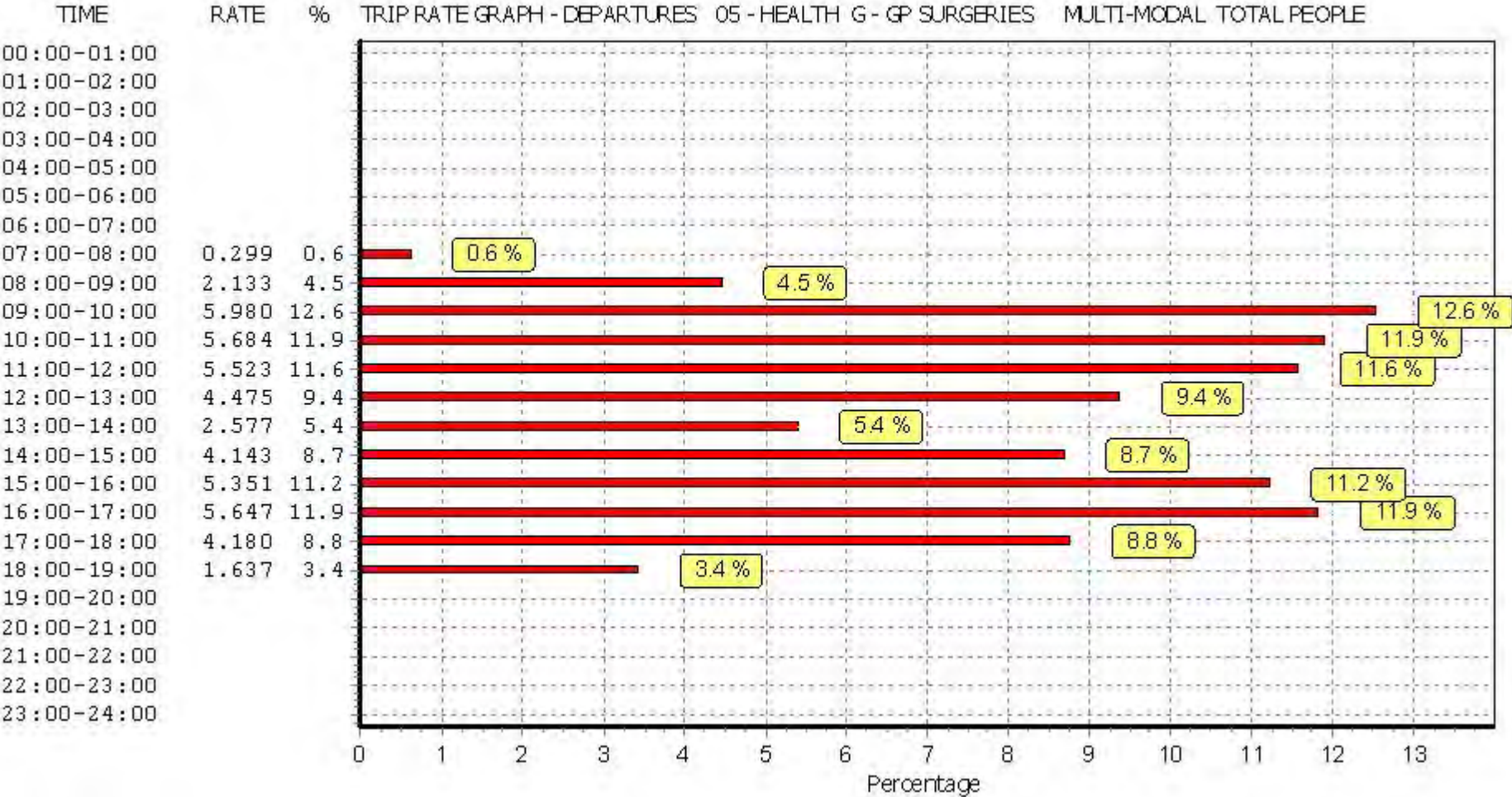
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	1.365	10	770	0.299	10	770	1.664
08:00 - 09:00	11	737	4.993	11	737	2.133	11	737	7.126
09:00 - 10:00	11	737	6.880	11	737	5.980	11	737	12.860
10:00 - 11:00	11	737	5.967	11	737	5.684	11	737	11.651
11:00 - 12:00	11	737	5.092	11	737	5.523	11	737	10.615
12:00 - 13:00	11	737	3.748	11	737	4.475	11	737	8.223
13:00 - 14:00	11	737	2.897	11	737	2.577	11	737	5.474
14:00 - 15:00	11	737	4.722	11	737	4.143	11	737	8.865
15:00 - 16:00	11	737	5.055	11	737	5.351	11	737	10.406
16:00 - 17:00	11	737	4.525	11	737	5.647	11	737	10.172
17:00 - 18:00	11	737	2.219	11	737	4.180	11	737	6.399
18:00 - 19:00	10	770	0.325	10	770	1.637	10	770	1.962
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			47.788			47.629			95.417

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.

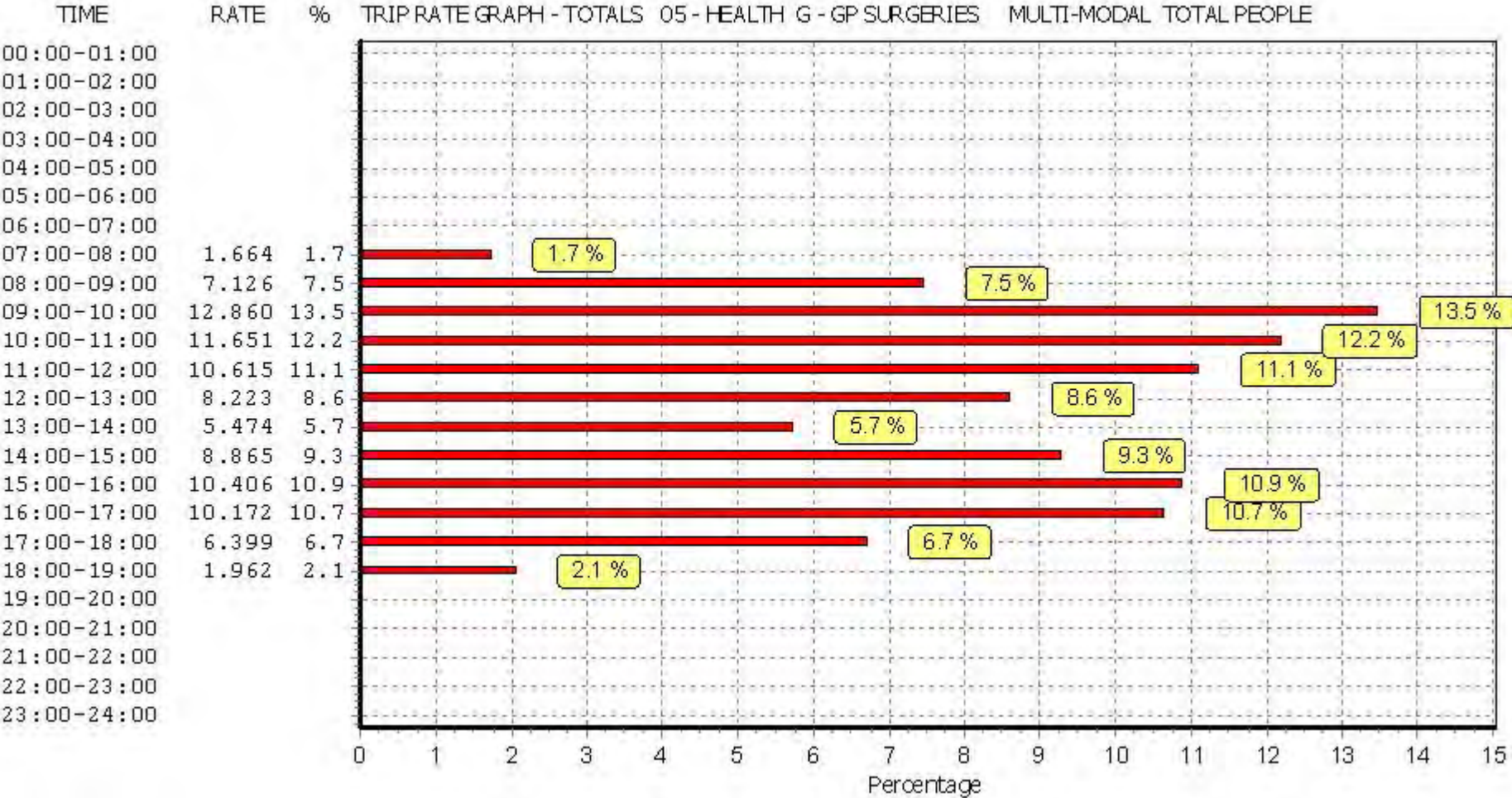
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL Servicing Vehicles

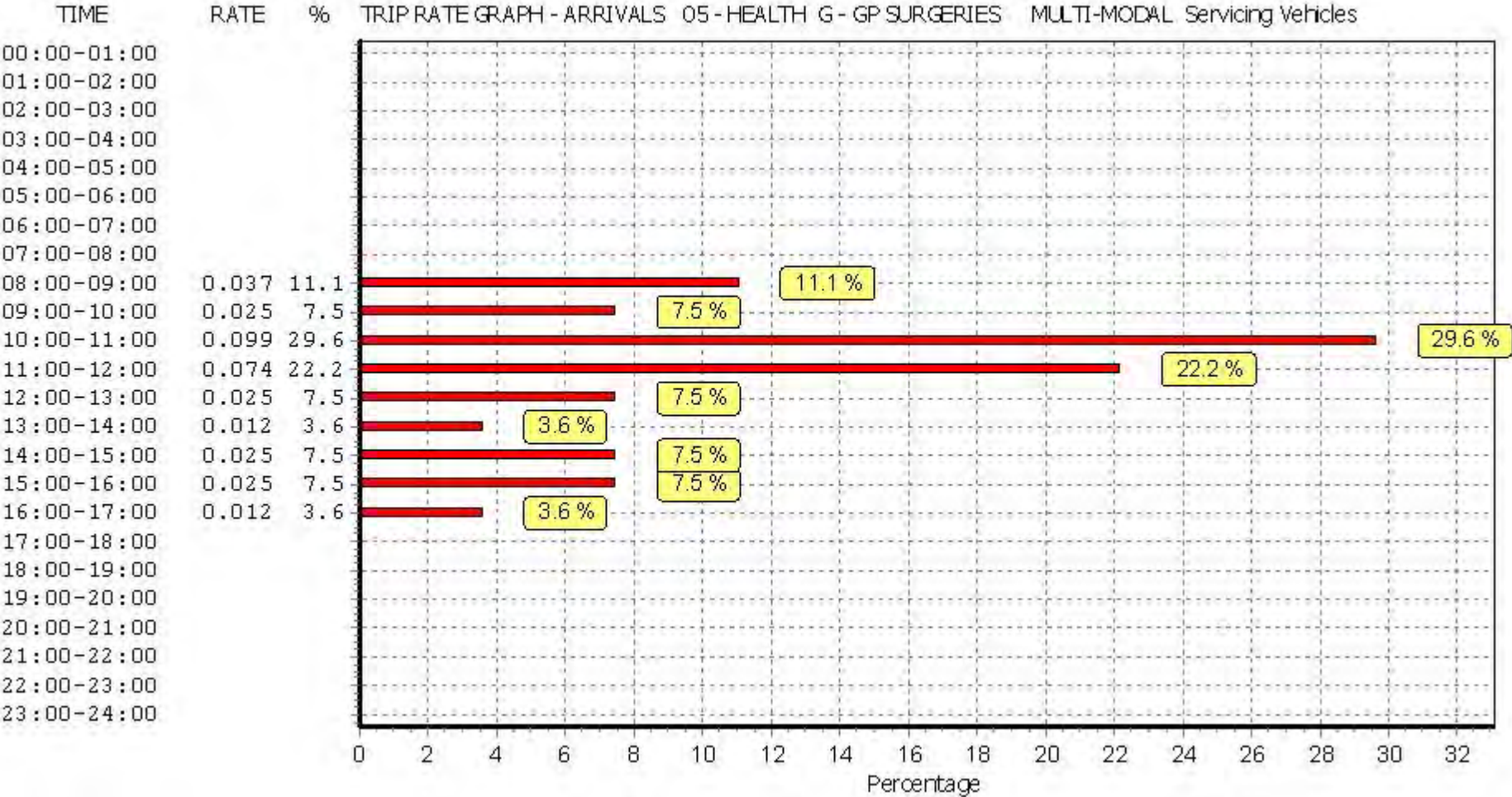
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

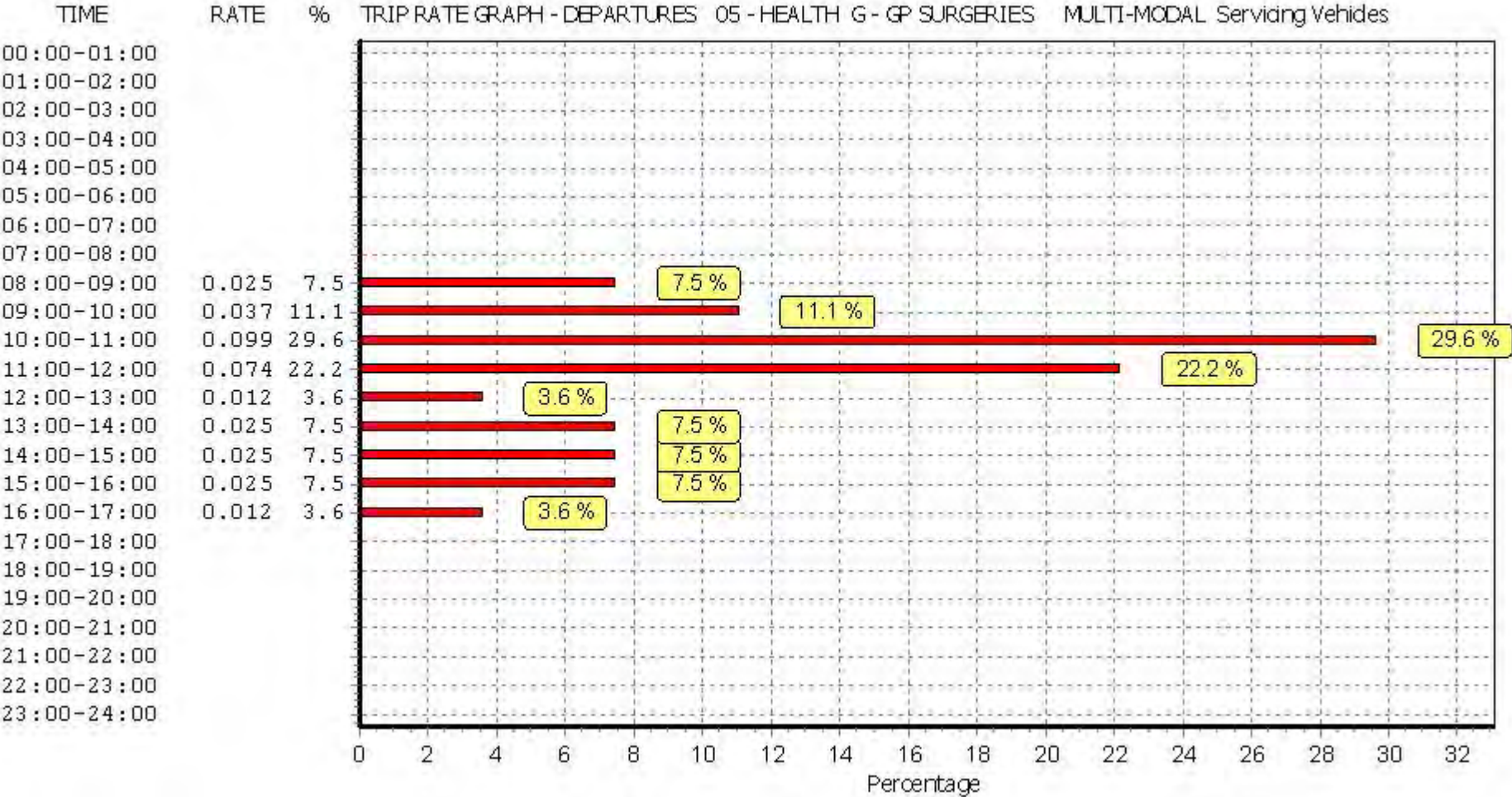
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	770	0.000	10	770	0.000	10	770	0.000
08:00 - 09:00	11	737	0.037	11	737	0.025	11	737	0.062
09:00 - 10:00	11	737	0.025	11	737	0.037	11	737	0.062
10:00 - 11:00	11	737	0.099	11	737	0.099	11	737	0.198
11:00 - 12:00	11	737	0.074	11	737	0.074	11	737	0.148
12:00 - 13:00	11	737	0.025	11	737	0.012	11	737	0.037
13:00 - 14:00	11	737	0.012	11	737	0.025	11	737	0.037
14:00 - 15:00	11	737	0.025	11	737	0.025	11	737	0.050
15:00 - 16:00	11	737	0.025	11	737	0.025	11	737	0.050
16:00 - 17:00	11	737	0.012	11	737	0.012	11	737	0.024
17:00 - 18:00	11	737	0.000	11	737	0.000	11	737	0.000
18:00 - 19:00	10	770	0.000	10	770	0.000	10	770	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.334			0.334			0.668

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.

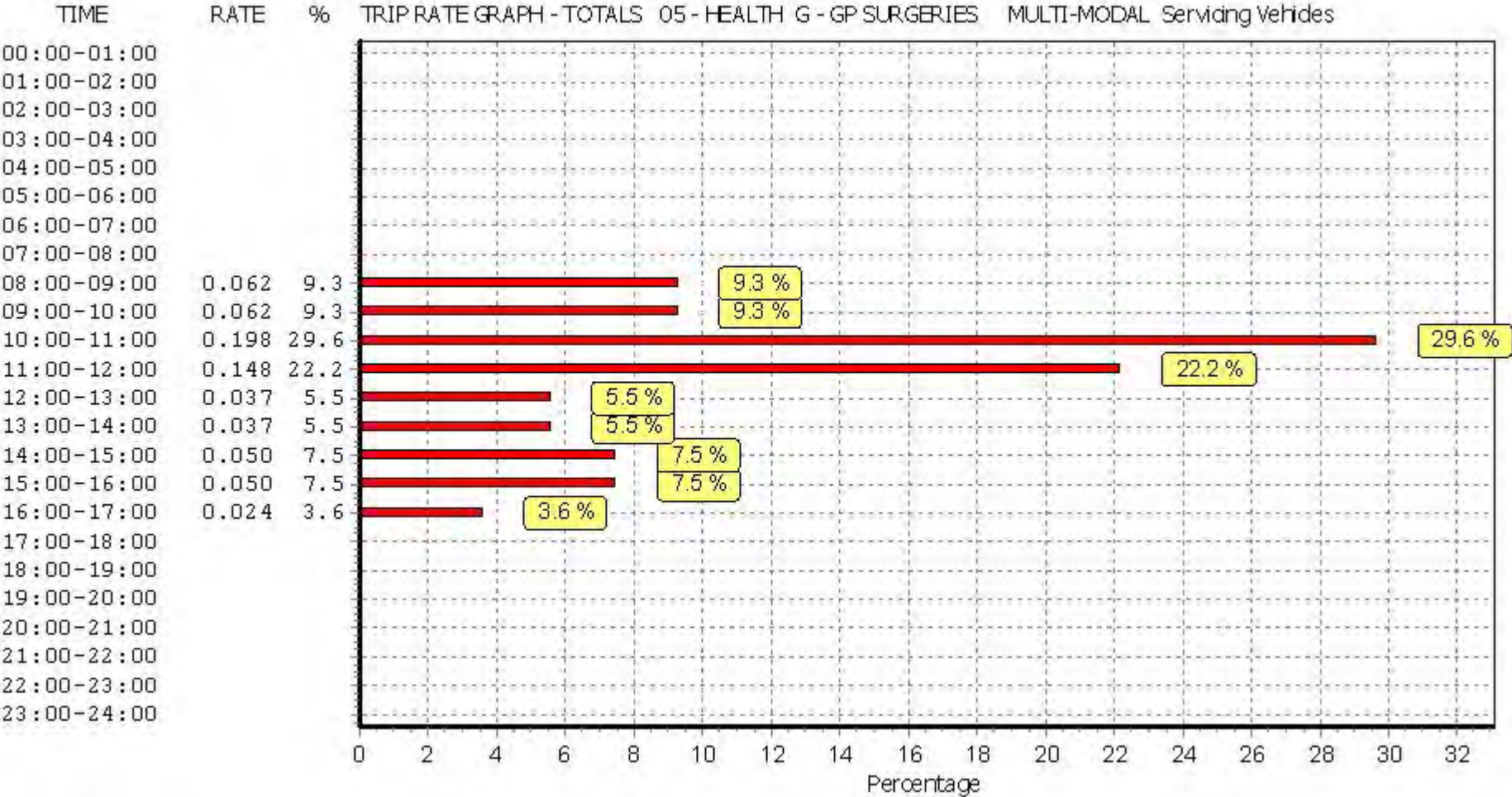
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-720101-171024-1032

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HF HERTFORDSHIRE	2 days
	KC KENT	2 days
	SO SLOUGH	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 610 to 45000 (units: sqm)
 Range Selected by User: 186 to 70291 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/16

Selected survey days:

Tuesday	3 days
Wednesday	6 days
Thursday	8 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	7
Edge of Town Centre	10

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Residential Zone	1
Built-Up Zone	12
High Street	1
No Sub Category	1

Secondary Filtering selection:

Use Class:

A1	1 days
B1	16 days

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 days
1.6 to 2.0	2 days

Travel Plan:

Yes	8 days
No	9 days

PTAL Rating:

No PTAL Present	17 days
-----------------	---------

LIST OF SITES relevant to selection parameters

1	CA-02-A-05 NEW ROAD	OFFICES		CAMBRIDGESHIRE
	PETERBOROUGH Town Centre Built-Up Zone			
	Total Gross floor area:	8793 sqm		
	Survey date: TUESDAY	16/12/14		Survey Type: MANUAL
2	EB-02-A-06 ST ANDREW SQUARE	REGUS OFFICES		CITY OF EDINBURGH
	EDINBURGH Town Centre Built-Up Zone			
	Total Gross floor area:	4500 sqm		
	Survey date: WEDNESDAY	16/03/16		Survey Type: MANUAL
3	ES-02-A-12 VICARAGE LANE	COUNCIL OFFICES		EAST SUSSEX
	HAILSHAM Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3640 sqm		
	Survey date: THURSDAY	26/11/15		Survey Type: MANUAL
4	EX-02-A-03 VICTORIA AVENUE	HMRC		ESSEX
	SOUTHEND-ON-SEA Town Centre Built-Up Zone			
	Total Gross floor area:	45000 sqm		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
5	GM-02-A-07 MOSELEY STREET	LAW OFFICES		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone			
	Total Gross floor area:	4200 sqm		
	Survey date: WEDNESDAY	19/10/11		Survey Type: MANUAL
6	HF-02-A-03 60 VICTORIA STREET	OFFICE		HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13		Survey Type: MANUAL
7	HF-02-A-04 STATION WAY	OFFICES		HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-02-A-09	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
9	KC-02-A-10	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
10	MT-02-A-02	COUNCIL OFFICES	MERTHYR TYDFIL
	CASTLE STREET		
	MERTHYR TYDFIL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5250 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
11	NF-02-A-01	COUNCIL OFFICE	NORFOLK
	CHAPEL STREET		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: THURSDAY	30/09/10	Survey Type: MANUAL
12	PS-02-A-01	COUNCIL OFFICES	POWYS
	SEVERN ROAD		
	WELSHPOOL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
13	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	HIGH STREET		
	SLOUGH		
	Town Centre		
	High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

14	SO-02-A-02 BATH ROAD	COUNCIL OFFICES	SLOUGH
	SLOUGH Edge of Town Centre Built-Up Zone Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
15	SW-02-A-02 KINGS ROAD	OFFICE	SWANSEA
	SWANSEA Edge of Town Centre Development Zone Total Gross floor area:	2225 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
16	TV-02-A-04 CORPORATION ROAD	COUNCIL OFFICES	TEES VALLEY
	MIDDLESBROUGH Town Centre Commercial Zone Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
17	WK-02-A-01 WARWICK ROAD	OFFICES	WARWICKSHIRE
	COVENTRY Town Centre Built-Up Zone Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.568	17	6165	0.054	17	6165	0.622
08:00 - 09:00	17	6165	1.207	17	6165	0.142	17	6165	1.349
09:00 - 10:00	17	6165	0.825	17	6165	0.233	17	6165	1.058
10:00 - 11:00	17	6165	0.352	17	6165	0.270	17	6165	0.622
11:00 - 12:00	17	6165	0.278	17	6165	0.267	17	6165	0.545
12:00 - 13:00	17	6165	0.276	17	6165	0.309	17	6165	0.585
13:00 - 14:00	17	6165	0.300	17	6165	0.307	17	6165	0.607
14:00 - 15:00	17	6165	0.224	17	6165	0.284	17	6165	0.508
15:00 - 16:00	17	6165	0.193	17	6165	0.452	17	6165	0.645
16:00 - 17:00	17	6165	0.173	17	6165	0.870	17	6165	1.043
17:00 - 18:00	17	6165	0.104	17	6165	1.005	17	6165	1.109
18:00 - 19:00	17	6165	0.050	17	6165	0.261	17	6165	0.311
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.550			4.454			9.004

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
08:00 - 09:00	17	6165	0.007	17	6165	0.007	17	6165	0.014
09:00 - 10:00	17	6165	0.009	17	6165	0.009	17	6165	0.018
10:00 - 11:00	17	6165	0.015	17	6165	0.015	17	6165	0.030
11:00 - 12:00	17	6165	0.012	17	6165	0.012	17	6165	0.024
12:00 - 13:00	17	6165	0.010	17	6165	0.010	17	6165	0.020
13:00 - 14:00	17	6165	0.012	17	6165	0.012	17	6165	0.024
14:00 - 15:00	17	6165	0.008	17	6165	0.008	17	6165	0.016
15:00 - 16:00	17	6165	0.003	17	6165	0.003	17	6165	0.006
16:00 - 17:00	17	6165	0.004	17	6165	0.004	17	6165	0.008
17:00 - 18:00	17	6165	0.001	17	6165	0.000	17	6165	0.001
18:00 - 19:00	17	6165	0.001	17	6165	0.001	17	6165	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.081			0.163

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.003	17	6165	0.001	17	6165	0.004
08:00 - 09:00	17	6165	0.004	17	6165	0.005	17	6165	0.009
09:00 - 10:00	17	6165	0.002	17	6165	0.003	17	6165	0.005
10:00 - 11:00	17	6165	0.003	17	6165	0.003	17	6165	0.006
11:00 - 12:00	17	6165	0.001	17	6165	0.001	17	6165	0.002
12:00 - 13:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
13:00 - 14:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
14:00 - 15:00	17	6165	0.003	17	6165	0.002	17	6165	0.005
15:00 - 16:00	17	6165	0.004	17	6165	0.004	17	6165	0.008
16:00 - 17:00	17	6165	0.001	17	6165	0.001	17	6165	0.002
17:00 - 18:00	17	6165	0.003	17	6165	0.004	17	6165	0.007
18:00 - 19:00	17	6165	0.000	17	6165	0.000	17	6165	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			0.024			0.048

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
08:00 - 09:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
09:00 - 10:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
10:00 - 11:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
11:00 - 12:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
12:00 - 13:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
13:00 - 14:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
14:00 - 15:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
15:00 - 16:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
16:00 - 17:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
17:00 - 18:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
18:00 - 19:00	17	6165	0.000	17	6165	0.000	17	6165	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

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.010	17	6165	0.002	17	6165	0.012
08:00 - 09:00	17	6165	0.036	17	6165	0.001	17	6165	0.037
09:00 - 10:00	17	6165	0.012	17	6165	0.001	17	6165	0.013
10:00 - 11:00	17	6165	0.010	17	6165	0.011	17	6165	0.021
11:00 - 12:00	17	6165	0.010	17	6165	0.008	17	6165	0.018
12:00 - 13:00	17	6165	0.008	17	6165	0.010	17	6165	0.018
13:00 - 14:00	17	6165	0.010	17	6165	0.006	17	6165	0.016
14:00 - 15:00	17	6165	0.002	17	6165	0.004	17	6165	0.006
15:00 - 16:00	17	6165	0.009	17	6165	0.010	17	6165	0.019
16:00 - 17:00	17	6165	0.005	17	6165	0.024	17	6165	0.029
17:00 - 18:00	17	6165	0.000	17	6165	0.026	17	6165	0.026
18:00 - 19:00	17	6165	0.002	17	6165	0.009	17	6165	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.112			0.226

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.611	17	6165	0.043	17	6165	0.654
08:00 - 09:00	17	6165	1.305	17	6165	0.076	17	6165	1.381
09:00 - 10:00	17	6165	0.878	17	6165	0.219	17	6165	1.097
10:00 - 11:00	17	6165	0.386	17	6165	0.269	17	6165	0.655
11:00 - 12:00	17	6165	0.310	17	6165	0.289	17	6165	0.599
12:00 - 13:00	17	6165	0.320	17	6165	0.340	17	6165	0.660
13:00 - 14:00	17	6165	0.340	17	6165	0.336	17	6165	0.676
14:00 - 15:00	17	6165	0.247	17	6165	0.328	17	6165	0.575
15:00 - 16:00	17	6165	0.222	17	6165	0.484	17	6165	0.706
16:00 - 17:00	17	6165	0.152	17	6165	0.953	17	6165	1.105
17:00 - 18:00	17	6165	0.073	17	6165	1.102	17	6165	1.175
18:00 - 19:00	17	6165	0.039	17	6165	0.280	17	6165	0.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.883			4.719			9.602

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.145	17	6165	0.006	17	6165	0.151
08:00 - 09:00	17	6165	0.312	17	6165	0.062	17	6165	0.374
09:00 - 10:00	17	6165	0.287	17	6165	0.097	17	6165	0.384
10:00 - 11:00	17	6165	0.297	17	6165	0.238	17	6165	0.535
11:00 - 12:00	17	6165	0.261	17	6165	0.381	17	6165	0.642
12:00 - 13:00	17	6165	1.017	17	6165	1.455	17	6165	2.472
13:00 - 14:00	17	6165	1.192	17	6165	0.857	17	6165	2.049
14:00 - 15:00	17	6165	0.541	17	6165	0.381	17	6165	0.922
15:00 - 16:00	17	6165	0.217	17	6165	0.337	17	6165	0.554
16:00 - 17:00	17	6165	0.122	17	6165	0.298	17	6165	0.420
17:00 - 18:00	17	6165	0.031	17	6165	0.313	17	6165	0.344
18:00 - 19:00	17	6165	0.010	17	6165	0.085	17	6165	0.095
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.432			4.510			8.942

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.102	17	6165	0.000	17	6165	0.102
08:00 - 09:00	17	6165	0.191	17	6165	0.008	17	6165	0.199
09:00 - 10:00	17	6165	0.129	17	6165	0.017	17	6165	0.146
10:00 - 11:00	17	6165	0.078	17	6165	0.053	17	6165	0.131
11:00 - 12:00	17	6165	0.078	17	6165	0.073	17	6165	0.151
12:00 - 13:00	17	6165	0.073	17	6165	0.069	17	6165	0.142
13:00 - 14:00	17	6165	0.043	17	6165	0.050	17	6165	0.093
14:00 - 15:00	17	6165	0.052	17	6165	0.058	17	6165	0.110
15:00 - 16:00	17	6165	0.031	17	6165	0.090	17	6165	0.121
16:00 - 17:00	17	6165	0.027	17	6165	0.125	17	6165	0.152
17:00 - 18:00	17	6165	0.005	17	6165	0.171	17	6165	0.176
18:00 - 19:00	17	6165	0.001	17	6165	0.045	17	6165	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.810			0.759			1.569

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.099	17	6165	0.003	17	6165	0.102
08:00 - 09:00	17	6165	0.157	17	6165	0.009	17	6165	0.166
09:00 - 10:00	17	6165	0.111	17	6165	0.002	17	6165	0.113
10:00 - 11:00	17	6165	0.019	17	6165	0.006	17	6165	0.025
11:00 - 12:00	17	6165	0.014	17	6165	0.004	17	6165	0.018
12:00 - 13:00	17	6165	0.013	17	6165	0.010	17	6165	0.023
13:00 - 14:00	17	6165	0.005	17	6165	0.004	17	6165	0.009
14:00 - 15:00	17	6165	0.015	17	6165	0.037	17	6165	0.052
15:00 - 16:00	17	6165	0.009	17	6165	0.063	17	6165	0.072
16:00 - 17:00	17	6165	0.001	17	6165	0.117	17	6165	0.118
17:00 - 18:00	17	6165	0.004	17	6165	0.121	17	6165	0.125
18:00 - 19:00	17	6165	0.001	17	6165	0.035	17	6165	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.448			0.411			0.859

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
08:00 - 09:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
09:00 - 10:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
10:00 - 11:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
11:00 - 12:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
12:00 - 13:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
13:00 - 14:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
14:00 - 15:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
15:00 - 16:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
16:00 - 17:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
17:00 - 18:00	17	6165	0.000	17	6165	0.000	17	6165	0.000
18:00 - 19:00	17	6165	0.000	17	6165	0.000	17	6165	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

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.201	17	6165	0.003	17	6165	0.204
08:00 - 09:00	17	6165	0.348	17	6165	0.016	17	6165	0.364
09:00 - 10:00	17	6165	0.240	17	6165	0.019	17	6165	0.259
10:00 - 11:00	17	6165	0.097	17	6165	0.059	17	6165	0.156
11:00 - 12:00	17	6165	0.093	17	6165	0.076	17	6165	0.169
12:00 - 13:00	17	6165	0.087	17	6165	0.078	17	6165	0.165
13:00 - 14:00	17	6165	0.048	17	6165	0.053	17	6165	0.101
14:00 - 15:00	17	6165	0.067	17	6165	0.095	17	6165	0.162
15:00 - 16:00	17	6165	0.040	17	6165	0.153	17	6165	0.193
16:00 - 17:00	17	6165	0.028	17	6165	0.242	17	6165	0.270
17:00 - 18:00	17	6165	0.009	17	6165	0.292	17	6165	0.301
18:00 - 19:00	17	6165	0.002	17	6165	0.080	17	6165	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.260			1.166			2.426

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	6165	0.968	17	6165	0.053	17	6165	1.021
08:00 - 09:00	17	6165	2.002	17	6165	0.156	17	6165	2.158
09:00 - 10:00	17	6165	1.417	17	6165	0.336	17	6165	1.753
10:00 - 11:00	17	6165	0.789	17	6165	0.577	17	6165	1.366
11:00 - 12:00	17	6165	0.673	17	6165	0.754	17	6165	1.427
12:00 - 13:00	17	6165	1.431	17	6165	1.883	17	6165	3.314
13:00 - 14:00	17	6165	1.589	17	6165	1.252	17	6165	2.841
14:00 - 15:00	17	6165	0.857	17	6165	0.808	17	6165	1.665
15:00 - 16:00	17	6165	0.488	17	6165	0.983	17	6165	1.471
16:00 - 17:00	17	6165	0.306	17	6165	1.517	17	6165	1.823
17:00 - 18:00	17	6165	0.113	17	6165	1.733	17	6165	1.846
18:00 - 19:00	17	6165	0.053	17	6165	0.453	17	6165	0.506
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.686			10.505			21.191

Parameter summary

Trip rate parameter range selected: 610 - 45000 (units: sqm)
 Survey date range: 01/01/10 - 26/09/16
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

Calculation Reference: AUDIT-720101-171102-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 6 to 154 (units:)
 Range Selected by User: 6 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 09/11/16

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	4 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	2
Edge of Town Centre	7

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	4
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

Travel Plan:

No	9 days
----	--------

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET	BLOCK OF FLATS		CUMBRIA
	CARLISLE Town Centre Built-Up Zone Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
2	EX-03-C-01 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings:	6		ESSEX
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
3	EX-03-C-02 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings:	94		ESSEX
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
4	GM-03-C-02 WHITWORTH STREET W.	BLOCK OF FLATS		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL	
5	NF-03-C-01 PAGE STAIR LANE	BLOCKS OF FLATS		NORFOLK
	KING'S LYNN Edge of Town Centre Built-Up Zone Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
6	SA-03-C-01 RACECOURSE ROAD	BLOCK OF FLATS		SOUTH AYRSHIRE
	AYR Edge of Town Centre Residential Zone Total Number of dwellings:	51		
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL	
7	SF-03-C-01 STATION HILL	BLOCKS OF FLATS		SUFFOLK
	BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	
8	SR-03-C-01 FORTHESIDE WAY	FLATS		STIRLING
	STIRLING Edge of Town Centre No Sub Category Total Number of dwellings:	80		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	SR-03-C-02	FLATS	STIRLING
	ROSEBERRY TERRACE		
	STIRLING		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.034	9	68	0.077	9	68	0.111
08:00 - 09:00	9	68	0.043	9	68	0.108	9	68	0.151
09:00 - 10:00	9	68	0.051	9	68	0.069	9	68	0.120
10:00 - 11:00	9	68	0.071	9	68	0.087	9	68	0.158
11:00 - 12:00	9	68	0.074	9	68	0.089	9	68	0.163
12:00 - 13:00	9	68	0.110	9	68	0.067	9	68	0.177
13:00 - 14:00	9	68	0.080	9	68	0.108	9	68	0.188
14:00 - 15:00	9	68	0.084	9	68	0.094	9	68	0.178
15:00 - 16:00	9	68	0.069	9	68	0.054	9	68	0.123
16:00 - 17:00	9	68	0.103	9	68	0.072	9	68	0.175
17:00 - 18:00	9	68	0.141	9	68	0.087	9	68	0.228
18:00 - 19:00	9	68	0.099	9	68	0.076	9	68	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.959			0.988			1.947

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.002	9	68	0.002	9	68	0.004
08:00 - 09:00	9	68	0.000	9	68	0.002	9	68	0.002
09:00 - 10:00	9	68	0.000	9	68	0.000	9	68	0.000
10:00 - 11:00	9	68	0.002	9	68	0.002	9	68	0.004
11:00 - 12:00	9	68	0.005	9	68	0.005	9	68	0.010
12:00 - 13:00	9	68	0.003	9	68	0.003	9	68	0.006
13:00 - 14:00	9	68	0.007	9	68	0.007	9	68	0.014
14:00 - 15:00	9	68	0.002	9	68	0.002	9	68	0.004
15:00 - 16:00	9	68	0.002	9	68	0.002	9	68	0.004
16:00 - 17:00	9	68	0.007	9	68	0.005	9	68	0.012
17:00 - 18:00	9	68	0.007	9	68	0.003	9	68	0.010
18:00 - 19:00	9	68	0.002	9	68	0.003	9	68	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.036			0.075

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.000	9	68	0.000	9	68	0.000
08:00 - 09:00	9	68	0.002	9	68	0.000	9	68	0.002
09:00 - 10:00	9	68	0.003	9	68	0.005	9	68	0.008
10:00 - 11:00	9	68	0.000	9	68	0.000	9	68	0.000
11:00 - 12:00	9	68	0.000	9	68	0.000	9	68	0.000
12:00 - 13:00	9	68	0.002	9	68	0.002	9	68	0.004
13:00 - 14:00	9	68	0.002	9	68	0.002	9	68	0.004
14:00 - 15:00	9	68	0.002	9	68	0.002	9	68	0.004
15:00 - 16:00	9	68	0.000	9	68	0.000	9	68	0.000
16:00 - 17:00	9	68	0.000	9	68	0.000	9	68	0.000
17:00 - 18:00	9	68	0.000	9	68	0.000	9	68	0.000
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.000	9	68	0.000	9	68	0.000
08:00 - 09:00	9	68	0.000	9	68	0.000	9	68	0.000
09:00 - 10:00	9	68	0.000	9	68	0.000	9	68	0.000
10:00 - 11:00	9	68	0.002	9	68	0.002	9	68	0.004
11:00 - 12:00	9	68	0.002	9	68	0.002	9	68	0.004
12:00 - 13:00	9	68	0.000	9	68	0.000	9	68	0.000
13:00 - 14:00	9	68	0.000	9	68	0.000	9	68	0.000
14:00 - 15:00	9	68	0.000	9	68	0.000	9	68	0.000
15:00 - 16:00	9	68	0.002	9	68	0.000	9	68	0.002
16:00 - 17:00	9	68	0.000	9	68	0.002	9	68	0.002
17:00 - 18:00	9	68	0.000	9	68	0.000	9	68	0.000
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.002	9	68	0.008	9	68	0.010
08:00 - 09:00	9	68	0.002	9	68	0.003	9	68	0.005
09:00 - 10:00	9	68	0.003	9	68	0.003	9	68	0.006
10:00 - 11:00	9	68	0.000	9	68	0.005	9	68	0.005
11:00 - 12:00	9	68	0.005	9	68	0.002	9	68	0.007
12:00 - 13:00	9	68	0.003	9	68	0.008	9	68	0.011
13:00 - 14:00	9	68	0.000	9	68	0.000	9	68	0.000
14:00 - 15:00	9	68	0.000	9	68	0.000	9	68	0.000
15:00 - 16:00	9	68	0.003	9	68	0.002	9	68	0.005
16:00 - 17:00	9	68	0.000	9	68	0.002	9	68	0.002
17:00 - 18:00	9	68	0.008	9	68	0.000	9	68	0.008
18:00 - 19:00	9	68	0.005	9	68	0.000	9	68	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.033			0.064

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.041	9	68	0.094	9	68	0.135
08:00 - 09:00	9	68	0.048	9	68	0.148	9	68	0.196
09:00 - 10:00	9	68	0.062	9	68	0.089	9	68	0.151
10:00 - 11:00	9	68	0.090	9	68	0.112	9	68	0.202
11:00 - 12:00	9	68	0.090	9	68	0.120	9	68	0.210
12:00 - 13:00	9	68	0.131	9	68	0.094	9	68	0.225
13:00 - 14:00	9	68	0.107	9	68	0.128	9	68	0.235
14:00 - 15:00	9	68	0.105	9	68	0.125	9	68	0.230
15:00 - 16:00	9	68	0.094	9	68	0.077	9	68	0.171
16:00 - 17:00	9	68	0.140	9	68	0.092	9	68	0.232
17:00 - 18:00	9	68	0.186	9	68	0.117	9	68	0.303
18:00 - 19:00	9	68	0.128	9	68	0.103	9	68	0.231
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.222			1.299			2.521

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.010	9	68	0.026	9	68	0.036
08:00 - 09:00	9	68	0.015	9	68	0.140	9	68	0.155
09:00 - 10:00	9	68	0.028	9	68	0.103	9	68	0.131
10:00 - 11:00	9	68	0.046	9	68	0.048	9	68	0.094
11:00 - 12:00	9	68	0.067	9	68	0.053	9	68	0.120
12:00 - 13:00	9	68	0.082	9	68	0.080	9	68	0.162
13:00 - 14:00	9	68	0.080	9	68	0.072	9	68	0.152
14:00 - 15:00	9	68	0.094	9	68	0.051	9	68	0.145
15:00 - 16:00	9	68	0.085	9	68	0.077	9	68	0.162
16:00 - 17:00	9	68	0.126	9	68	0.122	9	68	0.248
17:00 - 18:00	9	68	0.154	9	68	0.076	9	68	0.230
18:00 - 19:00	9	68	0.097	9	68	0.043	9	68	0.140
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.884			0.891			1.775

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.000	9	68	0.025	9	68	0.025
08:00 - 09:00	9	68	0.002	9	68	0.043	9	68	0.045
09:00 - 10:00	9	68	0.003	9	68	0.016	9	68	0.019
10:00 - 11:00	9	68	0.003	9	68	0.010	9	68	0.013
11:00 - 12:00	9	68	0.005	9	68	0.005	9	68	0.010
12:00 - 13:00	9	68	0.008	9	68	0.015	9	68	0.023
13:00 - 14:00	9	68	0.003	9	68	0.008	9	68	0.011
14:00 - 15:00	9	68	0.003	9	68	0.002	9	68	0.005
15:00 - 16:00	9	68	0.026	9	68	0.007	9	68	0.033
16:00 - 17:00	9	68	0.031	9	68	0.007	9	68	0.038
17:00 - 18:00	9	68	0.030	9	68	0.002	9	68	0.032
18:00 - 19:00	9	68	0.010	9	68	0.002	9	68	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.142			0.266

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.002	9	68	0.041	9	68	0.043
08:00 - 09:00	9	68	0.003	9	68	0.039	9	68	0.042
09:00 - 10:00	9	68	0.000	9	68	0.011	9	68	0.011
10:00 - 11:00	9	68	0.002	9	68	0.005	9	68	0.007
11:00 - 12:00	9	68	0.002	9	68	0.007	9	68	0.009
12:00 - 13:00	9	68	0.003	9	68	0.011	9	68	0.014
13:00 - 14:00	9	68	0.002	9	68	0.005	9	68	0.007
14:00 - 15:00	9	68	0.005	9	68	0.002	9	68	0.007
15:00 - 16:00	9	68	0.011	9	68	0.000	9	68	0.011
16:00 - 17:00	9	68	0.015	9	68	0.008	9	68	0.023
17:00 - 18:00	9	68	0.071	9	68	0.003	9	68	0.074
18:00 - 19:00	9	68	0.025	9	68	0.000	9	68	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.132			0.273

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.000	9	68	0.000	9	68	0.000
08:00 - 09:00	9	68	0.000	9	68	0.000	9	68	0.000
09:00 - 10:00	9	68	0.000	9	68	0.000	9	68	0.000
10:00 - 11:00	9	68	0.000	9	68	0.003	9	68	0.003
11:00 - 12:00	9	68	0.016	9	68	0.002	9	68	0.018
12:00 - 13:00	9	68	0.000	9	68	0.000	9	68	0.000
13:00 - 14:00	9	68	0.000	9	68	0.000	9	68	0.000
14:00 - 15:00	9	68	0.000	9	68	0.000	9	68	0.000
15:00 - 16:00	9	68	0.002	9	68	0.000	9	68	0.002
16:00 - 17:00	9	68	0.000	9	68	0.000	9	68	0.000
17:00 - 18:00	9	68	0.000	9	68	0.000	9	68	0.000
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.005			0.023

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.002	9	68	0.066	9	68	0.068
08:00 - 09:00	9	68	0.005	9	68	0.082	9	68	0.087
09:00 - 10:00	9	68	0.003	9	68	0.028	9	68	0.031
10:00 - 11:00	9	68	0.005	9	68	0.018	9	68	0.023
11:00 - 12:00	9	68	0.023	9	68	0.013	9	68	0.036
12:00 - 13:00	9	68	0.011	9	68	0.026	9	68	0.037
13:00 - 14:00	9	68	0.005	9	68	0.013	9	68	0.018
14:00 - 15:00	9	68	0.007	9	68	0.003	9	68	0.010
15:00 - 16:00	9	68	0.039	9	68	0.007	9	68	0.046
16:00 - 17:00	9	68	0.046	9	68	0.015	9	68	0.061
17:00 - 18:00	9	68	0.100	9	68	0.005	9	68	0.105
18:00 - 19:00	9	68	0.034	9	68	0.002	9	68	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.280			0.278			0.558

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	68	0.054	9	68	0.194	9	68	0.248
08:00 - 09:00	9	68	0.069	9	68	0.373	9	68	0.442
09:00 - 10:00	9	68	0.097	9	68	0.223	9	68	0.320
10:00 - 11:00	9	68	0.141	9	68	0.182	9	68	0.323
11:00 - 12:00	9	68	0.186	9	68	0.187	9	68	0.373
12:00 - 13:00	9	68	0.228	9	68	0.209	9	68	0.437
13:00 - 14:00	9	68	0.192	9	68	0.213	9	68	0.405
14:00 - 15:00	9	68	0.205	9	68	0.179	9	68	0.384
15:00 - 16:00	9	68	0.222	9	68	0.163	9	68	0.385
16:00 - 17:00	9	68	0.312	9	68	0.230	9	68	0.542
17:00 - 18:00	9	68	0.448	9	68	0.197	9	68	0.645
18:00 - 19:00	9	68	0.264	9	68	0.148	9	68	0.412
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.418			2.498			4.916

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date date range:	01/01/10 - 09/11/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-720101-171214-1245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 525 to 900 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/09/16

Selected survey days:

Monday	1 days
Friday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	1

Selected Location Sub Categories:

Built-Up Zone	1
High Street	1

Secondary Filtering selection:

Use Class:

A3	2 days
----	--------

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	1 days

Travel Plan:

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	DC-06-B-02 PREZZO HIGH WEST STREET DORCHESTER Town Centre High Street Total Gross floor area: Survey date: FRIDAY	525 sqm 16/09/16	DORSET Survey Type: MANUAL
2	GM-06-B-03 PIZZA HUT WELLINGTON ROAD STH. STOCKPORT Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: MONDAY	900 sqm 23/11/09	GREATER MANCHESTER Survey Type: MANUAL

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.421	2	713	0.140	2	713	0.561
13:00 - 14:00	2	713	0.421	2	713	0.211	2	713	0.632
14:00 - 15:00	2	713	0.211	2	713	0.211	2	713	0.422
15:00 - 16:00	2	713	0.140	2	713	0.491	2	713	0.631
16:00 - 17:00	2	713	0.140	2	713	0.070	2	713	0.210
17:00 - 18:00	2	713	0.561	2	713	0.211	2	713	0.772
18:00 - 19:00	2	713	1.474	2	713	0.421	2	713	1.895
19:00 - 20:00	2	713	0.842	2	713	0.772	2	713	1.614
20:00 - 21:00	2	713	0.140	2	713	0.491	2	713	0.631
21:00 - 22:00	2	713	0.211	2	713	0.772	2	713	0.983
22:00 - 23:00	2	713	0.000	2	713	0.702	2	713	0.702
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			4.751			4.492			9.243

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.070	2	713	0.070	2	713	0.140
13:00 - 14:00	2	713	0.000	2	713	0.000	2	713	0.000
14:00 - 15:00	2	713	0.000	2	713	0.000	2	713	0.000
15:00 - 16:00	2	713	0.000	2	713	0.000	2	713	0.000
16:00 - 17:00	2	713	0.000	2	713	0.000	2	713	0.000
17:00 - 18:00	2	713	0.000	2	713	0.000	2	713	0.000
18:00 - 19:00	2	713	0.000	2	713	0.000	2	713	0.000
19:00 - 20:00	2	713	0.000	2	713	0.000	2	713	0.000
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.000	2	713	0.000
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			0.070			0.070			0.140

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.000	2	713	0.000	2	713	0.000
13:00 - 14:00	2	713	0.000	2	713	0.000	2	713	0.000
14:00 - 15:00	2	713	0.000	2	713	0.000	2	713	0.000
15:00 - 16:00	2	713	0.000	2	713	0.000	2	713	0.000
16:00 - 17:00	2	713	0.000	2	713	0.000	2	713	0.000
17:00 - 18:00	2	713	0.000	2	713	0.000	2	713	0.000
18:00 - 19:00	2	713	0.000	2	713	0.000	2	713	0.000
19:00 - 20:00	2	713	0.000	2	713	0.000	2	713	0.000
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.000	2	713	0.000
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.000	2	713	0.000	2	713	0.000
13:00 - 14:00	2	713	0.000	2	713	0.000	2	713	0.000
14:00 - 15:00	2	713	0.000	2	713	0.000	2	713	0.000
15:00 - 16:00	2	713	0.000	2	713	0.000	2	713	0.000
16:00 - 17:00	2	713	0.000	2	713	0.000	2	713	0.000
17:00 - 18:00	2	713	0.000	2	713	0.000	2	713	0.000
18:00 - 19:00	2	713	0.000	2	713	0.000	2	713	0.000
19:00 - 20:00	2	713	0.000	2	713	0.000	2	713	0.000
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.000	2	713	0.000
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.000	2	713	0.000	2	713	0.000
13:00 - 14:00	2	713	0.000	2	713	0.000	2	713	0.000
14:00 - 15:00	2	713	0.000	2	713	0.000	2	713	0.000
15:00 - 16:00	2	713	0.000	2	713	0.000	2	713	0.000
16:00 - 17:00	2	713	0.000	2	713	0.000	2	713	0.000
17:00 - 18:00	2	713	0.000	2	713	0.000	2	713	0.000
18:00 - 19:00	2	713	0.000	2	713	0.000	2	713	0.000
19:00 - 20:00	2	713	0.000	2	713	0.000	2	713	0.000
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.000	2	713	0.000
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.702	2	713	0.211	2	713	0.913
13:00 - 14:00	2	713	0.772	2	713	0.421	2	713	1.193
14:00 - 15:00	2	713	0.351	2	713	0.421	2	713	0.772
15:00 - 16:00	2	713	0.140	2	713	0.702	2	713	0.842
16:00 - 17:00	2	713	0.140	2	713	0.140	2	713	0.280
17:00 - 18:00	2	713	1.193	2	713	0.211	2	713	1.404
18:00 - 19:00	2	713	2.456	2	713	0.702	2	713	3.158
19:00 - 20:00	2	713	1.474	2	713	1.684	2	713	3.158
20:00 - 21:00	2	713	0.421	2	713	0.772	2	713	1.193
21:00 - 22:00	2	713	0.140	2	713	1.263	2	713	1.403
22:00 - 23:00	2	713	0.000	2	713	1.333	2	713	1.333
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			7.979			7.860			15.839

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.381	1	525	0.000	1	525	0.381
11:00 - 12:00	2	713	0.281	2	713	0.070	2	713	0.351
12:00 - 13:00	2	713	1.123	2	713	0.561	2	713	1.684
13:00 - 14:00	2	713	0.632	2	713	0.912	2	713	1.544
14:00 - 15:00	2	713	0.351	2	713	0.281	2	713	0.632
15:00 - 16:00	2	713	0.281	2	713	0.561	2	713	0.842
16:00 - 17:00	2	713	0.842	2	713	0.632	2	713	1.474
17:00 - 18:00	2	713	0.632	2	713	0.351	2	713	0.983
18:00 - 19:00	2	713	0.632	2	713	0.632	2	713	1.264
19:00 - 20:00	2	713	0.281	2	713	0.702	2	713	0.983
20:00 - 21:00	2	713	0.281	2	713	0.000	2	713	0.281
21:00 - 22:00	2	713	0.140	2	713	0.281	2	713	0.421
22:00 - 23:00	2	713	0.000	2	713	0.491	2	713	0.491
23:00 - 24:00	1	525	0.000	1	525	0.571	1	525	0.571
Total Rates:			5.857				6.045	11.902	

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	713	0.140	2	713	0.070	2	713	0.210
12:00 - 13:00	2	713	0.000	2	713	0.070	2	713	0.070
13:00 - 14:00	2	713	0.561	2	713	0.211	2	713	0.772
14:00 - 15:00	2	713	0.000	2	713	0.140	2	713	0.140
15:00 - 16:00	2	713	0.140	2	713	0.281	2	713	0.421
16:00 - 17:00	2	713	0.421	2	713	0.421	2	713	0.842
17:00 - 18:00	2	713	0.561	2	713	0.211	2	713	0.772
18:00 - 19:00	2	713	0.421	2	713	0.561	2	713	0.982
19:00 - 20:00	2	713	0.000	2	713	0.140	2	713	0.140
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.070	2	713	0.070
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.190	1	525	0.190
Total Rates:			2.434			2.365			4.799

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.140	2	713	0.000	2	713	0.140
13:00 - 14:00	2	713	0.140	2	713	0.140	2	713	0.280
14:00 - 15:00	2	713	0.140	2	713	0.140	2	713	0.280
15:00 - 16:00	2	713	0.000	2	713	0.070	2	713	0.070
16:00 - 17:00	2	713	0.281	2	713	0.070	2	713	0.351
17:00 - 18:00	2	713	0.000	2	713	0.211	2	713	0.211
18:00 - 19:00	2	713	0.000	2	713	0.070	2	713	0.070
19:00 - 20:00	2	713	0.000	2	713	0.000	2	713	0.000
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.000	2	713	0.000
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			0.701			0.701			1.402

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	713	0.000	2	713	0.000	2	713	0.000
12:00 - 13:00	2	713	0.000	2	713	0.000	2	713	0.000
13:00 - 14:00	2	713	0.000	2	713	0.000	2	713	0.000
14:00 - 15:00	2	713	0.000	2	713	0.000	2	713	0.000
15:00 - 16:00	2	713	0.000	2	713	0.000	2	713	0.000
16:00 - 17:00	2	713	0.000	2	713	0.000	2	713	0.000
17:00 - 18:00	2	713	0.000	2	713	0.000	2	713	0.000
18:00 - 19:00	2	713	0.000	2	713	0.000	2	713	0.000
19:00 - 20:00	2	713	0.000	2	713	0.000	2	713	0.000
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000
21:00 - 22:00	2	713	0.000	2	713	0.000	2	713	0.000
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			0.000	0.000			0.000		

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS			
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00										
08:00 - 09:00										
09:00 - 10:00										
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190	
11:00 - 12:00	2	713	0.140	2	713	0.070	2	713	0.210	
12:00 - 13:00	2	713	0.140	2	713	0.070	2	713	0.210	
13:00 - 14:00	2	713	0.702	2	713	0.351	2	713	1.053	
14:00 - 15:00	2	713	0.140	2	713	0.281	2	713	0.421	
15:00 - 16:00	2	713	0.140	2	713	0.351	2	713	0.491	
16:00 - 17:00	2	713	0.702	2	713	0.491	2	713	1.193	
17:00 - 18:00	2	713	0.561	2	713	0.421	2	713	0.982	
18:00 - 19:00	2	713	0.421	2	713	0.632	2	713	1.053	
19:00 - 20:00	2	713	0.000	2	713	0.140	2	713	0.140	
20:00 - 21:00	2	713	0.000	2	713	0.000	2	713	0.000	
21:00 - 22:00	2	713	0.000	2	713	0.070	2	713	0.070	
22:00 - 23:00	2	713	0.000	2	713	0.000	2	713	0.000	
23:00 - 24:00	1	525	0.000	1	525	0.190	1	525	0.190	
Total Rates:			3.136				3.067			6.203

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.762	1	525	0.000	1	525	0.762
11:00 - 12:00	2	713	0.421	2	713	0.140	2	713	0.561
12:00 - 13:00	2	713	1.965	2	713	0.842	2	713	2.807
13:00 - 14:00	2	713	2.105	2	713	1.684	2	713	3.789
14:00 - 15:00	2	713	0.842	2	713	0.982	2	713	1.824
15:00 - 16:00	2	713	0.561	2	713	1.614	2	713	2.175
16:00 - 17:00	2	713	1.684	2	713	1.263	2	713	2.947
17:00 - 18:00	2	713	2.386	2	713	0.982	2	713	3.368
18:00 - 19:00	2	713	3.509	2	713	1.965	2	713	5.474
19:00 - 20:00	2	713	1.754	2	713	2.526	2	713	4.280
20:00 - 21:00	2	713	0.702	2	713	0.772	2	713	1.474
21:00 - 22:00	2	713	0.281	2	713	1.614	2	713	1.895
22:00 - 23:00	2	713	0.000	2	713	1.825	2	713	1.825
23:00 - 24:00	1	525	0.000	1	525	0.762	1	525	0.762
Total Rates:			16.972			16.971			33.943

Parameter summary

Trip rate parameter range selected:	525 - 900 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-720101-171101-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	2 days
	GC GLASGOW CITY	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 219 to 1500 (units: sqm)
 Range Selected by User: 70 to 1500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 07/04/17

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	2 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	1

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	4

Secondary Filtering selection:

Use Class:

A1	5 days
----	--------

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days

Population within 5 miles:

75,001 to 100,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
------------	--------

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	EB-01-O-01	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	EARL GREY STREET		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	28/05/15	Survey Type: MANUAL
2	EB-01-O-02	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	17/03/16	Survey Type: MANUAL
3	GC-01-O-01	SAINSBURY'S CENTRAL	GLASGOW CITY
	BUCHANAN STREET		
	GLASGOW		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: WEDNESDAY	25/06/14	Survey Type: MANUAL
4	NY-01-O-02	SAINSBURY'S LOCAL	NORTH YORKSHIRE
	COLD BATH ROAD		
	HARROGATE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: MONDAY	10/12/12	Survey Type: MANUAL
5	SY-01-O-01	SAINSBURY'S LOCAL	SOUTH YORKSHIRE
	DIVISION STREET		
	SHEFFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	219 sqm	
	Survey date: WEDNESDAY	12/12/12	Survey Type: MANUAL

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	1.605	5	748	1.204	5	748	2.809
08:00 - 09:00	5	748	2.166	5	748	1.364	5	748	3.530
09:00 - 10:00	5	748	1.658	5	748	1.658	5	748	3.316
10:00 - 11:00	5	748	1.391	5	748	1.257	5	748	2.648
11:00 - 12:00	5	748	2.086	5	748	1.738	5	748	3.824
12:00 - 13:00	5	748	1.845	5	748	1.551	5	748	3.396
13:00 - 14:00	5	748	1.845	5	748	1.311	5	748	3.156
14:00 - 15:00	5	748	2.380	5	748	2.648	5	748	5.028
15:00 - 16:00	5	748	2.675	5	748	2.514	5	748	5.189
16:00 - 17:00	5	748	2.113	5	748	2.247	5	748	4.360
17:00 - 18:00	5	748	2.781	5	748	3.343	5	748	6.124
18:00 - 19:00	5	748	1.926	5	748	3.316	5	748	5.242
19:00 - 20:00	5	748	2.086	5	748	1.471	5	748	3.557
20:00 - 21:00	5	748	0.883	5	748	1.177	5	748	2.060
21:00 - 22:00	5	748	0.588	5	748	0.909	5	748	1.497
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.028			27.708			55.736

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	0.187	5	748	0.187	5	748	0.374
08:00 - 09:00	5	748	0.080	5	748	0.080	5	748	0.160
09:00 - 10:00	5	748	0.053	5	748	0.053	5	748	0.106
10:00 - 11:00	5	748	0.000	5	748	0.000	5	748	0.000
11:00 - 12:00	5	748	0.267	5	748	0.267	5	748	0.534
12:00 - 13:00	5	748	0.000	5	748	0.000	5	748	0.000
13:00 - 14:00	5	748	0.107	5	748	0.107	5	748	0.214
14:00 - 15:00	5	748	0.214	5	748	0.214	5	748	0.428
15:00 - 16:00	5	748	0.027	5	748	0.027	5	748	0.054
16:00 - 17:00	5	748	0.267	5	748	0.267	5	748	0.534
17:00 - 18:00	5	748	0.321	5	748	0.321	5	748	0.642
18:00 - 19:00	5	748	0.214	5	748	0.187	5	748	0.401
19:00 - 20:00	5	748	0.107	5	748	0.134	5	748	0.241
20:00 - 21:00	5	748	0.187	5	748	0.187	5	748	0.374
21:00 - 22:00	5	748	0.134	5	748	0.134	5	748	0.268
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.165			2.165			4.330

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	0.107	5	748	0.107	5	748	0.214
08:00 - 09:00	5	748	0.000	5	748	0.000	5	748	0.000
09:00 - 10:00	5	748	0.027	5	748	0.027	5	748	0.054
10:00 - 11:00	5	748	0.000	5	748	0.000	5	748	0.000
11:00 - 12:00	5	748	0.053	5	748	0.053	5	748	0.106
12:00 - 13:00	5	748	0.000	5	748	0.000	5	748	0.000
13:00 - 14:00	5	748	0.000	5	748	0.000	5	748	0.000
14:00 - 15:00	5	748	0.000	5	748	0.000	5	748	0.000
15:00 - 16:00	5	748	0.000	5	748	0.000	5	748	0.000
16:00 - 17:00	5	748	0.000	5	748	0.000	5	748	0.000
17:00 - 18:00	5	748	0.000	5	748	0.000	5	748	0.000
18:00 - 19:00	5	748	0.000	5	748	0.000	5	748	0.000
19:00 - 20:00	5	748	0.000	5	748	0.000	5	748	0.000
20:00 - 21:00	5	748	0.000	5	748	0.000	5	748	0.000
21:00 - 22:00	5	748	0.027	5	748	0.000	5	748	0.027
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.187			0.401

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	0.000	5	748	0.000	5	748	0.000
08:00 - 09:00	5	748	0.000	5	748	0.000	5	748	0.000
09:00 - 10:00	5	748	0.000	5	748	0.000	5	748	0.000
10:00 - 11:00	5	748	0.000	5	748	0.000	5	748	0.000
11:00 - 12:00	5	748	0.000	5	748	0.000	5	748	0.000
12:00 - 13:00	5	748	0.000	5	748	0.000	5	748	0.000
13:00 - 14:00	5	748	0.000	5	748	0.000	5	748	0.000
14:00 - 15:00	5	748	0.000	5	748	0.000	5	748	0.000
15:00 - 16:00	5	748	0.000	5	748	0.000	5	748	0.000
16:00 - 17:00	5	748	0.000	5	748	0.000	5	748	0.000
17:00 - 18:00	5	748	0.000	5	748	0.000	5	748	0.000
18:00 - 19:00	5	748	0.000	5	748	0.000	5	748	0.000
19:00 - 20:00	5	748	0.000	5	748	0.000	5	748	0.000
20:00 - 21:00	5	748	0.000	5	748	0.000	5	748	0.000
21:00 - 22:00	5	748	0.000	5	748	0.000	5	748	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	0.080	5	748	0.053	5	748	0.133
08:00 - 09:00	5	748	0.187	5	748	0.321	5	748	0.508
09:00 - 10:00	5	748	0.053	5	748	0.027	5	748	0.080
10:00 - 11:00	5	748	0.053	5	748	0.080	5	748	0.133
11:00 - 12:00	5	748	0.107	5	748	0.107	5	748	0.214
12:00 - 13:00	5	748	0.107	5	748	0.107	5	748	0.214
13:00 - 14:00	5	748	0.187	5	748	0.053	5	748	0.240
14:00 - 15:00	5	748	0.053	5	748	0.080	5	748	0.133
15:00 - 16:00	5	748	0.134	5	748	0.080	5	748	0.214
16:00 - 17:00	5	748	0.107	5	748	0.160	5	748	0.267
17:00 - 18:00	5	748	0.107	5	748	0.294	5	748	0.401
18:00 - 19:00	5	748	0.107	5	748	0.160	5	748	0.267
19:00 - 20:00	5	748	0.080	5	748	0.187	5	748	0.267
20:00 - 21:00	5	748	0.134	5	748	0.107	5	748	0.241
21:00 - 22:00	5	748	0.053	5	748	0.160	5	748	0.213
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.549			1.976			3.525

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	1.631	5	748	1.097	5	748	2.728
08:00 - 09:00	5	748	2.942	5	748	1.498	5	748	4.440
09:00 - 10:00	5	748	1.872	5	748	1.845	5	748	3.717
10:00 - 11:00	5	748	1.765	5	748	1.498	5	748	3.263
11:00 - 12:00	5	748	2.621	5	748	2.407	5	748	5.028
12:00 - 13:00	5	748	2.300	5	748	1.926	5	748	4.226
13:00 - 14:00	5	748	2.247	5	748	1.471	5	748	3.718
14:00 - 15:00	5	748	2.541	5	748	3.183	5	748	5.724
15:00 - 16:00	5	748	3.530	5	748	3.183	5	748	6.713
16:00 - 17:00	5	748	2.781	5	748	2.888	5	748	5.669
17:00 - 18:00	5	748	3.129	5	748	3.985	5	748	7.114
18:00 - 19:00	5	748	2.621	5	748	4.359	5	748	6.980
19:00 - 20:00	5	748	2.781	5	748	1.979	5	748	4.760
20:00 - 21:00	5	748	1.150	5	748	1.417	5	748	2.567
21:00 - 22:00	5	748	0.802	5	748	1.123	5	748	1.925
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.713			33.859			68.572

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	3.718	5	748	6.312	5	748	10.030
08:00 - 09:00	5	748	7.221	5	748	14.844	5	748	22.065
09:00 - 10:00	5	748	8.211	5	748	9.628	5	748	17.839
10:00 - 11:00	5	748	8.826	5	748	8.398	5	748	17.224
11:00 - 12:00	5	748	10.725	5	748	11.768	5	748	22.493
12:00 - 13:00	5	748	41.375	5	748	41.428	5	748	82.803
13:00 - 14:00	5	748	32.415	5	748	36.561	5	748	68.976
14:00 - 15:00	5	748	14.496	5	748	15.325	5	748	29.821
15:00 - 16:00	5	748	12.490	5	748	13.506	5	748	25.996
16:00 - 17:00	5	748	12.971	5	748	11.714	5	748	24.685
17:00 - 18:00	5	748	23.348	5	748	17.866	5	748	41.214
18:00 - 19:00	5	748	16.395	5	748	13.694	5	748	30.089
19:00 - 20:00	5	748	16.609	5	748	14.897	5	748	31.506
20:00 - 21:00	5	748	11.902	5	748	12.249	5	748	24.151
21:00 - 22:00	5	748	8.692	5	748	9.281	5	748	17.973
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			229.394			237.471			466.865

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	5.590	5	748	3.798	5	748	9.388
08:00 - 09:00	5	748	9.601	5	748	3.932	5	748	13.533
09:00 - 10:00	5	748	3.423	5	748	2.113	5	748	5.536
10:00 - 11:00	5	748	3.744	5	748	3.825	5	748	7.569
11:00 - 12:00	5	748	5.697	5	748	3.878	5	748	9.575
12:00 - 13:00	5	748	3.691	5	748	3.183	5	748	6.874
13:00 - 14:00	5	748	4.975	5	748	3.397	5	748	8.372
14:00 - 15:00	5	748	6.579	5	748	5.429	5	748	12.008
15:00 - 16:00	5	748	7.061	5	748	6.365	5	748	13.426
16:00 - 17:00	5	748	5.750	5	748	6.526	5	748	12.276
17:00 - 18:00	5	748	7.863	5	748	11.982	5	748	19.845
18:00 - 19:00	5	748	6.285	5	748	7.810	5	748	14.095
19:00 - 20:00	5	748	3.022	5	748	5.937	5	748	8.959
20:00 - 21:00	5	748	2.434	5	748	2.487	5	748	4.921
21:00 - 22:00	5	748	2.086	5	748	3.076	5	748	5.162
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			77.801			73.738			151.539

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	3.209	5	748	1.417	5	748	4.626
08:00 - 09:00	5	748	5.456	5	748	3.129	5	748	8.585
09:00 - 10:00	5	748	2.300	5	748	1.872	5	748	4.172
10:00 - 11:00	5	748	1.578	5	748	1.204	5	748	2.782
11:00 - 12:00	5	748	3.343	5	748	2.541	5	748	5.884
12:00 - 13:00	5	748	2.434	5	748	1.551	5	748	3.985
13:00 - 14:00	5	748	4.306	5	748	4.868	5	748	9.174
14:00 - 15:00	5	748	3.076	5	748	2.835	5	748	5.911
15:00 - 16:00	5	748	3.691	5	748	3.611	5	748	7.302
16:00 - 17:00	5	748	2.621	5	748	3.958	5	748	6.579
17:00 - 18:00	5	748	3.611	5	748	4.440	5	748	8.051
18:00 - 19:00	5	748	2.541	5	748	3.771	5	748	6.312
19:00 - 20:00	5	748	2.487	5	748	2.354	5	748	4.841
20:00 - 21:00	5	748	1.712	5	748	1.391	5	748	3.103
21:00 - 22:00	5	748	0.856	5	748	0.241	5	748	1.097
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			43.221			39.183			82.404

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	0.000	5	748	0.000	5	748	0.000
08:00 - 09:00	5	748	0.000	5	748	0.000	5	748	0.000
09:00 - 10:00	5	748	0.000	5	748	0.000	5	748	0.000
10:00 - 11:00	5	748	0.000	5	748	0.000	5	748	0.000
11:00 - 12:00	5	748	0.000	5	748	0.000	5	748	0.000
12:00 - 13:00	5	748	0.000	5	748	0.000	5	748	0.000
13:00 - 14:00	5	748	0.000	5	748	0.000	5	748	0.000
14:00 - 15:00	5	748	0.000	5	748	0.000	5	748	0.000
15:00 - 16:00	5	748	0.000	5	748	0.000	5	748	0.000
16:00 - 17:00	5	748	0.000	5	748	0.000	5	748	0.000
17:00 - 18:00	5	748	0.000	5	748	0.000	5	748	0.000
18:00 - 19:00	5	748	0.000	5	748	0.000	5	748	0.000
19:00 - 20:00	5	748	0.000	5	748	0.000	5	748	0.000
20:00 - 21:00	5	748	0.000	5	748	0.000	5	748	0.000
21:00 - 22:00	5	748	0.000	5	748	0.000	5	748	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	8.799	5	748	5.215	5	748	14.014
08:00 - 09:00	5	748	15.058	5	748	7.061	5	748	22.119
09:00 - 10:00	5	748	5.723	5	748	3.985	5	748	9.708
10:00 - 11:00	5	748	5.322	5	748	5.028	5	748	10.350
11:00 - 12:00	5	748	9.040	5	748	6.419	5	748	15.459
12:00 - 13:00	5	748	6.125	5	748	4.734	5	748	10.859
13:00 - 14:00	5	748	9.281	5	748	8.264	5	748	17.545
14:00 - 15:00	5	748	9.655	5	748	8.264	5	748	17.919
15:00 - 16:00	5	748	10.752	5	748	9.976	5	748	20.728
16:00 - 17:00	5	748	8.371	5	748	10.484	5	748	18.855
17:00 - 18:00	5	748	11.474	5	748	16.422	5	748	27.896
18:00 - 19:00	5	748	8.826	5	748	11.581	5	748	20.407
19:00 - 20:00	5	748	5.509	5	748	8.291	5	748	13.800
20:00 - 21:00	5	748	4.145	5	748	3.878	5	748	8.023
21:00 - 22:00	5	748	2.942	5	748	3.316	5	748	6.258
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			121.022			112.918			233.940

Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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

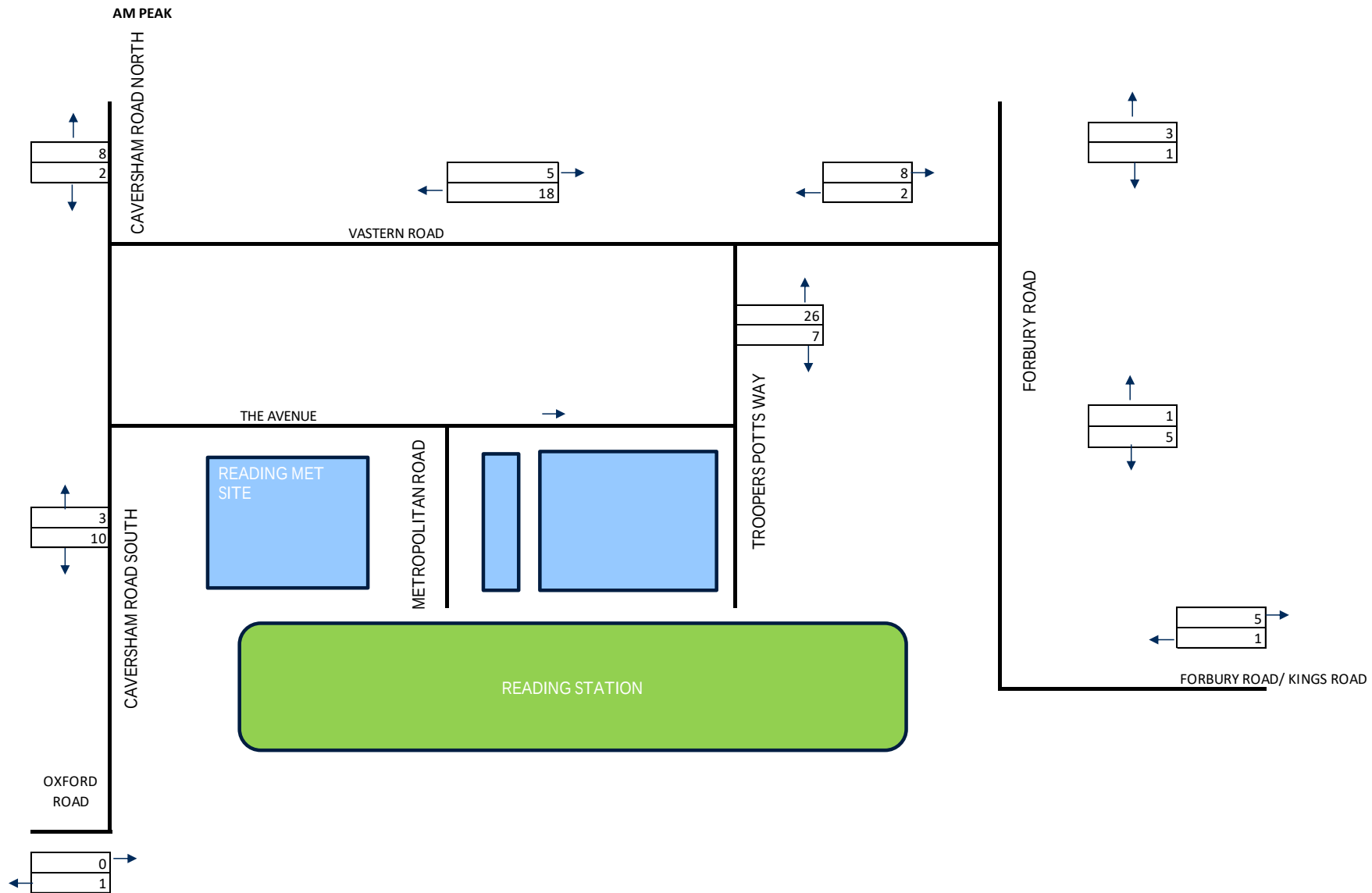
TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

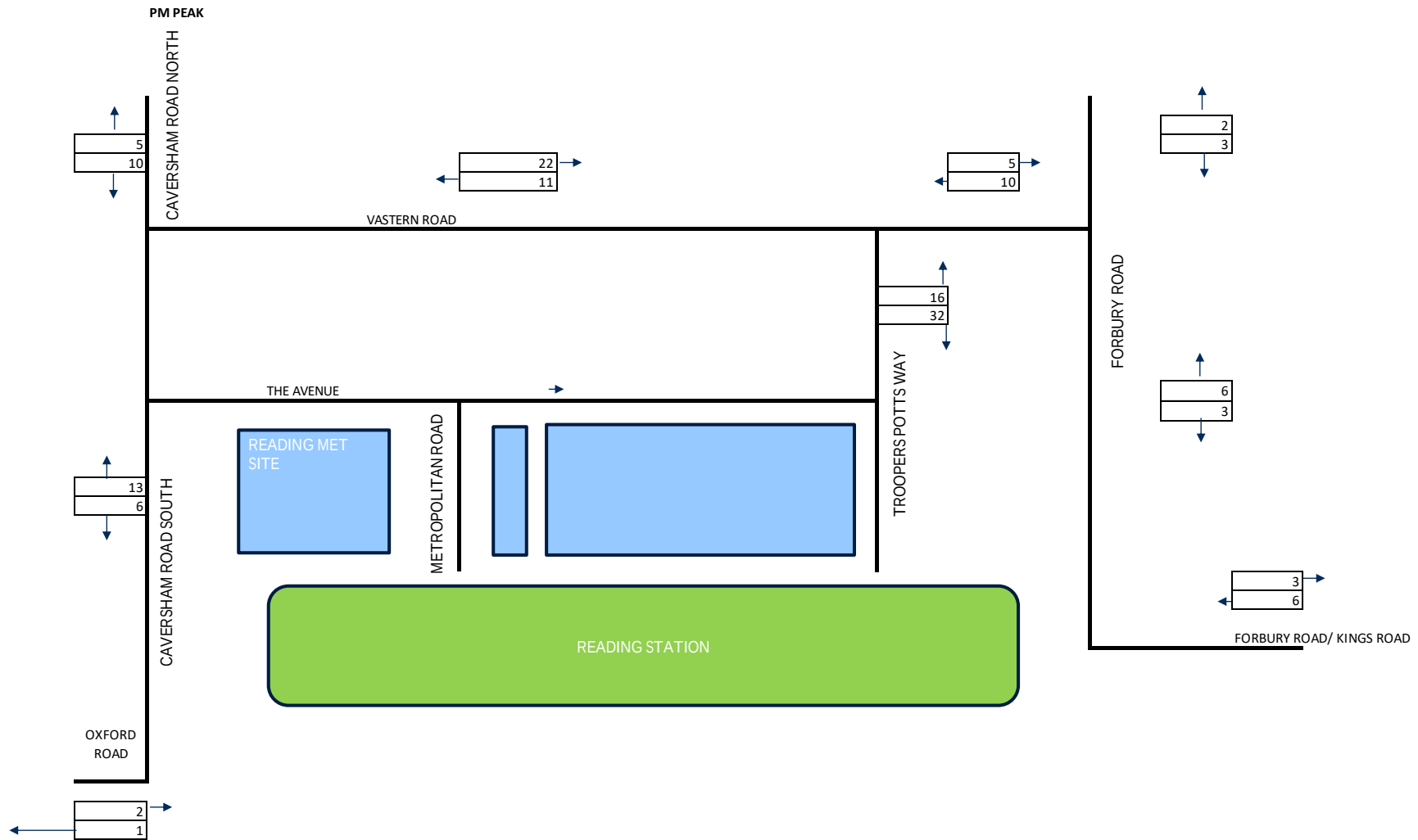
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	748	14.228	5	748	12.677	5	748	26.905
08:00 - 09:00	5	748	25.408	5	748	23.723	5	748	49.131
09:00 - 10:00	5	748	15.860	5	748	15.485	5	748	31.345
10:00 - 11:00	5	748	15.967	5	748	15.004	5	748	30.971
11:00 - 12:00	5	748	22.493	5	748	20.701	5	748	43.194
12:00 - 13:00	5	748	49.906	5	748	48.195	5	748	98.101
13:00 - 14:00	5	748	44.129	5	748	46.349	5	748	90.478
14:00 - 15:00	5	748	26.745	5	748	26.852	5	748	53.597
15:00 - 16:00	5	748	26.906	5	748	26.745	5	748	53.651
16:00 - 17:00	5	748	24.231	5	748	25.247	5	748	49.478
17:00 - 18:00	5	748	38.058	5	748	38.566	5	748	76.624
18:00 - 19:00	5	748	27.949	5	748	29.794	5	748	57.743
19:00 - 20:00	5	748	24.980	5	748	25.354	5	748	50.334
20:00 - 21:00	5	748	17.331	5	748	17.652	5	748	34.983
21:00 - 22:00	5	748	12.490	5	748	13.881	5	748	26.371
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			386.681			386.225			772.906

Parameter summary

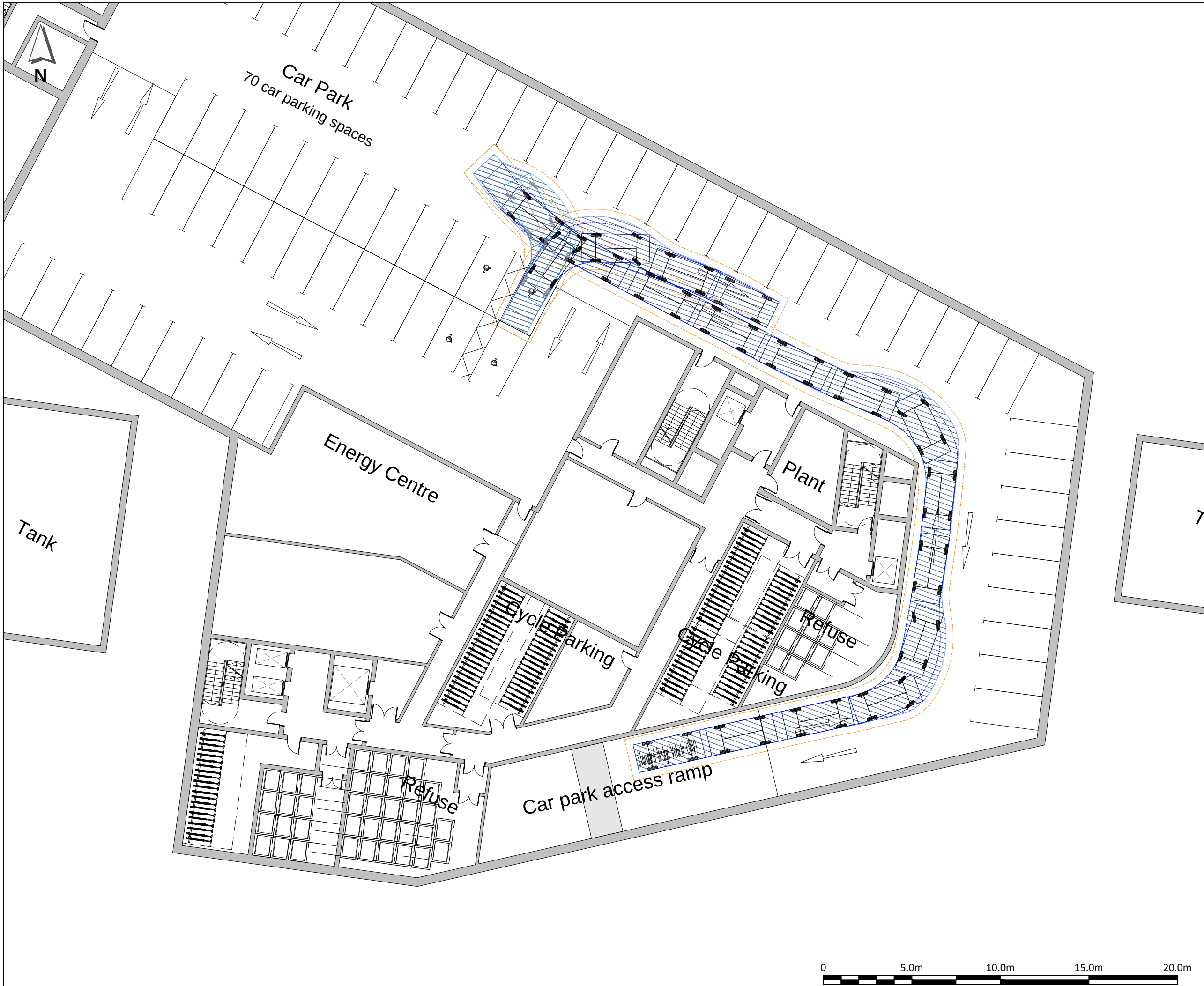
Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

G Traffic Flow Diagram

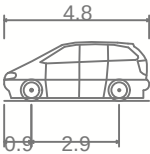




H Swept Paths



- NOTES:
1. THIS DRAWING IS BASED ON 'FLOORPLAN-C-0-099.DWG' PROVIDED BY TP BENNETT ON 11.12.18.
 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 3. DO NOT SCALE FROM THIS DRAWING.



Standard Design Vehicle (SDV)

Overall Length _____ 4.800m
Overall Width _____ 2.000m
Overall Body Height _____ 1.950m
Min Body Ground Clearance _____ 0.100m
Track Width _____ 2.000m
Lock to Lock Time _____ 4.00s
Wall to Wall Turning Radius _____ 6.000m

Hatched Body Envelope 
500mm Offset Envelope 
Wheel Tracks 

P0	13DEC18	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

Drawing Title:

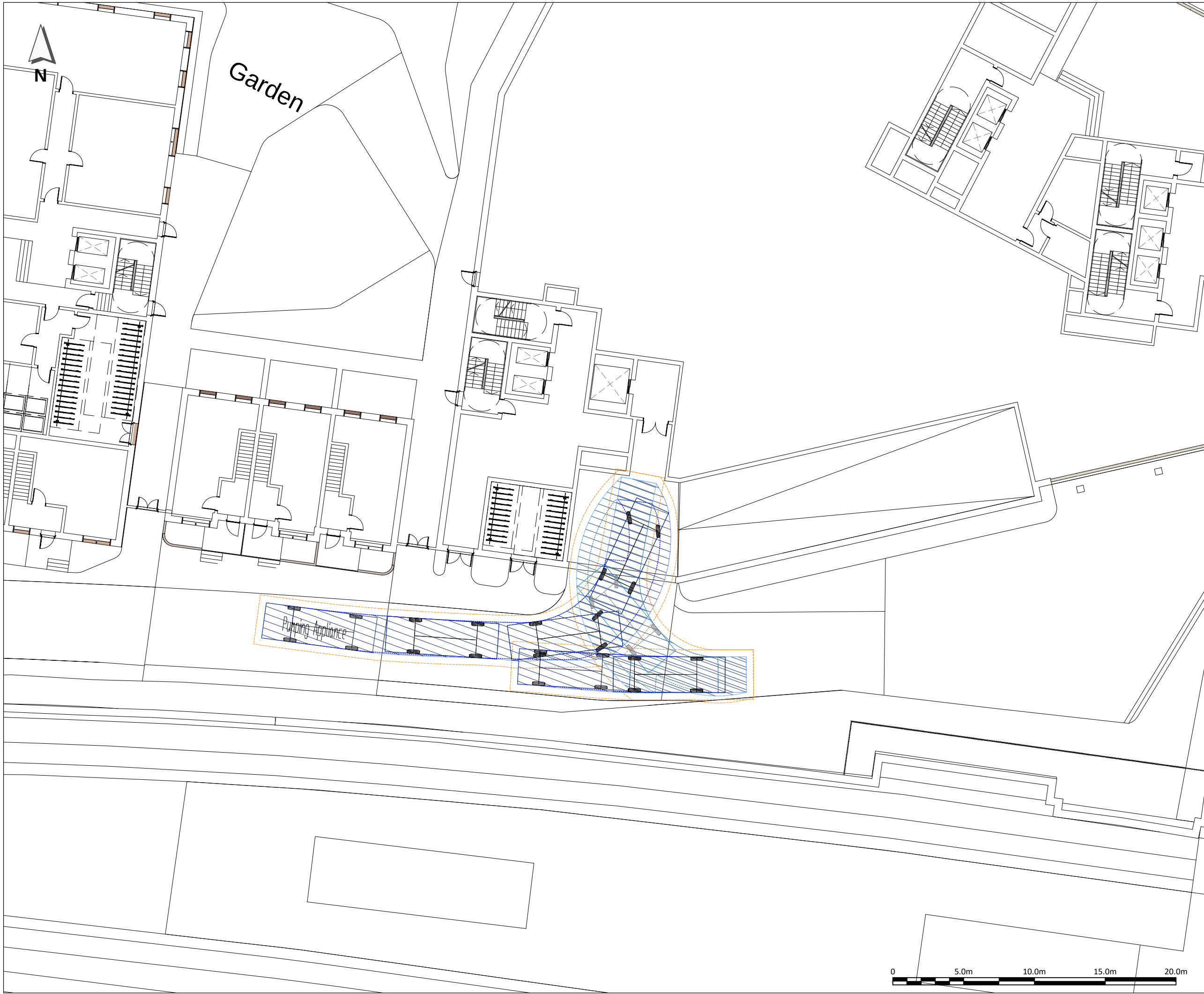
BASEMENT CAR PARK
SWEPT PATH ANALYSIS

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:200	Suitability S2	Rev. P0
----------	--------------	----------------	---------

Drawing No.
23061101-SDG-HGN-100-DR-D-01003

DATE: 13/12/2018 CAD REFERENCE: \\fileserver\ref\Drawings\London\Project\23061101-SDG-HGN-100-DR-D-01003-1.dwg Layer: 1



- NOTES:**
- 1. THIS DRAWING IS BASED ON 'FLOORPLAN-C-0-100.DWG' PROVIDED BY TP BENNETT ON 11.12.18.
 - 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - 3. DO NOT SCALE FROM THIS DRAWING.

LFB Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

P0	13DEC18	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

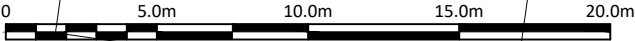
Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 1 OF 5)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability S2	Rev. P0
----------	--------------	----------------	---------

Drawing No. 23061101-SDG-HGN-100-DR-D-01004





- NOTES:**
1. THIS DRAWING IS BASED ON 'FLOORPLAN-C-0-100.DWG' PROVIDED BY TP BENNETT ON 11.12.18.
 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 3. DO NOT SCALE FROM THIS DRAWING.

7.5t Box Van
Overall Length _____ 8.010m
Overall Width _____ 2.100m
Overall Body Height _____ 3.556m
Min Body Ground Clearance _____ 0.351m
Track Width _____ 2.064m
Lock to Lock Time _____ 4.00s
Kerb to Kerb Turning Radius _____ 7.400m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	13DEC18	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client:
HERMES PROPERTY UNIT TRUST

Project Title:
READING METROPOLITAN

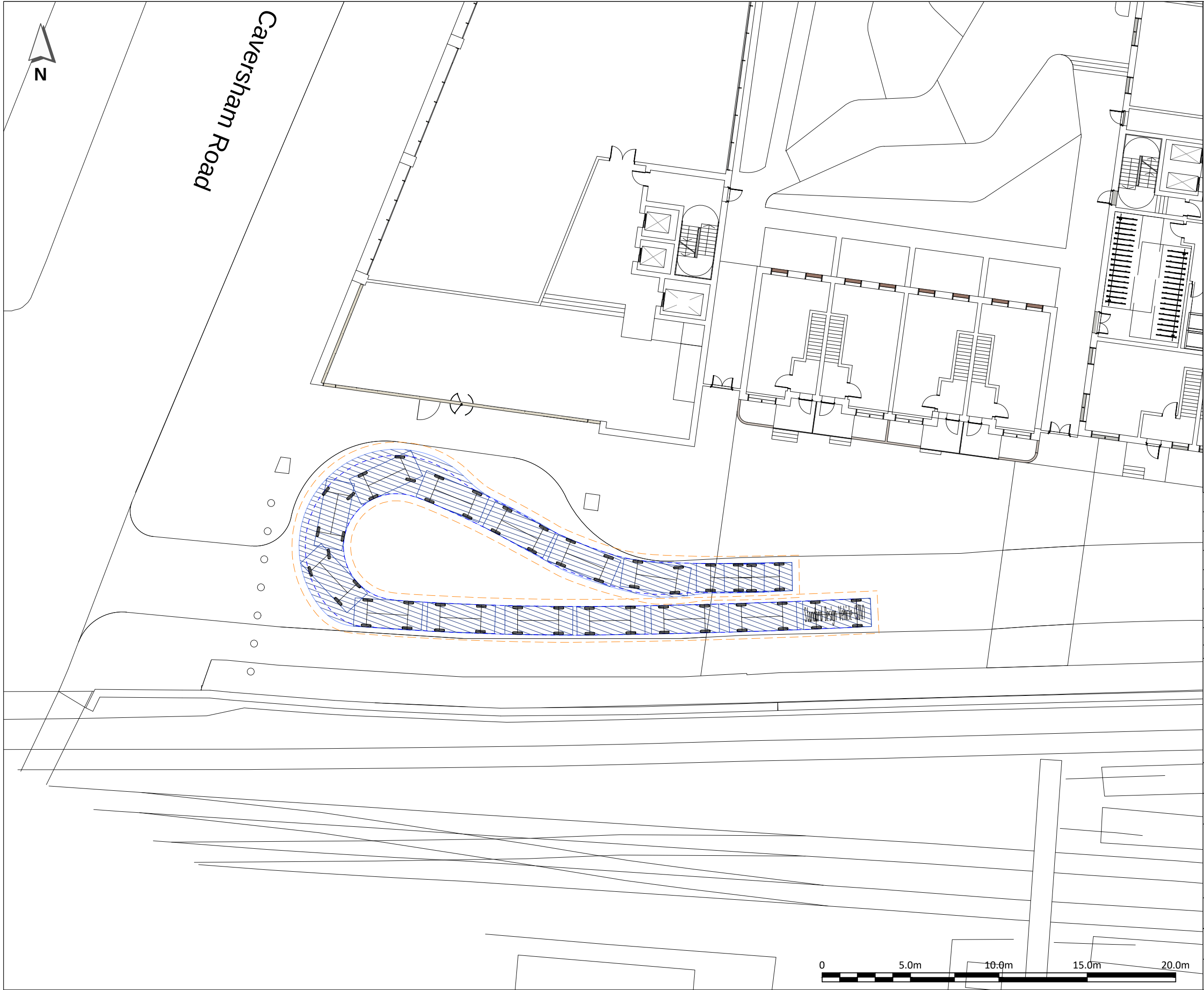
Drawing Title:
**GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 2 OF 5)**

Status:
FIT FOR INFORMATION

Size: A3	Scale: 1:200	Suitability S2	Rev. P0
--------------------	------------------------	--------------------------	-------------------

Drawing No.
23061101-SDG-HGN-100-DR-D-01004

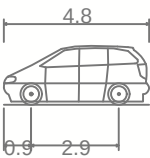
DATE: 13/12/2018 CAD REFERENCE: \\fileserver\ref\Drawings\London\Projects\23061101\23061101-SDG-HGN-100-DR-D-01004.dwg



Caversham Road



- NOTES:**
1. THIS DRAWING IS BASED ON 'FLOORPLAN-C-0-100.DWG' PROVIDED BY TP BENNETT ON 11.12.18.
 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 3. DO NOT SCALE FROM THIS DRAWING.



Standard Design Vehicle (SDV)

Overall Length _____ 4.800m

Overall Width _____ 2.000m

Overall Body Height _____ 1.950m

Min Body Ground Clearance _____ 0.100m

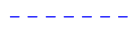
Track Width _____ 2.000m

Lock to Lock Time _____ 4.00s

Wall to Wall Turning Radius _____ 6.000m

Hatched Body Envelope 

500mm Offset Envelope 

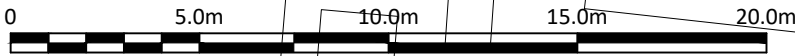
Wheel Tracks 

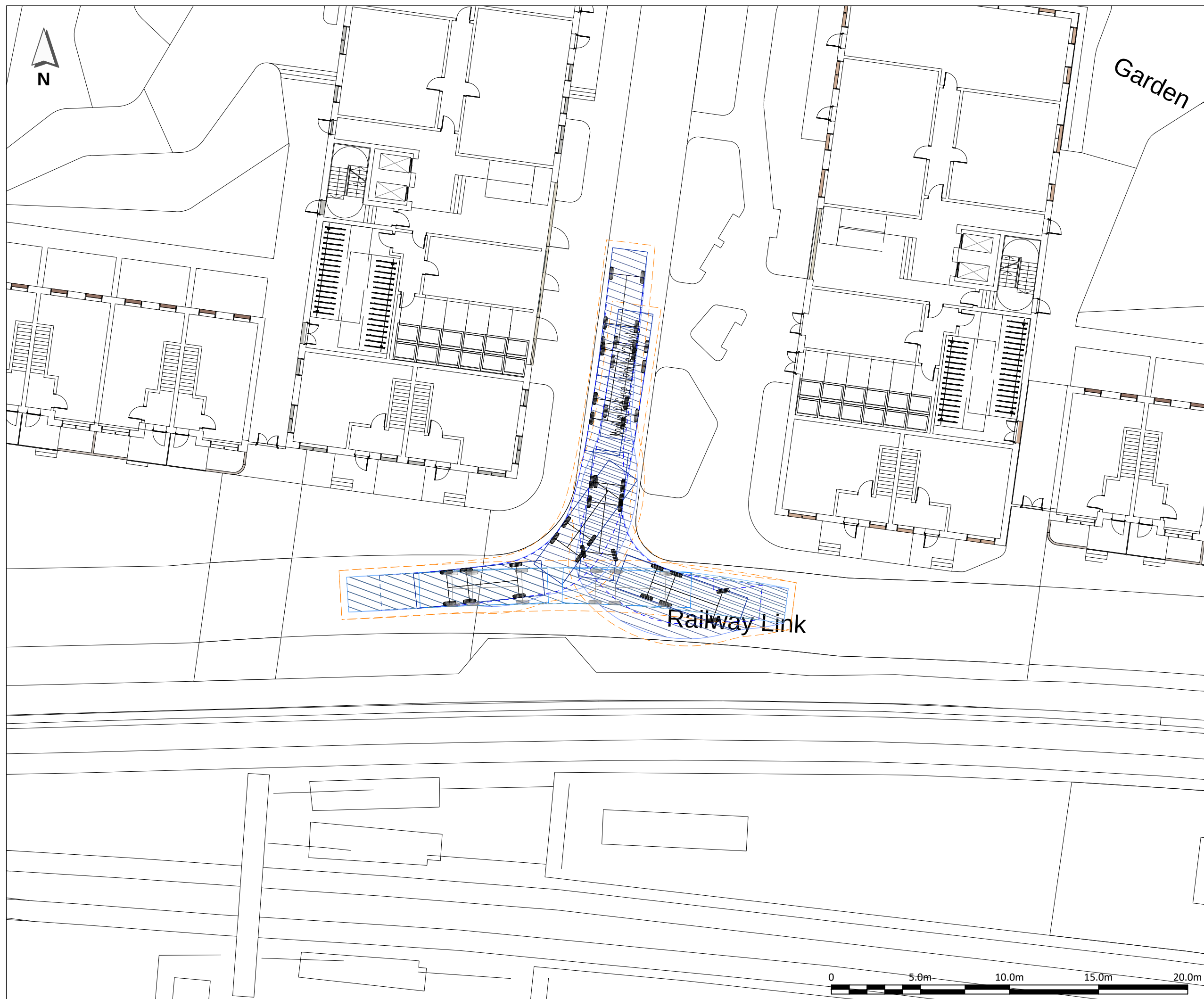
P0	13DEC18	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

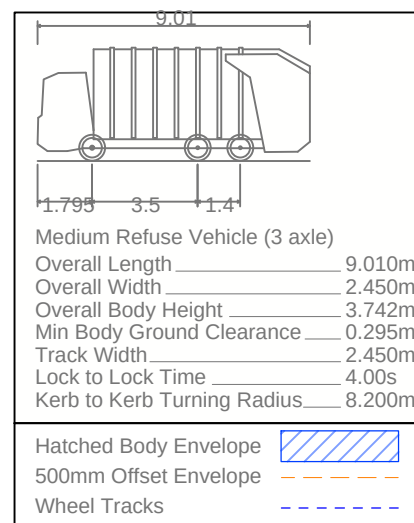
Client: HERMES PROPERTY UNIT TRUST			
Project Title: READING METROPOLITAN			
Drawing Title: GROUND FLOOR SWEEP PATH ANALYSIS (SHEET 3 OF 5)			
Status: FIT FOR INFORMATION			
Size: A3	Scale: 1:200	Suitability S2	Rev. P0
Drawing No. 23061101-SDG-HGN-100-DR-D-01004			





NOTES:

1. THIS DRAWING IS BASED ON 'FLOORPLAN-C-0-100.DWG' PROVIDED BY TP BENNETT ON 11.12.18.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
3. DO NOT SCALE FROM THIS DRAWING.



P0	13DEC18	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	A

steer

www.steergroup.com

Client: **HERMES PROPERTY UNIT TRUST**

Project Title: **READING METROPOLITAN**

Drawing Title:

GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 4 OF 5)

Status:	FIT FOR INFORMATION
---------	---------------------

Size: A3	Scale: 1:200	Suitability S2	Rev. P0
--------------------	------------------------	--------------------------	-------------------

Drawing No.	23061101-SDG-HGN-100-DR-D-01004
-------------	---------------------------------

m				
4				



- NOTES:**
1. THIS DRAWING IS BASED ON 'FLOORPLAN-C-0-100.DWG' PROVIDED BY TP BENNETT ON 11.12.18.
 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 3. DO NOT SCALE FROM THIS DRAWING.

Medium Refuse Vehicle (3 axle)

Overall Length _____ 9.010m

Overall Width _____ 2.450m

Overall Body Height _____ 3.742m

Min Body Ground Clearance _____ 0.295m

Track Width _____ 2.450m

Lock to Lock Time _____ 4.00s

Kerb to Kerb Turning Radius _____ 8.200m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	13DEC18	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client:

HERMES PROPERTY UNIT TRUST

Project Title:

READING METROPOLITAN

Drawing Title:

**GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 5 OF 5)**

Status:

FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:200	S2	P0

Drawing No.

23061101-SDG-HGN-100-DR-D-01004

\\fileserver\ref\Drawings\London\Projects\23061101\23061101-SDG-HGN-100-DR-D-01004.dwg 13/12/2018 CAD REFERENCE:

J Residential Travel Plan

December 2018

Annex J

Reading Metropolitan: Framework Residential Travel Plan

Annex J

Reading Metropolitan: Framework Residential Travel Plan

Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

Hermes Property Unit Trust
Sixth Floor
150 Cheapside
London EC2V 6ET
Client ref:
Our ref: 23361101

Contents

1	Introduction.....	4
	Instruction	4
	Development Proposal	4
	Document Overview	4
	Travel Plan Structure	5
2	The Site	7
	Introduction.....	7
	Site Location	7
	Site Usage	8
	Wider Context	8
3	Relevant Policy and Best Practice Guidance	9
	Introduction.....	9
	National Policy and Guidance.....	9
	Regional Policy and Guidance	11
	Local Policy and Guidance	11
4	RTP Aims and Objectives	14
	Introduction.....	14
	Aims	14
	Objectives and Benefits.....	14
5	Existing Situation	16
	Introduction.....	16
	Site Accessibility by Private Vehicle	16
	Site Accessibility by Active Modes.....	20
	Site Accessibility by Public Transport	22
	Other Factors Impacting Local Mobility / Accessibility	26
6	Forecast Mode Share	28
	Introduction.....	28
	Mode Share	28
7	Interim Targets	29

	Introduction.....	29
	Nature of Travel Plan Targets.....	29
	Interim Travel Plan Targets	30
8	Promotional Strategy	31
	Introduction.....	31
	Promotional Strategy	31
9	Strategies, Measures and Incentives	34
	Introduction.....	34
	Strategy: Site Design and Management.....	34
	Strategy: Private Vehicle	35
	Strategy: Walking	38
	Strategy: Cycling.....	39
	Strategy: Public Transport.....	42
	Strategy: Multi-Modal / Other	43
10	Implementation and Management Strategy.....	48
	Travel Plan Implementation	48
11	Monitoring and Review Strategy	50
	Introduction.....	50
	Monitoring.....	50
	Review	51
	Remedial Measures	51
12	Residential Travel Plan Co-ordinator Details.....	52
	Introduction.....	52
	RTPC Contact Details	52

Figures

Figure 2.1: Site Location Plan	7
Figure 5.1: Local Highway Network	18
Figure 5.2: Local Off-Street Parking	19
Figure 5.3: Local Cycle Infrastructure	21
Figure 5.4: Local Bus Routes	24

Tables

Table 5.1: Bus services within 200m of the Site	22
Table 5.2: Reading Station railway services	25
Table 5.3: Car Ownership Statistics	26
Table 6.1: Residential Mode Share Data (Baseline and Adjusted).....	28
Table 7.1: Interim Travel Plan Targets	30
Table 9.1: Action Plan	45
Table 11.1: Travel Plan Monitoring Framework	51

Appendices

A Site Layout

1 Introduction

Instruction

- 1.1 This Framework Residential Travel Plan (RTP) has been prepared by Steer on behalf of Hermes Investment Management (“the Applicant”) for the forthcoming planning application for the redevelopment of the Royal Mail site at Caversham Road, Reading, otherwise known as ‘Reading Metropolitan’. It outlines a travel management strategy for the residential elements of the development, which is located at postcode RG1 9RF.
- 1.2 This It has been written so as to be provided in support of the planning application submission to Reading Borough Council (RBC) (“the Local Authority”).

Development Proposal

- 1.3 The proposed redevelopment comprises the demolition of the existing former Royal Mail buildings to provide a mixed-use development which will include:
- 60,514 sqm GEA of residential (Use Class C3), which will support 658 new dwellings;
 - 1,869 sqm GEA of retail (Use Class A1 and A3);
 - 16,608 sqm GEA of office floorspace (Use Class B1);
 - 886 sqm GEA of Health and Community Centre (Use Class D1); and
 - 94 parking spaces, including 72 standard and 3 blue-badge spaces will be reserved for residential use.
- 1.4 The proposed site plan is provided in **Appendix A** for reference.

Document Overview

Purpose

- 1.5 The purpose of this RTP is to assist with the long-term management strategy for the sustainable movement of residents and their goods to, from and within the development. It covers all residential elements of the proposed development.
- 1.6 This RTP, which has been prepared in accordance with national and local policy, sets out the aims of the applicant (and eventual occupiers) to promote sustainable travel to and from the site. It provides interim travel planning targets based on the development’s forecast residential mode share. After six months of site occupation or 75% residential occupancy, baseline travel surveys will be conducted to assess the initial impact of the strategy outlined herein, and to gather mode share information which can be used to refine these travel

planning targets. Subsequent to this update, the document will be re-labelled as the Full Residential Travel Plan (F RTP).

1.7 The introduction of a RTP is intended to produce the following benefits:

- To provide an opportunity to establish environmentally responsible travel behaviour for visitors and residents of the development from the outset;
- To provide an opportunity to introduce travel patterns that will benefit the health and wellbeing of visitors and residents; and
- To portray an image of environmental responsibility and promote the development as a good example of sustainable development.

Management

1.8 A Residential Management Company (RMC), which will be appointed by the applicant prior to the occupation of residential units; this appointee will ultimately be responsible for managing the implementation, monitoring and review of this RTP.

1.9 The RMC will work alongside the Facilities Management Company (FMC), which will be appointed prior to the occupation of commercial units; this appointee will ultimately be responsible for managing the implementation, monitoring and review of the Commercial Travel Plan (CTP) covering the development. The RMC and FMC share some responsibilities, as noted in **Section 9**.

1.10 The Developer and the RMC will also appoint a Residential Travel Plan Co-ordinator (RTPC) prior to occupation who will work approximately 1 day per month and liaise directly with residential tenants and other stakeholders. The appointed RTPC will work with the Developer and RMC to update interim travel plan targets provided within this document within 7 months of occupation, following the completion of baseline travel surveys. The RTPC will also be responsible for liaising with the Commercial Travel Plan Co-ordinator, which will be appointed to manage the travel planning process associated with the commercial elements of the site.

Relationship to Other Documents

1.11 This RTP has been produced in conjunction with the following documents:

- Transport Assessment (TA) (December 2018);
- Framework Commercial Travel Plan (CTP) (December 2018); and
- Chapter 9 (Traffic and Transport) of the Environmental Statement.

Travel Plan Structure

1.12 This RTP is divided into twelve chapters, of which this chapter forms the introduction. The remaining chapters are as follows:

- **Section 2:** The Site;
- **Section 3:** Relevant Policy and Best Practice Guidance;
- **Section 4:** RTP Aims and Objectives;
- **Section 5:** Existing Situation;

- **Section 6:** Forecast Mode Share;
- **Section 7:** Interim Targets;
- **Section 8:** Promotional Strategy;
- **Section 9:** Strategies, Measures and Incentives;
- **Section 10:** Implementation and Management Strategy;
- **Section 11:** Monitoring and Review Strategy; and
- **Section 12:** RTPC Details.

2 The Site

Introduction

- 2.1 This section outlines the site's location, current use and its situation with respect to wider Reading.

Site Location

- 2.2 The development site is located east of the A329 (Caversham Road), south of A329 (Vastern Road) and on the northern boundary of Reading Railway Station, as shown in **Figure 2.1**.

Figure 2.1: Site Location Plan



Site Usage

- 2.3 Following site visits undertaken by Steer on Friday 6 October 2017 and Friday 10 August 2018, it has been confirmed that the site has remained predominantly vacant since the departure of Royal Mail in June 2009. The site is currently occupied by disused sorting offices and associated supporting infrastructure.

Wider Context

- 2.4 The site sits within the bounds of 'RC1: Development in the Station / River Major Opportunity Area', as defined by the Reading Central Area Action Plan (RCAAP), which was formally adopted in 2009. Document specifics relevant to the preparation and implementation of this RTP are outlined in **Section 3**.

3 Relevant Policy and Best Practice Guidance

Introduction

- 3.1 This section provides a brief overview of national, regional and local policy and best practice guidance relevant to the preparation and execution of this RTP.

National Policy and Guidance

- 3.2 This TP has been produced in accordance with the following national policy and best practice guidance.

Department for Communities and Local Government (DCLG) 'National Planning Policy Framework (NPPF)', 2012

- 3.3 Paragraph 35 of the NPPF states: "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movement, and have access to high quality public transport facilities;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - Consider the needs of people with disabilities by all modes of transport."
- 3.4 Furthermore, paragraph 36 of the NPPF states: "A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan".

Department for Communities and Local Government (DCLG) 'Travel Plans, Transport Assessments and Statements' (TPTAS), 2014

- 3.5 The TPTAS document identifies that the need for a Travel Plan should be identified early within the planning application process, and defines its contents by stating:

'Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.'

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.'

- 3.6 This guidance also sets out a number of considerations which should be included within a Travel Plan document including the following:

- Benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- Relevant information about existing travel habits in the surrounding area;
- Proposals to reduce the need for travel to and from the site via all modes of transport;
- Provision of improved public transport services.
- Parking strategy options; and
- Proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

- 3.7 Furthermore, the DCLG identify that Travel Plans must include aims, objectives, targets and measures. Monitoring is required and should only cease once it has been agreed by all parties that there is sufficient evidence to suggest that travel patterns are in line with the aims and objectives of the Travel Plan, or as reasonably practical. This is deduced through comparison of data and the Travel Plan's targets.

Department for Transport (DfT) 'Delivering Travel Plans through the Planning Process', 2009

- 3.1 The DfT's good practice guidance highlights the benefits, purpose and means of securing FTPs through the planning process. It also provides advice on ways to ensure FTPs are effective and emphasises their link with TAs and TSs).

Department for Transport (DfT) 'Smarter Choices – Changing the Way We Travel', 2004

- 3.2 This document focuses on case studies and examples of implemented FTPs and initiatives aimed at changing travel habits and promoting sustainable alternatives in an attempt to provide inspiration and advice for best practice.

Department for Transport (DfT) 'Making Travel Plans Work: Lessons from UK Case Studies'

- 3.3 This document produced by the Department for Transport (DfT) outlines not only the essential elements of a TP but also uses examples to demonstrate how they might be effectively implemented, managed and funded. It focuses on businesses, hospitals, retail locations and a university, making its findings relevant to this document.
- 3.4 Most importantly, it notes that the most successful travel planning usually incorporate a combination of strategies including:
- Parking restraint;
 - Financial incentives which make car usage comparably more expensive;
 - Support from management and a Travel Plan Co-ordinator;
 - Detailed promotional and marketing strategies;
 - Positioning in an accessible location; and
 - Measures which reduce the need to travel.

Regional Policy and Guidance

- 3.5 Although Reading is located within Berkshire, RBC represents the unitary authority for Reading. Berkshire County Council (BCC) regional planning policy is superseded by local RBC policy within Reading, and is therefore not a material consideration in the preparation of this RTP (except where explicitly referenced by RBC). As such, an outline of BCC regional planning policy and guidance has not been provided.

Local Policy and Guidance

- 3.6 This TP has been produced in accordance with the following local policy and best practice guidance.

Reading Borough Council (RBC) 'Core Strategy', 2015

- 3.7 This document sets out the Council's adopted planning strategy for the Borough. It sets out RBC plan to achieve the 'Reading 2020 Vision' for the town and provides a framework its sustainable growth, indicating that the majority of future development should be focused in central and southwest Reading.
- 3.8 This document includes the following policies of relevance to the preparation and implementation of this TP, and its sister TA:
- **Policy CS22: Transport Assessments**, which states that '*Planning permission will not be granted unless development proposals make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of*

transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with an agreed transport assessment submitted as part of the application’.

- **Policy CS23: Sustainable Travel and Travel Plans**, which states that ‘*Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to schools, safe routes to parks and similar measures’.*

Reading Borough Council (RBC) ‘Local Development Framework (LDF)’,

- 3.9 The role of the LDF is in implementing the transport strategy for Reading, by ensuring that development is accessible (see Policies CS4, CS11, CS14); reducing the need to travel especially by car; promoting travel plans and connections from a development via sustainable transport modes; and ensuring that development contributes towards infrastructure provision that helps to promote safe, sustainable transport choices, and enables the transport system to deal with the additional trips arising from that development.

Reading Borough Council (RBC) ‘Local Transport Plan 3: Strategy 2011 – 2026’, 2011

- 3.10 The Reading Borough Local Transport Plan (LTP) contains the objectives, policies and schemes intended to improve transport within Reading and improve its links to the wider area, whilst also contributing to wider environmental, social and economic benefits.
- 3.11 The LTP states that future developments should seek to minimise their impact on the transport network in order to reduce environmental impacts associated with air quality, noise and carbon. This should be done through the promotion of development which is well-located for and predisposed towards the use of sustainable transport modes.
- 3.12 This document indicates that the site sits within the Reading Central Area Action Plan (RCAAP), and is consequently subject to certain localised considerations. Furthermore, it recognises that development within this area will increase strain on the traffic network. Consequently, RBC outline their drive to work with the private sector to secure the delivery of integrated transport choices associated with new development as a means of reducing this pressure.

Reading Borough Council (RBC) ‘Reading Central Area Action Plan to 2026 (RCAAP)’, 2009

- 3.13 As previously indicated, the site falls within the Reading Central Area Action Plan (RCAAP), which forms part of Reading’s Local Development Framework. This document provides a series of supplementary policies which, alongside the Core Strategy, dictate how the development of Reading Central will be pursued by RBC up until 2026.
- 3.14 The RCAAP is divided into subsections; this site sits within the ‘Station / River Major Opportunity Area’. The following policies of relevance to the preparation and implementation of this CTP (and its sister documents) are included within this document:
- **Policy RC1: Development in the Station / River Major Opportunity Area**, which states that new development must (amongst other elements):

- Contribute towards making Reading Central a destination in itself, with high-quality, mixed-use development;
 - Help facilitate greater pedestrian and cycle permeability, and front such routes; and
 - Provide additional open areas of space.
- **Policy RC5: Design in the Centre**, which states (amongst other elements) that *‘Development will provide appropriate, well designed public spaces and other public realm, including squares, open spaces, streetscape, utilising high quality and well-maintained hard and soft landscape, public art, that provide suitable functions and interest, sense of place and safe and convenient linkages to adjoining areas’*.
 - **Policy RC14: Public Realm**, which states that *‘Proposals for new development will need to make a positive contribution towards the quality of the public realm of the central area’*.

3.15 This document also provides transport context useful to the production of this TP, and its sister TA, including:

- RBC indicate that spatial planning and transport must be joined effectively to ensure that development is timed to coincide with necessary local transport improvements;
- RBC identify Reading Station as one of the busiest rail interchanges outside London but also as a bottleneck for the national rail network;
- RBC note that congestion is a major issue within the town centre; and
- RBC note the importance of denying car-based access to Reading Station, and encouraging park-and-ride and other sustainable supporting modes.

4 RTP Aims and Objectives

Introduction

- 4.1 This section outlines the aims, objectives and aspired benefits of this TP.

Aims

- 4.2 This travel planning process has four core aims:
- To facilitate the movement of residents by sustainable means;
 - To ensure that the modal split of the development progresses towards, meets and if possible improves upon those targets set out in **Section 7**;
 - To reduce the need to travel; and
 - To mitigate the transport-related environmental impact of this development, in terms of traffic congestion, pollution and parking stress.

Objectives and Benefits

- 4.3 Within these overarching aims, this Travel Plan seeks to fulfil the following objectives, each of which will have significant benefits for individuals using the site and the surrounding transport network:
- To ensure a high level of awareness amongst residents of more sustainable transport modes, their accessibility and their benefits;
 - To increase residents' use of more sustainable modes;
 - To minimise single-occupancy car trips associated with the site;
 - To assist in the management of parking demand associated with the residential elements;
 - Where car dependency continues, to promote usage of car-based alternatives such as car sharing, taxi services and car club networks;
 - To improve the health of residents;
 - To minimise traffic-related pollution associated with the site;
 - To minimise congestion associated with the site;
 - To provide adequately for those with reduced mobility;
 - To help ensure the sufficient provision of infrastructure on-site to reduce unnecessary trips by unsustainable means; and

- To reduce road danger and protect vulnerable site users.

4.4 By achieving these objectives, the aims of this TP will be realised.

5 Existing Situation

Introduction

- 5.1 This section provides an understanding of the transport network surrounding the site, and demonstrates its overall accessibility. It considers in particular changes to local transport infrastructure since the application for the 2012 Consented Scheme.
- 5.2 This section is organised by:
- Assessing the current accessibility of the site by private vehicle;
 - Assessing the current accessibility of the site by active modes;
 - Assessing the current accessibility of the site by public transport;
 - Analysing how other factors are likely to influence travel patterns associated with the development (e.g. car ownership, car club accessibility, car sharing); and
 - Identifying any existing transport issues.
- 5.3 This information is used to forecast modal splits for each land use type proposed in **Section 6**.

Site Accessibility by Private Vehicle

Highway Network

Local Highway Network

- 5.4 At present, access to the site is possible from the A329 (Caversham Road) and Trooper Potts Way.
- 5.5 The vehicle entrance from the A329 (Caversham Road) southbound provides access to a small on-site car park running along the western border of the site, and to a larger on-site car park on the site's southern side; this is accessible via an access route between the existing buildings.
- 5.6 The vehicle access from Trooper Potts Way provides access to a small on-site car park and on-site servicing yard to the rear of the development. Trooper Potts Way's main carriageway, which is currently owned by Royal Mail, also provides access to Reading station's northern entrance, associated drop-off and car parking facilities.
- 5.7 A separate two-way carriageway is also now provided along Trooper Potts Way's eastern side. This carriageway is restricted to bus and cycle use only and supports a series of new bus stops, which form part of the Reading station transport interchange. This carriageway connects to the priority junction with Bagnall Way, and forms a loop with the main carriageway of Trooper Potts Way, permitting buses to leave in forward gear without turning.

5.8 The A329, which is referred to as Caversham Road to the site's west and as Vastern Road to the site's north, forms part of the Inner Ring Road. This route acts as a local distributor road for traffic moving to/from different areas of Reading. The junction between the A329 (Caversham Road) and the A329 (Vastern Road) has been signalised since the application for the 2012 Consented Scheme.

5.9 For context, a map of the local highway network is provided in **Figure 5.1**. This indicates the site's beneficial position in relation to the highway network. However, it is noted that congestion can represent a significant issue in central Reading; this will act to limit the site's perceived and real accessibility by private vehicle, particularly at peak times.

Parking

5.10 A limited quantity of on-street parking in the site's immediate vicinity is reserved for pay-and-display users; however, the vast majority on residential streets is reserved for use by permit holders only.

5.11 Paid-for off-street parking capacity in the site's vicinity is extensive, given its proximity to Reading station and the town centre. A map of this is provided in **Figure 5.2**.

5.12 As residents of the proposed development will not have access to on-street parking permits and given the costs associated with local on-street pay and display / off-street parking, residents of the development are not anticipated to make use of either on-street or off-street parking on a regular basis.



Key

Site Location

PO	26/11/18	Site Location	TJW		
REV	DATE	DESCRIPTION	DES	CHK	APP

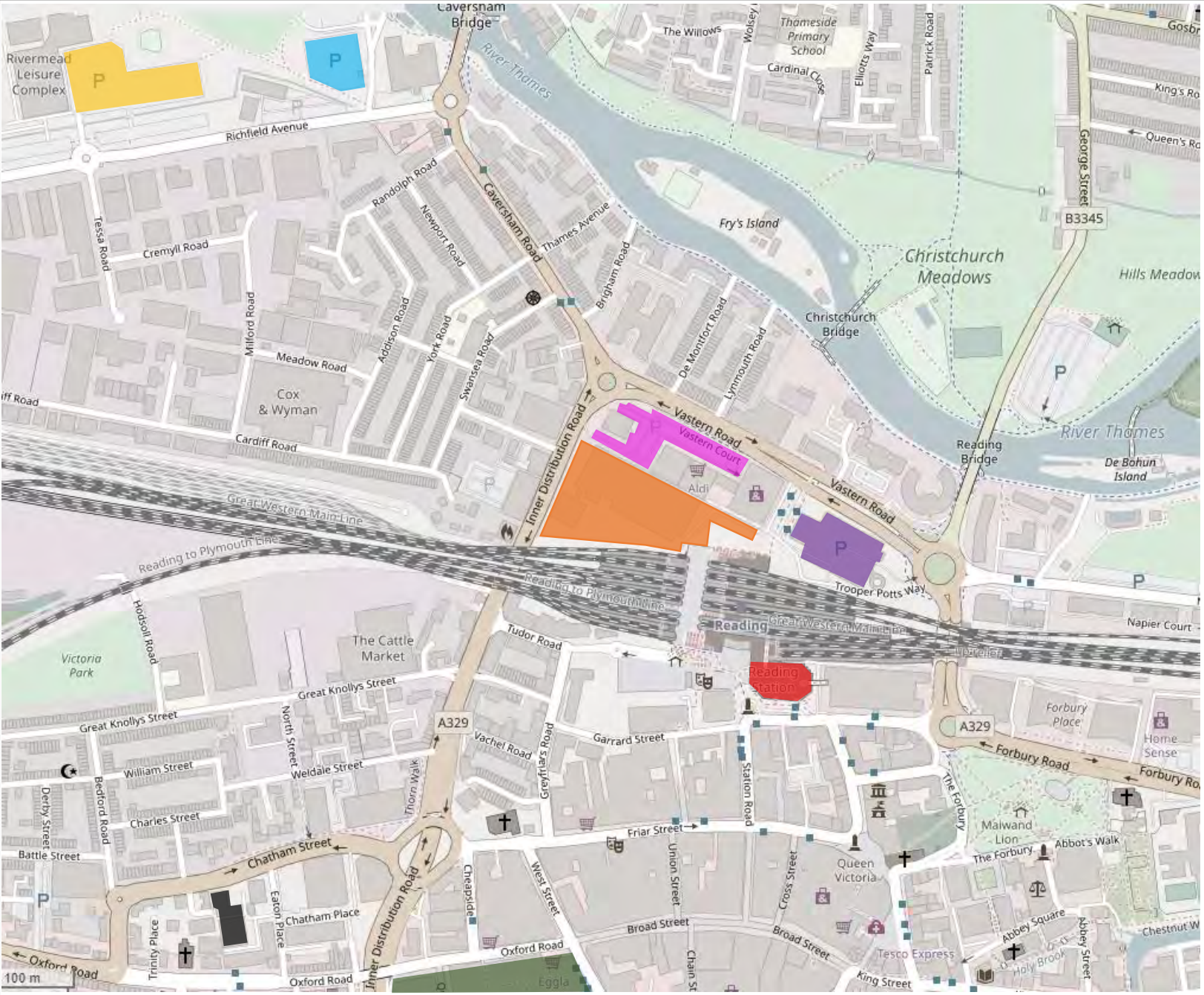
steer

www.steergroup.com

Client:	Hermes Property Unit Trust
Project Title:	Reading Metropolitan
Drawing Title:	Local Highway Network
Status:	Final

Size:	Scale:	Suitability	Rev.
A4	NTS	S4	P01
Drawing No.			

Figure 5.1



- Key**
- Site Location
 - Thames Side Promenade (66 Spaces)
 - Premier Inn Caversham Bridge (100 Spaces)
 - Vastern Court Retail Park (250 Spaces)
 - Reading Station – Long Stay (1600 Spaces)
 - Reading Station – Short Stay
 - Chatham Place (586 Spaces)
 - Broad Street Mall (720 Spaces)

PO	22/11/18	Off-Street Parking	TJW		
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client:
Hermes Property Unit Trust

Project Title:
Reading Metropolitan

Drawing Title:
Off-Street Parking Map

Status:
Final

Size:	Scale:	Suitability	Rev.
A4	NTS	S4	P01

Drawing No.

Figure 5.5

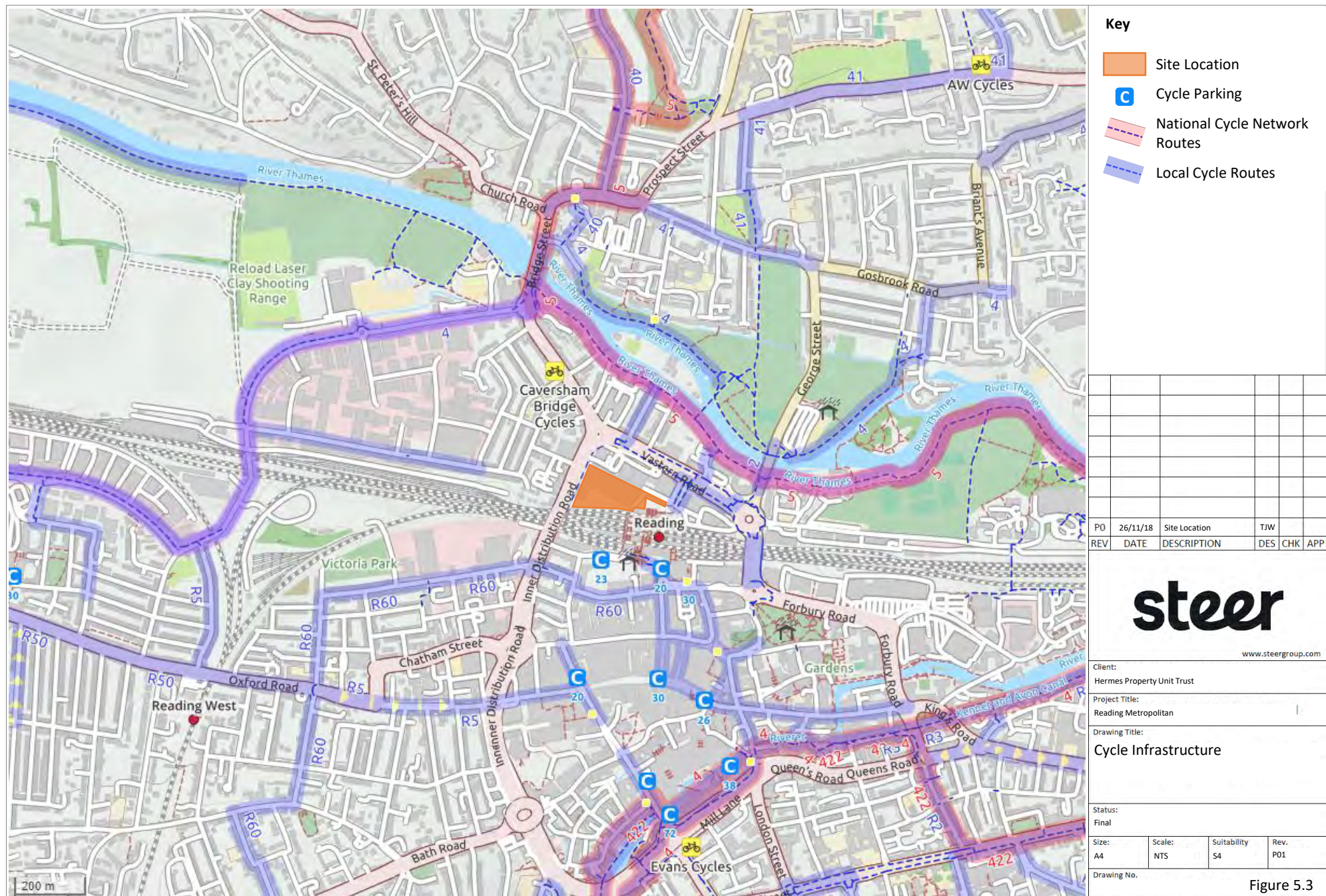
Site Accessibility by Active Modes

Walking

- 5.13 The improvements to Reading railway station that were completed in 2014 have enhanced connectivity between the area north of the station and Reading town centre (to the station's south) through the provision of a new walk-through between the two station entrances (available for non-ticket holders). This has significantly reduced the journey time for pedestrians since the 2012 Consented Scheme for accessing the town centre area, as previously pedestrians were required to walk via A329 Vastern Road and Forbury Gardens.
- 5.14 The public realm outside the railway station's northern entrance along Trooper Potts Way has also been significantly improved since 2012, with footway provision on both sides of the carriageway along Trooper Potts Way complete with dropped kerbs and tactile paving at all informal pedestrian crossing points. This will benefit site users accessing the new bus stops (NA, NB, NC, ND and NE) provided adjacent to the station and those travelling towards northern destinations including the Thames Path and Christchurch Bridge (for Caversham).
- 5.15 There have also been significant improvements to the A329 Vastern Road / Trooper Potts Way junction, which previously did not provide a pedestrian crossing over the A329 due to the presence of a central reservation. As part of the Reading railway station northern entrance's completion, a signalised pedestrian crossing (equipped with dropped kerbs and tactile paving) has been provided across Trooper Potts Way and across the A329 east of the junction. This has enhanced the safety of pedestrians leaving the site's eastern access point and crossing the dual carriageway, which exhibits high traffic volumes throughout the day.
- 5.16 Christchurch Bridge was completed in September 2015 and provides a pedestrian link over the River Thames between the Thames Path near Lynmouth Road and Christchurch Meadows. This has reduced walking journey times between the site's vicinity and Caversham since the successful planning application for this site in 2012.

Cycling

- 5.17 Cycle infrastructure remains similar to that detailed in the 2011 Transport Assessment. This is presented cartographically in **Figure 5.3**.
- 5.18 The completed Christchurch Bridge across the River Thames is appropriate for cyclists and forms part of the North Reading designated cycle route, enabling shorter journey times to / from Caversham and Reading's northern suburbs. This bridge also links the site with National Cycle Network Route 5.
- 5.19 Readybike, a 24-hour on-street bike share organisation, currently operates in this area of Reading. This scheme, which offers convenient access to bicycles based on either casual or annual subscriptions, includes sufficient infrastructure to support 20 hireable bicycles from Reading station's northern entrance (immediately adjacent to the site) and 19 hireable bicycles from the station's southern entrance. This RTP will promote resident use of this alternative to bicycle ownership in an effort to encourage individuals to make short trips by bicycle (rather than less sustainable modes) and encourage uptake of cycling on a regular basis.



Site Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

- 5.20 The site achieves a PTAL rating of 6b ('Excellent' level of public transport services) in the peak AM hour. This is due to the site's proximity to the station, and therefore access to both rail and bus connections. The introduction of Crossrail in December 2019 will also significantly improve the public transport accessibility of the Site in future years.

Bus

- 5.21 As part of the public realm and highway improvements associated with the railway's station northern entrance, five new bus stops (NA, NB, NC, ND and NE) have been provided since the 2012 application. These stops are equipped with shelters, detailed scheduling and wayfinding information, and real-time information infrastructure. These bus stops are located next to the site's proposed eastern access onto Trooper Potts Way. These stops support access to the following bus services: 22, 23, 24, 25, X39, X40 and X80.
- 5.22 Notably, the following bus services were not accessible within easy walking distance of the site at the time of the previous successful planning application in 2012:
- Bus services 23 and 25, which are operated by Reading Buses; and
 - Bus services X39/40, which are operated by Thames Travel; and
 - Bus service X80, which is operated by Carousel bus services.
- 5.23 Given that these bus services have only recently become available within easy walking distance of the site, this indicates that the site's accessibility by bus has increased since the planning application for the 2012 Consented Scheme.
- 5.24 Bus services 27, 29 and 42 are also accessible from the 'Caversham Road Fire Station' stops on either side of Caversham Road on the site's western border.
- 5.25 A summary of these routes is provided in **Table 5.1**.

Table 5.1: Bus services within 200m of the Site

Route no. (provider)	Destinations	Peak frequency	Off-peak frequency
22 (Reading Buses)	Reading Station – Caversham Heights	Every 60 mins	Every 60 mins
23 (Reading Buses)	Reading Station – Caversham Park – Emmer Green	Every 30 mins	Every 30 mins
24 (Reading Buses)	Reading Station – Caversham library – Chalgrove Way	Every 30 mins	Every 30 mins
25 (Reading Buses)	Reading Station – Peppard Common	Every 30 mins	Every 60 mins
27/29 (Reading Buses)	Caversham Road – Nire Road	Every 30 mins	Every 60 mins
42 (Reading Buses)	Rivermead Drive - Caversham Road – Kenavon Drive	Every 40 mins	Every 40 mins
X80 (Carousel)	Reading Station – Caversham – Henley-on-Thames – Marlow – High Wycombe	Every 60 mins	Every 60 mins
X39/40B (Thames Travel)	Reading Station – Caversham – Woodcote – Henley-on-Thames – Wallingford – Oxford	Every 30 mins	Every 30 mins

- 5.26 A number of bus services are also accessible via Reading Station, which is easily accessible from the site. For reference, a map indicating the route of local bus services is presented in **Figure 5.4**.

National Rail

- 5.27 A series of large-scale improvements to Reading railway station were completed in 2014; these included the following elements:
- The creation of five additional platforms;
 - The creation of two new pedestrian accesses (including the site-adjacent northern entrance);
 - Changes to track layout designed to facilitate the use of the additional stations and increase the number of services able to pass through the station per day;
 - The creation of a new pedestrian link bridge; and
 - The creation of retail floorspace within the station; this is predominantly located on the new pedestrian link bridge.
- 5.28 These changes have resulted in the enhancement of the public realm at the station's northern entrance (adjacent to the site) and have reduced journey times between areas to the north and south of the station since the previous application.
- 5.29 Furthermore, these improvements have permitted increases in service frequency and in the number of destinations directly accessible from Reading station by rail (without interchange). Destinations now directly accessible from Reading station, and the approximate frequency of services to each destination, are outlined in **Table 5.2** for reference.
- 5.30 Reading railway station and the Great Western Railway (between London and Oxford, Bristol and Newbury stations) are set to experience further improvements as part of the 'Great Western Route Modernisation'. This project involves 13 major engineering projects that are in different stages of planning and execution, including:
- The introduction of new high-speed electric trains;
 - The modernisation of signals along the length of the line;
 - The addition of Crossrail services from Maidenhead to London;
 - Electrification of the line; and
 - The redevelopment of Newport, Reading, and Paddington stations, amongst others.
- 5.31 These improvements are projected to substantially increase passenger capacity, with the aim of accommodating an estimated 100 million passengers in 2019. This development will benefit

Crossrail (Elizabeth Line)

Reading railway station will represent the western terminus for the Elizabeth line following its completion in December 2019. Peak services will operate every 15 minutes providing a direct connection to stations in central and east London, including Bond Street, Farringdon and Canary Wharf. Off-peak services will operate every 30 minutes.