

Transport Statement Addendum

Site: Reading Link Retail Park, Rose Kiln Lane, Reading
Prepared by: CA
Approved by: CS
Date: April 2024

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1.0 Introduction

Overview

- 1.1 This Transport Statement Addendum (TSA) has been prepared in relation to planning application ref. 231077 for the 'Erection of 1,780 sqm unit for use as a gym'.
- 1.2 The submitted TS was on the basis that the end-occupier of the proposed unit was unknown and as such the TS assessed the development on the basis of either a food retail, non-food retail or gym use. It is now understood that the planning application focuses on the proposed unit being occupied by a gym. As such, this TSA provides updated analysis to reflect this specific use as well as addressing the highways consultation comments provided by Reading Borough Council (RBC).

2.0 Development Proposals

- 2.1 The development comprises a 1,780 sqm gym compared with the 930 sqm development that was assessed in the submitted TS. The gym would operate 24-hours a day, 7 days a week and will be supported by 5 full-time staff, and 12 part-time staff. The proposed site plan is included at [Appendix A](#).
- 2.2 As stated in the submitted TS, the site will continue to be accessed from the existing point of access to the car park from Rose Kiln Lane as well as the access to be created as part of the permitted Starbucks units.
- 2.3 A pedestrian link will be provided between the site and the existing footway network as illustrated at [Appendix A](#). The route will provide a designated pedestrian route, identified by a change in surface colour, which will run through the car park and link to the existing footway at the retail park access road.
- 2.4 As stated in the submitted TS, car parking for the proposed gym will be shared across the existing retail park car park. The development will result in a net loss of 47 car parking spaces. Section 4 of this TSA demonstrates that there is sufficient capacity within the existing car park to accommodate the demand for parking generated by the proposed gym without resulting in any overspill parking on to the public highway.
- 2.5 To accord with RBC parking standards, 4 disabled bays will be retained to ensure sufficient provision is catered for the new unit.
- 2.6 Cycle parking will be provided in accordance with RBC's parking requirements as set out in their SPD titled 'Revised Parking Standards and Design' (2011) for Zone 2 (Primary Core Area) where the site is located. The standards require 1 space per 6 staff plus 1 space per 40 sqm. Based on the proposal, this equates to a total of 45 spaces, plus 2 spaces for staff (based on up to 11 staff being on site at any one time). There is sufficient space within the site to accommodate the required cycle parking provision, of which the location will be determined at the detailed design phase to be secure by Condition.
- 2.7 As stated in the submitted TS, servicing will take place utilising the existing service access from Rose Kiln Lane. The existing gated entry will be retained. A loading bay will be provided to the rear of the proposed unit where delivery vehicles will be able to pull into without obstructing the path of other service vehicles entering / exiting the site. Delivery vehicles to the proposed unit would be able to turn within the existing service yard of the retail park. It is expected that deliveries would be undertaken on a weekly basis by vehicles such as a 7.5T box van.

3.0 Trip Generation

- 3.1 Trip rates for a gym were detailed in the submitted TS. These trip rates have been applied to the proposed floor area of 1,780 sqm. The total vehicle trip rates and associated trips are summarised in Table 3.1 for the weekday and weekend periods. Noting that the standard weekend peak period has been presented in Table 3.1 however the peak hourly period for the gym use is in the afternoon away from the standard network peak hour. The TRICS outputs are included at [Appendix B](#).

Time Period	Trip Rates			No. Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.771	0.835	1.606	14	15	29
PM Peak (17:00-18:00)	2.399	1.238	3.637	43	22	65
Weekend Peak (12:00-13:00)	1.286	1.000	2.286	23	18	41

Table 3.1 – Proposed Trip Generation

- 3.2 Table 3.1 shows that the proposed gym could generate in the order of 29 two-way vehicle trips during the AM peak, 65 two-way vehicle trips during the PM peak and 41 two-way vehicle trips during the weekend peak.
- 3.3 It should be recognised that based on the nature of a gym use, trips generated by the proposed gym would already exist on the local highway network as end-users travel to the site on the way to, or from work for example. This is considered further below.

Trip Types

- 3.4 It is recognised that the proposed gym use would generate new trips to the network (i.e. home-gym-home) along with non-primary trips which already exist on the network – for example, visiting the gym on the way to, or from work. It is expected that any linked trips within the retail park would be relatively low. To demonstrate the likely proportion of primary and non-primary trips, a survey has been undertaken at an existing gym that is under the same tenancy as the Applicant.
- 3.5 The survey was undertaken on a weekday (Monday 11th March 2024) and a weekend (Saturday 9th March 2024) between 6am and 9pm. Data was recorded at 15-minute intervals which identified the number of users attending the gym and whether their journey was part of a link journey with another destination i.e. work. The full results are provided at [Appendix C](#) and Table 3.2 provides an hourly breakdown for the number of visits and the proportion of associated linked journeys.

Time	Weekday (Monday 11 th March 2024)			Weekend (Saturday 9 th March 2024)		
	Number of Visits	No. Linked Journey	% of Link Journey	Number of Visits	No. Linked Journey	% of Link Journey
0600-0700	45	42	93%	27	22	81%
0700-0800	28	27	96%	61	26	43%
0800-0900	38	27	71%	51	23	45%
0900-1000	84	57	68%	77	37	48%
1000-1100	49	51	43%	89	39	44%
1100-1200	76	27	36%	75	39	52%
1200-1300	69	55	80%	68	40	59%
1300-1400	68	45	66%	68	39	57%
1400-1500	67	19	28%	77	52	68%
1500-1600	67	34	51%	67	28	42%
1600-1700	80	56	70%	42	16	38%
1700-1800	152	102	67%	39	14	36%
1800-1900	163	87	53%	26	4	15%
1900-2000	159	25	16%	47	11	23%
2000-2100	137	14	10%	33	10	30%
Average % of Linked Trips			56 %			46 %

Table 3.2 – Survey Data – Proportion of Non-Primary Trips

- 3.6 Table 3.2 identifies that during the weekday period, the proportion of trips that would be non-primary (i.e. linked with another journey purpose) during the AM peak period would be approximately 71% and 67% during the PM peak period. The average across a typical weekday period equates to 56% of trips being non-primary.
- 3.7 During a typical weekend period, the average proportion of non-primary trips equates to approximately 46% with the highest proportion of non-primary trips taking place in the morning (0600-0700) and just after lunchtime (1400-1500).
- 3.8 Table 3.3 applies this proportion of trip types to the trip generation presented in Table 3.1.

Time Period	Trip Type	%	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	Primary	29%	4	4	8
	Non-Primary	71%	10	11	20
	Total	100 %	14	15	29
PM Peak (17:00-18:00)	Primary	33%	14	7	21
	Non-Primary	67%	29	15	43
	Total	100 %	43	22	65
Weekend Peak (12:00-13:00)	Primary	41%	9	7	15
	Non-Primary	59%	14	11	25
	Total	100 %	23	18	41

Table 3.3 - Vehicle Trips by Trip Type

- 3.9 Table 3.3 shows that during the AM peak, the proposed gym would generate 8 two-way vehicle trips which would be considered as new to the network. During the PM peak, the proposed gym would generate 21 two-way vehicle trips that would be considered new to the network and during the weekend peak the proposed

gym would generate 15 two-way vehicle trips that would be considered new to the network. This volume of new trips is not considered to be significant and would have a minimal impact on the operation of the local highway network.

- 3.10 On the basis that during each peak hourly period, the total number of new vehicle trips would be less than the 30 two-way vehicle trip threshold, it is considered that no further off-site junction capacity modelling is required.

4.0 Parking Demand

- 4.1 Table 4.1 provides the arrivals and departures profile for the proposed gym during the weekday and weekend periods based on the TRICS assessment (as per Section 3) and the resulting parking accumulation. It should be noted that the calculations do not account for any shared parking with the existing retail offer.

Time	Weekday			Weekend		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
0600-0700	17	1	18*	23	20	5*
0700-0800	9	12	15	25	27	3
0800-0900	14	15	14	18	24	0
0900-1000	27	10	31	33	8	25
1000-1100	19	15	35	19	31	13
1100-1200	11	24	22	24	19	18
1200-1300	10	13	19	23	18	23
1300-1400	12	12	19	22	33	12
1400-1500	13	11	21	32	18	26
1500-1600	20	18	23	28	25	29
1600-1700	26	19	30	51	33	47
1700-1800	43	22	51	34	37	44
1800-1900	29	34	46	31	42	33
1900-2000	17	34	29	13	31	15
2000-2100	6	22	13	20	18	17

* assumes cars already parked to avoid negative accumulation

Table 4.1 – Proposed Parking Accumulation

- 4.2 Table 4.1 shows that the proposed unit could generate a maximum parking demand for 51 vehicles on a typical weekday (1700-1800) and 47 vehicles on a typical weekend (1600-1700).
- 4.3 To determine the future parking demand at Reading Link Retail Park, the existing parking demand obtained from ATC survey data (as detailed in the submitted TS) has been combined with the anticipated parking demand generated by the proposed gym.
- 4.4 As detailed in the submitted TS, the retail park car park (once the permitted Starbucks is built and operational) will provide a total of 311 parking spaces. The proposed unit will result in a loss of 47 spaces, bring the total number of spaces in the car park to 264.
- 4.5 Table 4.2 provides the existing parking demand over an average weekday and weekend period along with the parking demand generated by the proposed gym use, the total parking demand and the resulting spare capacity based on the total provision of 264 spaces.

Time	Weekday				Weekend			
	Existing Demand	Gym Demand	Total Demand	Spare Capacity	Existing Demand	Gym Demand	Total Demand	Spare Capacity
0700-0800	23	15	38	226	52	3	35	229
0800-0900	44	14	58	206	80	0	52	212
0900-1000	73	31	104	160	132	25	105	159
1000-1100	91	35	126	138	156	13	145	119
1100-1200	96	22	118	146	151	18	174	90
1200-1300	105	19	124	140	147	23	174	90
1300-1400	99	19	118	146	157	12	159	105
1400-1500	77	21	98	166	134	26	183	81
1500-1600	69	23	92	172	95	29	163	101
1600-1700	60	30	90	174	60	47	142	122
1700-1800	53	51	104	160	32	44	104	160
1800-1900	33	46	79	185	13	33	65	199
1900-2000	12	29	41	223	1	15	28	236
2000-2100	2	13	15	249	2	17	18	246

Table 4.2 – Proposed Parking Demand and Spare Capacity

- 4.6 Table 4.2 identifies that on a weekday period, accounting for the proposed unit, there will be an overall peak parking demand for 126 spaces. On the basis that there will be 264 spaces available in the retail park car park, the analysis demonstrates that there will be minimum spare capacity of 138 spaces.
- 4.7 Table 4.2 identifies that on a weekday period, accounting for the proposed unit, there will be an overall peak parking demand for 183 spaces. On the basis that there will be 264 spaces available in the retail park car park, the analysis demonstrates that there will be minimum spare capacity of 81 spaces.
- 4.8 Overall, the analysis demonstrates that the net loss of parking as a result of the proposed unit would still retain sufficient spare capacity to cater for the demand generated by the retail park and the proposed unit. There is also sufficient capacity to accommodate the demand that would be generated by the permitted Starbucks once open, particularly given there will be a high proportion of linked trips with the existing retail offers and the proposed gym use.
- 4.9 It has been demonstrated that there is sufficient capacity within the retail park car park to continue to accommodate the demand for parking generated by the retail park and the future demand of the proposed unit, and as such, the development proposal will not generate any overspill parking on the local highway network.

5.0 Summary

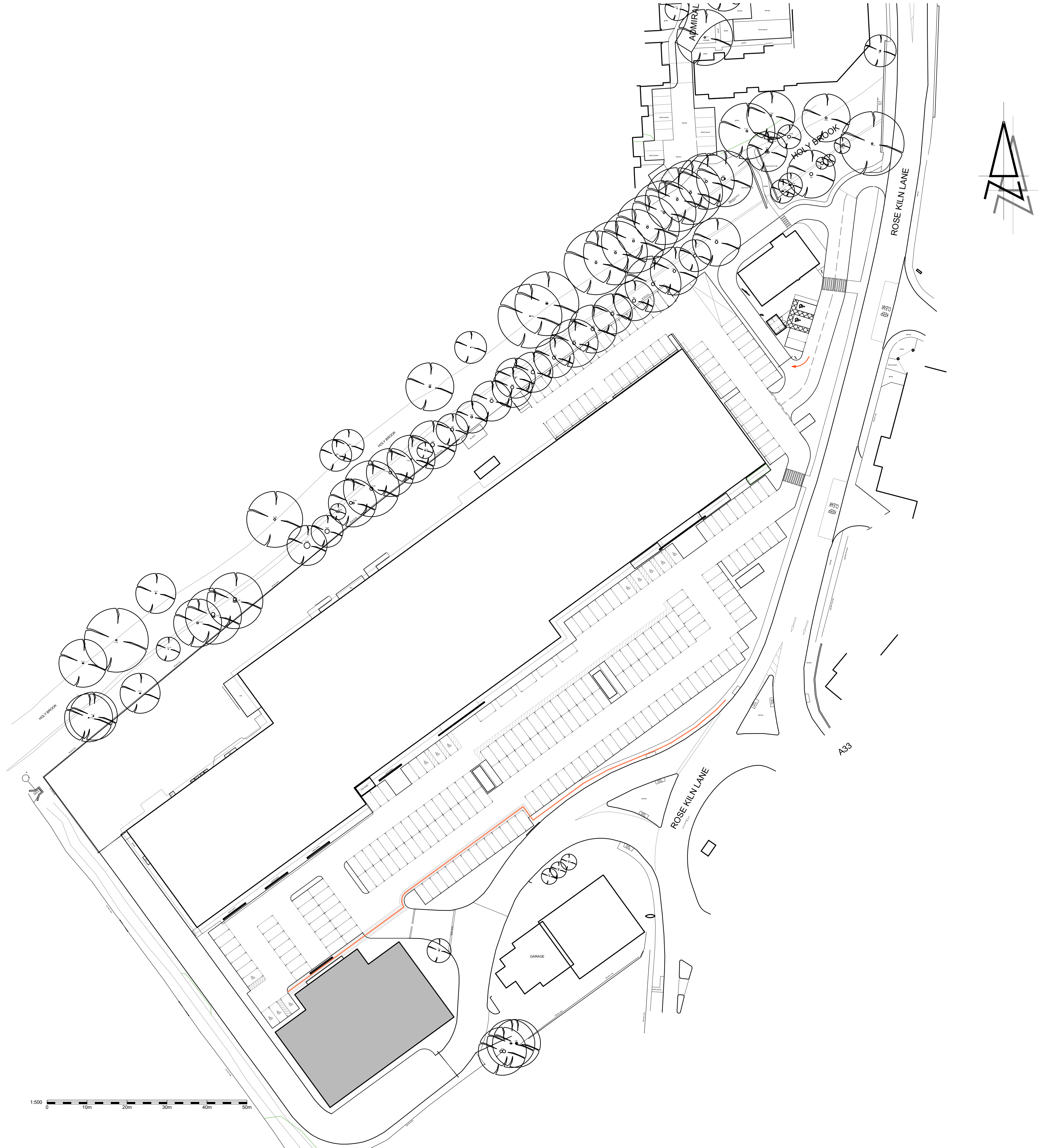
- 5.1 This Transport Statement Addendum (TSA) has been prepared in relation to planning application ref. 231077 for the 'Erection of 1,780 sqm unit for use as a gym'. In summary:

- The site will continue to be accessed from the existing point of access to the car park from Rose Kiln Lane as well as the access to be created as part of the Starbucks units. It is proposed to provide a designated pedestrian route from the site through the car park to connect with the existing footway infrastructure.

- " Cycle parking will be provided in accordance with RBC's parking standards. Based on the proposal, this equates to a total of 45 spaces, plus 2 spaces for staff based on up to 11 staff being on site at any one time.
 - " The proposed gym could generate in the order of 29 two-way vehicle trips during the AM peak, 65 two-way vehicle trips during the PM peak and 41 two-way vehicle trips during the weekend peak.
 - " It is recognised that the proposed gym use would generate new trips to the network (i.e. home-gym-home) along with non-primary trips which already exist on the network. Applying survey data for a similar gym identifies that the proposed gym would generate 8 new two-way vehicle trips during the AM peak period, 21 new two-way vehicle trips during the PM peak period and 15 new two-way vehicle trips during the weekend peak period. This volume of new trips is not considered to be significant and would have a minimal impact on the operation of the local highway network.
 - " On the basis that during each peak hourly period, the total number of new vehicle trips would be less than the 30 two-way vehicle trip threshold, it is considered that no further off-site junction capacity modelling would be required.
 - " Parking accumulation analysis demonstrates that the net loss of parking as a result of the proposed unit would still retain sufficient spare capacity to cater for the demand generated by the retail park and the proposed unit. There is also sufficient capacity to accommodate the demand that would be generated by Starbucks once open, particularly given there will be a high proportion of linked trips with the retail offers.
 - " It has been demonstrated that there is sufficient capacity within the retail park car park to continue to accommodate the demand for parking generated by the retail park and the future demand of the proposed unit, and as such, the development proposal will not generate any overspill parking on the local highway network.
- 5.2 Aligning with the conclusions of the TS, there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix A

Site Plan & Pedestrian Link Plan



Rev	Date	Description
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SORBON
ESTATES

Proposed Development at
Reading Link Retail Park, Rose Kiln Lane,
Reading.

Planning

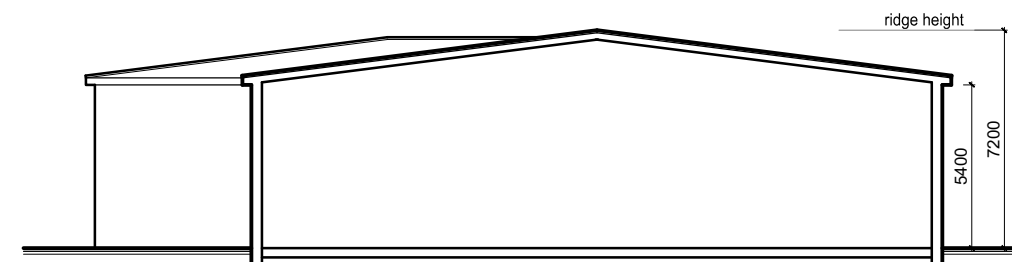
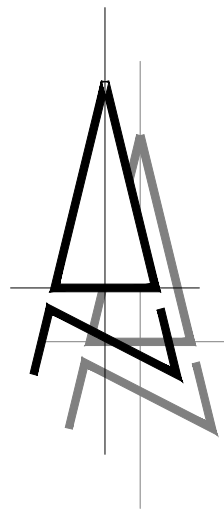
Drawing

Plan - Pedestrian Link

Date	Scale @ A1	Drawn
01.02.2023	1:500	jd

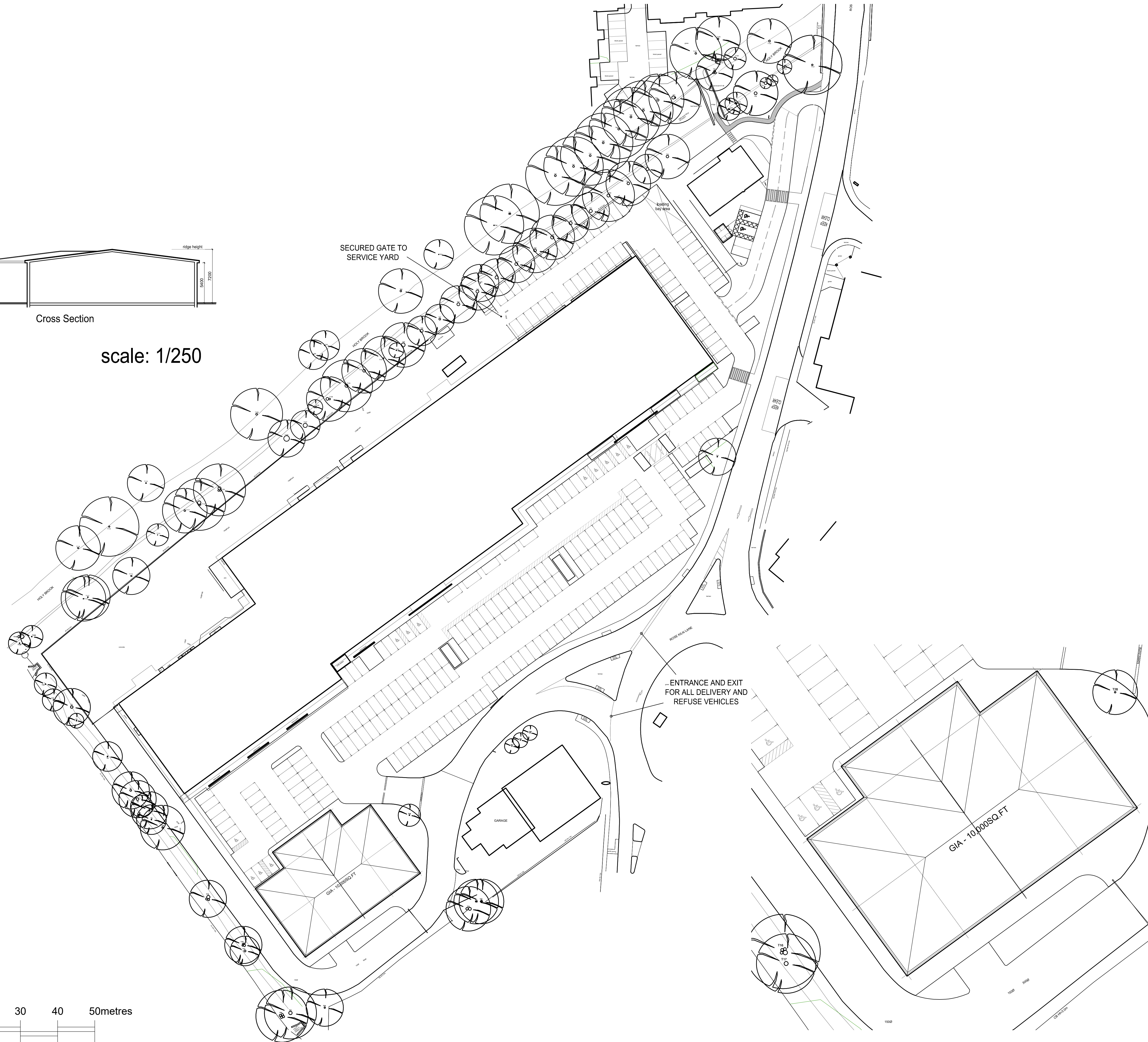
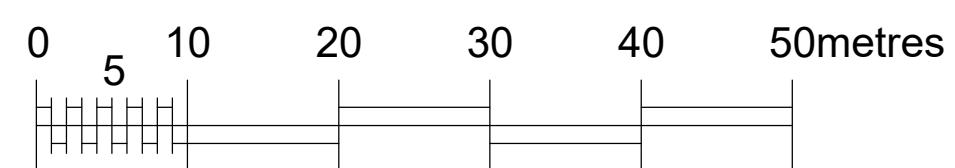
Drawing number	Revision
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RLRPRKL_PLN-GM_014 -



Cross Section

scale: 1/250



scale: 1/250

Consultant

© This drawing is the copyright of SORBON ESTATES
All dimensions and levels must be checked on site and verified
prior to construction

Notes

Rev.	Description	Date

Project

Proposed Development
at
Reading Link Retail Park
Rose Kiln Lane
Reading

Drawing Title

Feasibility Layout

SORBON
ESTATES

'Sorbon', Aylesbury End, Beaconsfield,
Buckinghamshire. HP9 1LW
Tel: 01494 671331
Fax: 01494 676417
DX 34507 Beaconsfield

Drawn By: jd	Date: 10.08.2022
Scale: 1:500	A1
Drawing No. RLRPRKL_FSE_008	Revision *

Appendix B

TRICS Data

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
 WL WILTSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1400 to 1400 (units: sqm)
 Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/11/22

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

LIST OF SITES relevant to selection parameters

1	WL-07-K-01	PURE GYM	WILTSHIRE
	SOUTHAMPTON ROAD		
	SALISBURY		
	BOURNE RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: SATURDAY	19/11/22	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.40

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	1	1400	1.286	1	1400	1.143	1	1400	2.429
07:00 - 08:00	1	1400	1.429	1	1400	1.500	1	1400	2.929
08:00 - 09:00	1	1400	1.000	1	1400	1.357	1	1400	2.357
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.071	1	1400	1.714	1	1400	2.785
11:00 - 12:00	1	1400	1.357	1	1400	1.071	1	1400	2.428
12:00 - 13:00	1	1400	1.286	1	1400	1.000	1	1400	2.286
13:00 - 14:00	1	1400	1.214	1	1400	1.857	1	1400	3.071
14:00 - 15:00	1	1400	1.786	1	1400	1.000	1	1400	2.786
15:00 - 16:00	1	1400	1.571	1	1400	1.429	1	1400	3.000
16:00 - 17:00	1	1400	2.857	1	1400	1.857	1	1400	4.714
17:00 - 18:00	1	1400	1.929	1	1400	2.071	1	1400	4.000
18:00 - 19:00	1	1400	1.714	1	1400	2.357	1	1400	4.071
19:00 - 20:00	1	1400	0.714	1	1400	1.714	1	1400	2.428
20:00 - 21:00	1	1400	1.143	1	1400	1.000	1	1400	2.143
21:00 - 22:00	1	1400	0.500	1	1400	0.929	1	1400	1.429
22:00 - 23:00	1	1400	0.286	1	1400	0.643	1	1400	0.929
23:00 - 24:00									
Total Rates:			23.000			23.071			46.071

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

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

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Parameter summary

Trip rate parameter range selected:	1400 - 1400 (units: sqm)
Survey date range:	01/01/10 - 19/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
08:00 - 09:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
12:00 - 13:00	1	1400	0.143	1	1400	0.071	1	1400	0.214
13:00 - 14:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
14:00 - 15:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
15:00 - 16:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
16:00 - 17:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
17:00 - 18:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
18:00 - 19:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
19:00 - 20:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
20:00 - 21:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
21:00 - 22:00	1	1400	0.214	1	1400	0.000	1	1400	0.214
22:00 - 23:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
23:00 - 24:00									
Total Rates:			1.069			0.854			1.923

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	1400	1.357	1	1400	1.143	1	1400	2.500
07:00 - 08:00	1	1400	1.500	1	1400	1.500	1	1400	3.000
08:00 - 09:00	1	1400	1.143	1	1400	1.500	1	1400	2.643
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.143	1	1400	1.857	1	1400	3.000
11:00 - 12:00	1	1400	1.571	1	1400	1.143	1	1400	2.714
12:00 - 13:00	1	1400	1.429	1	1400	1.071	1	1400	2.500
13:00 - 14:00	1	1400	1.357	1	1400	1.929	1	1400	3.286
14:00 - 15:00	1	1400	2.071	1	1400	1.071	1	1400	3.142
15:00 - 16:00	1	1400	1.786	1	1400	1.714	1	1400	3.500
16:00 - 17:00	1	1400	3.643	1	1400	2.143	1	1400	5.786
17:00 - 18:00	1	1400	2.143	1	1400	2.714	1	1400	4.857
18:00 - 19:00	1	1400	1.857	1	1400	2.929	1	1400	4.786
19:00 - 20:00	1	1400	1.071	1	1400	2.000	1	1400	3.071
20:00 - 21:00	1	1400	1.500	1	1400	1.357	1	1400	2.857
21:00 - 22:00	1	1400	0.857	1	1400	1.357	1	1400	2.214
22:00 - 23:00	1	1400	0.214	1	1400	0.929	1	1400	1.143
23:00 - 24:00									
Total Rates:			26.499			26.786			53.285

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	1400	0.000	1	1400	0.071	1	1400	0.071
07:00 - 08:00	1	1400	0.357	1	1400	0.000	1	1400	0.357
08:00 - 09:00	1	1400	0.071	1	1400	0.286	1	1400	0.357
09:00 - 10:00	1	1400	0.143	1	1400	0.286	1	1400	0.429
10:00 - 11:00	1	1400	0.214	1	1400	0.143	1	1400	0.357
11:00 - 12:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
12:00 - 13:00	1	1400	0.357	1	1400	0.214	1	1400	0.571
13:00 - 14:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
14:00 - 15:00	1	1400	0.357	1	1400	0.357	1	1400	0.714
15:00 - 16:00	1	1400	0.286	1	1400	0.429	1	1400	0.715
16:00 - 17:00	1	1400	0.571	1	1400	0.143	1	1400	0.714
17:00 - 18:00	1	1400	0.500	1	1400	0.429	1	1400	0.929
18:00 - 19:00	1	1400	0.214	1	1400	0.357	1	1400	0.571
19:00 - 20:00	1	1400	0.286	1	1400	0.714	1	1400	1.000
20:00 - 21:00	1	1400	0.214	1	1400	0.357	1	1400	0.571
21:00 - 22:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
22:00 - 23:00	1	1400	0.357	1	1400	0.214	1	1400	0.571
23:00 - 24:00									
Total Rates:			4.141				4.071	8.212	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
08:00 - 09:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
12:00 - 13:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
13:00 - 14:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
14:00 - 15:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
15:00 - 16:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
16:00 - 17:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
17:00 - 18:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
18:00 - 19:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
19:00 - 20:00	1	1400	0.214	1	1400	0.071	1	1400	0.285
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
23:00 - 24:00									
Total Rates:			0.569			0.285			0.854

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.40

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	1	1400	1.357	1	1400	1.214	1	1400	2.571
07:00 - 08:00	1	1400	2.000	1	1400	1.500	1	1400	3.500
08:00 - 09:00	1	1400	1.357	1	1400	1.929	1	1400	3.286
09:00 - 10:00	1	1400	2.143	1	1400	0.714	1	1400	2.857
10:00 - 11:00	1	1400	1.357	1	1400	2.143	1	1400	3.500
11:00 - 12:00	1	1400	1.714	1	1400	1.286	1	1400	3.000
12:00 - 13:00	1	1400	2.000	1	1400	1.357	1	1400	3.357
13:00 - 14:00	1	1400	1.500	1	1400	2.000	1	1400	3.500
14:00 - 15:00	1	1400	2.500	1	1400	1.429	1	1400	3.929
15:00 - 16:00	1	1400	2.143	1	1400	2.214	1	1400	4.357
16:00 - 17:00	1	1400	4.429	1	1400	2.429	1	1400	6.858
17:00 - 18:00	1	1400	2.643	1	1400	3.214	1	1400	5.857
18:00 - 19:00	1	1400	2.143	1	1400	3.286	1	1400	5.429
19:00 - 20:00	1	1400	1.571	1	1400	2.857	1	1400	4.428
20:00 - 21:00	1	1400	1.714	1	1400	1.786	1	1400	3.500
21:00 - 22:00	1	1400	1.071	1	1400	1.429	1	1400	2.500
22:00 - 23:00	1	1400	0.643	1	1400	1.214	1	1400	1.857
23:00 - 24:00									
Total Rates:			32.285				32.001	64.286	

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.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 650 to 6000 (units: sqm)
 Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/11/22

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BH-07-K-01 ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1600 sqm Survey date: WEDNESDAY 27/09/17	CORAL FITNESS 1600 sqm 27/09/17	BRIGHTON & HOVE Survey Type: MANUAL
2	CB-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 650 sqm Survey date: TUESDAY 10/06/14	FITNESS CLUB 650 sqm 10/06/14	CUMBRIA Survey Type: MANUAL
3	NG-07-K-01 LONDON ROAD NOTTINGHAM Edge of Town Centre Commercial Zone Total Gross floor area: 6000 sqm Survey date: THURSDAY 27/06/13	VIRGIN ACTIVE 6000 sqm 27/06/13	NOTTINGHAM Survey Type: MANUAL
4	SH-07-K-01 SUNDORNE ROAD SHREWSBURY Edge of Town Residential Zone Total Gross floor area: 4500 sqm Survey date: WEDNESDAY 21/05/14	FITNESS, TENNIS & LEISURE 4500 sqm 21/05/14	SHROPSHIRE Survey Type: MANUAL
5	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 1380 sqm Survey date: THURSDAY 06/04/17	DW SPORTS FITNESS 1380 sqm 06/04/17	TYNE & WEAR 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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.53

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	5	2826	0.927	5	2826	0.035	5	2826	0.962
07:00 - 08:00	5	2826	0.495	5	2826	0.672	5	2826	1.167
08:00 - 09:00	5	2826	0.771	5	2826	0.835	5	2826	1.606
09:00 - 10:00	5	2826	1.522	5	2826	0.545	5	2826	2.067
10:00 - 11:00	5	2826	1.062	5	2826	0.856	5	2826	1.918
11:00 - 12:00	5	2826	0.637	5	2826	1.352	5	2826	1.989
12:00 - 13:00	5	2826	0.580	5	2826	0.757	5	2826	1.337
13:00 - 14:00	5	2826	0.686	5	2826	0.672	5	2826	1.358
14:00 - 15:00	5	2826	0.750	5	2826	0.623	5	2826	1.373
15:00 - 16:00	5	2826	1.139	5	2826	1.026	5	2826	2.165
16:00 - 17:00	5	2826	1.444	5	2826	1.047	5	2826	2.491
17:00 - 18:00	5	2826	2.399	5	2826	1.238	5	2826	3.637
18:00 - 19:00	5	2826	1.642	5	2826	1.897	5	2826	3.539
19:00 - 20:00	5	2826	0.962	5	2826	1.904	5	2826	2.866
20:00 - 21:00	5	2826	0.340	5	2826	1.253	5	2826	1.593
21:00 - 22:00	5	2826	0.057	5	2826	0.517	5	2826	0.574
22:00 - 23:00	2	3800	0.026	2	3800	0.263	2	3800	0.289
23:00 - 24:00									
Total Rates:			15.439			15.492			30.931

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

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

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Parameter summary

Trip rate parameter range selected: 650 - 6000 (units: sqm)
 Survey date range: 01/01/10 - 19/11/22
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	5	2826	0.050	5	2826	0.007	5	2826	0.057
07:00 - 08:00	5	2826	0.007	5	2826	0.021	5	2826	0.028
08:00 - 09:00	5	2826	0.050	5	2826	0.035	5	2826	0.085
09:00 - 10:00	5	2826	0.071	5	2826	0.042	5	2826	0.113
10:00 - 11:00	5	2826	0.050	5	2826	0.042	5	2826	0.092
11:00 - 12:00	5	2826	0.064	5	2826	0.099	5	2826	0.163
12:00 - 13:00	5	2826	0.021	5	2826	0.014	5	2826	0.035
13:00 - 14:00	5	2826	0.042	5	2826	0.042	5	2826	0.084
14:00 - 15:00	5	2826	0.035	5	2826	0.014	5	2826	0.049
15:00 - 16:00	5	2826	0.071	5	2826	0.050	5	2826	0.121
16:00 - 17:00	5	2826	0.028	5	2826	0.050	5	2826	0.078
17:00 - 18:00	5	2826	0.092	5	2826	0.092	5	2826	0.184
18:00 - 19:00	5	2826	0.085	5	2826	0.078	5	2826	0.163
19:00 - 20:00	5	2826	0.021	5	2826	0.042	5	2826	0.063
20:00 - 21:00	5	2826	0.021	5	2826	0.035	5	2826	0.056
21:00 - 22:00	5	2826	0.028	5	2826	0.042	5	2826	0.070
22:00 - 23:00	2	3800	0.000	2	3800	0.039	2	3800	0.039
23:00 - 24:00									
Total Rates:			0.736			0.744			1.480

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	5	2826	0.984	5	2826	0.035	5	2826	1.019
07:00 - 08:00	5	2826	0.552	5	2826	0.701	5	2826	1.253
08:00 - 09:00	5	2826	0.878	5	2826	0.906	5	2826	1.784
09:00 - 10:00	5	2826	1.854	5	2826	0.616	5	2826	2.470
10:00 - 11:00	5	2826	1.323	5	2826	1.033	5	2826	2.356
11:00 - 12:00	5	2826	0.715	5	2826	1.557	5	2826	2.272
12:00 - 13:00	5	2826	0.722	5	2826	0.920	5	2826	1.642
13:00 - 14:00	5	2826	0.870	5	2826	0.807	5	2826	1.677
14:00 - 15:00	5	2826	0.955	5	2826	0.694	5	2826	1.649
15:00 - 16:00	5	2826	1.571	5	2826	1.316	5	2826	2.887
16:00 - 17:00	5	2826	1.911	5	2826	1.401	5	2826	3.312
17:00 - 18:00	5	2826	3.064	5	2826	1.656	5	2826	4.720
18:00 - 19:00	5	2826	1.960	5	2826	2.321	5	2826	4.281
19:00 - 20:00	5	2826	1.253	5	2826	2.470	5	2826	3.723
20:00 - 21:00	5	2826	0.375	5	2826	1.550	5	2826	1.925
21:00 - 22:00	5	2826	0.057	5	2826	0.623	5	2826	0.680
22:00 - 23:00	2	3800	0.026	2	3800	0.355	2	3800	0.381
23:00 - 24:00									
Total Rates:			19.070				18.961	38.031	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	5	2826	0.057	5	2826	0.007	5	2826	0.064
07:00 - 08:00	5	2826	0.057	5	2826	0.035	5	2826	0.092
08:00 - 09:00	5	2826	0.099	5	2826	0.127	5	2826	0.226
09:00 - 10:00	5	2826	0.149	5	2826	0.170	5	2826	0.319
10:00 - 11:00	5	2826	0.418	5	2826	0.085	5	2826	0.503
11:00 - 12:00	5	2826	0.198	5	2826	0.304	5	2826	0.502
12:00 - 13:00	5	2826	0.304	5	2826	0.226	5	2826	0.530
13:00 - 14:00	5	2826	0.198	5	2826	0.205	5	2826	0.403
14:00 - 15:00	5	2826	0.248	5	2826	0.092	5	2826	0.340
15:00 - 16:00	5	2826	0.276	5	2826	0.290	5	2826	0.566
16:00 - 17:00	5	2826	0.290	5	2826	0.248	5	2826	0.538
17:00 - 18:00	5	2826	0.418	5	2826	0.255	5	2826	0.673
18:00 - 19:00	5	2826	0.241	5	2826	0.297	5	2826	0.538
19:00 - 20:00	5	2826	0.198	5	2826	0.382	5	2826	0.580
20:00 - 21:00	5	2826	0.191	5	2826	0.276	5	2826	0.467
21:00 - 22:00	5	2826	0.014	5	2826	0.120	5	2826	0.134
22:00 - 23:00	2	3800	0.000	2	3800	0.053	2	3800	0.053
23:00 - 24:00									
Total Rates:			3.356				3.172	6.528	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	5	2826	0.021	5	2826	0.000	5	2826	0.021
07:00 - 08:00	5	2826	0.028	5	2826	0.042	5	2826	0.070
08:00 - 09:00	5	2826	0.064	5	2826	0.099	5	2826	0.163
09:00 - 10:00	5	2826	0.064	5	2826	0.064	5	2826	0.128
10:00 - 11:00	5	2826	0.184	5	2826	0.050	5	2826	0.234
11:00 - 12:00	5	2826	0.028	5	2826	0.113	5	2826	0.141
12:00 - 13:00	5	2826	0.035	5	2826	0.021	5	2826	0.056
13:00 - 14:00	5	2826	0.035	5	2826	0.042	5	2826	0.077
14:00 - 15:00	5	2826	0.050	5	2826	0.050	5	2826	0.100
15:00 - 16:00	5	2826	0.035	5	2826	0.050	5	2826	0.085
16:00 - 17:00	5	2826	0.021	5	2826	0.014	5	2826	0.035
17:00 - 18:00	5	2826	0.028	5	2826	0.014	5	2826	0.042
18:00 - 19:00	5	2826	0.035	5	2826	0.042	5	2826	0.077
19:00 - 20:00	5	2826	0.007	5	2826	0.050	5	2826	0.057
20:00 - 21:00	5	2826	0.000	5	2826	0.021	5	2826	0.021
21:00 - 22:00	5	2826	0.000	5	2826	0.014	5	2826	0.014
22:00 - 23:00	2	3800	0.000	2	3800	0.026	2	3800	0.026
23:00 - 24:00									
Total Rates:			0.635				0.712	1.347	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.53

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	5	2826	1.111	5	2826	0.050	5	2826	1.161
07:00 - 08:00	5	2826	0.644	5	2826	0.800	5	2826	1.444
08:00 - 09:00	5	2826	1.090	5	2826	1.168	5	2826	2.258
09:00 - 10:00	5	2826	2.137	5	2826	0.892	5	2826	3.029
10:00 - 11:00	5	2826	1.975	5	2826	1.210	5	2826	3.185
11:00 - 12:00	5	2826	1.005	5	2826	2.074	5	2826	3.079
12:00 - 13:00	5	2826	1.083	5	2826	1.182	5	2826	2.265
13:00 - 14:00	5	2826	1.146	5	2826	1.097	5	2826	2.243
14:00 - 15:00	5	2826	1.288	5	2826	0.849	5	2826	2.137
15:00 - 16:00	5	2826	1.953	5	2826	1.706	5	2826	3.659
16:00 - 17:00	5	2826	2.251	5	2826	1.713	5	2826	3.964
17:00 - 18:00	5	2826	3.602	5	2826	2.017	5	2826	5.619
18:00 - 19:00	5	2826	2.321	5	2826	2.739	5	2826	5.060
19:00 - 20:00	5	2826	1.479	5	2826	2.944	5	2826	4.423
20:00 - 21:00	5	2826	0.587	5	2826	1.883	5	2826	2.470
21:00 - 22:00	5	2826	0.099	5	2826	0.800	5	2826	0.899
22:00 - 23:00	2	3800	0.026	2	3800	0.474	2	3800	0.500
23:00 - 24:00									
Total Rates:			23.797			23.598			47.395

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.

Appendix C

Survey Data

	Saturday 9th March				Total per hour		
	Time slot	Total swipes	Linked Journey	Linked journey as a %	Total swipes	Linked Journey	Linked journey as a %
Morning 06:00 - 12:00	06:00-06:15	5	4	80%			
	06:15-06:30	6	5	83%			
	06:30-06:45	9	8	89%			
	06:45-07:00	7	5	71%	27	22	81%
	07:00-07:15	18	9	50%			
	07:15-07:30	15	7	47%			
	07:30-07:45	20	7	35%			
	07:45-08:00	8	3	38%	61	26	43%
	08:00-08:15	16	7	44%			
	08:15-08:30	11	5	45%			
	08:30-08:45	18	6	33%			
	08:45-09:00	6	5	83%	51	23	45%
	09:00-09:15	10	6	60%			
	09:15-09:30	27	14	52%			
	09:30-09:45	21	8	38%			
	09:45-10:00	19	9	47%	77	37	48%
	10:00-10:15	26	12	46%			
	10:15-10:30	18	7	39%			
	10:30-10:45	24	11	46%			
	10:45-11:00	21	9	43%	89	39	44%
	11:00-11:15	18	9	50%			
	11:15-11:30	18	7	39%			
	11:30-11:45	23	14	61%			
	11:45-12:00	16	9	56%	75	39	52%
Afternoon 12:00 - 17:00	12:00-12:15	15	6	40%			
	12:15-12:30	18	10	56%			
	12:30-12:45	11	6	55%			
	12:45-13:00	24	18	75%	68	40	59%
	13:00-13:15	21	14	67%			
	13:15-13:30	20	12	60%			
	13:30-13:45	25	11	44%			
	13:45-14:00	2	2	100%	68	39	57%
	14:00-14:15	27	20	74%			
	14:15-14:30	20	13	65%			
	14:30-14:45	13	9	69%			
	14:45-15:00	17	10	59%	77	52	68%
	15:00-15:15	14	8	57%			
	15:15-15:30	17	8	47%			
	15:30-15:45	19	6	32%			
	15:45-16:00	17	6	35%	67	28	42%
	16:00-16:15	11	4	36%			
	16:15-16:30	9	4	44%			
	16:30-16:45	12	5	42%			
	16:45-17:00	10	3	30%	42	16	38%
Evening 17:00 - 21:00	17:00-17:15	10	4	40%			
	17:15-17:30	8	4	50%			
	17:30-17:45	11	2	18%			
	17:45-18:00	10	4	40%	39	14	36%
	18:00-18:15	8	2	25%			
	18:15-18:30	6	0	0%			
	18:30-18:45	8	2	25%			
	18:45-19:00	4	0	0%	26	4	15%
	19:00-19:15	15	3	20%			
	19:15-19:30	11	2	18%			
	19:30-19:45	11	6	55%			
	19:45-20:00	10	0	0%	47	11	23%
	20:00-20:15	10	2	20%			
	20:15-20:30	8	4	50%			
	20:30-20:45	6	1	17%			
	20:45-21:00	9	3	33%	33	10	30%

Total visits 6am - 9pm847

Average % of linked visits46%

	Monday 11th March				Total per hour		
	Time slot	Total swipes	Linked Journey	Linked journey as a %	Total swipes	Linked Journey	Linked journey as a %
Morning 06:00 - 12:00	06:00-06:15	17	17	100%			
	06:15-06:30	13	13	100%			
	06:30-06:45	8	7	88%			
	06:45-07:00	7	5	71%	45	42	93%
	07:00-07:15	5	5	100%			
	07:15-07:30	11	11	100%			
	07:30-07:45	6	5	83%			
	07:45-08:00	6	6	100%	28	27	96%
	08:00-08:15	12	9	75%			
	08:15-08:30	8	6	75%			
	08:30-08:45	7	5	71%			
	08:45-09:00	11	7	64%	38	27	71%
	09:00-09:15	13	10	77%			
	09:15-09:30	21	16	76%			
	09:30-09:45	27	19	70%			
	09:45-10:00	23	12	52%	84	57	68%
	10:00-10:15	18	9	50%			
	10:15-10:30	13	3	23%			
	10:30-10:45	10	5	50%			
	10:45-11:00	8	4	50%	49	21	43%
	11:00-11:15	17	9	53%			
	11:15-11:30	18	4	22%			
	11:30-11:45	23	7	30%			
	11:45-12:00	18	7	39%	76	27	36%
Afternoon 12:00 - 17:00	12:00-12:15	21	17	81%			
	12:15-12:30	16	14	88%			
	12:30-12:45	15	10	67%			
	12:45-13:00	17	14	82%	69	55	80%
	13:00-13:15	25	20	80%			
	13:15-13:30	19	14	74%			
	13:30-13:45	11	5	45%			
	13:45-14:00	13	6	46%	68	45	66%
	14:00-14:15	15	8	53%			
	14:15-14:30	18	2	11%			
	14:30-14:45	13	5	38%			
	14:45-15:00	21	4	19%	67	19	28%
	15:00-15:15	21	7	33%			
	15:15-15:30	14	5	36%			
	15:30-15:45	15	10	67%			
	15:45-16:00	17	12	71%	67	34	51%
	16:00-16:15	19	12	63%			
	16:15-16:30	25	20	80%			
	16:30-16:45	21	13	62%			
	16:45-17:00	15	11	73%	80	56	70%
Evening 17:00 - 21:00	17:00-17:15	33	17	52%			
	17:15-17:30	41	31	76%			
	17:30-17:45	47	33	70%			
	17:45-18:00	31	21	68%	152	102	67%
	18:00-18:15	44	29	66%			
	18:15-18:30	41	27	66%			
	18:30-18:45	38	20	53%			
	18:45-19:00	40	11	28%	163	87	53%
	19:00-19:15	47	7	15%			
	19:15-19:30	37	10	27%			
	19:30-19:45	35	5	14%			
	19:45-20:00	40	3	8%	159	25	16%
	20:00-20:15	43	5	12%			
	20:15-20:30	39	5	13%			
	20:30-20:45	35	3	9%			
	20:45-21:00	20	1	5%	137	14	10%

Total visits 6am - 9pm1,282

Average % of linked visits56%