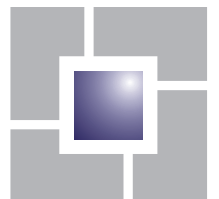




Marketfield Road, Redhill

Transport Assessment



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Marketfield Road, Redhill

Transport Assessment

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1. INTRODUCTION

1.1.1 David Tucker Associates (DTA) has been commissioned by Reigate and Banstead Borough Council to advise on the transport implications of their proposed redevelopment of the Marketfield Road site.

1.1.2 The Marketfield Road site is a town centre site which is currently developed for retail and office use fronting the High Street and a surface car park to the rear. The redevelopment proposes the:

“Demolition of existing buildings and redevelopment to provide new multi-screen cinema and flexible retail, restaurant and cafe units (use classes A1 and/or A3 and/or D2) at ground and first floor level and residential apartments within buildings comprising part five, part six, part ten and part thirteen storeys together with basement car parking and access, cycle storage and associated facilities including new amenity space and public realm”.

1.1.3 As part of the redevelopment changes to the current access arrangements are required and a section of highway maintainable at public expense within the site will be stopped up.

1.1.4 Access to the site for servicing and for the residential car parking will be taken from Marketfield Road to the south of the site. In addition, a new access to the north of the site will be created. This will require the relocation of an existing signal pedestrian crossing on Marketfield Way. The principles of proposed access to the site were previously agreed with Surrey County Council at a meeting held to co-ordinate the project with the works being planned for the Redhill Balanced Network project. The RBN works have now been implemented.

1.1.5 This Transport Assessment broadly follows the structure of the Transport Assessment Scoping Report, which was updated to agree in principle with Surrey County Council's response to the original draft on the 14th of January 2016.

1.1.6 This TA has been prepared in accordance with the National Planning Policy Framework (NPPF) and The Guidance on Transport Assessments 2007, issued by DFT. Although this document has been withdrawn, the methodology and guidance are still relevant.

1.1.7 This report includes a review of the relevant transport policies and sets out the existing context and conditions including an appraisal of accessibility to the site by

all modes. The site is in an accessible location and within easy walking distance of a range of local services including local stores, schools etc. It is located within close proximity to bus stops, cycle links and the strategic local road network.

- 1.1.8 This report further sets out the proposed development and details of the impact of the resultant traffic generation. It concludes that the overall traffic impact of the development is modest and will be widely dispersed. As such no off-site mitigation is warranted (off-site works to relocate the pedestrian crossing on Marketfield Way will be required).
- 1.1.9 Overall the proposed development provides suitable and safe access for all road users.

2. POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 In March 2012, the Department of Communities and Local Government published the National Planning Policy Framework (NPPF). The NPPF confirms that the Government seeks to encourage sustainable development. This is highlighted in Paragraph 14 which states that:

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

2.1.2 In transport planning terms this would be at para 29

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

2.1.3 Paragraph 31 states;

All developments that generate significant amounts of movement should be supported by a Transport Assessment or Transport Statement. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

2.1.4 Ultimately the key transport tests are set out at paragraph 32:

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and,*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

2.1.5 The Framework goes on to emphasise the importance of minimising the need to travel, in particular minimising journey lengths and the need for good accessibility to public transport:

35. 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 movements, 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.*

37. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38. For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

2.2 Reigate and Banstead Core Strategy (2014)

2.2.1 Reigate and Banstead Core Strategy was formerly adopted by the Council on 3rd July 2014. The Core Strategy identifies that Redhill is the main retail and leisure centre and that new development of this nature should be focused on Redhill.

6.6.6 Retail and leisure: As a primary shopping centre, Redhill caters for both local and boroughwide needs. The majority of both comparison retail and convenience retail development in the borough will be accommodated within Redhill town centre - 15,480sqm and 7,020sqm respectively within the current town centre boundary, with potential for an extension to the town centre boundary in the longer term, subject to realisation of wider regeneration objectives and further testing. The DMP will plan for and allocate sites to provide the identified retail floorspace. Retail provision figures will be reviewed regularly to ensure opportunities for regeneration within the town centre, and Redhill's potential as a primary shopping centre for the borough and beyond, are realised. To support the development of Redhill's sub-regional role, other complementary uses, such as leisure, need to be delivered. The DMP will therefore also set out the amount and type of leisure provision required in the town centre.

2.2.2 It confirms that the evidence shows that 'Redhill is the borough's most accessible location by public transport' this this is also reflected in the transport policy section:

Policy CS17: Travel options and accessibility The Council will work with Surrey County Council, the Highways Agency, rail and bus operators, neighbouring local authorities and developers to:

1. *Manage demand and reduce the need to travel, by:*
 - a. *Allocating land for development and directing development to accessible locations in the borough*
 - b. *Securing provision of - or easy access to - services, facilities and public transport as part of new development.*
2. *Improve the efficiency of the transport network, by:*
 - a. *Enhancing public interchange facilities in Redhill and Horley town centres and promoting Redhill/ Reigate as a transport hub*
 - b. *Delivering improvements to the road network to meet all street users' needs, enhance accessibility along key corridors and accommodate the forecast increase in journeys.*
3. *Facilitate sustainable transport choices, by:*
 - a. *Improving travel options through enhanced provision for bus, rail, walking, cycling and bridleways*
 - b. *Promoting walking and cycling as the preferred travel option for shorter journeys*
 - c. *Promoting non-car travel*
 - d. *Requiring the provision of travel plans and transport assessments for proposals which are likely to generate significant amounts of movement*
 - e. *Seeking to minimise parking provision in the most sustainable locations, and secure adequate parking provision relative to patterns of car ownership elsewhere.*

2.2.3 This policy reflects the NPPF aims for sustainable development in transport terms and the requirements for a Transport Assessment to support any significant development.

2.3 Guidance on Transport Assessment and Circular 02/2013.

2.3.1 The methodology used for the original Transport Assessment (TA) in support of the application took account of 'Guidance on Transport Assessment' (GTA) issued by the Department for Transport (DfT) and Department for Communities and Local Government (DCLG) in March 2007. That document was archived in October 2014 but still provides an appropriate and valid approach to assessing developments.

2.3.2 Although not part of the Strategic Road Network, the impact of the development has been considered in a manner which is consistent with Circular 02/13. Paragraph 34 of that document sets the test for traffic impact considerations thus:

“Where insufficient capacity exists to provide for overall forecast demand at the time of opening, the impact of the development will be mitigated to ensure that at that time, the strategic road network is able to accommodate existing and development generated traffic. Any associated mitigation works should be appropriate to the overall connectivity and capacity of any affected part of the strategic road network. ”

2.3.3 The revised modelling discussed below considered a period in 2021, which is hence beyond that required by C02/13 in terms of identification of mitigation measures.

2.4 Surrey County Council Local Transport Plan 2011 – 2026

2.4.1 The SCC Local Transport Plan sets out transport strategies in Surrey up to 2026. These strategies are to be reviewed every three to five years as necessary. The most recent version is dated February 2016. The objectives are:

- Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- Reliable transport: To improve the journey time reliability of travel in Surrey.
- Safe transport: To improve road safety and the security of the travelling public in Surrey.
- Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

2.4.2 To achieve these objectives there are a set of transport strategies addressing accessibility, air quality, asset management, climate changes, congestion, freight, parking, passenger transport, other passenger transport, rights of way, road safety, travel planning, rail and cycling, walking.

2.5 Manual for Streets (2007) / Manual for Street 2 (2012)

2.5.1 The relevant design guides here are Manual for Streets (2007) and Manual for Streets 2 (2012). These design guides emphasis the need for good design to balance place and movement functions. The design guides also provide advice on visibility requirements and highway design considerations.

3. EXISTING CONDITIONS

3.1 Existing Development

- 3.1.1 The site is located within Redhill Town centre. This town centre area is centrally located and the main roads within it are pedestrianised. The site includes an existing building which fronts directly onto the High Street. This is a three storey building with retail on the ground floor with offices above. This building would be demolished.
- 3.1.2 In addition there is a 97 space (inc. 3 disabled) Marketfield Way surface car park. The car park is a pay and display with a max stay of 3 hours. There is no return permitted within 1 hour between 08:00 – 18:00 Monday - Saturday. The car park has 2 payment points, and is generally associated with shopping locally for users who require short stay only. Marketfield Road is the only point of vehicular entry/exit.
- 3.1.3 There is a section of public highway within the car park which will be stopped up as part of the development.

3.2 Local Road Network

- 3.2.1 There are two main roads which intersect in the centre of Redhill. These are the east – west A25 and the north – south London/Brighton Road (the former A23). The town centre, within which the site is located, has been pedestrianised with vehicular traffic diverted around the outside. This inner-ring road includes Marketfield Way which bounds the site to the east.
- 3.2.2 The site itself is accessed by vehicular traffic from Marketfield Way. This is a relatively recent change to the structure of the local road network brought about by SCC's Redhill Balanced Network project (2015).
- 3.2.3 In the wider context both of the above main roads have been bypassed by the M25 and M23 respectively.

3.3 Existing Travel Patterns and Car Parking

- 3.3.1 The Redhill Parking Strategy (2008) examined parking in Redhill Town Centre. It found that:
- *25% of people surveyed travel to Redhill Town Centre on foot*
 - *25% of people surveyed travel to Redhill Town Centre on bus*
 - *4% of people surveyed travel to Redhill Town Centre by bicycle*
 - *The train is predominantly used by commuters travelling out of Redhill*

- *Interrogation of SCC's Redhill Town Centre Vehicle Model revealed 66% AM peak traffic and 61% PM peak traffic in Redhill Town Centre is through traffic.*

3.3.2 The report concluded that there was adequate car parking for existing development but for future development measures were recommended to rebalance the car parking demand and short term parking supply.

3.3.3 Hyder undertook a further parking study in 2011 on behalf of the Borough Council. The Phase 1 report noted that:

Overall, there is a significant amount of spare parking capacity in Redhill Town Centre, with approximately 1,056 of the 4,095 available parking spaces unused during the peak parking periods. 36% of the sampled off-street parking spaces are unused during the peak parking periods (12:00 – 14:00) in 2008. Similarly, 34% of available on-street parking spaces within 800m (10 minutes walk) of the town centre were unused.

Further analysis showed that parking demand at council run off-street car parks peaked in 2004-5 when it was twice as high as current levels and then started to decline long before the recession started.

3.3.4 The study concludes that the significant over supply of parking within the Town Centre area is such that the existing car park on the site could be closed and the development demand accommodated elsewhere in the locality principally in the Warwick Quadrant and Cromwell Road car parks.

3.3.5 The existing car park is short stay, with a maximum stay of 3 hours. It would be a reasonable assumption that each car parking space is used three times a day. On this assumption, the car park can be associated with 582 two way movements per day.

3.4 Road Safety

3.4.1 The safety record of the road network in the immediate vicinity of the site (including the A25 Marketfield Way, the Marketfield Way – Princess Way roundabout and the Marketfield Way – Brighton Road roundabout) has been examined using DfT personal injury accidents (as published by www.crashmap.com) occurring up to the end of 2014.

3.4.2 Note that since there have been significant changes to the local road network from the Redhill Balance Network works, whereby sections of the one way system to the West of the town centre have reverted to two way. Although Marketfield Way itself has not been significantly altered, there will be changed in the traffic flow patterns which will not be reflected in the past road safety records. The focus of the study has therefore been on incidents involving vulnerable road users.

3.4.3 There have been just five accidents involving pedestrians near the site between 2011 and 2014. The incidents occurred on the eastern arm of the Stations Roundabout in 2011, Marketfield Way in 2011, the A25 in 2013 and two on High Street in 2012 and 2014. High Street has since been pedestrianised, and as such the accidents cannot be considered relevant. All of the accidents were slight in nature. Due to the low rate of accidents and the lack of any obvious “hotspots”, there is no need for an improvement of existing infrastructure due to road safety in the area.

3.5 Public Transport

3.5.1 Redhill railway station is located within 100m of the northeast corner of the site in the north eastern quadrant of the Marketfield Way – Princess Way roundabout. Passengers must therefore cross Marketfield Way however there are existing traffic signal controlled pedestrian crossings on the key routes. The station is therefore easily accessible from the site.

3.5.2 The station is a major interchange between the Brighton Main Line, North Downs Line and the Redhill to Tonbridge Line.

- The Brighton Main Line runs from London (London Bridge or Victoria) to the north and to Gatwick and Brighton to the south. Thameslink extends some of these services north through to Bedford.
- The North Downs Line runs to the west to Reading and Guildford.
- The Redhill to Tonbridge Line runs east to Tonbridge.

3.5.3 There are around 15 off-peak train services per hour which stop at the station.

3.5.4 Redhill bus station is located opposite the railway station within 100m of the northeast corner of the site. There are 15 routes served from here including 32, 100, 315, 324, 357, 400, 405, 410, 420, 424, 430,435, 460, 524, 820.

3.5.5 The bus station is a modern facility with excellent sheltered waiting provision and

travel information. The bus station is therefore well equipped and easily accessible from the site.

4. PROPOSED DEVELOPMENT

4.1 Development

4.1.1 The site currently includes the following elements which will be demolished:

- 1,337m² GEA A1 retail; and,
- 477.5m² GFA B1 office.

4.1.2 The proposed development will comprise the following elements:

- 4,279m² GEA A1 retail; (net 2,942m² A1 retail)
- 2,147m² GEA A3 retail;
- Six screen cinema with approximately 800 seats (1,807m² GEA); and,
- 154 residential flats (66 1B/Studio, 88 2B).

4.2 Pedestrian Access

4.2.1 The site has direct frontage onto the pedestrianised section of the High Street. The site also has direct frontage access onto Marketfield Road and Marketfield Way. Marketfield Road is a cul-de-sac and has existing footways. Marketfield Way has existing footways however an enhanced shared use path for pedestrians and cyclists is envisaged across the site frontage as part of the Redhill Balanced Network project. Work undertaken by SCC to date has partially implemented this.

4.2.2 A new pathway for pedestrians will be created from the High Street through to Marketfield Way providing connectivity through to the bus and train stations. There are existing signal control crossings for trips to and from the railway station.

4.2.3 The crossing on Marketfield Way will be relocated as part of the proposals to form a new service access. The crossing will be as per the RBN design but it will be repositioned approximately 10m to the south of its current position.

4.3 Parking

4.3.1 Given the sites location in the town centre, parking on all local streets is either prohibited or subject to daytime restrictions. It is therefore expected that any visitors travelling by car to the site will have to use publicly available parking within and around the Town Centre.

4.3.2 The proposed commercial uses on the ground and first floors are intended to

complement the established town centre facilities and to cater for the immediate needs of residents. Consequently, the commercial uses would have no dedicated parking facilities.

4.3.3 A parking study undertaken by Hyder on behalf R&BBC looked at parking within the town centre area. This study looked at the parking provision for the town centre areas as a whole concluding that there was an oversupply of car parking within the town even after car parking sites such as Marketfield Way were closed and redeveloped.

4.3.4 Indeed the closure of the Marketfield Way was explicitly considered within this study. The redevelopment of the Marketfield Way site in 2010-16 will lead to the loss of 97 off-road parking spaces at this location.

“There will be ample spare capacity to accommodate the lost parking as a result of the Marketfield Way redevelopment.” Section 7 of Redhill Stage 2 Parking Matrix

4.3.5 Residential parking will be provided in a basement level. The basement will provide car parking for 47 cars which is equivalent to a ratio of 0.3 per flat. The proposed car parking provision meets the requirements of the Redhill Town Centre Parking Standard which is based on 0.25 spaces per flat. The car parking will be allocated to individual flats and access to the parking controlled.

4.3.6 The car park will be located in a basement level. The ramp to the basement will be circa 3.0m wide and work on a shuttle working basis controlled by traffic lights. The gradient of the ramp will be 1 in 7 and as such separate pedestrian access will be provided. In addition there will be 154 cycle spaces as well as a bin store and plant room.

4.4 Site Access and Servicing

4.4.1 It is proposed that the site would be accessed from Marketfield Road to the south of the site and Marketfield Way to the East of the site.

4.4.2 Marketfield Road is a short cul-de-sac which provides for local access to the site as well as the Red Central and Kingsgate buildings. The road currently extends into the site however the road within the site will be stopped up to enable the development. A plan showing the extent of stopping up is included in **Appendix B**.

4.4.3 It is proposed to access a servicing bay and the residential car parking from

Marketfield Road. The access to the service bay and car park access will be recessed into the site to form an area for light vehicles servicing the residential flats, e.g. grocery and parcel deliveries, to turn around. Relative to the existing car park use on the site, the proposed development will give rise to fewer vehicle movements on Marketfield Road.

4.4.4 The Marketfield Way access will be a new access to the north of the site. An accessway, approximately 6.0m wide will join Marketfield Way to an internal servicing courtyard. The access onto Marketfield Way will be a heavy duty crossover reflecting the type of vehicles but relatively low demand at this location. To accommodate the new access the existing pedestrian crossing will be relocated.

4.4.5 A swept path tracking assessment (**Appendix H**) has been undertaken using a large 4 axle refuse vehicle. This has demonstrated that the refuse vehicle can adequately access the development, and turn around within the site to egress in forward gear.

4.5 Travel Plan

4.5.1 A Framework Travel Plan will set out the traffic management procedures for the site. There are two principle strands to this:

- Management of servicing; and,
- Promotion of sustainable travel modes by staff and residents.

4.5.2 These are considered in turn below.

4.5.3 There are two main locations for servicing the site. The Travel Plan will set out the periods when deliveries can be made (if restrictions are agreed with the Borough Council) and any arrangements for the co-ordination of deliveries.

4.5.4 Welcome packs will be provided to new residents and travel information provided to employees on the site which would include:

- Up to date bus and train timetable information including maps of local services;
- Walking and Cycling Route Maps;
- Details of local shops and services;
- Information on the wide range of car share websites which link and match potential car sharers. Examples of good quality schemes can be found at www.nationalcarshare.co.uk and www.shareacar.com.

- Internet shopping is becoming increasingly popular, particularly for supermarket shopping for those living in urban areas. All of the main supermarkets, including www.tesco.com, www.sainsburys.co.uk and www.ocado.com offer delivery services to the site address.

5. TRAVEL DEMAND

5.1 Introduction

5.1.1 The trip generation for the site has been calculated for each component of the development. These estimates focus primarily on person trip rates for uses given the relationship with the existing town centre and because the parking demand will be largely accommodated off site. It was agreed however with SCC that overall vehicle trip estimates would also be presented.

5.2 Residential

5.2.1 To assess the potential traffic movements from the development the TRICS database (Version 7.2.4, 2016) was interrogated. This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The redeveloped site would consist of 154 apartments.

5.2.2 The TRICS database has been interrogated for the land use category "Flats Privately Owned" which is robust as it typically returns higher car usage/ownership rates than for rented flats. The site is particularly well located with respect to transport options although only a relatively small proportion will be parked. As a result all sites with no parking or in excess of 0.75 spaces per flat were excluded. The resulting trip generation rates are summarised in **Table 1** below. The TRICS output is copied in full at **Appendix C**.

Table 1 Apartments Privately Owned (limited to sites with less than 0.75 spaces per flat)

Person Trips	Trip Rate (trips per unit)			Person Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0.059	0.422	0.481	9	65	74
PM Peak (1700-1800)	0.526	0.176	0.702	81	27	108
12 Hour (0700 – 1900)	2.723	2.503	5.226	420	385	805
Vehicle Trips	Trip Rate (trips per unit)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0.017	0.031	0.048	3	5	8
PM Peak (1700-1800)	0.024	0.010	0.034	4	2	6
12 Hour (0700 – 1900)	0.249	0.256	0.505	38	39	78

5.2.3 It can be seen from the above that, in absolute terms the traffic generation of the proposals is very low. In total only circa 6-8 two way peak hour movements are forecast in the peak hour period from the site access point, i.e. 1 vehicle every 8 –

10 minutes. Over the day each car parking space has on average around 2 vehicle movements associated with it. This would appear to be realistic.

- 5.2.4 As a sensitivity test, in accordance with the response received from SCC, the TRICS database was also interrogated for more general trip rates (i.e. without the parking parameters applied). This sensitivity test can be found in **Table 2**. The TRICS output is reported in full at **Appendix D**.

Table 2 Apartments Privately Owned (un-restricted car parking)

Person Trips	Trip Rate (trips per unit)			Person Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0.099	0.441	0.540	15	68	83
PM Peak (1700-1800)	0.435	0.205	0.640	67	32	99
12 Hour (0700 – 1900)	2.538	2.650	5.188	391	408	799
Vehicle Trips	Trip Rate (trips per unit)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0.056	0.172	0.228	9	27	35
PM Peak (1700-1800)	0.153	0.089	0.242	23	14	37
12 Hour (0700 – 1900)	1.009	1.060	2.069	155	163	319

- 5.2.5 It can be seen from the above that, the total number of person trips is largely unchanged between **Table 1** and **Table 2**. It is apparent however that the effect of sites with higher levels of car parking, that there is a higher propensity for car use. On average there would be 7 vehicle movements associated with each space. This is not realistic and so this is clearly a very robust test. In absolute terms however the traffic generation of the proposals even on this basis is relatively modest i.e. at around 1 vehicle into or out of the site every two minutes.

5.3 Retail A1/A3/A4

- 5.3.1 To estimate the trip generation of the net 2,942m² GEA A1 retail and 2,147m² GEA A3/A4 retail elements of the site, pub/restaurant sites from within TRICS were reviewed and multi-modal trip rates derived. The TRICS output is copied in full at **Appendix E**.

Table 3 A3/A4 Retail Weekday

Person Trips	Trip Rate (trips per 100m ²)			Person Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0.882	0.529	1.411	19	11	30
PM Peak (1700-1800)	4.200	3.101	7.301	90	67	157
12 Hour (0700-1900)	34.188	27.833	62.021	734	598	1332
24 Hour	46.224	44.193	90.417	992	949	1941

Table 4 Summary of A3/A4 Weekend Trips

Person Trips	Trip Rate (trips per 100m ²)			Person Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0	0	0	0	0	0
PM Peak (1700-1800)	6.973	4.191	11.164	150	90	240
12 Hour (0700-1900)	34.540	25.870	60.410	742	555	1297
24 Hour	75.759	75.362	151.12	1627	1618	3245

5.3.2 The majority of the retail trips, particularly those associated with the food retail elements, will be linked with existing trips within the town centre rather than new trips. The above trips therefore represent walking trips into and out of the site (there is no public car parking on the site).

5.3.3 The TRICS database was interrogated for Mixed Shopping Malls in England and Wales. There were four sites returned. A site in Derby was deselected on the basis that it was a very large edge of town site. A site in Preston was deselected on the basis that it was significantly larger. The closest comparator is a site in Maidstone [KC-01-M-01]. This was surveyed for multi-modal trips on a Saturday. Comparing it to a shopping centre in Feltham [HO-01-M-01] which was also surveyed on a Saturday only and for vehicle trips only show that they are broadly consistent with 32.61 trips per 100m²/day compared to 33.91 trips per 100m²/day. The TRICS output is copied in full at **Appendix F**.

Table 5 Summary of A1 Weekend Trips (based on TRICS site KC-01-M-01)

Person Trips	Trip Rate (trips per 100m ²)			Person Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	3.93	0.15	4.08	116	4	120
PM Peak (1700-1800)	1.44	3.72	5.16	42	109	152
12 Hour (0700-1900)	49.48	46.47	95.95	1456	1367	2823
24 Hour	49.48	46.47	95.95	1456	1367	2823
Vehicle Trips	Trip Rate (trips per 100m ²)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	1.01	0.01	1.02	30	0	30
PM Peak (1700-1800)	0.30	0.97	1.27	9	29	37
12 Hour (0700-1900)	16.98	16.92	33.91	500	498	998
24 Hour	16.98	16.92	33.91	500	498	998

5.3.4 The above data shows that approximately a third of trips to the A1 uses are by car. This will be considered in more detail below in relation to linked trips.

5.3.5 Whilst there is limited data from the TRICS database for the weekday and weekend periods within the A1 data, it is evident from the A3/A4 data that the weekday is likely to be only around 40% of the weekend demand.

5.4 Cinema

5.4.1 The cinema trip generation has been calculated based on data supplied by Vue Cinemas and the website of the cinema exhibitors' association limited (www.cinemauk.org.uk) assessed for the Bedford Riverside project (2013 to present). The data was based on existing multi-screen cinemas in the UK.

5.4.2 There are significant variations in the pattern of cinema going across the country with notable variations through the course of a year and day to day variations over a week.

Table 6 Audience by Day of the Week (Source: Vue)

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
21.8%	16.8%	9.0%	8.9%	18.9%	9.7%	14.9%

Table 7 Audience by Day of the Month (Source: Vue)

January	February	March	April	May	June	July	August	September	October	November	December
9%	10%	6%	7%	8%	8%	11%	13%	6%	8%	7%	7%

5.4.3 As can be seen from the data summarised in the table above the busiest days are Saturday and Wednesday. The peak on the Wednesday reflects the popularity of the Orange Wednesday promotion. Over the year, the busiest times are during the summer holidays when the large Hollywood blockbuster films are released.

5.4.4 The weekly and annual profiles have been combined with attendance figures to estimate the typical weekly profile for August. These are summarised in **Table 6**. As can be seen from these estimates on a typical Saturday every seat in the cinema will turnover twice a day.

Table 8 Cinema Arrivals per Seat

	14.9%	21.8%	16.8%	9.0%	8.9%	18.9%	9.7%
	Fri	Sat	Sun	Mon	Tue	Wed	Thu
09:00	0.02	0.03	0.02	0.01	0.01	0.02	0.01
10:00	0.11	0.16	0.13	0.07	0.07	0.14	0.07
11:00	0.06	0.09	0.07	0.04	0.04	0.07	0.04
12:00	0.10	0.15	0.12	0.06	0.06	0.13	0.07
13:00	0.11	0.16	0.13	0.07	0.07	0.14	0.07
14:00	0.11	0.16	0.12	0.07	0.07	0.14	0.07
15:00	0.13	0.19	0.15	0.08	0.08	0.17	0.09
16:00	0.07	0.11	0.08	0.04	0.04	0.09	0.05
17:00	0.09	0.13	0.10	0.05	0.05	0.11	0.06
18:00	0.11	0.16	0.12	0.07	0.07	0.14	0.07
19:00	0.13	0.19	0.14	0.08	0.08	0.16	0.08
20:00	0.20	0.29	0.22	0.12	0.12	0.25	0.13
21:00	0.10	0.15	0.12	0.06	0.06	0.13	0.07
22:00	0.04	0.05	0.04	0.02	0.02	0.05	0.02
23:00	0.01	0.02	0.01	0.01	0.01	0.02	0.01
00:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1.394	2.045	1.575	0.843	0.836	1.771	0.911

5.4.5 To estimate the trip arrival and departure profiles from the above data, the departure profile was shifted by two hours to provide in and out movements. The trip rates per seat were then multiplied by the total number of seats proposed (800).

Table 9 Cinema Person Trips

	Wednesday			Saturday		
	In	Out	Two way	In	Out	Two way
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	46	0	46
10:00-11:00	0	0	0	310	0	310
11:00-12:00	0	0	0	158	46	203
12:00-13:00	105	0	105	81	310	390
13:00-14:00	115	0	115	89	158	246
14:00-15:00	114	105	219	88	81	168
15:00-16:00	139	115	254	107	89	195
16:00-17:00	77	114	191	59	88	147
17:00-18:00	96	139	235	74	107	180
18:00-19:00	116	77	193	89	59	149
19:00-20:00	138	96	234	107	74	180
20:00-21:00	214	116	331	165	89	254
21:00-22:00	111	138	250	86	107	192
22:00-23:00	77	214	292	60	165	224
23:00-24:00	26	111	137	20	86	105
00:00-01:00	2	77	79	1	60	61
01:00-02:00	0	26	26	0	20	20
02:00-03:00	0	2	2	0	1	1
24 Hour	1330	1330	2660	1537	1537	3073
12 hour 07:00 – 19:00	762	511	1273	1099	936	2035

5.4.6 It is notable from the above data that there is not a concentration of demand as the start times for films are staggered. The peak hour period for the cinema is 20:00 – 21:00 on both the weekday and weekend.

5.4.7 Due to the nature of the Redhill site's central location and high accessibility coupled with the low number of cinema surveys available on TRICS for interrogation, there were a limited number of appropriate comparators.

5.4.8 The two most applicable sites were on Camden and Liverpool.

- The Camden site has no dedicated parking and high accessibility (bus and underground/rail links; footways) as well as having many nearby commercial and leisure sites. The TRICS survey was undertaken on a Friday during which each seat turned over on average 0.8 times, and the peak period was 20:00 – 21:00; and,
- The Liverpool site has ample free parking, located in a retail park with fewer

public transport options and hence considerably less accessible by comparison, on the edge of a town centre where driving is a more dominant modal split. The TRICS survey was undertaken on a Saturday during which each seat turned over on average 2.2 times and the peak period was 19:00 – 20:00.

- 5.4.9 The overall trip generation is therefore broadly consistent with the Vue data in terms of overall demand and profile. There are however significant differences in the mode share. The Camden site is associated with 3.4% car drivers, whereas the Liverpool site equates to 35%.
- 5.4.10 For Redhill, the site has very good accessibility in terms of proximity to the main bus and railway station. It is also a town centre location rather than an edge of town site. Finally, it does not have its own car parking albeit there is good local supply. It therefore shares many of the characteristics of Camden albeit the parking is not as constrained.
- 5.4.11 As set out above, data for travel to the town centre as set out in 3.3.1, shows that 46% of trips are by car. As with the retail uses it is likely that there will be an average car occupancy of at least 2.0. This would suggest that 23% trips would be car driver trips. On this basis will be more car use than Camden but not as much as Liverpool.

5.5 Trip Distribution

- 5.5.1 It is forecast that the main demand will be from within Reigate and Banstead Borough as adjacent areas have competing district centres e.g. Crawley, Croyden and Leatherhead. The attractiveness of Redhill as a district centre will be influenced by distance and the further away from the site the greater the chance that customers will avail of alternative centres. To forecast the distribution therefore a simple gravity model was developed. This model was based on the population from the 2011 Census together with a distance based deterrence function. There are four principle routes into Redhill broadly corresponding to the points on a compass and the trips were assigned to these on an all or nothing basis. When the resulting spread is aggregated then 13% routes to the north, 26% south, 31% west and 29% to the east.
- 5.5.2 Locally, visitors to the site will be able to use any of the town centre car parking provision. The Hyder study (2011) anticipated that the majority of the demand would

be met by the Warwick Quadrant and Cromwell Road car parks.

- 5.5.3 The residential trips will largely be to and from Marketfield Road. This road has a left in and left out constraint at the junction with Marketfield Way. As such all arrivals must approach from the south and all departure to the north.

5.6 Trip Estimates

- 5.6.1 The proposed development envisages the redevelopment of a proportion of the existing town centre. There have been significant changes in travel behaviour for shopping trips in the last ten years and against this background there has been a baseline reduction in the number of trips into the town centre.

- 5.6.2 The proposals will increase the attractiveness of the town centre with new retail and leisure opportunities, including family oriented evening activities, whilst not necessarily impacting on the amount of shopping activity within the wider area. The trip generation rates set out above are garden gate rates, i.e. the movements into and out of the development itself. However there will be trips which are linked with other existing town centre trips and indeed synergies within the site itself. Therefore it is likely that customers to shops on the site would also visit other shops in the town centre. Similarly visitors to the cinema are likely to visit other shops and restaurants within the town and indeed the site as part of their trip.

- 5.6.3 TRICS undertook a study of retail traffic generation including an update literature review. This cited studies undertaken by supermarkets which demonstrated strong synergies between new town centre supermarkets and the existing town centre shops. For example a study undertaken by Tesco concluded that around half of all trips would be linked with other town centre trips. The report does not provide specific advice as it advises that each site should be considered on its individual merits.

- 5.6.4 Here roughly half of the retail space is for food and drink uses. These are largely complementary to other town centre uses and as such are likely to result in extended shopping and leisure trips to the town centre rather than new trips. It is estimated that approximately 25% of trips to the cinema/retail section of the development will be linked to existing trips into the town (i.e. not new trips).

- 5.6.5 As set out above, the Redhill Parking Strategy found that around 46% trips to the Town Centre were by car. It is reasonable to assume a car occupancy rate of 2.0

people per vehicle (in accordance with the 2013 National Travel Survey).

Table 10 Residential Vehicle Trips (based on Table 1)

Person Trips	Weekday			Weekend		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	3	5	8	3	5	8
PM Peak (1700-1800)	4	2	6	4	2	6
12 Hour (0700-1900)	38	39	78	38	39	78
24 Hour	46	47	94	46	47	94

Table 11 Retail Vehicle Trips (based on Table 5)

Person Trips	Weekday			Weekend		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	14	0	14	23	0	23
PM Peak (1700-1800)	4	13	17	7	22	28
12 Hour (0700-1900)	225	224	449	375	374	749
24 Hour	225	224	449	375	374	749

Table 12 Cinema Vehicle Trips (based on Table 9)

	Wednesday			Saturday		
	In	Out	Two way	In	Out	Two way
00:00-01:00	0	13	14	0	10	11
01:00-02:00	0	4	4	0	3	3
02:00-03:00	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	8	0	8
10:00-11:00	0	0	0	53	0	53
11:00-12:00	0	0	0	27	8	35
12:00-13:00	18	0	18	14	53	67
13:00-14:00	20	0	20	15	27	42
14:00-15:00	20	18	38	15	14	29
15:00-16:00	24	20	44	18	15	34
16:00-17:00	13	20	33	10	15	25
17:00-18:00	17	24	40	13	18	31
18:00-19:00	20	13	33	15	10	26
19:00-20:00	24	17	40	18	13	31
20:00-21:00	37	20	57	28	15	44
21:00-22:00	19	24	43	15	18	33
22:00-23:00	13	37	50	10	28	39
23:00-24:00	4	19	24	3	15	18
24 Hour	230	230	459	265	265	530

5.6.6 The above estimates are consistent with the Redhill Parking Strategy that allowed for a pro-rata (the original appraisal envisaged a larger cinema) increase in demand of 40 car parking spaces for the cinema.

5.7 Impact Assessment

5.7.1 The proposed development will only add around 60-70 vehicles per hour to the local

road network and these will be dispersed across the existing town centre parking provision. On this basis the development will not result in any adverse impact on the wider network.

- 5.7.2 The residential proposals are likely to generate 78 trips per day. Even on the higher SCC assumptions and allowing for servicing movements there would be less than 350 vehicle movements per day on Marketfield Road and as such there will be a reduction in demand and no net impact on the junction of Marketfield Road and Marketfield Way.
- 5.7.3 The northern site access will be a new access onto Marketfield Way. This has been designed to afford drivers good visibility and the existing pedestrian crossing will be relocated to the south so that there is no conflict with servicing movements. The servicing demand is likely to be relatively low-key and therefore this access will be very lightly trafficked. As such there will be no direct impact or interaction with the roundabout junction to the north.

5.8 Pedestrian Crossing Relocation

- 5.8.1 It is proposed to relocate the pedestrian crossing on Marketfield Way so that it does not conflict with the proposed servicing access to the north of the site. The crossing is located approximately 20m from a roundabout to the north. TD16/07 advises that non-staggered signal controlled crossings should be sited either at 20m or more than 60m from the give way line. The location is therefore consistent with the DMRB guidance (albeit the basis of this is likely to be largely due to vehicle speed considerations which do not apply in an urban context). Prior to the Redhill Balanced Network Project the crossing was located 30m from the roundabout. This position was compatible with the servicing access and it will be necessary for it to revert to this position. The precise position will be agreed with SCC as part of a S278 agreement. The re-reposition will not have a material bearing on accessibility or walk distances.

5.9 Shared Use path on Marketfield Way

- 5.9.1 The Redhill Balanced Network project has partially implemented a shared use path on the western side of Marketfield Way in the vicinity of the site. It is envisaged that the missing section will be addressed in conjunction with the relocation of the pedestrian crossing. The precise details will be agreed with SCC as part of a S278

agreement.

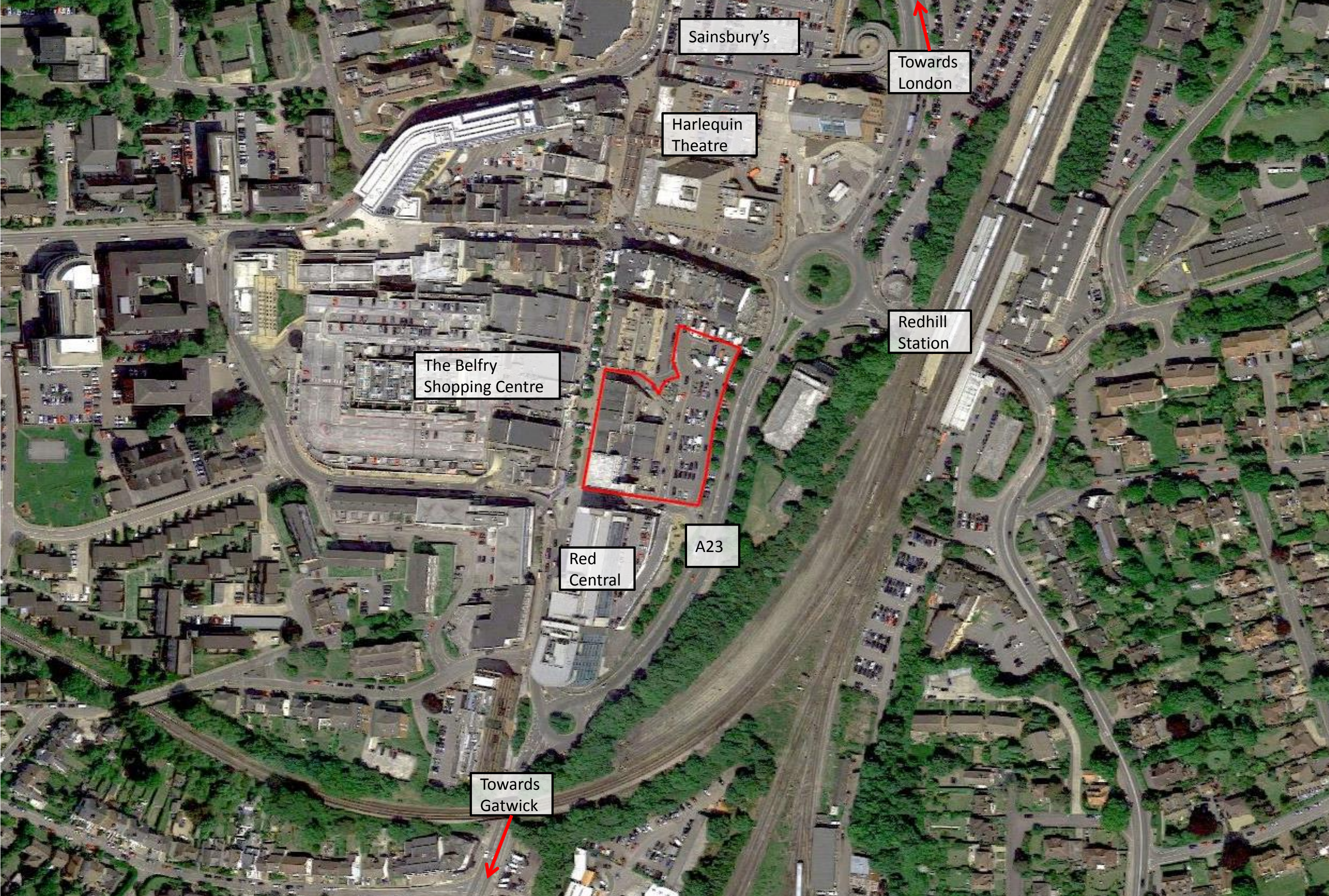
6. CONCLUSIONS

- 6.1.1 This report considers the traffic and transport implication of the proposed development of the Marketfield Road site for a mixed use development including residential, retail A1/A3/A4 and cinema uses.
- 6.1.2 The report sets out the full development description together with an overview of policy and existing conditions. In summary the site is very well located in a central position which is highly accessible. Synergies in transport terms given its relationship to the existing town centre uses will allow the development of sustainable and efficient travel patterns.
- 6.1.3 The site layout is pedestrian oriented and a new link through from the High Street to Marketfield Way will be created. Servicing activities will be separated from pedestrian areas within off-street loading areas accessed from Marketfield Road and an internal servicing courtyard accessed from Marketfield Way.
- 6.1.4 The development of this site within the town centre will not result in any increase in overall parking stress within the town. A separate study undertaken by Hyder identified that there is significant over supply of parking within the Town Centre area such that the existing car park on the site could be closed and the development demand accommodated elsewhere in the locality principally in the Warwick Quadrant and Cromwell Road car parks.
- 6.1.5 The report also sets out the trip generation of the site. The car parking demand will however be accommodated largely off site. As a consequence there will be a significant reduction locally on Marketfield Road in vehicle demand, i.e. at the site access. In the wider network, there will be an increase, but this increase will be relatively modest and is well below the level that could give rise to any adverse operational issues.
- 6.1.6 The stopping up of some existing highway maintainable at public expense will be required. The TA includes a highway improvement/stopping up plan which would be promoted under S247 of the Town and Country Planning Act.

RJM\15175-02a TA
27th April 2016



APPENDIX A



Sainsbury's

Towards
London

Harlequin
Theatre

The Belfry
Shopping Centre

Redhill
Station

Red
Central

A23

Towards
Gatwick

Site

Key

Retail



Food and Beverage



Cinema



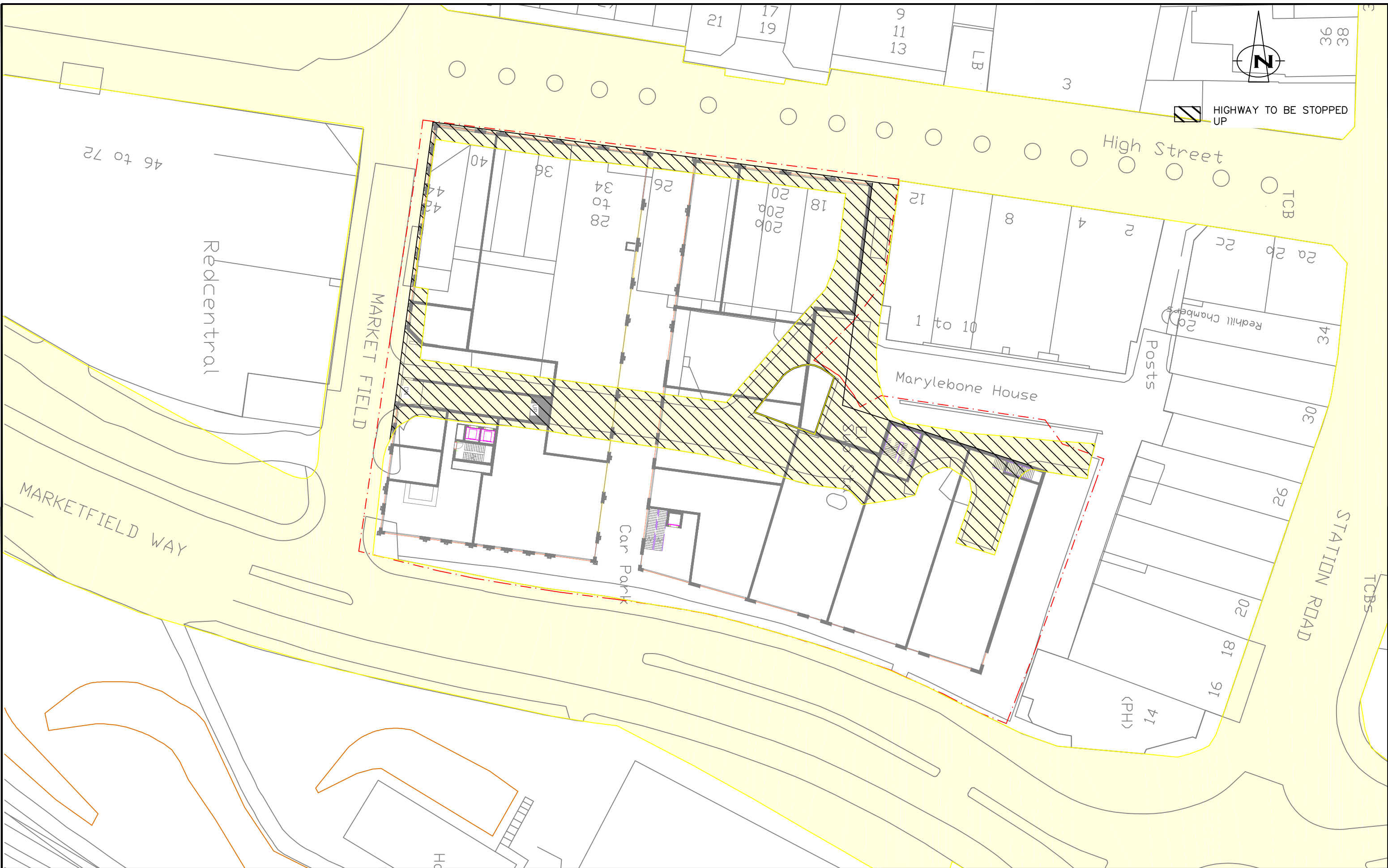
Residential



First Floor



APPENDIX B



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © Crown Copyright AL 100030412 © David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



david tucker associates
 transport planning consultants
 Forester House, Doctors Lane,
 Henley in Arden,
 Warwickshire B95 5AW
 Tel: +44(0)1564 793598
 Fax: +44(0)1564 793983
 www.dtatransportation.co.uk

JOB TITLE		Marketfield Way		CLIENT		Reigate & Bansted BC	
DRAWING TITLE							
Highway Stopping Up Plan							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:500@A3	RD	Feb '16	15175-05	A			



APPENDIX C

Calculation Reference: AUDIT-623801-151213-1220

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
	SK SOUTHWARK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 530 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 23/04/15

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:

Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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	3
Edge of Town 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:

Built-Up Zone	4
---------------	---

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

Filtering Stage 3 selection:

Use Class:

C3 4 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:

25,001 to 50,000 3 days
101,000 or More 1 days

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

Population within 5 miles:

500,001 or More 4 days

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

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 3 days

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

Travel Plan:

Yes 2 days
No 2 days

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

LIST OF SITES relevant to selection parameters

1	GM-03-C-02	BLOCK OF FLATS WHITWORTH STREET W.		GREATER MANCHESTER
		MANCHESTER Town Centre Built-Up Zone		
		Total Number of dwellings:	154	
		Survey date: THURSDAY	13/10/11	Survey Type: MANUAL
2	GM-03-C-03	BLOCK OF FLATS FAIRFIELD STREET		GREATER MANCHESTER
		MANCHESTER Town Centre Built-Up Zone		
		Total Number of dwellings:	20	
		Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
3	HO-03-C-02	BLOCK OF FLATS HIGH STREET		HOUNSLOW
		BRENTFORD Town Centre Built-Up Zone		
		Total Number of dwellings:	86	
		Survey date: WEDNESDAY	03/09/14	Survey Type: MANUAL
4	SK-03-C-02	BLOCK OF FLATS LAMB WALK		SOUTHWARK
		BERMONDSEY Edge of Town Centre Built-Up Zone		
		Total Number of dwellings:	29	
		Survey date: THURSDAY	23/04/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-C-01	>parking
CH-03-C-01	>parking
DC-03-C-01	>parking
EX-03-C-01	>parking
EX-03-C-02	>parking
HK-03-C-02	>parking
HM-03-C-01	>parking
KN-03-C-02	>parking
KN-03-C-03	>parking
SC-03-C-01	>parking
SK-03-C-01	No parking
WH-03-C-01	>parking
WM-03-C-03	>parking

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 154 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	4	72	0.024	3.730	4	72	0.239	36.768	4	72	0.263	40.498
08:00 - 09:00	4	72	0.059	9.059	4	72	0.422	65.010	4	72	0.481	74.069
09:00 - 10:00	4	72	0.062	9.592	4	72	0.273	42.097	4	72	0.335	51.689
10:00 - 11:00	4	72	0.083	12.789	4	72	0.104	15.986	4	72	0.187	28.775
11:00 - 12:00	4	72	0.121	18.651	4	72	0.138	21.315	4	72	0.259	39.966
12:00 - 13:00	4	72	0.145	22.381	4	72	0.197	30.374	4	72	0.342	52.755
13:00 - 14:00	4	72	0.183	28.242	4	72	0.163	25.045	4	72	0.346	53.287
14:00 - 15:00	4	72	0.159	24.512	4	72	0.131	20.249	4	72	0.290	44.761
15:00 - 16:00	4	72	0.242	37.301	4	72	0.145	22.381	4	72	0.387	59.682
16:00 - 17:00	4	72	0.346	53.287	4	72	0.270	41.564	4	72	0.616	94.851
17:00 - 18:00	4	72	0.526	80.997	4	72	0.176	27.176	4	72	0.702	108.173
18:00 - 19:00	4	72	0.291	44.761	4	72	0.038	5.862	4	72	0.329	50.623
19:00 - 20:00	1	29	0.379	58.414	1	29	0.069	10.621	1	29	0.448	69.035
20:00 - 21:00	1	29	0.103	15.931	1	29	0.138	21.241	1	29	0.241	37.172
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.723	419.647			2.503	385.689			5.226	805.336

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.

Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/07 - 23/04/15
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 14

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.



APPENDIX D

Calculation Reference: AUDIT-623801-160229-0246

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
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	3 days
	TV TEES VALLEY	2 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	FS FLINTSHIRE	1 days

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

Filtering Stage 2 selection:

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

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

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 18/12/14

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	7 days
Thursday	6 days
Friday	6 days

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

Selected survey types:

Manual count	29 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	3
Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	14
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	16
Built-Up Zone	7
No Sub Category	6

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

Filtering Stage 3 selection:

Use Class:

C3	29 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	9 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	10 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	9 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	6 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	23 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	29 days
----	---------

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

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED		BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102 Survey date: MONDAY 09/11/09			
2	CA-03-C-02 WESTFIELD ROAD	BLOCK OF FLATS		CAMBRIDGESHIRE
	NETHERTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44 Survey date: TUESDAY 18/10/11			
3	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			
4	CB-03-C-02 BRIDGE LANE	BLOCK OF FLATS		CUMBRIA
	PENRITH Edge of Town No Sub Category Total Number of dwellings: 35 Survey date: WEDNESDAY 11/06/14			
5	CB-03-C-03 LOUND STREET	FLATS & BUNGALOWS		CUMBRIA
	KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 33 Survey date: MONDAY 09/06/14			
6	CH-03-C-01 NEW CRANE STREET	BLOCKS OF FLATS		CHESHIRE
	CHESTER Edge of Town Centre Residential Zone Total Number of dwellings: 60 Survey date: FRIDAY 17/10/08			
7	DB-03-C-01 RHYL ROAD	FLATS IN HOUSES		DENBIGHSHIRE
	RHUDDLAN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 16 Survey date: FRIDAY 07/10/11			

LIST OF SITES relevant to selection parameters (Cont.)

8	DC-03-C-01	BLOCKS OF FLATS		DORSET
		ABBOTSBURY ROAD		
		WEYMOUTH		
		Edge of Town Centre		
		Residential Zone		
		Total Number of dwellings:	27	
		Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
9	DC-03-C-02	FLATS IN BLOCKS		DORSET
		PALM COURT		
		SPA ROAD		
		WEYMOUTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	14	
		Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
10	DS-03-C-01	BLOCK OF FLATS		DERBYSHIRE
		DRAGE STREET		
		LITTLE CHESTER		
		DERBY		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	8	
		Survey date: THURSDAY	25/06/09	Survey Type: MANUAL
11	EX-03-C-01	FLATS		ESSEX
		WESTCLIFF PARADE		
		WESTCLIFF		
		SOUTHEND-ON-SEA		
		Edge of Town Centre		
		Residential Zone		
		Total Number of dwellings:	6	
		Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
12	EX-03-C-02	BLOCK OF FLATS		ESSEX
		WESTCLIFF PARADE		
		WESTCLIFF		
		SOUTHEND-ON-SEA		
		Edge of Town Centre		
		Residential Zone		
		Total Number of dwellings:	94	
		Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
13	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
		WREXHAM STREET		
		MOLD		
		Edge of Town Centre		
		Built-Up Zone		
		Total Number of dwellings:	30	
		Survey date: MONDAY	06/07/09	Survey Type: MANUAL
14	GM-03-C-02	BLOCK OF FLATS		GREATER MANCHESTER
		WHITWORTH STREET W.		
		MANCHESTER		
		Town Centre		
		Built-Up Zone		
		Total Number of dwellings:	154	
		Survey date: THURSDAY	13/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	GM-03-C-03 FAIRFIELD STREET	BLOCK OF FLATS		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone Total Number of dwellings: 20 Survey date: FRIDAY 14/10/11			
	Survey Type: MANUAL			
16	HC-03-C-02 WORTING ROAD	FLATS		HAMPSHIRE
	BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 21/10/10			
	Survey Type: MANUAL			
17	HF-03-C-02 BRIDGE ROAD EAST	FLATS		HERTFORDSHIRE
	WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 86 Survey date: WEDNESDAY 16/07/08			
	Survey Type: MANUAL			
18	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			
19	NR-03-C-01 ROCKINGHAM ROAD	BLOCK OF FLATS		NORTHAMPTONSHIRE
	CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 Survey date: FRIDAY 21/11/08			
	Survey Type: MANUAL			
20	OX-03-C-01 OXFORD ROAD COWLEY OXFORD	BLOCK OF FLATS		OXFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 Survey date: WEDNESDAY 20/10/10			
	Survey Type: MANUAL			
21	RI-03-C-01 465 PRIORY ROAD	FLATS		EAST RIDING OF YORKSHIRE
	HULL Edge of Town Residential Zone Total Number of dwellings: 20 Survey date: TUESDAY 13/05/14			
	Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

22	SC-03-C-01	FLATS		SURREY
	HEATHCOTE ROAD			
	CAMBERLEY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		140	
	Survey date:	MONDAY	21/07/08	Survey Type: MANUAL
23	SC-03-C-02	FLATS		SURREY
	CONSTITUTION HILL			
	WOKING			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:		36	
	Survey date:	WEDNESDAY	23/07/08	Survey Type: MANUAL
24	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:		85	
	Survey date:	THURSDAY	18/12/14	Survey Type: MANUAL
25	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		30	
	Survey date:	WEDNESDAY	03/12/14	Survey Type: MANUAL
26	ST-03-C-01	BLOCKS OF FLATS		STAFFORDSHIRE
	ETRURIA COURT			
	HUMBERT ROAD			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		33	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
27	TV-03-C-01	APARTMENTS BLOCKS		TEES VALLEY
	OXFORD ROAD			
	LINTHORPE			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		85	
	Survey date:	MONDAY	06/10/08	Survey Type: MANUAL
28	TV-03-C-02	FLATS		TEES VALLEY
	ACKLAM ROAD			
	LINTHORPE			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		85	
	Survey date:	WEDNESDAY	29/06/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	WM-03-C-03	FLATS	WEST MIDLANDS
	LODE LANE		
	SOLIHULL		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	60	
	Survey date: FRIDAY	21/09/07	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 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	29	50	0.037	29	50	0.133	29	50	0.170
08:00 - 09:00	29	50	0.071	29	50	0.221	29	50	0.292
09:00 - 10:00	29	50	0.069	29	50	0.092	29	50	0.161
10:00 - 11:00	29	50	0.081	29	50	0.091	29	50	0.172
11:00 - 12:00	29	50	0.081	29	50	0.078	29	50	0.159
12:00 - 13:00	29	50	0.089	29	50	0.093	29	50	0.182
13:00 - 14:00	29	50	0.094	29	50	0.101	29	50	0.195
14:00 - 15:00	29	50	0.090	29	50	0.093	29	50	0.183
15:00 - 16:00	29	50	0.100	29	50	0.080	29	50	0.180
16:00 - 17:00	29	50	0.120	29	50	0.084	29	50	0.204
17:00 - 18:00	29	50	0.219	29	50	0.109	29	50	0.328
18:00 - 19:00	29	50	0.158	29	50	0.104	29	50	0.262
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.775			1.612			3.387

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.004	29	50	0.004	29	50	0.008
08:00 - 09:00	29	50	0.003	29	50	0.004	29	50	0.007
09:00 - 10:00	29	50	0.002	29	50	0.002	29	50	0.004
10:00 - 11:00	29	50	0.001	29	50	0.001	29	50	0.002
11:00 - 12:00	29	50	0.003	29	50	0.003	29	50	0.006
12:00 - 13:00	29	50	0.002	29	50	0.002	29	50	0.004
13:00 - 14:00	29	50	0.003	29	50	0.003	29	50	0.006
14:00 - 15:00	29	50	0.004	29	50	0.003	29	50	0.007
15:00 - 16:00	29	50	0.001	29	50	0.002	29	50	0.003
16:00 - 17:00	29	50	0.001	29	50	0.001	29	50	0.002
17:00 - 18:00	29	50	0.003	29	50	0.003	29	50	0.006
18:00 - 19:00	29	50	0.005	29	50	0.005	29	50	0.010
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.033			0.065

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.002	29	50	0.003	29	50	0.005
08:00 - 09:00	29	50	0.001	29	50	0.001	29	50	0.002
09:00 - 10:00	29	50	0.001	29	50	0.001	29	50	0.002
10:00 - 11:00	29	50	0.001	29	50	0.001	29	50	0.002
11:00 - 12:00	29	50	0.003	29	50	0.002	29	50	0.005
12:00 - 13:00	29	50	0.003	29	50	0.003	29	50	0.006
13:00 - 14:00	29	50	0.001	29	50	0.001	29	50	0.002
14:00 - 15:00	29	50	0.002	29	50	0.001	29	50	0.003
15:00 - 16:00	29	50	0.001	29	50	0.001	29	50	0.002
16:00 - 17:00	29	50	0.001	29	50	0.001	29	50	0.002
17:00 - 18:00	29	50	0.000	29	50	0.000	29	50	0.000
18:00 - 19:00	29	50	0.001	29	50	0.000	29	50	0.001
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.015			0.032

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.000	29	50	0.000	29	50	0.000
08:00 - 09:00	29	50	0.000	29	50	0.000	29	50	0.000
09:00 - 10:00	29	50	0.000	29	50	0.000	29	50	0.000
10:00 - 11:00	29	50	0.000	29	50	0.000	29	50	0.000
11:00 - 12:00	29	50	0.000	29	50	0.000	29	50	0.000
12:00 - 13:00	29	50	0.000	29	50	0.000	29	50	0.000
13:00 - 14:00	29	50	0.000	29	50	0.000	29	50	0.000
14:00 - 15:00	29	50	0.000	29	50	0.000	29	50	0.000
15:00 - 16:00	29	50	0.000	29	50	0.000	29	50	0.000
16:00 - 17:00	29	50	0.000	29	50	0.000	29	50	0.000
17:00 - 18:00	29	50	0.001	29	50	0.001	29	50	0.002
18:00 - 19:00	29	50	0.000	29	50	0.000	29	50	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.003	29	50	0.007	29	50	0.010
08:00 - 09:00	29	50	0.001	29	50	0.006	29	50	0.007
09:00 - 10:00	29	50	0.003	29	50	0.006	29	50	0.009
10:00 - 11:00	29	50	0.002	29	50	0.004	29	50	0.006
11:00 - 12:00	29	50	0.003	29	50	0.005	29	50	0.008
12:00 - 13:00	29	50	0.003	29	50	0.006	29	50	0.009
13:00 - 14:00	29	50	0.003	29	50	0.006	29	50	0.009
14:00 - 15:00	29	50	0.003	29	50	0.004	29	50	0.007
15:00 - 16:00	29	50	0.006	29	50	0.004	29	50	0.010
16:00 - 17:00	29	50	0.006	29	50	0.004	29	50	0.010
17:00 - 18:00	29	50	0.007	29	50	0.002	29	50	0.009
18:00 - 19:00	29	50	0.006	29	50	0.000	29	50	0.006
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.054			0.100

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.046	29	50	0.159	29	50	0.205
08:00 - 09:00	29	50	0.088	29	50	0.278	29	50	0.366
09:00 - 10:00	29	50	0.089	29	50	0.120	29	50	0.209
10:00 - 11:00	29	50	0.107	29	50	0.120	29	50	0.227
11:00 - 12:00	29	50	0.102	29	50	0.109	29	50	0.211
12:00 - 13:00	29	50	0.116	29	50	0.125	29	50	0.241
13:00 - 14:00	29	50	0.122	29	50	0.127	29	50	0.249
14:00 - 15:00	29	50	0.103	29	50	0.130	29	50	0.233
15:00 - 16:00	29	50	0.155	29	50	0.113	29	50	0.268
16:00 - 17:00	29	50	0.154	29	50	0.110	29	50	0.264
17:00 - 18:00	29	50	0.268	29	50	0.151	29	50	0.419
18:00 - 19:00	29	50	0.201	29	50	0.145	29	50	0.346
19:00 - 20:00	2	15	0.267	2	15	0.467	2	15	0.734
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.152			2.354			4.506

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.020	29	50	0.059	29	50	0.079
08:00 - 09:00	29	50	0.028	29	50	0.125	29	50	0.153
09:00 - 10:00	29	50	0.032	29	50	0.080	29	50	0.112
10:00 - 11:00	29	50	0.052	29	50	0.053	29	50	0.105
11:00 - 12:00	29	50	0.056	29	50	0.070	29	50	0.126
12:00 - 13:00	29	50	0.073	29	50	0.078	29	50	0.151
13:00 - 14:00	29	50	0.067	29	50	0.057	29	50	0.124
14:00 - 15:00	29	50	0.061	29	50	0.057	29	50	0.118
15:00 - 16:00	29	50	0.084	29	50	0.060	29	50	0.144
16:00 - 17:00	29	50	0.108	29	50	0.080	29	50	0.188
17:00 - 18:00	29	50	0.136	29	50	0.069	29	50	0.205
18:00 - 19:00	29	50	0.084	29	50	0.040	29	50	0.124
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.901			0.995			1.896

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.001	29	50	0.018	29	50	0.019
08:00 - 09:00	29	50	0.002	29	50	0.029	29	50	0.031
09:00 - 10:00	29	50	0.001	29	50	0.010	29	50	0.011
10:00 - 11:00	29	50	0.002	29	50	0.006	29	50	0.008
11:00 - 12:00	29	50	0.002	29	50	0.003	29	50	0.005
12:00 - 13:00	29	50	0.008	29	50	0.008	29	50	0.016
13:00 - 14:00	29	50	0.004	29	50	0.003	29	50	0.007
14:00 - 15:00	29	50	0.006	29	50	0.003	29	50	0.009
15:00 - 16:00	29	50	0.019	29	50	0.006	29	50	0.025
16:00 - 17:00	29	50	0.022	29	50	0.006	29	50	0.028
17:00 - 18:00	29	50	0.019	29	50	0.001	29	50	0.020
18:00 - 19:00	29	50	0.006	29	50	0.001	29	50	0.007
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.094			0.186

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.000	29	50	0.019	29	50	0.019
08:00 - 09:00	29	50	0.002	29	50	0.034	29	50	0.036
09:00 - 10:00	29	50	0.000	29	50	0.008	29	50	0.008
10:00 - 11:00	29	50	0.001	29	50	0.004	29	50	0.005
11:00 - 12:00	29	50	0.001	29	50	0.003	29	50	0.004
12:00 - 13:00	29	50	0.001	29	50	0.005	29	50	0.006
13:00 - 14:00	29	50	0.001	29	50	0.006	29	50	0.007
14:00 - 15:00	29	50	0.002	29	50	0.001	29	50	0.003
15:00 - 16:00	29	50	0.004	29	50	0.000	29	50	0.004
16:00 - 17:00	29	50	0.007	29	50	0.004	29	50	0.011
17:00 - 18:00	29	50	0.028	29	50	0.001	29	50	0.029
18:00 - 19:00	29	50	0.020	29	50	0.001	29	50	0.021
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.086			0.153

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.000	29	50	0.000	29	50	0.000
08:00 - 09:00	29	50	0.000	29	50	0.000	29	50	0.000
09:00 - 10:00	29	50	0.000	29	50	0.000	29	50	0.000
10:00 - 11:00	29	50	0.000	29	50	0.000	29	50	0.000
11:00 - 12:00	29	50	0.000	29	50	0.000	29	50	0.000
12:00 - 13:00	29	50	0.000	29	50	0.000	29	50	0.000
13:00 - 14:00	29	50	0.000	29	50	0.000	29	50	0.000
14:00 - 15:00	29	50	0.000	29	50	0.000	29	50	0.000
15:00 - 16:00	29	50	0.000	29	50	0.000	29	50	0.000
16:00 - 17:00	29	50	0.000	29	50	0.000	29	50	0.000
17:00 - 18:00	29	50	0.002	29	50	0.001	29	50	0.003
18:00 - 19:00	29	50	0.000	29	50	0.000	29	50	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.001	29	50	0.037	29	50	0.038
08:00 - 09:00	29	50	0.004	29	50	0.063	29	50	0.067
09:00 - 10:00	29	50	0.001	29	50	0.017	29	50	0.018
10:00 - 11:00	29	50	0.003	29	50	0.010	29	50	0.013
11:00 - 12:00	29	50	0.003	29	50	0.007	29	50	0.010
12:00 - 13:00	29	50	0.009	29	50	0.012	29	50	0.021
13:00 - 14:00	29	50	0.005	29	50	0.008	29	50	0.013
14:00 - 15:00	29	50	0.008	29	50	0.003	29	50	0.011
15:00 - 16:00	29	50	0.023	29	50	0.006	29	50	0.029
16:00 - 17:00	29	50	0.029	29	50	0.010	29	50	0.039
17:00 - 18:00	29	50	0.048	29	50	0.003	29	50	0.051
18:00 - 19:00	29	50	0.026	29	50	0.002	29	50	0.028
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.178			0.338

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 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	29	50	0.071	29	50	0.262	29	50	0.333
08:00 - 09:00	29	50	0.121	29	50	0.473	29	50	0.594
09:00 - 10:00	29	50	0.125	29	50	0.223	29	50	0.348
10:00 - 11:00	29	50	0.165	29	50	0.188	29	50	0.353
11:00 - 12:00	29	50	0.164	29	50	0.191	29	50	0.355
12:00 - 13:00	29	50	0.202	29	50	0.220	29	50	0.422
13:00 - 14:00	29	50	0.197	29	50	0.198	29	50	0.395
14:00 - 15:00	29	50	0.175	29	50	0.195	29	50	0.370
15:00 - 16:00	29	50	0.267	29	50	0.183	29	50	0.450
16:00 - 17:00	29	50	0.297	29	50	0.204	29	50	0.501
17:00 - 18:00	29	50	0.460	29	50	0.224	29	50	0.684
18:00 - 19:00	29	50	0.317	29	50	0.187	29	50	0.504
19:00 - 20:00	2	15	0.300	2	15	0.533	2	15	0.833
20:00 - 21:00	2	15	0.133	2	15	0.200	2	15	0.333
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.261			3.581			6.842

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.

Parameter summary

Trip rate parameter range selected: 6 - 154 (units:)
 Survey date date range: 01/01/07 - 18/12/14
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.



APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	SK SOUTHWARK	1 days
03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 270 to 1123 (units: sqm)
 Range Selected by User: 270 to 2384 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 25/05/12

Selected survey days:

Saturday 4 days

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 2

Selected Location Sub Categories:

Residential Zone 3
 Village 1

Filtering Stage 3 selection:

Use Class:

A3 2 days
 A4 2 days

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 3 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No

4 days

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|-----------------------|
| 1 | CH-06-C-01 HARVESTER, CHESTER
WHITCHURCH ROAD
CHRISTLETON
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 375 sqm | CHESHIRE |
| 2 | DH-06-C-01 PUB/RESTAURANT, HARTLEPOOL
WOOLER ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1000 sqm | DURHAM |
| 3 | SG-06-C-02 PUB/RESTAURANT, NR BRISTOL
HIGH STREET
WINTERBOURNE
NEAR BRISTOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 270 sqm | SOUTH GLOUCESTERSHIRE |
| 4 | SK-06-C-01 PUB/RESTAURANT, ROTHERHITHE
ROTHERHITHE STREET

ROTHERHITHE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1123 sqm | SOUTHWARK |

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.253	4	692	0.145	4	692	0.398
11:00 - 12:00	4	692	1.192	4	692	0.325	4	692	1.517
12:00 - 13:00	4	692	0.939	4	692	0.975	4	692	1.914
13:00 - 14:00	4	692	1.445	4	692	1.012	4	692	2.457
14:00 - 15:00	4	692	1.373	4	692	1.192	4	692	2.565
15:00 - 16:00	4	692	1.264	4	692	1.373	4	692	2.637
16:00 - 17:00	4	692	1.048	4	692	1.048	4	692	2.096
17:00 - 18:00	4	692	2.023	4	692	1.337	4	692	3.360
18:00 - 19:00	4	692	2.095	4	692	1.662	4	692	3.757
19:00 - 20:00	4	692	4.624	4	692	4.010	4	692	8.634
20:00 - 21:00	4	692	4.155	4	692	4.118	4	692	8.273
21:00 - 22:00	4	692	3.215	4	692	4.516	4	692	7.731
22:00 - 23:00	4	692	1.445	4	692	2.312	4	692	3.757
23:00 - 24:00	4	692	0.434	4	692	1.481	4	692	1.915
Total Rates:			25.505			25.506			51.011

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.036	4	692	0.036	4	692	0.072
11:00 - 12:00	4	692	0.072	4	692	0.072	4	692	0.144
12:00 - 13:00	4	692	0.072	4	692	0.072	4	692	0.144
13:00 - 14:00	4	692	0.072	4	692	0.072	4	692	0.144
14:00 - 15:00	4	692	0.145	4	692	0.145	4	692	0.290
15:00 - 16:00	4	692	0.072	4	692	0.072	4	692	0.144
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.145	4	692	0.145	4	692	0.290
18:00 - 19:00	4	692	0.181	4	692	0.181	4	692	0.362
19:00 - 20:00	4	692	1.228	4	692	1.120	4	692	2.348
20:00 - 21:00	4	692	1.517	4	692	1.445	4	692	2.962
21:00 - 22:00	4	692	2.132	4	692	2.276	4	692	4.408
22:00 - 23:00	4	692	0.795	4	692	0.650	4	692	1.445
23:00 - 24:00	4	692	0.217	4	692	0.397	4	692	0.614
Total Rates:			6.684			6.683			13.367

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.036	4	692	0.000	4	692	0.036
12:00 - 13:00	4	692	0.000	4	692	0.036	4	692	0.036
13:00 - 14:00	4	692	0.000	4	692	0.000	4	692	0.000
14:00 - 15:00	4	692	0.036	4	692	0.036	4	692	0.072
15:00 - 16:00	4	692	0.000	4	692	0.000	4	692	0.000
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.000	4	692	0.000	4	692	0.000
18:00 - 19:00	4	692	0.000	4	692	0.000	4	692	0.000
19:00 - 20:00	4	692	0.000	4	692	0.000	4	692	0.000
20:00 - 21:00	4	692	0.000	4	692	0.000	4	692	0.000
21:00 - 22:00	4	692	0.000	4	692	0.000	4	692	0.000
22:00 - 23:00	4	692	0.000	4	692	0.000	4	692	0.000
23:00 - 24:00	4	692	0.000	4	692	0.000	4	692	0.000
Total Rates:			0.072			0.072			0.144

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.000	4	692	0.000	4	692	0.000
12:00 - 13:00	4	692	0.000	4	692	0.000	4	692	0.000
13:00 - 14:00	4	692	0.000	4	692	0.000	4	692	0.000
14:00 - 15:00	4	692	0.000	4	692	0.000	4	692	0.000
15:00 - 16:00	4	692	0.000	4	692	0.000	4	692	0.000
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.000	4	692	0.000	4	692	0.000
18:00 - 19:00	4	692	0.000	4	692	0.000	4	692	0.000
19:00 - 20:00	4	692	0.000	4	692	0.000	4	692	0.000
20:00 - 21:00	4	692	0.000	4	692	0.000	4	692	0.000
21:00 - 22:00	4	692	0.000	4	692	0.000	4	692	0.000
22:00 - 23:00	4	692	0.000	4	692	0.000	4	692	0.000
23:00 - 24:00	4	692	0.000	4	692	0.000	4	692	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.072	4	692	0.036	4	692	0.108
12:00 - 13:00	4	692	0.000	4	692	0.036	4	692	0.036
13:00 - 14:00	4	692	0.145	4	692	0.072	4	692	0.217
14:00 - 15:00	4	692	0.000	4	692	0.000	4	692	0.000
15:00 - 16:00	4	692	0.072	4	692	0.000	4	692	0.072
16:00 - 17:00	4	692	0.145	4	692	0.072	4	692	0.217
17:00 - 18:00	4	692	0.108	4	692	0.181	4	692	0.289
18:00 - 19:00	4	692	0.000	4	692	0.036	4	692	0.036
19:00 - 20:00	4	692	0.000	4	692	0.000	4	692	0.000
20:00 - 21:00	4	692	0.072	4	692	0.000	4	692	0.072
21:00 - 22:00	4	692	0.000	4	692	0.000	4	692	0.000
22:00 - 23:00	4	692	0.000	4	692	0.036	4	692	0.036
23:00 - 24:00	4	692	0.000	4	692	0.036	4	692	0.036
Total Rates:			0.614			0.505			1.119

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.397	4	692	0.145	4	692	0.542
11:00 - 12:00	4	692	2.023	4	692	0.542	4	692	2.565
12:00 - 13:00	4	692	1.879	4	692	1.590	4	692	3.469
13:00 - 14:00	4	692	2.673	4	692	1.987	4	692	4.660
14:00 - 15:00	4	692	2.926	4	692	2.457	4	692	5.383
15:00 - 16:00	4	692	2.890	4	692	2.854	4	692	5.744
16:00 - 17:00	4	692	2.276	4	692	2.348	4	692	4.624
17:00 - 18:00	4	692	4.010	4	692	2.421	4	692	6.431
18:00 - 19:00	4	692	5.311	4	692	3.577	4	692	8.888
19:00 - 20:00	4	692	10.766	4	692	8.092	4	692	18.858
20:00 - 21:00	4	692	8.887	4	692	8.165	4	692	17.052
21:00 - 22:00	4	692	6.539	4	692	11.814	4	692	18.353
22:00 - 23:00	4	692	2.493	4	692	5.275	4	692	7.768
23:00 - 24:00	4	692	0.723	4	692	2.999	4	692	3.722
Total Rates:			53.793			54.266			108.059

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.072	4	692	0.036	4	692	0.108
11:00 - 12:00	4	692	1.084	4	692	0.831	4	692	1.915
12:00 - 13:00	4	692	0.795	4	692	0.289	4	692	1.084
13:00 - 14:00	4	692	1.445	4	692	0.939	4	692	2.384
14:00 - 15:00	4	692	0.614	4	692	0.939	4	692	1.553
15:00 - 16:00	4	692	1.445	4	692	1.012	4	692	2.457
16:00 - 17:00	4	692	0.975	4	692	1.481	4	692	2.456
17:00 - 18:00	4	692	1.481	4	692	1.409	4	692	2.890
18:00 - 19:00	4	692	1.662	4	692	0.542	4	692	2.204
19:00 - 20:00	4	692	3.649	4	692	1.734	4	692	5.383
20:00 - 21:00	4	692	4.227	4	692	1.879	4	692	6.106
21:00 - 22:00	4	692	1.987	4	692	2.854	4	692	4.841
22:00 - 23:00	4	692	1.192	4	692	3.251	4	692	4.443
23:00 - 24:00	4	692	0.145	4	692	2.710	4	692	2.855
Total Rates:			20.773			19.906			40.679

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.000	4	692	0.000	4	692	0.000
12:00 - 13:00	4	692	0.000	4	692	0.000	4	692	0.000
13:00 - 14:00	4	692	0.000	4	692	0.000	4	692	0.000
14:00 - 15:00	4	692	0.000	4	692	0.000	4	692	0.000
15:00 - 16:00	4	692	0.000	4	692	0.000	4	692	0.000
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.036	4	692	0.000	4	692	0.036
18:00 - 19:00	4	692	0.000	4	692	0.036	4	692	0.036
19:00 - 20:00	4	692	0.217	4	692	0.217	4	692	0.434
20:00 - 21:00	4	692	0.217	4	692	0.181	4	692	0.398
21:00 - 22:00	4	692	0.108	4	692	0.217	4	692	0.325
22:00 - 23:00	4	692	0.000	4	692	0.036	4	692	0.036
23:00 - 24:00	4	692	0.000	4	692	0.000	4	692	0.000
Total Rates:			0.578			0.687			1.265

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL TRAIN 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.000	4	692	0.000	4	692	0.000
12:00 - 13:00	4	692	0.000	4	692	0.000	4	692	0.000
13:00 - 14:00	4	692	0.000	4	692	0.000	4	692	0.000
14:00 - 15:00	4	692	0.000	4	692	0.000	4	692	0.000
15:00 - 16:00	4	692	0.000	4	692	0.000	4	692	0.000
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.000	4	692	0.000	4	692	0.000
18:00 - 19:00	4	692	0.000	4	692	0.000	4	692	0.000
19:00 - 20:00	4	692	0.000	4	692	0.000	4	692	0.000
20:00 - 21:00	4	692	0.000	4	692	0.000	4	692	0.000
21:00 - 22:00	4	692	0.000	4	692	0.000	4	692	0.000
22:00 - 23:00	4	692	0.000	4	692	0.000	4	692	0.000
23:00 - 24:00	4	692	0.000	4	692	0.000	4	692	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.000	4	692	0.000	4	692	0.000
12:00 - 13:00	4	692	0.000	4	692	0.000	4	692	0.000
13:00 - 14:00	4	692	0.000	4	692	0.000	4	692	0.000
14:00 - 15:00	4	692	0.000	4	692	0.000	4	692	0.000
15:00 - 16:00	4	692	0.000	4	692	0.000	4	692	0.000
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.000	4	692	0.000	4	692	0.000
18:00 - 19:00	4	692	0.000	4	692	0.000	4	692	0.000
19:00 - 20:00	4	692	0.000	4	692	0.000	4	692	0.000
20:00 - 21:00	4	692	0.000	4	692	0.000	4	692	0.000
21:00 - 22:00	4	692	0.000	4	692	0.000	4	692	0.000
22:00 - 23:00	4	692	0.000	4	692	0.000	4	692	0.000
23:00 - 24:00	4	692	0.000	4	692	0.000	4	692	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.000	4	692	0.000	4	692	0.000
11:00 - 12:00	4	692	0.000	4	692	0.000	4	692	0.000
12:00 - 13:00	4	692	0.000	4	692	0.000	4	692	0.000
13:00 - 14:00	4	692	0.000	4	692	0.000	4	692	0.000
14:00 - 15:00	4	692	0.000	4	692	0.000	4	692	0.000
15:00 - 16:00	4	692	0.000	4	692	0.000	4	692	0.000
16:00 - 17:00	4	692	0.000	4	692	0.000	4	692	0.000
17:00 - 18:00	4	692	0.036	4	692	0.000	4	692	0.036
18:00 - 19:00	4	692	0.000	4	692	0.036	4	692	0.036
19:00 - 20:00	4	692	0.217	4	692	0.217	4	692	0.434
20:00 - 21:00	4	692	0.217	4	692	0.181	4	692	0.398
21:00 - 22:00	4	692	0.108	4	692	0.217	4	692	0.325
22:00 - 23:00	4	692	0.000	4	692	0.036	4	692	0.036
23:00 - 24:00	4	692	0.000	4	692	0.000	4	692	0.000
Total Rates:			0.578			0.687			1.265

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	692	0.470	4	692	0.181	4	692	0.651
11:00 - 12:00	4	692	3.179	4	692	1.409	4	692	4.588
12:00 - 13:00	4	692	2.673	4	692	1.915	4	692	4.588
13:00 - 14:00	4	692	4.263	4	692	2.999	4	692	7.262
14:00 - 15:00	4	692	3.540	4	692	3.396	4	692	6.936
15:00 - 16:00	4	692	4.408	4	692	3.866	4	692	8.274
16:00 - 17:00	4	692	3.396	4	692	3.902	4	692	7.298
17:00 - 18:00	4	692	5.636	4	692	4.010	4	692	9.646
18:00 - 19:00	4	692	6.973	4	692	4.191	4	692	11.164
19:00 - 20:00	4	692	14.632	4	692	10.043	4	692	24.675
20:00 - 21:00	4	692	13.403	4	692	10.224	4	692	23.627
21:00 - 22:00	4	692	8.634	4	692	14.884	4	692	23.518
22:00 - 23:00	4	692	3.685	4	692	8.598	4	692	12.283
23:00 - 24:00	4	692	0.867	4	692	5.744	4	692	6.611
Total Rates:			75.759			75.362			151.121

Parameter summary

Trip rate parameter range selected: 270 - 1123 (units: sqm)
 Survey date date range: 01/01/04 - 25/05/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 1



APPENDIX F

DTA Transportation Ltd Doctors Lane Henley in Arden

Licence No: 623801

Site Reference: HO-01-M-01
 Created: Version: 2013(a)v6.11.2 23/01/13
 Latitude/Longitude: 51.44605, -0.41141
 Land Use Type: 01 - RETAIL/M - MIXED SHOPPING MALLS
 Region/Area: GREATER LONDON/HOUNSLOW
 Version/Creation Date: 2013(a)v6.11.2 23/01/13

Description: SHOPPING CENTRE
 Street: TILLEY ROAD
 District:
 Town: FELTHAM
 Post Code: TW13 4GU

Location: Town Centre
 Location Sub Category: Built-Up Zone
 Use Class: A1

Population within 500m: 4500
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	408	144	552
Monday-Friday	0700-1000	102	36	138
Monday-Friday	1600-1900	102	36	138
Saturday	0700-1900	384	144	528
Sunday	0700-1900	132	72	204

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

PTAL Rating:

Gross floor area: 16856 sqm
 Retail floor area: 13990 sqm
 Total Employees: 550

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

The site is near the A244 High Street which connects with Stains Road to join the M4. The M4 runs west into Reading and further west into Swindon. The A205 off of High Street also joins with the A406 heads north joining with the North Circular Road, which joining with the M1.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Norholt	7	54
West Middlesex Hospital	7	15
Sunbury Village	3	28

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
 9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
 10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
London Waterloo	6	33

Design features encouraging non-car modes

12. Pedestrians

There are local walk ways and crossings.

13. Pedal cycles

None

14. Public transport

There are bus and rail links within the local area.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2012
Nearest Primary School	0.2 kilometres
Nearest Secondary School	0.7 kilometres
Nearest Local Shop/Corner Shop	0.5 kilometres
Nearest Main Supermarket	0.1 kilometres
Nearest Doctors Surgery	0.3 kilometres
Nearest Hospital with Minor Injuries/A & E	6.6 kilometres
Nearest Sports/Leisure Centre	1.4 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	E00168866
Number of people employed within Census Output Area	105
Number of households within Census Output Area	110
Number of people living within Census Output Area	245
Area of Census Output Area (hectares)	4.00
Population density within Census Output Area (per hectare)	66.04

SITE PHOTO



Site reference:	HO-01-M-01
Trade name:	THE CENTRE
Site area (h/a):	3.36
Gross floor area (sqm)	16856
GFA not in use (sqm)	0
Retail floor area (sqm)	13990
Open since	2006
Total Employees	550
Full Time Employees	350 63%
Part Time Employees	200 37%
Approximate % of total employees working standard 9-5 hours or similar	%
Percentage Split of Employee Gender	
Male	0%
Female	100%
GFA per employee	30.647
Number of units	26
Name of nearest site	FRIENDS WALK, STAINES
Distance to nearest similar site	7 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	00:00 to 24:00
Friday	00:00 to 24:00
Saturday	00:00 to 22:00
Sunday	11:00 to 17:00
Filling station	No
Cash card facilities	Yes

Comments

These are the opening times for the ASDA on site which is open 24 hours, and opens at 07:00 on Monday. opening hours may vary for the other developments, the developments at the site are, ASDA, EE, Nandos, Matalan, Phones 4 U, Halifax, Next, Holland & Barratt, NatWest, Argos, New Look, Londis, Dorothy Perkins Shoe Zone, Cash Generator, Blue Inc, Specsaver, Subway, Sports Direct, Pound Stretcher, Iceland, Superdrug, Poundland, Costa, The Works, Greggs

On-Site parking

Total no. of parking spaces	635
Parking Spaces Per 100m2 GFA	3.767
Parking Spaces Per 100m2 RFA	4.539

Number of spaces

Employee	0
Disabled	20
Visitor/Customer	600
OGV parking bays	2
Cycle racks	0
OGV loading bays	3
Mother & Toddler	10
Motorcycle spaces	0

Parking charges Yes

Comments on parking charges

The charges per hour are, 2hrs - £1.50, 3hrs - £2, 4hrs - £3, 5hrs - £5, Over 5hrs - £11

Comments about the management of the site car park, along with enforcement measures

The car parks are managed by target parking and are pay and display car parks.

Site parking surface or non-surface (multi-storey/underground)
 Non-Surface

General Comments on Parking

There is one surface car park and one multi story car park. 2 hours parking fees can be claimed back when spending more than £10 in ASDA.

Off-Site parking details

Is there off-site parking available Yes
 Off-Site parking included in the counts Yes
 Free On-Street parking available nearby Yes
 If yes, considered easy to find a space No
 If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)
 No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available
 Approx. available spaces 250
 Parking located within a control parking zone (CPZ) Yes
 Charges for this Off-Street parking Yes, All Day
 Charge amount 150
 Charge period Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site
 No

Site reference: HO-01-M-01 Survey date: 15/12/12 Day of week: Saturday

Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Cloudy

Initial car park occupancy: 14 Final car park occupancy: 8

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 56% (635 On-Site Spaces)

Data proportions in %

Motor cars	98	Motor cycles	0	Public service	0
Light goods	1	OGV (1)	0	OGV (2)	0
				Taxis	1

Time	Arr 2278	Dep 2284	Totals	Parking Accum
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	29	18	47	25
08:00-09:00	78	36	114	67
09:00-10:00	208	67	275	208
10:00-11:00	235	196	431	247
11:00-12:00	245	221	466	271
12:00-13:00	304	241	545	334
13:00-14:00	283	261	544	356
14:00-15:00	229	246	475	339
15:00-16:00	194	233	427	300
16:00-17:00	168	255	423	213
17:00-18:00	128	230	358	111
18:00-19:00	98	131	229	78
19:00-20:00	50	95	145	33
20:00-21:00	29	54	83	8
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HO-01-M-01 Survey date: 15/12/12 Day of week: Saturday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 58 OGV (2) 42

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 12	Dep 12	Totals	Accumulation
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	1	0	1	(1)
08:00-09:00	0	1	1	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	2	2	4	(0)
11:00-12:00	2	2	4	(0)
12:00-13:00	1	0	1	(1)
13:00-14:00	3	4	7	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: HO-01-M-01

Survey date: 15/12/12

Day of week: Saturday

Vehicles surveyed: Taxis

Time	Arr 11	Dep 11	Totals	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	2	2	4	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	2	2	4	(0)
16:00-17:00	2	2	4	(0)
17:00-18:00	1	1	2	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	1	1	2	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference: KC-01-M-01 Multi-Modal Site
 Created: Version: 2013(b)v6.12.1 30/05/13
 Latitude/Longitude: 51.27408, 0.52119
 Land Use Type: 01 - RETAIL/M - MIXED SHOPPING MALLS
 Region/Area: SOUTH EASTKENT
 Version/Creation Date: 2013(b)v6.12.1 30/05/13

Description: SHOPPING MALL
 Street: HIGH STREET
 District:
 Town: MAIDSTONE
 Post Code: ME14 1JL

Location: Town Centre
 Location Sub Category: High Street
 Use Class: A1

Population within 500m: 1655
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	384	48	432
Monday-Friday	0700-1000	96	12	108
Monday-Friday	1600-1900	96	12	108
Saturday	0700-1900	384	48	432
Sunday	0700-1900	112	24	136

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Gross floor area: 8125 sqm
 Retail floor area: 5075 sqm
 Total Employees: 132

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This shopping mall is located in Maidstone town centre, with the site access being on the main High Street. The shopping mall is very accessible as transport links are located within walking distance, and various other amenities such as a theatre, library, restaurants etc are also nearby.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Tunbridge Wells	2	73
Downswood	2	11
Hollingbourne	2	30
Tovil	2	9

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
 9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
 10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
London Victoria	2	56

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are 6 other bus services that stop at the site but only run at one bus per hour. These services go to destinations such as Staplehurst, Tenterden, Hunton and Trottscliffe, with journey times of between 42 and 63 minutes. There are also services to Twyldall and Bluewater.

Design features encouraging non-car modes

12. Pedestrians

Local areas have been pedestrianised.

13. Pedal cycles

None

14. Public transport

There are frequent local bus services available to various destinations and railway stations are also nearby.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2012
Nearest Primary School	0.9 kilometres
Nearest Secondary School	0.9 kilometres
Nearest Local Shop/Corner Shop	0.1 kilometres
Nearest Main Supermarket	0.5 kilometres
Nearest Doctors Surgery	0.4 kilometres
Nearest Hospital with Minor Injuries/A & E	2.6 kilometres
Nearest Sports/Leisure Centre	0.4 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	E00123720
Number of people employed within Census Output Area	135
Number of households within Census Output Area	147
Number of people living within Census Output Area	238
Area of Census Output Area (hectares)	30.00
Population density within Census Output Area (per hectare)	8.00

SITE PHOTO



Site reference: KC-01-M-01 Multi-Modal survey site
 Trade name: ROYAL STAR ARCADE

Site area (h/a): 0.40
 Gross floor area (sqm) 8125
 GFA not in use (sqm) 0
 Retail floor area (sqm) 5075

Open since 1987
 Total Employees 132
 Full Time Employees 72 54%
 Part Time Employees 60 46%

Approximate % of total employees working
 standard 9-5 hours or similar 100%

Percentage Split of Employee Gender
 Male 30%
 Female 70%

GFA per employee 61.553
 Number of units 13
 Name of nearest site THE MALL
 Distance to nearest similar site 0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 09:00 to 17:30
 Friday 09:00 to 17:30
 Saturday 09:00 to 17:30
 Sunday 00:00 to 00:00

Filling station No
 Cash card facilities No

Comments

The retail units at this site are as follows: Bar 10, Bumbles Sweet Shop, Merchant Chandler, Royal Star Cafe, Health Matters, Kilburn Jewellers, Little Star, Raffles Men, Raffles Collezioni, Lazy Days Living, Roy Robson, Kent Reliance Banking Services, and Once Upon A Party.
 The nearest similar site is located 0.3km away.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 0

Number of spaces

Employee 0

Disabled 0

Visitor/Customer 0

OGV parking bays 0

Cycle racks 0

OGV loading bays 0

Mother & Toddler 0

Motorcycle spaces 0

General Comments on Parking

There is no on-site parking available.

Off-Site parking details

Is there off-site parking available Yes

Off-Site parking included in the counts Yes

Free On-Street parking available nearby No

If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ) Yes, Most of the Area

Permitted on-street parking for non-residents available within this CPZ No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 2500

Parking located within a control parking zone (CPZ) Yes

Charges for this Off-Street parking Yes, All Day

Charge amount 70

Charge period Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site Yes

Approximate journey time from the facility to the site 12

Site reference: KC-01-M-01 Survey date: 24/11/12 Day of week: Saturday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Cloudy

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	Motor cycles	Public service
Light goods	OGV (1)	OGV (2)
		Taxis

Time	Arr 1380	Dep 1375	Totals	Parking Accum
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	82	1	83	(81)
09:00-10:00	160	57	217	(184)
10:00-11:00	195	152	347	(227)
11:00-12:00	256	204	460	(279)
12:00-13:00	212	193	405	(298)
13:00-14:00	179	213	392	(264)
14:00-15:00	124	160	284	(228)
15:00-16:00	99	135	234	(192)
16:00-17:00	49	168	217	(73)
17:00-18:00	24	79	103	(18)
18:00-19:00	0	13	13	(5)
19:00-20:00	0	0	0	(5)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01 Survey date: 24/11/12 Day of week: Saturday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 50 OGV (2) 50

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 4	Dep 4	Totals	Accumulation
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	1	1	2	(0)
09:00-10:00	1	0	1	(1)
10:00-11:00	0	1	1	(0)
11:00-12:00	1	0	1	(1)
12:00-13:00	0	1	1	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01

Survey date: 24/11/12

Day of week: Saturday

Multi-Modal survey site

Vehicles surveyed: Taxis

Time	Arr 31	Dep 30	Totals	Accumulation
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	1	0	1	(1)
09:00-10:00	8	5	13	(4)
10:00-11:00	8	8	16	(4)
11:00-12:00	2	3	5	(3)
12:00-13:00	2	2	4	(3)
13:00-14:00	3	3	6	(3)
14:00-15:00	2	3	5	(2)
15:00-16:00	4	5	9	(1)
16:00-17:00	1	1	2	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00	0	0	0	(1)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01

Survey date: 24/11/12

Day of week: Saturday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arr 9	Dep 9	Totals	Accumulation
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	1	0	1	(1)
09:00-10:00	1	0	1	(2)
10:00-11:00	2	0	2	(4)
11:00-12:00	1	0	1	(5)
12:00-13:00	1	0	1	(6)
13:00-14:00	0	1	1	(5)
14:00-15:00	1	0	1	(6)
15:00-16:00	2	4	6	(4)
16:00-17:00	0	3	3	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01

Survey date: 24/11/12

Day of week: Saturday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 2152	Dep 2157	Totals	Accumulation
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	201	11	212	(190)
09:00-10:00	317	320	637	(187)
10:00-11:00	308	235	543	(260)
11:00-12:00	90	196	286	(154)
12:00-13:00	242	201	443	(195)
13:00-14:00	199	243	442	(151)
14:00-15:00	293	288	581	(156)
15:00-16:00	177	246	423	(87)
16:00-17:00	239	228	467	(98)
17:00-18:00	86	186	272	(-2)
18:00-19:00	0	3	3	(-5)
19:00-20:00	0	0	0	(-5)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01 Survey date: 24/11/12 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 67	Dep 55	Totals	Accumulation
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	5	0	5	(5)
09:00-10:00	8	1	9	(12)
10:00-11:00	13	1	14	(24)
11:00-12:00	13	5	18	(32)
12:00-13:00	5	8	13	(29)
13:00-14:00	13	7	20	(35)
14:00-15:00	4	7	11	(32)
15:00-16:00	1	7	8	(26)
16:00-17:00	3	8	11	(21)
17:00-18:00	2	8	10	(15)
18:00-19:00	0	3	3	(12)
19:00-20:00	0	0	0	(12)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01 Survey date: 24/11/12 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 61	Dep 53	Totals	Accumulation
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	5	0	5	(5)
09:00-10:00	7	1	8	(11)
10:00-11:00	12	1	13	(22)
11:00-12:00	11	5	16	(28)
12:00-13:00	4	8	12	(24)
13:00-14:00	13	7	20	(30)
14:00-15:00	3	7	10	(26)
15:00-16:00	1	7	8	(20)
16:00-17:00	3	8	11	(15)
17:00-18:00	2	7	9	(10)
18:00-19:00	0	2	2	(8)
19:00-20:00	0	0	0	(8)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01 Survey date: 24/11/12 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Total Rail Passengers

Time	Arr 6	Dep 2	Totals	Accumulation
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	0	0	0	(0)
09:00-10:00	1	0	1	(1)
10:00-11:00	1	0	1	(2)
11:00-12:00	2	0	2	(4)
12:00-13:00	1	0	1	(5)
13:00-14:00	0	0	0	(5)
14:00-15:00	1	0	1	(6)
15:00-16:00	0	0	0	(6)
16:00-17:00	0	0	0	(6)
17:00-18:00	0	1	1	(5)
18:00-19:00	0	1	1	(4)
19:00-20:00	0	0	0	(4)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: KC-01-M-01

Survey date: 24/11/12

Day of week: Saturday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 4020	Dep 3976	Totals	Accumulation
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	319	12	331	(307)
09:00-10:00	534	399	933	(442)
10:00-11:00	553	420	973	(575)
11:00-12:00	434	449	883	(560)
12:00-13:00	528	454	982	(634)
13:00-14:00	443	525	968	(552)
14:00-15:00	478	498	976	(532)
15:00-16:00	313	440	753	(405)
16:00-17:00	301	455	756	(251)
17:00-18:00	117	302	419	(66)
18:00-19:00	0	22	22	(44)
19:00-20:00	0	0	0	(44)
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



APPENDIX G

Average trips	Per Screen							
	14.9%	21.8%	16.8%	9.0%	8.9%	18.9%	9.7%	
Hour	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Total
9	3.389	4.971	3.829	2.050	2.032	4.306	2.214	22.791
10	20.498	30.065	23.158	12.402	12.288	26.041	13.389	137.841
11	9.748	14.298	11.014	5.898	5.844	12.385	6.368	65.555
12	18.088	26.530	20.436	10.944	10.844	22.980	11.815	121.637
13	19.197	28.157	21.689	11.615	11.508	24.389	12.540	129.094
14	19.869	29.142	22.448	12.021	11.911	25.242	12.978	133.611
15	23.810	34.922	26.900	14.405	14.274	30.249	15.553	160.112
16	13.538	19.857	15.296	8.191	8.116	17.200	8.843	91.041
17	16.679	24.464	18.844	10.091	9.999	21.190	10.895	112.163
18	19.260	28.249	21.760	11.653	11.546	24.469	12.581	129.517
19	24.243	35.558	27.390	14.667	14.533	30.799	15.836	163.027
20	37.351	54.784	42.200	22.598	22.392	47.453	24.398	251.175
21	19.552	28.677	22.090	11.829	11.721	24.839	12.771	131.479
22	7.298	10.704	8.245	4.415	4.375	9.271	4.767	49.075
23	2.534	3.716	2.863	1.533	1.519	3.219	1.655	17.038
0	0.336	0.493	0.380	0.203	0.201	0.427	0.220	2.260
Grand Total	255.390	374.586	288.540	154.516	153.103	324.459	166.822	

Average trips	Per Seat							
	14.9%	21.8%	16.8%	9.0%	8.9%	18.9%	9.7%	
Hour	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Total
9	0.015	0.023	0.017	0.009	0.009	0.020	0.010	0.103
10	0.104	0.153	0.118	0.063	0.063	0.133	0.068	0.701
11	0.053	0.078	0.060	0.032	0.032	0.067	0.035	0.357
12	0.093	0.136	0.105	0.056	0.056	0.118	0.061	0.624
13	0.102	0.150	0.115	0.062	0.061	0.130	0.067	0.687
14	0.101	0.148	0.114	0.061	0.060	0.128	0.066	0.678
15	0.123	0.180	0.139	0.074	0.074	0.156	0.080	0.827
16	0.068	0.100	0.077	0.041	0.041	0.087	0.045	0.459
17	0.085	0.125	0.096	0.051	0.051	0.108	0.055	0.571
18	0.103	0.151	0.116	0.062	0.062	0.131	0.067	0.693
19	0.123	0.180	0.139	0.074	0.074	0.156	0.080	0.825
20	0.190	0.278	0.214	0.115	0.114	0.241	0.124	1.276
21	0.099	0.145	0.111	0.060	0.059	0.125	0.064	0.663
22	0.037	0.054	0.042	0.022	0.022	0.047	0.024	0.248
23	0.012	0.018	0.014	0.007	0.007	0.016	0.008	0.083
0	0.002	0.002	0.002	0.001	0.001	0.002	0.001	0.011
	1.310	1.921	1.480	0.792	0.785	1.664	0.855	

Cinema	Number of Screens	Number of Seats
Finchley Road	8	1905
Fulham	9	2252
Croydon Grants	10	1778
Norwich	8	1852
Cwbran	8	1231
Swansea	12	1764
Worcester	6	1315
Hull	10	1694
Scunthorpe	7	1391

Sum of Admits	Total	% split
Day		
Fri	5442007	14.9%
Sat	7981920	21.8%
Sun	6148397	16.8%
Mon	3292516	9.0%
Tue	3262420	8.9%
Wed	6913779	18.9%
Thu	3554748	9.7%
Grand Total	36595787	100.0%

Site Reference: MS-07-A-01 Multi-Modal Site
 Created: Version: 2008(b)v6.2.1 30/06/08
 Latitude/Longitude: 53.4086249160637, -2.92510436231232
 Land Use Type: 07 - LEISURE/A - MULTIPLEX CINEMAS
 Region/Area: NORTH WESTMERSEYSIDE
 Version/Creation Date: 2008(b)v6.2.1 30/06/08

Description: CINEWORLD
 Street: MONTROSE WAY
 District: SANDOWN PARK
 Town: LIVERPOOL
 Post Code: L13 1EW

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Retail Zone
 Use Class: D2

Population within 500m: 1280
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 500,001 or More
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	96	120	216
Monday-Friday	0700-1000	24	30	54
Monday-Friday	1600-1900	24	30	54
Saturday	0700-1900	96	120	216
Sunday	0700-1900	96	96	192

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: Yes

Gross floor area: 3000 sqm
 Number of seats: 1700
 Total Employees: 45

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

Cineworld is located at the edge of a retail park next to a Total Fitness centre and is located opposite a larger retail park, Edge Lane Retail Park.

The site is located to the east of the Liverpool city centre, off Edge Lane (A5047). The main route heads west into the centre of the city, and east through the suburbs and the M62. Other local roads head towards all areas of the city.

The site has one vehicle and one pedestrian access point off Montrose Way and a second pedestrian access point which links Total Fitness and Cineworld car parks.

Local developments include an industrial estate and some light residential development.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Huyton	4	15

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Liverpool Lime Street	4	10

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

SITE PHOTO



Site reference:	MS-07-A-01	Multi-Modal survey site
Trade name:	CINEWORLD	
Site area (h/a):	0.72	
Gross floor area (sqm)	3000	
GFA not in use (sqm)	0	
Open since	1991	
Total Employees	45	
Full Time Employees	15	33%
Part Time Employees	30	67%
Approximate % of total employees working standard 9-5 hours or similar	22%	
Percentage Split of Employee Gender		
Male	40%	
Female	60%	
GFA per employee	66.667	
Number of screens	8	
Number of seats	1700	
Name of nearest site	ODEON	
Distance to nearest similar site	3 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	13:00	to	24:00
Friday	13:00	to	24:00
Saturday	10:00	to	24:00
Sunday	10:00	to	24:00

Comments

Other facilities at this cinema include the sale of hot food.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	120
Parking Spaces Per 100m2 GFA	4.000
Parking Spaces Per seat	0.071

Number of spaces

Employee	0
Disabled	12
Visitor/Customer	108
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No parking enforcement was observed during the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 600

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: MS-07-A-01 Survey date: 16/06/07 Day of week: Saturday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Mild and Light Rain

PM weather: Mild and Clear

Initial car park occupancy: 33 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 104% (120 On-Site Spaces)

Data proportions in %

Motor cars	90	Motor cycles	0	Public service	0
Light goods	4	OGV (1)	0	OGV (2)	0
				Taxis	6

Time	Arr 1297	Dep 1330	Totals	Parking Accum
00:00-01:00	3	17	20	0
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	41	7	48	67
11:00-12:00	70	57	127	80
12:00-13:00	81	72	153	89
13:00-14:00	91	68	159	112
14:00-15:00	60	56	116	116
15:00-16:00	140	131	271	125
16:00-17:00	117	138	255	104
17:00-18:00	78	88	166	94
18:00-19:00	102	104	206	92
19:00-20:00	234	229	463	97
20:00-21:00	172	194	366	75
21:00-22:00	100	66	166	109
22:00-23:00	8	57	65	60
23:00-24:00	0	46	46	14

Comments

No OGV's entered or exited the site during this survey.
 The survey ended at 00.30.

Site reference: MS-07-A-01

Survey date: 16/06/07

Day of week: Saturday

Multi-Modal survey site

Vehicles surveyed: PSV

Time	Arr 1	Dep 1	Totals	Accumulation
00:00-01:00	0	0	0	(0)
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	0	1	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	1	1	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: MS-07-A-01

Survey date: 16/06/07

Day of week: Saturday

Multi-Modal survey site

Vehicles surveyed: Taxis

Time	Arr 75	Dep 75	Totals	Accumulation
00:00-01:00	3	3	6	(0)
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	0	0	0	(0)
11:00-12:00	3	3	6	(0)
12:00-13:00	4	4	8	(0)
13:00-14:00	3	3	6	(0)
14:00-15:00	3	3	6	(0)
15:00-16:00	13	13	26	(0)
16:00-17:00	7	6	13	(1)
17:00-18:00	2	3	5	(0)
18:00-19:00	2	2	4	(0)
19:00-20:00	20	19	39	(1)
20:00-21:00	6	7	13	(0)
21:00-22:00	7	7	14	(0)
22:00-23:00	2	2	4	(0)
23:00-24:00	0	0	0	(0)

Site reference: MS-07-A-01

Survey date: 16/06/07

Day of week: Saturday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arr 2	Dep 2	Totals	Accumulation
00:00-01:00	0	0	0	(0)
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	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	0	1	(1)
13:00-14:00	0	1	1	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	1	1	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: MS-07-A-01 Survey date: 16/06/07 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 3253	1	2	3	4	5	6	7	Dep 3301	Totals	Accum
00:00-01:00	0	2	1	0	0	0	0	7	1	9	6	1	0	0	0	41	48	(-48)
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	24	8	9	0	0	0	0	67	2	2	3	0	0	0	0	15	82	(52)
11:00-12:00	10	32	17	11	0	0	0	169	17	12	17	11	0	0	0	136	305	(85)
12:00-13:00	14	35	13	19	0	0	0	199	12	25	16	19	0	0	0	186	385	(98)
13:00-14:00	12	47	18	6	5	3	0	227	7	45	10	1	5	0	0	156	383	(169)
14:00-15:00	10	23	12	7	8	0	0	160	4	19	17	12	2	2	0	163	323	(166)
15:00-16:00	21	31	50	19	12	7	0	411	32	49	31	13	4	2	0	307	718	(270)
16:00-17:00	31	42	25	11	8	0	0	274	31	51	37	12	7	0	0	327	601	(217)
17:00-18:00	7	31	21	7	0	12	0	232	16	23	34	9	0	6	0	236	468	(213)
18:00-19:00	16	42	27	14	3	0	0	252	28	38	22	8	8	0	0	242	494	(223)
19:00-20:00	43	86	53	36	8	8	0	606	35	65	55	42	12	20	0	678	1284	(151)
20:00-21:00	30	85	39	18	0	0	0	389	44	97	29	18	6	0	0	427	816	(113)
21:00-22:00	20	43	25	6	0	6	0	241	8	37	20	1	0	0	0	146	387	(208)
22:00-23:00	2	4	0	1	1	0	0	19	12	30	3	5	1	6	0	142	161	(85)
23:00-24:00	0	0	0	0	0	0	0	0	9	24	10	3	0	0	0	99	99	(-14)

Site reference: MS-07-A-01

Survey date: 16/06/07

Day of week: Saturday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 366	Dep 367	Totals	Accumulation
00:00-01:00	0	0	0	(-1)
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	9	10	19	(-1)
11:00-12:00	18	8	26	(9)
12:00-13:00	17	18	35	(8)
13:00-14:00	45	43	88	(10)
14:00-15:00	43	24	67	(29)
15:00-16:00	94	42	136	(81)
16:00-17:00	41	47	88	(75)
17:00-18:00	47	31	78	(91)
18:00-19:00	20	59	79	(52)
19:00-20:00	11	20	31	(43)
20:00-21:00	16	24	40	(35)
21:00-22:00	5	39	44	(1)
22:00-23:00	0	2	2	(-1)
23:00-24:00	0	0	0	(-1)

Site reference: MS-07-A-01 Survey date: 16/06/07 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 105	Dep 104	Totals	Accumulation
00:00-01:00	0	0	0	(1)
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	12	3	15	(9)
11:00-12:00	2	1	3	(10)
12:00-13:00	6	7	13	(9)
13:00-14:00	15	9	24	(15)
14:00-15:00	22	3	25	(34)
15:00-16:00	15	16	31	(33)
16:00-17:00	8	13	21	(28)
17:00-18:00	7	4	11	(31)
18:00-19:00	4	23	27	(12)
19:00-20:00	8	17	25	(3)
20:00-21:00	3	4	7	(2)
21:00-22:00	3	3	6	(2)
22:00-23:00	0	1	1	(1)
23:00-24:00	0	0	0	(1)

Site reference: MS-07-A-01 Survey date: 16/06/07 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 103	Dep 102	Totals	Accumulation
00:00-01:00	0	0	0	(1)
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	10	3	13	(7)
11:00-12:00	2	1	3	(8)
12:00-13:00	6	5	11	(9)
13:00-14:00	15	9	24	(15)
14:00-15:00	22	3	25	(34)
15:00-16:00	15	16	31	(33)
16:00-17:00	8	13	21	(28)
17:00-18:00	7	4	11	(31)
18:00-19:00	4	23	27	(12)
19:00-20:00	8	17	25	(3)
20:00-21:00	3	4	7	(2)
21:00-22:00	3	3	6	(2)
22:00-23:00	0	1	1	(1)
23:00-24:00	0	0	0	(1)

Site reference: MS-07-A-01 Survey date: 16/06/07 Day of week: Saturday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arr 2	Dep 2	Totals	Accumulation
00:00-01:00	0	0	0	(0)
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	2	0	2	(2)
11:00-12:00	0	0	0	(2)
12:00-13:00	0	2	2	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: MS-07-A-01

Survey date: 16/06/07

Day of week: Saturday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 3726	Dep 3774	Totals	Accumulation
00:00-01:00	7	41	48	(-48)
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	88	28	116	(60)
11:00-12:00	189	145	334	(104)
12:00-13:00	223	211	434	(116)
13:00-14:00	287	209	496	(194)
14:00-15:00	225	190	415	(229)
15:00-16:00	520	365	885	(384)
16:00-17:00	324	387	711	(321)
17:00-18:00	286	271	557	(336)
18:00-19:00	276	325	601	(287)
19:00-20:00	625	715	1340	(197)
20:00-21:00	408	455	863	(150)
21:00-22:00	249	188	437	(211)
22:00-23:00	19	145	164	(85)
23:00-24:00	0	99	99	(-14)

Site Reference: CN-07-A-01 Multi-Modal Site
 Created: Version: 2010(a)v6.5.2 22/01/10
 Latitude/Longitude: 51.51821, -0.13245
 Land Use Type: 07 - LEISURE/A - MULTIPLEX CINEMAS
 Region/Area: GREATER LONDON/CAMDEN
 Version/Creation Date: 2010(a)v6.5.2 22/01/10

Description: ODEON
 Street: TOTTENHAM COURT RD
 District:
 Town: BLOOMSBURY
 Post Code: W1T 1BX

Location: Town Centre
 Location Sub Category: Built-Up Zone
 Use Class: D2

Population within 500m: 5971
 Population within 1 Mile: 50,001 to 100,000
 Population within 5 Miles: 500,001 or More
 Car ownership within 5 Miles: 0.5 or Less

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	2114	4441	6555
Monday-Friday	0700-1000	503	1137	1640
Monday-Friday	1600-1900	537	1130	1667
Saturday	0700-1900	1775	4090	5865
Sunday	0700-1900	1296	3736	5032

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No
 PTAL Rating: 6b (High) - Excellent
 Gross floor area: 464 sqm
 Number of seats: 545
 Total Employees: 7

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

The site is located on the A400, Tottenham Court Road. The A400 leads north and south through central London. The closest tube stations are Goodge Street and Tottenham Court Road which are equidistant, approximately 200 metres. The site is surrounded by various city centre developments.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Warren Street	20	3
Victoria	20	16
Royal Free Hospital	15	19
Trafalgar Square	15	6

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
 9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
 10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Ealing Broadway	30	27
Edgware	30	34
Cockfosters	30	40
Elephant & Castle	30	11

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The bus and rail services detailed in the tables are the most frequent services; there are many more services available. This site is within an area of excellent public transport links.

Design features encouraging non-car modes

12. Pedestrians

There are wide footpaths in the area surrounding the cinema with pedestrian crossing facilities within close proximity.

13. Pedal cycles

There are cycle routes throughout the local area.

14. Public transport

There are excellent public transport links available.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	0.8 kilometres
Nearest Secondary School	1.2 kilometres
Nearest Local Shop/Corner Shop	0.2 kilometres
Nearest Main Supermarket	0.1 kilometres
Nearest Doctors Surgery	0.3 kilometres
Nearest Hospital with Minor Injuries/A & E	0.8 kilometres
Nearest Sports/Leisure Centre	0.6 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	80
Number of households within Census Output Area	127
Number of people living within Census Output Area	165
Area of Census Output Area (hectares)	3.00
Population density within Census Output Area (per hectare)	52.22

SITE PHOTO



Site reference:	CN-07-A-01	Multi-Modal survey site
Trade name:	ODEON	
Site area (h/a):	0.06	
Gross floor area (sqm)	464	
GFA not in use (sqm)	0	
Open since	2000	
Total Employees	7	
Full Time Employees	4	57%
Part Time Employees	3	43%
Approximate % of total employees working standard 9-5 hours or similar	0%	
Percentage Split of Employee Gender		
Male	29%	
Female	71%	
GFA per employee	66.286	
Number of screens	3	
Number of seats	545	
Name of nearest site	ODEON, COVENT GARDEN	
Distance to nearest similar site	0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	14:30	to	23:30
Friday	14:30	to	23:30
Saturday	12:30	to	23:30
Sunday	12:30	to	23:30

Comments

This is a relatively small and quiet cinema in comparison to other Odeons.
 The cinema has a refreshments stand.
 The nearest similar site is the Odeon Covent Garden which is 0.5 km away.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	3
Parking Spaces Per 100m2 GFA	0.647
Parking Spaces Per seat	0.006

Number of spaces

Employee	3
Disabled	0
Visitor/Customer	0
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The site has three unmarked staff parking spaces at the rear of the site.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

Yes, Most of the Area

Permitted on-street parking for non-residents available within this CPZ

Yes, at Special Times of the Day

If yes, time limited for non-residents

Yes

Charges for non-residents parking if permitted

Yes, At Special Times of the Day

Average charge per hour

480

Maximum parking duration

120

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces

1700

Parking located within a control parking zone (CPZ)

Yes

Charges for this Off-Street parking

Yes, All Day

Charge amount

600

Charge period

Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear

Initial car park occupancy: 1 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 133% (3 On-Site Spaces)

Data proportions in %

Motor cars	45	Motor cycles	7	Public service	0
Light goods	14	OGV (1)	20	OGV (2)	0
				Taxis	14

Time	Arr 14	Dep 15	Totals	Parking Accum
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				
11:00-12:00				
12:00-13:00	0	0	0	1
13:00-14:00	5	2	7	4
14:00-15:00	1	1	2	4
15:00-16:00	1	2	3	3
16:00-17:00	0	0	0	3
17:00-18:00	1	1	2	3
18:00-19:00	2	3	5	2
19:00-20:00	0	1	1	1
20:00-21:00	3	1	4	3
21:00-22:00	1	1	2	3
22:00-23:00	0	1	1	2
23:00-24:00	0	2	2	0

Comments

No PSVs entered or exited the site on the day of the survey.

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 3	Dep 3	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	2	1	3	(1)
14:00-15:00	0	1	1	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	1	1	2	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: CN-07-A-01

Survey date: 23/10/09

Day of week: Friday

Multi-Modal survey site

Vehicles surveyed: Taxis

Time	Arr 2	Dep 2	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	1	0	1	(1)
21:00-22:00	1	1	2	(1)
22:00-23:00	0	1	1	(0)
23:00-24:00	0	0	0	(0)

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 22	1	2	3	4	5	6	7	Dep 15	Totals	Accum
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																		
11:00-12:00																		
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0)
13:00-14:00	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	7	(3)
14:00-15:00	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3	(4)
15:00-16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	(4)
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4)
17:00-18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	(4)
18:00-19:00	1	0	0	1	0	0	0	5	2	1	0	0	0	0	0	4	9	(5)
19:00-20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	(4)
20:00-21:00	1	1	0	1	0	0	0	7	1	0	0	0	0	0	0	1	8	(10)
21:00-22:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	(10)
22:00-23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	(9)
23:00-24:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	(7)

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arr 260	Dep 236	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	10	2	12	(8)
16:00-17:00	16	5	21	(19)
17:00-18:00	19	19	38	(19)
18:00-19:00	79	41	120	(57)
19:00-20:00	21	8	29	(70)
20:00-21:00	48	83	131	(35)
21:00-22:00	67	27	94	(75)
22:00-23:00	0	1	1	(74)
23:00-24:00	0	50	50	(24)

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 141	Dep 172	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	5	3	8	(2)
14:00-15:00	0	1	1	(1)
15:00-16:00	14	7	21	(8)
16:00-17:00	14	6	20	(16)
17:00-18:00	13	9	22	(20)
18:00-19:00	23	24	47	(19)
19:00-20:00	7	4	11	(22)
20:00-21:00	24	25	49	(21)
21:00-22:00	41	11	52	(51)
22:00-23:00	0	4	4	(47)
23:00-24:00	0	78	78	(-31)

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 39	Dep 41	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	4	2	6	(2)
16:00-17:00	6	0	6	(8)
17:00-18:00	6	3	9	(11)
18:00-19:00	5	5	10	(11)
19:00-20:00	2	2	4	(11)
20:00-21:00	2	5	7	(8)
21:00-22:00	13	5	18	(16)
22:00-23:00	0	2	2	(14)
23:00-24:00	0	16	16	(-2)

Site reference: CN-07-A-01 Survey date: 23/10/09 Day of week: Friday
 Multi-Modal survey site
 People Surveyed: Total Rail Passengers

Time	Arr 102	Dep 131	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	4	2	6	(2)
14:00-15:00	0	1	1	(1)
15:00-16:00	10	5	15	(6)
16:00-17:00	8	6	14	(8)
17:00-18:00	7	6	13	(9)
18:00-19:00	18	19	37	(8)
19:00-20:00	5	2	7	(11)
20:00-21:00	22	20	42	(13)
21:00-22:00	28	6	34	(35)
22:00-23:00	0	2	2	(33)
23:00-24:00	0	62	62	(-29)

Site reference: CN-07-A-01

Survey date: 23/10/09

Day of week: Friday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 423	Dep 423	Totals	Accumulation
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				
11:00-12:00				
12:00-13:00	0	0	0	(0)
13:00-14:00	10	5	15	(5)
14:00-15:00	2	2	4	(5)
15:00-16:00	25	10	35	(20)
16:00-17:00	30	11	41	(39)
17:00-18:00	33	29	62	(43)
18:00-19:00	107	69	176	(81)
19:00-20:00	28	13	41	(96)
20:00-21:00	79	109	188	(66)
21:00-22:00	109	39	148	(136)
22:00-23:00	0	6	6	(130)
23:00-24:00	0	130	130	(0)



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