

# Wellesley

ALDERSHOT

## Appendix F

### Trip Generation Technical Note (TN1)

Appendix F



Investing in homes since 1912  
**grainger plc**



UNITED  
BY OUR  
DIFFERENCE



Wellesley

Technical Note: Trip Generation

Grainger plc

August 2012

Wellesley  
ALDRSHOT

# QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Draft for comment	Updated following comments from reviewing bodies		
Date	April 2012	August 2012		
Prepared by	A Smith	A Smith		
Signature				
Checked by	L. Hudson / A. Winmill	L. Hudson / A. Winmill		
Signature				
Authorised by	R. Hutchings	R. Hutchings		
Signature				
Project number	11570364	11570364		
File reference	N:\Aldershot Urban Extension (2011)\TEXT\RE PORTS\TECH NOTES\Tech note 3 - Trip Generation\2012-04-24 - AUE - Tech Note 3- Trip Generation.docx	N:\Aldershot Urban Extension (2011)\TEXT\RE PORTS\TECH NOTES\Tech note 3 - Trip Generation\2012-08-10 - Wellesley - Technical Note - Trip Generation.docx		

**WSP UK Limited**  
**Mountbatten House**  
**Basing View**  
**Basingstoke**  
**Hampshire**  
**RG21 4HJ**

**Tel: +44 (0)1256 318800**  
**Fax: +44 (0)1256 318700**  
**<http://www.wspgroup.com>**

---

# Contents

1	Introduction	1
2	Existing Use	3
3	Wellesley Development Proposals	8
4	Development Trip Rate Methodology	9
5	Residential Trip Generation	10
6	Non-Residential Trip Generation	35
7	Summary	40

## **Figures**

Figure 1 – Trip Distribution Areas  
Figure 2 – Land Use Plan

## **Appendices**

Appendix A – ADAM Architecture and RBC Correspondence  
Appendix B – TRICS Outputs  
Appendix C – National Travel Survey Datasets  
Appendix D – Justification of reduction in persons per household  
Appendix E – Extracts from SANGS visitor survey  
Appendix F – Department for Education – Hampshire Statistics Data

---

---

# 1 Introduction

## 1.1 BACKGROUND

1.1.1 WSP has been commissioned by Grainger plc to provide transportation advice in support of a planning application for the proposed redevelopment of surplus land at Aldershot Military Town, Hampshire. Redevelopment of the site includes up to 3,850 residential units and ancillary uses. The proposed development will be known as Wellesley.

1.1.2 The Wellesley site is located on the northern edge of Aldershot Town Centre, which is located approximately four miles to the south of Farnborough and six miles to the south of the M3. It is bordered by existing residential properties in Aldershot to the south towards Wellington Avenue, the A325 Farnborough Road to the west, existing and retained military buildings to the east and north as well as the Basingstoke Canal.

## 1.2 PURPOSE OF TECHNICAL NOTE

1.2.1 This Trip Generation Technical Note accompanies a 'Hybrid' planning application submitted by Grainger plc (hereafter known as the 'Applicant') to Rushmoor Borough Council (RBC) for the development of land within Aldershot known as the Aldershot Urban Extension (AUE), hereafter referred to as 'Wellesley'. The Applicant seeks outline planning permission for residential development of up to 3,850 dwellings with associated infrastructure including access, and Maida Zone - Phase 1 detail for 235 dwellings at Wellesley (the Hybrid Application). This Technical Note should be read in conjunction with the corresponding application forms and drawings, along with the suite of documents that support this Hybrid Application. For further details on the Hybrid Application please refer to the Planning Statement.

1.2.2 As part of the submission package some plans are for approval, whilst others are for information/illustrative purposes only. Plans that are not for approval are clearly labelled 'illustrative' or 'for information'. All other plans should be determined by the LPA as application drawings. The illustrative masterplan is one way of interpreting the site against the opportunities and constraints identified and tested in the parameter plans. The parameter plans are for approval. Detailed proposals, following consent granted pursuant to the Hybrid Application, will be submitted to RBC in accordance with the Development Zones identified by the Applicant, as one or more Reserved Matter Application per Development Zone, which will include Listed Building Applications and Conservation Area Applications as appropriate.

1.2.3 This Technical Note has been prepared to aid discussions and agreement between WSP, Hampshire County Council (HCC), Surrey County Council (SCC), Highways Agency (HA) and RBC regarding the principles around the assumptions and approach to establishing the trip generation and travel demand characteristics associated with the Wellesley development.

1.2.4 The indicative quantum and mix of development uses at Wellesley has been outlined and, as such, forms the basis of the trip generation analysis presented in this Note.

---

1.2.5 This Technical Note outlines the rationale behind the methodology adopted to determine the trip generation of both the existing use and the proposed development. This Note also considers the role of internalisation in the development, through the implementation of a mixed use masterplan.

1.2.6 Various revisions, responses and comments have been issued and received during the production of this Technical Note. For clarity the below outlines the consultation approach between WSP and reviewing bodies;

- A draft revision of this Technical Note was sent to the reviewing parties (HCC, SCC and HA) on 24 April 2012 and the following comments were received:
  - HA provide detailed comments – *AUE Trip Generation, Distribution and Forecasting Review* – 15 May 2012
  - SCC provide comments via email – *AUE TA – WSP’s Trip Gen Tech Note 3 & Technical Distribution Note* – 18 May 2012
  - HCC kindly send comments entitled – *AUE Transport Assessment Trip Gen and Distribution Tech Notes* – 24 May 2012
- Considering the above, WSP issued an interim technical response on 13 July 2012 and the following comments were received.
  - HCC provided comments on – *Wellesley, AUE Trip Generation and Trip Distribution* – 2 August 2012
  - HA responded with – *AUE Model Outputs and Supporting documents review* – 3 August 2012

1.2.7 This revision of the Technical Note responds to the comments raised and provides updated assumptions and approaches to trip generation accordingly. Specifically, this revision seeks to ensure that all calculations are explicable to avoid misunderstanding by the reviewing bodies.

### 1.3 REPORT STRUCTURE

- **Section 2** details the historical use of the site and its potential to generate trips from its consented use;
- **Section 3** outlines the Wellesley development proposals;
- **Section 4** evaluates the methodology for determining trip generation for Wellesley;
- **Section 5** summarises the expected residential trip generation for the proposed development, and the internalisation by trip purpose;
- **Section 6** analyses the potential trip generation for the non-residential elements of the proposed development; and
- **Section 7** provides a summary of trips and resultant external travel demand.

---

## 2 Existing Use

### 2.1 MILITARY USE

2.1.1 The Rushmoor area has historically had strong links with the armed forces, with Aldershot being known as a military town. The military land and associated units, currently owned by the Ministry of Defence (MoD), has had a number of uses including barracks, hospitals, offices, storage and leisure. As the military and the MoD have begun to re-structure and organise a reduction of land used on the site, a number of buildings have become less active, with others becoming alienated or closed off and therefore are in differing levels of occupation and usability.

2.1.2 At the AUE Workshop meeting (06 July 2011) the existing Garrison's Commander, Colonel Tim Forster, outlined the following summary breakdown of personnel that are currently active on site;

- 4,000 troops;
- 5,000 dependants;
- 2,000 civilians working.

2.1.3 Colonel Forster stated that the Garrison received approximately 1,000 visitors per month, and currently covers an area of 517 ha, with this reducing to 350 ha (reduction to approximately 2/3rds) with the planned move. It is understood that the level of military presence and personnel within Aldershot will not differ with the introduction of Wellesley, but the locations of existing activities may change.

2.1.4 The existing Garrison will be retained in terms of personnel numbers, and traffic movements for these persons have therefore been accounted for in the base traffic surveys undertaken in June 2011. Although the Garrison uses will be relocated, the traffic surveys provide a snapshot in time which offers a representation of a fluid land use. On this basis, there is no intention to redistribute the traffic associated with the relocation of the Garrison.

2.1.5 Notwithstanding this, the existing military buildings still have extant permission associated with them, with a number being able to generate a greater level of traffic under existing consents than they currently do. Were this to be the case, additional traffic could be currently generated by the site without the need for additional planning approval.

2.1.6 As such it is prevalent to understand the level of traffic generation so it can be considered within the development impact assessment for the Wellesley proposals.

### 2.2 EXISTING USE - TRIP GENERATION

2.2.1 Using information accumulated by ADAM architecture (31 May 2011) and correspondence with RBC (20 June 2011 and 23 September 2011), a list of existing buildings has been produced that details the whether the building is currently in use or otherwise. The full collection of information, correspondence and building lists used is provided in Appendix A.

2.2.2 For the buildings which have been listed as 'not in use' and where information is available as to the current or previous use of the site, a corresponding TRICS trip rate has been determined to identify the potential trip generation associated with the building should it generate trips exhibiting a civilian use under existing planning consents.

2.2.3 An exercise has therefore been undertaken to determine the permissible trip generation from the extant use. 'Civilian' uses have been associated to the buildings, so that by using comparative sites from the TRICS database trip rates can be determined for each individual building set.

2.2.4 The Trip Rate Information Computer System, (TRICS) was established in 1989. It is a computerised database and trip rate analysis package used for transport planning and development control purposes. It is currently managed by JMP Consulting on behalf of the consortium, which consists of six County Councils (Dorset, Kent, East Sussex, West Sussex, Surrey and Hampshire)

2.2.5 Table 2.1 below, summarises the buildings not currently in use, but which have the potential to be readily returned to operational use and which have the capacity to be trip generating under their existing consented use. These buildings have been included in the further trip generation analysis.

**Table 2.1 – Unoccupied or partially occupied buildings and the associated TRICS rates used in the Trip Generation Analysis**

Ref No.	Building Name	Control of Land	Total GFA (In m <sup>2</sup> )	GFA used in TRICs Analysis	TRICS Trip Rate Used	Rationale / Previous Use
L5	Cambridge Military Hospital Central unit	Grainger	10272	10272	Hospital	Previous use as the Army Base hospital <sup>1</sup>
26	Louise Margaret Hospital	Grainger	2627	2627	Hospital	Previous use as a Maternity hospital <sup>2</sup>
21	Nive, Neville and Waterloo lodges	Grainger	1712	1712	Office	Current information list these buildings as office based <sup>1</sup>
22	Former gymnasium and adjacent structures	Grainger	1253	1253	Fitness/ Gym	Boxing centre for the Army (UK) – has been attributed to a private fitness/gym club <sup>2</sup>
20	Gunhill House	Grainger	722	722	Nurses Home	Information provided lists previous use as nurses home <sup>2</sup>
24	Dentist School	Grainger	659	659	Teaching Hospital	No dentist school category in TRICS, teaching hospital considered best alternative <sup>1</sup>
11	Civil Service Club	Grainger	646	646	Nursery	Info provided lists this as a club/nursery <sup>2</sup>
L4	Smith Dorrien House	Grainger	567	567	Office	AUE Project office <sup>2</sup>
27	Nurses Residence	Grainger	487	487	Nurses Home	Previous use of Nurses accommodation <sup>1</sup>
25	Leishman Laboratory	Grainger	261	261	Hospital	Laboratory came under the Hospitals buildings and has been attributed with the hospital trip rate <sup>2</sup>
9	Bradgate HQ offices	Grainger	252	252	Office	Information lists these buildings as offices <sup>1</sup>
17	Cambridge House	Grainger	230	230	Residential	Information lists these buildings as former medical officers' quarters <sup>1</sup>
18	St.Michael's House	Grainger	155	155	Residential	Information lists these buildings as former residential <sup>1</sup>
10	Cab Stand and Parcels Offices	Grainger	146	146	Office	Current information lists these as office based <sup>1</sup>
		Total	19989	19989		

Sources: <sup>1</sup> ADAM architecture (31 May 2011) and <sup>2</sup> Rushmoor Borough Council (20 June 2011 & 23 September 2011)

2.2.6 The full TRICS output for each building use has been included within Appendix B.



## EXISTING USE – BUILDING OMISSIONS

2.2.7 There are a number of other existing buildings on the Wellesley site that are not in use, however following discussions with HCC, RBC and SCC, it is accepted that it would not be appropriate to assume these buildings could be readily returned to use and generate trips under their existing consents.

2.2.8 In some instances, the sui generis nature of the use would also mean it would not be appropriate to apply a civilian use and TRICS trip rate for the purposes of trip generation.

2.2.9 Therefore, the buildings listed in Table 2.2 below have been excluded from any further trip generation analysis. The buildings that have been omitted form the vast majority of the land and gross floor area (GFA) that could be applicable based on the information provided by ADAM architecture.

**Table 2.2 – Unoccupied or partially occupied buildings *not included* in Trip Generation Analysis.**

Ref No.	Building Name	Control of Land	Total GFA (In m <sup>2</sup> )	Potential GFA if used in TRICs Analysis	TRICS Trip Rate Used	Rationale / Previous Use
7	Bruneval Barracks	Grainger	9444	6489	Office / Residential	Mixture of Barracks / Residential / Office and Storage
6	Arnhem Barracks	Grainger	7612	4333	Office / Residential	Mixture of resi, storage, parking, barracks and office
8	Rhine Barracks	Grainger	7213	4336	Office / Residential	Mixture of Barracks / Residential / Office and Storage
5	Normandy Barracks	Grainger	7070	4063	Office / Residential	Mix of office / barracks and storage.
28	Mandora Offices Mess	Grainger	3313	1828	Offices	Was used as offices for Sodexo – Other buildings include storage
3	Para Tech Depot	MOD	3231	0	n/a	Para Tech Vehicle Services. Currently listed as storage and shed
16	McGrigor Barracks	Grainger	3082	0	n/a	McGrigor buildings previous use as storage and distribution

Sources: ADAM architecture (31 May 2011) and <sup>2</sup> Rushmoor Borough Council (20 June 2011 & 23 September 2011)

## 2.3 TRIP RATES

2.3.1 By ascertaining the previous use of the buildings in Table 2.1 above, a TRICS trip rate has been found for a representative site and been applied to the stated GFA. The column within Table 2.1, 'TRICS Trip Rate Used' highlights the civilian use that has been assumed most suiting to the buildings historical use, or the information provided by ADAM Architecture and RBC.

2.3.2 The trip rates and civilian uses associated with the buildings in Table 2.1 have been summarised in Table 2.3 below.

**Table 2.3 TRICS rates for civilian uses applied to existing buildings**

Use	Factor	Period	Vehicular Trip Rate	
			Arrival	Departure
Office	100 m <sup>2</sup>	AM	1.156	0.145
		PM	0.103	0.970
Residential	Per Dwelling	AM	0.107	0.377
		PM	0.285	0.168
Hospital	100 m <sup>2</sup>	AM	0.853	0.234
		PM	0.257	0.569
Nurses Homes	Per Hectare	AM	9.426	11.475
		PM	6.557	8.197
Teaching Hospital	100 m <sup>2</sup>	AM	0.543	0.136
		PM	0.117	0.309
Fitness / Private Gym	100 m <sup>2</sup>	AM	0.611	0.988
		PM	2.149	1.334
Nursery	100 m <sup>2</sup>	AM	5.760	4.676
		PM	3.877	4.349

Source: TRICS (detailed outputs included in Appendix B)

2.3.3 The residential trip rates are per dwelling and therefore they cannot be applied directly against the GFA information provided in the previous tables. As such the residential rates have been applied to the current building uses by approximating the size of an average dwelling (in this instance, 88m<sup>2</sup>), which has been derived from an average size of two and three bed houses taken from a planning application in 2009 at 'Land West of Horsham' and dividing this by the existing buildings GFA to give the amount of dwellings that could feasibly fit in that area.

2.3.4 For the hospital uses, a hospital without casualty trip rate has been used. This has been attributed to the Cambridge Military Hospital and the Louise Margaret Hospital. After consultation with RBC (23 September 2011), it was concluded that the Leisham Laboratory was found to be part of the hospital's buildings and therefore the hospital trip rate has been attributed to it.

2.3.5 The dentist school buildings have been attributed to the Teaching Hospital trip rate. There is no specific dentist school trip rate category within the TRICS database, therefore the teaching hospital rates provided the nearest comparable use.

2.3.6 These trip rates have only been applied to buildings where the information has enabled WSP to assume the previous use of the building. Traffic generation that could be possible under existing consents may, in reality, be greater than is assumed through this exercise.

2.3.7 Applying the trip rates detailed in Table 2.3 above to the development quantum set out in Table 2.1 above, the trip generation can be determined as detailed in Table 2.4 below.

---

**Table 2.4 Potential Traffic Generation from Extant Uses**

Use	Period	Trip Generation	
		Arrival	Departure
Office	AM	31	4
	PM	3	26
Residential	AM	0	2
	PM	1	1
Hospital	AM	112	31
	PM	34	75
Nurses Homes	AM	2	3
	PM	2	2
Teaching Hospital	AM	4	1
	PM	1	2
Fitness / Private Gym	AM	8	12
	PM	9	5
Nursery	AM	37	30
	PM	25	28
Total	AM	195	83
	PM	74	139

Source: WSP calculated

2.3.8 The resulting two way trips generated are 278 and 213 for the AM and PM peaks respectively.

2.3.9 The assessment of the site area assumes the buildings and their corresponding GFAs have extant consents and therefore the trips derived in Table 2.4 would need to be removed from any future trip generations associated with the Wellesley development.

2.3.10 Through the discussions with members of HCC, SCC and RBC it has been deemed appropriate not to include the potential trips in further analysis. This is seen to be a pragmatic and cooperative approach between all parties in understanding the traffic demand characteristics of the Wellesley site. HCC note in their response that such an approach creates a robust assessment of the impact of Wellesley on the highway network in the peak periods.

---

## 3 Wellesley Development Proposals

### 3.1 DEVELOPMENT PROPOSALS

3.1.1 The Wellesley proposals comprise an outline application for the development of up to 3,850 dwellings including access plus other ancillary uses, a summary of which has been produced below;

- 3,850 new homes (35% affordable homes);
- Refurbishment of six listed buildings including 4th Div Head Quarters and the Cambridge Military Hospital as well as a number of local listed buildings;
- Heritage trail;
- Two new primary schools;
- Day care facilities;
- A local neighbourhood centre, providing new offices, pub and restaurant, and local shops;
- Household Waste Recycling Centre;
- Approx. 2.4Ha of employment area, equating to approximately 1250 new jobs;
- 110Ha of SANGS (Suitable Alternative Natural Green Space);
- New play areas and a local park;
- Allotments; and
- Public access to sports fields.

3.1.2 Through the provision of a mix of land uses, there is clear potential for some trips for specific journey purposes to be made 'internal' to Wellesley.

3.1.3 By allowing future residents access to local schools, services, amenities, employment and retail uses within the development area, the need to travel external to the development site by car is reduced. The land use proposals outlined above therefore have a strong potential to support more sustainable, low carbon travel patterns.

3.1.4 The development schedule outlined above has been employed for the purpose of calculating the trip generation for Wellesley.

---

# 4 Development Trip Rate Methodology

## 4.1 INTRODUCTION

4.1.1 The primary purpose of this Technical Note is to outline the methodology for deriving the multi-modal travel demand which will be generated by Wellesley.

4.1.2 The DCLG / DfT's Guidance on Transport Assessment (March 2007) suggests that a range of databases and tools are available for establishing land-use based estimates of trip-making. Whilst TRICS is cited as one of the standard approaches to establishing single-mode or multi-modal trip rates, its use is caveated on being able to replicate the characteristics of the development.

4.1.3 As a consequence, it is reasonable to note the limitations of TRICS for determining the specific local area and site travel demand characteristics for a large scale mixed-use development, particularly where TRICS outputs may not reflect the obvious potential to 'internalise' travel demand, thereby over-estimating external travel.

4.1.4 The GTA suggests that for a typical development, an alternative 'from first principles' approach could be used (Para 4.59). The section therefore outlines such an approach which nonetheless uses recognised and robust information sources and available evidence to determine trip generation for Wellesley.

## 4.2 BESPOKE METHODOLOGY

4.2.1 The methodology to determine the trip generation for Wellesley has utilised a bespoke method of trip determination that combines the use of National Travel Survey (NTS) data as well as utilising the TRICS database to determine a broad outline of potential modal split. This allows a more tailored and accurate approach to be applied to the development as the NTS data provides a basis to determine trips by journey purpose.

4.2.2 As part of this bespoke approach, the evidence base includes a mixture of national and regional criteria that will be used to outline the trip generation characteristics associated with the development.

4.2.3 Where possible, the existing travel demand characteristics of South East England, Rushmoor and Aldershot have been incorporated into the analysis to provide a local basis to the assessment. The use of site-specific statistics and data sets allow for the robust generation of trip rates and, in turn, trip generation. This methodology produces a more representative set of rates for a more robust calculation of expected levels of trip generation.

## 4.3 TRICS – APPROACH TO VALIDATION

4.3.1 The TRICS database provides a valuable tool in the dissemination of trip rates for comparable land uses. However, TRICS alone would not provide enough detail in the determination for the Wellesley site as a whole, as it would not be considered representative of the development's proposed mixed-use characteristics.

4.3.2 It is therefore considered appropriate that TRICS will be used to determine the modal split to be used within the residential based trip generation methodology and therefore provide further evidence as to the robustness of the determined trip rates. The use of TRICS is also proposed for the non-residential elements of the proposals, which are made up of smaller individual units, which lend themselves better to be determined by a comparative TRICS rate.

---

## 5 Residential Trip Generation

### 5.1 INTRODUCTION

5.1.1 As outlined in previous sections, a bespoke methodology has been applied to determine accurate and representative trip rates for the Wellesley development. This has been undertaken using a two stage approach which has outlined the following;

- Established the total volume of daily trips by journey purpose and convert to AM and PM peak hour trips.
- Outline the internalisation of each travel purpose and determine modal split.

5.1.2 A third stage, which has been undertaken as part of a separate Technical Note, *Wellesley Trip Distribution*, involves the distribution and assignment of the generated trips onto the network.

### 5.2 STAGE 1 - METHODOLOGY

5.2.1 To ascertain trips by household, a number of sources have been used, notably the reports from the National Travel Survey (NTS) 2010.

5.2.2 Table NTS9903 - *Average number of trips (trip rates) by main mode, region and area type: Great Britain*, from the National Travel Survey 2010 report, contained in Appendix C states that, on average for Great Britain, a total of 967 trips per year are made by each individual. For South East England, excluding London, the average annual trips per year are 1021 trips. This average for South East England is considered representative for Wellesley.

- 1021 annual trips / resident

5.2.3 Following correspondence between Savills and RBC in January 2012 (Appendix D), a figure of 2.4 persons per household was agreed as applicable for Wellesley.

5.2.4 The average daily trips per household generated by residents can be calculated from the derived data.

- $1021 \text{ annual trips} \times 2.4 \text{ residents} / \text{HH} = 2450 \text{ annual person trips per HH}$
- $2450 \text{ annual trips per HH} / 365 \text{ days} = 6.71 \text{ average daily person trips per HH}$

5.2.5 The average daily trips per household are adjusted to represent a weekday scenario. Table NTS0501 contained within National Travel Survey findings 2010, which is included within Appendix C, shows that the weekday average (all modes) is 8.22% higher than the weekly average.

- $6.71 \text{ average daily trips per HH} \times 108.22\% = 7.266 \text{ weekday person trips per HH}$

5.2.6 The daily profile of person trips for each journey purpose will vary. Table *NTS0502 Trip start time by trip purpose for the South East (2010)*, shows that in the AM peak hour, the number of person trips is 2.91 times greater than the hourly weekday average. In the PM peak hour the number of person trips is 1.92 times greater than the hourly average.

- $7.266 \text{ weekday trips per HH} / 24 \text{ hours} = 0.3027 \text{ hourly person trips per HH}$
- $0.3027 \text{ hourly trips per HH} \times 2.91 \text{ peak hour factor} = 0.880 \text{ AM peak hour person trips per HH}$

- 0.3027 hourly trips per HH x 1.92 peak hour factor = 0.583 PM peak hour person trips per HH

5.2.7 The disaggregation of these person trips by journey purpose has been undertaken using bespoke data from *National Travel Survey – Table NTS0502*, analysed for South East England, the percentage by trip purpose has been summarised in Table 5.1 below.

**Table 5.1 Breakdown of Peak Hour Person Trips by Purpose (%)**

Trip Purpose	Proportions	
	AM Peak	PM Peak
Work	26.5%	38.8%
Shopping	5.1%	11.1%
Leisure/Visits	3.3%	18.7%
Personal Business	15.1%	22.1%
Education	46.6%	3.6%
Others	3.4%	5.7%
Total	100%	100%

Source: WSP Calculated

5.2.8 Using the *NTS Table NTS0502*, it is then possible to determine trip rates by journey purpose, which can therefore be used in proportioning the expected person trip generation from the Wellesley development. Table 5.2 below, outlines the person trip rates used and the resulting trips for 3,850 dwellings.

**Table 5.2 Resultant trip generation of Person Trips by Purpose (All Modes)**

Trip Purpose	Trip Rates		Trips (3,850 dwellings)	
	AM Peak	PM Peak	AM Peak	PM Peak
Work	0.233	0.226	898	871
Shopping	0.045	0.064	173	248
Leisure/Visits	0.029	0.109	113	420
Personal Business	0.133	0.129	512	496
Education	0.410	0.021	1577	81
Others	0.030	0.033	114	127
Total	0.880	0.583	3386	2243

Source: WSP Calculated, anomalies may occur due to rounding

5.2.9 Table 5.2 shows that the proposed development of 3,850 residential units would generate 3386 and 2243 two-way person trips during the AM and PM peaks respectively.

5.2.10 In their response of 24 May 2012, HCC agreed that this methodology is reasonable.

### 5.3 DETERMINATION OF MULTI-MODAL SPLIT

5.3.1 The above methodology results in a person trip rate. Using the TRICS rates for Mixed Private Residential allows for the determination of multi-modal trip rates. This presents not only vehicular rates, but also OGVs, PSVs, cyclists, pedestrians, public transport users, occupancy and total people trip rates. These trip rates have not been used to determine the trip generation, however have been used to determine the modal split for a residential dwelling. The multi-modal trip rate has been included as part of Appendix B.

5.3.2 The total person trip rates have been summarised in Table 5.3.

**Table 5.3 –Trip Rates for Mixed Private Residential**

Mode	Time	Total	Percentage Split
Vehicles	AM	0.484	38%
	PM	0.453	39%
Taxis	AM	0.000	0%
	PM	0.000	0%
OGVs	AM	0.004	0%
	PM	0.000	0%
PSVs	AM	0.002	0%
	PM	0.000	0%
Cyclists	AM	0.018	1%
	PM	0.020	2%
Vehicle Occupants	AM	0.621	49%
	PM	0.601	52%
Pedestrians	AM	0.116	9%
	PM	0.066	6%
Public Transport Users	AM	0.019	2%
	PM	0.009	1%
Total	AM	1.264	100%
	PM	1.149	100%

Source: TRICS 2011 (b) V6.8.1

Note: These trip rates have been used to determine modal split and have not been used in the trip generation analysis

5.3.3 The methodology applied to calculating Vehicle Occupancy in the TRICS reports is inconsistent, as it includes the drivers of Vehicles, OGVs and PSVs, and leads to an over estimation. This also leads to discrepancies in the Total People trip rates. The trip rates have therefore been amended to account for the TRICS anomaly.

5.3.4 The adjusted modal splits are therefore summarised in Table 5.4. As stated in 5.3.1, the trip rates shown in Table 5.3 have not been used to determine traffic generation, and have solely been used to calculate the modal split percentages.



**Table 5.4 – Adjusted Trip Rates – Taking into account vehicle occupants**

Mode	Time	Total	Percentage Split
Vehicles	AM	0.484	63%
	PM	0.453	65%
Taxis	AM	0.000	0%
	PM	0.000	0%
OGVs	AM	0.004	1%
	PM	0.000	0%
PSVs	AM	0.002	0%
	PM	0.000	0%
Cyclists	AM	0.018	2%
	PM	0.020	3%
Vehicle Passengers	AM	0.131	17%
	PM	0.148	21%
Pedestrians	AM	0.116	15%
	PM	0.066	9%
Public Transport Users	AM	0.019	2%
	PM	0.009	1%
Total People	AM	0.774*	100%
	PM	0.696	100%

Source: WSP Calculated

\*minor discrepancies due to rounding

Note: These trip rates have been used to determine modal split and have not been used in the trip generation analysis

5.3.5 It can be argued that due to the development's introduction of proposed bus routes, alongside the high frequency Route 1 already travelling through a portion of the site, the percentage of Public Transport Users presented is lower than could be achieved via the Wellesley development. The NTS9903 table data suggests that on average for the South East a mode share of 8% is achieved for public transport users.

5.3.6 This coupled with the introduction of the smarter choices initiatives planned for the site means that the modal split would change to that shown in the residential rates. The effect of the smarter choices initiatives will be to reduce car travel and encourage more sustainable travel. A reduction of 5% has been placed on vehicles, with this then being re-proportioned across Public Transport, Vehicle Occupants and Cyclists.

5.3.7 The final modal share percentages have been adjusted manually to account for both smarter choices and higher public transport users. The modal split has been shown in Table 5.5 below.

**Table 5.5 – Adjusted Modal Splits**

Mode	AM	PM
Vehicles	57.5%	60.1%
Taxis	0.0%	0.0%
OGVs	0.5%	0.0%
PSVs	0.3%	0.0%
Cyclists	4.0%	4.5%
Vehicle Passengers	15.8%	19.6%
Pedestrians	12.2%	6.1%
Public Transport Users	9.7%	9.7%
Total	100.0%	100.0%

Source: WSP Calculated

5.3.8 Using the modal split summarised above, the trips by purpose and mode can now be calculated, as the modal split is based on a residential use it is deemed appropriate to apply these to the following trip purposes; Work, Shopping, Leisure, Personal Business and Others.

#### EDUCATION TRIPS AND MODAL SPLIT

5.3.9 The NTS tables break down the Home Based to education trips. However this does not take into account the different levels of schools provision, being Primary, Secondary and Tertiary (or Higher education). To allow for the breakdown of trips to each of these levels of education, further analysis of this trip purpose has been undertaken below.

5.3.10 The draft HCC document 'School Places Plan 2011-2016', outlines the numbers of pupils in Rushmoor for the 2010/2011 year for both Primary and Secondary school places. For ease of reference these numbers have been summarised below in Table 5.6 and show the percentage comparison.

**Table 5.6 - School Places plan, Numbers of pupils per school type in Rushmoor**

School	Number of Pupils	%
Primary	1088	61.8%
Secondary	672	38.2%

Source: School Places Plan 2011 – 2016

5.3.11 The School Places Plan does not give the same detail for tertiary education. As there are a number of opportunities for further education in the area, it would seem probable that a percentage of education trips would be attributed to that land use. A comparative interrogation of the education proportion based on evidence obtained from Department for Education, looking at Hampshire statistics of pupils by age and school type is shown below. The data results in a high tertiary education percentage split, which is in line with the previous Atkins AUE TA. The data has been attached in Appendix F and has been summarised in Table 5.7 below.

**Table 5.7 Percentage of Education Trip by School Type – Department for Education**

Type	% Split
Primary	49.0%
Secondary	36.0%
Tertiary	15.0%

Source: Department for Education: Hampshire Statistics of number of pupils by age and school type - January 2010

5.3.12 Table 5.8 summarises the results for the revised percentage split of education trips by school type.

**Table 5.8 – Breakdown of Trips by School Type**

Primary		Secondary		Tertiary	
AM	PM	AM	PM	AM	PM
773	40	568	29	237	12

Source: WSP Calculated

5.3.13 Education is not deemed applicable to the residential modal split as it is common that the different education provisions (Primary, Secondary, Tertiary/Higher) have different modal splits as pupils begin to use more sustainably based travel.

5.3.14 Statistics from the National Travel Survey (2010) have been used in determining the modal share for education trips based on the distance travelled from home to school. Table 5.9 below replicates the information contained in the NTS relating to modal share for school trips by distance travelled.

**Table 5.9 – Education Modal Split by Distance (Percentage)**

Mode	Distance to Primary School					Distance to Secondary School				
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	Total	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	Total
Walk	82	29	2	0	48	90	59	8	-	37
Bicycle	1	2	1	0	1	1	5	4	0	2
Car/van	16	63	75	67	42	7	22	34	25	23
Bus <sup>2</sup>	1	5	19	25	7	2	14	50	63	33
Other <sup>3</sup>	0	1	2	8	1	-	1	4	12	4

Source: National Travel Survey (2010)

5.3.15 The 'modal split by distance' information has been applied so that all internal trips for the primary schools would be associated with the 'Under 1 mile' category.

5.3.16 For secondary schools the '1 to under 2 miles' category has been applied as most of the provision of existing schools fall within this distance. In line with HCC's comments, walking modal percentages used from NTS0614 – Trips to School by main mode, distance and age and re-distribute accordingly to the other modes have been lowered. These have been manually adjusted to a proportion which is deemed more suitable following comments received from HCC on the proportion of school children that would cycle or use public transport. For the secondary trips only, the walk modal split has been reduced from 59% to 48%. These trips have then been attributed to Cycle and Public Transport modes, resulting in a modal share change of 5% to 10% and 14% to 20% respectively.

5.3.17 The NTS data does not provide information on Car Passengers, it has been deemed appropriate to assume that any car occupants/passengers would be single car trips. Therefore the Vehicle Occupants and Vehicle trips have been combined to form a robust approach.

5.3.18 The NTS table only outlines mode choice by distance for Primary and Secondary schools. For Tertiary or higher education multi modal rates have been sourced from TRICS for a typical /Higher education uses. The multi-modal outputs for the tertiary education have been included in Appendix B.

5.3.19 Using the residential modal split in Table 5.5 and the education modal splits outlined in Table 5.10 below, summary tables of AM and PM trips, by journey purpose have been calculated. This has been summarised in Table 5.11 as total trips for the non-education purposes and in Table 5.12 for the education journey purposes. The total development trips and resulting trip rates are shown in Table 5.13.

**Table 5.10: Final Modal Splits – Education Trip Purposes**

	Education - Primary		Education - Secondary		Education - Tertiary	
	AM	PM	AM	PM	AM	PM
Vehicles	16%	16%	22%	22%	49%	61%
Taxis	0%	0%	0%	0%	0%	0%
OGVs	0%	0%	0%	0%	0%	0%
PSVs	0%	0%	1%	1%	1%	2%
Cyclists	1%	1%	10%	10%	3%	4%
Pedestrians	82%	82%	48%	48%	17%	16%
Public Transport Users	1%	1%	20%	20%	30%	16%
Total	100%	100%	100%	100%	100%	100%

Source: WSP Calculated

**Table 5.11: Home-Based Vehicular Trip Generation – Non-Education Trip Purposes**

	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Vehicles	516	523	99	149	65	252	294	298	66	76	1041	1299
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	5	0	1	0	1	0	3	0	1	0	9	0
PSVs	2	0	0	0	0	0	1	0	0	0	5	0
Cyclists	36	40	7	11	5	19	21	23	5	6	73	99
Vehicle Occupants	141	170	27	48	18	82	81	97	18	25	285	422
Pedestrians	110	53	21	15	14	26	62	30	14	8	221	132
Public Transport Users	87	84	17	24	11	41	50	48	11	12	175	210
Total	898	871	173	248	113	420	512	496	114	127	1809	2161

Source: WSP Calculated

**Table 5.12: Home-Based Vehicular Trip Generation – Education Trip Purposes**

	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Vehicles	123	6	123	6	115	7	361	20
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	5	0	2	0	7	0
Cyclists	9	0	57	3	8	1	44	2
Pedestrians	632	33	270	14	41	2	842	43
Public Transport Users	8	0	114	6	70	2	323	15
Total	773	40	568	29	237	12	1577	81

Source: WSP Calculated

**Table 5.13: Total Development Trip Generation and Trip Rates**

Total Development	Total Development		Development Trip Rates		Development Modal Split	
	AM	PM	AM	PM	AM	PM
Vehicles	1402	1319	0.364	0.343	41.4%	58.8%
Taxis	0	0	0.000	0.000	0.0%	0.0%
OGVs	9	0	0.002	0.000	0.2%	0.0%
PSVs	12	0	0.003	0.000	0.3%	0.0%
Cyclists	147	103	0.038	0.027	4.3%	4.6%
Vehicle Occupants	141	170	0.037	0.044	4.2%	7.5%
Pedestrians	1164	181	0.302	0.047	34.3%	8.1%
Public Transport Users	368	218	0.095	0.057	10.8%	9.8%
Total	3386	2243	0.880	0.583	100.0%	100.0%

Source: WSP Calculated

5.3.20 Comparing Tables 5.2 and 5.13 it can be seen that the total person trip rates and generation remain static.

---

## 5.4 TRIP INTERNALISATION AND DISTRIBUTION

5.4.1 To account for the potential of internalisation from the mixed land use within Wellesley and the existing local provision the trip generation and distribution of Wellesley are considered in terms of three areas which are as follows and have been presented in Figure 1;

- Area A – Internal to Wellesley;
- Area B – Internal to Aldershot and parts of Farnborough;
- Area C – External all other areas not previously defined.

5.4.2 A land use plan of the Aldershot and Farnborough area, Figure 2, outlines the location of existing facilities, which in turn has aided in the dissemination of the Area B and C distributions.

5.4.3 Given the mixed-use nature of Wellesley it is likely that a number of trips undertaken by the new residents will remain internal to the site. In this regard, the development land use mix is well suited to the needs of the future residents and to the promotion of sustainable travel patterns.

5.4.4 Furthermore, it is considered appropriate to apply a discount to the trip rates to take account of trips that will remain internal to the development. This is consistent with the DCLG / DfT Guidance on Transport Assessment which outlines the requirement to establish clearly what constitutes the 'residual' trips resulting from a development once such considerations have been taken into account (Para 5.15).

5.4.5 Trips undertaken by residents of Wellesley that have the potential to remain internal to the development comprise a proportion of journeys to work, to the primary schools, shopping trips, personal business and leisure journeys. Internalisation is central to delivering a sustainable community which allows residents to access essential amenities, recreation and services within a short distance from their home.

5.4.6 Any internal car driver trips which result from the internalisation methodology presented below are those which could reasonably be expected to be made by sustainable modes of transport, such as walking, cycling or public transport. The Wellesley *Technical Note: Trip Distribution* outlines in detail the assumptions and data sources used to attribute trips travelling to areas B and C.

### HOME BASED RESIDENTIAL TRIPS

5.4.7 The use of the *NTS 2010* tables has allowed for the calculation of residential trips by purpose. The following trip purposes have been analysed:

- Home based Work trips;
- Leisure, holiday and visit trips;
- Shopping trips;
- Personal and other business trips; and
- Education trips.

5.4.8 Each of the trip purposes above has a different potential for internal trips to be attributed to them. Each journey purpose has been outlined in more detail separately and assumptions used for the level of internalisation have also been outlined. The trips by journey purpose have been split by the three areas outlined above, summarising those trips internal to the Wellesley development (A), internal to Aldershot and Farnborough (B) and resulting external trips to wider destinations (C).

---

## RESIDENTIAL – WORK BASED TRIPS

5.4.9 For ease of reference the trips outlined in Table 5.11 above have been summarised for each journey purpose. The home based to work journey purpose is shown in Table 5.14 below;

**Table 5.14 – Home Based to Work by Mode**

Mode	Work	
	AM	PM
Vehicles	516	523
Taxis	0	0
OGVs	5	0
PSVs	2	0
Cyclists	36	40
Vehicle Passenger	141	170
Pedestrians	110	53
Public Transport Users	87	84
Total	898	871

Source: WSP Calculated

## INTERNAL TRIPS – AREA A

5.4.10 Analysis of 2001 Census Journey to Work (JTW) has been undertaken to understand the level of internalisation for a number of wards around the proposed development site. The Wellington ward in Aldershot, where 100% of the site lies was initially considered, however it was deemed inappropriate to use as it was not representative to the planned future use of the development site.

5.4.11 The North Town ward, and its mix of population, residential units, commercial and open space were deemed to be the most representative of the Wellesley site. A comparison of nearby wards has found that those wards do not match the characteristics of the development and often have lower populations, little or no employment or have been predominantly military based and therefore have separate uses. To find an alternative ward, replicating the exact characteristics of Wellesley would have meant considering wards outside of the region and thereby resulting in losing the value of local empirical data.

5.4.12 As an example, the JTW data for Rowhill and Manor Parks wards show, for car driver, a potential internalisation of 40.4% and 20.9% respectively, both of which are considerably higher than that taken forward in the trip generation analysis. The Census JTW tables for Rowhill and Manor Park have been attached at Appendix C.

5.4.13 The JTW data allows for the breakdown by mode of trips that remain internal to a ward. This is intended to serve as a proxy to demonstrate the level of ward-ward internalisation that is achieved locally. If including adjacent wards (for example, to account for 'edge of ward to edge of adjacent ward' travel) then the potential would be even greater.

5.4.14 The JTW data for North Town has been summarised in Table 5.15 below. It should be noted that the Work from Home (WFH) category has been included in the table below, but not used in the analysis and shows the high level of people in the ward to which this applies. It should also be noted that WFH journeys do not represent trips on the network.

**Table 5.15 – North Town Ward JTW Data**

Ward	Total	WFH	Train	Bus	Taxi	Car Driver	Car Pasr	M/C	P/C	Walk	Other
North Town – Internal Trips	907	267	7	3	0	352	34	5	22	209	8
North Town – Total Trips	3777	267	116	70	19	2436	254	56	102	423	25
%		100.00%	6.03%	4.29%	0.00%	14.45%	13.39%	8.93%	21.57%	49.41%	32.00%

Source: 2001 Census JTW

5.4.15 Wellesley is providing employment opportunities (1,250 jobs) for new and existing residents which are outlined in the Non-Residential trip generation section. Adjustments have therefore been made to the modal split of the employment trips to reflect the proximity of residential units and the potential for sustainable modes to become their primary form of travel. The vehicle internalisation rate is lower than what is achieved in the North Town ward, therefore presenting a more robust scenario. The final modal splits for the internal trips are shown in Table 5.16 below.

**Table 5.16 – Internalisation Modal split for Home Based to Work trips**

Mode	Modal Splits	
	Area A	Areas B and C
Vehicles	10.0%	90.0%
Taxis	0.0%	100.0%
OGVs	21.2%	78.8%
PSVs	2.8%	97.2%
Cyclists	58.7%	41.3%
Vehicle Occupants	8.9%	91.1%
Pedestrians	46.1%	53.9%
Public Transport Users	6.9%	93.1%

Source: JTW Data & WSP Calculations

#### INTERNAL AND EXTERNAL TRIPS

5.4.16 The distribution of work trips has been outlined in detail within the *Technical Note: Trip Distribution* report. For ease of reference a summarised version of the internal and external trips are shown below in Table 5.17. The final trip numbers have been derived from applying the modal split percentages outlined in Table 5.16 above to Table 5.14, e.g. Total Vehicles = 516 X 10% Internal = 51.6 (52)

**Table 5.17 – Resulting Work Trips by Area**

Mode	AM		PM	
	Internal - A	External- B, C	Internal - A	External- B, C
Vehicles	52	465	52	471
Taxis	0	0	0	0
OGVs	1	4	0	0
PSVs	0	2	0	0
Cyclists	19	18	21	19
Vehicle Passenger	12	129	14	155
Pedestrians	51	59	25	29
Public Transport Users	7	80	7	78
Total	140	757	119	752

Source: WSP Calculated



5.4.17 The analysis above outlines that, using the local ward data, the home based to employment trips have the potential to internalise 140 and 119 internal trips (all modes) in the AM and PM peaks respectively. Of the total trips from NTS projected for work trips, (898 and 871 in the AM and PM peaks respectively shown in Table 5.14), the internalised trips represent only 15.5% and 13.6% of the total home based to work generation. This is considered a conservative estimate of potential internalisation, given the number of projected jobs that will be generated by the development.

#### RESIDENTIAL – SHOPPING BASED TRIPS

5.4.18 The NTS data sets have allowed for the dissemination of Home based to shopping trips. Table 5.18 summarises the potential trips by mode for this trip purpose.

**Table 5.18 – Home Based to Shopping Trips**

Mode	Shopping	
	AM	PM
Vehicles	99	149
Taxis	0	0
OGVs	1	0
PSVs	0	0
Cyclists	7	11
Vehicle Occupants	27	48
Pedestrians	21	15
Public Transport Users	17	24
Total	173	248

Source: WSP Calculated

5.4.19 The development will include a Local Centre which incorporates retail provision in the form of local shops (including a medium sized convenience store) and other businesses. The location of the Local Centre will allow it to be vibrant and well frequented given its accessibility to the residential areas of the development as well as being located on Queen’s Avenue and Alison’s Road to benefit from pass-by traffic.

5.4.20 Based on the documented results of similar settlements and retail research outlined below it can be assumed that a proportion of primary shopping trips, especially convenience (food) retail trips will be contained within the settlement.

5.4.21 A national research report, entitled “Walking in Towns and Cities” (2001), suggests that journeys under 2 miles make up to 56% of all shopping trips.

5.4.22 Evidence from Cambourne, a new settlement to the west of Cambridge suggests that with just over 50% of dwellings completed of the projected total of 4,200 dwellings, 74% of food shopping trips were made to the foodstore located within the development. The document “*Lessons from Cambourne, Stephen Platt, 2007 – Inspire East and Cambridge Architectural Research Limited*” looked at the internal food shopping catchment of a similarly sized development and is considered a comparable evidence source.

5.4.23 The existing provision within the Aldershot and Farnborough area (Area B) has indicated that there are a number of well-established foodstores serving the current population.

5.4.24 In light of comments received from the reviewing bodies regarding shopping trips, a review of the potential of the proposed store to purely serve the development has been undertaken. As a result, a robust approach has been applied where no internalisation of shopping trips have been taken forward in the analysis.

5.4.25 Land uses within existing surrounding settlements suggest the majority of comparison (non-food) shopping trips will occur beyond the settlement, with the majority of these trips being made to Aldershot town centre, North Camp and Farnborough. The vast majority of comparison shopping trips occur outside of the peak period and at weekends therefore are considered to not be a significant part of the trip generation estimates for the weekday peak periods assessed in this report.

5.4.26 It is also important to note that existing reported trends in shopping habits are highly likely to contribute towards this internalisation figure being seen as conservative in the long term. The Office of Fair Trading has reported a rise in online retail sales from 0.1% in 1997 to 3.1% in 2005, demonstrating a growing trend in online shopping and a reduction in people having to physical travel for this purpose. Data predictions show that online shopping could account for 10% of all retail sales in 2013.

5.4.27 Therefore, the rise of internet shopping will undoubtedly have an effect on the numbers of retail based trips. Although research shows that this is the case, for robustness, no internet shopping based assumptions have been applied to the home based shopping trip generation for Wellesley.

5.4.28 Table 5.19 outlines the internal and external trips for home based shopping purposes for Wellesley.

**Table 5.19 – Resulting Internal / External Shopping Trips**

Mode	AM		PM	
	Internal - A	External - B, C	Internal - A	External - B, C
Vehicles	0	99	0	149
Taxis	0	0	0	0
OGVs	0	1	0	0
PSVs	0	0	0	0
Cyclists	0	7	0	11
Vehicle Passenger	0	27	0	48
Pedestrians	0	21	0	15
Public Transport Users	0	17	0	24
Total	0	173	0	248

Source: WSP Calculated

## RESIDENTIAL – FORMAL LEISURE / VISIT BASED TRIPS

5.4.29 With regards to frequent leisure trips, the vast majority include walking, cycling, visits to the park, local gyms, swimming pools, and the cinema (other than food and drink). Table 5.20 below outlines the potential home based to leisure trips arising from the Wellesley development.

**Table 5.20 – Home Based to Leisure Trips**

Mode	Leisure / Visits	
	AM	PM
Vehicles	65	252
Taxis	0	0
OGVs	1	0
PSVs	0	0
Cyclists	5	19
Vehicle Occupants	18	82
Pedestrians	14	26
Public Transport Users	11	41
Total	113	420

Source: WSP Calculated

5.4.30 The Wellesley development proposals include comprehensive provision of public open space and local community facilities. Furthermore, the site's provision of SANG and NEAP result in a proportion of leisure trips that will remain internal to the site.

5.4.31 The 'Aldershot Urban Extension, SANGS Visitor Survey' (November 2011) report shows that 31% of visitors using the existing SANGS had travelled internally from Aldershot. Extracts from this report are included in Appendix E.

5.4.32 The information presented in the *SANGS Visitor Survey* report outlines trips originating from the entirety of Aldershot. As such, although the development is providing additional SANGS areas with improved accessibility, the results have been used as a guide to internalisation. Therefore, it is deemed appropriate that a comparable 20% of leisure trips will remain internal (Area A) to the site. This is considered a conservative estimate given the full allocation of leisure provision being proposed.

5.4.33 To ascertain the resulting Area B and Area C trips, the *Technical Note: Trip Distribution* report has outlined the rationale. For ease, the summary of the resulting internal / external trips is shown in Table 5.21, which highlights that 23 and 84 trips (all modes) in the AM and PM peak respectively could remain internal to the site.

**Table 5.21 Home-Based Leisure Trip Internalisation by Mode and Time Period**

Mode	AM		PM	
	Internal A	External B, C	Internal A	External B, C
Vehicles	13	52	50	202
Taxis	0	0	0	0
OGVs	0	0	0	0
PSVs	0	0	0	0
Cyclists	1	4	4	15
Vehicle Passenger	4	14	16	66
Pedestrians	3	11	5	21
Public Transport Users	2	9	8	33
Total	23	91	84	336

Source: WSP Calculated

## RESIDENTIAL – PERSONAL BUSINESS BASED TRIPS

5.4.34 Within the NTS 2010 datasets, journey purpose of home-based to Personal Business trips is defined as follows;

*Visits to services, e.g. hairdressers, laundrettes, dry-cleaners, betting shops, solicitors, banks, estate agents, libraries, churches, or for medical consultations or treatment.*

5.4.35 The total personal business trips associated with the residential use has been summarised in Table 5.22 below.

**Table 5.22 Home Based to Personal Business Trips**

Mode	Personal Business	
	AM	PM
Vehicles	294	298
Taxis	0	0
OGVs	3	0
PSVs	1	0
Cyclists	21	23
Vehicle Occupants	81	97
Pedestrians	62	30
Public Transport Users	50	48
Total	512	496

Source: WSP Calculated

5.4.36 The commercial mix outlined in the development proposals indicates that Wellesley will provide a number of land uses which fall into this category. Therefore these services cater for the development internally. It is considered appropriate to conservatively assume that around 10% of all home-based personal business trips will be internal to the settlement (Area A).

5.4.37 The *Technical Note: Trip Distribution* report has outlined the percentages to Areas B and C, for ease of summary, the resulting trips have been outlined in Table 5.23 below.

**Table 5.23 Home-Based Personal Business Trip Internalisation by Mode and Time Period**

Mode	AM		PM	
	Internal - A	External - B, C	Internal - A	External - B, C
Vehicles	29	265	30	268
Taxis	0	0	0	0
OGVs	0	2	0	0
PSVs	0	1	0	0
Cyclists	2	19	2	20
Vehicle Passenger	8	73	10	87
Pedestrians	6	56	3	27
Public Transport Users	5	45	5	43
Total	51	460	50	446

Source: WSP Calculated

## RESIDENTIAL – EDUCATION BASED TRIPS

5.4.38 The home based residential trips for education have been split by school type with their own modal split applied. For ease of reference these have been recreated below in Table 5.24.

**Table 5.24 Home-Based Education Trips**

	Education - Primary		Education - Secondary		Education - Tertiary	
	AM	PM	AM	PM	AM	PM
Vehicles	123	6	123	6	115	7
Taxis	0	0	0	0	0	0
OGVs	0	0	0	0	0	0
PSVs	0	0	5	0	2	0
Cyclists	9	0	57	3	8	1
Pedestrians	632	33	270	14	41	2
Public Transport Users	8	0	114	6	70	2
Total	773	40	568	29	237	12

Source: WSP Calculated

5.4.39 The Wellesley development makes provision for two primary schools which, as outlined in the School Report, have been deemed suitable to fully support the development. As such it has been assumed that 100% of trips will remain internal to the site (Area A).

5.4.40 For the secondary and tertiary trip destinations, the Trip Distribution Technical Note has outlined the assumptions used. For clarity, the final trips for education are shown in Tables 5.25 and 5.26 below, for AM and PM peaks respectively

**Table 5.25 Home-Based Education Trips Internalisation by Mode and Time Period – AM Peak**

AM	Primary		Secondary		Tertiary	
	Internal A	External B, C	Internal A	External B, C	Internal A	External B, C
Vehicles	123	0	0	123	0	115
Taxis	0	0	0	0	0	0
OGVs	0	0	0	0	0	0
PSVs	0	0	0	5	0	2
Cyclists	9	0	0	57	0	8
Pedestrians	632	0	0	270	0	41
Public Transport Users	8	0	0	114	0	70
Total	773	0	0	568	0	237

Source: WSP Calculated

**Table 5.26 Home-Based Education Trips Internalisation by Mode and Time Period – PM Peak**

PM	Primary		Secondary		Tertiary	
	Internal A	External B, C	Internal A	External B, C	Internal A	External B, C
Vehicles	6	0	0	6	0	7
Taxis	0	0	0	0	0	0
OGVs	0	0	0	0	0	0
PSVs	0	0	0	0	0	0
Cyclists	0	0	0	3	0	1
Pedestrians	33	0	0	14	0	2
Public Transport Users	0	0	0	6	0	2
Total	40	0	0	29	0	12

Source: WSP Calculated

#### RESIDENTIAL – OTHER BASED TRIPS

5.4.41 The NTS 2010 provides a category defined as ‘other’ which includes visiting friends and holidays. Whilst these trips could include visits to other local residents, the majority of ‘other’ trips are likely to include destinations beyond the Wellesley settlement.

**Table 5.27 Home-Based Other Trips**

Mode	Other	
	AM	PM
Vehicles	66	76
Taxis	0	0
OGVs	1	0
PSVs	0	0
Cyclists	5	6
Vehicle Occupants	18	25
Pedestrians	14	8
Public Transport Users	11	12
Total	114	127

Source: WSP Calculated

5.4.42 These trips are likely to occur at off-peak times therefore, in the absence of relevant observable data, it is assumed that 20% of the home-based trips recorded for this purpose will be internal to the development. This results in the internal / external split summarised in Table 5.28.

**Table 5.28 Home-Based Other Trips Internalisation by Mode and Time Period – PM Peak**

Mode	AM		PM	
	Internal A	External B, C	Internal A	External B, C
Vehicles	13	52	15	61
Taxis	0	0	0	0
OGVs	0	0	0	0
PSVs	0	0	0	0
Cyclists	1	4	1	5
Vehicle Passenger	4	14	5	20
Pedestrians	3	11	2	6
Public Transport Users	2	9	2	10
Total	23	91	25	102

Source: WSP Calculated

5.4.43 This conservative split suggests that 23 and 25 trips (all modes) will remain internal to the development.

## 5.5 SUMMARY

5.5.1 This Technical Note report has demonstrated that the presence of different land uses within a comprehensive masterplan for the Wellesley development will give rise to an internalisation of travel demand. The evidence base presented in this report has assisted in developing specific internalisation rates based on recognised data sources.

5.5.2 A summary of the internal trips by travel purpose has been shown in Tables 5.29 and 5.30. The residual external trips (Areas B and C combined) have been shown in Tables 5.31 and 5.32.

**Table 5.29: Home-Based Vehicular Trip Generation – Non-Education Trip Purposes – Internal Trips**

	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Vehicles	52	52	0	0	13	50	29	30	13	15	107	148
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	1	0	0	0	0	0	0	0	0	0	1	0
PSVs	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	19	21	0	0	1	4	2	2	1	1	22	28
Vehicle Occupants	12	14	0	0	4	16	8	10	4	5	27	45
Pedestrians	51	25	0	0	3	5	6	3	3	2	62	34
Public Transport Users	7	7	0	0	2	8	5	5	2	2	16	22
Total	140	119	0	0	23	84	51	50	23	25	237	278

Source: WSP Calculated

**Table 5.30: Home-Based Vehicular Trip Generation – Education Trip Purposes – Internal Trips**

	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Vehicles	123	6	0	0	0	0	123	6
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0
Cyclists	9	0	0	0	0	0	9	0
Pedestrians	632	33	0	0	0	0	632	33
Public Transport Users	8	0	0	0	0	0	8	0
Total	773	40	0	0	0	0	773	40

Source: WSP Calculated



**Table 5.31: Home-Based Vehicular Trip Generation – Non-Education Trip Purposes – External Trips**

	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Vehicles	465	471	99	149	52	202	265	268	52	61	934	1151
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	4	0	1	0	0	0	2	0	0	0	8	0
PSVs	2	0	0	0	0	0	1	0	0	0	4	0
Cyclists	18	19	7	11	4	15	19	20	4	5	50	71
Vehicle Occupants	129	155	27	48	14	66	73	87	14	20	258	376
Pedestrians	59	29	21	15	11	21	56	27	11	6	159	98
Public Transport Users	80	78	17	24	9	33	45	43	9	10	159	188
Total	757	752	173	248	91	336	460	446	91	102	1572	1884

Source: WSP Calculated

**Table 5.32: Home-Based Vehicular Trip Generation – Education Trip Purposes – External Trips**

	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Vehicles	0	0	123	6	115	7	238	14
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	5	0	2	0	7	0
Cyclists	0	0	57	3	8	1	35	2
Pedestrians	0	0	270	14	41	2	210	11
Public Transport Users	0	0	114	6	70	2	315	15
Total	0	0	568	29	237	12	804	41

Source: WSP Calculated

## AFFORDABLE HOUSING

5.5.3 It is generally accepted that affordable housing generates less trips than private market housing. In total, 35% of the dwellings at Wellesley will be affordable housing.

5.5.4 No allowance for this has been made to discount the trip generation, despite the level of affordable housing for the development (35%) being higher than the average for Rushmoor (14%).

## ARRIVAL AND DEPARTURES

5.5.5 In order to inform the likely split between arrivals and departures, the non-residential trips rates from TRICS have been applied to each home-based trip purpose. The proportions have been reversed, however, to represent the typical tidal movement in the AM and PM peak.

5.5.6 The rates are shown in Appendix B while the corresponding (reversed) arrival and departure profiles are shown in Table 5.33 below.

**Table 5.33 – Typical Vehicular Arrivals/Departures Profiles from TRICS outputs applied to the Home-Based Residential Trips**

Purpose	Time	Profile	
		Arr	Dep
Office	AM	11.15%	88.85%
	PM	90.40%	9.60%
Shopping	AM	48.84%	51.16%
	PM	50.27%	49.73%
Leisure	AM	61.79%	38.21%
	PM	38.30%	61.70%
Personal	AM	40.00%	60.00%
	PM	44.45%	55.55%
Education	AM	44.81%	55.19%
	PM	52.87%	47.13%
Other	AM	46.15%	53.85%
	PM	79.37%	20.63%

Source: WSP Calculated

5.5.7 The arrival / departure profiles for Vehicles cannot be applied to all modes of travel as the various land uses will have different primary forms of travel dependent on location etc. For other modes of travel, namely Pedestrian, Cycle and Public Transport, TRICS multi modal sites have been interrogated to ascertain the arrival / departure profile for those modes and in turn these have been applied. The arrival / departure tables including those used in the other modes are presented in Appendix B.

5.5.8 The arrival / departures for the internal and external trips have been shown separately in the following tables.

**Table 5.34: Home-Based Trip Generation – Non-Education Trip Purposes – Arrival Departures, Internal Trips – AM Peak**

AM Peak	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	6	46	0	0	8	5	12	18	6	7	32	76
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	0	1	0	0	0	0	0	0	0	0	0	1
PSVs	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	1	17	0	0	1	0	1	1	0	0	3	19
Vehicle Occupants	1	11	0	0	2	1	3	5	2	2	8	19
Pedestrians	8	43	0	0	1	2	4	3	1	1	14	48
Public Transport Users	0	7	0	0	0	2	0	5	1	1	1	15
Total	16	124	0	0	12	11	20	31	11	12	59	178

Source: WSP Calculated

**Table 5.35: Home-Based Trip Generation – Education Trip Purposes – Arrival Departures, Internal Trips – AM Peak**

AM Peak	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	55	68	0	0	0	0	55	68
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0
Cyclists	5	5	0	0	0	0	5	5
Pedestrians	123	509	0	0	0	0	123	509
Public Transport Users	1	8	0	0	0	0	1	8
Total	184	589	0	0	0	0	184	589

Source: WSP Calculated

**Table 5.36: Home-Based Vehicular Trip Generation – Non-Education Trip Purposes – Arrival Departures, Internal Trips – PM Peak**

PM Peak	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	47	5	0	0	19	31	13	17	12	3	92	56
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	19	1	0	0	2	2	1	1	1	1	23	5
Vehicle Occupants	13	1	0	0	6	10	4	5	4	1	28	18
Pedestrians	22	3	0	0	2	4	1	2	1	1	25	10
Public Transport Users	6	0	0	0	3	5	5	0	1	1	15	7
Total	108	11	0	0	32	52	24	25	19	7	183	95

Source: WSP Calculated

**Table 5.37: Home-Based Vehicular Trip Generation – Education Trip Purposes – Arrival Departures, Internal Trips – PM Peak**

PM Peak	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	3	3	0	0	0	0	3	3
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0
Cyclists	0	0	0	0	0	0	0	0
Pedestrians	27	6	0	0	0	0	27	6
Public Transport Users	0	0	0	0	0	0	0	0
Total	31	9	0	0	0	0	31	9

Source: WSP Calculated

**Table 5.38: Home-Based Trip Generation – Non-Education Trip Purposes – Arrival Departures, External Trips – AM Peak**

AM Peak	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	52	413	49	51	32	20	106	159	24	28	263	671
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	0	3	0	0	0	0	1	1	0	0	2	6
PSVs	0	2	0	0	0	0	0	1	0	0	1	3
Cyclists	1	17	3	4	2	1	9	9	2	2	17	33
Vehicle Occupants	14	115	13	14	9	5	29	44	7	8	72	186
Pedestrians	9	50	10	11	5	7	32	24	6	6	62	97
Public Transport Users	1	79	5	12	0	9	0	45	4	4	11	149
Total	78	679	80	92	49	42	178	283	43	48	428	1144

Source: WSP Calculated

**Table 5.39: Home-Based Trip Generation – Education Trip Purposes – Arrival Departures, External Trips – AM Peak**

AM Peak	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0	0	55	68	52	64	107	131
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	2	3	1	1	3	4
Cyclists	0	0	0	56	1	7	1	63
Pedestrians	0	0	7	263	3	38	10	301
Public Transport Users	0	0	0	114	3	67	3	181
Total	0	0	64	503	59	177	124	681

Source: WSP Calculated

**Table 5.40: Home-Based Vehicular Trip Generation – Non-Education Trip Purposes – Arrival Departures, External Trips**

PM Peak	Work		Shopping		Leisure / Visits		Personal Business		Others		Total exc education	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	426	45	75	74	77	124	119	149	49	13	746	405
Taxis	0	0	0	0	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	18	1	6	5	8	8	10	10	2	2	44	27
Vehicle Occupants	140	15	24	24	25	40	39	48	16	4	244	132
Pedestrians	25	3	8	8	6	14	7	21	3	3	49	49
Public Transport Users	77	1	15	9	11	22	43	0	5	5	151	37
Total	686	66	128	120	127	209	218	228	75	27	1234	650

Source: WSP Calculated

**Table 5.41: Home-Based Vehicular Trip Generation – Education Trip Purposes – Arrival Departures, External Trips**

PM Peak	Education - Primary		Education - Secondary		Education - Tertiary		Education Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0	0	3	3	4	4	7	7
Taxis	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0
Cyclists	0	0	2	1	0	0	2	1
Pedestrians	0	0	7	7	1	1	9	7
Public Transport Users	0	0	3	3	2	0	5	3
Total	0	0	15	14	8	5	23	18

Source: WSP Calculated

## 6 Non-Residential Trip Generation

### 6.1 NON-RESIDENTIAL DEVELOPMENT MIX

6.1.1 The non-residential elements of the Wellesley development proposal were formalised in March 2012. Table 6.1 below outlines the different parcels considered, the associated use and the proposed size of each unit.

**Table 6.1 Non-Residential Uses Breakdown**

ABRO Site	Area				Use
	ha/sqm		Acre/sqft		
HWRC	0.8	Ha	0.00	Acre	HWRC
Remaining Area (Total 2.24ha)	4840	m <sup>2</sup>	0.00	Acre	B1c
	9680	m <sup>2</sup>	0.00	Acre	B2
	968	m <sup>2</sup>	0.00	Acre	B8
District/Neighbourhood Centre	Area				Use
	ha/sqm		Acre/sqft		
New retail Unit	1393.5	Sqm	15,000	Sqft	Retail (exc Services)
4th HQ Ground floor	1,559	Sqm	0.00	Sqft	Retail
4th HQ First floor	1,559	Sqm	0.00	Sqft	Offices
Post office building (B) - Ground Floor	304	Sqm	0.00	Sqft	Pub/restaurant
Post office building (B) - First Floor	304	Sqm	0.00	Sqft	Pub/restaurant
Alison's House- Building C - Ground & First Floor	432	Sqm	0.00	Sqft	Offices
Cranbrook House- Building (D) - Ground & First Floor	432	Sqm	0.00	Sqft	Offices
Terrace- Building (E1) - Ground & First Floor	678	Sqm	0.00	Sqft	Offices
Terrace- Building E2 ( single storey)	70	Sqm	0.00	Sqft	Offices
Stable block - Building F (single storey)	327	Sqm	0.00	Sqft	Day Care
CMH	Area				Use
	ha/sqm		Acre/sqft		
Within the component area	3000	sqm	0.00	Sqft	D1 (Assumed Community Centre)
Within the component area	3000	sqm	0.00	Sqft	B1 inc Ancillary café/restaurant
Within the component area	0	Sqm	0.00	Sqft	Residential
Smith Dorrien and Maida Gym	Area				Use
	ha/sqm		Acre/sqft		
Smith Dorrien	1,222	Sqm	0.00	Sqft	Offices
Maida Gymnasium	1,723	Sqm	0.00	Sqft	Gym
Other Areas	Area				Use
	ha/sqm		Acre/sqft		
Reme site on Ordnance Road	185.8	Sqm	2,000	Sqft	Retail
Mandora Area (Retained part of building 29F)	450	Sqm	0.00	Sqft	Day Care & Café

Source: Grainger plc

6.1.2 As outlined in the previous methodology section, the TRICS database has been used to attribute a specific trip rate to commercial uses. The trip rates used include those which were utilised in Section 2 for existing uses, with some additional sites to reflect the proposed provision.

---

6.1.3 The following criteria were chosen when selecting sites. The purpose being to gain confidence in the use of 50<sup>th</sup> percentile trip rates over the less site-specific 85<sup>th</sup> percentile trip rates:

- Only regions in England have been included, except for Greater London.
- Only sites with surveys on a weekday have been included.
- The sites chosen generally fall into the location categories “Suburban Area”, “Edge of Town”, “Edge of Town Centre” and “Neighbourhood Centre”.
- The sites chosen will generally have at least one other land use near to them in order to reflect the mixed use aspect of the proposed development.

6.1.4 The latest TRICS Good Practice Guide (2011), states:

*“It is better to have a lower number of sites acceptable to the selection criteria than to have a larger data set which is not. In the latter case, the trip rates produced will more likely be misrepresentative than the former case. However, because of the complex diversity of the database, it is impossible to define a preferred number of sites”*

6.1.5 However, it is worth recognising that within the TRICS database, there are no comparable sites in terms of size which would mirror the scale of the proposed Wellesley development. The level of mixed-use offer within the site selection will also not mirror the potential for internal trips to occur. On this basis, it can be reasonable to assume that the cumulative addition of trips from TRICS based on each land-use would lead to a robust scenario.

6.1.6 Based on the above land-use classification and the details of trip rates included in Appendix B, the following vehicular trip generation summary has been derived for the non-residential elements of the development. For ease of reference the trip rates used have been summarised below in Table 6.2.



**Table 6.2 Non-Residential TRICS Rates used**

Use	Factor	Period	Trip Rate	
			Arrival	Departure
Office	100 m <sup>2</sup>	AM	1.156	0.145
		PM	0.103	0.970
B2	100 m <sup>2</sup>	AM	0.398	0.197
		PM	0.099	0.319
B8	100 m <sup>2</sup>	AM	0.078	0.049
		PM	0.032	0.084
Hospital	100 m <sup>2</sup>	AM	0.853	0.234
		PM	0.257	0.569
Nurses Homes	Per Hectare	AM	9.426	11.475
		PM	6.557	8.197
Teaching Hospital	100 m <sup>2</sup>	AM	0.543	0.136
		PM	0.117	0.309
Fitness / Private Gym	100 m <sup>2</sup>	AM	0.611	0.988
		PM	2.149	1.334
Nursery	100 m <sup>2</sup>	AM	5.760	4.676
		PM	3.877	4.349
Pub / Restaurant	100 m <sup>2</sup>	AM	0.000	0.000
		PM	2.874	2.122
Retail (local shops)	100 m <sup>2</sup>	AM	4.355	4.158
		PM	5.053	5.107
Recycling Centre	Per Hectare	AM	21.605	18.519
		PM	4.012	15.432
Community Centre	100 m <sup>2</sup>	AM	0.516	0.344
		PM	0.951	0.761
Residential	Per Dwelling	AM	0.107	0.377
		PM	0.285	0.168

Source: TRICS 2011 (b) V6.8.1 and TRICS 2012 (a) V6.9.2

6.1.7 By applying the TRICS rates, the expected travel demand can be calculated. This has been summarised in Table 6.3 below.

**Table 6.3 Non-Residential Travel Demand**

Parcel	Description	Use	AM		PM	
			Arr	Dep	Arr	Dep
ABRO Site	HWRC	HWRC	17	15	3	12
	Remaining Area	B1c	56	7	5	47
		B2	39	19	10	31
		B8	8	5	3	8
District/ Neighbourhood Centre	New retail Unit	Retail (exc Services)	0	0	0	0
	4th HQ Ground floor	Retail	68	65	79	80
	4th HQ First floor	B1 Offices	18	2	2	15
	Post office building (B) - Ground Floor	Pub/restaurant	0	0	9	6
	Post office building (B) - First Floor	Pub/restaurant	0	0	9	6
	Alison's House- Building C - Ground & First Floor	Offices	5	1	0	4
	Cranbrook House- Building (D) - Ground & First Floor	Offices	5	1	0	4
	Terrace- Building (E1) - Ground & First Floor	Offices	8	1	1	7
	Terrace- Building E2 ( single storey)	Offices	1	0	0	1
	Stable block - Building F (single storey)	Day Care	19	15	13	14
CMH	CMH	Community Centre	14	2	1	12
		B1 Offices	35	4	3	29
Smith Dorrien and Maida Gym	Smith Dorrien	Offices	14	2	1	12
	Maida Gymnasium	Gym	11	17	37	23
Other Areas	Reme site on Ordnance Road	Retail	0	0	0	0
	Mandora Area (Retained part of building 29F)	Day Care & Café	26	21	17	20
<b>Total</b>			<b>342</b>	<b>176</b>	<b>193</b>	<b>331</b>

Source: WSP Calculated

6.1.8 The resulting total commercial trip generation outlines that there is a potential for 518 and 524 two way trips in the AM and PM peaks respectively.

6.1.9 The retail unit representing the convenience store has been removed from the trip generation exercise as it is unlikely to generate external trips and will likely be solely served by the development.

## 6.2 HOME BASED INTERNALISATION

6.2.1 As was reported in Section 2, as a mixed-use scheme, some of these trips will be generated by the residents of the development, with a degree of internalisation being associated with specific home-based trip purposes.

6.2.2 To account for the Primary School staff, an assessment has been undertaken utilising the projected numbers of full time equivalent (FTE) employees that are projected to be required. Savills have projected that the schools will generate the need for 105 FTE. This number has been assumed to be the total staff trips associated and has utilised the same modal split as the residential analysis to ascertain the potential vehicular impacts. The Primary School staff trips have been assumed to only impact on the AM peak hour.

6.2.3 The home-based trips associated with these land-uses can be discounted from the above trip generation in order to avoid double-counting. This process is shown in Tables 6.4 and 6.5 below. This has occurred from grouping the non-residential land uses into the same categories as the Home based trip purposes.

**Table 6.4 - Internal and External Vehicular Trip Generation by Non-Residential Land-Use (AM Peak) – Vehicles Only**

Land Use	AM		HB Internal AM		Residual External Trips	
	Arr	Dep	Arr	Dep	Arr	Dep
Office / Employment	202	43	6	46	156	38
Retail	68	65	0	0	68	65
Leisure	11	17	8	5	6	9
Personal Business	45	36	12	18	27	25
Education	33	27	0	0	33	27
Others	17	15	6	7	10	9
<b>Total</b>	<b>375</b>	<b>203</b>	<b>32</b>	<b>76</b>	<b>300</b>	<b>172</b>

Source: WSP Calculated

**Table 6.5 - Internal and External Vehicular Trip Generation by Non-Residential Land-Use (PM Peak) – Vehicles Only**

Land Use	PM		HB Internal PM		Residual External Trips	
	Arr	Dep	Arr	Dep	Arr	Dep
Office / Employment	27	170	47	5	22	122
Retail	79	80	0	0	79	80
Leisure	55	36	19	31	23	17
Personal Business	30	34	13	17	14	21
Education	0	0	0	0	0	0
Others	3	12	12	3	0	0
<b>Total</b>	<b>193</b>	<b>331</b>	<b>92</b>	<b>56</b>	<b>137</b>	<b>239</b>

Source: WSP Calculated

6.2.4 The tables above show the resulting AM and PM trips as well as the residential (home based) internal trips by journey purpose. By subtracting the home based internal trips, this avoids double counting and the residual external trips are left. This results in 473 and 435 two way vehicular trips in the AM and PM peaks respectively.

# 7 Summary

## 7.1 SUMMARY

7.1.1 WSP has produced this Technical Note in support of the proposed Wellesley development in Aldershot. The aim of the note is to illustrate a robust evidence-based methodology for assessing the trip generation assumptions to inform the production of a Transport Assessment (TA) for the development.

7.1.2 This note outlines the methodology employed in deriving residential and non-residential trip generation estimates based upon the use of a range of information sources.

7.1.3 The residential trip generation has utilised a bespoke methodology, incorporating NTS data along with TRICS to determine modal split.

7.1.4 The non-residential trip generation was also developed using TRICS to ascertain the cumulative number of trips associated with each land-use. An allowance was then made for off-setting the proportion of residential travel demand which had been forecast to remain within the development.

7.1.5 A summary of the total residential internal trip are shown in Table 7.1 below. The total external residential and non-residential trip generation are shown below in Table 7.2 and Table 7.3 with a total development external trip generation shown in Table 7.4.

**Table 7.1 - Summary of Trip Generation – Residential (AM and PM Peak) - Areas A – Internal (Vehicles)**

Land Use	Vehicles - AM		Vehicles - PM	
	Arr	Dep	Arr	Dep
Work	6	46	47	5
Shopping	0	0	0	0
Leisure / Visits	8	5	19	31
Personal Business	12	18	13	17
Education -Primary	55	68	3	3
Education - Secondary	0	0	0	0
Education - Tertiary	0	0	0	0
Others	6	7	12	3
Total	87	144	95	59

Source: WSP Calculated

**Table 7.2 - Summary of Residual External Trip Generation – Residential (AM and PM Peak) - Areas B and C (Vehicles)**

Land Use	Vehicles - AM		Vehicles - PM	
	Arr	Dep	Arr	Dep
Work	52	413	426	45
Shopping	49	51	75	74
Leisure / Visits	32	20	77	124
Personal Business	106	159	119	149
Education -Primary	0	0	0	0
Education - Secondary	55	68	3	3
Education - Tertiary	52	64	4	4
Others	24	28	49	13
Total	369	802	753	412

Source: WSP Calculated

**Table 7.3 - Summary of External Residual Trip Generation – Non - Residential (AM and PM Peak)**

Land Use	Residual External Trips – AM		Residual External Trips - PM	
	Arr	Dep	Arr	Dep
Office / Employment	156	38	22	122
Retail	68	65	79	80
Leisure	6	9	23	17
Personal Business	27	25	14	21
Education	33	27	0	0
Others	10	9	0	0
Total	300	172	137	239

Source: WSP Calculated

**Table 7.4 - Summary of External Trip Generation – Total Development (AM and PM Peak)**

Land Use	Vehicles - AM		Vehicles - PM	
	Arr	Dep	Arr	Dep
Work	208	451	447	167
Shopping	116	116	154	154
Leisure / Visits	38	29	101	141
Personal Business	133	183	133	169
Education -Primary	33	27	0	0
Education - Secondary	55	68	3	3
Education - Tertiary	52	64	4	4
Others	34	37	49	13
Total	669	974	890	651

Source: WSP Calculated

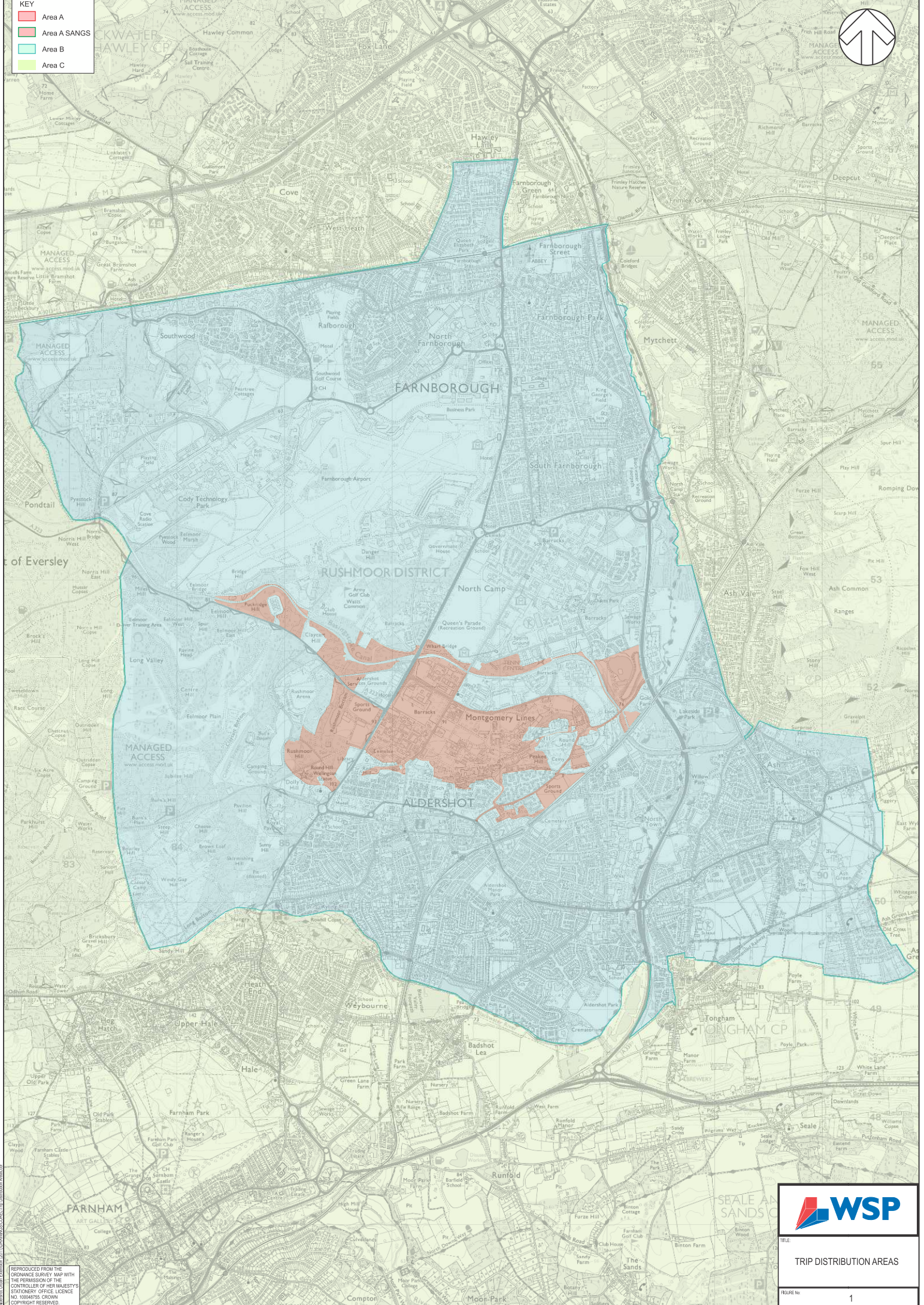
7.1.6 The total external development two way vehicle trips are shown to be 1643 and 1541 in the AM and PM peak respectively. It is worth noting that WSP have not accounted for the existing buildings already on site and their potential to generate traffic. As reported in Section 2, the analysis indicates that the existing buildings have the potential to generate 278 and 213 two way trips in the AM and PM peak. Removing these trips from the level of traffic anticipated to be generated by Wellesley, would result in net two-way vehicle trips of 1365 and 1328 in the AM and PM peaks respectively.

7.1.7 The resulting trips and trip rates are comparable to other large developments, such as the Chilmington Green project in Ashford, Kent. Chilmington Green looks to provide 5,700 dwellings, but in a more remote location in the Ashford countryside. Chilmington Greens trip rates are similar to those resulting from the analysis presented in this Technical Note, even though the site does not benefit from already well-established and high frequency public transport route. These trip rates were agreed with both Kent County Council and the HA. This further highlights that the approaches and methodology applied are robust in the determination for the traffic demand of Wellesley.

## Appendices, Figures & Tables

**KEY**

- Area A
- Area A SANGS
- Area B
- Area C



REPRODUCED FROM THE  
ORDNANCE SURVEY MAP WITH  
THE PERMISSION OF THE  
CONTROLLER OF HER MAJESTY'S  
STATIONERY OFFICE LICENCE  
NO. 1000495. CROWN  
COPYRIGHT RESERVED.

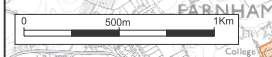
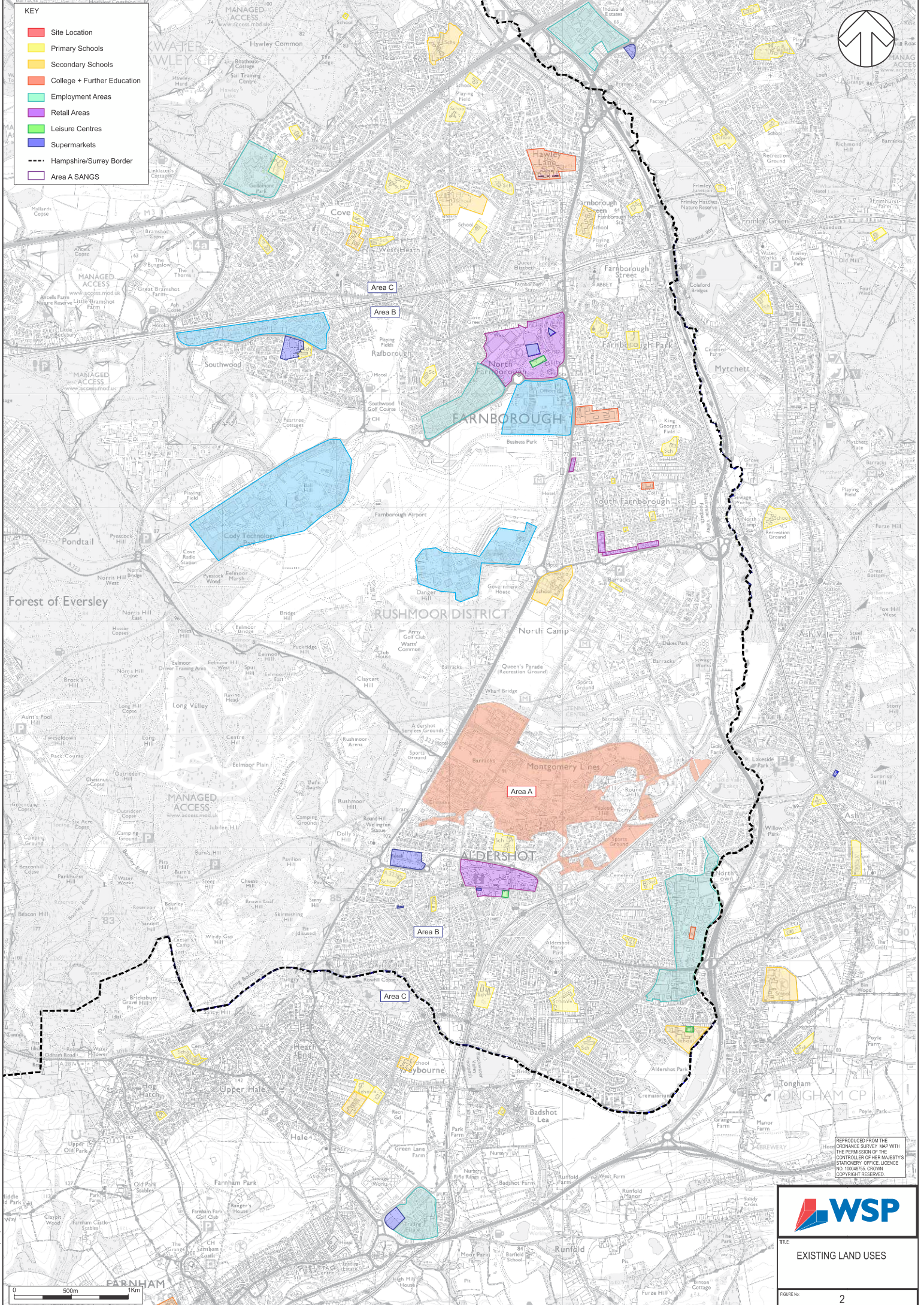
**WSP**

TITLE  
**TRIP DISTRIBUTION AREAS**

FIGURE NO.  
**1**

**KEY**

- Site Location
- Primary Schools
- Secondary Schools
- College + Further Education
- Employment Areas
- Retail Areas
- Leisure Centres
- Supermarkets
- Hampshire/Surrey Border
- Area A SANGS



REPRODUCED FROM THE  
ORDNANCE SURVEY MAP WITH  
THE PERMISSION OF THE  
CONTROLLER OF HER MAJESTY'S  
STATIONERY OFFICE. LICENCE  
NO. 1004836. CROWN  
COPYRIGHT RESERVED.



TITLE  
**EXISTING LAND USES**

FIGURE No.  
**2**



# Appendix A ADAM Architecture and RBC Correspondence

# DRAFT

## Aldershot Urban Extension - Existing Buildings and Monuments Schedule

- Category 1 - Statutory Listed Buildings
- Category 2 - Buildings of local interest - as highlighted in the SPD; Potential to be retained
- Category 3 - Other buildings with architectural merit - potential to be retained
- Category 4 - Other buildings on site - To be removed

- Listed Historic Monuments - To remain in Situ
- Other Historic Monuments

\* Indicative Ground floor coverage ( data obtained from OS map) - to be replaced later with figures from site survey

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
L 1	SE District HQ Building	Category 1 - Grade 2 Dated 1895		The red brick building has a long 2 storey entrance front facing onto Steeles Road. An enriched example of a late 19th century officers quarters building with moulded brick details and some Portland stone dressings and a slate hipped roof .	1790	Headquarters Office	

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
L 2	The Alexander Observatory	Category 1 - Grade 2 Dated 1906	2302	Circular brick building with metal hemispherical roof and containing a 9 inch telescope; Dome now sealed; Plaque giving date of private presentation.	17	Presently unused - to be confirmed	
L 3	Maida Gymnasium	Category 1 - Grade 2 Dated c1890		Built as part of the Marlborough Lines (1887-92); It is a large red brick, gabled ended structure with elaborate corbelling. The structure has round arched openings and simple square pilasters defining the bays on exposed west flank; Slate roof; Single storey.	1750	Original function- Gym; Present use - unknown	
L 4	Smith Dorrien House	Category 1 - Grade 2 Dated 1908	2221	Barracks Institute formerly offices; The Institute provided entertainment opportunities for soldiers. Constructed in red brick and stone, the main feature is the pair of square towers on the main elevation. Brick with stone dressings; Slate hipped roof; Central Hall with offices to side & rear.	569	Original function -Entertainment unit for soldiers; Present use - unknown	

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
L 5	Cambridge Military Hospital Central unit	Category 1 - Grade 2 Dated 1879	1829-1831, 1868-1877, 1879, 1890-1892(Out patients Dept), 1934-1935 (Medical officers quarters)	The central block of the hospital is the only section of building that is statutorily listed. The block was the centre of the larger, pavilion plan, built 1875-79; An extensive range of wings and wards were built behind the main central unit. The wards were designed to provide cross ventilation; Main Block has a an imposing symmetrical façade in a Classical style with a central square tower and bow window and advanced pedimented wings; Architectural detail finely executed in Bath stone; Two storeys and a basement; Rusticated base.	10272	First army base hospital to treat casualties directly from the warfront; Known for Plastic Surgery and Pathological work (Leishman Laboratory)	
L5A		Category 4			188		
L5B		Category 4			26		
L5C		Category 4			28		
L5D		Category 4			29		
L5E		Category 4			55		
L5F		Category 4			194		
L5G		Category 4			39		
L5H		Category 4			73		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
L 6	Fitzwygram House	Category 1 - Grade 2 Dated 1899		Purpose built Royal Army Veterinary Corps Laboratory containing a veterinary school, lecture theatre and horse theatre; Red brick with sandstone cills; Staffordshire blue plinth moulding; Slate roof with decorative red clay ridge tiles; L shaped plan; Main arm double storey; rest single storey .	362	Original function - Army Veterinary School; present use - unknown	
1	Browning Barracks			Date of construction 1964; Depot for the Parachute Regiment and Airborne Forces until 1993	11637	Present use - unknown	
1A		Category 4			458		
1B		Category 4			464		
1C		Category 4			461		
1D		Category 4			464		
1E		Category 4			1249		
1F		Category 4			363		
1G		Category 4			1166		
1H		Category 4			558		
1I		Category 4			180		
1J		Category 4			155		
1K		Category 4			684		
1L		Category 4			458		
1M		Category 4			300		
1N		Category 4			967		
1O		Category 4			1039		
1P		Category 4			790		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
1Q		Category 4			1881		
2	<b>Airborne Forces Museum</b>				<b>1980</b>	<b>Present use - unknown</b>	
2A		Category 4			1160		
2B		Category 4			820		
3	<b>Depot</b>				<b>3231</b>	<b>Present Use - Unknown</b>	
3A		Category 4			906		
3B		Category 4			98		
3C		Category 4			548		
3D		Category 4			1431		
3E		Category 4			248		
4	<b>Admin Block</b>				<b>1854</b>	<b>Present use - unknown</b>	
4A		Category 4			132		
4B		Category 4			24		
4C		Category 4			32		
4D		Category 4			1666		
<b>MONTGOMERY LINES</b> - The Montgomery Lines are comprised of four barracks that were designed to house the 16th Parachute Brigade. These barracks are built on the original site of Corunna, Barossa and Albuhera Barracks							
5	<b>Normandy Barracks</b>			<b>Part of the Montgomery lines; Named after the Normandy Invasion in June 1944</b>	<b>7070</b>	<b>Still in use</b>	
5A		Category 4			3089		
5B		Category 4			160		
5C		Category 4			319		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
5D		Category 4			370		
5E		Category 4			328		
5F		Category 4			322		
5G		Category 4			463		
5H		Category 4			308		
5I		Category 4			31		
5J		Category 4			974		
5K		Category 4			706		
<b>6</b>	<b>Arnhem Barracks</b>			<b>Part of the Montgomery lines; Named after the Arnhem airborne action in September 1944</b>	<b>7612</b>	<b>Still in use</b>	
6A		Category 4			572		
6B		Category 4			93		
6C		Category 4			158		
6D		Category 4			333		
6E		Category 4			408		
6F		Category 4			698		
6G		Category 4			1819		
6H		Category 4			981		
6I		Category 4			336		
6J		Category 4			323		
6K		Category 4			325		
6L		Category 4			323		
6M		Category 4			690		
6N		Category 4			553		
<b>7</b>	<b>Bruneval Barracks</b>	<b>-</b>		<b>Part of the Montgomery lines; Named after the Bruneval airborne action in February 1942</b>	<b>9444</b>	<b>Still in use</b>	

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
7A		Category 4			717		
7B		Category 4			3737		
7C		Category 4			110		
7D		Category 4			322		
7E		Category 4			330		
7F		Category 4			322		
7G		Category 4			331		
7H		Category 4			330		
7I		Category 4			325		
7J		Category 4			569		
7K		Category 4			168		
7L		Category 4			466		
7M		Category 4			502		
7N		Category 4			516		
7O		Category 4			349		
7P		Category 4			350		
<b>8</b>	<b>Rhine Barracks</b>			<b>Part of the Montgomery lines; Named after the Rhine crossing airborne action in March 1945</b>	<b>7399</b>	<b>Still in use</b>	
8A		Category 4			1813		
8B		Category 4			339		
8C		Category 4			1789		
8D		Category 4			713		
8E		Category 4			321		
8F		Category 4			328		
8G		Category 4			323		
8H		Category 4			328		



No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
8I		Category 4			163		
8J		Category 2 ?			366		
8K		Category 2 ?			366		
8L		Category 4			366		
8M		Category 4			94		
8N		Category 4			90		
9	Bradgate HQ offices	Category 2		–	252	Still in use	
10	Cab Stand and Parcels Offices	Category 2		–	146	Still in use	
11	Civil Service Club	Category 2		–	646	Still in use	
12	Alisons House	Category 2		–	188	Offices - to be confirmed	
13	Cranbrook House	Category 2		–	180	Offices - to be confirmed	
14	Barrack and Stables HQ Division				2223	Offices - to be confirmed	
14A		Category 2			397		
14B		Category 4			264		
14C		Category 4			520		
14D	Post office	Category 4	2111-2113		591		
14E		Category 4			322		
14F		Category 4			129		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
15	Duchess Of Kent Barracks and adjacent buildings			The Duchess of Kent Barracks were named after the Women's Royal Army Corps Controller Commandant, HRH the Duchess of Kent, who officially opened the barracks on 11 July 1969. Built as part of the new military town of Aldershot and designed by the Aldershot Planning Group, the Duchess of Kent Barracks brought together the instructors, drivers, clerks and telephone operators of the Women's Royal Army Corps (WRAC) who had previously been scattered across the garrison. There was accommodation to house 600 women from the Women's Royal Army Corps (WRAC).	7100	Still in use	
15A		Category 4			832		
15B		Category 4			70		
15C		Category 4			42		
15D		Category 4			3923		
15E		Category 4			33		
15F		Category 4			76		
15G		Category 4			1990		
15H		Category 4			134		

**STANHOPE LINES** - Formed the reconstructed South Camp and was named after Edward Stanhope, Secretary of State for War 1886-92.

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
16	McGrigor Barracks			Part of the Stanhope Lines - These three red brick barrack blocks were built before 1897 following the removal of the wooden hutments. A Fourth block was added 1897-1919. The barracks were named after Sir James McGrigor who was Wellington's surgeon general. Three of the two-storey other ranks accommodation blocks still survive.	3082		
16A		Category 2			267		
16B		Category 2			414		
16C		Category 2			412		
16D		Category 2			412		
16E		Category 4			717		
16F		Category 2			191		
16G		Category 4			69		
16H		Category 4			545		
16I		Category 4			55		
17	Cambridge House	Category 2		Cambridge house was built in 1901 as the medical officers quarters. The property is a two storey house of red brick with a ground floor bay window and canopied doorway. The yard to the rear contains coal sheds and wc's, a detached coach house with two stalls and a saddle room.	230		
18	St. Michael's House	Category 2	2115-2117	St. Michael's House is a red brick house of two storeys with a canopied door and segmental headed windows. It was constructed 1910- 31.	155		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
19	Water Tower	Category 2	1904, 1906,1907 , 2042	A tall yellow brick building with wide eaves, erected in 1896 and rearranged in 1905 shows rearrangement. The Ground floor was the ambulance shed and clerks offices, the first floor was office accommodation for an officer chief clerk and two additional clerks.	98		
20	Gunhill House	Category 2	1919-1927	Gun Hill House was built in 1907 as the sisters' headquarters. Originally, it was U shaped with a long south façade, but was extended to the north in 1938. A motto is inscribed about the north door.	714		
21	Nive, Neville and Waterloo lodges			This terrace of three yellow brick houses were built prior to 1897 under slate roofs. Each house has two projecting bays, one with a gable and wooden bargeboards, the other with a tower.	1800		
21A		Category 4			88		
21B		Category 2			323		
21C		Category 4			1389		
22	Former gymnasium and adjacent structures			Built between 1897 and 1910 and converted to a medical store by 1931. The building is constructed in yellow brick with parquet flooring and open iron trusses to the interior. Lit by large segmental headed windows in the end walls, and continuous celestory windows. On the west side is a hipped roof entrance block with ventral vestibule flanked by two rooms.	1253	Present use - unknown	
22A		Category 2			408		
22B		Category 4			716		
22C		Category 4			129		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
23	Mortuary	Category 3	2475	Single Storey mortuary built in 1894. Yellow brick with double pitched slate roof. Originally comprised two chambers, the chapel to the east and the mortuary to the west.	92		
24	Dentist School	Category 2		This single Storey block is located between the Cambridge and Louise Margaret hospitals. Built 1897-1910, it is constructed of corrugated iron over a red brick plinth. A further small rendered block was added to the south at a later date.	659		
25	Leishman Laboratory	Category 2		This single story Laboratory was added to northeast of the Hospital in 1931- 32 and was named after Sir William Leishman, the famous pathologist who worked in the hospital. The building has a date plaque (1932).	261		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
26	Louise Margaret Hospital	Category 2	1936, 1958, 1961-1974, 1978-1979	Hospital for the wives and children of soldiers in Aldershot, built in 1897. Originally it comprised an administration block and four ward blocks and when first opened in 1898, its function was to care for the wives and children of servicemen. The hospital was the largest family hospital to be erected by the service and was named after Princess Louise Margaret, the Duchess of Connaught whose husband was the GOC of Aldershot Command. New ward blocks were added to the north west and south east in 1926- A plaque commemorates its construction. In 1958 its function and name changed to a maternity hospital and it cared for pre and post natal women and their babies. The building is constructed in yellow brick laid in an Italianate style, with corner towers for sanitary blocks.	2627		
27	Nurses Residence	Category 2	1954-1957, 1980-1987	This red brick house with Portland stone dressings, was built as an addition to the Maternity hospital in 1937. The building is linked to the hospital by a decorated covered walkway.	485		
28	Mandora Officers Mess and adjacent buildings		1784-1806		1836		
28A	Officers Mess	Category 2			1828		
28B		Category 4			28		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
28C		Category 4			55		
28D		Category 4			60		
28E		Category 4			711		
28F		Category 4			631		
<b>29</b>	<b>Signalling School, Admin Blocks, Ward and Mortuary</b>				<b>4293</b>		
29A		Category 4			2277		
29B		Category 4			203		
29C		Category 4			558		
29D	Signalling School	Category 2	1778-1783		866		
29E		Category 4			117		
29F		Category 4			272		
<b>30</b>	<b>Vaccine Institute and Stables</b>				<b>3172</b>		
30A	Vaccine Institute	Category 2	1809		101		
30B	Vaccine Institute	Category 2			86		
30C	Vaccine Institute	Category 2			241		
30D	Stables	Category 2	1807		158		
30E		Category 4			265		
30F		Category 4			1445		
30G		Category 4			57		
30H		Category 4			513		
30I		Category 4			306		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
31	Buller Barracks			Part of the Stanhope Lines -The original Buller Barracks was constructed in 1890-95 and was demolished in 1965.It was named after General Sir Redvers Buller, 'father' of the Army Service Corps, who was General Officer commanding at Aldershot, 1898 to 1899 and again in 1900. Buller Barracks were designed to house the Army Service Corps, which subsequently became the Royal Corps of Transport.As well as standard barrack blocks, Buller Barracks accommodated married quarters, drill hall, stables and the Royal Army Service Corps theatre.The site is now occupied by the new Buller Barracks, which were opened in 1970 by the Duchess of Gloucester, the General Commandant of the Corps, on 11 July 1970. 'God's Acre' was retained as the centrepiece for the new Buller Barracks. Sleeping quarters were attached to social areas and dining rooms whilst close by there were administration buildings, training areas, garages, workshops and stores.	12704		
31A		Category 4			856		
31B		Category 4			68		
31C		Category 4			386		
31D		Category 4			321		
31E		Category 4			419		
31F		Category 4			848		
31G		Category 4			342		



No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
31H		Category 4			2386		
31I		Category 4			548		
31J		Category 4			262		
31K		Category 4			987		
31L		Category 4			292		
31M		Category 4			483		
31N		Category 4			345		
31O		Category 4			188		
31P		Category 4			124		
31Q		Category 4			412		
31R		Category 4			409		
31S		Category 4			422		
31T		Category 4			1511		
31U		Category 4			1095		
<b>32</b>	<b>Sports Centre</b>	<b>Category 4</b>			<b>1905</b>		
<b>33</b>	<b>Thornhill Barracks</b>				<b>2251</b>		
33A		Category 2			643		
33B		Category 3			143		
33C		Category 3			220		
33D		Category 3			286		
33E		Category 3			172		
33F		Category 2			169		
33G		Category 2			162		
33H		Category 2			456		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
34	Clayton Barracks		2315 (Block A, G, H) and 2313	Part of the Stanhope Lines -Originally named Thornhill Barracks, but re-named in 1929 after Lieutenant General Sir Frederick Clayton, Colonel Commandant of the Royal Army Service Corps. These barracks were built for companies of the Royal Army Service Corps units in Aldershot, to accommodate for the growth of the size of the Corps. They comprise of two storey barrack blocks, each built to accommodate 60 men and two non commissioned officers.	4123	Still in use	
34A		Category 3			320		
34B		Category 3			313		
34C		Category 3			319		
34D		Category 3			332		
34E		Category 4			163		
34F		Category 4			15		
34G		Category 4			19		
34H		Category 3			336		
34I		Category 3			330		
34J		Category 3			269		
34K		Category 3			260		
34L		Category 4			317		
34M		Category 3			253		
34N		Category 3			259		
34O		Category 3			305		
34P		Category 3			313		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
<b>35</b>	<b>Other buildings HWRC site</b>				<b>14359</b>		
35A		Category 4			3422		
35B		Category 4			426		
35C		Category 4			9391		
35D		Category 4			125		
35E		Category 4			119		
35F		Category 4			453		
35G		Category 4			301		
35H		Category 4			122		
<b>36</b>	<b>Other buildings</b>				<b>2938</b>		
36A		Category 4			1157		
36B		Category 4			139		
36C		Category 4			857		
36D		Category 4			523		
36E		Category 4			262		
<b>EXISTING MONUMENTS</b>							
M1	Balloon School Memorial [Alisons Road]	Listed		<p>Located within the barrack area of the Airborne Forces Depot and Regimental Head quarters of the Parachute Regiment. The memorial, comprising a metal plaque mounted on a base. Records the site of the first interest in aerial warfare in Aldershot, which led to the eventual setting up of the Royal Aircraft Establishment at Farnborough.</p>	-		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
M2	Jubilee Memorial Gardens [Steeles Road]	Non-listed		This garden in Browning Barracks, was dedicated to the memory of all those who served in the airborne forces from 1940 to 1990. The garden was created in 1990 and contained Red Beret roses. However, in 2007, the garden, along with the topsoil on which many of the veterans ashes had been scattered, were moved to a new Memorial garden at the Royal Garrison Church of All Saints.	–		
M3	Cammell Memorial [Browning Barracks]	Non-listed			–		
M4	Montgomery Memorial [Hope Grants Road]	Non-listed		A Portland Stone obelisk erected after 1911 in memory of Lieutenant Reginald Archibald Cammell, Air Battalion Royal Engineers. Cammell (born 1886) died after crashing a new design of aircraft, the Valkyrie in Hendon on 17th September 1911.	–		
M5	Beresford Memorial [Farnborough Road]	Non-listed		Stone drinking fountain, erected c.1934 in memory of Captain Charles Claudius de la Poer Beresford, Royal Engineers (1879-1910). Beresford was 'killed in a brave attempt to stop a runaway horse' near the memorial location on 30th May 1910.	–		
M6	IRA memorial [Pennefathers Road]	Non-listed			–		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
M7	2nd Div WWI Memorial [Hospital Hill Road]	Listed		Stone cross memorial erected 1923 in memory of the officers, WOs, NCOs and men of the 2nd division who died in the 1914-18 war. The shaft is topped by a gable motif and the divisional sign of the crossed keys is depicted on the octagonal base.	–		
M8	Ramsden Garden Wall Memorial [Montgomery Lines]	Non-listed		Commemorative Garden wall about 2m in length, constructed in a brutalist style in 1962 to commemorate the Aldershot Barracks rebuilding. Four new Barracks - Arnhem, Bruneval, Normandy and Rhine - were designed to house the 16th parachute brigade. Collectively, these were known as the Montgomery lines after Field Marshal the Viscount Montgomery of Alamein, who was colonel of the commandant of the Parachute regiment from 1944- 56. The new barracks were built on the original site of Corunna, Barossa and Albuhera Barracks and the memorial is constructed in a concrete aggregate made from brick from the demolished Victorian Barracks.	–		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
M9	RAMC South Africa Memorial [Gunhill Road]	Non-listed		Granite and Bronze memorial to the members of the Royal Army Medical Corps who died during the Boer War 1899-1902. Built in c.1905 with a bronze sculpture by Sir William Goscombe John RA and architectural setting by RW Schultz Weir RA. Grey granite obelisk centrally set within a curved wall terminated by pillars. At base is a bronze sculpture depicting two uniformed corps members treating a soldier in a pieta composition. The flanking walls and bronze panels record over 300 names.	–		
M10	Sebastopol Bell [Hospital Road]	Listed	2294	Date unknown. Cast by Nicholas Samtom of Moscow, fine bell was removed from the clock tower of the Church of the Apostles, Sebastopol, at the time of the Crimean War; Hung in an open timber framework. It was first hung in a similar situation near the Time Gun on the top of Gun Hill. From 1879 to 1961 it was in the tower of Cambridge Hospital and was erected at its present location in 1978.	–		
M11	8th Div WWII Memorial [Queens Avenue ]	Non-listed		Stone pillar surmounted by bronze lion dedicated, to the 8th (New Army) Division who died during 1914-18.	–		
M12	RA Service Corps Memorial Arch [Buller Barracks]	Non-listed		This monument is currently being assessed for listing by English Heritage.	–		

No.	Building / Monument Name	Importance	Rec office Ref. No MD95/0	Description	*GEA (In Sq.m) ground coverage	Existing use	Existing Condition (to be filled after site visit)
M13	Buller Barracks Pediment Sculpture [Knolly Road]	Listed		Pediment sculpture adjoining the Officers' Mess of Buller Barracks, Royal Corps of Transport. Royal Coat of Arms in high relief (Portland Stone) of c.1857, set on a base within a garden setting. Formerly located within the central pediment of the Officers' Mess building, East Cavalry (Warburg) Barracks	–		To be removed /relocated by the MoD - To be confirmed
M14	RA Veterinary Corps Gravestone and Memorial Plaque [Gallwey Road]	Non-listed		–	–		

ALDERSHOT URBAN EXTENSION  
EXISTING BUILDINGS AND MONUMENTS SCHEDULE  
SUPPORTING IMAGEBOARDS





Aerial View of L1 and L2 - South East District Headquarters Building and The Alexander Observatory



L1 - South East District Headquarters Building



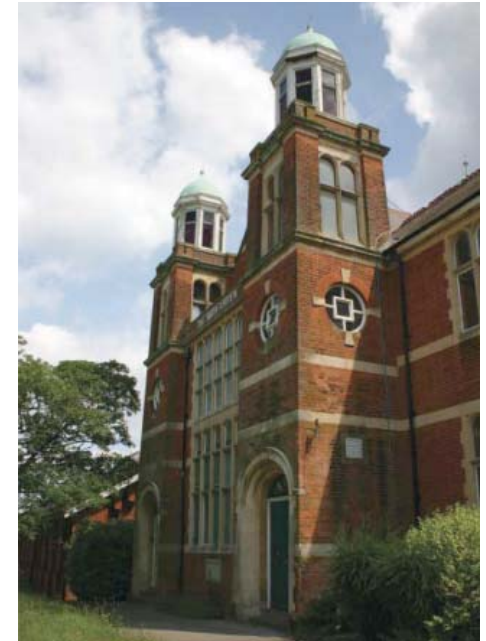
L2 - The Observatory



Aerial View of L3 and L4 - The Maida Gymnasium and The Smith Dorrien House



L3 - The Maida Gymnasium



L4 - The Smith Dorrien House



Aerial View of L 5 - Cambridge Military Hospital



Aerial View of L 6 - Fitzwygram House



Cambridge Military Hospital - Front view



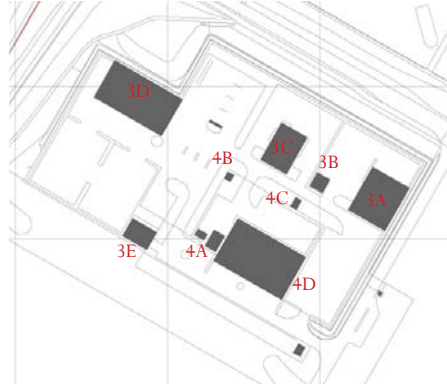
Cambridge Military Hospital - Wings



Cambridge Military Hospital - Leishman laboratory



Plan of 1 and 2 - Browning Barracks and Airborne Forces Museum



Plan of 3 and 4 - Depot and Admin Block



Plan of 5 - Normandy Barracks



Aerial View of 1 and 2 - Browning Barracks and Airborne Forces Museum



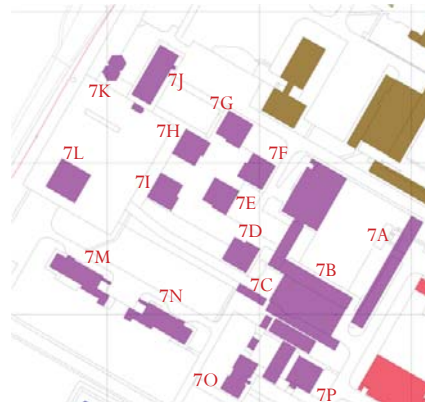
Aerial View of 3 and 4 - Depot and Admin Block



Aerial view of 5 - Normandy Barracks



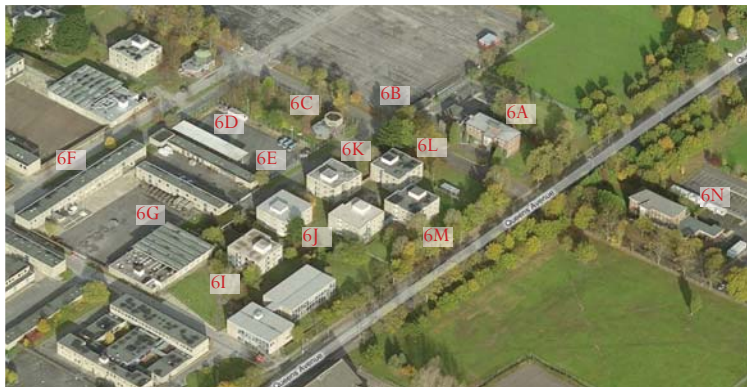
Plan of 6 - Arnhem Barracks and adjacent buildings



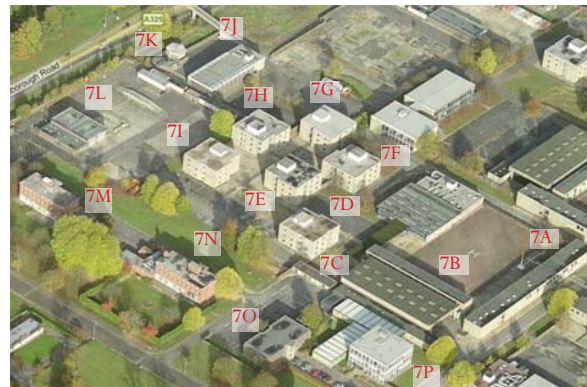
Plan of 7 - Bruneval Barracks



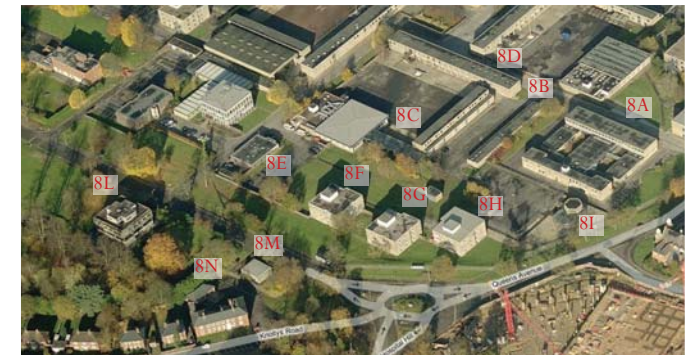
Plan of 8 - Rhine Barracks and adjacent buildings



Aerial View of 6 - Arnhem Barracks and adjacent buildings



Aerial View of 7 - Bruneval Barracks



Aerial View of 8 - Rhine Barracks and adjacent buildings





Aerial View of 9 - Bradgate HQ offices



9 - Bradgate HQ offices



Aerial View of 10 and 11 - Cab Stand and Parcel offices and Civil Service Club



Aerial View of L1 and 12-14 - SE District Headquarters with Alisons House, Cranbrook house Barracks and Stables HQ Division



10 - Cab Stand and Parcel Offices



11 - Civil Service Club



Aerial View of 15 - Duchess of Kent Barracks and adjacent buildings



Aerial View of 16, 17, 18 - McGrigor Barracks, Cambridge House and St. Michaels House



16 - McGrigor Barracks



17 - Cambridge House



18 - St. Michaels House



Aerial View of 19 and 20 - Gunhill House and Water Tower



19 - Water Tower



20 - Gunhill House



Aerial View of 21 - Nive, Neville and Waterloo Lodges



21 - Nive, Neville and Waterloo Lodges



Aerial View of 22 - Former Gymnasium and adjacent structures



23 - Mortuary



24 - Dentist School



25 - Leishman laboratory

Aerial View of 23 -28 - Mortuary, Dentist School, Leishman lab, Louise Margaret Hospital, Nurses Residence and Mandora Officers Mess



Aerial View of 29 and 30 - Signalling School, Admin blocks, Ward, Mortuary, Vaccine Institute and Stables



26 - Louise Margaret Hospital



27 - Nurses Residence





Aerial View of 31 - Buller Barracks



Aerial View of 32 - Sports Centre



Aerial View of 33 - Thornhill Barracks

\* To be confirmed



Aerial View of 34 - Clayton Barracks



Aerial View of 35- Existing Buildings on proposed HWRC site



Aerial View of 36 - Existing Buildings on southern most parcel of site



M1 - Balloon School Memorial



M2 - Jubilee Memorial Gardens



M3 - Cammell Memorial



M4 - Montgomery Memorial



M5 - Beresford Memorial



M6 - IRA Memorial



M7 - 2nd Div WWI Memorial



M8 - Ramsden Garden Wall Memorial



M9 - RAMC South Africa Memorial



M10 - Sebastopol bell (within the Clock Tower)



M11 - 8th Div WWII Memorial



M12 - RA Service Corps Memorial Arch



M13 - Buller Barracks Pediment Sculpture  
\*\* No Image available for M14

AUE Building Use List June 2011 – From RBC

- 1.1 HQ 4<sup>th</sup> Division – Offices (still in military use)
- 1.2 Observatory – Alienated ( used on occasions by Farnham Astronomical Society)
- 1.3 Maida Gym – Alienated ( has been hired on occasion for events, boxing and religious gathering)
- 1.4 Smith Dorrien House – Alienated, ( Project Office AUE)(previous use offices)
- 1.5 CMH - Alienated ( not in use, previous use - hospital)
- 1.6 Fitzwygram House – ( still in military use, Com 101Brig)
  
- 1.0 Browning Barracks – ( still in military use, medical Reg)
- 2.0 Airborne Forces Museum ( ABP Retail (Shop) selling items associated with the Para's).
- 2A – 4D (still in military use).
- 5.0- 5K Normandy Barracks - Alienated (not in use)
- 6.0- 6D Arnhem Barracks - Alienated (not in use)
- 6E- 6F Arnhem Barracks – Alienated ( by Aspire for contractors accommodation)
- 7.0- 7P Bruneval Barracks – Alienated (not in use)
- 8.0-8N Rhine Barracks – Alienated (not in use, except small building tele exchange)
- 9.0 Brigade HQ – Alienated (not in use)
- 10.0 Cab Stand / Parcels Office – Alienated (not in use)
- 11.0 Civil Service Club – Alienated (not in use)
- 12.0 Alison's House – (still in military use offices HQ 4<sup>th</sup> Div)
- 13.0 Cranbrook House – (still in military use offices HQ 4<sup>th</sup> Div)
- 14.0-14F Barrack and Stable Div/ Post Office (still in military use HQ 4<sup>th</sup> Div)
- 15.0-15H Duchess of Kent Barracks – (still in Military use / Aspire / Sodexo / Mess)
- 16.0-16I Mc Griggor Barracks – Alienated (car park used by ACfH & ambulances for FPH, single storey brick building used as ambulance station for FPH)
- 17.0,18.0,19.0,20.0,21.0-21C, 22-22C, 23.0,24.0,25.0,26.0,27.0 Curtilage Buildings to CMH (not in use / previous use hospital and ancillary uses)
- 28- 28F Mandora Mess / St Anne's House– Alienated ( used by Sodexo offices) (tennis courts alienated not in use)
- 29.0-29F Signalling School – still in military use TRSO (resettlement centre).
- 30- 30I Vaccine Institute – (still in military use - offices)
- 30.0 -31u Buller Barracks- barracks / mess / offices (still in military use)
- 32.0 Buller / Sports Centre - (Still in military use)
- 33.0- 33-HThornhill Barracks Field Hospital Stores / offices / empty buildings (Still in military use).
- 34.0 – 34P Clayton Barracks – (still in military use / transit accommodation / Army Sports Control Board)
- 35.0-35H ABRO – Signals (still in military use).
- 36.0- 36E no knowledge .
- M1 – M12 ALL LISTED
- M13 No longer there moved to different garrison.

## Appendix B TRICS Outputs

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : K - MIXED PRIVATE HOUSING  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	RE READING	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 19 to 211 (units: )  
 Range Selected by User: 19 to 211 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 18/10/11

Selected survey days:

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	4

Filtering Stage 3 selection:

Use Class:

C3 11 days

Population within 1 mile:

1,001 to 5,000 2 days

5,001 to 10,000 1 days

10,001 to 15,000 1 days

15,001 to 20,000 1 days

20,001 to 25,000 4 days

25,001 to 50,000 3 days

Population within 5 miles:

5,001 to 25,000 2 days

25,001 to 50,000 1 days

50,001 to 75,000 1 days

125,001 to 250,000 6 days

250,001 to 500,000 2 days

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 10 days

1.6 to 2.0 1 days

Travel Plan:

No 12 days

LIST OF SITES relevant to selection parameters

1	CA-03-K-01	TERRACED/FLATS, PETERBORO	CAMBRIDGESHIRE
	SOVEREIGN HOUSE ALDERMANS DRIVE PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40		
2	CH-03-K-03	MIXED HOUSING, MACCLESFIELD	CHESHIRE
	PRIORY LANE BROKEN CROSS MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 211		
3	DC-03-K-03	MIXED HOUSING, DORCHESTER	DORSET
	MAUMBURY MEWS  DORCHESTER Edge of Town Centre No Sub Category Total Number of dwellings: 24		
4	GS-03-K-01	MIXED HOUSING, GLOUCESTER	GLOUCESTERSHIRE
	CONEY HILL ROAD CONEY HILL GLOUCESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 33		
5	LN-03-K-01	TERRACED/FLATS, LINCOLN	LINCOLNSHIRE
	DE WINT AVENUE  LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 56		
6	NY-03-K-01	MIXED HOUSING, BORO'BRIDGE	NORTH YORKSHIRE
	HORSEFAIR  BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 19		
7	NY-03-K-02	MIXED HOUSING, BOROBRIDGE	NORTH YORKSHIRE
	HORSEFAIR  BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 19		
8	RE-03-K-01	SEMI DETACHED/FLATS,READING	READING
	CONSTITUTION ROAD  READING Edge of Town No Sub Category Total Number of dwellings: 44		
9	RE-03-K-06	SEMI DETACHED/FLATS,READING	READING
	CONSTITUTION ROAD  READING Edge of Town No Sub Category Total Number of dwellings: 44		

LIST OF SITES relevant to selection parameters (Cont.)

10	ST-03-K-01	MIXED HOUSING, STOKE ROYAL WAY	STAFFORDSHIRE
		STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 162	
11	ST-03-K-02	TERRACED/FLATS, STOKE CHASEWATER DRIVE FORD GREEN STOKE-ON-TRENT Edge of Town Residential Zone Total Number of dwellings: 73	STAFFORDSHIRE
12	WS-03-K-02	MIXED HOUSING, CRAWLEY RUSSELL WAY	WEST SUSSEX
		CRAWLEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 61	



TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
 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	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	12	66	0.057	12	66	0.253	12	66	0.310
08:00 - 09:00	12	66	0.107	12	66	0.377	12	66	0.484
09:00 - 10:00	12	66	0.126	12	66	0.176	12	66	0.302
10:00 - 11:00	12	66	0.106	12	66	0.142	12	66	0.248
11:00 - 12:00	12	66	0.112	12	66	0.113	12	66	0.225
12:00 - 13:00	12	66	0.130	12	66	0.122	12	66	0.252
13:00 - 14:00	12	66	0.117	12	66	0.142	12	66	0.259
14:00 - 15:00	12	66	0.148	12	66	0.153	12	66	0.301
15:00 - 16:00	12	66	0.216	12	66	0.146	12	66	0.362
16:00 - 17:00	12	66	0.257	12	66	0.125	12	66	0.382
17:00 - 18:00	12	66	0.285	12	66	0.168	12	66	0.453
18:00 - 19:00	12	66	0.252	12	66	0.125	12	66	0.377
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			1.913			2.042			3.955

#### Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
 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	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	12	66	0.003	12	66	0.003	12	66	0.006
08:00 - 09:00	12	66	0.003	12	66	0.001	12	66	0.004
09:00 - 10:00	12	66	0.003	12	66	0.003	12	66	0.006
10:00 - 11:00	12	66	0.003	12	66	0.001	12	66	0.004
11:00 - 12:00	12	66	0.004	12	66	0.003	12	66	0.007
12:00 - 13:00	12	66	0.003	12	66	0.003	12	66	0.006
13:00 - 14:00	12	66	0.000	12	66	0.000	12	66	0.000
14:00 - 15:00	12	66	0.000	12	66	0.001	12	66	0.001
15:00 - 16:00	12	66	0.003	12	66	0.001	12	66	0.004
16:00 - 17:00	12	66	0.000	12	66	0.000	12	66	0.000
17:00 - 18:00	12	66	0.000	12	66	0.000	12	66	0.000
18:00 - 19:00	12	66	0.000	12	66	0.000	12	66	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.022			0.016			0.038

#### Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
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	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	12	66	0.000	12	66	0.000	12	66	0.000
08:00 - 09:00	12	66	0.001	12	66	0.001	12	66	0.002
09:00 - 10:00	12	66	0.000	12	66	0.000	12	66	0.000
10:00 - 11:00	12	66	0.000	12	66	0.000	12	66	0.000
11:00 - 12:00	12	66	0.000	12	66	0.000	12	66	0.000
12:00 - 13:00	12	66	0.000	12	66	0.000	12	66	0.000
13:00 - 14:00	12	66	0.000	12	66	0.000	12	66	0.000
14:00 - 15:00	12	66	0.000	12	66	0.000	12	66	0.000
15:00 - 16:00	12	66	0.000	12	66	0.000	12	66	0.000
16:00 - 17:00	12	66	0.000	12	66	0.000	12	66	0.000
17:00 - 18:00	12	66	0.000	12	66	0.000	12	66	0.000
18:00 - 19:00	12	66	0.000	12	66	0.000	12	66	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.001			0.001			0.002

Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
Survey date date range: 01/01/04 - 18/10/11  
Number of weekdays (Monday-Friday): 12  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
 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	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	12	66	0.004	12	66	0.005	12	66	0.009
08:00 - 09:00	12	66	0.001	12	66	0.017	12	66	0.018
09:00 - 10:00	12	66	0.003	12	66	0.005	12	66	0.008
10:00 - 11:00	12	66	0.000	12	66	0.000	12	66	0.000
11:00 - 12:00	12	66	0.003	12	66	0.000	12	66	0.003
12:00 - 13:00	12	66	0.004	12	66	0.006	12	66	0.010
13:00 - 14:00	12	66	0.004	12	66	0.005	12	66	0.009
14:00 - 15:00	12	66	0.001	12	66	0.001	12	66	0.002
15:00 - 16:00	12	66	0.015	12	66	0.009	12	66	0.024
16:00 - 17:00	12	66	0.014	12	66	0.017	12	66	0.031
17:00 - 18:00	12	66	0.019	12	66	0.001	12	66	0.020
18:00 - 19:00	12	66	0.005	12	66	0.003	12	66	0.008
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.073			0.069			0.142

#### Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
 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	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	12	66	0.061	12	66	0.277	12	66	0.338
08:00 - 09:00	12	66	0.117	12	66	0.504	12	66	0.621
09:00 - 10:00	12	66	0.139	12	66	0.198	12	66	0.337
10:00 - 11:00	12	66	0.117	12	66	0.178	12	66	0.295
11:00 - 12:00	12	66	0.139	12	66	0.136	12	66	0.275
12:00 - 13:00	12	66	0.169	12	66	0.155	12	66	0.324
13:00 - 14:00	12	66	0.144	12	66	0.179	12	66	0.323
14:00 - 15:00	12	66	0.195	12	66	0.172	12	66	0.367
15:00 - 16:00	12	66	0.335	12	66	0.193	12	66	0.528
16:00 - 17:00	12	66	0.316	12	66	0.172	12	66	0.488
17:00 - 18:00	12	66	0.363	12	66	0.238	12	66	0.601
18:00 - 19:00	12	66	0.310	12	66	0.150	12	66	0.460
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			2.405			2.552			4.957

#### Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
 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	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	12	66	0.006	12	66	0.029	12	66	0.035
08:00 - 09:00	12	66	0.014	12	66	0.102	12	66	0.116
09:00 - 10:00	12	66	0.031	12	66	0.027	12	66	0.058
10:00 - 11:00	12	66	0.020	12	66	0.028	12	66	0.048
11:00 - 12:00	12	66	0.019	12	66	0.020	12	66	0.039
12:00 - 13:00	12	66	0.022	12	66	0.032	12	66	0.054
13:00 - 14:00	12	66	0.033	12	66	0.025	12	66	0.058
14:00 - 15:00	12	66	0.029	12	66	0.036	12	66	0.065
15:00 - 16:00	12	66	0.092	12	66	0.041	12	66	0.133
16:00 - 17:00	12	66	0.056	12	66	0.050	12	66	0.106
17:00 - 18:00	12	66	0.048	12	66	0.018	12	66	0.066
18:00 - 19:00	12	66	0.051	12	66	0.031	12	66	0.082
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.421			0.439			0.860

#### Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
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	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	12	66	0.000	12	66	0.022	12	66	0.022
08:00 - 09:00	12	66	0.000	12	66	0.019	12	66	0.019
09:00 - 10:00	12	66	0.001	12	66	0.008	12	66	0.009
10:00 - 11:00	12	66	0.001	12	66	0.003	12	66	0.004
11:00 - 12:00	12	66	0.000	12	66	0.004	12	66	0.004
12:00 - 13:00	12	66	0.001	12	66	0.000	12	66	0.001
13:00 - 14:00	12	66	0.003	12	66	0.004	12	66	0.007
14:00 - 15:00	12	66	0.005	12	66	0.004	12	66	0.009
15:00 - 16:00	12	66	0.005	12	66	0.000	12	66	0.005
16:00 - 17:00	12	66	0.015	12	66	0.001	12	66	0.016
17:00 - 18:00	12	66	0.009	12	66	0.000	12	66	0.009
18:00 - 19:00	12	66	0.018	12	66	0.000	12	66	0.018
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.058			0.065			0.123

Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING  
 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	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	12	66	0.071	12	66	0.333	12	66	0.404
08:00 - 09:00	12	66	0.132	12	66	0.641	12	66	0.773
09:00 - 10:00	12	66	0.173	12	66	0.238	12	66	0.411
10:00 - 11:00	12	66	0.139	12	66	0.209	12	66	0.348
11:00 - 12:00	12	66	0.160	12	66	0.160	12	66	0.320
12:00 - 13:00	12	66	0.196	12	66	0.193	12	66	0.389
13:00 - 14:00	12	66	0.183	12	66	0.214	12	66	0.397
14:00 - 15:00	12	66	0.230	12	66	0.212	12	66	0.442
15:00 - 16:00	12	66	0.447	12	66	0.243	12	66	0.690
16:00 - 17:00	12	66	0.401	12	66	0.239	12	66	0.640
17:00 - 18:00	12	66	0.439	12	66	0.257	12	66	0.696
18:00 - 19:00	12	66	0.384	12	66	0.183	12	66	0.567
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			2.955			3.122			6.077

#### Parameter summary

Trip rate parameter range selected: 19 - 211 (units: )  
 Survey date range: 01/01/04 - 18/10/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	SC SURREY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 1696 to 3157 (units: sqm)  
 Range Selected by User: 1586 to 4757 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 19/10/11

Selected survey days:

Tuesday	3 days
Wednesday	3 days
Thursday	3 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	3
Retail Zone	1
Built-Up Zone	2
No Sub Category	1



LIST OF SITES relevant to selection parameters (Cont.)

- |   |            |                                    |                     |
|---|------------|------------------------------------|---------------------|
| 8 | WM-02-A-01 | COUNCIL OFFICES, STOURBRIDGE       | WEST MIDLANDS       |
|   |            | A451 NORTON ROAD                   |                     |
|   |            | MARY STEVENS PARK                  |                     |
|   |            | STOURBRIDGE                        |                     |
|   |            | Suburban Area (PPS6 Out of Centre) |                     |
|   |            | Residential Zone                   |                     |
|   |            | Total Gross floor area:            | 2725 sqm            |
|   |            | Survey date: WEDNESDAY             | 26/04/06            |
| 9 | WY-02-A-03 | OFFICE, LEEDS                      | WEST YORKSHIRE      |
|   |            | VICTORIA ROAD                      |                     |
|   |            | HEADINGLEY                         |                     |
|   |            | LEEDS                              |                     |
|   |            | Suburban Area (PPS6 Out of Centre) |                     |
|   |            | Residential Zone                   |                     |
|   |            | Total Gross floor area:            | 2696 sqm            |
|   |            | Survey date: THURSDAY              | 17/06/10            |
|   |            |                                    | Survey Type: MANUAL |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	9	2604	0.141	9	2604	0.043	9	2604	0.184
07:30 - 08:00	9	2604	0.525	9	2604	0.030	9	2604	0.555
08:00 - 08:30	9	2604	1.267	9	2604	0.162	9	2604	1.429
08:30 - 09:00	9	2604	1.370	9	2604	0.149	9	2604	1.519
09:00 - 09:30	9	2604	1.131	9	2604	0.256	9	2604	1.387
09:30 - 10:00	9	2604	0.691	9	2604	0.363	9	2604	1.054
10:00 - 10:30	9	2604	0.393	9	2604	0.397	9	2604	0.790
10:30 - 11:00	9	2604	0.311	9	2604	0.388	9	2604	0.699
11:00 - 11:30	9	2604	0.414	9	2604	0.367	9	2604	0.781
11:30 - 12:00	9	2604	0.350	9	2604	0.346	9	2604	0.696
12:00 - 12:30	9	2604	0.307	9	2604	0.482	9	2604	0.789
12:30 - 13:00	9	2604	0.363	9	2604	0.367	9	2604	0.730
13:00 - 13:30	9	2604	0.439	9	2604	0.457	9	2604	0.896
13:30 - 14:00	9	2604	0.448	9	2604	0.307	9	2604	0.755
14:00 - 14:30	9	2604	0.401	9	2604	0.363	9	2604	0.764
14:30 - 15:00	9	2604	0.286	9	2604	0.393	9	2604	0.679
15:00 - 15:30	9	2604	0.358	9	2604	0.363	9	2604	0.721
15:30 - 16:00	9	2604	0.333	9	2604	0.401	9	2604	0.734
16:00 - 16:30	9	2604	0.273	9	2604	0.747	9	2604	1.020
16:30 - 17:00	9	2604	0.222	9	2604	1.182	9	2604	1.404
17:00 - 17:30	9	2604	0.137	9	2604	1.566	9	2604	1.703
17:30 - 18:00	9	2604	0.051	9	2604	0.695	9	2604	0.746
18:00 - 18:30	9	2604	0.026	9	2604	0.337	9	2604	0.363
18:30 - 19:00	9	2604	0.017	9	2604	0.115	9	2604	0.132
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			10.254			10.276			20.530

#### Parameter summary

Trip rate parameter range selected:	1696 - 3157 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE  
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 2430 to 80996 (units: sqm)  
 Range Selected by User: 708 to 167416 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 17/10/11

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	5
Village	1
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

B2	8 days
----	--------

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

Travel Plan:

No	8 days
----	--------

LIST OF SITES relevant to selection parameters

- |   |   |                 |
|---|---|-----------------|
| 1 | BR-02-D-03<br>INDUSTRIAL ESTATE, BRISTOL<br>CROFTS END ROAD<br>SPEEDWELL<br>BRISTOL<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 6000 sqm          | BRISTOL CITY    |
| 2 | CH-02-D-02<br>INDUSTRIAL EST., NORTHWICH<br>MANCHESTER ROAD<br>WINCHAM<br>NORTHWICH<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 22000 sqm                               | CHESHIRE        |
| 3 | CW-02-D-02<br>INDUSTRIAL ESTATE, CAMBORNE<br>DRUIDS ROAD<br><br>CAMBORNE<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 6515 sqm   | CORNWALL        |
| 4 | CW-02-D-03<br>IND. ESTATE, NEAR PENZANCE<br>LONG ROCK ROAD<br>LONG ROCK<br>NEAR PENZANCE<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Gross floor area: 36500 sqm      | CORNWALL        |
| 5 | DS-02-D-01<br>IND. ESTATE, SOUTH NORMANTON<br>BERRISTOW LANE<br><br>SOUTH NORMANTON<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 92286 sqm                               | DERBYSHIRE      |
| 6 | MS-02-D-05<br>INDUSTRIAL ESTATE, ST HELENS<br>BROADOAK ROAD<br><br>ST HELENS<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 2430 sqm                                       | MERSEYSIDE      |
| 7 | NT-02-D-01<br>IND. ESTATE, SUTTON-IN-ASHFLD<br>B6028 STONEYFORD ROAD<br>STANTON HILL<br>SUTTON-IN-ASHFIELD<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 26400 sqm        | NOTTINGHAMSHIRE |
| 8 | TW-02-D-06<br>INDUSTRIAL ESTATE, N. SHIELDS<br>NORHAM ROAD<br>WEST CHIRTON<br>NORTH SHIELDS<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 23000 sqm | TYNE & WEAR     |



TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	8	25268	0.131	8	25268	0.069	8	25268	0.200
07:30 - 08:00	8	25268	0.196	8	25268	0.085	8	25268	0.281
08:00 - 08:30	8	25268	0.187	8	25268	0.091	8	25268	0.278
08:30 - 09:00	8	25268	0.211	8	25268	0.106	8	25268	0.317
09:00 - 09:30	8	25268	0.153	8	25268	0.110	8	25268	0.263
09:30 - 10:00	8	25268	0.111	8	25268	0.103	8	25268	0.214
10:00 - 10:30	8	25268	0.125	8	25268	0.112	8	25268	0.237
10:30 - 11:00	8	25268	0.108	8	25268	0.113	8	25268	0.221
11:00 - 11:30	8	25268	0.127	8	25268	0.125	8	25268	0.252
11:30 - 12:00	8	25268	0.136	8	25268	0.152	8	25268	0.288
12:00 - 12:30	8	25268	0.123	8	25268	0.147	8	25268	0.270
12:30 - 13:00	8	25268	0.111	8	25268	0.133	8	25268	0.244
13:00 - 13:30	8	25268	0.138	8	25268	0.146	8	25268	0.284
13:30 - 14:00	8	25268	0.130	8	25268	0.112	8	25268	0.242
14:00 - 14:30	8	25268	0.115	8	25268	0.147	8	25268	0.262
14:30 - 15:00	8	25268	0.104	8	25268	0.122	8	25268	0.226
15:00 - 15:30	8	25268	0.101	8	25268	0.129	8	25268	0.230
15:30 - 16:00	8	25268	0.100	8	25268	0.131	8	25268	0.231
16:00 - 16:30	8	25268	0.087	8	25268	0.169	8	25268	0.256
16:30 - 17:00	8	25268	0.105	8	25268	0.187	8	25268	0.292
17:00 - 17:30	8	25268	0.054	8	25268	0.189	8	25268	0.243
17:30 - 18:00	8	25268	0.045	8	25268	0.130	8	25268	0.175
18:00 - 18:30	8	25268	0.034	8	25268	0.075	8	25268	0.109
18:30 - 19:00	8	25268	0.025	8	25268	0.038	8	25268	0.063
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.757			2.921			5.678

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 387 to 80066 (units: sqm)  
 Range Selected by User: 387 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 05/07/11

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	2
Residential Zone	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

B8 9 days

Population within 1 mile:

1,001 to 5,000 3 days

10,001 to 15,000 5 days

25,001 to 50,000 2 days

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 75,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 4 days

250,001 to 500,000 2 days

500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 5 days

1.1 to 1.5 5 days

Travel Plan:

Yes 1 days

No 9 days



LIST OF SITES relevant to selection parameters (Cont.)

10	WM-02-F-01	LEGETT LOGIS., BIRMINGHAM	WEST MIDLANDS
		SAMPSON ROAD NORTH	
		BIRMINGHAM	
		Edge of Town Centre	
		Industrial Zone	
		Total Gross floor area:	4000 sqm

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	10	20785	0.031	10	20785	0.023	10	20785	0.054
07:30 - 08:00	10	20785	0.060	10	20785	0.035	10	20785	0.095
08:00 - 08:30	10	20785	0.038	10	20785	0.022	10	20785	0.060
08:30 - 09:00	10	20785	0.040	10	20785	0.027	10	20785	0.067
09:00 - 09:30	10	20785	0.039	10	20785	0.029	10	20785	0.068
09:30 - 10:00	10	20785	0.034	10	20785	0.026	10	20785	0.060
10:00 - 10:30	10	20785	0.025	10	20785	0.029	10	20785	0.054
10:30 - 11:00	10	20785	0.027	10	20785	0.025	10	20785	0.052
11:00 - 11:30	10	20785	0.025	10	20785	0.027	10	20785	0.052
11:30 - 12:00	10	20785	0.029	10	20785	0.026	10	20785	0.055
12:00 - 12:30	10	20785	0.035	10	20785	0.036	10	20785	0.071
12:30 - 13:00	10	20785	0.029	10	20785	0.030	10	20785	0.059
13:00 - 13:30	10	20785	0.048	10	20785	0.041	10	20785	0.089
13:30 - 14:00	10	20785	0.066	10	20785	0.048	10	20785	0.114
14:00 - 14:30	10	20785	0.043	10	20785	0.062	10	20785	0.105
14:30 - 15:00	10	20785	0.047	10	20785	0.050	10	20785	0.097
15:00 - 15:30	10	20785	0.035	10	20785	0.059	10	20785	0.094
15:30 - 16:00	10	20785	0.049	10	20785	0.049	10	20785	0.098
16:00 - 16:30	10	20785	0.039	10	20785	0.050	10	20785	0.089
16:30 - 17:00	10	20785	0.030	10	20785	0.052	10	20785	0.082
17:00 - 17:30	10	20785	0.018	10	20785	0.045	10	20785	0.063
17:30 - 18:00	10	20785	0.014	10	20785	0.039	10	20785	0.053
18:00 - 18:30	10	20785	0.009	10	20785	0.032	10	20785	0.041
18:30 - 19:00	10	20785	0.005	10	20785	0.021	10	20785	0.026
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.815			0.883			1.698

#### Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/04 - 05/07/11
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : Q - COMMUNITY CENTRE  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	2 days
	WL WILTSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 210 to 625 (units: sqm)  
 Range Selected by User: 210 to 625 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 22/11/07

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

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

## Filtering Stage 3 selection:

Use Class:

D2	6 days
----	--------



## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

100,001 to 125,000	4 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

Travel Plan:

No	6 days
----	--------

LIST OF SITES relevant to selection parameters

- |   |  |                            |
|---|--|----------------------------|
| 1 | BA-07-Q-01<br>COMMUNITY CENTRE, BATH<br>SAINT MARKS ROAD   | BATH & NORTH EAST SOMERSET |
|   | BATH<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 900 sqm                              |                            |
| 2 | BA-07-Q-02<br>COMMUNITY CENTRE, BATH<br>OFF THE A36  | BATH & NORTH EAST SOMERSET |
|   | BATH<br>Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 415 sqm                           |                            |
| 3 | DH-07-Q-01<br>COM. CENTRE, HARTLEPOOL<br>JUTLAND ROAD  | DURHAM                     |
|   | HARTLEPOOL<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 500 sqm       |                            |
| 4 | EX-07-Q-01<br>COMMUNITY CENTRE, LOUGHTON<br>BORDERS LANE   | ESSEX                      |
|   | LOUGHTON<br>Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Gross floor area: 352 sqm  |                            |
| 5 | TV-07-Q-01<br>COM. CENTRE, MIDDLESBROUGH<br>FULBECK ROAD   | TEES VALLEY                |
|   | MIDDLESBROUGH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 225 sqm   |                            |
| 6 | WL-07-Q-01<br>COM.CENTRE,WOOTTON BASSETT<br>OLD COURT  | WILTSHIRE                  |
|   | WOOTTON BASSETT<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 210 sqm |                            |

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
**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	1	625	0.160	1	625	0.160	1	625	0.320
08:00 - 09:00	6	388	0.516	6	388	0.344	6	388	0.860
09:00 - 10:00	6	388	1.289	6	388	0.602	6	388	1.891
10:00 - 11:00	6	388	0.387	6	388	0.258	6	388	0.645
11:00 - 12:00	6	388	0.430	6	388	0.774	6	388	1.204
12:00 - 13:00	5	420	1.094	5	420	0.904	5	420	1.998
13:00 - 14:00	5	420	0.618	5	420	0.428	5	420	1.046
14:00 - 15:00	5	420	0.190	5	420	0.381	5	420	0.571
15:00 - 16:00	5	420	0.714	5	420	1.332	5	420	2.046
16:00 - 17:00	5	420	0.095	5	420	0.095	5	420	0.190
17:00 - 18:00	5	420	0.951	5	420	0.761	5	420	1.712
18:00 - 19:00	5	420	2.141	5	420	1.094	5	420	3.235
19:00 - 20:00	5	420	1.142	5	420	1.047	5	420	2.189
20:00 - 21:00	5	420	0.190	5	420	0.714	5	420	0.904
21:00 - 22:00	4	369	0.474	4	369	1.896	4	369	2.370
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			10.391			10.790			21.181

#### Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
 Range: 1450 to 5574 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 11/06/10

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	1
Built-Up Zone	1
Out of Town	1
No Sub Category	2



TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
 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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	5	2124	1.403	5	2124	0.094	5	2124	1.497
07:00 - 08:00	6	2699	0.741	6	2699	0.729	6	2699	1.470
08:00 - 09:00	6	2699	0.611	6	2699	0.988	6	2699	1.599
09:00 - 10:00	6	2699	1.186	6	2699	0.525	6	2699	1.711
10:00 - 11:00	6	2699	1.223	6	2699	0.939	6	2699	2.162
11:00 - 12:00	6	2699	0.994	6	2699	1.093	6	2699	2.087
12:00 - 13:00	6	2699	0.957	6	2699	1.025	6	2699	1.982
13:00 - 14:00	6	2699	0.753	6	2699	0.920	6	2699	1.673
14:00 - 15:00	6	2699	0.865	6	2699	0.908	6	2699	1.773
15:00 - 16:00	6	2699	0.741	6	2699	0.611	6	2699	1.352
16:00 - 17:00	6	2699	1.568	6	2699	1.068	6	2699	2.636
17:00 - 18:00	6	2699	2.149	6	2699	1.334	6	2699	3.483
18:00 - 19:00	6	2699	1.723	6	2699	1.964	6	2699	3.687
19:00 - 20:00	6	2699	1.593	6	2699	2.038	6	2699	3.631
20:00 - 21:00	6	2699	0.778	6	2699	1.562	6	2699	2.340
21:00 - 22:00	6	2699	0.111	6	2699	1.124	6	2699	1.235
22:00 - 23:00	1	2100	0.095	1	2100	0.286	1	2100	0.381
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			17.491			17.208			34.699

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/03 - 11/06/10  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY  
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	2 days
HC	HAMPSHIRE	1 days
WS	WEST SUSSEX	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
Range: 1765 to 12908 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 12/06/03

Selected survey days:

Tuesday	1 days
Thursday	3 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	3

LIST OF SITES relevant to selection parameters

- |   |  |                              |                            |
|---|--|------------------------------|----------------------------|
| 1 | ES-05-B-02<br>NEVILL ROAD  | HOSPITAL, LEWES              | EAST SUSSEX                |
|   | LEWES<br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 4493 sqm<br><i>Survey date: TUESDAY 12/06/01</i>                              |                              | <i>Survey Type: MANUAL</i> |
| 2 | ES-05-B-03<br>FRAMFIELD ROAD<br>NEW TOWN<br>UCKFIELD   | COMMUNITY HOSPITAL, UCKFIELD | EAST SUSSEX                |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area: 12908 sqm<br><i>Survey date: THURSDAY 12/09/02</i>                                      |                              | <i>Survey Type: MANUAL</i> |
| 3 | HC-05-B-02<br>WINCHESTER HILL  | HOSPITAL, ROMSEY             | HAMPSHIRE                  |
|   | ROMSEY<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 1765 sqm<br><i>Survey date: THURSDAY 12/06/03</i>       |                              | <i>Survey Type: MANUAL</i> |
| 4 | WS-05-B-01<br>SHRIPNEY ROAD  | HOSPITAL, BOGNOR             | WEST SUSSEX                |
|   | BOGNOR REGIS<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 6500 sqm<br><i>Survey date: THURSDAY 11/10/01</i> |                              | <i>Survey Type: MANUAL</i> |



TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY  
 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	4	6417	0.331	4	6417	0.094	4	6417	0.425
08:00 - 09:00	4	6417	0.853	4	6417	0.234	4	6417	1.087
09:00 - 10:00	4	6417	0.931	4	6417	0.682	4	6417	1.613
10:00 - 11:00	4	6417	0.647	4	6417	0.705	4	6417	1.352
11:00 - 12:00	4	6417	0.612	4	6417	0.631	4	6417	1.243
12:00 - 13:00	4	6417	0.584	4	6417	0.651	4	6417	1.235
13:00 - 14:00	4	6417	0.810	4	6417	0.538	4	6417	1.348
14:00 - 15:00	4	6417	0.612	4	6417	0.623	4	6417	1.235
15:00 - 16:00	4	6417	0.526	4	6417	0.729	4	6417	1.255
16:00 - 17:00	4	6417	0.425	4	6417	0.958	4	6417	1.383
17:00 - 18:00	4	6417	0.257	4	6417	0.569	4	6417	0.826
18:00 - 19:00	4	6417	0.300	4	6417	0.277	4	6417	0.577
19:00 - 20:00	2	8701	0.121	2	8701	0.172	2	8701	0.293
20:00 - 21:00	2	8701	0.075	2	8701	0.138	2	8701	0.213
21:00 - 22:00	2	8701	0.040	2	8701	0.075	2	8701	0.115
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			7.124			7.076			14.200

Parameter summary

Trip rate parameter range selected: 1765 - 12908 (units: sqm)  
 Survey date range: 01/01/01 - 12/06/03  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
 Range: 176 to 850 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 09/12/09

Selected survey days:

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	5
Built-Up Zone	1
Village	1
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BA-04-D-01 WESTON ROAD	NURSERY, BATH	BATH & NORTH EAST SOMERSET
	BATH Edge of Town Residential Zone Total Gross floor area:	825 sqm	
	Survey date: THURSDAY	05/10/06	Survey Type: MANUAL
2	CA-04-D-01 CHAPEL STREET	NURSERY, CAMBRIDGE	CAMBRIDGESHIRE
	CAMBRIDGE Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:	420 sqm	
	Survey date: FRIDAY	05/11/04	Survey Type: MANUAL
3	DH-04-D-01 PEA ROAD	NURSERY, STANLEY	DURHAM
	STANLEY Edge of Town No Sub Category Total Gross floor area:	750 sqm	
	Survey date: TUESDAY	10/06/03	Survey Type: MANUAL
4	DH-04-D-02 PRIORY ROAD FRAMWELLGATE MOOR DURHAM	NURSERY, DURHAM	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	382 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
5	DS-04-D-01 FORESTER STREET	NURSERY, DERBY	DERBYSHIRE
	DERBY Edge of Town Centre Built-Up Zone Total Gross floor area:	176 sqm	
	Survey date: TUESDAY	22/06/04	Survey Type: MANUAL
6	GM-04-D-01 RUFFORD ROAD WHALLEY RANGE MANCHESTER	NURSERY, MANCHESTER	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	200 sqm	
	Survey date: MONDAY	16/11/09	Survey Type: MANUAL
7	HC-04-D-01 STAG OAK LANE CHINEHAM BUSINESS PARK BASINGSTOKE	NURSERY, BASINGSTOKE	HAMPSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	725 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-04-D-01 PEMBURY ROAD	NURSERY, TONBRIDGE	KENT
	TONBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 210 sqm <i>Survey date: WEDNESDAY 09/12/09</i>		
9	NF-04-D-01 MERIDIAN WAY	NURSERY, NORWICH	NORFOLK
	NORWICH Edge of Town Commercial Zone Total Gross floor area: 700 sqm <i>Survey date: FRIDAY 25/05/07</i>		
10	NR-04-D-01 OWL CLOSE MOULTON PARK NORTHAMPTON	NURSERY, NORTHAMPTON	NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 350 sqm <i>Survey date: TUESDAY 12/06/07</i>		
11	SF-04-D-01 IXWORTH ROAD THURSTON	NURSERY, NR BURY ST EDMUNDS	SUFFOLK
	NEAR BURY ST EDMUNDS Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 600 sqm <i>Survey date: TUESDAY 09/05/06</i>		
12	TW-04-D-01 STATION ROAD HEBBURN NEWCASTLE	NURSERY, NEWCASTLE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 420 sqm <i>Survey date: MONDAY 23/06/03</i>		
13	WM-04-D-01 SCHOOL ROAD YARDLEY WOOD BIRMINGHAM	NURSERY, BIRMINGHAM	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 850 sqm <i>Survey date: WEDNESDAY 19/09/07</i>		

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY  
 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	10	491	2.079	10	491	1.182	10	491	3.261
08:00 - 09:00	13	497	5.760	13	497	4.676	13	497	10.436
09:00 - 10:00	13	497	2.478	13	497	2.973	13	497	5.451
10:00 - 11:00	13	497	0.960	13	497	1.007	13	497	1.967
11:00 - 12:00	13	497	1.208	13	497	1.161	13	497	2.369
12:00 - 13:00	13	497	1.905	13	497	1.719	13	497	3.624
13:00 - 14:00	13	497	1.130	13	497	1.192	13	497	2.322
14:00 - 15:00	13	497	1.719	13	497	1.332	13	497	3.051
15:00 - 16:00	13	497	1.022	13	497	1.874	13	497	2.896
16:00 - 17:00	11	481	2.402	11	481	1.967	11	481	4.369
17:00 - 18:00	11	481	3.877	11	481	4.349	11	481	8.226
18:00 - 19:00	11	481	0.643	11	481	1.910	11	481	2.553
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			25.183			25.342			50.525

Parameter summary

Trip rate parameter range selected: 176 - 850 (units: sqm)  
 Survey date range: 01/01/03 - 09/12/09  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : F - NURSING HOMES  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days
	HI	HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter: Number of residents  
 Actual Range: 33 to 68 (units: )  
 Range Selected by User: 19 to 80 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 16/10/11

Selected survey days:

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	4



LIST OF SITES relevant to selection parameters (Cont.)

8	NY-05-F-03 LEEDS ROAD  TADCASTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 33 <i>Survey date: TUESDAY 19/04/05</i>	NURSING HOME, TADCASTER           Survey Type: <i>MANUAL</i>	NORTH YORKSHIRE
9	TV-05-F-01 HUNDENS LANE  DARLINGTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents: 59 <i>Survey date: MONDAY 25/04/05</i>	NURSING HOME, DARLINGTON           Survey Type: <i>MANUAL</i>	TEES VALLEY
10	TW-05-F-01 CROWHALL LANE  FELLING Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of residents: 68 <i>Survey date: WEDNESDAY 04/05/05</i>	NURSING HOME, FELLING           Survey Type: <i>MANUAL</i>	TYNE & WEAR
11	WY-05-F-01 CLIFF ROAD HYDE PARK LEEDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 <i>Survey date: TUESDAY 15/06/10</i>	NURSING HOME, LEEDS           Survey Type: <i>MANUAL</i>	WEST YORKSHIRE



TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES  
 VEHICLES  
 Calculation factor: 1 RESIDE  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	11	51	0.111	11	51	0.061	11	51	0.172
08:00 - 09:00	11	51	0.064	11	51	0.048	11	51	0.112
09:00 - 10:00	11	51	0.079	11	51	0.041	11	51	0.120
10:00 - 11:00	11	51	0.079	11	51	0.054	11	51	0.133
11:00 - 12:00	11	51	0.086	11	51	0.088	11	51	0.174
12:00 - 13:00	11	51	0.068	11	51	0.073	11	51	0.141
13:00 - 14:00	11	51	0.098	11	51	0.088	11	51	0.186
14:00 - 15:00	11	51	0.097	11	51	0.116	11	51	0.213
15:00 - 16:00	11	51	0.057	11	51	0.097	11	51	0.154
16:00 - 17:00	11	51	0.088	11	51	0.106	11	51	0.194
17:00 - 18:00	11	51	0.047	11	51	0.079	11	51	0.126
18:00 - 19:00	11	51	0.047	11	51	0.050	11	51	0.097
19:00 - 20:00	5	46	0.056	5	46	0.069	5	46	0.125
20:00 - 21:00	4	47	0.011	4	47	0.037	4	47	0.048
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			1.014			1.033			2.047

Parameter summary

Trip rate parameter range selected: 33 - 68 (units: )  
 Survey date range: 01/01/04 - 16/10/11  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 285 to 2384 (units: sqm)  
 Range Selected by User: 112 to 2384 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 17/10/09

Selected survey days:

Friday 8 days

Selected survey types:

Manual count 8 days  
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 5  
 Edge of Town 3

Selected Location Sub Categories:

Residential Zone 2  
 No Sub Category 6

Filtering Stage 3 selection:

Use Class:

A3 2 days  
 A4 6 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

Travel Plan:

No	8 days
----	--------

LIST OF SITES relevant to selection parameters

- |   |   |                    |
|---|---|--------------------|
| 1 | CW-06-C-01 PUB/RESTAURANT, CAMBORNE<br>FORE STREET<br>POOL<br>CAMBORNE<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 285 sqm              | CORNWALL           |
| 2 | EX-06-C-01 HARVESTER, COLCHESTER<br>LONDON ROAD<br>STANWAY<br>COLCHESTER<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 450 sqm                                  | ESSEX              |
| 3 | HC-06-C-02 BEEFEATER, EASTLEIGH<br>BOURNEMOUTH ROAD<br>AMPFIELD<br>EASTLEIGH<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 450 sqm        | HAMPSHIRE          |
| 4 | NO-06-C-01 PUB/RESTAURANT, SCUNTHORPE<br>LUNEBERG WAY<br><br>SCUNTHORPE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 2384 sqm           | NORTH LINCOLNSHIRE |
| 5 | NT-06-C-02 PUB/RESTAURANT, NOTTINGHAM<br>MANSFIELD ROAD<br>DAYBROOK<br>NOTTINGHAM<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 1185 sqm | NOTTINGHAMSHIRE    |
| 6 | SH-06-C-01 TWO FOR ONE, SHREWSBURY<br>WELSHPOOL ROAD<br>BICTON HEATH<br>SHREWSBURY<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 892 sqm                        | SHROPSHIRE         |
| 7 | SH-06-C-02 HUNGRY HORSE, SHREWSBURY<br>WELSHPOOL ROAD<br>SHELTON<br>SHREWSBURY<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 1400 sqm                           | SHROPSHIRE         |
| 8 | TV-06-C-01 PUB/RES., MIDDLESBROUGH<br>MARTON ROAD<br><br>MIDDLESBROUGH<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 1200 sqm             | TEES VALLEY        |

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
 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	8	1031	0.340	8	1031	0.182	8	1031	0.522
11:00 - 12:00	8	1031	1.334	8	1031	0.521	8	1031	1.855
12:00 - 13:00	8	1031	2.765	8	1031	1.298	8	1031	4.063
13:00 - 14:00	8	1031	1.904	8	1031	2.292	8	1031	4.196
14:00 - 15:00	8	1031	1.334	8	1031	2.377	8	1031	3.711
15:00 - 16:00	8	1031	1.370	8	1031	1.395	8	1031	2.765
16:00 - 17:00	8	1031	1.904	8	1031	1.237	8	1031	3.141
17:00 - 18:00	8	1031	2.874	8	1031	2.122	8	1031	4.996
18:00 - 19:00	8	1031	2.389	8	1031	2.377	8	1031	4.766
19:00 - 20:00	8	1031	2.656	8	1031	2.146	8	1031	4.802
20:00 - 21:00	8	1031	1.601	8	1031	1.892	8	1031	3.493
21:00 - 22:00	8	1031	1.055	8	1031	1.892	8	1031	2.947
22:00 - 23:00	8	1031	0.437	8	1031	1.358	8	1031	1.795
23:00 - 24:00	8	1031	0.194	8	1031	1.176	8	1031	1.370
<b>Total Rates:</b>			22.157			22.265			44.422

Parameter summary

Trip rate parameter range selected: 285 - 2384 (units: sqm)  
 Survey date range: 01/01/04 - 17/10/09  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES  
 Category : A - CIVIC AMENITY SITE  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Site area  
 Actual Range: 0.64 to 2.60 (units: hect)  
 Range Selected by User: 0.10 to 2.60 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 19/06/11

Selected survey days:

Tuesday	1 days
Thursday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

No Sub Category	2
-----------------	---

Filtering Stage 3 selection:

Use Class:

Not Known	2 days
-----------	--------

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

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

LIST OF SITES relevant to selection parameters

- |   |                                    |                              |              |
|---|------------------------------------|------------------------------|--------------|
| 1 | WK-12-A-01                         | RECYCLING CENTRE, COVENTRY   | WARWICKSHIRE |
|   | BAR ROAD                           |                              |              |
|   | COVENTRY                           |                              |              |
|   | Suburban Area (PPS6 Out of Centre) |                              |              |
|   | No Sub Category                    |                              |              |
|   | Total Site area:                   | 2.60 hect                    |              |
| 2 | WS-12-A-01                         | RECYCLING CEN.,BILLINGSHURST | WEST SUSSEX  |
|   | NEWBRIDGE ROAD                     |                              |              |
|   | BILLINGSHURST                      |                              |              |
|   | Edge of Town                       |                              |              |
|   | No Sub Category                    |                              |              |
|   | Total Site area:                   | 0.64 hect                    |              |

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 VEHICLES  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	2	1.62	19.444	2	1.62	0.309	2	1.62	19.753
08:00 - 09:00	2	1.62	21.605	2	1.62	18.519	2	1.62	40.124
09:00 - 10:00	2	1.62	27.469	2	1.62	23.457	2	1.62	50.926
10:00 - 11:00	2	1.62	37.346	2	1.62	37.346	2	1.62	74.692
11:00 - 12:00	2	1.62	47.222	2	1.62	47.840	2	1.62	95.062
12:00 - 13:00	2	1.62	44.136	2	1.62	42.593	2	1.62	86.729
13:00 - 14:00	2	1.62	38.272	2	1.62	41.667	2	1.62	79.939
14:00 - 15:00	2	1.62	42.593	2	1.62	43.519	2	1.62	86.112
15:00 - 16:00	2	1.62	37.963	2	1.62	39.815	2	1.62	77.778
16:00 - 17:00	2	1.62	18.827	2	1.62	28.395	2	1.62	47.222
17:00 - 18:00	2	1.62	4.012	2	1.62	15.432	2	1.62	19.444
18:00 - 19:00	1	2.60	0.000	1	2.60	0.000	1	2.60	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>338.889</b>			<b>338.892</b>			<b>677.781</b>

Parameter summary

Trip rate parameter range selected: 0.64 to 2.60 (units: hect)  
 Survey date date range: 01/01/04 - 19/06/11  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : I - TEACHING HOSPITAL  
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
Actual Range: 16450 to 162855 (units: sqm)  
Range Selected by User: 16450 to 162855 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 21/11/07

Selected survey days:

Wednesday	2 days
Friday	2 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

LIST OF SITES relevant to selection parameters

- |   |                                    |                              |                     |
|---|------------------------------------|------------------------------|---------------------|
| 1 | HC-05-I-01                         | TEACHING HOSP., SOUTHAMPTON  | HAMPSHIRE           |
|   | COXFORD ROAD                       |                              |                     |
|   | SOUTHAMPTON                        |                              |                     |
|   | Suburban Area (PPS6 Out of Centre) |                              |                     |
|   | Residential Zone                   |                              |                     |
|   | Total Gross floor area:            | 16450 sqm                    |                     |
|   | Survey date: WEDNESDAY             | 21/11/07                     | Survey Type: MANUAL |
| 2 | LE-05-I-01                         | TEACHING HOSPITAL, LEICESTER | LEICESTERSHIRE      |
|   | GROBY ROAD                         |                              |                     |
|   | LEICESTER                          |                              |                     |
|   | Edge of Town                       |                              |                     |
|   | Residential Zone                   |                              |                     |
|   | Total Gross floor area:            | 62000 sqm                    |                     |
|   | Survey date: FRIDAY                | 25/05/07                     | Survey Type: MANUAL |
| 3 | MS-05-I-01                         | TEACHING HOSPITAL, LIVERPOOL | MERSEYSIDE          |
|   | PRESCOT STREET                     |                              |                     |
|   | LIVERPOOL                          |                              |                     |
|   | Suburban Area (PPS6 Out of Centre) |                              |                     |
|   | Built-Up Zone                      |                              |                     |
|   | Total Gross floor area:            | 162855 sqm                   |                     |
|   | Survey date: WEDNESDAY             | 12/10/05                     | Survey Type: MANUAL |
| 4 | WY-05-I-01                         | TEACHING HOSPITAL, LEEDS     | WEST YORKSHIRE      |
|   | YORK ROAD                          |                              |                     |
|   | HALTON                             |                              |                     |
|   | LEEDS                              |                              |                     |
|   | Suburban Area (PPS6 Out of Centre) |                              |                     |
|   | Residential Zone                   |                              |                     |
|   | Total Gross floor area:            | 152726 sqm                   |                     |
|   | Survey date: FRIDAY                | 06/10/06                     | Survey Type: MANUAL |

TRIP RATE for Land Use 05 - HEALTH/I - TEACHING HOSPITAL  
 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	4	98508	0.340	4	98508	0.117	4	98508	0.457
08:00 - 09:00	4	98508	0.543	4	98508	0.136	4	98508	0.679
09:00 - 10:00	4	98508	0.375	4	98508	0.183	4	98508	0.558
10:00 - 11:00	4	98508	0.267	4	98508	0.213	4	98508	0.480
11:00 - 12:00	4	98508	0.205	4	98508	0.248	4	98508	0.453
12:00 - 13:00	4	98508	0.195	4	98508	0.225	4	98508	0.420
13:00 - 14:00	4	98508	0.261	4	98508	0.227	4	98508	0.488
14:00 - 15:00	4	98508	0.236	4	98508	0.286	4	98508	0.522
15:00 - 16:00	4	98508	0.187	4	98508	0.292	4	98508	0.479
16:00 - 17:00	4	98508	0.127	4	98508	0.391	4	98508	0.518
17:00 - 18:00	4	98508	0.117	4	98508	0.309	4	98508	0.426
18:00 - 19:00	4	98508	0.136	4	98508	0.163	4	98508	0.299
19:00 - 20:00	4	98508	0.099	4	98508	0.145	4	98508	0.244
20:00 - 21:00	4	98508	0.084	4	98508	0.133	4	98508	0.217
21:00 - 22:00	3	80435	0.062	3	80435	0.123	3	80435	0.185
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			3.234			3.191			6.425

Parameter summary

Trip rate parameter range selected: 16450 - 162855 (units: sqm)  
 Survey date range: 01/01/04 - 21/11/07  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
 Category : C - COLLEGE/UNIVERSITY  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

## Filtering Stage 2 selection:

Parameter: Number of students  
 Actual Range: 771 to 16000 (units: )  
 Range Selected by User: 360 to 16000 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 04/11/10

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	7 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
Village	1
Out of Town	1
No Sub Category	8

Filtering Stage 3 selection:

Use Class:

C2	2 days
D1	13 days

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	12 days

Travel Plan:

Yes	6 days
No	9 days

LIST OF SITES relevant to selection parameters

1	BD-04-C-01	SIXTH FORM COLLEGE, LUTON BRADGER'S HILL ROAD	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of students: 1820	
2	BR-04-C-01	UNIVERSITY, BRISTOL COLDHARBOUR LANE FRENCHAY BRISTOL	BRISTOL CITY
		Edge of Town No Sub Category Total Number of students: 16000	
3	CA-04-C-01	COLLEGE, PETERBOROUGH CRAWTHORNE ROAD	CAMBRIDGESHIRE
		PETERBOROUGH Edge of Town Centre No Sub Category Total Number of students: 4750	
4	CH-04-C-01	LAW COLLEGE, CHESTER PEPPER STREET CHRISTLETON CHESTER	CHESHIRE
		Neighbourhood Centre (PPS6 Local Centre) Village Total Number of students: 771	
5	CW-04-C-02	UNIVERSITY, NEAR FALMOUTH A394 TRELIEVER ROAD PENRYN NEAR FALMOUTH	CORNWALL
		Edge of Town Out of Town Total Number of students: 2393	
6	CW-04-C-03	COLLEGE, CAMBORNE A3047 TREVENSON ROAD POOL CAMBORNE	CORNWALL
		Edge of Town No Sub Category Total Number of students: 5161	
7	ES-04-C-03	COLLEGE, BEXHILL PENLAND ROAD	EAST SUSSEX
		BEXHILL-ON-SEA Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of students: 1400	
8	ES-04-C-04	COLLEGE, BEXHILL PENLAND ROAD	EAST SUSSEX
		BEXHILL ON SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 1451	
9	LC-04-C-03	RC COLLEGE, BLACKBURN SHEAR BROW FOUR LANE ENDS BLACKBURN	LANCASHIRE
		Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of students: 1465	

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-04-C-02	COLLEGE, NORWICH	NORFOLK
	IPSWICH ROAD LAKENHAM NORWICH Edge of Town Centre Residential Zone Total Number of students: 10558		
11	NY-04-C-01	COLLEGE, YORK	NORTH YORKSHIRE
	TADCASTER ROAD DRINGHOUSES YORK Edge of Town No Sub Category Total Number of students: 1300		
12	SF-04-C-01	COLLEGE, BURY ST. EDMUNDS	SUFFOLK
	OUT RISBYGATE  BURY ST. EDMUNDS Edge of Town Centre Built-Up Zone Total Number of students: 12000		
13	TW-04-C-01	COLLEGE, NORTH SHIELDS	TYNE & WEAR
	HAWKEY'S LANE CHIRTON NORTH SHIELDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 1495		
14	WO-04-C-01	UNIVERSITY, WORCESTER	WORCESTERSHIRE
	HENWICK GROVE  WORCESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 8000		
15	WY-04-C-01	COLLEGE, HUDDERSFIELD	WEST YORKSHIRE
	NEW HEY ROAD SALENDINE NOOK HUDDERSFIELD Edge of Town No Sub Category Total Number of students: 1750		

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL VEHICLES

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.015	15	4688	0.003	15	4688	0.018
08:00 - 09:00	15	4688	0.080	15	4688	0.021	15	4688	0.101
09:00 - 10:00	15	4688	0.048	15	4688	0.018	15	4688	0.066
10:00 - 11:00	15	4688	0.023	15	4688	0.015	15	4688	0.038
11:00 - 12:00	15	4688	0.019	15	4688	0.017	15	4688	0.036
12:00 - 13:00	15	4688	0.023	15	4688	0.027	15	4688	0.050
13:00 - 14:00	15	4688	0.023	15	4688	0.021	15	4688	0.044
14:00 - 15:00	15	4688	0.016	15	4688	0.023	15	4688	0.039
15:00 - 16:00	15	4688	0.016	15	4688	0.034	15	4688	0.050
16:00 - 17:00	15	4688	0.020	15	4688	0.052	15	4688	0.072
17:00 - 18:00	15	4688	0.019	15	4688	0.038	15	4688	0.057
18:00 - 19:00	14	4654	0.021	14	4654	0.021	14	4654	0.042
19:00 - 20:00	12	3944	0.008	12	3944	0.015	12	3944	0.023
20:00 - 21:00	11	4233	0.005	11	4233	0.015	11	4233	0.020
21:00 - 22:00	11	4233	0.002	11	4233	0.018	11	4233	0.020
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.338			0.338			0.676

## Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL OGVS

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.000	15	4688	0.000	15	4688	0.000
08:00 - 09:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
09:00 - 10:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
10:00 - 11:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
11:00 - 12:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
12:00 - 13:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
13:00 - 14:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
14:00 - 15:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
15:00 - 16:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
16:00 - 17:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
17:00 - 18:00	15	4688	0.000	15	4688	0.000	15	4688	0.000
18:00 - 19:00	14	4654	0.000	14	4654	0.000	14	4654	0.000
19:00 - 20:00	12	3944	0.000	12	3944	0.000	12	3944	0.000
20:00 - 21:00	11	4233	0.000	11	4233	0.000	11	4233	0.000
21:00 - 22:00	11	4233	0.000	11	4233	0.000	11	4233	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

## Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY  
 MULTI-MODAL PSVS  
 Calculation factor: 1 STUDEN  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.000	15	4688	0.000	15	4688	0.000
08:00 - 09:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
09:00 - 10:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
10:00 - 11:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
11:00 - 12:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
12:00 - 13:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
13:00 - 14:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
14:00 - 15:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
15:00 - 16:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
16:00 - 17:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
17:00 - 18:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
18:00 - 19:00	14	4654	0.001	14	4654	0.001	14	4654	0.002
19:00 - 20:00	12	3944	0.000	12	3944	0.000	12	3944	0.000
20:00 - 21:00	11	4233	0.000	11	4233	0.000	11	4233	0.000
21:00 - 22:00	11	4233	0.000	11	4233	0.000	11	4233	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.011			0.011			0.022

#### Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL CYCLISTS

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.002	15	4688	0.000	15	4688	0.002
08:00 - 09:00	15	4688	0.007	15	4688	0.001	15	4688	0.008
09:00 - 10:00	15	4688	0.005	15	4688	0.000	15	4688	0.005
10:00 - 11:00	15	4688	0.002	15	4688	0.001	15	4688	0.003
11:00 - 12:00	15	4688	0.002	15	4688	0.001	15	4688	0.003
12:00 - 13:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
13:00 - 14:00	15	4688	0.001	15	4688	0.001	15	4688	0.002
14:00 - 15:00	15	4688	0.001	15	4688	0.002	15	4688	0.003
15:00 - 16:00	15	4688	0.001	15	4688	0.003	15	4688	0.004
16:00 - 17:00	15	4688	0.001	15	4688	0.006	15	4688	0.007
17:00 - 18:00	15	4688	0.001	15	4688	0.004	15	4688	0.005
18:00 - 19:00	14	4654	0.001	14	4654	0.002	14	4654	0.003
19:00 - 20:00	12	3944	0.000	12	3944	0.001	12	3944	0.001
20:00 - 21:00	11	4233	0.000	11	4233	0.001	11	4233	0.001
21:00 - 22:00	11	4233	0.000	11	4233	0.000	11	4233	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.025			0.024			0.049

## Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 STUDEN  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.017	15	4688	0.002	15	4688	0.019
08:00 - 09:00	15	4688	0.098	15	4688	0.013	15	4688	0.111
09:00 - 10:00	15	4688	0.062	15	4688	0.015	15	4688	0.077
10:00 - 11:00	15	4688	0.028	15	4688	0.013	15	4688	0.041
11:00 - 12:00	15	4688	0.023	15	4688	0.020	15	4688	0.043
12:00 - 13:00	15	4688	0.029	15	4688	0.035	15	4688	0.064
13:00 - 14:00	15	4688	0.029	15	4688	0.027	15	4688	0.056
14:00 - 15:00	15	4688	0.019	15	4688	0.030	15	4688	0.049
15:00 - 16:00	15	4688	0.017	15	4688	0.044	15	4688	0.061
16:00 - 17:00	15	4688	0.019	15	4688	0.071	15	4688	0.090
17:00 - 18:00	15	4688	0.025	15	4688	0.048	15	4688	0.073
18:00 - 19:00	14	4654	0.029	14	4654	0.028	14	4654	0.057
19:00 - 20:00	12	3944	0.011	12	3944	0.022	12	3944	0.033
20:00 - 21:00	11	4233	0.005	11	4233	0.021	11	4233	0.026
21:00 - 22:00	11	4233	0.002	11	4233	0.028	11	4233	0.030
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.413			0.417			0.830

#### Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 STUDEN  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.002	15	4688	0.000	15	4688	0.002
08:00 - 09:00	15	4688	0.039	15	4688	0.003	15	4688	0.042
09:00 - 10:00	15	4688	0.026	15	4688	0.006	15	4688	0.032
10:00 - 11:00	15	4688	0.023	15	4688	0.018	15	4688	0.041
11:00 - 12:00	15	4688	0.022	15	4688	0.025	15	4688	0.047
12:00 - 13:00	15	4688	0.040	15	4688	0.053	15	4688	0.093
13:00 - 14:00	15	4688	0.042	15	4688	0.029	15	4688	0.071
14:00 - 15:00	15	4688	0.020	15	4688	0.025	15	4688	0.045
15:00 - 16:00	15	4688	0.009	15	4688	0.025	15	4688	0.034
16:00 - 17:00	15	4688	0.005	15	4688	0.033	15	4688	0.038
17:00 - 18:00	15	4688	0.006	15	4688	0.013	15	4688	0.019
18:00 - 19:00	14	4654	0.006	14	4654	0.009	14	4654	0.015
19:00 - 20:00	12	3944	0.003	12	3944	0.005	12	3944	0.008
20:00 - 21:00	11	4233	0.002	11	4233	0.005	11	4233	0.007
21:00 - 22:00	11	4233	0.001	11	4233	0.003	11	4233	0.004
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.246			0.252			0.498

#### Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 STUDEN  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.002	15	4688	0.000	15	4688	0.002
08:00 - 09:00	15	4688	0.069	15	4688	0.003	15	4688	0.072
09:00 - 10:00	15	4688	0.034	15	4688	0.004	15	4688	0.038
10:00 - 11:00	15	4688	0.015	15	4688	0.004	15	4688	0.019
11:00 - 12:00	15	4688	0.012	15	4688	0.008	15	4688	0.020
12:00 - 13:00	15	4688	0.008	15	4688	0.010	15	4688	0.018
13:00 - 14:00	15	4688	0.009	15	4688	0.010	15	4688	0.019
14:00 - 15:00	15	4688	0.008	15	4688	0.023	15	4688	0.031
15:00 - 16:00	15	4688	0.003	15	4688	0.033	15	4688	0.036
16:00 - 17:00	15	4688	0.004	15	4688	0.051	15	4688	0.055
17:00 - 18:00	15	4688	0.003	15	4688	0.016	15	4688	0.019
18:00 - 19:00	14	4654	0.001	14	4654	0.006	14	4654	0.007
19:00 - 20:00	12	3944	0.000	12	3944	0.001	12	3944	0.001
20:00 - 21:00	11	4233	0.000	11	4233	0.001	11	4233	0.001
21:00 - 22:00	11	4233	0.000	11	4233	0.000	11	4233	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.168			0.170			0.338

#### Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 STUDEN  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	15	4688	0.023	15	4688	0.003	15	4688	0.026
08:00 - 09:00	15	4688	0.213	15	4688	0.020	15	4688	0.233
09:00 - 10:00	15	4688	0.125	15	4688	0.025	15	4688	0.150
10:00 - 11:00	15	4688	0.068	15	4688	0.035	15	4688	0.103
11:00 - 12:00	15	4688	0.058	15	4688	0.054	15	4688	0.112
12:00 - 13:00	15	4688	0.079	15	4688	0.099	15	4688	0.178
13:00 - 14:00	15	4688	0.082	15	4688	0.067	15	4688	0.149
14:00 - 15:00	15	4688	0.048	15	4688	0.080	15	4688	0.128
15:00 - 16:00	15	4688	0.030	15	4688	0.105	15	4688	0.135
16:00 - 17:00	15	4688	0.029	15	4688	0.160	15	4688	0.189
17:00 - 18:00	15	4688	0.034	15	4688	0.082	15	4688	0.116
18:00 - 19:00	14	4654	0.038	14	4654	0.045	14	4654	0.083
19:00 - 20:00	12	3944	0.015	12	3944	0.028	12	3944	0.043
20:00 - 21:00	11	4233	0.007	11	4233	0.028	11	4233	0.035
21:00 - 22:00	11	4233	0.004	11	4233	0.031	11	4233	0.035
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.853			0.862			1.715

#### Parameter summary

Trip rate parameter range selected: 771 - 16000 (units: )  
 Survey date range: 01/01/04 - 04/11/10  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	KC KENT	5 days
	SC SURREY	5 days
03	SOUTH WEST	
	CW CORNWALL	3 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	6 days



## Filtering Stage 2 selection:

Parameter: Gross floor area  
Actual Range: 645 to 70291 (units: sqm)  
Range Selected by User: 645 to 70291 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 19/10/11

Selected survey days:

Monday	5 days
Tuesday	12 days
Wednesday	5 days
Thursday	15 days
Friday	3 days

Selected survey types:

Manual count	40 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	6
Edge of Town Centre	13
Suburban Area (PPS6 Out of Centre)	12
Edge of Town	9

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	10
Residential Zone	9
Retail Zone	1
Built-Up Zone	13
No Sub Category	5

LIST OF SITES relevant to selection parameters

1	CA-02-A-02 SUGAR HQ, PETERBOROUGH OUNDLER ROAD	CAMBRIDGESHIRE
	PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 12500 sqm	
2	CA-02-A-03 OFFICE, PETERBOROUGH NEW ROAD	CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Centre Built-Up Zone Total Gross floor area: 5750 sqm	
3	CW-02-A-01 COUNCIL OFFICES, CAMBORNE DOLCOATH AVENUE	CORNWALL
	CAMBORNE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5400 sqm	
4	CW-02-A-02 INLAND REVENUE, ST AUSTELL TRINITY STREET	CORNWALL
	ST AUSTELL Edge of Town Centre Built-Up Zone Total Gross floor area: 4850 sqm	
5	CW-02-A-03 COUNCIL OFFICES, TRURO A390 TREYEW ROAD	CORNWALL
	TRURO Edge of Town No Sub Category Total Gross floor area: 30000 sqm	
6	DC-02-A-08 OFFICE, DORCHESTER STATION APPROACH	DORSET
	DORCHESTER Edge of Town Centre No Sub Category Total Gross floor area: 1550 sqm	
7	DH-02-A-01 RPMI OFFICES, DARLINGTON BRINKBURN ROAD	DURHAM
	DARLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3372 sqm	
8	ES-02-A-07 DISTRICT COUNCIL, HAILSHAM VICARAGE LANE	EAST SUSSEX
	HAILSHAM Edge of Town Centre Built-Up Zone Total Gross floor area: 2855 sqm	
9	GM-02-A-07 LAW OFFICES, MANCHESTER MOSELEY STREET	GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone Total Gross floor area: 4200 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	HC-02-A-08	DIY CO. HQ, CHANDLER'S FORD	HAMPSHIRE
	TEMPLAR'S WAY HAMPSHIRE CORP. PARK CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 15975 sqm		
11	HC-02-A-10	DIY CO. HQ, CHANDLER'S FORD	HAMPSHIRE
	TEMPLAR'S WAY HAMPSHIRE CORP. PARK CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 15975 sqm		
12	KC-02-A-01	COUNTY HALL, MAIDSTONE	KENT
	SANDLING ROAD  MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 32793 sqm		
13	KC-02-A-03	COUNCIL OFFICES, MAIDSTONE	KENT
	SANDLING ROAD  MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 2900 sqm		
14	KC-02-A-04	COUNCIL OFFICES, MAIDSTONE	KENT
	SANDLING ROAD  MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 1500 sqm		
15	KC-02-A-05	COUNTY HALL, MAIDSTONE	KENT
	SANDLING ROAD  MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 32793 sqm		
16	KC-02-A-06	LAND REGISTRY, TBRIDGE WELLS	KENT
	FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS Edge of Town Residential Zone Total Gross floor area: 5677 sqm		
17	LC-02-A-06	TOWN HALL, BLACKBURN	LANCASHIRE
	KING WILLIAM STREET  BLACKBURN Town Centre Built-Up Zone Total Gross floor area: 11225 sqm		
18	LC-02-A-07	COUNCIL OFFICES, BLACKPOOL	LANCASHIRE
	SOUTH PROMENADE SAINT ANNES BLACKPOOL Edge of Town No Sub Category Total Gross floor area: 6678 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

19	LC-02-A-08 UNION STREET	COUNCIL OFFICES, CHORLEY	LANCASHIRE
	CHORLEY Edge of Town Centre Retail Zone Total Gross floor area: 2000 sqm		
20	LE-02-A-03 NOTTINGHAM ROAD	COUNCIL OFFICES, M. MOWBRAY	LEICESTERSHIRE
	MELTON MOWBRAY Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 3251 sqm		
21	MS-02-A-01 CASTLE STREET	OFFICES, LIVERPOOL	MERSEYSIDE
	LIVERPOOL Town Centre Commercial Zone Total Gross floor area: 9000 sqm		
22	NF-02-A-01 CHAPEL STREET	COUNCIL OFFICE, KING'S LYNN	NORFOLK
	KING'S LYNN Edge of Town Centre Built-Up Zone Total Gross floor area: 5500 sqm		
23	SC-02-A-12 ST GEORGE'S AVENUE THE HEATH WEYBRIDGE	PHARMACEUTICALS, WEYBRIDGE	SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 10293 sqm		
24	SC-02-A-13 ST GEORGE'S AVENUE THE HEATH WEYBRIDGE	PHARMACEUTICALS, WEYBRIDGE	SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 10293 sqm		
25	SC-02-A-14 SPRINGFIELD DRIVE	UNILEVER, LEATHERHEAD	SURREY
	LEATHERHEAD Edge of Town Commercial Zone Total Gross floor area: 19974 sqm		
26	SC-02-A-15 BOXGROVE ROAD	ACCOUNTANTS, GUILDFORD	SURREY
	GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1896 sqm		
27	SC-02-A-16 STANHOPE ROAD	BANK OF AMERICA, CAMBERLEY	SURREY
	CAMBERLEY Edge of Town Commercial Zone Total Gross floor area: 39230 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

28	SF-02-A-01	COUNCIL OFFICES, BURY ST. ED. BEETONS WAY	SUFFOLK
		BURY ST. EDMUNDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 8000 sqm	
29	TV-02-A-03	OFFICE, MIDDLESBROUGH PINE STREET	TEES VALLEY
		MIDDLESBROUGH Town Centre Commercial Zone Total Gross floor area: 3482 sqm	
30	TW-02-A-01	RADIO STUDIOS, GATESHEAD CHURCH STREET	TYNE & WEAR
		GATESHEAD Edge of Town Centre Built-Up Zone Total Gross floor area: 645 sqm	
31	TW-02-A-02	UNION OFFICES, NEWCASTLE JOHN DOBSON STREET	TYNE & WEAR
		NEWCASTLE-UPON-TYNE Town Centre Built-Up Zone Total Gross floor area: 1675 sqm	
32	TW-02-A-03	DEVELOP. AGENCY, NEWCASTLE KINGFISHER BOULEVARD LEMINGTON NEWCASTLE UPON TYNE	TYNE & WEAR
		Edge of Town Commercial Zone Total Gross floor area: 6480 sqm	
33	TW-02-A-04	HOUSING CO., GATESHEAD EARLSWAY TEAM VALLEY TRAD. EST. GATESHEAD	TYNE & WEAR
		Edge of Town Industrial Zone Total Gross floor area: 2500 sqm	
34	TW-02-A-05	TELEVISION CO., GATESHEAD DELTA BANK ROAD METRO RIVERSIDE PARK GATESHEAD	TYNE & WEAR
		Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 1500 sqm	
35	TW-02-A-06	GOVT OFFICES, NEWCASTLE BENTON PARK ROAD LONGBENTON NEWCASTLE UPON TYNE	TYNE & WEAR
		Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 70291 sqm	
36	WM-02-A-01	COUNCIL OFFICES, STOURBRIDGE A451 NORTON ROAD MARY STEVENS PARK STOURBRIDGE	WEST MIDLANDS
		Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2725 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

37	WM-02-A-02	BRITISH TELECOM, BIRMINGHAM	WEST MIDLANDS
	BRINDLEY PLACE		
	BIRMINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	12200 sqm	
38	WM-02-A-03	BANK ADMIN, BIRMINGHAM	WEST MIDLANDS
	BRUNSWICK STREET		
	BRINDLEY PLACE		
	BIRMINGHAM		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	8200 sqm	
39	WY-02-A-01	CALL CENTRE, BRADFORD	WEST YORKSHIRE
	FILEY STREET		
	BRADFORD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2400 sqm	
40	WY-02-A-03	OFFICE, LEEDS	WEST YORKSHIRE
	VICTORIA ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2696 sqm	

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.020	1	19974	0.005	1	19974	0.025
06:00 - 06:30	1	19974	0.070	1	19974	0.005	1	19974	0.075
06:30 - 07:00	2	45133	0.676	2	45133	0.188	2	45133	0.864
07:00 - 07:30	40	10329	0.249	40	10329	0.054	40	10329	0.303
07:30 - 08:00	40	10329	0.446	40	10329	0.088	40	10329	0.534
08:00 - 08:30	40	10329	0.680	40	10329	0.121	40	10329	0.801
08:30 - 09:00	40	10329	0.717	40	10329	0.111	40	10329	0.828
09:00 - 09:30	40	10329	0.517	40	10329	0.129	40	10329	0.646
09:30 - 10:00	40	10329	0.309	40	10329	0.114	40	10329	0.423
10:00 - 10:30	40	10329	0.192	40	10329	0.109	40	10329	0.301
10:30 - 11:00	40	10329	0.168	40	10329	0.105	40	10329	0.273
11:00 - 11:30	40	10329	0.147	40	10329	0.127	40	10329	0.274
11:30 - 12:00	40	10329	0.142	40	10329	0.121	40	10329	0.263
12:00 - 12:30	40	10329	0.132	40	10329	0.197	40	10329	0.329
12:30 - 13:00	40	10329	0.168	40	10329	0.184	40	10329	0.352
13:00 - 13:30	40	10329	0.165	40	10329	0.160	40	10329	0.325
13:30 - 14:00	40	10329	0.189	40	10329	0.143	40	10329	0.332
14:00 - 14:30	40	10329	0.167	40	10329	0.142	40	10329	0.309
14:30 - 15:00	40	10329	0.138	40	10329	0.184	40	10329	0.322
15:00 - 15:30	40	10329	0.134	40	10329	0.234	40	10329	0.368
15:30 - 16:00	40	10329	0.138	40	10329	0.282	40	10329	0.420
16:00 - 16:30	40	10329	0.126	40	10329	0.487	40	10329	0.613
16:30 - 17:00	40	10329	0.111	40	10329	0.521	40	10329	0.632
17:00 - 17:30	40	10329	0.111	40	10329	0.742	40	10329	0.853
17:30 - 18:00	40	10329	0.074	40	10329	0.434	40	10329	0.508
18:00 - 18:30	40	10329	0.051	40	10329	0.265	40	10329	0.316
18:30 - 19:00	40	10329	0.034	40	10329	0.140	40	10329	0.174
19:00 - 19:30	1	70291	0.095	1	70291	0.128	1	70291	0.223
19:30 - 20:00	1	70291	0.080	1	70291	0.090	1	70291	0.170
20:00 - 20:30	1	70291	0.088	1	70291	0.115	1	70291	0.203
20:30 - 21:00	1	70291	0.097	1	70291	0.083	1	70291	0.180
21:00 - 21:30	1	70291	0.085	1	70291	0.184	1	70291	0.269
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>6.516</b>			<b>5.997</b>			<b>12.513</b>

## Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:30 - 07:00	2	45133	0.006	2	45133	0.003	2	45133	0.009
07:00 - 07:30	40	10329	0.002	40	10329	0.002	40	10329	0.004
07:30 - 08:00	40	10329	0.002	40	10329	0.002	40	10329	0.004
08:00 - 08:30	40	10329	0.004	40	10329	0.003	40	10329	0.007
08:30 - 09:00	40	10329	0.002	40	10329	0.002	40	10329	0.004
09:00 - 09:30	40	10329	0.002	40	10329	0.002	40	10329	0.004
09:30 - 10:00	40	10329	0.005	40	10329	0.005	40	10329	0.010
10:00 - 10:30	40	10329	0.003	40	10329	0.003	40	10329	0.006
10:30 - 11:00	40	10329	0.001	40	10329	0.002	40	10329	0.003
11:00 - 11:30	40	10329	0.003	40	10329	0.003	40	10329	0.006
11:30 - 12:00	40	10329	0.002	40	10329	0.003	40	10329	0.005
12:00 - 12:30	40	10329	0.002	40	10329	0.001	40	10329	0.003
12:30 - 13:00	40	10329	0.002	40	10329	0.002	40	10329	0.004
13:00 - 13:30	40	10329	0.001	40	10329	0.002	40	10329	0.003
13:30 - 14:00	40	10329	0.002	40	10329	0.002	40	10329	0.004
14:00 - 14:30	40	10329	0.002	40	10329	0.001	40	10329	0.003
14:30 - 15:00	40	10329	0.000	40	10329	0.002	40	10329	0.002
15:00 - 15:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
15:30 - 16:00	40	10329	0.000	40	10329	0.001	40	10329	0.001
16:00 - 16:30	40	10329	0.000	40	10329	0.000	40	10329	0.000
16:30 - 17:00	40	10329	0.001	40	10329	0.000	40	10329	0.001
17:00 - 17:30	40	10329	0.000	40	10329	0.000	40	10329	0.000
17:30 - 18:00	40	10329	0.000	40	10329	0.000	40	10329	0.000
18:00 - 18:30	40	10329	0.000	40	10329	0.000	40	10329	0.000
18:30 - 19:00	40	10329	0.000	40	10329	0.000	40	10329	0.000
19:00 - 19:30	1	70291	0.001	1	70291	0.000	1	70291	0.001
19:30 - 20:00	1	70291	0.000	1	70291	0.001	1	70291	0.001
20:00 - 20:30	1	70291	0.000	1	70291	0.001	1	70291	0.001
20:30 - 21:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:00 - 21:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.044			0.044			0.088

#### Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	2	45133	0.001	2	45133	0.002	2	45133	0.003
07:00 - 07:30	40	10329	0.001	40	10329	0.000	40	10329	0.001
07:30 - 08:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
08:00 - 08:30	40	10329	0.001	40	10329	0.002	40	10329	0.003
08:30 - 09:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
09:00 - 09:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
09:30 - 10:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
10:00 - 10:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
10:30 - 11:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
11:00 - 11:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
11:30 - 12:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
12:00 - 12:30	40	10329	0.001	40	10329	0.002	40	10329	0.003
12:30 - 13:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
13:00 - 13:30	40	10329	0.002	40	10329	0.001	40	10329	0.003
13:30 - 14:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
14:00 - 14:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
14:30 - 15:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
15:00 - 15:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
15:30 - 16:00	40	10329	0.002	40	10329	0.002	40	10329	0.004
16:00 - 16:30	40	10329	0.001	40	10329	0.002	40	10329	0.003
16:30 - 17:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
17:00 - 17:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
17:30 - 18:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
18:00 - 18:30	40	10329	0.000	40	10329	0.001	40	10329	0.001
18:30 - 19:00	40	10329	0.001	40	10329	0.001	40	10329	0.002
19:00 - 19:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
19:30 - 20:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
20:00 - 20:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
20:30 - 21:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:00 - 21:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.031			0.029			0.060

#### Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	2	45133	0.006	2	45133	0.006	2	45133	0.012
07:00 - 07:30	40	10329	0.003	40	10329	0.001	40	10329	0.004
07:30 - 08:00	40	10329	0.010	40	10329	0.001	40	10329	0.011
08:00 - 08:30	40	10329	0.018	40	10329	0.001	40	10329	0.019
08:30 - 09:00	40	10329	0.014	40	10329	0.001	40	10329	0.015
09:00 - 09:30	40	10329	0.005	40	10329	0.000	40	10329	0.005
09:30 - 10:00	40	10329	0.003	40	10329	0.002	40	10329	0.005
10:00 - 10:30	40	10329	0.002	40	10329	0.001	40	10329	0.003
10:30 - 11:00	40	10329	0.004	40	10329	0.002	40	10329	0.006
11:00 - 11:30	40	10329	0.003	40	10329	0.002	40	10329	0.005
11:30 - 12:00	40	10329	0.002	40	10329	0.001	40	10329	0.003
12:00 - 12:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
12:30 - 13:00	40	10329	0.001	40	10329	0.002	40	10329	0.003
13:00 - 13:30	40	10329	0.002	40	10329	0.002	40	10329	0.004
13:30 - 14:00	40	10329	0.002	40	10329	0.001	40	10329	0.003
14:00 - 14:30	40	10329	0.001	40	10329	0.001	40	10329	0.002
14:30 - 15:00	40	10329	0.002	40	10329	0.001	40	10329	0.003
15:00 - 15:30	40	10329	0.002	40	10329	0.002	40	10329	0.004
15:30 - 16:00	40	10329	0.002	40	10329	0.003	40	10329	0.005
16:00 - 16:30	40	10329	0.003	40	10329	0.008	40	10329	0.011
16:30 - 17:00	40	10329	0.001	40	10329	0.010	40	10329	0.011
17:00 - 17:30	40	10329	0.001	40	10329	0.015	40	10329	0.016
17:30 - 18:00	40	10329	0.001	40	10329	0.012	40	10329	0.013
18:00 - 18:30	40	10329	0.000	40	10329	0.005	40	10329	0.005
18:30 - 19:00	40	10329	0.000	40	10329	0.002	40	10329	0.002
19:00 - 19:30	1	70291	0.000	1	70291	0.003	1	70291	0.003
19:30 - 20:00	1	70291	0.003	1	70291	0.001	1	70291	0.004
20:00 - 20:30	1	70291	0.000	1	70291	0.004	1	70291	0.004
20:30 - 21:00	1	70291	0.000	1	70291	0.004	1	70291	0.004
21:00 - 21:30	1	70291	0.000	1	70291	0.003	1	70291	0.003
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.097			0.098			0.195

## Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.035	1	19974	0.010	1	19974	0.045
06:00 - 06:30	1	19974	0.070	1	19974	0.005	1	19974	0.075
06:30 - 07:00	2	45133	0.781	2	45133	0.214	2	45133	0.995
07:00 - 07:30	40	10329	0.277	40	10329	0.054	40	10329	0.331
07:30 - 08:00	40	10329	0.495	40	10329	0.080	40	10329	0.575
08:00 - 08:30	40	10329	0.740	40	10329	0.108	40	10329	0.848
08:30 - 09:00	40	10329	0.781	40	10329	0.092	40	10329	0.873
09:00 - 09:30	40	10329	0.567	40	10329	0.125	40	10329	0.692
09:30 - 10:00	40	10329	0.338	40	10329	0.123	40	10329	0.461
10:00 - 10:30	40	10329	0.228	40	10329	0.121	40	10329	0.349
10:30 - 11:00	40	10329	0.196	40	10329	0.119	40	10329	0.315
11:00 - 11:30	40	10329	0.171	40	10329	0.146	40	10329	0.317
11:30 - 12:00	40	10329	0.167	40	10329	0.150	40	10329	0.317
12:00 - 12:30	40	10329	0.150	40	10329	0.235	40	10329	0.385
12:30 - 13:00	40	10329	0.198	40	10329	0.213	40	10329	0.411
13:00 - 13:30	40	10329	0.196	40	10329	0.181	40	10329	0.377
13:30 - 14:00	40	10329	0.225	40	10329	0.161	40	10329	0.386
14:00 - 14:30	40	10329	0.198	40	10329	0.164	40	10329	0.362
14:30 - 15:00	40	10329	0.159	40	10329	0.211	40	10329	0.370
15:00 - 15:30	40	10329	0.155	40	10329	0.266	40	10329	0.421
15:30 - 16:00	40	10329	0.151	40	10329	0.313	40	10329	0.464
16:00 - 16:30	40	10329	0.136	40	10329	0.545	40	10329	0.681
16:30 - 17:00	40	10329	0.105	40	10329	0.572	40	10329	0.677
17:00 - 17:30	40	10329	0.092	40	10329	0.818	40	10329	0.910
17:30 - 18:00	40	10329	0.068	40	10329	0.473	40	10329	0.541
18:00 - 18:30	40	10329	0.047	40	10329	0.289	40	10329	0.336
18:30 - 19:00	40	10329	0.035	40	10329	0.152	40	10329	0.187
19:00 - 19:30	1	70291	0.101	1	70291	0.132	1	70291	0.233
19:30 - 20:00	1	70291	0.083	1	70291	0.094	1	70291	0.177
20:00 - 20:30	1	70291	0.088	1	70291	0.127	1	70291	0.215
20:30 - 21:00	1	70291	0.097	1	70291	0.092	1	70291	0.189
21:00 - 21:30	1	70291	0.085	1	70291	0.219	1	70291	0.304
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			7.215			6.609			13.824

#### Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:30 - 07:00	2	45133	0.072	2	45133	0.001	2	45133	0.073
07:00 - 07:30	40	10329	0.036	40	10329	0.004	40	10329	0.040
07:30 - 08:00	40	10329	0.061	40	10329	0.005	40	10329	0.066
08:00 - 08:30	40	10329	0.098	40	10329	0.013	40	10329	0.111
08:30 - 09:00	40	10329	0.121	40	10329	0.027	40	10329	0.148
09:00 - 09:30	40	10329	0.096	40	10329	0.049	40	10329	0.145
09:30 - 10:00	40	10329	0.083	40	10329	0.059	40	10329	0.142
10:00 - 10:30	40	10329	0.067	40	10329	0.059	40	10329	0.126
10:30 - 11:00	40	10329	0.057	40	10329	0.073	40	10329	0.130
11:00 - 11:30	40	10329	0.054	40	10329	0.059	40	10329	0.113
11:30 - 12:00	40	10329	0.069	40	10329	0.093	40	10329	0.162
12:00 - 12:30	40	10329	0.164	40	10329	0.350	40	10329	0.514
12:30 - 13:00	40	10329	0.309	40	10329	0.366	40	10329	0.675
13:00 - 13:30	40	10329	0.370	40	10329	0.340	40	10329	0.710
13:30 - 14:00	40	10329	0.337	40	10329	0.190	40	10329	0.527
14:00 - 14:30	40	10329	0.216	40	10329	0.123	40	10329	0.339
14:30 - 15:00	40	10329	0.092	40	10329	0.078	40	10329	0.170
15:00 - 15:30	40	10329	0.062	40	10329	0.083	40	10329	0.145
15:30 - 16:00	40	10329	0.054	40	10329	0.086	40	10329	0.140
16:00 - 16:30	40	10329	0.049	40	10329	0.117	40	10329	0.166
16:30 - 17:00	40	10329	0.031	40	10329	0.102	40	10329	0.133
17:00 - 17:30	40	10329	0.017	40	10329	0.125	40	10329	0.142
17:30 - 18:00	40	10329	0.009	40	10329	0.063	40	10329	0.072
18:00 - 18:30	40	10329	0.005	40	10329	0.030	40	10329	0.035
18:30 - 19:00	40	10329	0.003	40	10329	0.012	40	10329	0.015
19:00 - 19:30	1	70291	0.003	1	70291	0.013	1	70291	0.016
19:30 - 20:00	1	70291	0.001	1	70291	0.016	1	70291	0.017
20:00 - 20:30	1	70291	0.000	1	70291	0.020	1	70291	0.020
20:30 - 21:00	1	70291	0.000	1	70291	0.007	1	70291	0.007
21:00 - 21:30	1	70291	0.000	1	70291	0.058	1	70291	0.058
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			2.536			2.621			5.157

#### Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	2	45133	0.245	2	45133	0.004	2	45133	0.249
07:00 - 07:30	40	10329	0.110	40	10329	0.004	40	10329	0.114
07:30 - 08:00	40	10329	0.178	40	10329	0.005	40	10329	0.183
08:00 - 08:30	40	10329	0.221	40	10329	0.003	40	10329	0.224
08:30 - 09:00	40	10329	0.265	40	10329	0.005	40	10329	0.270
09:00 - 09:30	40	10329	0.174	40	10329	0.007	40	10329	0.181
09:30 - 10:00	40	10329	0.082	40	10329	0.009	40	10329	0.091
10:00 - 10:30	40	10329	0.045	40	10329	0.007	40	10329	0.052
10:30 - 11:00	40	10329	0.025	40	10329	0.009	40	10329	0.034
11:00 - 11:30	40	10329	0.024	40	10329	0.013	40	10329	0.037
11:30 - 12:00	40	10329	0.029	40	10329	0.019	40	10329	0.048
12:00 - 12:30	40	10329	0.021	40	10329	0.049	40	10329	0.070
12:30 - 13:00	40	10329	0.035	40	10329	0.034	40	10329	0.069
13:00 - 13:30	40	10329	0.030	40	10329	0.044	40	10329	0.074
13:30 - 14:00	40	10329	0.024	40	10329	0.027	40	10329	0.051
14:00 - 14:30	40	10329	0.017	40	10329	0.044	40	10329	0.061
14:30 - 15:00	40	10329	0.012	40	10329	0.042	40	10329	0.054
15:00 - 15:30	40	10329	0.015	40	10329	0.069	40	10329	0.084
15:30 - 16:00	40	10329	0.014	40	10329	0.093	40	10329	0.107
16:00 - 16:30	40	10329	0.027	40	10329	0.196	40	10329	0.223
16:30 - 17:00	40	10329	0.006	40	10329	0.187	40	10329	0.193
17:00 - 17:30	40	10329	0.002	40	10329	0.255	40	10329	0.257
17:30 - 18:00	40	10329	0.003	40	10329	0.129	40	10329	0.132
18:00 - 18:30	40	10329	0.001	40	10329	0.061	40	10329	0.062
18:30 - 19:00	40	10329	0.001	40	10329	0.024	40	10329	0.025
19:00 - 19:30	1	70291	0.006	1	70291	0.034	1	70291	0.040
19:30 - 20:00	1	70291	0.001	1	70291	0.038	1	70291	0.039
20:00 - 20:30	1	70291	0.001	1	70291	0.055	1	70291	0.056
20:30 - 21:00	1	70291	0.000	1	70291	0.018	1	70291	0.018
21:00 - 21:30	1	70291	0.000	1	70291	0.154	1	70291	0.154
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			1.619			1.638			3.257

## Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.035	1	19974	0.010	1	19974	0.045
06:00 - 06:30	1	19974	0.080	1	19974	0.005	1	19974	0.085
06:30 - 07:00	2	45133	1.103	2	45133	0.225	2	45133	1.328
07:00 - 07:30	40	10329	0.426	40	10329	0.063	40	10329	0.489
07:30 - 08:00	40	10329	0.744	40	10329	0.091	40	10329	0.835
08:00 - 08:30	40	10329	1.077	40	10329	0.125	40	10329	1.202
08:30 - 09:00	40	10329	1.181	40	10329	0.125	40	10329	1.306
09:00 - 09:30	40	10329	0.841	40	10329	0.182	40	10329	1.023
09:30 - 10:00	40	10329	0.507	40	10329	0.193	40	10329	0.700
10:00 - 10:30	40	10329	0.342	40	10329	0.188	40	10329	0.530
10:30 - 11:00	40	10329	0.282	40	10329	0.203	40	10329	0.485
11:00 - 11:30	40	10329	0.251	40	10329	0.221	40	10329	0.472
11:30 - 12:00	40	10329	0.268	40	10329	0.264	40	10329	0.532
12:00 - 12:30	40	10329	0.335	40	10329	0.635	40	10329	0.970
12:30 - 13:00	40	10329	0.543	40	10329	0.616	40	10329	1.159
13:00 - 13:30	40	10329	0.599	40	10329	0.567	40	10329	1.166
13:30 - 14:00	40	10329	0.588	40	10329	0.379	40	10329	0.967
14:00 - 14:30	40	10329	0.432	40	10329	0.332	40	10329	0.764
14:30 - 15:00	40	10329	0.266	40	10329	0.332	40	10329	0.598
15:00 - 15:30	40	10329	0.235	40	10329	0.420	40	10329	0.655
15:30 - 16:00	40	10329	0.221	40	10329	0.495	40	10329	0.716
16:00 - 16:30	40	10329	0.215	40	10329	0.866	40	10329	1.081
16:30 - 17:00	40	10329	0.143	40	10329	0.872	40	10329	1.015
17:00 - 17:30	40	10329	0.113	40	10329	1.213	40	10329	1.326
17:30 - 18:00	40	10329	0.080	40	10329	0.677	40	10329	0.757
18:00 - 18:30	40	10329	0.053	40	10329	0.384	40	10329	0.437
18:30 - 19:00	40	10329	0.039	40	10329	0.189	40	10329	0.228
19:00 - 19:30	1	70291	0.110	1	70291	0.182	1	70291	0.292
19:30 - 20:00	1	70291	0.088	1	70291	0.149	1	70291	0.237
20:00 - 20:30	1	70291	0.090	1	70291	0.206	1	70291	0.296
20:30 - 21:00	1	70291	0.097	1	70291	0.122	1	70291	0.219
21:00 - 21:30	1	70291	0.085	1	70291	0.434	1	70291	0.519
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>11.469</b>			<b>10.970</b>			<b>22.439</b>

## Parameter summary

Trip rate parameter range selected:	645 - 70291 (units: sqm)
Survey date date range:	01/01/04 - 19/10/11
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 1450 to 5574 (units: sqm)  
 Range Selected by User: 1450 to 13856 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 11/06/10

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1
Out of Town	1
No Sub Category	2

LIST OF SITES relevant to selection parameters

- |   |   |  |
|---|---|--|
| 1 | CA-07-K-01<br>LIME KILN CLOSE<br>NETHERTON<br>PETERBOROUGH<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 2500 sqm | FITNESS FIRST, PETERBOROUGH<br>CAMBRIDGESHIRE  |
| 2 | DS-07-K-01<br>SIR FRANK WHITTLE RD<br><br>DERBY<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 5574 sqm            | VIRGIN ACTIVE, DERBY<br>DERBYSHIRE             |
| 3 | LN-07-K-01<br>TRITTON ROAD<br><br>LINCOLN<br>Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area: 1450 sqm                    | FITNESS FIRST EXPRESS, LINCOLN<br>LINCOLNSHIRE |
| 4 | MS-07-K-01<br>MONTROSE WAY<br>EDGE LANE<br>LIVERPOOL<br>Suburban Area (PPS6 Out of Centre)<br>Retail Zone<br>Total Gross floor area: 3000 sqm           | TOTAL FITNESS, LIVERPOOL<br>MERSEYSIDE         |
| 5 | WY-07-K-01<br>REDCOTE LANE<br>BURLEY<br>LEEDS<br>Free Standing (PPS6 Out of Town)<br>Out of Town<br>Total Gross floor area: 1570 sqm                    | FITNESS FIRST, LEEDS<br>WEST YORKSHIRE         |



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

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	1.514	4	2130	0.106	4	2130	1.620
07:00 - 08:00	5	2819	0.731	5	2819	0.752	5	2819	1.483
08:00 - 09:00	5	2819	0.582	5	2819	1.015	5	2819	1.597
09:00 - 10:00	5	2819	1.185	5	2819	0.525	5	2819	1.710
10:00 - 11:00	5	2819	1.298	5	2819	0.958	5	2819	2.256
11:00 - 12:00	5	2819	0.993	5	2819	1.078	5	2819	2.071
12:00 - 13:00	5	2819	0.979	5	2819	1.086	5	2819	2.065
13:00 - 14:00	5	2819	0.710	5	2819	0.937	5	2819	1.647
14:00 - 15:00	5	2819	0.837	5	2819	0.880	5	2819	1.717
15:00 - 16:00	5	2819	0.702	5	2819	0.589	5	2819	1.291
16:00 - 17:00	5	2819	1.561	5	2819	1.050	5	2819	2.611
17:00 - 18:00	5	2819	2.121	5	2819	1.355	5	2819	3.476
18:00 - 19:00	5	2819	1.604	5	2819	1.845	5	2819	3.449
19:00 - 20:00	5	2819	1.575	5	2819	1.916	5	2819	3.491
20:00 - 21:00	5	2819	0.802	5	2819	1.554	5	2819	2.356
21:00 - 22:00	5	2819	0.121	5	2819	1.107	5	2819	1.228
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			17.315			16.753			34.068

## Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.012	4	2130	0.000	4	2130	0.012
07:00 - 08:00	5	2819	0.007	5	2819	0.007	5	2819	0.014
08:00 - 09:00	5	2819	0.007	5	2819	0.014	5	2819	0.021
09:00 - 10:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
10:00 - 11:00	5	2819	0.014	5	2819	0.007	5	2819	0.021
11:00 - 12:00	5	2819	0.014	5	2819	0.021	5	2819	0.035
12:00 - 13:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
13:00 - 14:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
14:00 - 15:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
15:00 - 16:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
16:00 - 17:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
17:00 - 18:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
18:00 - 19:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
19:00 - 20:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
20:00 - 21:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
21:00 - 22:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.054			0.049			0.103

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.000	4	2130	0.000	4	2130	0.000
07:00 - 08:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
08:00 - 09:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
09:00 - 10:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
10:00 - 11:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
11:00 - 12:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
12:00 - 13:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
13:00 - 14:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
14:00 - 15:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
15:00 - 16:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
16:00 - 17:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
17:00 - 18:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
18:00 - 19:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
19:00 - 20:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
20:00 - 21:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
21:00 - 22:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

## Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.047	4	2130	0.000	4	2130	0.047
07:00 - 08:00	5	2819	0.035	5	2819	0.007	5	2819	0.042
08:00 - 09:00	5	2819	0.014	5	2819	0.028	5	2819	0.042
09:00 - 10:00	5	2819	0.057	5	2819	0.021	5	2819	0.078
10:00 - 11:00	5	2819	0.028	5	2819	0.028	5	2819	0.056
11:00 - 12:00	5	2819	0.043	5	2819	0.043	5	2819	0.086
12:00 - 13:00	5	2819	0.007	5	2819	0.035	5	2819	0.042
13:00 - 14:00	5	2819	0.028	5	2819	0.043	5	2819	0.071
14:00 - 15:00	5	2819	0.021	5	2819	0.021	5	2819	0.042
15:00 - 16:00	5	2819	0.043	5	2819	0.007	5	2819	0.050
16:00 - 17:00	5	2819	0.057	5	2819	0.021	5	2819	0.078
17:00 - 18:00	5	2819	0.050	5	2819	0.050	5	2819	0.100
18:00 - 19:00	5	2819	0.028	5	2819	0.078	5	2819	0.106
19:00 - 20:00	5	2819	0.057	5	2819	0.043	5	2819	0.100
20:00 - 21:00	5	2819	0.028	5	2819	0.078	5	2819	0.106
21:00 - 22:00	5	2819	0.000	5	2819	0.014	5	2819	0.014
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.543			0.517			1.060

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	1.608	4	2130	0.082	4	2130	1.690
07:00 - 08:00	5	2819	0.795	5	2819	0.773	5	2819	1.568
08:00 - 09:00	5	2819	0.674	5	2819	1.057	5	2819	1.731
09:00 - 10:00	5	2819	1.348	5	2819	0.546	5	2819	1.894
10:00 - 11:00	5	2819	1.419	5	2819	1.050	5	2819	2.469
11:00 - 12:00	5	2819	1.022	5	2819	1.220	5	2819	2.242
12:00 - 13:00	5	2819	1.093	5	2819	1.199	5	2819	2.292
13:00 - 14:00	5	2819	0.894	5	2819	1.029	5	2819	1.923
14:00 - 15:00	5	2819	0.965	5	2819	1.015	5	2819	1.980
15:00 - 16:00	5	2819	0.788	5	2819	0.653	5	2819	1.441
16:00 - 17:00	5	2819	1.951	5	2819	1.277	5	2819	3.228
17:00 - 18:00	5	2819	2.377	5	2819	1.568	5	2819	3.945
18:00 - 19:00	5	2819	1.866	5	2819	2.150	5	2819	4.016
19:00 - 20:00	5	2819	2.029	5	2819	2.313	5	2819	4.342
20:00 - 21:00	5	2819	0.915	5	2819	1.987	5	2819	2.902
21:00 - 22:00	5	2819	0.121	5	2819	1.270	5	2819	1.391
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>19.865</b>			<b>19.189</b>			<b>39.054</b>

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.082	4	2130	0.012	4	2130	0.094
07:00 - 08:00	5	2819	0.128	5	2819	0.106	5	2819	0.234
08:00 - 09:00	5	2819	0.121	5	2819	0.085	5	2819	0.206
09:00 - 10:00	5	2819	0.142	5	2819	0.085	5	2819	0.227
10:00 - 11:00	5	2819	0.114	5	2819	0.085	5	2819	0.199
11:00 - 12:00	5	2819	0.170	5	2819	0.184	5	2819	0.354
12:00 - 13:00	5	2819	0.206	5	2819	0.114	5	2819	0.320
13:00 - 14:00	5	2819	0.163	5	2819	0.227	5	2819	0.390
14:00 - 15:00	5	2819	0.142	5	2819	0.106	5	2819	0.248
15:00 - 16:00	5	2819	0.121	5	2819	0.099	5	2819	0.220
16:00 - 17:00	5	2819	0.213	5	2819	0.220	5	2819	0.433
17:00 - 18:00	5	2819	0.270	5	2819	0.121	5	2819	0.391
18:00 - 19:00	5	2819	0.270	5	2819	0.227	5	2819	0.497
19:00 - 20:00	5	2819	0.106	5	2819	0.255	5	2819	0.361
20:00 - 21:00	5	2819	0.050	5	2819	0.184	5	2819	0.234
21:00 - 22:00	5	2819	0.014	5	2819	0.099	5	2819	0.113
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			2.312			2.209			4.521

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.000	4	2130	0.000	4	2130	0.000
07:00 - 08:00	5	2819	0.014	5	2819	0.000	5	2819	0.014
08:00 - 09:00	5	2819	0.007	5	2819	0.000	5	2819	0.007
09:00 - 10:00	5	2819	0.028	5	2819	0.014	5	2819	0.042
10:00 - 11:00	5	2819	0.007	5	2819	0.014	5	2819	0.021
11:00 - 12:00	5	2819	0.000	5	2819	0.014	5	2819	0.014
12:00 - 13:00	5	2819	0.014	5	2819	0.000	5	2819	0.014
13:00 - 14:00	5	2819	0.000	5	2819	0.021	5	2819	0.021
14:00 - 15:00	5	2819	0.007	5	2819	0.021	5	2819	0.028
15:00 - 16:00	5	2819	0.000	5	2819	0.007	5	2819	0.007
16:00 - 17:00	5	2819	0.021	5	2819	0.007	5	2819	0.028
17:00 - 18:00	5	2819	0.014	5	2819	0.007	5	2819	0.021
18:00 - 19:00	5	2819	0.007	5	2819	0.028	5	2819	0.035
19:00 - 20:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
20:00 - 21:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
21:00 - 22:00	5	2819	0.000	5	2819	0.007	5	2819	0.007
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.119			0.140			0.259

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.000	4	2130	0.000	4	2130	0.000
07:00 - 08:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
08:00 - 09:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
09:00 - 10:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
10:00 - 11:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
11:00 - 12:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
12:00 - 13:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
13:00 - 14:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
14:00 - 15:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
15:00 - 16:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
16:00 - 17:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
17:00 - 18:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
18:00 - 19:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
19:00 - 20:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
20:00 - 21:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
21:00 - 22:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	0.000	4	2130	0.000	4	2130	0.000
07:00 - 08:00	5	2819	0.014	5	2819	0.000	5	2819	0.014
08:00 - 09:00	5	2819	0.007	5	2819	0.000	5	2819	0.007
09:00 - 10:00	5	2819	0.028	5	2819	0.014	5	2819	0.042
10:00 - 11:00	5	2819	0.007	5	2819	0.014	5	2819	0.021
11:00 - 12:00	5	2819	0.000	5	2819	0.014	5	2819	0.014
12:00 - 13:00	5	2819	0.014	5	2819	0.000	5	2819	0.014
13:00 - 14:00	5	2819	0.000	5	2819	0.021	5	2819	0.021
14:00 - 15:00	5	2819	0.007	5	2819	0.021	5	2819	0.028
15:00 - 16:00	5	2819	0.000	5	2819	0.007	5	2819	0.007
16:00 - 17:00	5	2819	0.021	5	2819	0.007	5	2819	0.028
17:00 - 18:00	5	2819	0.014	5	2819	0.007	5	2819	0.021
18:00 - 19:00	5	2819	0.007	5	2819	0.028	5	2819	0.035
19:00 - 20:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
20:00 - 21:00	5	2819	0.000	5	2819	0.000	5	2819	0.000
21:00 - 22:00	5	2819	0.000	5	2819	0.007	5	2819	0.007
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.119</b>			<b>0.140</b>			<b>0.259</b>

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	4	2130	1.737	4	2130	0.094	4	2130	1.831
07:00 - 08:00	5	2819	0.972	5	2819	0.887	5	2819	1.859
08:00 - 09:00	5	2819	0.816	5	2819	1.171	5	2819	1.987
09:00 - 10:00	5	2819	1.575	5	2819	0.667	5	2819	2.242
10:00 - 11:00	5	2819	1.568	5	2819	1.178	5	2819	2.746
11:00 - 12:00	5	2819	1.235	5	2819	1.462	5	2819	2.697
12:00 - 13:00	5	2819	1.320	5	2819	1.348	5	2819	2.668
13:00 - 14:00	5	2819	1.086	5	2819	1.320	5	2819	2.406
14:00 - 15:00	5	2819	1.135	5	2819	1.164	5	2819	2.299
15:00 - 16:00	5	2819	0.951	5	2819	0.766	5	2819	1.717
16:00 - 17:00	5	2819	2.242	5	2819	1.525	5	2819	3.767
17:00 - 18:00	5	2819	2.710	5	2819	1.745	5	2819	4.455
18:00 - 19:00	5	2819	2.171	5	2819	2.483	5	2819	4.654
19:00 - 20:00	5	2819	2.192	5	2819	2.611	5	2819	4.803
20:00 - 21:00	5	2819	0.993	5	2819	2.249	5	2819	3.242
21:00 - 22:00	5	2819	0.135	5	2819	1.391	5	2819	1.526
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>22.838</b>			<b>22.061</b>			<b>44.899</b>

Parameter summary

Trip rate parameter range selected: 1450 - 5574 (units: sqm)  
 Survey date range: 01/01/04 - 11/06/10  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : Q - COMMUNITY CENTRE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	2 days
	WL WILTSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 210 to 625 (units: sqm)  
 Range Selected by User: 210 to 625 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 22/11/07

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

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

LIST OF SITES relevant to selection parameters

- |   |  |                            |
|---|--|----------------------------|
| 1 | BA-07-Q-01<br>COMMUNITY CENTRE, BATH<br>SAINT MARKS ROAD   | BATH & NORTH EAST SOMERSET |
|   | BATH<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 900 sqm                              |                            |
| 2 | BA-07-Q-02<br>COMMUNITY CENTRE, BATH<br>OFF THE A36  | BATH & NORTH EAST SOMERSET |
|   | BATH<br>Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 415 sqm                           |                            |
| 3 | DH-07-Q-01<br>COM. CENTRE, HARTLEPOOL<br>JUTLAND ROAD  | DURHAM                     |
|   | HARTLEPOOL<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 500 sqm       |                            |
| 4 | EX-07-Q-01<br>COMMUNITY CENTRE, LOUGHTON<br>BORDERS LANE   | ESSEX                      |
|   | LOUGHTON<br>Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Gross floor area: 352 sqm  |                            |
| 5 | TV-07-Q-01<br>COM. CENTRE, MIDDLESBROUGH<br>FULBECK ROAD   | TEES VALLEY                |
|   | MIDDLESBROUGH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 225 sqm   |                            |
| 6 | WL-07-Q-01<br>COM.CENTRE,WOOTTON BASSETT<br>OLD COURT  | WILTSHIRE                  |
|   | WOOTTON BASSETT<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 210 sqm |                            |

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.160	1	625	0.160	1	625	0.320
08:00 - 09:00	6	388	0.516	6	388	0.344	6	388	0.860
09:00 - 10:00	6	388	1.289	6	388	0.602	6	388	1.891
10:00 - 11:00	6	388	0.387	6	388	0.258	6	388	0.645
11:00 - 12:00	6	388	0.430	6	388	0.774	6	388	1.204
12:00 - 13:00	5	420	1.094	5	420	0.904	5	420	1.998
13:00 - 14:00	5	420	0.618	5	420	0.428	5	420	1.046
14:00 - 15:00	5	420	0.190	5	420	0.381	5	420	0.571
15:00 - 16:00	5	420	0.714	5	420	1.332	5	420	2.046
16:00 - 17:00	5	420	0.095	5	420	0.095	5	420	0.190
17:00 - 18:00	5	420	0.951	5	420	0.761	5	420	1.712
18:00 - 19:00	5	420	2.141	5	420	1.094	5	420	3.235
19:00 - 20:00	5	420	1.142	5	420	1.047	5	420	2.189
20:00 - 21:00	5	420	0.190	5	420	0.714	5	420	0.904
21:00 - 22:00	4	369	0.474	4	369	1.896	4	369	2.370
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			10.391			10.790			21.181

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.000	1	625	0.000	1	625	0.000
08:00 - 09:00	6	388	0.000	6	388	0.000	6	388	0.000
09:00 - 10:00	6	388	0.000	6	388	0.000	6	388	0.000
10:00 - 11:00	6	388	0.000	6	388	0.000	6	388	0.000
11:00 - 12:00	6	388	0.000	6	388	0.000	6	388	0.000
12:00 - 13:00	5	420	0.000	5	420	0.000	5	420	0.000
13:00 - 14:00	5	420	0.000	5	420	0.000	5	420	0.000
14:00 - 15:00	5	420	0.000	5	420	0.000	5	420	0.000
15:00 - 16:00	5	420	0.000	5	420	0.000	5	420	0.000
16:00 - 17:00	5	420	0.000	5	420	0.000	5	420	0.000
17:00 - 18:00	5	420	0.000	5	420	0.000	5	420	0.000
18:00 - 19:00	5	420	0.000	5	420	0.000	5	420	0.000
19:00 - 20:00	5	420	0.000	5	420	0.000	5	420	0.000
20:00 - 21:00	5	420	0.000	5	420	0.000	5	420	0.000
21:00 - 22:00	4	369	0.000	4	369	0.000	4	369	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.000	1	625	0.000	1	625	0.000
08:00 - 09:00	6	388	0.000	6	388	0.000	6	388	0.000
09:00 - 10:00	6	388	0.000	6	388	0.000	6	388	0.000
10:00 - 11:00	6	388	0.000	6	388	0.000	6	388	0.000
11:00 - 12:00	6	388	0.000	6	388	0.000	6	388	0.000
12:00 - 13:00	5	420	0.000	5	420	0.000	5	420	0.000
13:00 - 14:00	5	420	0.000	5	420	0.000	5	420	0.000
14:00 - 15:00	5	420	0.000	5	420	0.000	5	420	0.000
15:00 - 16:00	5	420	0.000	5	420	0.000	5	420	0.000
16:00 - 17:00	5	420	0.000	5	420	0.000	5	420	0.000
17:00 - 18:00	5	420	0.000	5	420	0.000	5	420	0.000
18:00 - 19:00	5	420	0.000	5	420	0.000	5	420	0.000
19:00 - 20:00	5	420	0.000	5	420	0.000	5	420	0.000
20:00 - 21:00	5	420	0.000	5	420	0.000	5	420	0.000
21:00 - 22:00	4	369	0.000	4	369	0.000	4	369	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.000	1	625	0.000	1	625	0.000
08:00 - 09:00	6	388	0.000	6	388	0.000	6	388	0.000
09:00 - 10:00	6	388	0.000	6	388	0.000	6	388	0.000
10:00 - 11:00	6	388	0.000	6	388	0.000	6	388	0.000
11:00 - 12:00	6	388	0.086	6	388	0.043	6	388	0.129
12:00 - 13:00	5	420	0.000	5	420	0.048	5	420	0.048
13:00 - 14:00	5	420	0.000	5	420	0.000	5	420	0.000
14:00 - 15:00	5	420	0.000	5	420	0.000	5	420	0.000
15:00 - 16:00	5	420	0.048	5	420	0.048	5	420	0.096
16:00 - 17:00	5	420	0.000	5	420	0.000	5	420	0.000
17:00 - 18:00	5	420	0.095	5	420	0.000	5	420	0.095
18:00 - 19:00	5	420	0.048	5	420	0.000	5	420	0.048
19:00 - 20:00	5	420	0.095	5	420	0.095	5	420	0.190
20:00 - 21:00	5	420	0.000	5	420	0.143	5	420	0.143
21:00 - 22:00	4	369	0.000	4	369	0.000	4	369	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.372</b>			<b>0.377</b>			<b>0.749</b>

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.320	1	625	0.000	1	625	0.320
08:00 - 09:00	6	388	0.602	6	388	0.215	6	388	0.817
09:00 - 10:00	6	388	1.891	6	388	0.344	6	388	2.235
10:00 - 11:00	6	388	0.645	6	388	0.516	6	388	1.161
11:00 - 12:00	6	388	0.516	6	388	1.504	6	388	2.020
12:00 - 13:00	5	420	0.999	5	420	0.951	5	420	1.950
13:00 - 14:00	5	420	0.666	5	420	0.428	5	420	1.094
14:00 - 15:00	5	420	0.285	5	420	0.381	5	420	0.666
15:00 - 16:00	5	420	0.238	5	420	1.665	5	420	1.903
16:00 - 17:00	5	420	0.095	5	420	0.095	5	420	0.190
17:00 - 18:00	5	420	1.189	5	420	0.618	5	420	1.807
18:00 - 19:00	5	420	2.854	5	420	1.189	5	420	4.043
19:00 - 20:00	5	420	1.427	5	420	1.332	5	420	2.759
20:00 - 21:00	5	420	0.048	5	420	0.999	5	420	1.047
21:00 - 22:00	4	369	0.203	4	369	3.588	4	369	3.791
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			11.978			13.825			25.803

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.800	1	625	0.320	1	625	1.120
08:00 - 09:00	6	388	0.387	6	388	0.516	6	388	0.903
09:00 - 10:00	6	388	1.504	6	388	0.258	6	388	1.762
10:00 - 11:00	6	388	0.945	6	388	0.688	6	388	1.633
11:00 - 12:00	6	388	0.301	6	388	1.117	6	388	1.418
12:00 - 13:00	5	420	0.571	5	420	0.761	5	420	1.332
13:00 - 14:00	5	420	0.048	5	420	0.190	5	420	0.238
14:00 - 15:00	5	420	0.048	5	420	0.048	5	420	0.096
15:00 - 16:00	5	420	0.714	5	420	0.666	5	420	1.380
16:00 - 17:00	5	420	0.095	5	420	0.285	5	420	0.380
17:00 - 18:00	5	420	0.761	5	420	0.238	5	420	0.999
18:00 - 19:00	5	420	0.476	5	420	0.381	5	420	0.857
19:00 - 20:00	5	420	0.809	5	420	0.190	5	420	0.999
20:00 - 21:00	5	420	0.381	5	420	0.714	5	420	1.095
21:00 - 22:00	4	369	0.000	4	369	0.474	4	369	0.474
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>7.840</b>			<b>6.846</b>			<b>14.686</b>

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/O - COMMUNITY CENTRE  
 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	1	625	0.000	1	625	0.000	1	625	0.000
08:00 - 09:00	6	388	0.043	6	388	0.000	6	388	0.043
09:00 - 10:00	6	388	0.516	6	388	0.000	6	388	0.516
10:00 - 11:00	6	388	0.000	6	388	0.000	6	388	0.000
11:00 - 12:00	6	388	0.043	6	388	0.043	6	388	0.086
12:00 - 13:00	5	420	0.143	5	420	0.000	5	420	0.143
13:00 - 14:00	5	420	0.048	5	420	0.000	5	420	0.048
14:00 - 15:00	5	420	0.000	5	420	0.000	5	420	0.000
15:00 - 16:00	5	420	0.000	5	420	0.666	5	420	0.666
16:00 - 17:00	5	420	0.000	5	420	0.000	5	420	0.000
17:00 - 18:00	5	420	0.000	5	420	0.095	5	420	0.095
18:00 - 19:00	5	420	0.000	5	420	0.048	5	420	0.048
19:00 - 20:00	5	420	0.000	5	420	0.000	5	420	0.000
20:00 - 21:00	5	420	0.000	5	420	0.000	5	420	0.000
21:00 - 22:00	4	369	0.000	4	369	0.000	4	369	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.793			0.852			1.645

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.000	1	625	0.000	1	625	0.000
08:00 - 09:00	6	388	0.000	6	388	0.000	6	388	0.000
09:00 - 10:00	6	388	0.086	6	388	0.000	6	388	0.086
10:00 - 11:00	6	388	0.000	6	388	0.000	6	388	0.000
11:00 - 12:00	6	388	0.000	6	388	0.086	6	388	0.086
12:00 - 13:00	5	420	0.048	5	420	0.000	5	420	0.048
13:00 - 14:00	5	420	0.095	5	420	0.095	5	420	0.190
14:00 - 15:00	5	420	0.000	5	420	0.000	5	420	0.000
15:00 - 16:00	5	420	0.000	5	420	0.048	5	420	0.048
16:00 - 17:00	5	420	0.000	5	420	0.000	5	420	0.000
17:00 - 18:00	5	420	0.000	5	420	0.000	5	420	0.000
18:00 - 19:00	5	420	0.000	5	420	0.000	5	420	0.000
19:00 - 20:00	5	420	0.000	5	420	0.000	5	420	0.000
20:00 - 21:00	5	420	0.000	5	420	0.000	5	420	0.000
21:00 - 22:00	4	369	0.000	4	369	0.000	4	369	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.229			0.229			0.458

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 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	1	625	0.000	1	625	0.000	1	625	0.000
08:00 - 09:00	6	388	0.043	6	388	0.000	6	388	0.043
09:00 - 10:00	6	388	0.602	6	388	0.000	6	388	0.602
10:00 - 11:00	6	388	0.000	6	388	0.000	6	388	0.000
11:00 - 12:00	6	388	0.043	6	388	0.129	6	388	0.172
12:00 - 13:00	5	420	0.190	5	420	0.000	5	420	0.190
13:00 - 14:00	5	420	0.143	5	420	0.095	5	420	0.238
14:00 - 15:00	5	420	0.000	5	420	0.000	5	420	0.000
15:00 - 16:00	5	420	0.000	5	420	0.714	5	420	0.714
16:00 - 17:00	5	420	0.000	5	420	0.000	5	420	0.000
17:00 - 18:00	5	420	0.000	5	420	0.095	5	420	0.095
18:00 - 19:00	5	420	0.000	5	420	0.048	5	420	0.048
19:00 - 20:00	5	420	0.000	5	420	0.000	5	420	0.000
20:00 - 21:00	5	420	0.000	5	420	0.000	5	420	0.000
21:00 - 22:00	4	369	0.000	4	369	0.000	4	369	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			1.021			1.081			2.102

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/O - COMMUNITY CENTRE  
 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	1	625	1.120	1	625	0.320	1	625	1.440
08:00 - 09:00	6	388	1.031	6	388	0.731	6	388	1.762
09:00 - 10:00	6	388	3.997	6	388	0.602	6	388	4.599
10:00 - 11:00	6	388	1.590	6	388	1.203	6	388	2.793
11:00 - 12:00	6	388	0.945	6	388	2.793	6	388	3.738
12:00 - 13:00	5	420	1.760	5	420	1.760	5	420	3.520
13:00 - 14:00	5	420	0.856	5	420	0.714	5	420	1.570
14:00 - 15:00	5	420	0.333	5	420	0.428	5	420	0.761
15:00 - 16:00	5	420	0.999	5	420	3.092	5	420	4.091
16:00 - 17:00	5	420	0.190	5	420	0.381	5	420	0.571
17:00 - 18:00	5	420	2.046	5	420	0.951	5	420	2.997
18:00 - 19:00	5	420	3.378	5	420	1.618	5	420	4.996
19:00 - 20:00	5	420	2.331	5	420	1.618	5	420	3.949
20:00 - 21:00	5	420	0.428	5	420	1.855	5	420	2.283
21:00 - 22:00	4	369	0.203	4	369	4.062	4	369	4.265
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>21.207</b>			<b>22.128</b>			<b>43.335</b>

Parameter summary

Trip rate parameter range selected: 210 - 625 (units: sqm)  
 Survey date range: 01/01/04 - 22/11/07  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : I - SHOPPING CENTRE - LOCAL SHOPS  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SG SOUTH GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 240 to 1605 (units: sqm)  
 Range Selected by User: 240 to 1605 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 26/06/11

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	7

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	11

LIST OF SITES relevant to selection parameters

1	DS-01-I-01 LOCAL SHOPS, DRONFIELD STONELOW ROAD HOLMESDALE DRONFIELD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1130 sqm	DERBYSHIRE
2	EX-01-I-01 LOCAL SHOPS, LOUGHTON PYRLES LANE  LOUGHTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 650 sqm	ESSEX
3	GS-01-I-01 LOCAL SHOPS, CHELTENHAM SALISBURY AVENUE WARDEN HILL CHELTENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 525 sqm	GLOUCESTERSHIRE
4	HC-01-I-02 LOCAL SHOPS, WINCHESTER OLIVER'S BATTERY ROAD S. OLIVERS BATTERY WINCHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1605 sqm	HAMPSHIRE
5	MS-01-I-01 LOCAL SHOPS, LIVERPOOL HUNTS CROSS AVENUE  LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1890 sqm	MERSEYSIDE
6	NR-01-I-01 LOCAL SHOPS, CORBY OCCUPATION ROAD  CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 755 sqm	NORTHAMPTONSHIRE
7	NY-01-I-01 LOCAL SHOPS, SCARBOROUGH NEWLANDS PARK DRIVE  SCARBOROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1200 sqm	NORTH YORKSHIRE
8	SG-01-I-01 LOCAL SHOPS, BRISTOL BURLEY GROVE KINGSWOOD BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 240 sqm	SOUTH GLOUCESTERSHIRE
9	SH-01-I-01 LOCAL SHOPS, TELFORD WREKIN DRIVE DONNINGTON TELFORD Edge of Town Residential Zone Total Gross floor area: 820 sqm	SHROPSHIRE



LIST OF SITES relevant to selection parameters (Cont.)

10	TW-01-I-01	LOCAL SHOPS, NORTH SHIELDS	TYNE & WEAR
	FARRINGDON ROAD		
	MARDEN		
	NORTH SHIELDS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	850 sqm	
11	WM-01-I-01	LOCAL SHOPS, COVENTRY	WEST MIDLANDS
	HOLYHEAD ROAD		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1550 sqm	
12	WM-01-I-02	LOCAL SHOPS, SOLIHULL	WEST MIDLANDS
	MARSHALL LAKE ROAD		
	SHIRLEY		
	SOLIHULL		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	515 sqm	

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	3.391	12	951	3.198	12	951	6.589
08:00 - 09:00	12	951	4.276	12	951	4.101	12	951	8.377
09:00 - 10:00	12	951	4.600	12	951	4.267	12	951	8.867
10:00 - 11:00	12	951	4.618	12	951	4.530	12	951	9.148
11:00 - 12:00	12	951	4.460	12	951	4.390	12	951	8.850
12:00 - 13:00	12	951	5.109	12	951	5.039	12	951	10.148
13:00 - 14:00	12	951	4.706	12	951	4.758	12	951	9.464
14:00 - 15:00	12	951	4.294	12	951	4.355	12	951	8.649
15:00 - 16:00	12	951	4.583	12	951	4.767	12	951	9.350
16:00 - 17:00	12	951	4.618	12	951	4.767	12	951	9.385
17:00 - 18:00	12	951	4.811	12	951	4.881	12	951	9.692
18:00 - 19:00	12	951	4.136	12	951	3.996	12	951	8.132
19:00 - 20:00	12	951	2.953	12	951	3.251	12	951	6.204
20:00 - 21:00	8	948	1.858	8	948	2.043	8	948	3.901
21:00 - 22:00	2	673	1.636	2	673	1.784	2	673	3.420
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			60.049			60.127			120.176

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	0.088	12	951	0.061	12	951	0.149
08:00 - 09:00	12	951	0.096	12	951	0.088	12	951	0.184
09:00 - 10:00	12	951	0.088	12	951	0.114	12	951	0.202
10:00 - 11:00	12	951	0.096	12	951	0.096	12	951	0.192
11:00 - 12:00	12	951	0.061	12	951	0.053	12	951	0.114
12:00 - 13:00	12	951	0.088	12	951	0.053	12	951	0.141
13:00 - 14:00	12	951	0.044	12	951	0.070	12	951	0.114
14:00 - 15:00	12	951	0.035	12	951	0.035	12	951	0.070
15:00 - 16:00	12	951	0.026	12	951	0.035	12	951	0.061
16:00 - 17:00	12	951	0.053	12	951	0.044	12	951	0.097
17:00 - 18:00	12	951	0.026	12	951	0.053	12	951	0.079
18:00 - 19:00	12	951	0.035	12	951	0.026	12	951	0.061
19:00 - 20:00	12	951	0.018	12	951	0.000	12	951	0.018
20:00 - 21:00	8	948	0.000	8	948	0.000	8	948	0.000
21:00 - 22:00	2	673	0.000	2	673	0.000	2	673	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.754			0.728			1.482

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	0.026	12	951	0.026	12	951	0.052
08:00 - 09:00	12	951	0.009	12	951	0.000	12	951	0.009
09:00 - 10:00	12	951	0.000	12	951	0.000	12	951	0.000
10:00 - 11:00	12	951	0.018	12	951	0.018	12	951	0.036
11:00 - 12:00	12	951	0.000	12	951	0.000	12	951	0.000
12:00 - 13:00	12	951	0.018	12	951	0.009	12	951	0.027
13:00 - 14:00	12	951	0.000	12	951	0.018	12	951	0.018
14:00 - 15:00	12	951	0.000	12	951	0.000	12	951	0.000
15:00 - 16:00	12	951	0.009	12	951	0.009	12	951	0.018
16:00 - 17:00	12	951	0.000	12	951	0.000	12	951	0.000
17:00 - 18:00	12	951	0.000	12	951	0.000	12	951	0.000
18:00 - 19:00	12	951	0.000	12	951	0.000	12	951	0.000
19:00 - 20:00	12	951	0.000	12	951	0.000	12	951	0.000
20:00 - 21:00	8	948	0.000	8	948	0.000	8	948	0.000
21:00 - 22:00	2	673	0.000	2	673	0.000	2	673	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.080</b>			<b>0.080</b>			<b>0.160</b>

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	0.210	12	951	0.193	12	951	0.403
08:00 - 09:00	12	951	0.114	12	951	0.070	12	951	0.184
09:00 - 10:00	12	951	0.079	12	951	0.070	12	951	0.149
10:00 - 11:00	12	951	0.088	12	951	0.070	12	951	0.158
11:00 - 12:00	12	951	0.079	12	951	0.088	12	951	0.167
12:00 - 13:00	12	951	0.026	12	951	0.035	12	951	0.061
13:00 - 14:00	12	951	0.061	12	951	0.061	12	951	0.122
14:00 - 15:00	12	951	0.114	12	951	0.096	12	951	0.210
15:00 - 16:00	12	951	0.131	12	951	0.123	12	951	0.254
16:00 - 17:00	12	951	0.254	12	951	0.184	12	951	0.438
17:00 - 18:00	12	951	0.114	12	951	0.140	12	951	0.254
18:00 - 19:00	12	951	0.158	12	951	0.219	12	951	0.377
19:00 - 20:00	12	951	0.044	12	951	0.044	12	951	0.088
20:00 - 21:00	8	948	0.013	8	948	0.026	8	948	0.039
21:00 - 22:00	2	673	0.000	2	673	0.000	2	673	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			1.485			1.419			2.904

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	2.567	12	951	2.340	12	951	4.907
08:00 - 09:00	12	951	5.074	12	951	4.828	12	951	9.902
09:00 - 10:00	12	951	3.523	12	951	3.391	12	951	6.914
10:00 - 11:00	12	951	3.111	12	951	2.944	12	951	6.055
11:00 - 12:00	12	951	2.708	12	951	2.524	12	951	5.232
12:00 - 13:00	12	951	4.478	12	951	3.917	12	951	8.395
13:00 - 14:00	12	951	2.673	12	951	3.365	12	951	6.038
14:00 - 15:00	12	951	2.489	12	951	2.778	12	951	5.267
15:00 - 16:00	12	951	4.846	12	951	4.583	12	951	9.429
16:00 - 17:00	12	951	3.453	12	951	3.970	12	951	7.423
17:00 - 18:00	12	951	3.619	12	951	3.689	12	951	7.308
18:00 - 19:00	12	951	2.191	12	951	2.646	12	951	4.837
19:00 - 20:00	12	951	2.287	12	951	2.506	12	951	4.793
20:00 - 21:00	8	948	1.120	8	948	1.397	8	948	2.517
21:00 - 22:00	2	673	1.784	2	673	1.859	2	673	3.643
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			45.923			46.737			92.660

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	0.053	12	951	0.070	12	951	0.123
08:00 - 09:00	12	951	0.044	12	951	0.018	12	951	0.062
09:00 - 10:00	12	951	0.053	12	951	0.053	12	951	0.106
10:00 - 11:00	12	951	0.158	12	951	0.079	12	951	0.237
11:00 - 12:00	12	951	0.158	12	951	0.088	12	951	0.246
12:00 - 13:00	12	951	0.088	12	951	0.070	12	951	0.158
13:00 - 14:00	12	951	0.061	12	951	0.123	12	951	0.184
14:00 - 15:00	12	951	0.131	12	951	0.096	12	951	0.227
15:00 - 16:00	12	951	0.140	12	951	0.053	12	951	0.193
16:00 - 17:00	12	951	0.026	12	951	0.070	12	951	0.096
17:00 - 18:00	12	951	0.044	12	951	0.070	12	951	0.114
18:00 - 19:00	12	951	0.018	12	951	0.053	12	951	0.071
19:00 - 20:00	12	951	0.009	12	951	0.000	12	951	0.009
20:00 - 21:00	8	948	0.000	8	948	0.000	8	948	0.000
21:00 - 22:00	2	673	0.000	2	673	0.000	2	673	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.983</b>			<b>0.843</b>			<b>1.826</b>

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS  
 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	12	951	6.703	12	951	6.108	12	951	12.811
08:00 - 09:00	12	951	10.375	12	951	9.893	12	951	20.268
09:00 - 10:00	12	951	9.131	12	951	8.666	12	951	17.797
10:00 - 11:00	12	951	8.815	12	951	8.430	12	951	17.245
11:00 - 12:00	12	951	8.272	12	951	7.930	12	951	16.202
12:00 - 13:00	12	951	10.857	12	951	10.174	12	951	21.031
13:00 - 14:00	12	951	8.447	12	951	9.104	12	951	17.551
14:00 - 15:00	12	951	7.974	12	951	8.281	12	951	16.255
15:00 - 16:00	12	951	11.321	12	951	11.041	12	951	22.362
16:00 - 17:00	12	951	9.525	12	951	10.358	12	951	19.883
17:00 - 18:00	12	951	9.893	12	951	10.086	12	951	19.979
18:00 - 19:00	12	951	7.396	12	951	7.860	12	951	15.256
19:00 - 20:00	12	951	6.002	12	951	6.616	12	951	12.618
20:00 - 21:00	8	948	3.506	8	948	3.928	8	948	7.434
21:00 - 22:00	2	673	3.643	2	673	3.941	2	673	7.584
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			121.860			122.416			244.276

Parameter summary

Trip rate parameter range selected: 240 - 1605 (units: sqm)  
 Survey date range: 01/01/04 - 26/06/11  
 Number of weekdays (Monday-Friday): 12  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES  
 Category : A - CIVIC AMENITY SITE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

17 ULSTER (NORTHERN IRELAND)  
 DO DOWN 1 days

## Filtering Stage 2 selection:

Parameter: Site area  
 Actual Range: 0.13 to 0.13 (units: hect)  
 Range Selected by User: 0.13 to 0.13 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 26/11/11

Selected survey days:

Saturday 1 days

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Village 1

LIST OF SITES relevant to selection parameters

1	DO-12-A-02 COACH ROAD	CIVIC AMENITY SITE, P'FERRY	DOWN
	PORTAFERRY Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Site area:	0.13	hect

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL VEHICLES  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	84.615	1	0.13	69.231	1	0.13	153.846
09:00 - 10:00	1	0.13	100.000	1	0.13	107.692	1	0.13	207.692
10:00 - 11:00	1	0.13	123.077	1	0.13	107.692	1	0.13	230.769
11:00 - 12:00	1	0.13	200.000	1	0.13	200.000	1	0.13	400.000
12:00 - 13:00	1	0.13	123.077	1	0.13	138.462	1	0.13	261.539
13:00 - 14:00	1	0.13	130.769	1	0.13	123.077	1	0.13	253.846
14:00 - 15:00	1	0.13	115.385	1	0.13	123.077	1	0.13	238.462
15:00 - 16:00	1	0.13	92.308	1	0.13	92.308	1	0.13	184.616
16:00 - 17:00	1	0.13	0.000	1	0.13	7.692	1	0.13	7.692
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>969.231</b>			<b>969.231</b>			<b>1938.462</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL OGVS  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	<b>7.692</b>	1	0.13	<b>7.692</b>	1	0.13	<b>15.384</b>
11:00 - 12:00	1	0.13	<b>7.692</b>	1	0.13	<b>7.692</b>	1	0.13	<b>15.384</b>
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>15.384</b>			<b>15.384</b>			<b>30.768</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL PSVS  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
11:00 - 12:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
11:00 - 12:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	100.000	1	0.13	76.923	1	0.13	176.923
09:00 - 10:00	1	0.13	115.385	1	0.13	130.769	1	0.13	246.154
10:00 - 11:00	1	0.13	153.846	1	0.13	130.769	1	0.13	284.615
11:00 - 12:00	1	0.13	261.538	1	0.13	269.231	1	0.13	530.769
12:00 - 13:00	1	0.13	138.462	1	0.13	153.846	1	0.13	292.308
13:00 - 14:00	1	0.13	130.769	1	0.13	123.077	1	0.13	253.846
14:00 - 15:00	1	0.13	123.077	1	0.13	130.769	1	0.13	253.846
15:00 - 16:00	1	0.13	92.308	1	0.13	92.308	1	0.13	184.616
16:00 - 17:00	1	0.13	0.000	1	0.13	7.692	1	0.13	7.692
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>1115.385</b>			<b>1115.384</b>			<b>2230.769</b>

## Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
11:00 - 12:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

#### Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0



TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
11:00 - 12:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL TRAIN PASSENGERS  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
11:00 - 12:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
09:00 - 10:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
10:00 - 11:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
11:00 - 12:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
12:00 - 13:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
13:00 - 14:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
14:00 - 15:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
15:00 - 16:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
16:00 - 17:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 hect  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
08:00 - 09:00	1	0.13	100.000	1	0.13	76.923	1	0.13	176.923
09:00 - 10:00	1	0.13	115.385	1	0.13	130.769	1	0.13	246.154
10:00 - 11:00	1	0.13	153.846	1	0.13	130.769	1	0.13	284.615
11:00 - 12:00	1	0.13	261.538	1	0.13	269.231	1	0.13	530.769
12:00 - 13:00	1	0.13	138.462	1	0.13	153.846	1	0.13	292.308
13:00 - 14:00	1	0.13	130.769	1	0.13	123.077	1	0.13	253.846
14:00 - 15:00	1	0.13	123.077	1	0.13	130.769	1	0.13	253.846
15:00 - 16:00	1	0.13	92.308	1	0.13	92.308	1	0.13	184.616
16:00 - 17:00	1	0.13	0.000	1	0.13	7.692	1	0.13	7.692
17:00 - 18:00	1	0.13	0.000	1	0.13	0.000	1	0.13	0.000
18:00 - 19:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
<b>Total Rates:</b>			1115.385			1115.384			2230.769

Parameter summary

Trip rate parameter range selected: 0.13 to 0.13 (units: hect)  
 Survey date range: 01/01/01 - 26/11/11  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

# Appendix C National Travel Survey Datasets

## Department for Transport statistics

[National Travel Survey](#)

### Table NTS0501

#### Trips in progress by time of day and day of week - index: Great Britain, 2010

Index: average hour=100/thousands

Time of day	All trips			Car driver trips		
	Monday to Friday	Saturday	Sunday	Monday to Friday	Saturday	Sunday
0000 - 0059	6	13	12	6	11	12
0100 - 0159	2	5	8	2	4	6
0200 - 0259	1	3	6	1	3	3
0300 - 0359	1	2	3	1	3	1
0400 - 0459	3	3	2	4	3	2
0500 - 0559	14	9	6	20	10	6
0600 - 0659	41	18	12	56	22	12
0700 - 0759	125	37	24	158	47	27
0800 - 0859	282	80	41	267	87	43
0900 - 0959	175	142	90	178	149	95
1000 - 1059	150	210	165	141	194	159
1100 - 1159	158	244	196	148	218	173
1200 - 1259	154	222	193	153	204	176
1300 - 1359	142	194	167	144	183	157
1400 - 1459	156	192	170	152	179	145
1500 - 1559	254	169	160	195	153	144
1600 - 1659	201	164	147	219	163	136
1700 - 1759	208	156	122	249	149	109
1800 - 1859	171	127	100	182	117	93
1900 - 1959	113	103	82	123	95	73
2000 - 2059	71	59	58	73	55	54
2100 - 2159	50	45	39	55	38	38
2200 - 2259	37	38	27	39	36	26
2300 - 2359	22	36	14	22	29	16
<b>All day (average day=100)</b>	<b>106</b>	<b>95</b>	<b>76</b>	<b>108</b>	<b>89</b>	<b>69</b>
<b>Unweighted sample size: trips (000s)</b>	<b>251</b>	<b>44</b>	<b>36</b>	<b>107</b>	<b>18</b>	<b>14</b>

Telephone: 020 7944 3097

Email: [national.travelsurvey@dft.gsi.gov.uk](mailto:national.travelsurvey@dft.gsi.gov.uk)

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 28 July 2011

Next update: July 2012

The figures in this table are National Statistics

**Trip start time by trip purpose (Monday to Friday only): South East residents, 2006/2010**

*Percentage/number*

Start time	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Visiting friends/ entertainment/ sport	Holiday/ Day trip/ Other	All purposes	Unweighted sample size (trips)
0000 - 0059	33	7	0	0	2	11	43	4	100	171
0100 - 0159	46	5	0	0	1	11	33	4	100	94
0200 - 0259	46	7	3	1	0	3	23	16	100	53
0300 - 0359	57	7	0	1	1	6	20	8	100	77
0400 - 0459	77	6	0	0	0	7	3	6	100	223
0500 - 0559	75	8	0	0	4	7	2	5	100	1,104
0600 - 0659	68	9	1	0	2	9	3	9	100	3,127
0700 - 0759	52	6	11	4	4	15	4	4	100	10,038
0800 - 0859	23	3	26	20	5	15	3	3	100	22,271
0900 - 0959	11	5	2	6	25	29	14	8	100	11,532
1000 - 1159	5	5	2	0	36	26	17	10	100	11,374
1100 - 1159	5	4	1	1	35	27	17	9	100	11,582
1200 - 1259	8	5	2	1	29	28	19	7	100	11,985
1300 - 1359	12	5	2	1	27	26	18	9	100	10,372
1400 - 1459	9	4	4	10	23	22	18	9	100	11,601
1500 - 1559	7	3	22	19	13	16	13	6	100	19,956
1600 - 1659	20	4	6	5	16	22	18	9	100	14,561
1700 - 1759	35	4	2	2	11	22	19	6	100	14,750
1800 - 1859	21	3	1	1	15	21	30	7	100	10,558
1900 - 1959	11	2	1	1	14	20	43	8	100	7,191
2000 - 2059	11	3	1	1	13	18	46	8	100	4,245
2100 - 2159	12	3	1	1	8	17	51	8	100	3,322
2200 - 2259	13	2	1	0	4	12	59	9	100	2,472
2300 - 2359	13	3	1	0	2	15	60	7	100	1,305
<b>All day</b>	<b>18</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>17</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>100</b>	<b>183,964</b>

Source: National Travel Survey

Department for Transport statistics

[National Travel Survey](#)

Table NTS9903

Average number of trips (trip rates) by main mode, region and area type: Great Britain, 2009/10<sup>1</sup>

	Trips per person per year							Trips/number
	Walk	Car/van driver	Car/van passenger	Other private <sup>2</sup>	Local bus	Other public <sup>3</sup>	All Modes	Unweighted sample size (individuals)
<b>Region of residence:</b>								
North East	218	381	215	19	74	37	944	1,780
North West	227	411	226	22	68	30	985	4,611
Yorkshire and The Humber	235	403	236	23	64	30	991	3,334
East Midlands	212	449	231	26	45	12	975	2,997
West Midlands	205	417	231	19	60	24	957	3,574
East of England	193	445	232	31	30	33	963	3,813
London	218	206	126	25	152	115	841	4,972
South East	232	451	229	30	42	37	1,021	5,476
South West	224	461	244	42	44	14	1,028	3,305
England	219	397	215	27	67	41	966	33,862
Wales	222	439	235	29	42	25	993	1,910
Scotland	216	399	201	21	87	32	957	3,214
Great Britain excluding London	219	428	228	27	55	28	985	34,014
Great Britain	219	399	215	26	67	39	967	38,986
<b>Area type of residence:</b>								
London Boroughs	218	206	126	25	152	115	841	4,972
Metropolitan built-up areas	216	370	221	19	90	41	956	5,776
Large urban (over 250k population)	233	396	216	26	70	33	974	5,321
Medium urban (25k to 250k population)	233	422	233	30	49	28	996	10,792
Small/medium urban (10k to 25k population)	258	430	224	27	43	21	1,003	2,842
Small urban (3k to 10k population)	227	461	234	21	36	19	997	3,147
Rural areas	157	519	240	31	27	17	991	6,136
All areas	219	399	215	26	67	39	967	38,986

1 Two survey years combined, e.g. 2009 and 2010. A survey year runs from mid-January to mid-January.

2 Bicycle, motorcycle and private hire bus.

3 Non-local bus, London underground, surface rail, taxi/minicab and other public (air, ferries, light rail).

Telephone: 020 7944 3097

Email: [national.travelsurvey@dft.gsi.gov.uk](mailto:national.travelsurvey@dft.gsi.gov.uk)

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 06 October 2011

Next update: September 2012

The figures in this table are National Statistics



Department for Transport statistics

[National Travel Survey](#)

**Table NTS0614**

**Trips to school<sup>1</sup> by main mode, trip length and age: Great Britain, 2009/10**

Main mode	Aged 5-10 years					Aged 11-16 years				
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	Total	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	Total
	<i>Percentage/number</i>									
Walk	82	29	2	0	48	90	59	8	-	37
Bicycle	1	2	1	0	1	1	5	4	0	2
Car/van	16	63	75	67	42	7	22	34	25	23
Bus <sup>2</sup>	1	5	19	25	7	2	14	50	63	33
Other <sup>3</sup>	0	1	2	8	1	-	1	4	12	4
<b>Total</b>	100	100	100	100	100	100	100	100	100	100
<b>Unweighted sample size: trips</b>	8,510	4,155	3,180	1,104	16,949	4,281	4,491	5,726	4,293	18,791

1 Trips of under 50 miles only.

2 Private and local bus.

3 Rail and other modes of transport.

Telephone: 020 7944 3097

Email: [national.travelsurvey@dft.gsi.gov.uk](mailto:national.travelsurvey@dft.gsi.gov.uk)

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 28 July 2011

Next update: July 2012

The figures in this table are National Statistics

### Work Based trips

During the interrogation of Census Journey to Work data a number of wards in the Aldershot area were considered, including Rowhill and Manor Park. For ease of reference, the two wards have been presented in a similar fashion to that shown in Table 5.13 in the technical note detailing the North Town ward data.

Table 1 - Rowhill Ward Journey to Work Data

Ward	Total	WFH	Train	Bus	Taxi	Car Driver	Car Pasr	M/C	P/C	Walk	Other
Rowhill – Internal Trips	554	294	3	3	0	187	24	3	3	34	3
Rowhill – Total Trips	948	294	9	6	0	463	69	6	3	92	6
%		100.0%	33.3%	50.0%	0%	40.4%	34.8%	50.0%	100.0%	37.0%	50.0%

Source: JTW Data

Table 2 - Manor Park Journey to Work Data

Ward	Total	WFH	Train	Bus	Taxi	Car Driver	Car Pasr	M/C	P/C	Walk	Other
Manor Park – Internal Trips	651	275	12	3	8	233	20	3	3	94	0
Manor Park – Total Trips	1797	275	27	30	14	1116	105	9	15	206	0
%		100.0%	44.4%	10.0%	57.1%	20.9%	19.0%	33.3%	20.0%	45.6%	0%

Source: JTW Data

As shown in the tables above, the JTW data outlines that for just car drivers, Rowhill and Manor park wards would have internalisation rates of 40.4 and 20.9% respectively. This is considerably higher than the North Town ward results and would not be representative of the potential internalisation that could be achieved by the development.

# Appendix D Justification Of Reduction In Persons Per Household

Smith, Alex

---

Subject: FW: Planning meeting with RBC

*As you will appreciate, we need to be consistent when using population per household figures to calculate provision, for example, open space, SANG and transport calculations. The 2.5 figure in your saved Local Plan under policy OR4 is a historic figure that has been carried forward alongside the Core Strategy, as you advise, applicants can provide evidence that average occupancy may be lower.*

*I have reviewed Hampshire County Council's population forecasts to 2026 and although the borough experienced higher than average household numbers than other districts in Hampshire at 2.47 in 2008, HCC predict these levels to fall to around 2.38 in 2016, 2.32 in 2021 and 2.29 in 2026. Given the AUE will be built out in phases over a period in excess of 15 years an average household size over this period, based on HCC figures, would result in a 2.4 population per household which meets 2016 projections, and are lower thereafter. This is in line with Natural England's figure used when calculating SANG provision as mentioned in your e-mail.*

*It is felt that there is sufficient evidence to demonstrate that the AUE should use a population per household of 2.4. This is in line with other authorities in the area, statutory consultee such as Natural England and HCC's projections. The figure of 2.4 also takes into account HCCs predicted fall in population over the lifetime of the development. Given the saved Local Plan figure of 2.5 have been superseded by the HCCs updated evidence, we would consider this a material factor in any deviation from Saved Policy OR4.*

# Appendix E Extracts From SANGS Visitor Survey

GEODATA INSTITUTE, UNIVERSITY OF SOUTHAMPTON

# Aldershot Urban Expansion

---

2011 Visitor Survey

**Daniel Ellis and Julia Branson**

**1 November 2011**

Repeat of the survey of recreational users of the potential SANG sites (excluding Pyestock)  
undertaken during September and October 2005

#### 4.1.1 Visitors postcodes

- While there was a large spread of locations where respondents had travelled from, the most common locations were GU11, GU12 and GU14, at 31%, 27% and 13% respectively.
- Only 28 respondents (6%) travelled from locations outside GU postcodes.

Table 4-3: Postcodes from which respondents had travelled

Postcode	Site							Total	% total responses
	1	2	3	4	5	6	7		
BH9				1%				1	0%
BR2							2%	1	0%
CR6				1%				1	0%
DT92	2%							1	0%
GS1	2%							1	0%
GU04			3%					1	0%
GU10	2%	2%	3%	1%		2%	2%	7	2%
GU11	25%	39%	61%	34%	8%	16%	35%	139	31%
GU12	10%	18%	5%	21%	48%	69%	22%	121	27%
GU13			3%					1	0%
GU14	15%	11%	13%	14%	18%	4%	12%	57	13%
GU15	4%	1%		3%	5%			8	2%
GU16		2%	5%	7%	14%	2%	2%	21	5%
GU17	2%							1	0%
GU19				1%				1	0%
GU2		1%		1%				2	0%
GU20				1%				1	0%
GU22							2%	1	0%
GU24		1%						1	0%
GU27					2%			1	0%
GU31			3%					1	0%
GU34				1%				1	0%
GU35		2%		1%				4	1%
GU4		1%		1%				2	0%
GU47					3%			2	0%
GU51	12%	4%		1%		4%		14	3%
GU52	10%	2%		1%			4%	11	2%
GU7						2%		1	0%
GU9	4%	7%			3%	2%	10%	19	4%
GU90		1%						1	0%
GU98							2%	1	0%
GU99			3%					1	0%
GUL		1%						1	0%
KT18				1%				1	0%

# Appendix F Department for Education – Hampshire Statistics Data



**TABLE 9A**  
**MAINTAINED PRIMARY SCHOOLS (1): NUMBER OF PUPILS BY AGE AS AT 31 AUGUST (2)**  
**JANUARY 2010 (FINAL)**  
**GOVERNMENT OFFICE REGION AND LOCAL AUTHORITY AREA IN ENGLAND**

	Total all ages				
	Full-time		Part-time		Total (4)
	Boys	Girls	Boys	Girls	
<b>SOUTH EAST</b>	<b>308,460</b>	<b>295,280</b>	<b>10,970</b>	<b>10,760</b>	<b>625,470</b>
Bracknell Forest	4,240	4,020	310	330	8,900
Brighton and Hove	8,380	8,220	350	400	17,340
Buckinghamshire	19,360	18,310	1,110	1,080	39,860
East Sussex	17,360	16,770	390	380	34,900
Hampshire	48,210	45,620	340	280	94,440
Isle of Wight	3,190	3,000	60	40	6,290
Kent	54,140	51,590	1,500	1,440	108,670
Medway	10,640	10,380	590	590	22,200
Milton Keynes	10,580	10,250	530	530	21,880
Oxfordshire	22,930	22,280	1,250	1,210	47,670
Portsmouth	6,800	6,540	300	300	13,930
Reading	5,070	4,850	510	500	10,930
Slough	5,900	5,630	660	670	12,860
Southampton	8,000	7,710	230	220	16,150
Surrey	38,780	37,520	1,610	1,590	79,500
West Berkshire	6,080	5,810	230	230	12,340
West Sussex	28,560	27,110	370	360	56,400
Windsor and Maidenhead	4,210	4,000	280	270	8,750
Wokingham	6,050	5,700	360	360	12,460

Source: School Census

**TABLE 9B**  
**STATE-FUNDED SECONDARY SCHOOLS (1)(2): NUMBER OF PUPILS BY AGE AS AT 31 AUGUST (3)**  
**JANUARY 2010 (FINAL)**  
**GOVERNMENT OFFICE REGION AND LOCAL AUTHORITY AREA IN ENGLAND**

	All ages				Total (5)
	Full-time		Part-time		
	Boys	Girls	Boys	Girls	
<b>SOUTH EAST</b>	<b>256,030</b>	<b>248,880</b>	<b>10</b>	<b>10</b>	<b>504,930</b>
Bracknell Forest	3,230	3,100	0	0	6,330
Brighton and Hove	6,190	5,970	0	0	12,160
Buckinghamshire	17,630	17,090	0	0	34,720
East Sussex	13,980	13,440	0	0	27,420
Hampshire	35,610	34,060	x	x	69,680
Isle of Wight	5,810	5,620	0	0	11,440
Kent	49,680	49,640	x	x	99,330
Medway	9,400	9,880	x	10	19,290
Milton Keynes	8,470	8,200	0	0	16,670
Oxfordshire	18,320	17,460	0	0	35,790
Portsmouth	4,490	4,470	0	0	8,960
Reading	3,160	3,180	0	0	6,350
Slough	5,090	4,870	0	0	9,960
Southampton	4,930	5,390	0	0	10,310
Surrey	30,640	28,950	0	0	59,580
West Berkshire	6,090	5,980	0	x	12,070
West Sussex	22,800	21,790	0	0	44,590
Windsor and Maidenhead	5,270	4,850	0	0	10,120
Wokingham	5,230	4,950	0	0	10,170

Source: School Census

Participation in education and WBL of 16 & 17 year olds by LAs in England, 2008, corrected September 2010

		16 & 17 year olds									
		Full-time education					WBL	Part-time education	Total Education and WBL <sup>4</sup>	Population	
		Maintained schools <sup>1</sup>	Academies & CTCs	Independent schools <sup>2</sup>	Sixth form college	Other FE <sup>3</sup>					Total
<b>South East</b>		<b>61,600</b>	<b>2,800</b>	<b>20,400</b>	<b>30,100</b>	<b>60,400</b>	<b>175,200</b>	<b>9,300</b>	<b>7,900</b>	<b>192,400</b>	<b>218,600</b>
	Bracknell Forest										
	Reading	1,000	-	600	300	800	2,600	100	100	2,800	3,500
	Slough	1,200	100	400	-	1,000	2,700	200	100	3,000	3,300
	West Berkshire	1,500	200	-	100	1,000	2,700	100	400	3,200	3,000
	Windsor and Maidenhead	2,000	-	700	100	800	3,500	200	100	3,800	4,800
	Wokingham	1,600	-	900	100	600	3,300	100	200	3,600	4,400
	Buckinghamshire	1,900	-	300	300	700	3,300	400	200	3,900	4,100
	Milton Keynes	6,800	100	800	-	3,000	10,700	500	600	11,800	13,300
	Brighton and Hove	-	-	-	-	-	-	-	200	5,400	6,300
	East Sussex	800	-	900	1,900	1,200	4,800	300	100	5,200	5,500
	Hampshire	2,200	-	1,100	1,600	5,400	10,300	600	300	11,200	13,000
	Portsmouth	2,100	-	1,400	12,300	11,200	26,900	1,900	1,000	29,800	33,500
	Southampton	-	-	400	1,100	2,300	3,800	200	100	4,200	4,500
	Isle of Wight	-	-	-	-	-	-	-	200	4,500	5,300
	Kent	1,200	-	100	-	1,200	2,600	200	100	2,900	3,500
	Medway	16,700	1,400	2,700	-	10,100	30,800	1,400	1,500	33,700	38,700
	Oxfordshire	3,000	200	200	-	2,300	5,600	400	400	6,400	7,100
	Surrey	5,600	200	3,000	-	4,500	13,300	700	800	14,800	16,600
	West Sussex	6,800	100	5,000	6,100	5,600	23,600	800	800	25,100	28,600
		4,100	600	1,600	3,800	5,800	15,900	700	700	17,200	19,800

---

## Consultation with HCC

After the initial Trip Generation Technical Note was presented to HCC in April 2012, detailed discussions were had between the involved parties outlining the county councils concerns that the methodology presented did not represent the full development trip generation. As such, alternative methodologies were put forward to reach a common ground between the two parties. This culminated with a methodology presented by HCC, which resulted in the final development trips. It should be noted that the total person trips had not changed, however that the associated modal splits had differed resulting from the influences of the education trips.

### **Multi-Modal Trips Methodology**

The methodology put forward by HCC utilised the modal split outlined in Table 7.4 above, and applied this to the total person trips outlined in Table 7.2. Subsequently different modal splits were applied to the education land uses (primary, secondary and tertiary) that were based on multiple data sources including NTS, TRICs(Tertiary) and HCC/WSP's experience of similar sites. The resulting education trips were then taken away from the total person trips, thus enabling a split of the remaining trips to be associated across different travel purpose. The tables below show the resulting trips using this new methodology, and differ from those presented in the Trip Generation Technical Note. It should be noted that the correspondence between HCC and WSP, dated 09/10/2012, on the methodology applied is presented in full below.

Smith, Alex

---

Subject: FW: Hampshire School Travel Data Query - Connaught and Primary  
Attachments: AUE Calcs.xls

Importance: High

From: Howard, Ben [mailto:Ben.Howard@hants.gov.uk]  
Sent: 09 October 2012 15:46  
To: Smith, Alex; Blacker, Andrew  
Cc: Wall, Tim; Hutchings, Richard  
Subject: RE: Hampshire School Travel Data Query - Connaught and Primary  
Importance: High

Alex,

Thank you for your email.

I've spent a fair amount of time testing a number of methods since your email and also tried to draw in some information that Hampshire have on mode share for primary school sites from School Travel Plans. I think the difficulty we are having is because the methodology is attempting to utilise two different datasets (i.e. TRICS and NTS) which unfortunately don't appear to correlate particularly well. I think some of this is probably down to the fact that NTS data collects main journey purpose and perhaps does not take account the complexity of travel patterns with parents dropping children at school and then making a trip to work/retail etc. Conversely I would argue that TRICS provides a good representation of complex travel patterns at a 'front door' level but does not provide enough detail on journey purpose which does not help with the distribution.

Having looked back at the NTS data I also think that there could be an issue with the way that education trips are divided in the NTS into two categories – 'Education' and 'Escort Education'. The proposed methodology has simply added these two categories together in order to derive the journey purpose proportions and then the mode share has been applied equally. I am not sure that it is however possible to combine 'Education' and 'Escort Education' in this way as most of the education trips will clearly be undertaken by children, who do not have access to all the modes available as the methodology perhaps suggests.

Notwithstanding the above and given the timescales for the project and the need to progress matters on a number of fronts I am keen to reach agreement.

My concern with the amended methodology is that to reasonably constrain the mode share to the original TRICS figures a very high car mode share has been used for primary education purpose trips. I am not only concerned that this could cause issues for the County Council when dealing with subsequent applications for the Primary Schools but I do not believe that 63% of trips to the primary school will occur by car. Having said this when testing higher walking mode shares from primary education purpose trips it is clear that it is not possible to constrain the number of walking trips to within a reasonable number of those anticipated solely using the TRICS mode share for pedestrians. i.e. more pedestrian trips are assumed to be generated by the primary school alone than TRICS suggests will be generated by housing for all purposes.

To attempt to move this forward I have taken the mode share data that the County Council have for a new primary school within a residential development in Andover. I have then taken the secondary school mode share and tertiary mode share you proposed albeit making a minor amendment to account for vehicle occupants. This results in the following primary, secondary and tertiary education trips by mode.

Mode	Education							All education trips by mode
	P Mode	P Trips	S Mode	S Trips	T Mode	T Trips		
Vehicles	24.10%	186	44%	250		115	551	
Taxis	5.60%	43	4%	23		0	66	
OGVs	0%	0	0%	0		0	0	
PSVs	0%	0	0%	0		2	2	
Cyclists	0%	0	12%	68		8	76	
Vehicle Occupants	14.80%	114	10%	57		0	171	

Pedestrians		55.60%	429	10%	57		41	527
Public Transport Users		0%	0	20%	114		70	184
Total		100.00%	0	100%	569		236	1578

Using this information, and attempting to constrain it to the original TRICS mode share and NTS journey purposes leaves us with a residual number of trips for all other purposes. The issue is however that at this point you are left with negative values for walking (-114) and taxi trips (-66). This brings me back to the concern about using two sets of data sources as unfortunately they don't appear to marry up.

From both our perspectives I feel that the key modes that we need to take account of in the assessment work are pedestrians, cyclists, public transport users and vehicles. Not to down play the importance of vehicle occupants and car sharing but in the interest of moving forward the assessment work I have suggested a simple reduction in vehicle occupants trips against the taxi and pedestrian trip negative values. This ensures that as far as practicable that the data is constrained to the mode share information for trip purpose available and the TRICS mode share information overall. This also hopefully recognises that the methodology had not previously taken account of vehicle occupancy mode share for education purpose trips. The resulting non-education purpose trips by mode are shown in the table below:

Mode	(AM Trips By Mode Excluding Education)	(Amended AM Trips By Mode Excluding Education)
Vehicles	1397	1397
Taxis	-66	0
OGVs	18	18
PSVs	7	7
Cyclists	60	60
Vehicle Occupants	362	183
Pedestrians	-114	0
Public Transport Users	145	145
Total	1809	1810

This results in the following trips by purpose and by mode. As you will note the overall mode share correlates with the initial WSP amended mode share (which takes account of a reduction in private car trips and an increase to sustainable modes). This amended methodology hopefully also provides an appropriate compromise from both perspectives, ensuring much of the work that has been undertaken over the distribution of vehicle trips by purpose can be retained, but also that the methodology has not underestimated the number of car trips generated.

	Education	All other purposes	All purposes	Mode Share
Vehicles	551	1397	1948	58%
Taxis	66	0	66	2%
OGVs	0	18	18	1%
PSVs	2	7	9	0%
Cyclists	76	60	136	4%
Vehicle Occupants	171	183	354	10%
Pedestrians	527	0	527	16%
Public Transport Users	184	145	329	10%
			3388	100%

I attach a spreadsheet (although very crude in comparison to the spreadsheets you have produced) so that hopefully you can follow though the process described above. I have only looked at the AM peak scenario as the impact of education trips is most pronounced in this period.

I hope that the above is clear but I would ask you not to hesitate to contact me should you wish to discuss anything further.

Regards, Ben

Ben Howard  
 Senior Engineer  
 Strategic Transport  
 Economy, Transport & Environment  
 Hampshire County Council, The Castle, Winchester  
 Tel: (01962) 846814  
 E-mail: [ben.howard@hants.gov.uk](mailto:ben.howard@hants.gov.uk)

From: Smith, Alex [<mailto:Alex.Smith@WSPGroup.com>]  
 Sent: 28 September 2012 15:37  
 To: Howard, Ben  
 Cc: Blacker, Andrew; Wall, Tim; [richard.hutchings@wspgroup.com](mailto:richard.hutchings@wspgroup.com)  
 Subject: RE: Hampshire School Travel Data Query - Connaught and Primary

Ben,

Further on from our recent correspondence and in the interest of reaching an agreed position on the potential trip generation for the site, in particular, the influence of the education trips, please find some additional information below and 2 spreadsheets which have been used to determine this work. *We would like to point out that these spreadsheets have been provided for your review purposes only and should not be copied or used for any other purposes than for those to assess the impacts of AUE.*

As discussed in our meeting last Friday we have re-visited the assumptions placed on the modal splits and the effects these have on the journey purposes. Ultimately the controlling factor of the trip gen was the influence of the education trips. Therefore as a starting position, we have gone back to the modal splits applied and have adjusted these to reflect comments and discussions had between parties. We have focused on the primary and secondary school trips because these carry more weight (in terms of numbers) than tertiary, and the tertiary modal split was not queried previously and is based on the TRICs database.

Table 1 – Previously used modal splits for Education Purposes (Primary and Secondary)

	<b>Primary</b>	<b>Secondary</b>
<b>Main mode</b>	<b>Under 1 mile (%)</b>	<b>1 to under 2 miles (%)</b>
<b>Walk</b>	82	48
<b>Bicycle</b>	1	10
<b>Car/van</b>	16	22
<b>Bus<sup>2</sup></b>	1	20
<b>Other<sup>3</sup></b>	0	1
<b>Total</b>	100	100

Table 2 – Adjusted modal splits

	<b>Primary</b>	<b>Secondary</b>
<b>Main mode</b>	<b>1 to under 2 miles</b>	<b>2 to under 5 miles</b>
<b>Walk</b>	29	20
<b>Bicycle</b>	2	12
<b>Car/van</b>	63	44
<b>Bus<sup>2</sup></b>	5	20
<b>Other<sup>3</sup></b>	1	4
<b>Total</b>	100	100

### Primary School Trips

During interrogation of the NTS data, it was clear that under the Primary school category, the distance of 1 to under 2 miles, shared similar characteristics with those in the TRICs residential modal splits we outlined in our trip generation paper. As such and in light of HCC's comments, it was deemed appropriate for Primary education trips that the NTS data for 1 to under 2 miles modal split would be used in full to determine these modal splits.

### Secondary School Trips

The distance from a central point of Wellesley (AUE) to Connaught Secondary School is approximately 1.7 miles as the crow flies. Using footways etc, this journey equates to just over 2 miles and as such represents the next band in the NTS data – being '2 to under 5 miles'. The category covers a large range of distance, and in the opinion of WSP, does not fully represent the potential trips to Secondary education. Therefore the NTS data has been used as a base but with the following adjustments. Bus journeys remain the same as previously assessed, however, the car/van trips have been increased to represent 44% of the modal split, a doubling of the previously assessed rates. Subsequently Walk and Cycle splits have also been adjusted to 20 and 12% respectively.

Please note that the NTS data for buses shows 50% for 2-5miles, however, as this data bridges the trigger point for free bus travel to schools beyond 3 miles it was felt that 50% was significantly higher than could be expected for AUE to Connaught School. To this end we have maintained the previous bus model split of 20%.

As a purely comparative exercise, following receipt of simple modal split data for Wavell and Connaught supplied by HCC with thanks, the assessed modal splits in Table 2 we think represent a robust Secondary School breakdown with a considerably lower walking percentage and a higher car mode share.

### Resulting Trip Generation and Modal Splits

The initial effects of this adjustments are shown below in Table 3.

Table 3 – Final Trip Generation and Modal Split – All Uses

Total Development Trips						
Mode	AM			PM		
	Trips	Trip Rate	Modal Split	Trips	Trip Rate	Modal Split
<b>Vehicles / Vehicle Occupants</b>	<b>1894</b>	0.492	55.9%	<b>1344</b>	0.349	59.9%
Taxis	0	0.000	0.0%	0	0.000	0.0%
OGVs	9	0.002	0.3%	0	0.000	0.0%
PSVs	33	0.009	1.0%	1	0.000	0.1%
Cyclists	163	0.042	4.8%	104	0.027	4.6%
occupants	285	0.074	8.4%	422	0.110	18.8%
Pedestrians	604	0.157	17.8%	152	0.040	6.8%
Public Transport Users	398	0.103	11.7%	219	0.057	9.8%
Total	3386	0.880	100.0%	2243	0.583	100.0%

As shown above, the adjustments made equate to a, vehicle/car trip only, trip rate of 0.49 in the morning. This is considered in line with the HCC's aspirations of the development having a 0.5 trip rate. The PM shows less change than the previous assessment due to the relative lack of education trips in that time period.

Attached are the main spreadsheets that have been used in the determination of the trip rates. As you will see, these are working documents and as such have a number of tabs that have workings that may not necessarily come through to the final numbers. You will see the spreadsheets have been split into the purely Trip Generation and Potential Education trips. This was done to show the effect of education separately and the impact of using the adjust modal splits. The two spreadsheets are linked and inform each other.



We trust the above, and the attached will provide enough information for you and your colleagues to review and hopefully agree in principle the new trips and trip rates resulting from the development.

It is also worth noting that we have continued to take no account of the existing uses which were identified in our trip generation report to generate c.280 and 210 2-way trips in the AM and PM peak hours respectively. We hope it is apparent that we are looking to work with yourselves in reaching a common ground with this issue.

Please feel free to contact myself or Andrew to discuss any of this if you need further information or explanation.

Many Thanks,

Kind Regards,

**Alex Smith**  
Graduate Transport Planner

**WSP UK**, Mountbatten House, Basing View, Basingstoke, Hampshire, RG21 4HJ  
Tel: +44(0)1256 318633  
Fax: +44(0)1256 318700

Website: [www.wspgroup.co.uk](http://www.wspgroup.co.uk)

**We are WSP. United by our difference.**

ACE Engineering Excellence Award Winner 2011  
Number one in Transport Consultancy 2012 (NCE Consultants File)

WSP is a FTSE4Good company

WSP is one of the world's fastest-growing design, engineering and management consultancies. Specialising in property, transport and environmental projects, we work with clients to create built and natural environments for the future.

**Confidential**

This e-mail is confidential to the named recipient. If you have received a copy in error, please destroy it. You may not use or disclose the contents of this e-mail to anyone, nor take copies of it. The only copies permitted are (1) by the named recipient and (2) for the purposes of completing successful electronic transmission to the named recipient and then only on the condition that these copies, with this notice attached, are kept confidential until destruction.

WSP UK Limited Registered Office: WSP House, 70 Chancery Lane, London, WC2A 1AF Registered Number 01383511 England

 **If possible, please consider saving paper by not printing your e-mail.**

Mode share obtained from TRICS & WSP amendment

NTS overall trips against TRICS mode share

	AM	AM Trips by Mode	Education					All education trips by mode	(AM Trips By Mode Excluding Education)	(Amended AM Trips By Mode Excluding Education)	
			Primary Mode Split	Primary Trips	Secondary Mode Split	Secondary Trips	Tertiary Mode Split				Tertiary Trips
Vehicles	57.5%	1948	24.10%	186	44%	250		115	551	1397	1397
Taxis	0.0%	0	5.60%	43	4%	23		0	66	-66	0
OGVs	0.5%	18	0%	0	0%	0		0	0	18	18
PSVs	0.3%	9	0%	0	0%	0		2	2	7	7
Cyclists	4.0%	136	0%	0	12%	68		8	76	60	60
Vehicle Occupants	15.8%	533	14.80%	114	10%	57		0	171	362	182
Pedestrians	12.2%	414	55.60%	430	10%	57		41	528	-114	0
Public Transport Users	9.7%	328	0%	0	20%	114		70	184	145	145
Total	100.0%	3386	100.00%	774	100%	568		237	1578	1808	1809
				773		568		237	1577		

	PM	PM Trips by Mode	Education					All education trips by mode	(PM Trips By Mode Excluding Education)	(Amended PM Trips By Mode Excluding Education)	
			Primary Mode Split	Primary Trips	Secondary Mode Split	Secondary Trips	Tertiary Mode Split				Tertiary Trips
Vehicles	60.1%	1348	24.10%	10	44%	13		7	30	1318	1318
Taxis	0.0%	0	5.60%	2	4%	1		0	3	-3	0
OGVs	0.0%	0	0%	0	0%	0		0	0	0	0
PSVs	0.0%	0	0%	0	0%	0		0	0	0	0
Cyclists	4.6%	103	0%	0	12%	4		1	4	99	99
Vehicle Occupants	19.5%	438	14.80%	6	10%	3		0	9	429	425
Pedestrians	6.1%	137	55.60%	22	10%	3		2	27	110	110
Public Transport Users	9.7%	218	0%	0	20%	6		2	8	210	210
Total	100.0%	2243	100.00%	40	100%	29		12	81	2161	2161
				40		29		12	81		