

# WARWICK MILL

## Transport Assessment

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Warwick Mill  
Transport Assessment  
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## Document Status

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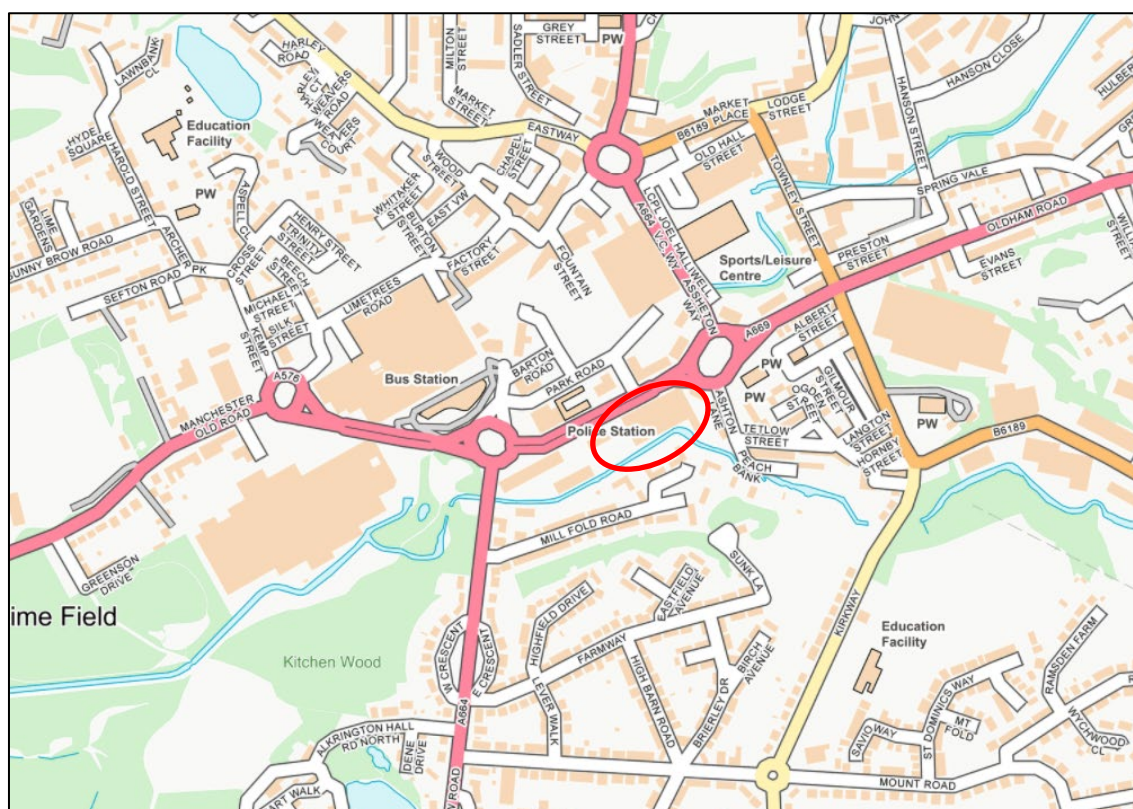
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# 1 INTRODUCTION

- 1.1 RPS have been commissioned by Kam Lei Fong (UK) Limited to prepare this Transport Assessment (TA) in support of a planning application for 281 residential apartments and flexible commercial uses under Class E (retail, food and drink, co-working office space, gym) at Warwick Mill (Grade II listed) and London House in Middleton. The site location is shown on **Figure 1**.

**Figure 1: Site Location Plan**



- 1.2 It is proposed that Warwick Mill will be renovated whilst London House will be demolished and a new building to be known as The Loom will be constructed. Three vehicular points of access are proposed, making use of existing vehicular accesses and improving where necessary.
- 1.3 This TA considers the highway and transport related matters associated with the proposed development and has been produced in accordance with 'National Planning Policy Framework' (Ministry of Housing, Communities and Local Government, 2021) and 'Planning Practice Guidance: Travel Plans, Transport Assessments and Statements' (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2014).
- 1.4 A pre-application exercise was undertaken with Rochdale Borough Council (RBC) and there were a series of meetings, two of which included a highway officer of RBC. A Transport Note was submitted to RBC to inform the second meeting with highway officers on

- 17<sup>th</sup> September 2021 and feedback received has been incorporated into the proposals and this TA.
- 1.5 RBC were generally supportive of the proposals to bring the Grade II listed Warwick Mill back into use and have advised on the required transport mitigation measures, namely that a contribution should be made to a Residents Parking Scheme covering the surrounding streets.
- 1.6 The report details the transport consideration of the proposed development and is divided into the following sections:
- **Section 2** – Planning Policy – incorporates and reviews relevant local and national transport and development policy including local parking standards;
  - **Section 3** – Existing Situation – describes the existing conditions at the site and surrounding transport network. It focuses on the accessibility of the site through sustainable transport methods, describes the local highway network and discusses Personal Injury Accident data for the local highway network;
  - **Section 4** – Development Proposals – set out the elements included within the planning application;
  - **Section 5** – Trip Generation – outlines the number of trips generated;
  - **Section 6** – Transport Considerations and Mitigation – considers the transport implications of the proposals and sets out the proposed mitigation; and
  - **Section 7** – Summary and Conclusions – summarises and concludes the finding of the Transport Assessment.

## 2 PLANNING POLICY

- 2.1 This section of the TA summaries the relevant national and local transport policy against which the development proposals have been considered.

### National Policy

#### National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) was revised on 20 July 2021 and sets out national policy for delivering sustainable growth and development. The NPPF aims to make the planning system less complex and more accessible. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 Paragraph 94 of the framework refers to the regeneration of estates, discussing that planning policies and decisions should consider the economic, social, and environmental benefits of estate regeneration, and that planning authorities should use this power to help estate regeneration. Demonstration of the economic, social and environmental sustainability credentials of the proposals are set out in the Planning Statement that supports this planning application.
- 2.4 In terms of transport the objectives outlined in the NPPF are set out in paragraph 104, which states the following:

**“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:**

- **the potential impacts of development on transport networks can be addressed;**
- **opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;**
- **opportunities to promote walking, cycling and public transport use are identified and pursued;**
- **the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and**
- **patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”**

- 2.5 When determining planning applications, Paragraph 110 of the NPPF states it should be ensured that;

- a. **“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
- b. **safe and suitable access to the site can be achieved for all users; and**

- c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 45; and
- d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.6 Paragraph 111 of the guideline’s states that:

**“Development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**

## **Planning Practice Guidance (PPG) ‘Travel Plans, Transport Assessments and Statements (March 2014)**

2.7 *Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’* gives a report on when different transport reports should be used and what they should entail.

2.8 With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states:

**“Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.”**

2.9 The report suggests that these different transport reports can lead to.

- **“encouraging sustainable travel.**
- **lessening traffic generation and its detrimental impacts.**
- **reducing carbon emissions and climate impacts.**
- **creating accessible, connected, inclusive communities.**
- **improving health outcomes and quality of life.**
- **improving road safety; and**
- **reducing the need for new development to increase existing road capacity or provide new roads.”**

2.10 The PPG states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development to which they related and build on existing information wherever possible. They should be established at the earliest practicable possible stage of a development proposal and be tailored to a particular local circumstance.

2.11 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, National Highways and other relevant bodies.

## Local Policy and Guidance

- 2.12 National Policy on transport and land use establishes broad policy objectives that reflect the Government's aspiration for integrating development and transport. The role of local government is to develop strategies based on specific local social and spatial requirements which deliver the national aspirations.
- 2.13 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which comprises of:
- Rochdale Core Strategy (2016);
  - Rochdale Borough Transport Strategy (2014); and
  - Greater Manchester Transport Strategy 2040 (2021).

## Rochdale Core Strategy (2016)

- 2.14 The purpose of the Rochdale Core Strategy is to set out plans and policies for future development in the Rochdale borough.
- 2.15 Section 2 addresses the key challenges that the Core Strategy will aid, stating the following:
- “An ambitious target of providing 460 additional homes per year is considered necessary to meet demand and to help regenerate the borough. The latest Housing Land Availability Assessment indicates that there is considerable scope to meet its housing target using previously developed sites, especially in the south, and with limited use of greenfield sites.”**
- 2.16 Paragraph 11.3 highlights Rochdale's plans to improved accessibility and promote sustainable travel, with their policies seeking to:
- **“deliver transport improvements at a strategic, borough-wide and local level to support development proposals;**
  - **ensure that development is in the most appropriate and accessible locations;**
  - **minimise trips, especially single occupancy car journeys, and trip length; and**
  - **promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling, and walking.”**
- 2.17 Appendix 5 of the Core Strategy presents the schedule of parking standards, which for residential apartments are as follows:
- The residential car parking standards for single bedroom apartments / town centre flats and apartments equates to 1.25 spaces per dwelling;
  - The residential cycle provision for single bedroom apartments / town centre flats and apartments equates to 1 secure spaces per 5 dwellings (minimum 2 spaces); and

- With regard to disabled parking standards, section 17.1 presents Table 11 that sets out that the disabled parking provision for developments between 12 to 200 spaces should be 3 bays or 6% of total capacity (whichever is greater).

2.18 Parking standards for a range of Class E uses are set out in **Table 2.1**.

**Table 2.1: Selected Class E Parking Standards**

| Development Type                                                          | Maximum Standard for Car Parking Provision | Minimum Standard for Cycle Space Provision       | Minimum Standard for Powered Two Wheeled Vehicle Parking Provision |
|---------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------|--------------------------------------------------------------------|
| Food Retail (<900m <sup>2</sup> )                                         | 1 space per 25m <sup>2</sup> GFA           | 1 space per 100m <sup>2</sup> GFA (min 2 spaces) | Considered Individually                                            |
| Non Food Retail (<900m <sup>2</sup> )                                     | 1 space per 25m <sup>2</sup> GFA           | 1 space per 100m <sup>2</sup> GFA (min 2 spaces) | Considered Individually                                            |
| Restaurants                                                               | 1 space per 7m <sup>2</sup> PFA            | 1 space per 140m <sup>2</sup> PFA (min 2 spaces) | 1 space per 280m <sup>2</sup> PFA (min 2 spaces)                   |
| Dance Halls (not Night Clubs), Swimming Baths, Skating Rinks & Gymnasiums | 1 space per 22m <sup>2</sup> PFA           | 1 space per 220m <sup>2</sup> PFA (min 4 spaces) | 1 space per 880m <sup>2</sup> PFA (min 2 spaces)                   |

GFA = Gross Floor Area

PFA = Public Floor Area

## Rochdale Borough Transport Strategy (2014)

2.19 The transport strategy is a guide to the development of transport improvements across Rochdale borough for the period up to 2026.

2.20 The vision of the Rochdale Borough Transport Strategy is:

**“By 2026, Rochdale Borough will have a safe, affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports the regeneration and economic growth of the local area.”**

2.21 The underlying principle of which is to:

**“Support regeneration. Successful communities and development opportunities are dependent on high quality, reliable and affordable access to jobs, health, education and other key local amenities. Addressing this is integral to the Council’s Sustainable Communities Strategy aspirations and this Transport Strategy provides a framework to make delivery of this possible.”**

- 2.22 Within the strategy, the 'Rochdale Borough Renaissance Masterplan' discusses strategic context, part of which considers the location of new development:

**"The masterplan also aims to provide a strong heart, enhancing access to town centres, promoting greater density of development around public transport hubs and interchanges (railway and bus stations and Metrolink stops). Future town centre developments will be required to provide a wider range of land uses with greater emphasis on employment, residential and leisure as well as retail to maintain and enhance their economic vibrancy and viability."**

## Greater Manchester Transport Strategy 2040 (2021)

- 2.23 The aim of the Greater Manchester Transport strategy is to set out the long terms aims for transport. Overall is an aim to have great connectivity that aids sustainable economic growth and enhanced accessibility.

- 2.24 The section "an integrated network" describes a desire to make transport truly integrated by incorporating all different transport options and states the following:

**"We will develop comprehensive and easy to understand cycle and walking networks that integrate well with public transport, including Greater Manchester's Bee Network and the emerging city-region-wide bicycle hire scheme."**

- 2.25 Continuing to state:

**"We will enhance our public transport so that bus, rail and tram services and facilities are planned and delivered in a more integrated way to minimise the time and cost of changing between services."**

- 2.26 This highlights that a priority of Greater Manchester is to ensure there is an integrated, and cost-effective transport system.

- 2.27 Policy 1 of the Transport Strategy discusses ensuring improvements of different modes of transport, stating.

**"Policy 1: We will work with partners to ensure that modes of transport such as taxis, private hire vehicles and other demand responsive services – as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport – are available, and fully integrated into the Greater Manchester transport network."**

## Summary

- 2.28 This section sets out current policies that are particularly relevant to the project. National policy is set out in the NPPF and the PPG, their goals are to promote sustainable travel to developments and that developments should aim to use sustainable transport opportunities.

- 2.29 The Rochdale Core Strategy aims to enhance sustainable transport and presents the standards for parking within the Borough of Rochdale.

- 2.30 The Rochdale Transport Strategy highlights the aims of transport improvements across the Borough of Rochdale and discusses the location of new developments and redevelopment to be centred around transport hubs.
- 2.31 The Greater Manchester Transport Strategy sets out the long term aims for transport for Greater Manchester until 2040 and includes plans for enhancing the cycle and walking infrastructure alongside the public transport network.

## 3 EXISTING SITUATION

- 3.1 This section of the report provides a description of the site in the context of its local surroundings and general movement characteristics of the surrounding area.

### Site Location

- 3.2 Warwick Mill is a Grade II listed former cotton mill occupying land on the southern-western quadrant of the A669 Oldham Road / Ashton Lane roundabout on the southern edges of Middleton town centre. Middleton is located within the borough of Rochdale, Greater Manchester. It is approximately 8km south-west of Rochdale and 8km north-east of Manchester City Centre.
- 3.3 There are three vehicular accesses to Warwick Mill. There is a kerbed bellmouth access on the eastern side of Warwick Mill onto Ashton Lane which facilitates northbound and southbound travel to / from the A669 Oldham Road / Ashton Lane roundabout. This provides access to eastern and south-eastern areas of Warwick Mill for parking and servicing and is currently gated closed.
- 3.4 There is a kerbed bellmouth access on the north-eastern side of Warwick Mill onto the westbound exit of the A669 Oldham Road / Ashton Lane roundabout. The access bellmouth is located on the exit of the A669 Oldham Road / Ashton Lane roundabout, however, its geometries and alignment are such that it operates as a left-in / left-out junction with the westbound carriageway of the A669 Oldham Road. This provides access to eastern areas of Warwick Mill for parking and servicing and is currently boarded closed.
- 3.5 There is a dropped kerb access onto the westbound carriageway of the A669 Oldham Road on the western side between Warwick Mill and London House, operating as a left-in / left-out junction providing access to areas of hardstanding for parking and servicing. This access is currently boarded closed.
- 3.6 There is one vehicular access to London House, on its western side onto the westbound carriageway of the A669 Oldham Road. It has a kerbed bellmouth, operates as a left-in / left-out junction and provides access to parking areas on the western and southern sides of London House.

### Site History

- 3.7 Warwick Mill was constructed in 1907 and operated as a cotton mill until 1965. It then reverted to use for storage and distribution until the late 2000's by which point such uses were at a reduced scale in a small part of the mill.
- 3.8 In 1988, planning and listed building consent was granted to use the 3rd floor of the mill as a sports / leisure centre (references: 88/D21446 and 88/D21488). The application was implemented for a short time, but the use has since ceased.
- 3.9 In 1997, planning permission was granted for a change of use of the building to a factory outlet centre with ancillary food, drink and leisure outlets (reference: 97/D34363). Although approved, it was not implemented and the consent expired.
- 3.10 In 2007, planning permission was granted for 147 apartments with 188 car parking spaces (reference: 07/D48615). Two points of vehicular access was consented; the access onto Ashton

Lane would be relocated just north of its current location and the western access onto the A669 Oldham Road would be retained. Although approved, it was not implemented and the consent expired.

- 3.11 In 2015, planning permission was sought for the demolition of London House and the conversion and renovation of Warwick Mill to provide a mixed-use development comprising showrooms for the trading of wholesale and retail non-food goods, new food and drink outlets (then use classes A3 and A4), along with ancillary uses, new surface parking and installation of new plant and machinery (reference: 15/01015/FUL).
- 3.12 Three vehicular accesses were proposed, one to access 106 car parking spaces using the existing London House access onto the A669 Oldham Road; one to access 26 car parking spaces via an altered arrangement onto Ashton Lane and another for servicing and deliveries via a new access onto the A669 Oldham Road approximately 50m to the east of the existing London House access. Although approved, it was not implemented and the consent expired.

## Local Highway Network

- 3.13 The site is surrounded by a network of A and B roads which enable access to areas such as Manchester, Rochdale, Oldham and Bury.

### A669 Oldham Road

- 3.14 The A669 Oldham Road borders the site to the north where it is a dual carriageway road routeing broadly east to west between the Ashton Lane / A664 Assheton Way roundabout and the A664 Manchester New Road / A576 Middleton Way roundabout respectively. There are footways on both sides, a 30mph speed restriction, streetlighting and double yellow line restrictions. There are two signalised pedestrian crossings (puffin type) over both carriageways of the A669 Oldham Road, one at its western end adjacent to the A664 Manchester New Road / A576 Middleton Way roundabout and one directly in front of Warwick Mill.
- 3.15 To the east of the Ashton Lane / A664 Assheton Lane roundabout, the A669 Oldham Road is a single carriageway road providing direct access to residential dwellings, shops and business premises with footways on both sides, a 30mph speed restriction and streetlighting. There are double yellow line restrictions along its section to the east of the Ashton Lane / A664 Assheton Lane roundabout and no such restrictions further east.

### Ashton Lane

- 3.16 Ashton Lane is a residential street routeing broadly north to south from the A669 Oldham Road / A664 Assheton Lane roundabout. It provides access to residential properties on Tetlow Street, Peach Bank, Ogden Street, Larkhill Court and Taylor Street and it is a cul-de-sac.
- 3.17 There are 30mph speed restrictions, streetlighting and, generally, footways on both sides. Car parking is varied and there is a range of private driveways and on-street car parking and there are double yellow line restrictions on parts of Ashton Lane and Peach Bank.

## **A664 Assheton Way**

- 3.18 The A664 Assheton Way is accessed via the A669 Oldham Road via a four-arm roundabout. The A664 Assheton Way routes between the A664 / Ashton Lane roundabout to the south, and the Long Street / Market Place roundabout to the north. There is a 30mph speed restriction and streetlighting, a northbound bus / cycle / taxi lane, double yellow line restrictions on the eastern side, a footway on the western side and footways on Lance Corporal Joel Halliwell VC Way which runs parallel on the eastern side.

## **A664 Long Street**

- 3.19 The A664 Long Street continues northwards from the Assheton Way roundabout, through the residential areas of north Middleton and onto the A627(M) at the Stakehill Roundabout. The A664 continues broadly north-eastwards where it becomes Rochdale Road, and continues towards Castleton.
- 3.20 The A664 Long Street / Rochdale Road provides direct access to residential dwellings, with on-street parking, footways, a 30mph speed restriction and street lighting along its length.

## **A664 Manchester New Road**

- 3.21 The A664 Manchester New Road routes southwards from the A669 Oldham Road roundabout to large residential areas on the outskirts of Manchester via junction 20 of the M60 for which there are only north-westbound facing slip roads.

## **M60**

- 3.22 The M60 functions as a ring road through Greater Manchester, providing access to the M62, M66, M602 and all the strategic roads into and around Greater Manchester.

## **Pedestrian Infrastructure**

- 3.23 There are well established footways within the vicinity of the site providing access to public transport, education, health, retail and employment facilities.
- 3.24 Immediately outside Warwick Mill, footways are provided on both sides of the A669 Oldham Road. There are two signalised pedestrian crossings (puffin type) over both carriageways of the A669 Oldham Road, one at its western end adjacent to the A664 Manchester New Road / A576 Middleton Way roundabout and one directly in front of Warwick Mill. These provide access to Middleton town centre and the facilities therein as well as all other areas north of the site.
- 3.25 As the A669 Oldham Road continues east, pedestrian footways and street lighting are present on both sides of the carriageway. This pedestrian infrastructure continues along Middleton Road, beyond the Mills Hills Railway Station.
- 3.26 Due to the town centre location of the site, all roads within the vicinity of the site have footways, with lighting and adequate pedestrian crossings provided.
- 3.27 The Freedom Field and Alkrington Woods Nature Reserve is located to the west of the site. This large open green area with footpaths throughout which provide access to the built-up areas around this green space.

## Cycling

- 3.28 There is a widespread cycling network provided by the extensive road network within the vicinity of the site. Sections of the A669 Oldham Road, A576 Manchester Old Road and A664 Manchester New Road provide cycle lanes.
- 3.29 National Cycle Route 66 (NCR66) is the nearest NCR within the vicinity of the site. Route 66 of the National Cycle Network has sections from Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull; however, NCR66 has some breaks in the route where cyclists would have to make use of local roads instead.
- 3.30 NCR66 is accessible to the north-east of Middleton via the A664 Rochdale Road. A traffic-free route not on the National Cycle Network routes adjacent to the Rochdale Canal.
- 3.31 To the west of the project site, the Freedom Fields and Alkrington Woods Nature Reserve have cycle routes which would enable residents to cycle as part of leisure activities.

## Public Transport

### Bus Services

- 3.32 This project site has extensive local bus facilities, with the nearest bus stop a 3-minute walk from the site, and Middleton Bus Station being a 6 minute walk from the site.
- 3.33 The closest bus stop to the site is on the A669 Oldham Road immediately west of the Ashton Lane / A664 Assheton Lane roundabout, a 3-minute walk from site. The westbound bus stop provides services for 12/12A, 59, 112, 159 and 396. These services are also accessible from Middleton Bus Station. The eastbound bus stop provides services for 59, 159 and 396.
- 3.34 **Table 3.1** summarises the bus services available from the A669 Oldham Road bus stops.

**Table 3.1: Summary of Bus Services on the A669 Oldham Road Bus Stop**

| Service | Operator          | Route                                                     | Weekday |          |         | Saturday | Sunday     |
|---------|-------------------|-----------------------------------------------------------|---------|----------|---------|----------|------------|
|         |                   |                                                           | AM Peak | Off Peak | PM Peak |          |            |
| 12/12A  | Stagecoach        | Middleton – Boarshaw -Middleton Junction Circular         | 2       | 2        | 2       | 1        | No service |
| 59      | First Manchester  | Oldham – Chadderton – Middleton – Piccadilly Gardens      | 5       | 5        | 5       | 3        | 3          |
| 112     | Stagecoach        | Manchester City Centre – Moston – Greengate – Middleton   | 4       | 4        | 4       | 3-4      | 2          |
| 159     | Stotts            | Middleton – Failsworth – Woodhouses – Chadderton - Oldham | 1       | 1        | 1       | 1        | No service |
| 396     | Stotts/Little Gem | Middleton – Mills Hill Chadderton –Ashton-under-Lune      | 1       | 1        | 1       | 1        | Bi-hourly  |

\* number of services per hour

- 3.35 Middleton Bus Station is located west of the site on the A669 Oldham Road / A664 Manchester New Road roundabout. It is a 6-minute walk from the site and provides access to the bus services served at the A669 Oldham Road Bus Stop presented in **Table 3.1** as well as services 17/A/B, 18, 41, 112/113, 115, 116, 125, 129, 156, 162, 163, and 415.
- 3.36 **Table 3.2** summarises the bus services available from Middleton Bus Station.

**Table 3.2: Summary of Bus Services from Middleton Bus Station**

| Service | Operator      | Route                                                        | Weekday |                 |         | Saturday        | Sunday          |
|---------|---------------|--------------------------------------------------------------|---------|-----------------|---------|-----------------|-----------------|
|         |               |                                                              | AM Peak | Off Peak        | PM Peak |                 |                 |
| 17/A/B  | Go North West | Rochdale – Sudden – Middleton – Collyhurst - Shudehill       | 6       | 6               | 6       | 5               | 4               |
| 18      | Stagecoach    | Langley – Middleton – Blackley – Manchester Royal Infirmary  | 6       | 6               | 6       | 5               | 4               |
| 41      | Go North West | Middleton – Higher Blackley – Bowker Vale – Didsbury - Sale  | 1       | 1               | 1       | 1               | 1               |
| 112/113 | Stagecoach    | Middleton – Greengate – Moston – Piccadilly Gardens          | 4       | 4               | 4       | 4               | 2               |
| 115     | Stagecoach    | Middleton – Higher Blackley – Moston – Harpurhey Circular    | -       | 1 (09:30-15:30) | -       | 1 (09:30-15:30) | No service      |
| 116     | Stagecoach    | Middleton – Harpurhey – Moston – Higher Blackley Circular    | -       | 1 (10:00-14:00) | -       | 1 (10:00-14:00) | No service      |
| 125     | Stotts        | Middleton – Rhodes – Bowlee – Hollins – Alkrington Circular  | 1       | 1               | 1       | 1               | No service      |
| 129     | Go north West | Middleton – Hollins – Stanycliffe – Boarshaw Circular        | 1       | 1               | 1       | 1               | 1               |
| 156     | Stagecoach    | Middleton – Rhodes – Higher Blackley – Blackley – Shudehill  | 2       | 2               | 2       | 2               | 1               |
| 162     | Diamond Bus   | Nordern – Heywood – Langley – Middleton – Piccadilly Gardens | -       | -               | 2       | 2 (17:00-19:00) | 2 (17:00-19:00) |
| 163     | Diamond Bus   | Bury – Heywood – Langley – Middleton – Piccadilly Gardens    | 4       | 5-6             | 6       | 5-6             | 2               |
| 415     | Stagecoach    | Middleton – Middleton Junction – Chadderton - Oldham         | 1       | 1               | 1       | 1               | 1               |

\* number of services per hour

## Rail Services

- 3.37 The nearest railway station to the site is Mills Hill, approximately 25-minute walk from site or a 9-minute cycle. There are 10 stands for bicycles and parking for 30 vehicles.
- 3.38 The Mills Hill bus stop is located at Mills Hill railway station and is accessible from the site via the 59 and 396 bus routes. These services provide direct access from the A669 Oldham Road bus stop via a 6 minute bus journey with frequencies of one service every 10 minutes.

- 3.39 Mills Hill railway station provides access to Northern rail services to a range of destinations including Manchester, Blackburn, Kirkby, Clitheroe, and Rochdale. A summary of the available rail services is summarised in **Table 3.3** below.

**Table 3.3: Summary of Rail Services at Mills Hill Railway Station**

| Service                                                                                                                                                                                                                                | Weekday |          |         | Saturday | Sunday |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------|---------|----------|--------|
|                                                                                                                                                                                                                                        | AM Peak | Off Peak | PM Peak |          |        |
| Rochdale – Castleton – Mills Hill – Moston – Manchester Victoria                                                                                                                                                                       | 1       | 1        | 1       | 1        | -      |
| Rochdale – Castleton – Mills Hill – Moston – Manchester Victoria – Salford Central – Salford Crescent – Bolton – Blackburn – Whalley – Clitheroe                                                                                       | 1       | 1        | 1       | 1        | -      |
| Blackburn – Accrington – Burnley Manchester Road – Todmorden – Rochdale – Castleton – Mills Hill – Moston – Manchester Victoria – Salford Central – Salford Crescent – Swinton – Moorside – Wigan Wallgate – Appley Bridge – Southport | -       | -        | -       | -        | 1      |

\* number of services per hour

- 3.40 The train journey from Mills Hill Station to Manchester Victoria is only 12 minutes, demonstrating a direct and sustainable transport option between the site and Manchester city centre.

## Accessibility to Local Facilities

- 3.41 The site location, on the edge of Middleton town centre, enables convenient access to many local facilities. Paragraph 4.4.1 of Manual for Streets (MfS), Department for Communities and Local Government and Department for Transport, 2007, states:

**“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”**

- 3.42 There are other guidance documents which say similar to the above, however, what is clear is that 2km is a reasonable walking distance.
- 3.43 The Chartered Institution of Highways and Transportation (CIHT) publication ‘Planning for Cycling’, 2014, states on page 4 [paragraph unnumbered]:

**“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a). Electric bicycles extend the range that can be cycled**

**comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”**

- 3.44 The Department for Transport (DfT) publication ‘Cycle Infrastructure Design Local Transport Note 1/20’ (LTN1/20) goes on to state at paragraph 2.2.2:

**“Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.”**

- 3.45 Cycling therefore represents a reasonable mode of transport for distances of 5km with some cyclists being prepared to cycle longer distances.
- 3.46 **Table 3.4** summarises many of the extensive facilities within walking and cycling distance of the site and demonstrates that many of these, including the town centre, is within an 800m walk whilst all key facilities within a 2km walk. In terms of employment, there are many surrounding areas that are within both a reasonable walking distance and a reasonable cycling distance.

**Table 3.4: Distance and Walking and Cycling Times to Local Facilities**

| Facility                                                             | Distance from Site Centre | Walking Time (mins) | Cycling Time (mins) |
|----------------------------------------------------------------------|---------------------------|---------------------|---------------------|
| <b>Middleton town centre</b>                                         |                           |                     |                     |
| All town centre facilities including shops, post office, market etc. | 550m                      | 7                   | 3                   |
| <b>Education</b>                                                     |                           |                     |                     |
| Elm Wood Primary School                                              | 1.5km                     | 20                  | 7                   |
| Sunny Brow Nursery School                                            | 1.1km                     | 14                  | 5                   |
| Middleton Technology School                                          | 1.4km                     | 18                  | 7                   |
| St Mary’s R C Primary School                                         | 1.8km                     | 23                  | 8                   |
| <b>Food and Drink</b>                                                |                           |                     |                     |
| The Mod Cod                                                          | 350m                      | 5                   | 3                   |
| Oddfellows’ Arms                                                     | 450m                      | 6                   | 2                   |
| Mcdonalds, Middleton                                                 | 550m                      | 7                   | 3                   |
| Café Salento                                                         | 450m                      | 6                   | 3                   |
| <b>Health and Community</b>                                          |                           |                     |                     |
| Xercise4Less Manchester Middleton Gym                                | 750m                      | 9                   | 4                   |
| Kirkway Sure Start Children’s Centre                                 | 550m                      | 7                   | 5                   |
| Middleton Arena                                                      | 550m                      | 8                   | 4                   |
| Tonge Hall                                                           | 800m                      | 11                  | 6                   |
| Middleton Health Centre                                              | 900m                      | 10                  | 3                   |
| <b>Leisure</b>                                                       |                           |                     |                     |
| Alkrington Woods Nature Reserve                                      | 1.1km                     | 14                  | 4                   |
| Middleton Cricket Club                                               | 1.3km                     | 15                  | 5                   |
| Lancaster Park & Animal Farm                                         | 1.8km                     | 23                  | 8                   |
| Leisure Park                                                         | 1km                       | 13                  | 4                   |

| Facility                              | Distance from Site Centre | Walking Time (mins) | Cycling Time (mins) |
|---------------------------------------|---------------------------|---------------------|---------------------|
| <b>Shopping / Retail</b>              |                           |                     |                     |
| Middleton Shopping Centre             | 290m                      | 4                   | 1                   |
| Screwfix                              | 160m                      | 2                   | 1                   |
| Aldi                                  | 800m                      | 10                  | 3                   |
| Tesco extra                           | 550m                      | 7                   | 3                   |
| <b>Key Employment Areas</b>           |                           |                     |                     |
| All town centre employment facilities | 550m                      | 7                   | 3                   |
| Linkway Trading Estate                | 650m                      | 8                   | 3                   |
| Hanson Park                           | 800m                      | 11                  | 6                   |
| Mills Hill Road Industrial Units      | 2.3km                     | 29                  | 10                  |
| Oldham Broadway Business Park         | 2.6km                     | 33                  | 11                  |
| Stakehill Industrial Estate           | 4.3km                     | 54                  | 18                  |
| Elk Mill Park                         | 4.5km                     | 56                  | 19                  |
| Hartford Industrial Estate            | 4.5km                     | 56                  | 19                  |

Note: Assumed walking speed of 1.33m/sec and cycling speed of 4m/sec.

## Traffic Flows

- 3.47 The DfT has a traffic monitoring point on the A669 Oldham Road directly outside London House (site number 27979). The most recent count data is from 2021 which shows that there was an Annual Average Daily Flow (AADT) of 24,252 vehicle movements on the A669 Oldham Road.
- 3.48 The AM peak hour occurs between 08:00 and 09:00 when there was a two-way traffic flow of 1,961 vehicle movements whilst the PM peak hour occurs between 17:00 and 18:00 when there was a two-way traffic flow of 2,129 vehicle movements.
- 3.49 This is broadly similar to the previous manual count which was undertaken in 2017, where there was an AADT of 25,854 vehicle movements and AM and PM peak hour traffic flows of 1,804 and 2,248 vehicle movements respectively.

## Road Safety

- 3.50 Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recent five-year period from 1<sup>st</sup> January 2017 to 31<sup>st</sup> December 2021. The study area includes the A669 Oldham Road between (and including) its junctions with the A669 Assheton Way / Ashton Lane roundabout and the A669 Manchester New Road / A576 Middleton Way roundabout.
- 3.51 There were a total of eight injury accidents in the study area, seven of which resulted in slight injury and only one of which resulted in serious injury. There were no fatal injury accidents.
- 3.52 There was one injury accident on the dual carriageway section of the A669 Oldham Road, which appears to be a shunt. All others which occurred at junctions were vehicles are undertaking turning manoeuvres and giving way to one-another.

- 3.53 There were three slight injury accidents at the A669 Oldham Road / A669 Manchester New Road / A576 Middleton Way roundabout. All occurred at different locations on the roundabout with one on the northern arm, one on the western arm and one on the southern arm. All involved two vehicles with driver error and failure to give way the predominant factors.
- 3.54 There were four injury accidents at the A669 Oldham Road / A669 Assheton Way / Ashton Lane roundabout. Three occurred on the northern arm (two slight injury accident and one serious injury accident) and one occurred on the eastern arm (slight injury accident). All involved two vehicles with driver error and failure to give way the predominant factors.
- 3.55 From the analysis undertaken, there are a low number of injury accidents, there were no clusters and driver error appears to be the predominant factor, which suggest there are no aspects of the local road network that contributes to a road safety issue.

## Summary

- 3.56 This section has demonstrated the proposed development is in a sustainable location, accessible by all modes of transport, including the bus and railway stations and that key services and facilities are located within a reasonable walking and cycling distance of the site.

## 4 DEVELOPMENT PROPOSALS

### Land Uses

- 4.1 The development proposals consist of the redevelopment of the Grade II listed Warwick Mill, the demolition of London House and the construction of a replacement building to be known as The Loom to provide 281 residential apartments and flexible commercial uses under Class E (retail, food and drink, co-working office space, gym). A site layout plan and relevant scheme drawings are attached at Appendix 1.
- 4.2 A schedule of the proposed residential and commercial accommodations is detailed in **Table 4.1** and **Table 4.2**.

**Table 4.1: Schedule of Residential Accommodation**

|              | Studio | 1 Bedroom | 2 Bedroom | 3 Bedroom | Total |
|--------------|--------|-----------|-----------|-----------|-------|
| Warwick Mill | 18     | 52        | 64        | 1         | 135   |
| The Loom     | -      | 100       | 46        | -         | 146   |
| Total        | 18     | 152       | 110       | 1         | 281   |

**Table 4.2: Schedule of Commercial Accommodation**

|                                                     | Potential Commercial Use | Gross Internal Area (GIA)                                                                                  |
|-----------------------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------|
| Warwick Mill Commercial Unit                        | TBC                      | 1,420.00 m <sup>2</sup>                                                                                    |
| Warwick Mill Flexible Unit<br>(including Mezzanine) | TBC                      | 331.36 m <sup>2</sup><br>(Lower Ground Floor 218.47 m <sup>2</sup> )<br>(Mezzanine 112.89 m <sup>2</sup> ) |
| Commercial Unit                                     | TBC                      | 161.46 m <sup>2</sup>                                                                                      |
| The Loom Commercial Unit 1                          | TBC                      | 69.52 m <sup>2</sup>                                                                                       |
| The Loom Commercial Unit 2                          | TBC                      | 65.29 m <sup>2</sup>                                                                                       |
| The Loom Commercial Unit 3                          | TBC                      | 65.29 m <sup>2</sup>                                                                                       |
| Total                                               |                          | 2,112.92 m <sup>2</sup>                                                                                    |

### Access Arrangements

- 4.3 Three points of vehicular access are proposed, making use of existing vehicular accesses and improving where necessary. There would be two vehicular accesses onto the A669 Oldham Road and one onto Ashton Lane.
- 4.4 The existing access that serves London House from the A669 Oldham Road will be retained to provide access to the residential car parking within The Loom but would be ingress only.
- 4.5 The existing dropped kerb access from the A669 Oldham Road between Warwick Mill and London House would be improved to a kerbed bellmouth to provide access to the residential car parking within Warwick Mill and egress from The Loom. An access road width of 5.5m can be

achieved and, commensurate with the 30mph speed restriction along the A669 Oldham Road, a visibility splay of 2.4m x 43m can be achieved to the right (to the east). All radii are 6m in accordance with good practice for such accesses to balance the needs of vehicular movement with that of maintaining pedestrian desire lines and pedestrian safety. The improvements will be subject to a detailed design and technical approval by RBC prior to construction.

- 4.6 Access for the commercial car parking and small delivery vehicles would be provided from Ashton Lane in broadly the same location as existing. This access would be gated and set-back from the highway such that a car stopped to open the gate would not block back onto Ashton Lane.
- 4.7 Commensurate with the 30mph speed restriction along Ashton Lane, visibility splays of 2.4m x 43m can be achieved to the left (to the north) and to the right (to the south) from the egress. This access arrangement will be subject to a detailed design and technical approval by RBC prior to construction.
- 4.8 There are currently four points of vehicular access to Warwick Mill and London House; two of which from the A669 Oldham Road (one being a kerbed bellmouth and one being a dropped kerb to some hardstanding), one of which from the A669 Oldham Road / Ashton Lane roundabout and one of which from Ashton Lane.
- 4.9 Therefore, there would be a reduction to the total number of accesses and in particular an improvement is considered due to the removal of the direct access onto the Oldham Road / Ashton Lane roundabout.
- 4.10 The access onto the Oldham Road / Ashton Lane roundabout would be retained, however, this would become a pedestrian access and for emergency vehicles only.

## Parking Provision

- 4.11 The Site Layout Plan attached at **Appendix 1** details the parking arrangements.

### Residential

- 4.12 The parking arrangements for The Loom are as follows:
  - 157 cycle parking spaces;
  - 6 motorcycle spaces (hardstanding area provided);
  - 29 residential apartment car parking spaces of which:
    - 7 are disabled parking bays; and
    - 4 are car club bays.
- 4.13 The parking arrangements for Warwick Mill are as follows:
  - 172 cycle parking spaces;
  - 12 motorcycle parking spaces;
  - 24 residential apartment car parking spaces of which:
    - 4 are disabled parking bays; and
    - Up to 16 electric car charging spaces are against walled edges.

- 4.14 Additionally, there are four visitor car parking spaces located between Warwick Mill and The Loom.
- 4.15 This provides a total of 53 car parking spaces for the residential apartments, which equates to 19% of residential units (1 space per 5 units).
- 4.16 It is proposed that all car parking spaces would be allocated to individual units such that 19% of units would be sold with one allocated car parking space and the remaining 81% of units would be sold with no allocated car parking space.
- 4.17 Further consideration on residential car parking and ownership is set out in Section 6.
- 4.18 The provision of car parking for the residential units in terms of both quantum and dimensions is restricted by the layout of the Grade II listed Warwick Mill, in particular by the location of walls and columns etc. This means that car parking has to be accommodated into the available areas rather than designing the layout around the car parking.
- 4.19 Car parking in The Loom is restricted by the wider site and viability issues whereby there is a requirement to maximise the number of residential apartments to generate the revenue for the renovation of the Grade II listed Warwick Mill. The provision of additional car parking, including the provision of basement car parking or a second storey of car parking is prohibitive for viability reasons with subsequent impacts upon the ability to renovate and bring the Grade II listed Warwick Mill back into use.
- 4.20 Car parking was discussed with RBC in a meeting on 17<sup>th</sup> September 2021 and this was recognised.
- 4.21 The above sets out provision for electric car parking around the perimeter of each car parking area. It would be possible to provide passive electric car parking in all car parking spaces such that 100% of car parking would have future provisions.
- 4.22 329 secure cycle parking spaces are proposed. This equates to 1.17 secure cycle parking spaces per residential unit (which is equivalent to one secure cycle parking space per 0.85 residential units), which compares favourably to the standard (it exceeds the minimum provision) set out in the adopted 2016 Core Strategy of one secure cycle parking space per 5 residential units.

## Car Club

- 4.23 As part of the development proposals, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent.
- 4.24 A car club provides cars for short term hire on a pay per trip / per hour / per day basis. This allows individuals and businesses affordable access to a car without the need for car ownership.
- 4.25 In this instance, car club spaces would be provided and a car club operator would be appointed. The car club operator would park their cars in the car club spaces and all residents would be able to book a car on per trip / per hour / per day basis. Thus, the cars would be shared amongst all those who sign up to the scheme.
- 4.26 There are documented benefits to car clubs. A study performed by CoMoUK (a charity supporting shared vehicles), presented that car club installation leads to a decrease in car ownership and they estimated that for each car club vehicle, nine private vehicles are replaced.

- 4.27 In CoMoUKs 2017/2018 Annual Survey Report, Enterprise car club presented the community impacts of car clubs and stated that each car club car on the road displaces 10.5 private cars and defers 12 private car purchases.
- 4.28 Take up of car clubs is growing rapidly, as levels of car ownership decline. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles.
- 4.29 It is considered that the provision of a car club would be of benefit to the residents and businesses. As above, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent.

## Commercial

- 4.30 Parking for the commercial uses would be located in the south-eastern corner of the site, accessed from Ashton Lane where 20 car parking spaces can be provided, one of which would be for disabled users. Bicycle parking will also be provided in this location as well as in front of The Loom, as set out below.
- 4.31 As above, car parking for the commercial uses is restricted by the wider site and viability issues whereby there is a requirement to maximise the commercial uses to generate the revenue for the renovation of the Grade II listed Warwick Mill. The provision of additional car parking, including the provision of basement car parking or a second storey of car parking is prohibitive for viability reasons with subsequent impacts upon the ability to renovate and bring the Grade II listed Warwick Mill back into use.
- 4.32 The parking area for the commercial uses will be gated closed overnight when the commercial units are not open. There is potential for these car parking spaces to be made available to the residential users overnight and be managed by a parking management company.
- 4.33 In terms of parking numbers, it should be noted that the car parking standards adopted by RBC are maximum car parking standards. That means providing fewer car parking spaces than those calculated by the standards would accord with said standards.
- 4.34 In such an instance, consideration to the car parking demand would be necessary. Consideration of car parking for the commercial uses is set out via a car parking accumulation assessment set out in Section 6 and demonstrates that no off-site issues are envisaged.
- 4.35 In terms of cycle parking, the above car parking standards have been applied to the estimated commercial uses in **Table 4.3**.

**Table 4.3: Calculation of Cycle Parking Standards for the Commercial Uses**

|                              | Estimated Commercial Use   | GFA / PFA     | Cycle Parking Standard (Minimum) |          |
|------------------------------|----------------------------|---------------|----------------------------------|----------|
| Warwick Mill Commercial Unit | Gym                        | 905.94 m2 PFA | 1 space per 220m2 PFA            | 4 spaces |
| Warwick Mill Flexible Unit   | Restaurant                 | 235.44 m2 PFA | 1 space per 140m2 PFA            | 3 spaces |
| Commercial Unit              | Restaurant                 | 115.84 m2 PFA | 1 space per 140m2 PFA            |          |
| The Loom Commercial Unit 1   | Convenience Store (retail) | 80.19 m2 GFA  | 1 space per 100m2 GFA            | 2 spaces |
| The Loom Commercial Unit 2   | Convenience Store (retail) | 73.88 m2 GFA  | 1 space per 100m2 GFA            |          |
| The Loom Commercial Unit 3   | Convenience Store (retail) | 73.88 m2 GFA  | 1 space per 100m2 GFA            |          |

PFA calculated as a typical target of 60% of the GFA for restaurants. Also applied to gym in the absence of any other such data and for consistency.

- 4.36 **Table 4.3** calculates that, based upon the estimated commercial uses, a minimum of nine cycle parking spaces should be provided for these uses.
- 4.37 The site layout plan shows that 11 cycle parking spaces are proposed in the eastern side of the commercial parking area, there are eight cycle parking spaces proposed on the eastern side of Warwick Mill opposite the restaurant and there are a further eight cycle parking spaces proposed to the north of The Loom within the public realm area.
- 4.38 This provides a total of 27 cycle parking spaces for the commercial uses, which is three times that which are calculated from the cycle parking standards. The proposed cycle parking provision therefore exceeds the minimum standards adopted by RBC.

## Servicing

- 4.39 Servicing for the commercial units will be from the access on Ashton Lane. The commercial refuse store for those units within Warwick Mill is also in this location and refuse collection will also be undertaken from this location.
- 4.40 Refuse storage for the residential units is located at the two vehicular accesses to The Loom and to Warwick Mill and for the commercial units in The Loom is located in its north eastern corner next to the access to Warwick Mill. Given that refuse collection for the residential units would be once per week and for the commercial units may be perhaps twice per week, refuse vehicle laybys could be located on the A669 Oldham Road.
- 4.41 This arrangement was discussed with RBC during the meeting on 17<sup>th</sup> September 2021 and no significant issues were identified. RBC advised that it would be necessary to control the servicing bays on the A669 Oldham Road to ensure they are not abused and this could be via a Traffic Regulation Order (TRO). This is considered further in Section 6.

## 5 TRIP GENERATION AND MOVEMENT

- 5.1 This section sets out the estimated trip generation of the proposed residential and commercial uses.

### Residential Vehicular Trip Generation

- 5.2 The TRICS trip generation database (Version 7.8.4) has been interrogated to obtain suitable trip rates to estimate the weekday vehicular trip generation from the proposed 281 residential apartments. The main land use category 'Residential' and sub-category 'Flats Privately Owned' was selected. Trip rates have been obtained for the weekday AM and PM peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively) and for the daily period 07:00 to 19:00.
- 5.3 It should be noted that there were no sites within TRICS that were similar to the proposals in respect of the car parking provision, therefore trip rates were obtained and then adjusted to reflect the development proposals.
- 5.4 The TRICS output is attached at **Appendix 2**, showing that 17 sites were selected. These sites were selected in accordance with the TRICS Good Practice Guide, based on the development proposals, transport characteristics and local area being similar to that at Warwick Mill.
- 5.5 **Table 5.1** sets out a summary of the vehicular trip rates extracted from TRICS (unadjusted).

**Table 5.1: TRICS Weekday Residential Vehicle Trip Rates (unadjusted)**

|                                        | AM Peak Hour<br>(08:00-09:00) |            |       | PM Peak Hour<br>(17:00-18:00) |            |       | Daily (07:00-19:00) |            |       |
|----------------------------------------|-------------------------------|------------|-------|-------------------------------|------------|-------|---------------------|------------|-------|
|                                        | Arrivals                      | Departures | Total | Arrivals                      | Departures | Total | Arrivals            | Departures | Total |
| TRICS<br>Vehicle Trip<br>Rate Per Unit | 0.054                         | 0.175      | 0.229 | 0.175                         | 0.100      | 0.275 | 1.154               | 1.209      | 2.363 |

\* may not total due to rounding

- 5.6 If the above trip rates were to be applied to the proposed 281 residential flats, it would generate a level of vehicle movement that exceeds that of the capacity of the car park. For example, the PM peak hour trip rate extracted from TRICS is 0.275 trips per dwelling, which, for 281 dwellings equates to 77 vehicle movements, however, the capacity of the car park is 53 spaces.
- 5.7 The reason for this is because there were no sites within TRICS that were similar to the proposals in respect of the car parking provision. Therefore, the trip rates are based upon a higher level of car ownership, car parking demand and thus a higher vehicle trip rate. The trip rates themselves represent a suitable temporal profile of movements throughout the day, however, they need to be adjusted to reflect the car parking provision for these development proposals.
- 5.8 An adjustment has been made by calculating a factor for the number of car parking spaces per dwelling.
- 5.9 The 17 TRICS sites had a total stock of 1,311 car parking spaces and a total of 1,183 dwellings. This equates to 1.108 car parking spaces per dwelling. These development proposals provide a

total of 53 car parking spaces for 281 residential apartments, which equates to 0.189 car parking spaces per dwelling. A factor of 0.170 (0.189 / 1.108) has therefore been applied to the TRICS data to calculate the vehicle trip rates for the residential apartments.

- 5.10 The adjusted vehicle trip rates are set out in **Table 5.2** along with the estimated vehicular trip generation for the residential apartments.

**Table 5.2: Weekday Residential Vehicular Trip Rates and Trip Generation**

|                                       | AM Peak Hour<br>(08:00-09:00) |            |       | PM Peak Hour<br>(17:00-18:00) |            |       | Daily (07:00-19:00) |            |       |
|---------------------------------------|-------------------------------|------------|-------|-------------------------------|------------|-------|---------------------|------------|-------|
|                                       | Arrivals                      | Departures | Total | Arrivals                      | Departures | Total | Arrivals            | Departures | Total |
| Proposed Vehicle Trip Rate Per Unit   | 0.009                         | 0.030      | 0.039 | 0.030                         | 0.017      | 0.047 | 0.196               | 0.206      | 0.402 |
| Vehicle Trip Generation for 281 Units | 3                             | 8          | 11    | 8                             | 5          | 13    | 55                  | 58         | 113   |

\* may not total due to rounding

- 5.11 **Table 5.2** shows the proposed 281 residential apartments would generate 113 daily vehicle movements between 07:00 and 19:00 on a weekday. There would be 11 vehicle movements generated during the AM peak hour and 13 vehicle movements would be generated during the PM peak hour.

## Commercial Vehicle Trip Generation

- 5.12 Whilst the GIA and GFA of the various commercial units at Warwick Mill has been determined, flexible uses under Class E (retail, food and drink, co-working office space, gym) are sought. **Table 4.3** sets out the estimated commercial uses and is the basis of the trip generation calculations. The GFAs (to enable an estimate of vehicle movements) of each of these are set out in **Table 5.3**.

**Table 5.3: Schedule of Commercial Accommodation for Assessment Purposes**

|                                                  | Gross Internal Area                                                                                        | Gross Floor Area      | Expected Use               |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|
| Warwick Mill Commercial Unit                     | 1420 m <sup>2</sup>                                                                                        | 1509.9 m <sup>2</sup> | Gym                        |
| Warwick Mill Flexible Unit (including Mezzanine) | 331.36 m <sup>2</sup><br>(Lower Ground Floor 218.47 m <sup>2</sup> )<br>(Mezzanine 112.89 m <sup>2</sup> ) | 392.4 m <sup>2</sup>  | Restaurant                 |
| Commercial Unit                                  | 161.46 m <sup>2</sup>                                                                                      | 193.07 m <sup>2</sup> | Restaurant                 |
| The Loom Commercial Unit 1                       | 69.52 m <sup>2</sup>                                                                                       | 80.19 m <sup>2</sup>  | Convenience Store (retail) |
| The Loom Commercial Unit 2                       | 65.29 m <sup>2</sup>                                                                                       | 73.88 m <sup>2</sup>  |                            |
| The Loom Commercial Unit 3                       | 65.29 m <sup>2</sup>                                                                                       | 73.88 m <sup>2</sup>  |                            |

- 5.13 The estimated trip generation of these land uses is set out below.

## Gym Vehicle Trip Generation

### Weekday Trip Generation

- 5.14 The TRICS trip generation database v7.8.4 has been interrogated to obtain suitable trip rates to estimate the vehicular trip generation of a gym using the main land use category 'Leisure' and sub-category 'Fitness Club (Private)'.
- 5.15 The TRICS output is attached at **Appendix 3** showing that there were two sites available with weekday data in accordance with the TRICS Good Practice Guide, based on the development proposals, transport characteristics and local area being similar to that at Warwick Mill. However, these TRICS sites had unrestrained car parking provision and thus an increased level of vehicle movement in comparison to a site with restrained car parking.
- 5.16 Indeed, the TRICS sites have a combined total of 11,400m<sup>2</sup> GFA and a combined provision of 415 parking spaces, equating to 3.64 car parking spaces per 100m<sup>2</sup> GFA. This is far greater than that at Warwick Mill, which equates to 0.86 car parking spaces per 100m<sup>2</sup> GFA. The commercial car parking provision at Warwick Mill relative to its GFA therefore represents 24% of the TRICS sites.
- 5.17 Gyms are trip attractors and their members will be aware of the restrained parking provision from the outset of their membership and indeed will influence their choice of gym membership and mode of travel. If members have a perception of difficulty for parking or experience difficulty in parking, this will influence their membership and they may choose to become a member at an alternative gym or would modify their method of travel accordingly.
- 5.18 Additionally, the provision of 281 residential units directly above the gym would offer a convenient opportunity for residents to become members of the gym with minimal / no associated travel and with no associated demand for car parking.
- 5.19 If the trip rates calculated from the TRICS sites were to be utilised then it would be an overestimate of the generated vehicle movements and of the resulting car parking demand. Based upon the above, the TRICS vehicle trip rates could be reduced by up to 76% based upon the car parking provision relative to the TRICS sites.
- 5.20 For assessment purposes, a reduction of 50% has been made and **Table 5.4** sets out the vehicle trip rates for the weekday AM and PM peak hours along with the daily (06:00 to 23:00) period and the resultant vehicle movements.

**Table 5.4: Weekday Gym Vehicle Trip Rates and Trip Generation**

|                                                                      | AM Peak Hour (08:00-09:00) |            |       | PM Peak Hour (17:00-18:00) |            |       | Daily (06:00-23:00) |            |        |
|----------------------------------------------------------------------|----------------------------|------------|-------|----------------------------|------------|-------|---------------------|------------|--------|
|                                                                      | Arrivals                   | Departures | Total | Arrivals                   | Departures | Total | Arrivals            | Departures | Total  |
| TRICS (unadjusted)<br>Vehicle Trip Rate per<br>100m <sup>2</sup> GFA | 0.474                      | 0.947      | 1.421 | 2.07                       | 0.658      | 2.728 | 12.191              | 11.741     | 23.932 |
| Proposed Vehicle<br>Trip Rate per 100m <sup>2</sup><br>GFA           | 0.237                      | 0.474      | 0.711 | 1.035                      | 0.329      | 1.364 | 6.096               | 5.871      | 11.966 |
| Vehicle Trip<br>Generation                                           | 4                          | 7          | 11    | 16                         | 5          | 21    | 92                  | 89         | 181    |

\* may not total due to rounding

- 5.21 **Table 5.4** shows a gym would generate 181 daily vehicle movements between 06:00 and 23:00 on a weekday. There would be 11 vehicle movements generated during the AM peak hour and 21 vehicle movements would be generated during the PM peak hour.

### Weekend Vehicle Trip Generation

- 5.22 The same exercise as above has been undertaken to estimate the vehicle trip rates of a gym on a Saturday, which is the peak day over a weekend for both a gym and in terms of background weekend traffic flows and car parking. The TRICS output is attached at **Appendix 4** and **Table 5.5** sets out a summary of the vehicle trip rates for a Saturday as well as the identified Saturday peak hour (19:00 to 20:00) and the resultant vehicular trip generation.

**Table 5.5: Weekend (Saturday) Gym Vehicle Trip Rates and Trip Generation**

|                                                                   | Hourly Peak (19:00-20:00) |            |       | Daily (06:00-23:00) |            |        |
|-------------------------------------------------------------------|---------------------------|------------|-------|---------------------|------------|--------|
|                                                                   | Arrivals                  | Departures | Total | Arrivals            | Departures | Total  |
| TRICS (unadjusted) Vehicle Trip Rate<br>per 100m <sup>2</sup> GFA | 2.033                     | 2.533      | 4.566 | 18.232              | 18.065     | 36.297 |
| Proposed Vehicle Trip Rate per 100m <sup>2</sup><br>GFA           | 1.017                     | 1.267      | 2.283 | 9.116               | 9.033      | 18.149 |
| Vehicle Trip Generation                                           | 15                        | 19         | 34    | 138                 | 136        | 274    |

\* may not total due to rounding

- 5.23 **Table 5.5** shows a gym would generate 274 daily vehicle movements on a typical Saturday, with an hourly peak of 34 vehicle movements between 19:00 and 20:00.

## Restaurant Vehicle Trip Generation

### Weekday Trip Generation

- 5.24 The TRICS trip generation database v7.8.4 has been interrogated to obtain suitable trip rates to estimate the vehicular trip generation of a restaurant using the main land use category 'Food and Drink' and sub-category 'Restaurant'.
- 5.25 The TRICS output is attached at **Appendix 5** in accordance with the TRICS Good Practice Guide, based on the development proposals, transport characteristics and local area being similar to that at Warwick Mill.
- 5.26 Although a restaurant is a trip attractor, its visitors may not be regulars and may not be fully aware of the restrained car parking on-site. Notwithstanding, restaurants typically form part of wider linked trips and cross-visitations to other nearby uses, for example, visits to the town centre or local bars. In such an instance, visitors may park elsewhere, for example in the town centre, rather than in the restaurant car park.
- 5.27 There is therefore potential for a reduction to be made to the TRICS vehicular trip rates. However, on balance, and for the purposes of assessment, no such reduction has been made.
- 5.28 **Table 5.6** sets out the vehicle trip rates for the weekday PM peak hour along with the daily (10:00-00:00) period and the resultant vehicle movements.

**Table 5.6: Weekday Restaurant Vehicle Trip Rates and Trip Generation**

|                                             | PM Peak Hour (17:00-18:00) |            |       | Daily (10:00-00:00) |            |        |
|---------------------------------------------|----------------------------|------------|-------|---------------------|------------|--------|
|                                             | Arrivals                   | Departures | Total | Arrivals            | Departures | Total  |
| Vehicle Trip Rate per 100m <sup>2</sup> GFA | 0.795                      | 0.306      | 1.101 | 7.57                | 7.221      | 14.791 |
| Vehicle Trip Generation                     | 5                          | 2          | 6     | 44                  | 42         | 87     |

\* may not total due to rounding

- 5.29 **Table 5.6** shows that restaurants would generate 87 daily vehicle movements between 10:00 and 00:00 on a weekday. No vehicle movements would be generated during the AM peak hour and six vehicle movements would be generated during the PM peak hour.

### Weekend Vehicle Trip Generation

- 5.30 The same exercise as above has been undertaken to estimate the vehicle trip rates of the restaurants on a Saturday, which is the peak day over a weekend for both a restaurant and in terms of background weekday traffic flows and car parking. The TRICS output is attached at **Appendix 6** and **Table 5.7** sets out a summary of the vehicle trip rates for a Saturday (09:00-00:00) as well as the identified Saturday peak hour (18:00 to 19:00) and the resultant vehicular trip generation.

**Table 5.7: Weekend Restaurant Vehicle Trip Rates and Trip Generation**

|                                             | Hourly Peak (18:00-19:00) |            |       | Daily (09:00-00:00) |            |        |
|---------------------------------------------|---------------------------|------------|-------|---------------------|------------|--------|
|                                             | Arrivals                  | Departures | Total | Arrivals            | Departures | Total  |
| Vehicle Trip Rate per 100m <sup>2</sup> GFA | 3.73                      | 3.237      | 6.967 | 21.886              | 21.538     | 43.424 |
| Vehicle Trip Generation                     | 22                        | 19         | 41    | 128                 | 126        | 254    |

\* may not total due to rounding

- 5.31 **Table 5.7** shows the restaurants would generate 254 daily vehicle movements on a typical Saturday, with an hourly peak of 41 vehicle movements between 18:00 and 19:00.

## Convenience Stores (Retail)

- 5.32 The three small convenience stores (retail) would typically serve the immediate local surrounding area and trips would be expected to be by foot and by bicycle and / or as linked or pass-by trips, also on foot and by bicycle.
- 5.33 They are not expected to be a trip attractor for longer distance travel that would result in an increase in vehicular trip generation at the site.
- 5.34 The units are of such a size that they are an ancillary component to the wider development.
- 5.35 On the basis of the above, a vehicular trip generation exercise for the three small commercial units is not necessary.

## Total Vehicular Generation

- 5.36 The weekday (the busiest day of the week in terms of total traffic generation and background traffic flows) trip generations set out above have been combined to calculate the total site trip generation, as set out in **Table 5.8**.

**Table 5.8: Weekday Vehicular Trip Generation**

|                                                | AM Peak Hour (08:00-09:00) |            |       | PM Peak Hour (17:00-18:00) |            |       | Daily    |            |       |
|------------------------------------------------|----------------------------|------------|-------|----------------------------|------------|-------|----------|------------|-------|
|                                                | Arrivals                   | Departures | Total | Arrivals                   | Departures | Total | Arrivals | Departures | Total |
| Residential Apartments Vehicle Trip Generation | 3                          | 8          | 11    | 8                          | 5          | 13    | 55       | 58         | 113   |
| Gym Vehicle Trip Generation                    | 4                          | 7          | 11    | 16                         | 5          | 21    | 92       | 89         | 181   |
| Restaurant Vehicle Trip Generation             | 0                          | 0          | 0     | 5                          | 2          | 6     | 44       | 42         | 87    |
| Total Vehicle Trip Generation                  | 6                          | 16         | 22    | 29                         | 12         | 40    | 192      | 189        | 380   |

\* may not total due to rounding

- 5.37 **Table 5.8** shows the development proposals would generate 380 vehicle movements per weekday. There would be 22 vehicle movements generated during the AM peak hour and 40 vehicle movements would be generated during the PM peak hour.

## Car Parking Accumulations

### Residential Car Parking Accumulation

- 5.38 The above trip generation exercise for the residential apartments has been used to calculate the parking accumulation throughout the day by utilising the hourly arrivals and departures. This is set out in **Table 5.9**.

**Table 5.9: Residential Parking Accumulation**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 07:00-08:00 | 2        | 7          | 8                       | 48                   |
| 08:00-09:00 | 3        | 8          | 11                      | 42                   |
| 09:00-10:00 | 3        | 4          | 7                       | 42                   |
| 10:00-11:00 | 3        | 4          | 8                       | 41                   |
| 11:00-12:00 | 4        | 4          | 8                       | 40                   |
| 12:00-13:00 | 6        | 5          | 10                      | 41                   |
| 13:00-14:00 | 4        | 4          | 9                       | 40                   |
| 14:00-15:00 | 4        | 4          | 8                       | 40                   |
| 15:00-16:00 | 5        | 3          | 8                       | 41                   |
| 16:00-17:00 | 6        | 4          | 10                      | 43                   |
| 17:00-18:00 | 8        | 5          | 13                      | 47                   |
| 18:00-19:00 | 9        | 5          | 13                      | 50                   |
| Total       | 55       | 58         | 113                     | -                    |

\* may not total due to rounding

- 5.39 Given the trip production nature of residential dwellings, their car parking demands are at a peak during night time periods when they are not in use with reduced demands during daytime periods when people are travelling for their various trip purposes.
- 5.40 This is reflected in the car parking accumulations which shows maximum demands during the early morning and evening periods whilst the capacity of the car park is not exceeded.

### Commercial Car Parking Accumulation

- 5.41 The gym and restaurant will share the 20 commercial car parking spaces allocated for the commercial elements at Warwick Mill. An assessment of the car parking accumulation has been undertaken based on the combined vehicle movements of the gym and restaurant elements of the development set out above. The resultant car parking accumulation for these uses are set out below.

## Weekday Commercial Car Parking Accumulation

- 5.42 The above trip generation exercise for the gym has been used to calculate its car parking accumulation demand throughout a weekday by utilising the hourly arrivals and departures. This is set out in **Table 5.10**.

**Table 5.10: Weekday Gym Car Parking Accumulation Demand**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 06:00-07:00 | 9        | 0          | 9                       | 9                    |
| 07:00-08:00 | 4        | 4          | 8                       | 10                   |
| 08:00-09:00 | 4        | 7          | 11                      | 6                    |
| 09:00-10:00 | 8        | 2          | 10                      | 11                   |
| 10:00-11:00 | 6        | 4          | 10                      | 13                   |
| 11:00-12:00 | 4        | 8          | 12                      | 8                    |
| 12:00-13:00 | 4        | 4          | 8                       | 7                    |
| 13:00-14:00 | 4        | 4          | 8                       | 7                    |
| 14:00-15:00 | 3        | 3          | 6                       | 7                    |
| 15:00-16:00 | 5        | 4          | 9                       | 9                    |
| 16:00-17:00 | 7        | 4          | 11                      | 12                   |
| 17:00-18:00 | 16       | 5          | 21                      | 23                   |
| 18:00-19:00 | 10       | 10         | 21                      | 22                   |
| 19:00-20:00 | 6        | 13         | 19                      | 16                   |
| 20:00-21:00 | 2        | 9          | 11                      | 10                   |
| 21:00-22:00 | 0        | 4          | 5                       | 5                    |
| 22:00-23:00 | 0        | 2          | 2                       | 3                    |

- 5.43 The above trip generation exercise for the restaurant has been used to calculate its car parking accumulation demand throughout a weekday by utilising the hourly arrivals and departures. This is set out in **Table 5.11**.

**Table 5.11: Weekday Restaurant Car Parking Accumulation Demand**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 10:00-11:00 | 1        | 0          | 1                       | 1                    |
| 11:00-12:00 | 1        | 1          | 2                       | 0                    |
| 12:00-13:00 | 4        | 1          | 5                       | 4                    |
| 13:00-14:00 | 6        | 3          | 8                       | 6                    |
| 14:00-15:00 | 1        | 3          | 5                       | 4                    |
| 15:00-16:00 | 1        | 2          | 3                       | 3                    |
| 16:00-17:00 | 0        | 0          | 1                       | 3                    |
| 17:00-18:00 | 5        | 2          | 6                       | 6                    |
| 18:00-19:00 | 10       | 3          | 13                      | 13                   |
| 19:00-20:00 | 10       | 6          | 16                      | 16                   |
| 20:00-21:00 | 3        | 6          | 9                       | 13                   |
| 21:00-22:00 | 2        | 6          | 8                       | 8                    |
| 22:00-23:00 | 1        | 6          | 7                       | 4                    |
| 23:00-24:00 | 0        | 2          | 2                       | 2                    |

5.44 The combined number of weekday vehicle movements and car parking accumulation demand for the gym and restaurant is set out in **Table 5.12**.

**Table 5.12: Weekday Commercial Car Parking Accumulation Demand**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 06:00-07:00 | 9        | 0          | 9                       | 9                    |
| 07:00-08:00 | 4        | 4          | 8                       | 10                   |
| 08:00-09:00 | 4        | 7          | 11                      | 6                    |
| 09:00-10:00 | 8        | 2          | 10                      | 11                   |
| 10:00-11:00 | 6        | 4          | 11                      | 13                   |
| 11:00-12:00 | 4        | 10         | 14                      | 8                    |
| 12:00-13:00 | 7        | 5          | 13                      | 11                   |
| 13:00-14:00 | 9        | 7          | 16                      | 13                   |
| 14:00-15:00 | 4        | 6          | 11                      | 11                   |
| 15:00-16:00 | 6        | 6          | 12                      | 12                   |
| 16:00-17:00 | 7        | 4          | 11                      | 15                   |
| 17:00-18:00 | 20       | 7          | 27                      | 29                   |
| 18:00-19:00 | 20       | 14         | 34                      | 35                   |
| 19:00-20:00 | 16       | 19         | 35                      | 32                   |
| 20:00-21:00 | 6        | 15         | 21                      | 23                   |
| 21:00-22:00 | 2        | 11         | 13                      | 14                   |

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 22:00-23:00 | 1        | 8          | 9                       | 7                    |
| 23:00-24:00 | 0        | 2          | 2                       | 2                    |

- 5.45 **Table 5.12** sets out the weekday car parking accumulation demand of all commercial elements at the site. The 20 car parking space provision is exceeded between 17:00-21:00, with a peak demand of 35 vehicles.
- 5.46 It should be noted that a proportion of the trips generated by the restaurant will be linked trips and cross-visitations to other nearby uses, for example, visits to the town centre or local bars, however, no such reduction has been made to account for this.
- 5.47 There will be a proportion of visitors and gym members who will park at the Middleton Shopping Centre car park and at the other nearby town centre car parks during the weekday evening periods.
- 5.48 Middleton Shopping Centre contains a 378-space public car park with direct pedestrian access to the shopping centre. The car park opens from 07:00-20:00 Monday to Saturday and 10:00-17:30 on Sundays & Bank Holidays. Other nearby car parks are open over longer periods.
- 5.49 The additional weekday demand for car parking at the site between 17:00 and 21:00 will result in an additional peak car parking demand of 15 in the nearby car parks. This peak coincides with the 17:30 weekday closure of Middleton Shopping Centre, where the shopping centres' car parking demand reduces. The peak car parking demand for the shopping centre, and the town centre, does not coincide with the peak car parking demand of the commercial uses and thus there are available car parking spaces in the town centre to accommodate the additional demand during these periods and there would be no reliance for surrounding on-street car parking.

### Weekend Commercial Parking Accumulation

- 5.50 The same exercise has been undertaken to calculate the car parking accumulation demand on a Saturday, which is the busiest day of a weekend in terms of car parking demand.
- 5.51 The weekend car parking accumulation demand on a Saturday for the gym and restaurant are set out in **Tables 5.13 and 5.14** respectively and the resultant total commercial car parking accumulation demand is set out in **Table 5.15**.

**Table 5.13: Weekend Gym Car Parking Accumulation Demand**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 06:00-07:00 | 3        | 1          | 3                       | 2                    |
| 07:00-08:00 | 4        | 5          | 10                      | 1                    |
| 08:00-09:00 | 6        | 7          | 13                      | 0                    |
| 09:00-10:00 | 13       | 3          | 16                      | 10                   |
| 10:00-11:00 | 9        | 8          | 16                      | 11                   |
| 11:00-12:00 | 6        | 10         | 16                      | 7                    |
| 12:00-13:00 | 9        | 7          | 16                      | 8                    |
| 13:00-14:00 | 6        | 7          | 13                      | 7                    |
| 14:00-15:00 | 5        | 7          | 12                      | 5                    |
| 15:00-16:00 | 8        | 6          | 13                      | 7                    |
| 16:00-17:00 | 7        | 8          | 14                      | 7                    |
| 17:00-18:00 | 20       | 6          | 26                      | 21                   |
| 18:00-19:00 | 17       | 16         | 33                      | 22                   |
| 19:00-20:00 | 15       | 19         | 34                      | 18                   |
| 20:00-21:00 | 8        | 17         | 25                      | 10                   |
| 21:00-22:00 | 3        | 12         | 14                      | 1                    |
| 22:00-23:00 | 0        | 0          | 0                       | 1                    |
| 23:00-24:00 | 0        | 0          | 0                       | 0                    |

**Table 5.14: Weekend Restaurant Car Parking Accumulation Demand**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 10:00-11:00 | 7        | 1          | 8                       | 6                    |
| 11:00-12:00 | 6        | 5          | 11                      | 7                    |
| 12:00-13:00 | 15       | 7          | 22                      | 14                   |
| 13:00-14:00 | 11       | 10         | 21                      | 15                   |
| 14:00-15:00 | 5        | 9          | 14                      | 11                   |
| 15:00-16:00 | 4        | 6          | 10                      | 8                    |
| 16:00-17:00 | 11       | 5          | 15                      | 14                   |
| 17:00-18:00 | 14       | 9          | 23                      | 19                   |
| 18:00-19:00 | 14       | 15         | 30                      | 18                   |
| 19:00-20:00 | 22       | 19         | 41                      | 21                   |
| 20:00-21:00 | 7        | 10         | 18                      | 18                   |
| 21:00-22:00 | 10       | 14         | 24                      | 15                   |
| 22:00-23:00 | 3        | 12         | 14                      | 6                    |
| 23:00-24:00 | 0        | 4          | 4                       | 2                    |

**Table 5.15: Weekend Commercial Parking Accumulation Demand**

| Hour        | Arrivals | Departures | Total Vehicle Movements | Parking Accumulation |
|-------------|----------|------------|-------------------------|----------------------|
| 06:00-07:00 | 3        | 1          | 3                       | 2                    |
| 07:00-08:00 | 4        | 5          | 10                      | 1                    |
| 08:00-09:00 | 6        | 7          | 13                      | 0                    |
| 09:00-10:00 | 13       | 3          | 16                      | 10                   |
| 10:00-11:00 | 16       | 8          | 24                      | 17                   |
| 11:00-12:00 | 11       | 15         | 27                      | 13                   |
| 12:00-13:00 | 23       | 14         | 37                      | 22                   |
| 13:00-14:00 | 17       | 17         | 34                      | 22                   |
| 14:00-15:00 | 10       | 16         | 26                      | 16                   |
| 15:00-16:00 | 11       | 12         | 23                      | 16                   |
| 16:00-17:00 | 18       | 12         | 30                      | 21                   |
| 17:00-18:00 | 34       | 15         | 50                      | 40                   |
| 18:00-19:00 | 31       | 31         | 62                      | 40                   |
| 19:00-20:00 | 37       | 38         | 75                      | 39                   |
| 20:00-21:00 | 16       | 27         | 43                      | 28                   |
| 21:00-22:00 | 13       | 25         | 38                      | 16                   |
| 22:00-23:00 | 3        | 12         | 14                      | 7                    |
| 23:00-24:00 | 0        | 4          | 4                       | 2                    |

- 5.52 **Table 5.15** sets out the weekend car parking accumulation demand of all commercial elements at the site. The 20 parking space provision is exceeded between 12:00-14:00 and 16:00-21:00, with a peak demand of 40 vehicles.
- 5.53 It should be noted that a proportion of the trips generated by the restaurant will be linked trips and cross-visitations to other nearby uses, for example, visits to the town centre or local bars. However, no such reduction has been made to account for this.
- 5.54 There will be a proportion of visitors and gym members who will park at the Middleton Shopping Centre car park and at the other nearby town centre car parks during the weekend evening periods. Similarly, no such reduction has been made to account for this.
- 5.55 On weekends, the peak periods at the Middleton Shopping Centre car park is during the daytime and thus there are available car parking spaces during the evening periods to cater for the peak demand. Similarly, the peak periods at the other town centre car parks are during the daytime and thus there are also available car parking spaces within them during the evening periods to cater for the peak demand.
- 5.56 The additional weekend demand for car parking at the site will result in an additional peak car parking demand of 20 in nearby car parks. There are available car parking spaces in the town centre to accommodate the additional demand during these periods and there would be no reliance for surrounding on-street car parking.

## 6 TRANSPORT CONSIDERATIONS AND MITIGATION

- 6.1 This section considers the key transport aspects of the proposals and sets out the proposed mitigation.

### Sustainability

- 6.2 The site is located in a highly sustainable location and is within walking and cycling distance of key facilities, many of which are within an 800m walk, including the town centre. There are bus stops and the bus station nearby, all of which are within a short walk from the site.
- 6.3 The sustainable location of the site will positively influence travel choices such that there is reduced reliance on the private car and other sustainable modes of transport offer a realistic and healthy alternative.

### Transport Impact

- 6.4 The traffic generated by the proposals is low. During the weekday AM and PM peak hours, when background traffic is at its highest and most sensitive to changes, the proposals would generate 22 and 40 vehicle movements respectively.
- 6.5 Section 3 sets out that there are 1,961 vehicle movements along the A669 Oldham Road during the AM peak hour and 2,129 vehicle movements during the PM peak hour.
- 6.6 The additional vehicle movements generated by the proposals is negligible in this context and would not be noticeable to other road users.
- 6.7 The traffic generated by the proposals would comfortably travel through the site accesses and give way to those with priorities such that there would be no capacity issues at the site accesses.
- 6.8 Indeed, for the residential component, there would be a maximum of eight departures onto the A669 Oldham Road during the AM peak hour, which is equivalent to one departure on average every seven to eight minutes.
- 6.9 Professional judgement has been applied to determine that the residential site egress / A669 Oldham Road junction would operate well within capacity.
- 6.10 The analysis of road safety in Section 2 has not identified any road safety issues on the network. The development proposals would generate low volumes of traffic of similar classifications to those currently on the network and there is nothing to suggest the development proposals would change or alter the injury accident rates.
- 6.11 It is considered that the site is such that the potential for sustainable modes of transport can be taken up, a safe and suitable access is provided, the proposals would not result in a cumulative impact on the highway network that is severe and the proposals would not have an unacceptable impact upon road safety (NPPF tests).

## Car Parking

- 6.12 As set out above, car parking provision is restricted by the wider site and viability issues whereby there is a requirement to maximise the number of residential apartments and commercial uses to generate the revenue for the renovation of the Grade II listed Warwick Mill. The provision of additional car parking, including the provision of basement car parking or a second storey of car parking is prohibitive for viability reasons with subsequent impacts upon the ability to renovate and bring the Grade II listed Warwick Mill back into use. The number of car parking spaces proposed on site has been optimised to maximise its quantum in this regard.

### Residential Car Parking

- 6.13 An analysis of car parking has determined that demand would not exceed capacity of the residential car parking areas.
- 6.14 It is proposed that all car parking spaces would be allocated to individual units such that 19% of units would be sold with one allocated car parking space and the remaining 81% of units would be sold with no allocated car parking space.
- 6.15 Therefore, the residential apartments would be sold either with or without an allocated car parking space such that occupants will be fully aware that their occupied unit either does or does not have a car parking spaces.
- 6.16 To consider car ownership, an analysis of 2021 Census has been undertaken, as set out in **Table 6.1**.

**Table 6.1: Analysis of Car Ownership Data**

|                                     | England | Rochdale Borough | Middleton | Middleton town centre area | Rochdale borough: flat, maisonette or apartment only |
|-------------------------------------|---------|------------------|-----------|----------------------------|------------------------------------------------------|
| No cars or vans in household        | 24%     | 26%              | 32%       | 37%                        | 60%                                                  |
| 1 car or van in household           | 41%     | 42%              | 44%       | 43%                        | 35%                                                  |
| 2 or more cars or vans in household | 35%     | 31%              | 23%       | 20%                        | 5%                                                   |
| Total                               | 100%    | 100%             | 100%      | 100%                       | 100%                                                 |

\* may not total due to rounding

- 6.17 **Table 6.1** shows that across England as a whole, 24% of all households do not own a car or van. Within the Rochdale borough, 26% of all households do not own a car or van, which rises to 32% within Middleton.
- 6.18 Within the Middleton town centre area, 37% of all households do not own a car or van, whilst across the Rochdale borough 60% of all flats, maisonettes and apartments do not own a car or van.

- 6.19 Section 3 sets out the sustainable transport credentials of the site, located on the edge of Middleton town centre, and this validates well with **Table 6.1** whereby there are lower car ownership rates in the town centre in comparison to Middleton as a whole.
- 6.20 With particular reference to flats, maisonettes and apartments, such data is only available across the Rochdale borough as a whole, but it is noted that 60% of all flats, maisonettes and apartments do not own a car or van.
- 6.21 The data within **Table 6.1** can be extrapolated to estimate the proportion of flats, maisonettes and apartments within Middleton town centre that do not own a car or van; this is calculated below:
- $60\% \times 37\% / 26\% = 84\%$  of flats, maisonettes and apartments within Middleton town centre that do not own a car or van.
- 6.22 There is no data available to validate the above, however, it is a reasonable estimation using the data that is available.
- 6.23 Section 4 sets out research on car clubs that suggests that a car club space can displace between nine and 12 private vehicles. Application of such a displacement would bring the potential proportion of proposed apartments that do not own a car or van towards the proposed car parking provision.
- 6.24 The surplus would be made up by occupants who purposefully buy one the apartments in the knowledge that the apartment does not have an allocated car parking space.
- 6.25 Notwithstanding the above, further mitigation to ensure there is no overspill of residential car parking into the surrounding residential streets is set out below.

## Car Club

- 6.26 As part of the development proposals, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent. As set out in Section 4, the provision of car clubs in developments reduces car ownership rates and thus will reduce car parking demand on site.
- 6.27 Notwithstanding, further mitigation to ensure there is no overspill of car parking into the surrounding residential streets is set out below.

## Commercial Car Parking

- 6.28 In terms of the commercial uses, an analysis of car parking has determined that there may be some demand for visitors to utilise town centre car parks. This is expected in any event since restaurants typically form part of a wider linked trips and cross-visitations to other nearby uses, for example, visits to the town centre or local bars. In such an instance, visitors may park elsewhere, for example in the town centre, rather than in the restaurant car park.
- 6.29 Notwithstanding this, all car parking for the commercial uses has been assigned to the commercial car parking area and it is on this basis that there may be some demand for visitors to utilise town centre car parks during evening periods.

- 6.30 However, the assessments have considered that there is available capacity within the town centre car parks during these periods and that there would be no reliance for surrounding on-street car parking.
- 6.31 Notwithstanding, further mitigation to ensure there is no overspill of car parking into the surrounding residential streets is set out below.

## Mitigation

- 6.32 As mitigation, a Residential Travel Plan has been prepared to support the planning application. The key aim of this is to reduce single occupancy car travel which will reduce the number of vehicle movements estimated above.
- 6.33 As part of the development proposals, a commitment is made to the provision of a car club and this will be secured as part of any grant of planning consent.
- 6.34 The car club will be promoted through the Residential Travel Plan such that car ownerships are reduced and the resultant car parking demands are reduced.
- 6.35 This will be developed into a Full Residential Travel Plan with the agreement of RBC and will be implemented prior to occupation.
- 6.36 The number of car parking spaces on site has been considered in great detail and there have been a number of iterations to the layout and quantum such that they are optimised in order to maximise these and thus form a measure of mitigation.
- 6.37 The above sets out that there would be no reliance for surrounding on-street car parking. To ensure this is the case, the developer will provide the funding for a residents car parking scheme on the surrounding residential streets.
- 6.38 Subject to consent being granted, this will be secured via a payment to RBC as part of the Section 106 Agreement.
- 6.39 The residents car parking scheme would be implemented via a Traffic Regulation Order (TRO) that will place car parking restrictions on the surrounding residential streets such that only residents with a permit will be able to park on said streets.
- 6.40 Non-residents of the surrounding residential streets will not be able to park at any time on these streets. Residents of Warwick Mill will not be eligible to obtain a parking permit.
- 6.41 Car parking in the surrounding residential streets subject to the residents car parking scheme would be enforced as part of the existing car parking restrictions within Middleton such that only eligible vehicles would park there.
- 6.42 The full extent of the car parking scheme and the surrounding residential streets that will be subject to it will be discussed with RBC and a suitable area and suitable streets will be identified accordingly.
- 6.43 Refuse vehicle laybys could be located on the A669 Oldham Road. RBC have advised that it would be necessary to control these servicing bays to ensure they are not abused and this could be via a TRO.

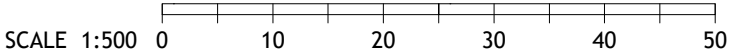
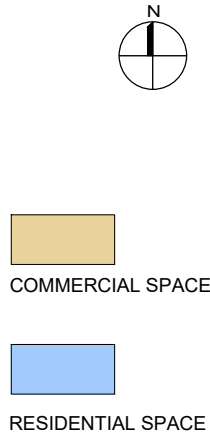
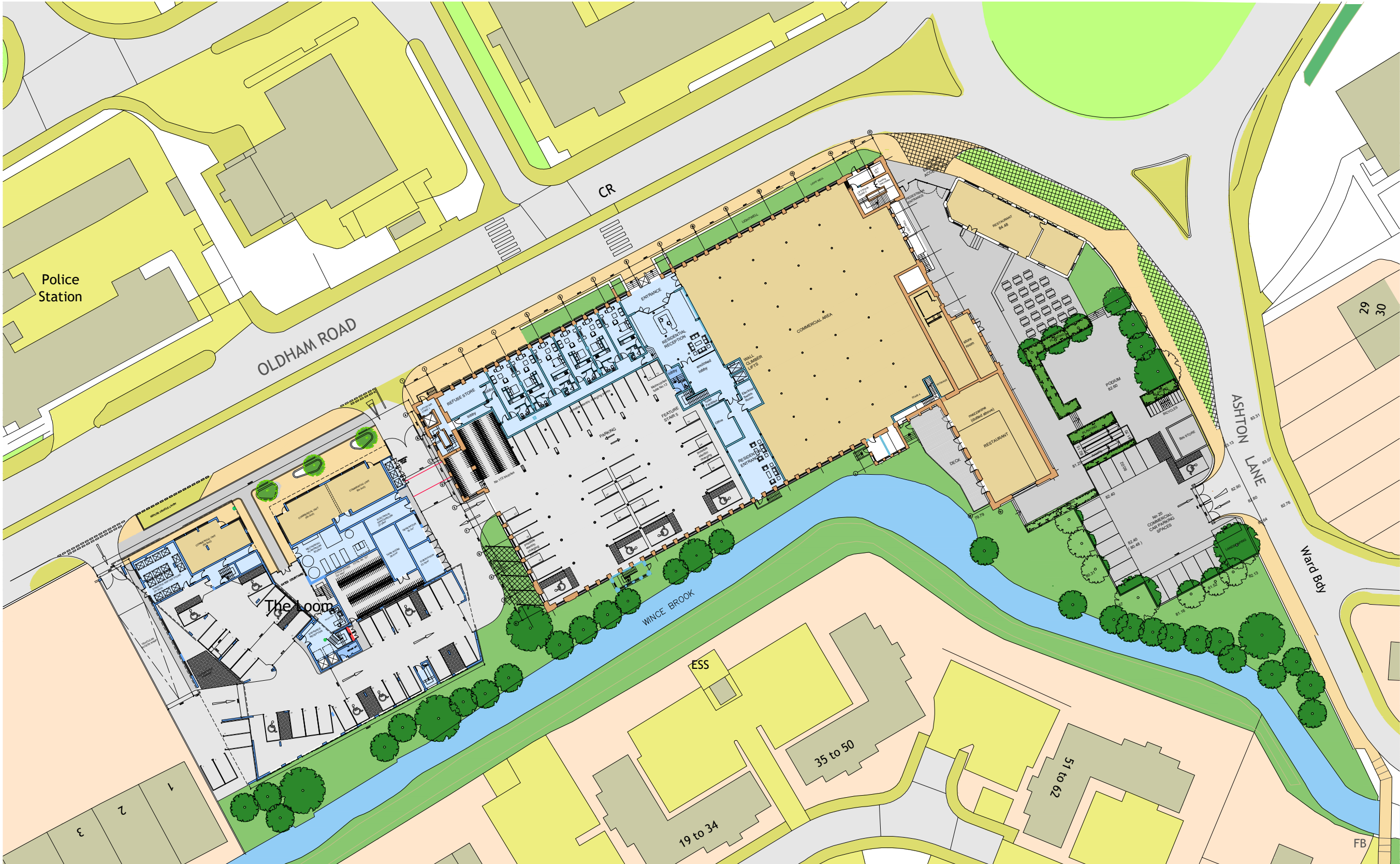
- 6.44 It is proposed that the TRO for the residents car parking scheme will also include for the refuse vehicle laybys such that they are only permitted to be used for such purposes. This would be enforced as part of the existing enforcements within Middleton such that the laybys operate as intended.

## 7 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment has been prepared by RPS in support of a planning application for 281 residential apartments and flexible commercial uses under Class E (retail, food and drink, co-working office space, gym) at Warwick Mill (Grade II listed) and London House in Middleton.
- 7.2 This Transport Assessment has been prepared in accordance with the National Planning Policy Framework, Planning Practice Guidance 'Travel Plans, Transport Assessments and Transport Statements' and following a pre-application process with Rochdale Borough Council.
- 7.3 The site is located in a highly sustainable location and is within walking and cycling distance of key facilities, many of which are within an 800m walk, including the town centre.
- 7.4 Three points of vehicular access are proposed, making use of existing vehicular accesses and improving where necessary. There would be two vehicular accesses onto the A669 Oldham Road and one onto Ashton Lane.
- 7.5 Car parking is restricted by the wider site and viability issues whereby there is a requirement to maximise the number of residential apartments and commercial units to generate the revenue for the renovation of the Grade II listed Warwick Mill. The provision of additional car parking, including the provision of basement car parking or a second storey of car parking is prohibitive for viability reasons with subsequent impacts upon the ability to renovate and bring the Grade II listed Warwick Mill back into use.
- 7.6 There are 53 car parking spaces proposed for the residential apartments and 20 car parking spaces proposed for the commercial units. There are 329 secure cycle parking spaces proposed for the residential units and 27 bicycle spaces can be provided for the commercial uses, both of which exceed parking standards and will encourage sustainable travel.
- 7.7 Car parking spaces would be allocated to individual units such that 53 units would be sold with one allocated car parking space and the remaining units would be sold with no allocated car parking space.
- 7.8 The development proposals would generate 380 vehicle movements per weekday. There would be 22 vehicle movements generated during the AM peak hour and 40 vehicle movements would be generated during the PM peak hour. Such movements are low and no highway related issues are predicted as a result.
- 7.9 It is considered that the site is such that the potential for sustainable modes of transport can be taken up, a safe and suitable access is provided, the proposals would not result in a cumulative impact on the highway network that is severe and the proposals would not have an unacceptable impact upon road safety (NPPF tests).
- 7.10 It is considered that there are no transport or highways related reasons for not permitting the development.

## Appendices

## Appendix 1 – Site Layout Plan



- Notes :
- Dimensions are to be checked on site before fabrication and construction
  - Any discrepancies are to be immediately notified to the architects
  - Structural measurements are to be taken from the structural engineers drawings
  - Do not scale
  - Copyright reserved by GMA

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DRAWING ISSUE STATUS

Project  
**WARWICK MILL  
MIDDLETON  
MANCHESTER**

Client

Drawing  
**Warwick Mill Development  
Site Plan Lower Ground Floor**

Scale

1:500@A2

Type

01

Date

June 23

Client

277/01

Drawn

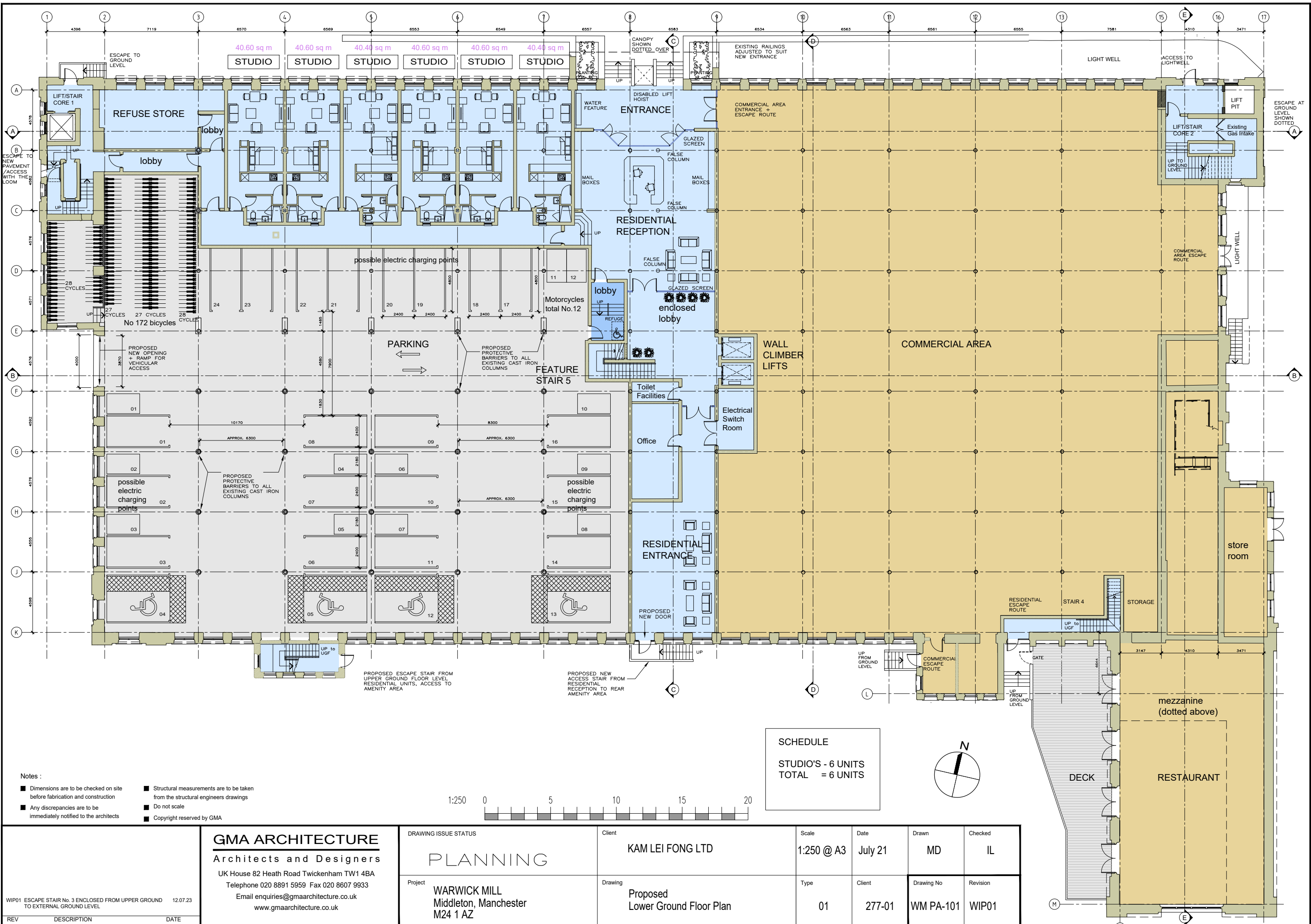
SJS

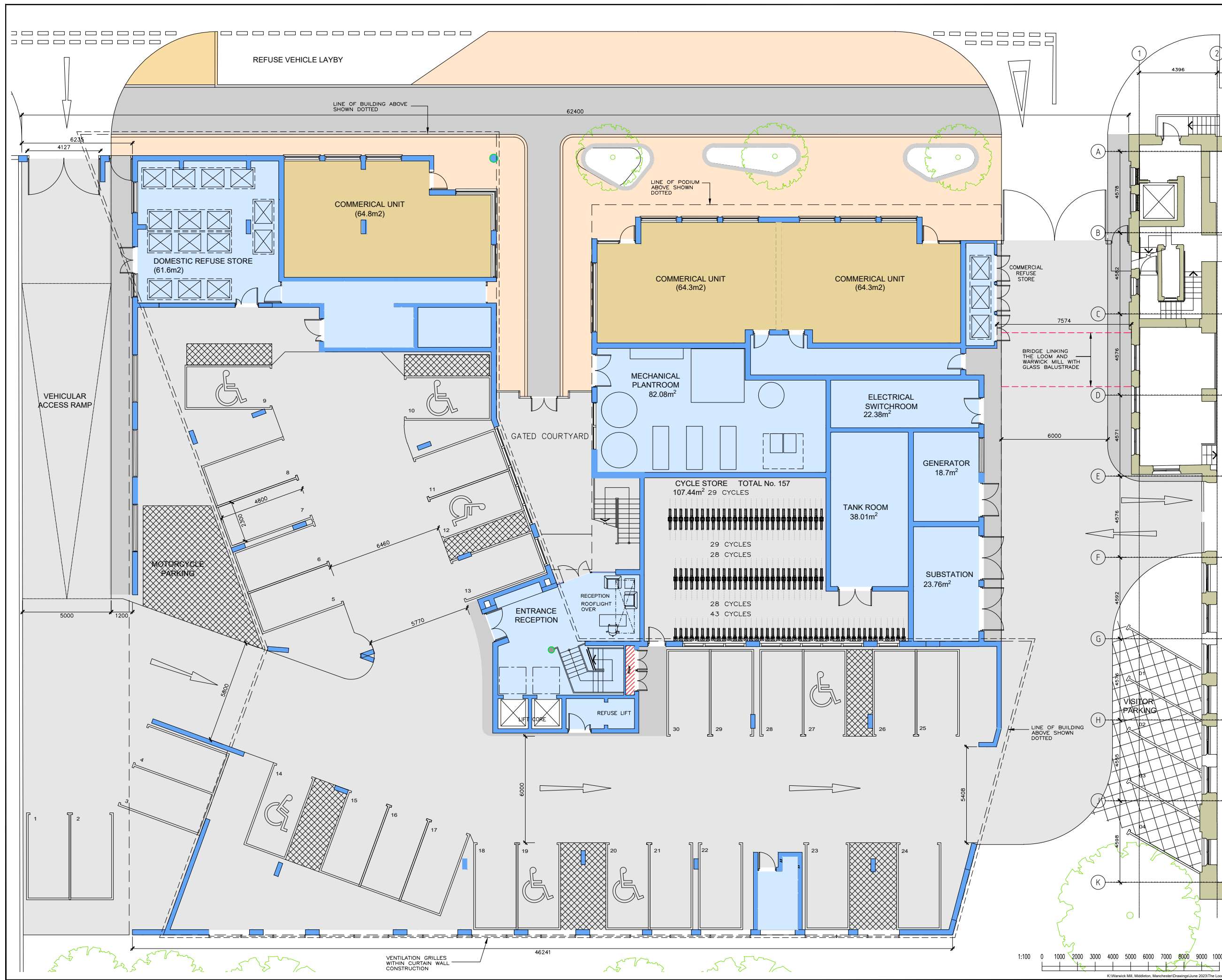
WM EH 010

Checked

IL

| REV | DESCRIPTION | DATE |
|-----|-------------|------|
|-----|-------------|------|





- Notes :
- Dimensions are to be checked on site before fabrication and construction
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  - Structural measurements are to be taken from the structural engineers drawings
  - Do not scale
  - Copyright reserved by GMA

| REV   | DESCRIPTION                                                                       | DATE     |
|-------|-----------------------------------------------------------------------------------|----------|
| WIP04 | ROOFLIGHT ADDED TO RECEPTION AREA                                                 | 12.07.23 |
| WIP03 | GENERAL UPDATE INCLUDING BRIDGE THE PODIUM + LINK BETWEEN THE LOOM + WARWICK MILL | 11.07.23 |
| WIP02 | UPDATED TO STRUCTURAL REQUIREMENTS PARKING BAYS ADJUSTED TO SUIT                  | 06.07.23 |
| WIP01 | BICYCLE STORAGE UPDATED                                                           | 04.07.23 |

DRAWING ISSUE STATUS

# PLANNING

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Client  
Chris Melvin

Project  
Warwick Mill  
Middleton  
Manchester

Drawing  
Residential Development  
Ground Floor Plan

| Scale    | Date    | Drawn           | IL |
|----------|---------|-----------------|----|
| 1:100@A1 | June 23 | SJS             | IL |
| Type     | Client  | TL-PA-101 WIP04 |    |
| 01       |         |                 |    |

## Appendix 2 – Residential TRICS Output Report

Calculation Reference: AUDIT-515501-210915-0947

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                              |        |
|----|------------------------------|--------|
| 02 | SOUTH EAST                   |        |
|    | BD BEDFORDSHIRE              | 3 days |
|    | EX ESSEX                     | 1 days |
|    | HC HAMPSHIRE                 | 1 days |
|    | HF HERTFORDSHIRE             | 1 days |
| 04 | EAST ANGLIA                  |        |
|    | NF NORFOLK                   | 1 days |
|    | SF SUFFOLK                   | 1 days |
| 09 | NORTH                        |        |
|    | CB CUMBRIA                   | 1 days |
| 10 | WALES                        |        |
|    | CO CONWY                     | 1 days |
| 11 | SCOTLAND                     |        |
|    | SA SOUTH AYRSHIRE            | 1 days |
|    | SR STIRLING                  | 2 days |
| 14 | LEINSTER                     |        |
|    | LU LOUTH                     | 3 days |
| 16 | ULSTER (REPUBLIC OF IRELAND) |        |
|    | MG MONAGHAN                  | 1 days |

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 20 to 175 (units: )  
 Range Selected by User: 6 to 372 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1900  
 Include days where PT not known: Yes  
 Range: 16 to 1593

Date Range: 01/01/13 to 18/11/19

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Tuesday   | 6 days |
| Wednesday | 2 days |
| Thursday  | 5 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 17 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

Town Centre

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 8 |
| Built-Up Zone    | 6 |
| No Sub Category  | 3 |

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

Secondary Filtering selection:

Use Class:

|    |         |
|----|---------|
| C3 | 17 days |
|----|---------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 4 days |
| 15,001 to 20,000 | 3 days |
| 25,001 to 50,000 | 7 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 3 days |
| 50,001 to 75,000   | 6 days |
| 75,001 to 100,000  | 3 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 4 days  |
| 1.1 to 1.5 | 13 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 2 days  |
| No  | 15 days |

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

|   |                        |                 |                     |
|---|------------------------|-----------------|---------------------|
| 1 | BD-03-C-01             | BLOCKS OF FLATS | BEDFORDSHIRE        |
|   | WING ROAD              |                 |                     |
|   | LEIGHTON BUZZARD       |                 |                     |
|   | LINSLADE               |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Residential Zone       |                 |                     |
|   | Total No of Dwellings: | 175             |                     |
|   | Survey date: TUESDAY   | 15/05/18        | Survey Type: MANUAL |
| 2 | BD-03-C-02             | BLOCKS OF FLATS | BEDFORDSHIRE        |
|   | STANBRIDGE ROAD        |                 |                     |
|   | LEIGHTON BUZZARD       |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Residential Zone       |                 |                     |
|   | Total No of Dwellings: | 62              |                     |
|   | Survey date: TUESDAY   | 15/05/18        | Survey Type: MANUAL |
| 3 | BD-03-C-03             | BLOCKS OF FLATS | BEDFORDSHIRE        |
|   | COURT DRIVE            |                 |                     |
|   | DUNSTABLE              |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | No Sub Category        |                 |                     |
|   | Total No of Dwellings: | 146             |                     |
|   | Survey date: TUESDAY   | 15/05/18        | Survey Type: MANUAL |
| 4 | CB-03-C-01             | BLOCK OF FLATS  | CUMBRIA             |
|   | KING STREET            |                 |                     |
|   | CARLISLE               |                 |                     |
|   | Town Centre            |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 40              |                     |
|   | Survey date: THURSDAY  | 12/06/14        | Survey Type: MANUAL |
| 5 | CO-03-C-01             | BLOCKS OF FLATS | CONWY               |
|   | MOSTYN BROADWAY        |                 |                     |
|   | LLANDUDNO              |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 37              |                     |
|   | Survey date: MONDAY    | 26/03/18        | Survey Type: MANUAL |
| 6 | EX-03-C-02             | BLOCK OF FLATS  | ESSEX               |
|   | WESTCLIFF PARADE       |                 |                     |
|   | SOUTHEND-ON-SEA        |                 |                     |
|   | WESTCLIFF              |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Residential Zone       |                 |                     |
|   | Total No of Dwellings: | 94              |                     |
|   | Survey date: TUESDAY   | 22/10/13        | Survey Type: MANUAL |
| 7 | HC-03-C-01             | BLOCKS OF FLATS | HAMPSHIRE           |
|   | CROSS STREET           |                 |                     |
|   | PORTSMOUTH             |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 90              |                     |
|   | Survey date: TUESDAY   | 05/06/18        | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                   |                 |          |                     |
|----|-------------------------------------------------------------------|-----------------|----------|---------------------|
| 8  | HF-03-C-03<br>SHENLEY ROAD<br>BOREHAMWOOD                         | BLOCK OF FLATS  |          | HERTFORDSHIRE       |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:    |                 | 91       |                     |
|    | Survey date: THURSDAY                                             |                 | 14/11/19 | Survey Type: MANUAL |
| 9  | LU-03-C-01<br>DONORE ROAD<br>DROGHEDA                             | BLOCKS OF FLATS |          | LOUTH               |
|    | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: |                 | 52       |                     |
|    | Survey date: THURSDAY                                             |                 | 12/09/13 | Survey Type: MANUAL |
| 10 | LU-03-C-02<br>NICHOLAS STREET<br>DUNDALK                          | BLOCK OF FLATS  |          | LOUTH               |
|    | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: |                 | 33       |                     |
|    | Survey date: MONDAY                                               |                 | 16/09/13 | Survey Type: MANUAL |
| 11 | LU-03-C-03<br>NICHOLAS STREET<br>DUNDALK                          | BLOCK OF FLATS  |          | LOUTH               |
|    | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: |                 | 20       |                     |
|    | Survey date: MONDAY                                               |                 | 16/09/13 | Survey Type: MANUAL |
| 12 | MG-03-C-01<br>MALL ROAD<br>MONAGHAN                               | BLOCK OF FLATS  |          | MONAGHAN            |
|    | Edge of Town Centre<br>No Sub Category<br>Total No of Dwellings:  |                 | 28       |                     |
|    | Survey date: FRIDAY                                               |                 | 06/09/13 | Survey Type: MANUAL |
| 13 | NF-03-C-01<br>PAGE STAIR LANE<br>KING'S LYNN                      | BLOCKS OF FLATS |          | NORFOLK             |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:    |                 | 51       |                     |
|    | Survey date: THURSDAY                                             |                 | 11/12/14 | Survey Type: MANUAL |
| 14 | SA-03-C-01<br>RACECOURSE ROAD<br>AYR                              | BLOCK OF FLATS  |          | SOUTH AYRSHIRE      |
|    | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: |                 | 51       |                     |
|    | Survey date: TUESDAY                                              |                 | 16/09/14 | Survey Type: MANUAL |
| 15 | SF-03-C-01<br>STATION HILL<br>BURY ST EDMUNDS                     | BLOCKS OF FLATS |          | SUFFOLK             |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:    |                 | 85       |                     |
|    | Survey date: THURSDAY                                             |                 | 18/12/14 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                        |          |                     |          |
|----|------------------------|----------|---------------------|----------|
| 16 | SR-03-C-01             | FLATS    |                     | STIRLING |
|    | FORTH SIDE WAY         |          |                     |          |
|    | STIRLING               |          |                     |          |
|    | Edge of Town Centre    |          |                     |          |
|    | No Sub Category        |          |                     |          |
|    | Total No of Dwellings: | 80       |                     |          |
|    | Survey date: WEDNESDAY | 18/06/14 | Survey Type: MANUAL |          |
| 17 | SR-03-C-02             | FLATS    |                     | STIRLING |
|    | ROSEBERRY TERRACE      |          |                     |          |
|    | STIRLING               |          |                     |          |
|    | Edge of Town Centre    |          |                     |          |
|    | Residential Zone       |          |                     |          |
|    | Total No of Dwellings: | 48       |                     |          |
|    | Survey date: WEDNESDAY | 18/06/14 | Survey Type: MANUAL |          |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| EX-03-C-01 | Number of Dwellings    |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
**MULTI-MODAL TOTAL VEHICLES**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.039     | 17         | 70          | 0.138     | 17       | 70          | 0.177     |
| 08:00 - 09:00 | 17       | 70          | 0.054     | 17         | 70          | 0.175     | 17       | 70          | 0.229     |
| 09:00 - 10:00 | 17       | 70          | 0.068     | 17         | 70          | 0.083     | 17       | 70          | 0.151     |
| 10:00 - 11:00 | 17       | 70          | 0.068     | 17         | 70          | 0.090     | 17       | 70          | 0.158     |
| 11:00 - 12:00 | 17       | 70          | 0.074     | 17         | 70          | 0.094     | 17       | 70          | 0.168     |
| 12:00 - 13:00 | 17       | 70          | 0.117     | 17         | 70          | 0.100     | 17       | 70          | 0.217     |
| 13:00 - 14:00 | 17       | 70          | 0.086     | 17         | 70          | 0.094     | 17       | 70          | 0.180     |
| 14:00 - 15:00 | 17       | 70          | 0.075     | 17         | 70          | 0.087     | 17       | 70          | 0.162     |
| 15:00 - 16:00 | 17       | 70          | 0.096     | 17         | 70          | 0.066     | 17       | 70          | 0.162     |
| 16:00 - 17:00 | 17       | 70          | 0.124     | 17         | 70          | 0.079     | 17       | 70          | 0.203     |
| 17:00 - 18:00 | 17       | 70          | 0.175     | 17         | 70          | 0.100     | 17       | 70          | 0.275     |
| 18:00 - 19:00 | 17       | 70          | 0.178     | 17         | 70          | 0.103     | 17       | 70          | 0.281     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.154     |            |             | 1.209     |          |             | 2.363     |

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

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

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#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 20 - 175 (units: )  |
| Survey date range:                            | 01/01/13 - 18/11/19 |
| Number of weekdays (Monday-Friday):           | 17                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 1                   |

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|---------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|               | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 |             |                |              |             |                |              |             |                |              |
| 01:00 - 02:00 |             |                |              |             |                |              |             |                |              |
| 02:00 - 03:00 |             |                |              |             |                |              |             |                |              |
| 03:00 - 04:00 |             |                |              |             |                |              |             |                |              |
| 04:00 - 05:00 |             |                |              |             |                |              |             |                |              |
| 05:00 - 06:00 |             |                |              |             |                |              |             |                |              |
| 06:00 - 07:00 |             |                |              |             |                |              |             |                |              |
| 07:00 - 08:00 | 17          | 70             | 0.003        | 17          | 70             | 0.004        | 17          | 70             | 0.007        |
| 08:00 - 09:00 | 17          | 70             | 0.003        | 17          | 70             | 0.003        | 17          | 70             | 0.006        |
| 09:00 - 10:00 | 17          | 70             | 0.002        | 17          | 70             | 0.003        | 17          | 70             | 0.005        |
| 10:00 - 11:00 | 17          | 70             | 0.002        | 17          | 70             | 0.002        | 17          | 70             | 0.004        |
| 11:00 - 12:00 | 17          | 70             | 0.008        | 17          | 70             | 0.008        | 17          | 70             | 0.016        |
| 12:00 - 13:00 | 17          | 70             | 0.007        | 17          | 70             | 0.007        | 17          | 70             | 0.014        |
| 13:00 - 14:00 | 17          | 70             | 0.004        | 17          | 70             | 0.004        | 17          | 70             | 0.008        |
| 14:00 - 15:00 | 17          | 70             | 0.002        | 17          | 70             | 0.002        | 17          | 70             | 0.004        |
| 15:00 - 16:00 | 17          | 70             | 0.003        | 17          | 70             | 0.003        | 17          | 70             | 0.006        |
| 16:00 - 17:00 | 17          | 70             | 0.006        | 17          | 70             | 0.005        | 17          | 70             | 0.011        |
| 17:00 - 18:00 | 17          | 70             | 0.006        | 17          | 70             | 0.004        | 17          | 70             | 0.010        |
| 18:00 - 19:00 | 17          | 70             | 0.004        | 17          | 70             | 0.005        | 17          | 70             | 0.009        |
| 19:00 - 20:00 |             |                |              |             |                |              |             |                |              |
| 20:00 - 21:00 |             |                |              |             |                |              |             |                |              |
| 21:00 - 22:00 |             |                |              |             |                |              |             |                |              |
| 22:00 - 23:00 |             |                |              |             |                |              |             |                |              |
| 23:00 - 24:00 |             |                |              |             |                |              |             |                |              |
| Total Rates:  |             |                | 0.050        |             |                | 0.050        |             |                | 0.100        |

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.003     | 17         | 70          | 0.003     | 17       | 70          | 0.006     |
| 08:00 - 09:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 09:00 - 10:00 | 17       | 70          | 0.003     | 17         | 70          | 0.003     | 17       | 70          | 0.006     |
| 10:00 - 11:00 | 17       | 70          | 0.000     | 17         | 70          | 0.001     | 17       | 70          | 0.001     |
| 11:00 - 12:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 12:00 - 13:00 | 17       | 70          | 0.002     | 17         | 70          | 0.002     | 17       | 70          | 0.004     |
| 13:00 - 14:00 | 17       | 70          | 0.001     | 17         | 70          | 0.002     | 17       | 70          | 0.003     |
| 14:00 - 15:00 | 17       | 70          | 0.001     | 17         | 70          | 0.001     | 17       | 70          | 0.002     |
| 15:00 - 16:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 16:00 - 17:00 | 17       | 70          | 0.000     | 17         | 70          | 0.001     | 17       | 70          | 0.001     |
| 17:00 - 18:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 18:00 - 19:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.013     |            |             | 0.013     |          |             | 0.026     |

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

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 08:00 - 09:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 09:00 - 10:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 10:00 - 11:00 | 17       | 70          | 0.001     | 17         | 70          | 0.001     | 17       | 70          | 0.002     |
| 11:00 - 12:00 | 17       | 70          | 0.001     | 17         | 70          | 0.001     | 17       | 70          | 0.002     |
| 12:00 - 13:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 13:00 - 14:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 14:00 - 15:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 15:00 - 16:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 16:00 - 17:00 | 17       | 70          | 0.000     | 17         | 70          | 0.001     | 17       | 70          | 0.001     |
| 17:00 - 18:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 18:00 - 19:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.003     |            |             | 0.003     |          |             | 0.006     |

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.003     | 17         | 70          | 0.008     | 17       | 70          | 0.011     |
| 08:00 - 09:00 | 17       | 70          | 0.005     | 17         | 70          | 0.014     | 17       | 70          | 0.019     |
| 09:00 - 10:00 | 17       | 70          | 0.003     | 17         | 70          | 0.003     | 17       | 70          | 0.006     |
| 10:00 - 11:00 | 17       | 70          | 0.002     | 17         | 70          | 0.006     | 17       | 70          | 0.008     |
| 11:00 - 12:00 | 17       | 70          | 0.005     | 17         | 70          | 0.004     | 17       | 70          | 0.009     |
| 12:00 - 13:00 | 17       | 70          | 0.002     | 17         | 70          | 0.003     | 17       | 70          | 0.005     |
| 13:00 - 14:00 | 17       | 70          | 0.003     | 17         | 70          | 0.001     | 17       | 70          | 0.004     |
| 14:00 - 15:00 | 17       | 70          | 0.003     | 17         | 70          | 0.001     | 17       | 70          | 0.004     |
| 15:00 - 16:00 | 17       | 70          | 0.006     | 17         | 70          | 0.004     | 17       | 70          | 0.010     |
| 16:00 - 17:00 | 17       | 70          | 0.004     | 17         | 70          | 0.001     | 17       | 70          | 0.005     |
| 17:00 - 18:00 | 17       | 70          | 0.007     | 17         | 70          | 0.003     | 17       | 70          | 0.010     |
| 18:00 - 19:00 | 17       | 70          | 0.004     | 17         | 70          | 0.001     | 17       | 70          | 0.005     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.047     |            |             |           | 0.049    | 0.096       |           |

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.046     | 17         | 70          | 0.199     | 17       | 70          | 0.245     |
| 08:00 - 09:00 | 17       | 70          | 0.068     | 17         | 70          | 0.287     | 17       | 70          | 0.355     |
| 09:00 - 10:00 | 17       | 70          | 0.084     | 17         | 70          | 0.110     | 17       | 70          | 0.194     |
| 10:00 - 11:00 | 17       | 70          | 0.088     | 17         | 70          | 0.120     | 17       | 70          | 0.208     |
| 11:00 - 12:00 | 17       | 70          | 0.094     | 17         | 70          | 0.126     | 17       | 70          | 0.220     |
| 12:00 - 13:00 | 17       | 70          | 0.152     | 17         | 70          | 0.147     | 17       | 70          | 0.299     |
| 13:00 - 14:00 | 17       | 70          | 0.120     | 17         | 70          | 0.113     | 17       | 70          | 0.233     |
| 14:00 - 15:00 | 17       | 70          | 0.091     | 17         | 70          | 0.114     | 17       | 70          | 0.205     |
| 15:00 - 16:00 | 17       | 70          | 0.149     | 17         | 70          | 0.094     | 17       | 70          | 0.243     |
| 16:00 - 17:00 | 17       | 70          | 0.189     | 17         | 70          | 0.107     | 17       | 70          | 0.296     |
| 17:00 - 18:00 | 17       | 70          | 0.265     | 17         | 70          | 0.134     | 17       | 70          | 0.399     |
| 18:00 - 19:00 | 17       | 70          | 0.281     | 17         | 70          | 0.141     | 17       | 70          | 0.422     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.627     |            |             | 1.692     |          |             | 3.319     |

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.014     | 17         | 70          | 0.057     | 17       | 70          | 0.071     |
| 08:00 - 09:00 | 17       | 70          | 0.022     | 17         | 70          | 0.096     | 17       | 70          | 0.118     |
| 09:00 - 10:00 | 17       | 70          | 0.048     | 17         | 70          | 0.062     | 17       | 70          | 0.110     |
| 10:00 - 11:00 | 17       | 70          | 0.056     | 17         | 70          | 0.046     | 17       | 70          | 0.102     |
| 11:00 - 12:00 | 17       | 70          | 0.038     | 17         | 70          | 0.053     | 17       | 70          | 0.091     |
| 12:00 - 13:00 | 17       | 70          | 0.061     | 17         | 70          | 0.055     | 17       | 70          | 0.116     |
| 13:00 - 14:00 | 17       | 70          | 0.053     | 17         | 70          | 0.058     | 17       | 70          | 0.111     |
| 14:00 - 15:00 | 17       | 70          | 0.061     | 17         | 70          | 0.052     | 17       | 70          | 0.113     |
| 15:00 - 16:00 | 17       | 70          | 0.080     | 17         | 70          | 0.057     | 17       | 70          | 0.137     |
| 16:00 - 17:00 | 17       | 70          | 0.069     | 17         | 70          | 0.068     | 17       | 70          | 0.137     |
| 17:00 - 18:00 | 17       | 70          | 0.097     | 17         | 70          | 0.071     | 17       | 70          | 0.168     |
| 18:00 - 19:00 | 17       | 70          | 0.075     | 17         | 70          | 0.067     | 17       | 70          | 0.142     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.674     |            |             | 0.742     |          |             | 1.416     |

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.001     | 17         | 70          | 0.034     | 17       | 70          | 0.035     |
| 08:00 - 09:00 | 17       | 70          | 0.007     | 17         | 70          | 0.084     | 17       | 70          | 0.091     |
| 09:00 - 10:00 | 17       | 70          | 0.005     | 17         | 70          | 0.025     | 17       | 70          | 0.030     |
| 10:00 - 11:00 | 17       | 70          | 0.010     | 17         | 70          | 0.009     | 17       | 70          | 0.019     |
| 11:00 - 12:00 | 17       | 70          | 0.012     | 17         | 70          | 0.008     | 17       | 70          | 0.020     |
| 12:00 - 13:00 | 17       | 70          | 0.017     | 17         | 70          | 0.017     | 17       | 70          | 0.034     |
| 13:00 - 14:00 | 17       | 70          | 0.011     | 17         | 70          | 0.025     | 17       | 70          | 0.036     |
| 14:00 - 15:00 | 17       | 70          | 0.018     | 17         | 70          | 0.011     | 17       | 70          | 0.029     |
| 15:00 - 16:00 | 17       | 70          | 0.050     | 17         | 70          | 0.014     | 17       | 70          | 0.064     |
| 16:00 - 17:00 | 17       | 70          | 0.027     | 17         | 70          | 0.009     | 17       | 70          | 0.036     |
| 17:00 - 18:00 | 17       | 70          | 0.049     | 17         | 70          | 0.010     | 17       | 70          | 0.059     |
| 18:00 - 19:00 | 17       | 70          | 0.043     | 17         | 70          | 0.009     | 17       | 70          | 0.052     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.250     |            |             | 0.255     |          |             | 0.505     |

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.001     | 17         | 70          | 0.030     | 17       | 70          | 0.031     |
| 08:00 - 09:00 | 17       | 70          | 0.001     | 17         | 70          | 0.023     | 17       | 70          | 0.024     |
| 09:00 - 10:00 | 17       | 70          | 0.000     | 17         | 70          | 0.008     | 17       | 70          | 0.008     |
| 10:00 - 11:00 | 17       | 70          | 0.006     | 17         | 70          | 0.005     | 17       | 70          | 0.011     |
| 11:00 - 12:00 | 17       | 70          | 0.002     | 17         | 70          | 0.003     | 17       | 70          | 0.005     |
| 12:00 - 13:00 | 17       | 70          | 0.006     | 17         | 70          | 0.003     | 17       | 70          | 0.009     |
| 13:00 - 14:00 | 17       | 70          | 0.002     | 17         | 70          | 0.003     | 17       | 70          | 0.005     |
| 14:00 - 15:00 | 17       | 70          | 0.003     | 17         | 70          | 0.001     | 17       | 70          | 0.004     |
| 15:00 - 16:00 | 17       | 70          | 0.008     | 17         | 70          | 0.001     | 17       | 70          | 0.009     |
| 16:00 - 17:00 | 17       | 70          | 0.017     | 17         | 70          | 0.001     | 17       | 70          | 0.018     |
| 17:00 - 18:00 | 17       | 70          | 0.025     | 17         | 70          | 0.000     | 17       | 70          | 0.025     |
| 18:00 - 19:00 | 17       | 70          | 0.011     | 17         | 70          | 0.002     | 17       | 70          | 0.013     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.082     |            |             | 0.080     |          |             | 0.162     |

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

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 08:00 - 09:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 09:00 - 10:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 10:00 - 11:00 | 17       | 70          | 0.000     | 17         | 70          | 0.002     | 17       | 70          | 0.002     |
| 11:00 - 12:00 | 17       | 70          | 0.008     | 17         | 70          | 0.001     | 17       | 70          | 0.009     |
| 12:00 - 13:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 13:00 - 14:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 14:00 - 15:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 15:00 - 16:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 16:00 - 17:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 17:00 - 18:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 18:00 - 19:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.009     |            |             |           | 0.003    | 0.012       |           |

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.002     | 17         | 70          | 0.064     | 17       | 70          | 0.066     |
| 08:00 - 09:00 | 17       | 70          | 0.008     | 17         | 70          | 0.107     | 17       | 70          | 0.115     |
| 09:00 - 10:00 | 17       | 70          | 0.005     | 17         | 70          | 0.033     | 17       | 70          | 0.038     |
| 10:00 - 11:00 | 17       | 70          | 0.015     | 17         | 70          | 0.016     | 17       | 70          | 0.031     |
| 11:00 - 12:00 | 17       | 70          | 0.020     | 17         | 70          | 0.012     | 17       | 70          | 0.032     |
| 12:00 - 13:00 | 17       | 70          | 0.023     | 17         | 70          | 0.020     | 17       | 70          | 0.043     |
| 13:00 - 14:00 | 17       | 70          | 0.014     | 17         | 70          | 0.028     | 17       | 70          | 0.042     |
| 14:00 - 15:00 | 17       | 70          | 0.019     | 17         | 70          | 0.012     | 17       | 70          | 0.031     |
| 15:00 - 16:00 | 17       | 70          | 0.060     | 17         | 70          | 0.015     | 17       | 70          | 0.075     |
| 16:00 - 17:00 | 17       | 70          | 0.044     | 17         | 70          | 0.010     | 17       | 70          | 0.054     |
| 17:00 - 18:00 | 17       | 70          | 0.074     | 17         | 70          | 0.010     | 17       | 70          | 0.084     |
| 18:00 - 19:00 | 17       | 70          | 0.056     | 17         | 70          | 0.011     | 17       | 70          | 0.067     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.340     |            |             | 0.338     |          |             | 0.678     |

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.023     | 17         | 70          | 0.108     | 17       | 70          | 0.131     |
| 08:00 - 09:00 | 17       | 70          | 0.034     | 17         | 70          | 0.138     | 17       | 70          | 0.172     |
| 09:00 - 10:00 | 17       | 70          | 0.039     | 17         | 70          | 0.052     | 17       | 70          | 0.091     |
| 10:00 - 11:00 | 17       | 70          | 0.043     | 17         | 70          | 0.048     | 17       | 70          | 0.091     |
| 11:00 - 12:00 | 17       | 70          | 0.037     | 17         | 70          | 0.057     | 17       | 70          | 0.094     |
| 12:00 - 13:00 | 17       | 70          | 0.072     | 17         | 70          | 0.056     | 17       | 70          | 0.128     |
| 13:00 - 14:00 | 17       | 70          | 0.040     | 17         | 70          | 0.052     | 17       | 70          | 0.092     |
| 14:00 - 15:00 | 17       | 70          | 0.045     | 17         | 70          | 0.055     | 17       | 70          | 0.100     |
| 15:00 - 16:00 | 17       | 70          | 0.063     | 17         | 70          | 0.038     | 17       | 70          | 0.101     |
| 16:00 - 17:00 | 17       | 70          | 0.085     | 17         | 70          | 0.043     | 17       | 70          | 0.128     |
| 17:00 - 18:00 | 17       | 70          | 0.128     | 17         | 70          | 0.070     | 17       | 70          | 0.198     |
| 18:00 - 19:00 | 17       | 70          | 0.139     | 17         | 70          | 0.081     | 17       | 70          | 0.220     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.748     |            |             | 0.798     |          |             | 1.546     |

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.003     | 17         | 70          | 0.009     | 17       | 70          | 0.012     |
| 08:00 - 09:00 | 17       | 70          | 0.006     | 17         | 70          | 0.008     | 17       | 70          | 0.014     |
| 09:00 - 10:00 | 17       | 70          | 0.007     | 17         | 70          | 0.005     | 17       | 70          | 0.012     |
| 10:00 - 11:00 | 17       | 70          | 0.008     | 17         | 70          | 0.011     | 17       | 70          | 0.019     |
| 11:00 - 12:00 | 17       | 70          | 0.013     | 17         | 70          | 0.014     | 17       | 70          | 0.027     |
| 12:00 - 13:00 | 17       | 70          | 0.016     | 17         | 70          | 0.014     | 17       | 70          | 0.030     |
| 13:00 - 14:00 | 17       | 70          | 0.009     | 17         | 70          | 0.013     | 17       | 70          | 0.022     |
| 14:00 - 15:00 | 17       | 70          | 0.008     | 17         | 70          | 0.008     | 17       | 70          | 0.016     |
| 15:00 - 16:00 | 17       | 70          | 0.011     | 17         | 70          | 0.008     | 17       | 70          | 0.019     |
| 16:00 - 17:00 | 17       | 70          | 0.012     | 17         | 70          | 0.012     | 17       | 70          | 0.024     |
| 17:00 - 18:00 | 17       | 70          | 0.009     | 17         | 70          | 0.003     | 17       | 70          | 0.012     |
| 18:00 - 19:00 | 17       | 70          | 0.004     | 17         | 70          | 0.003     | 17       | 70          | 0.007     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.106     |            |             | 0.108     |          |             | 0.214     |

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 08:00 - 09:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 09:00 - 10:00 | 17       | 70          | 0.000     | 17         | 70          | 0.001     | 17       | 70          | 0.001     |
| 10:00 - 11:00 | 17       | 70          | 0.000     | 17         | 70          | 0.001     | 17       | 70          | 0.001     |
| 11:00 - 12:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 12:00 - 13:00 | 17       | 70          | 0.001     | 17         | 70          | 0.001     | 17       | 70          | 0.002     |
| 13:00 - 14:00 | 17       | 70          | 0.002     | 17         | 70          | 0.002     | 17       | 70          | 0.004     |
| 14:00 - 15:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 15:00 - 16:00 | 17       | 70          | 0.001     | 17         | 70          | 0.000     | 17       | 70          | 0.001     |
| 16:00 - 17:00 | 17       | 70          | 0.000     | 17         | 70          | 0.000     | 17       | 70          | 0.000     |
| 17:00 - 18:00 | 17       | 70          | 0.002     | 17         | 70          | 0.001     | 17       | 70          | 0.003     |
| 18:00 - 19:00 | 17       | 70          | 0.001     | 17         | 70          | 0.001     | 17       | 70          | 0.002     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.008     |            |             | 0.007     |          |             | 0.015     |

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

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

## Appendix 3 – Weekday Gym TRICS Output Report

Calculation Reference: AUDIT-515501-220106-0102

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                    |        |
|----|--------------------|--------|
| 05 | EAST MIDLANDS      |        |
|    | NT NOTTINGHAMSHIRE | 1 days |
| 11 | SCOTLAND           |        |
|    | AD ABERDEEN CITY   | 1 days |

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 5400 to 6000 (units: sqm)  
 Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 27/09/17

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

Selected survey days:

Thursday 2 days

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 2 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

Edge of Town Centre 2

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Commercial Zone | 1 |
| Built-Up Zone   | 1 |

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

## Secondary Filtering selection:

Use Class:

|           |        |
|-----------|--------|
| n/a       | 1 days |
| Not Known | 1 days |

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 125,001 to 250,000 | 1 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
|------------|--------|

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

|   |                         |               |                     |
|---|-------------------------|---------------|---------------------|
| 1 | AD-07-K-01              | CANNONS       | ABERDEEN CITY       |
|   | JUSTICE MILL LANE       |               |                     |
|   | ABERDEEN                |               |                     |
|   | Edge of Town Centre     |               |                     |
|   | Built-Up Zone           |               |                     |
|   | Total Gross floor area: | 5400 sqm      |                     |
|   | Survey date: THURSDAY   | 26/05/05      | Survey Type: MANUAL |
| 2 | NT-07-K-02              | VIRGIN ACTIVE | NOTTINGHAMSHIRE     |
|   | LONDON ROAD             |               |                     |
|   | NOTTINGHAM              |               |                     |
|   | Edge of Town Centre     |               |                     |
|   | Commercial Zone         |               |                     |
|   | Total Gross floor area: | 6000 sqm      |                     |
|   | Survey date: THURSDAY   | 27/06/13      | Survey Type: MANUAL |

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
**MULTI-MODAL TOTAL VEHICLES**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate     | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 01:00       |          |          |               |            |          |               |          |          |               |
| 01:00 - 02:00       |          |          |               |            |          |               |          |          |               |
| 02:00 - 03:00       |          |          |               |            |          |               |          |          |               |
| 03:00 - 04:00       |          |          |               |            |          |               |          |          |               |
| 04:00 - 05:00       |          |          |               |            |          |               |          |          |               |
| 05:00 - 06:00       |          |          |               |            |          |               |          |          |               |
| 06:00 - 07:00       | 1        | 6000     | 1.217         | 1          | 6000     | 0.017         | 1        | 6000     | 1.234         |
| 07:00 - 08:00       | 2        | 5700     | 0.588         | 2          | 5700     | 0.518         | 2        | 5700     | 1.106         |
| 08:00 - 09:00       | 2        | 5700     | 0.474         | 2          | 5700     | 0.947         | 2        | 5700     | 1.421         |
| 09:00 - 10:00       | 2        | 5700     | 1.000         | 2          | 5700     | 0.316         | 2        | 5700     | 1.316         |
| 10:00 - 11:00       | 2        | 5700     | 0.763         | 2          | 5700     | 0.553         | 2        | 5700     | 1.316         |
| 11:00 - 12:00       | 2        | 5700     | 0.509         | 2          | 5700     | 1.123         | 2        | 5700     | 1.632         |
| 12:00 - 13:00       | 2        | 5700     | 0.465         | 2          | 5700     | 0.596         | 2        | 5700     | 1.061         |
| 13:00 - 14:00       | 2        | 5700     | 0.500         | 2          | 5700     | 0.544         | 2        | 5700     | 1.044         |
| 14:00 - 15:00       | 2        | 5700     | 0.439         | 2          | 5700     | 0.395         | 2        | 5700     | 0.834         |
| 15:00 - 16:00       | 2        | 5700     | 0.693         | 2          | 5700     | 0.465         | 2        | 5700     | 1.158         |
| 16:00 - 17:00       | 2        | 5700     | 0.921         | 2          | 5700     | 0.474         | 2        | 5700     | 1.395         |
| 17:00 - 18:00       | 2        | 5700     | 2.070         | 2          | 5700     | 0.658         | 2        | 5700     | 2.728         |
| 18:00 - 19:00       | 2        | 5700     | 1.333         | 2          | 5700     | 1.386         | 2        | 5700     | 2.719         |
| 19:00 - 20:00       | 2        | 5700     | 0.860         | 2          | 5700     | 1.684         | 2        | 5700     | 2.544         |
| 20:00 - 21:00       | 2        | 5700     | 0.316         | 2          | 5700     | 1.202         | 2        | 5700     | 1.518         |
| 21:00 - 22:00       | 2        | 5700     | 0.026         | 2          | 5700     | 0.596         | 2        | 5700     | 0.622         |
| 22:00 - 23:00       | 1        | 6000     | 0.017         | 1          | 6000     | 0.267         | 1        | 6000     | 0.284         |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>12.191</b> |            |          | <b>11.741</b> |          |          | <b>23.932</b> |

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

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

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#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 5400 - 6000 (units: sqm) |
| Survey date range:                            | 01/01/05 - 27/09/17      |
| Number of weekdays (Monday-Friday):           | 2                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

TRIP RATE for Land Use 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 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.000     | 1        | 6000     | 0.000     |
| 07:00 - 08:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.009     | 2        | 5700     | 0.018     |
| 08:00 - 09:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 09:00 - 10:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 10:00 - 11:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 11:00 - 12:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 12:00 - 13:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 13:00 - 14:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 14:00 - 15:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 15:00 - 16:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 16:00 - 17:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 17:00 - 18:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 18:00 - 19:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 19:00 - 20:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 20:00 - 21:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 21:00 - 22:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 22:00 - 23:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.000     | 1        | 6000     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.009     |            |          |           | 0.009    | 0.018    |           |

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 0.067     | 1          | 6000     | 0.000     | 1        | 6000     | 0.067     |
| 07:00 - 08:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.018     | 2        | 5700     | 0.036     |
| 08:00 - 09:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.026     | 2        | 5700     | 0.035     |
| 09:00 - 10:00 | 2        | 5700     | 0.044     | 2          | 5700     | 0.009     | 2        | 5700     | 0.053     |
| 10:00 - 11:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.018     | 2        | 5700     | 0.027     |
| 11:00 - 12:00 | 2        | 5700     | 0.026     | 2          | 5700     | 0.053     | 2        | 5700     | 0.079     |
| 12:00 - 13:00 | 2        | 5700     | 0.026     | 2          | 5700     | 0.018     | 2        | 5700     | 0.044     |
| 13:00 - 14:00 | 2        | 5700     | 0.026     | 2          | 5700     | 0.018     | 2        | 5700     | 0.044     |
| 14:00 - 15:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.000     | 2        | 5700     | 0.018     |
| 15:00 - 16:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.026     | 2        | 5700     | 0.044     |
| 16:00 - 17:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.000     | 2        | 5700     | 0.009     |
| 17:00 - 18:00 | 2        | 5700     | 0.035     | 2          | 5700     | 0.009     | 2        | 5700     | 0.044     |
| 18:00 - 19:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.053     | 2        | 5700     | 0.071     |
| 19:00 - 20:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.026     | 2        | 5700     | 0.035     |
| 20:00 - 21:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.026     | 2        | 5700     | 0.044     |
| 21:00 - 22:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.044     | 2        | 5700     | 0.044     |
| 22:00 - 23:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.000     | 1        | 6000     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.350     |            |          | 0.344     |          |          | 0.694     |

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 1.333     | 1          | 6000     | 0.017     | 1        | 6000     | 1.350     |
| 07:00 - 08:00 | 2        | 5700     | 0.632     | 2          | 5700     | 0.526     | 2        | 5700     | 1.158     |
| 08:00 - 09:00 | 2        | 5700     | 0.544     | 2          | 5700     | 1.079     | 2        | 5700     | 1.623     |
| 09:00 - 10:00 | 2        | 5700     | 1.149     | 2          | 5700     | 0.325     | 2        | 5700     | 1.474     |
| 10:00 - 11:00 | 2        | 5700     | 0.877     | 2          | 5700     | 0.693     | 2        | 5700     | 1.570     |
| 11:00 - 12:00 | 2        | 5700     | 0.570     | 2          | 5700     | 1.316     | 2        | 5700     | 1.886     |
| 12:00 - 13:00 | 2        | 5700     | 0.579     | 2          | 5700     | 0.728     | 2        | 5700     | 1.307     |
| 13:00 - 14:00 | 2        | 5700     | 0.640     | 2          | 5700     | 0.702     | 2        | 5700     | 1.342     |
| 14:00 - 15:00 | 2        | 5700     | 0.518     | 2          | 5700     | 0.482     | 2        | 5700     | 1.000     |
| 15:00 - 16:00 | 2        | 5700     | 0.851     | 2          | 5700     | 0.553     | 2        | 5700     | 1.404     |
| 16:00 - 17:00 | 2        | 5700     | 0.982     | 2          | 5700     | 0.579     | 2        | 5700     | 1.561     |
| 17:00 - 18:00 | 2        | 5700     | 2.491     | 2          | 5700     | 1.079     | 2        | 5700     | 3.570     |
| 18:00 - 19:00 | 2        | 5700     | 1.561     | 2          | 5700     | 1.754     | 2        | 5700     | 3.315     |
| 19:00 - 20:00 | 2        | 5700     | 1.123     | 2          | 5700     | 1.939     | 2        | 5700     | 3.062     |
| 20:00 - 21:00 | 2        | 5700     | 0.351     | 2          | 5700     | 1.553     | 2        | 5700     | 1.904     |
| 21:00 - 22:00 | 2        | 5700     | 0.026     | 2          | 5700     | 0.570     | 2        | 5700     | 0.596     |
| 22:00 - 23:00 | 1        | 6000     | 0.017     | 1          | 6000     | 0.300     | 1        | 6000     | 0.317     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 14.244    |            |          | 14.195    |          |          | 28.439    |

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 0.033     | 1          | 6000     | 0.000     | 1        | 6000     | 0.033     |
| 07:00 - 08:00 | 2        | 5700     | 0.114     | 2          | 5700     | 0.105     | 2        | 5700     | 0.219     |
| 08:00 - 09:00 | 2        | 5700     | 0.044     | 2          | 5700     | 0.044     | 2        | 5700     | 0.088     |
| 09:00 - 10:00 | 2        | 5700     | 0.175     | 2          | 5700     | 0.114     | 2        | 5700     | 0.289     |
| 10:00 - 11:00 | 2        | 5700     | 0.167     | 2          | 5700     | 0.158     | 2        | 5700     | 0.325     |
| 11:00 - 12:00 | 2        | 5700     | 0.219     | 2          | 5700     | 0.158     | 2        | 5700     | 0.377     |
| 12:00 - 13:00 | 2        | 5700     | 0.386     | 2          | 5700     | 0.281     | 2        | 5700     | 0.667     |
| 13:00 - 14:00 | 2        | 5700     | 0.263     | 2          | 5700     | 0.307     | 2        | 5700     | 0.570     |
| 14:00 - 15:00 | 2        | 5700     | 0.105     | 2          | 5700     | 0.070     | 2        | 5700     | 0.175     |
| 15:00 - 16:00 | 2        | 5700     | 0.211     | 2          | 5700     | 0.140     | 2        | 5700     | 0.351     |
| 16:00 - 17:00 | 2        | 5700     | 0.237     | 2          | 5700     | 0.123     | 2        | 5700     | 0.360     |
| 17:00 - 18:00 | 2        | 5700     | 0.746     | 2          | 5700     | 0.193     | 2        | 5700     | 0.939     |
| 18:00 - 19:00 | 2        | 5700     | 0.482     | 2          | 5700     | 0.342     | 2        | 5700     | 0.824     |
| 19:00 - 20:00 | 2        | 5700     | 0.202     | 2          | 5700     | 0.675     | 2        | 5700     | 0.877     |
| 20:00 - 21:00 | 2        | 5700     | 0.184     | 2          | 5700     | 0.535     | 2        | 5700     | 0.719     |
| 21:00 - 22:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.123     | 2        | 5700     | 0.141     |
| 22:00 - 23:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.067     | 1        | 6000     | 0.067     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 3.586     |            |          | 3.435     |          |          | 7.021     |

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

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

TRIP RATE for Land Use 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 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 0.017     | 1          | 6000     | 0.000     | 1        | 6000     | 0.017     |
| 07:00 - 08:00 | 2        | 5700     | 0.026     | 2          | 5700     | 0.026     | 2        | 5700     | 0.052     |
| 08:00 - 09:00 | 2        | 5700     | 0.044     | 2          | 5700     | 0.026     | 2        | 5700     | 0.070     |
| 09:00 - 10:00 | 2        | 5700     | 0.193     | 2          | 5700     | 0.123     | 2        | 5700     | 0.316     |
| 10:00 - 11:00 | 2        | 5700     | 0.114     | 2          | 5700     | 0.044     | 2        | 5700     | 0.158     |
| 11:00 - 12:00 | 2        | 5700     | 0.061     | 2          | 5700     | 0.096     | 2        | 5700     | 0.157     |
| 12:00 - 13:00 | 2        | 5700     | 0.105     | 2          | 5700     | 0.149     | 2        | 5700     | 0.254     |
| 13:00 - 14:00 | 2        | 5700     | 0.044     | 2          | 5700     | 0.184     | 2        | 5700     | 0.228     |
| 14:00 - 15:00 | 2        | 5700     | 0.123     | 2          | 5700     | 0.053     | 2        | 5700     | 0.176     |
| 15:00 - 16:00 | 2        | 5700     | 0.035     | 2          | 5700     | 0.070     | 2        | 5700     | 0.105     |
| 16:00 - 17:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.026     | 2        | 5700     | 0.044     |
| 17:00 - 18:00 | 2        | 5700     | 0.070     | 2          | 5700     | 0.053     | 2        | 5700     | 0.123     |
| 18:00 - 19:00 | 2        | 5700     | 0.053     | 2          | 5700     | 0.018     | 2        | 5700     | 0.071     |
| 19:00 - 20:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.070     | 2        | 5700     | 0.088     |
| 20:00 - 21:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.018     | 2        | 5700     | 0.027     |
| 21:00 - 22:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.009     | 2        | 5700     | 0.009     |
| 22:00 - 23:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.000     | 1        | 6000     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.930     |            |          |           | 0.965    | 1.895    |           |

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 0.033     | 1          | 6000     | 0.000     | 1        | 6000     | 0.033     |
| 07:00 - 08:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.026     | 2        | 5700     | 0.035     |
| 08:00 - 09:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.000     | 2        | 5700     | 0.009     |
| 09:00 - 10:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.018     | 2        | 5700     | 0.036     |
| 10:00 - 11:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.018     | 2        | 5700     | 0.027     |
| 11:00 - 12:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 12:00 - 13:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.000     | 2        | 5700     | 0.009     |
| 13:00 - 14:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 14:00 - 15:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.009     | 2        | 5700     | 0.009     |
| 15:00 - 16:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 16:00 - 17:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 17:00 - 18:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.000     | 2        | 5700     | 0.009     |
| 18:00 - 19:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.009     | 2        | 5700     | 0.027     |
| 19:00 - 20:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.018     | 2        | 5700     | 0.018     |
| 20:00 - 21:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 21:00 - 22:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.000     | 2        | 5700     | 0.000     |
| 22:00 - 23:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.000     | 1        | 6000     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.114     |            |          | 0.098     |          |          | 0.212     |

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 6000     | 0.050     | 1          | 6000     | 0.000     | 1        | 6000     | 0.050     |
| 07:00 - 08:00 | 2        | 5700     | 0.035     | 2          | 5700     | 0.053     | 2        | 5700     | 0.088     |
| 08:00 - 09:00 | 2        | 5700     | 0.053     | 2          | 5700     | 0.026     | 2        | 5700     | 0.079     |
| 09:00 - 10:00 | 2        | 5700     | 0.211     | 2          | 5700     | 0.140     | 2        | 5700     | 0.351     |
| 10:00 - 11:00 | 2        | 5700     | 0.123     | 2          | 5700     | 0.061     | 2        | 5700     | 0.184     |
| 11:00 - 12:00 | 2        | 5700     | 0.061     | 2          | 5700     | 0.096     | 2        | 5700     | 0.157     |
| 12:00 - 13:00 | 2        | 5700     | 0.114     | 2          | 5700     | 0.149     | 2        | 5700     | 0.263     |
| 13:00 - 14:00 | 2        | 5700     | 0.044     | 2          | 5700     | 0.184     | 2        | 5700     | 0.228     |
| 14:00 - 15:00 | 2        | 5700     | 0.123     | 2          | 5700     | 0.061     | 2        | 5700     | 0.184     |
| 15:00 - 16:00 | 2        | 5700     | 0.035     | 2          | 5700     | 0.070     | 2        | 5700     | 0.105     |
| 16:00 - 17:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.026     | 2        | 5700     | 0.044     |
| 17:00 - 18:00 | 2        | 5700     | 0.079     | 2          | 5700     | 0.053     | 2        | 5700     | 0.132     |
| 18:00 - 19:00 | 2        | 5700     | 0.070     | 2          | 5700     | 0.026     | 2        | 5700     | 0.096     |
| 19:00 - 20:00 | 2        | 5700     | 0.018     | 2          | 5700     | 0.088     | 2        | 5700     | 0.106     |
| 20:00 - 21:00 | 2        | 5700     | 0.009     | 2          | 5700     | 0.018     | 2        | 5700     | 0.027     |
| 21:00 - 22:00 | 2        | 5700     | 0.000     | 2          | 5700     | 0.009     | 2        | 5700     | 0.009     |
| 22:00 - 23:00 | 1        | 6000     | 0.000     | 1          | 6000     | 0.000     | 1        | 6000     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.043     |            |          |           | 1.060    | 2.103    |           |

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
**MULTI-MODAL TOTAL PEOPLE**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00       | 1        | 6000     | 1.483     | 1          | 6000     | 0.017     | 1        | 6000     | 1.500     |
| 07:00 - 08:00       | 2        | 5700     | 0.798     | 2          | 5700     | 0.702     | 2        | 5700     | 1.500     |
| 08:00 - 09:00       | 2        | 5700     | 0.649     | 2          | 5700     | 1.175     | 2        | 5700     | 1.824     |
| 09:00 - 10:00       | 2        | 5700     | 1.579     | 2          | 5700     | 0.588     | 2        | 5700     | 2.167     |
| 10:00 - 11:00       | 2        | 5700     | 1.175     | 2          | 5700     | 0.930     | 2        | 5700     | 2.105     |
| 11:00 - 12:00       | 2        | 5700     | 0.877     | 2          | 5700     | 1.623     | 2        | 5700     | 2.500     |
| 12:00 - 13:00       | 2        | 5700     | 1.105     | 2          | 5700     | 1.175     | 2        | 5700     | 2.280     |
| 13:00 - 14:00       | 2        | 5700     | 0.974     | 2          | 5700     | 1.211     | 2        | 5700     | 2.185     |
| 14:00 - 15:00       | 2        | 5700     | 0.763     | 2          | 5700     | 0.614     | 2        | 5700     | 1.377     |
| 15:00 - 16:00       | 2        | 5700     | 1.114     | 2          | 5700     | 0.789     | 2        | 5700     | 1.903     |
| 16:00 - 17:00       | 2        | 5700     | 1.246     | 2          | 5700     | 0.728     | 2        | 5700     | 1.974     |
| 17:00 - 18:00       | 2        | 5700     | 3.351     | 2          | 5700     | 1.333     | 2        | 5700     | 4.684     |
| 18:00 - 19:00       | 2        | 5700     | 2.132     | 2          | 5700     | 2.175     | 2        | 5700     | 4.307     |
| 19:00 - 20:00       | 2        | 5700     | 1.351     | 2          | 5700     | 2.728     | 2        | 5700     | 4.079     |
| 20:00 - 21:00       | 2        | 5700     | 0.561     | 2          | 5700     | 2.132     | 2        | 5700     | 2.693     |
| 21:00 - 22:00       | 2        | 5700     | 0.044     | 2          | 5700     | 0.746     | 2        | 5700     | 0.790     |
| 22:00 - 23:00       | 1        | 6000     | 0.017     | 1          | 6000     | 0.367     | 1        | 6000     | 0.384     |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 19.219    |            |          | 19.033    |          |          | 38.252    |

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

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

## Appendix 4 – Weekday Restaurant TRICS Output Report

Calculation Reference: AUDIT-515501-220107-0155

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD &amp; DRINK

Category : B - RESTAURANTS

## MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 03 | SOUTH WEST       |        |
|    | DC DORSET        | 1 days |
| 05 | EAST MIDLANDS    |        |
|    | DS DERBYSHIRE    | 1 days |
| 06 | WEST MIDLANDS    |        |
|    | WM WEST MIDLANDS | 1 days |
| 15 | GREATER DUBLIN   |        |
|    | DL DUBLIN        | 1 days |

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 180 to 600 (units: sqm)  
 Range Selected by User: 75 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

|           |        |
|-----------|--------|
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 1 days |

*This data displays the number of selected surveys by day of the week.*Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 days |
| Directional ATC Count | 0 days |

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

|                     |   |
|---------------------|---|
| Town Centre         | 2 |
| Edge of Town Centre | 2 |

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

|               |   |
|---------------|---|
| Built-Up Zone | 2 |
| High Street   | 2 |

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

Secondary Filtering selection:

Use Class:

E(b) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

25,001 to 50,000 3 days

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

Population within 5 miles:

25,001 to 50,000 1 days

250,001 to 500,000 2 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 1 days

1.1 to 1.5 2 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

|   |                         |                   |                     |               |
|---|-------------------------|-------------------|---------------------|---------------|
| 1 | DC-06-B-02              | PREZZO            |                     | DORSET        |
|   | HIGH WEST STREET        |                   |                     |               |
|   | DORCHESTER              |                   |                     |               |
|   | Town Centre             |                   |                     |               |
|   | High Street             |                   |                     |               |
|   | Total Gross floor area: | 525 sqm           |                     |               |
|   | Survey date: FRIDAY     | 16/09/16          | Survey Type: MANUAL |               |
| 2 | DL-06-B-01              | DOMINIUM          |                     | DUBLIN        |
|   | TALBOT STREET           |                   |                     |               |
|   | DUBLIN                  |                   |                     |               |
|   | Edge of Town Centre     |                   |                     |               |
|   | Built-Up Zone           |                   |                     |               |
|   | Total Gross floor area: | 330 sqm           |                     |               |
|   | Survey date: WEDNESDAY  | 09/12/09          | Survey Type: MANUAL |               |
| 3 | DS-06-B-04              | FRENCH RESTAURANT |                     | DERBYSHIRE    |
|   | FRIAR GATE              |                   |                     |               |
|   | DERBY                   |                   |                     |               |
|   | Town Centre             |                   |                     |               |
|   | High Street             |                   |                     |               |
|   | Total Gross floor area: | 180 sqm           |                     |               |
|   | Survey date: WEDNESDAY  | 25/09/19          | Survey Type: MANUAL |               |
| 4 | WM-06-B-05              | AKBARS            |                     | WEST MIDLANDS |
|   | THE BUTTS               |                   |                     |               |
|   | COVENTRY                |                   |                     |               |
|   | Edge of Town Centre     |                   |                     |               |
|   | Built-Up Zone           |                   |                     |               |
|   | Total Gross floor area: | 600 sqm           |                     |               |
|   | Survey date: THURSDAY   | 17/11/16          | Survey Type: MANUAL |               |

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 5.56

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.117     | 2          | 428      | 0.000     | 2        | 428      | 0.117     |
| 11:00 - 12:00 | 3        | 345      | 0.097     | 3          | 345      | 0.193     | 3        | 345      | 0.290     |
| 12:00 - 13:00 | 3        | 345      | 0.676     | 3          | 345      | 0.097     | 3        | 345      | 0.773     |
| 13:00 - 14:00 | 3        | 345      | 0.966     | 3          | 345      | 0.483     | 3        | 345      | 1.449     |
| 14:00 - 15:00 | 3        | 345      | 0.193     | 3          | 345      | 0.580     | 3        | 345      | 0.773     |
| 15:00 - 16:00 | 3        | 345      | 0.193     | 3          | 345      | 0.386     | 3        | 345      | 0.579     |
| 16:00 - 17:00 | 4        | 409      | 0.061     | 4          | 409      | 0.061     | 4        | 409      | 0.122     |
| 17:00 - 18:00 | 4        | 409      | 0.795     | 4          | 409      | 0.306     | 4        | 409      | 1.101     |
| 18:00 - 19:00 | 4        | 409      | 1.713     | 4          | 409      | 0.550     | 4        | 409      | 2.263     |
| 19:00 - 20:00 | 4        | 409      | 1.651     | 4          | 409      | 1.101     | 4        | 409      | 2.752     |
| 20:00 - 21:00 | 4        | 409      | 0.550     | 4          | 409      | 1.040     | 4        | 409      | 1.590     |
| 21:00 - 22:00 | 4        | 409      | 0.306     | 4          | 409      | 1.101     | 4        | 409      | 1.407     |
| 22:00 - 23:00 | 4        | 409      | 0.183     | 4          | 409      | 0.979     | 4        | 409      | 1.162     |
| 23:00 - 24:00 | 3        | 485      | 0.069     | 3          | 485      | 0.344     | 3        | 485      | 0.413     |
| Total Rates:  |          |          | 7.570     |            |          | 7.221     |          |          | 14.791    |

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

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

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#### Parameter summary

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 180 - 600 (units: sqm) |
| Survey date range:                            | 01/01/09 - 25/09/19    |
| Number of weekdays (Monday-Friday):           | 4                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 0                      |
| Surveys manually removed from selection:      | 0                      |

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.000     | 2          | 428      | 0.000     | 2        | 428      | 0.000     |
| 11:00 - 12:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 12:00 - 13:00 | 3        | 345      | 0.097     | 3          | 345      | 0.097     | 3        | 345      | 0.194     |
| 13:00 - 14:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 14:00 - 15:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 15:00 - 16:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 16:00 - 17:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 17:00 - 18:00 | 4        | 409      | 0.245     | 4          | 409      | 0.245     | 4        | 409      | 0.490     |
| 18:00 - 19:00 | 4        | 409      | 0.183     | 4          | 409      | 0.183     | 4        | 409      | 0.366     |
| 19:00 - 20:00 | 4        | 409      | 0.306     | 4          | 409      | 0.306     | 4        | 409      | 0.612     |
| 20:00 - 21:00 | 4        | 409      | 0.061     | 4          | 409      | 0.061     | 4        | 409      | 0.122     |
| 21:00 - 22:00 | 4        | 409      | 0.061     | 4          | 409      | 0.061     | 4        | 409      | 0.122     |
| 22:00 - 23:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 23:00 - 24:00 | 3        | 485      | 0.000     | 3          | 485      | 0.000     | 3        | 485      | 0.000     |
| Total Rates:  |          |          | 0.953     |            |          | 0.953     |          |          | 1.906     |

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.000     | 2          | 428      | 0.000     | 2        | 428      | 0.000     |
| 11:00 - 12:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 12:00 - 13:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 13:00 - 14:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 14:00 - 15:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 15:00 - 16:00 | 3        | 345      | 0.000     | 3          | 345      | 0.097     | 3        | 345      | 0.097     |
| 16:00 - 17:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 17:00 - 18:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 18:00 - 19:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 19:00 - 20:00 | 4        | 409      | 0.122     | 4          | 409      | 0.122     | 4        | 409      | 0.244     |
| 20:00 - 21:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 21:00 - 22:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 22:00 - 23:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 23:00 - 24:00 | 3        | 485      | 0.000     | 3          | 485      | 0.000     | 3        | 485      | 0.000     |
| Total Rates:  |          |          | 0.122     |            |          | 0.219     |          |          | 0.341     |

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.117     | 2          | 428      | 0.000     | 2        | 428      | 0.117     |
| 11:00 - 12:00 | 3        | 345      | 0.097     | 3          | 345      | 0.193     | 3        | 345      | 0.290     |
| 12:00 - 13:00 | 3        | 345      | 1.256     | 3          | 345      | 0.097     | 3        | 345      | 1.353     |
| 13:00 - 14:00 | 3        | 345      | 1.643     | 3          | 345      | 0.966     | 3        | 345      | 2.609     |
| 14:00 - 15:00 | 3        | 345      | 0.386     | 3          | 345      | 1.063     | 3        | 345      | 1.449     |
| 15:00 - 16:00 | 3        | 345      | 0.290     | 3          | 345      | 0.676     | 3        | 345      | 0.966     |
| 16:00 - 17:00 | 4        | 409      | 0.061     | 4          | 409      | 0.122     | 4        | 409      | 0.183     |
| 17:00 - 18:00 | 4        | 409      | 1.590     | 4          | 409      | 0.367     | 4        | 409      | 1.957     |
| 18:00 - 19:00 | 4        | 409      | 2.569     | 4          | 409      | 0.917     | 4        | 409      | 3.486     |
| 19:00 - 20:00 | 4        | 409      | 2.936     | 4          | 409      | 2.263     | 4        | 409      | 5.199     |
| 20:00 - 21:00 | 4        | 409      | 1.040     | 4          | 409      | 1.590     | 4        | 409      | 2.630     |
| 21:00 - 22:00 | 4        | 409      | 0.306     | 4          | 409      | 2.018     | 4        | 409      | 2.324     |
| 22:00 - 23:00 | 4        | 409      | 0.245     | 4          | 409      | 1.835     | 4        | 409      | 2.080     |
| 23:00 - 24:00 | 3        | 485      | 0.137     | 3          | 485      | 0.412     | 3        | 485      | 0.549     |
| Total Rates:  |          |          | 12.673    |            |          | 12.519    |          |          | 25.192    |

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.234     | 2          | 428      | 0.000     | 2        | 428      | 0.234     |
| 11:00 - 12:00 | 3        | 345      | 0.966     | 3          | 345      | 0.290     | 3        | 345      | 1.256     |
| 12:00 - 13:00 | 3        | 345      | 4.348     | 3          | 345      | 0.580     | 3        | 345      | 4.928     |
| 13:00 - 14:00 | 3        | 345      | 3.478     | 3          | 345      | 3.671     | 3        | 345      | 7.149     |
| 14:00 - 15:00 | 3        | 345      | 0.870     | 3          | 345      | 4.928     | 3        | 345      | 5.798     |
| 15:00 - 16:00 | 3        | 345      | 0.773     | 3          | 345      | 1.256     | 3        | 345      | 2.029     |
| 16:00 - 17:00 | 4        | 409      | 0.734     | 4          | 409      | 0.428     | 4        | 409      | 1.162     |
| 17:00 - 18:00 | 4        | 409      | 1.651     | 4          | 409      | 0.367     | 4        | 409      | 2.018     |
| 18:00 - 19:00 | 4        | 409      | 3.119     | 4          | 409      | 0.795     | 4        | 409      | 3.914     |
| 19:00 - 20:00 | 4        | 409      | 3.609     | 4          | 409      | 2.446     | 4        | 409      | 6.055     |
| 20:00 - 21:00 | 4        | 409      | 2.141     | 4          | 409      | 1.284     | 4        | 409      | 3.425     |
| 21:00 - 22:00 | 4        | 409      | 0.550     | 4          | 409      | 2.936     | 4        | 409      | 3.486     |
| 22:00 - 23:00 | 4        | 409      | 0.612     | 4          | 409      | 3.180     | 4        | 409      | 3.792     |
| 23:00 - 24:00 | 3        | 485      | 0.069     | 3          | 485      | 0.344     | 3        | 485      | 0.413     |
| Total Rates:  |          |          | 23.154    |            |          | 22.505    |          |          | 45.659    |

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.117     | 2          | 428      | 0.000     | 2        | 428      | 0.117     |
| 11:00 - 12:00 | 3        | 345      | 0.290     | 3          | 345      | 0.097     | 3        | 345      | 0.387     |
| 12:00 - 13:00 | 3        | 345      | 1.159     | 3          | 345      | 0.000     | 3        | 345      | 1.159     |
| 13:00 - 14:00 | 3        | 345      | 0.386     | 3          | 345      | 0.773     | 3        | 345      | 1.159     |
| 14:00 - 15:00 | 3        | 345      | 0.097     | 3          | 345      | 0.580     | 3        | 345      | 0.677     |
| 15:00 - 16:00 | 3        | 345      | 0.000     | 3          | 345      | 0.097     | 3        | 345      | 0.097     |
| 16:00 - 17:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 17:00 - 18:00 | 4        | 409      | 0.489     | 4          | 409      | 0.122     | 4        | 409      | 0.611     |
| 18:00 - 19:00 | 4        | 409      | 1.407     | 4          | 409      | 0.245     | 4        | 409      | 1.652     |
| 19:00 - 20:00 | 4        | 409      | 1.284     | 4          | 409      | 0.673     | 4        | 409      | 1.957     |
| 20:00 - 21:00 | 4        | 409      | 0.428     | 4          | 409      | 0.306     | 4        | 409      | 0.734     |
| 21:00 - 22:00 | 4        | 409      | 0.061     | 4          | 409      | 1.651     | 4        | 409      | 1.712     |
| 22:00 - 23:00 | 4        | 409      | 0.000     | 4          | 409      | 1.040     | 4        | 409      | 1.040     |
| 23:00 - 24:00 | 3        | 485      | 0.000     | 3          | 485      | 0.069     | 3        | 485      | 0.069     |
| Total Rates:  |          |          | 5.718     |            |          | 5.653     |          |          | 11.371    |

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.000     | 2          | 428      | 0.000     | 2        | 428      | 0.000     |
| 11:00 - 12:00 | 3        | 345      | 0.290     | 3          | 345      | 0.000     | 3        | 345      | 0.290     |
| 12:00 - 13:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 13:00 - 14:00 | 3        | 345      | 0.386     | 3          | 345      | 0.000     | 3        | 345      | 0.386     |
| 14:00 - 15:00 | 3        | 345      | 0.000     | 3          | 345      | 0.483     | 3        | 345      | 0.483     |
| 15:00 - 16:00 | 3        | 345      | 0.000     | 3          | 345      | 0.000     | 3        | 345      | 0.000     |
| 16:00 - 17:00 | 4        | 409      | 0.122     | 4          | 409      | 0.122     | 4        | 409      | 0.244     |
| 17:00 - 18:00 | 4        | 409      | 0.000     | 4          | 409      | 0.000     | 4        | 409      | 0.000     |
| 18:00 - 19:00 | 4        | 409      | 0.245     | 4          | 409      | 0.245     | 4        | 409      | 0.490     |
| 19:00 - 20:00 | 4        | 409      | 0.367     | 4          | 409      | 0.245     | 4        | 409      | 0.612     |
| 20:00 - 21:00 | 4        | 409      | 0.122     | 4          | 409      | 0.183     | 4        | 409      | 0.305     |
| 21:00 - 22:00 | 4        | 409      | 0.000     | 4          | 409      | 0.183     | 4        | 409      | 0.183     |
| 22:00 - 23:00 | 4        | 409      | 0.183     | 4          | 409      | 0.306     | 4        | 409      | 0.489     |
| 23:00 - 24:00 | 3        | 485      | 0.000     | 3          | 485      | 0.000     | 3        | 485      | 0.000     |
| Total Rates:  |          |          | 1.715     |            |          | 1.767     |          |          | 3.482     |

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.117     | 2          | 428      | 0.000     | 2        | 428      | 0.117     |
| 11:00 - 12:00 | 3        | 345      | 0.580     | 3          | 345      | 0.097     | 3        | 345      | 0.677     |
| 12:00 - 13:00 | 3        | 345      | 1.159     | 3          | 345      | 0.000     | 3        | 345      | 1.159     |
| 13:00 - 14:00 | 3        | 345      | 0.773     | 3          | 345      | 0.773     | 3        | 345      | 1.546     |
| 14:00 - 15:00 | 3        | 345      | 0.097     | 3          | 345      | 1.063     | 3        | 345      | 1.160     |
| 15:00 - 16:00 | 3        | 345      | 0.000     | 3          | 345      | 0.097     | 3        | 345      | 0.097     |
| 16:00 - 17:00 | 4        | 409      | 0.122     | 4          | 409      | 0.122     | 4        | 409      | 0.244     |
| 17:00 - 18:00 | 4        | 409      | 0.489     | 4          | 409      | 0.122     | 4        | 409      | 0.611     |
| 18:00 - 19:00 | 4        | 409      | 1.651     | 4          | 409      | 0.489     | 4        | 409      | 2.140     |
| 19:00 - 20:00 | 4        | 409      | 1.651     | 4          | 409      | 0.917     | 4        | 409      | 2.568     |
| 20:00 - 21:00 | 4        | 409      | 0.550     | 4          | 409      | 0.489     | 4        | 409      | 1.039     |
| 21:00 - 22:00 | 4        | 409      | 0.061     | 4          | 409      | 1.835     | 4        | 409      | 1.896     |
| 22:00 - 23:00 | 4        | 409      | 0.183     | 4          | 409      | 1.346     | 4        | 409      | 1.529     |
| 23:00 - 24:00 | 3        | 485      | 0.000     | 3          | 485      | 0.069     | 3        | 485      | 0.069     |
| Total Rates:  |          |          | 7.433     |            |          | 7.419     |          |          | 14.852    |

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 5.56

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 428      | 0.468     | 2          | 428      | 0.000     | 2        | 428      | 0.468     |
| 11:00 - 12:00 | 3        | 345      | 1.643     | 3          | 345      | 0.580     | 3        | 345      | 2.223     |
| 12:00 - 13:00 | 3        | 345      | 6.763     | 3          | 345      | 0.676     | 3        | 345      | 7.439     |
| 13:00 - 14:00 | 3        | 345      | 5.894     | 3          | 345      | 5.411     | 3        | 345      | 11.305    |
| 14:00 - 15:00 | 3        | 345      | 1.353     | 3          | 345      | 7.053     | 3        | 345      | 8.406     |
| 15:00 - 16:00 | 3        | 345      | 1.063     | 3          | 345      | 2.126     | 3        | 345      | 3.189     |
| 16:00 - 17:00 | 4        | 409      | 0.917     | 4          | 409      | 0.673     | 4        | 409      | 1.590     |
| 17:00 - 18:00 | 4        | 409      | 3.731     | 4          | 409      | 0.856     | 4        | 409      | 4.587     |
| 18:00 - 19:00 | 4        | 409      | 7.339     | 4          | 409      | 2.202     | 4        | 409      | 9.541     |
| 19:00 - 20:00 | 4        | 409      | 8.318     | 4          | 409      | 5.749     | 4        | 409      | 14.067    |
| 20:00 - 21:00 | 4        | 409      | 3.731     | 4          | 409      | 3.364     | 4        | 409      | 7.095     |
| 21:00 - 22:00 | 4        | 409      | 0.917     | 4          | 409      | 6.789     | 4        | 409      | 7.706     |
| 22:00 - 23:00 | 4        | 409      | 1.040     | 4          | 409      | 6.361     | 4        | 409      | 7.401     |
| 23:00 - 24:00 | 3        | 485      | 0.206     | 3          | 485      | 0.825     | 3        | 485      | 1.031     |
| Total Rates:  |          |          | 43.383    |            |          | 42.665    |          |          | 86.048    |

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

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

## **Appendix 5 – Weekend Gym TRICS Output Report**

Calculation Reference: AUDIT-515501-220106-0123

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

11 SCOTLAND  
FA FALKIRK 1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 3000 to 3000 (units: sqm)  
Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 27/09/17

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

Selected survey days:

Sunday 1 days

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

Selected survey types:

Manual count 1 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

## Secondary Filtering selection:

Use Class:

Not Known 1 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000

1 days

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

Population within 5 miles:

100,001 to 125,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

|   |                         |             |                     |
|---|-------------------------|-------------|---------------------|
| 1 | FA-07-K-01              | BANNATYNE'S | FALKIRK             |
|   | STIRLING ROAD           |             |                     |
|   | FALKIRK                 |             |                     |
|   | Edge of Town Centre     |             |                     |
|   | Built-Up Zone           |             |                     |
|   | Total Gross floor area: | 3000 sqm    |                     |
|   | Survey date: SUNDAY     | 22/04/07    | Survey Type: MANUAL |

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
**MULTI-MODAL TOTAL VEHICLES**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.15

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate     | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 01:00       |          |          |               |            |          |               |          |          |               |
| 01:00 - 02:00       |          |          |               |            |          |               |          |          |               |
| 02:00 - 03:00       |          |          |               |            |          |               |          |          |               |
| 03:00 - 04:00       |          |          |               |            |          |               |          |          |               |
| 04:00 - 05:00       |          |          |               |            |          |               |          |          |               |
| 05:00 - 06:00       |          |          |               |            |          |               |          |          |               |
| 06:00 - 07:00       | 1        | 3000     | 0.333         | 1          | 3000     | 0.067         | 1        | 3000     | 0.400         |
| 07:00 - 08:00       | 1        | 3000     | 0.567         | 1          | 3000     | 0.700         | 1        | 3000     | 1.267         |
| 08:00 - 09:00       | 1        | 3000     | 0.800         | 1          | 3000     | 0.900         | 1        | 3000     | 1.700         |
| 09:00 - 10:00       | 1        | 3000     | 1.700         | 1          | 3000     | 0.400         | 1        | 3000     | 2.100         |
| 10:00 - 11:00       | 1        | 3000     | 1.133         | 1          | 3000     | 1.000         | 1        | 3000     | 2.133         |
| 11:00 - 12:00       | 1        | 3000     | 0.733         | 1          | 3000     | 1.333         | 1        | 3000     | 2.066         |
| 12:00 - 13:00       | 1        | 3000     | 1.133         | 1          | 3000     | 0.933         | 1        | 3000     | 2.066         |
| 13:00 - 14:00       | 1        | 3000     | 0.800         | 1          | 3000     | 0.933         | 1        | 3000     | 1.733         |
| 14:00 - 15:00       | 1        | 3000     | 0.700         | 1          | 3000     | 0.933         | 1        | 3000     | 1.633         |
| 15:00 - 16:00       | 1        | 3000     | 1.000         | 1          | 3000     | 0.733         | 1        | 3000     | 1.733         |
| 16:00 - 17:00       | 1        | 3000     | 0.900         | 1          | 3000     | 1.000         | 1        | 3000     | 1.900         |
| 17:00 - 18:00       | 1        | 3000     | 2.700         | 1          | 3000     | 0.767         | 1        | 3000     | 3.467         |
| 18:00 - 19:00       | 1        | 3000     | 2.233         | 1          | 3000     | 2.100         | 1        | 3000     | 4.333         |
| 19:00 - 20:00       | 1        | 3000     | 2.033         | 1          | 3000     | 2.533         | 1        | 3000     | 4.566         |
| 20:00 - 21:00       | 1        | 3000     | 1.100         | 1          | 3000     | 2.200         | 1        | 3000     | 3.300         |
| 21:00 - 22:00       | 1        | 3000     | 0.367         | 1          | 3000     | 1.533         | 1        | 3000     | 1.900         |
| 22:00 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>18.232</b> |            |          | <b>18.065</b> |          |          | <b>36.297</b> |

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

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

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#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 3000 - 3000 (units: sqm) |
| Survey date range:                            | 01/01/07 - 27/09/17      |
| Number of weekdays (Monday-Friday):           | 0                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 1                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 07:00 - 08:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 08:00 - 09:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 09:00 - 10:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 10:00 - 11:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.033     | 1        | 3000     | 0.066     |
| 11:00 - 12:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 12:00 - 13:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 13:00 - 14:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 14:00 - 15:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 15:00 - 16:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 16:00 - 17:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.033     | 1        | 3000     | 0.066     |
| 17:00 - 18:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 18:00 - 19:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 19:00 - 20:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 20:00 - 21:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 21:00 - 22:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.033     | 1        | 3000     | 0.066     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.099     |            |          | 0.099     |          |          | 0.198     |

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 07:00 - 08:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 08:00 - 09:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 09:00 - 10:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 10:00 - 11:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 11:00 - 12:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.033     | 1        | 3000     | 0.033     |
| 12:00 - 13:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 13:00 - 14:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 14:00 - 15:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 15:00 - 16:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.033     | 1        | 3000     | 0.033     |
| 16:00 - 17:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 17:00 - 18:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 18:00 - 19:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 19:00 - 20:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 20:00 - 21:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 21:00 - 22:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.066     |            |          | 0.066     |          |          | 0.132     |

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.333     | 1          | 3000     | 0.067     | 1        | 3000     | 0.400     |
| 07:00 - 08:00 | 1        | 3000     | 0.600     | 1          | 3000     | 0.700     | 1        | 3000     | 1.300     |
| 08:00 - 09:00 | 1        | 3000     | 0.833     | 1          | 3000     | 0.867     | 1        | 3000     | 1.700     |
| 09:00 - 10:00 | 1        | 3000     | 1.767     | 1          | 3000     | 0.467     | 1        | 3000     | 2.234     |
| 10:00 - 11:00 | 1        | 3000     | 1.233     | 1          | 3000     | 0.967     | 1        | 3000     | 2.200     |
| 11:00 - 12:00 | 1        | 3000     | 0.767     | 1          | 3000     | 1.400     | 1        | 3000     | 2.167     |
| 12:00 - 13:00 | 1        | 3000     | 1.267     | 1          | 3000     | 1.033     | 1        | 3000     | 2.300     |
| 13:00 - 14:00 | 1        | 3000     | 0.800     | 1          | 3000     | 0.967     | 1        | 3000     | 1.767     |
| 14:00 - 15:00 | 1        | 3000     | 0.767     | 1          | 3000     | 0.967     | 1        | 3000     | 1.734     |
| 15:00 - 16:00 | 1        | 3000     | 0.967     | 1          | 3000     | 0.767     | 1        | 3000     | 1.734     |
| 16:00 - 17:00 | 1        | 3000     | 1.000     | 1          | 3000     | 1.067     | 1        | 3000     | 2.067     |
| 17:00 - 18:00 | 1        | 3000     | 3.100     | 1          | 3000     | 0.733     | 1        | 3000     | 3.833     |
| 18:00 - 19:00 | 1        | 3000     | 2.600     | 1          | 3000     | 2.333     | 1        | 3000     | 4.933     |
| 19:00 - 20:00 | 1        | 3000     | 2.067     | 1          | 3000     | 3.000     | 1        | 3000     | 5.067     |
| 20:00 - 21:00 | 1        | 3000     | 1.367     | 1          | 3000     | 2.367     | 1        | 3000     | 3.734     |
| 21:00 - 22:00 | 1        | 3000     | 0.400     | 1          | 3000     | 1.933     | 1        | 3000     | 2.333     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 19.868    |            |          | 19.635    |          |          | 39.503    |

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 07:00 - 08:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.033     | 1        | 3000     | 0.033     |
| 08:00 - 09:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 09:00 - 10:00 | 1        | 3000     | 0.067     | 1          | 3000     | 0.000     | 1        | 3000     | 0.067     |
| 10:00 - 11:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.133     | 1        | 3000     | 0.166     |
| 11:00 - 12:00 | 1        | 3000     | 0.100     | 1          | 3000     | 0.167     | 1        | 3000     | 0.267     |
| 12:00 - 13:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.100     | 1        | 3000     | 0.133     |
| 13:00 - 14:00 | 1        | 3000     | 0.067     | 1          | 3000     | 0.133     | 1        | 3000     | 0.200     |
| 14:00 - 15:00 | 1        | 3000     | 0.200     | 1          | 3000     | 0.100     | 1        | 3000     | 0.300     |
| 15:00 - 16:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.067     | 1        | 3000     | 0.067     |
| 16:00 - 17:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.033     | 1        | 3000     | 0.066     |
| 17:00 - 18:00 | 1        | 3000     | 0.267     | 1          | 3000     | 0.033     | 1        | 3000     | 0.300     |
| 18:00 - 19:00 | 1        | 3000     | 0.067     | 1          | 3000     | 0.067     | 1        | 3000     | 0.134     |
| 19:00 - 20:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.067     | 1        | 3000     | 0.100     |
| 20:00 - 21:00 | 1        | 3000     | 0.067     | 1          | 3000     | 0.133     | 1        | 3000     | 0.200     |
| 21:00 - 22:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.067     | 1        | 3000     | 0.067     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.000     |            |          | 1.133     |          |          | 2.133     |

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

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

TRIP RATE for Land Use 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 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 07:00 - 08:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 08:00 - 09:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 09:00 - 10:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 10:00 - 11:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 11:00 - 12:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 12:00 - 13:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 13:00 - 14:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 14:00 - 15:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 15:00 - 16:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 16:00 - 17:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 17:00 - 18:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 18:00 - 19:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 19:00 - 20:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 20:00 - 21:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 21:00 - 22:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.033     |            |          | 0.000     |          |          | 0.033     |

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 07:00 - 08:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 08:00 - 09:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 09:00 - 10:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 10:00 - 11:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 11:00 - 12:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 12:00 - 13:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 13:00 - 14:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 14:00 - 15:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 15:00 - 16:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 16:00 - 17:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 17:00 - 18:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 18:00 - 19:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 19:00 - 20:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 20:00 - 21:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 21:00 - 22:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.066     |            |          | 0.000     |          |          | 0.066     |

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 07:00 - 08:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 08:00 - 09:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 09:00 - 10:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 10:00 - 11:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 11:00 - 12:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 12:00 - 13:00 | 1        | 3000     | 0.033     | 1          | 3000     | 0.000     | 1        | 3000     | 0.033     |
| 13:00 - 14:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 14:00 - 15:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 15:00 - 16:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 16:00 - 17:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 17:00 - 18:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 18:00 - 19:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 19:00 - 20:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 20:00 - 21:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 21:00 - 22:00 | 1        | 3000     | 0.000     | 1          | 3000     | 0.000     | 1        | 3000     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.099     |            |          | 0.000     |          |          | 0.099     |

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.15

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 3000     | 0.367     | 1          | 3000     | 0.067     | 1        | 3000     | 0.434     |
| 07:00 - 08:00 | 1        | 3000     | 0.600     | 1          | 3000     | 0.733     | 1        | 3000     | 1.333     |
| 08:00 - 09:00 | 1        | 3000     | 0.833     | 1          | 3000     | 0.867     | 1        | 3000     | 1.700     |
| 09:00 - 10:00 | 1        | 3000     | 1.867     | 1          | 3000     | 0.467     | 1        | 3000     | 2.334     |
| 10:00 - 11:00 | 1        | 3000     | 1.300     | 1          | 3000     | 1.100     | 1        | 3000     | 2.400     |
| 11:00 - 12:00 | 1        | 3000     | 0.900     | 1          | 3000     | 1.600     | 1        | 3000     | 2.500     |
| 12:00 - 13:00 | 1        | 3000     | 1.333     | 1          | 3000     | 1.133     | 1        | 3000     | 2.466     |
| 13:00 - 14:00 | 1        | 3000     | 0.867     | 1          | 3000     | 1.100     | 1        | 3000     | 1.967     |
| 14:00 - 15:00 | 1        | 3000     | 1.000     | 1          | 3000     | 1.067     | 1        | 3000     | 2.067     |
| 15:00 - 16:00 | 1        | 3000     | 0.967     | 1          | 3000     | 0.867     | 1        | 3000     | 1.834     |
| 16:00 - 17:00 | 1        | 3000     | 1.033     | 1          | 3000     | 1.100     | 1        | 3000     | 2.133     |
| 17:00 - 18:00 | 1        | 3000     | 3.367     | 1          | 3000     | 0.767     | 1        | 3000     | 4.134     |
| 18:00 - 19:00 | 1        | 3000     | 2.667     | 1          | 3000     | 2.400     | 1        | 3000     | 5.067     |
| 19:00 - 20:00 | 1        | 3000     | 2.100     | 1          | 3000     | 3.067     | 1        | 3000     | 5.167     |
| 20:00 - 21:00 | 1        | 3000     | 1.433     | 1          | 3000     | 2.500     | 1        | 3000     | 3.933     |
| 21:00 - 22:00 | 1        | 3000     | 0.400     | 1          | 3000     | 2.000     | 1        | 3000     | 2.400     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 21.034    |            |          |           | 20.835   | 41.869   |           |

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

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

## **Appendix 6 – Weekend Restaurant TRICS Output Report**

Calculation Reference: AUDIT-515501-220107-0130

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD &amp; DRINK

Category : B - RESTAURANTS

## MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 05 | EAST MIDLANDS     |        |
|    | DS DERBYSHIRE     | 1 days |
|    | LE LEICESTERSHIRE | 1 days |
| 08 | NORTH WEST        |        |
|    | CH CHESHIRE       | 2 days |
| 09 | NORTH             |        |
|    | CB CUMBRIA        | 1 days |

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 75 to 450 (units: sqm)  
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 25/09/19

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

Saturday 5 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 5 days  
 Directional ATC Count 0 days

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

Town Centre 4  
 Edge of Town Centre 1

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

Commercial Zone 1  
 Built-Up Zone 4

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

Secondary Filtering selection:

Use Class:

E(b) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 3 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 3 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                             |                    |                     |
|---|-------------------------------------------------------------------------------------------------------------|--------------------|---------------------|
| 1 | CB-06-B-01<br>MARKET STREET<br>CARLISLE                                                                     | ITALIAN RESTAURANT | CUMBRIA             |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area: 150 sqm<br>Survey date: SATURDAY 25/06/16           |                    | Survey Type: MANUAL |
| 2 | CH-06-B-02<br>MILL STREET<br>MACCLESFIELD                                                                   | ITALIAN RESTAURANT | CHESHIRE            |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area: 75 sqm<br>Survey date: SATURDAY 17/09/16            |                    | Survey Type: MANUAL |
| 3 | CH-06-B-03<br>MARKET PLACE<br>MACCLESFIELD                                                                  | PIZZA EXPRESS      | CHESHIRE            |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area: 321 sqm<br>Survey date: SATURDAY 11/11/17           |                    | Survey Type: MANUAL |
| 4 | DS-06-B-01<br>CORN MARKET<br>DERBY                                                                          | LITTLE FRANKIES    | DERBYSHIRE          |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area: 425 sqm<br>Survey date: SATURDAY 20/06/09           |                    | Survey Type: MANUAL |
| 5 | LE-06-B-01<br>BRAUNSTONE GATE<br>LEICESTER                                                                  | THAI RESTAURANT    | LEICESTERSHIRE      |
|   | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area: 450 sqm<br>Survey date: SATURDAY 19/05/07 |                    | Survey Type: MANUAL |

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.19

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.000     | 1          | 425      | 0.000     | 1        | 425      | 0.000     |
| 10:00 - 11:00 | 5        | 284      | 1.196     | 5          | 284      | 0.141     | 5        | 284      | 1.337     |
| 11:00 - 12:00 | 5        | 284      | 0.985     | 5          | 284      | 0.915     | 5        | 284      | 1.900     |
| 12:00 - 13:00 | 5        | 284      | 2.533     | 5          | 284      | 1.196     | 5        | 284      | 3.729     |
| 13:00 - 14:00 | 5        | 284      | 1.830     | 5          | 284      | 1.689     | 5        | 284      | 3.519     |
| 14:00 - 15:00 | 5        | 284      | 0.774     | 5          | 284      | 1.548     | 5        | 284      | 2.322     |
| 15:00 - 16:00 | 5        | 284      | 0.633     | 5          | 284      | 1.056     | 5        | 284      | 1.689     |
| 16:00 - 17:00 | 5        | 284      | 1.830     | 5          | 284      | 0.774     | 5        | 284      | 2.604     |
| 17:00 - 18:00 | 5        | 284      | 2.393     | 5          | 284      | 1.619     | 5        | 284      | 4.012     |
| 18:00 - 19:00 | 5        | 284      | 2.463     | 5          | 284      | 2.604     | 5        | 284      | 5.067     |
| 19:00 - 20:00 | 5        | 284      | 3.730     | 5          | 284      | 3.237     | 5        | 284      | 6.967     |
| 20:00 - 21:00 | 5        | 284      | 1.267     | 5          | 284      | 1.759     | 5        | 284      | 3.026     |
| 21:00 - 22:00 | 5        | 284      | 1.759     | 5          | 284      | 2.322     | 5        | 284      | 4.081     |
| 22:00 - 23:00 | 5        | 284      | 0.493     | 5          | 284      | 1.970     | 5        | 284      | 2.463     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 0.708     | 4        | 318      | 0.708     |
| Total Rates:  |          |          | 21.886    |            |          | 21.538    |          |          | 43.424    |

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

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

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#### Parameter summary

|                                               |                       |
|-----------------------------------------------|-----------------------|
| Trip rate parameter range selected:           | 75 - 450 (units: sqm) |
| Survey date range:                            | 01/01/05 - 25/09/19   |
| Number of weekdays (Monday-Friday):           | 0                     |
| Number of Saturdays:                          | 5                     |
| Number of Sundays:                            | 0                     |
| Surveys automatically removed from selection: | 0                     |
| Surveys manually removed from selection:      | 0                     |

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.000     | 1          | 425      | 0.000     | 1        | 425      | 0.000     |
| 10:00 - 11:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 11:00 - 12:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 12:00 - 13:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 13:00 - 14:00 | 5        | 284      | 0.070     | 5          | 284      | 0.070     | 5        | 284      | 0.140     |
| 14:00 - 15:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 15:00 - 16:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 16:00 - 17:00 | 5        | 284      | 0.141     | 5          | 284      | 0.000     | 5        | 284      | 0.141     |
| 17:00 - 18:00 | 5        | 284      | 0.000     | 5          | 284      | 0.141     | 5        | 284      | 0.141     |
| 18:00 - 19:00 | 5        | 284      | 0.141     | 5          | 284      | 0.070     | 5        | 284      | 0.211     |
| 19:00 - 20:00 | 5        | 284      | 0.985     | 5          | 284      | 0.915     | 5        | 284      | 1.900     |
| 20:00 - 21:00 | 5        | 284      | 0.422     | 5          | 284      | 0.563     | 5        | 284      | 0.985     |
| 21:00 - 22:00 | 5        | 284      | 0.844     | 5          | 284      | 0.844     | 5        | 284      | 1.688     |
| 22:00 - 23:00 | 5        | 284      | 0.211     | 5          | 284      | 0.211     | 5        | 284      | 0.422     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 0.000     | 4        | 318      | 0.000     |
| Total Rates:  |          |          | 2.814     |            |          | 2.814     |          |          | 5.628     |

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.000     | 1          | 425      | 0.000     | 1        | 425      | 0.000     |
| 10:00 - 11:00 | 5        | 284      | 1.689     | 5          | 284      | 0.141     | 5        | 284      | 1.830     |
| 11:00 - 12:00 | 5        | 284      | 2.041     | 5          | 284      | 1.407     | 5        | 284      | 3.448     |
| 12:00 - 13:00 | 5        | 284      | 5.489     | 5          | 284      | 2.041     | 5        | 284      | 7.530     |
| 13:00 - 14:00 | 5        | 284      | 3.730     | 5          | 284      | 4.082     | 5        | 284      | 7.812     |
| 14:00 - 15:00 | 5        | 284      | 1.619     | 5          | 284      | 3.659     | 5        | 284      | 5.278     |
| 15:00 - 16:00 | 5        | 284      | 1.267     | 5          | 284      | 1.970     | 5        | 284      | 3.237     |
| 16:00 - 17:00 | 5        | 284      | 5.630     | 5          | 284      | 1.900     | 5        | 284      | 7.530     |
| 17:00 - 18:00 | 5        | 284      | 5.278     | 5          | 284      | 4.082     | 5        | 284      | 9.360     |
| 18:00 - 19:00 | 5        | 284      | 5.067     | 5          | 284      | 6.263     | 5        | 284      | 11.330    |
| 19:00 - 20:00 | 5        | 284      | 7.460     | 5          | 284      | 5.630     | 5        | 284      | 13.090    |
| 20:00 - 21:00 | 5        | 284      | 1.619     | 5          | 284      | 3.800     | 5        | 284      | 5.419     |
| 21:00 - 22:00 | 5        | 284      | 2.041     | 5          | 284      | 5.348     | 5        | 284      | 7.389     |
| 22:00 - 23:00 | 5        | 284      | 0.211     | 5          | 284      | 3.026     | 5        | 284      | 3.237     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 1.101     | 4        | 318      | 1.101     |
| Total Rates:  |          |          | 43.141    |            |          | 44.450    |          |          | 87.591    |

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.000     | 1          | 425      | 0.000     | 1        | 425      | 0.000     |
| 10:00 - 11:00 | 5        | 284      | 0.352     | 5          | 284      | 0.141     | 5        | 284      | 0.493     |
| 11:00 - 12:00 | 5        | 284      | 2.111     | 5          | 284      | 0.633     | 5        | 284      | 2.744     |
| 12:00 - 13:00 | 5        | 284      | 1.689     | 5          | 284      | 0.915     | 5        | 284      | 2.604     |
| 13:00 - 14:00 | 5        | 284      | 1.196     | 5          | 284      | 2.463     | 5        | 284      | 3.659     |
| 14:00 - 15:00 | 5        | 284      | 1.759     | 5          | 284      | 2.885     | 5        | 284      | 4.644     |
| 15:00 - 16:00 | 5        | 284      | 1.126     | 5          | 284      | 1.689     | 5        | 284      | 2.815     |
| 16:00 - 17:00 | 5        | 284      | 1.056     | 5          | 284      | 0.704     | 5        | 284      | 1.760     |
| 17:00 - 18:00 | 5        | 284      | 1.619     | 5          | 284      | 0.422     | 5        | 284      | 2.041     |
| 18:00 - 19:00 | 5        | 284      | 1.970     | 5          | 284      | 0.422     | 5        | 284      | 2.392     |
| 19:00 - 20:00 | 5        | 284      | 3.659     | 5          | 284      | 1.689     | 5        | 284      | 5.348     |
| 20:00 - 21:00 | 5        | 284      | 2.463     | 5          | 284      | 2.041     | 5        | 284      | 4.504     |
| 21:00 - 22:00 | 5        | 284      | 1.126     | 5          | 284      | 3.659     | 5        | 284      | 4.785     |
| 22:00 - 23:00 | 5        | 284      | 0.844     | 5          | 284      | 2.252     | 5        | 284      | 3.096     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 0.551     | 4        | 318      | 0.551     |
| Total Rates:  |          |          | 20.970    |            |          | 20.466    |          |          | 41.436    |

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.235     | 1          | 425      | 0.000     | 1        | 425      | 0.235     |
| 10:00 - 11:00 | 5        | 284      | 0.352     | 5          | 284      | 0.000     | 5        | 284      | 0.352     |
| 11:00 - 12:00 | 5        | 284      | 0.211     | 5          | 284      | 0.211     | 5        | 284      | 0.422     |
| 12:00 - 13:00 | 5        | 284      | 0.915     | 5          | 284      | 0.422     | 5        | 284      | 1.337     |
| 13:00 - 14:00 | 5        | 284      | 0.563     | 5          | 284      | 0.633     | 5        | 284      | 1.196     |
| 14:00 - 15:00 | 5        | 284      | 0.070     | 5          | 284      | 0.844     | 5        | 284      | 0.914     |
| 15:00 - 16:00 | 5        | 284      | 0.070     | 5          | 284      | 0.211     | 5        | 284      | 0.281     |
| 16:00 - 17:00 | 5        | 284      | 0.211     | 5          | 284      | 0.000     | 5        | 284      | 0.211     |
| 17:00 - 18:00 | 5        | 284      | 0.352     | 5          | 284      | 0.211     | 5        | 284      | 0.563     |
| 18:00 - 19:00 | 5        | 284      | 0.493     | 5          | 284      | 0.070     | 5        | 284      | 0.563     |
| 19:00 - 20:00 | 5        | 284      | 0.211     | 5          | 284      | 0.141     | 5        | 284      | 0.352     |
| 20:00 - 21:00 | 5        | 284      | 0.211     | 5          | 284      | 0.422     | 5        | 284      | 0.633     |
| 21:00 - 22:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 22:00 - 23:00 | 5        | 284      | 0.000     | 5          | 284      | 0.211     | 5        | 284      | 0.211     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 0.000     | 4        | 318      | 0.000     |
| Total Rates:  |          |          | 3.894     |            |          | 3.376     |          |          | 7.270     |

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.000     | 1          | 425      | 0.000     | 1        | 425      | 0.000     |
| 10:00 - 11:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 11:00 - 12:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 12:00 - 13:00 | 5        | 284      | 0.633     | 5          | 284      | 0.211     | 5        | 284      | 0.844     |
| 13:00 - 14:00 | 5        | 284      | 0.070     | 5          | 284      | 0.141     | 5        | 284      | 0.211     |
| 14:00 - 15:00 | 5        | 284      | 0.000     | 5          | 284      | 0.211     | 5        | 284      | 0.211     |
| 15:00 - 16:00 | 5        | 284      | 0.211     | 5          | 284      | 0.000     | 5        | 284      | 0.211     |
| 16:00 - 17:00 | 5        | 284      | 0.141     | 5          | 284      | 0.211     | 5        | 284      | 0.352     |
| 17:00 - 18:00 | 5        | 284      | 0.000     | 5          | 284      | 0.141     | 5        | 284      | 0.141     |
| 18:00 - 19:00 | 5        | 284      | 0.141     | 5          | 284      | 0.000     | 5        | 284      | 0.141     |
| 19:00 - 20:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 20:00 - 21:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 21:00 - 22:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 22:00 - 23:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 0.000     | 4        | 318      | 0.000     |
| Total Rates:  |          |          | 1.196     |            |          | 0.915     |          |          | 2.111     |

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.235     | 1          | 425      | 0.000     | 1        | 425      | 0.235     |
| 10:00 - 11:00 | 5        | 284      | 0.352     | 5          | 284      | 0.000     | 5        | 284      | 0.352     |
| 11:00 - 12:00 | 5        | 284      | 0.211     | 5          | 284      | 0.211     | 5        | 284      | 0.422     |
| 12:00 - 13:00 | 5        | 284      | 1.548     | 5          | 284      | 0.633     | 5        | 284      | 2.181     |
| 13:00 - 14:00 | 5        | 284      | 0.633     | 5          | 284      | 0.774     | 5        | 284      | 1.407     |
| 14:00 - 15:00 | 5        | 284      | 0.070     | 5          | 284      | 1.056     | 5        | 284      | 1.126     |
| 15:00 - 16:00 | 5        | 284      | 0.281     | 5          | 284      | 0.211     | 5        | 284      | 0.492     |
| 16:00 - 17:00 | 5        | 284      | 0.352     | 5          | 284      | 0.211     | 5        | 284      | 0.563     |
| 17:00 - 18:00 | 5        | 284      | 0.352     | 5          | 284      | 0.352     | 5        | 284      | 0.704     |
| 18:00 - 19:00 | 5        | 284      | 0.633     | 5          | 284      | 0.070     | 5        | 284      | 0.703     |
| 19:00 - 20:00 | 5        | 284      | 0.211     | 5          | 284      | 0.141     | 5        | 284      | 0.352     |
| 20:00 - 21:00 | 5        | 284      | 0.211     | 5          | 284      | 0.422     | 5        | 284      | 0.633     |
| 21:00 - 22:00 | 5        | 284      | 0.000     | 5          | 284      | 0.000     | 5        | 284      | 0.000     |
| 22:00 - 23:00 | 5        | 284      | 0.000     | 5          | 284      | 0.211     | 5        | 284      | 0.211     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 0.000     | 4        | 318      | 0.000     |
| Total Rates:  |          |          | 5.089     |            |          | 4.292     |          |          | 9.381     |

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.19

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 | 1        | 425      | 0.235     | 1          | 425      | 0.000     | 1        | 425      | 0.235     |
| 10:00 - 11:00 | 5        | 284      | 2.393     | 5          | 284      | 0.281     | 5        | 284      | 2.674     |
| 11:00 - 12:00 | 5        | 284      | 4.363     | 5          | 284      | 2.252     | 5        | 284      | 6.615     |
| 12:00 - 13:00 | 5        | 284      | 8.726     | 5          | 284      | 3.589     | 5        | 284      | 12.315    |
| 13:00 - 14:00 | 5        | 284      | 5.559     | 5          | 284      | 7.319     | 5        | 284      | 12.878    |
| 14:00 - 15:00 | 5        | 284      | 3.448     | 5          | 284      | 7.600     | 5        | 284      | 11.048    |
| 15:00 - 16:00 | 5        | 284      | 2.674     | 5          | 284      | 3.871     | 5        | 284      | 6.545     |
| 16:00 - 17:00 | 5        | 284      | 7.037     | 5          | 284      | 2.815     | 5        | 284      | 9.852     |
| 17:00 - 18:00 | 5        | 284      | 7.248     | 5          | 284      | 4.856     | 5        | 284      | 12.104    |
| 18:00 - 19:00 | 5        | 284      | 7.671     | 5          | 284      | 6.756     | 5        | 284      | 14.427    |
| 19:00 - 20:00 | 5        | 284      | 11.330    | 5          | 284      | 7.460     | 5        | 284      | 18.790    |
| 20:00 - 21:00 | 5        | 284      | 4.293     | 5          | 284      | 6.263     | 5        | 284      | 10.556    |
| 21:00 - 22:00 | 5        | 284      | 3.167     | 5          | 284      | 9.008     | 5        | 284      | 12.175    |
| 22:00 - 23:00 | 5        | 284      | 1.056     | 5          | 284      | 5.489     | 5        | 284      | 6.545     |
| 23:00 - 24:00 | 4        | 318      | 0.000     | 4          | 318      | 1.652     | 4        | 318      | 1.652     |
| Total Rates:  |          |          | 69.200    |            |          | 69.211    |          |          | 138.411   |

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

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

## Contact

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