

Prepared on behalf of

Prospect Estates Ltd

**Proposed Mixed Use Development
Washpit Mills, Holmfirth**

Transport Assessment

Acknowledgements:

The CrashMap website has been used to identify the existing accident history in proximity to the site.

The TRICS database has been used in this report to calculate trip generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

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Contents

1	Introduction.....	5
2	Existing Situation.....	7
3	Development Proposals	9
4	Sustainable Transport Modes	10
5	Multimodal Trip Generations.....	15
6	Vehicle Trip Generation	18
7	Summary & Conclusions.....	20

Appendices

APPENDIX A

- Figure 1 – Site Location Plan
- Figure 2 – 800m and 2km Indicative Walking Distances
- Figure 3 – 5km Indicative Cycling Distance
- Figure 4 – Location of Public Transport

APPENDIX B

- Proposed Site Layout

APPENDIX C

- TRICS Data

1 Introduction

1.1 Sanderson Associates (CE) Ltd. has been appointed to provide highway consultancy services on behalf of Prospect Estates Ltd. with respect to their proposals for mixed use development at Washpit Mills, Holmfirth. The general location of the overall site is as indicated in **Figure 1, Appendix A**.

1.2 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Assessment addresses key issues including:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
- identify the short, medium and long-term transport proposals across all modes

1.3 The publication of National Planning Policy Framework (NPPF) on 27 March 2012 provides the most up to date guidance on transport and its role within the planning system.

1.4 Paragraph 32 of National Planning Policy Framework states:-

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

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

1.5 This Transport Assessment demonstrates that the cumulative impacts of the development, relative to the extant use, are not severe and consequently the planning application should not be refused on transport grounds.

2 Existing Situation

2.1 The Site and Surrounding Area

- 2.1.1 The application site is located approximately 1.5km south of Holmfirth and is currently occupied by industrial buildings with associated access, service areas and facilities, although no formal car parking spaces are provided. Access to the site is provided from Green Lane to the north and Choppards Lane to the south.
- 2.1.2 The site is not currently occupied but is understood to have accommodated up to 700 staff in the past, although this had reduced to around 150 when the previous occupier ceased trading earlier this year.
- 2.1.3 The site is bound by Green Lane to the north, fields to the east and south and Choppards Lane to the west.

2.2 Local Highway Network

- 2.2.1 Green Lane leads to Dunford Road via Washpit New Road to the north-east. This route accommodates two-way traffic with verges provided to either side of the carriageway. It is subject to a speed limit of 30mph with street lighting present.
- 2.2.2 Washpit New Road forms the minor arm of a major/ minor priority junction with Dunford Road approximately 700m north of the site. Double yellow line traffic regulation orders are present on the junction kerb radii and there are bus stops to either side of the junction on Dunford Road; one to the south for southbound services and the other to the north for northbound services.
- 2.2.3 Rich Gate provides an alternative route to Dunford Road via Choppards Bank Road, however this is relatively tortuous in terms of the alignment and gradient and is unlikely to be used by vehicles visiting the site.

2.2.4 Dunford Road is a single carriageway, with footways to both sides north of the junction with Washpit New Road, although the footway along the east side does not continue to the north of the junction. Street lighting columns are provided and in the vicinity of the junction with Washpit New Road the speed limit is 30mph, however this changes to 60mph (derestricted) 50m south of the junction.

2.2.5 Choppards Lane becomes Lamma Well Road to the north of the site, which subsequently leads to Cartworth Road. These routes are lightly trafficked and generally narrow with sections of single lane working and passing places.

2.3 Accident History

2.3.1 The Crashmap website has been utilised to determine the road traffic accident history of the local highway network in proximity to the proposed development. The data available covers a 5 year period between 2011 and 2015, and shows no accidents on the routes surrounding the site, including the junction between Dunford Road and Washpit New Road.

3 Development Proposals

3.1 The proposed redevelopment comprises the following:

- 60 Houses
- 12 Apartments
- 22 Bedroom Hotel
- 40 Seat Restaurant
- 2,183sqm B2 Light Industrial Units

A copy of the proposed site layout is included at **Appendix B**.

3.2 The site is to be served by a central access road running between Green Lane and Choppards Lane with a separate cul-de-sac to the west on Choppards Lane serving 14 houses and the apartments and an access to the west on Green Lane serving a car park for the light industrial units. A further cul-de-sac to the east of the access road is proposed to serve 17 houses.

3.3 200 car parking spaces are proposed to be allocated as follows:

- Houses – 93 spaces
- Apartments – 12 spaces
- Light industrial units – 46 spaces
- Hotel/ Restaurant – 49 spaces

3.4 The majority of servicing will be undertaken from the main access road, with a bin store provided on the cul-de-sac to the east, close to the access road. The refuse collection vehicle will be able to enter and turn within the cul-de-sac to the west, whilst a servicing entrance is proposed to the light industrial units from Green Lane to the north of the main access road.

4 Sustainable Transport Modes

4.1 Introduction

4.1.1 The majority of servicing will be undertaken from the main access road, with a bin store provided on the cul-de-sac to the east close to the access road. The refuse collection vehicle will be able to enter and turn within the cul-de-sac to the west, whilst a servicing entrance is proposed to the light industrial units from Green Lane to the north of the main access road.

- Walking
- Cycling
- Travel by Bus
- Travel by Rail

4.2 Walking

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

4.2.3 In relation to acceptable walking distances Manual for Streets which is the latest national guidance on the design of residential roads offers the following guidance in Section 4.4 "The walkable neighbourhood"

“4.4.1 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 stated 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”.

4.2.4 **Figure 2, Appendix A** indicates destinations which lie within an 800m and 2km radius of the application site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot. The following amenities and facilities are all located within walking distance of the site.

4.2.5 Examples of key daily attractions within 800m walking distance of the site are:-

Bus stops on Dunford Road	Choppard Mission Church
Outdoor Clothing Store	

4.2.6 Within a 2km walking distance of the site is the majority of Holmfirth Town Centre which provides a wide range of facilities and amenities such as newsagents, banks, Post Office, bars, pubs, cafés, hot and cold food takeaways, fisheries, restaurants, new agents and local shops.

4.2.7 In addition to the above the site is also in proximity to bus stops providing regular services between the site and surrounding area. It is therefore considered that journeys on foot are a realistic prospect for future residents, staff and visitors to the site.

4.2.8 It is therefore considered that there are a range of amenities within walking distance.

4.3 *Cycling*

4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

4.3.2 In relation to the application site; cycling distances from local destinations within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found at **Appendix A (Figure 3)** at the rear of this report.

4.3.3 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Destinations within a 5km radius are indicated below together with the cycle time based on a 12kph cycle speed.

Origin	Distance	Time
Longley	0.6km	3 minutes
Holmfirth	1.8km	9 minutes
Hade Edge	2.2km	11 minutes
Scholes	2.4km	12 minutes
Hepworth	2.9km	14 ½ minutes
Jackson Bridge	3.1km	15 ½ minutes
Wooldale	3.2km	16 minutes
Netherthong	3.3km	16 ½ minutes
Thongsbridge	3.9km	19 ½ minutes
New Mill	4.4km	22 minutes

4.3.4 Various facilities and amenities are located within 5.0km of the site and bicycles can be stored with the curtilage of each property.

4.4 Bus Facilities

- 4.4.1 There are bus stops located within 500m of the site along Dunford Road and Cross Gate Road. Details of the facilities provided at each of the stops along with the available services are provided below and **Figure 4, Appendix A** shows the location of these stops.

Dunford Road

Location:	Dunford Road / Cross Gate Road
Reference:	45017691
Distance to stop:	600m from the site
Direction of travel:	South Bound Traffic
Buses towards:	Penistone, Hade Edge
Facilities:	Pole, Timetable
Bus services:	25

Location:	Dunford Road / Cross Gate Road
Reference:	45021970
Distance to stop:	610m from the site
Direction of travel:	North Bound Traffic
Buses towards:	Holmfirth, Huddersfield
Facilities:	Pole, Timetable
Bus services:	25, 310

Cross Gate Road

Location:	Cross Gate road / Dunford Road
Reference:	45021975
Distance to stop:	610m from the site access
Direction of travel:	East Bound Traffic
Buses towards:	Hepworth, Jackson Bridge, Scholes
Facilities:	Pole, Timetable
Bus services:	310

4.4.2 A summary of the bus services which operate in the vicinity of the site is provided below.

Summary of services		Frequency		
Route Number	Overall Route	Daytime Frequency (Mon - Sat)	Evening Frequency (Mon – Sat)	Sunday Daytime Frequency
25	Penistone - Holmfirth	120 mins	No Service	120 mins
310	Huddersfield - Hepworth	30 mins	60 mins	60 mins

Table 4.4.2- Bus Service Summary

4.4.3 As can be seen from the table above, there is a regular level of service provided by these stops which link to Holmfirth Bus Station. The bus station is served by a variety of regional services which provides opportunities to travel to areas further afield.

5 Multimodal Trip Generations

5.1 The TRICS 7.3.2 database has been used to assess the Multi Modal trips to the development for the proposed use database with the following categories and parameters utilised:

- 02/C – Industrial Unit (per 100sqm GFA)
- 03/A - Houses Privately Owned (per dwelling)
- 06/A – Hotels (per bedroom)
- 06/B – Restaurants (per seat)

5.2 The following provides details of the multimodal two-way trip rates along with the corresponding modal split percentage and generated trips. Trip rates for the weekday AM and PM network peak periods have been considered:

	Mode of Travel	Two-Way Trip Rate	Modal Split %	Generations
AM Peak Period	Pedestrians	0.218	22.0%	13
	Cyclists	0.025	2.5%	2
	Public Transport Users	0.017	1.7%	1
	Vehicle Occupants	0.732	73.8%	44
	Total People Trips	0.993	100.1%	60
PM Peak Period	Pedestrians	0.144	16.5%	9
	Cyclists	0.031	3.6%	2
	Public Transport Users	0.022	2.5%	1
	Vehicle Occupants	0.675	77.4%	41
	Total People Trips	0.872	100.0%	52

Residential Multimodal Generations – 60 Dwellings

	Mode of Travel	Two-Way Trip Rate	Modal Split %	Generations
AM Peak Period	Pedestrians	0.082	13.0%	2
	Cyclists	0.008	1.3%	0
	Public Transport Users	0.097	15.4%	2
	Vehicle Occupants	0.442	70.3%	10
	Total People Trips	0.627	99.7%	14
PM Peak Period	Pedestrians	0.084	17.8%	2
	Cyclists	0.002	0.4%	0
	Public Transport Users	0.01	2.1%	0
	Vehicle Occupants	0.375	79.6%	8
	Total People Trips	0.471	100.0%	10

Hotel Multimodal Generations – 22 bedrooms

	Mode of Travel	Two-Way Trip Rate	Modal Split %	Generations
AM Peak Period	Pedestrians	0.000	0	0
	Cyclists	0.000	0	0
	Public Transport Users	0.000	0	0
	Vehicle Occupants	0.000	0	0
	Total People Trips	0.000	0	0
PM Peak Period	Pedestrians	0.032	5.4%	1
	Cyclists	0	0.0%	0
	Public Transport Users	0.09	15.2%	4
	Vehicle Occupants	0.472	79.5%	19
	Total People Trips	0.595	100.2%	24

Restaurant Multimodal Generations – 40 Cover

	Mode of Travel	Two-Way Trip Rate	Modal Split %	Generations
AM Peak Period	Pedestrians	0.101	4.3%	2
	Cyclists	0.026	1.1%	1
	Public Transport Users	0.004	0.2%	0
	Vehicle Occupants	2.244	94.5%	49
	Total People Trips	2.375	100.0%	52
PM Peak Period	Pedestrians	0.098	5.2%	2
	Cyclists	0.019	1.0%	0
	Public Transport Users	0.004	0.2%	0
	Vehicle Occupants	1.771	93.6%	39
	Total People Trips	1.892	100.0%	41

Industrial Unit Multimodal Generations – 2,183m²

6 Vehicle Trip Generation

6.1 Proposed Development

6.1.1 The trip generations for the proposed development have been estimated using trip rates from the TRICS v7.3.2 database with the following categories and parameters utilised:

- 02/C – Industrial Unit (per 100sqm GFA)
- 03/A - Houses Privately Owned (per dwelling)
- 06/A – Hotels (per bedroom)
- 06/B – Restaurants (per seat)

6.1.2 Each set of data has been refined to exclude sites in Greater London and Ireland and the TRICS output for each is included at **Appendix C**.

6.1.3 The following table illustrates the potential vehicular traffic generation for each use and the proposals as a whole:

Vehicle Trip Generation	Trip Rates				Vehicle Trip Generation			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Residential	0.162	0.376	0.345	0.177	10	23	21	11
Light Industrial	0.487	0.091	0.048	0.394	11	2	1	9
Hotel	0.141	0.218	0.184	0.090	3	5	4	2
Restaurant	0.000	0.000	0.131	0.114	0	0	5	5
TOTAL					24	30	31	27

6.2 It should be noted that the trip generations for the residential element in particular are robust as the generations for the proposed apartments, which generally generate fewer trips than houses, have been calculated using the housing trip rate, whilst no allowance has been made for linked trips between the various uses.

6.3 Existing Use

6.4 The trip generations for the continued industrial use of the existing buildings have also been estimated using the TRICS database, using the 02/D Industrial Estate category. Sites in Greater London and Ireland have again been excluded and a copy of the data is included at **Appendix D**. The resulting trip generations are identified in the following table:

	Arrivals	Departures	Arrivals	Departures	Total
AM	0.494	0.259	76	40	115
PM	0.145	0.428	22	66	88

6.5 The resulting net change in traffic generation is shown in the following table:

	Arrivals	Departures	Total
AM	-52	-10	-62
PM	-9	-39	-48

6.6 The proposals would therefore result in a net reduction in trips relative to the existing use of the site.

6.7 The previous industrial use is understood to have generated frequent trips by large articulated vehicles and the proposals would remove trips by such vehicles from the local highway network as the proposed light industrial use would be served by smaller vehicles.

6.8 No formal car parking is provided at the site currently and the spaces proposed of the proposed development will improve this situation and reduce the potential for on-street car parking.

7 Summary & Conclusions

- 7.1 Sanderson Associates (CE) Ltd. has been appointed to provide highway consultancy services on behalf of Prospect Estates Ltd. with respect to their proposals for the mixed use redevelopment at Washpit Mills, Holmfirth comprising houses, apartments, light industrial units, a hotel and restaurant.
- 7.2 Available accident data shows that there have been no accidents on the highway surrounding the site.
- 7.3 The proposals would provide 200 car parking spaces; the existing site does not have formal car parking provision and the proposed provision will improve this situation and reduce the potential for on-street car parking.
- 7.4 The proposals would result in a net reduction in vehicle trips relative to the existing use of the site and would remove the regular HGV trips associated with the previous industrial use.
- 7.5 It is considered that the cumulative impacts of the development proposals, relative to the extant use are not severe, and as such are acceptable in terms of transport.

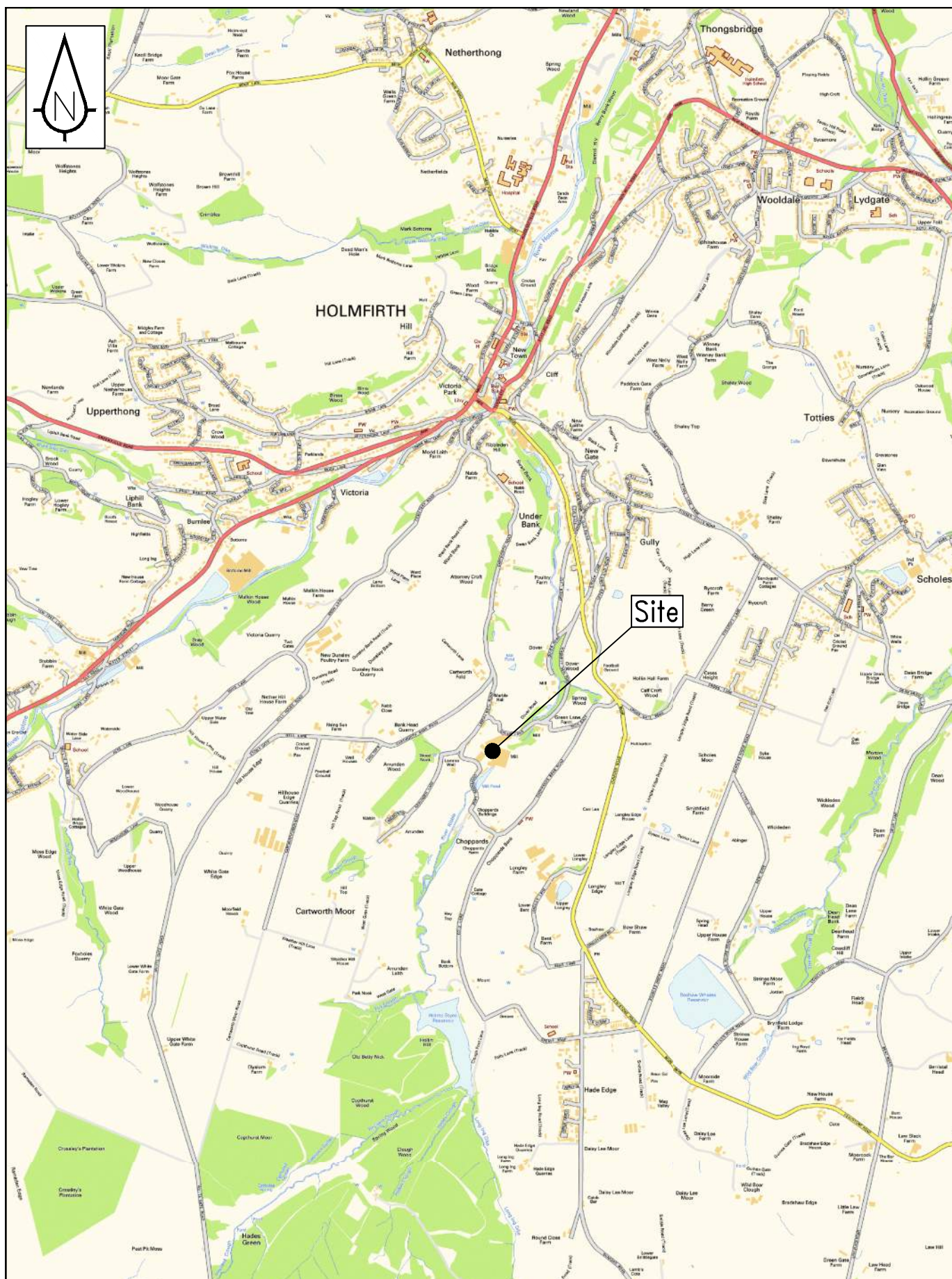
APPENDIX A

Figure 1 – Site Location Plan

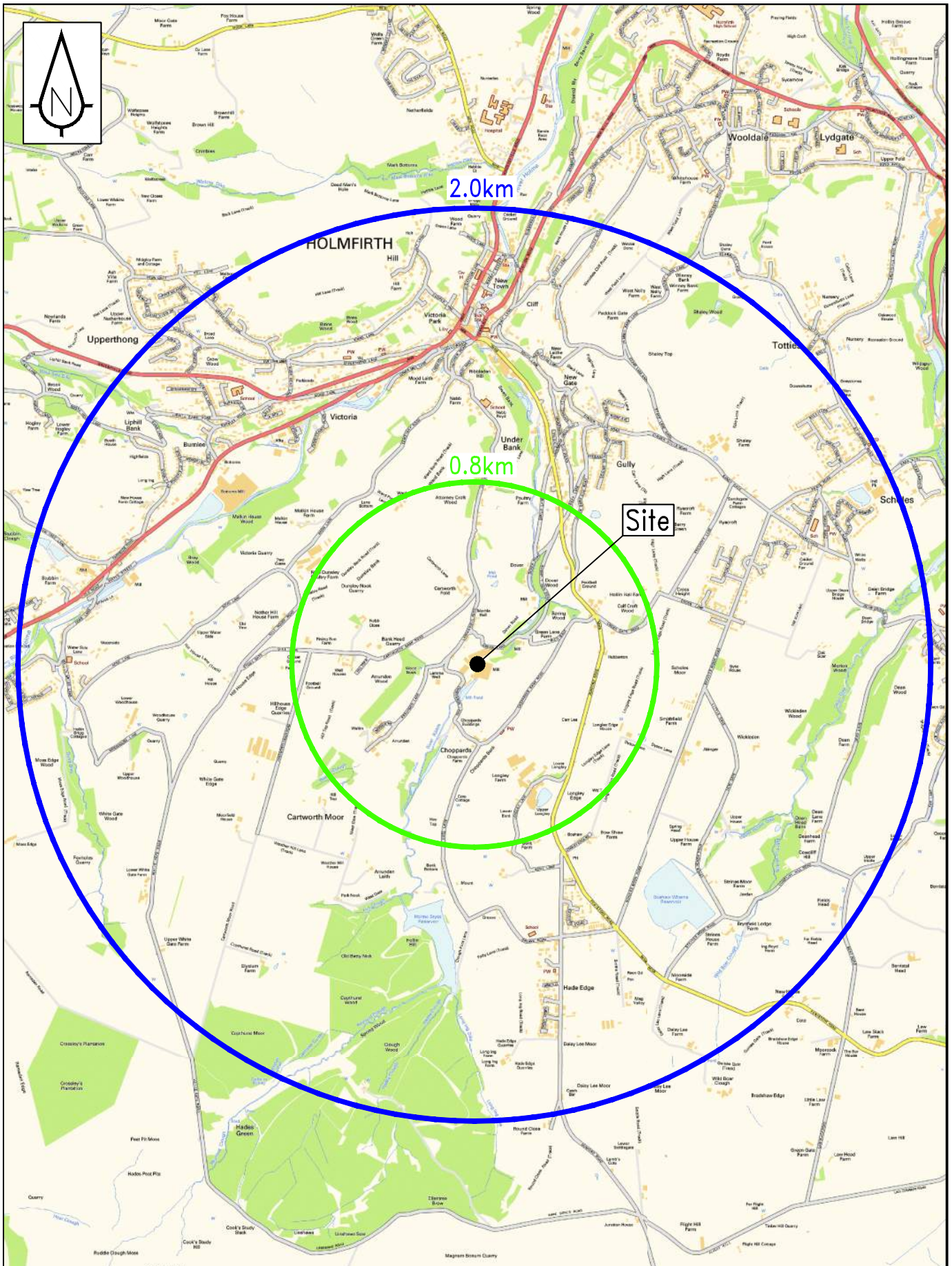
Figure 2 – 800m and 2km Indicative Walking Distances

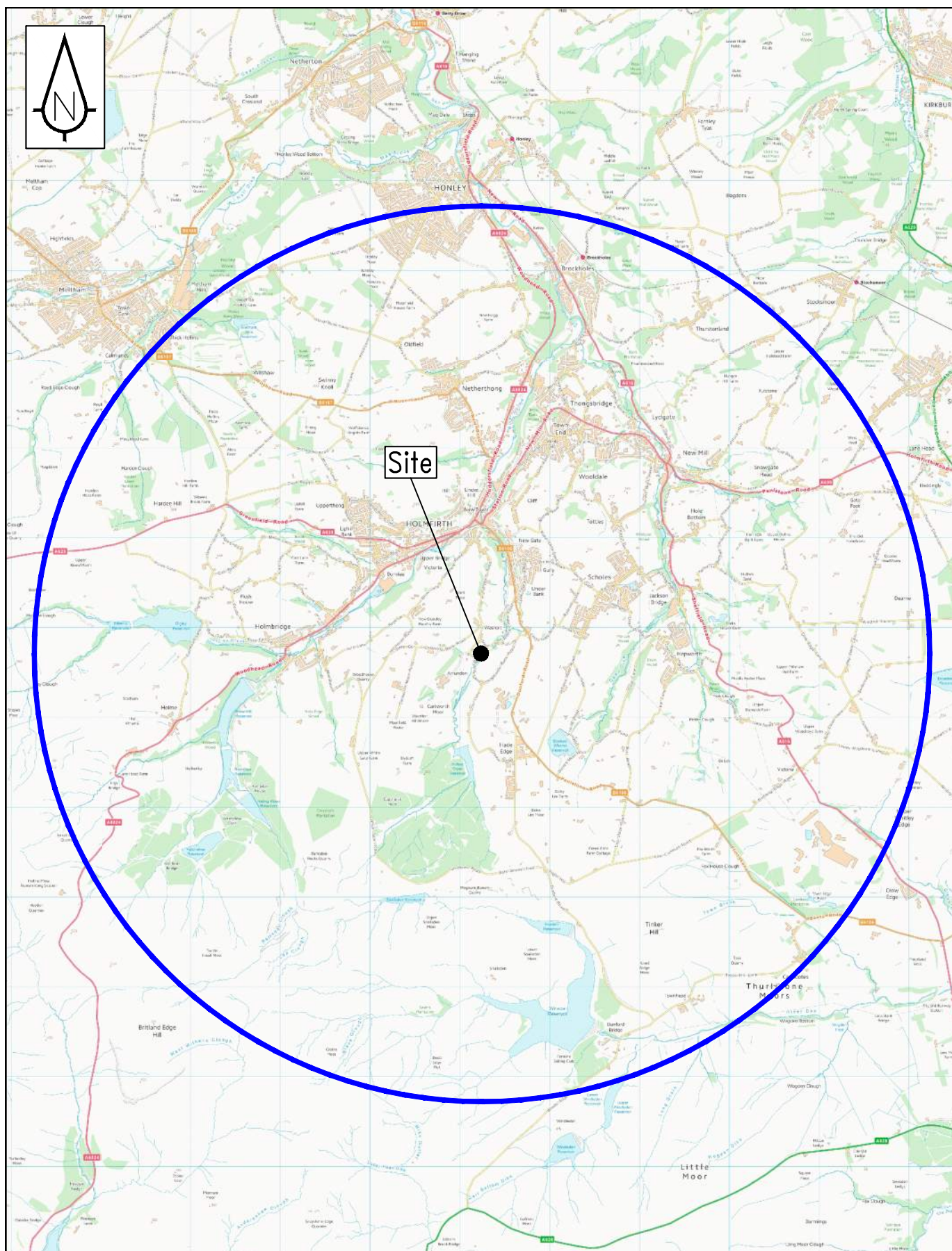
Figure 3 – 5km Indicative Cycling Distance

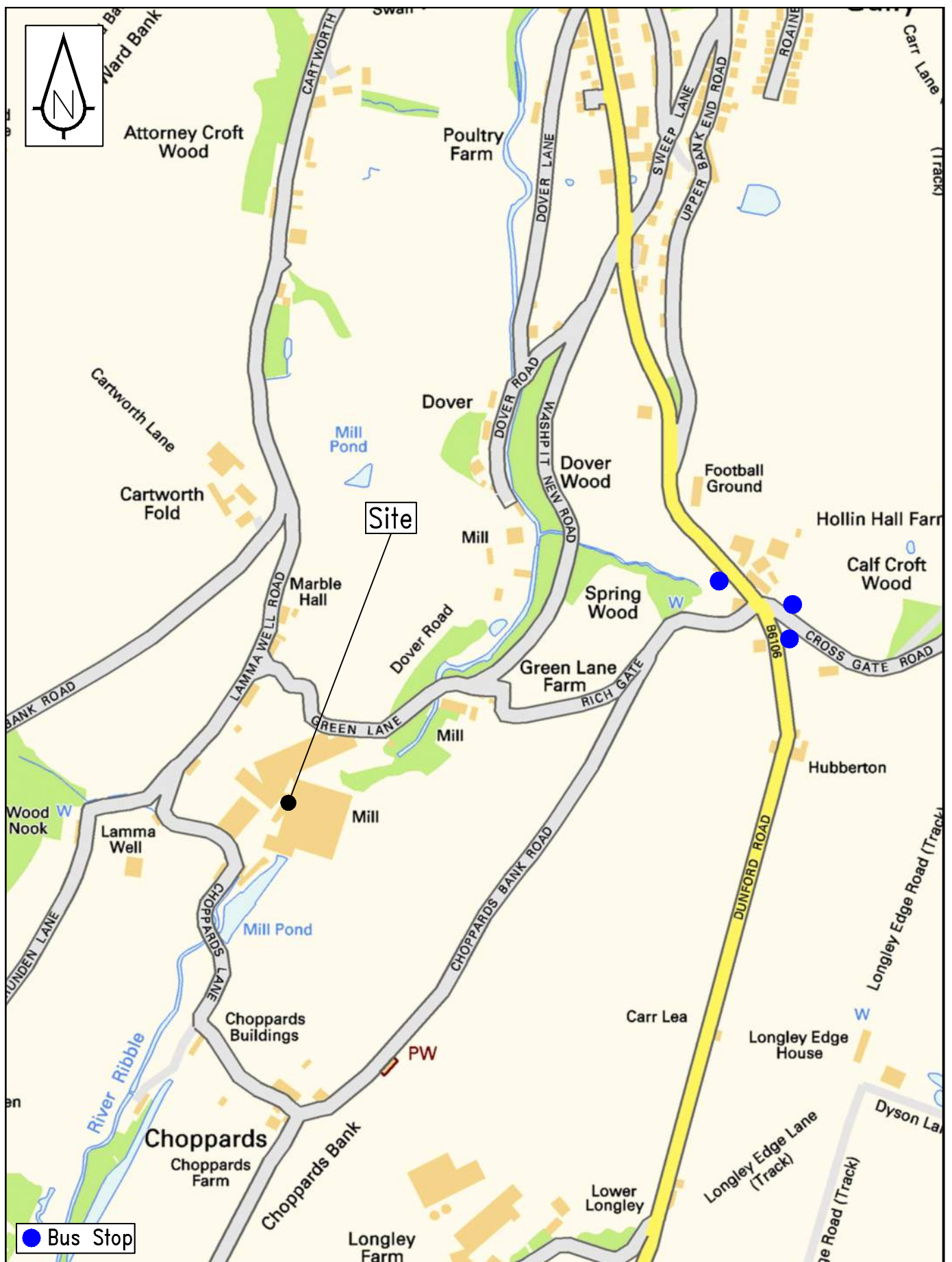
Figure 4 – Location of Public Transport



 sanderson associates (consulting engineers) Ltd Highways Traffic Transportation Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	Site Location Plan		Drawn AA	Scale NTS	
	Washpit Mills, Holmfirth		Checked MD	Date September 2016	
			Approved MD	Drawing Number Figure 1	Size A4







● Bus Stop

APPENDIX B

Proposed Site Layout

This drawing is intended to permit overall scheme proposals only and cannot be used for construction purposes without further information.

1:500

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APPENDIX C

TRICS Data

Calculation Reference: AUDIT-109307-160929-0936

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	GC GLASGOW CITY	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
 Actual Range: 4 to 139 (units:)
 Range Selected by User: 4 to 213 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 01/10/14

Selected survey days:

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	5
Retail Zone	1
Built-Up Zone	2
Out of Town	1
No Sub Category	4

Filtering Stage 3 selection:

Use Class:

C1	15 days
----	---------

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days
100,001 or More	1 days

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	4 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days

Travel Plan:

No	15 days
----	---------

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	15	84	0.069	15	84	0.157	15	84	0.226
08:00 - 09:00	15	84	0.141	15	84	0.218	15	84	0.359
09:00 - 10:00	15	84	0.145	15	84	0.142	15	84	0.287
10:00 - 11:00	15	84	0.107	15	84	0.119	15	84	0.226
11:00 - 12:00	15	84	0.078	15	84	0.123	15	84	0.201
12:00 - 13:00	15	84	0.096	15	84	0.086	15	84	0.182
13:00 - 14:00	15	84	0.101	15	84	0.106	15	84	0.207
14:00 - 15:00	15	84	0.078	15	84	0.081	15	84	0.159
15:00 - 16:00	15	84	0.107	15	84	0.138	15	84	0.245
16:00 - 17:00	15	84	0.136	15	84	0.111	15	84	0.247
17:00 - 18:00	15	84	0.184	15	84	0.090	15	84	0.274
18:00 - 19:00	15	84	0.163	15	84	0.096	15	84	0.259
19:00 - 20:00	15	84	0.148	15	84	0.098	15	84	0.246
20:00 - 21:00	15	84	0.093	15	84	0.066	15	84	0.159
21:00 - 22:00	15	84	0.070	15	84	0.073	15	84	0.143
22:00 - 23:00	2	89	0.096	2	89	0.107	2	89	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			1.826	1.811			3.637		

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/08 - 01/10/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	15	84	0.003	15	84	0.001	15	84	0.004
08:00 - 09:00	15	84	0.006	15	84	0.002	15	84	0.008
09:00 - 10:00	15	84	0.003	15	84	0.000	15	84	0.003
10:00 - 11:00	15	84	0.002	15	84	0.004	15	84	0.006
11:00 - 12:00	15	84	0.001	15	84	0.003	15	84	0.004
12:00 - 13:00	15	84	0.000	15	84	0.000	15	84	0.000
13:00 - 14:00	15	84	0.002	15	84	0.004	15	84	0.006
14:00 - 15:00	15	84	0.002	15	84	0.009	15	84	0.011
15:00 - 16:00	15	84	0.002	15	84	0.002	15	84	0.004
16:00 - 17:00	15	84	0.002	15	84	0.001	15	84	0.003
17:00 - 18:00	15	84	0.001	15	84	0.001	15	84	0.002
18:00 - 19:00	15	84	0.000	15	84	0.000	15	84	0.000
19:00 - 20:00	15	84	0.000	15	84	0.001	15	84	0.001
20:00 - 21:00	15	84	0.000	15	84	0.000	15	84	0.000
21:00 - 22:00	15	84	0.001	15	84	0.000	15	84	0.001
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.025	0.028			0.053		

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/08 - 01/10/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	15	84	0.077	15	84	0.201	15	84	0.278
08:00 - 09:00	15	84	0.155	15	84	0.287	15	84	0.442
09:00 - 10:00	15	84	0.180	15	84	0.214	15	84	0.394
10:00 - 11:00	15	84	0.135	15	84	0.160	15	84	0.295
11:00 - 12:00	15	84	0.115	15	84	0.158	15	84	0.273
12:00 - 13:00	15	84	0.152	15	84	0.113	15	84	0.265
13:00 - 14:00	15	84	0.142	15	84	0.132	15	84	0.274
14:00 - 15:00	15	84	0.108	15	84	0.103	15	84	0.211
15:00 - 16:00	15	84	0.157	15	84	0.171	15	84	0.328
16:00 - 17:00	15	84	0.212	15	84	0.140	15	84	0.352
17:00 - 18:00	15	84	0.263	15	84	0.112	15	84	0.375
18:00 - 19:00	15	84	0.203	15	84	0.145	15	84	0.348
19:00 - 20:00	15	84	0.200	15	84	0.138	15	84	0.338
20:00 - 21:00	15	84	0.133	15	84	0.085	15	84	0.218
21:00 - 22:00	15	84	0.098	15	84	0.081	15	84	0.179
22:00 - 23:00	2	89	0.130	2	89	0.119	2	89	0.249
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.474				2.359	4.833	

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/08 - 01/10/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	15	84	0.015	15	84	0.027	15	84	0.042
08:00 - 09:00	15	84	0.025	15	84	0.057	15	84	0.082
09:00 - 10:00	15	84	0.030	15	84	0.036	15	84	0.066
10:00 - 11:00	15	84	0.013	15	84	0.041	15	84	0.054
11:00 - 12:00	15	84	0.015	15	84	0.028	15	84	0.043
12:00 - 13:00	15	84	0.026	15	84	0.021	15	84	0.047
13:00 - 14:00	15	84	0.021	15	84	0.029	15	84	0.050
14:00 - 15:00	15	84	0.037	15	84	0.032	15	84	0.069
15:00 - 16:00	15	84	0.034	15	84	0.025	15	84	0.059
16:00 - 17:00	15	84	0.027	15	84	0.033	15	84	0.060
17:00 - 18:00	15	84	0.048	15	84	0.036	15	84	0.084
18:00 - 19:00	15	84	0.045	15	84	0.069	15	84	0.114
19:00 - 20:00	15	84	0.071	15	84	0.063	15	84	0.134
20:00 - 21:00	15	84	0.067	15	84	0.065	15	84	0.132
21:00 - 22:00	15	84	0.059	15	84	0.021	15	84	0.080
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.533				0.583		
							1.116		

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/08 - 01/10/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	15	84	0.007	15	84	0.017	15	84	0.024
08:00 - 09:00	15	84	0.009	15	84	0.088	15	84	0.097
09:00 - 10:00	15	84	0.007	15	84	0.006	15	84	0.013
10:00 - 11:00	15	84	0.003	15	84	0.007	15	84	0.010
11:00 - 12:00	15	84	0.003	15	84	0.003	15	84	0.006
12:00 - 13:00	15	84	0.003	15	84	0.002	15	84	0.005
13:00 - 14:00	15	84	0.003	15	84	0.009	15	84	0.012
14:00 - 15:00	15	84	0.006	15	84	0.002	15	84	0.008
15:00 - 16:00	15	84	0.006	15	84	0.009	15	84	0.015
16:00 - 17:00	15	84	0.003	15	84	0.003	15	84	0.006
17:00 - 18:00	15	84	0.007	15	84	0.003	15	84	0.010
18:00 - 19:00	15	84	0.087	15	84	0.002	15	84	0.089
19:00 - 20:00	15	84	0.002	15	84	0.002	15	84	0.004
20:00 - 21:00	15	84	0.005	15	84	0.000	15	84	0.005
21:00 - 22:00	15	84	0.001	15	84	0.000	15	84	0.001
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.152	0.153			0.305		

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/08 - 01/10/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	15	84	0.103	15	84	0.245	15	84	0.348
08:00 - 09:00	15	84	0.194	15	84	0.433	15	84	0.627
09:00 - 10:00	15	84	0.221	15	84	0.256	15	84	0.477
10:00 - 11:00	15	84	0.153	15	84	0.212	15	84	0.365
11:00 - 12:00	15	84	0.134	15	84	0.192	15	84	0.326
12:00 - 13:00	15	84	0.181	15	84	0.137	15	84	0.318
13:00 - 14:00	15	84	0.168	15	84	0.174	15	84	0.342
14:00 - 15:00	15	84	0.153	15	84	0.145	15	84	0.298
15:00 - 16:00	15	84	0.198	15	84	0.208	15	84	0.406
16:00 - 17:00	15	84	0.243	15	84	0.177	15	84	0.420
17:00 - 18:00	15	84	0.319	15	84	0.152	15	84	0.471
18:00 - 19:00	15	84	0.335	15	84	0.216	15	84	0.551
19:00 - 20:00	15	84	0.273	15	84	0.204	15	84	0.477
20:00 - 21:00	15	84	0.205	15	84	0.149	15	84	0.354
21:00 - 22:00	15	84	0.159	15	84	0.102	15	84	0.261
22:00 - 23:00	2	89	0.130	2	89	0.119	2	89	0.249
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			3.183				3.121		
							6.304		

Parameter summary

Trip rate parameter range selected: 4 - 139 (units:)
 Survey date range: 01/01/08 - 01/10/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

Calculation Reference: AUDIT-109307-160928-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	PK PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 21 to 129 (units:)
 Range Selected by User: 20 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

Selected survey days:

Monday	8 days
Tuesday	4 days
Wednesday	6 days
Thursday	8 days
Friday	5 days

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	17
Edge of Town	12

Selected Location Sub Categories:

Residential Zone	27
No Sub Category	4

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	30 days

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	24 days

Travel Plan:

Yes	2 days
No	29 days

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	52	0.077	31	52	0.280	31	52	0.357
08:00 - 09:00	31	52	0.162	31	52	0.376	31	52	0.538
09:00 - 10:00	31	52	0.162	31	52	0.178	31	52	0.340
10:00 - 11:00	31	52	0.143	31	52	0.160	31	52	0.303
11:00 - 12:00	31	52	0.160	31	52	0.159	31	52	0.319
12:00 - 13:00	31	52	0.158	31	52	0.158	31	52	0.316
13:00 - 14:00	31	52	0.168	31	52	0.160	31	52	0.328
14:00 - 15:00	31	52	0.158	31	52	0.184	31	52	0.342
15:00 - 16:00	31	52	0.238	31	52	0.159	31	52	0.397
16:00 - 17:00	31	52	0.285	31	52	0.169	31	52	0.454
17:00 - 18:00	31	52	0.345	31	52	0.177	31	52	0.522
18:00 - 19:00	31	52	0.204	31	52	0.137	31	52	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.260			2.297			4.557

Parameter summary

Trip rate parameter range selected: 21 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	31	52	0.004	31	52	0.019	31	52	0.023
08:00 - 09:00	31	52	0.002	31	52	0.023	31	52	0.025
09:00 - 10:00	31	52	0.002	31	52	0.008	31	52	0.010
10:00 - 11:00	31	52	0.002	31	52	0.008	31	52	0.010
11:00 - 12:00	31	52	0.004	31	52	0.002	31	52	0.006
12:00 - 13:00	31	52	0.006	31	52	0.006	31	52	0.012
13:00 - 14:00	31	52	0.006	31	52	0.003	31	52	0.009
14:00 - 15:00	31	52	0.004	31	52	0.006	31	52	0.010
15:00 - 16:00	31	52	0.019	31	52	0.003	31	52	0.022
16:00 - 17:00	31	52	0.019	31	52	0.004	31	52	0.023
17:00 - 18:00	31	52	0.022	31	52	0.009	31	52	0.031
18:00 - 19:00	31	52	0.008	31	52	0.004	31	52	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.095			0.193

Parameter summary

Trip rate parameter range selected: 21 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	31	52	0.089	31	52	0.343	31	52	0.432
08:00 - 09:00	31	52	0.195	31	52	0.537	31	52	0.732
09:00 - 10:00	31	52	0.187	31	52	0.222	31	52	0.409
10:00 - 11:00	31	52	0.174	31	52	0.206	31	52	0.380
11:00 - 12:00	31	52	0.198	31	52	0.204	31	52	0.402
12:00 - 13:00	31	52	0.198	31	52	0.195	31	52	0.393
13:00 - 14:00	31	52	0.208	31	52	0.208	31	52	0.416
14:00 - 15:00	31	52	0.201	31	52	0.233	31	52	0.434
15:00 - 16:00	31	52	0.367	31	52	0.201	31	52	0.568
16:00 - 17:00	31	52	0.393	31	52	0.230	31	52	0.623
17:00 - 18:00	31	52	0.452	31	52	0.223	31	52	0.675
18:00 - 19:00	31	52	0.259	31	52	0.186	31	52	0.445
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.921			2.988			5.909

Parameter summary

Trip rate parameter range selected: 21 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	31	52	0.022	31	52	0.062	31	52	0.084
08:00 - 09:00	31	52	0.044	31	52	0.174	31	52	0.218
09:00 - 10:00	31	52	0.054	31	52	0.069	31	52	0.123
10:00 - 11:00	31	52	0.055	31	52	0.066	31	52	0.121
11:00 - 12:00	31	52	0.045	31	52	0.040	31	52	0.085
12:00 - 13:00	31	52	0.047	31	52	0.038	31	52	0.085
13:00 - 14:00	31	52	0.040	31	52	0.046	31	52	0.086
14:00 - 15:00	31	52	0.048	31	52	0.049	31	52	0.097
15:00 - 16:00	31	52	0.136	31	52	0.079	31	52	0.215
16:00 - 17:00	31	52	0.108	31	52	0.060	31	52	0.168
17:00 - 18:00	31	52	0.099	31	52	0.045	31	52	0.144
18:00 - 19:00	31	52	0.060	31	52	0.039	31	52	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.758			0.767			1.525

Parameter summary

Trip rate parameter range selected: 21 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	31	52	0.001	31	52	0.018	31	52	0.019
08:00 - 09:00	31	52	0.002	31	52	0.015	31	52	0.017
09:00 - 10:00	31	52	0.001	31	52	0.007	31	52	0.008
10:00 - 11:00	31	52	0.004	31	52	0.007	31	52	0.011
11:00 - 12:00	31	52	0.007	31	52	0.008	31	52	0.015
12:00 - 13:00	31	52	0.006	31	52	0.009	31	52	0.015
13:00 - 14:00	31	52	0.004	31	52	0.001	31	52	0.005
14:00 - 15:00	31	52	0.008	31	52	0.007	31	52	0.015
15:00 - 16:00	31	52	0.007	31	52	0.006	31	52	0.013
16:00 - 17:00	31	52	0.011	31	52	0.007	31	52	0.018
17:00 - 18:00	31	52	0.018	31	52	0.004	31	52	0.022
18:00 - 19:00	31	52	0.016	31	52	0.000	31	52	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.089			0.174

Parameter summary

Trip rate parameter range selected: 21 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	52	0.116	31	52	0.442	31	52	0.558
08:00 - 09:00	31	52	0.244	31	52	0.749	31	52	0.993
09:00 - 10:00	31	52	0.244	31	52	0.306	31	52	0.550
10:00 - 11:00	31	52	0.235	31	52	0.288	31	52	0.523
11:00 - 12:00	31	52	0.254	31	52	0.255	31	52	0.509
12:00 - 13:00	31	52	0.258	31	52	0.247	31	52	0.505
13:00 - 14:00	31	52	0.258	31	52	0.259	31	52	0.517
14:00 - 15:00	31	52	0.261	31	52	0.295	31	52	0.556
15:00 - 16:00	31	52	0.528	31	52	0.289	31	52	0.817
16:00 - 17:00	31	52	0.531	31	52	0.301	31	52	0.832
17:00 - 18:00	31	52	0.591	31	52	0.281	31	52	0.872
18:00 - 19:00	31	52	0.343	31	52	0.229	31	52	0.572
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.863			3.941			7.804

Parameter summary

Trip rate parameter range selected: 21 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

Calculation Reference: AUDIT-109307-160929-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	GC GLASGOW CITY	1 days

Filtering Stage 2 selection:

Parameter: Number of seats
 Actual Range: 50 to 125 (units:)
 Range Selected by User: 50 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 23/11/09

Selected survey days:

Monday	1 days
Thursday	2 days
Friday	3 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Development Zone	3
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

A3	6 days
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Population within 1 mile:

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

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days

Travel Plan:

No	6 days
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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLES

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	3	90	0.007	3	90	0.004	3	90	0.011
11:00 - 12:00	5	99	0.014	5	99	0.006	5	99	0.020
12:00 - 13:00	6	97	0.093	6	97	0.024	6	97	0.117
13:00 - 14:00	6	97	0.122	6	97	0.091	6	97	0.213
14:00 - 15:00	6	97	0.112	6	97	0.136	6	97	0.248
15:00 - 16:00	6	97	0.124	6	97	0.134	6	97	0.258
16:00 - 17:00	6	97	0.098	6	97	0.100	6	97	0.198
17:00 - 18:00	6	97	0.131	6	97	0.114	6	97	0.245
18:00 - 19:00	6	97	0.172	6	97	0.117	6	97	0.289
19:00 - 20:00	6	97	0.209	6	97	0.178	6	97	0.387
20:00 - 21:00	6	97	0.145	6	97	0.159	6	97	0.304
21:00 - 22:00	6	97	0.098	6	97	0.172	6	97	0.270
22:00 - 23:00	6	97	0.045	6	97	0.128	6	97	0.173
23:00 - 24:00	5	96	0.004	5	96	0.013	5	96	0.017
Total Rates:			1.374			1.376			2.750

Parameter summary

Trip rate parameter range selected: 50 - 125 (units:)
 Survey date range: 01/01/08 - 23/11/09
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	3	90	0.000	3	90	0.000	3	90	0.000
11:00 - 12:00	5	99	0.000	5	99	0.000	5	99	0.000
12:00 - 13:00	6	97	0.000	6	97	0.000	6	97	0.000
13:00 - 14:00	6	97	0.000	6	97	0.000	6	97	0.000
14:00 - 15:00	6	97	0.000	6	97	0.000	6	97	0.000
15:00 - 16:00	6	97	0.000	6	97	0.000	6	97	0.000
16:00 - 17:00	6	97	0.002	6	97	0.002	6	97	0.004
17:00 - 18:00	6	97	0.000	6	97	0.000	6	97	0.000
18:00 - 19:00	6	97	0.000	6	97	0.000	6	97	0.000
19:00 - 20:00	6	97	0.000	6	97	0.000	6	97	0.000
20:00 - 21:00	6	97	0.000	6	97	0.000	6	97	0.000
21:00 - 22:00	6	97	0.000	6	97	0.000	6	97	0.000
22:00 - 23:00	6	97	0.000	6	97	0.000	6	97	0.000
23:00 - 24:00	5	96	0.000	5	96	0.000	5	96	0.000
Total Rates:			0.002				0.002	0.004	

Parameter summary

Trip rate parameter range selected: 50 - 125 (units:)
 Survey date range: 01/01/08 - 23/11/09
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	3	90	0.007	3	90	0.004	3	90	0.011
11:00 - 12:00	5	99	0.020	5	99	0.006	5	99	0.026
12:00 - 13:00	6	97	0.159	6	97	0.041	6	97	0.200
13:00 - 14:00	6	97	0.234	6	97	0.160	6	97	0.394
14:00 - 15:00	6	97	0.197	6	97	0.248	6	97	0.445
15:00 - 16:00	6	97	0.216	6	97	0.228	6	97	0.444
16:00 - 17:00	6	97	0.191	6	97	0.179	6	97	0.370
17:00 - 18:00	6	97	0.262	6	97	0.210	6	97	0.472
18:00 - 19:00	6	97	0.314	6	97	0.226	6	97	0.540
19:00 - 20:00	6	97	0.360	6	97	0.290	6	97	0.650
20:00 - 21:00	6	97	0.250	6	97	0.286	6	97	0.536
21:00 - 22:00	6	97	0.148	6	97	0.312	6	97	0.460
22:00 - 23:00	6	97	0.079	6	97	0.203	6	97	0.282
23:00 - 24:00	5	96	0.000	5	96	0.031	5	96	0.031
Total Rates:			2.437				2.424	4.861	

Parameter summary

Trip rate parameter range selected: 50 - 125 (units:)
 Survey date range: 01/01/08 - 23/11/09
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	3	90	0.000	3	90	0.000	3	90	0.000
11:00 - 12:00	5	99	0.026	5	99	0.016	5	99	0.042
12:00 - 13:00	6	97	0.057	6	97	0.034	6	97	0.091
13:00 - 14:00	6	97	0.043	6	97	0.040	6	97	0.083
14:00 - 15:00	6	97	0.024	6	97	0.047	6	97	0.071
15:00 - 16:00	6	97	0.022	6	97	0.034	6	97	0.056
16:00 - 17:00	6	97	0.019	6	97	0.029	6	97	0.048
17:00 - 18:00	6	97	0.022	6	97	0.010	6	97	0.032
18:00 - 19:00	6	97	0.067	6	97	0.060	6	97	0.127
19:00 - 20:00	6	97	0.055	6	97	0.050	6	97	0.105
20:00 - 21:00	6	97	0.066	6	97	0.071	6	97	0.137
21:00 - 22:00	6	97	0.022	6	97	0.059	6	97	0.081
22:00 - 23:00	6	97	0.005	6	97	0.047	6	97	0.052
23:00 - 24:00	5	96	0.000	5	96	0.013	5	96	0.013
Total Rates:			0.428				0.510		
							0.938		

Parameter summary

Trip rate parameter range selected: 50 - 125 (units:)
 Survey date range: 01/01/08 - 23/11/09
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	3	90	0.007	3	90	0.004	3	90	0.011
11:00 - 12:00	5	99	0.042	5	99	0.016	5	99	0.058
12:00 - 13:00	6	97	0.083	6	97	0.029	6	97	0.112
13:00 - 14:00	6	97	0.074	6	97	0.069	6	97	0.143
14:00 - 15:00	6	97	0.059	6	97	0.079	6	97	0.138
15:00 - 16:00	6	97	0.048	6	97	0.064	6	97	0.112
16:00 - 17:00	6	97	0.064	6	97	0.059	6	97	0.123
17:00 - 18:00	6	97	0.047	6	97	0.043	6	97	0.090
18:00 - 19:00	6	97	0.059	6	97	0.060	6	97	0.119
19:00 - 20:00	6	97	0.088	6	97	0.043	6	97	0.131
20:00 - 21:00	6	97	0.029	6	97	0.038	6	97	0.067
21:00 - 22:00	6	97	0.017	6	97	0.048	6	97	0.065
22:00 - 23:00	6	97	0.003	6	97	0.026	6	97	0.029
23:00 - 24:00	5	96	0.000	5	96	0.006	5	96	0.006
Total Rates:			0.620				0.584		
							1.204		

Parameter summary

Trip rate parameter range selected: 50 - 125 (units:)
 Survey date range: 01/01/08 - 23/11/09
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	3	90	0.015	3	90	0.007	3	90	0.022
11:00 - 12:00	5	99	0.089	5	99	0.038	5	99	0.127
12:00 - 13:00	6	97	0.298	6	97	0.105	6	97	0.403
13:00 - 14:00	6	97	0.352	6	97	0.269	6	97	0.621
14:00 - 15:00	6	97	0.279	6	97	0.374	6	97	0.653
15:00 - 16:00	6	97	0.286	6	97	0.326	6	97	0.612
16:00 - 17:00	6	97	0.276	6	97	0.269	6	97	0.545
17:00 - 18:00	6	97	0.331	6	97	0.264	6	97	0.595
18:00 - 19:00	6	97	0.440	6	97	0.347	6	97	0.787
19:00 - 20:00	6	97	0.503	6	97	0.383	6	97	0.886
20:00 - 21:00	6	97	0.345	6	97	0.395	6	97	0.740
21:00 - 22:00	6	97	0.188	6	97	0.419	6	97	0.607
22:00 - 23:00	6	97	0.088	6	97	0.276	6	97	0.364
23:00 - 24:00	5	96	0.000	5	96	0.050	5	96	0.050
Total Rates:			3.490				3.522		
							7.012		

Parameter summary

Trip rate parameter range selected: 50 - 125 (units:)
 Survey date range: 01/01/08 - 23/11/09
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

Calculation Reference: AUDIT-109307-160929-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	2 days
	SR STIRLING	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 300 to 20000 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

Selected survey days:

Monday	6 days
Tuesday	5 days
Wednesday	2 days
Thursday	6 days
Friday	1 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	12

Selected Location Sub Categories:

Industrial Zone	17
Commercial Zone	2
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

B1	12 days
B2	7 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	6 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	11 days

Travel Plan:

No	20 days
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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.210	1	13350	0.000	1	13350	0.210
06:30 - 07:00	2	7850	0.255	2	7850	0.006	2	7850	0.261
07:00 - 07:30	20	5545	0.084	20	5545	0.018	20	5545	0.102
07:30 - 08:00	20	5545	0.196	20	5545	0.016	20	5545	0.212
08:00 - 08:30	20	5545	0.296	20	5545	0.047	20	5545	0.343
08:30 - 09:00	20	5545	0.191	20	5545	0.044	20	5545	0.235
09:00 - 09:30	20	5545	0.103	20	5545	0.043	20	5545	0.146
09:30 - 10:00	20	5545	0.074	20	5545	0.057	20	5545	0.131
10:00 - 10:30	20	5545	0.053	20	5545	0.041	20	5545	0.094
10:30 - 11:00	20	5545	0.053	20	5545	0.042	20	5545	0.095
11:00 - 11:30	20	5545	0.043	20	5545	0.039	20	5545	0.082
11:30 - 12:00	20	5545	0.032	20	5545	0.046	20	5545	0.078
12:00 - 12:30	20	5545	0.054	20	5545	0.063	20	5545	0.117
12:30 - 13:00	20	5545	0.056	20	5545	0.080	20	5545	0.136
13:00 - 13:30	20	5545	0.101	20	5545	0.101	20	5545	0.202
13:30 - 14:00	20	5545	0.115	20	5545	0.057	20	5545	0.172
14:00 - 14:30	20	5545	0.075	20	5545	0.108	20	5545	0.183
14:30 - 15:00	20	5545	0.065	20	5545	0.059	20	5545	0.124
15:00 - 15:30	20	5545	0.042	20	5545	0.100	20	5545	0.142
15:30 - 16:00	20	5545	0.055	20	5545	0.088	20	5545	0.143
16:00 - 16:30	20	5545	0.034	20	5545	0.120	20	5545	0.154
16:30 - 17:00	20	5545	0.032	20	5545	0.156	20	5545	0.188
17:00 - 17:30	20	5545	0.029	20	5545	0.168	20	5545	0.197
17:30 - 18:00	20	5545	0.019	20	5545	0.226	20	5545	0.245
18:00 - 18:30	20	5545	0.015	20	5545	0.113	20	5545	0.128
18:30 - 19:00	19	5713	0.011	19	5713	0.058	19	5713	0.069
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.293			1.896			4.189

Parameter summary

Trip rate parameter range selected:	300 - 20000 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-109307-160929-0926

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	4 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 552 to 35000 (units: sqm)
 Range Selected by User: 552 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 02/12/14

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	6

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	1
Residential Zone	4
No Sub Category	5

Filtering Stage 3 selection:

Use Class:

B1	8 days
B2	6 days
B8	2 days

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

Travel Plan:

No	18 days
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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	18	10573	0.092	18	10573	0.019	18	10573	0.111
07:30 - 08:00	18	10573	0.243	18	10573	0.067	18	10573	0.310
08:00 - 08:30	18	10573	0.263	18	10573	0.121	18	10573	0.384
08:30 - 09:00	18	10573	0.231	18	10573	0.138	18	10573	0.369
09:00 - 09:30	18	10573	0.178	18	10573	0.131	18	10573	0.309
09:30 - 10:00	18	10573	0.180	18	10573	0.130	18	10573	0.310
10:00 - 10:30	18	10573	0.174	18	10573	0.161	18	10573	0.335
10:30 - 11:00	18	10573	0.145	18	10573	0.128	18	10573	0.273
11:00 - 11:30	18	10573	0.125	18	10573	0.129	18	10573	0.254
11:30 - 12:00	18	10573	0.154	18	10573	0.154	18	10573	0.308
12:00 - 12:30	18	10573	0.160	18	10573	0.172	18	10573	0.332
12:30 - 13:00	18	10573	0.191	18	10573	0.198	18	10573	0.389
13:00 - 13:30	18	10573	0.163	18	10573	0.173	18	10573	0.336
13:30 - 14:00	18	10573	0.187	18	10573	0.145	18	10573	0.332
14:00 - 14:30	18	10573	0.141	18	10573	0.138	18	10573	0.279
14:30 - 15:00	18	10573	0.164	18	10573	0.143	18	10573	0.307
15:00 - 15:30	18	10573	0.150	18	10573	0.182	18	10573	0.332
15:30 - 16:00	18	10573	0.140	18	10573	0.184	18	10573	0.324
16:00 - 16:30	18	10573	0.154	18	10573	0.208	18	10573	0.362
16:30 - 17:00	18	10573	0.137	18	10573	0.223	18	10573	0.360
17:00 - 17:30	18	10573	0.091	18	10573	0.246	18	10573	0.337
17:30 - 18:00	18	10573	0.054	18	10573	0.182	18	10573	0.236
18:00 - 18:30	18	10573	0.037	18	10573	0.106	18	10573	0.143
18:30 - 19:00	18	10573	0.022	18	10573	0.053	18	10573	0.075
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.576			3.531			7.107

Parameter summary

Trip rate parameter range selected:	552 - 35000 (units: sqm)
Survey date date range:	01/01/08 - 02/12/14
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	18	10573	0.005	18	10573	0.001	18	10573	0.006
07:30 - 08:00	18	10573	0.009	18	10573	0.000	18	10573	0.009
08:00 - 08:30	18	10573	0.006	18	10573	0.001	18	10573	0.007
08:30 - 09:00	18	10573	0.008	18	10573	0.003	18	10573	0.011
09:00 - 09:30	18	10573	0.003	18	10573	0.001	18	10573	0.004
09:30 - 10:00	18	10573	0.005	18	10573	0.002	18	10573	0.007
10:00 - 10:30	18	10573	0.002	18	10573	0.000	18	10573	0.002
10:30 - 11:00	18	10573	0.002	18	10573	0.002	18	10573	0.004
11:00 - 11:30	18	10573	0.002	18	10573	0.001	18	10573	0.003
11:30 - 12:00	18	10573	0.002	18	10573	0.002	18	10573	0.004
12:00 - 12:30	18	10573	0.001	18	10573	0.001	18	10573	0.002
12:30 - 13:00	18	10573	0.001	18	10573	0.003	18	10573	0.004
13:00 - 13:30	18	10573	0.002	18	10573	0.002	18	10573	0.004
13:30 - 14:00	18	10573	0.001	18	10573	0.000	18	10573	0.001
14:00 - 14:30	18	10573	0.003	18	10573	0.001	18	10573	0.004
14:30 - 15:00	18	10573	0.001	18	10573	0.002	18	10573	0.003
15:00 - 15:30	18	10573	0.003	18	10573	0.003	18	10573	0.006
15:30 - 16:00	18	10573	0.000	18	10573	0.007	18	10573	0.007
16:00 - 16:30	18	10573	0.001	18	10573	0.007	18	10573	0.008
16:30 - 17:00	18	10573	0.001	18	10573	0.004	18	10573	0.005
17:00 - 17:30	18	10573	0.002	18	10573	0.009	18	10573	0.011
17:30 - 18:00	18	10573	0.001	18	10573	0.007	18	10573	0.008
18:00 - 18:30	18	10573	0.000	18	10573	0.003	18	10573	0.003
18:30 - 19:00	18	10573	0.001	18	10573	0.003	18	10573	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.062			0.065			0.127

Parameter summary

Trip rate parameter range selected:	552 - 35000 (units: sqm)
Survey date date range:	01/01/08 - 02/12/14
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	18	10573	0.108	18	10573	0.022	18	10573	0.130
07:30 - 08:00	18	10573	0.292	18	10573	0.086	18	10573	0.378
08:00 - 08:30	18	10573	0.323	18	10573	0.160	18	10573	0.483
08:30 - 09:00	18	10573	0.273	18	10573	0.172	18	10573	0.445
09:00 - 09:30	18	10573	0.203	18	10573	0.152	18	10573	0.355
09:30 - 10:00	18	10573	0.202	18	10573	0.146	18	10573	0.348
10:00 - 10:30	18	10573	0.200	18	10573	0.190	18	10573	0.390
10:30 - 11:00	18	10573	0.169	18	10573	0.148	18	10573	0.317
11:00 - 11:30	18	10573	0.151	18	10573	0.154	18	10573	0.305
11:30 - 12:00	18	10573	0.183	18	10573	0.185	18	10573	0.368
12:00 - 12:30	18	10573	0.203	18	10573	0.207	18	10573	0.410
12:30 - 13:00	18	10573	0.234	18	10573	0.238	18	10573	0.472
13:00 - 13:30	18	10573	0.200	18	10573	0.213	18	10573	0.413
13:30 - 14:00	18	10573	0.230	18	10573	0.179	18	10573	0.409
14:00 - 14:30	18	10573	0.169	18	10573	0.162	18	10573	0.331
14:30 - 15:00	18	10573	0.194	18	10573	0.176	18	10573	0.370
15:00 - 15:30	18	10573	0.178	18	10573	0.221	18	10573	0.399
15:30 - 16:00	18	10573	0.176	18	10573	0.228	18	10573	0.404
16:00 - 16:30	18	10573	0.199	18	10573	0.261	18	10573	0.460
16:30 - 17:00	18	10573	0.175	18	10573	0.269	18	10573	0.444
17:00 - 17:30	18	10573	0.125	18	10573	0.311	18	10573	0.436
17:30 - 18:00	18	10573	0.070	18	10573	0.213	18	10573	0.283
18:00 - 18:30	18	10573	0.053	18	10573	0.130	18	10573	0.183
18:30 - 19:00	18	10573	0.025	18	10573	0.064	18	10573	0.089
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.335			4.287			8.622

Parameter summary

Trip rate parameter range selected:	552 - 35000 (units: sqm)
Survey date date range:	01/01/08 - 02/12/14
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	18	10573	0.011	18	10573	0.002	18	10573	0.013
07:30 - 08:00	18	10573	0.019	18	10573	0.006	18	10573	0.025
08:00 - 08:30	18	10573	0.018	18	10573	0.004	18	10573	0.022
08:30 - 09:00	18	10573	0.015	18	10573	0.007	18	10573	0.022
09:00 - 09:30	18	10573	0.008	18	10573	0.005	18	10573	0.013
09:30 - 10:00	18	10573	0.004	18	10573	0.007	18	10573	0.011
10:00 - 10:30	18	10573	0.014	18	10573	0.011	18	10573	0.025
10:30 - 11:00	18	10573	0.004	18	10573	0.004	18	10573	0.008
11:00 - 11:30	18	10573	0.008	18	10573	0.007	18	10573	0.015
11:30 - 12:00	18	10573	0.007	18	10573	0.006	18	10573	0.013
12:00 - 12:30	18	10573	0.011	18	10573	0.015	18	10573	0.026
12:30 - 13:00	18	10573	0.014	18	10573	0.020	18	10573	0.034
13:00 - 13:30	18	10573	0.013	18	10573	0.009	18	10573	0.022
13:30 - 14:00	18	10573	0.012	18	10573	0.008	18	10573	0.020
14:00 - 14:30	18	10573	0.007	18	10573	0.008	18	10573	0.015
14:30 - 15:00	18	10573	0.009	18	10573	0.007	18	10573	0.016
15:00 - 15:30	18	10573	0.009	18	10573	0.008	18	10573	0.017
15:30 - 16:00	18	10573	0.007	18	10573	0.011	18	10573	0.018
16:00 - 16:30	18	10573	0.009	18	10573	0.018	18	10573	0.027
16:30 - 17:00	18	10573	0.007	18	10573	0.011	18	10573	0.018
17:00 - 17:30	18	10573	0.003	18	10573	0.016	18	10573	0.019
17:30 - 18:00	18	10573	0.003	18	10573	0.014	18	10573	0.017
18:00 - 18:30	18	10573	0.004	18	10573	0.011	18	10573	0.015
18:30 - 19:00	18	10573	0.003	18	10573	0.004	18	10573	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.219			0.219			0.438

Parameter summary

Trip rate parameter range selected:	552 - 35000 (units: sqm)
Survey date date range:	01/01/08 - 02/12/14
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	18	10573	0.003	18	10573	0.000	18	10573	0.003
07:30 - 08:00	18	10573	0.004	18	10573	0.004	18	10573	0.008
08:00 - 08:30	18	10573	0.005	18	10573	0.000	18	10573	0.005
08:30 - 09:00	18	10573	0.007	18	10573	0.000	18	10573	0.007
09:00 - 09:30	18	10573	0.003	18	10573	0.000	18	10573	0.003
09:30 - 10:00	18	10573	0.006	18	10573	0.000	18	10573	0.006
10:00 - 10:30	18	10573	0.002	18	10573	0.002	18	10573	0.004
10:30 - 11:00	18	10573	0.000	18	10573	0.001	18	10573	0.001
11:00 - 11:30	18	10573	0.001	18	10573	0.001	18	10573	0.002
11:30 - 12:00	18	10573	0.009	18	10573	0.000	18	10573	0.009
12:00 - 12:30	18	10573	0.008	18	10573	0.001	18	10573	0.009
12:30 - 13:00	18	10573	0.009	18	10573	0.007	18	10573	0.016
13:00 - 13:30	18	10573	0.001	18	10573	0.001	18	10573	0.002
13:30 - 14:00	18	10573	0.003	18	10573	0.001	18	10573	0.004
14:00 - 14:30	18	10573	0.000	18	10573	0.002	18	10573	0.002
14:30 - 15:00	18	10573	0.003	18	10573	0.002	18	10573	0.005
15:00 - 15:30	18	10573	0.002	18	10573	0.001	18	10573	0.003
15:30 - 16:00	18	10573	0.001	18	10573	0.004	18	10573	0.005
16:00 - 16:30	18	10573	0.001	18	10573	0.005	18	10573	0.006
16:30 - 17:00	18	10573	0.000	18	10573	0.006	18	10573	0.006
17:00 - 17:30	18	10573	0.002	18	10573	0.011	18	10573	0.013
17:30 - 18:00	18	10573	0.004	18	10573	0.013	18	10573	0.017
18:00 - 18:30	18	10573	0.000	18	10573	0.006	18	10573	0.006
18:30 - 19:00	18	10573	0.000	18	10573	0.002	18	10573	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.074			0.070			0.144

Parameter summary

Trip rate parameter range selected:	552 - 35000 (units: sqm)
Survey date date range:	01/01/08 - 02/12/14
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	18	10573	0.127	18	10573	0.025	18	10573	0.152
07:30 - 08:00	18	10573	0.325	18	10573	0.096	18	10573	0.421
08:00 - 08:30	18	10573	0.352	18	10573	0.164	18	10573	0.516
08:30 - 09:00	18	10573	0.303	18	10573	0.182	18	10573	0.485
09:00 - 09:30	18	10573	0.217	18	10573	0.157	18	10573	0.374
09:30 - 10:00	18	10573	0.217	18	10573	0.154	18	10573	0.371
10:00 - 10:30	18	10573	0.218	18	10573	0.202	18	10573	0.420
10:30 - 11:00	18	10573	0.175	18	10573	0.154	18	10573	0.329
11:00 - 11:30	18	10573	0.162	18	10573	0.163	18	10573	0.325
11:30 - 12:00	18	10573	0.201	18	10573	0.192	18	10573	0.393
12:00 - 12:30	18	10573	0.222	18	10573	0.223	18	10573	0.445
12:30 - 13:00	18	10573	0.257	18	10573	0.268	18	10573	0.525
13:00 - 13:30	18	10573	0.216	18	10573	0.225	18	10573	0.441
13:30 - 14:00	18	10573	0.246	18	10573	0.188	18	10573	0.434
14:00 - 14:30	18	10573	0.178	18	10573	0.174	18	10573	0.352
14:30 - 15:00	18	10573	0.207	18	10573	0.186	18	10573	0.393
15:00 - 15:30	18	10573	0.192	18	10573	0.234	18	10573	0.426
15:30 - 16:00	18	10573	0.183	18	10573	0.249	18	10573	0.432
16:00 - 16:30	18	10573	0.210	18	10573	0.292	18	10573	0.502
16:30 - 17:00	18	10573	0.183	18	10573	0.290	18	10573	0.473
17:00 - 17:30	18	10573	0.131	18	10573	0.347	18	10573	0.478
17:30 - 18:00	18	10573	0.078	18	10573	0.247	18	10573	0.325
18:00 - 18:30	18	10573	0.057	18	10573	0.150	18	10573	0.207
18:30 - 19:00	18	10573	0.028	18	10573	0.073	18	10573	0.101
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.685			4.635			9.320

Parameter summary

Trip rate parameter range selected:	552 - 35000 (units: sqm)
Survey date date range:	01/01/08 - 02/12/14
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0