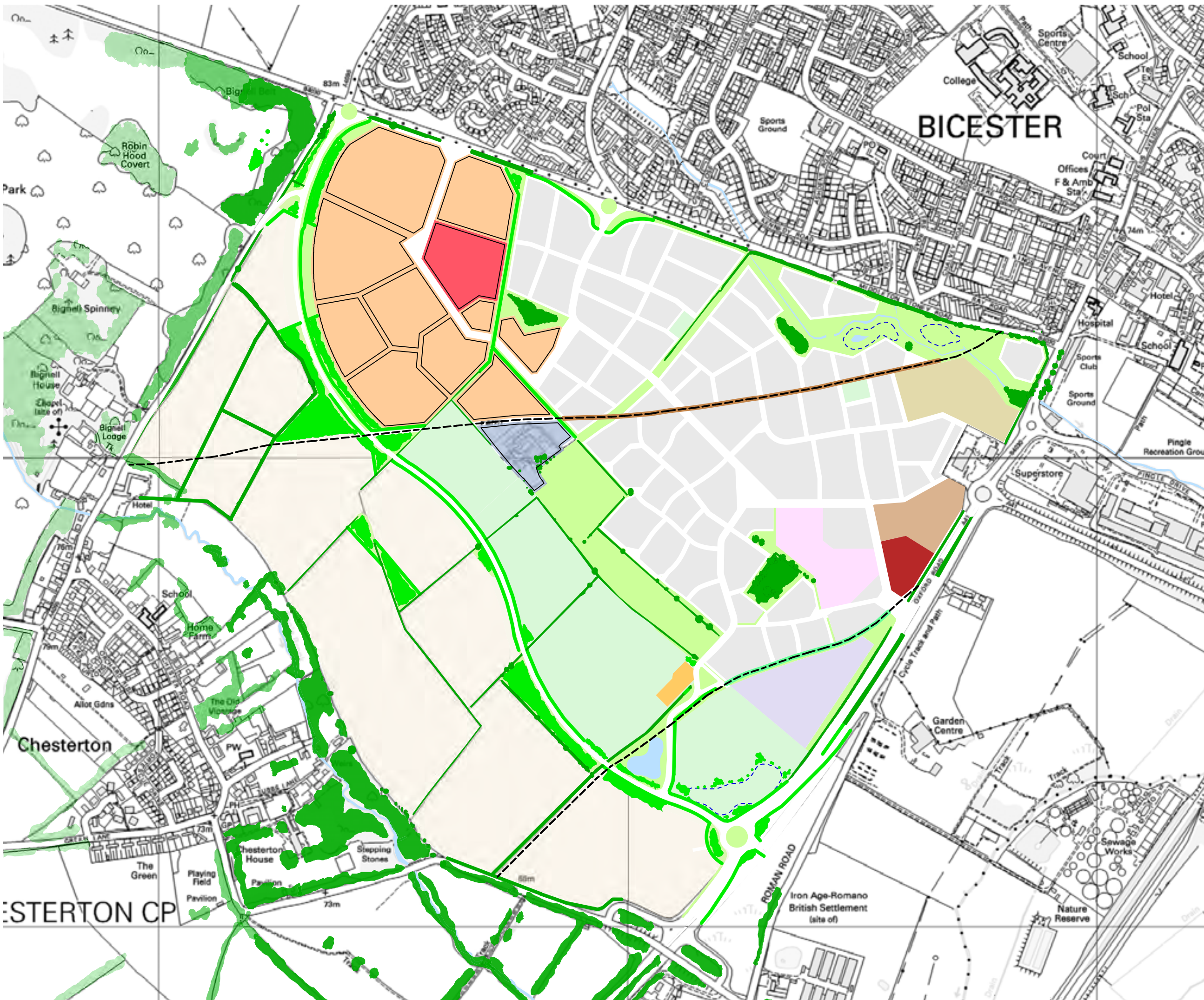




APPENDIX A



- Phase 1 Legend*
- Phase 1 residential
 - Primary school
 - Education campus
 - Health village
 - Employment
 - Hotel
 - Sports Pavilion & car park
- Phase 2 Legend*
- Phase 2 Residential
 - Primary School
 - Whitlands farm redevelopment
- Open space Legend*
- Existing trees/copses/hedgerows
 - Existing or diverted watercourses
 - Proposed structural planting
 - Proposed attenuation ponds/swales
 - Informal open space
 - Formal open space
 - Rights of way



Countryside

South West Bicester

Phase 2 Masterplan

Figure 1

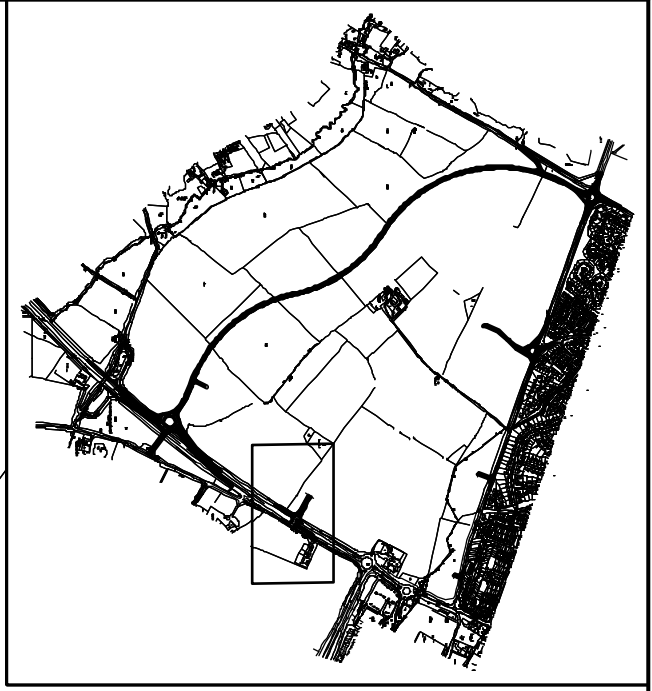
180601/PS2/SWBPS2	drawn by SWD
Nov2008	checked by RB
NTS	revision Final

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Do not scale from this drawing

Terence O'Rourke
Everdene House Deansleigh Road Bournemouth BH7 7DU
telephone 01202 421142 facsimile 01202 430055
email maldesk@toritd.com



APPENDIX B



PROPOSED EASTERN
SITE ACCESS

A41 OXFORD ROAD

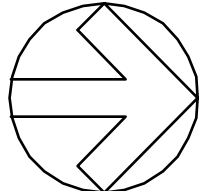
A 41

Cycle Track and Path

ROMAN ROAD

OXFORD ROAD

A41 OXFORD ROAD



REPRODUCED FROM THE ORDNANCE
SURVEY MAP WITH THE PERMISSION
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SCALE 1:1000 @ A3

PROPOSED A41 EASTERN
ACCESS JUNCTION

FIGURE NO:
11



APPENDIX C

1344: PREMIER INN PARKING STUDY - SURVEY SCHEDULE

HOTEL CATEGORY	HOTEL NAME	SITE REFERENCE	SURVEY TYPE	BROCHURE CODE	POSTCODE	NO. OF BEDROOMS	RESTAURANT ON SITE	NO. OF COVERS	PARKING CHARGING	NO. OF PARKING SPACES	SPACES PER ROOM	DISTANCE FROM NEAREST RAIL STATION (km)	TELEPHONE NUMBER
A	LONDON (INNER)	London Victoria	1	Interview	345	SW1V 1PS	IR	70	Chargeable	N/A	N/A	0.3	0871 527 8680
		London Euston	2	Interview	329	WC1H 9PJ	IR	N/A	Chargeable	16	0.06	0.4	0871 527 8656
		London Southwark	3	Interview	342	SE1 9EF	OR	N/A	Chargeable	6	0.10	0.5	0871 527 8676
B	LONDON (OUTER)	London Kew	4	Interview	339	TW8 0BB	IR	100	Chargeable	30	0.21	0.8	0871 527 8670
		London Richmond (Wimbledon South)	5	Interview	347	SW19 2RF	IR	N/A	Chargeable	N/A	N/A	0.4	0871 527 8684
		London Edgware	6	Car Park	327	HA8 5AQ	IR	N/A	N/A	70	0.61	0.8	0871 527 8652
C	TRUNK ROAD / A-ROAD	Hemel Hempstead West	7	Car Park	262	HP1 2SB	IR	40	Free	60	0.97	1.6	0871 527 8516
		Cambridge A14 Junction 32	8	Car Park	95	CB4 2GW	IR	100	Free	132	0.86	6.4	0871 527 8186
		York South West	9	Car Park	605	YO23 3PP	IR	44	N/A	63	1.03	9.7	0871 527 9202
D	INDUSTRIAL / COMMERCIAL / EDGE OF TOWN / LEISURE PARK	Birmingham NEC/Airport	10	Car Park	44	B40 1QA	IR	240	Free	300	1.21	1.6	0871 527 8086
		Thurrock East	11	Car Park	554	RM16 6YJ	BF	200	Free	120	1.90	0.8	0871 527 9092
		Enfield	12	Car Park	193	EN3 7XU	TT	143	Free	173	0.87	1.6	0871 527 8374
E	EDGE OF TOWN CENTRE	Wolverhampton Bluebricks	13	Car Park	596	WV10 0BA	TT	120	Free	100	1.12	0.8	0871 527 9186
		Wakefield South	14	Car Park	566	WF4 3BB	OR	N/A	Free	80	1.07	4.2	0871 527 9118
		Rochester	15	Car Park	475	ME2 2SS	IR	65	Free	130	1.07	3.2	0871 527 8938
F	TOWN CENTRE (EXCLUDING LONDON)	Reading Central	16	Interview	468	RG1 2HN	IR	72	Chargeable	32	0.21	1.6	0871 527 8924
		York Blossom Street North	17	Interview	601	YO24 1AJ	IR	120	Free	30	0.29	0.5	0871 527 9196
		Leicester City Centre	18	Interview	299	LE1 1AA	IR	48	Free	47	0.35	0.1	0871 527 8596
G	COASTAL / SEASONAL VARIATION SITES	Torquay	19	Car Park & Interview	558	TQ2 5HE	BE	295	Free	130	0.91	0.8	0871 527 9102
		Brighton City Centre	20	Interview	76	BN1 1RE	IR	95	Free/Chargeable	N/A	N/A	0.4	0871 527 8150
		Scarborough	21	Interview	487	YO11 2EN	BF	140	Free	N/A	N/A	0.3	0871 527 9292
H	MAJOR UK CENTRES	Leeds City Centre	22	Car Park & Interview	293	LS3 1LW	OR	N/A	Free	100	0.71	0.8	0871 527 8582
		Birmingham City Centre (Waterloo Street)	23	Interview	42	B2 5PG	IR	120	N/A	N/A	N/A	0.4	0871 527 8074
		Edinburgh Central (Lauriston Place)	24	Interview	185	EH3 9DG	IR	90	Chargeable	N/A	N/A	1.6	0871 527 8366
I	AIRPORTS	Gatwick Airport Central	25	Car Park	209	RH6 0NX	IR	84	Chargeable	120	0.55	0.8	0871 527 8406
		Liverpool Airport	26	Car Park	309	L24 1YQ	IR	80	Free	100	0.99	2.4	0871 527 8626
		Manchester Airport	27	Car Park	359	M90 5DL	IR	100	Chargeable	150	0.77	1.2	0871 527 8726
		Heathrow Airport Bath Road	28	Car Park	258	TW6 2AB	IR	2000	Chargeable	240	0.40	3.2	0871 527 8508

Restaurant Codes:

- BE - Beefeater
- TT - Table Table
- BF - Brewers Fayre
- TB - Taybarns
- IR - Integral Restaurant
- OR - Other Restaurant

N/A - refers to a site that doesn't have car parking or is shared with another company / use

RGF TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey GU7 1HP • Tel: 01483 861681 • Fax: 01483 861682 • www.russellgiles.com
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APPENDIX D

D

Premier Inn Parking & Travel Study

Survey Details

Location	Industrial / Commercial / Edge of Town / Leisure Park
Date	Jun-11
Type	Car Park

Average Occupancy Records

	Occupancy (%)	Persons per Room
SITE 10 (Birmingham NEC)	67	1.43
SITE 11 (Thurrock East)	100	1.27
SITE 12 (Enfield)	100	1.57
AVERAGE	88.9	1.42

Traffic Generation for 100 Bedroom Premier Inn

Two-Way Traffic	
AM Peak	26
PM Peak	31
Day	335

Traffic Generation for 220 Cover Restaurant

Two-Way Traffic	
AM Peak	0
PM Peak	13
Day	174

Duration of Stay - Premier Inn

	Frequency	Percentage
Total	121	100
< 30 min	22	20
> 30 min, < 4 hours	83	66
> 4 hours (not staying overnight)	16	14

Duration of Stay - Restaurant

	Frequency	Percentage
Total	70	100
< 30 min	18	24
> 30 min, < 4 hours	50	74
> 4 hours (not staying overnight)	3	3

Peak Parking demand - Premier Inn

Parking demand per room	0.66
Rooms per parking space	1.52
Disabled Provision	6

Peak Parking demand - Restaurant

Parking demand per cover	0.13
--------------------------	------

Trip Rates

Premier Inn

Trip Rate	Arrivals	Departures	Two-Way
AM Peak	0.05	0.21	0.26
PM Peak	0.22	0.09	0.31
Day	1.76	1.59	3.35

Restaurant

Trip Rate	Arrivals	Departures	Two-Way
AM Peak	0.00	0.00	0.00
PM Peak	0.04	0.02	0.06
Day	0.40	0.40	0.79

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

Totals	56
Car / Van	87
Public Transport	7
Taxi	2
Other	5

Question 2 - Why did you choose to drive to reach the PI? (%)

Totals	71
I require a car/van for work	10
No P.T. available	1
P.T. not convenient	36
P.T. not cost effective	12
Never use P.T.	3
I have too much luggage for P.T.	16
I travelled with children	13
I am a disabled driver	2
Other	8

Question 3 - How important is car parking to you at PI? (%)

Totals	48
Very Important	5
4	10
3	3
2	0
Not important at all	1

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

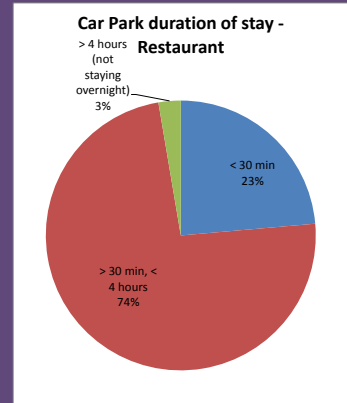
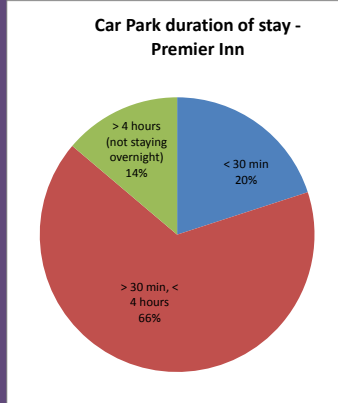
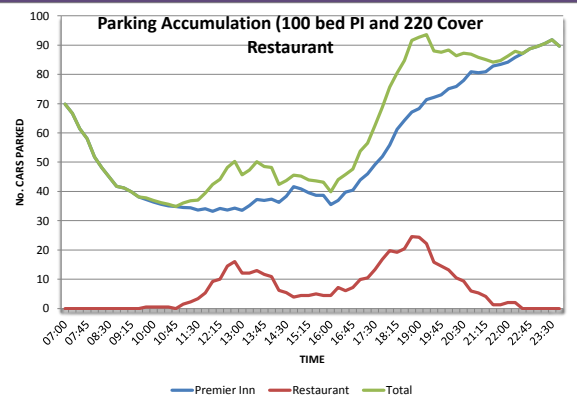
Totals	154
On Street (Pay and Display)	22
On Street (Free)	13
Public Car Park (Paid)	17
Public Car Park (Pay and Redeem)	10
Public Car Park (Free)	10
Premier Inn Car Park (Charged)	19
Premier Inn Car Park (Pay and Redeem)	9

Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

Totals	55
PI was my ultimate destination	61
I was travelling elsewhere	39

Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

Totals	22
Car	71
Bus	6
Taxi	7
Underground	0
Train	4
Plane	6
Cycle	0
Walk	0
Other	5



Premier Inn Parking & Travel Study

Survey Details

Location	Birmingham NEC / Airport
Date	Tuesday 21/06/2011
Type	Car Park

Site Details

Number of Rooms	247
Restaurant	Integral
Number of Covers	240
Number of Parking Spaces	300
Parking Spaces per Room	1.21

Weather Details (During Survey)

General Conditions	Sunny
Max. Temp. (°C)	19
Min. Temp. (°C)	13

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	132	198
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	202	262

Car Park Summary Details

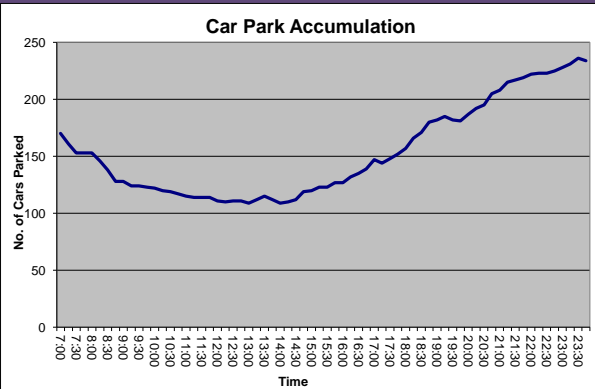
Start Occupancy	176
End Occupancy	234
Max. Occupancy	236
Ave. Duration of Stay (hh:mm)	03:06
Cars Present for survey duration	69

Duration of Stay

	Frequency	Percentage
Total	105	100
< 30 min	14	13
> 30 min, < 4 hours	64	61
> 4 hours (not staying overnight)	27	26

Peak Parking demand - Premier Inn

Parking demand per room	1.43
Rooms per parking space	0.70



Trip Rates			
Overall Trip Rate			
	Arrivals	Departures	Two-Way
AM Peak	0.05	0.20	0.25
PM Peak	0.18	0.10	0.27
Day	1.64	1.28	2.92

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)	Totals
Car / Van	-
Public Transport	-
Taxi	-
Other	-

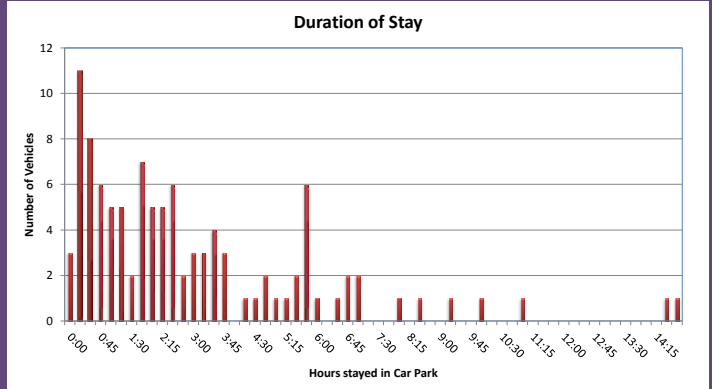
Question 2 - Why did you choose to drive to reach the PI? (%)	Totals
I require a car/van for work	-
No P.T. available	-
P.T. not convenient	-
P.T. not cost effective	-
Never use P.T.	-
I have too much luggage for P.T.	-
I travelled with children	-
I am a disabled driver	-
Other	-

Question 3 - How important is car parking to you at PI (%)	Totals
Very Important 5	-
4	-
3	-
2	-
Not important at all 1	-

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)	Totals
On Street (Pay and Display)	-
On Street (Free)	-
Public Car Park (Paid)	-
Public Car Park (Pay and Redeem)	-
Public Car Park (Free)	-
Premier Inn Car Park (Charged)	-
Premier Inn Car Park (Pay and Redeem)	-

Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)	Totals
PI was my ultimate destination	-
I was travelling else where	-

Question 6 - What was your main mode of travel to reach your ultimate destination? (%)	Totals
Car	-
Bus	-
Taxi	-
Underground	-
Train	-
Plane	-
Cycle	-
Walk	-
Other	-



Premier Inn Parking & Travel Study

Survey Details

Location	Thurrock East
Date	Tuesday 28/06/2011
Type	Car Park

Site Details

Number of Rooms	63
Restaurant	Brewer's Fayre
Number of Covers	200
Number of Parking Spaces	120
Parking Spaces per Room	1.90

Weather Details (During Survey)

General Conditions	Sunny / Cloudy
Max. Temp. (°C)	26
Min. Temp. (°C)	14

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	63	63
Number of covers sold	N/A	177
Number of Guests in the Hotel	82	78

Car Park Summary Details

Car Park Summary Details	PI	Brewer's Fayre
Start Occupancy	35	0
End Occupancy	37	0
Max. Occupancy	40	29
Ave. Duration of Stay (hh:mm)	01:26	01:24
Cars Present for survey duration	3	0

Duration of Stay - Premier Inn

	Frequency	Percentage
Total	83	100
< 30 min	26	31
> 30 min, < 4 hours	51	61
> 4 hours (not staying overnight)	6	7

Duration of Stay - Restaurant

	Frequency	Percentage
Total	94	100
< 30 min	26	28
> 30 min, < 4 hours	63	67
> 4 hours (not staying overnight)	5	5

Peak Parking demand - Premier Inn

Parking demand per room	0.63
Rooms per parking space	1.59

Peak Parking demand - Restaurant

Parking demand per cover	0.15
--------------------------	------

Trip Rates

Premier Inn

Trip Rate	Arrivals	Departures	Two-Way
AM Peak	0.06	0.17	0.24
PM Peak	0.17	0.11	0.29
Day	1.86	1.83	3.68

Brewers Fayre

Trip Rate	Arrivals	Departures	Two-Way
AM Peak	0.00	0.00	0.00
PM Peak	0.05	0.05	0.09
Day	0.47	0.47	0.94

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	22
Car / Van	86	
Public Transport	5	
Taxi	0	
Other	9	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	33
I require a car/van for work	3	
No P.T. available	0	
P.T. not convenient	33	
P.T. not cost effective	18	
Never use P.T.	3	
I have too much luggage for P.T.	15	
I travelled with children	12	
I am a disabled driver	3	
Other	6	

Question 3 - How important is car parking to you at PI (%)

	Totals	19
Very Important	5	90
4	5	
3	5	
2	0	
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	70
On Street (Pay and Display)	17	
On Street (Free)	19	
Public Car Park (Paid)	16	
Public Car Park (Pay and Redeem)	10	
Public Car Park (Free)	13	
Premier Inn Car Park (Charged)	16	
Premier Inn Car Park (Pay and Redeem)	10	

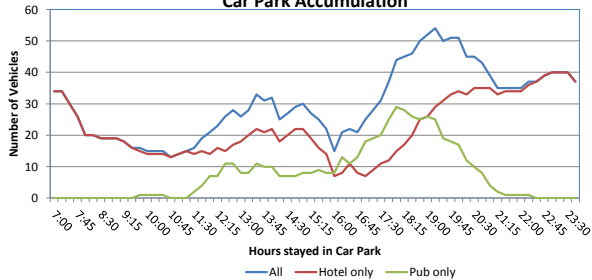
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	22
PI was my ultimate destination	64	
I was travelling elsewhere	36	

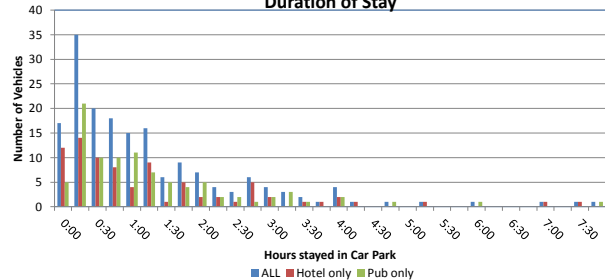
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	8
Car	63	
Bus	13	
Taxi	0	
Underground	0	
Train	0	
Plane	13	
Cycle	0	
Walk	0	
Other	13	

Car Park Accumulation



Duration of Stay



Premier Inn Parking & Travel Study

Survey Details

Location	Enfield
Date	Tuesday 14/06/2011
Type	Car Park

Site Details

Number of Rooms	200
Restaurant	Table Table
Number of Covers	143
Number of Parking Spaces	173
Parking Spaces per Room	0.87

Weather Details (During Survey)

General Conditions	Sunny / Cloudy
Max. Temp. (°C)	21
Min. Temp. (°C)	13

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	200	200
Number of covers sold	N/A	232
Number of Guests in the Hotel	309	320

Car Park Summary Details

	PI	Table Table
Start Occupancy	114	0
End Occupancy	137	0
Max. Occupancy	138	14
Ave. Duration of Stay (hh:mm)	01:52	01:06
Cars Present for survey duration	3	0

Duration of Stay - Premier Inn

	Frequency	Percentage
Total	176	100
< 30 min	27	15
> 30 min, < 4 hours	134	76
> 4 hours (not staying overnight)	15	9

Duration of Stay - Restaurant

	Frequency	Percentage
Total	46	100
< 30 min	9	20
> 30 min, < 4 hours	37	80
> 4 hours (not staying overnight)	0	0

Peak Parking demand - Premier Inn

Parking demand per room	0.69
Rooms per parking space	1.45

Peak Parking demand - Restaurant

Parking demand per cover	0.10
--------------------------	------

Trip Rates

Premier Inn

Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.04	0.26	0.30
PM Peak	0.30	0.08	0.37
Day	1.79	1.67	3.46

Table Table

Trip rate

	Arrivals	Departures	Two-Way
AM Peak	0.00	0.00	0.00
PM Peak	0.03	0.00	0.03
Day	0.32	0.32	0.64

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	34
Car / Van	88	
Public Transport	9	
Taxi	3	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	38
I require a car/van for work	11	
No P.T. available	3	
P.T. not convenient	40	
P.T. not cost effective	5	
Never use P.T.	3	
I have too much luggage for P.T.	16	
I travelled with children	13	
I am a disabled driver	0	
Other	11	

Question 3 - How important is car parking to you at PI? (%)

	Totals	29
Very Important	5	86
	4	14
	3	0
	2	0
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	84
On Street (Pay and Display)	26	
On Street (Free)	7	
Public Car Park (Paid)	19	
Public Car Park (Pay and Redeem)	10	
Public Car Park (Free)	7	
Premier Inn Car Park (Charged)	23	
Premier Inn Car Park (Pay and Redeem)	8	

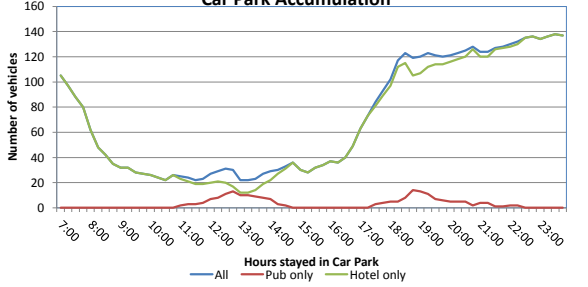
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	33
PI was my ultimate destination	58	
I was travelling elsewhere	42	

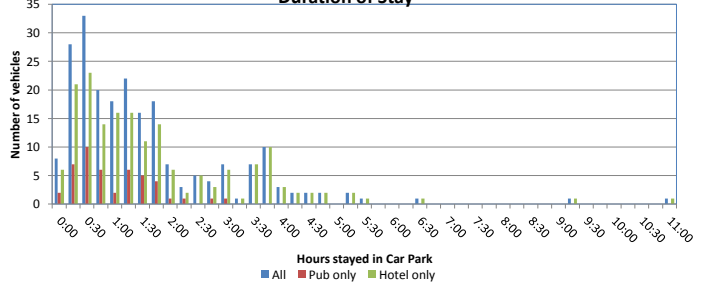
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	14
Car	79	
Bus	0	
Taxi	14	
Underground	0	
Train	7	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Car Park Accumulation



Duration of Stay



Premier Inn Parking & Travel Study

Survey Details

Location	Edge of Town Centre
Date	Jun-11
Type	Car Park

Average Occupancy Records

	Occupancy (%)	Persons per Room
SITE 13 (Wolverhampton Bluebricks)	83.1	1.49
SITE 14 (Wakefield South)	67.3	1.16
SITE 15 (Rochester)	73	1.53
AVERAGE	74.5	1.39

Traffic Generation for 100 Bedroom Premier Inn

Two-Way Traffic	
AM Peak	29
PM Peak	36
Day	424

Traffic Generation for 220 Cover Restaurant

Two-Way Traffic	
AM Peak	0
PM Peak	17
Day	143

Duration of Stay - Premier Inn

	Frequency	Percentage
Total	109	100
< 30 min	12	11
> 30 min, < 4 hours	71	66
> 4 hours (not staying overnight)	26	23

Duration of Stay - Restaurant

	Frequency	Percentage
Total	106	100
< 30 min	17	14
> 30 min, < 4 hours	83	81
> 4 hours (not staying overnight)	7	5

Peak Parking demand - Premier Inn

Parking demand per room	0.94
Rooms per parking space	1.06
Disabled Provision	8

Peak Parking demand - Restaurant

Parking demand per cover	0.12
--------------------------	------

Trip Rates

Premier Inn			
Trip Rate			
	Arrivals	Departures	Two-Way
AM Peak	0.08	0.21	0.29
PM Peak	0.21	0.15	0.36
Day	1.44	2.08	4.24

Restaurant			
Trip Rate			
	Arrivals	Departures	Two-Way
AM Peak	0.00	0.00	0.00
PM Peak	0.07	0.01	0.08
Day	0.33	0.33	0.65

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	54
Car / Van	89	
Public Transport	9	
Taxi	0	
Other	2	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	76
I require a car/van for work	16	
No P.T. available	1	
P.T. not convenient	34	
P.T. not cost effective	11	
Never use P.T.	0	
I have too much luggage for P.T.	18	
I travelled with children	15	
I am a disabled driver	0	
Other	5	

Question 3 - How important is car parking to you at PI (%)

	Totals	48
Very Important	5	85
4	13	
3	0	
2	2	
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI?

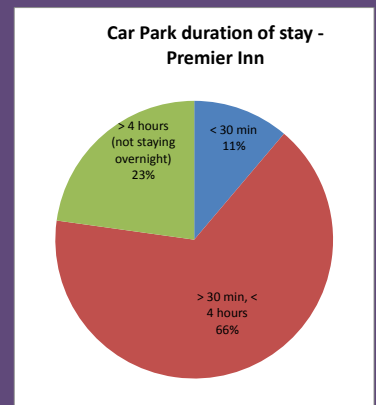
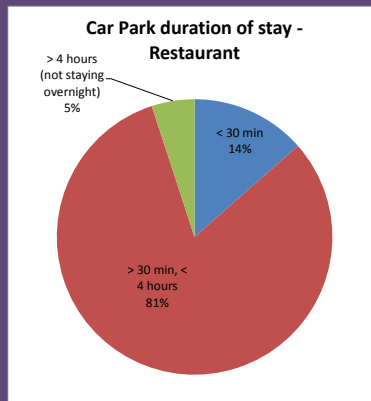
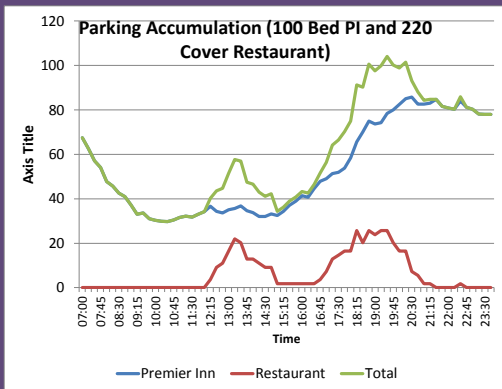
	Totals	133
On Street (Pay and Display)	25	
On Street (Free)	14	
Public Car Park (Paid)	17	
Public Car Park (Pay and Redeem)	10	
Public Car Park (Free)	9	
Premier Inn Car Park (Charged)	17	
Premier Inn Car Park (Pay and Redeem)	8	

Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	54
PI was my ultimate destination	57	
I was travelling else where	43	

Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	23
Car	100	
Bus	0	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	



Premier Inn Parking & Travel Study

Survey Details

Location	Wolverhampton Bluebricks
Date	Thursday 16/06/2011
Type	Car Park

Site Details

Number of Rooms	89
Restaurant	Table Table
Number of Covers	120
Number of Parking Spaces	100
Parking Spaces per Room	1.12

Weather Details (During Survey)

General Conditions	Sunny / Cloudy
Max. Temp. (°C)	19
Min. Temp. (°C)	13

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	74	74
Number of covers sold	N/A	165
Number of Guests in the Hotel	103	107

Car Park Summary Details

Car Park Summary Details	PI	Table Table
Start Occupancy	67	0
End Occupancy	56	0
Max. Occupancy	79	14
Ave. Duration of Stay (hh:mm)	02:47	01:33
Cars Present for survey duration	3	0

Duration of Stay - Premier Inn

	Frequency	Percentage
Total	153	100
< 30 min	18	12
> 30 min, < 4 hours	96	63
> 4 hours (not staying overnight)	39	25

Duration of Stay - Restaurant

	Frequency	Percentage
Total	39	100
< 30 min	4	10
> 30 min, < 4 hours	34	87
> 4 hours (not staying overnight)	1	3

Peak Parking demand - Premier Inn

Parking demand per room	1.07
Rooms per parking space	0.94

Peak Parking demand - Restaurant

Parking spaces per cover	0.12
--------------------------	------

Trip Rates

Premier Inn Trip Rate			
	Arrivals	Departures	Two-Way
AM Peak	0.16	0.31	0.47
PM Peak	0.27	0.24	0.51
Day	2.80	2.95	5.74

Table Table Trip rate

	Arrivals	Departures	Two-Way
AM Peak	0.00	0.00	0.00
PM Peak	0.07	0.01	0.08
Day	0.33	0.33	0.65

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	1
Car / Van	0	
Public Transport	100	
Taxi	0	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	-
I require a car/van for work	-	
No P.T. available	-	
P.T. not convenient	-	
P.T. not cost effective	-	
Never use P.T.	-	
I have too much luggage for P.T.	-	
I travelled with children	-	
I am a disabled driver	-	
Other	-	

Question 3 - How important is car parking to you at PI? (%)

	Totals	-
Very Important	5	
	4	
	3	
	2	
Not important at all	1	

Question 4 - Which of the following would you not consider parking your car when visiting a

	Totals	-
On Street (Pay and Display)	-	
On Street (Free)	-	
Public Car Park (Paid)	-	
Public Car Park (Pay and Redeem)	-	
Public Car Park (Free)	-	
Premier Inn Car Park (Charged)	-	
Premier Inn Car Park (Pay and Redeem)	-	

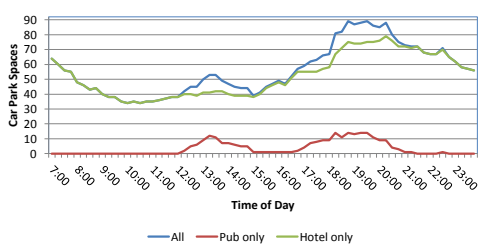
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	1
PI was my ultimate destination	100	
I was travelling elsewhere	0	

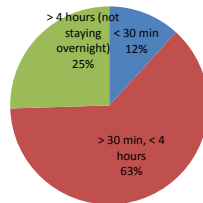
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	-
Car	-	
Bus	-	
Taxi	-	
Underground	-	
Train	-	
Plane	-	
Cycle	-	
Walk	-	
Other	-	

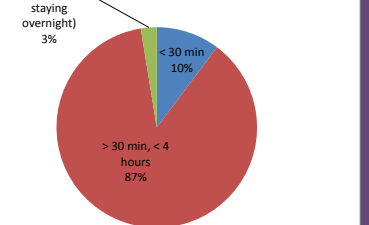
Car Park Accumulation



Car Park duration of stay - Premier Inn



Car Park duration of stay - Restaurant



Premier Inn Parking & Travel Study

Survey Details

Location	Wakefield South
Date	Tuesday 21/06/2011
Type	Car Park

Site Details

Number of Rooms	75
Restaurant	Red Kite
Number of Covers	150
Number of Parking Spaces	80
Parking Spaces per Room	1.07

Weather Details (During Survey)

General Conditions	Rain
Max. Temp. (°C)	18
Min. Temp. (°C)	12

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	44	57
Number of covers sold		N/A
Number of Guests in the Hotel	57	63

Car Park Summary Details

Car Park Summary Details	PI	Red Kite
Start Occupancy	54	0
End Occupancy	48	3
Max. Occupancy	54	49
Ave. Duration of Stay (hh:mm)	03:01	02:39
Cars Present for survey duration	6	0

Duration of Stay - Premier Inn

	Frequency	Percentage
Total	109	100
< 30 min	7	6
> 30 min, < 4 hours	72	66
> 4 hours (not staying overnight)	30	28

Duration of Stay - Restaurant

	Frequency	Percentage
Total	173	100
< 30 min	29	17
> 30 min, < 4 hours	131	76
> 4 hours (not staying overnight)	13	8

Peak Parking demand - Premier Inn

Parking demand per room	1.05
Rooms per parking space	0.95

Peak Parking demand - Restaurant

Parking spaces per cover	0.33
--------------------------	------

Trip Rates

Premier Inn				
Trip Rate	Arrivals	Departures	Two-Way	
AM Peak	0.30	0.28	0.57	
PM Peak	0.18	0.28	0.46	
Day	2.99	3.11	6.10	

Table Table				
Trip rate	Arrivals	Departures	Two-Way	
AM Peak	0.03	0.01	0.03	
PM Peak	0.17	0.05	0.22	
Day	1.17	1.16	2.33	

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	25
Car / Van	96	
Public Transport	4	
Taxi	0	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	36
I require a car/van for work	19	
No P.T. available	8	
P.T. not convenient	39	
P.T. not cost effective	8	
Never use P.T.	6	
I have too much luggage for P.T.	8	
I travelled with children	8	
I am a disabled driver	3	
Other	0	

Question 3 - How important is car parking to you at PI (%)

	Totals	24
Very Important	5	92
	4	8
	3	0
	2	0
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	53
On Street (Pay and Display)	25	
On Street (Free)	8	
Public Car Park (Paid)	15	
Public Car Park (Pay and Redeem)	13	
Public Car Park (Free)	6	
Premier Inn Car Park (Charged)	19	
Premier Inn Car Park (Pay and Redeem)	15	

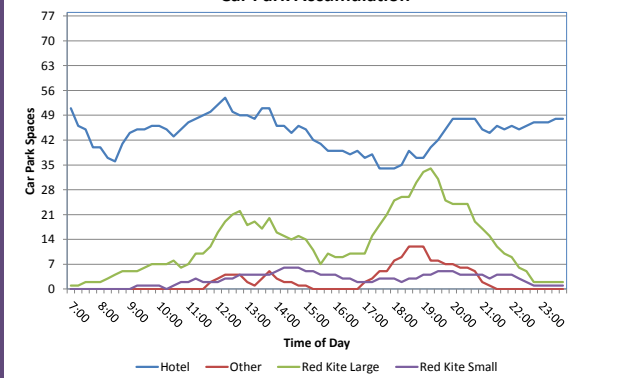
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	25
PI was my ultimate destination	68	
I was travelling elsewhere	32	

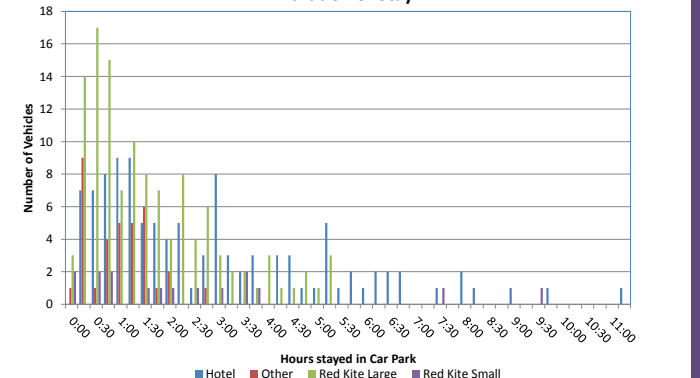
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	8
Car	100	
Bus	0	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Car Park Accumulation



Duration of Stay



Premier Inn Parking & Travel Study

Survey Details

Location	Rochester
Date	Tuesday 28/06/2011
Type	Car Park

Site Details

Number of Rooms	121
Restaurant	Integral
Number of Covers	65
Number of Parking Spaces	130
Parking Spaces per Room	1.07

Weather Details (During Survey)

General Conditions	Sunny / Cloudy
Max. Temp. (°C)	22
Min. Temp. (°C)	13

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	71	106
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	109	162

Car Park Summary Details

Start Occupancy	45
End Occupancy	71
Max. Occupancy	71
Ave. Duration of Stay (hh:mm)	02:04
Cars Present for survey duration	69

Duration of Stay

	Frequency	Percentage
Total	65	100
< 30 min	10	15
> 30 min, < 4 hours	45	69
> 4 hours (not staying overnight)	10	15

Peak Parking demand - Premier Inn

Parking demand per room	0.80
Rooms per parking space	1.25

Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.00	0.11	0.11
PM Peak	0.15	0.06	0.20
Day	1.51	1.22	2.73

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	54
Car / Van	89	
Public Transport	9	
Taxi	0	
Other	2	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	76
I require a car/van for work	16	
No P.T. available	1	
P.T. not convenient	34	
P.T. not cost effective	11	
Never use P.T.	0	
I have too much luggage for P.T.	18	
I travelled with children	15	
I am a disabled driver	0	
Other	5	

Question 3 - How important is car parking to you at PI? (%)

	Totals	48
Very Important 5	85	
4	13	
3	0	
2	2	
Not important at all 1	0	

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	133
On Street (Pay and Display)	25	
On Street (Free)	14	
Public Car Park (Paid)	17	
Public Car Park (Pay and Redeem)	10	
Public Car Park (Free)	9	
Premier Inn Car Park (Charged)	17	
Premier Inn Car Park (Pay and Redeem)	8	

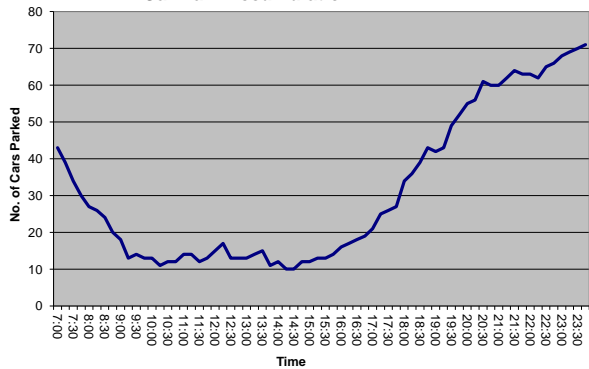
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	54
PI was my ultimate destination	57	
I was travelling elsewhere	43	

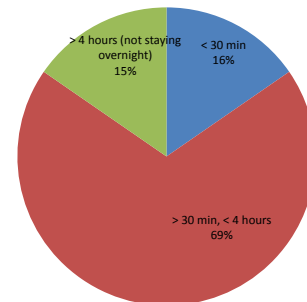
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	23
Car	100	
Bus	0	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Car Park Accumulation



Car Park duration of stay - Premier Inn



EAT SLEEP & DRINK
WHITBREAD

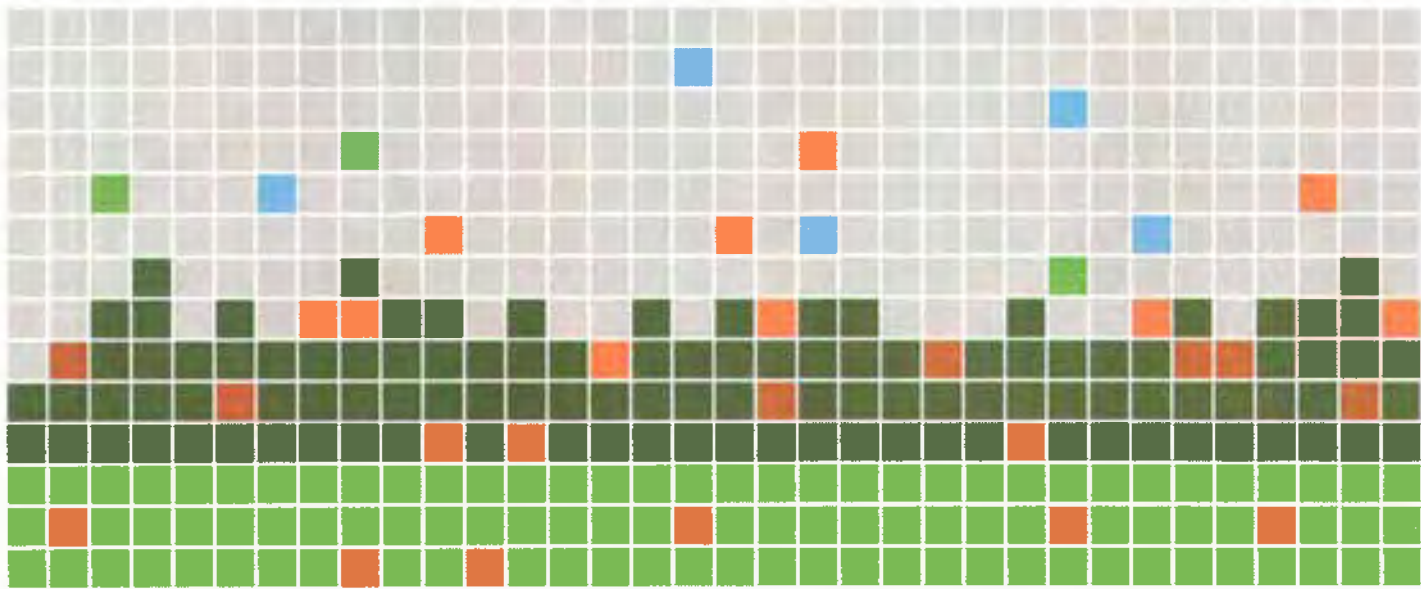




APPENDIX E



APPENDIX F



South West Bicester

Technical Report 1 (Rev D)

Trip Generation, Distribution & Analysis

Countryside Properties (Bicester) Ltd

October 2006

QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	DRAFT	ISSUE	ISSUE 2	Final
Date	03 Aug 2005	15 Nov 2005	30 March 2006	02 October 2006
Prepared by	M J Foyle	M J Foyle	M J Foyle	S Rachmann-Davies
Signature				
Checked by	J A Phillips	J A Phillips	J A Phillips	S Rachmann-Davies
Signature				
Authorised by	P R Jones	P R Jones	J A Phillips	P R Jones
Signature				
Project number	11011546	11011546	11011546	11011546
File reference	Tech Note 1 – Trip Gen.doc	Tech Note 1b – Trip Gen.doc	Tech Note 1c – Trip Gen.doc	Tech Note 1d – Trip Gen.doc

**WSP Development and
Transportation
Mounbatten House
Basing View
Basingstoke
Hampshire
RG21 4HJ**

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

Reg. No: 2382309

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3	Hotel Generation	8
4	Local Centre Employment Generation	9
5	On Site Employment Generation	12
6	School Generation	16
7	Health Centre Generation	18
8	Sports Centre Generation	20
9	Total South West Bicester Generation	21

Figure 1 Zonal Distribution

Annex A	Residential Trip Rates
Annex B	Extracts from NTS – Residential Mode Share
Annex C	Affordable Housing Trip Patterns
Annex D	Extracts from NTS – Daily Profile by Trip Journey Purpose
Annex E	Cambridge New Settlement Survey Data
Annex F	Mode Share of Education Trips
Annex G	Hotel Trip Rates
Annex H	Employment Trip Rates
Annex I	Health Village Trip Rates
Annex J	Sports Centre Trip Rates

1 Introduction

1.1 CONTEXT

1.1.1 WSP Development Ltd has been appointed by Countryside Properties (Bicester) Ltd to provide transport advice in relation to the proposed residential development at South West Bicester, Bicester.

1.1.2 The proposals for South West Bicester are based on providing a high quality development which would include the provision of 1,585 residential units, approximately 20,000sqm of B1 / B2 employment land, a hotel, a health village, a local centre (including 1,000sqm GFA of employment) and associated amenities, a sports centre, open space and community facilities including two primary schools and secondary school provision.

Table 1.1: South West Bicester Land Uses

Land Use	Quantum
Non Educational Uses	
Residential Units	1,585 units
Employment Use (Local Centre)	1,000 sqm GFA
B1 / B2 Employment Use	20,000 sqm GFA
Hotel	100 Bedrooms
Health Village	3.5 Hectares
Sports Centre	2,323 sqm GFA
Educational Uses	
Primary Schools	630 Pupils
Secondary school provision	650 Pupils

It is considered that the local centre and associated amenities will cater predominantly for residents of the new development. Therefore, for the purposes of this trip generation assessment, their effect has not been evaluated as it is not considered that they would generate significant external vehicular trips.

1.1.3 This Technical Report presents an assessment of the generation of person trips associated with the proposed South West Bicester development.

1.1.4 Section 2 of this Technical Report details the trip generation by the residential element of the proposals while Section 3 outlines the external trips that would be generated by the hotel use.

1.1.5 The trip generation associated with the 1,000 sqm GFA of local employment use is assessed in Section 4 while in Section 5 the externally generated trips generated by the 20,000 sqm GFA of B1 / B2 employment is assessed.

1.1.6 In Section 6 the trips associated with the on-site education provision are identified, while in Section 7 external trips generated by the health village are outlined.

1.1.7 The trip generation associated with the proposed sports centre is detailed in Section 8.

Finally, Section 9 of this technical report presents a summary of the total external trip generation and also identified the zonal distribution of the vehicular trips.

2 Residential Generation

2.1 RESIDENTIAL PERSON TRIP GENERATION

2.1.1 The TRICS database has been interrogated in order to determine the quantum of peak hour vehicle trips that would be generated by the proposed residential development. A range of 'mixed private housing' sites have been selected within England from the TRICS database and have been assessed to derive the peak hour vehicular trip rates shown in Table 2.1 below. Extracts from the TRICS database are attached as Annex A.

Table 2.1: Residential Vehicular Trip Rates and Trips – Gross Generation

	AM Peak Hour			PM Peak Hour		
	0800-0900			1700-1800		
	In	Out	Total	In	Out	Total
Trip Rate – Vehs / Unit	0.10	0.42	0.52	0.39	0.17	0.56
Total Trips (Vehs)	159	666	824	618	269	888

Source: TRICS database

2.1.2 Based on the above, the 1,585 dwelling residential development is predicted to generate 824 and 888 vehicle trips during the morning and evening peak hours respectively.

2.1.3 The TRICS database is considered to be suitable for forecasting the quantum of vehicular trips generated by the proposed development. However, use has been made of National Travel Survey (NTS) data in order to establish the typical mode share of residential journeys, to determine the quantum of non-car and car passenger trips.

2.1.4 Using the NTS data (extracts attached as Annex B), it can be established that car driver trips presently comprise 39% of all morning peak hour trips. The corresponding figure during the evening peak hour is 49%. The existing mode share obtained from NTS data is summarised in Table 2.2 below.

Table 2.2: Mode Share of Residential Trips

Mode of Travel	AM Peak Hour	PM Peak Hour
Non-Car	43%	30%
Car Driver	39%	49%
Car Passenger	18%	21%
Total	100%	100%

Source: NTS Data

2.1.5 The mode share percentages shown in Table 2.2 have been applied to the vehicular trip generation in order to factor-up the vehicle trips to represent the total person trip generation of the residential development (see Table 2.3). It is important to note that the number of car drivers does not reduce as a result of this adjustment.

Table 2.3: Total Residential Person Trips – Gross Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	175	734	909	378	165	543
Car Driver	159	666	824	618	269	888
Car Passenger	73	307	380	265	115	380
Total	406	1,707	2,113	1,262	550	1,811

2.2 ALLOWANCE FOR AFFORDABLE HOUSING

2.2.1 The residential element of the proposed development is likely to comprise approximately 30% affordable units. Analysis of the TRICS database indicates that peak hour trips attributable to affordable units in England are approximately 30% lower than private housing trip rates. This correlates well with information contained within the National Travel Survey (NTS) which indicates that housing occupants on lower incomes generate approximately 20% fewer person trips. Relevant extracts of the TRICS and NTS data are attached as Annex C.

2.2.2 Based on the above, it is considered appropriate to reduce the residential trips generated by the affordable element of the units by 25%. Therefore, it can be demonstrated that the proposed development would generate some 7.5% fewer person trips than if it were wholly market housing.

$$[(0.70 \times 1.0) + (0.30 \times 0.75)] = 0.925$$

2.2.3 Table 2.4 shows the number of person trips that would be generated by the residential component of the development, accounting for the element of affordable housing that would be promoted.

Table 2.4: Total Residential Person Trips – Allowing for Affordable Units

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	162	679	841	350	153	503
Car Driver	147	616	762	572	249	821
Car Passenger	68	284	352	245	107	352
Total	376	1,579	1,955	1,167	509	1,676

2.3 ALLOWANCE FOR COMMUTING JOURNEYS MODE SHIFT

2.3.1 It is anticipated that a proportion of the new residents would gain work at the proposed on-site employment and neighbouring land, to the east of the A41. Analysis of NTS data, presented within Annex D, indicates that 36% of morning peak hour trips are for employment purposes. The corresponding proportion of commuting trips during the evening peak hour is 41%.

2.3.2 Surveys undertaken in a range of mixed-use settlements in England demonstrate that for new developments, approximately 10% of financially active adults work and live in the same development. The same surveys identified a significantly higher proportion (24%) of internal employment trips in more established mixed-use areas. Extracts of the survey data is attached as Annex E.

2.3.3 There are two immediate employment areas available to the new residents, 20,000sqm within the proposed development and an additional 60,000sqm on neighbouring land. The available on-site employment will result in a reduction in external trips and, whilst it is acknowledged that the neighbouring employment development would be external to the site, it is considered that its close proximity would result in a higher number of trips being made by non-car modes.

2.3.4 In order to reflect the level of mode shift that is likely to be achieved at the proposed development, it is considered that 17% of the residential trips for employment purposes (the average of the mixed use development surveyed figures) would shift to non-car modes of transport. This equates to a mode shift of 6.1% of the morning peak trips by car and 7.0% of the evening peak hour trips by car. These trips have been apportioned to the car passenger and non-car modes based on their existing proportions. Tables 2.5 and 2.6 show the mode shift for the on-site and neighbouring employment respectively, while Table 2.7 shows the total mode shift for the new residents.

Table 2.5: Commuting Mode Shift to On-Site Employment

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	3	14	17	14	6	20
Car Driver	-2	-9	-12	-10	-4	-14
Car Passenger	-1	-4	-5	-4	-2	-6
Total	0	0	0	0	0	0

Table 2.6: Commuting Mode Shift to Neighbouring Employment

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	10	41	51	43	19	61
Car Driver	-7	-28	-35	-30	-13	-43
Car Passenger	-3	-13	-16	-13	-6	-18
Total	0	0	0	0	0	0

Table 2.7: Allowance for Commuting Mode Shift

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	+13	+55	+68	+57	+25	+82
Car Driver	-9	-38	-47	-40	-17	-57
Car Passenger	-4	-17	-22	-17	-7	-25
Total	0	0	0	0	0	0

2.4 ALLOWANCE FOR INTERNAL EDUCATION TRIPS

2.4.1 As stated in Section 1 of this Technical Report, primary and secondary education provision will be incorporated into the development. Therefore, as the person trips illustrated in Table 2.4 include trips to schools, this element needs to be discounted when deriving the total number of trips that would be external to the development.

2.4.2 Analysis of NTS data (attached as Annex D) indicates that approximately 43% of morning peak hour trips and 4% of evening peak hour trips are likely to be for educational purposes. A further breakdown of the education shows that primary schools account for 45% of all education trips, while secondary and tertiary education account for 35% and 20% respectively. Therefore the proposed education trips for the site equate to 542 and 43 trips during the morning and evening peak hours respectively.

2.4.3 The mode share of these trips has been established using NTS data (extracts attached as Annex F) in order to reflect the typical mode share of primary and secondary trips.

2.4.4 It should be noted that the proposed secondary school provision will only provide facilities for pupils of 14 to 19 years. Consequently, secondary pupils between 11 and 14 years will be required to use off-site secondary schools. It has therefore been assumed that the on-site secondary provision will cater for 5/9ths of secondary education trips, while the remaining 4/9ths will go to external secondary schools.

2.4.5 Tables 2.8 and 2.9 show the resultant mode shift for primary and secondary education.

Table 2.8: Allowance for Internal Primary School Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	-33	-138	-171	-10	-4	-14
Car Driver	-16	-67	-83	-5	-2	-7
Car Passenger	-24	-100	-124	-7	-3	-10
Total	-73	-306	-378	-21	-9	-30

Table 2.9: Allowance for Internal Secondary School Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	-12	-52	-64	-4	-2	-5
Car Driver	-2	-9	-11	-1	0	-1
Car Passenger	-3	-13	-16	-1	0	-1
Total	-17	-73	-91	-5	-2	-7

2.4.6 Given that these trips will remain internal to the development, Table 2.10 shows the total reduction in the external residential trips.

Table 2.10: Allowance for Internal Trips to Schools

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	-45	-190	-235	-13	-6	-19
Car Driver	-18	-75	-93	-5	-2	-7
Car Passenger	-27	-113	-140	-8	-3	-11
Total	-90	-379	-469	-26	-11	-37

2.5 EXTERNAL RESIDENTIAL TRIPS

2.5.1 Table 2.11 shows the total number of external person trips that would be generated by the residential development at South West Bicester, derived by applying the allowances for the mode shift of commuting trips (Table 2.7) and the internalisation of school trips (Table 2.10) to the total residential person trips (Table 2.4).



Table 2.11: External Residential Person Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	129	544	673	394	172	566
Car Driver	120	503	622	527	230	756
Car Passenger	37	154	190	220	96	316
Total	286	1200	1486	1141	497	1638

2.5.2 The resultant external car driver trip rates correspond to 0.39 and 0.48 vehs / unit during the morning and evening peak hours respectively.

3 Hotel Generation

3.1 HOTEL PERSON TRIP GENERATION

3.1.1 The proposed development will comprise up to 100 bedrooms. This equates to approximately 7,000 sqm GFA of hotel use.

3.1.2 The TRICS database has been interrogated to determine the vehicular trip rates attributable to this land use. However, as the TRICS database does not hold any multi-modal data on hotels, the TRAVL database has been used to establish the total person trip generation and hence the derivation of the non-car trip rates.

3.1.3 Table 3.1 illustrates the peak hour trip rates for the hotel use within the proposed development while relevant extracts from the TRICS and TRAVL databases are attached as Annex G. It should be noted that an occupancy rate of 1.25 has been used to calculate the passenger trip rate.

Table 3.1: Hotel Person Trip Rates

Trips per 100 sqm GFA	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	0.00	0.32	0.31	0.35	0.21	0.57
Car Driver	0.32	0.35	0.67	0.36	0.27	0.63
Car Passenger	0.08	0.09	0.17	0.09	0.07	0.16
Total	0.40	0.76	1.15	0.80	0.55	1.36

Source: TRICS and TRAVL databases

3.1.4 Table 3.2 shows the number of person trips that would be generated by the hotel, derived by applying the trip generation rates to the quantum of hotel floor space proposed.

Table 3.2: Hotel Person Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	0	23	22	25	15	40
Car Driver	22	25	47	25	19	44
Car Passenger	6	6	12	6	5	11
Total	28	53	81	56	39	95

4 Local Centre Employment Generation

4.1 EMPLOYMENT TRIP GENERATION

4.1.1 The forecast vehicular trip generation of the 1,000 sqm GFA of local employment use has been taken from English business park sites contained in the TRICS database. It is considered that this will provide a fair assessment of the likely vehicular trip generation of the proposed employment uses within the local centre, given the accessibility of this part of the site by foot, cycle and public transport.

4.1.2 The resultant vehicular trips are shown in Table 4.1 while full details of the TRICS outputs are attached as Annex H.

Table 4.1: Local Employment Vehicular Trip Rates and Trips – Gross Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Trip Rate – Vehs/100sqm	1.42	0.12	1.54	0.12	1.09	1.21
Total Trips (Vehs)	14	1	15	1	11	12

Source: TRICS database

4.1.3 Based on the above, the 1,000 sqm employment development would generate a total of 15 vehicle trips during the morning peak hour. The corresponding number of vehicle trips during the evening peak hour is predicted to be 12.

4.1.4 In order to establish the total person trip generation of the employment development, 2001 Census data for employment journeys that have a destination within Bicester has been used to establish the number of trips that would be generated by other modes of travel. As can be seen from Table 4.2, car drivers account for 68% of all employment person trips.

Table 4.2: Mode Share of Local Employment Trips

Mode of Travel	Percentage Share
Non-Car	24%
Car Driver	68%
Car Passenger	8%
Total	100%

Source: 2001 Census

4.1.5 Table 4.3 summarises the number of person trips that would be generated by the proposed employment development, derived by factoring-up the vehicle trips to represent person trips by all modes of travel. It is important to note that the number of car drivers does not reduce as a result of this adjustment.

Table 4.3: Total Local Employment Person Trips – Gross Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	5	0	5	0	4	4
Car Driver	14	1	15	1	11	12
Car Passenger	2	0	2	0	1	1
Total	21	2	23	2	16	18

4.2 ALLOWANCE FOR REDUCED CAR PARKING PROVISION

4.2.1 It is important to note that the resultant person trips shown in Table 4.3 are derived using vehicular trip rates associated with existing employment developments that have been operational for some time and do not therefore reflect the benefits of local and national policies aimed at reducing car use. The effect of these policies is difficult to quantify. However, one area which can be examined is the relationship between the provision of on-site car parking spaces and the vehicular mode share.

4.2.2 The sites within the TRICS database used to derive the vehicular trip rate reflect a parking provision of one space per 27 sqm whereas, in accordance with current local and national policy, parking at the proposed development is likely to be at a rate no greater than one space per 30 sqm. Indeed, given that the employment development is likely to incorporate a mix of employment uses (which will result in a lower number of spaces per GFA), the overall parking provision is likely to be between 1 space per 30 sqm and 1 space per 50 sqm. Therefore, for the purposes of this assessment, an overall provision of 1 space per 35 sqm has been applied.

4.2.3 It is considered that the reduced parking provision at the development will induce a proportionate mode shift away from car use when compared to sites within the TRICS database that exhibit higher parking provisions.

4.2.4 Therefore, a mode shift of 30% $[(35-27) / 27]$ away from car drivers has been applied in order to reflect the reduced parking provision that will be provided. These trips have been apportioned onto the other modes of travel, including car passengers, based on the existing proportions (Table 4.4 refers).

Table 4.4: Total Local Employment Person Trips Allowing for Reduced Car Parking

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	+3	0	+3	0	+2	+2
Car Driver	-4	0	-4	0	-3	-3
Car Passenger	+1	0	+1	0	+1	+1
Total	0	0	0	0	0	0

4.2.5 Table 4.5 shows the resultant mode share of the total person trips which would be generated by the on-site local centre employment uses, derived by applying the allowance for reduced parking provision (Table 4.4) to the total trips (Table 4.3).

Table 4.5: Total Local Employment Person Trips Allowing for Reduced Car Parking

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	8	1	9	1	6	7
Car Driver	10	1	11	1	8	9
Car Passenger	3	0	3	0	2	2
Total	21	0	23	2	16	18

5 On Site Employment Generation

5.1 EMPLOYMENT TRIP GENERATION

5.1.1 The forecast vehicular trip generation of the 20,000 sqm GFA of B1 / B2 employment use has been taken from English business park sites contained in the TRICS database. It is considered that this will provide a fair assessment of the likely vehicular trip generation of the proposed employment uses within the South West Bicester development, particularly given that these employment uses will be located adjacent to the existing high quality and frequent bus services along the A41 corridor.

5.1.2 The resultant vehicular trips are shown in Table 5.1 while full details of the TRICS outputs are attached as Annex H.

Table 5.1: B1 / B2 Employment Vehicular Trip Rates and Trips – Gross Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Trip Rate – Vehs/100sqm	1.42	0.12	1.54	0.12	1.09	1.21
Total Trips (Vehs)	284	24	308	24	218	242

Source: TRICS database

5.1.3 Based on the above, the 20,000 sqm of B1 / B2 employment development would generate a total of 308 vehicle trips during the morning peak hour. The corresponding number of vehicle trips during the evening peak hour is predicted to be 242.

5.1.4 In order to establish the total person trip generation of the employment development, 2001 Census data for employment journeys that have a destination within Bicester has been used to establish the number of trips that would be generated by other modes of travel. As can be seen from Table 5.2, car drivers account for 68% of all employment person trips.

Table 5.2: Mode Share of B1 / B2 Employment Trips

Mode of Travel	Percentage Share
Non-Car	24%
Car Driver	68%
Car Passenger	8%
Total	100%

Source: 2001 Census

5.1.5 Table 5.3 summarises the number of person trips that would be generated by the proposed B1 / B2 employment development, derived by factoring-up the vehicle trips to represent person trips by all modes of travel. It is important to note that the number of car drivers does not reduce as a result of this adjustment.

Table 5.3: Total B1 / B2 Employment Person Trips – Gross Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	100	8	109	8	77	85
Car Driver	284	24	308	24	218	242
Car Passenger	33	3	36	3	26	28
Total	418	35	453	35	321	356

5.2 ALLOWANCE FOR REDUCED CAR PARKING PROVISION

5.2.1 It is important to note that the resultant person trips shown in Table 5.3 are derived using vehicular trip rates associated with existing employment developments that have been operational for some time and do not therefore reflect the benefits of local and national policies aimed at reducing car use. The effect of these policies is difficult to quantify. However, one area which can be examined is the relationship between the provision of on-site car parking spaces and the vehicular mode share.

5.2.2 The sites within the TRICS database used to derive the vehicular trip rate reflect a parking provision of one space per 27 sqm whereas, in accordance with current local and national policy, parking at the proposed development is likely to be at a rate no greater than one space per 30 sqm. Indeed, given that the employment development is likely to incorporate a mix of employment uses (which will result in a lower number of spaces per GFA), the overall parking provision is likely to be between 1 space per 30 sqm and 1 space per 50 sqm. Therefore, for the purposes of this assessment, an overall provision of 1 space per 35 sqm has been applied.

5.2.3 It is considered that the reduced parking provision at the development will induce a proportionate mode shift away from car use when compared to sites within the TRICS database that exhibit higher parking provisions.

5.2.4 Therefore, a mode shift of 30% $[(35-27) / 27]$ away from car drivers has been applied in order to reflect the reduced parking provision that will be provided. These trips have been apportioned onto the other modes of travel, including car passengers, based on the existing proportions (Table 5.4 refers).

Table 5.4: Total B1 / B2 Employment Person Trips Allowing for Reduced Car Parking

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	+63	+5	+68	+5	+48	+54
Car Driver	-84	-7	-91	-7	-65	-72
Car Passenger	+21	+2	+23	+2	+16	+18
Total	0	0	0	0	0	0

5.2.5 Table 5.5 shows the resultant mode share of the total person trips which would be generated by the on-site employment use, derived by applying the allowance for reduced parking provision (Table 5.4) to the total trips (Table 5.3).

Table 5.5: Total B1 / B2 Employment Person Trips Allowing for Reduced Car Parking

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	163	14	177	14	125	139
Car Driver	200	17	217	17	153	170
Car Passenger	54	5	59	5	42	46
Total	418	35	453	35	321	356

5.3 ALLOWANCE FOR EMPLOYMENT MODE SHIFT

5.3.1 Due to the close proximity of the new residential element of the South West Bicester development, a proportion of the B1 / B2 employment will be satisfied by its future residents. Section 2 (Table 2.5) of this report identifies the likely mode shift in commuting trips that is likely to occur because of the immediate proximity of the new residents. Table 5.6 shows the resultant mode shift as described in Section 2.

Table 5.6: Allowance for B1 / B2 Employment Mode Shift

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	+14	+3	+17	+6	+14	+20
Car Driver	-9	-2	-12	-4	-10	-14
Car Passenger	-4	-1	-5	-2	-4	-6
Total	0	0	0	0	0	0

5.4 EXTERNAL EMPLOYMENT TRIPS

5.4.1 Table 5.7 shows the total number of external trips that will be generated by the proposed on site employment. These figures have been derived by applying the reductions due to mode shift of employment (Table 5.6) to the total employment trips (Table 5.5).

Table 5.7: External B1 / B2 Employment Person Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	177	17	194	20	140	160
Car Driver	190	15	205	13	143	156
Car Passenger	50	4	54	3	38	40
Total	418	35	453	35	321	356

5.4.2 The resulting car driver trip rates correspond to 1.03 and 0.78 vehs / 100sqm GFA during the morning and evening hours respectively.

6 School Generation

6.1 PUPIL TRIP GENERATION

6.1.1 The proposed development includes the provision of two primary schools and secondary school provision for pupils between 14 and 19 years.

6.1.2 It is understood that the primary schools will accommodate a total of 630 pupils while the secondary school provision will cater for a further 650 pupils.

6.1.3 Therefore, it can be seen that the total education facilities provided on the South West Bicester site will attract a total of 1,280 pupils.

6.1.4 Using pupil yield factors a comparison of 0.25 pupils per dwelling (primary) and 0.20 pupils per dwelling (secondary), it can be seen that the proposed South West Bicester development could generate for a total of 713 pupils.

6.1.5 As stated in Section 2, the proposed secondary school provision has been assumed to provide facilities for 5/9ths of the secondary education age groups. Consequently, given that the proposed primary schools will accommodate all predicted primary pupils associated with new residents, the South West Bicester Development will generate a total of 572 pupils (396 primary pupils and 176 secondary pupils) to the proposed on-site education facilities. Therefore, 55% of the pupils at the proposed schools will travel from outside of the development.

6.1.6 As Table 2.10 illustrates, the 572 pupils on the South West Bicester development would generate a total of 469 and 37 person trips during the morning and evening peak hour. Therefore, on a pro-rata basis, the remaining 708 pupils which would originate from outside of the site will generate a further 580 and 46 trips during the respective peak hours.

6.1.7 Table 6.1 depicts these externally generated trips. The mode share has been established using NTS data (extracts attached as Annex F) in order to reflect the typical mode share of primary and secondary education trips.

Table 6.1: Externally Generated (by Pupils) Education Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	235	56	291	7	16	23
Car Driver	93	22	116	3	6	9
Car Passenger	140	33	173	4	10	14
Total	468	112	580	14	32	46

6.1.8 In order to ensure a robust assessment, the trips in the above table make no allowance for any student absences.

6.2 STAFF TRIP GENERATION

6.2.1 Using data contained within the TRICS database it can be established that, on average, one full time equivalent member of staff is required for every 12 pupils. Therefore, a total of 107 staff are likely to be employed within the primary and secondary establishments in order to cater for the 1,280 pupils.

6.2.2 Again, using information within the TRICS database it can be demonstrated that 75% of trips in the morning period (0700-1000) occur during the 0800 to 0900 peak hour. Similarly, 20% of trips during the afternoon period (1500 to 1800) occur during the 1700 to 1800 peak hour.

6.2.3 Based on the above it can be established that 81 and 21 staff trips will be generated during the 0800-0900 and 1700-1800 peak hours.

6.2.4 Table 6.2 summarises these trips. The trips have been attributed to each mode of travel by applying the mode share for employment trips established from 2001 census data for Bicester (summarised in Table 4.2).

Table 6.2: Externally Generated (by Staff) Education Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	14	0	14	0	4	4
Car Driver	64	0	64	0	17	17
Car Passenger	3	0	3	0	1	1
Total	81	0	81	0	21	21

6.3 TOTAL EDUCATION TRIP GENERATION

6.3.1 Table 6.3 shows the total external trip generation for the proposed educational uses on the South West Bicester development site, derived by combining the pupil (Table 6.1) and staff (Table 6.2) trip generations.

Table 6.3: Total Externally Generation Education Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	249	56	305	7	20	27
Car Driver	157	22	180	3	23	26
Car Passenger	143	33	177	4	10	15
Total	549	112	661	14	54	68

7 Health Centre Generation

7.1 DEVELOPMENT PROPOSALS

7.1.1 The proposed health village will be located in the north eastern corner of the site, adjacent to Middleton Stoney Road, covering an area of approximately 3.5 hectares. Whilst the final uses for the site will need to be determined by the local health authority, it is currently considered that the following mix of health uses could be provided within this site:

- Nursing Home – approximately 80 beds / residents;
- Doctors Surgery – approximately 8.5 full time equivalent staff;
- GP Medical Centre – approximately 26 full time equivalent staff;
- Diagnostic Clinic – approximately 15 full time equivalent staff;
- Community Hospital – approximately 30 beds.

7.1.2 Given the intended uses within the health village, it is anticipated that the majority of visitors would be residents of the proposed South West Bicester development and other local residents, who would be within reasonable walking and cycling distance. Furthermore, the facilities are located adjacent to the Middleton Stoney Road and A4421 Oxford Road corridors and are therefore highly accessible in relation to existing bus services.

7.1.3 Consequently, it is likely that a large proportion of person trips associated with these uses would be undertaken by non-car modes. In this respect, the vehicular trip generation for the proposed health village has been derived by determining the overall number of person trips and then applying an appropriate vehicular mode share, based on the location and accessibility of the health village.

7.2 PERSON TRIP GENERATION

7.2.1 The forecast person trip generation of the health village has been taken from appropriate multi-modal sites in the TRICS database. The resultant vehicular trip rates are shown in Table 7.1, while full details of the TRICS outputs are attached as Annex I.

Table 7.1: Health Village Person Trip Rates

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Nursing Home (per bed)	0.09	0.06	0.15	0.06	0.08	0.14
Doctors Surgery (per FTE staff)	1.71	0.88	2.59	1.14	1.59	2.73
GP Medical Centre (per FTE staff)	1.71	0.88	2.59	1.14	1.59	2.73
Diagnostic Clinic (per FTE staff)	1.18	0.41	1.59	0.66	1.00	1.66
Community Hospital (per bed)	1.16	0.24	1.40	0.42	0.98	1.40

7.2.2 The person trip rates shown in Table 7.1 have then been multiplied by the anticipated quantum of each health village use, as detailed in paragraph 7.1.1, to derive the total person trips shown in Table 7.2.

Table 7.2: Health Village Person Trip Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Nursing Home (per bed)	7	5	12	5	6	11
Doctors Surgery (per FTE staff)	15	7	22	10	14	23
GP Medical Centre (per FTE staff)	44	23	67	30	41	71
Diagnostic Clinic (per FTE staff)	18	6	24	10	15	25
Community Hospital (per bed)	35	7	42	13	29	42
Total Person Trips	119	49	167	67	106	172

7.2.3 As can be seen from Table 7.2, the proposed health village is predicted to generate 167 and 172 two-way person trips during the morning and evening peak hours respectively.

7.3 VEHICULAR TRIP GENERATION

7.3.1 In order to derive the predicted car driver and car passenger trips associated with the proposed health village, an appropriate vehicular mode share and car occupancy has then been applied to the total person trips.

7.3.2 As described in paragraph 7.1.2, it is anticipated that a large proportion of person trips associated with the proposed health village would be undertaken by non-car modes. Consequently, given the site's accessibility, it is considered that an overall car mode share (car driver and passenger) of 70% will provide a robust assessment of the potential car person trips associated with the health village. In order to derive the split of car drivers and car passengers, it has been assumed that car trips associated with the health village uses would have an occupancy of 1.2 persons per vehicle. This is considered to provide an appropriate balance between staff and visitor.

7.3.3 Based on the above assumptions, Table 7.3 provides a breakdown of the predicted person trips by car and non-car modes.

Table 7.3: External Health Village Trip Generation

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	36	15	50	20	32	51
Car Driver	69	28	98	39	62	100
Car Passenger	14	6	19	8	12	21
Total Person Trips	119	49	167	67	106	172

7.3.4 From Table 7.3, it can be seen that the health village would generate 98 and 100 two-way vehicular trips during the morning and evening peak hours respectively. To provide a robust assessment, it is assumed these would all be external person trips.

8 Sports Centre Generation

8.1 SPORTS CENTRE PERSON TRIP GENERATION

8.1.1 The proposed development will comprise up to 2,323 sqm GFA of sports centre.

8.1.2 The TRICS database has been interrogated to determine the multi-modal trip rates attributable to this land use. Multi-modal trips rates for pedestrians, cyclists, bus users, vehicles and vehicle occupants have been obtained. The car passenger trip rates have been derived by obtaining the difference between the number of vehicle occupants and the number of vehicles, whilst the number of car drivers equates to the number of vehicles.

8.1.3 Table 8.1 illustrates the peak hour trip rates for the sports centre use within the proposed development while relevant extracts from the TRICS database are attached as Annex J.

Table 8.1: Sports Centre Person Trip Rates

Trips per 100 sqm GFA	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car (bus, walk, cycle)	0.32	0.18	0.5	0.37	0.36	0.73
Car Driver	0.53	0.53	1.06	1.02	0.9	1.92
Car Passenger	0.2	0.1	0.3	0.47	0.81	1.28
Total	1.05	0.81	1.86	1.86	1.71	3.93

Source: TRICS databases

8.1.4 Table 8.2 shows the number of person trips that would be generated by the sports centre, derived by applying the trip generation rates to the quantum of sports centre floor space proposed.

Table 8.2: Sports Centre Person Trips

	AM Peak Hour 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Total
Non-Car	7	4	11	9	8	17
Car Driver	12	12	25	24	21	45
Car Passenger	5	2	7	11	19	30
Total	24	18	43	44	48	91

9 Total South West Bicester Generation

9.1 CUMULATIVE TRIP GENERATION

9.1.1 Tables 9.1 and 9.2 present the total external person trip generation for the South West Bicester development, derived by combining the external residential (Table 2.11), hotel (Table 3.2), local employment (Table 4.5), B1 / B2 employment (Table 5.7) and education (Table 6.3), health village (Table 7.3) and sports centre (Table 8.2) trip generation forecasts.

Table 9.1: South West Bicester External Trip Generation – AM Peak Hour (0800-0900)

Mode of Travel	Non Educational Uses			Educational Uses			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Non-Car	358	603	962	249	56	305	607	659	1266
Car Driver	424	583	1007	157	22	180	581	605	1186
Car Passenger	114	172	286	143	33	177	257	205	462
Total	896	1358	2254	549	112	661	1445	1470	2915

Note: Minor discrepancies due to rounding

Table 9.2: South West Bicester External Trip Generation – PM Peak Hour (1700-1800)

Mode of Travel	Non Educational Uses			Educational Uses			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Non-Car	468	373	841	7	20	27	475	393	867
Car Driver	628	483	1111	3	23	26	631	506	1137
Car Passenger	248	171	420	4	10	15	253	182	434
Total	1344	1027	2371	14	54	68	1358	1080	2438

Note: Minor discrepancies due to rounding

9.2 TRIP DISTRIBUTION & ASSIGNMENT

9.2.1 The forecast vehicular trips have been distributed in accordance with zonal distributions derived from the 2001 Journey to Work census. Data relating to commuting trips originating within all wards within Bicester has been averaged in order to derive the vehicular distribution for both the residential and employment for the South West Bicester development trips. The resultant zonal distribution are summarised in Table 9.3 and 9.4 while Figure 1 illustrates the depiction of the areas covered by each of the zones.

Table 9.3: Residential Vehicular Trip Distribution

Area	Percentage Distribution
Bicester	25.8%
North	4.8%
East	7.6%
South (M40)	12.6%
South (A34)	46.3%
West	3.0%
Total	100%

Table 9.4: Employment Vehicular Trip Distribution

Area	Percentage Distribution
Bicester	40.8%
North	8.3%
East	11.4%
South (M40)	2.9%
South (A34)	32.5%
West	4.1%
Total	100%



Figure 1 Zonal Distribution



ZONE E
WEST

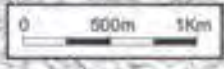
ZONE A
NORTH

ZONE G
BICESTER

ZONES C & D
M40 & A34

ZONE B
EAST

REPRODUCED FROM THE
ORDNANCE SURVEY MAP WITH
THE PERMISSION OF THE
CONTROLLER OF HER MAJESTY'S
STATIONERY OFFICE LICENCE
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DISTRIBUTION ZONES

FIGURE No

1

M:\South West Bicester\DRAWINGS\Core\October 2006\A11546-Fig-Distribution Zones.cdr



Annex A

Residential Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIVATE HOUSING

Selected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	13 days
HF HERTFORDSHIRE	1 days
WS WEST SUSSEX	5 days
05 EAST MIDLANDS	
NT NOTTINGHAMSHIRE	4 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
ST STAFFORDSHIRE	1 days
WK WARWICKSHIRE	1 days
WO WORCESTERSHIRE	3 days

Main parameter selection:

Parameter: Number of households
 Range: 26 to 1165 (units:)

Date Range: 01/01/96 to 03/06/03

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	2 days
Thursday	13 days
Friday	8 days

Selected survey types:

Manual count	17 days
Directional ATC Count	13 days

Optional parameter selection:Use Class:

C3 30 days

Location:

Neighbourhood Centre	5 days
Edge of Town	22 days
Edge of Town Centre	3 days

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	3 days
10,001 to 15,000	14 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

Optional parameter selection (Cont.):Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
75,001 to 100,000	16 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	5 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	5 days
1.1 to 1.5	22 days
1.6 to 2.0	1 days

Buses/Trains per day (both directions):

<u>Frequency</u>	<u>Per Hour</u>	<u>Per Day</u>	<u>Surveys</u>
Not Known			0 days
0	0	0	1 days
<20 per day	1	20	1 days
20-39 per day	2	40	0 days
40-59 per day	3	60	5 days
60-79 per day	4	80	1 days
80+ per day	> 4	> 80	22 days

LIST OF SITES relevant to selection parameters

1	ES-03-K-01	MIXED HOUSING, LEWES	EAST SUSSEX
		OLD MALLING WAY SOUTH MALLING LEWES	
		Total Number of households: 491 *****	
		Survey date: THURSDAY 29/03/01	Survey Type: MANUAL
2	HC-03-K-04	PORTSMOUTH HOUSING	HAMPSHIRE
		ST GEORGES ROAD	
		PORTSMOUTH	
		Total Number of households: 150 *****	
		Survey date: THURSDAY 11/12/97	Survey Type: MANUAL
3	HC-03-K-05	PORTSMOUTH HOUSING	HAMPSHIRE
		BROAD STREET	
		PORTSMOUTH	
		Total Number of households: 64 *****	
		Survey date: THURSDAY 18/12/97	Survey Type: MANUAL
4	HC-03-K-08	FLEET HOUSING	HAMPSHIRE
		ANCELLS ROAD ANCELLS FARM FLEET	
		Total Number of households: 747 *****	
		Survey date: THURSDAY 05/03/98	Survey Type: MANUAL
5	HC-03-K-09	WINCHESTER HOUSING	HAMPSHIRE
		RIDGEWAY/MEADOW W. BADGER FARM WINCHESTER	
		Total Number of households: 1040 *****	
		Survey date: THURSDAY 26/02/98	Survey Type: MANUAL
6	HC-03-K-10	EASTLEIGH HOUSING	HAMPSHIRE
		KNIGHTWOOD ROAD BADGER'S COPSE EASTLEIGH	
		Total Number of households: 700 *****	
		Survey date: WEDNESDAY 18/08/99	Survey Type: MANUAL
7	HC-03-K-11	WINCHESTER HOUSING	HAMPSHIRE
		RIDGEWAY/MEADOW W. BADGER FARM WINCHESTER	
		Total Number of households: 1040 *****	
		Survey date: THURSDAY 09/03/00	Survey Type: DIRECTIONAL
		Survey date: FRIDAY 10/03/00	Survey Type: DIRECTIONAL
		Survey date: THURSDAY 15/06/00	Survey Type: DIRECTIONAL
		Survey date: FRIDAY 16/06/00	Survey Type: DIRECTIONAL
		Survey date: THURSDAY 21/09/00	Survey Type: DIRECTIONAL
		Survey date: FRIDAY 22/09/00	Survey Type: DIRECTIONAL
		Survey date: THURSDAY 07/12/00	Survey Type: DIRECTIONAL
		Survey date: FRIDAY 08/12/00	Survey Type: DIRECTIONAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-K-01	MIXED PRI. HOUSING,WELWYN GC LONGCROFT GARDENS	HERTFORDSHIRE
		WELWYN GARDEN CITY Total Number of households: 53 ***** Survey date: FRIDAY 06/09/02	Survey Type: MANUAL
9	NT-03-K-02	NEWARK HOUSING BEACON HILL ROAD BEACON HILL NEWARK-ON-TRENT	NOTTINGHAMSHIRE
		Total Number of households: 394 ***** Survey date: THURSDAY 26/11/98	Survey Type: MANUAL
10	NT-03-K-03	MANSFIELD HOUSING LOXLEY DRIVE BERRYHILL MANSFIELD	NOTTINGHAMSHIRE
		Total Number of households: 61 ***** Survey date: TUESDAY 08/12/98	Survey Type: MANUAL
11	NT-03-K-04	NOTTINGHAM HOUSING BEAUMARIS DRIVE GEDLING NOTTINGHAM	NOTTINGHAMSHIRE
		Total Number of households: 160 ***** Survey date: TUESDAY 24/11/98	Survey Type: MANUAL
12	NT-03-K-05	NOTTINGHAM HOUSING JENNY BURTON WAY ASHFIELD NOTTINGHAM	NOTTINGHAMSHIRE
		Total Number of households: 174 ***** Survey date: TUESDAY 08/12/98	Survey Type: MANUAL
13	SH-03-K-01	BRIDGNORTH HOUSING BRAMBLE RIDGE	SHROPSHIRE
		BRIDGNORTH Total Number of households: 52 ***** Survey date: FRIDAY 08/05/98	Survey Type: MANUAL
14	ST-03-K-01	MIXED HOUSING, STAFFORD THE MEADOWS QUEENSVILLE STAFFORD	STAFFORDSHIRE
		Total Number of households: 224 ***** Survey date: TUESDAY 04/07/00	Survey Type: MANUAL
15	WK-03-K-01	MIXED HOUSING, STRATFORD OLD TOWN MEWS OLD TOWN STRATFORD UPON AVON	WARWICKSHIRE
		Total Number of households: 64 ***** Survey date: THURSDAY 07/09/00	Survey Type: MANUAL
16	WO-03-K-01	MIXED HOUSING, WORCESTER MALVERN ROAD LOWER WICK WORCESTER	WORCESTERSHIRE
		Total Number of households: 775 ***** Survey date: FRIDAY 24/05/02	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WO-03-K-02	MIXED HOUSING, BROMSGROVE	WORCESTERSHIRE
		ST GODWALDS ROAD	
		ASTON FIELDS	
		BROMSGROVE	
		Total Number of households:	215 *****
		Survey date: THURSDAY	23/05/02
			Survey Type: MANUAL
18	WO-03-K-03	MIXED HOUSING, WORCESTER	WORCESTERSHIRE
		BYFIELD RISE	
		WORCESTER	
		Total Number of households:	103 *****
		Survey date: TUESDAY	03/06/03
			Survey Type: MANUAL
19	WS-03-K-03	CHICHESTER HOUSING	WEST SUSSEX
		LAVANT DOWN ROAD	
		LAVANT	
		CHICHESTER	
		Total Number of households:	90 *****
		Survey date: MONDAY	20/11/00
		Survey date: TUESDAY	21/11/00
		Survey date: WEDNESDAY	22/11/00
		Survey date: THURSDAY	23/11/00
		Survey date: FRIDAY	24/11/00
			Survey Type: DIRECTIONAL
			Survey Type: DIRECTIONAL
			Survey Type: DIRECTIONAL
			Survey Type: DIRECTIONAL
			Survey Type: DIRECTIONAL

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	13	675	0.02	13	675	0.01	13	675	0.03
01:00 - 02:00	13	675	0.01	13	675	0.00	13	675	0.01
02:00 - 03:00	13	675	0.00	13	675	0.00	13	675	0.00
03:00 - 04:00	13	675	0.00	13	675	0.00	13	675	0.00
04:00 - 05:00	13	675	0.00	13	675	0.00	13	675	0.00
05:00 - 06:00	13	675	0.01	13	675	0.02	13	675	0.03
06:00 - 07:00	13	675	0.02	13	675	0.10	13	675	0.12
07:00 - 08:00	30	475	0.07	30	475	0.34	30	475	0.41
08:00 - 09:00	30	475	0.10	30	475	0.42	30	475	0.52
09:00 - 10:00	30	475	0.12	30	475	0.18	30	475	0.30
10:00 - 11:00	30	475	0.11	30	475	0.14	30	475	0.25
11:00 - 12:00	30	475	0.13	30	475	0.13	30	475	0.26
12:00 - 13:00	30	475	0.16	30	475	0.13	30	475	0.29
13:00 - 14:00	30	475	0.14	30	475	0.15	30	475	0.29
14:00 - 15:00	30	475	0.15	30	475	0.14	30	475	0.29
15:00 - 16:00	30	475	0.21	30	475	0.16	30	475	0.37
16:00 - 17:00	30	475	0.27	30	475	0.16	30	475	0.43
17:00 - 18:00	30	475	0.39	30	475	0.17	30	475	0.56
18:00 - 19:00	30	475	0.34	30	475	0.21	30	475	0.55
19:00 - 20:00	13	675	0.25	13	675	0.19	13	675	0.44
20:00 - 21:00	13	675	0.16	13	675	0.12	13	675	0.28
21:00 - 22:00	13	675	0.12	13	675	0.06	13	675	0.18
22:00 - 23:00	13	675	0.09	13	675	0.05	13	675	0.14
23:00 - 24:00	13	675	0.08	13	675	0.04	13	675	0.12
Daily Trip Rates:			2.94			2.93			5.87

Parameter summary

Trip rate parameter range selected: 26 - 1165 (units:)
 Survey date date range: 01/01/96 - 03/06/03
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0



**Annex B
Mode Share**

Extracts from NTS – Residential



Focus on Personal Travel

December 2001

London: The Stationery Office

FOCUS ON PERSONAL TRAVEL

Table 7.14 Trips-in-progress by time of day and main mode (weekdays): 1992/2000

Index: Average hour for all modes = 100

	Walk	Bicycle	Car/van driver	Car/van passenger	Other private	Local bus	Rail	Taxi/municab	Other public	All modes
										3
0000-0059	-	-	1	1	-	-	-	-	-	2
0100-0159	-	-	1	-	-	-	-	-	-	1
0200-0259	-	-	1	-	-	-	-	-	-	1
0300-0359	-	-	1	-	-	-	-	-	-	2
0400-0459	-	-	1	-	-	-	-	-	-	10
0500-0559	1	1	6	1	-	-	-	-	-	30
0600-0659	4	1	16	4	1	2	2	-	-	102
0700-0759	13	3	53	14	3	8	7	-	1	249
0800-0859	71	4	93	44	5	20	10	1	1	169
0900-0959	55	2	63	25	3	13	6	1	1	145
1000-1059	46	2	50	25	2	14	3	1	1	163
1100-1159	50	2	52	29	2	14	3	1	1	158
1200-1259	51	2	57	29	2	13	2	1	1	148
1300-1359	46	2	56	26	2	12	2	1	1	147
1400-1459	43	2	55	28	2	12	3	1	1	244
1500-1559	93	3	68	19	5	19	3	2	1	193
1600-1659	45	4	75	40	5	18	6	1	1	196
1700-1759	31	3	37	39	3	13	3	1	1	145
1800-1859	26	2	66	33	2	7	3	1	1	108
1900-1959	21	1	49	28	1	3	4	1	1	74
2000-2059	15	1	32	19	1	2	2	1	-	56
2100-2159	12	1	25	14	1	2	1	1	-	40
2200-2259	9	-	17	9	1	2	1	1	-	28
2300-2359	7	-	11	6	-	1	1	2	-	100
All day	27	2	39	19	2	7	3	1	1	100

N.B. The overall averages for each hour are slightly lower than that shown on Table 7.11 because the average hour for this table is for weekday journeys only.

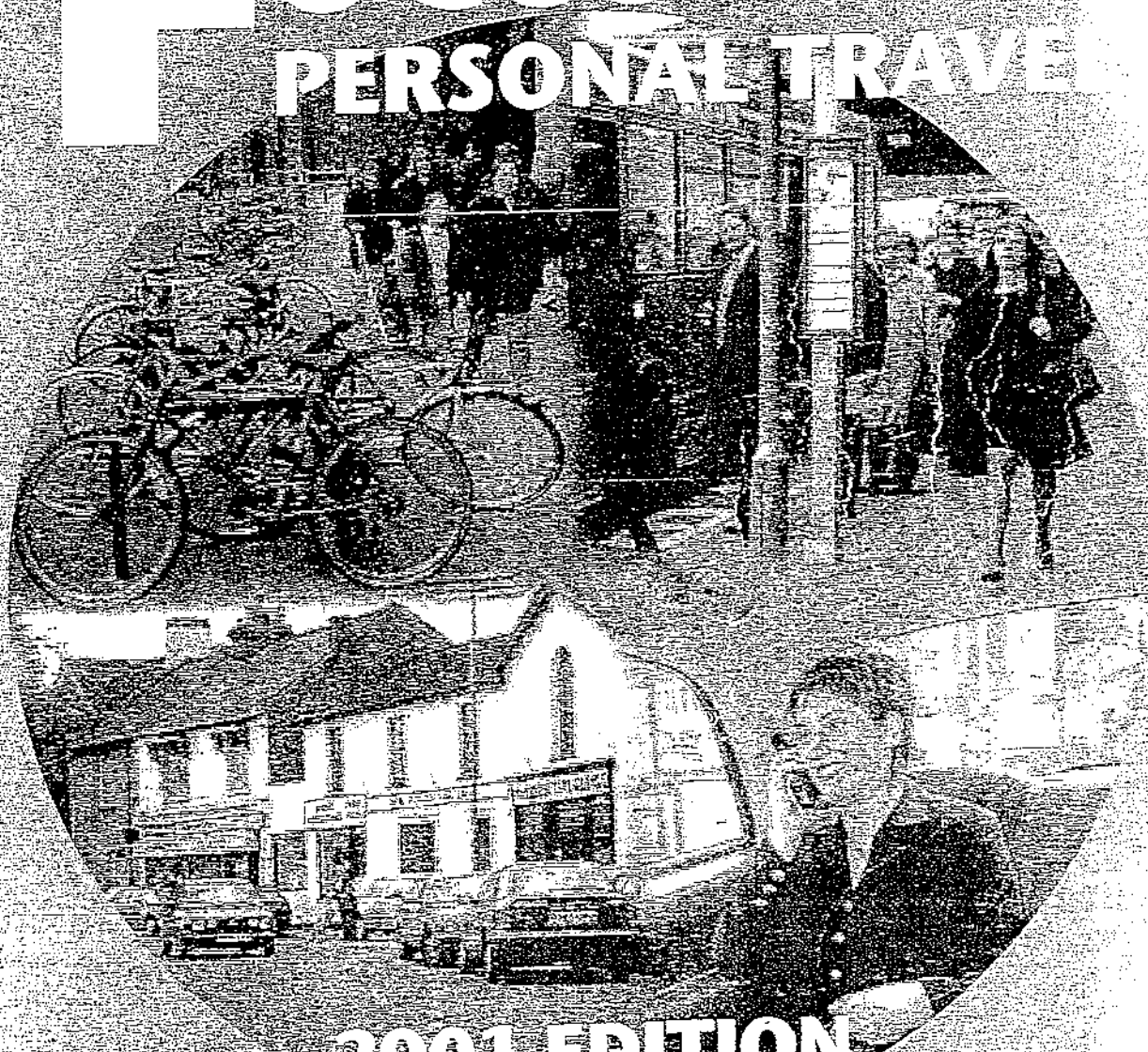
Annex C
Patterns

Affordable Housing Trip

2001



FOCUS ON PERSONAL TRAVEL



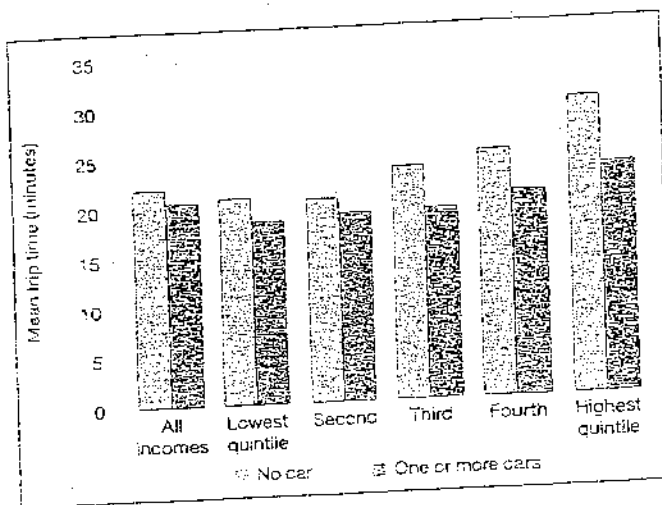
2001 EDITION

WSPD BASINGSTOKE
LIBRARY

C3



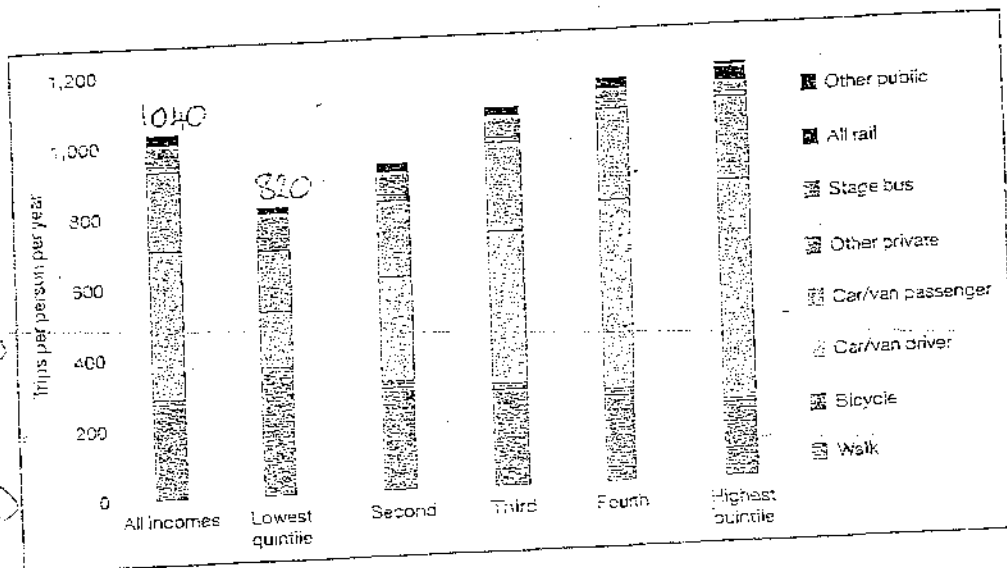
Chart 5.9c Trip time by income quintile and household car ownership: 1998/2000



People living in households in the lowest income quintile, made more of their trips on foot in 1998/2000 (43 per cent) than by car (39 per cent) or bus (12 per cent) (Chart 5.10). With increasing income car use increases, and the number of trips on foot and by bus decline. Rail use (including London Underground) is highest in the highest income quintile.

Chart 5.10 Mode of transport by income quintile: 1998/2000

V INCOME = 1040 TRIPS
 LOWEST INCOME = 820 TRIPS
 $ACTOR = \frac{820}{1040} = 80\% \text{ (APPROX)}$



Access to bus and rail services

Travel by public transport is also affected by variations in access to these services. Chapter 6 (Tables 6.4 and 6.5) gives details of access by area type, and, not surprisingly, people living in London and the major cities are much more likely to have good access than rural residents. Poor access to public transport is also a factor in high car ownership in rural areas.

Tables 5.5a and 5.5b illustrate how public transport use varies according to access to services. Over the period 1992/2000, the average number of bus trips per person per year was 65. People with access to the best bus services (within a three minute walk of a service running at least every quarter hour) averaged 100 trips a year, ten times as many as those with the lowest levels of service shown (over 13 minutes walk from a service running less than once an hour).

Affordable Housing

Trip Generation Patterns

The TRICS (Trip Rate Information Computer System) database has been used to provide a comparison between mixed private housing and mixed non-private housing sites throughout England (excluding London).

A summary of the vehicular trip rates for mixed private housing and mixed non-private housing for the morning and evening peak hours together with the percentage reduction in the two-way trip rate between market and affordable housing is shown the Table below. The accompanying TRICS output is included within this Appendix.

Table C.1 TRICS Trip Rate Comparison and Percentage Reduction

Time	Mixed Private Housing			Mixed Non-Private Housing			Percentage Reduction in Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
0800 – 0900	0.10	0.45	0.55	0.13	0.23	0.36	65%
1700 – 1800	0.40	0.18	0.58	0.26	0.17	0.44	76%

Based on the above, it can be demonstrated that the percentage reduction in the two-way peak hour trip rate between market and affordable housing is approximately 70%.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIVATE HOUSING

Selected Regions and Areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	13 days
	HF HERTFORDSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	4 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	6 days
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	5 days
	LC LANCASHIRE	2 days

VEHICULAR TRIP RATES
 MIXED PRIVATE HOUSING

Main Parameter Selection:

Parameter: Number of Households
 Range: 26 to 1165 (units:)

Date Range: 01/01/95 to 03/06/03

Selected Survey Days:

Monday	3 days
Tuesday	9 days
Wednesday	5 days
Thursday	17 days
Friday	12 days

Selected Survey Types:

Manual Count	23 days
One Way ATC Count	23 days

LIST OF SITES relevant to selection parameters

1	CA-03-K-01	MIXED HOUSING, CAMBRIDGE		CAMBRIDGESHIRE
		FALLOWFIELD		
		CHESTERTON		
		CAMBRIDGE		
		Total Number of Households:	124 *****	
		Survey Date: TUESDAY	06/02/01	Survey Type: MANUAL
2	DC-03-K-02	WAREHAM HOUSING		DORSET
		WOODLANDS ESTATE		
		SANDFORD		
		WAREHAM		
		Total Number of Households:	171 *****	
		Survey Date: THURSDAY	18/04/96	Survey Type: MANUAL
3	ES-03-K-01	MIXED HOUSING, LEWES		EAST SUSSEX
		OLD MALLING WAY		
		SOUTH MALLING		
		LEWES		
		Total Number of Households:	491 *****	
		Survey Date: THURSDAY	29/03/01	Survey Type: MANUAL
4	GM-03-K-02	TAMESIDE HOUSING		GREATER MANCHESTER
		SPRINGWOOD WAY		
		LIMEHURST		
		TAMESIDE		
		Total Number of Households:	342 *****	
		Survey Date: FRIDAY	15/05/98	Survey Type: ONE WAY ATC
		Survey Date: MONDAY	18/05/98	Survey Type: ONE WAY ATC
		Survey Date: TUESDAY	19/05/98	Survey Type: ONE WAY ATC
		Survey Date: WEDNESDAY	20/05/98	Survey Type: ONE WAY ATC
		Survey Date: THURSDAY	21/05/98	Survey Type: ONE WAY ATC
5	HC-03-K-04	PORTSMOUTH HOUSING		HAMPSHIRE
		ST GEORGES ROAD		
		PORTSMOUTH		
		Total Number of Households:	150 *****	
		Survey Date: THURSDAY	11/12/97	Survey Type: MANUAL
6	HC-03-K-05	PORTSMOUTH HOUSING		HAMPSHIRE
		BROAD STREET		
		PORTSMOUTH		
		Total Number of Households:	64 *****	
		Survey Date: THURSDAY	18/12/97	Survey Type: MANUAL
7	HC-03-K-08	FLEET HOUSING		HAMPSHIRE
		ANCELLS ROAD		
		ANCELLS FARM		
		FLEET		
		Total Number of Households:	747 *****	
		Survey Date: THURSDAY	05/03/98	Survey Type: MANUAL
8	HC-03-K-09	WINCHESTER HOUSING		HAMPSHIRE
		RIDGEWAY/MEADOW W.		
		BADGER FARM		
		WINCHESTER		
		Total Number of Households:	1040 *****	
		Survey Date: THURSDAY	26/02/98	Survey Type: MANUAL
9	HC-03-K-10	EASTLEIGH HOUSING		HAMPSHIRE
		KNIGHTWOOD ROAD		
		BADGER'S COPSE		
		EASTLEIGH		
		Total Number of Households:	700 *****	
		Survey Date: WEDNESDAY	19/09/99	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	HC-03-K-11	WINCHESTER HOUSING	HAMPSHIRE
		RIDGEWAY/MEADOW W. BADGER FARM WINCHESTER	
		Total Number of Households: 1040 *****	
		Survey Date: THURSDAY 09/03/00	Survey Type: ONE WAY ATC
		Survey Date: FRIDAY 10/03/00	Survey Type: ONE WAY ATC
		Survey Date: THURSDAY 15/06/00	Survey Type: ONE WAY ATC
		Survey Date: FRIDAY 16/06/00	Survey Type: ONE WAY ATC
		Survey Date: THURSDAY 21/09/00	Survey Type: ONE WAY ATC
		Survey Date: FRIDAY 22/09/00	Survey Type: ONE WAY ATC
		Survey Date: THURSDAY 07/12/00	Survey Type: ONE WAY ATC
		Survey Date: FRIDAY 08/12/00	Survey Type: ONE WAY ATC
11	HF-03-K-01	MIXED PRI. HOUSING, WELWYN GC	HERTFORDSHIRE
		LONGCROFT GARDENS	
		WELWYN GARDEN CITY	
		Total Number of Households: 53 *****	
		Survey Date: FRIDAY 06/09/02	Survey Type: MANUAL
12	LC-03-K-03	FRECKLETON HOUSING	LANCASHIRE
		SPRING HILL	
		FRECKLETON	
		Total Number of Households: 66 *****	
		Survey Date: THURSDAY 04/05/95	Survey Type: MANUAL
13	LC-03-K-07	LANCASTER HOUSING	LANCASHIRE
		HERONSKYE SKERTON LANCASTER	
		Total Number of Households: 135 *****	
		Survey Date: WEDNESDAY 25/06/97	Survey Type: MANUAL
14	NF-03-K-01	MIXED HOUSING, NORWICH	NORFOLK
		ROBERT GYBSON WAY	
		NORWICH	
		Total Number of Households: 51 *****	
		Survey Date: FRIDAY 03/11/00	Survey Type: MANUAL
15	NT-03-K-02	NEWARK HOUSING	NOTTINGHAMSHIRE
		BEACON HILL ROAD BEACON HILL NEWARK-ON-TRENT	
		Total Number of Households: 394 *****	
		Survey Date: THURSDAY 26/11/98	Survey Type: MANUAL
16	NT-03-K-03	MANSFIELD HOUSING	NOTTINGHAMSHIRE
		LOXLEY DRIVE BERRYHILL MANSFIELD	
		Total Number of Households: 51 *****	
		Survey Date: TUESDAY 06/12/98	Survey Type: MANUAL
17	NT-03-K-04	NOTTINGHAM HOUSING	NOTTINGHAMSHIRE
		BEAUMARIS DRIVE GEDLING NOTTINGHAM	
		Total Number of Households: 160 *****	
		Survey Date: TUESDAY 24/11/98	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

ID	Site Name	County	Total Number of Households	Survey Date	Survey Type
18	NT-03-K-05 NOTTINGHAM HOUSING JENNY BURTON WAY ASHFIELD NOTTINGHAM	NOTTINGHAMSHIRE	174 *****	08/12/98	MANUAL
19	SF-03-K-01 MIXED HOUSING, IPSWICH FINBARS WALK IPSWICH	SUFFOLK	99 *****	29/09/00	MANUAL
20	SH-03-K-01 BRIDGNORTH HOUSING BRAMBLE RIDGE BRIDGNORTH	SHROPSHIRE	52 *****	08/05/98	MANUAL
21	ST-03-K-01 MIXED HOUSING, STAFFORD THE MEADOWS QUEENSVILLE STAFFORD	STAFFORDSHIRE	224 *****	04/07/00	MANUAL
22	ST-03-K-02 STAFFORD MIXED HOUSING THE MEADOWS QUEENSVILLE STAFFORD	STAFFORDSHIRE	224 *****	10/07/95	ONE WAY ATC
				11/07/95	ONE WAY ATC
				12/07/95	ONE WAY ATC
				13/07/95	ONE WAY ATC
				14/07/95	ONE WAY ATC
23	WK-03-K-01 MIXED HOUSING, STRATFORD OLD TOWN MEWS OLD TOWN STRATFORD UPON AVON	WARWICKSHIRE	64 *****	07/09/00	MANUAL
24	WO-03-K-01 MIXED HOUSING, WORCESTER MALVERN ROAD LOWER WICK WORCESTER	WORCESTERSHIRE	775 *****	24/05/02	MANUAL
25	WO-03-K-02 MIXED HOUSING, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE	WORCESTERSHIRE	215 *****	23/05/02	MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	WO-03-K-03	MIXED HOUSING, WORCESTER	WORCESTERSHIRE
		BYFIELD RISE	
		WORCESTER	
		Total Number of Households: 103 *****	
		Survey Date: TUESDAY 03/06/03	Survey Type: MANUAL
27	WS-03-K-03	CHICHESTER HOUSING	WEST SUSSEX
		LAVANT DOWN ROAD	
		LAVANT	
		CHICHESTER	
		Total Number of Households: 90 *****	
		Survey Date: MONDAY 20/11/00	Survey Type: ONE WAY ATC
		Survey Date: TUESDAY 21/11/00	Survey Type: ONE WAY ATC
		Survey Date: WEDNESDAY 22/11/00	Survey Type: ONE WAY ATC
		Survey Date: THURSDAY 23/11/00	Survey Type: ONE WAY ATC
		Survey Date: FRIDAY 24/11/00	Survey Type: ONE WAY ATC

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING
 Calculation Factor: 1 HHOLDS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	18	582	0.02	18	582	0.01	18	582	0.04
01:00 - 02:00	18	582	0.01	18	582	0.00	18	582	0.01
02:00 - 03:00	18	582	0.00	18	582	0.00	18	582	0.01
03:00 - 04:00	18	582	0.00	18	582	0.00	18	582	0.00
04:00 - 05:00	18	582	0.00	18	582	0.01	18	582	0.01
05:00 - 06:00	18	582	0.00	18	582	0.02	18	582	0.03
06:00 - 07:00	18	582	0.01	18	582	0.02	18	582	0.03
07:00 - 08:00	24	486	0.03	24	486	0.10	24	486	0.13
08:00 - 09:00	46	385	0.07	46	385	0.34	46	385	0.41
09:00 - 10:00	46	385	0.10	46	385	0.45	46	385	0.55
10:00 - 11:00	46	385	0.13	46	385	0.19	46	385	0.32
11:00 - 12:00	46	385	0.11	46	385	0.14	46	385	0.25
12:00 - 13:00	46	385	0.13	46	385	0.14	46	385	0.27
13:00 - 14:00	46	385	0.13	46	385	0.14	46	385	0.30
14:00 - 15:00	46	385	0.17	46	385	0.15	46	385	0.30
15:00 - 16:00	46	385	0.15	46	385	0.15	46	385	0.30
16:00 - 17:00	46	385	0.15	46	385	0.17	46	385	0.40
17:00 - 18:00	46	385	0.23	46	385	0.16	46	385	0.44
18:00 - 19:00	46	385	0.28	46	385	0.18	46	385	0.58
19:00 - 20:00	46	385	0.40	46	385	0.22	46	385	0.56
20:00 - 21:00	46	385	0.35	46	385	0.21	24	486	0.48
21:00 - 22:00	24	486	0.27	24	486	0.15	24	486	0.34
22:00 - 23:00	24	486	0.19	24	486	0.15	24	486	0.22
23:00 - 24:00	24	486	0.14	24	486	0.08	18	582	0.15
24:00 - 01:00	18	582	0.10	18	582	0.05	18	582	0.12
25:00 - 02:00	18	582	0.08	18	582	0.04	18	582	0.12
Daily Trip Rates			3.11			3.10			6.21

Parameter Summary

Trip Rate Parameter Range Selected: 26 - 1165 (units:)
 Survey Date Date Range: 01/01/95 - 03/06/03
 Number of Weekdays (Monday-Friday): 46
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional Parameters Used in Selection: NO
 Surveys Manually Removed from Selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED NON-PRIVATE HOUSING

Selected Regions and Areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days

Main Parameter Selection:

Parameter: Number of Households
Range: 39 to 920 (units:)

Date Range: 01/01/95 to 11/04/03

Selected Survey Days:

Tuesday	1 days
Friday	2 days

Selected Survey Types:

Manual Count	3 days
One Way ATC Count	0 days

VEHICULAR TRIP RATES

MIXED NON-PRIVATE HOUSING

WSP Management Services Ltd. Mountbatten House, Basing View Basingstoke

Licence No: 10C301

LIST OF SITES relevant to selection parameters

- | | | | | |
|---|------------|-----------------------------|-----------|---------------------|
| 1 | NF-03-L-01 | HOUSING, NORWICH | | NORFOLK |
| | | CHESTNUT COURT | | |
| | | NORWICH | | |
| | | Total Number of Households: | 39 ***** | |
| | | Survey Date: TUESDAY | 07/11/00 | Survey Type: MANUAL |
| 2 | NO-03-L-01 | HOUSES/FLATS, BELTON | | NORTH LINCOLNSHIRE |
| | | ASHTREE CLOSE | | |
| | | BELTON | | |
| | | Total Number of Households: | 79 ***** | |
| | | Survey Date: FRIDAY | 11/04/03 | Survey Type: MANUAL |
| 3 | WO-03-L-01 | NON-PRIVATE HOUSES/FLATS | | WORCESTERSHIRE |
| | | MARTINDALE CLOSE | | |
| | | WARNDON | | |
| | | WORCESTER | | |
| | | Total Number of Households: | 152 ***** | |
| | | Survey Date: FRIDAY | 08/03/02 | Survey Type: MANUAL |

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED NON-PRIVATE HOUSING

Calculation Factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No Days	Ave HHOLDS	Trip Rate	No Days	Ave HHOLDS	Trip Rate	No Days	Ave HHOLDS	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	3	90	0.06	3	90	0.13	3	90	0.19
08:00 - 09:00	3	90	0.13	3	90	0.23	3	90	0.36
09:00 - 10:00	3	90	0.11	3	90	0.15	3	90	0.26
10:00 - 11:00	3	90	0.13	3	90	0.12	3	90	0.25
11:00 - 12:00	3	90	0.15	3	90	0.18	3	90	0.33
12:00 - 13:00	3	90	0.18	3	90	0.15	3	90	0.33
13:00 - 14:00	3	90	0.17	3	90	0.13	3	90	0.30
14:00 - 15:00	3	90	0.18	3	90	0.16	3	90	0.34
15:00 - 16:00	3	90	0.23	3	90	0.22	3	90	0.46
16:00 - 17:00	3	90	0.25	3	90	0.23	3	90	0.48
17:00 - 18:00	3	90	0.26	3	90	0.17	3	90	0.44
18:00 - 19:00	3	90	0.25	3	90	0.16	3	90	0.41
19:00 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			2.11			2.03			4.14

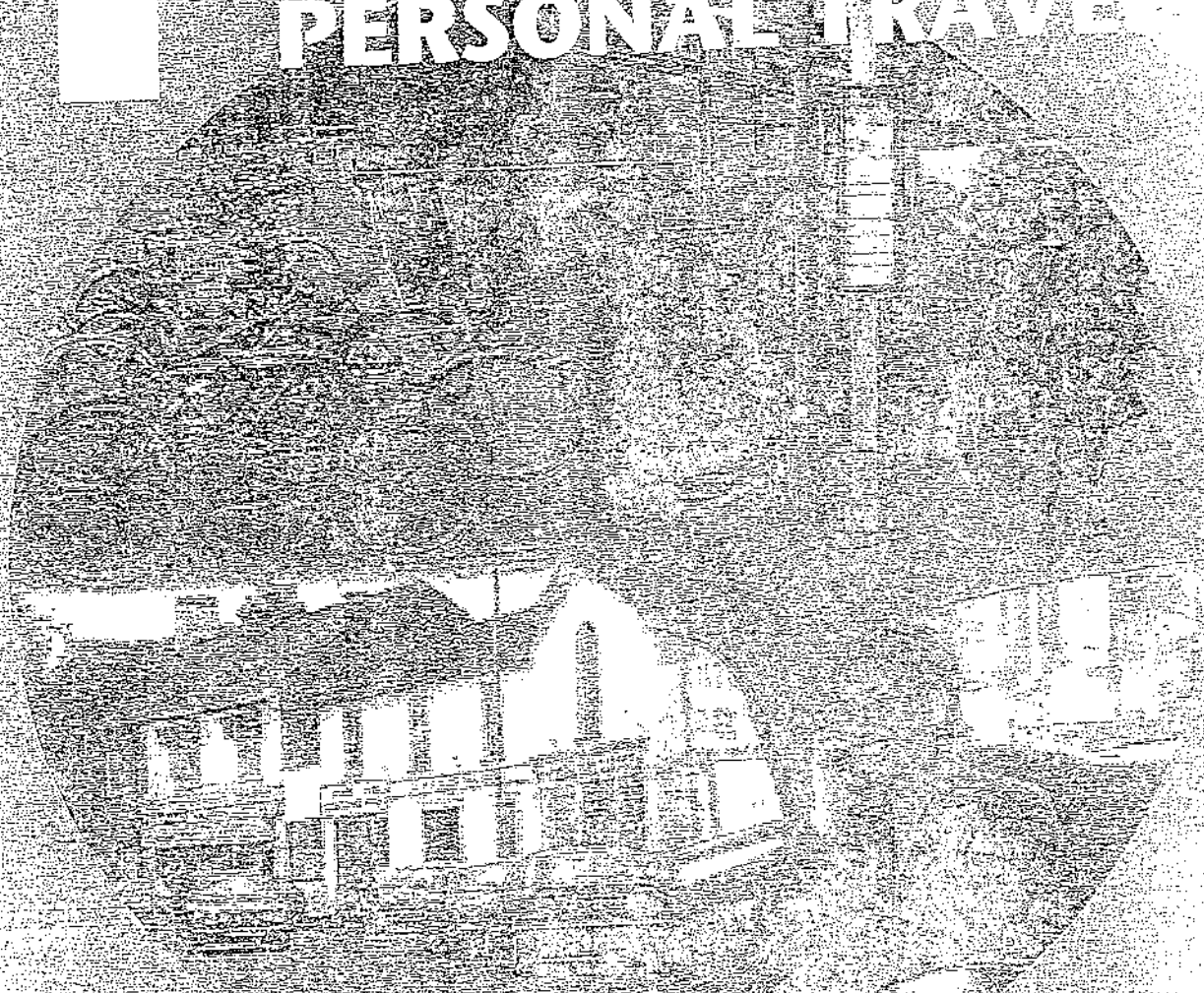
Parameter Summary

Trip Rate Parameter Range Selected: 39 - 920 (units:)
 Survey Date Date Range: 01/01/95 - 11/04/03
 Number of Weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional Parameters Used in Selection: NO
 Surveys Manually Removed from Selection: 0



Annex D Extracts from NTS – Daily Profile by Trip Journey Purpose

FOCUS ON PERSONAL TRAVEL



2001 EDITION

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CHAPTER 7 PATTERNS OF TRAVEL

Table 7.12 Trips-in-progress by time of day and trip purpose (weekdays): 1992/2000

												Percentage
	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Visit friends at private home	Visit friends elsewhere	Sports/entertainment	Holiday/day trip	Other including just walk	All purposes
0000-0059	19	4	-	1	2	9	29	19	11	4	2	100
0100-0159	24	7	1	2	4	8	24	15	9	5	1	100
0200-0259	31	6	1	2	4	7	17	15	11	6	-	100
0300-0359	52	7	1	-	3	10	11	5	4	6	2	100
0400-0459	74	5	-	-	1	5	3	1	2	6	4	100
0500-0559	79	5	-	-	1	7	1	-	1	2	3	100
0600-0659	71	7	-	-	2	9	1	-	2	2	6	100
0700-0759	64	7	6	1	3	12	7	-	1	1	4	100
0800-0859	32	4	35	15	4	11	2	-	1	1	2	100
0900-0959	16	7	8	12	21	22	6	1	3	2	3	100
1000-1059	5	7	2	1	39	33	10	1	4	4	4	100
1100-1159	5	6	2	3	37	21	11	2	3	5	4	100
1200-1259	9	6	4	3	31	31	10	4	4	4	4	100
1300-1359	13	6	4	2	27	23	10	3	4	4	4	100
1400-1459	9	6	0	5	28	10	12	2	4	5	6	100
1500-1559	6	4	22	17	16	15	9	1	3	3	4	100
1600-1659	19	6	10	3	18	18	12	2	4	4	4	100
1700-1759	25	5	3	1	13	12	12	2	5	5	3	100
1800-1859	25	5	2	1	12	18	16	4	10	3	4	100
1900-1959	13	4	1	-	12	18	21	3	15	3	5	100
2000-2059	11	3	1	-	9	17	34	12	14	4	5	100
2100-2159	12	3	2	-	5	16	13	13	17	3	6	100
2200-2259	13	3	1	-	2	12	25	16	17	3	7	100
2300-2359	11	2	-	-	1	9	27	28	13	3	5	100
All day	19	5	8	5	13	18	11	5	5	3	4	100

Table 7.13 Trips-in-progress by time of day and trip purpose (weekdays): 1992/2000

												Percentage
	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Visit friends at private home	Visit friends elsewhere	Sports/entertainment	Holiday/day trip	Other including just walk	All purposes
0000-0059	-	-	-	-	-	-	1	2	1	1	-	-
0100-0459	1	-	-	-	-	-	-	1	-	1	-	-
0500-0559	2	-	-	-	-	-	-	-	-	-	-	-
0600-0659	3	2	-	-	-	1	-	-	-	1	4	4
0700-0759	14	5	3	1	1	5	1	-	-	2	5	10
0800-0859	17	9	35	29	2	7	2	-	4	5	5	7
0900-0959	6	9	7	15	8	9	4	1	4	8	7	6
1000-1059	2	3	1	1	13	8	5	2	4	9	7	6
1100-1159	2	3	2	3	13	8	5	4	4	9	7	6
1200-1259	3	3	4	3	11	5	5	3	5	3	6	6
1300-1359	4	7	3	2	3	3	5	5	5	3	6	6
1400-1459	3	7	2	6	9	7	7	5	4	9	8	6
1500-1559	3	3	28	22	9	8	3	4	5	10	7	10
1600-1659	3	9	10	4	8	3	9	4	7	10	3	3
1700-1759	14	3	3	1	6	3	8	4	8	3	6	3
1800-1859	3	5	1	1	4	6	9	7	12	5	7	5
1900-1959	3	3	1	-	3	5	9	12	13	5	6	5
2000-2059	2	2	-	-	1	3	7	12	3	4	4	3
2100-2159	1	1	1	-	1	2	5	9	3	2	3	2
2200-2259	1	1	-	-	-	1	4	3	6	3	3	2
2300-2359	1	1	-	-	-	1	3	11	2	1	1	1
All day	100	100	100	100	100	100	100	100	100	100	100	100

Peak Hour Person Trips by Journey Purpose

Data Derived from 'Focus on Personal Travel - DTLR - 2001 Edition'

Trips in Progress by Time of Day and Trip Purpose (weekdays)

	A	B	C	D	E	F	G	H	I	J	K	Total
	Commuting	Business	Education	Escort Education	Shopping	Other Personal Business & Escort	Visit Friends at Private Home	Visit Friends Elsewhere	Sport / Entertainment	Holiday / Day Trip	Other (incl Just Walk)	
0800-0859	19	1	0	1	2	5	29	19	11	4	2	100%
0900-0959	29	7	1	2	4	5	23	15	9	6	1	101%
1000-1059	31	6	1	2	2	7	17	15	11	5	0	100%
1100-1159	32	7	1	0	2	10	11	5	4	6	2	100%
1200-1259	74	5	0	0	1	5	3	1	2	6	4	101%
1300-1359	79	5	0	0	1	7	1	0	1	2	3	99%
1400-1459	71	7	0	0	2	9	1	0	2	2	6	100%
1500-1559	84	7	6	1	3	12	2	0	1	1	4	101%
1600-1659	32	4	28	15	4	11	2	0	1	1	2	100%
1700-1759	16	7	6	12	21	22	6	1	3	2	3	101%
1800-1859	5	7	2	1	35	21	19	1	4	4	4	100%
1900-1959	5	5	2	3	37	21	11	2	5	5	4	99%
2000-2059	9	6	4	3	31	21	10	4	4	4	4	100%
2100-2159	13	6	4	2	27	23	10	3	4	4	4	100%
2200-2259	9	6	2	5	28	20	12	2	4	4	4	100%
2300-2359	6	4	22	17	16	15	9	2	5	5	6	99%
0000-0059	13	6	10	3	15	16	12	1	3	3	4	100%
0100-0159	35	6	3	1	13	16	12	2	4	4	4	100%
0200-0259	25	5	2	1	12	18	16	4	10	3	3	101%
0300-0359	13	4	1	0	12	15	21	8	15	3	4	100%
0400-0459	11	3	1	2	9	17	24	12	13	4	5	100%
0500-0559	11	3	2	0	5	16	23	13	17	3	6	100%
0600-0659	13	3	1	0	2	12	25	13	17	3	6	100%
0700-0759	11	2	0	0	1	9	27	16	17	3	7	99%

Summary Table (Released to 100% where appropriate)

	(A+B)	(C+D)	(E+F)	(I)	(G+H+J+K)	Total
	Employment	Education	Retail	Leisure / Entertainment	Other Recreational	
0800-0859	20	13	15	1	5	100%
1700-1759	41	4	31	5	20	100%

From similar studies, education trips can be broken down as follows:

Breakdown of Education

Primary	0.45
Secondary	0.35
Tertiary	0.20
Total	1.00

Peak Hour Person Trips by Purpose

	Employment	Primary Education	Secondary Education	Tertiary Education	Retail	Leisure / Entertainment	Other Recreational	Total
0800-0859	35	19	15	9	15	1	5	100
1700-1759	41	2	1	1	31	5	20	100

Annex E
Survey Data

Cambridge New Settlement

Cambourne Survey 2002

Report

Summary

Moving to CAMBOURNE

- 35% of the people moved from another UK region, 25% moved from Cambridge
- 25% of people wanted to be nearer their jobs
- 25% of people wanted to buy another home in a new village and/or with attractive prices

Home

- 80% of Cambourne residents are owner occupiers
- 50% of the houses are detached
- A third of the houses have 4 bedrooms
- Three quarter of the household hold 2 adults
- 70% of the households have access to the internet

Work, study and travel

- Two third of the adults are employed full-time
- 40% of the adults work/study in Cambridge
- 70% of the people use their car to study/go to work
- Half of the households have two cars

Other activities

- 65% of Cambourne community identify themselves as being Christian
- 70% of the residents are of White origin, 2% of Asian origin
- Almost 90% of people speaks English as first language
- The most practiced activities are Outdoor/Indoor and Gym (10% each)
- A quarter of people have those activities in Cambourne or within 5 miles
- 80% of residents are registered at Monkfield Medical practice
- Less than 3% of people are disabled
- 64% of people are not using a public library
- About 20% of people are not going to a library because they find opening times/access not convenient
- 32% would visit Cambourne library monthly, mainly to borrow books for themselves (65%)

Cambourne Survey 2002
Report

Content

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Section A: About your move to CAMBOURNE	3
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Q2: What was your main reason for moving home?	3
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Section B: About your home	6
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Q5.2: Is your home (type)?	6
Q5.3: How many bedrooms do you have in your house?	6
Q6: How many adults, children are there in your household?	7
Q11: Which nursery or school does each child in your household attend during the day?	11
Q7: Do you have access to internet at home?	11
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Q8: Are the adults in your household self-employed, employed full-time, part-time, students, retired, looking after home/family, or unemployed?	12
Q9: In which city/town/village do those that are employed/self employed or students work/study?	12
Q10: How do those people in question get to their place of work/study from home?	13
Q12: How many cars are available for use by your household?	13
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Q14: What, if any, is your religion?	14
Q15: What is your ethnic origin?	14
Q16.1: What leisure-activity does your household take part in?	15
Q16.2: In which city/town/village do these activities take place?	15
Q17: Places people do there main food shopping?	16
Q18: Which doctor's surgery/health centre are you registered with?	16
Q19: How many people in your household are disabled?	17
Q20: Do you use a public library in Cambridgeshire?	17
Q21: If you answered YES above, how often do you visit a library? If NO, how often do you think you would visit the library at Cambourne?	18
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Cambourne Survey 2002

Report

Introduction

The questionnaire was sent to every household in Cambourne. The aim of the survey is to follow up the development of Cambourne and what the residents are expecting from services providers. Alternatively, the residents commuting and living habits will also help to improve services. Some results will be compared to the New Estates Survey of Huntingdon, St Neots and St Ives (Research Group, Cambridgeshire County Council, 1991), and Ely New Estate Survey (Development Services, East Cambridgeshire District Council, 2002).

Demographics

A total of 214 household responded to the questionnaire, representing a total population of 558. At that date, it corresponds nearly to 30% response rate of all the houses (734) in Cambourne.

Section A: About your move to CAMBOURNE

Question 1: Which city/town/village did you move to Cambourne from?

Table 1	Frequency	Percent
Other UK Region	73	34.1%
Cambridge City	50	23.4%
East of England	36	16.8%
South Cambridgeshire	28	13.1%
Huntingdonshire	11	5.1%
Foreign Country	9	4.2%
East Cambridgeshire	2	0.9%
Peterborough	1	0.5%
Total	214	100.0%

1. Of those who answered the question, nearly 35% of the people moved from another UK region and nearly a quarter moved from Cambridge (Table 1). The village of Cambourne is also attracting people from the East of England area. Details are in Annex 1.

Question 2: What was your main reason for moving home?

Table 2	Frequency	Percent
Not answered / other	73	34.1%
To be nearer to job	59	27.6%
To find a larger / smaller home	55	25.7%
To be nearer family / friends	23	10.7%
To be nearer children's school	4	1.9%
Total	214	100%

2. Of the people that responded to the survey (Table 2), nearly a third of them moved to Cambourne to be nearer to job, and a quarter wanted to find a larger/smaller home.

Household densities	Number of type of household	Number of people	Density	Ely New Estates Survey Density
One bedroom	3	4	1.3	1.3
Two bedrooms	52	86	1.7	1.6
Three bedrooms	55	123	2.2	2.2
Four bedrooms	72	225	3.1	2.7
Five bedrooms	18	66	3.7	3.5 (5+)
Six bedrooms or more	11	46	4.2	/
Not answered	3	9	3.0	/
Total	214	559	2.6	/

Densities are similar in both surveys for the one, two and three bedrooms. In Cambourne, four and five bedrooms or more have higher densities than in the Ely New Estates Survey.

Question 6: How many adults are there in your household?

Table 6	Frequency	Percent
2 Adults	157	73.4%
1 Adult	46	21.5%
3 Adults	7	3.3%
4 Adults	3	1.4%
No Adult	1	0.5%
Total	214	100.0%

6. There are two adults in three-quarter of the households (Table 6) and more than 20% of the household have one adult.

6.1 Number of children per household?

Table 6.1	Frequency	Percent
No children	128	59.8%
Two children	38	17.8%
One child	28	13.1%
Three children	19	8.9%
Four children	1	0.5%
Total	214	100.0%

6.1 Nearly 60% of the households (Table 6.1) have no children.

Question 6.2: How many children aged 0-4 (preschool) are there in your household?

Table 6.2	Frequency	Percent
No children	172	80.4%
One child	30	14.0%
Two children	12	5.6%
Total	214	100.0%

Section C: About your work, study and travel

Question 8: Are the adults in your household self-employed, employed full-time, part-time, students, retired, looking after home/family, or unemployed?

Table 8	Frequency	Percentage	New Estates Survey (1991)	Cambridgeshire (Census 2001)
Employed full time	247	62.5%	80.0%	44.6%
Employed part time	37	9.4%	7.5%	12.0%
Retired	36	9.1%	2.5%	12.1%
Looking after home/family	34	8.6%	9.0%	5.7%
Self employed	25	6.3%	/	8.9%
Student	14	3.5%	0.2%	2.4%
Unemployed	2	0.5%	0.8%	2.1%
Total	395	100.0%	100.0%	87.6%*

*Not included "Permanently disabled/sick" and "Other" categories

8. Nearly two third of the adults in Cambourne were in full-time employment (Table 8), which is higher than the Census County data; but less people (9.4%) were in part-time employment. In Cambourne, there was 79% of people employed (full time, part time and self employed), 87% in the New Estates Survey and only 65.5% in the county; those percentages reflect the proportion of economically active people in a young development. However, the proportion of Retired people living in Cambourne is high in comparison to the New Estates Survey.

Question 9: In which city/town/village do those that are employed/self employed or students work/study?

Table 9	Frequency	Percentage	Ely New Estates Survey (2002)
Cambridge	133	41.3%	31.5%
Over 15 Miles	58	18.0%	/
Cambourne	30	9.3%	24% (work in Ely/at home)
London	29	9.0%	7%
Within 15 miles	20	6.2%	/
Within 10 miles	20	6.2%	/
Royston	13	4.0%	/
Within 5 miles	11	3.4%	/
Bedford	8	2.5%	/
Total	322	100.0%	/

9. More than 40% of the adults are working/studying in Cambridge (Table 9). There were more people working in Cambridge or London with a house in Cambourne than in Ely. The Ely New Estates Surveys showed that more people work in the City of Ely (4.3% in Cambourne) and about 3% were working from home (1.8% in Cambourne). Details are in Annex 10.

Localities included:

Within 5 miles: Bar Hill, Bourn, Madingley, Papworth Everard, Cambourne, Greater Cambourne Business Park, Home.



Annex F

Mode Share of Education Trips



Department for
Transport

Personal Travel Factsheets

WSPD BASINGSTOKE
LIBRARY

C3

Table 4: Percentage of trips to school and average length by main mode and area type: 1999/2001

	Percentage/miles							All areas 1999/2001	All areas 1989/1991
	London	English Metropolitan	Large Urban	Medium Urban	Small Urban	Rural			
5-10 year olds									
Walk	62	64	56	53	51	41	54	52	
Car	31	32	38	47	42	42	39	27	
Bus	5	3	4	5	6	14	6	9	
Other (mostly taxi)	3	1	1	1	1	3	1	2	
All modes	100	100	100	100	100	100	100	100	
Average trip length	1.1	1.1	1.0	1.3	1.5	2.2	1.4	1.3	
11-16 year olds									
Walk	38	42	42	52	44	25	43	48	
Bicycle	1	1	2	3	3	1	2	5	
Car	13	20	18	20	19	20	18	14	
Bus	36	35	33	23	33	49	32	30	
Other (mostly rail)	13	2	5	3	1	5	4	3	
All modes	100	100	100	100	100	100	100	100	
Average trip length	3.2	2.1	2.4	2.5	3.1	5.1	2.9	2.8	
5-16 year olds									
Walk	50	53	49	53	48	33	49	56	
Bicycle	1	1	1	2	2	1	1	3	
Car	22	25	28	30	30	31	28	21	
Bus	20	19	18	17	19	32	19	19	
Other	7	1	3	2	1	4	2	2	
All modes	100	100	100	100	100	100	100	100	
Average trip length	2.1	1.6	1.7	1.9	2.3	3.7	2.2	2.0	

EDUCATION MODE SHARE

reduce for affordable (30% affordable at 25% lower rates)

	AM			PM		
	in	out	tot	in	out	tot
Non Car	162	679	841	350	153	503
driver	147	616	762	572	249	821
pass	68	284	352	245	107	352
total	376	1579	1955	1167	509	1676

Education Trips - 43% of AM : 4% of PM

	AM			PM		
	in	out	tot	in	out	tot
total	-104	-438	-542	-30	-13	-43

0.43 43% of trips in AM
0.04 4% of trips in pm

Primary Trips

	AM			PM		
	in	out	tot	in	out	tot
total	-73	-306	-378	-21	-9	-30

Secondary Trips

	AM			PM		
	in	out	tot	in	out	tot
total	-31	-132	-163	-9	-4	-13

Breakdown of Education

Primary	0.45	0.64 Not on the site
Secondary	0.19	
Tertiary	0.20	
Total	0.84	

Non Car Mode Share of school trips

Non Car	0.453
driver	0.219
pass	0.328
total	1.00

Non Car Mode Share of school trips

Non Car	0.706
driver	0.118
pass	0.176
total	1.00

Primary Trips

	AM			PM		
	in	out	tot	in	out	tot
Non Car	-33	-138	-171	-10	-4	-14
driver	-16	-67	-83	-5	-2	-7
pass	-24	-100	-124	-7	-3	-10
total	-73	-306	-378	-21	-9	-30

Secondary Trips

	AM			PM		
	in	out	tot	in	out	tot
Non Car	-22	-95	-115	-6	-3	-9
driver	-4	-16	-19	-1	0	-2
pass	-6	-23	-29	-2	-1	-2
total	-31	-132	-163	-9	-4	-13

South West Bicester internal Secondary Trips 5/9 of overall trips

	AM			PM		
	in	out	tot	in	out	tot
Non Car	-12	-52	-64	-4	-2	-5
driver	-2	-9	-11	-1	0	-1
pass	-3	-13	-16	-1	0	-1
total	-17	-73	-91	-5	-2	-7

Mode Share Results

	AM			PM		
	in	out	tot	in	out	tot
Non Car	-45	-190	-235	-13	-6	-19
driver	-18	-75	-93	-5	-2	-7
pass	-27	-113	-140	-8	-3	-11
total	-90	-379	-469	-26	-11	-37

Calculating Mode Share

	5-10 yr olds	11-16 yr olds
Walk	41	25
Bicycle	0	1
Car	42	20
Bus	14	49
Other (mostly Rail)	3	5
All Modes	100	100

Mode Shares of School Children:

	5-10 yr olds	11-16 yr olds
Non Car	58	80
Driver	-	-
Pass	42	20
All Modes	100	100

Allow for Driver

	5-10 yr olds	11-16 yr olds
Non Car	58	80
Driver	28	13
Pass	42	20
All Modes	128	113

1.5 Children Per Car

Re-Adjust for 100%

	5-10 yr olds	11-16 yr olds
Non Car	0.453	0.706
Driver	0.219	0.118
Pass	0.328	0.176
All Modes	1	1

	5-10 yr olds	11-16 yr olds
Non Car	45.3%	70.6%
Driver	21.9%	11.8%
Pass	32.8%	17.6%
All Modes	100.0%	100.0%



Annex G Hotel Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

Selected regions and areas:

02 SOUTH EAST		
HC HAMPSHIRE		2 days
HF HERTFORDSHIRE		3 days
KC KENT		1 days
SC SURREY		1 days
03 SOUTH WEST		
DC DORSET		6 days
04 EAST ANGLIA		
CA CAMBRIDGESHIRE		1 days
05 EAST MIDLANDS		
NT NOTTINGHAMSHIRE		1 days
06 WEST MIDLANDS		
WO WORCESTERSHIRE		3 days
08 NORTH WEST		
GM GREATER MANCHESTER		2 days

Main parameter selection:

Parameter: Gross floor area
 Range: 355 to 9700 (units: sqm)

Date Range: 01/01/96 to 08/07/04

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	6 days
Thursday	6 days
Friday	2 days

Selected survey types:

Manual count	15 days
Directional ATC Count	5 days

Optional parameter selection:Use Class:

C1	20 days
----	---------

Location:

Town Centre	1 days
Neighbourhood Centre	1 days
Suburban Area	1 days
Edge of Town	2 days
Edge of Town Centre	4 days
Free Standing	9 days
Commercial Zone	1 days
Development Zone	1 days

Optional parameter selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	11 days

Buses/Trains per day (both directions):

<u>Frequency</u>	<u>Per Hour</u>	<u>Per Day</u>	<u>Surveys</u>
Not Known			0 days
0	0	0	8 days
<20 per day	1	20	0 days
20-39 per day	2	40	2 days
40-59 per day	3	60	1 days
60-79 per day	4	80	1 days
80+ per day	> 4	> 80	8 days

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

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	5	5700	0.04	5	5700	0.06	5	5700	0.10
01:00 - 02:00	5	5700	0.02	5	5700	0.01	5	5700	0.03
02:00 - 03:00	5	5700	0.00	5	5700	0.00	5	5700	0.00
03:00 - 04:00	5	5700	0.00	5	5700	0.00	5	5700	0.00
04:00 - 05:00	5	5700	0.00	5	5700	0.00	5	5700	0.00
05:00 - 06:00	5	5700	0.02	5	5700	0.02	5	5700	0.04
06:00 - 07:00	8	6556	0.08	8	6556	0.07	8	6556	0.15
07:00 - 08:00	19	5377	0.16	19	5377	0.23	19	5377	0.39
08:00 - 09:00	20	5126	0.32	20	5126	0.35	20	5126	0.67
09:00 - 10:00	20	5126	0.30	20	5126	0.28	20	5126	0.58
10:00 - 11:00	20	5126	0.18	20	5126	0.22	20	5126	0.40
11:00 - 12:00	20	5126	0.20	20	5126	0.21	20	5126	0.41
12:00 - 13:00	20	5126	0.26	20	5126	0.23	20	5126	0.49
13:00 - 14:00	20	5126	0.26	20	5126	0.28	20	5126	0.54
14:00 - 15:00	20	5126	0.27	20	5126	0.32	20	5126	0.59
15:00 - 16:00	20	5126	0.27	20	5126	0.31	20	5126	0.58
16:00 - 17:00	20	5126	0.27	20	5126	0.29	20	5126	0.56
17:00 - 18:00	20	5126	0.36	20	5126	0.27	20	5126	0.63
18:00 - 19:00	20	5126	0.45	20	5126	0.27	20	5126	0.72
19:00 - 20:00	12	5980	0.37	12	5980	0.26	12	5980	0.63
20:00 - 21:00	12	5980	0.24	12	5980	0.18	12	5980	0.42
21:00 - 22:00	9	6248	0.14	9	6248	0.28	9	6248	0.42
22:00 - 23:00	7	6314	0.13	7	6314	0.21	7	6314	0.34
23:00 - 24:00	7	6314	0.03	7	6314	0.12	7	6314	0.15
Daily Trip Rates:			4.36			4.47			8.84

Parameter summary

Trip rate parameter range selected: 355 - 9700 (units: sqm)
 Survey date range: 01/01/96 - 08/07/04
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

Greater London Authority - Trip Rate Assessment Valid for London
Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00

Woodford Moot House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00

Forte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00

Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00

Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00

County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

MODE: All Modes		IN	OUT	TOTALS
Time Range	No of Sites	Trip Rate	Trip Rate	Trip Rate
06:00-06:30	1	0.00	0.00	0.00
06:30-07:00	1	0.17	0.00	0.17
07:00-07:30	5	0.14	0.23	0.37
07:30-08:00	5	0.16	0.33	0.49
08:00-08:30	5	0.13	0.28	0.40
08:30-09:00	5	0.27	0.48	0.75
09:00-09:30	5	0.10	0.21	0.31
09:30-10:00	5	0.14	0.19	0.33
10:00-10:30	5	0.14	0.22	0.36
10:30-11:00	5	0.15	0.26	0.40
11:00-11:30	5	0.16	0.16	0.32
11:30-12:00	5	0.10	0.11	0.21
12:00-12:30	6	0.36	0.11	0.47
12:30-13:00	6	0.36	0.21	0.58
13:00-13:30	6	0.39	0.22	0.61
13:30-14:00	6	0.27	0.37	0.64
14:00-14:30	6	0.11	0.31	0.42
14:30-15:00	6	0.12	0.35	0.47
15:00-15:30	6	0.19	0.22	0.42
15:30-16:00	6	0.18	0.25	0.43
16:00-16:30	6	0.45	0.35	0.80
16:30-17:00	6	0.30	0.31	0.61
17:00-17:30	6	0.39	0.27	0.67
17:30-18:00	6	0.41	0.28	0.69
18:00-18:30	6	0.35	0.30	0.65
18:30-19:00	6	0.42	0.34	0.76
19:00-19:30	6	0.64	0.41	1.04
19:30-20:00	6	0.29	0.20	0.50
20:00-20:30	6	0.28	0.31	0.59
20:30-21:00	6	0.25	0.14	0.38
21:00-21:30	6	0.28	0.23	0.51
21:30-22:00	6	0.23	0.15	0.38
22:00-22:30	5	0.13	0.09	0.22
22:30-23:00	5	0.32	0.34	0.67
23:00-23:30	5	0.20	0.28	0.47
23:30-24:00	5	0.20	0.09	0.29

Greater London Authority - Trip Rate Assessment Valid for London
Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

- Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00
- Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00
- Forte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00
- Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00
- Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00
- County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

Peak Period for <u>All Modes</u>	Timeband(s)	Trip Rate
IN	19:00-19:30	0.64
OUT	08:30-09:00	0.48
TOTALS	19:00-19:30	1.04

Greater London Authority - Trip Rate Assessment Valid for London
Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00

Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00

Porte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00

Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00

Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00

County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

MODE: CAR (All)		IN	OUT	TOTALS
Time Range	No of Sites	Trip Rate	Trip Rate	Trip Rate
06:00-06:30	1	0.00	0.00	0.00
06:30-07:00	1	0.00	0.00	0.00
07:00-07:30	5	0.10	0.17	0.26
07:30-08:00	5	0.10	0.26	0.35
08:00-08:30	5	0.10	0.22	0.32
08:30-09:00	5	0.19	0.30	0.49
09:00-09:30	5	0.05	0.11	0.16
09:30-10:00	5	0.08	0.10	0.18
10:00-10:30	5	0.08	0.11	0.19
10:30-11:00	5	0.12	0.17	0.29
11:00-11:30	5	0.08	0.09	0.17
11:30-12:00	5	0.07	0.07	0.14
12:00-12:30	6	0.26	0.06	0.33
12:30-13:00	6	0.28	0.11	0.39
13:00-13:30	6	0.23	0.15	0.38
13:30-14:00	6	0.16	0.24	0.40
14:00-14:30	6	0.08	0.21	0.29
14:30-15:00	6	0.08	0.23	0.31
15:00-15:30	6	0.14	0.17	0.31
15:30-16:00	6	0.12	0.21	0.33
16:00-16:30	6	0.20	0.23	0.43
16:30-17:00	6	0.20	0.18	0.38
17:00-17:30	6	0.22	0.17	0.40
17:30-18:00	6	0.21	0.15	0.36
18:00-18:30	6	0.22	0.19	0.42
18:30-19:00	6	0.26	0.15	0.42
19:00-19:30	6	0.24	0.20	0.44
19:30-20:00	6	0.20	0.10	0.30
20:00-20:30	6	0.15	0.18	0.33
20:30-21:00	6	0.09	0.07	0.16
21:00-21:30	6	0.16	0.14	0.31
21:30-22:00	6	0.09	0.09	0.18
22:00-22:30	5	0.06	0.05	0.12
22:30-23:00	5	0.12	0.14	0.27
23:00-23:30	5	0.07	0.07	0.15
23:30-24:00	5	0.06	0.05	0.11

Greater London Authority - Trip Rate Assessment Valid for London
Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

- Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00
- Woodford Mead House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00
- Forté Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00
- Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00
- Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00
- County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

Peak Period for CAR (All)	Timeband(s)	Trip Rate
IN	12:30-13:00	0.28
OUT	08:30-09:00	0.30
TOTALS	08:30-09:00	0.49

Greater London Authority - Trip Rate Assessment Valid for London

Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

- Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00
- Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00
- Forte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00
- Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00
- Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00
- County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

MODE: car driver		IN	OUT	TOTALS
Time Range	No of Sites	Trip Rate	Trip Rate	Trip Rate
06:00-06:30	1	0.00	0.00	0.00
06:30-07:00	1	0.00	0.00	0.00
07:00-07:30	5	0.08	0.11	0.18
07:30-08:00	5	0.07	0.16	0.23
08:00-08:30	5	0.07	0.16	0.23
08:30-09:00	5	0.17	0.18	0.35
09:00-09:30	5	0.05	0.08	0.13
09:30-10:00	5	0.06	0.08	0.14
10:00-10:30	5	0.07	0.06	0.14
10:30-11:00	5	0.09	0.12	0.21
11:00-11:30	5	0.06	0.07	0.13
11:30-12:00	5	0.05	0.04	0.10
12:00-12:30	6	0.16	0.05	0.21
12:30-13:00	6	0.20	0.09	0.29
13:00-13:30	6	0.17	0.12	0.28
13:30-14:00	6	0.11	0.17	0.28
14:00-14:30	6	0.05	0.16	0.21
14:30-15:00	6	0.06	0.17	0.23
15:00-15:30	6	0.07	0.14	0.20
15:30-16:00	6	0.08	0.14	0.22
16:00-16:30	6	0.14	0.16	0.30
16:30-17:00	6	0.13	0.11	0.25
17:00-17:30	6	0.16	0.10	0.26
17:30-18:00	6	0.14	0.12	0.26
18:00-18:30	6	0.17	0.15	0.32
18:30-19:00	6	0.19	0.11	0.30
19:00-19:30	6	0.17	0.15	0.31
19:30-20:00	6	0.15	0.08	0.24
20:00-20:30	6	0.09	0.11	0.19
20:30-21:00	6	0.07	0.04	0.11
21:00-21:30	6	0.09	0.08	0.17
21:30-22:00	6	0.07	0.06	0.13
22:00-22:30	5	0.04	0.02	0.07
22:30-23:00	5	0.07	0.09	0.17
23:00-23:30	5	0.05	0.04	0.10
23:30-24:00	5	0.03	0.04	0.07

Greater London Authority - Trip Rate Assessment Valid for London
Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

- Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00
- Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00
- Forte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00
- Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00
- Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00
- County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

Peak Period for car driver	Timeband(s)	Trip Rate
IN	12:30-13:00	0.20
OUT	08:30-09:00	0.18
TOTALS	08:30-09:00	0.35

Greater London Authority - Trip Rate Assessment Valid for London
Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00
 Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00
 Forte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00
 Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00
 Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00
 County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

MODE: car passenger		IN	OUT	TOTALS
Time Range	No of Sites	Trip Rate	Trip Rate	Trip Rate
06:00-06:30	1	0.00	0.00	0.00
06:30-07:00	1	0.00	0.00	0.00
07:00-07:30	5	0.02	0.06	0.08
07:30-08:00	5	0.02	0.10	0.12
08:00-08:30	5	0.03	0.06	0.09
08:30-09:00	5	0.02	0.11	0.14
09:00-09:30	5	0.00	0.03	0.03
09:30-10:00	5	0.02	0.02	0.04
10:00-10:30	5	0.01	0.04	0.05
10:30-11:00	5	0.03	0.05	0.08
11:00-11:30	5	0.02	0.02	0.04
11:30-12:00	5	0.01	0.02	0.04
12:00-12:30	6	0.10	0.02	0.12
12:30-13:00	6	0.08	0.02	0.10
13:00-13:30	6	0.06	0.03	0.10
13:30-14:00	6	0.05	0.07	0.11
14:00-14:30	6	0.03	0.05	0.08
14:30-15:00	6	0.02	0.06	0.08
15:00-15:30	5	0.07	0.03	0.10
15:30-16:00	6	0.04	0.06	0.10
16:00-16:30	6	0.06	0.07	0.13
16:30-17:00	6	0.07	0.06	0.14
17:00-17:30	6	0.07	0.07	0.14
17:30-18:00	6	0.07	0.03	0.10
18:00-18:30	6	0.05	0.05	0.10
18:30-19:00	6	0.08	0.04	0.11
19:00-19:30	6	0.07	0.05	0.12
19:30-20:00	6	0.05	0.01	0.06
20:00-20:30	6	0.06	0.07	0.14
20:30-21:00	6	0.02	0.03	0.05
21:00-21:30	6	0.07	0.06	0.13
21:30-22:00	6	0.03	0.03	0.05
22:00-22:30	5	0.02	0.03	0.05
22:30-23:00	5	0.05	0.05	0.10
23:00-23:30	5	0.02	0.03	0.05
23:30-24:00	5	0.02	0.01	0.03

Greater London Authority - Trip Rate Assessment Valid for London
 Trip Rate 4 - Average by Time.

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

- Elm Hotel , 1 Elm Road 29/04/1994 Friday survey period: 06:00-24:00
- Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:00-24:00
- Forte Posthouse Hotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00
- Ibis Hotel , 30 Stockwell Street 27/01/1997 Monday survey period: 07:00-24:00
- Croydon Park Hotel , 7 Altyre Road 06/05/1997 Tuesday survey period: 07:00-24:00
- County Hotel , 30 Oak Hill 25/04/2002 Thursday survey period: 07:00-22:00

Peak Period for <u>car passenger</u>	Timeband(s)	Trip Rate
IN	12:00-12:30	0.10
OUT	08:30-09:00	0.11
TOTALS	08:30-09:00 16:30-17:00 17:00-17:30 20:00-20:30	0.14



Annex H Employment Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK

Selected regions and areas:

02 SOUTH EAST		
BU	BUCKINGHAMSHIRE	1 days
OX	OXFORDSHIRE	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	1 days
06 WEST MIDLANDS		
ST	STAFFORDSHIRE	1 days
08 NORTH WEST		
GM	GREATER MANCHESTER	1 days
LC	LANCASHIRE	1 days

Main parameter selection:

Parameter: Gross floor area
 Range: 2120 to 118448 (units: sqm)

Date Range: 01/01/96 to 08/07/04

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Optional parameter selection:Use Class:

B1	6 days
----	--------

Location:

Suburban Area	1 days
Edge of Town	1 days
Commercial Zone	2 days
Industrial Zone	1 days
Development Zone	1 days

Population within 1 mile:

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

Optional parameter 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	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

Buses/Trains per day (both directions):

<u>Frequency</u>	<u>Per Hour</u>	<u>Per Day</u>	<u>Surveys</u>
Not Known			0 days
0	0	0	0 days
<20 per day	1	20	0 days
20-39 per day	2	40	0 days
40-59 per day	3	60	1 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	5 days

LIST OF SITES relevant to selection parameters

1	BU-02-B-01 LONDON ROAD HIGH WYCOMBE Total Gross floor area: 13300 sqm Survey date: THURSDAY 08/07/04	BUCKINGHAMSHIRE	13300 sqm 1370 Parking Spots 250 sqm
2	CA-02-B-01 MILTON ROAD CAMBRIDGE Total Gross floor area: 118448 sqm Survey date: MONDAY 27/11/00	CAMBRIDGESHIRE	118448 sqm 3600 Parking Spots 300 sqm
3	GM-02-B-03 CROSS STREET SALE Total Gross floor area: 3985 sqm Survey date: FRIDAY 28/05/04	GREATER MANCHESTER	3985 sqm 60 Parking Spots 100 sqm
4	LC-02-B-02 NAVIGATION WAY PRESTON DOCKLANDS DEVELOPMENT PRESTON Total Gross floor area: 3450 sqm Survey date: THURSDAY 14/03/96	LANCASHIRE	3450 sqm 100 Parking Spots 200 sqm
5	OX-G2-B-01 GARSINGTON ROAD COWLEY OXFORD Total Gross floor area: 33105 sqm Survey date: TUESDAY 21/10/03	OXFORDSHIRE	33105 sqm 1100 Parking Spots 400 sqm
6	ST-02-B-03 FRANK FOLEY WAY GREYFRIARS STAFFORD Total Gross floor area: 4064 sqm Survey date: THURSDAY 06/07/00	STAFFORDSHIRE	4064 sqm 110 Parking Spots 200 sqm

13300 sqm

$$= \frac{13300 + 118448 + 3985 + 3450 + 33105 + 4064}{6}$$

$$= \frac{167942}{6}$$

$$= 27990$$

Average = 27990 sqm per year

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.00	0	0	0.00	0	0	0.00
00:30 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 01:30	0	0	0.00	0	0	0.00	0	0	0.00
01:30 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 02:30	0	0	0.00	0	0	0.00	0	0	0.00
02:30 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 03:30	0	0	0.00	0	0	0.00	0	0	0.00
03:30 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 04:30	0	0	0.00	0	0	0.00	0	0	0.00
04:30 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 05:30	0	0	0.00	0	0	0.00	0	0	0.00
05:30 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 06:30	0	0	0.00	0	0	0.00	0	0	0.00
06:30 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 07:30	6	29392	0.13	6	29392	0.03	6	29392	0.16
07:30 - 08:00	6	29392	0.41	6	29392	0.04	6	29392	0.45
08:00 - 08:30	6	29392	0.67	6	29392	0.05	6	29392	0.72
08:30 - 09:00	6	29392	0.75	6	29392	0.07	6	29392	0.82
09:00 - 09:30	6	29392	0.58	6	29392	0.08	6	29392	0.66
09:30 - 10:00	6	29392	0.37	6	29392	0.09	6	29392	0.46
10:00 - 10:30	6	29392	0.16	6	29392	0.07	6	29392	0.23
10:30 - 11:00	6	29392	0.13	6	29392	0.08	6	29392	0.21
11:00 - 11:30	6	29392	0.13	6	29392	0.08	6	29392	0.21
11:30 - 12:00	6	29392	0.10	6	29392	0.13	6	29392	0.23
12:00 - 12:30	6	29392	0.13	6	29392	0.31	6	29392	0.44
12:30 - 13:00	6	29392	0.23	6	29392	0.27	6	29392	0.50
13:00 - 13:30	6	29392	0.25	6	29392	0.25	6	29392	0.50
13:30 - 14:00	6	29392	0.28	6	29392	0.14	6	29392	0.42
14:00 - 14:30	6	29392	0.16	6	29392	0.16	6	29392	0.32
14:30 - 15:00	6	29392	0.12	6	29392	0.15	6	29392	0.27
15:00 - 15:30	6	29392	0.09	6	29392	0.15	6	29392	0.24
15:30 - 16:00	6	29392	0.07	6	29392	0.22	6	29392	0.29
16:00 - 16:30	6	29392	0.07	6	29392	0.32	6	29392	0.39
16:30 - 17:00	6	29392	0.06	6	29392	0.49	6	29392	0.55
17:00 - 17:30	6	29392	0.06	6	29392	0.57	6	29392	0.63
17:30 - 18:00	6	29392	0.06	6	29392	0.52	6	29392	0.58
18:00 - 18:30	6	29392	0.04	6	29392	0.35	6	29392	0.39
18:30 - 19:00	6	29392	0.03	6	29392	0.20	6	29392	0.23
19:00 - 19:30	0	0	0.00	0	0	0.00	0	0	0.00
19:30 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 20:30	0	0	0.00	0	0	0.00	0	0	0.00
20:30 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 21:30	0	0	0.00	0	0	0.00	0	0	0.00
21:30 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 22:30	0	0	0.00	0	0	0.00	0	0	0.00
22:30 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 23:30	0	0	0.00	0	0	0.00	0	0	0.00
23:30 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			5.07			4.81			9.90

Parameter summary

Trip rate parameter range selected:	2120 - 118448 (units: sqm)
Survey date date range:	01/01/96 - 08/07/04
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	OX OXFORDSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days

Main parameter selection:

Parameter: Gross floor area
 Range: 2120 to 118448 (units: sqm)

Date Range: 01/01/96 to 08/07/04

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Optional parameter selection:Use Class:

B1	6 days
----	--------

Location:

Suburban Area	1 days
Edge of Town	1 days
Commercial Zone	2 days
Industrial Zone	1 days
Development Zone	1 days

Population within 1 mile:

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

Optional parameter 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	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

Buses/Trains per day (both directions):

<u>Frequency</u>	<u>Per Hour</u>	<u>Per Day</u>	<u>Surveys</u>
Not Known			0 days
0	0	0	0 days
<20 per day	1	20	0 days
20-39 per day	2	40	0 days
40-59 per day	3	60	1 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	5 days

LIST OF SITES relevant to selection parameters

1	BU-02-B-01 LONDON ROAD	BUSINESS PARK, HIGH WYCOMBE	BUCKINGHAMSHIRE	13300 sqm 08/07/04 THURSDAY	MANUAL	13300 sqm 13300 sqm
2	CA-02-B-01 MILTON ROAD	CAMBRIDGE SCIENCE PARK	CAMBRIDGESHIRE	118448 sqm 27/11/00 MONDAY	MANUAL	118448 sqm 118448 sqm
3	GM-02-B-03 CROSS STREET	BUSINESS PARK, SALE	GREATER MANCHESTER	3985 sqm 28/05/04 FRIDAY	MANUAL	3985 sqm 3985 sqm
4	LC-02-B-02 NAVIGATION WAY PRESTON DOCKLANDS DEVELOPMENT PRESTON	NAVIGATION BUSINESS VILLAGE	LANCASHIRE	3450 sqm 14/03/96 THURSDAY	MANUAL	3450 sqm 3450 sqm
5	OX-02-B-01 GARSINGTON ROAD COWLEY OXFORD	BUSINESS PARK, OXFORD	OXFORDSHIRE	33105 sqm 21/10/03 TUESDAY	MANUAL	33105 sqm 33105 sqm
6	ST-02-B-03 FRANK FOLEY WAY GREYFRIARS STAFFORD	BUSINESS PARK, STAFFORD	STAFFORDSHIRE	4064 sqm 06/07/00 THURSDAY	MANUAL	4064 sqm 4064 sqm

13300 + 118448 + 3985 + 3450 + 33105 + 4064 = 168352

$$= \frac{168352}{6}$$

$$= 28058$$

Average = 28058 sqm per site

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.00	0	0	0.00	0	0	0.00
00:30 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 01:30	0	0	0.00	0	0	0.00	0	0	0.00
01:30 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 02:30	0	0	0.00	0	0	0.00	0	0	0.00
02:30 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 03:30	0	0	0.00	0	0	0.00	0	0	0.00
03:30 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 04:30	0	0	0.00	0	0	0.00	0	0	0.00
04:30 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 05:30	0	0	0.00	0	0	0.00	0	0	0.00
05:30 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 06:30	0	0	0.00	0	0	0.00	0	0	0.00
06:30 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 07:30	6	29392	0.13	6	29392	0.03	6	29392	0.16
07:30 - 08:00	6	29392	0.41	6	29392	0.04	6	29392	0.45
08:00 - 08:30	6	29392	0.67	6	29392	0.05	6	29392	0.72
08:30 - 09:00	6	29392	0.75	6	29392	0.07	6	29392	0.82
09:00 - 09:30	6	29392	0.58	6	29392	0.08	6	29392	0.66
09:30 - 10:00	6	29392	0.37	6	29392	0.09	6	29392	0.46
10:00 - 10:30	6	29392	0.16	6	29392	0.07	6	29392	0.23
10:30 - 11:00	6	29392	0.13	6	29392	0.08	6	29392	0.21
11:00 - 11:30	6	29392	0.13	6	29392	0.08	6	29392	0.21
11:30 - 12:00	6	29392	0.10	6	29392	0.13	6	29392	0.23
12:00 - 12:30	6	29392	0.13	6	29392	0.31	6	29392	0.44
12:30 - 13:00	6	29392	0.23	6	29392	0.27	6	29392	0.50
13:00 - 13:30	6	29392	0.25	6	29392	0.25	6	29392	0.50
13:30 - 14:00	6	29392	0.28	6	29392	0.14	6	29392	0.42
14:00 - 14:30	6	29392	0.16	6	29392	0.16	6	29392	0.32
14:30 - 15:00	6	29392	0.12	6	29392	0.15	6	29392	0.27
15:00 - 15:30	6	29392	0.09	6	29392	0.15	6	29392	0.24
15:30 - 16:00	6	29392	0.07	6	29392	0.22	6	29392	0.29
16:00 - 16:30	6	29392	0.07	6	29392	0.32	6	29392	0.39
16:30 - 17:00	6	29392	0.06	6	29392	0.49	6	29392	0.55
17:00 - 17:30	6	29392	0.06	6	29392	0.57	6	29392	0.63
17:30 - 18:00	6	29392	0.06	6	29392	0.52	6	29392	0.58
18:00 - 18:30	6	29392	0.04	6	29392	0.35	6	29392	0.39
18:30 - 19:00	6	29392	0.03	6	29392	0.20	6	29392	0.23
19:00 - 19:30	0	0	0.00	0	0	0.00	0	0	0.00
19:30 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 20:30	0	0	0.00	0	0	0.00	0	0	0.00
20:30 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 21:30	0	0	0.00	0	0	0.00	0	0	0.00
21:30 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 22:30	0	0	0.00	0	0	0.00	0	0	0.00
22:30 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 23:30	0	0	0.00	0	0	0.00	0	0	0.00
23:30 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			5.07			4.81			9.90

Handwritten notes and signatures at the bottom of the page, including a signature and some illegible text.

Parameter summary

Trip rate parameter range selected:	2120 - 118448 (units: sqm)
Survey date date range:	01/01/96 - 08/07/04
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0



Annex I

Health Village Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : F - NURSING HOMES

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

08 NORTH WEST

GM GREATER MANCHESTER

1 days

Main parameter selection:

Parameter: Number of residents

Range: 180 to 180 (units:)

Date Range: 01/01/97 to 22/06/04

Selected survey days:

Tuesday

1 days

Selected survey types:

Manual count

1 days

Directional ATC Count

0 days

LIST OF SITES relevant to selection parameters

1	GM-05-F-02	NURSING HOME, BOLTON	GREATER MANCHESTER
		BRIDGEMAN STREET	
		ROSE HILL	
		BOLTON	
	Total Number of residents:	180 *****	
	Survey date: TUESDAY	22/06/04	Survey Type: MANUAL

TRIP RATE for Land Use 05 - HEALTH/F - NURSING HOMES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	1	180	0.24	1	180	0.08	1	180	0.32
08:00 - 09:00	1	180	0.09	1	180	0.06	1	180	0.15
09:00 - 10:00	1	180	0.07	1	180	0.02	1	180	0.09
10:00 - 11:00	1	180	0.07	1	180	0.07	1	180	0.14
11:00 - 12:00	1	180	0.06	1	180	0.04	1	180	0.10
12:00 - 13:00	1	180	0.05	1	180	0.04	1	180	0.10
13:00 - 14:00	1	180	0.23	1	180	0.13	1	180	0.36
14:00 - 15:00	1	180	0.09	1	180	0.17	1	180	0.26
15:00 - 16:00	1	180	0.09	1	180	0.15	1	180	0.24
16:00 - 17:00	1	180	0.04	1	180	0.12	1	180	0.16
17:00 - 18:00	1	180	0.06	1	180	0.08	1	180	0.14
18:00 - 19:00	1	180	0.07	1	180	0.11	1	180	0.18
19:00 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			1.18			1.07			2.24

Parameter summary

Trip rate parameter range selected: 180 - 180 (units:)
 Survey date range: 01/01/97 - 22/06/04
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

Main parameter selection:

Parameter: Number of Employees

Range: 16 to 45 (units:)

Date Range: 01/01/97 to 18/04/05

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|------------|---|---------------------|
| 1 | CB-05-G-01 | GP SURGERY, CARLISLE | CUMBRIA |
| | | PORT ROAD
NEWTOWN
CARLISLE | |
| | | Total Number of Employees: 0 | |
| | | Survey date: WEDNESDAY 04/09/02 | Survey Type: MANUAL |
| 2 | DC-05-G-03 | GP SURGERY, NEAR WEYMOUTH | DORSET |
| | | PRESTON ROAD
PRESTON
NEAR WEYMOUTH | |
| | | Total Number of Employees: 0 | |
| | | Survey date: MONDAY 08/07/02 | Survey Type: MANUAL |
| 3 | HC-05-G-02 | GP SURGERY, ROMSEY | HAMPSHIRE |
| | | ALMA ROAD

ROMSEY | |
| | | Total Number of Employees: 0 | |
| | | Survey date: THURSDAY 07/11/02 | Survey Type: MANUAL |
| 4 | HC-05-G-03 | GP SURGERY, WINCHESTER | HAMPSHIRE |
| | | FRIARSGATE

WINCHESTER | |
| | | Total Number of Employees: 0 | |
| | | Survey date: THURSDAY 07/11/02 | Survey Type: MANUAL |
| 5 | ST-05-G-01 | GP SURGERY, STOKE-ON-TRENT | STAFFORDSHIRE |
| | | NEW INN LANE
HANFORD
STOKE-ON-TRENT | |
| | | Total Number of Employees: 0 | |
| | | Survey date: TUESDAY 16/07/02 | Survey Type: MANUAL |
| 6 | TV-05-G-01 | GP SURGERY, DARLINGTON | TEES VALLEY |
| | | VICTORIA ROAD

DARLINGTON | |
| | | Total Number of Employees: 0 | |
| | | Survey date: MONDAY 18/04/05 | Survey Type: MANUAL |

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	5	34	0.33	5	34	0.19	5	34	0.52
08:00 - 09:00	6	31	1.71	6	31	0.88	6	31	2.59
09:00 - 10:00	6	31	2.55	6	31	2.05	6	31	4.60
10:00 - 11:00	6	31	2.19	6	31	2.33	6	31	4.57
11:00 - 12:00	6	31	1.54	6	31	1.96	6	31	3.50
12:00 - 13:00	6	31	1.21	6	31	1.59	6	31	2.80
13:00 - 14:00	6	31	1.28	6	31	1.25	6	31	2.53
14:00 - 15:00	6	31	1.76	6	31	1.39	6	31	3.15
15:00 - 16:00	6	31	1.59	6	31	1.54	6	31	3.13
16:00 - 17:00	6	31	1.49	6	31	1.65	6	31	3.14
17:00 - 18:00	6	31	1.14	6	31	1.59	6	31	2.73
18:00 - 19:00	6	31	0.16	6	31	0.58	6	31	0.74
19:00 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			16.94			17.06			34.00

Parameter summary

Trip rate parameter range selected: 0 - 0 (units:)
 Survey date date range: 01/01/97 - 18/04/05
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : E - CLINICS

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

01	GREATER LONDON	
	GL GREATER LONDON	1 days
03	SOUTH WEST	
	DC DORSET	1 days

Main parameter selection:

Parameter: Number of Employees

Range: 37 to 65 (units:)

Date Range: 01/01/97 to 02/09/03

Selected survey days:

Tuesday 1 days

Thursday 1 days

Selected survey types:

Manual count 2 days

Directional ATC Count 0 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|------------|-----------------------------|---------------------|
| 1 | DC-05-E-01 | MEDICAL CENTRE, SHAFTESBURY | DORSET |
| | | SALISBURY ROAD | |
| | | SHAFTESBURY | |
| | | Total Number of Employees: | 0 |
| | | Survey date: TUESDAY | 02/09/03 |
| | | | Survey Type: MANUAL |
| 2 | GL-05-E-01 | ISLAND HEALTH, ISLE OF DOGS | GREATER LONDON |
| | | EAST FERRY ROAD | |
| | | CROSSHARBOUR | |
| | | ISLE OF DOGS | |
| | | Total Number of Employees: | 0 |
| | | Survey date: THURSDAY | 20/06/02 |
| | | | Survey Type: MANUAL |

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time-Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	2	51	0.22	2	51	0.05	2	51	0.27
08:00 - 09:00	2	51	1.18	2	51	0.41	2	51	1.59
09:00 - 10:00	2	51	2.48	2	51	1.68	2	51	4.16
10:00 - 11:00	2	51	1.87	2	51	1.85	2	51	3.72
11:00 - 12:00	2	51	1.53	2	51	1.67	2	51	3.20
12:00 - 13:00	2	51	0.96	2	51	1.51	2	51	2.47
13:00 - 14:00	2	51	0.92	2	51	0.87	2	51	1.79
14:00 - 15:00	2	51	1.13	2	51	1.03	2	51	2.16
15:00 - 16:00	2	51	0.97	2	51	1.32	2	51	2.29
16:00 - 17:00	2	51	1.20	2	51	1.20	2	51	2.40
17:00 - 18:00	2	51	0.66	2	51	1.00	2	51	1.66
18:00 - 19:00	2	51	0.61	2	51	0.84	2	51	1.45
19:00 - 20:00	1	65	0.03	1	65	0.09	1	65	0.12
20:00 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			13.75			13.52			27.28

Parameter summary

Trip rate parameter range selected: 0 - 0 (units:)
 Survey date date range: 01/01/97 - 02/09/03
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days

Main parameter selection:

Parameter: Number of beds
Range: 55 to 56 (units:)

Date Range: 01/01/97 to 21/10/02

Selected survey days:

Monday	1 days
Thursday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|------------|------------------------------|---------------------|
| 1 | DC-05-B-01 | COMMUNITY HOSPITAL, BRIDPORT | DORSET |
| | | HOSPITAL LANE | |
| | | NORTH ALLINGTON | |
| | | BRIDPORT | |
| | | Total Number of beds: | 55 ***** |
| | | Survey date: MONDAY | 21/10/02 |
| | | | Survey Type: MANUAL |
| 2 | ES-05-B-03 | COMMUNITY HOSPITAL, UCKFIELD | EAST SUSSEX |
| | | FRAMFIELD ROAD | |
| | | NEW TOWN | |
| | | UCKFIELD | |
| | | Total Number of beds: | 56 ***** |
| | | Survey date: THURSDAY | 12/09/02 |
| | | | Survey Type: MANUAL |

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	2	56	0.48	2	56	0.19	2	56	0.97
08:00 - 09:00	2	56	1.16	2	56	0.24	2	56	1.40
09:00 - 10:00	2	56	1.71	2	56	0.82	2	56	2.53
10:00 - 11:00	2	56	1.09	2	56	1.16	2	56	2.25
11:00 - 12:00	2	56	1.10	2	56	1.21	2	56	2.31
12:00 - 13:00	2	56	0.92	2	56	1.11	2	56	2.03
13:00 - 14:00	2	56	1.20	2	56	0.64	2	56	1.84
14:00 - 15:00	2	56	1.53	2	56	1.34	2	56	2.87
15:00 - 16:00	2	56	0.85	2	56	1.51	2	56	2.36
16:00 - 17:00	2	56	0.86	2	56	1.74	2	56	2.60
17:00 - 18:00	2	56	0.42	2	56	0.98	2	56	1.40
18:00 - 19:00	2	56	0.26	2	56	0.31	2	56	0.57
19:00 - 20:00	1	56	0.18	1	56	0.45	1	56	0.63
20:00 - 21:00	1	56	0.13	1	56	0.20	1	56	0.32
21:00 - 22:00	1	56	0.07	1	56	0.16	1	56	0.23
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			11.96			12.06			24.01

Parameter summary

Trip rate parameter range selected: 55 - 56 (units:)
 Survey date date range: 01/01/97 - 21/10/02
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NC
 Surveys manually removed from selection: 0



Annex J

Sports Centre Trip Rates

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - SPORTS CENTRES

MULTI-MODAL VEHICLESSelected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
GS GLOUCESTERSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
WO WORCESTERSHIRE	2 days

Main parameter selection:

Parameter: Gross floor area
 Range: 3280 to 6000 (units: sqm)

Date Range: 01/01/97 to 02/02/06

Selected survey days:

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Optional parameter selection:Use Class:

D2	5 days
----	--------

Location:Location Sub Category:

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

Population within 1 mile:

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
250,001 to 500,000	1 days

WSP Mountbatten House Basingstoke

Licence No: 100301

Optional parameter selection (Cont.):Car ownership within 5 miles:

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

Buses/Trains per day (both directions):

<u>Frequency</u>	<u>Per Hour</u>	<u>Per Day</u>	<u>Surveys</u>
Not Known			0 days
0	0	0	1 days
<20 per day	1	20	0 days
20-39 per day	2	40	0 days
40-59 per day	3	60	0 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	1 days

Travel Plan:

Not Known	2 days
Yes	1 days
No	2 days

WSP Mountbatten House Basingstoke

Licence No: 100301

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---------------------------------------|-----------------------------------|------------------------|
| 1 | DC-07-C-05 | SPORTS CENTRE, BRIDPORT | DORSET |
| | SKILLING HILL ROAD | | |
| | SKILLING | | |
| | BRIDPORT | | |
| | Total Gross floor area: 5600 sqm | | |
| | Survey date: <i>TUESDAY</i> 11/07/00 | | |
| 2 | GS-07-C-01 | LEISURE CENTRE, GLOUCESTER | GLOUCESTERSHIRE |
| | BRUTON WAY | | |
| | GLOUCESTER | | |
| | Total Gross floor area: 5886 sqm | | |
| | Survey date: <i>MONDAY</i> 24/05/04 | | |
| 3 | WM-07-C-01 | SPORTS CENTRE, COVENTRY | WEST MIDLANDS |
| | LIVINGSTONE ROAD | | |
| | COVENTRY | | |
| | Total Gross floor area: 3280 sqm | | |
| | Survey date: <i>THURSDAY</i> 02/02/06 | | |
| 4 | WO-07-C-01 | SPORTS CENTRE, DROITWICH | WORCESTERSHIRE |
| | BRIAR MILL | | |
| | WYCHAVON | | |
| | DROITWICH | | |
| | Total Gross floor area: 6000 sqm | | |
| | Survey date: <i>FRIDAY</i> 21/07/00 | | |
| 5 | WO-07-C-02 | SPORTS CENTRE, DROITWICH | WORCESTERSHIRE |
| | BRIAR HILL | | |
| | WYCHAVON | | |
| | DROITWICH SPA | | |
| | Total Gross floor area: 6000 sqm | | |
| | Survey date: <i>FRIDAY</i> 01/07/05 | | |

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE for Land Use 07 - LEISURE/C - SPORTS CENTRES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	1	5600	0.38	1	5600	0.02	1	5600	0.40
07:00 - 08:00	3	5829	0.54	3	5829	0.27	3	5829	0.81
08:00 - 09:00	3	5829	0.53	3	5829	0.53	3	5829	1.06
09:00 - 10:00	3	5829	0.87	3	5829	0.40	3	5829	1.27
10:00 - 11:00	4	5192	0.49	4	5192	0.54	4	5192	1.03
11:00 - 12:00	4	5192	0.43	4	5192	0.57	4	5192	1.00
12:00 - 13:00	5	5353	0.44	5	5353	0.44	5	5353	0.88
13:00 - 14:00	5	5353	0.50	5	5353	0.52	5	5353	1.02
14:00 - 15:00	5	5353	0.61	5	5353	0.51	5	5353	1.12
15:00 - 16:00	5	5353	0.76	5	5353	0.83	5	5353	1.59
16:00 - 17:00	5	5353	0.96	5	5353	0.78	5	5353	1.74
17:00 - 18:00	5	5353	1.02	5	5353	0.90	5	5353	1.92
18:00 - 19:00	5	5353	1.06	5	5353	0.75	5	5353	1.81
19:00 - 20:00	5	5353	1.13	5	5353	1.20	5	5353	2.33
20:00 - 21:00	5	5353	0.55	5	5353	0.88	5	5353	1.43
21:00 - 22:00	5	5353	0.09	5	5353	0.64	5	5353	0.73
22:00 - 23:00	1	5600	0.02	1	5600	0.16	1	5600	0.18
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			10.38			9.96			20.32

Parameter summary

Trip rate parameter range selected: 3280 - 6000 (units: sqm)
 Survey date date range: 01/01/97 - 02/02/06
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE for Land Use 07 - LEISURE/C - SPORTS CENTRES

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	1	5600	0.46	1	5600	0.04	1	5600	0.50
07:00 - 08:00	3	5829	0.61	3	5829	0.30	3	5829	0.91
08:00 - 09:00	3	5829	0.73	3	5829	0.63	3	5829	1.36
09:00 - 10:00	3	5829	1.24	3	5829	0.50	3	5829	1.74
10:00 - 11:00	4	5192	0.73	4	5192	0.75	4	5192	1.48
11:00 - 12:00	4	5192	0.65	4	5192	0.84	4	5192	1.49
12:00 - 13:00	5	5353	0.64	5	5353	0.60	5	5353	1.24
13:00 - 14:00	5	5353	0.75	5	5353	0.73	5	5353	1.48
14:00 - 15:00	5	5353	0.87	5	5353	0.72	5	5353	1.59
15:00 - 16:00	5	5353	1.26	5	5353	1.48	5	5353	2.74
16:00 - 17:00	5	5353	1.72	5	5353	1.34	5	5353	3.06
17:00 - 18:00	5	5353	1.49	5	5353	1.71	5	5353	3.20
18:00 - 19:00	5	5353	1.63	5	5353	1.16	5	5353	2.79
19:00 - 20:00	5	5353	1.78	5	5353	1.90	5	5353	3.68
20:00 - 21:00	5	5353	0.81	5	5353	1.30	5	5353	2.11
21:00 - 22:00	5	5353	0.13	5	5353	0.96	5	5353	1.09
22:00 - 23:00	1	5600	0.05	1	5600	0.23	1	5600	0.28
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			15.54			15.20			30.74

Parameter summary

Trip rate parameter range selected: 3280 - 6000 (units: sqm)
 Survey date date range: 01/01/97 - 02/02/06
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE for Land Use 07 - LEISURE/C - SPORTS CENTRES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	1	5600	0.04	1	5600	0.00	1	5600	0.04
07:00 - 08:00	3	5829	0.07	3	5829	0.02	3	5829	0.09
08:00 - 09:00	3	5829	0.26	3	5829	0.14	3	5829	0.40
09:00 - 10:00	3	5829	0.19	3	5829	0.14	3	5829	0.33
10:00 - 11:00	4	5192	0.24	4	5192	0.14	4	5192	0.38
11:00 - 12:00	4	5192	0.18	4	5192	0.19	4	5192	0.37
12:00 - 13:00	5	5353	0.15	5	5353	0.12	5	5353	0.27
13:00 - 14:00	5	5353	0.41	5	5353	0.15	5	5353	0.56
14:00 - 15:00	5	5353	0.15	5	5353	0.49	5	5353	0.64
15:00 - 16:00	5	5353	0.29	5	5353	0.22	5	5353	0.51
16:00 - 17:00	5	5353	0.16	5	5353	0.11	5	5353	0.27
17:00 - 18:00	5	5353	0.24	5	5353	0.24	5	5353	0.48
18:00 - 19:00	5	5353	0.24	5	5353	0.12	5	5353	0.36
19:00 - 20:00	5	5353	0.15	5	5353	0.18	5	5353	0.33
20:00 - 21:00	5	5353	0.10	5	5353	0.08	5	5353	0.18
21:00 - 22:00	5	5353	0.01	5	5353	0.05	5	5353	0.06
22:00 - 23:00	1	5600	0.00	1	5600	0.04	1	5600	0.04
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			2.88			2.44			5.31

Parameter summary

Trip rate parameter range selected: 3280 - 6000 (units: sqm)
 Survey date date range: 01/01/97 - 02/02/06
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/C - SPORTS CENTRES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	1	5600	0.00	1	5600	0.00	1	5600	0.00
07:00 - 08:00	3	5829	0.03	3	5829	0.02	3	5829	0.05
08:00 - 09:00	3	5829	0.04	3	5829	0.02	3	5829	0.06
09:00 - 10:00	3	5829	0.06	3	5829	0.06	3	5829	0.12
10:00 - 11:00	4	5192	0.04	4	5192	0.01	4	5192	0.05
11:00 - 12:00	4	5192	0.02	4	5192	0.02	4	5192	0.04
12:00 - 13:00	5	5353	0.01	5	5353	0.01	5	5353	0.02
13:00 - 14:00	5	5353	0.02	5	5353	0.03	5	5353	0.05
14:00 - 15:00	5	5353	0.01	5	5353	0.01	5	5353	0.02
15:00 - 16:00	5	5353	0.01	5	5353	0.04	5	5353	0.05
16:00 - 17:00	5	5353	0.02	5	5353	0.01	5	5353	0.03
17:00 - 18:00	5	5353	0.04	5	5353	0.03	5	5353	0.07
18:00 - 19:00	5	5353	0.03	5	5353	0.04	5	5353	0.07
19:00 - 20:00	5	5353	0.02	5	5353	0.02	5	5353	0.04
20:00 - 21:00	5	5353	0.01	5	5353	0.03	5	5353	0.04
21:00 - 22:00	5	5353	0.00	5	5353	0.01	5	5353	0.01
22:00 - 23:00	1	5600	0.00	1	5600	0.00	1	5600	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			0.38			0.37			0.72

Parameter summary

Trip rate parameter range selected: 3280 - 6000 (units: sqm)
 Survey date date range: 01/01/97 - 02/02/06
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/C - SPORTS CENTRES

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	1	5886	0.02	1	5886	0.02	1	5886	0.04
08:00 - 09:00	1	5886	0.02	1	5886	0.02	1	5886	0.04
09:00 - 10:00	1	5886	0.07	1	5886	0.02	1	5886	0.09
10:00 - 11:00	2	4583	0.56	2	4583	0.03	2	4583	0.59
11:00 - 12:00	2	4583	0.04	2	4583	0.56	2	4583	0.60
12:00 - 13:00	2	4583	0.01	2	4583	0.08	2	4583	0.09
13:00 - 14:00	2	4583	0.04	2	4583	0.04	2	4583	0.08
14:00 - 15:00	2	4583	0.00	2	4583	0.00	2	4583	0.00
15:00 - 16:00	2	4583	0.11	2	4583	0.04	2	4583	0.15
16:00 - 17:00	2	4583	0.15	2	4583	0.05	2	4583	0.20
17:00 - 18:00	2	4583	0.09	2	4583	0.09	2	4583	0.18
18:00 - 19:00	2	4583	0.07	2	4583	0.04	2	4583	0.11
19:00 - 20:00	2	4583	0.01	2	4583	0.07	2	4583	0.08
20:00 - 21:00	2	4583	0.00	2	4583	0.10	2	4583	0.10
21:00 - 22:00	2	4583	0.00	2	4583	0.00	2	4583	0.00
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			1.18			1.15			2.35

Parameter summary

Trip rate parameter range selected: 3280 - 6000 (units: sqm)
 Survey date range: 01/01/97 - 02/02/06
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : C - SPORTS CENTRES

MULTI-MODAL TRAIN PASSENGERSSelected regions and areas:**03 SOUTH WEST**

DC DORSET 1 days

GS GLOUCESTERSHIRE 1 days

06 WEST MIDLANDS

WM WEST MIDLANDS 1 days

WO WORCESTERSHIRE 2 days

Main parameter selection:

Parameter: Gross floor area

Range: 3280 to 6000 (units: sqm)

Date Range: 01/01/97 to 02/02/06

Selected survey days:

Monday 1 days

Tuesday 1 days

Thursday 1 days

Friday 2 days

Selected survey types:

Manual count 5 days

Directional ATC Count 0 days

Optional parameter selection:Use Class:

D2 5 days

Location:Location Sub Category:

Suburban Area (PPS6 Out of Centre) 2 days

Edge of Town 2 days

Edge of Town Centre 1 days

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 1 days

10,001 to 15,000 1 days

15,001 to 20,000 1 days

25,001 to 50,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

75,001 to 100,000 2 days

250,001 to 500,000 1 days

TRIP RATE for Land Use 07 - LEISURE/C - SPORTS CENTRES

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 08:00	0	0	0.00	0	0	0.00	0	0	0.00
08:00 - 09:00	0	0	0.00	0	0	0.00	0	0	0.00
09:00 - 10:00	0	0	0.00	0	0	0.00	0	0	0.00
10:00 - 11:00	0	0	0.00	0	0	0.00	0	0	0.00
11:00 - 12:00	0	0	0.00	0	0	0.00	0	0	0.00
12:00 - 13:00	0	0	0.00	0	0	0.00	0	0	0.00
13:00 - 14:00	0	0	0.00	0	0	0.00	0	0	0.00
14:00 - 15:00	0	0	0.00	0	0	0.00	0	0	0.00
15:00 - 16:00	0	0	0.00	0	0	0.00	0	0	0.00
16:00 - 17:00	0	0	0.00	0	0	0.00	0	0	0.00
17:00 - 18:00	0	0	0.00	0	0	0.00	0	0	0.00
18:00 - 19:00	0	0	0.00	0	0	0.00	0	0	0.00
19:00 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			0.00			0.00			0.00

Parameter summary

Trip rate parameter range selected: 3280 - 6000 (units: sqm)
 Survey date date range: 01/01/97 - 02/02/06
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0



APPENDIX G





APPENDIX H

Proposed Car Park Capacity	Premier Inn	Restaurant	Combined Premier Inn + Restaurant
123	62	0	63
123	58	0	58
123	54	0	54
123	51	0	51
123	46	1	47
123	43	1	44
123	41	2	43
123	40	2	43
123	40	3	43
123	38	3	41
123	38	3	41
123	37	4	41
123	36	4	40
123	36	4	40
123	35	4	39
123	36	5	41
123	36	7	43
123	37	8	45
123	37	9	46
123	38	13	51
123	38	18	57
123	40	26	66
123	38	32	71
123	38	36	74
123	38	37	75
123	39	38	77
123	41	38	79
123	40	33	73
123	38	28	67
123	37	25	62
123	37	22	59
123	39	19	58
123	39	15	54
123	38	14	51
123	38	13	51
123	38	13	51
123	37	13	50
123	38	10	48
123	40	12	51
123	41	15	56
123	42	16	58
123	44	19	63
123	45	25	70
123	46	32	78
123	50	34	83
123	54	37	91
123	58	37	95
123	60	36	96
123	60	37	97
123	63	37	100
123	64	37	101
123	66	37	103
123	68	37	106
123	69	33	102
123	70	29	100
123	70	28	98
123	70	25	94
123	70	22	92
123	71	19	91
123	70	18	88
123	71	15	85
123	71	11	82
123	73	9	82
123	73	7	80

Max Accumulation	106
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