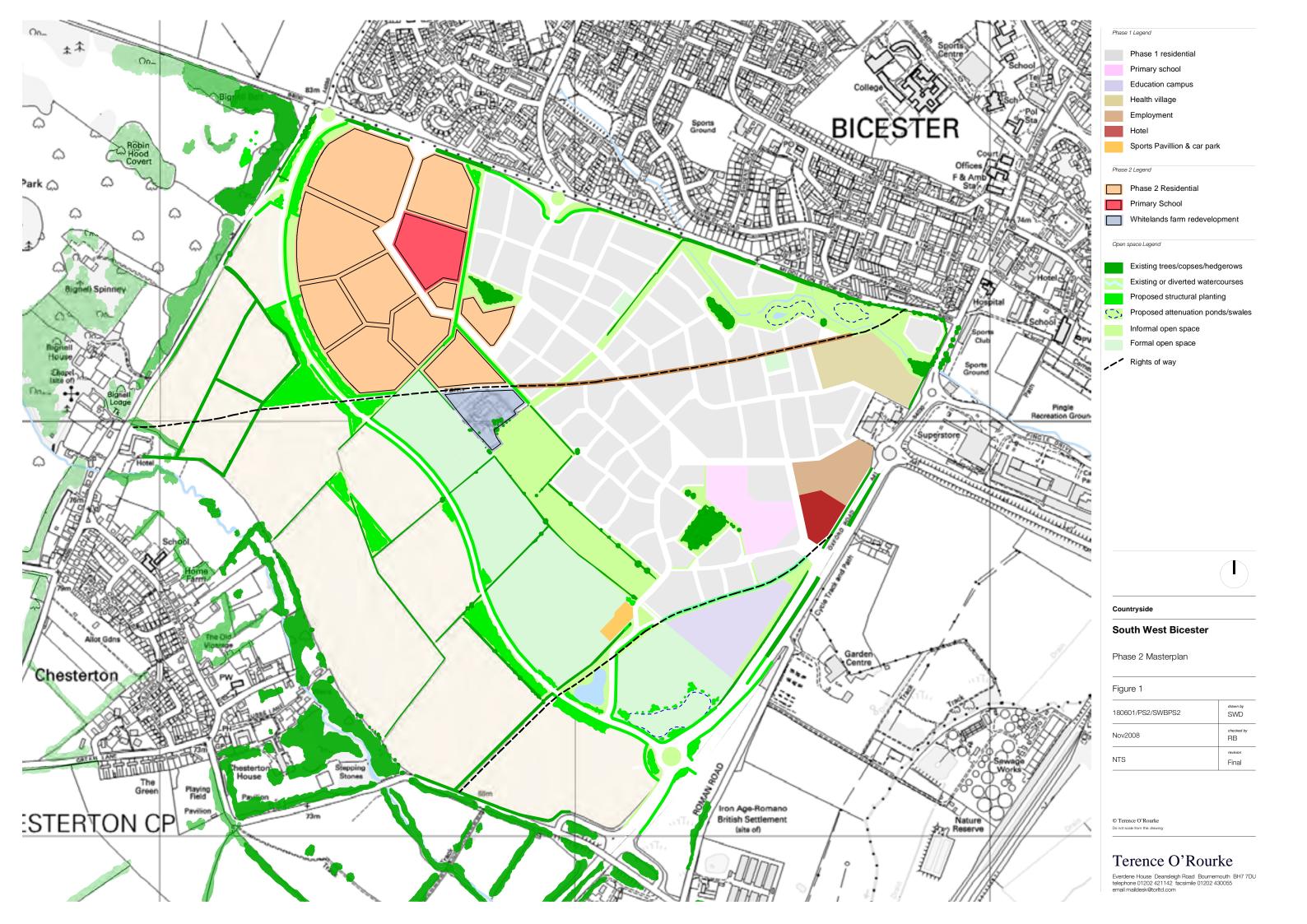


APPENDIX A





APPENDIX B



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
		London Victoria	1	Interview	345	SW1V 1PS	110	IR	70	Chargeable	N/A	N/A	0.3	0871 527 8680
Α	LONDON (INNER)	London Euston	2	Interview	329	WC1H 9PJ	266	IR	N/A	Chargeable	16	0.06	0.4	0871 527 8656
		London Southwark	3	Interview	342	SE1 9EF	59	OR	N/A	Chargeable	6	0.10	0.5	0871 527 8676
		London Kew	4	Interview	339	TW8 0BB	141	IR	100	Chargeable	30	0.21	0.8	0871 527 8670
В	LONDON (OUTER)	London Richmond (Wimbledon South)	5	Interview	347	SW19 2RF	134	IR	N/A	Chargeable	N/A	N/A	0.4	0871 527 8684
		London Edgware	6	Car Park	327	HA8 5AQ	114	IR	N/A	N/A	70	0.61	0.8	0871 527 8652
		Hemel Hempstead West	7	Car Park	262	HP1 2SB	62	IR	40	Free	60	0.97	1.6	0871 527 8516
С	TRUNK ROAD / A-ROAD	Cambridge A14 Junction 32	8	Car Park	95	CB4 2GW	154	IR	100	Free	132	0.86	6.4	0871 527 8186
	INDUSTRIAL /	York South West	9	Car Park	605	YO23 3PP	61	IR	44	N/A	63	1.03	9.7	0871 527 9202
	INDUSTRIAL /	Birmingham NEC/Airport	10	Car Park	44	B40 1QA	247	IR	240	Free	300	1.21	1.6	0871 527 8086
D	COMMERCIAL / EDGE OF	Thurrock East	11	Car Park	554	RM16 6YJ	63	BF	200	Free	120	1.90	0.8	0871 527 9092
	TOWN / LEISURE PARK	Enfield	12	Car Park	193	EN3 7XU	200	TT	143	Free	173	0.87	1.6	0871 527 8374
		Wolverhampton Bluebricks	13	Car Park	596	WV10 0BA	89	TT	120	Free	100	1.12	0.8	0871 527 9186
E	EDGE OF TOWN CENTRE	Wakefield South	14	Car Park	566	WF4 3BB	75	OR	N/A	Free	80	1.07	4.2	0871 527 9118
		Rochester	15	Car Park	475	ME2 2SS	121	IR	65	Free	130	1.07	3.2	0871 527 8938
		Reading Central	16	Interview	468	RG1 2HN	151	IR	72	Chargeable	32	0.21	1.6	0871 527 8924
F	TOWN CENTRE (EXCLUDING LONDON)	York Blossom Street North	17	Interview	601	YO24 1AJ	102	IR	120	Free	30	0.29	0.5	0871 527 9196
		Leicester City Centre	18	Interview	299	LE1 1AA	135	IR	48	Free	47	0.35	0.1	0871 527 8596
		Torquay	19	Car Park & Interview	558	TQ2 5HE	143	BE	295	Free	130	0.91	3.2 0871 527 21 1.6 0871 527 29 0.5 0871 527 35 0.1 0871 527 31 0.8 0871 527	0871 527 9102
G	COASTAL / SEASONAL VARIATION SITES	Brighton City Centre	20	Interview	76	BN1 1RE	160	IR	95	Free/Chargeable	N/A	N/A	0.4	0871 527 8150
		Scarborough	21	Interview	487	YO11 2EN	74	BF	140	Free	N/A	N/A	0.3	0871 527 9292
		Leeds City Centre	22	Car Park & Interview	293	LS3 1LW	140	OR	N/A	Free	100	0.71	0.8	0871 527 8582
н	MAJOR UK CENTRES	Birmingham City Centre (Waterloo Street)	23	Interview	42	B2 5PG	152	IR	120	N/A	N/A	N/A	0.4	0871 527 8074
		Edinburgh Central (Lauriston Place)	24	Interview	185	EH3 9DG	112	IR	90	Chargeable	N/A	N/A	1.6	0871 527 8366
		Gatwick Airport Central	25	Car Park	209	RH6 ONX	220	IR	84	Chargeable	120	0.55	0.8	0871 527 8406
	AIRPORTS	Liverpool Airport	26	Car Park	309	L24 1YQ	101	IR	80	Free	100	0.99	2.4	0871 527 8626
		Manchester Airport	27	Car Park	359	M90 5DL	195	IR	100	Chargeable	150	0.77	1.2	0871 527 8726
		Heathrow Airport Bath Road	28	Car Park	258	TW6 2AB	602	IR	2000	Chargeable	240	0.40	3.2	0871 527 8508

BE - Beefeater

TT - Table Table

BF - Brewers Fayre

TB - Taybarns

IR - Integral Restaurant

OR - Other Restaurant

RGP 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 Vat Registration No. 771 9821 04 • Registered in England No. 4237910. Registered office: Comewell House, North Street, Horsham, West Sussex, RH12 1RD





APPENDIX D

D

Premier Inn Parking & Travel Study

Survey Details					
Location	Industrial / Commercial / Edge of Town /				
	Leisure Park				
Date	Jun-11				
Туре	Car Park				

Av	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

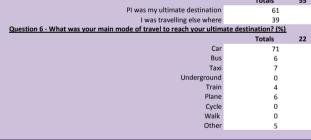
Peak	Peak Parking demand - Restaurant		
Parking demand per cover	0.13		

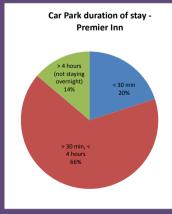


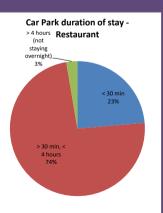
Trip Rates

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	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						

PM Peak	0.04	0.02	0.06
Day	0.40	0.40	0.79
Guest Feedback Breakdow	n		
Question 1 - What is your main mode of tra	vel to the PI	? (%)	
		Totals	56
	Car / Van	87	
Publi	c Transport	7	
	Taxi	2	
	Other	5	
Question 2 - Why did you choose to drive to	reach the P	I? (% <u>)</u>	
		Totals	71
I require a car/v	an for work	10	
No P.	T. available	1	
P.T. not	convenient	36	
P.T. not co	st effective	12	
Ne	ver use P.T.	3	
I have too much lugg	age for P.T.	16	
I travelled w	ith children	13	
I am a disa	bled driver	2	
	Other	8	
Question 3 - How important is car parking	to you at PI	(%)	
		Totals	48
Very I	mportant 5	88	
	4	10	
	3	3	
	2	0	
Not import	ant at all 1	0	
Question 4 - Which of the following would you not consider pa	rking your ca	ar when visiting a PI	(%)
		Totals	154
On Street (Pay a	nd Display)	22	
On S	treet (Free)	13	
Public Car	Park (Paid)	17	
Public Car Park (Pay ar	d Redeem)	10	
Public Car	Park (Free)	10	
Premier Inn Car Par	k (Charged)	19	
Premier Inn Car Park (Pay ar	d Redeem)	9	
Question 5 - Was PI your Ultimate destination or were	you travellin	g elsewhere? (%)	
		Totals	55















Premier Inn Parking & Travel Study

Survey Details

Location	Birmingham NEC / Airport			
Date	Tuesday 21/06/2011			
Туре	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		

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		
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

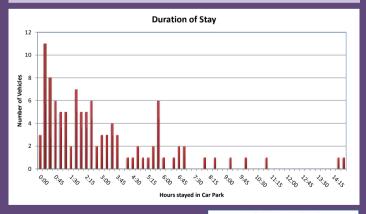
Duration of Stay		
Frequency Percentage		
Total	105	100
< 30 min	14	13
> 30 min, < 4 hours	64	61
> 4 hours (not staying overnight)	27	26
Peak Parking demand - Premier Inn		

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			

Note	AM Peak	0.05	0.20	0.25
Question 1 - What is your main mode of travel to the PI? (%) Car / Van Public Transport Taxi Other Question 2 - Why did you choose to drive to reach the PI? (%) I require a car/van for work No P.T. available P.T. not const effective P.T. not const 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 (%) Very Important 5 Very Important 5 Very Important 4 = Which of the following would you not consider parking your car when visiting a PI? (%) Totals On Street (Pay and Display) On Street (Pay and Display) On Street (Pay and Display) Public Car Park (Pay and Redeem) Public Car Park (Pay and Redeem) Public Car Park (Pay and Park (Pay a	PM Peak	0.18	0.10	0.27
Question 1 - What is your main mode of travel to the PI? (%) Car / Van Public Transport Car / Van Other			1.28	2.92
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 conserved 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 (%) Very Important 5 Very Important 5 Very Important 4 = 11 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 (Pay and Redeem) Public Car Park (Pay and Redeem) Public Car Park (Pay and Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Public Car Park (Pay and Park (Pay an			PI? (%)	
Public Transport Taxi Other Question 2 - Why did you choose to drive to reach the PI? (%) 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 (%) Very Important 5 Very Important 5 Very Important 5 Very Important 5 On Street (Pay and Display) On Street (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Paid) Premier Inn Car Park (Payand Redeem) Premier Inn Car Park (Car Pawand Redeem) Premier Inn Car Pawand Redeem) Premier	question 2 vinat is your main mode of	,		
Public Transport Taxi Other Question 2 - Why did you choose to drive to reach the PI? (%) 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 (%) Very Important 5 Very Important 5 Very Important 5 Very Important 5 On Street (Pay and Display) On Street (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Paid) Premier Inn Car Park (Payand Redeem) Premier Inn Car Park (Car Pawand Redeem) Premier Inn Car Pawand Redeem) Premier		Car / Van		
Other Question 2 - Why did you choose to drive to reach the PI2 (%) I require a car/van for work No P.T. available P.T. not convenient P.T. not convenient P.T. not convenient P.T. not cost effective Never use P.T. I have too much lugage for P.T. I travelled with children I am a disabled driver Other Question 3 - How important is car parking to you at PI (%) Very Important 5 Very Important 5 Very Important 5 On Street (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Free) Premier Inn Car Park (Free) Premier Inn Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Public Car Park (Free) Premier Inn Car Park (Pay and Redeem) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your 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	D			
Other Question 2 - Why did you choose to drive to reach the PI? (%) I require a car/van for work No P.T. available P.T. not convenient P.T. not	Pl	•		
Totals Totals Pire Pir		Taxi		
Totals -		Other		
Totals -	Question 2 - Why did you choose to dri	ve to reach the	PI? (%)	
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 P! (%) Totals Very Important 5 4 3 2 3 4 3 2 Not important at all 1 Question 4 - Which of the following would you not consider parking your car when visiting a P!? (%) Totals On Street (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Free) Public Car Park (Free) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your Ultimate destination I was travelling else where Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Car Bus Totals Totals - Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals - Car Bus Taxi Underground Train Plane Cycle Walk				-
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 (Paid) Public Car Park (Pree) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your 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 Valk	I require a ca	r/van for work		
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 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 (Paid) Public Car Park (Free) Public Car Park (Free) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your Ultimate destination I was travelling else where Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Car Bus Totals - Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Train Plane Cycle Cycle Walk				
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 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 (Paid) Public Car Park (Free) Public Car Park (Free) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your Ultimate destination I was travelling else where Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Car Bus Totals - Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Train Plane Cycle Cycle Walk	P.T. r	not convenient		
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 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 (Pay and Display) On Street (Free) Public Car Park (Pay and Redeem) Public Car Park (Pay and Redeem) Premier Inn Car Park (Pay and Redeem) Public Car Park (Pay and Redeem) 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 Cycle Walk				
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 (%) Very Important 5 Very Important 5 Very Important 5 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 (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your 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 Valk Valk	· · · · · · · · · · · · · · · · · · ·			
I travelled with children am a disabled driver Cother Question 3 - How important is car parking to you at PI (%) Totals	I have too much li			
I am a disabled driver Other Question 3 - How important is car parking to you at PI (%) Totals Very Important 5 4 3 - 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 (Fay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Pay and Redeem) Public Car Park (Pay and Redeem) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Pl 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 Cycle Walk				
Other Question 3 - How important is car parking to you at PI (%) Very Important 5 Very Important 5 Question 4 - Which of the following would you not consider parking your car when visiting a PI2 (%) Totals On Street (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Pree) Premier Inn Car Park (Charged) 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				
Question 3 - How important is car parking to you at PI (%) Totals	Talli a			
Very Important 5 Very Important 5 Very Important 5 4 3 - 3 - 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 (Paid) Public Car Park (Pay and Redeem) Public Car Park (Pay and Redeem) Premier Inn Car Park (Charged) 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 I 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 Valk	Question 2 - How important is car na		DI (%)	
Very Important 5 4 3 3	Question 3 - How important is car par	ikilig to you at		
A 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Vo	ry Important 5	Totals	-
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 (Paid) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Pl was my ultimate destination I was travelling else where Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Car Bus Taxi Underground Train Plane Cycle Cycle Walk	ve			
Not important at all 1				
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 (Paid) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Public Car Park (Pay and Redeem) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Public Car P				
Ouestion 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 (Paid) Public Car Park (Free) Public Car Park (Free) Premier Inn Car Park (Charged) 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 Plaine Cycle Walk Valk	Not in			
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 (Charged) Premier Inn Car Park (Pay and Redeem) Totals Totals Totals Totals Underground Train Plane Cycle Valk				
On Street (Pay and Display) On Street (Free) Public Car Park (Paid) Public Car Park (Paid) Public Car Park (Pree) Public Car Park (Free)				
On Street (Free) Public Car Park (Paid) Public Car Park (Free) Premier Inn Car Park (Charged) Premier Inn Car Park (Charged) Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) 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 Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 5 - Was PI your Ultimate destination I was travelling else where Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) Totals Ouestion 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)	0 : 51 1/2		Totals	•
Public Car Park (Paid) Public Car Park (Pay and Redeem) Public Car Park (Free) Premier Inn Car Park (Charged) 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 Valk				
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? (%) Pl 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 Gycle Walk				
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 Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals Ouestion 6 - What was your main mode of travel to reach your ultimate destination. Ouestion 6 - What was your main mode of travel to reach your ultimate destination. Ouestion 6 - What was your main mode of travel to reach your ultimate destination. Ouestion 6 - What was your main mode of travel to reach your ultimate destination.				
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 Figure 1 Cycle Walk				
Premier Inn Car Park (Pay and Redeem) Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%) 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 Totals Car Bus Taxi Underground - Train Plane Cycle Walk	,			
Cuestion 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 Taxi Underground Train Plane Cycle Walk Walk				
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	Question 5 - was Pi your Oitimate destination or w	rere you travei		<u>76)</u>
l was travelling else where Question 6 - What was your main mode of travel to reach your ultimate destination? (%) Totals - Bus - Taxi Underground - Train Plane - Cycle - Walk -	DIaa aalkiaa		Totals	•
Question 6 - What was your main mode of travel to reach your ultimate destination? {%} Totals Car Bus Taxi Underground Train Plane Cycle Walk				
Totals - Car Bus - Taxi - Underground - Train - Plane - Cycle - Walk -				
Car - Bus - Taxi - Underground - Train - Plane - Cycle - Walk -				
Bus - Taxi - Underground - Train - Plane - Cycle - Walk -		Coo		•
Taxi - Underground - Train - Plane - Cycle - Walk -				
Underground - Train - Plane - Cycle - Walk -				
Train - Plane - Cycle - Walk -				
Plane - Cycle - Walk -		· · · · · · · · · · · · · · · · · · ·		
Cycle - Walk -				
Walk -				
	·			
Other -				
		Other		













11

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 Pacards		

	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		

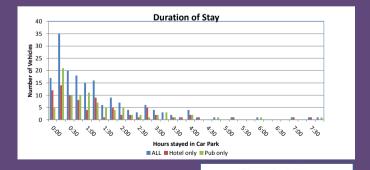
	Frequency	Percentage
Total	94	100
< 30 min	26	28
> 30 min, < 4 hours	63	67
> 4 hours (not staying overnight)	5	5
Peak Parking demand - Premier Inn		
Parking demand per room		0.63

> 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 I				
Trip Rat				
	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 F	ayre			
Trip Rat	te			
	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				

Trip Ra	te		
	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		****	
Question 1 - What is your main m		o PI2 (%)	
<u> </u>	iouc or truver to tr	Totals	22
	Car / Van	86	22
	Public Transport	5	
	Taxi	0	
	Other	9	
Question 2 - Why did you choose	to drive to reach t		
		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 mu	ch luggage for P.T.	15	
	elled with children	12	
	n a disabled driver	3	
I di	Other	6	
0			
Question 3 - How important is c	ar parking to you a		
		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 co	onsider parking yo	ur car when visitin	ng a PI? (%)
		Totals	70
On Street	(Pay and Display)	17	
	On Street (Free)	19	
Put	olic Car Park (Paid)	16	
	(Pay and Redeem)	10	
	olic Car Park (Free)	13	
	Car Park (Charged)	16	
Premier Inn Car Park	, ,	10	
Question 5 - Was PI your Ultimate destination			10/1
Question 5 - was PI your Oitimate destination	1 or were you trav		
5.	Maria da ada a d	Totals	22
· · · · · · · · · · · · · · · · · · ·	timate destination	64	
	velling else where	36	
Question 6 - What was your main mode of trave	el to reach your ul		
		Totals	8
	Car	63	
	Bus	13	
	Taxi	0	
Underground		0	
Train		0	
	Plane	13	
	Cycle	0	
	Walk	0	
	Other	13	
	Other	13	

60	Car Park Accumulation
50	
Number of Vehicles	
jo 30	
ag 20	
10	
0	
	૽ૼ૱૽૽ૢ૱ ^ૡ ૺ૱ ^{ૢૺ} ૺઽૢઌ૽ઌૢઌૢઽૺૢઌ૽ૺૢઌ૽ઌૢઌ૽૽ૢૢૢૢૢૢઌ૽૱ૢ૽ઌ૽૽ૢઌ૽૽ૢઌ૽૽ૢઌ૽૽ૢઌ૽૽ૢઌ
	Hours stayed in Car Park
	——All ——Hotel only ——Pub only











Site 12

Premier Inn Parking & Travel Study

Surv		

Survey Details				
Location	Enfield			
Date	Tuesday 14/06/2011			
Туре	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 Detail	ils (During Survey)			
General Conditions	Sun	ny / 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 cold	N/A 222			

Number of rooms sold	200	200			
Number of covers sold	N/A	232			
Number of Guests in the Hotel	309	320			
Car Park Su	mmary Details				
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					

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				

reak raiking demand - rienner inn				
Parking demand per room	0.69			
Rooms per parking space	1.45			
Peak Parking demand - Restaurant				
Parking demand per cover	0.10			

	160	Car Park Accumulation	
	140		
les	120		
Number of vehicles	100		
ģ	80		
m be	60		
₹	40		
	20		
	0		
		20 400 800 400 400 400 400 400 400 400 40	
Hours stayed in Car Park ——All ——Pub only ——Hotel only			

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		1.67	3.46	
Table Table				
Trip rate				
Arrivals Departures Two-Way				
AM Peak	0.00	0.00	0.00	
Alvi Pedk	0.00	0.00	0.00	
PM Peak	0.00	0.00	0.03	
	0.03			

Guest Feedback Breakdown			
Question 1 - What is your main mode of travel to the PI? (%)			
	To	tals	34
Car / Van		88	
Public Transport		9	
Taxi		3	
Other		0	
Question 2 - Why did you choose to drive to reach the PI? (%)			
	To	tals	38
I require a car/van for work		11	

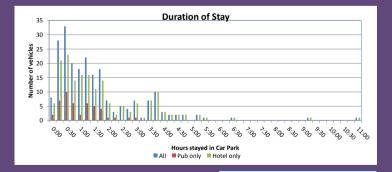
	lotais	38	
I require a car/van for work	11		
No P.T. available	3		
P.T. not convenient	40		
P.T. not cost effective	5		
Never use P.T.	3		
I have too much luggage for P.T.	16		
I travelled with children	13		
I am a disabled driver	0		
Other	11		
stion 3 - How important is car parking to you at PI	(%)		

Question 3 - How important is car parking to you at PI (%	<u>6)</u>	
	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)	22	

Tremier init car rain (chargea)	2.5	
Premier Inn Car Park (Pay and Redeem)	8	
Question 5 - Was PI your Ultimate destination or were you travelling	ng elsewhere? (%)	
	Totals	33
PI was my ultimate destination	58	

PI was my ultimate destination	58
I was travelling else where	42
Question 6 - What was your main mode of travel to reach your ultima	ate destination? (%)
	Totals 14
Car	79
Bus	0
Taxi	14
Underground	0
Train	7
Plane	0
Cycle	0
Walk	0
Other	0













E

Premier Inn Parking & Travel Study

Location	Edge of Town Centre
Date	Jun-11
Туре	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

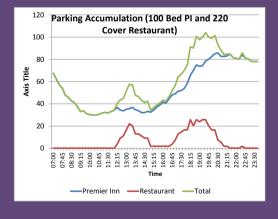
Peak Parking demand - Premier Inn	
Parking demand per room	0.94
Rooms per parking space	1.06
Disabled Provision	8

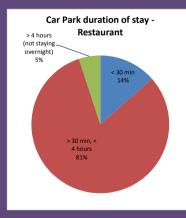
Peak	Parking demand - Restaurant
Parking demand per cover	0.12

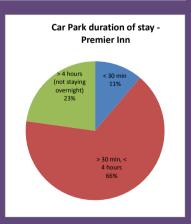
Trip Rates

Trip Rate Arrivals Departures Two-Wa AM Peak 0.08 0.21 0.29 PM Peak 0.21 0.15 0.36 Day 1.44 2.08 4.24		
AM Peak 0.08 0.21 0.29 PM Peak 0.21 0.15 0.36 Day 1.44 2.08 4.24		
PM Peak 0.21 0.15 0.36 Day 1.44 2.08 4.24	/	
Day 1.44 2.08 4.24		
Restaurant		
Trip Rate		
Arrivals Departures Two-Wa	/	
AM Peak 0.00 0.00 0.00		
PM Peak 0.07 0.01 0.08		
Day 0.33 0.33 0.65		

PM Peak	0.07	0.01	0.08
Day	0.33	0.33	0.65
Gu	est Feedback Breakdov	/n	
Question 1 - What	is your main mode of tr	avel to the PI? (%)	
		Totals	54
	Car / Van	89	
	Public Transport	9	
	•	_	
	Taxi	0	
	Other	2	
Question 2 - Why di	id you choose to drive t	· · · · · · · · · · · · · · · · · · ·	
		Totals	76
l req	uire 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 to	o much luggage for P.T.	18	
	travelled with children	15	
	I am a disabled driver	0	
	Other		
		5	
Question 3 - How	important is car parking		
		Totals	48
	Very Important 5	85	
	4	13	
	3	0	
	2	2	
	Not important at all 1	0	
Question 4 - Which of the following	•	parking your car wh	en visiting a PI?
		Totals	133
Ons	Street (Pay and Display)	25	200
On S	On Street (Free)	14	
	Public Car Park (Paid)	17	
Dublic Con	, ,		
Public Car	Park (Pay and Redeem)	10	
	Public Car Park (Free)	9	
	Inn Car Park (Charged)	17	
	Park (Pay and Redeem)	8	
Question 5 - Was PI your Ultima	ate destination or were	you travelling elsew	here? (%)
		Totals	54
PI was r	my ultimate destination	57	
I w	as travelling else where	43	
Question 6 - What was your main	mode of travel to reac	h your ultimate dest	ination? (%)
		Totals	23
	Car	100	
	Bus	0	•
	Taxi	0	
	Underground	0	
	Train	0	
	Plane	0	
	Cycle	0	
	Cycle	0	













13

Premier Inn Parking & Travel Study

Survey Details	
Location	Wolverhampton Bluebricks
Date	Thursday 16/06/2011
Туре	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
	Ossumana Basanda

wiiii. reinp. (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

Dur	ation 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

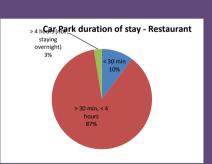
Parking demand per room	1.07
Rooms per parking space	0.94
Peak Parking demand - Restaurant	
Parking spaces per cover	0.12

	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			

PM Peak	0.07	0.01	0.08
Day	0.33	0.33	0.65
	st Feedback Breakdow		
Question 1 - What is	your main mode of tra	evel to the PI? (%)	
		Totals	1
	Car / Van		0
	Public Transport	1	00
	Taxi		0
	Other		0
Question 2 - Why did	you choose to drive to		1
	. , , , ,	Totals	-
ı requ	ire a car/van for work		-
	No P.T. available		-
	P.T. not convenient		-
	P.T. not cost effective		-
l have to a	Never use P.T.		-
	much luggage for P.T. ravelled with children		-
	I am a disabled driver		-
	Other		-
Question 3 - How in	nportant is car parking	to you at PI (%)	-
Question 3 - How II	iiportuiit is cur purkiii;	Totals	_
	Very Important 5	Totals	
	4		_
	3		_
	2		-
1	Not important at all 1		-
Question 4 - Which of the following	would you not conside	r parking your ca	when visiting a
		Totals	-
On St	reet (Pay and Display)		-
	On Street (Free)		-
	Public Car Park (Paid)		-
Public Car P	ark (Pay and Redeem)		-
Public Car Park (Free)			-
	nn Car Park (Charged)		-
	ark (Pay and Redeem)		-
Question 5 - Was PI your Ultimat	e destination or were		
		Totals	1
	y ultimate destination	_	00
Question 6 - What was your main r	s travelling else where		0
Question 6 - What was your main i	noue of traver to react	Totals	Stillation: (70)
	Car	Totals	-
	Bus		
	Taxi		_
	Underground		_
	Train		_
	Plane		_
	Cycle		-
	Walk		-
	Other		









Premier Inn Parking & Travel Study

Survey Details		
Location	Wakefield South	
Date	Tuesday 21/06/2011	
Туре	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)			

raiking spaces per itooin	1.07	
Weather Details (During Survey)		
General Conditions	Rain	
Max. Temp. (°C)	18	
Min. Temp. (°C)	12	
Оссир	pancy Records	

	rievious ivigiit	Survey Date/Nigit	
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	

iviax. 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

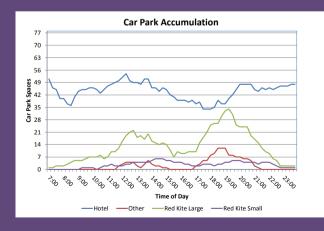
> 4 hours (not staying overnight)	30	28	
Duration of Stay - Restaurant			
	Frequency	Percentage	
Total	173	100	
< 30 min	29	17	
> 30 min, < 4 hours	131	76	
> 4 hours (not staying overnight)	13	8	
Peak Parking demand - Premier Inn			

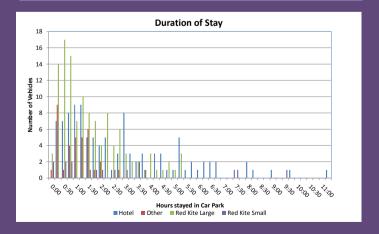
> 30 min, < 4 hours	131	76	
> 4 hours (not staying overnight)	13	8	
Peak Parking demand - Premier Inn			
Parking demand per room		1.05	
Rooms per parking space		0.95	
Peak Parking demand - Restaurant			
Parking spaces per cover		0.33	

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	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				

AIVI Peak	0.03	0.01	0.03
PM Peak	0.17	0.05	0.22
Day	1.17	1.16	2.33
Guest Feedback Brea	akdown		
Question 1 - What is your main mode	of travel to th	e PI? (%)	
		Totals	25
	Car / Van	96	
Di	ublic Transport	4	
	Taxi	0	
	Other	0	
Question 2 - Why did you choose to d	rive to reach tr		
		Totals	36
	r/van for work	19	
	o P.T. available	8	
P.T. 1	not convenient	39	
P.T. no	t cost effective	8	
	Never use P.T.	6	
I have too much I	uggage for P.T.	8	
I travelle	d with children	8	
	disabled driver	3	
· · · · · · · · · · · · · · · · · · ·	Other	0	
Question 3 - How important is car p			
Question 5 How important is car p	urking to you u	Totals	24
Vo	ery Important 5	92	24
Ve	4		
		8	
	3	0	
2		0	
Not important at all 1		0	
Question 4 - Which of the following would you not consi	der parking you		
		Totals	53
	ay and Display)	25	
0	n 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 ultima	ate destination	68	
•	ling else where	32	
Question 6 - What was your main mode of travel to			6)
		Totals	8
	Car	100	
	Bus	0	
	0		
	0		
	0		
	Train	_	
	Plane	0	
	Plane Cycle	0	
	Plane		











Premier Inn Parking & Travel Study

Survey Details

Location	Rochester
Date	Tuesday 28/06/2011
Туре	Car Park
	Site Details
Number of Rooms	121

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)		

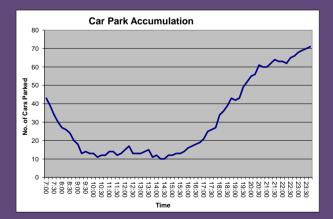
	Provious Night	Survey Date/Nic
Occ	cupancy Records	
Min. Temp. (°C)		13
Max. Temp. (°C)		22
General Conditions	Jui	illy / Cloudy

	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			
0 DI-C D-I'I-			

Car Park Summary Details									
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								

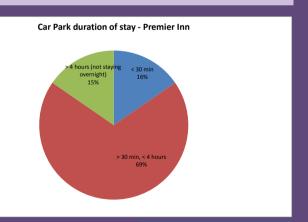
Duration of Stay							
	Frequency	Percentage					
Total	65	100					
< 30 min	10	15					
> 30 min, < 4 hours	45	69					
> 4 hours (not staying overnight)	10	15					

Peak Parkir	ng demand - Premier Inn
Parking demand per room	0.80
Rooms per parking space	1.25



Overall Trip Rat	te		
	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 Brea	kdown		

AM Peak PM Peak	0.00 0.15	0.11	0.11
Day	1.51	0.06 1.22	0.20 2.73
Guest Feedback Brea	kdown		
Question 1 - What is your main mode	of travel to the PI? (
	Car / Van	Totals 89	54
	Public Transport	9	
	Taxi		
		0	
	Other	2	
Question 2 - Why did you choose to dr	rive to reach the PI? I		7.0
Leoquie	e a car/van for work	Totals 16	76
rrequii	No P.T. available	16	
	P.T. not convenient	34	
R	.T. not cost effective	34 11	
· ·	Never use P.T.	0	
I have too m	nuch luggage for P.T.	18	
	evelled with children	15	
	am a disabled driver	0	
	Other	5	
Question 3 - How important is car pa	arking to you at PI (%)	
		Totals	48
	Very Important 5	85	
	4	13	
	3	0	
	2	2	
	ot important at all 1	0	4
Question 4 - Which of the following would you not consid	ler parking your car v		
0-5	at (Day and Display)	Totals	133
Off Stre	eet (Pay and Display) On Street (Free)	25 14	
p	Public Car Park (Paid)	17	
	rk (Pay and Redeem)	10	
	ublic Car Park (Free)	9	
	n Car Park (Charged)	17	
Premier Inn Car Par	rk (Pay and Redeem)	8	
Question 5 - Was PI your Ultimate destination or	were you travelling e	lsewhere? (%)	
		Totals	54
•	ultimate destination	57	
	travelling else where	43	
Question 6 - What was your main mode of travel to	reach your ultimate		
	6	Totals	23
	Car	100	
	Bus Taxi	0	
	Underground	0	
	Train	0	
	Plane	0	
	Cycle	0	
	Walk	0	
	Other	0	















APPENDIX E

	Ave	erage Trip R Premier Inr			Average Trip Premier I		Ave	erage Trip R Premier Inr			Pren	Rate Genera				age Trip Ra Restaurant	ates	Ave	erage Trip R Restaurant	ates	Ave	erage Trip Ra Restaurant	ates	Ave	erage Trip R Restauran		Ave	erage Trip R Restauran		Pro	posed Trip R Premie		tion
	Edge	e of Town Co	entre		/ Commerica Town / Leisu	-	Ave	erage Trip Ra Combined		Propose		Premier Inn S				eterboroug Tueday 152 covers	h		Poole / Thurs Ave 155 covers	erage		wich Showgro Is / Thurs Ave 160 covers			Andover Wednesday 220 covers	•	Av	erage Trip R Combined			Restaura d Car Park acity	nt Sites	
											No. Rooms	84				132 covers			133 covers			100 covers			220 covers	•				·	No. Covers	220	ł
										Start A	ccumulatio	n 65																		Start A	ccumulation	0	
												78%	Z	- <u>-</u>																		0%	Z
TIME	<u>z</u>	OUT	TWO-WAY	<u>z</u>	OUT	TWO-WAY	<u>z</u>	OUT	TWO-WAY	Z	DUO	TWO-WAY	ACCUMULATIO		2	OUT	TWO-WAY	<u>Z</u>	OUT	TWO-WAY	Z	OUT	TWO-WAY	Z	OUT	TWO-WAY	Z	OUT	TWO-WAY	<u>z</u>	OUT	TWO-WAY	ACCUMULATIC
0700 - 0715 0715 - 0730	0.005 0.017	0.045 0.083	0.050 0.101	0.009	0.041	0.050 0.060	0.007 0.016	0.043 0.065	0.050	1	4 5	7	62 58		000	0.000	0.000	0.000	0.000	0.000	0.006	0.000	0.006	0.000	0.000	0.000	0.002	0.000	0.002	0	0	0	0
0730 - 0745 0745 - 0800	0.029 0.047	0.072 0.099	0.101 0.146	0.007 0.002	0.059 0.036	0.066 0.038	0.018 0.024	0.066	0.084	2	6	7	54 51		000	0.000	0.000 0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0
0800 - 0815	0.031	0.074	0.105	0.007	0.069	0.076	0.019	0.071	0.090	2	6	8	46	0.	000	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.003	0.000	0.000	0.000	0.001	0.000	0.001	0	0	0	1
0815 - 0830 0830 - 0845	0.027 0.025	0.059 0.052	0.086 0.077	0.011	0.049 0.044	0.060 0.057	0.019 0.019	0.054 0.048	0.073 0.067	2	5 4	6	43 41	0. 0.		0.000	0.007 0.026	0.003 0.010	0.000	0.003	0.003 0.006	0.003	0.006	0.000	0.000	0.000	0.003	0.001	0.004 0.011	2	0 1	2	2
0845 - 0900 0900 - 0915	0.071 0.051	0.048 0.061	0.119 0.112	0.018 0.021	0.050 0.026	0.068 0.046	0.044 0.036	0.049 0.044	0.093 0.079	4 3	4	8	40		000	0.000	0.000	0.000	0.000	0.000	0.009	0.000	0.009	0.000	0.000	0.000	0.002 0.004	0.000 0.002	0.002 0.006	1	0	1	2
0915 - 0930	0.046	0.067	0.113	0.014	0.028	0.042	0.030	0.047	0.077	3	4	7	38	0.	007	0.007	0.013	0.000	0.000	0.000	0.003	0.000	0.003	0.000	0.000	0.000	0.002	0.002	0.004	1	0	1	3
0930 - 0945 0945 - 1000	0.050 0.033	0.042 0.043	0.093 0.076	0.006 0.014	0.023	0.029 0.038	0.028 0.024	0.033	0.061 0.057	2	3	5 5	38 37		000	0.000	0.000	0.000	0.003	0.003	0.003	0.000	0.003 0.016	0.000	0.000	0.000	0.001	0.001	0.002	1	0	1	3 4
1000 - 1015 1015 - 1030	0.019	0.023	0.042	0.009	0.018	0.028	0.014	0.021	0.035	1	2	3	36 36	0.	000	0.000	0.000	0.000	0.000	0.000	0.003	0.003	0.006	0.000	0.000	0.000	0.001	0.001	0.002	0	0	0	4
1030 - 1045	0.037	0.051	0.088	0.006	0.011	0.017	0.021	0.031	0.052	2	3	4	35	0.	007	0.000	0.013	0.003	0.000	0.003	0.000	0.003	0.003	0.000	0.000	0.000	0.002	0.002	0.005	1	1	1	4
1045 - 1100 1100 - 1115	0.030 0.032	0.013 0.011	0.043	0.010	0.013	0.023	0.020 0.025	0.013 0.015	0.033	2	1	3	36 36		000	0.000	0.000	0.006	0.000	0.006	0.009	0.000	0.009	0.005	0.000	0.005	0.005	0.000	0.005	1 2	0	1 2	5 7
1115 - 1130	0.018	0.007	0.024	0.011	0.009	0.020	0.014	0.008	0.022	1	1	2	37	0.	013	0.007	0.020	0.006	0.003	0.010	0.006	0.000	0.006	0.005	0.000	0.005	0.008	0.002	0.010	2	1	2	8
1130 - 1145 1145 - 1200	0.022 0.015	0.019	0.041 0.015	0.016	0.025	0.041 0.029	0.019	0.022	0.041	1	0	2	37 38	0.	007	0.013	0.020 0.053	0.006	0.013	0.019	0.028 0.047	0.003	0.031	0.005 0.014	0.000	0.005 0.023	0.011	0.007	0.019 0.040	3 6	2	9	9 13
1200 - 1215 1215 - 1230	0.034 0.038	0.013	0.046 0.046	0.015 0.025	0.020	0.035 0.038	0.024	0.016 0.011	0.041 0.042	2	1	3	38 40		013	0.007	0.020 0.039	0.029	0.003	0.032 0.016	0.053 0.075	0.000	0.053 0.075	0.018	0.005 0.014	0.023 0.045	0.028 0.038	0.004	0.032 0.044	6	1	7 10	18 26
1230 - 1245	0.025	0.066	0.091	0.012	0.012	0.024	0.018	0.039	0.057	2	3	5	38	0.	026	0.000	0.026	0.032	0.003	0.035	0.047	0.009	0.056	0.036	0.005	0.041	0.035	0.004	0.040	8	1	9	32
1245 - 1300 1300 - 1315	0.027 0.038	0.038	0.065 0.067	0.023	0.014	0.037 0.034	0.025	0.026 0.026	0.051	2	2	4	38 38		020	0.013	0.033 0.046	0.019	0.013	0.032	0.063 0.056	0.047	0.109	0.041	0.005 0.014	0.045 0.014	0.036	0.019	0.055 0.050	8 6	4 5	12 11	36 37
1315 - 1330	0.017	0.020	0.037	0.023	0.007	0.030	0.020	0.013	0.034	2	1	3	39	0.	033	0.000	0.033	0.016	0.006	0.023	0.022	0.050	0.072	0.027	0.027	0.055	0.025	0.021	0.045	5	5	10	38
1330 - 1345 1345 - 1400	0.037 0.033	0.009 0.048	0.046 0.082	0.031 0.023	0.012 0.028	0.043 0.051	0.034 0.028	0.011	0.045 0.066	2	3	6	41 40		059	0.013	0.072 0.066	0.019 0.035	0.039	0.058	0.016 0.016	0.056 0.063	0.072	0.014	0.000 0.014	0.014 0.018	0.027 0.017	0.027 0.040	0.054 0.057	6 4	6 9	12	38 33
1400 - 1415 1415 - 1430	0.026 0.011	0.064 0.023	0.090 0.034	0.016	0.013	0.029 0.064	0.021	0.039	0.059	2	3	5 4	38 37	0.	000	0.033	0.033	0.006	0.010	0.016 0.048	0.006 0.031	0.041 0.050	0.047	0.000	0.014	0.014	0.003	0.024	0.027 0.050	1 4	5 7	6 11	28 25
1430 - 1445	0.015	0.033	0.047	0.028	0.009	0.037	0.022	0.021	0.042	2	2	4	37	0.	000	0.020	0.020	0.003	0.016	0.019	0.031	0.034	0.066	0.009	0.027	0.036	0.011	0.024	0.035	2	5	8	22
1445 - 1500 1500 - 1515	0.039	0.014 0.022	0.052 0.033	0.042	0.013 0.024	0.055 0.041	0.041	0.013 0.023	0.054 0.037	3 1	2	5 3	39 39		000	0.000	0.000 0.026	0.003	0.026 0.023	0.029	0.031	0.044 0.025	0.075 0.038	0.005	0.032	0.036 0.014	0.010	0.025 0.021	0.035 0.026	1	6 5	6	19 15
1515 - 1530 1530 - 1545	0.033 0.025	0.040 0.013	0.072 0.038	0.020 0.016	0.033 0.025	0.053 0.041	0.026 0.020	0.036 0.019	0.063 0.040	2	3	5	38 38	0. 0.	020	0.020	0.039	0.003	0.026	0.029	0.016 0.025	0.025 0.019	0.041	0.014	0.009 0.014	0.023	0.013	0.020 0.012	0.033	3 2	4 3	7 5	14 13
1545 - 1600	0.035	0.035	0.070	0.029	0.029	0.058	0.032	0.032	0.064	3	3	5	38	0.	013	0.013	0.026	0.003	0.000	0.003	0.003	0.009	0.013	0.005	0.009	0.014	0.006	0.008	0.014	1	2	3	13
1600 - 1615 1615 - 1630	0.034 0.045	0.018	0.052 0.095	0.030	0.057	0.087 0.046	0.032	0.037	0.070	3	3	6	37 38	0.	020	0.026	0.046	0.003	0.006	0.010	0.025 0.025	0.013	0.038	0.005	0.009	0.014	0.013	0.014	0.027 0.036	3	3 5	6 8	13 10
1630 - 1645 1645 - 1700	0.053	0.033	0.086	0.052	0.029	0.081	0.052	0.031	0.083	4	3	7	40	0.	026	0.020	0.046	0.013	0.010	0.023	0.038	0.016	0.053	0.000	0.005	0.005	0.019	0.012	0.032	4	3	7	12
1700 - 1715	0.054	0.059	0.113	0.056	0.022	0.077	0.055	0.040	0.095	5	3	8	42	0.	007	0.013	0.020	0.013	0.006	0.019	0.041	0.025	0.066	0.005	0.009	0.014	0.016	0.013	0.030	4	3	7	16
1715 - 1730 1730 - 1745	0.057 0.047	0.036 0.070	0.093 0.117	0.056 0.056	0.035 0.019	0.091 0.076	0.057 0.052	0.035 0.044	0.092 0.096	5 4	3	8	44 45		007	0.007	0.013 0.020	0.010 0.035	0.010 0.003	0.019	0.034 0.034	0.019 0.022	0.053 0.056	0.059	0.018 0.018	0.077 0.082	0.027 0.038	0.013 0.011	0.041 0.049	6 8	3 2	9 11	19 25
1745 - 1800	0.040	0.028	0.068	0.047	0.018	0.065	0.044	0.023	0.067	4	2	6	46	0.	013	0.000	0.013	0.045	0.003	0.048	0.050	0.016	0.066	0.041	0.009	0.050	0.037	0.007	0.044	8	2	10	32
1800 - 1815 1815 - 1830	0.069 0.079	0.038 0.024	0.107 0.102	0.072 0.074	0.031	0.102 0.094	0.070 0.076	0.034 0.022	0.104 0.098	6	2	9	50 54		020	0.000	0.020 0.020	0.035 0.026	0.013	0.048	0.044 0.019	0.059	0.103 0.028	0.023	0.009	0.032	0.030	0.020 0.005	0.051 0.025	7	1	11 5	34 37
1830 - 1845 1845 - 1900	0.075 0.078	0.019 0.058	0.094 0.136	0.055 0.064		0.074 0.089	0.065 0.071	0.019 0.042	0.084 0.112	5 6	2	7	58 60		020	0.007 0.026	0.026 0.039	0.003	0.023 0.013	0.026 0.023	0.019 0.031	0.041 0.044	0.059 0.075	0.032 0.027			0.018	0.020	0.038	4	4 5	8 10	37 36
1900 - 1915	0.045	0.053	0.098	0.049	0.038	0.086	0.047	0.045	0.092	4	4	8	60	0.	000	0.000	0.000	0.039	0.039	0.077	0.047	0.025	0.072	0.027	0.041	0.068	0.028	0.026	0.054	6	6	12	37
1915 - 1930 1930 - 1945	0.059 0.065	0.036 0.025	0.095 0.090	0.057		0.087 0.065	0.058	0.033 0.028	0.091	5 4	3 2	7	63 64		020 026	0.007	0.026 0.033	0.032	0.023	0.055 0.045	0.028	0.022 0.016	0.050 0.034	0.009	0.023	0.032 0.045	0.022	0.018	0.041	5 4	4 5	9	37 37
1945 - 2000	0.056	0.025	0.080	0.032	0.025	0.057	0.044	0.025	0.069	4	2	6	66	0.	059	0.039	0.099	0.016	0.019	0.035	0.022	0.022	0.044	0.014	0.023	0.036	0.028	0.026	0.054	6	6	12	37
2000 - 2015 2015 - 2030	0.056 0.048	0.020 0.031	0.076 0.079	0.038		0.058 0.054	0.047 0.040	0.020 0.027	0.067 0.066	3	2	6	68 69		007	0.007	0.013 0.046	0.023	0.013	0.035 0.013	0.006 0.016	0.009	0.016 0.047	0.014 0.005	0.014 0.050	0.027 0.055	0.012	0.011	0.023 0.040	2	7	5 9	37 33
2030 - 2045 2045 - 2100	0.025 0.031	0.020 0.053	0.046 0.084	0.023 0.046		0.027 0.066	0.024	0.012 0.037	0.036 0.075	2	1 3	3 6	70 70		000	0.033	0.033 0.013	0.010	0.029 0.016	0.039	0.022 0.013	0.031 0.025	0.053	0.014	0.014 0.023	0.027 0.023	0.011	0.027 0.016	0.038 0.024	2	6 4	8 5	29 28
2100 - 2115	0.026	0.045	0.071	0.015	0.015	0.030	0.020	0.030	0.050	2	3	4	70	0.	000	0.020	0.020	0.003	0.010	0.013	0.000	0.028	0.028	0.005	0.000	0.005	0.002	0.014	0.016	0	3	4	25
2115 - 2130 2130 - 2145	0.016 0.038	0.019 0.013	0.035 0.051	0.017		0.031 0.046	0.017 0.034	0.017 0.014	0.033 0.048	3	1	3	70 71		000	0.007	0.007 0.007	0.013 0.010	0.023	0.035 0.042	0.006	0.022 0.025	0.028 0.025	0.014	0.027	0.041	0.008	0.020 0.016	0.028 0.018	1	4	6 4	22 19
2145 - 2200	0.008	0.036	0.043	0.015	0.009	0.024	0.011	0.023	0.034	1	2	3	70 71	0.	000	0.000	0.000	0.003	0.010	0.013	0.009	0.025	0.034	0.009	0.018	0.027	0.005	0.013	0.019	1	3 4	4	18
2200 - 2215 2215 - 2230	0.027 0.023	0.025 0.034	0.053 0.057	0.015 0.033		0.021 0.049	0.021 0.028	0.015 0.025	0.037 0.053	2	2	4	71 71		000	0.013	0.013 0.046	0.003	0.023 0.016	0.026 0.016	0.013 0.009	0.025 0.019	0.038 0.028	0.005 0.000	0.014 0.000	0.018	0.005 0.004	0.019 0.019	0.024 0.023	1	4	5	15 11
2230 - 2245 2245 - 2300	0.060 0.028	0.029 0.040	0.089	0.026	0.016 0.012	0.042 0.041	0.043 0.028	0.022 0.026	0.066 0.055	4 2	2	6	73 73		000	0.013	0.013	0.000	0.013	0.013	0.000	0.013 0.022	0.013 0.022	0.000	0.005	0.005 0.018	0.000	0.011	0.011	0	2	2	9
Daily		2.425	4.859	1.760		3.353	2.028	1.938		170		-			743	0.684	1.428	0.716	0.710	1.426	1.278	1.219	2.497	0.668	0.664		0.851	0.819		187	180	368	14
							-																										

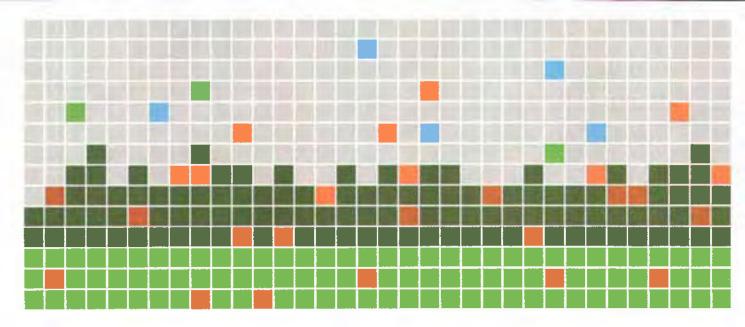
Ave	erage Trip Ra Restaurant		Ave	erage Trip Ra Restaurant		Ave	erage Trip Ra Restaurant	ates	Ave	erage Trip R Restaurant	ates	Ave	erage Trip Ra Restaurant	ites	Proposed Trip Rate Generation Premier Inn Restaurant Sites				
F	Peterboroug Tueday 152 covers	h	Tues	Poole s / Thurs Ave 155 covers	erage		Norwich Showground Weds / Thurs Average 160 covers			urs Average Wednesday Combined						Proposed Car Park Capacity 113			
															Proposed	No. Covers	220		
															Start A	ccumulation	0		
																	0%		
<u>z</u>	OUT	TWO-WAY		OUT	TWO-WAY	2	OUT	TWO-WAY	<u>N</u>	DUT	TWO-WAY	2	OUT	TWO-WAY	2	DUT	TWO-WAY	ACCUMULATION	
0.000	0.000	0.000	0.000	0.000	0.000	0.006	0.000	0.006	0.000	0.000	0.000	0.002	0.000	0.002	0	0	0	0	
0.000	0.007	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002	0	0	0	0	
0.007	0.000	0.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.000	0.002	0	0	0	0	
0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.003	0.000	0.000	0.000	0.001	0.000	0.001	0	0	0	1	
0.007	0.000 0.013	0.007 0.026	0.003 0.010	0.000	0.003	0.003	0.003	0.006	0.000	0.000	0.000	0.003	0.001	0.004	1 2	0	2	2	
0.000	0.000	0.020	0.000	0.000	0.000	0.009	0.000	0.009	0.000	0.000	0.000	0.007	0.000	0.002	1	0	1	2	
0.007	0.000	0.007	0.003	0.006	0.010	0.006	0.000	0.006	0.000	0.000	0.000	0.004	0.002	0.006	1	0	1	3	
0.007	0.007	0.013	0.000	0.000	0.000	0.003	0.000	0.003	0.000	0.000	0.000	0.002	0.002	0.004	1	0	0	3	
0.000	0.000	0.000	0.000	0.003	0.003	0.003	0.000	0.003	0.000	0.000	0.000	0.001	0.001	0.002	0	0	1	3	
0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.003	0.006	0.000	0.000	0.000	0.001	0.001	0.002	0	0	0	4	
0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	4	
0.007	0.007	0.013	0.003	0.000	0.003	0.000	0.003	0.003	0.000	0.000	0.000	0.002 0.005	0.002	0.005	1	0	1	4 5	
0.000	0.000	0.000	0.016	0.003	0.019	0.003	0.000	0.003	0.009	0.000	0.009	0.009	0.000	0.003	2	0	2	7	
0.013	0.007	0.020	0.006	0.003	0.010	0.006	0.000	0.006	0.005	0.000	0.005	0.008	0.002	0.010	2	1	2	8	
0.007	0.013	0.020	0.006 0.016	0.013 0.016	0.019	0.028 0.047	0.003	0.031	0.005	0.000	0.005	0.011	0.007	0.019	3 6	2	9	9	
0.039	0.013	0.020	0.016	0.003	0.032	0.047	0.000	0.053	0.014	0.009	0.023	0.029	0.004	0.040	6	1	7	18	
0.033	0.007	0.039	0.013	0.003	0.016	0.075	0.000	0.075	0.032	0.014	0.045	0.038	0.006	0.044	8	1	10	26	
0.026	0.000	0.026	0.032	0.003	0.035	0.047	0.009	0.056	0.036	0.005	0.041	0.035	0.004	0.040	8	1 4	9	32	
0.020	0.013	0.033	0.019 0.023	0.013	0.032	0.063 0.056	0.047	0.109	0.041	0.005 0.014	0.045 0.014	0.036 0.028	0.019	0.055	6	5	12	36 37	
0.033	0.000	0.033	0.016	0.006	0.023	0.022	0.050	0.072	0.027	0.027	0.055	0.025	0.021	0.045	5	5	10	38	
0.059	0.013	0.072	0.019	0.039	0.058	0.016	0.056	0.072	0.014	0.000	0.014	0.027	0.027	0.054	6	6	12	38	
0.013	0.053	0.066	0.035 0.006	0.032	0.068	0.016	0.063	0.078	0.005	0.014	0.018 0.014	0.017	0.040 0.024	0.057 0.027	1	9 5	13 6	33 28	
0.013	0.007	0.020	0.016	0.032	0.048	0.031	0.050	0.081	0.009	0.041	0.050	0.017	0.032	0.050	4	7	11	25	
0.000	0.020	0.020	0.003	0.016	0.019	0.031	0.034	0.066	0.009	0.027	0.036	0.011	0.024	0.035	2	5	8	22	
0.000	0.000 0.026	0.000	0.003	0.026 0.023	0.029	0.031	0.044	0.075	0.005	0.032	0.036 0.014	0.010 0.005	0.025 0.021	0.035	2	6 5	8	19 15	
0.020	0.020	0.039	0.003	0.026	0.029	0.016	0.025	0.041	0.014	0.009	0.023	0.013	0.020	0.033	3	4	7	14	
0.007	0.013	0.020	0.003	0.003	0.006	0.025	0.019	0.044	0.009	0.014	0.023	0.011	0.012	0.023	2	3	5	13	
0.013	0.013 0.026	0.026 0.046	0.003	0.000	0.003	0.003 0.025	0.009	0.013	0.005	0.009	0.014 0.014	0.006	0.008	0.014	3	3	3 6	13	
0.013	0.053	0.066	0.000	0.003	0.003	0.025	0.041	0.066	0.009	0.000	0.009	0.012	0.024	0.036	3	5	8	10	
0.026	0.020	0.046	0.013	0.010	0.023	0.038	0.016	0.053	0.000	0.005	0.005	0.019	0.012	0.032	4	3	7	12	
0.033 0.007	0.007 0.013	0.039 0.020	0.032 0.013	0.006 0.006	0.039 0.019	0.047 0.041	0.019 0.025	0.066 0.066	0.000 0.005	0.014 0.009	0.014 0.014	0.028 0.016	0.011 0.013	0.039 0.030	6 4	2 3	9 7	15 16	
0.007	0.013	0.020	0.010	0.010	0.019	0.034	0.023	0.053	0.059	0.018	0.077	0.027	0.013	0.030	6	3	9	19	
0.020	0.000	0.020	0.035	0.003	0.039	0.034	0.022	0.056	0.064	0.018	0.082	0.038	0.011	0.049	8	2	11	25	
0.013 0.020	0.000	0.013 0.020	0.045 0.035	0.003 0.013	0.048 0.048	0.050 0.044	0.016 0.059	0.066 0.103	0.041 0.023	0.009	0.050 0.032	0.037 0.030	0.007 0.020	0.044 0.051	8 7	2 4	10 11	32 34	
0.020	0.000	0.020	0.035	0.003	0.048	0.044	0.009	0.103	0.023	0.009	0.032	0.030	0.020	0.025	4	1	5	37	
0.020	0.007	0.026	0.003	0.023	0.026	0.019	0.041	0.059	0.032	0.009	0.041	0.018	0.020	0.038	4	4	8	37	
0.013	0.026	0.039	0.010	0.013	0.023	0.031	0.044	0.075	0.027	0.009	0.036	0.020	0.023	0.043	4	5	10	36	
0.000	0.000	0.000	0.039	0.039	0.077	0.047 0.028	0.025	0.072	0.027	0.041	0.068	0.028 0.022	0.026 0.018	0.054	6 5	6	12 9	37 37	
0.026	0.007	0.020	0.032	0.023	0.035	0.019	0.022	0.034	0.005	0.023	0.032	0.022	0.018	0.039	4	5	9	37	
0.059	0.039	0.099	0.016	0.019	0.035	0.022	0.022	0.044	0.014	0.023	0.036	0.028	0.026	0.054	6	6	12	37	
0.007	0.007	0.013	0.023	0.013	0.035	0.006 0.016	0.009	0.016	0.014	0.014	0.027 0.055	0.012	0.011	0.023	3 2	7	5 9	37 33	
0.000	0.033	0.046	0.003	0.010	0.013	0.016	0.031	0.047	0.005	0.050	0.055	0.009	0.031	0.040	2	6	8	29	
0.013	0.000	0.013	0.006	0.016	0.023	0.013	0.025	0.038	0.000	0.023	0.023	0.008	0.016	0.024	2	4	5	28	
0.000	0.020	0.020	0.003	0.010	0.013	0.000	0.028	0.028	0.005	0.000	0.005	0.002	0.014	0.016	0	3	4	25	
		0.007	0.013	0.023															

Combin	ned Premie	r Inn + Resta	urant
	In	Out	Two Way
AM Peak 0800-0900	11	20	31
PM Peak 1700-1800	44	22	65
Daily	358	343	701

z	оит	WO-WAY	ACCUMULATION
1	4	5	63
1	6	7	58
2	6	7	54
2	6	8	51
2	6	8	47
2	5	7	44
3	5	8	43
4	4	8	43
4	4	8	43
3	4	7	41
3	3	5	41
3	2	6 3	41 40
1	2	3	40
2	3	5	39
3	1	4	41
4	1	6	43
3	1	4	45
4	3	8	46
8	3	11	51
8	2	10	57
11	2	13	66
9	4	14	71
10 8	6	16 15	74
7	7 6	13	75 77
9	7	16	79
6	12	18	73
2	9	11	67
5	10	15 11	62
4	7		59
6	7	12	58
2	7	9	54
5	7	13	51
4	4	8	51 51
4 6	4 6	12	50
6	8	14	48
9	5	14	51
10	5	14	56
8	6	15	58
11	6	17	63
13	6	19	70
12	3	15	78
13	7	20	83
11	3	14	91 95
10 10	6 9	15 19	95 96
10	10	20	97
10	7	17	100
8	7	15	101
10	8	18	103
7	4	11	106
5	9	14	102
5	7	11	100
5	7	12	98
2	6	8	94
3	6 5	9	92 91
2	5	7	91 88
3	5	8	88
3	6	9	82
4	4	8	82
3	5	8	80
358	343	701	



APPENDIX F



South West Bicester Technical Report 1 (Rev D) Trip Generation, Distribution & Analysis

Countryside Properties (Bicester) Ltd

October 2006



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 Mountbatten House Basing View Basingstoke Hampshire RG21 4HJ

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

Reg. No: 2382309

Contents

1 Ir	ntroduction	1
2 R	esidential Generation	2
3 Н	otel Generation	8
4 L	ocal Centre Employment Generation	9
5 0	n Site Employment Generation	12
6 \$	chool Generation	16
7 H	ealth Centre Generation	18
8 S	ports Centre Generation	20
9 T	otal South West Bicester Generation	21
Figure	1 Zonal Distribution	
Annex	A Residential Trip Rates	
Annex	B Extracts from NTS – Residential Mode Share	
Annex		
Annex		Purpose
Annex		
Annex	• • • • • • • • • • • • • • • • • • • •	
Annex		
Annex		
Annex		
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 100 Bedrooms					
Hotel						
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 0800-0900			PM Peak Hour 1700-1800		
	In	Out	Total	ln	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 In Out Total 175 734 909 159 666 824			PM Peak Hour 1700-1800		
	- In	Out	Total	ln	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

	A	M Peak Ho 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

	A	M Peak Ho 0800-0900		PM Peak Hour 1700-1800		
	In	Out	Total	In	Out	Tota
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

	A	M Peak Ho 0800-0900		P	M Peak Ho 1700-1800	
	În	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

		M Peak Ho 0800-0900		PM Peak Hour 1700-1800			
	ln	Out	Total	ln	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

	A	M Peak Ho 0800-0900		PM Peak Hour 1700-1800			
	In	Out	Total	In	Out	Tota	
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

	A	M Peak Ho 0800-0900		P	PM Peak Hour 1700-1800		
	In	Out	Total	ln	Out	Tota	
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

	A	M Peak Ho 0800-0900		PM Peak Hour 1700-1800			
	In	Out	Total	In	Out	Tota	
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 to the total residential person trips (Table 2.4).

Table 2.11: External Residential Person Trips

	A	AM Peak Hour 0800-0900 In Out Total 129 544 673		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		M Peak Ho 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				M Peak Ho 1700-1800	
	ln	Out	Total	In	Out	Tota
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				W Peak Ho 1700-1800	
	ln	Out	Total	În	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				M Peak Ho 1700-180	
	ln	Out	Total	ln	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 polices aimed at reducing car use. The effect of these polices 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			P	M Peak Ho 1700-1800	
	In	Out	Total	ln	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			P	M Peak Ho 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	În	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				M Peak H	
	In	Out	Total	ln	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 polices aimed at reducing car use. The effect of these polices 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				M Peak Ho 1700-1800	
	ln	Out	Total	ln	Out	Tota
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			Р	M Peak Ho 1700-1800	
	In	Out	Total	In	Out	Tota
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			P	M Peak Ho 1700-1800	
	In	Out	Total	ln	Out	Tota
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

11011546

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	Tota
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	Tota		
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 Ho 1700-1800			
	In	Out	Total	In	Out	Tota		
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			P	our)	
	ln	Out	Total	În	Out	Tota
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		
	ln	Out	Total	ln	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		M Peak Ho 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 Ho 1700-1800		
	In	Out	Total	În	Out	Tota	
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			Educ	ational l	Jses	Total		
	ln	Out	Total	ln	Out	Total	ln	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			Educ	ational I	Jses	Total		
	ln	Out	Total	ln	Out	Total	ln	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.

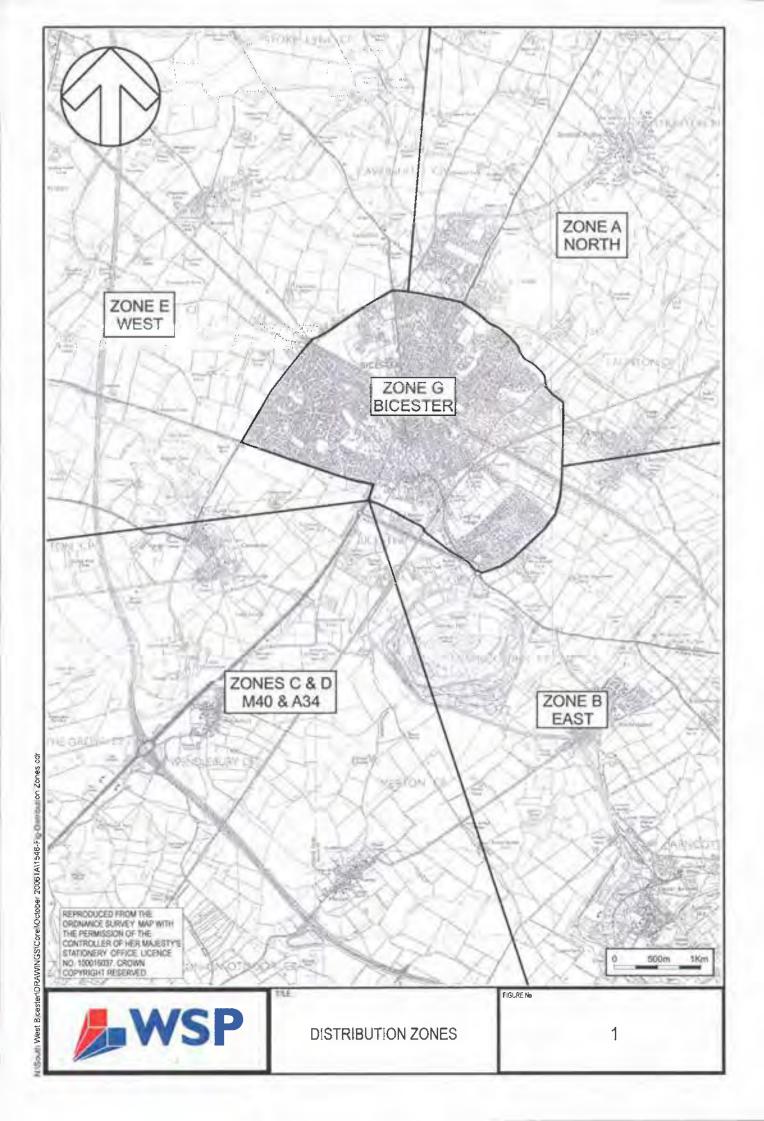
Table 9.3: Residential Vehicular Trip Distribution

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



Annex A Residential Trip Rates

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05
Page 1
WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : K - MIXED PRIVATE HOUSING

Selected regions and areas:

SOUTH EAST EŞ 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:

Monday1 daysTuesday6 daysWednesday2 daysThursday13 daysFriday8 days

Selected survey types:

Manual count 17 days
Directional ATC Count 13 days

Optional parameter selection:

Use Class:

C3 30 days

Location:

Neighbourhood Centre5 daysEdge of Town22 daysEdge of Town Centre3 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

(C) 2005 JMP Consulting on behalf of the TRICS Consortium TRICS 2005(a) Tuesday 28/06/05 Page 2 Licence No: 100301

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke

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):

Frequency	Per Hour	Per Day	<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

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium Tuesday 28/06/05 Page 3

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke

Licence No: 100301

LIST OF SITES relevant to selection parameters

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

PORTSMOUTH HOUSING HC-03-K-04 HAMPSHIRE

ST GEORGES ROAD

PORTSMOUTH

150 ****** Total Number of households:

> Survey date: THURSDAY 11/12/97 Survey Type: MANUAL

HC-03-K-05 PORTSMOUTH HOUSING HAMPSHIRE

BROAD STREET

PORTSMOUTH

64 ****** Total Number of households:

Survey date: THURSDAY 18/12/97 Survey Type: MANUAL

HC-03-K-08 FLEET HOUSING **HAMPSHIRE**

ANCELLS ROAD ANCELLS FARM

FLEET

747 ***** Total Number of households:

> Survey date: THURSDAY 05/03/98 Survey Type: MANUAL

WINCHESTER HOUSING HAMPSHIRE HC-03-K-09

RIDGEWAY/MEADOW W.

BADGER FARM WINCHESTER

1040 ****** Total Number of households:

Survey date: THURSDAY 26/02/98 Survey Type: MANUAL

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

HC-03-K-11 WINCHESTER HOUSING HAMPSHIRE

RIDGEWAY/MEADOW W.

Survey date: FRIDAY

BADGER FARM WINCHESTER

Total Number of households: 1040 ******

Survey date: THURSDAY 09/03/00 Survey Type: DIRECTIONAL Survey Type: DIRECTIONAL Survey date: FRIDAY 10/03/00 Survey date: THURSDAY 15/06/00 Survey Type: DIRECTIONAL Survey date: FRIDAY 16/06/00 Survey Type: DIRECTIONAL Survey date: THURSDAY Survey Type: DIRECTIONAL 21/09/00 Survey date: FRIDAY Survey Type: DIRECTIONAL 22/09/00 Survey date: THURSDAY Survey Type: DIRECTIONAL 07/12/00

08/12/00

Survey Type: DIRECTIONAL

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05 Page 4

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke

Licence No: 100301

LIST OF SITES relevant to selection parameters (Cont.)

HF-03-K-01 MIXED PRI, HOUSING, WELWYN GC HERTFORDSHIRE LONGCROFT GARDENS

WELWYN GARDEN CITY

53 ****** Total Number of households:

> Survey date: FRIDAY 06/09/02 Survey Type: MANUAL **NOTTINGHAMSHIRE**

NT-03-K-02 **NEWARK HOUSING**

BEACON HILL ROAD

BEACON HILL

NEWARK-ON-TRENT

394 ****** Total Number of households:

Survey date: THURSDAY 26/11/98 Survey Type: MANUAL

NT-03-K-03 MANSFIELD HOUSING **NOTTINGHAMSHIRE**

LOXLEY DRIVE BERRYHILL

MANSFIELD

61 ***** Total Number of households:

08/12/98 Survey date: TUESDAY Survey Type: MANUAL NOTTINGHAMSHIRE

NOTTINGHAM HOUSING

BEAUMARIS DRIVE **GEDLING**

NOTTINGHAM

Total Number of households:

160 *****

Survey date: TUESDAY 24/11/98 Survey Type: MANUAL NOTTINGHAMSHIRE NOTTINGHAM HOUSING NT-03-K-05

JENNY BURTON WAY

ASHFIELD

NOTTINGHAM

174 ****** Total Number of households:

Survey date: TUESDAY 08/12/98 Survey Type: MANUAL

SHROPSHIRE **BRIDGNORTH HOUSING** 13 SH-03-K-01

BRAMBLE RIDGE

BRIDGNORTH

Total Number of households:

52 ***** Survey date: FRIDAY 08/05/98

Survey Type: MANUAL STAFFORDSHIRE

ST-03-K-01 MIXED HOUSING, STAFFORD

THE MEADOWS QUEENSVILLE

STAFFORD

Total Number of households:

224 ******

Survey date: TUESDAY 04/07/00 Survey Type: MANUAL

WARWICKSHIRE WK-03-K-01 MIXED HOUSING, STRATFORD

OLD TOWN MEWS

OLD TOWN

STRATFORD UPON AVON

64 ***** Total Number of households:

Survey date: THURSDAY 07/09/00 Survey Type: MANUAL

WO-03-K-01 MIXED HOUSING, WORCESTER WORCESTERSHIRE

MALVERN ROAD LOWER WICK

WORCESTER

775 ***** Total Number of households:

24/05/02 Survey Type: MANUAL Survey date: FRIDAY

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05
Page 5

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No: 100301

103 ******

LIST OF SITES relevant to selection parameters (Cont.)

WORCESTERSHIRE WO-03-K-02 MIXED HOUSING, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Total Number of households: 215 ****** Survey date: THURSDAY Survey Type: MANUAL 23/05/02 MIXED HOUSING, WORCESTER WORCESTERSHIRE 18 WO-03-K-03 BYFIELD RISE WORCESTER

Total Number of households: Survey date: TUESDAY

Y 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: MONDAY20/11/00Survey Type: DIRECTIONALSurvey date: TUESDAY21/11/00Survey Type: DIRECTIONALSurvey date: WEDNESDAY22/11/00Survey Type: DIRECTIONALSurvey date: THURSDAY23/11/00Survey Type: DIRECTIONALSurvey date: FRIDAY24/11/00Survey Type: DIRECTIONAL

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05 Page 6

WSP Management Services Ltd Mountbatten House, Basing View

Basingstoke

Licence No: 100301

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

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

	ARRIVALS			DI	EPARTURE	S	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	HHOLDS	Rate	Days	HHOLDS	Rate	Days	HHOLDS	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		0.02	13	+	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 1	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		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	: : : : : :	0.19	13	675	0.44	
20:00 - 21:00	13	675	0.16	13_		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		0.05	13	· ·	0.14	
23:00 - 24:00			13 675 0.04		0.04	13 675		0.12		
Daily Trip Rates	:	:	2.94			2,93			5 <u>.87</u>	

Parameter summary

Trip rate parameter range selected: 26 - 1165 (units:) 01/01/96 - 03/06/03 Survey date date range:

Number of weekdays (Monday-Friday): 30 Number of Saturdays: 0 Number of Sundays: 0 NO Optional parameters used in selection: Surveys manually removed from selection:

Annex B Extracts from NTS – Residential Mode Share



Focus on Personal Travel

December 2001

Eondon: The Stationery Office

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

2300-2359

ĩ

Index: Average hour for all modes = 100Other AiiTaxi/ Local Cat/vari Other Car/van modes ad<mark>inte</mark>sb public Rai! bus privace driver passenger Bicycle Waik [0000-0059 0100-0159 _ ì 0300-0359 0400-0459 â Ī 0500-0559 0600-0659 $\frac{1}{2}$ 4 0700-0759 0800-0859 0900-0959 1000-1059 1100-1159 1200-1259 130G-1359 1400-1459 1500-1559 ĵ 1600-1659 1700-1759 Ž 1800-1859 1900-1959 2000-2059 į 2100-2159 2200-2259 i 1

 $^{{\}textstyle \bigwedge} il\, day$ 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

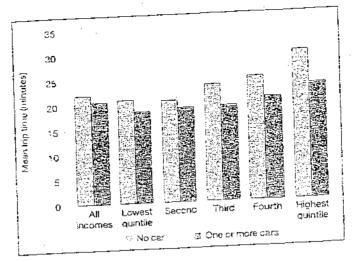
Affordable Housing Trip



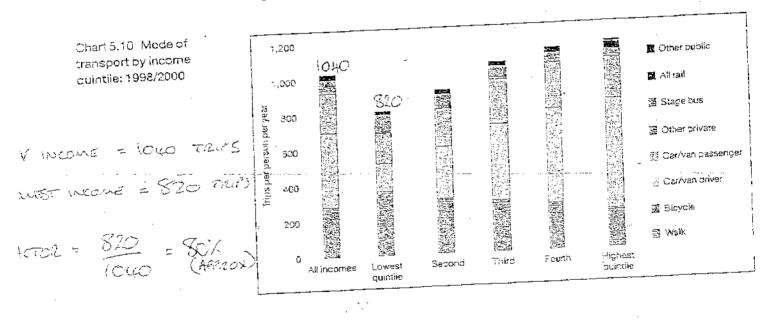
PARTIES FINONE

WSPD BASINGSTOKE
LIBRARY

Chart 5.9c Trip time by income quintile and household car ownership: 1988/2000



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) on foot in 1998/2000 (43 per cent) than by car (39 per cent) or bus (12 per cent) or bus (12 per cent) or bus (12 per cent) or bus (13 per cent) or bus (14 per cent) than by car (39 per cent) or bus (15 per cent) or bus (



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 tural residents. Poor access to public transport is also a factor in high car ownership in tural 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 hest 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 nour).

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

(apre o.)		ed Private Hou			lon- Private H		Percentage. Reduction
Time	Arrivals	Departures."	. Total	Aπivals	Departures	1	in Fotal -
0800 – 0900	3.10	0.45	0.55	0.13	0.23	0.36	
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%.

_______Monday 1:0/0:5/04° ICS: 2004(a), Consultants Ltd vate Housing

3P Management Services Ltd.

Mountbatten House, Basing View

Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

: K - MIXED PRIVATE HOUSING Category

Selected Regions and Areas:

02	SOUTH EAST		
	ES EAST SUSSEX	1 days	
	HC HAMPSHIRE	13 days	
	HE HERTFORDSHIRE	1 days	
	WS WEST SUSSEX	õ days	
03	SOUTH WEST		
	DC DORSET	1 days	
04	EAST ANGLIA		
	CA CAMBRIDGESHIRE	1 days	
	NE NORFOLK	1 days	4 54
	SF SUFFOLK	1 days	VENICULAL TLIP RATES
05	EAST MIDLANDS		MENICOPUL ITI
	NT NOTTINGHAMSHIRE	4 days	•
06	WEST MIDLANDS		MIXED PRIVATE HOUSING
	SH SHROPSHIRË	1 days	MIXED PRIVATE POUS
	ST STAFFORDSHIRE	6 days	1-11200
	WK WARWICKSHIRE	1 days	
	WO WORCESTERSHIRE	3 days	
08	NORTH WEST		
	GM GREATER MANCHESTER	5 days	
	LO LANCASHIRE	2 days	
	-		

Main Parameter Selection:

Parameter:

Number of Households

Range:

26 to 1165 (units:)

Date Range:

01/01/95 to 03/06/03

Selected Survey Days:

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

Selected Survey Types:

23 days Manual Count 23 days One Way ATC Count

Monday 10/05/04 Page 2 • • Copyciglat(C) 1998-2004; IMP Consultants Ltd TRICS 2004(a) Licence No: 100301 Private Housing : 12 1 9 WSP Management Services Ltd. Mountbatten House, Basing View Basingstoke

LIST OF SITES relevant to sejection parameters

MIXED HOUSING, CAMBRIDGE CAMBRIDGESHIRE CA-03-K-01 FALLOWFIELD CHESTERTON CAMBRIDGE Total Number of Households: 124 ******

Survey Date: TUESDAY 06/02/01 Survey Type: MANUAL DORSET DC-03-K-02 WAREHAM HOUSING WOODLANDS ESTATE SANDFORD WAREHAM Total Number of Households: 171 ******

Survey Date: THURSDAY 18/04/96 Survey Type: MANUAL EAST SUSSEX 3 ES-03-K-01 MIXED HOUSING, LEWES OLD MALLING WAY SOUTH MALLING LEWES 491 ***** Total Number of Households: Survey Type: MANUAL Survey Date: THURSDAY 29/03/01 GREATER MANCHESTER GM-03-K-02 TAMESIDE HOUSING SPRINGWOOD WAY TIMEHURST Total Number of Households: 342

Survey Date: FRIDAY 15/05/98

Survey Date: MONDAY 18/05/98

Survey Date: TUESDAY 19/05/98

Survey Date: WEDNESDAY 20/05/98

Survey Date: THURSDAY 21/05/98 TAMESIDE Survey Type: ONE WAY ATC HAMPSHIRE HC-03-K-04 PORTSMOUTH HOUSING ST GEORGES ROAD Total Number of Households: 150 3****

Survey Date: THURSDAY 11/12/97 PORTSMOUTH Survey Type: MANUAL HAMPSHIRE HC-03-K-05 PORTSMOUTH HOUSING BROAD STREET PORTSMOUTH 64 ***** Total Number of Households: Survey Type: MANUAL Survey Date: THURSDAY 18/12/97 HAMPSHIRE 7 HC-03-K-08 FLEET HOUSING ANCELLS ROAD ANCELLS FARM Number of Households: 747 *****

Survey Date: THURSDAY 05/03/98 FLEET Total Number of Households: Survey Type: MANUAL HAMPSHIRE HC-03-K-09 WINCHESTER HOUSING RIDGEWAY/MEADOW W. BADGER FARM Total Number of Households: 1040 *****

Survey Date: THURSDAY 26/02/98 WINCHESTER Survey Type: MANUAL HAMPSHIRE HC-03-K-10 EASTLEIGH HOUSING KNIGHTWOOD ROAD BADGER'S COPSE EASTLEIGH 700 ***** Total Number of Households: Survey Type: MANUAL 18/08/99 Survey Date: WEDNESDAY

Monday 10/05/04 Copyright(C):1998-2004, JMR Consultants Ltd. ICS 2004(a). Page 3 vate Housing 😁 🛶 🔻 Basingstoke

3P Management Services Ltd. Mountbatten House, Basing View

Licence No: 100301

LIST OF SITES relevant to selection parameters (Cont.)

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

Monday 10/05/04 Copyright(C) 1998 2004, JMP Consultants Ltd Page, 4 TRICS 2004(a) Licence No: 100301 Private Housing

WSP Management Services Ltd. Mountbatten House, Basing View Basingstoke

LIST OF SITES relevant to selection parameters (Cont.)

NOTTINGHAMSHIRE NOTTINGHAM HOUSING NT-03-K-05

JENNY BURTON WAY

ASHFIELD

NOTTINGHAM 174 ***** Total Number of Households:

Survey Date: TUESDAY 08/12/98 Survey Type: MANUAL

SUFFOLK MIXED HOUSING, IPSWICH SF-03-K-01

FINBARS WALK

IPSWICH

99 ****** Total Number of Households:

Survey Type: MANUAL 29/09/00 Survey Date: FRIDAY

SHROPSHIRE SH-03-K-01 BRIDGNORTH HOUSING 20

BRAMBLE RIDGE

BRIDGNORTH

52 ****** Total Number of Households:

Survey Type: MANUAL 08/05/98 Survey Date: FRIDAY STAFFORDSHIRE

MIXED HOUSING, STAFFORD 21

THE MEADOWS QUEENSVILLE

STAFFORD

224 ***** Total Number of Households:

Survey Type: MANUAL 04/07/00 Survey Date: TUESDAY STAFFORDSHIRE

ST-03-K-02 STAFFORD MIXED HOUSING

THE MEADOWS QUEENSVILLE

STAFFORD

224 ****** Survey Type: ONE WAY ATC Total Number of Households: 10/07/95 Survey Date: MONDAY

Survey Type: ONE WAY ATC Survey Date: TUESDAY 11/07/95 Survey Type: ONE WAY ATC 12/07/95 Survey Date: WEDNESDAY Survey Type: ONE WAY ATC 13/07/95 Survey Date: THURSDAY Survey Type: ONE WAY ATC

14/07/95 Survey Date: FRIDAY WARWICKSHIRE WK-03-K-01 MIXED HOUSING, STRATFORD

23 OLD TOWN MEWS

OLD TOWN

STRATFORD UPON AVON

54 ***** Total Number of Households:

Survey Type: MANUAL 07/09/00 Survey Date: THURSDAY WORCESTERSHIRE WO-03-K-01 MIXED HOUSING, WORCESTER

MALVERN ROAD

LOWER WICK

WORCESTER 775 ****** Total Number of Households:

Survey Type: MANUAL 24/05/02 Survey Date: FRIDAY

WORCESTERSHIRE WO-03-K-02 MIXED HOUSING, BROMSGROVE

ST GODWALDS ROAD

ASTON FIELDS

BROMSGROVE 215 ****** Total Number of Households:

Survey Type: MANUAL Survey Date: THURSDAY 23/05/02

ICS 2004(a) Copyright (C):1998:2004; JMP Consultants Ltd Monday 10/05/04

Page 5

Page

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

TRICS 2004(a)

Copyright(C) 1998-2004 JMP Consultants Ltd

Monday: 10/05/04 Page: 6

WSP Management Services Ltd.

Mountbatten House, Basing View

Basingstoke

Licence No: 100301

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

Calculation Factor: 1 HHOLDS BOLD print indicates peak (busiest) period

		·		Selection of the control of the cont	RTURES		TO STATE	OTALS .	
	# 14 14 14 14 14 14 14 14 14 14 14 14 14	RRIVALS		-1	Avez-1	Trip	No -	Ave. :	Trip
	No.	Ave - 1	Trip's dat	Days 2 Hi	GREET CONTRACTOR STATE	Rate	Days: H	HOLDS.	Rate
Time Range	Days	HHOLDS 🗠	- Strange - Contract -	18	582	0.01	18	582	0.04
00:00 - 01:00	<u> 18 j</u>	582		18	582	0.00	18	582	0.01
01:00 - 02:00	18	582	0.01	18	582	0.00	18	582	0.01
02:00 - 03:00	18 <u> </u>	582	0.00	18	582	0.00	18	582	0.00
03:00 - 04:00		582	0.00	18	582	0.01	18	582	0.01
04:00 - 05:00	18	582	0.00	18	582	0.02	18	582	0.03
05:00 - 06:00	<u> 18 i</u>	582	0.01	$\frac{10}{24}$	486	0.10	24	486	<u> </u>
06:00 - 07:00	24 '	486	0.03	46	385	0.34	46	<u>385</u> <u></u>	0.41
07:00 - 08:00	46	385	0.07	46 i	385	0.45	46	385	0.55
00:00 - 00:80	46 ;	385	0.10:	46	385	0.19 :	46	385	0.32
09:00 - 10:00	46	385	0.13	46	385	0.14	46	385	0.25
10:00 - 11:00	46	385	0.11	46	385	0.14	46	385	0.27
1:00 - 12:00	46	385	0.13	46	385	0.14	48	<u> 385 </u>	0.30
12:00 - 13:00	46	385	0.17	46	385	C.151	46 !	385	0.30
13:00 - 14:00	<u>46 </u>	385	0.15	45	385	0.15	46 :	<u>385</u>	0.30
14:00 - 15:00	46	385	0.15	<u></u>	385	0.17	46	385	0.40
15:00 - 16:00	46	385	0.23	46	385	0.16	46 [385	0.44
16:00 - 17:00	45	385	0.28	46	385	0.18	46	<u>385</u>	0.58
17:00 - 18:00	46	385	0.40	46 !	385	0.22	46 1	385	0.56
18:00 - 19:00	46	385	0.35	24	486	0.21	24	486	0.48
19:00 - 20:00	24			24	486	C.15	24	486	0.34
20:00 - 21:00	24		0,19	24		0.08	24	486	0.22
21:00 - 22:00	24	486	0.14	18	582	0.05	18	582	<u>0.15</u>
22:00 - 23:00	18		0.10	18	582	0.04	18	582	0.12
23:00 - 24:00	18	582		THE STREET		3.10			6:21
Dally Trip Rate	S T		3.11	<u> </u>	<u> </u>	40.00 to 2000 120 to 200 120 120			

Parameter Summary

Trip Rate Parameter Range Selected: 26 - 1165 (units:) 01/01/95 - 03/06/03

Survey Date Date Range: 01.
Number of Weekdays (Monday-Friday): 46

Number of Saturdays:

Number of Sundays:

Optional Parameters Used in Selection: NO Surveys Manually Removed from Selection: 0

Copyright(C) 1998-2004 JMP Consultants Lfd ordable Housing

3P Management Services Ltd. Mountbatten House, Basing View

Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : L - MIXED NON-PRIVATE HOUSING

Selected Regions and Areas:

EAST ANGLIA

NORFOLK

1 days

WEST MIDLANDS 06

WO WORCESTERSHIRE

1 days

YORKSHIRE & NORTH LINCOLNSHIRE 07

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

TRICS 2004(a) Copyright(C) 1998-2004, JMP Gonsultants Ltd Monday 10/05/04
Page 2
Affordable Housing Mountbatten House, Basing View Basingstoke Licence No: 100301

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
NORTH LINCOLNSHIRE

NO-03-L-01 HOUSES/FLATS, BELTON NORTH LINCOLNSHIR

ASHTREE CLOSE

BELTON
Total Number of Households: 79 *******

Survey Date: FRIDAY 11/04/03 Survey Type: MANUAL WORGESTERSHIRE

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

Copyright(C): 1998-2004, JMP Consultants Ltd. Monday 10/05/04 ICS 2004(a) Page 3 ordable Housing Basingstoke

3P Management Services Ltd.

Mountbatten House, Basing View

Licence No: 100301

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

Calculation Factor: 1 HHOLDS BOLD print indicates peak (busiest) period

	ne e e e e e e e e e e e e e e e e e e	ARRIVĀLŠ			PARTURE	SERVE		TOTALS!	
	::No:: 1	AND AND A	Tripes	S Nos se	Ave or	ara Tripari	//No.	F.Ave	Z-Trip
Tame Range		HHOLDS.	Rate	Days	HHOLDS:	Rale:	Days 🔛	HOLDS	Rate
00:00 - 01:00	0 !	0	0.00	0	0	0.00	0	0	0.00
01:00 - 02:00	0		0.00	0	0	0.00	0_	0	0.00
	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	D	0	0.00_
04:00 - 05:00	0	0	0.00	D	0 !	0.00	0	0	0.00
05:00 - 06:00	0:		0.00	0	0 1	0.00	0	0	0.00
06:00 - 07:00	3	90	0.06	3	90 !	0.13	3	90	0,19
07:00 - 08:00	3	90 1	0.13	· <u>-</u> 3	90	0.23	3 ;	90	0.36
08:00 - 09:00		90	0.11	3		0.15	3	90	0.26
09:00 - 10:00	3	90	0.13	3	90	0.12	3	90	0.25
10:00 - 11:00	3	90	0.15	3	90	0.18	3	90	0.33
11:00 - 12:00	3	90	0.18	3	90	0.15	3	90	0.33
12:00 - 13:00	3	90 !	$-\frac{0.18}{0.17}$: <u>3</u> _		0.13	3 :	90	0.30
13:00 - 14:00	3 !	. <u> </u>	0.18	3		0.16	3	90 .	0.34
14:00 - 15:00	3;	90]	0.70	3			3:	90	0.46
15:00 - 16:00	3 1	90	0.25	3		0.23	3 :	90	0.48
16:00 - 17:00	3	90	0.25 i		90	0.17	3 ;	90	0.44
17:00 - 18:00	3	90 :	0.25	3	90			90	0.41
18:00 - 19:00	3	90 !		·	0	0.00		0 .	0.00
19:00 - 20:00	0	0	0.00	0			0:	0	0.00
20:00 - 21:00	0 1	0:	0.00	0	0		0	0	0.00
21:00 - 22:00	0!	0:	0.00	<u> </u>			0		0.00
22:00 - 23:00	0	0	0.00				 		0.00
23:00 - 24:00	0	0	0.00	0 : 480-984 (480-98)	i Ui	2.03	1 To the House St. 1.		414
Daily Trip Rates			2.11		<u>ng pengungan dan pa</u>	regardados.	<u> </u>	<u>08, 1, 18050 1 10564 08.92</u>	en er din panen. Gas

Parameter Summary

39 - 920 (units:) Trip Rate Parameter Range Selected: 01/01/95 - 11/04/03 Survey Date Date Range:

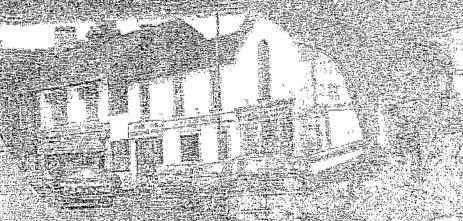
3 Number of Weekdays (Monday-Friday):

0 Number of Saturdays: 0 Number of Sundays:

NO Optional Parameters Used in Selection: Surveys Manually Removed from Selection:

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





PANTE BANDONE

WSPD BASINGSTOKE
LIBRARY

TELEVILLE

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

											:	ercer.tag∈
	Commuting	Business	Baucation	Escort education		Other personal business and escort	Visis friends at private home	Visit friends elsewhere	ವಿಭಾಗ/ ಕರ್ಗರ್ಷ- ಚಾರ್ಥಗಳಲ್ಲ	Holiday/ Say trip	Other including just walk	All purposes
2222 2250	19 ₁	Ą.		ī	2	<u> </u>	29 -	19	ļi	4	2	100
0000-0059		7 7	- i	2	4	3	24	15	9	5	ì	100
0100-0159	24		. [2	7	7	. 7.	15	!!	6	_	100
0200-6259	3 Ł .	6		_	7	10	$-\frac{1}{14}$	 5	. 4	б.	. Ž:	100
<u> </u>	52	7	1		٠	40	- 7 -	•		1.0		
0400-0459	74	5	~	_	i	5	3	Ī	2	ó	4	100
0500-0559	7 9	5	_		1	7	:	_	1	2	3	190
0600-0659	73	, , , , , , , , , , , , , , , , , , ,			2	ģ	1 -		2 ·	2	<u>\$.</u> .	.00
0700-0759	64	7	6	1	3	12	3	_	1	1	4	160
3100-0139	0-1	,	-	-			·. •			i i	Ź	100
0800-0859	32	.4	⊒5	15	4	H	2	-	-	2 .	3	100
0900-0959	16	7	8	12	21	22	6	j	3			
1000-1059	5	7	ž	i	39	23	. 10	1	4	4 5	4	190 i 190
1100-1159	5	- á	2	3	37	21	11	. 2	3	٦	4	150
1200 1000	9	6	4	3	31	21	10	4	4	₹.	4	(00)
1200-1259	-	6	T Æ	ž	27	33		3	4	/	4	100
1300-1359	13	6 6	7	ŝ	28	1.0	12	2	4	5	5 .	100
1.400-1459	9	_	3 <i>Z</i>	17	-0 16		9		3	3	. 4	100.
£5001 <i>55</i> 9	5 1	#	32	17	10	رد						
1600-1659	15	5 ·	70	3	is	18	12	2	4	-	4	100
1700-1759	35	5-	3	2	23	12	12	2	5	خ	3	100
1800-1859	35	5	2	Į	2	13	!5	-4	(0	3	4	. 100
1900-1959	- 5	4	1 .	_	12	18	21	3	; 5	3	-5	. į 60 -
			-			: 7.	54	12	· ja	<u>4</u>	. '5	100 .
200042959	11	3	1	-	. 9	17:	24 - 2	23	17 17	3	- 5	100
2100-2159	12	3	2	-	5	16	33	23 (6	17 17	بد 3	. 3	100
2300-2259	13	3	i	_	2	12	25			3 3		100
3500-3359	ii	2	-	-	1	.9	27	28	13	ز	. 5	200
All day	19	5	8	5	13	i8	11	ä	·5 ··	3	A	100

Table 7.13 Trips-in-progress by time of day and trip purpose (weekdays): 1992/2900

	Communing	Business	Education	Escort education	Shopping	Other personal business and escort	Visit friends at private herne	Visit friends elsewhere	Sports easters teinment	Holiday/ day trip	Other including just walk	All All
330C- 30 5 9				· · · · · · · · · ·			i	2	2 - 7			· · ·
0100-0459	ī	_	_	_	_			1	-	<u>1</u>	_	- ,
0500-0559	2	_		_	_	_	_	-	-	_	_	_
0600-0659	ž	7 .		_	_	i	_	_	-	1	2	j
0700-0759	ر پي	5	3	- ;	. 1	5	Ī	-	Ī	3	-{	¢
			-		-	-	7		γ	7	5	:0
SSS -0859	17	9.	35	29	2	4	<u> </u>		,	5	ś	7
0900-0959	6	9	7	15	8	9	-	•	-	S	7	4
1000-1059	2	3	ì	j	(3	<i>ਹੱ</i>	3	2	*	ģ.		
1,100-1159	2	. 3	2	3	[3.	S	5	-	÷	9	/	2
1200-1259	3	3	4	3	11	S	ś	. 3	5	8	5	7
1300 -1359	4	7	3	2	3	3	ó	်	5	3	Ó	Ó
1400-1459	7	7	້າ	5	9	7	7	5 .	<u> </u>	9	8.	5
1500-1559	;	2	28	32	ģ	8	3	4	5	10	ò	10
	-	_				-	э		-	:0	3	3
1600-1659 -	. 3	9	10	4	8	3	-	4	0	3	6	2
1700-1759	, <u>4</u>	3	3	<u> }</u>	5	8	3	†	. S	3	7	5
1800-1839	8	5	· <u>:</u>	Į.	# 1	5	ò	/	12	5	/_	5
1900-1959	3	3	1		2	. 3	9	32 .	:3	2	. 5	3
2000-2059	?	?			;	3	7	12	3	4	4	3
3100-2159	1	:				3	5	9	3	2	3	3
	1	,	_			:	4	3	5	37	3	2
2300-3259	:		-		1 _ 1	ī	3	11	3	2	1	:
11330 0 —1359	į	÷	,-		_	•	-					
Ailday	(00)	:00	100	100	100	F00	100	100	100	100	100	190

Perossicage

Peak Hour Person Trips by Journey Purpose

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

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

	ra seri pa 🛊 i (pila-e)	ista sina s natis is	Legiple Controller	108.4636.D.175.11	19/10 E 8/1900	12/60 15 EVEN (1885)	7 7 3 3 G (S) 3 3 3	1. 1. 15 THE RESIDENCE OF	125(6) - 151(1) - 4615(10)	C NYCHNOST I CONSTRUCTO	LEGACIES MEGANICA	18. 0
	Committing	Bushets	Education a. A.	Escont Education	Shopping	Other Personal Business & Escort	Visit Friends at Private Homo	Vlait Friends Elsewhore	Sport / Entertainment -	- Hollday / Day Trip.	Other (Incl Just Walk)	(Total
2509-0059	19	4	0	ı	2	5	29	19	11	A	3 2.7 - 1-6-21 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100%
2102-8158	24	7	7	2	4	3	Z4	15	j			
9200 0259	31	6	1	2	· · · · · · · · · · · · · · · · · · ·	7	17	15	j	·		101%
0300 0359	52	7	;	Ü	2	10	———— ;;	5	· · · · · · · · · · · · · · · · · · ·	i		100%
0400 0459	74	5	0	1	i	5		·			·	100%
G5(00-2559)	79	5	0	0	l	7	i				- 	101%
G60% 0659	71	7	3					· · · · · · · · · · · · · · · · ·			3	99%
0700 0759	54	7	6	1	-			<u> </u>	<u>2</u>	2	<u>.</u>	100%
0800-0059	104 5/32 (105 5)	N 20 24 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	28		Haragar vilano de la compansión de la comp		 -		1	1	<u></u>	101%
CSCO-G959	16	7		12		<u></u>		D		11 Sec. 10 1 4 12 12 13	2	100%
1000-1659		<u>_</u>	· · · · · · · · · · · · · · · · · · ·	······································	21	22	6	ļ <u>.</u>	3	2	3	101%
£100-1159			2	1	39	27	16 	1	4	4	4	100%
	······································	r			37	21	! <u>!</u> 1	2	. 3		4	29%
1208-1255 1300-1350		····		· · · · · · · · · · · · · ·	31	21	10	4	4	11	4	100%
1409-1459		· ~ · · · · · - · · · · · · · · · · · ·	i	 	27	23	19	3	4	4	4	100%
		<u> </u>	}	j <u>5</u>	28	20	12	5	4	5	5	39%
1500-1559	ь			17	16	15	9	į	3	3	 	100%
1656 1659	19	6 ,	10	3	18	18	12	5	4	!- —	4	100%
1700-1759	35	6.1	31 1 1 1	15 15 60 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13	18	117 17 12 1	[Fig. 19 of a 100 of the	i Table (green, c	147 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	101%
1609 1659	25	5	2	11	τ2	18	16	[13	3	4	100%
1507-1959	13	<u> </u>		ė.	12	19	2;	B	15	i · ····	·	100%
2000-2059	11	3	1	2	9	17	24	12	13	l	t	101%
2100-2159	- 2	3	2	0	5	16	23	13	17			errier e la companya de la companya
ZZ3C 2ZS9	13	5	1	0	2	1Z	25	16	47		-[100%
2300-2359	11	2	3	ē	†	9	77	30		1	·	99%

Summary Table (Reliased to 100% where appropriate)

		700 27 (A+B) 7 (905)/2	(C+D)**	-8:3 (E•F)	1. 电扩充电 测 定量流速度	(G+H+J+K)	Silvery Total (1997)
		Employment	Education	Retali (1996)	Leistire / Enfortationant	Other Recreational	
	0000-0858	36	43	15	1	5	199%
ı	1700-1759	- 11	4	31	5 ,	70	100%

From similar studes, education trips can be proken down as follows

Breakdown of Education

Primary	0.45
Secondary	G 35
: Gritary	0.20
Tolar	1.00

Peak Hour Person Trips by Purpose

	oloymeët Pric	nary Education Second	ary Education Te	rtlary Education	Retall	Lelaure / Entertainment	Other Recreational	Total
0860-0859	35	19	15	9	15	1	5	100
1700-1759	61	2	1	1	31	5	2t.	ta o

Annex E Cambridge New Settlement Survey Data

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 Aslan 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

Summary	
Introduction Demographics	3 3
Section A: About your move to CAMBOURNE	3
Q1: Which city/town/village did you move to Cambourne from? Q2: What was your main reason for moving home? Q3: What was your main reason for choosing to move to Cambourne rather than elsewhere in the area?	3 3 4
Section B: About your home	6
Q5.1: Is your home (owned, rented, etc) Q5.2: Is your home (type)? Q5.3: How many bedrooms do you have in your house? Q6: How many adults, children are there in your household? Q11: Which nursery or school does each child in your household attend during the day? Q7: Do you have access to internet at home?	6 6 6 7 1
Section C: About your work, study and travel	12
Q8: Are the adults in your household self-employed, employed full-time, part-time, students, retired looking after home/family, or unemployed? Q9: In which city/town/village do those that are employed/self employed or students work/study? Q10: How do those people in question get to their place of work/study from home? Q12: How many cars are available for use by your household?	d, 12 12 13
Section E: About your other activities	14
Q14: What, if any, is your religion? Q15: What is your ethnic origin? Q16.1: What leisure-activity does your household take part in? Q16.2: In which city/town/village do these activities take place? Q17: Places people do there main food shopping? Q18: Which doctor's surgery/health centre are you registered with? Q19: How many people in your household are disabled? Q20: Do you use a public library in Cambridgeshire? Q21: If you answered YES above, how often do you visit a library? If NO, how often do you think yo would visit the library at Cambourne? Q22: Which services do you use or would you use if provided at the library in Cambourne?	14 14 15 16 16 17 17 18 18
Annexes	
Annex 2 Annex 3 Annex 10 Annex 16 Annex 17 Annex 20	20 21 21 22 24 26 26 27

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 (784) 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 Cambrurne 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	1 .
Not answered	3	9	3.0	1
Total	214	559	2.6	1

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	Table 6 Frequency		
2 Adults	157	73.4%	
1 Adult	46	21.5%	
3 Adults	7	3.3%	
4 Adults	3	1.4%	
No Aduit	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	30.4%
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%	87.8%*

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

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%	1
Cambourne	30	9.3%	24% (work in Elyiat home)
London	29	9.0%	7%
Within 15 miles	20	6.2%	1
Within 10 miles	20	6.2%	<u>k</u>
Royston	13	4.0%	/
Within 5 miles	11	3.4%	/
Bedford	8	2.5%	1
Total	322	100.0%	1

^{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.

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.

Annex F Mode Share of Education Trips



Department for Transport

Personal Travel Facisheets

WSPD BASINGSTOKE
LIBRARY

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

							F	ercentage/mile
	London	English Metropolitan	Large Urban	Medium Urban	Small Urban	Aural	All areas 1999/2001	All areas 1989/1991
5-10 year olds						_		
Walk	52	64	56	53	51	47	. 54	52
Car	31	32	38	. 47	42	42	39	27
Bus	. 5	3	4	5	6	14	5	9
Other (mostly taxi)	3	J	7	J	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
1-16 year olds			42	52	44	25	43	48
Valk	. 38	. 42	2	3	3	1	2.	. 5
Bicycle	. 1	1	2 18	20	19	20	18	74
Car	, 13	20	33	23	33	49	32	30
Bus	36	⁻ 35	ىد 5	3	1	5	4	3
Other (mostly rail)	• 13	2	-	100	100	100	100	100
NI modes	100	100	100	2.5	3.1	5.1	2.9	2.8
Average trip length	-3_2	21	2.4	دے	3.7			
5–16 year olds ·	·			·	<i>4</i> 8	33	49	56
Walk ·	50	53	49	53		. 33	1	3
Bicycle	1	1 `	1	2	2	31	28	21
Car	- 22	26	. 28	30	30	37	19	7.9
Bus	20	19	78	12	19		2	. 2
Other	. 7	7	,3	2	7 1	4	.∠ 100	100
All modes	100	100	100	100	. 100	100		2.0
Average trip length	2.1	1.6	1.7	1.9	2.3	3.7	2.2	۷.۷

EDUCATION MODE SHARE

reduce for a	ffordable	(30% afforda	bie at 25% i	ower rates)		A 2
[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

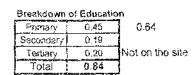
		AM			PM	
	រែក	out	tot	in	oul	tot
total	-194	-438	-542	-30	-13	-43

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

Primary Tri:	os					
		ΑM			PM:	
i	in	out	tot	in	out	tot
total	-73	-306	-376	-21	-9	-30
					, ————	

Non Car	0.453 0.219 0.328	Mode Share of school trips
pass total	1.00	

	AM			PM		
	in	out	tot	in	out	tot
Non Car	-33	-138	-171	-10	-4	-14
driver	-16	-67	-63	-5	-2	-7
pass	-24	-100	-124	-7	-3	-10
total	-73	-306	-378	-21	-9	-30



econdary	rnps					
		ΑM			PM:	
	in	out	tot	ia	tuo	tot
tota!	-31	-132	-163	-9	-4	-13

Non Car driver pass	0,706 0,118 0,176	Mode Share of school trips
tota!	1.00	

	rips AM:					
	in	out	tot	ia	out	tot
Non Car	-22	-93	-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 II	nema: Sec	ondary imps	D/9 of ove	rati trips	
		АM			PM	
	in	out	tot	ir:	out	tot
Non Car	-12	-52	-64	-4	-2	-5
driver	-2	- 9	-11	- ;	0	-1
pass	-3	-13	-16	-1	0	-1
total	-17	-73	-91	-5	-2	-7

Mode Share	Results					
		ΑM			PM:	
	in	out	ioi	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 olas
Walk	41	25
Walk Bicycle	0	1
Car	42	20
Bus	14	49
Other (mostly Rail)	3	5
All Modes	100	100

Mode Shares of Schoo! Children	5-10 yr olds	11-16 yr olds
Non Car	58	80
Driver	•	-
Pass	42	20
Al! 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

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

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

1.5 Children Per Car

Annex G Hotel Trip Rates

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Friday 15/07/05 Page 1:

WSP Management Services Ltd Mountbatten House, Basing View

Basingstoke

Licence No: 100301

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 NOTT!NGHAMSHIRE	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

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium Friday 15/07/05
Page 2
WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No: 100301

Optional parameter selection (Cont.):

Population within 1 mile: 1,000 or Less 1,001 to 5,000 5,001 to 10,000 10,001 to 15,000 15,001 to 20,000 20,001 to 25,000 25,001 to 50,000	6 days 5 days 2 days 3 days 2 days 1 days 1 days
Population within 5 miles: 5,001 to 25,000 25,001 to 50,000 50,001 to 75,000 75,001 to 100,000 100,001 to 125,000 125,001 to 250,000 250,001 or More	1 days 5 days 2 days 2 days 3 days 2 days 4 days 1 days
Car ownership within 5 miles: 0.6 to 1.0 1.1 to 1.5	9 days 11 days

Buses/Trains per day (both directions):

Frequency	Per Hour	Per Day	Surveys
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

Friday 15/07/05 Page 3

WSP Management Services Ltd Mountbatten House, Basing View

Basingstoke

Licence No: 100301

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS		DE	DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA .	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 أ	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	3	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	201	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: sam)

Survey date date range:

01/01/96 - 08/07/04

Number of weekdays (Monday-Friday):

20

Number of Saturdays:

0

0

Number of Sundays: Optional parameters used in selection:

NO

Surveys manually removed from selection:

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Eim Hotel , 1 Eim 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 Flotel , Southwold Road 12/06/1996 Wednesday survey period: 07:00-24:00

This 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	N(a - 8 5)	IN Toin Boto	OUT	TOTALS	
Time Range	No of Sites	Trip Rate	Trip Rate	Trip Rate	
06:00-06:30		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	b	0.39	0.22	9.61	
13:30-14:00	6	0.27	9.37	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	Ġ.	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	9.51	
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	9.47	
23;30-24:00	5	0.20	0.09	0.29	

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

This 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: 07:60-24:00

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

Peak Period for All Modes		Timeband(s)	Trip Rate		
1N	19:00-19:30		0.64		
OUT	08:30-09:00		0.48		
TOTALS	19:00-19:30		1.04		

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: 12:90-24:00

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 Hifl 25/04/2002 Thursday survey period: 07:00-22:00

MODE: CAR (All) Time Range	No of Sites	IN Trip Rate	OUT Tri <u>p Rate</u>	TOTALS Trip Rate	
06:00-06:30	1	0.00	0.00	0.00	
06:30-07:00	l	0.00	0.00	0.00	
07:00-07:30	5	0.10	0.17	0.26	
07:30-08:00	5	01.0	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	9.17	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	ó	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	
13:30-14:60	6	0.16	0.24	0.40	
14:00-14:30	6	0.08	9.21	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	9.20	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	9.15	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	6.09	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	

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Eim Hotel, I Elm Road 29/04/1994 Friday survey period: 96:90-24:00

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: \$7:00-22:00

Peak Period f	for <u>CAR (AH)</u>	Timeband(s)	Trip Rate
ïN	12:30-13:00		0.28
OUT	08:30-09:00		0.30
TOTALS	08:30-09:00		6.49

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: 07:08-24:00

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	9.00	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	9.08	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	9.08	0.17	•
21:30-22:00	6	0.07	0.06	0.13	
22:00-22:30	5	0.04	0.02	0.97	
22:30-23:00	5	0.07	0.09	0.17	
23:00-23:30	5	0.05	0.04	9.10	
23:30-24:00	5	0.03	0.04	0.07	

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Elm Hotel, 1 Elin 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

This 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		

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

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

 $Woodford\ Moat\ House\ , 30\ Oak\ Hill\ 21/04/1994\ Thursday\ survey\ period;\ 12:00-24:00$ $Forte\ Posthouse\ Hotel\ , Southwold\ Road\ 12/06/1996\ Wednesday\ survey\ period;\ 67:00-24:00$

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	9.05	
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	0.83	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	9.03	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	9.10	
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	
20:90-20:30	б	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	

Trip rate for: Gross Floor Area:

Sites selected and survey periods displayed:

Elm Hotel, I Elm Road 29/64/1994 Friday survey period: 06:00-24:00

Woodford Moat House , 30 Oak Hill 21/04/1994 Thursday survey period: 12:80-24:00 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 f	or car passenger 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

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium. Tuesday 28/06/05
Page 1
WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No: 100301

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:

Monday1 daysTuesday1 daysThursday3 daysFriday1 days

Selected survey types:

Manual count6 daysDirectional ATC Count0 days

Optional parameter selection:

<u>Use Class:</u>

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

TRICS 2005(a)	(C) 2005 JMP C	onsulting on behalf o	f the TRICS Conso	rtium	Tuesday 28/06/05
		the state of the state of the		10 me e 6	Page 2
WSP Management Services	siifd Mounthetter	House Basing View	Basingstoke		icence No: 100301

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> Per Flour</u>	Per Day	Surveys
		0 days
0	0	0 days
1	20	0 days
2	40	0 days
3	60	1 days
A	80	0 days
> 4	> 80	5 days
	0 1 2 3 4	0 0 1 20 2 40 3 60 4 80

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium Tuesday 28/06/05 Page 3

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke

Licence No: 100301

Edit Jankory June

GC ANDREW

34 May 18

14.6__ But the gotto

120- 300

Bara partaw

出版中间 铸矿

LIST OF SITES relevant to selection parameters

BU-02-B-01 BUSINESS PARK, HIGH WYCOMBE BUCKINGHAMSHIRE

LONDON ROAD

HIGH WYCOMBE

Survey date: THURSDAY 08/07/04 Total Gross floor area:

2 CA-02-B-01 CAMBRIDGE SCIENCE PARK

MILTON ROAD

CAMBRIDGE

Survey date: MONDAY 27/44/00 2-B-03 Total Gross floor area:

3 GM-02-B-03 BUSINESS PARK, SALE

CROSS STREET

SALE

Total Gross floor area:

3985 sqm

Survey date: FRIDAY

28/05/0**4**

LC-02-B-02 NAVIGATION BUSINESS VILLAGE

NAVIGATION WAY

PRESTON DOCKLANDS DEVELOPMENT

PRESTON

Total Gross floor area:

3450 scm

Survey date: THURSDAY

14/03/96

OX-62-B-01 BUSINESS PARK, OXFORD

GARSINGTON ROAD

COWLEY **OXFORD**

Total Gross floor area:

33105 sqm

Survey date: TUESDAY 21/10/03

6 ST-02-B-03 BUSINESS PARK, STAFFORD

FRANK FOLEY WAY

GREYFRIARS

STAFFORD

Total Gross floor area:

4064 sam

Survey date: THURSDAY

06/07/00

Survey Type: MANUAL

CAMBRIDGESHIRE

Survey Type: MANUAL GREATER MANCHESTER

Survey Type: MANUAL LANCASHIRE

Survey Type: MANUAL

OXFORDSHIRE

Survey Type: MANUAL

STAFFORDSHIRE

Survey Type: MANUAL

1812 CH 301 (H1 - 2 - 27) - H - \$ 18 (14) + A

से त्रवत्त्व । व वर्ण इक्ततन्त्र पृष्टम देवन

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05 Page 4

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke

Licence No: 100301

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		New Year	EPARTURES	S 73 7 - 1		TOTALS	
	No:	Ave	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	<u>ე </u>	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		0.00
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	6	C	0.00
04:00 - 04:30	0	0	0.00		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 i	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	61	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	C.07	6	29392	0.23
10:30 - 11:00	6	29392	0.13 i	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	2939 2	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 i	0.29
16:00 - 16:30	6 .	29392	0.07	6	29392	0.32	ô ;	29392	0.39
16:30 - 17:00	6	29392:	0.06	6 i	29392	0.49	61	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	0.1	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	G	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	٥	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

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05

Page 5

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No. 100301

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

(C) 2005 JMP Consulting on behalf of the TRICS Consortium Tuesday 28/06/05 Page 1 WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No: 100301

1 days

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

SOUTH EAST ЗU BUCKINGHAMSHIRE 1 days ΟX OXFORDSHIRE 1 days EAST ANGLIA CAMBRIDGESHIRE CA 1 days 06 WEST MIDLANDS STAFFORDSHIRE ST 1 days 08 **NORTH WEST** GM GREATER MANCHESTER 1 days LC LANCASHIRE

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
	01000

В1 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

TRICS 2005(a)	(C) 2005	JMP Consultir	ng on behalf o	f the TRICS Consort	<u> </u>	Tuesday	28/06/05
							Page 2
WSP Management Services L	.td Mou	ntbatten House	, Basing View	Basingstoke		Licence N	o: 100301

3 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

Buses/Trains per day (both directions):

1.1 to 1.5

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

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05 Page 3

WSP Management Services Ltd Mountbatten House, Basing View Basingsloke

Licence No: 100301

12300 Savi

Com Property (120)

11843 30

1230 Cell

<u> 1934 – Den Harris</u>

<u> 2022 - G</u>alandar

LIST OF SITES relevant to selection parameters

BU-02-B-01 LONDON ROAD BUSINESS PARK, HIGH WYCOMBE BUCKINGHAMSHIRE

HIGH WYCOMBE

Total Gross floor area:

Gross floor area: 13300 sqm Survey date: THURSDAY 08/07/04

2

CA-02-B-01 CAMBRIDGE SCIENCE PARK

MILTON ROAD

CAMBRIDGE

Total Gross floor area:

118448 sqm

Survey date: MONDAY 27/11/00

GM-02-B-03 BUSINESS PARK, SALE

CROSS STREET

SALE

Total Gross floor area:

3985 sqm

Survey date: FRIDAY 28/05/04

LC-02-B-02 NAVIGATION BUSINESS VILLAGE

NAVIGATION WAY

PRESTON DOCKLANDS DEVELOPMENT

PRESTON

Total Gross floor area:

3450 sam

Survey date: THURSDAY

14/03/96

OX-02-B-01 BUSINESS PARK, OXFORD

GARSINGTON ROAD

COWLEY

OXFORD

Total Gross floor area:

33105 sqm

Survey date: TUESDAY

21/10/03

ST-02-B-03 BUSINESS PARK, STAFFORD

FRANK FOLEY WAY

GREYFRIARS :

STAFFORD

Total Gross floor area:

4064 sam

Survey date: THURSDAY

06/07/00

Survey Type: MANUAL

CAMBRIDGESHIRE

Survey Type: MANUAL GREATER MANCHESTER

Survey Type: MANUAL

LANCASHIRE

Survey Type: MANUAL

OXFORDSHIRE

Survey Type: MANUAL

STAFFORDSHIRE

Survey Type: MANUAL

Arrings of OT office for Shirt

TRICS 2005(a)

(C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05

WSP Management Services Ltd Mountbatten House, Basing View

Basingstoke

Page 4 Licence No: 100301 Page 4

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range Days GFA Rate Days Days		44.44.44.44.44.44.44.44.44.44.44.44.44.	RRIVALS			EPARTURE:	<u>s </u>		TOTALS	
00.00		No.	Ave.	Trip	Nò.	Ave.	Trip	No.	Ave.	Trip
0.30	Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA 1	Rate
0.100	-	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
D2:00 - D2:30	01:00 -01:30	0	0	0.00 :	0	0 ·	0.00	0	0	0.00
0230 - 0300 0 0 0 0 0 0 0 0	01:30 - 02:00	0 !	0 :	0.00	0	0	0.00	0	0 -	0.00
03:00 - 03:30	02:00 - 02:30	0	0	0.00	0	0	0.00	0 :	0	0.00
0330 0400	02:30 - 03:00	0	0	0.00	0	0	0.00	0	0 :	0.00
04:00-04:30	03:00 - 03:30	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	03:30 - 04:00	<u> </u>	0	0.00	0	0	0.00	0	0	0.00
65:00 - 05:30	04:00 - 04:30	0	0 :	0.00	0	0	0.00	0 i	0	0.00
	04:30 - 05:00	0 ;	0 ;	0.00	0	0	0.00	0	0 :	0.00
06:00 - 06:30	05:00 - 05:30	0	0	0.00	0	0	0.00	0 ;	0 !	0.00
06:30 - 07:00 <	05:30 - 06:00	0	0	0.00	0	0	0.00 :	0 '	0	0.00
07:00 - 07:30 6 29392 0.13 6 29392 0.01 6 29392 0.41 6 29392 0.04 6 29392 0.45 6 29392 0.05 6 29392 0.72 0.830 0.900 6 29392 0.75 6 29392 0.07 6 29392 0.82 0.900 6 29392 0.75 6 29392 0.07 6 29392 0.82 0.900 0.930 0.900 6 29392 0.37 6 29392 0.09 6 29392 0.46 0.000 10:30 6 29392 0.16 6 29392 0.07 6 29392 0.23 10:30 10:30 6 29392 0.13 6 29392 0.08 6 29392 0.21 11:30 11:30 6 29392 0.13 6 29392 0.13 6 29392 0.13 6 29392 0.23 12:30 13:30 6	06:00 - 06:30	0	0	0.00	0	0	0.00	0	0 ·	0.00
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 0.82 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 5 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 0.06 6 29392 0.21 11:00 - 11:30 6 29392 0.13 6 29392 0.08 6 29392 0.23 11:00 - 12:30 6 29392 0.13 6 29392 0.23 6 29392 0.31 6 29392 0.24 12:00 - 12:30	06:30 - 07:00	0	0	0.00	0	0 .	0.00	0	0 :	0.00
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 0.08 6 29392 0.82 09:00 - 09:30 6 29392 0.58 6 29392 0.08 6 29392 0.66 09:00 - 10:30 6 29392 0.16 6 29392 0.09 6 29392 0.46 10:00 - 10:30 6 29392 0.13 6 29392 0.08 6 29392 0.21 11:00 - 11:30 6 29392 0.13 6 29392 0.13 6 29392 0.23 1 1 1 1 1 1 29392 0.23 1 2 2 2 2 2 2 2 3 1 2 2 2 2 2 2 2 2 2 2 2 2 2	07:00 - 07:30	6;	29392	0.13	6	29392	0.03	6	29392	0.16
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 0.09 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 0.23 13 6 29392 0.21 11:30 - 12:00 6 29392 0.13 6 29392 0.23 6 29392 0.23 13 6 29392 0.23 12:30 - 13:30 6 29392 0.23 6 29392 0.27 6 29392 0.50	07:30 - 08:00	6	29392	0.41	6	29392	0.04+	6:	29392	0.45
C9:00 - 09:30 6 29392 C.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 0.13 6 29392 0.23 6 29392 0.23 6 29392 0.23 6 29392 0.23 6 29392 0.23 6 29392 0.21 6 29392 0.50 6 29392 0.50 6 29392 0.50 6 29392 0.50 6 29392 0.50 6	08:00 - 08:30	6	29392	0.67	6	29392	0.05	6	29392	0.72
09:30 - 10:00 6 29392 0.37 6 29392 0.09 6 29392 0.48 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 0.23 12:00 - 12:30 6 29392 0.13 6 29392 0.31 6 29392 0.23 12:30 - 13:30 6 29392 0.23 6 29392 0.25 6 29392 0.50 13:30 - 13:30 6 29392 0.25 6 29392 0.25 6 29392 0.50 13:30 - 14:00 6 29392 0.26 6 29392 0.14 6 29392 0.50 14:30 - 15:00 6 29392 0.12	08:30 - 09:00	6 :	29392	0.75	6	29392	0.07	6	29392	0.82
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 0.23 12:00 - 12:30 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 13:00 - 13:30 6 29392 0.25 6 29392 0.25 6 29392 0.50 13:00 - 13:30 6 29392 0.28 6 29392 0.14 6 29392 0.50 13:00 - 13:30 6 29392 0.16 6 29392 0.16 6 29392 0.42 14:00 - 14:30 6 29392 0.16 6 29392 0.16 6 29392 0.22 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 0.39 16:30 - 17:00 6 29392 0.06 6 29392 0.32 6 29392 0.39 16:30 - 17:00 6 29392 0.06 6 29392 0.32 6 29392 0.35 16:30 - 18:00 6 29392 0.06 6 29392 0.55 6 29392 0.35 16:30 - 18:00 6 29392 0.06 6 29392 0.55 6 29392 0.35 17:00 - 18:30 6 29392 0.06 6 29392 0.55 6 29392 0.35 18:00 - 18:30 6 29392 0.06 6 29392 0.55 6 29392 0.35 18:00 - 18:30 6 29392 0.00 0 0 0 0 0 0 19:30 - 20:00 0 0 0 0 0 0 0 0 0	G9:00 - 09:30	6 :	29392	C.58	6	29392	0.08	6	29392	0.66
10:30 - 11:00	09:30 - 10:00	6	29392	0.37	6	29392	0.09	5:	29392	0.46
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 0.25 6 29392 0.27 6 29392 0.50 13:00 - 13:30 6 29392 0.25 6 29392 0.50 6 29392 0.50 13:30 - 14:00 6 29392 0.28 6 29392 0.14 6 29392 0.50 13:30 - 14:00 6 29392 0.16 6 29392 0.15 6 29392 0.22 14:00 - 14:30 6 29392 0.15 6 29392 0.27 15:00 - 15:30 6 29392 0.19 6 29392 0.25	10:00 - 10:30	6 i	29392	0.16	6	29392	0.07	6 ₁	29392	0.23
11:00 - 11:30 6 29392 0.13 6 29392 0.021 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 0.21 6 29392 0.24 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 0.27 14:00 - 16:30 6 29392 0.16 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	10:30 - 11:00	6	29392	0.13	- 6	29392	80.0	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 0.25 6 29392 0.50 6 29392 0.50 13:00 - 13:30 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 15:00 - 16:30 6 29392 0.07 6 29392 0.32	11:00 - 11:30	6	29392	0.13	6	29392	80.0			
12:00 - 12:30 6 29392 0.13 6 29392 0.31 6 29392 0.24 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 0.50 13:30 - 14:00 6 29392 0.16 6 29392 0.14 6 29392 0.42 14:00 - 14:30 6 29392 0.16 6 29392 0.18 6 29392 0.22 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 0.06 6 29392 0.32	11:30 - 12:00	6	29392	0.10	6	29392	0.13	6		
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 14:30 - 14:30 6 29392 0.16 6 29392 0.15 6 29392 0.27 15:00 - 15:30 6 29392 0.09 6 29392 0.15 6 29392 0.27 15:00 - 16:30 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 0.32 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	12:00 - 12:30	6	29392	0.13	6		0.31	6	29392	0.44
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 0.22 6 29392 0.24 15:30 - 16:00 6 29392 0.07 6 29392 0.32 6 29392 0.29 16:30 - 17:00 6 29392 0.07 6 29392 0.32 6 29392 0.39 16:30 - 17:00 6 29392 0.06 6 29392 0.57 6 29392 0.53 17:00 - 17:30 6 29392 0.06 6 29392 0.57 6 29392 0.63 17:30 - 18:00 6 29392 0.06	12:30 - 13:00	5	29392	0.23	6	29392	0.27	6	29392	0.50
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13:00 - 13:30	6	29392	0.25	6	29392	0.25	6:	29392	0.50
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13:30 - 14:00	6	29392	0.28	6	29392	0.14	6 ;	29392	0.42
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14:00 - 14:30	6.	29392	0.16	6	29392	0.16	6 :	29392	0.32
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14:30 - 15:00	6.	29392	0.12	6	29392	0.15	6	29392	0.27
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15:00 - 15:30	6	29392	0.09	6	29392;	0.15	6	29392	0.24
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15:30 - 16:00	6:	29392	0.07	6	29392	0.22 :	6	29392	0.29
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	16:00 - 16:30	6	29392	0.07	6	29392	0.32	6	29392	0.39
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	16:30 - 17:00	6	29392	0.06	6	29392	0.49	6	29392	0.55
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17:00 - 17:30	6 :	29392	0.06	6	29392	0.57	6	29392	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17:30 - 18:00	6	29392	0.06	6	29392	0.5 2 ₃	6	29392	0.58
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18:00 - 18:30	6 :	29392	0.04	6	29392	0.35	6	29392	0.39
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18:30 - 19:00	6 :	29392	0.03	6	29392	0.20 :	6	29392	0.23
20:00 - 20:30 0 0 0.00 0 0.00 0 0.00 20:30 - 21:00 0 0 0.00 0 0.00 0 0.00 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	19:00 - 19:30	0	0	0.00	0 :	0 :	0.00	0	0	0.00
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19:30 - 20:00	0 :	0	0.00	0 -	0:	0.00	0	0	0.00
21:00 - 21:30 0 0 0.00 0 0.00 0 0.00 21:30 - 22:00 0 0 0.00 0 0 0.00 0 0 0.00 0 0 0.00 0 0 0 0.00 0	20:00 - 20:30	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 <th< td=""><td>20:30 - 21:00</td><td>0</td><td>0</td><td>0.00</td><td>0</td><td>0</td><td>0.00</td><td>0</td><td>0 ;</td><td>0.00</td></th<>	20:30 - 21:00	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<	21:00 - 21:30		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 0 0 0 0.00 0 <td>21:30 - 22:00</td> <td>0</td> <td>0</td> <td>0.00</td> <td>0</td> <td>0 ;</td> <td>0.00</td> <td>0</td> <td>0</td> <td></td>	21:30 - 22:00	0	0	0.00	0	0 ;	0.00	0	0	
22:30 - 23:00 0 0 0.00 0 0.00 0 0.00 23:00 - 23:30 0 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0.00 0 0 0.00 0 0 0.00 0 0 0 0.00 0 <t< td=""><td>22:00 - 22:30</td><td>0</td><td>0 :</td><td>0.00</td><td>0</td><td>0</td><td>0.00</td><td></td><td>0</td><td>0.00</td></t<>	22:00 - 22:30	0	0 :	0.00	0	0	0.00		0	0.00
23:00 - 23:30 0 0 0.00 0 0.00 0 0.00 23:30 - 24:00 0 0 0.00 0 0.00 0 0.00	22:30 - 23:00	0	0 :	0.00	0	C		0	0	0.00
23:30 - 24:00 0 0 0.00 0 0 0.00 0 0 0.00		0 :	0 :	0.00	0			0 ;	0 .	
Daily Trip Rates: 5.07 4.81 9.90	23:30 - 24:00	0 :	0	0.00	0	0		0 :	0 :	0.00
	Daily Trip Rates:			5.07			4.81			9.90

TRICS 2005(a) (C) 2005 JMP Consulting on behalf of the TRICS Consortium

Tuesday 28/06/05

Page 5

WSP Management Services Ltd Mountbatten House, Basing View Basingstoke Licence No: 100301

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

TRICS 2006(a)

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 1

Nursing Home

WSP Mountbatten House Basingstoke

Licence No. 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : F - NURSING HOMES

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

NORTH WEST

GM GREATER MANCHESTER

1 days

Main parameter selection:

Parameter:

Number of residents

Range:

180 to 180 (unita:)

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

TRICS 2006(a)

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 2

Nursing Home

WSP Mountbatten House Basingstoke

Licence No: 100301

LIST OF SITES relevant to selection parameters

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

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 3

Nursing Home

WSP Mountbatten Figure Basingstoke

Licence No: 100301

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

		ARRIVALS	:	. DE	PARTURE	S		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	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
93:00 - 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	С	0	0.00	0	0	0.00
06:00 - 07:00	0	0	0.00	0	0	0.00	. 9	0	0.00
07:00 - 08:00	1	180	0.24	. 1	180	80.0	1.	180	0.32
08:00 - 09:00	1	180	0.09	. 1	180	0.06	1.	180	0.15
09:00 - 10:00	4	180	0.07	1	180	0.02	4	180	0.09
10:00 - 11:00	_ 1	180	0.07		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	4	180	0.05	1	180	0.04	1	180	0.10
13:00 - 14:00	4 !	180	0.23		180	0.13	1	180	0.36
14:00 - 15:00	1	180	0.09	1	180	0.17	٠.	180	0.26
15:00 - 16:00	1	180	0.09		180	0.15	1	180	0.24
16:00 - 17:00	.4 i	180	0.04		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	1,80	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	C	0.00
21:00 - 22:00	0	0	0.00	0	Ö	0.00	0		0.00
22:00 - 23:00	0	0	0.00	0	0	C.00	0	. 0	0.00
23:00 - 24:00		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 date range:

01/01/97 - 22/06/04

Number of weekdays (Monday-Friday):

1

Number of Saturdays:

0

Number of Sundays:

Ð

Optional parameters used in selection:

NO

Surveys manually removed from selection:

TRICS 2006(a) (C) 2006 JMP Consulting on behalf of the TRICS Consortium Monday 13/03/06 GP Surguries FTE Page 1
WSP Mountbatten House Basingstoke Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

Selected 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:

Monday2 daysTuesday1 daysWednesday1 daysThursday2 days

Selected survey types:

Manual count 6 days Directional ATC Count 0 days

(C) 2006 JMP Consulting on behalf of the TRICS Consortium WSP Mountbatten House Basingstoke .

Monday 13/03/06 Page 2

Licence No: 100301

LIST OF SITES relevant to selection parameters

CB-05-G-01

GP SURGERY, CARLISLE

CUMBRIA

DORSET

PORT ROAD NEWTOWN

CARLISLE

Total Number of Employees: Survey date: WEDNESDAY 04/09/02

Survey Type: MANUAL

DC-05-G-03 GP SURGERY, NEAR WEYMOUTH

PRESTON ROAD

PRESTON

NEAR WEYMOUTH

Total Number of Employees:

Survey date: MONDAY

0

08/07/02

Survey Type: MANUAL

HC-05-G-02 GP SURGERY, ROMSEY

HAMPSHIRE

ALMA ROAD

ROMSEY

Total Number of Employees:

Survey date: THURSDAY 07/11/02

Survey Type: MANUAL

HC-05-G-03 GP SURGERY, WINCHESTER

HAMPSHIRE

FRIARSGATE

WINCHESTER

Total Number of Employees:

0

Survey date: THURSDAY 07/11/02

Survey Type: MANUAL

ST-05-G-01 GP SURGERY, STOKE-ON-TRENT

STAFFORDSHIRE

NEW INN LANE

HANFORD

STOKE-ON-TRENT

Total Number of Employees: Survey date: TUESDAY

C 16/07/02

Survey Type: MANUAL

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

TRICS 2006(a) GP Surguries FTE (C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 3

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGER!ES

MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

		ARRIVÄLS		DE	PARTURE	is		TOTALS	
	No.	Ave.	Trip	No.	Ave,	Trip	No.	Ave.	Trip
Time Range	Days	EMPLOY	Rate	Days	EMPLOY -	Rate	Days	EMPLOY	Rate
00:00 - 01:00	C	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	С	0	0.00
05:00 - 06:00	()	0	0.00	0	0	0.00	0	0	0.90
06:00 - 07:00	Ð	0	0.00	. 0	0	0.00	Q	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	5	_ 31	88.0	ថ	31	2.59
09:00 - 10:00	6	31	2,55	6	31	2.05	6	31	4.60
10:00 - 11:00	อ	. 31	2.19	6	31	2.38	6	31	4.57
11:00 - 12:00	6	31	1.54	6	31	1.96	. 6	31	3.50
12:00 - 13:00	9	31	1.21	6	31	1,59	6	31	2.80
13:00 - 14:00	ઉ	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	ô	31	1.59	. 6	31	1.54	6	31 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	0,00	0	. 0	0.00	0	ິ່	0.00
20:00 - 21:00	0	.0	0.00	0	0.	0.00	0	0	0.00
21:00 - 22:00	()	0	0.00	0 .	0	0.00	C	0	0.00
22:00 - 23:00	0	0	0.00	0	- 0	0.00	0	0	0.00
23:00 - 24:00	. 0		0.00	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):

Number of Saturdays:

0

Number of Sundays:

Optional parameters used in selection:

Surveys manually removed from selection:

NO

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 1

Clinics

WSP Mountbatten House Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : E - CLINICS

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

GREATER LONDON

GL GREATER LONDON

1 days

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

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 2

Clinics

WSP Mountbatten House Basingstoke

Licence No: 100301

LIST OF SITES relevant to selection parameters

DC-05-E-01 MEDICAL CENTRE, SHAFTESBURY

DORSET

SALISBURY ROAD

SHAFTESBURY

Total Number of Empioyees: 0
Survey date: TUESDAY 02/09/03

Survey Type: MANUAL

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

TRICS 2006(a) Clinics

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 3

WSP

Mountbatten House Basingstoke

Licence No: 100301

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

		ARRIVALS	:	D	EPARTURE	s .		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave	Trip
Time Range	Days	EMPLOY	Rate	Days	EMPLOY	Rate	Days	EMPLOY	Rate
00:00 -01:00	0	0	0.00	0	C	0.00	0	С	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	<u>Ö</u>	. 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	C	0.00
06:00 - 07:00	0	. 0	0,00	0	0	0,0,0	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	1.57	. 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	5.1	1.03	2	51	2.16
15:00 - 16:00	2	51	0.97	2	. 51	1.32	2	<u>51</u>	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		0.00
21:00 - 22:00	0	0	0.00		0	0.00	0.	0 .	0.00
22:00 - 23:00	0	0	0.00	. 0	0	0.00	0	<u>0</u>	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):

Number of Saturdays:

0

Number of Sundays:

0

Optional parameters used in selection:

NO

Surveys manually removed from selection:

TRICS 2006(a) Hospital (No Casualty) (C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 1

WSP

Mountbatten House

Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

SOUTH EAST

ES EAST SUSSEX

1 days

SOUTH WEST 03

> 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

TRICS 2006(a) Hospital (No Casualty)

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 2

WSP Mountbatten House Basingstoke

Licence No: 100301

LIST OF SITES relevant to selection parameters

DC-05-B-01 COMMUNITY HOSPITAL, BRIDPORT DORSET

HOSPITAL LANE NORTH ALLINGTON BRIDPORT

Total Number of beds:

55 ******

Number of beds: 55 *****
Survey data: MONDAY 21/16/62

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

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Monday 13/03/06 Page 3

Hospital (No Casualty)

WSP Mountbatten House

Basingstoke

Licence No: 100301

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

	Д	RRIVALS	· · · · · · · · · · · · · · · · · · ·		PARTURES			TOTALS _	
	- No	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDS	Rate	Days	BEDS	Rale	Days	BEDS	Rate
00:00 - 01:00	0	.0	0.00	0	0	0.00	Ó	0,	0.00
01:00 - 02:00	Ö	Ö	0.00	0	0	0.00	0 .	Q ,	0.00
02:00 - 02:00	Ô	ő	0.00	0	9	0.00	0		0.00
03:00 - 04:00	0	Ö	0.00	0	Ö	0.00	0	0	0.00
04:00 - 04:00	0	Ö	0.00	Ö	0	0.00	0	. 0	0.00
05:00 - 06:00	9	o O	0.00	Ö	0	0.00	0	Ó	0.00
06:00 - 07:00	Ċ	Ö	0.00	0	0	00.0	O _.	Q	0.00
07:00 - 08:00	2	56	0.48		56	0.19	2	56	0.67
08:00 - 09:00	2	56	1.16	2	56	0.24	2	5 <u>6</u>	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		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		0.57
19:00 - 20:00	<u> </u>	56	0.18		56	0.45	1	56	_0.63
20:00 - 21:00	1	56 56	0.13		56	0.20	1	56	0.32
	:	56	0.07		56	0.16	1	56	0,23
21:00 - 22:00	0		0.00		0	0.00	0	0	0.00
22:00 - 23:00		. 0 .	0.00		O	0.00	0	0	0.00
23:00 - 24:00 Daily Trip Rates	U		11.96			12.06			24.01
Dony impiliates									

Parameter summary

Trip rate parameter range selected: Survey date date range:

55 - 56 (units:) 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:

Annex J Sports Centre Trip Rates

TRICS 2008(b) (C) 2006 JMP Consulting on behalf of the TRICS Consortium Thursday 21/09/06 Page 1

WSP Mountbatten House

Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : C - SPORTS CENTRES MULTI-MODAL VEHICLES

Selected regions and areas:

	03	SOUT	Ή	WE	ST
--	----	------	---	----	----

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:

1 days
1 days
1 days
2 days

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

Optional parameter selection:

<u>Use Class:</u>

D2 5 days

Location:	<u>Location Sub Category:</u>

Suburban Area (PPS6 Out of Centre)2 daysEdge of Town2 daysEdge of Town Centre1 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:

i opulation within a mica.	
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
·	•

TRICS 2006(b) (C) 2006 JMP Consulting on behalf of the TRICS Consultium Thursday 21/09/06 Page 2 Licence No: 100301

Mountbatten House

WSP

Yes

No

Optional parameter selection (Cont.):

1 days 2 days

Car owne	rchin	within	5	milae
Carowne	rsmin	wiinin		miies:

Out Ottivoral Indian Chinoci	
0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

Basingstoke

Buses/Trains per day (both directions):

Freguency	Per Hour_	Per Day	Surveys
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

(C) 2006 JMP Consulting on behalf of the TRICS Consortium

Thursday 21/09/06 Page 3

WSP Mountbatten House Basingstoke Licence No: 100301

LIST OF SITES relevant to selection parameters

DC-07-C-05 SPORTS CENTRE, BRIDPORT DORSET

SKILLING HILL ROAD

SKILLING BRIDPORT

Total Gross floor area:

5600 sqm

Survey date: TUESDAY

11/07/00 Survey Type: MANUAL LEISURE CENTRE, GLOUCESTER **GLOUCESTERSHIRE**

GS-07-C-01 **BRUTON WAY**

GLOUCESTER

Total Gross floor area:

5886 sqm

Survey date: MONDAY 24/05/04 Survey Type: MANUAL

WM-07-C-01 **WEST MIDLANDS** SPORTS CENTRE, COVENTRY

LIVINGSTONE ROAD

COVENTRY

Total Gross floor area:

3280 sqm

Survey date: THURSDAY 02/02/06

Survey Type: MANUAL SPORTS CENTRE, DROITWICH WORCESTERSHIRE

WO-07-C-01 **BRIAR MILL**

WYCHAVON

DROITWICH

Total Gross floor area:

6000 sqm

Survey date: FRIDAY

21/07/00

SPORTS CENTRE, DROITWICH WO-07-C-02

Survey Type: MANUAL WORCESTERSHIRE

BRIAR HILL WYCHAVON

DROITWICH SPA

Total Gross floor area:

6000 sqm

Survey date: FRIDAY

01/07/05

Survey Type: MANUAL

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

	Angailt Maiss	ARRIVALS	Signatur Optical Helyan	D	EPARTURE	S	4	TOTALS	·
₩.//*	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA_	Rate	Days	GFA	Rate	Days	GFA	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		ALL	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

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

	THE ENTERING	ARRIVALS	Market I	D .	EPARTURE	S ar 2000	化研究 "数	TOTALS	- v. Sigles a filmi
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA.	Rate	Days ⊸	GFA	Rate	Days 🗵	GFA	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		2447210 S. 20	15.20		1	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

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

Company of the second	ÇM (A) (A Newy de Ref) (A e e	<u>ARRIV</u> ALS		D	EPARTURE	S	± 1. aşa onade	TOTALS	्रकृत्य स्थापना स्थापन स्थापना स्थापना स्थापन
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA 🐣	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		0.00
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	X olas Adoli — se		2.88			2.44	TO SHIMILARY		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:

n

Mountbatten House

Basingstoke

Licence No: 100301

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

MULTI-MODAL CYCLISTS Calculation factor: 100 sgm

BOLD print indicates peak (busiest) period

		ARRIVALS		D. D	EPARTURE	S	100	TOTALS	A CONTRACTOR OF THE SECOND SEC
	No.	Ave.	Trip	No.	Ave.	Trip	™ No.	Ave:	Trip. 🕬
Time Range	Days	GFA	Rate	Days_	GFA	Rate	Days	GFA	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	: 10		0.38	7:31		0.37			0.72

Parameter summary

Trip rate parameter range selected:

3280 - 6000 (units: sgm)

Survey date date range:

01/01/97 - 02/02/06

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0 0

Number of Sundays: Optional parameters used in selection:

NO

Surveys manually removed from selection:

0

Mountbatten House

Basingstoke

Licence No: 100301

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

		ARRIVALS			EPARTURE	S	Mar.	TOTALS	
Mire by routing many sense	~ No.∼ ∘	Ave	- Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days 🧂	GFA 🦪	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		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	80.0	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	10000000000000000000000000000000000000		1 18			1.15	· : : : : : : : : : : : : : : : : : : :	1 () () () () () () () () () (2.35

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:

Surveys manually removed from selection:

NO 0

Mountbatten House Ba

Basingstoke

Licence No: 100301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : C - SPORTS CENTRES

MULTI-MODAL TRAIN PASSENGERS

Selected regions and areas:

US SUUTH TIEST	03	SOL	JTH	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

tion Sub Category:
3

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:

. 3	
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

Mountbatten House

Basingstoke

Licence No: 100301

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

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		ar Di	EPARTURI	S	Z. S. et en som	TOTALS	engelda V eld e (* 1888) Engelda V eld e (* 1888)
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA GFA	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	Q	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
			77
123 123	39 41	38	77
		38	
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
	, ,	,	. 04

Max Accumulation	106

