Heyford Park Village Centre: Buildings 455, 457 and Canopy Link

Transport Statement

On behalf of **Dorchester Group**

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1 Introduction

1.1.1 Peter Brett Associates LLP (PBA) has been appointed by Dorchester Group (Dorchester) to provide transport advice in support of the planning application submission for the Heyford Park Village Centre.

1.2 Planning History

1.2.1 Heyford Park is located on the former RAF Upper Heyford site and lies in a rural area of Oxfordshire situated approximately 20km north of Oxford. The site in its wider context is shown on **Figure 1.1**.

1.2.2 The development proposals for the former RAF site will provide a residential area of 1,075 dwellings, a Free School accommodating primary, secondary and sixth form pupils, appropriate community, recreational and employment opportunities. The proposed residential area will consist of the refurbishment of 315 existing houses along with the introduction of 760 new build housing.

1.2.3 The redevelopment of the Heyford Park site has been on-going for a number of years with proposals being discussed with Oxfordshire County Council (OCC) and Cherwell District Council (CDC).

Existing Situation

1.2.4 There are currently 315 occupied residential dwellings at former RAF Upper Heyford and some commercial use (B1/B2/B8) operating from existing buildings previously used by the RAF. Former RAF Upper Heyford is currently going through a phased redevelopment which includes refurbishment of existing buildings and proposed new residential and commercial units.

Consented Scheme

1.2.5 As part of former RAF Upper Heyford's regeneration, proposals were submitted in 2007 by the then site owners The North Oxfordshire Consortium and permitted by the Secretary of State in January 2010. Arup were commissioned to prepare a Transportation Assessment (TA) to support the successful 2007 planning application. The permitted scheme included a mixed use development which comprised of:

- 1,075 Residential Dwellings;
- 15,658 m² B1 Office land use;
- 17,996 m² B2 Office land use;
- 86,113 m² B8 Storage land use;
- Heritage Centre (4,195 m²); and
- Conference Centre (4,150 m²).

1.2.6 The 2007 TA also listed a number of other land uses which were presented as non-trip generating. The following uses were considered to have internalised trips or pass-by trips:

- Retail (743 m²);
- Church (680 m²)

- Community Centre;
- Bar/Restaurant (340 m²);
- Nursery; and
- Primary School.

1.2.7 Subsequent revisions to the consented internal Masterplan layout were submitted when The Dorchester Group acquired the site. The site gained planning permission in December 2011 for the following:

- Refurbishment of the existing 315 dwellings (as part of the 1,075 permitted dwellings);
- Provision of 760 new dwellings (together with the refurbished units would form the 1,075 residential units);
- 240-place primary school;
- Change of use of Building 74 (the former officers mess) for C1/C2 use (either a 120 bed hotel or a 120 bed care home); and
- Commercial B1/B2/B8 use of existing airfield buildings predominantly for storage.

1.2.8 Subsequently, an application for Heyford Free School, a through school for 4-19 year olds has been approved in the former officers' mess and is currently operational from temporary buildings whilst former officers' mess is refurbished.

1.2.9 The adopted Cherwell Local Plan lists former RAF Upper Heyford as allocated to provide a new settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) together with additional employment and supporting social and physical infrastructure, including the need to provide a local centre/hotel. See **Section 2.3** for further detail.

1.3 Village Centre Development Proposals and Previous Consent

1.3.1 This Transport Statement supports the planning application submission for the Heyford Park Village Centre; namely the redevelopment of existing Buildings 455 and 457 along with the new provision of a covered Canopy Link space.

1.3.2 Buildings 455 and 457 are located south of Camp Road, opposite the Main Gate access. The development proposals are to redevelop these existing buildings, which were previously granted planning permission in 2011 under application 10/01642/OUT, with the addition of a covered Canopy Link to be located between Buildings 455 and 457. Both existing buildings currently stand unoccupied, but 455 was once the Communications buildings for the American Air Force based at Heyford Park and 457 was the Sergeants' Mess Hall.

1.3.3 The previous planning consent for buildings 455 and 457 was for class A3 – A5 (food and drink establishments), at 1117 m² for Building 455 and 224 m² for Building 457.

1.3.4 The new proposals are to provide a 1,642 m² boutique hotel at Building 455 comprising 16-bed hotel with ancillary uses along with a small 25-seat cinema screen and 2-lane bowling alley, and for Building 457 to remain as a pub and restaurant albeit as a mixture of refurbishment and new build, totalling 636 m², 600 m² of which will be Public Space.

1.3.5 The covered Canopy Link proposed to sit between 455 and 457 will be entirely new build, at 403 m².

1.3.6 Further details on the anticipated uses and full proposals are included at **Section 4**. The location of these 3 proposed elements are shown on **Figure 1.2** and the Masterplan is provided at **Appendix A**.

1.4 Structure of this Transport Statement

1.4.1 This transport statement has been prepared to support the proposals for the Village Centre and covers the following:

- Policy Context;
- Existing and Consented Conditions, including a review of existing walking, cycling, public transport and vehicular connections as well as existing access to the buildings;
- Development Proposals;
- Proposed Access Arrangements for Walking, Cycling and Vehicles;
- Traffic Generation for Proposed Uses;
- Proposed Traffic Impacts Compared to Previous Planning Consent;
- Parking and Service Strategy;
- Framework Commercial Travel Plan & Subsidiary Travel Plan for Village Centre; and
- Summary and Conclusions.

2 Policy Context

2.1 Introduction

2.1.1 Transport policy is detailed within a comprehensive national and local planning and transport policy framework. This section of the TS provides a review of the planning policy context relevant to transport in the area around the proposed site.

2.2 National Planning and Policy Context

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF), Department for Communities and Local Government, (2012) sets out the Government's economic, environmental and social planning policies for the country. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

2.2.2 The NPPF sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved. Planning must operate to encourage growth and not act as an impediment. Therefore, significant weight should be placed on the need to support economic growth through the planning system.

2.2.3 The NPPF sets out 12 Core Planning Principles at paragraph 17. With regards to the principles that Authorities should consider in determining planning applications (rather than those which specifically relate to plan making), these state that planning should:

"3. Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth…;

9. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas…; and

11. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

2.2.4 The NPPF recognises the importance transport policies have in facilitating development but also in contributing to wider sustainability and health objectives. The Framework identifies at paragraph 32, that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

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

2.2.5 NPPF paragraphs 34 to 36, identifies that Local Authority plans and decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to:

- *"Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise the conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and*
- *Consider the needs of people with disabilities by all modes of transport."*

2.2.6 NPPF recognises that a key tool to facilitate this will be a Travel Plan such that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

National Planning Practice Guidance

2.2.7 The Government has recently adopted the National Planning Practice Guidance (NPPG), which provides comprehensive guidance 'Transport evidence bases in Plan making', compatible with the NPPF, superseding much previous guidance, such as Department for Transport's *Guidance on Transport Assessment* (2007)

2.2.8 This NPPG includes a section dedicated *to "why are Travel Plans, Transport Assessment and Statements important"*, citing the following points:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.2.9 The guidance specifies that it is linked directly to paragraphs 17 (bullet point 11), 39 and 40 of the NPPF and explains that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made, sustainable.

2.2.10 Under the section *"What key principles should be taken into account in preparing a Travel Plan, Transport Assessment or Statement?"*, the guidance states that Travel Plans, Transport Assessments and Statements should be:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;

- Tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and

- Brought forward through collaborative ongoing working between the local planning authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the Strategic Road Network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

2.2.11 The guidance also sets out the ways in which these documents can be made to be as useful and accessible as possible – by ensuring that any information or assumptions should be set out clearly and be publicly accessible.

2.3 Local Policy Guidance

Oxfordshire Local Transport Plan 2011-2030

2.3.1 The current Oxfordshire Local Transport Plan 2011-2030 (LTP4) focuses on attracting and supporting economic investment and growth, delivering transport infrastructure, tackling congestion and improving quality of life, linked to Oxfordshire's Economic Plan and SHMA outcome The document was adopted as policy in September 2015.

2.3.2 A set of 9 objectives form the basis for actions in delivering the LTP including:

- "*Improve the condition of local roads, footways and cycleways, including resilience to climate change;*

- *Reduce congestion;*

- *Reduce casualties and the dangers associated with travel;*

- *Improve accessibility to work, education and services;*

- *Secure infrastructure and services to support development;*

- *Reduce carbon emissions from transport;*

- *Improve air quality, reduce other environmental impacts and enhance the street environment;*

- *Develop and increase the use of high quality, welcoming public transport; and*

- *Develop and increase cycling and walking for local journeys, recreation and health."*

The Cherwell Local Plan 2011 - 2031 (adopted July 2015)

2.3.3 The Cherwell Local Plan sets out how the district will grow and change up to 2031. It sets out the proposals for how they will develop and support the local economy, protect villages and strengthen town centres.

2.3.4 Section A sets out objectives for 'Ensuring Sustainable Development' and lists Strategic Objectives such as:

"Strategic Objective 13. To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility for people with impaired mobility.

Strategic Objective 14. To create more sustainable communities by providing high quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents."

2.3.5 The Cherwell Proposed Submission Local Plan lists former RAF Upper Heyford under 'Section C.5 Our Villages and Rural Areas' and specifically in 'Policy Villages 5: Former RAF Upper Heyford'. Policy Villages 5 states that Heyford Park as a whole will to provide a new settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) together with additional employment and supporting social and physical infrastructure, including the need to provide a local centre/hotel. Some of the key specific design and place shaping principles required of the development are:

"The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision of footpaths and cycleways that link to existing networks.

Improvements to bus and rail facilities and measures to minimise the impact of traffic generated by the development on the surrounding road network will be required.

Development should provide for good accessibility to public transport services.

A Travel Plan should accompany any development proposals."

2.4 Summary

2.4.1 Redeveloping the consented village centre buildings, along with the additional mixed use of the covered Canopy Link, in the heart of the former RAF Upper Heyford community will encourage internalisation of trips and use of sustainable transport for local journeys. In this context the proposals accord with the principles relating to existing and emerging transport policy set out in national and local guidelines.

3 Existing and Consented Conditions

3.1 Site Location within Highway Network Context

3.1.1 Former RAF Upper Heyford is located within a network of predominantly rural roads, many of which are unclassified. The nearest major highway routes are Junction 10 of the M40 motorway located 5km to the east and the A4260 Banbury to Oxford road some 6km to the west.

3.1.2 The M40 forms part of the strategic route to London in the south east and Birmingham in the north.

3.1.3 **Figures 1.1 and 1.2** illustrate the site within the context of its strategic and local environs.

3.1.4 Buildings 455 and 457 are currently not accessible to the public. Existing highway does provide access to the buildings, from Dow Street, along the rear of 455 and 457, however metal fences currently block access.

3.1.5 Camp Road forms the arterial route through former RAF Upper Heyford. The former runway, taxiway and employment buildings associated with the Flying Field, as well as Building 74 the new free school and the proposed development site lie to the north of Camp Road whereas the existing residential and auxiliary buildings lie to the south. The consented housing will be located both to the north and south of Camp Road.

3.1.6 Camp Road is approximately 6m wide where it passes through the existing development, with one lane in either direction for the majority of the carriageway, and reduction to single-lane operation at 5 locations to provide traffic calming features i.e. kerb extensions. Camp Road is restricted to a 30mph speed limit along its length. Street lighting is provided and pedestrian footpaths are present along its length, although not all of the footways have been formally adopted and are therefore not maintained at public expense by the local authority.

3.1.7 Camp Road connects to Upper Heyford village, and Somerton Road / Station Road to the west and to Chilgrove Drive and the B340 in the east.

3.1.8 Somerton Road provides connections to the village of Somerton to the north and is subject to a 30mph speed limit through Upper Heyford which increases to 60mph when leaving the village.

3.1.9 The B430 forms a north-south link between the M40 and the A34 Trunk Road at Weston-on-the-Green, providing access to other key destinations including Bicester and Oxford. To the north the B430 terminates at Junction 10 of the M40 immediately north of the village of Ardley. The road is subject to a 60mph speed limit which decreases to 40mph through Ardley. To the south the B430 terminates at the A34 Trunk Road. The road is subject to a 60mph speed limit until it reaches the village of Weston-on-the-Green where it decreases to 40mph through the village. The B340 meets the B4030 at a staggered crossroads in Middleton Stoney, located around 3.0 kilometres to the south east of former RAF Upper Heyford.

3.2 Site Accessibility and Non Car Considerations

Bus Services

3.2.1 **Figure 3.1** illustrates the existing bus route along Camp Road, along with the bus stops serving it and the location of Lower Heyford railway station. Camp Road is currently served by service 25/25A from Oxford to Bicester and service 90 from Banbury to Upper Heyford. The service 25/25A is operated by Heyfordian Travel and offers approximately one service per hour in each direction on weekdays and Saturdays, with a less-frequent service during the

evenings. There is no Sunday service. Service 90 is operated by Oxfordshire County Council and operates only once per week on Thursdays.

3.2.2 The nearest existing bus stop is on Camp Road approximately 200m actual walking distance from the furthest point of the Village Centre. The existing service 25A serves this stop and operates at a frequency of hourly.

3.2.3 It is proposed that the service 25A will be re-routed though the residential area proposed for the south of the Village Centre as part of the wider Heyford development proposals.

3.2.4 The nearest railway station to the site is at Lower Heyford, approximately 5.5km to the south-west. The station is served by trains to/ from Banbury to Oxford with trains varying frequencies throughout the day on weekdays and Saturdays. There are no services on Sundays.

Walking and Cycling Provision

3.2.5 **Figure 3.1** also illustrates the existing and consented pedestrian and cycling routes surrounding the site. Camp Road provides walk and cycle access from the main entrance of the site towards Upper Heyford to the west and The Heath and Home Wood to the east, providing commuting, education and leisure travel opportunities for walkers and cyclists. Camp Road is well lit with footpaths towards Upper Heyford of varying widths between 3m and 1m.

3.2.6 There are numerous existing public rights of way (PRoWs) criss-crossing the local area and these existing rural links are made up of the following:

- A network of bridleways (BW7, BW28, BW29, BW30) to the south and east of the site running in a southwest–northeast direction linking Camp Road to Caulcott to the south and Ardley at the northeast of the site;
- A network of footpaths and bridleways to the northern perimeter of the site including BW8 and FP13 linking Fritwell with Somerton; and
- A network of footpaths and bridleways to the south and west of the site linking Caulcott in the south to Heyford and Steeple Aston in the west and Somerton to the north.

3.2.7 Historically, there were a number PRoWs crossing the site, but some of these were curtailed when the site came into military use, circa 1915.

3.2.8 The key routes which were curtailed when the site came into military use include:

- Portway – a bridleway to the west of the site running in a north – south direction linking to existing BW 9; and
- Aves Ditch – a bridleway to the east of the site running in a north – south direction linking to existing BW 7.

3.2.9 In addition, there were two further historical routes crossing the site, one running in a southwest-northeast direction (on the approximate alignment of the existing runway) and one running in a northwest-southeast direction crossing the runway and connecting the existing BW 8 with the existing BW 29.

3.2.10 As part of the consented development at former RAF Upper Heyford some of the original PRoWs on the site will be reinstated as well as improving connections to existing PRoWs elsewhere. In addition, the consented housing will be connected by a network of walk and cycle links penetrating the residential areas and providing a permeable site which facilitates and encourages walking and cycling within the local area..

4 Development Proposals

4.1 Introduction

4.1.1 The planning application is for the redevelopment of existing Buildings 455 and 457 plus the provision of a covered Canopy Link between the two.

4.1.2 In December 2011 planning consent was granted for a 1,075 dwelling development with associated facilities including a village centre. An application was approved in March 2012 for the change in use of an existing Building in the village centre. The relevant approvals are summarised in **Table 4.1**.

Table 4.1 – Permitted Village Centre Development

Cherwell District Council Planning Application Reference Number	Existing Building Number	Permitted Use Class	Area (m^2)
10/01642/OUT	455	A3-A5 – Pub/Restaurant/Hot Food Takeaway	1177
10/01642/OUT	457	A3-A5 – Pub/Restaurant/Hot Food Takeaway	224

4.1.3 This section of the TS sets out the new anticipated uses for Buildings 455, 457 and the Canopy Link in support of a Full application for the development of Building 455 as a boutique hotel with ancillary uses (including a 25 seat cinema screen and 2-lane bowling alley); Building 457 as a pub and restaurant; and a new Canopy Link. The accompanying Masterplan for the new proposals is included at **Appendix A**.

4.1.4 The proposals of the village centre scheme will combine dynamic pieces of new development with the sensitive refurbishment of the existing heritage buildings to create a unique and characterful local centre. The design of the village centre is intended to create a strong sense of place, the proposed new uses will create a vibrant and inviting local hub as well as a destination for the local population. The following descriptions and floor areas have been derived from the DAS and Schedule of Areas, supporting the application, produced by Jestico & Whiles and included at **Appendix B**.

4.2 Building 455

4.2.1 Building 455 will become a boutique hotel. Facilities include a 25-seat screening room, lounges with performance space, small spa, function rooms and a 2-lane bowling alley for visitors to use. In order to provide these facilities an extension to the east and north of the existing Building is created. The majority of uses proposed at Building 455 are considered ancillary to usual hotel operations, as many hotels provide lounges, small spas and performance space for entertainment for hotel guests. The cinema screen and the bowling alley are more unique and as such are considered as additional traffic generators as they will potentially attract visitors that are not hotel guests. The proposals for Building 455 has a GFA of 1,642m², including the 16-bed hotel, 25-seat cinema screen of 52m² and the 2-lane bowling alley of 156m².

4.3 Building 457

4.3.1 The old appendages of Building 457 will be replaced with a contemporary designed pub and restaurant comprising a new bar, new kitchen and welfare facilities for staff and visitors, including 2 outdoor terraces. The projection of the bar out towards Camp Road flanks the side of the Village Square. The proposals for Building 457 will total 636m², 600m² of which will be public space (i.e. 600m² when excluding refuse store and plant room space).

4.4 Canopy Link

4.4.1 The proposed scheme will link the two existing buildings with a long span pitched canopy providing a flexible large indoor space. The link is conceived as a 'covered market square' with a high degree of transparency to maintain the important visual connection between the Village Square and the Village Green to the south. The proposed Canopy Link will have a GFA of 403m².

Table 4.2 – New Proposals for Heyford Village Centre

Building / Use	Comprises
455 Hotel	16 bed Hotel and ancillary uses = 1,434 m²
455 2-Lane Bowling Alley	156 m²
455 25-Seat Cinema Screen	52 m²
457 Pub & Restaurant	636m² (600m² public space)
Canopy Link	403m²

4.5 Proposed Access Arrangements

Walking and Cycling Access

4.5.1 The masterplan for the village centre has at its core a strong framework of pathways and public spaces which together form a development which is permeable and easy to navigate. The design approach focuses on the creation of the Village Square which will form the primary public space along Camp Road capturing the attention of passing traffic and pedestrians and guiding them into the village centre.

4.5.2 Provision of car parking and public amenity landscape facing Camp Road would provide clear visibility of the facade of the buildings in order help wayfinding and promote the significance of the buildings within the Heyford Park Development.

4.5.3 Within the village centre, the spaces around the buildings would provide ease of access for pedestrians and vehicles, while also complimenting the scale and character of the architecture. The "Landscape Accessibility & Amenity"extract of Jestico and Whiles' DAS at **Appendix C** illustrates the proposed pedestrian and cycle corridors through the site and how these connect and interact with the surrounding environ and to Camp Road. This shows wide foot/cycleways adjacent to Camp Road, incorporating a raised shared-space table crossing over Camp Road which acts as a continuation of the open space of the Village Square.

4.5.4 As well as the off-road PRoWs, low levels of traffic in the predominantly rural area currently allow the potential for additional routes for walkers, cyclists and equestrians along the highway network.

Vehicular Access

4.5.5 The "Traffic Control and Access" extract of Jestico and Whiles' DAS included at **Appendix D** shows the proposed vehicular access to and around the site. It shows the provision of 2 vehicular access points. In accordance with the principles established under the previous planning consent for the Village Centre.

4.5.6 Whilst the location of the two proposed access points is shown on the application drawings, it is proposed that the full technical design details of these accesses will be provided for approval in due course. It is therefore proposed that the details for access could be covered by a Grampian style condition on the grant of any consent for the proposed development to the effect that details of the vehicular access onto Camp Road shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

4.5.7 The position set out above would be subject to technical consultation during the post application process.

5 Traffic Generation for Proposed Uses

5.1 Introduction

5.1.1 This section of the TS will set out the likely trip generation of the proposed uses. For each of the proposed uses, the TRICs database version 7.3.1 has been used to derive appropriate trip rates. In line with guidance in the TRICs Good Practice Guide 2013, parameters have been set for all uses that aim to provide trip rates applicable to the nature and location of the proposed uses. For the proposed Village Centre uses, the following parameters were set in TRICs for all uses:

- Sites in London, Scotland and Ireland were excluded;
- Only sites listed as Suburban Area, Edge of Town Centre, Edge of Town and Neighbourhood Centre were included;
- Sites with populations greater than 250,000 within 5 miles were excluded.

5.2 Building 455

TRICS Site Selection

5.2.1 **Section 4.2** sets out the development proposals for Building 455 and that the trip generators would be the proposed hotel, 25-seat cinema screen and the 2-lane bowling alley. The other Building uses are considered ancillary to the hotel and therefore included within the trip rates for the hotel.

5.2.2 TRICs was interrogated using the “Hotel, Food and Drink - Hotel” category, with trip rates provided by room. In addition, the 25-seat cinema screen was assessed using the “Leisure – Multiplex Cinema” category per number of seats and the 2-lane bowling alley was assessed using the “Leisure – Bowling Alleys” category per number of lanes. The weekday and weekend TRICs outputs are included at **Appendix E**.

Traffic Generation

5.2.3 The TRICs output for the hotel, 25-seat cinema and 2-lane bowling alley elements of Building 455 (included at **Appendix E**) are summarised in **Table 5.1**, along with the resultant traffic generation.

Table 5.1 – Trip Rates and Traffic Generation for Proposed Hotel, Cinema and Bowling Alley Elements of Building 455

16-Bed Hotel						
Time Period	Arrival		Departures		2-Way	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
AM Network Peak (0800-0900)	0.150	2	0.264	4	0.414	7
PM Network Peak (1700-1800)	0.104	2	0.104	2	0.208	3
Actual Weekday Peak (0800-0900)*	0.150	2	0.264	4	0.414	7
Actual Weekend Peak (1900-2000)*	0.306	5	0.257	4	0.563	9
25-Seat Cinema Screen						
Time Period	Arrival		Departures		2-Way	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
AM Network Peak (0800-0900)	0.000	0	0.000	0	0.000	0
PM Network Peak (1700-1800)	0.031	1	0.02	1	0.051	1
Actual Weekday Peak (1900-2000)*	0.043	1	0.031	1	0.074	2
Actual Weekend Peak (1900-2000)*	0.075	2	0.031	1	0.106	3
2-Lane Bowling Alley						
Time Period	Arrival		Departures		2-Way	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
AM Network Peak (0800-0900)	0.000	0	0.000	0	0.000	0
PM Network Peak (1700-1800)	0.795	2	0.818	2	1.613	3
Actual Weekday Peak (1900-2000)*	1.273	3	1.250	3	2.523	5
Actual Weekend Peak (1900-2000)*	2.182	4	1.455	3	3.637	7

*As derived from TRICS output as highest trip rate and resultant trip generation over 24hr period
All numbers have been rounded

5.2.4 **Table 5.2** provides the combined traffic generation the proposed uses at Building 455.

Table 5.2 – Total Combined Traffic Generation for All Proposed Elements of Building 455

16-Bed Hotel + 25-Seat Cinema Screen + 2-Lane Bowling Alley at Building 455			
Time Period	Arrival	Departures	2-Way
	Traffic Generation	Traffic Generation	Traffic Generation
AM Network Peak (0800-0900)	2	4	7
PM Network Peak (1700-1800)	4	4	8
Actual Weekday Peak (1900-2000)	5	4	9
Actual Weekend Peak (1900-2000)	11	8	19

All numbers have been rounded

5.3 Building 457

TRICS Site Selection

5.3.1 **Section 4.3** sets out the development proposals for Building 457. TRICs was interrogated using the "Hotel, Food and Drink – Pub/Restaurant" category, with trip rates provided per 100 m². The weekday and weekend TRICs outputs are included at **Appendix E**.

Traffic Generation

5.3.2 The TRICs output for the proposed Building 457 (included at **Appendix E**) is summarised in **Table 5.3**, along with the resultant traffic generation.

Table 5.3 - Trip Rates and Traffic Generation for Proposed Pub and Restaurant at Building 457

600 m² of Public Space for Pub and Restaurant at Building 457						
Time Period	Arrival		Departures		2-Way	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
AM Network Peak (0800-0900)	0.000	0	0.000	0	0.000	0
PM Network Peak (1700-1800)	5.726	34	2.222	13	7.948	48
Actual Weekday Peak (1800-1900)*	5.897	35	5.299	32	11.196	67
Actual Weekend Peak (1900-2000)*	4.106	25	3.709	22	7.815	47

*As derived from TRICS output as highest trip rate and resultant trip generation over 24hr period
All numbers have been rounded

5.4 Canopy Link

TRICS Site Selection

5.4.1 **Section 4.4** sets out the development proposals for the new covered Canopy Link. TRICs was interrogated using the "Retail - Market" category, with trip rates provided per 1 hectare, which has then been adjusted to per 100m² by dividing the trip rates by 100. The weekday and weekend TRICs outputs are included at **Appendix E**.

Traffic Generation

5.4.2 The TRICs output for the proposed Canopy Link (included at **Appendix E**) is summarised in **Table 5.4**, along with the resultant traffic generation.

Table 5.4 - Trip Rates and Traffic Generation for Proposed Pub and Restaurant at Building 457

403 m² of Market for the Canopy Link						
Time Period	Arrival		Departures		2-Way	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
AM Network Peak (0800-0900)	0.64167	3	0.1639	1	0.80556	3
PM Network Peak (1700-1800)	0.03889	0	0.2361	1	0.275	1
Actual Weekday Peak (1100-1200)*	1.82222	7	2.3028	9	4.125	17
Actual Weekend Peak (1100-1200)*	1.92	8	1.77	7	3.69	15

*As derived from TRICS output as highest trip rate and resultant trip generation over 24hr period
All numbers have been rounded

5.5 Total Proposed Traffic Generation

5.5.1 **Table 5.5** provides the combined traffic generation for the proposed uses at Buildings 455 and 457 plus the Canopy Link.

Table 5.5 – Total Combined Traffic Generation for All Proposed Uses at Village Centre

16-Bed Hotel, 25-Seat Cinema Screen & 2-Lane Bowling Alley at Building 455; 600 m² Public Space of Pub & Restaurant at Building 457 and 403 m² of Market at the Canopy Link			
Time Period	**Arrival**	**Departures**	**2-Way**
	Traffic Generation	**Traffic Generation**	**Traffic Generation**
AM Network Peak (0800-0900)	5	5	10
PM Network Peak (1700-1800)	39	18	57
Actual Weekday Peak (1800-1900)*	40	35	75
Actual Weekend Peak (1900-2000)*	36	30	66

*As derived from highest combined traffic generation over 24hr period
All numbers have been rounded

6 Proposed Traffic Impacts Compared to Previous Planning Consent

6.1 Introduction

6.1.1 This section of the TS considers the predicted traffic generation for Buildings 455, 457 and the Canopy Link compared to that which was approved as part of the previous consent for the Village Centre and establishes the net change in traffic.

6.1.2 The 2007 Arup TA stated that the consented Food retail uses of Buildings 455 and 457 would only generate internalised trips. However it is now considered that to present a robust case, the likely trip generation by the consented uses has also been calculated using the same trip rates derived from the TRICs database for the proposed Pub & Restaurant (included at **Appendix E**).

6.1.3 Weekday and Weekend 2-Way traffic generation for previous consent of Buildings 455 and 457 has been presented alongside the proposed traffic generated by the new proposals at 455, 457 and the Canopy Link in the tables below. The change in traffic is also included, where positive numbers would indicate an increase in traffic over the previous consent for the Village Centre.

Table 6.1 – Weekday & Weekend Permitted & Proposed Trip Generation for Building 455, with Change

Time	Weekday			Weekend		
	Consented (1117 m_2 Pub & Restaurant) 2-Way Trips	Proposed (16 bed hotel + 25-seat cinema & 2 bowling alleys) 2-Way Trips	Change (Proposed minus Consented)	Consented (1117 m_2 Pub & Restaurant) 2-Way Trips	Proposed (16 bed hotel + 25-seat cinema & 2 bowling alleys) 2-Way Trips	Change (Proposed minus Consented)
00:00 - 01:00	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0
07:00 - 08:00	0	2	2	0	5	5
08:00 - 09:00	0	7	7	0	13	13
09:00 - 10:00	0	5	5	3	6	3
10:00 - 11:00	14	4	-10	10	6	-4
11:00 - 12:00	35	5	-30	31	9	-22
12:00 - 13:00	83	5	-78	53	10	-43
13:00 - 14:00	74	5	-69	68	9	-59
14:00 - 15:00	61	5	-56	68	12	-56
15:00 - 16:00	46	6	-40	75	12	-63
16:00 - 17:00	58	6	-52	81	12	-69
17:00 - 18:00	89	8	-81	72	12	-60
18:00 - 19:00	125	8	-117	80	15	-65
19:00 - 20:00	117	9	-108	87	19	-68
20:00 - 21:00	76	8	-68	46	10	-36
21:00 - 22:00	45	4	-41	36	9	-27
22:00 - 23:00	29	3	-26	19	5	-14
23:00 - 24:00	5	2	-3	9	2	-7
Daily Traffic	857	92	-765	738	166	-572

6.1.4 **Table 6.1** shows that, during the weekday, there is a slight increase in anticipated trip generation in the AM peak but a much greater decrease in trip generation in the PM peak for what is proposed compared with what is already permitted, and overall a large decrease in daily traffic for the proposed uses when compared to the permitted.

6.1.5 **Table 6.1** shows that for a weekend, there is an overall decrease in daily traffic for the proposed uses when compared to the permitted. Using the “Actual Weekend Peak” derived for the new uses at Building 455, as set out at **Table 5.5** (19.00-20.00), there is a decrease in Weekend peak traffic for the proposed uses over the consented use.

Table 6.2 – Weekday & Weekend Permitted & Proposed Trip Generation for Building 457, with Change

Time	Weekday			Weekend		
	Consented (224m$_2$ Pub & Restaurant) 2-Way Trips	Proposed (600m$_2$ Public Space Pub & Restaurant) 2-Way Trips	Change (Proposed minus Consented)	Consented (224m$_2$ Pub & Restaurant) 2-Way Trips	Proposed (600m$_2$ Public Space Pub & Restaurant) 2-Way Trips	Change (Proposed minus Consented)
00:00 - 01:00	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0
07:00 - 08:00	0	0	0	0	0	0
08:00 - 09:00	0	0	0	0	0	0
09:00 - 10:00	0	0	0	1	2	1
10:00 - 11:00	3	8	5	2	6	4
11:00 - 12:00	7	19	12	6	17	11
12:00 - 13:00	17	45	28	11	29	18
13:00 - 14:00	15	40	25	14	37	23
14:00 - 15:00	12	33	21	14	37	23
15:00 - 16:00	9	25	16	15	41	26
16:00 - 17:00	12	31	19	16	44	28
17:00 - 18:00	18	48	30	15	39	24
18:00 - 19:00	25	67	42	16	43	27
19:00 - 20:00	24	63	39	18	47	29
20:00 - 21:00	15	41	26	9	25	16
21:00 - 22:00	9	24	15	7	19	12
22:00 - 23:00	6	15	9	4	10	6
23:00 - 24:00	1	3	2	2	5	3
Daily Traffic	173	462	289	150	401	251

6.1.6 **Table 6.2** shows that the increase in floor space from consented to proposed results in an increase in traffic in the PM Weekday peak and overall daily traffic generation for both a weekday and weekend.

Table 6.3 – Weekday and Weekend Proposed New Traffic Generation for Canopy Link

Time	Weekday	Weekend
	Proposed (403m$_2$ Market Space) 2-Way Trips	Proposed (403m$_2$ Market Space) 2-Way Trips
00:00 - 01:00	0	0
01:00 - 02:00	0	0
02:00 - 03:00	0	0
03:00 - 04:00	0	0
04:00 - 05:00	0	0
05:00 - 06:00	0	0
06:00 - 07:00	2	0
07:00 - 08:00	2	0
08:00 - 09:00	3	0
09:00 - 10:00	13	0
10:00 - 11:00	16	13
11:00 - 12:00	17	15
12:00 - 13:00	14	14
13:00 - 14:00	12	14
14:00 - 15:00	9	14
15:00 - 16:00	6	12
16:00 - 17:00	3	0
17:00 - 18:00	1	0
18:00 - 19:00	0	0
19:00 - 20:00	0	0
20:00 - 21:00	0	0
21:00 - 22:00	0	0
22:00 - 23:00	0	0
23:00 - 24:00	0	0
Daily Traffic	98	82

6.1.7 **Table 6.4** presents the final net traffic impacts by calculating the change in use of Building 455 plus the change in use of Building 457 plus the new traffic anticipated to be generated by the Canopy Link. Positive numbers indicate time periods where the proposed use traffic is likely to be greater than that which was consented.

Table 6.4 – Weekday and Weekend Proposed New Traffic Generation for Canopy Link

Time	Weekday	Weekend
	Combined Change (Change for 455 + Change for 457 + New Canopy Link Traffic)	Combined Change (Change for 455 + Change for 457 + New Canopy Link Traffic)
00:00 - 01:00	0	0
01:00 - 02:00	0	0
02:00 - 03:00	0	0
03:00 - 04:00	0	0
04:00 - 05:00	0	0
05:00 - 06:00	0	0
06:00 - 07:00	2	0
07:00 - 08:00	4	5
08:00 - 09:00	10	13
09:00 - 10:00	18	4
10:00 - 11:00	11	13
11:00 - 12:00	-1	4
12:00 - 13:00	-36	-11
13:00 - 14:00	-32	-22
14:00 - 15:00	-26	-19
15:00 - 16:00	-18	-25
16:00 - 17:00	-30	-41
17:00 - 18:00	-50	-36
18:00 - 19:00	-75	-38
19:00 - 20:00	-69	-39
20:00 - 21:00	-42	-20
21:00 - 22:00	-26	-15
22:00 - 23:00	-17	-8
23:00 - 24:00	-1	-4
Daily Traffic	-378	-239

6.1.8 **Table 6.4** indicates that, during a weekday, the proposed uses will generate a slight increase in traffic over the permitted uses in both the AM peak period of 10 2-way vehicles (an additional 1 vehicle every 6 minutes). Between 9am and 10am, there is a maximum increase of 18 vehicles (1 vehicle every 3 minutes), but this falls outside of the AM peak. During the PM peak, there is much greater decrease in vehicles over what was previously permitted. For

a weekend, the predicted actual peak (1900-2000, see **Table 5.5**) shows a decrease in trips over what was previously consented, and an overall decrease in daily trips.

6.2 Trip Generation Summary

6.2.1 A comparison of the trip generation of the proposed development with that already consented for village centre uses shows that, for a weekday, there is an overall reduction in trips throughout the day, except for a few hours in the morning where there is a slight increase. The greatest increase occurs outside of the network peaks. There is a slight increase of 10 two-way trips in the AM peak, equivalent to an additional vehicle 2-way every 6 minutes. In the PM peak there is a decrease of 50 trips over that consented.

6.2.2 The trip generation comparison shows that, for a weekend, the anticipated actual weekend peak of 1900-2000 shows a decrease in trips and an overall decrease in trips across the whole day.

6.2.3 As such, it is considered that the trip generation associated with the currently proposed village centre falls within the overall traffic thresholds permitted as part of the consented development and that no wider assessment of the impacts on the local network and junctions is required.

7 Parking and Service Strategy

7.1 Oxfordshire County Council Parking Standards

7.1.1 Cherwell District Council currently do not have their own parking standards and advised that Oxfordshire County Council's current parking standards should be adopted. The Development Control officer at Cherwell District Council provided these parking standards to PBA.

7.1.2 For the proposed uses at Buildings 455, 457 and the Canopy Link, OCC's parking standards indicate a requirement for the following provision:

Table 7.1 – OCC Parking Standards and Resultant Parking Requirements

Building	Vehicle Parking		Cycle Parking	
	OCC Parking Standards	OCC Parking Requirement	OCC Parking Standards	OCC Parking Requirement
455 (16 bed Hotel and ancillary uses = 1,434m²)	1 space per bed	16 spaces	1 stand per 12 staff (1 staff per 50 m²) + 1 stand per 10 beds	10 cycle spaces (or 5 cycle stands) total
455 (2-Lane Bowling Alley = 156m²)	1 space per 22m² (Assembly and Leisure)	7 spaces	1 stand per 12 staff (1 staff per 50 m²) + 1 stand per 20m²	18 cycle spaces (or 9 cycle stands) total
455 (25-Seat Cinema Screen = 52m²)	1 space per 22m² (Assembly and Leisure	2 spaces	1 stand per 12 staff (1 staff per 50 m²) + 1 stand per 20m²	6 cycle spaces (or 3 cycle stands) total
457 (Pub & Restaurant 600m² public space)	1 space per 5m² public space	120 spaces	1 stand per 12 staff (1 staff per 50 m²) + 1 stand per 20m²	62 cycle spaces (or 31 cycle stands) total
Canopy Link 403m²	1 space per 22m² (Assembly and Leisure)	18 spaces	1 stand per 12 staff (1 staff per 50 m²) + 1 stand per 20m²	42 cycle spaces (or 21 cycle stands) total
Totals		164 spaces		138 cycle spaces / 69 cycle stands

Note: 1 cycle stand = 2 cycle parking spaces

7.2 First Principles Parking Demand

7.2.1 Given that the parking requirements set out in **Table 7.1** above are very high, and taking the nature of the proposed uses along with the location of Heyford Park, a First Principles approach to anticipated parking demand has been adopted.

Vehicular Parking Demand based on Parking Accumulation

7.2.2 Utilising the trip profiles obtained from the TRICs database as detailed at **Sections 5.2**, **5.3** and **5.4** (and included at **Appendix E**), parking accumulation for each of the proposed elements in **Table 7.1** has been calculated. **Table 7.2** provides the maximum parking demand predicted to occur on either a weekday and weekend 24 hour period, whichever is highest (where accumulation = departure – (arrival + accumulation from previous hour).

7.2.3 With regards to the Hotel use, the TRICs trip rate output does not provide any data before 0700 and after 2200 which results in a parking accumulation of 0 overnight. In reality it is anticipated that every bed would have an associated vehicle parked overnight, and as such, a maximum parking demand of 16 spaces has been assumed.

7.2.4 The total maximum parking demand for the proposed uses at buildings 455, 457 and the Canopy Link has been calculated as 86 spaces, with 10% of these being disabled access spaces.

Cycle Parking Provision

7.2.5 With regards to cycle parking demand, the following was submitted as part of the consented planning application for the 1,075 dwellings:

"*The potential for travel to and from Heyford Park on foot or by cycle is limited due to the location of the settlement; most destinations are too distant for all except the most committed pedestrians or cyclists. It is likely that the majority of walking and cycling trips outside of the settlement will be for amenity rather than for travel purposes. The network of footpaths, bridleways and Rights of Way linking the settlement with the wider area are therefore considered in detail within that part of the planning application which deals with landscape and amenity; The nature of the local highway network, consisting in the main of small-scale country roads with relatively light traffic volumes, provides potential for cycle use but again, it is likely to be for amenity value rather than as a transport mode.*"

7.2.6 As such, it is proposed that 74 cycle spaces (37 cycle stands) be provided at the Village Centre to be shared for Buildings 455, 457 and the Canopy Link. Ample space exists around the site to boost the number of Sheffield stands if demand increases overtime, and this will be monitored as part of on-going Travel Plan commitments (see **Section 8** for further details).

7.2.7 These cycle stands will be located at convenient locations around the proposed sites as illustrated on the "Traffic Control and Access" extract of Jestico & Whiles' DAS included at **Appendix D**.

7.3 Parking Requirements Conclusion

7.3.1 Following the first principles approaches detailed in **Section 7.2**, **Table 7.2** summarises that resultant proposed vehicular and cycle parking provision along with the difference between the proposed numbers and the OCC parking standard requirements.

Table 7.2 – First Principles Parking Demand

Time	Vehicular			Cycle		
	OCC Parking Requirement	First Principles Maximum Parking Demand based on Parking Accumulation*	Difference	OCC Parking Requirement	First Principles Minimum Cycle Parking Provision	Difference
455 (16 bed Hotel and ancillary uses)	16 spaces	16 spaces	No Change	10 cycle spaces	74 cycle spaces (37 cycle stands)	-64 spaces
455 (2-Lane Bowling Alley)	7 spaces	2 spaces	-4 spaces	18 cycle spaces		
455 (25-Seat Cinema Screen)	2 spaces	2 spaces	No Change	6 cycle spaces		
457 (Pub & Restaurant)	120 spaces	48 spaces	-72 spaces	62 cycle spaces		
Canopy Link	18 spaces	18 spaces	No Change	42 cycle spaces		
Totals	164 spaces	86 spaces	-78 spaces	138 cycle spaces		

*Whichever is highest, weekday or weekend

7.3.2 **Table 7.2** shows that the number of parking spaces required according to OCC parking standards is significantly higher than the anticipated trip generation would require.

7.3.3 In addition, 10% of the total parking is to be for disabled use, requiring them to be designed in accordance with BS 8300:2001 and Building Regulations Approved Document Part M.

7.3.4 The location of the proposed 86 vehicle parking spaces associated with the new Village Centre proposals are illustrated on the "Traffic Control and Access" extract of Jestico & Whiles' DAS included at **Appendix D**

7.4 Servicing

7.4.1 Within the development, consideration has been given for refuse collection and for delivery access to ensure that both buildings are efficiently serviced with minimum disruption to the community and commercial activities of the development.

7.4.2 In the case of refuse collection, council rubbish trucks can pull up to the eastern and western roads which abut the development and can arrange for kerbside access to the bin stores to enable efficient refuse collection.

7.4.3 For deliveries, these will be coordinated with the facilities management so that they are set at designated times so that they cause minimal disruption. As part of the delivery strategy, 2 loading bays have been identified which are close to each of the main buildings. When not in use as delivery bays, these will double us as car parking or drop off points for the development. The "Traffic Control and Access" and "Vehicle Tracking and Building Servicing" extracts of Jestico & Whiles' DAS included at **Appendix D** illustrate the servicing strategy.

Building 455

7.4.4 A dedicated service bay is allocated to the north of the Building directly off Camp Road. An internal refuse store is provided within the Building. On collection days the refuse will be moved outside where it will be collected by the refuse truck moving along the road to the east.

Building 457

7.4.5 A dedicated service bay is provided along the road to the west. Deliveries are brought directly into the kitchen. An internal refuse store is provided within the new extension with direct access into the car park. Refuse is taken to the road to the west for collection.

Canopy Link

7.4.6 The Canopy Link will be serviced from the main entrance doors, which are wide enough to accommodate the entry of a van which can park close to the fixed elements within the Building. A managed approach to delivery times will be adopted much the same way as a market place would allow setup and unloading at the start of each day, with the additional use as necessary of the delivery bays allocated for Buildings 455 and 457.

8 Framework Commercial Travel Plan & Subsidiary Travel Plan for Village Centre

8.1.1 In accordance with NPPG and NPPF Guidance, and requirements within Cherwell District Council's Local Plan at Policy Villages 5: Former RAF Upper Heyford, a Travel Plan is required for the proposed development site. A Travel Plan is defined as a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use.

8.1.2 The following definitions are used to define what type of Travel Plans are required for development:

Framework (umbrella) travel plan: An overarching travel plan that embraces a large development which may have mixed uses and multiple occupiers/ phases. Specific travel plans, i.e. **subsidiary travel plans**, would be created for developments within the site which would need to be consistent with the wider targets and requirements of the overall framework travel plan.

8.1.3 The consented employment development on the wider airfield has its own Framework Travel Plan, with subsidiary travel plans for all occupiers within that wider employment area. The Village Centre, if consented, will form other occupiers on the airfield. Given the connected nature of the proposed operations and uses at the Village Centre for Buildings 455, 457 and the Canopy Link, it is proposed that a combined Subsidiary Travel Plan for all 3 elements of the Village Centre would be produced.

8.1.4 The Subsidiary Travel Plan (STP) for the Village Centre bomb store will sit beneath the umbrella of the Framework Travel Plan for the wider consented former RAF Upper Heyford site. This STP will link with and follow the principles set out in the Framework Travel Plan for the wider airfield, in order to achieve a cohesive target reduction across the consented (wider airfield) and proposed (southern bomb store) sites.

8.1.5 The target modal split has already been established for the wider employment uses at former RAF Upper Heyford within the Framework Travel Plan for the consented development. The southern bomb store STP will aim to adhere to these targets. The targets are as follows:

Table 8.1 - Target Employee Mode Split

Mode	Target Modal Split
Car – Single Occupancy	74%
Car Sharing	15%
Walk	2%
Cycle	3%
Public Transport	2%
Other	2%
Reducing the need to travel	2%
Total	100%

8.1.6 The target mode split presented in **Table 8.1** will be confirmed once baseline surveys have been undertaken after occupation and revised as appropriate if necessary.

8.1.7 The STP for the Village Centre will therefore identify measures to promote non car travel which will be supported by targets for mode split and monitoring mechanisms. This STP for the Village Centre will sit beneath the umbrella of the Framework Travel Plan for the consented development within former RAF Upper Heyford and will provide detailed, bespoke Travel Plan measures for the end users (including staff, visitors and guests) whilst ensuring consistency with the Framework Travel Plan for the consented development at former RAF Upper Heyford.

8.1.8 The Village Centre STP will be implemented and managed by the Travel Plan Co-ordinator (TPC) for the whole airfield, who has already been appointed (Karen Brock of Dorchester Group). Individual Plot Travel Plan Co-ordinators will also be appointed when the 3 elements of the Village Centre are completed and operational. The airfield TPC and individual plot TPCs will ensure all the Travel Plans are prepared and reviewed annually, with targets being revised as necessary. The airfield and individual plot TPCs will promote and raise the profile and awareness amongst employees of the measures adopted and travel choices available as part of the Travel Plan.

8.1.9 The underlying objectives of the Framework Travel Plan for the consented employment development in the wider former RAF Upper Heyford include:

- Reduce reliance on single occupancy cars;
- Promote change in travel behaviour and travel awareness;
- Minimising car travel and congestion in the area, reducing associated environmental, financial and health costs; and
- Meeting Government objectives for transport and health.

8.1.10 The STP for the Village Centre will include the following sections:

- Introduction;
- Background information of the site, surrounding area and planning history;
- Benefits of Travel Plans;
- Type of Travel Plan;
- Current Travel Plan Policy Guidance Review;
- Existing Transport Conditions;
- Existing Walk, Cycle and Pedestrian Links;
- Existing Bus and Train Services;
- Local Highway Network Description;
- Wider Highway Network Description;
- Establishing Baseline Modal Split;
- Objectives and Indicators;

- Travel Plan Measures;
- Action Plan – Measures, Timescale and Associated Costs;
- Targets;
- Airfield Travel Plan Co-ordinator and Individual Plot Travel Plan Co-ordinators Roles;
- Funding;
- Monitoring and Review; and
- Remedial Measures.

8.2 Measures

8.2.1 In order ensure that the target reductions set out in the wider employment Framework Travel Plan for the airfield are met, a series of measures will be set out in the STP. These measures will also ensure the objectives set out at **Section 8.1.9** are met. The STP will include such measures as:

Information Sharing

8.2.2 The presentation of publicly accessible sustainable travel information will serve to ensure staff are aware of up-to-date travel information to allow them to make sustainable travel choices. Measures that may be included are as follows:

- Public notice boards;
- Staff travel information packs;
- A staff travel website;
- Newsletters;
- Forums; and
- Event days etc.

Measures to Encourage Walking and Cycling

8.2.3 The vision for the wider former RAF Upper Heyford site is to increase the already high proportion of people who live and work on site and this may be achieved in part by focusing on provision for local and home working as well as providing good quality footway and cycle links within the site to further encourage increased uptake of these modes. Measures to encourage staff to take up these modes may include:

- Physical infrastructure improvements to walking and cycling links within the site, connecting to surrounding former RAF Upper Heyford area and wider local communities;
- Sufficient safe and secure cycling parking;
- Shower and changing facilities;
- The provision of a Bicycle User Group (BUG);
- The promotion of local/national walking and cycling events;

- Provision of adult cycle training; and
- The promotion of health, time and money saving benefits of walking and cycling.

Measures to Encourage Public Transport Use

8.2.4 The existing bus service that operates along Camp Road will increase in frequency from hourly to half-hourly as part of the consented scheme. Bus stops will be provided on Camp Road as part of the consented employment development and all new bus passenger infrastructures, including vehicles and stops will be DDA/Equality Act compliant. The bus stops will provide shelter, seating and timetable information, and will be designed to the relevant guidance available at the time. Real Time Passenger information will be provided for the new bus services and main bus stops on site, as soon as practicable. Bus and rail timetables and route maps will be publicly available to staff and incentives to try public transport (taster tickets or redeemable vouchers for example) may also be implemented.

Measures to Encourage Car-Sharing

8.2.5 The appointed TPC for the wider former RAF Upper Heyford development will be responsible for setting up and maintaining a Car Sharing Database for all employees to use. The TPC and subsidiary plot TPCs will encourage staff to register their home and place-of-work postcodes, as well as the times/frequencies they are willing to offer a lift to other employees on the site, or are looking for a lift. Details of this Car Sharing Database will be made known to employees through the Travel Information Packs. It may be beneficial to include a few statistics about car sharing and how much money could be saved by car sharing which would act as a motivator

Measures to Reduce the Need to Travel

8.2.6 Where able, occupiers should seek to provide adequate technology to allow for phone and video conferencing. In addition, employees should encourage home working where appropriate and should consider schemes such as condensed working days (longer working days that allow for 4-day weeks) or 9-day fortnights for example.

8.2.7 Parking proposals for bicycles, cars and lorries will also be addressed within the Framework Travel Plan, with Oxfordshire County Council standards being adhered to.

8.2.8 It will also be essential that the Framework Travel Plan be reviewed and updated once Baseline Staff Travel Surveys have been undertaken to ensure accurate modal splits are used. The Framework Travel Plan will be reviewed and updated annually thereafter in the form of monitoring reports. Remedial measures that would come into effect should target reductions not be achieved will be set out in the Framework Travel Plan.

8.3 Funding

8.3.1 The measures outlined above for the STP will be funded and implemented by the developer and secured through a planning condition as part of any consent. The Commercial Framework Travel Plan for the wider airfield states that the developer will therefore fund the following:

- On-site highway improvements, including walking and cycling facilities, implemented by the Developer;
- Off-site highway works including walking and cycling facilities, funded by the Developer and implemented by the Local Highway Authority as per the Highway Agreement;
- Bus stop infrastructure, carried out by the Local Highway Authority for stops on Camp Road and by the Developer for stops within the site boundaries;
- Enhance bus service provision, provided by OCC and funded by the Developer; and

- Travel Plan measures, including Travel Information Packs, Travel Information Centre, Bicycle User Groups and Information Communication Technology connections, will be approved by the local Highway Authority and funded by the Developer.

8.3.2 For any new occupiers on the commercial area (which will include the Village Centre, if consented), the developer will include a covenant in future tenancy agreements / leases on site which require that their tenants observe and adhere to the Transport Strategy and the Framework Travel Plan.

9 Summary and Conclusions

9.1.1 Peter Brett Associates LLP has been commissioned by Dorchester Group to undertake transport analysis to support the planning application for a Village Centre at Heyford Park comprising part-refurb,part-rebuilt of existing Buildings 455 and 457 plus a new covered Canopy Link.

9.1.2 Buildings 455 and 457 already hold planning permission under the previous 2011 consent for A3-A5 (food retail) uses. This new application is for an effective change in use for 455 from food retail to 16-bed hotel with ancillary uses and 25-seat cinema screen and 2-lane bowling alley, and increase in area for Building 457, with the additional new Canopy Link.

9.1.3 The "Traffic Control and Access" extract of Jestico and Whiles' DAS included at **Appendix D** shows the proposed vehicular access to and around the site. It shows the provision of 2 vehicular access points. In accordance with the principles established under the previous planning consent for the Village Centre.

9.1.4 Whilst the location of the two proposed access points is shown on the application drawings, it is proposed that the full technical design details of these accesses will be provided for approval in due course. It is therefore proposed that the details for access could be covered by a Grampian style condition on the grant of any consent for the proposed development to the effect that details of the vehicular access onto Camp Road shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

9.1.5 The position set out above would be subject to technical consultation during the post application process.

9.1.6 A comparison of the trip generation of the proposed development with that already consented for village centre uses shows that, for a weekday, there is an overall reduction in trips throughout the day, except for a few hours in the morning where there is a slight increase. The greatest increase occurs outside of the network peaks. There is a slight increase of 10 two-way trips in the AM peak, equivalent to an additional vehicle 2-way every 6 minutes. In the PM peak there is a decrease of 50 trips over that consented.

9.1.7 The trip generation comparison shows that, for a weekend, the anticipated actual weekend peak of 1900-2000 shows a decrease in trips and an overall decrease in trips across the whole day.

9.1.8 As such, it is considered that the trip generation associated with the currently proposed village centre falls within the overall traffic thresholds permitted as part of the consented development and that no further assessment is required.

9.1.9 A first principles parking assessment has been undertaken and compared with the parking provision required in accordance with OCC parking standards. It can be seen that there is a significant difference, with the guidance indicating that 164 car spaces and 138 cycle spaces are required, but the first principles approach indicating overall demand of 86 car spaces. The previous consent included details on potential for travel to and from Heyford Park on foot or by cycle being limited due to the location of the settlement; most destinations are too distant for all except the most committed pedestrians or cyclists. It is likely that the majority of walking and cycling trips outside of the settlement will be for amenity rather than for travel purposes. Therefore the Village Centre proposes a total of 74 cycle spaces which will be reviewed and monitored through ongoing travel plan commitment for the Heyford site and increased if demand proves it required.

9.1.10 In order to avoid expanses of empty parking space, detracting from the village centre environment, it is considered that a parking provision less than OCC standards, and closer to

the provision determined in the first-principles approach would be more appropriate in this area.

9.1.11 If consented, the Village Centre would produce a Subsidiary Travel Plan (STP) to sit beneath the existing Framework Commercial Travel Plan of the wider airfield site. This STP would adhere to the guiding principles and aim to meet the target modal splits presented within the Framework Commercial Travel, although baseline surveys will determine whether these targets need to be revised for the Village Centre. The STP will set out a suite of “hard” (infrastructure) and “soft” (information and services) measures to encourage sustainable travel for staff, visitors and guests at the Village Centre, along with appointing one or more Individual Plot Travel Plan Co-ordinators who will liaise and report to the Site Wide Travel Plan Co-ordinator (Karen Brock at Dorchester Group).

Figures

KEY:
- SITE LOCATION
- MOTORWAY
- KEY A-ROAD LINKS
- KEY B-ROAD LINKS
- URBAN AREAS

Banbury
Bodicote
Bloxham
Adderbury
King's Sutton
Brackley
The Green
Deddington
Middle Barton
Tackley
Bicester
Woodstock
Kidlington
Eynsham
OXFORD

M40 J10
M40 J9
A361
A4260
A422
A43
A4095
A4421
A41
A34
A44
A40
A4165
B4030
B430

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Client
DORCHESTER GROUP

HEYFORD PARK VILLAGE CENTRE: BUILDINGS 455,457 & CANOPY LINK

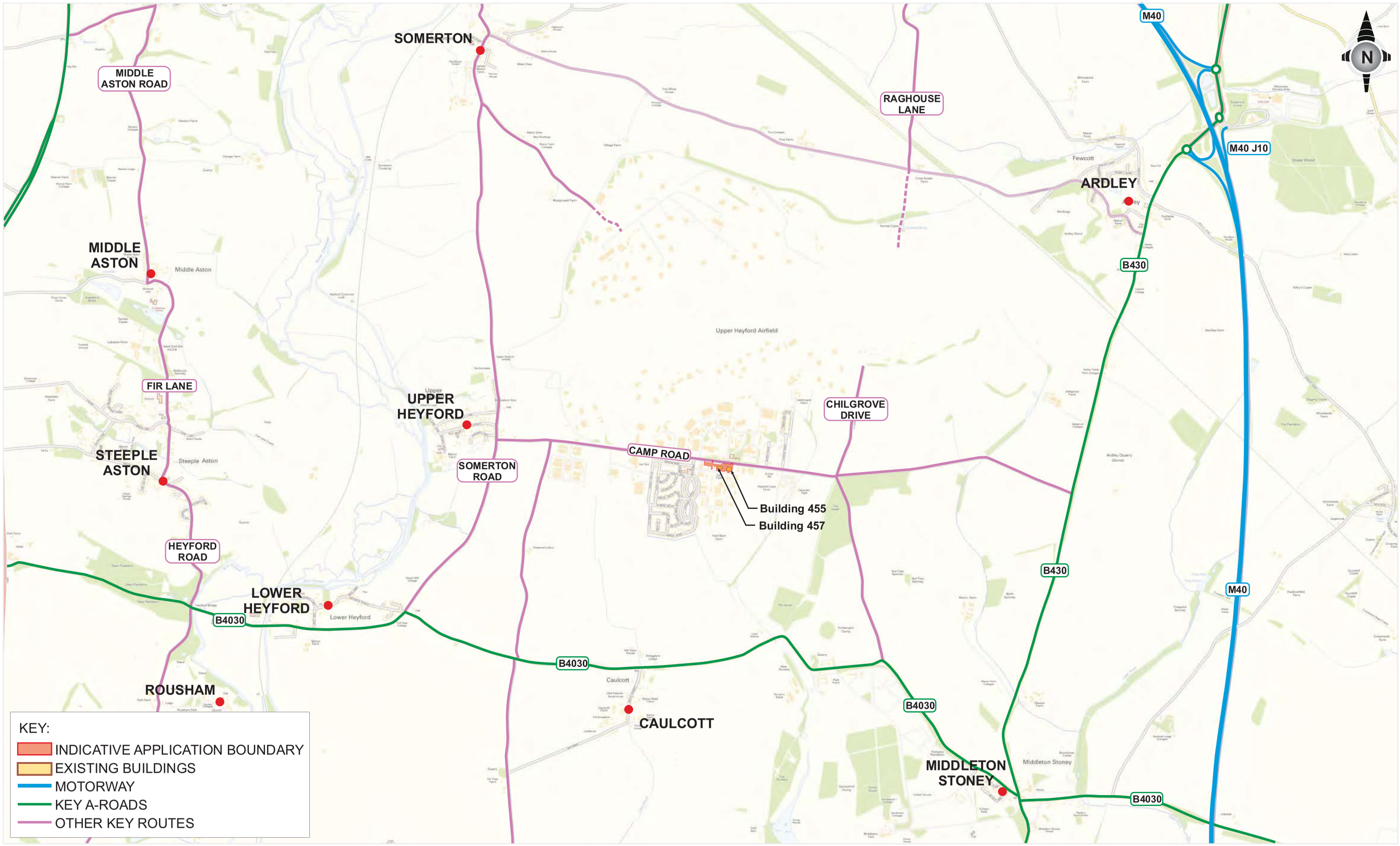
TRANSPORT STATEMENT
STRATEGIC SITE LOCATION PLAN

Mark	Revision	Drawn	Date	Chkd

Date	20.05.2016
Scale	A3 - N.T.S
Drawn by	AE
Checked by	MW

FIGURE 1.1 -

J:\36796 Heyford Park Village Centre\Technical\Corel\Transport Statement\Figure 1.1 - Site Location & Wider Highway Network.cdr



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DORCHESTER GROUP

HEYFORD PARK VILLAGE CENTRE:
BUILDINGS 455,457 & CANOPY LINK

TRANSPORT STATEMENT
LOCAL SITE LOCATION PLAN

Mark	Revision	Drawn	Date	Chkd
A	Red Line updated	AE	26.05.16	MW

Date	20.05.2016
Scale	A3 - N.T.S
Drawn by	AE
Checked by	MW

FIGURE 1.2

A

J:\36796 Heyford Park Village Centre\Technical\Corel\Transport Statement\Figure 1.2 Rev A - Local Site Location.cdr

KEY:

- INDICATIVE APPLICATION BOUNDARY
- EXISTING FOOTPATHS
- EXISTING BRIDLEWAYS
- EXISTING UNKNOWN/TRACK
- CONSENTED PEDESTRIAN ROUTES
- CONSENTED SEGREGATED CYCLE ROUTE
- OTHER CONSENTED LINKS
- BUS ROUTE 25A (OXFORD TO BICESTER)
- BUS ROUTE 90 (UPPER HEYFORD TO BANBURY)
- POTENTIAL EXTENSION OF FOOTWAY
- EXISTING BUS STOPS
- POTENTIAL LOCATION FOR NEW BUS STOPS
- HEYFORD RAIL STATION

INDICATIVE ALIGNMENT

Upper Heyford Airfield

Upper Heyford

Lower Heyford

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DORCHESTER GROUP

HEYFORD PARK VILLAGE CENTRE: BUILDINGS 455,457 & CANOPY LINK

TRANSPORT STATEMENT
EXISTING, CONSENTED & POTENTIAL PUBLIC TRANSPORT, WALKING AND CYCLING PROVISION

Mark	Revision	Drawn	Date	Chkd
A	Red Line updated	AE	26.05.16	MW

Date	20.05.2016
Scale	A3 - N.T.S
Drawn by	AE
Checked by	MW

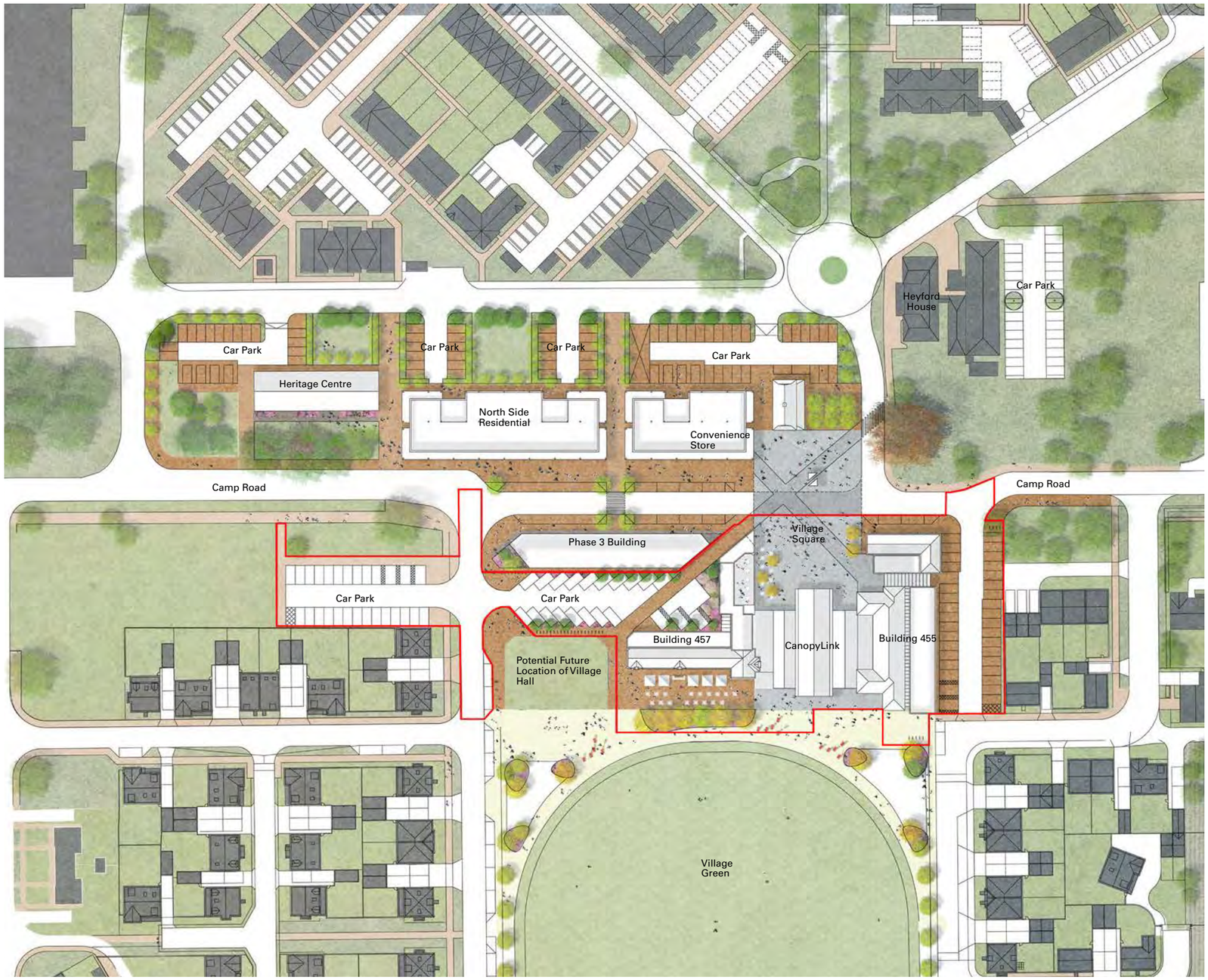
FIGURE 3.1

A

J:\33399 Heyford Park Southern Bomb Stores\Technical\Corel\Transport Statement\Figure 3.1 Rev A - Existing Consented Potential Public Transport, Walking and Cycling Provision.cdr

Appendix A Masterplan

3.5 Village Centre Masterplan



Red line indicates site for planning application

Overall Village Centre Masterplan

Appendix B Jestico & Whiles DAS

jestico + whiles

Heyford Park Village Centre South Development: Building 455, 457 and Canopy Link

Design & Access Statement

May 2016

jestico + whiles

Heyford Park Village Centre South Development: Building 455, 457 and Canopy Link

Design & Access Statement

Contents

1/ Introduction

1.1 Project Introduction

The location of the site is central to the future development of Upper Heyford as identified in the Outline Planning Application 10/01642/OUT for a New Settlement, and further development as part of Policy Villages 5.

Jestico + Whiles Architects were appointed in January 2016 as master-planners for the village centre of the Heyford Park development; encompassing the north and south sides of Camp Road in a 2.4ha site which includes buildings 455, 457, 100, 103 and adjacent land to the south adjoining the new Village Green area. Details of the design of the masterplan can be found in section 3.4 of this document.

This application focuses on the proposal for the buildings and public spaces within the south side of the new village centre for Heyford as outlined in red in fig.03, which includes Building 455, 457 and the new Canopy Link. At present the site has a number of existing buildings, hard standing surfaces and access footpaths which are in disrepair along with mature trees which are in varying states of health. The proposal seeks to refurbish and enhance these existing buildings, whilst giving Heyford Park village centre its own identity in the form of a creation of a new Village Square.

Outline Planning **10/01642/OUT** Boundary

Application Red Line Boundary

Fig 01 Upper Heyford Outline Planning Application Boundary

Fig 02 Upper Heyford Outline and Application Boundary

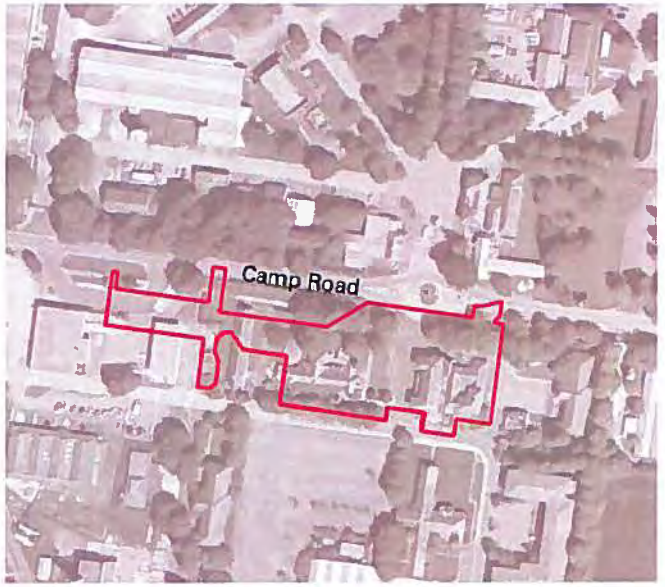


Fig 03 Application Boundary

2/ Heyford Park Site and Context

2.1 Wider Site Heritage and Historic Context

The former RAF Upper Heyford Airbase as a whole is designated as a Conservation Area, reflecting the key role that the Airbase played in the Cold War years, and the distinctive architecture and layouts which arose from that use.

The airfield was originally built in 1916 in response to a requirement for trained aircrews for the Royal Flying Corps during WWI. Immediately after the war, the airfield was abandoned, although this was short-lived, and in 1924 the site was brought back into use. It continued to have a significant role in Britain's air defence systems up to and including WWII. However, it was the Cold War period after the war which saw the most intense period of development and use with the occupation by the American Air Force USAF. The end of the Cold War resulted in the de-commissioning of RAF Upper Heyford in 1993 and it was handed back to the MoD in 1994.

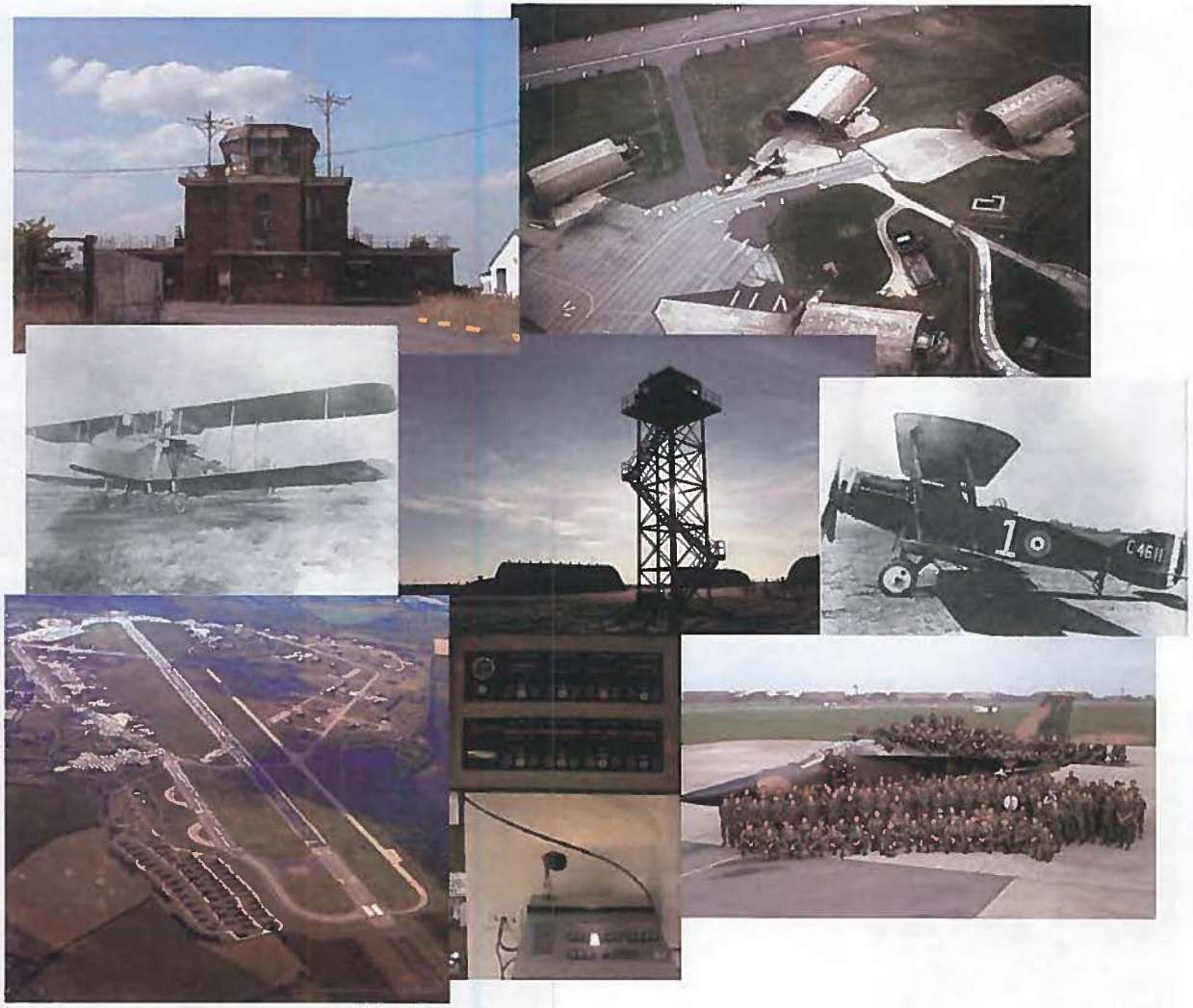
Today, there are a number of buildings on site which reflect this heritage and give the site a distinct character, with different areas reflecting various stages of development.

It is this framework which provides a visually unifying element to the site and a framework for a range of character areas.

The Trident, in particular, is a distinctive feature of the military development of the site, together with the Parade Ground and surrounding buildings create a focus at the heart of the developed area.

Existing residential buildings also have a distinct character, such as the Officers' housing on Soden Road, and the 1950's bungalows, also known as 'Little America'. Although of very different character the sum of all the various areas at Upper Heyford are characteristic of both military and architectural development through the Twentieth Century.

There are a number of functional structures that relate to the site's military operational use. For example, security issues led to the construction of a security boundary fence which physically and visually separates the site from the wider landscape.



2/ Heyford Park Site and Context

2.2 Village Centre Site Character

01 Building 103
Building Setting & Facade




02 Building 100
Building Setting & Facade



03 Building 52 - Heyford House
Building Setting & Facade



04 Camp Road
Approaches




2/ Heyford Park Site and Context

2.2 Village Centre Site Character

05 Camp Road
Sycamore Trees




06 Building 455
Building Setting & Facade



New Village Green as seen from Building 455

07 Building 457
Building Setting & Facade




08 Interface with Village Green
Tree line facing Village Green & south facing aspect




3/ Village Centre Masterplan

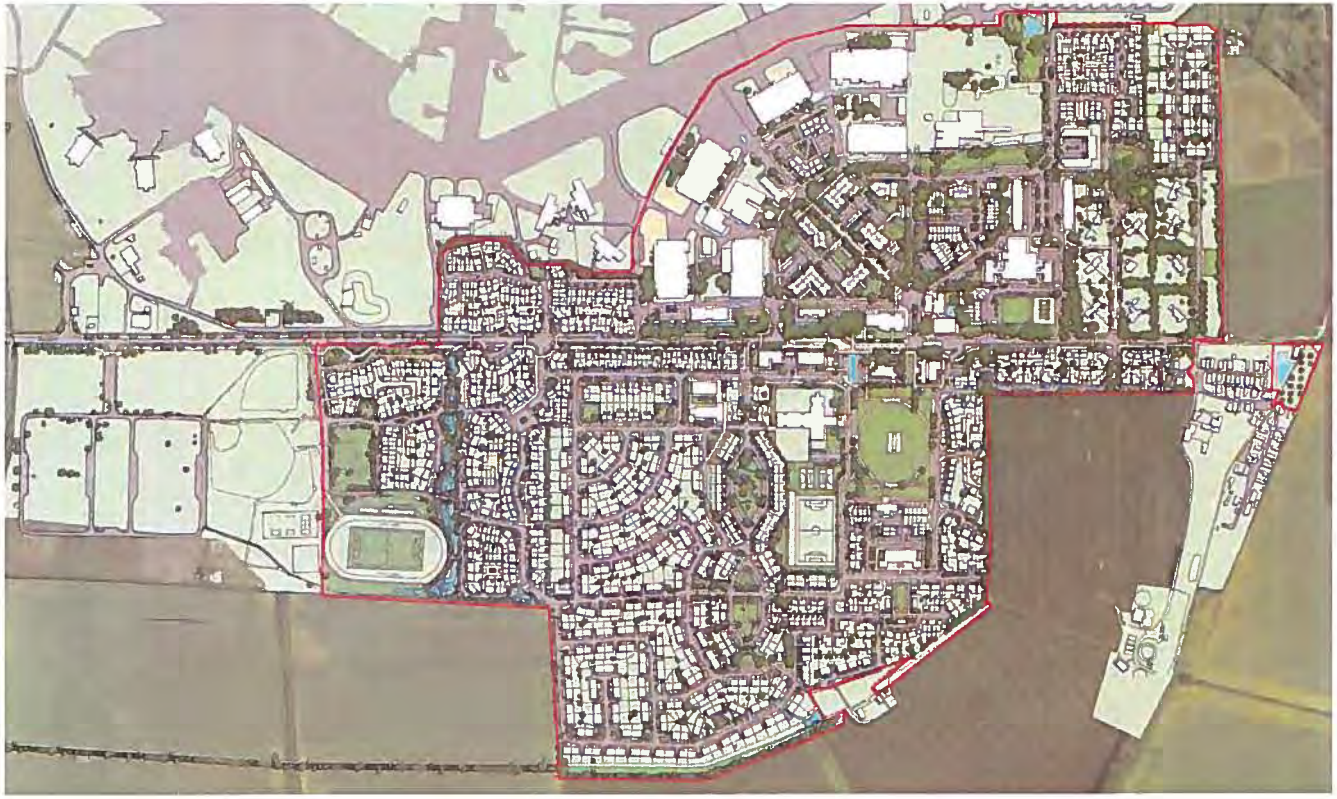
3.1 Heyford Park Vision

On 22 December 2011, Cherwell District Council (CDC) granted outline planning permission for the development of a new settlement at the former RAF Upper Heyford airbase (ref 10/01642/OUT). The permission included up to 1,075 dwellings (comprising a mix of new build and conversion of existing former military accommodation); new employment comprising B1 office, B2/B8 industrial/warehousing consisting of a mix of new build and conversion of existing buildings; together with a new village centre and other physical and social infrastructure. This permission has been commenced and is in the process of being built out in a phased manner with a rolling programme of discharge of planning conditions together with reserved matters for the new build housing. Pursuant to this outline planning permission, a Design Code has also been approved which seeks to create distinctive character areas whilst unifying the different development areas into a coherent whole. One such character area comprises the village centre.

In addition, there have been a number of subsequent planning permissions which are relevant to the wider environs of the village centre, including the creation of a new Free School at the former officers mess to the east of the centre; 60 additional dwellings which have been approved to the west of the village green on the former proposed primary school site which lies to the south west of the village centre; and change of use of Building 103 to a heritage centre (which lies to the west of the village centre to the north of Camp Road).

More recently, the Cherwell Local Plan was adopted (July 2015) which has increased the size of the new settlement to 2,675 dwellings together with additional employment and supporting social and physical infrastructure. A framework plan has been jointly commissioned by the applicant and the Local Planning Authority to identify how the larger allocation should be brought forward and is due for consideration by the Council shortly.

The vision being implemented at Heyford Park is one that seeks to create an attractive, readily accessible, vibrant and sustainable development, set within the more formal 'military' landscapes defining the central community heart of the new village. A variety of edge areas will link these visually and physically to the adjacent landscapes, set within a multifunctional green framework.



Heyford Park Illustrative Masterplan (February 2011)

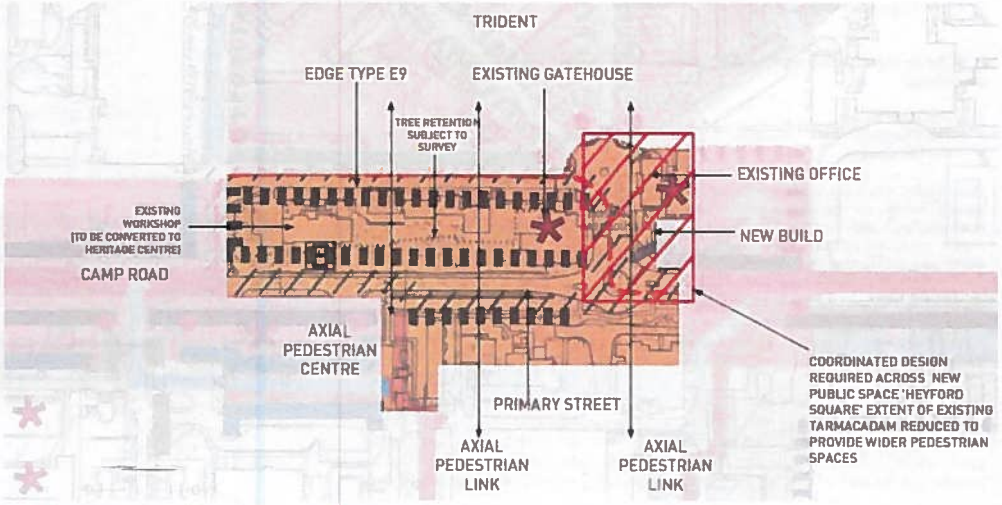
3/ Village Centre Masterplan

3.2 Commercial Viability

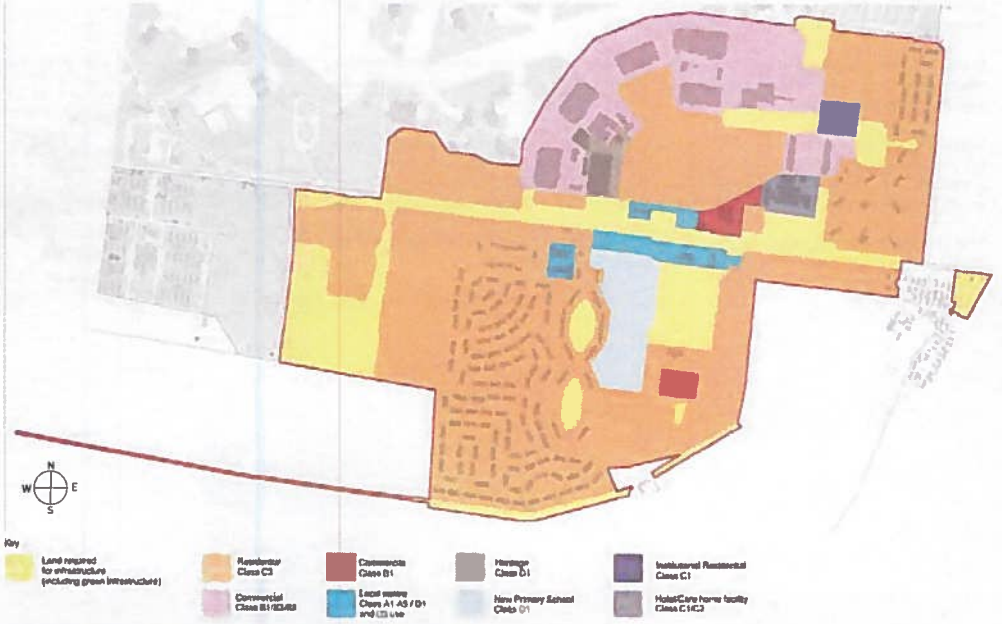
In 2015 Dorchester Living undertook a 3 month marketing exercise to understand how best to respond to the needs of the future residents. The study concluded that the most appropriate and viable uses for Building 455 and 457 are a combination of A1, A3, A4, A5, C1 and D1. After marketing the buildings to various industries as well as local people in the wider North Oxfordshire area, the primary interest received was in regards to a pub/restaurant/hotel facility. The marketing exercise also demonstrated that the existing structures would require some modification in order to reconfigure them for efficient commercial operations. In conclusion, to ensure the long term preservation of these buildings, and for the benefit of the wider community, it will be necessary to undertake some adaptation and to ensure current UK building standards are met.

3.3 Appointment and Brief

Alongside the masterplan for the Village Centre, Jestico + Whiles Architects were appointed to refurbish and extend Building 455, 457 and create a new canopy structure linking the two buildings to house the use classes identified above. The two former interwar RAF/USAF mess buildings dating back to the 1920s adjacent to Camp Road are non-listed but of local significance, and are representative of their time and valuable in the local historical context of the former military site as part of a wider collective of buildings. Consent has been granted for the partial demolition of these structures in preparation for the redevelopment as part of the village centre (ref 15/01944/F and 15/01849/F).



Plan indicating routes and accessibility within the public realm (excerpt from Heyford Park Design Code B.0286_2C page 73)



Land Use/Parameter Plan (excerpt from Heyford Park Design Code B.0286_2C page 8)

3/ Village Centre Masterplan

3.4 Masterplan Design Approach

In order to create a successful village centre within Heyford Park, three typologies were considered:

- **The High Street**
- **The Village Green**
- **Market Square**

The market square typology was deemed the most successful solution in providing a strong identity for the village centre, as a natural heart occurs along Camp Road where it is flanked by buildings 100, 52, 455 and 457. A new key focal point situated centrally on the square along the east-west approaches and north-south axis gives the square a civic status while also addressing the vistas from both Camp Road, the Trident and the Village Green.

Historically Heyford Park has been laid out with typical military efficiency to facilitate the movement of personnel around the airbase. Since the airbase has been decommissioned and re-planned as a residential development, this functional approach to site planning has been a consistent thread in the development of new proposals for the village centre.

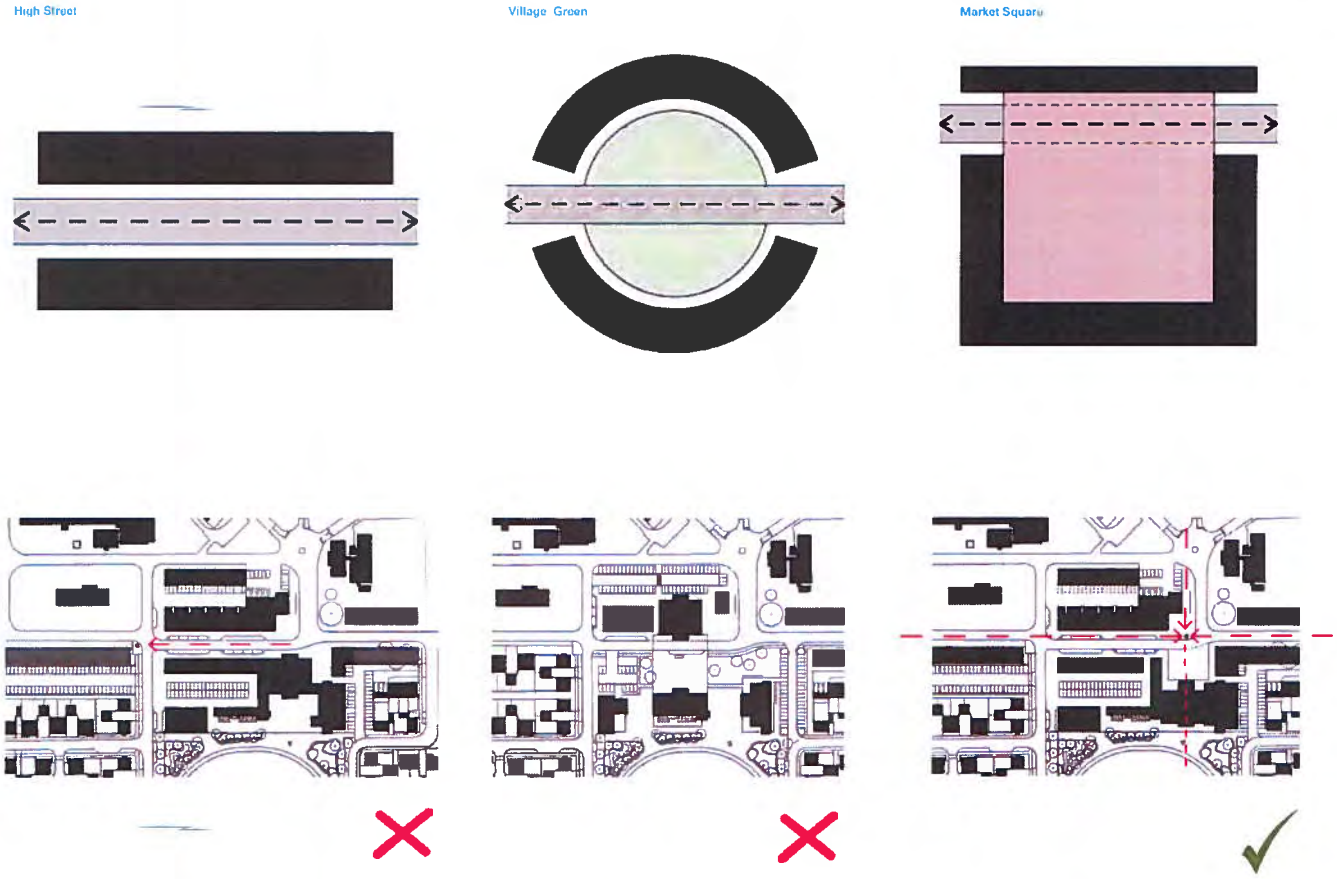
The Camp Road landscape is already undergoing resurfacing in keeping with traffic calming measures and integration of new footpath and cycle ways under s278. Further to this and in keeping with the Design Code guidance, the landscape design along Camp Road has been developed to provide an attractive public setting which provides points of interest in the planting, as well as area of rest for residents as they move around the village centre.

The design aproach focuses on the creation of the Village Square which will form the primary public space along Camp Road capturing the attention of passing traffic and pedestrians and guiding them into the village centre.

Provision of car parking and public amenity landscape facing Camp Road would provide clear visibility of the facade of the buildings in order help wayfinding and promote the significance of the buildings within the Heyford Park Development.

Within the village centre, the spaces around the buildings would provide ease of access for pedestrians and vehicles, while also complimenting the scale and character of the architecture. To the south of the village centre around the green, further public spaces would provide for play space, outdoor dining, public performance and community events.

The programming and management of the spaces around the village centre will be developed through consultation by the client with the local community.



3/ Village Centre Masterplan

3.4 Masterplan Design Approach

Four principles were established in our analysis which formed the basis for our approach to Heyford; identity (approach), character, programme and commercial vitality.

Identity (Approach)

Camp Road is a linear road passing through the middle of the village centre. The approaches from the east and west are the first views that residents and visitors will see, so it is important for these routes to set the scene for the arrival at the centre. A new focal point will provide an indication from the approach that there is an interruption along this road and the vehicle is now entering a more pedestrian setting.

Character

A wide variety of roofscapes and materiality add variety and richness to Heyford Park, and we have the opportunity to enhance and bring in to use a set of existing buildings left over from its functions as an airbase. It's military aesthetic helps generate the character of the village and sets a tone for the nature of any design interventions. Fig.03 demonstrates how a shared surface links together the north and south sides of Camp Road and also provides a sense of enclosure through the creation of retail frontage.

Programme of buildings

Programme and vitality are integral to the success of any public space. Fig. 04 demonstrates how the new centre benefits from active frontages and programme, while the uses benefit from ancillary spaces in the outer circles which accommodate parking and servicing. Therefore, people's enjoyment of the main square is not compromised by services areas and car parking. A series of events have been organised to be held around the proposed village centre to begin to introduce vitality to the area (ref. appendix 1 pg.35).

Commercial Vitality

The masterplan has been designed on the basis of a phased development. It is important that the proposal can react to fluctuations in the market. The centre is intended to grow naturally responding to market demand.

Fig 01 East Approach

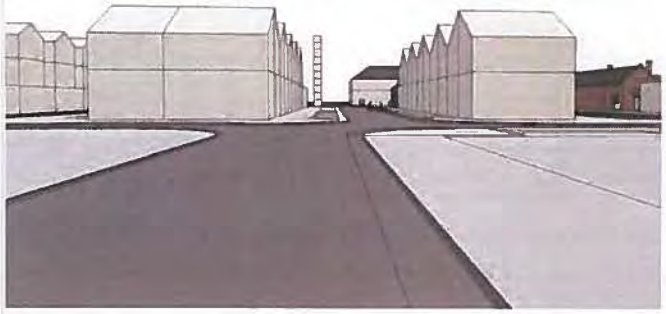


Fig 02 West Approach

Fig 03 Character

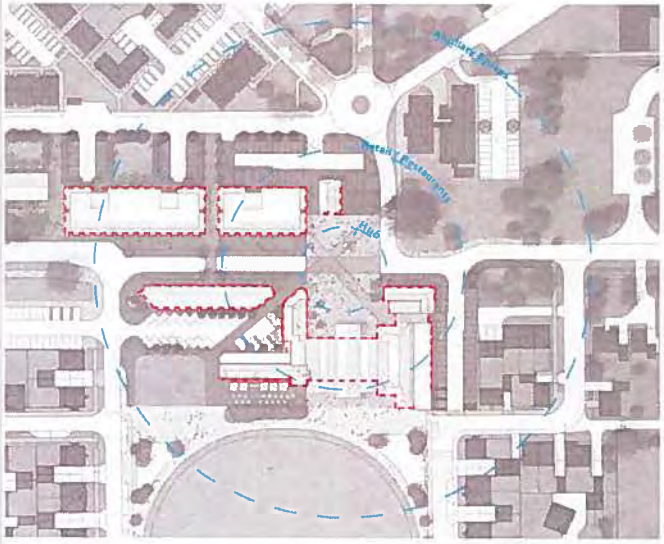


Fig. 04 Organisation of spaces

Active Frontages

3/ Village Centre Masterplan

3.4 Masterplan Design Approach

Sight Lines and Focal Points

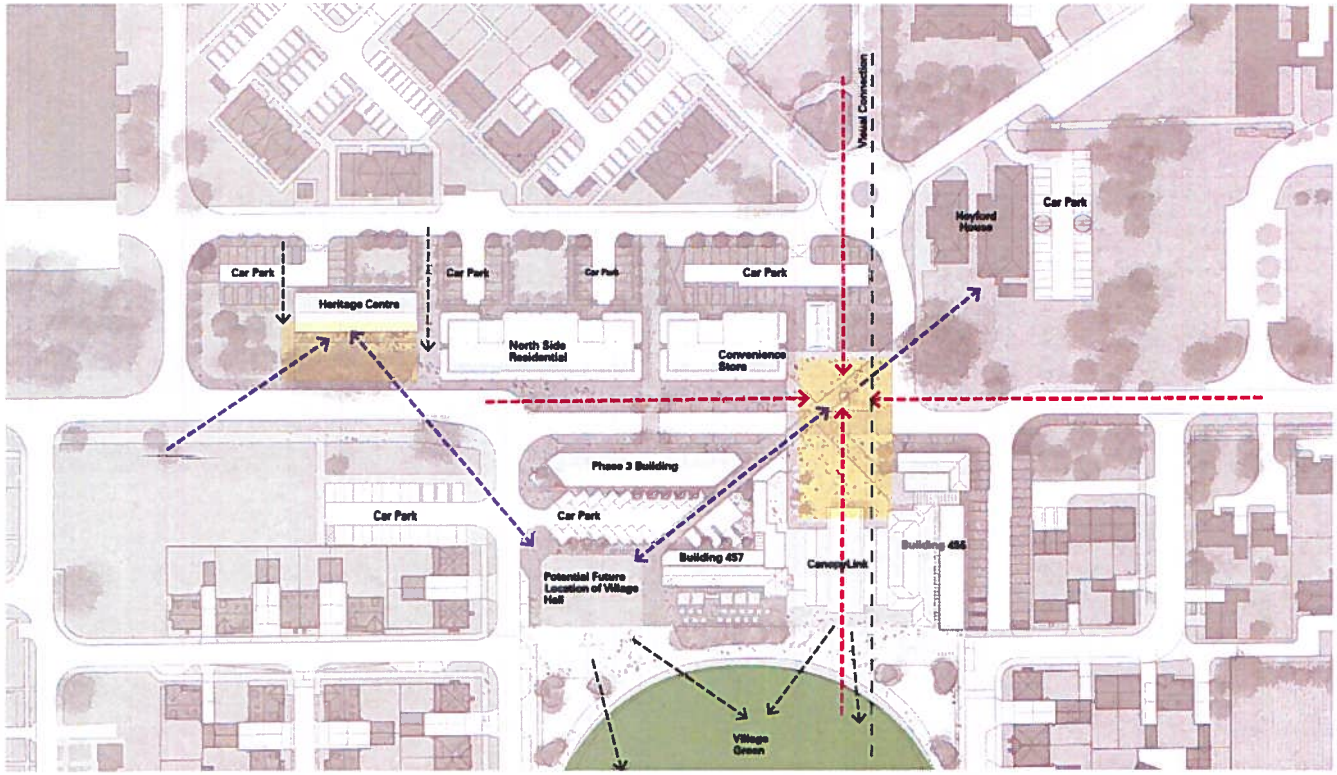
Successful masterplans incorporate clear sight-lines which enable users to easily navigate the centre and identify their location. A new primary focal point is proposed for the Village Square which identifies the village centre from all 4 approaches:

- Camp Road east
- Camp Road west
- The Trident
- The Village Green

The primary sight lines reflect the historical rationale in the layout of the airbase. In particular, the north-south sight line incorporating the new focal point reinforces the relationship between the Village Green and the Trident which had become compromised through development in the past 30 years.

In addition, a series of secondary site lines are generated around the village centre itself:

- the visual connection between the possible new Village Hall location and existing Heyford House which incorporates the primary focal point; and
- the visual connection between the possible location for the new Village Hall and existing Building 103. This also has the additional function of giving the Village Hall a prominence on the western approach.

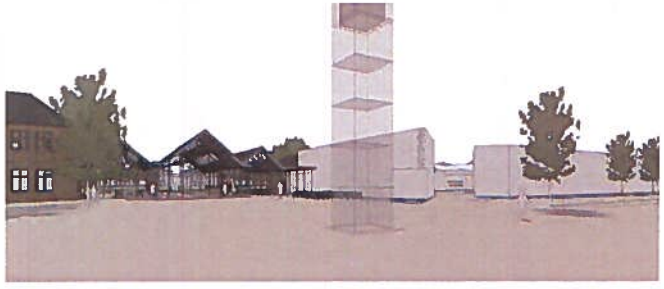


Public Spaces

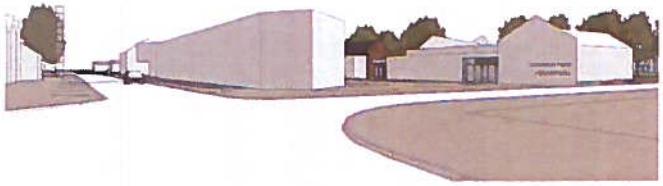
Primary Sight Line

Secondary Sight Line

Directions of movement



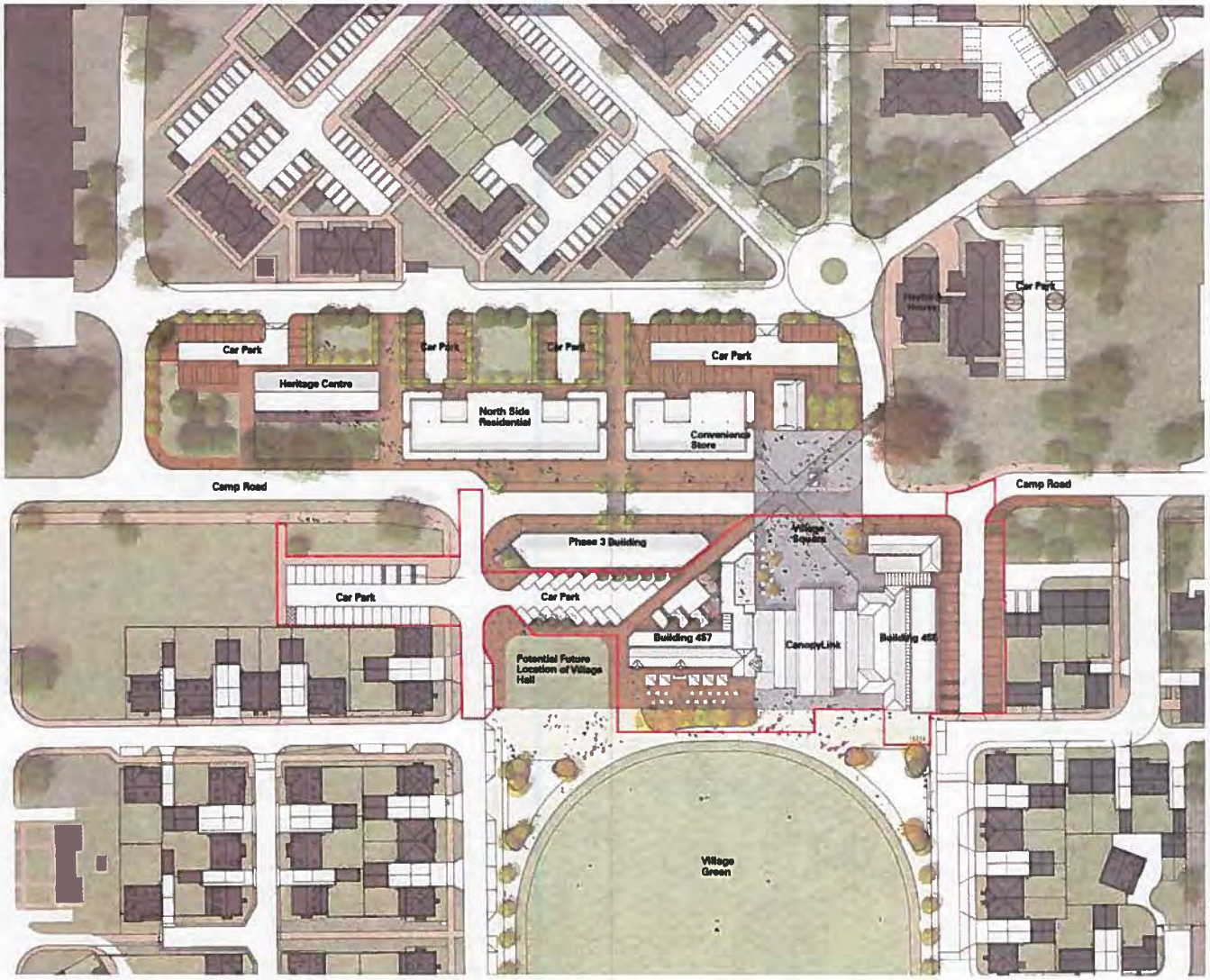
View from Village Square towards possible Village Hall location



View from Camp Road western approach towards possible Village Hall location

3/ Village Centre Masterplan

3.5 Village Centre Masterplan



Overall Village Centre Masterplan

Red line indicates site for planning application

4/ Site Design: Building 455, 457 and Canopy Link

4.1 Approach

The following section outlines the approach taken specifically for the village centre south in ensuring a cohesive and holistic approach for the landscaping and architecture.

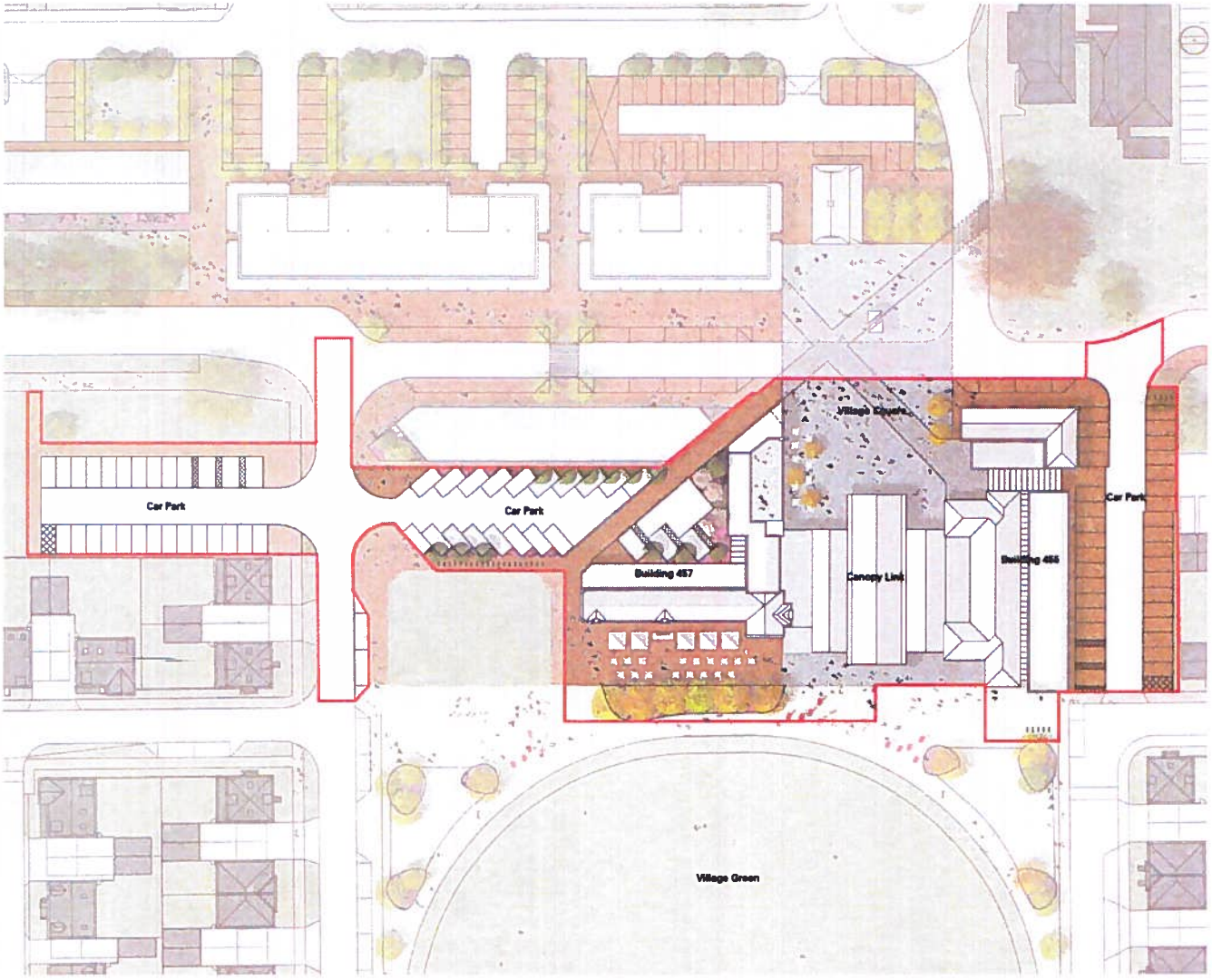
The proposals of the village centre scheme will combine dynamic pieces of new development with the sensitive refurbishment of the existing heritage buildings to create a unique and characterful local centre. The design of the village centre is intended to create a strong sense of place, the proposed new uses will create a vibrant and inviting local hub as well as a destination for the local population.

As described in section 3.2, the viability studies carried out by Dorchester Living have determined the need for multi-purpose spaces that can offer a community hub: a focal point for leisure, retail and dining with flexibility to accommodate a range of community events that could be programmed. The proposed scheme will link the two existing buildings with a long span pitched canopy providing a flexible large indoor space that is activated by A3 restaurants and C1 hotel uses on its sides. The link is conceived as a 'covered village square' with a high degree of transparency to maintain the important visual connection between the Village Square and the Village Green to the south. The old buildings will be partially opened up to the link to allow for spill-out throughout the year when required.

It is acknowledged that although Buildings 455 and 457 are not listed, they are both of heritage significance and play a wider role in the setting of the former parade square, which provides this part of the conservation area with individual character. In stripping back both buildings to their primary elements by sympathetically removing the poor quality extensions to 457 as well as the areas of 455 that have been damp for some time, these buildings will be brought back in to use and the structures will feel more impressive and inviting.

The old appendages of Building 457 will be replaced with a contemporary designed extension accommodating a new bar, new kitchen and welfare facilities for staff and visitors. The projection of the bar out towards Camp Road flanks the side of the Village Square allowing the users to spill out on to it. It's point at the end of the building gives this building prominence when entering the village centre as it serves as a marker for those approaching.

Building 455 in its new lease of life will become a hotel. Facilities include a screening room, a games/music performance room, lounges, small spa, function rooms and a bowling alley for visitors to use. In order to provide these facilities an extension to the east and north of the existing building is created which has its own architectural language, as well as cosmetically making good the side of the building left exposed after demolition of the lower east wing.



Red line indicates outline of site for Planning Application

4/ Site Design: Building 455, 457 and Canopy Link

4.2 Landscape Design and Character

The proposed landscape has been developed in keeping with the Design Code and as a complement to the existing heritage of the buildings and their associated materials.

The vision for the development focused on creating a destination which drew upon the existing amenities of the site and developed a series of public spaces which would create an inclusive rich environment for the community.

The landscape design can be broken down into 3 key types of characters which complement each other in creating a public amenity for the whole community. These area as follows:

Village Square

Intersecting the main axis of Camp Road, the Village Square provides a key focal point and events space for local residents and visitors to congregate and enjoy the surrounding public amenities in an attractive setting.

The design and layout follows the ideas of typical Village Squares which were the traditional meeting point for residents to trade, socialise and participate in community events. The square is laid out with robust and attractive paving which provides a flexible stage into which community events like seasonal markets, pop up cinemas and performances can take place.

Within the Village Square, trees, seating and other public furniture has been placed to establish a relaxing environment and facilitate use for all residents. At night, subtle uplighting to the trees and in-ground lighting to the plaza will also make the market come alive attracting visitors into the evening.

Courtyard Car Parking

The courtyard parking spaces are ideally located adjacent Building 457 and 455. The intention with these spaces is that they are both functional but also contribute to the overall character of the development by including areas of planting which offsets and breaks up the large areas of hard standing normally associated with car parks.

Brasserie and Pub Terrace/Gardens

To the south of Building 457, the Brasserie serves an outdoor dining terrace. This space has been developed as part of the food offering for the Brasserie and includes an outdoor kitchen as well as a Brasserie garden which includes kitchen herbs. The materials used in the Brasserie Terrace pick up on the heritage red brick along with more modern materials like shuttered concrete for the Brasserie garden retaining wall.

The layout of the gardens and the choice of species have been carefully designed in keeping with the associated dining and community functions within the buildings. Use of seasonal colour, texture and fragrance are key features of the planting which will provide year round interest providing a key feature of the development to attract visitors year round.

Village Square

Community events

Al Fresco Dining

Celebrations

Village Green

4/ Site Design: Building 455, 457 and Canopy Link

4.3 Landscape Accessibility and Amenity Plan

The masterplan for the village centre has at its core a strong framework of pathways and public spaces which together form a development which is permeable and easy to navigate. The treatment to Camp Road runs along an east-west axis which is also centred on an iconic piece of art. At right angles to this, the Village Square picks up on the north-south axis of the Trident also hinging on the public art. Finally picking up on the angled routes of the runways of the airforce base, a diagonal path bisects Camp Road and the Village Square, linking the existing buildings of the north-east to the Village Green and residential communities in the south-west.

Each of the public spaces in the masterplan are clear in identity and purpose. However each one also complements the whole masterplan in its composition. This juxtaposition of different types of spatial identity and scale will create a rich experience for pedestrians as they move through the village centre or enjoy one of its spaces.

Key:

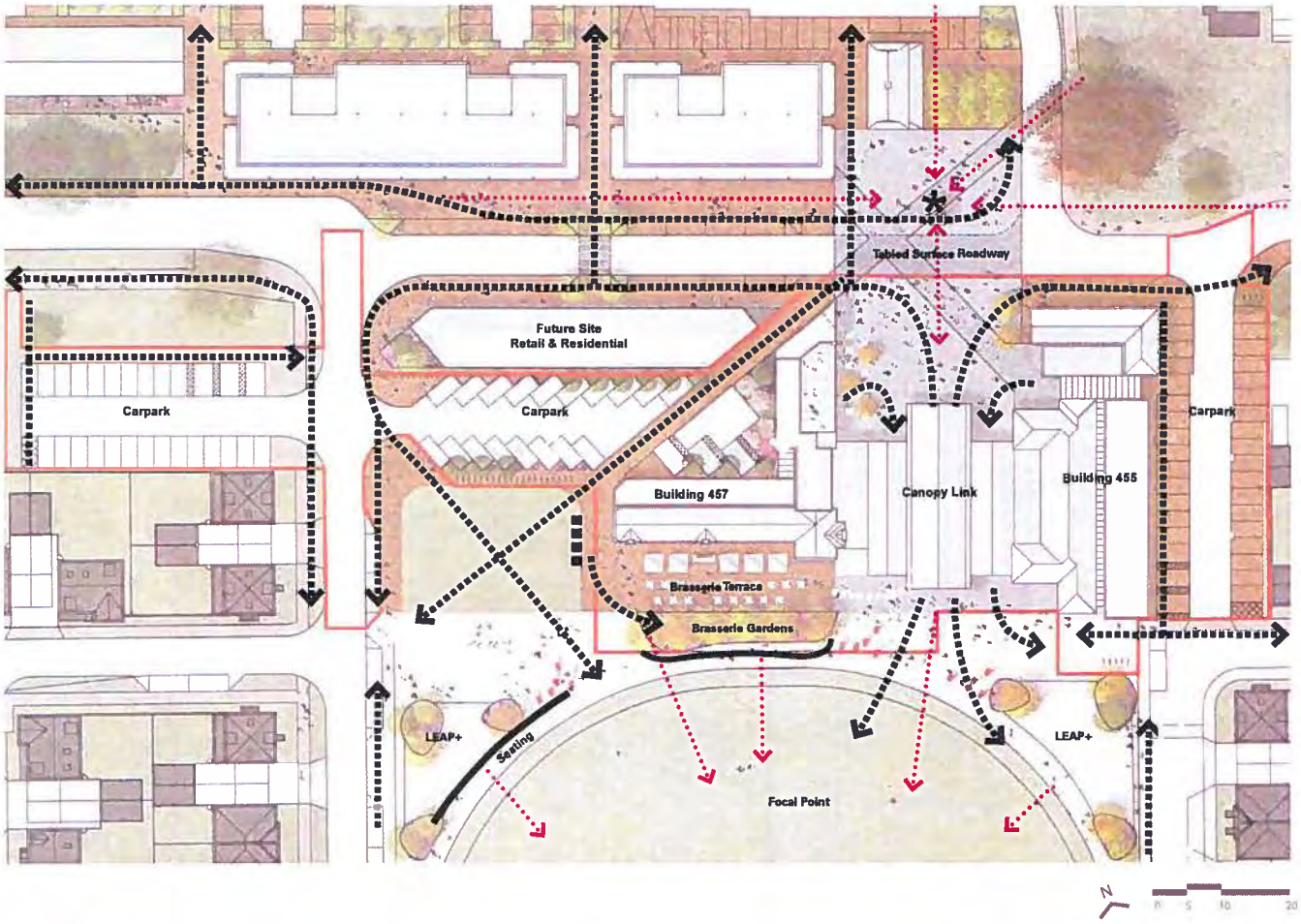
Key Views into Site

Pedestrian movement

Public Art Location

Informal Seating

Cycle Parking



4/ Site Design: Building 455, 457 and Canopy Link

4.4 Site Layout: Levels and Drainage

The drainage strategy for the site has been relatively simple in that it has taken the existing levels along Camp Road, the finished floor levels in the existing buildings and the new levels of the Village Green and established a series of low points within the car parking areas and the Village Square to collect the surface run off into either gully points or slot drains.

There are some points on the site where more detailed analysis will be required in future to mitigate any more significant level changes between Camp Road and proposed building levels. However at this stage, there appears to be sufficient tolerance to accommodate this.

Key:

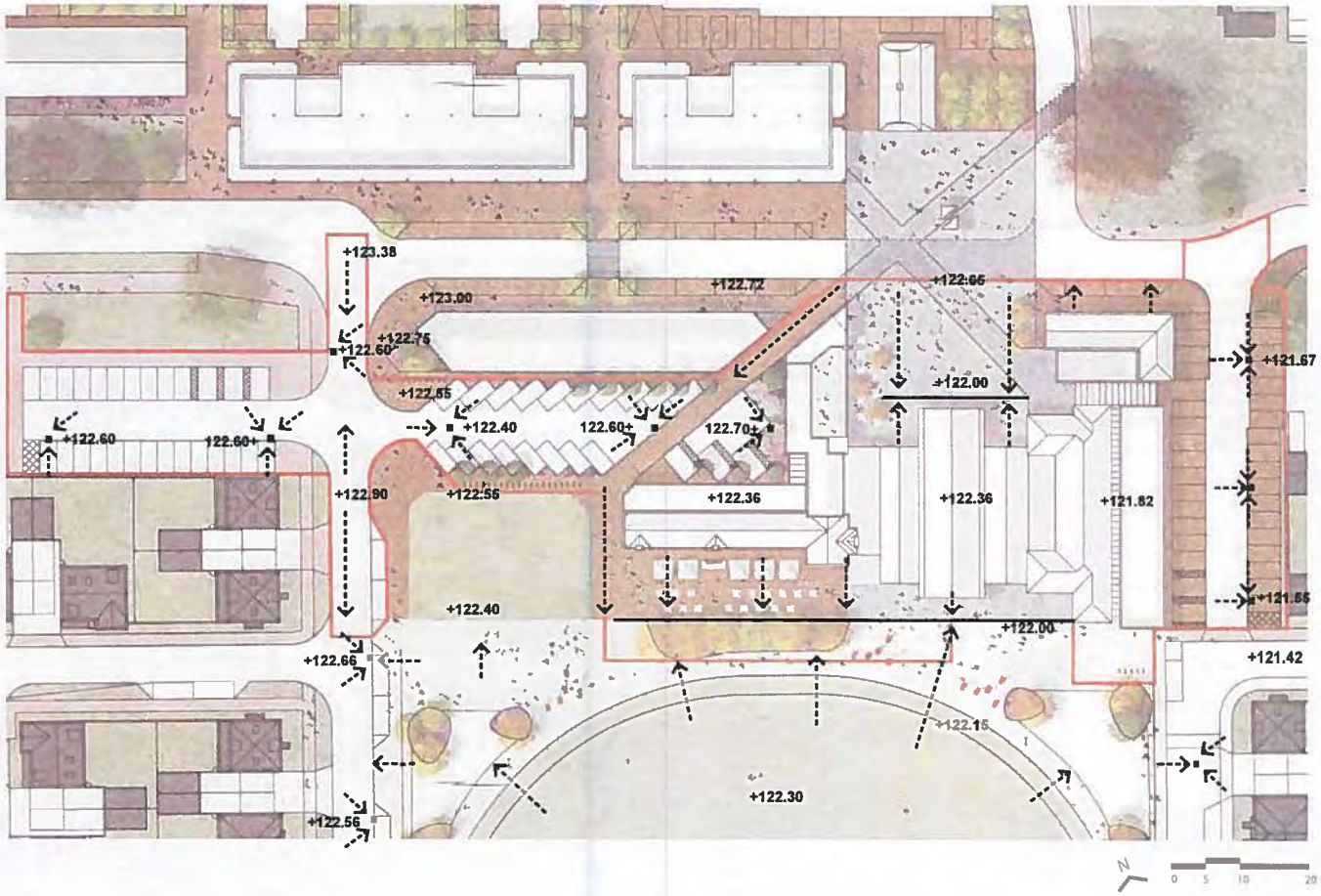
External Levels +123.60

Drainage Falls ------->

Gully Points ■

Slot Drains ——————

* Background Levels taken from Woods Hardwick site survey information



4/ Site Design: Building 455, 457 and Canopy Link

4.5 Traffic Control and Access

The connectivity throughout the development is key both for pedestrians and for vehicles. The arrangement of the buildings in relation to the car parking area has also been considered in respect to the volume of car parking and cycle parking required for the associated uses. A study has been carried out by Peter Brett Associates on this and can be found in appendix 3 for reference. Further technical transport layouts have also been prepared by Woods Hardwick and are appended to this submission for reference.

Within the development, consideration has been given for refuse collection and for delivery access to ensure that both buildings are efficiently serviced with minimum disruption to the community and commercial activities of the development.

In the case of refuse collection, rubbish trucks can pull up to the eastern and western roads which abut the development and can arrange for kerb side access to the bin stores to enable efficient refuse collection (see diagram for reference).

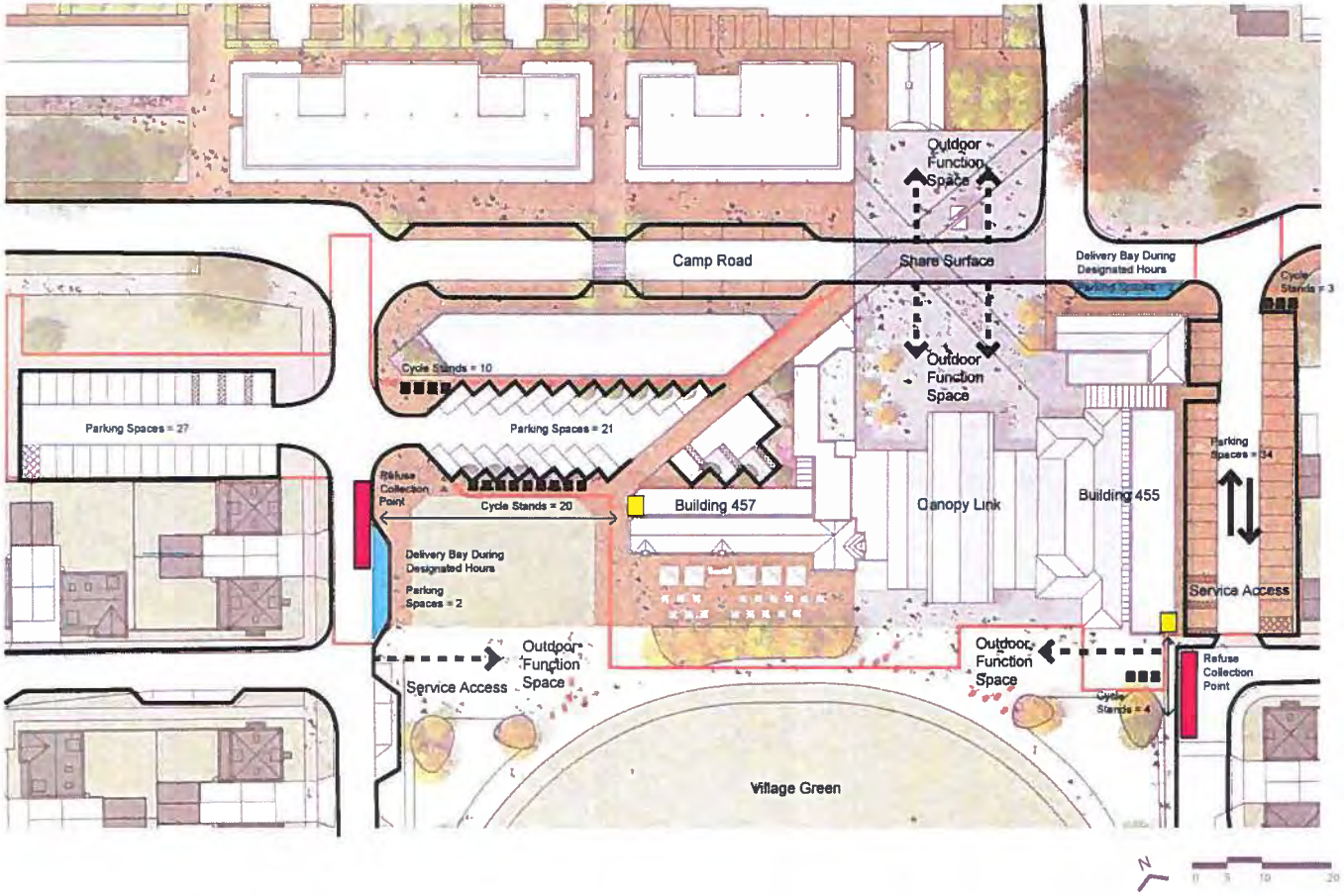
For deliveries, these will be coordinated with the facilities management to be set at designated times so that they cause minimal disruption. As part of the delivery strategy, 2 loading bays have been identified which are close to each of the main buildings. When not in use as delivery bays, these will double as car parking or drop off points for the development.

Key:

- Kerb lines
- Vehicular Maintenance Access
- Delivery / Refuse Collection Link
- Refuse Collection point
- Internal Refuse Store
- Delivery Bay (During Designated Hours)

Parking & Cycle Provision:

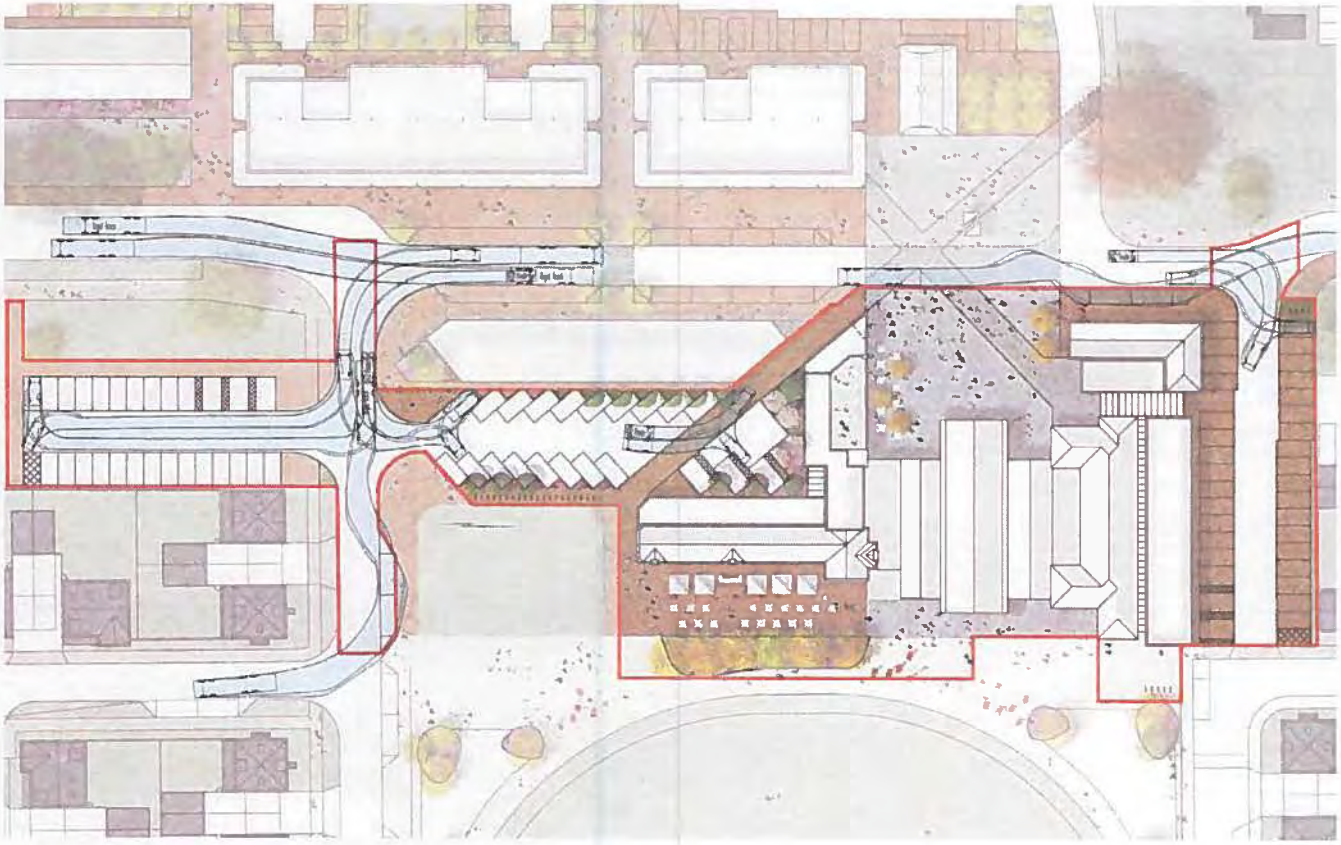
Standard Parking Bays	77
Disabled Parking Bays	9
Total Car parking	86
Cycle Parking Stands	37



4/ Site Design: Building 455, 457 and Canopy Link

4.6 Vehicle Tracking and Building Servicing

To ensure that the road layout has been designed appropriately, a vehicle tracking exercise has been carried out on all vehicular routes to ensure safe and sufficient space has been provided for safe traffic movement. This study has been carried out by Woods Hardwick and a full version of their report is included in the appendix 2.



Village Centre Tracking Drawing - Woods Hardwick

4/ Site Design: Building 455, 457 and Canopy Link

4.7 Paving Strategy

The quality of the hard surfaces throughout the village centre are of key importance to the development as they will communicate value within the wider Heyford Park. Accordingly, a selected palette of quality paving has been chosen which will enhance and create an attractive and functional landscape for the community to enjoy.

The selection of materials has also considered the new retail uses which will in the future exist along Camp Road and the Village Square which will generate an increased footfall throughout the area. As a result the selection of paving materials has been reviewed to ensure they are both robust and easy to maintain over time.

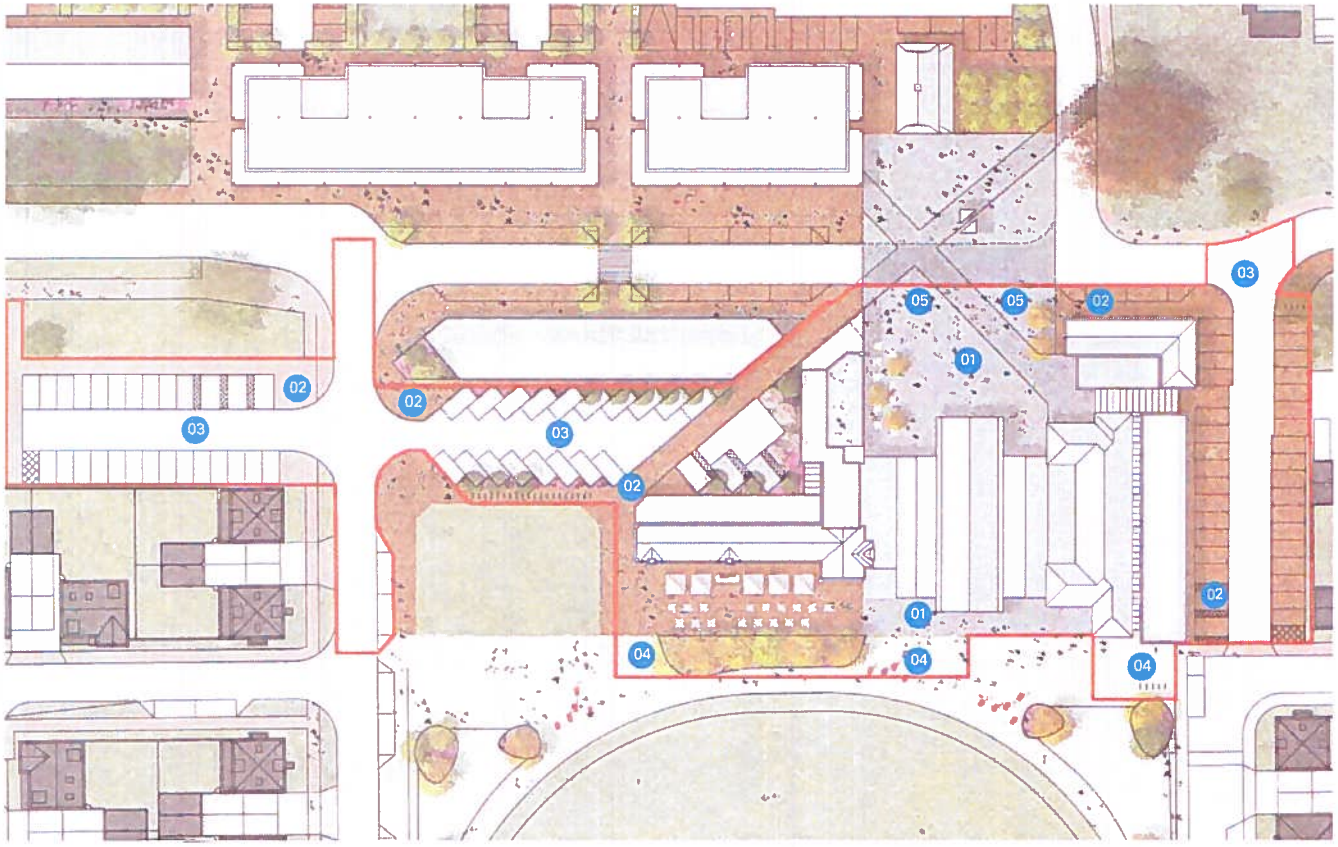
Use of paving has generally been broken into 3 main types across the site to fit with the character and type of use intended in that location.

1. Camp Road & Surrounding Courtyards - Red Brick Paviours in Herringbone Pattern in footpaths (02)
2. Village Square - Blend of Granite Slabs laid in linear pattern with varying widths and finishes (01)
3. Village Green Walkway - Permeable Bound Gravel finish (04)

These materials serve to create a broad palette of materials which together form a general character for the landscape of Heyford Park.

Landscape Design and Disabled Access

The public realm has given consideration to disabled access by managing the levels across the site to avoid step access. This has been complemented by the choice of materials which have clean and level surfaces allowing for efficient movement for wheel chair users. The design also includes tactile paving at key points adjacent to the road ways and at crossings for visually impaired visitors in keeping with Department of Transport guidelines.



Blend of Granite Slab Paving or similar approved

Slim Red Herringbone Brick Paving or similar approved

Macadam road surface or similar approved

Buff bound gravel Or similar approved

Blister Paving (Rivets into Paving) or similar approved

4/ Site Design: Building 455, 457 and Canopy Link

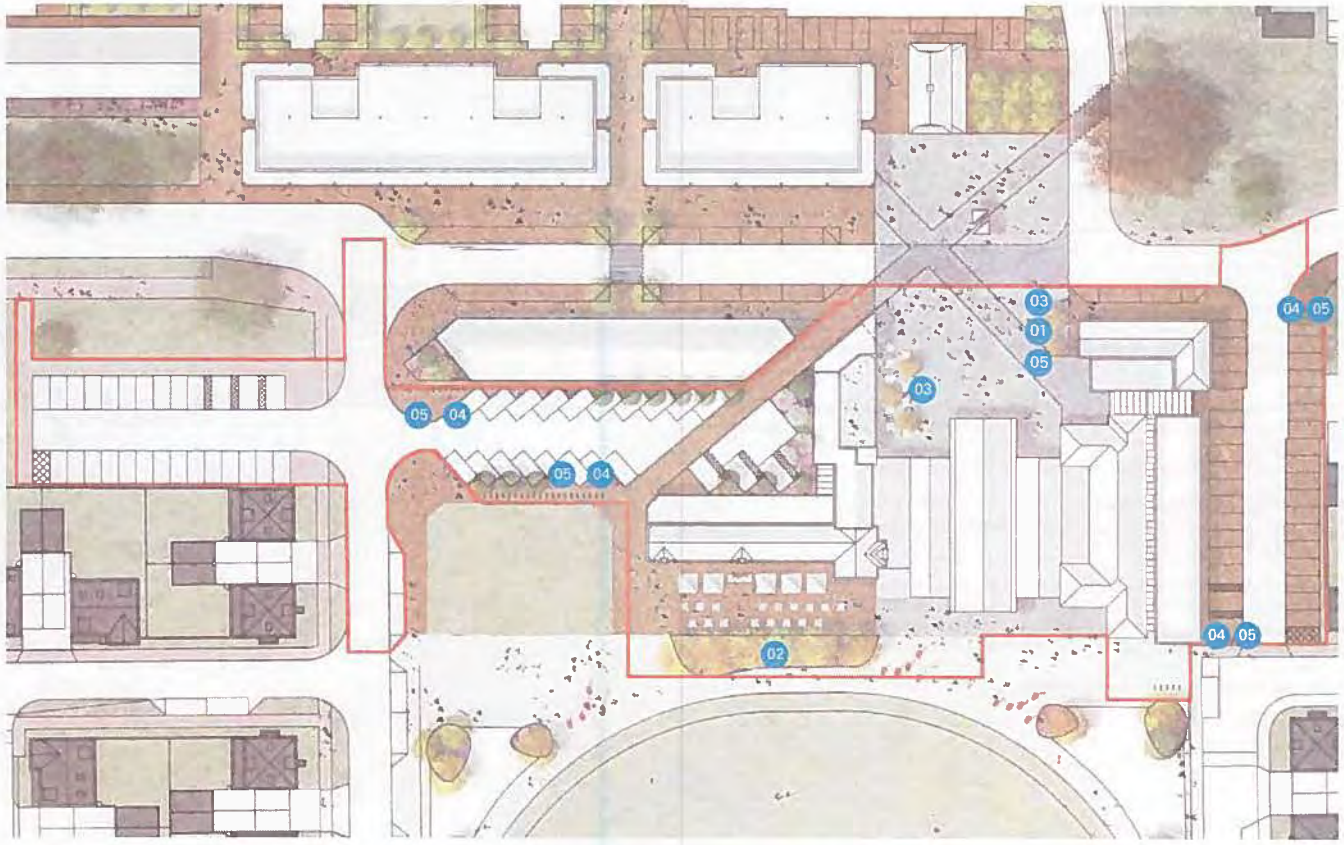
4.7 Public Furniture Strategy

The public furniture for the village centre has been selected drawing on the materials used in the landscape and architecture. Use of materials like steel, iron and timber complement the rural character of the site and give a personal element to the public spaces throughout the scheme.

Signage for the development will also be developed in coordination with a site wide strategy to be developed by the client to facilitate way finding particularly along Camp Road.

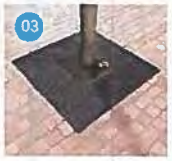
As part of client's community consultation, a range of moveable furniture will be co-designed with the community (apprendix 1). This furniture range will be designed to facilitate public events which the client will facilitate throughout the year.

In addition the design, manufacture, installation, maintenance and operation of all street furniture products will comply with British Standards, relevant Codes of Practice and Construction Design Management regulations.



Steel Frame with Hardwood Timber Facing
or similar approved

Timber shuttered concrete seating wall w/
polished seat surface or similar approved



Basic tree grate Concept
Urbain
or similar approved

Sheffield Cycle Stands
or similar approved

Powder coated steel 80L
rubbish bin or similar
approved

4/ Site Design: Building 455, 457 and Canopy Link

4.9 Tree Removal Plan

A BS5837:2012 compliant tree survey has identified that the site's arboricultural resource consists of a total of 18 survey items made up of:

- Five moderate quality tree
- Twelve low quality trees
- One moderate quality tree group.

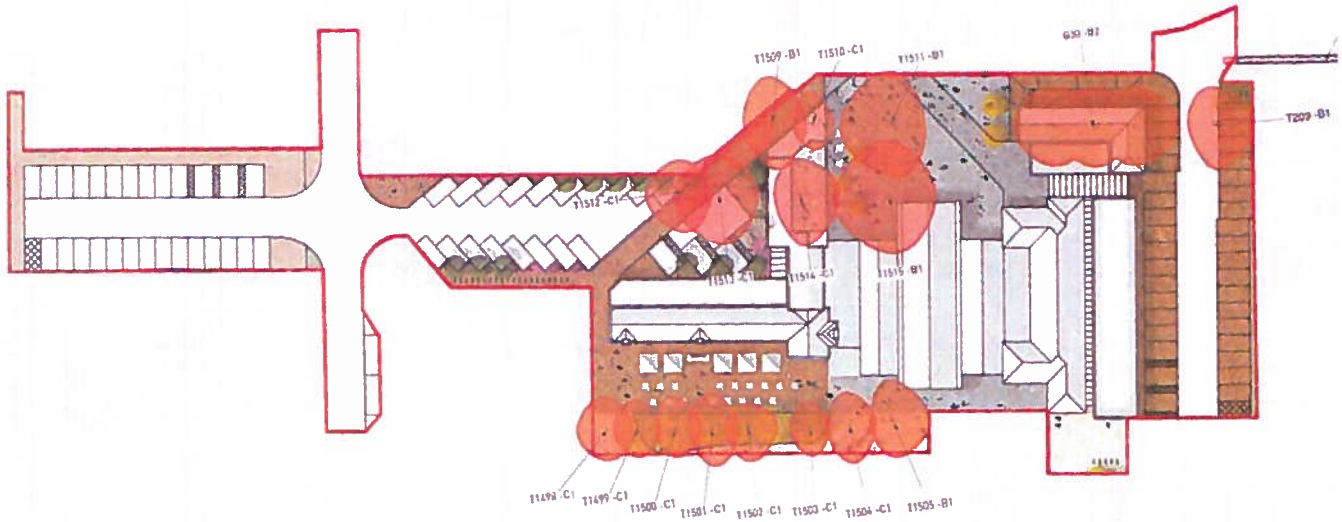
An arboricultural impact assessment has determined that all trees within the site red line should be removed and that this will be significant in the short and medium term.
Despite initial arboricultural impacts, the removal of trees creates a positive opportunity for incorporation of considered new tree planting that will harmonise and effectively juxtapose with the village centre design.

It is anticipated that new tree planting will be in accordance with BS8545: 'Trees from nursery to independence in the landscape'. As such new tree planting will entail appropriate investment to ensure its sustainable into the long-term. Key aspects of new tree provision will include:

- Use of well-drained tree pits to incorporate appropriate soil volumes
- Use of structural soil that has been engineered to include good drainage and nutrient capacity
- Design of paved areas to encourage rainwater run off into properly drained rooting areas
- Incorporation of ventilation
- Use of cellular systems, for example ArborRaft (1) , to prevent future root damage to built surfaces.

A systematic estimated evaluation of tree removals in the context of new trees indicates that the majority of tree removals will be effectively mitigated in the short term: 10-20 years. Considered 'in the round' the village centre proposals therefore achieve an optimum arboricultural outcome by inclusion of sustainable trees within a new design.

(1) http://www.green-tech.co.uk/ArboRaft-Urban-Tree-Planting/



Tree Removal Plan

4/ Site Design: Building 455, 457 and Canopy Link

4.10 Planting Strategy

Tree Strategy

Following a review of the existing trees on the site with the Council's Tree Officer, it was noted that proposals for tree loss should be made within the context of a wider tree replacement / planting strategy to establish tree cover and health for Heyford Park going forward in the longer term.

As a result, the Tree Planting Strategy has been developed to provide selected tree species which will complement the character and quality of the development as well as contribute to the overall tree health and canopy cover across the wider Heyford Park.

Village Square

Due to the increased density of the development around the village centre, the building massing has been pulled closer together along Camp Road and around the Village Square. These spaces start to form a more urban context into which tree planting has been introduced to break up the hardscape. Use of species like Amelanchier and Gingko provide scale, colour and shade for pedestrians to enjoy as they relax in these public spaces.

Courtyard Parking

To the west and to the east of the site are located 2 ancillary parking courtyards. These spaces have been designed to include shrub and tree planting along the edges of the parking areas to soften the large areas of hard standing and create a countryside garden / courtyard atmosphere to complement the central Village Square space. The trees planted into these spaces will have good branch structure and light canopies. The selection of Betula, Alnus and Amelanchier also provide variation in leaf and flower colour which will animate the spaces during different seasons.

Village Green

Around the Village Green, a circle of semi-mature trees has been proposed which surround the open green space and provide shelter to the surrounding houses. To the north of the Village Green a new line of Gingko biloba trees is proposed to provide structure, shade and seasonal interest to the Brasserie Terrace area.

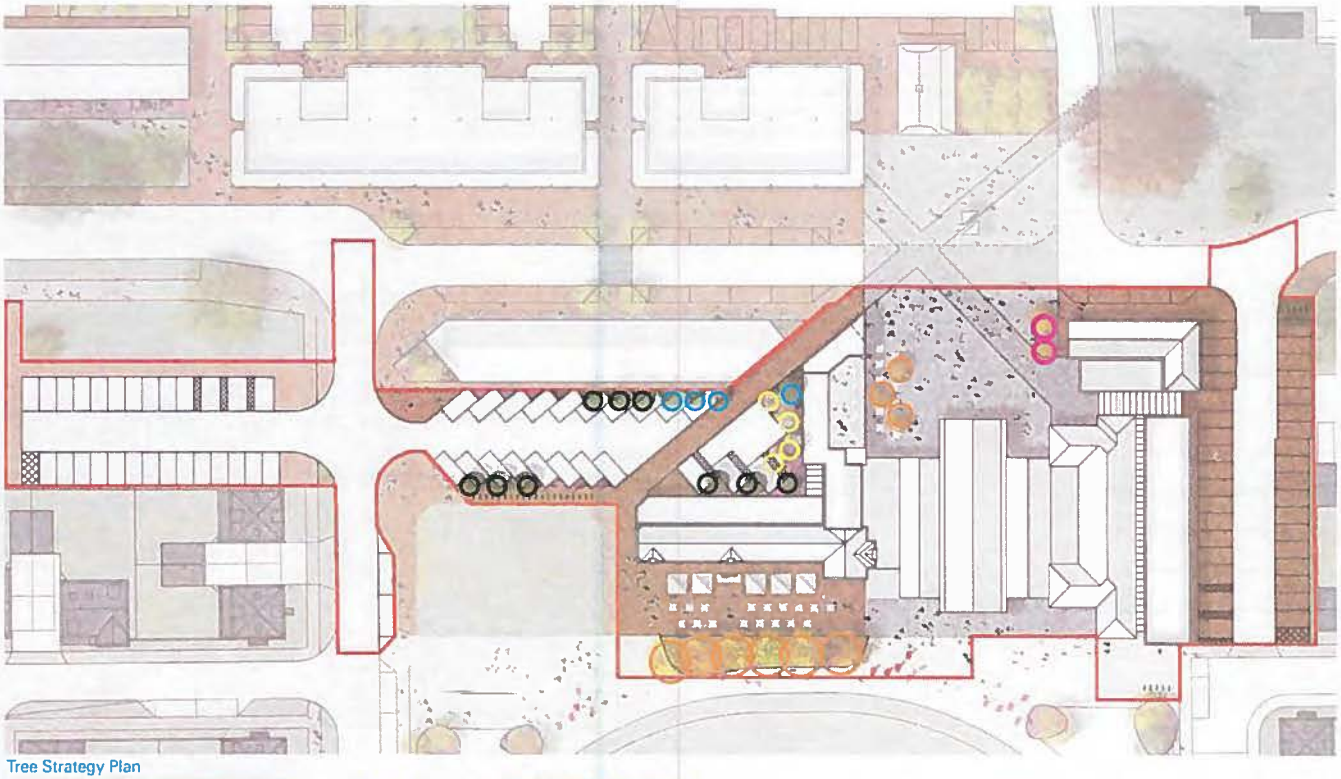
Specification & Planting Notes

Tree species and planting methodology will be specified to a significant size and are planted in a manner to ensure their successful establishment and health in the long term. All plants shall conform to BS 3936 and National Planting Specification standards. Supplying nurseries shall be registered under the HTA Nursery Certification Scheme.

Tree Planting Proposed

09 - Gingko biloba
02 - Gleditsia sunburst
04 - Amelanchier lamarckii multi-stem
09 - Betula pendula dalecarlica
04 - Alnus glutinosa 'imperialis'

28 Trees in total proposed



Tree Strategy Plan

Amelanckier lamarckii multistem
or similar approved

Gleditsia sunburst
or similar approved

Ginkgo biloba
or similar approved

Alnus glutinosa 'imperialis'
or similar approved

Betula pendula dalecarlica
or similar approved

4/ Site Design: Building 455, 457 and Canopy Link

4.10 Planting Strategy

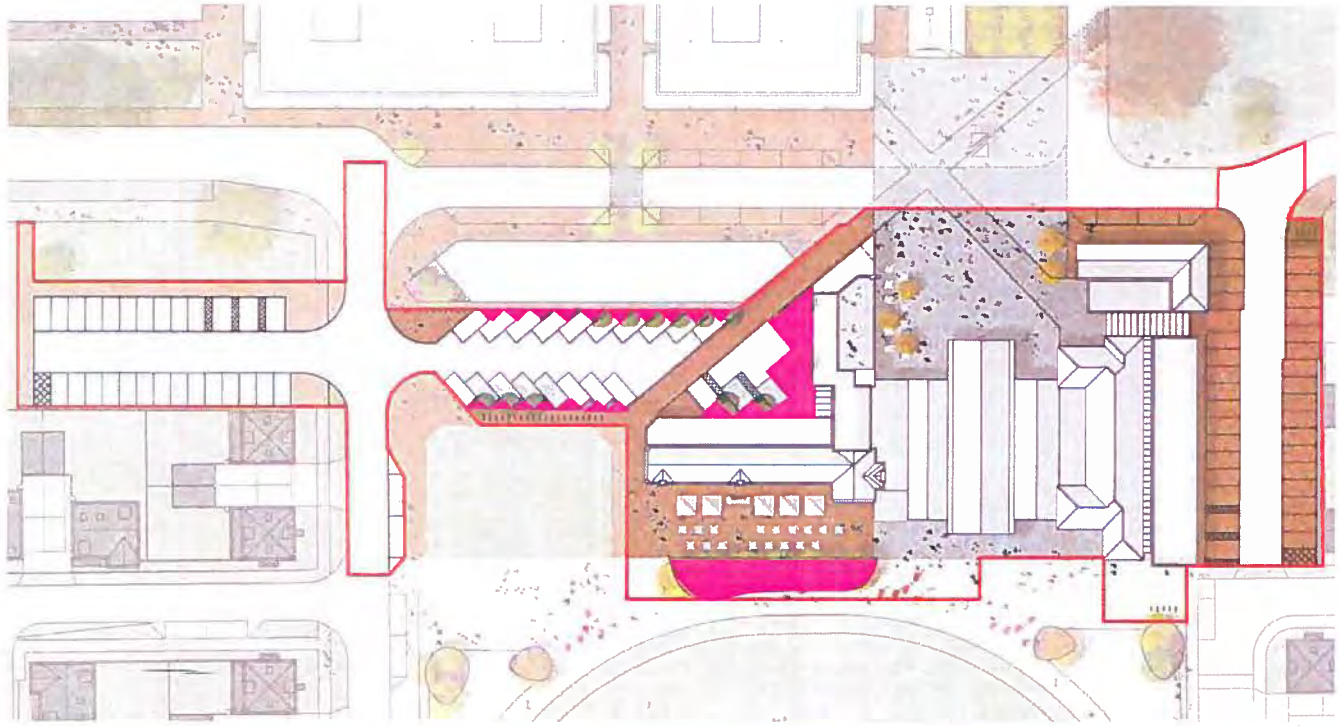
Public Realm Amenity Landscape

The landscape design of the village centre focuses much of the planting on the ancillary space of the car park located to the west of Building 457. This space is set back from the main vehicle movements along Camp Road and has the opportunity to be quieter and more garden like in character.

One of the main sources of inspiration for the plant selection has come from connecting the restaurant offering in the buildings and looking to the ideas of a modern Brasserie & Pub garden which is interspersed with an good palette of amenity shrub planting. With this in mind, the plants provide year round interest through scent, leaf colour, leaf texture or seasonal flowering.

Species would include (or similar approved):

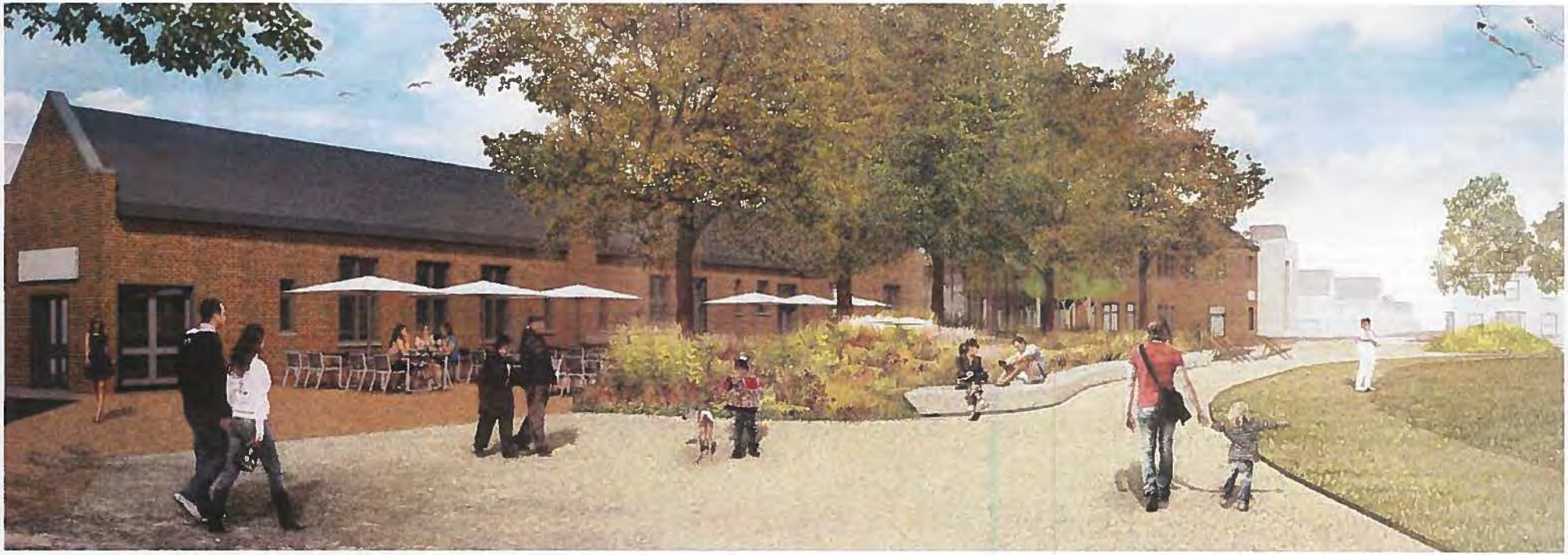
01 Hypericum hidcote
02 Perovskia 'Blue Spire'
03 Panicum virgatum
04 Salvia officinalis purpurea
05 Allium schoenoprasum
06 Sarrococca hooeriana
07 Calamagrostis x acutifolia 'Rubrum'
08 Santolina chamaecyparissus
09 Rosmarinus officinalis



Shrub Planting Strategy

Shrub Planting Beds

4/ Site Design: Building 455, 457 and Canopy Link



View towards Brasserie Garden

4/ Site Design: Building 455, 457 and Canopy Link

4.11 Safe and Secure Environment

The masterplan for Heyford Park has been designed around a vibrant mixed-use development formed of many small businesses, an established residential community and a new Free School. The proposal focuses on the importance it places on Heyford Park's sense of community, its welcoming nature and its safe environment. As a village centre, the new development is intended to offer a sense of openness and freedom of movement through good passive security design measures rather than creating boundaries and resorting to CCTV surveillance. The integration of public spaces like the Village Green into the residential development will mean that proximity of homes around also aid natural surveillance outside of working hours.

Landscaping

The landscape throughout the scheme has been designed to create spaces which have unimpeded views, are well lit and have multiple access points to ensure pedestrians feel safe at all times. The design strategy also looks at managing enclosed areas like the footpath between the buildings to ensure they are well lit, and designed to be visually open and direct. They lead to communal entrances, and so will be well used and all are overlooked by adjacent buildings. Camp Road maintains clear visual splays for road traffic safety but also provides passive surveillance of these spaces to ensure they appear and remain safe. The provision of street lighting along Camp Road also ensures a level of ambient light which encourages clear visibility.

The planting throughout the scheme is formed of a mixture of low level shrub planting and semi-mature tree planting which together ensure that clear view lines are maintained at eye level. Shrub planting throughout the scheme will be managed at 1.2m in height. The selection of shrub planting will also consider the depth of planting and quality of plants to prevent shrub planting being used as cover for people to hide in or to hide weapons or stolen goods. The selection of trees throughout the scheme focuses on large semi-mature tree species which have a clear trunk height of 1.8m followed by a lifted branch structure above this height to ensure unobstructed views under the canopy line. Lighting throughout planting areas will be in the form of tree up-lighters which will ensure that all planting beds are clearly lit and visible.

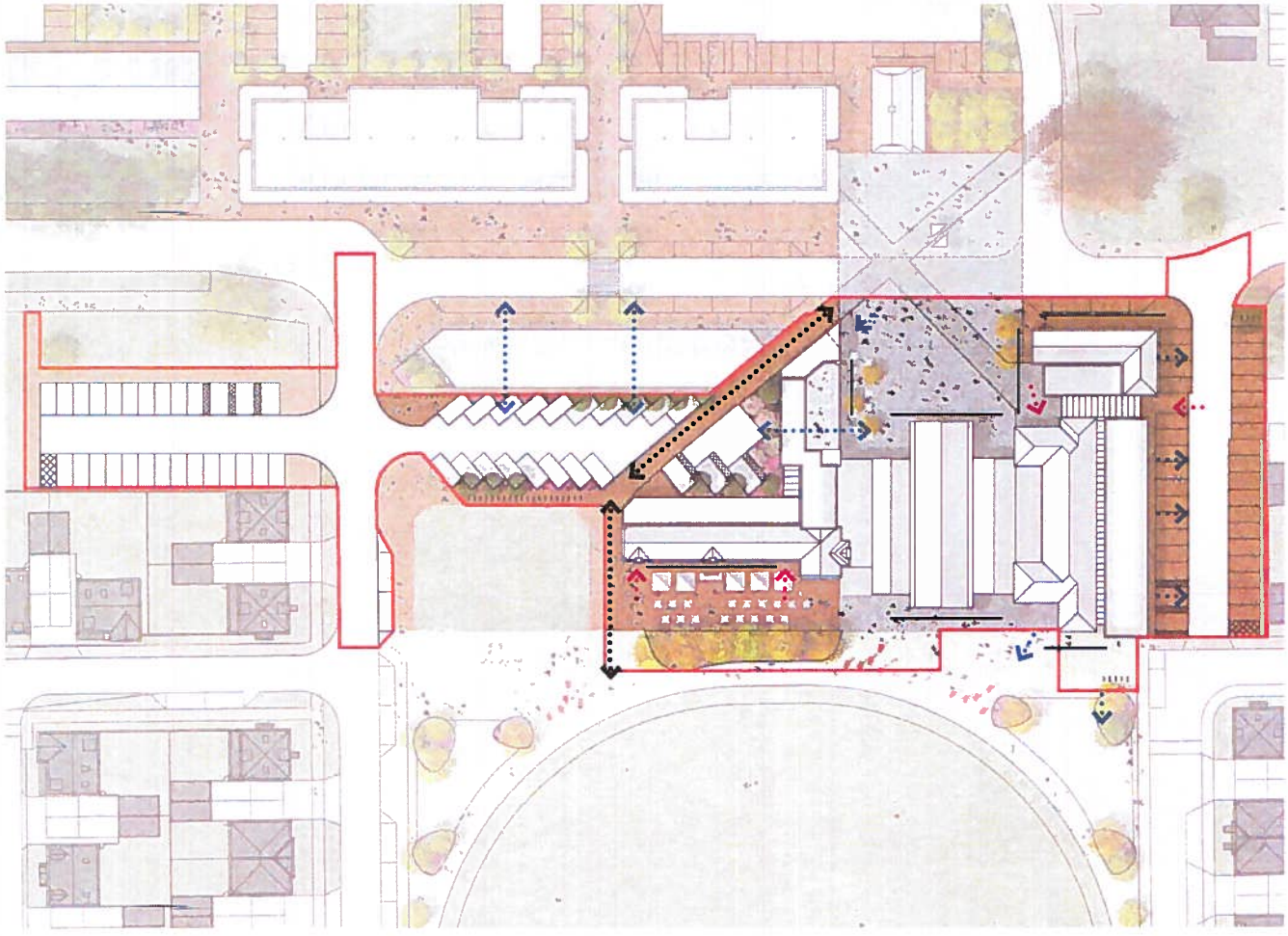
All lighting throughout the scheme will be to British Standards.

Active frontages and passive surveillance

Frontages have been designed to limit long runs of inactive facade, thus creating a sense of occupation and activity within each building that offers natural surveillance. The car park to the left of the Village Square benefits from active frontage on three sides, with pedestrian movement enouraged through these spaces.

The specification of all doors and windows and accompanying locksets will follow the best practice guidance of Secured By Design.

Security fences, shutters and CCTV will only be considered as a last resort, the priority is to create a heart that is inviting and ultimately free of more urban security devices.



4/ Site Design: Building 455, 457 and Canopy Link

4.12 Materiality

A unified and cohesive approach is sought for with regards to the architectural materiality. This is particularly relevant when the buildings are viewed from the Village Green and from within the Village Square.

The proposals for materiality draw on both the existing red-brick domestic military architecture buildings with pitched roofs and metal framed windows, and the more industrial palette of the airfield, although ensuring references from the airfield are applied on a domestic scale.

To summarise, the proposed material palette is:

- Brickwork - An off-white roman brick to the northern extensions to 457 and 455.
- Metal Cladding - This can be seen in many reincarnations around the airfield, rich in variety and tone. A patinated bronze effect metal cladding is proposed for the village centre, albeit on a smaller scale.
- White render - This is proposed on the east elevation of Building 455 and gives reference to the materiality found in some traditional Oxfordshire villages.
- Metal Framed Windows - Generally, all new windows will be metal framed with a PPC/ anodized coating.

5/ The Village Square

5.1 Design Drivers

Given its status as the main meeting point in the village, the Village Square is given a civic treatment. Other principles established in the approach to its detail design include:

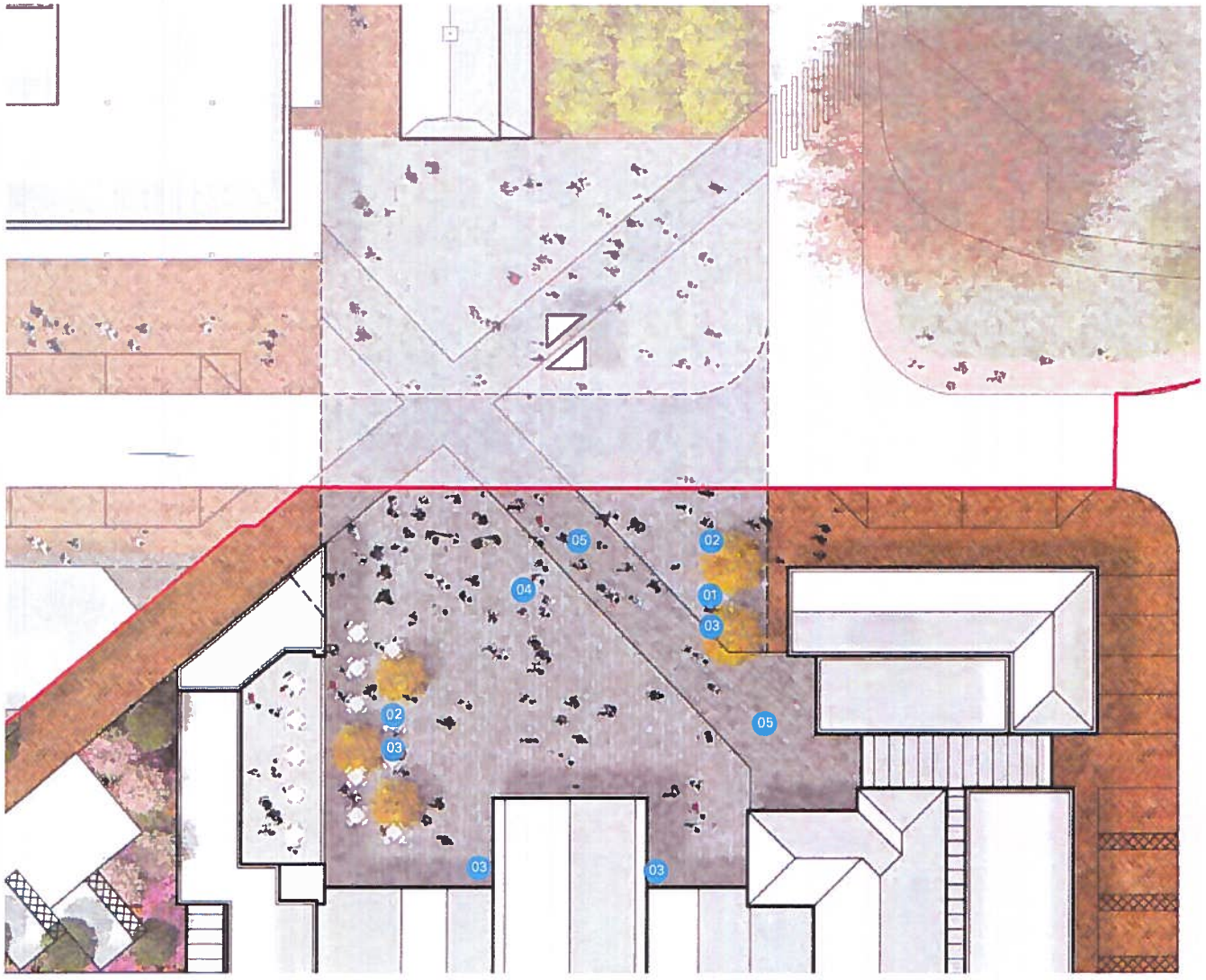
- Flexibility: The square needs to be able to accommodate a number of events throughout the year. Community engagement has taken place in this respect and further information on this can be found in the Consultation Statement (appendix 4).
- Accessibility: The square should be fully accessible and provide level access throughout. The focal point enables users to easily orientate themselves.
- Programme: The square should interact seamlessly with all adjacent buildings to encourage a strong relationship and achieve active frontage onto the square.

5.2 Layout

The layout has been deliberately designed to be flexible to accommodate a wide variety of activities. The Village Square provides the central space for the local residents and visitors to meet and participate in a wide range of commercial and community activities. The paving surface has been designed as a single surface unifying the two portions of the square which are bisected by Camp Road. The flexibility of the design has been established through limiting the number of fixed elements like trees and seating and introducing flexible furniture to the space which can be removed when events occur. Set into the paving of the square are electrical supply points (feeder pillars) which are accessed through keys held by the management.

The square is also laid out in an open manner without any steps to provide unimpeded access for service vehicles or disabled access througout. Layout of all pavings to the adjacent Camp Road and to building entrances will also have the required tactile paving laid out in accordance with Department of Transport guidelines. The design of Camp Road running through the square has been reviewed with OCC Transport in regards to pedestrian safety. The design proposes use of a shared surface across Camp Road at the point where it intersects with the Village Square. At the point of intersection a 50mm Bull Nose kerb has been proposed to demark the road alignment. The detail is the same treatment as that used in Frideswide Square in Oxford, which is the case study suggested by OCC Transport as an acceptable approach. In contrast to Frideswide, Heyford Park Village Square will have a lower and less frequent footfall. This is not necessarily a problem as the scale of the space is also smaller and the adjacent retail uses will help inform drivers they are approaching a pedestrian dominated space.

When the Village Square is not hosting an event, there is opportunity for the space to host a mix of casual weekend activities which spill out of the adjacent Building 457, 455 and Canopy Link. The design of the space allows for unimpeded access from these buildings to facilitate this.



Village Square Plan (key on following page)

5/ The Village Square

5.3 Paving and Furniture

The square is laid out with robust and attractive proposed natural stone paving which provides a flexible stage.

The choice of paving finishes in the Village Square have been selected to create an attractive and functional landscape for the community to enjoy and is robust and easy to maintain. As a result the square is paved in a blend of different colours of paving which are laid in a linear pattern with varying widths and surface finishes. The pattern of paving runs north to south as part of the design intent to subconsciously direct pedestrians through the Canopy Link towards the Village Green to the south.

The external fixed furniture within the Village Square made up of a simple palette of seating, rubbish bins, tree grills and moveable planters. The choice of materials has been developed with reference to the quality and style of the architecture so that they are legible and read as part of the architectural language of the scheme.

Signage and way finding will be developed throughout the scheme in keeping with the wider Heyford Park signage system.

01 Village Square Structured Seating
Steel Frame with Hardwood Timber Facing
(Bespoke) or similar approved

02 Basic tree grate Concept Urbain
or similar approved

03 Powder coated steel 80L
rubbish bin or similar approved

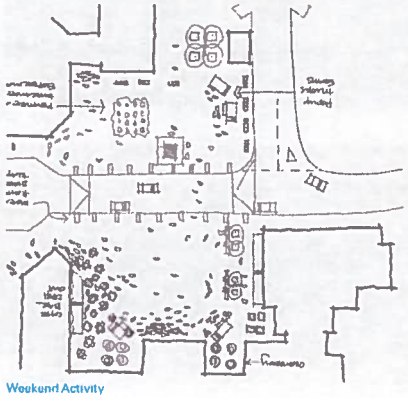
04 Blend of Medium / Dark Grey
Granite Slab Paving or similar approved

05 Pattern of textured finishes
Granite Slab Paving or similar approved

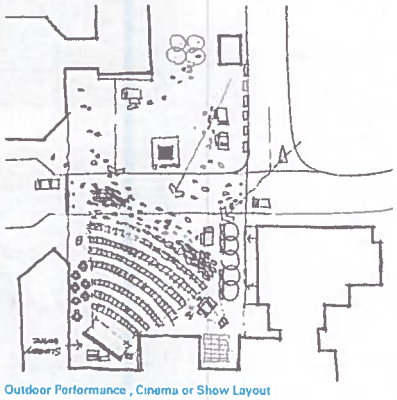
5.4 Programme - Events Space

The Village Square has been designed to help the client's management team to manage events taking place in the Village Square. In setting up an event, the management have the option to hold events in one side of the square without impacting vehicle movement along Camp Road. In unusual circumstances, the management can also manage traffic movement in the rare event of larger events which require the use of the full square. Following this, the moveable furniture elements in the square can be removed and stored in the ancillary spaces to the north of the square. On setting out the event, sufficient space has been allocated for a stage to be erected in the south-west corner of the Village Square, or in the event of a market, sufficient space has been laid out for market stalls to be set out. To facilitate stall holders, a number of electrical supply points will also be installed to ensure that power is supplied quickly. When events are cleaning away, the space can also be washed down efficiently with refuse being removed by the management until refuse collection.

Options for using event space



Weekend Activity



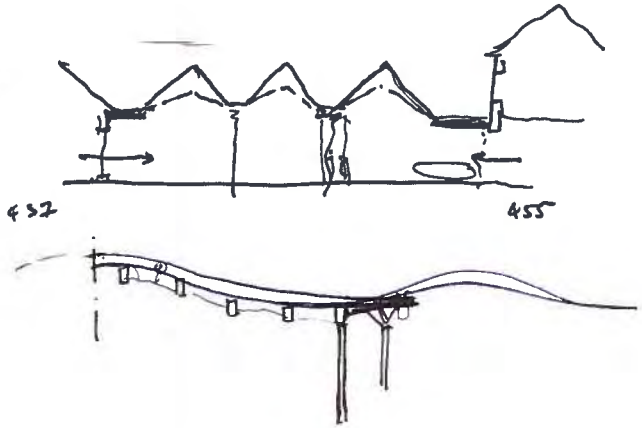
Outdoor Performance , Cinema or Show Layout

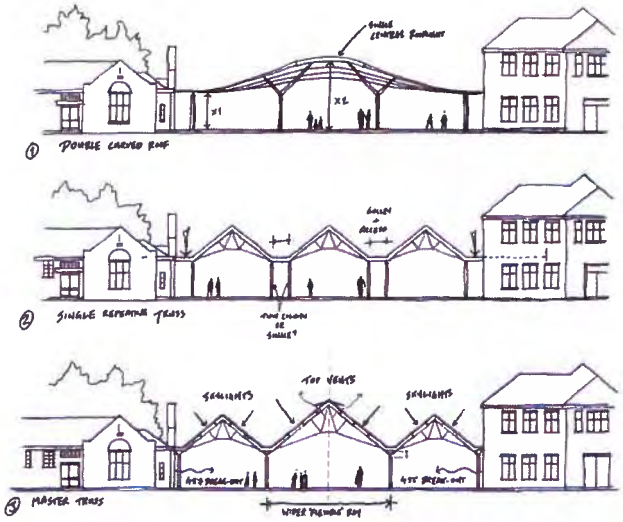
Seasonal Market Layout

6/ The Canopy Link

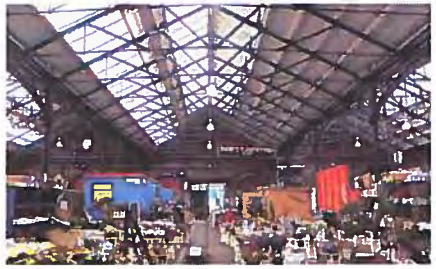
6.1 Initial thoughts and architectural materiality

The Canopy Link occupies a key position within the centre. Bridging existing Buildings 457 & 455, the structure acts as the principal gateway to the Village Green beyond the square. The structure is intended more as a celebrated entrance rather than an inhabited building and its materiality has been considered accordingly. The traditional market section has been referenced in creating a glazed lightweight link which encourages a strong connection with the Village Green whilst being respectful towards its existing neighbours. Internally, one side of the Canopy Link is to be used as a cafe/delicatessen space, and the other for more flexible community space uses.





Design Inspiration



Long span trussed roof form

Glazed curtain wall
& extended roof canopy

Glulam timber with slender steel bracing

Metal standing seam roof finish

Circular columns and struts

6/ The Canopy Link

6.2 Accessibility

Refer to Site Layout: Levels and Drainage in section 4.4.

A high quality single surface paving block will be continuous through the proposed canopy structure and towards the Village Green, forming a visual link between the focal point and the green. A level surface is proposed throughout.

6.3 Servicing

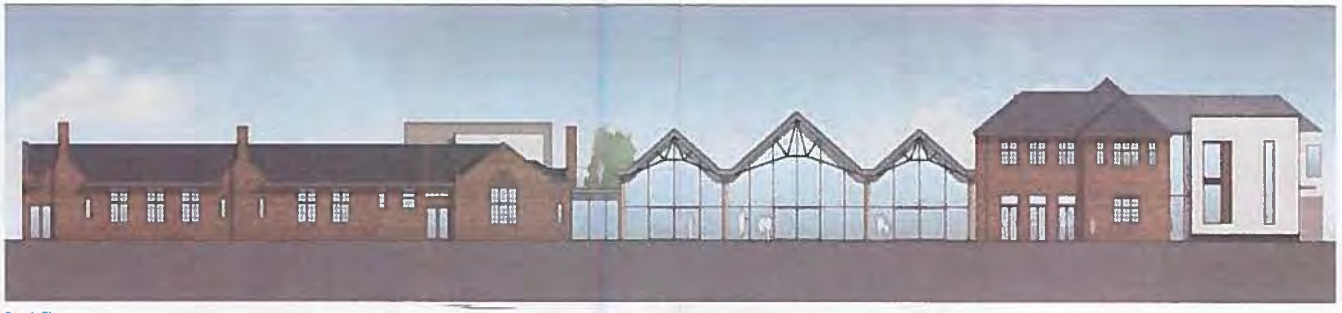
The Canopy Link will share its servicing with Building 457. Refer to section 4.5 and 4.6 for detail.

6.4 Accommodation Schedule

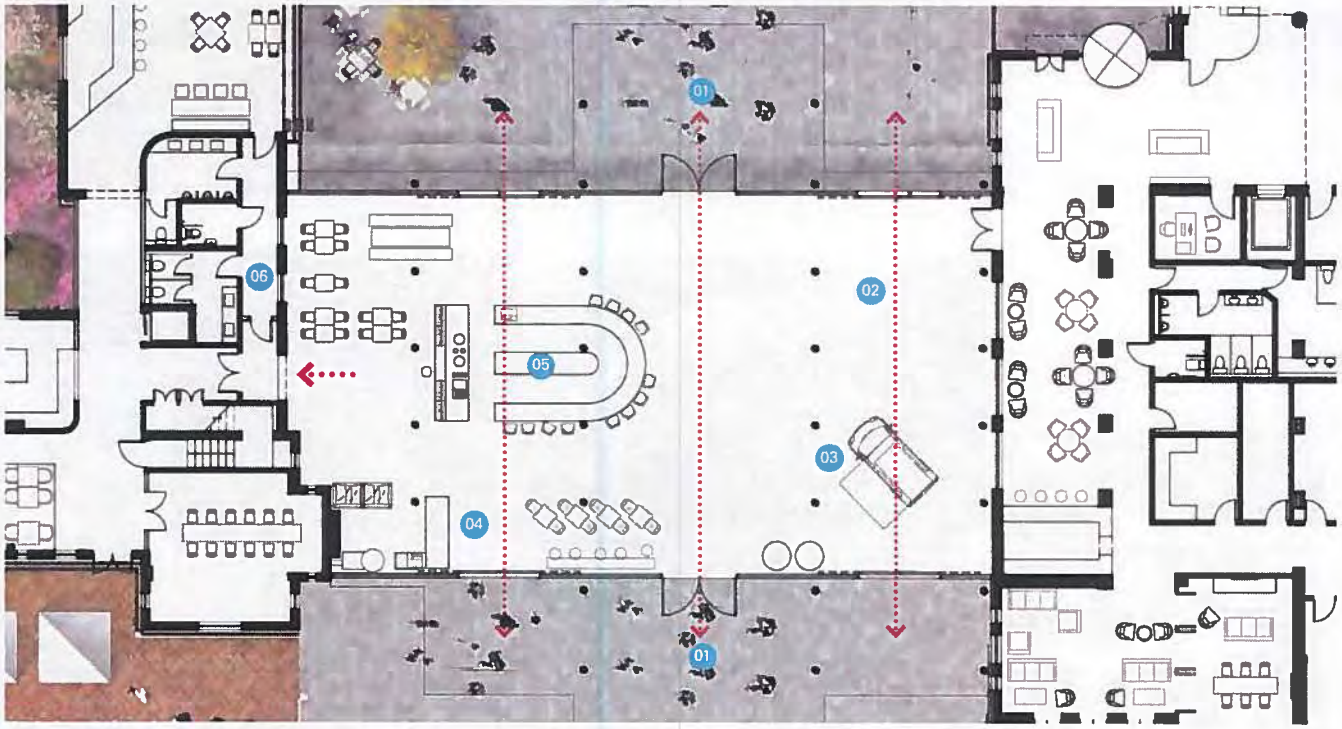
	Use Class	Area m^2
Mixed Use	A1-A3, D1	403

Key

01 Main entrance from Village Square
02 Flexible space for events
03 Drive in food van
04 Coffee Roastery
05 Delicatessen Counter
06 WC (within Building 457)



South Elevation



Ground Floor Plan

6/ The Canopy Link

Internal View of Canopy Link to focal point

Internal view of Canopy Link

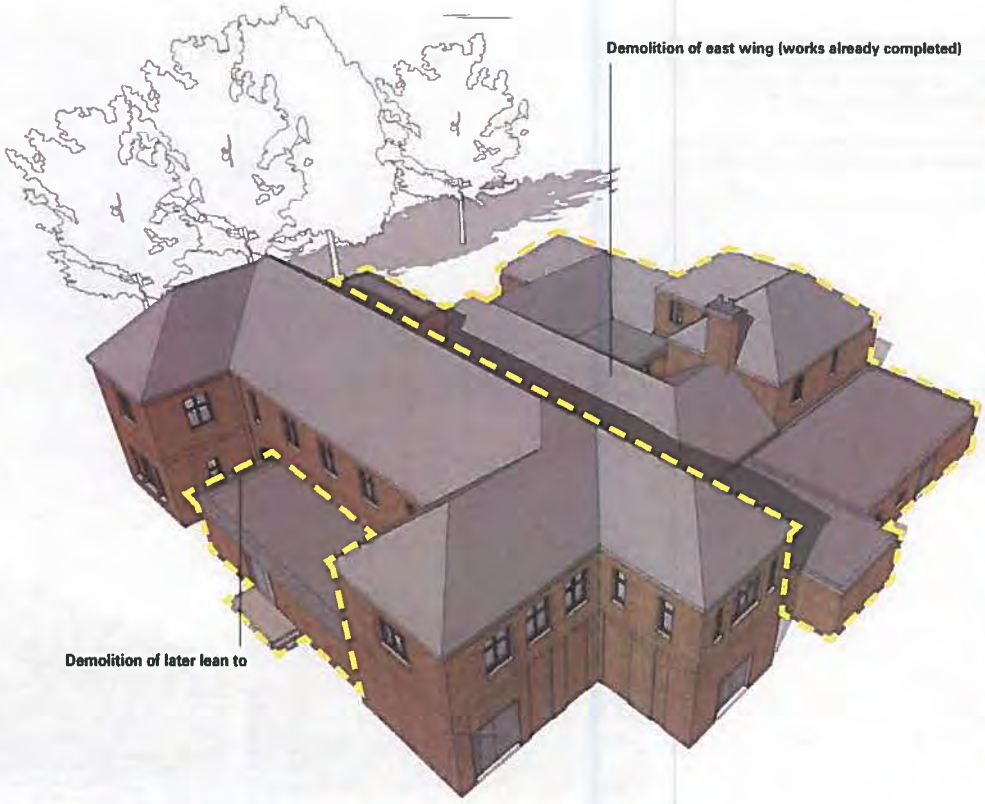
View to Canopy Link from Village Green

7/ Building 455

7.1 Refurbishment and Enhancement

The proposed scheme seeks to respectfully repurpose this building by understanding its main characteristics and spatial planning. Over time the building has been appended to and adapted as the needs of their custodians have changed. Qualitative judgement has been applied to parts of the original buildings that have life expired and therefore have fallen beyond reasonable repair, and demilition consent has been granted for partial demolition of the building (ref. 15/01944/F granted 17/02/2016).

As the adjacent photographs demonstrate, parts of the existing building fabric that will be demolished are in a very poor state with damp brickwork widespread on the north- west side. The proposal is to rationalise and reduce the overall mass of the building and re-configure the main two storey element to accommodate a new hotel. 16 bedrooms and a salon are created at first floor level while the ground floor includes a screening room, lounge, a bowling alley, and a number of flexible function rooms. New extensions to the north and east of the two storey element provide additional floor space for these facilities.



Indicates extent of demolition


Re instating bricked up windows


Damp brickwork


The building looking from Camp Road


Damp structure to be demolished


Like for-like window replacement


North elevation

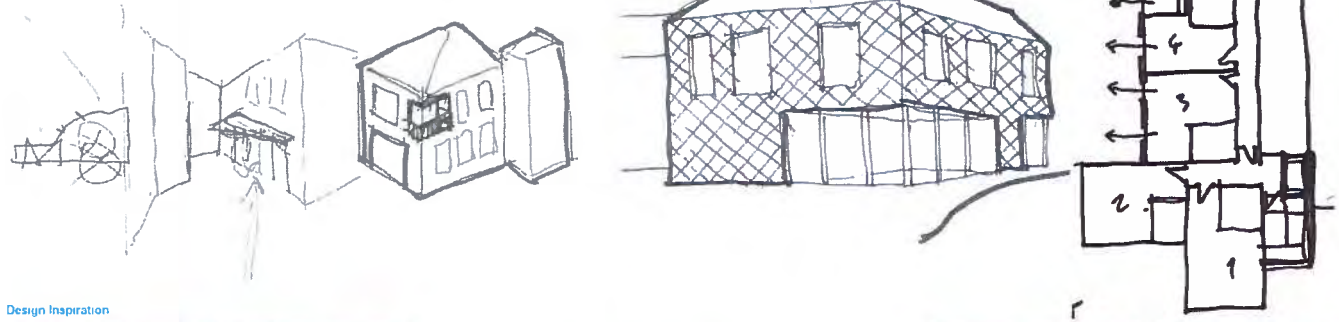

Demolition of courtayrd walls

7/ Building 455

7.2 Initial thoughts and architectural materiality

The new extensions to the north and east of the existing envelope help expand the usable floorspace of the building. Each of the elevations are important in their own right, having aspect from the eastern approach, the northern approach when moving down from the Trident, and creating active frontage from within the Village Square itself.

The arrangement allows for the games/music performance room to the north of the building with activity facing on to the Village Square, and a quieter area to the south with aspects over the Village Green.



Design Inspiration

Inset entrance

Diamond Shingles

Off-white Roman Brick

Bronze panels

White Render

Existing detailing

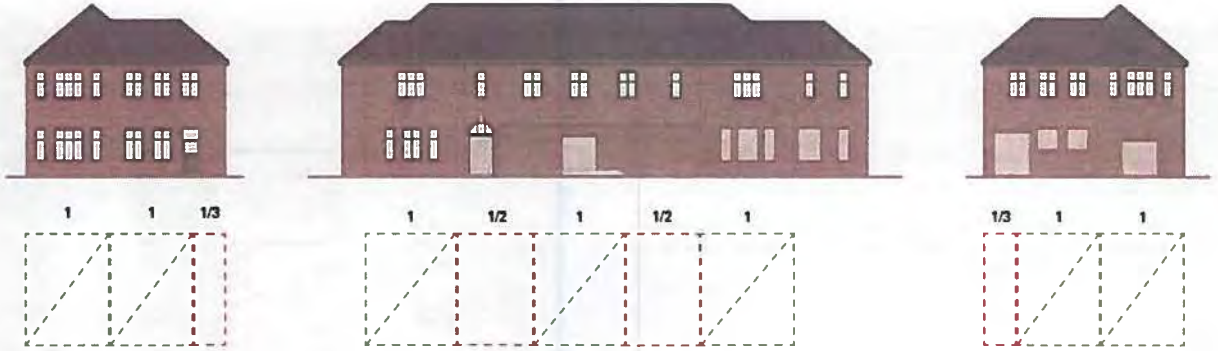
7/ Building 455

7.3 Articulation of the proposed volumes

The proposed massing for the extension to Building 455 takes reference from the existing building. The diagram on the right shows how the volumes of the existing wing are replicated in the extension. Similarly, the solid to void proportions of the existing windows are analysed and repeated in the proposal for the contemporary addition.

The new volumes are carefully articulated from the existing building using recessed glazing profiles. Furthermore, the volumes are enhanced through the use of a varied material palette. Each new volume is given a distinct material treatment:

- White render is proposed to the long linear volume to the east.
- The L-shaped volume with frontage onto Camp Road benefits from an off-white roman brick treatment. Metal window frames provide a striking contrast against the brick.
- Diamond shaped bronze-effect inset panels within the new extensions.



Elevational study of Building 455

Proposed elements take proportions from existing volumes

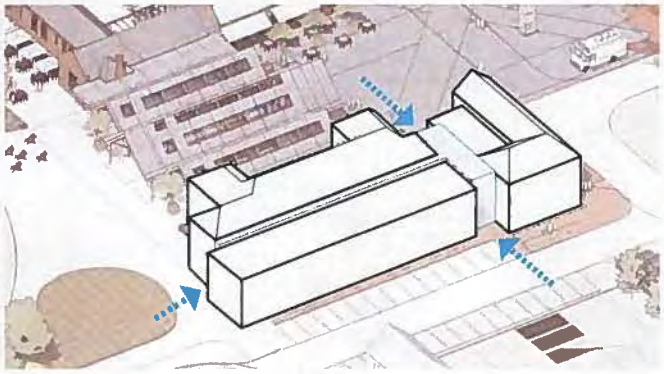
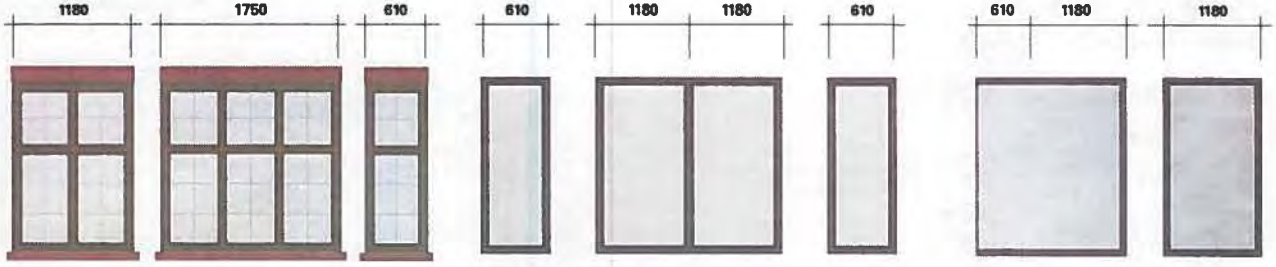


Diagram showing glazed links forming new entry points



Rhythm of existing windows informing proposed windows

7/ Building 455

7.4 Accessibility

There will be level access into Building 455 from the Village Square and the car park via level thresholds. Any level changes are managed with gently sloping ramps. Around building entrances, suitable shallow and flush dropped kerbs will be provided. Wherever possible external doors to buildings will open inwards, or be recessed to avoid a hazard. Where entrance doors open outwards onto pedestrian areas, suitable barriers will be provided behind the opening doors.

7.5 Servicing

A service bay is allocated to the north of the building directly off Camp Road. Deliveries can be brought in throught the route shown or through either of the entrances on the eastern elevation. Please refer to sections 4.5 and 4.6 for details.

7.6 Refuse

An internal refuse store is provided within the building (03). On collection days the refuse will be moved outside where it will be collected by the refuse truck moving along the road to the east. Please refer to sections 4.5 and 4.6 for details.

7.7 Accommodation Schedule

	Use Class	Area m^2
Hotel	C1	1563

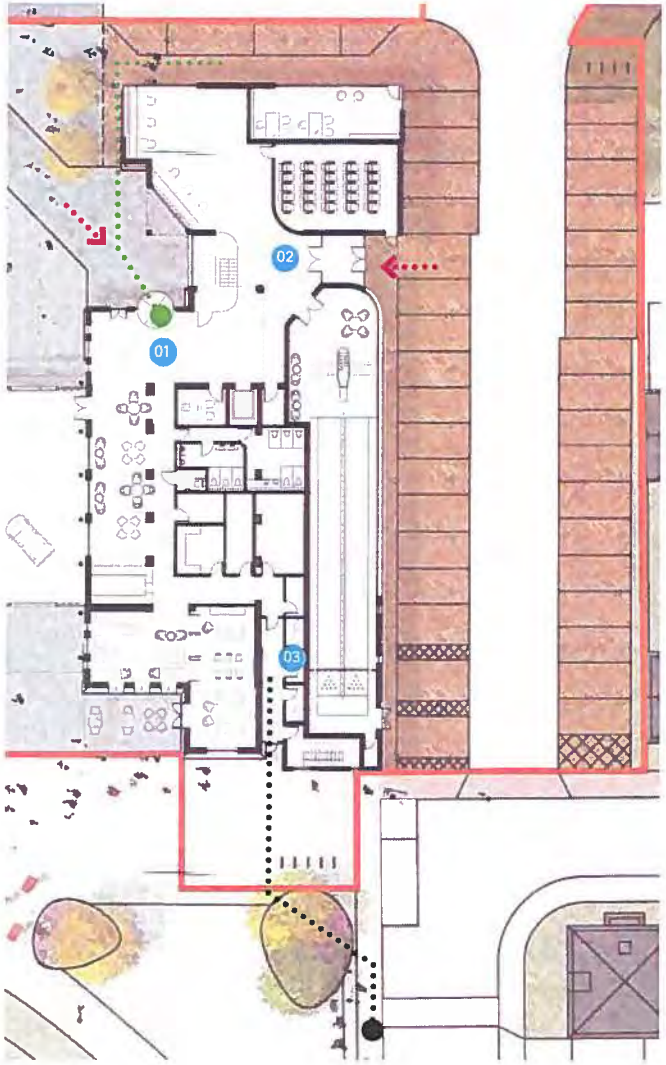
Key

01 Main entrance from Village Square
02 Secondary entrance from Car Park
03 Refuse Storage

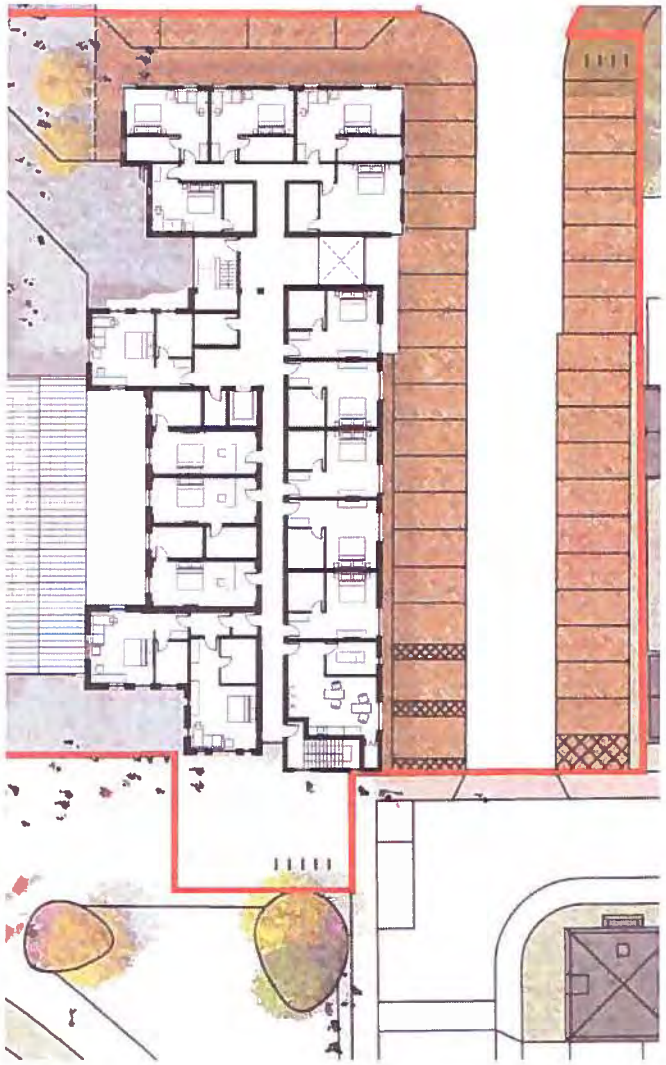
Delivery route

Refuse collection route

Ground Floor Plan



First Floor Plan



7/ Building 455

7.8 Energy and Sustainability

A large proportion of the scheme will see the refurbishment of existing buildings, material improvements to the thermal performance of the existing envelope will be made wherever possible ie. secondary internal thermal lining. Where buildings require re-roofing additional insulation will be added to improve performance.

All new built additions will achieve or exceed UK Building regulations Approved Document Part L requirements:

Envelope (Roof & Walls):
Enhanced U -values by increasing the envelope build-up allowing for greater insulation.

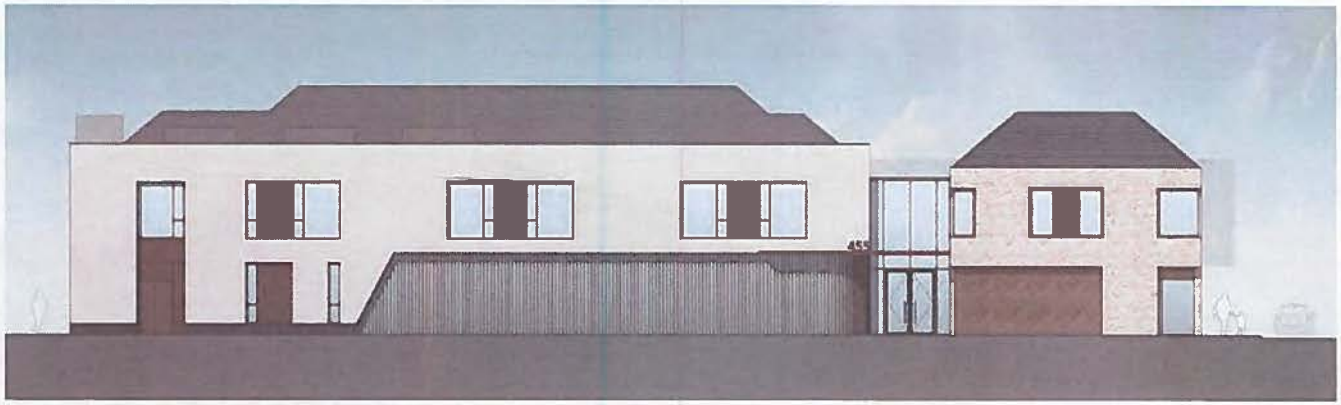
Floors:
High performance insulated ground floors slabs with enhanced U -value performance.

Windows and Doors:
High performance glazing systems optimising enhanced thermal performance whilst limiting solar gain.

Thermal Bridging:
Thermal bridging heat losses will be mitigated through enhanced construction detailing.

Air Tightness:
In line with current UK Building Regulations.

Ventilation:
Natural ventilation will be maximised throughout the development to reduce the need for mechanical cooling, elsewhere opening windows can be operated by the building users.



East Elevation

North-south section through Building 455

7/ Building 455

01 Entrance to Building 455

02 East Approach

7/ Building 455

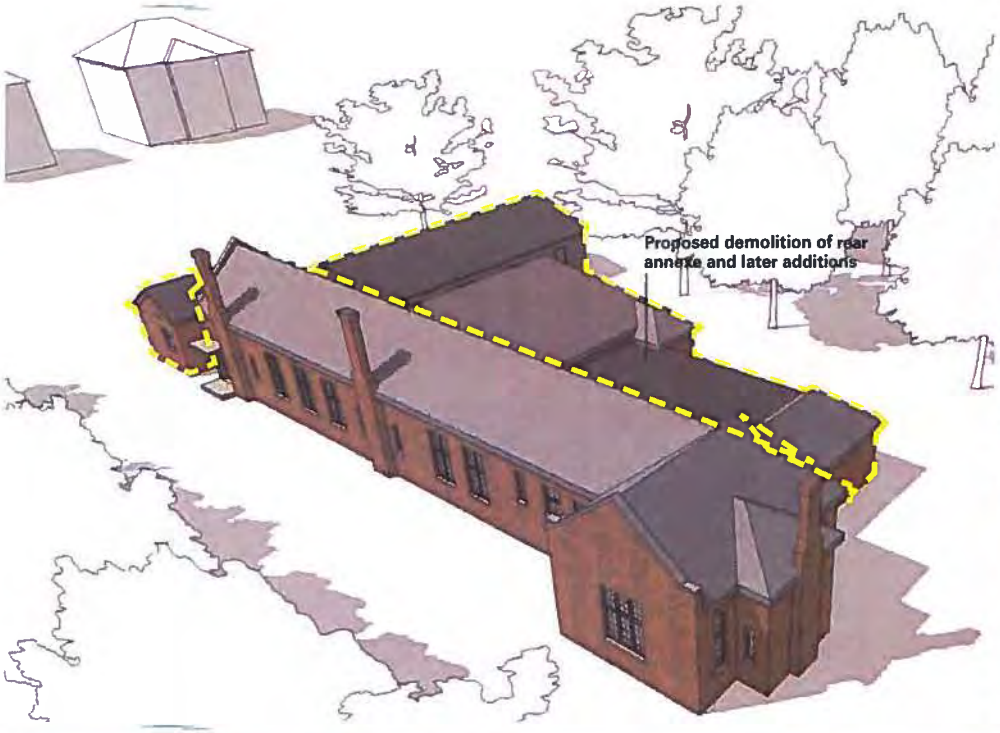
View from Village Green towards the Canopy Link, Building 455 and Building 457

8/ Building 457

8.1 Refurbishment and Enhancement

Building 457 is a single storey linear building that was formally a USAF fast food restaurant. The building has been heavily adapted from an RAF sergeant's mess office use to accommodate a restaurant with no internal walls remaining in the main body of the building. A series of small rear outriggers would have originally accommodated the kitchen, toilets and stores, these have been modified significantly and the space between filled in to create further accommodation for cold stores. It is the rear appendages that are in a very poor state, far beyond their useful life. Demolition consent has been granted for partial demolition of the building (ref. 15/01849/F granted 17/02/2016).

The main southern body of Building 457 is characterised by tall windows and a series of tall chimneys and eastern end gable. The proposal is to maintain the building as A3 use and the new extension will provide further floorspace and the ancillary spaces to support this use.



Indicates extent of demolition

Appendages at rear

Appendages at rear

Tall windows on southern elevation

Seating in the restaurant

Area lying between rear of 457 and Camp Road

8/ Building 457

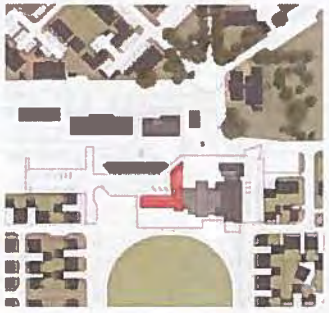
8.2 Initial thoughts and architectural materiality

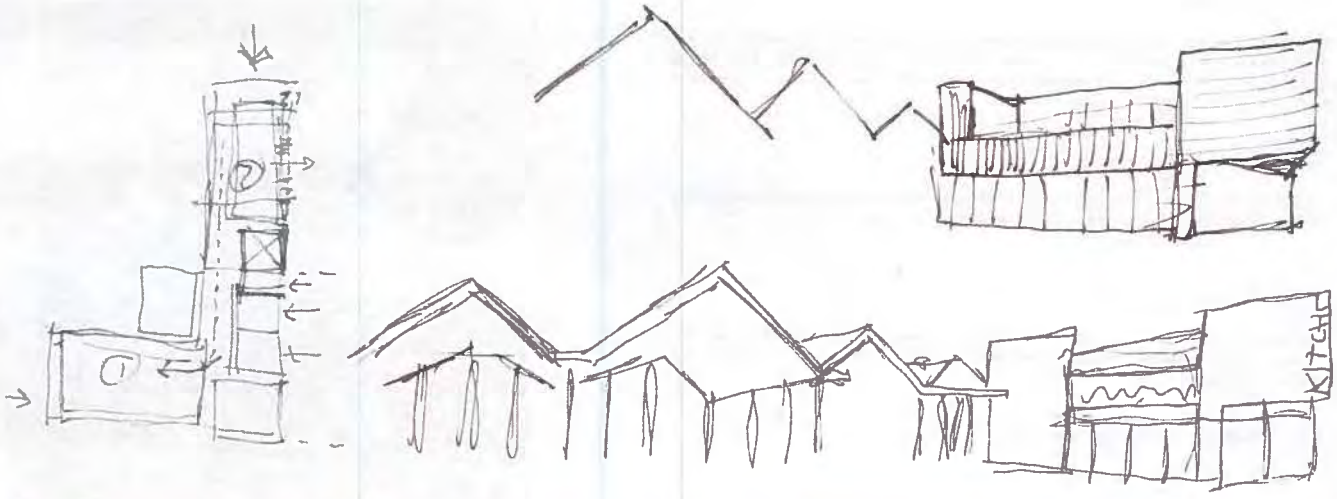
As one of the key buildings within the new masterplan, it is imperative that the restaurant has active frontage onto the new Village Square. Therefore, a new extension is proposed to the north, appropriately joining the existing building at its eastern end where an existing articulation of the mass occurs to the south. This arrangement works well in terms of programme as the pub can be accommodated in the new build element while the more formal brasserie dining is accommodated with the exiting building and benefits from aspect onto the Village Green.

The purpose of the angular form of the most northern end is two-fold:

1) it reinforces the sight lines outlined in the masterplan
2) it allows the restaurant to assert it's identity in the context of the high street.

To the rear, the massing between the new volume and existing volume running east west is carefully articulated via a lightweight glazed link which provides frontage and passive supervision to the car park. The new volume to the north of the existing building accommodates plant at roof level ensuring that no plant is prominent in either the key view from the new Village Square or Village Green.





Design Inspiration

Off white Roman Brick

White Glazed Brick

Diamond Shingles

Connection to outdoors

Signage & Graphics

8/ Building 457

8.3 Accessibility

The principle entrance to the restaurant will be under the angular overhang in the northern end of Camp Road. Secondary access is provided via the Canopy Link and off the Village Green. The junction between old and new acts as a circulation hub and accommodates the stair and lift to the outdoor terraces above.

8.4 Servicing

A service bay is provided along the road to the west. Deliveries are brought directly into the kitchen via the route shown. Please refer to sections 4.5 and 4.6 for details.

8.5 Refuse

An internal refuse store is provided within the new extension with direct access into the car park. Refuse is taken to the road to the west for collection. Please refer to sections 4.5 and 4.6 for details.

8.6 Accommodation Schedule

	Use Class	Area m^2
Brasserie/Pub	A3-A5	642

8.7 Materiality

A diamond shaped bronze effect cladding is proposed to the new northern extension. This is applied to the western elevation and wraps around the angled northern overhang. The off-white roman brick is used for the new volme to the north of the existing wing, and is also proposed for the inset terrace off the Village Square elevation.

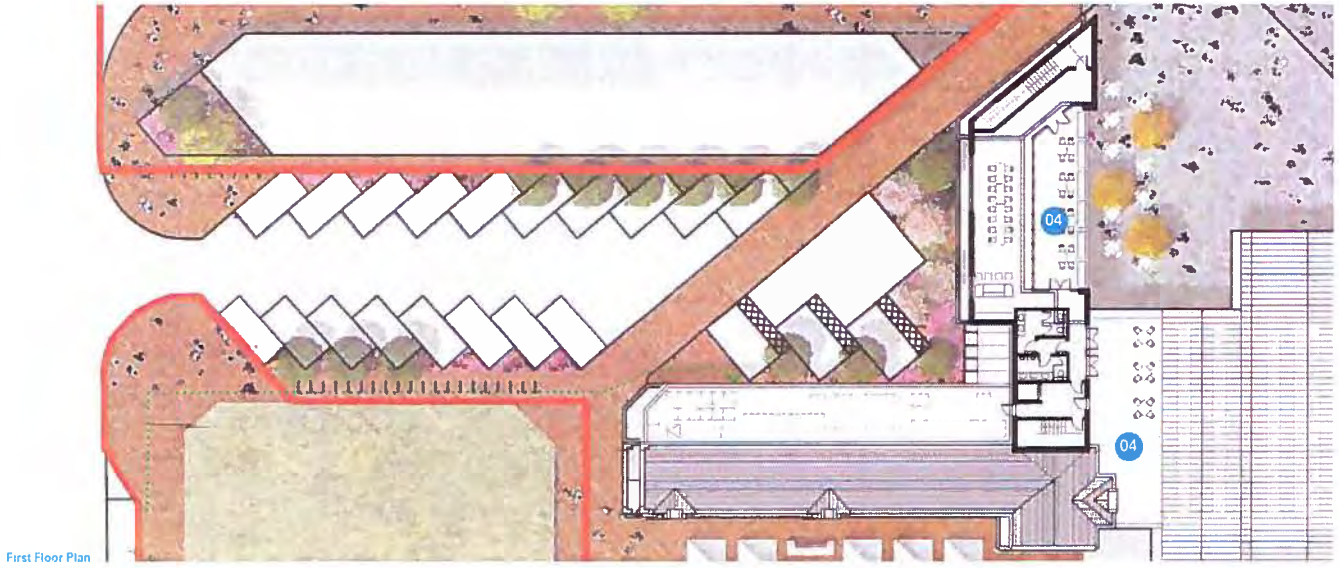
Key

01 Bar facing onto Village Square
02 WC (457 & Canopy Link use)
03 Restaurant
04 External Terrace

Refuse collection route

Delivery route

Ground Floor Plan



First Floor Plan

8/ Building 457

8.8 Energy and Sustainability

A large proportion of the scheme will see the refurbishment of existing buildings. Material improvements to the thermal performance of the existing envelope will be made wherever possible ie. secondary internal thermal lining. Where buildings require re-roofing additional insulation will be added to improve performance.

All new built additions will achieve or exceed UK Building regulations Approved Document Part L requirements:

Envelope (Roof & Walls):
Enhanced U -values by increasing the envelope build-up allowing for greater insulation.

Floors:
High performance insulated ground floors slabs with enhanced U -value performance.

Windows and Doors:
High performance glazing systems optimising enhanced thermal performance whilst limiting solar gain.

Thermal Bridging:
Thermal bridging heat losses will be mitigated through enhanced construction detailing.

Air Tightness:
In line with current UK Building Regulations.

Ventilation:
Natural ventilation will be maximised throughout the development to reduce the need for mechanical cooling, elsewhere opening windows can be operated by the building users.

East Elevation

View to Building 457 from Camp Road

9/ Car Parks and Outdoor Terrace

9.1 Design Drivers

A number of principles were established for the detailed design of the car parks:

- It is intended to have a high proportion of soft landscaping strengthening its relationship with the Village Green to the south.
- The space should serve its function as a landscaped space accommodating 86 car parking spaces as well as the service route for Building 457.
- The sight line between the proposed location of the Village Hall and Village Square should remain unobstructed and reinforced through detailed design.
- As per all other public areas, the spaces should be fully accessible.

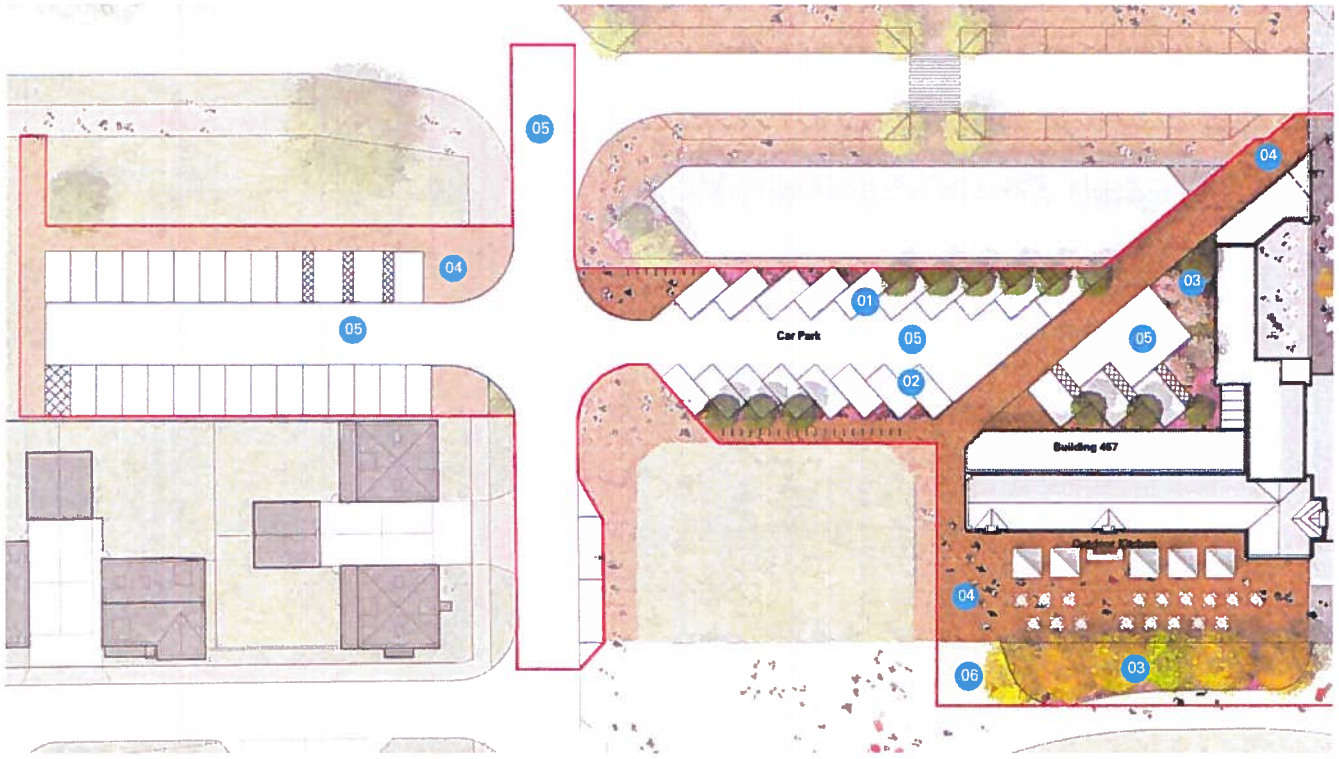
9.2 Layout

In general these spaces are pedestrian oriented in character and fundamentally greener and quieter than the main vehicular route of Camp Road or the busy activity of the Village Square.

As part of the overall masterplan, a key sightline has been developed through the car park to the west which establishes a strong link between the proposed public art in the Village Square through the car park to the south-west. Clear visual connections are provided at a series of node points along Camp Road which connect into the village centre development and assist in directing pedestrians through the buildings so that they can have both a personal experience in the car park areas, and then are opened up into the wider spaces of the Village Square or the Village Green. It is moves like this, which facilitate pedestrian movement and way finding between Camp Road and the Village Green.

The design of the spaces picks up on amenity planting which would normally be associated with gardens or courtyards and references the food culture which is part of the proposed character of the development. This is exemplified in the creation of a new outdoor kitchen and dining terrace south of the Building 455. This landscape is formed of a simple terrace of red brick which seamlessly connects through to the car park to the north. Adjacent to the terrace to the south lies a low lying planter with mature trees and fragrant shrub planting which will both act as a partial buffer to the green and also provide a scented Brasserie Garden for diners.

The use of materials and planting throughout these spaces gives the sense that each space is fluidly connected and does not stand alone. This permeability is a character identified in rural towns in North Oxfordshire and is a key quality strived for in this masterplan.



Car Park Plan

Precedent Image of Planted Car Park Area

Precedent Image of Echelon Parking in Planted Courtyard

Precedent Image of Native Shrub and Perrenial Planting

Slim Red Herringbone Brick Paving or similar approved

Macadam road surface or similar approved

Buff bound gravel Or similar approved

9/ Car Parks and Outdoor Terrace

9.3 Paving and Furniture

The paving material used throughout these spaces is a slim red brick paving laid in herringbone pattern. This material draws on the existing red brick used in Building 455 & 457 which gives it a link to the heritage status of the site. It also is a smaller brick size rather than the standard block paving which will give the landscape of the scheme a more personal and rustic aspect to the development. To the south of the development surrounding the Village Green area, the use of bound gravel has been introduced in keeping with the more relaxed, informal and countryside nature of the developments setting.

Choice of furniture throughout theses spaces is minimal as well due to the fact that people are passing through the space. The exception to this are trees planted into paving will use of tree grills and the low planter adjacent to the outdoor terrace will have a low seating wall along the side facing the Village Green. Other furniture in these areas will be flexible and non-fixed in nature and be maintained by the buildings operators.

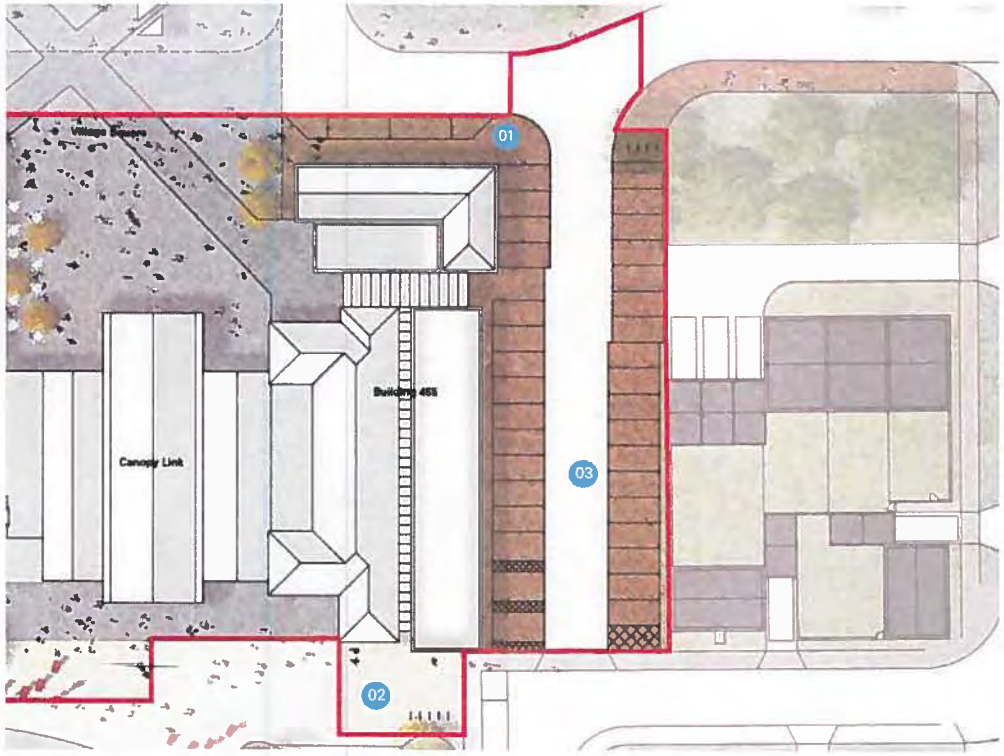
9.4 Parking

A study has been undertaken by Peter Brett Associates and can be found in appendix 3.

Table 7 – Parking Accumulation and OCC Parking Standards

Building	OCC Parking Standards	OCC Parking Requirement	Maximum Calculated Parking Accumulation for a weekday	Difference between OCC and Calculated Requirement
455 (Hotel)	1 space per bed	16 spaces	16 spaces	0
455 (2-Lane Bowling Alley)	1 space per 22m^2 (Assembly and Leisure)	7 spaces	2 spaces	-4
455 (25-Seat Cinema Screen)	1 space per 22m^2 (Assembly and Leisure	2 spaces	2 Spaces	0
457 (Restaurant)	1 space per 5m^2 public space	120 spaces	48 spaces	-72
Canopy Link	1 space per 22m^2 (Assembly and Leisure)	18 spaces	18 spaces	0
Total		164 spaces	86 spaces	-78

TN001 Rev D Trip Generation and Parking Accumulation page 8 (appendix 3)



Car Park Plan

01 Slim Red Herringbone Brick Paving or similar approved

02 Buff bound gravel or similar approved

03 Macadam road surface or similar approved

Appendix C Jestico & Whiles DAS Extract "Landscape Accessibility & Amenity"

4/ Site Design: Building 455, 457 and Canopy Link

4.3 Landscape Accessibility and Amenity Plan

The masterplan for the village centre has at its core a strong framework of pathways and public spaces which together form a development which is permeable and easy to navigate. The treatment to Camp Road runs along an east-west axis which is also centred on an iconic piece of art. At right angles to this, the Village Square picks up on the north-south axis of the Trident also hinging on the public art. Finally picking up on the angled routes of the runways of the airforce base, a diagonal path bisects Camp Road and the Village Square, linking the existing buildings of the north-east to the Village Green and residential communities in the south-west.

Each of the public spaces in the masterplan are clear in identity and purpose. However each one also complements the whole masterplan in its composition. This juxtaposition of different types of spatial identity and scale will create a rich experience for pedestrians as they move through the village centre or enjoy one of its spaces.

Key:

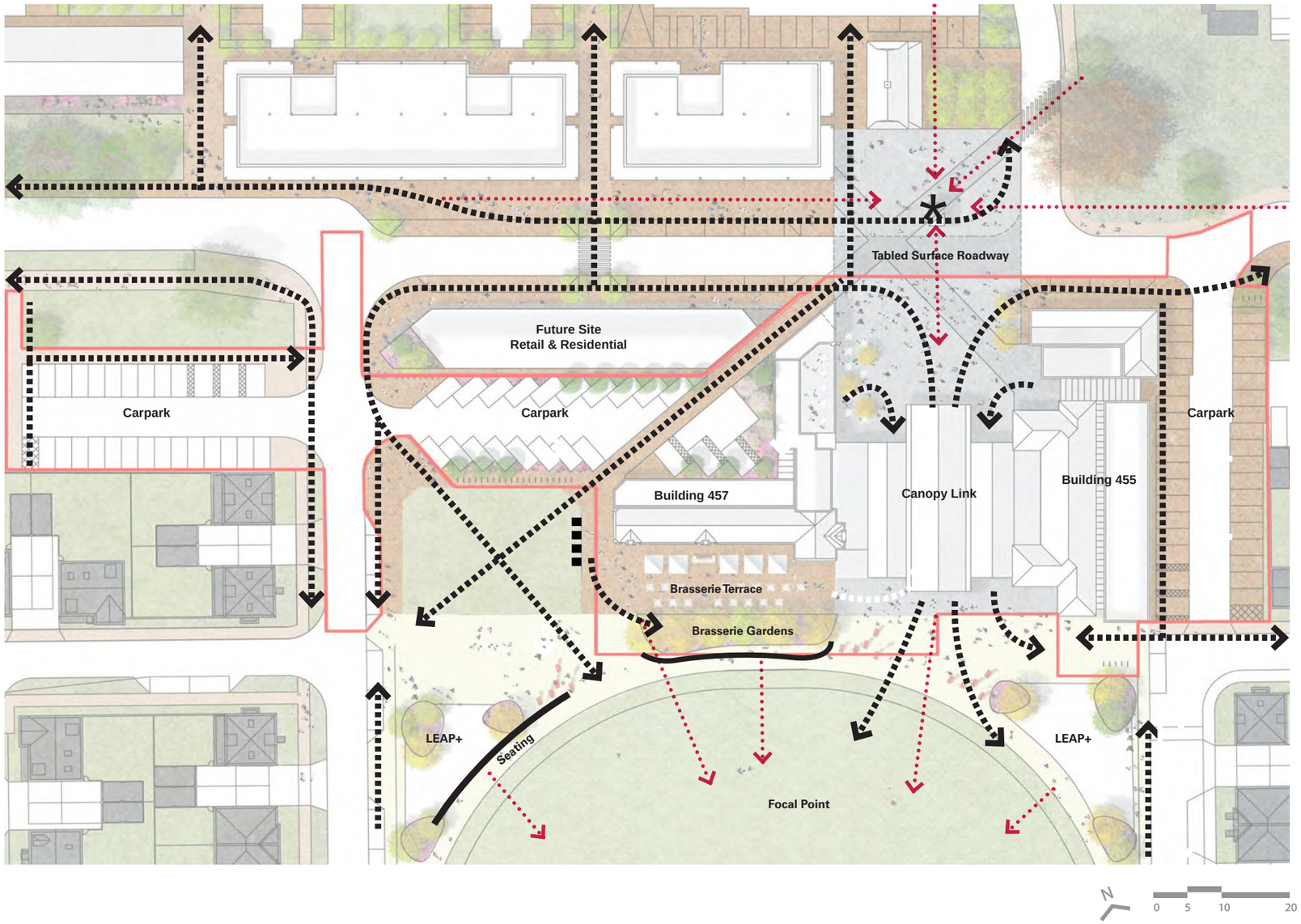
Key Views into Site

Pedestrian movement

Public Art Location

Informal Seating

Cycle Parking



Appendix D Jestico & Whiles DAS Extract "Traffic Control & Access"

4.5 Traffic Control and Access

The connectivity throughout the development is key both for pedestrians and for vehicles. The arrangement of the buildings in relation to the car parking area has also been considered in respect to the volume of car parking and cycle parking required for the associated uses. A study has been carried out by Peter Brett Associates on this and can be found in appendix 3 for reference. Further technical transport layouts have also been prepared by Woods Hardwick and are appended to this submission for reference.

Within the development, consideration has been given for refuse collection and for delivery access to ensure that both buildings are efficiently serviced with minimum disruption to the community and commercial activities of the development.

In the case of refuse collection, rubbish trucks can pull up to the eastern and western roads which abut the development and can arrange for kerb side access to the bin stores to enable efficient refuse collection (see diagram for reference).

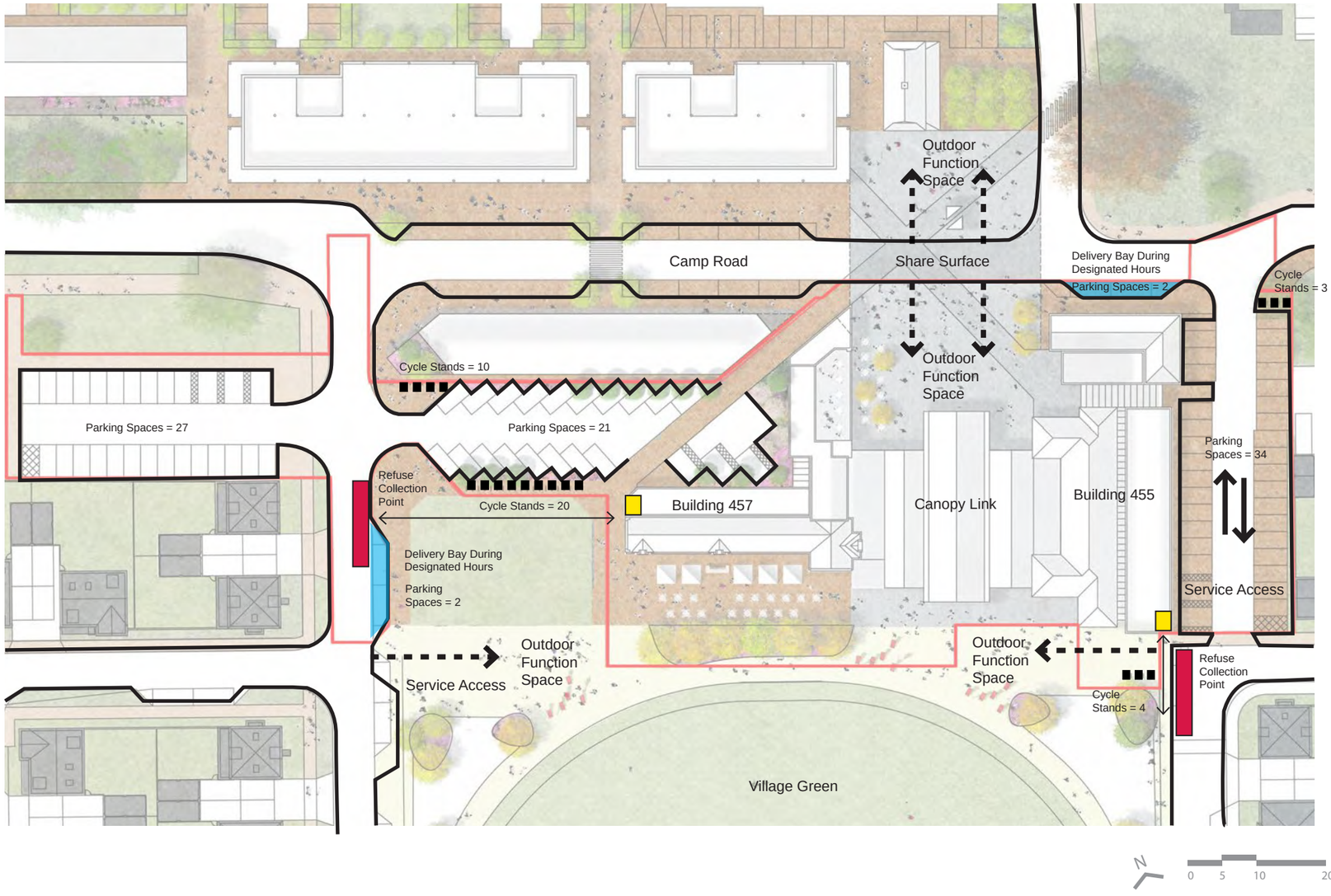
For deliveries, these will be coordinated with the facilities management to be set at designated times so that they cause minimal disruption. As part of the delivery strategy, 2 loading bays have been identified which are close to each of the main buildings. When not in use as delivery bays, these will double as car parking or drop off points for the development.

Key:

- Kerb lines
- Vehicular Maintenance Access
- Delivery / Refuse Collection Link
- Refuse Collection point
- Internal Refuse Store
- Delivery Bay (During Designated Hours)

Parking & Cycle Provision:

Standard Parking Bays	77
Disabled Parking Bays	9
Total Car parking	86
Cycle Parking Stands	37



Appendix E TRICS Outputs

Calculation Reference: AUDIT-706710-160505-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of bedrooms
Actual Range:	67 to 126 (units:)
Range Selected by User:	15 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/07/15

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Village	1

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

Filtering Stage 3 selection:

Use Class:

C1	2 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1 CH-06-A-01 RAMADA JARVIS CHESHIRE
WHITCHURCH ROAD
CHRISTLETON
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of bedrooms: 126
Survey date: WEDNESDAY 15/10/08 Survey Type: MANUAL

2 GS-06-A-02 PREMIER INN GLOUCESTERSHIRE
GLOUCESTER ROAD
SAINT MARKS
CHELTENHAM SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 67
Survey date: THURSDAY 28/11/13 Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	97	0.047	2	97	0.088	2	97	0.135
08:00 - 09:00	2	97	0.150	2	97	0.264	2	97	0.414
09:00 - 10:00	2	97	0.161	2	97	0.140	2	97	0.301
10:00 - 11:00	2	97	0.083	2	97	0.093	2	97	0.176
11:00 - 12:00	2	97	0.078	2	97	0.078	2	97	0.156
12:00 - 13:00	2	97	0.062	2	97	0.093	2	97	0.155
13:00 - 14:00	2	97	0.047	2	97	0.057	2	97	0.104
14:00 - 15:00	2	97	0.073	2	97	0.104	2	97	0.177
15:00 - 16:00	2	97	0.078	2	97	0.124	2	97	0.202
16:00 - 17:00	2	97	0.104	2	97	0.083	2	97	0.187
17:00 - 18:00	2	97	0.104	2	97	0.104	2	97	0.208
18:00 - 19:00	2	97	0.124	2	97	0.052	2	97	0.176
19:00 - 20:00	2	97	0.088	2	97	0.057	2	97	0.145
20:00 - 21:00	2	97	0.083	2	97	0.047	2	97	0.130
21:00 - 22:00	2	97	0.026	2	97	0.021	2	97	0.047
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.308			1.405			2.713

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

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

Parameter summary

Trip rate parameter range selected:	67 - 126 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	97	0.000	2	97	0.000	2	97	0.000
08:00 - 09:00	2	97	0.016	2	97	0.016	2	97	0.032
09:00 - 10:00	2	97	0.005	2	97	0.005	2	97	0.010
10:00 - 11:00	2	97	0.010	2	97	0.010	2	97	0.020
11:00 - 12:00	2	97	0.005	2	97	0.005	2	97	0.010
12:00 - 13:00	2	97	0.005	2	97	0.005	2	97	0.010
13:00 - 14:00	2	97	0.005	2	97	0.005	2	97	0.010
14:00 - 15:00	2	97	0.016	2	97	0.010	2	97	0.026
15:00 - 16:00	2	97	0.000	2	97	0.000	2	97	0.000
16:00 - 17:00	2	97	0.000	2	97	0.000	2	97	0.000
17:00 - 18:00	2	97	0.005	2	97	0.005	2	97	0.010
18:00 - 19:00	2	97	0.016	2	97	0.016	2	97	0.032
19:00 - 20:00	2	97	0.000	2	97	0.000	2	97	0.000
20:00 - 21:00	2	97	0.005	2	97	0.005	2	97	0.010
21:00 - 22:00	2	97	0.000	2	97	0.000	2	97	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.082			0.170

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

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

Parameter summary

Trip rate parameter range selected:	67 - 126 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	97	0.005	2	97	0.005	2	97	0.010
08:00 - 09:00	2	97	0.005	2	97	0.000	2	97	0.005
09:00 - 10:00	2	97	0.010	2	97	0.005	2	97	0.015
10:00 - 11:00	2	97	0.005	2	97	0.016	2	97	0.021
11:00 - 12:00	2	97	0.005	2	97	0.000	2	97	0.005
12:00 - 13:00	2	97	0.010	2	97	0.010	2	97	0.020
13:00 - 14:00	2	97	0.000	2	97	0.005	2	97	0.005
14:00 - 15:00	2	97	0.000	2	97	0.000	2	97	0.000
15:00 - 16:00	2	97	0.000	2	97	0.000	2	97	0.000
16:00 - 17:00	2	97	0.000	2	97	0.000	2	97	0.000
17:00 - 18:00	2	97	0.005	2	97	0.005	2	97	0.010
18:00 - 19:00	2	97	0.000	2	97	0.000	2	97	0.000
19:00 - 20:00	2	97	0.000	2	97	0.000	2	97	0.000
20:00 - 21:00	2	97	0.000	2	97	0.000	2	97	0.000
21:00 - 22:00	2	97	0.000	2	97	0.000	2	97	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.046			0.091

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

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

Parameter summary

Trip rate parameter range selected:	67 - 126 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	97	0.000	2	97	0.000	2	97	0.000
08:00 - 09:00	2	97	0.000	2	97	0.000	2	97	0.000
09:00 - 10:00	2	97	0.000	2	97	0.010	2	97	0.010
10:00 - 11:00	2	97	0.000	2	97	0.000	2	97	0.000
11:00 - 12:00	2	97	0.000	2	97	0.000	2	97	0.000
12:00 - 13:00	2	97	0.010	2	97	0.000	2	97	0.010
13:00 - 14:00	2	97	0.000	2	97	0.010	2	97	0.010
14:00 - 15:00	2	97	0.005	2	97	0.000	2	97	0.005
15:00 - 16:00	2	97	0.005	2	97	0.005	2	97	0.010
16:00 - 17:00	2	97	0.016	2	97	0.010	2	97	0.026
17:00 - 18:00	2	97	0.000	2	97	0.005	2	97	0.005
18:00 - 19:00	2	97	0.021	2	97	0.000	2	97	0.021
19:00 - 20:00	2	97	0.005	2	97	0.016	2	97	0.021
20:00 - 21:00	2	97	0.005	2	97	0.010	2	97	0.015
21:00 - 22:00	2	97	0.005	2	97	0.005	2	97	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

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

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

Parameter summary

Trip rate parameter range selected:	67 - 126 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	97	0.000	2	97	0.000	2	97	0.000
08:00 - 09:00	2	97	0.010	2	97	0.000	2	97	0.010
09:00 - 10:00	2	97	0.021	2	97	0.000	2	97	0.021
10:00 - 11:00	2	97	0.000	2	97	0.005	2	97	0.005
11:00 - 12:00	2	97	0.000	2	97	0.000	2	97	0.000
12:00 - 13:00	2	97	0.000	2	97	0.005	2	97	0.005
13:00 - 14:00	2	97	0.000	2	97	0.005	2	97	0.005
14:00 - 15:00	2	97	0.000	2	97	0.021	2	97	0.021
15:00 - 16:00	2	97	0.000	2	97	0.010	2	97	0.010
16:00 - 17:00	2	97	0.005	2	97	0.005	2	97	0.010
17:00 - 18:00	2	97	0.021	2	97	0.000	2	97	0.021
18:00 - 19:00	2	97	0.016	2	97	0.041	2	97	0.057
19:00 - 20:00	2	97	0.000	2	97	0.000	2	97	0.000
20:00 - 21:00	2	97	0.000	2	97	0.000	2	97	0.000
21:00 - 22:00	2	97	0.000	2	97	0.000	2	97	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.092			0.165

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

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

Parameter summary

Trip rate parameter range selected:	67 - 126 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160407-0422

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02 SOUTH EAST
BU BUCKINGHAMSHIRE 1 days
03 SOUTH WEST
GS GLOUCESTERSHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of bedrooms
Actual Range: 67 to 139 (units:)
Range Selected by User: 15 to 300 (units:)

Public Transport Provision:
Selection by: Sunday 0700-1900
Include days where PT not known: Yes
Range: 10 to 1690

Date Range: 01/01/08 to 25/07/15

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

Selected survey days:
Sunday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 1
Out of Town 1

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

Filtering Stage 3 selection:

Use Class:
C1 2 days

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

Population within 1 mile:
5,001 to 10,000 2 days

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

Population within 5 miles:
25,001 to 50,000 1 days
75,001 to 100,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 2 days

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

Travel Plan:
No 2 days

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

LIST OF SITES relevant to selection parameters

1 BU-06-A-01 HOLIDAY INN BUCKINGHAMSHIRE
NEW ROAD

AYLESBURY
Edge of Town
Out of Town
Total Number of bedrooms: 139
Survey date: SUNDAY 05/12/09 Survey Type: MANUAL

2 GS-06-A-02 PREMIER INN GLOUCESTERSHIRE
GLOUCESTER ROAD
SAINT MARKS
CHELTENHAM SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 67
Survey date: SUNDAY 30/11/13 Survey Type: MANUAL

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

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

VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	103	0.126	2	103	0.170	2	103	0.296
08:00 - 09:00	2	103	0.248	2	103	0.228	2	103	0.476
09:00 - 10:00	2	103	0.165	2	103	0.150	2	103	0.315
10:00 - 11:00	2	103	0.150	2	103	0.078	2	103	0.228
11:00 - 12:00	2	103	0.087	2	103	0.146	2	103	0.233
12:00 - 13:00	2	103	0.121	2	103	0.087	2	103	0.208
13:00 - 14:00	2	103	0.092	2	103	0.121	2	103	0.213
14:00 - 15:00	2	103	0.117	2	103	0.160	2	103	0.277
15:00 - 16:00	2	103	0.155	2	103	0.117	2	103	0.272
16:00 - 17:00	2	103	0.170	2	103	0.126	2	103	0.296
17:00 - 18:00	2	103	0.257	2	103	0.238	2	103	0.495
18:00 - 19:00	2	103	0.257	2	103	0.189	2	103	0.446
19:00 - 20:00	**2**	**103**	**0.306**	**2**	**103**	**0.257**	**2**	**103**	**0.563**
20:00 - 21:00	2	103	0.092	2	103	0.155	2	103	0.247
21:00 - 22:00	2	103	0.073	2	103	0.107	2	103	0.180
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.416			2.329			4.745

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	103	0.005	2	103	0.005	2	103	0.010
08:00 - 09:00	**2**	**103**	**0.039**	**2**	**103**	**0.039**	**2**	**103**	**0.078**
09:00 - 10:00	2	103	0.019	2	103	0.019	2	103	0.038
10:00 - 11:00	2	103	0.010	2	103	0.010	2	103	0.020
11:00 - 12:00	2	103	0.005	2	103	0.005	2	103	0.010
12:00 - 13:00	2	103	0.000	2	103	0.000	2	103	0.000
13:00 - 14:00	2	103	0.005	2	103	0.005	2	103	0.010
14:00 - 15:00	2	103	0.015	2	103	0.010	2	103	0.025
15:00 - 16:00	2	103	0.000	2	103	0.000	2	103	0.000
16:00 - 17:00	2	103	0.000	2	103	0.000	2	103	0.000
17:00 - 18:00	2	103	0.015	2	103	0.015	2	103	0.030
18:00 - 19:00	2	103	0.024	2	103	0.024	2	103	0.048
19:00 - 20:00	2	103	0.034	2	103	0.034	2	103	0.068
20:00 - 21:00	2	103	0.005	2	103	0.005	2	103	0.010
21:00 - 22:00	2	103	0.005	2	103	0.005	2	103	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.181			0.176			0.357

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	103	0.000	2	103	0.000	2	103	0.000
08:00 - 09:00	2	103	0.005	2	103	0.000	2	103	0.005
09:00 - 10:00	2	103	0.000	2	103	0.005	2	103	0.005
10:00 - 11:00	**2**	**103**	**0.010**	2	103	0.000	2	103	0.010
11:00 - 12:00	2	103	0.005	**2**	**103**	**0.010**	**2**	**103**	**0.015**
12:00 - 13:00	2	103	0.005	2	103	0.005	2	103	0.010
13:00 - 14:00	2	103	0.000	2	103	0.005	2	103	0.005
14:00 - 15:00	2	103	0.000	2	103	0.000	2	103	0.000
15:00 - 16:00	2	103	0.000	2	103	0.000	2	103	0.000
16:00 - 17:00	2	103	0.000	2	103	0.000	2	103	0.000
17:00 - 18:00	2	103	0.000	2	103	0.000	2	103	0.000
18:00 - 19:00	2	103	0.000	2	103	0.000	2	103	0.000
19:00 - 20:00	2	103	0.000	2	103	0.000	2	103	0.000
20:00 - 21:00	2	103	0.000	2	103	0.000	2	103	0.000
21:00 - 22:00	2	103	0.000	2	103	0.000	2	103	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	103	0.000	2	103	0.000	2	103	0.000
08:00 - 09:00	2	103	0.000	2	103	0.000	2	103	0.000
09:00 - 10:00	2	103	0.000	2	103	0.000	2	103	0.000
10:00 - 11:00	2	103	0.000	2	103	0.000	2	103	0.000
11:00 - 12:00	2	103	0.000	2	103	0.000	2	103	0.000
12:00 - 13:00	2	103	0.010	2	103	0.000	2	103	0.010
13:00 - 14:00	2	103	0.000	2	103	0.010	2	103	0.010
14:00 - 15:00	2	103	0.000	2	103	0.000	2	103	0.000
15:00 - 16:00	2	103	0.005	2	103	0.000	2	103	0.005
16:00 - 17:00	2	103	0.010	2	103	0.010	**2**	**103**	**0.020**
17:00 - 18:00	2	103	0.000	2	103	0.005	2	103	0.005
18:00 - 19:00	**2**	**103**	**0.015**	2	103	0.000	2	103	0.015
19:00 - 20:00	2	103	0.005	**2**	**103**	**0.015**	2	103	0.020
20:00 - 21:00	2	103	0.005	2	103	0.010	2	103	0.015
21:00 - 22:00	2	103	0.005	2	103	0.005	2	103	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.055			0.110

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	103	0.005	2	103	0.000	2	103	0.005
08:00 - 09:00	**2**	**103**	**0.015**	2	103	0.000	2	103	0.015
09:00 - 10:00	2	103	0.000	2	103	0.000	2	103	0.000
10:00 - 11:00	2	103	0.000	2	103	0.000	2	103	0.000
11:00 - 12:00	2	103	0.000	2	103	0.000	2	103	0.000
12:00 - 13:00	2	103	0.005	2	103	0.000	2	103	0.005
13:00 - 14:00	2	103	0.000	2	103	0.005	2	103	0.005
14:00 - 15:00	2	103	0.000	**2**	**103**	**0.024**	**2**	**103**	**0.024**
15:00 - 16:00	2	103	0.000	2	103	0.000	2	103	0.000
16:00 - 17:00	2	103	0.000	2	103	0.005	2	103	0.005
17:00 - 18:00	2	103	0.005	2	103	0.000	2	103	0.005
18:00 - 19:00	2	103	0.005	2	103	0.000	2	103	0.005
19:00 - 20:00	2	103	0.000	2	103	0.000	2	103	0.000
20:00 - 21:00	2	103	0.000	2	103	0.000	2	103	0.000
21:00 - 22:00	2	103	0.000	2	103	0.005	2	103	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.039			0.074

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/08 - 25/07/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160429-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	NW	NEWPORT	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of seats
Actual Range: 1866 to 2998 (units:)
Range Selected by User: 1100 to 3800 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

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

Selected survey days:

Friday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone	2
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

D2	3 days

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

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1	DS-07-A-01	ODEON		DERBYSHIRE
	MANSFIELD ROAD			
	METEOR CENTRE			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of seats:		1866	
	Survey date: FRIDAY		26/06/15	Survey Type: MANUAL
2	NW-07-A-01	CINEWORLD		NEWPORT
	SEVEN STYLES AVENUE			
	NEWPORT RETAIL PARK			
	NEWPORT			
	Edge of Town			
	Retail Zone			
	Total Number of seats:		2977	
	Survey date: FRIDAY		17/10/14	Survey Type: MANUAL
3	NY-07-A-02	VUE		NORTH YORKSHIRE
	STIRLING ROAD			
	CLIFTON MOOR			
	YORK			
	Edge of Town			
	Retail Zone			
	Total Number of seats:		2998	
	Survey date: FRIDAY		18/09/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	2	2432	0.000	2	2432	0.007	2	2432	0.007
01:00 - 02:00	2	2432	0.000	2	2432	0.001	2	2432	0.001
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1866	0.014	1	1866	0.011	1	1866	0.025
11:00 - 12:00	2	2422	0.018	2	2422	0.010	2	2422	0.028
12:00 - 13:00	3	2614	0.014	3	2614	0.008	3	2614	0.022
13:00 - 14:00	3	2614	0.017	3	2614	0.012	3	2614	0.029
14:00 - 15:00	3	2614	0.012	3	2614	0.012	3	2614	0.024
15:00 - 16:00	3	2614	0.015	3	2614	0.011	3	2614	0.026
16:00 - 17:00	3	2614	0.017	3	2614	0.014	3	2614	0.031
17:00 - 18:00	3	2614	0.031	3	2614	0.020	3	2614	0.051
18:00 - 19:00	3	2614	0.034	3	2614	0.023	3	2614	0.057
19:00 - 20:00	3	2614	0.043	3	2614	0.031	3	2614	0.074
20:00 - 21:00	3	2614	0.040	3	2614	0.030	3	2614	0.070
21:00 - 22:00	3	2614	0.021	3	2614	0.033	3	2614	0.054
22:00 - 23:00	3	2614	0.009	3	2614	0.042	3	2614	0.051
23:00 - 24:00	3	2614	0.004	3	2614	0.030	3	2614	0.034
Total Rates:			0.289			0.295			0.584

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

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

Parameter summary

Trip rate parameter range selected:	1866 - 2998 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
TAXIS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
01:00 - 02:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1866	0.000	1	1866	0.000	1	1866	0.000
11:00 - 12:00	2	2422	0.000	2	2422	0.000	2	2422	0.000
12:00 - 13:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
13:00 - 14:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
14:00 - 15:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
15:00 - 16:00	3	2614	0.001	3	2614	0.001	3	2614	0.002
16:00 - 17:00	3	2614	0.000	3	2614	0.001	3	2614	0.001
17:00 - 18:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
18:00 - 19:00	3	2614	0.001	3	2614	0.001	3	2614	0.002
19:00 - 20:00	3	2614	0.002	3	2614	0.002	3	2614	0.004
20:00 - 21:00	3	2614	0.002	3	2614	0.002	3	2614	0.004
21:00 - 22:00	3	2614	0.001	3	2614	0.001	3	2614	0.002
22:00 - 23:00	3	2614	0.001	3	2614	0.001	3	2614	0.002
23:00 - 24:00	3	2614	0.001	3	2614	0.001	3	2614	0.002
Total Rates:			0.009			0.010			0.019

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

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

Parameter summary

Trip rate parameter range selected:	1866 - 2998 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
OGVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
01:00 - 02:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1866	0.000	1	1866	0.000	1	1866	0.000
11:00 - 12:00	2	2422	0.001	2	2422	0.001	2	2422	0.002
12:00 - 13:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
13:00 - 14:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
14:00 - 15:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
15:00 - 16:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
16:00 - 17:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
17:00 - 18:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
18:00 - 19:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
19:00 - 20:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
20:00 - 21:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
21:00 - 22:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
22:00 - 23:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
23:00 - 24:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	1866 - 2998 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
PSVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
01:00 - 02:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1866	0.000	1	1866	0.000	1	1866	0.000
11:00 - 12:00	2	2422	0.000	2	2422	0.000	2	2422	0.000
12:00 - 13:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
13:00 - 14:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
14:00 - 15:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
15:00 - 16:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
16:00 - 17:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
17:00 - 18:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
18:00 - 19:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
19:00 - 20:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
20:00 - 21:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
21:00 - 22:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
22:00 - 23:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
23:00 - 24:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1866 - 2998 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
01:00 - 02:00	2	2432	0.000	2	2432	0.000	2	2432	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1866	0.001	1	1866	0.000	1	1866	0.001
11:00 - 12:00	2	2422	0.000	2	2422	0.000	2	2422	0.000
12:00 - 13:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
13:00 - 14:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
14:00 - 15:00	3	2614	0.000	3	2614	0.001	3	2614	0.001
15:00 - 16:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
16:00 - 17:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
17:00 - 18:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
18:00 - 19:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
19:00 - 20:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
20:00 - 21:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
21:00 - 22:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
22:00 - 23:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
23:00 - 24:00	3	2614	0.000	3	2614	0.000	3	2614	0.000
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	1866 - 2998 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160505-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS
VEHICLES

Selected regions and areas:
08 NORTH WEST
GM GREATER MANCHESTER 1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of seats
Actual Range: 1100 to 1100 (units:)
Range Selected by User: 1100 to 3800 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
No Sub Category 1

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

Filtering Stage 3 selection:

Use Class:
D2 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

LIST OF SITES relevant to selection parameters

1 GM-07-A-02 SHOWCASE CINEMA GREATER MANCHESTER
HYDE ROAD
BELLE VUE
MANCHESTER
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of seats: 1100
Survey date: SATURDAY 15/11/14 Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	1	1100	0.003	1	1100	0.004	1	1100	0.007
01:00 - 02:00	1	1100	0.003	1	1100	0.016	1	1100	0.019
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1100	0.005	1	1100	0.003	1	1100	0.008
11:00 - 12:00	1	1100	0.018	1	1100	0.003	1	1100	0.021
12:00 - 13:00	1	1100	0.016	1	1100	0.007	1	1100	0.023
13:00 - 14:00	1	1100	0.036	1	1100	0.019	1	1100	0.055
14:00 - 15:00	1	1100	0.036	1	1100	0.019	1	1100	0.055
15:00 - 16:00	1	1100	0.022	1	1100	0.030	1	1100	0.052
16:00 - 17:00	1	1100	0.035	1	1100	0.044	1	1100	0.079
17:00 - 18:00	1	1100	0.010	1	1100	0.007	1	1100	0.017
18:00 - 19:00	1	1100	0.049	1	1100	0.036	1	1100	0.085
19:00 - 20:00	1	1100	0.075	1	1100	0.031	1	1100	0.106
20:00 - 21:00	1	1100	0.020	1	1100	0.011	1	1100	0.031
21:00 - 22:00	1	1100	0.019	1	1100	0.079	1	1100	0.098
22:00 - 23:00	1	1100	0.010	1	1100	0.036	1	1100	0.046
23:00 - 24:00	1	1100	0.001	1	1100	0.013	1	1100	0.014
Total Rates:			0.358			0.358			0.716

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

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

Parameter summary

Trip rate parameter range selected:	1100 - 1100 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
TAXIS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	1	1100	0.001	1	1100	0.001	1	1100	0.002
01:00 - 02:00	1	1100	0.003	1	1100	0.003	1	1100	0.006
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
11:00 - 12:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
12:00 - 13:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
13:00 - 14:00	1	1100	0.001	1	1100	0.001	1	1100	0.002
14:00 - 15:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
15:00 - 16:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
16:00 - 17:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
17:00 - 18:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
18:00 - 19:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
19:00 - 20:00	1	1100	0.003	1	1100	0.003	1	1100	0.006
20:00 - 21:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
21:00 - 22:00	1	1100	0.001	1	1100	0.001	1	1100	0.002
22:00 - 23:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
23:00 - 24:00	1	1100	0.001	1	1100	0.001	1	1100	0.002
Total Rates:			0.010			0.010			0.020

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

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

Parameter summary

Trip rate parameter range selected:	1100 - 1100 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
OGVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
01:00 - 02:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
11:00 - 12:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
12:00 - 13:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
13:00 - 14:00	1	1100	0.001	1	1100	0.000	1	1100	0.001
14:00 - 15:00	1	1100	0.000	1	1100	0.001	1	1100	0.001
15:00 - 16:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
16:00 - 17:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
17:00 - 18:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
18:00 - 19:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
19:00 - 20:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
20:00 - 21:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
21:00 - 22:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
22:00 - 23:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
23:00 - 24:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	1100 - 1100 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
PSVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
01:00 - 02:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
11:00 - 12:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
12:00 - 13:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
13:00 - 14:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
14:00 - 15:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
15:00 - 16:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
16:00 - 17:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
17:00 - 18:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
18:00 - 19:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
19:00 - 20:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
20:00 - 21:00	1	1100	0.001	1	1100	0.000	1	1100	0.001
21:00 - 22:00	1	1100	0.000	1	1100	0.001	1	1100	0.001
22:00 - 23:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
23:00 - 24:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	1100 - 1100 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
01:00 - 02:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
11:00 - 12:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
12:00 - 13:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
13:00 - 14:00	1	1100	0.003	1	1100	0.000	1	1100	0.003
14:00 - 15:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
15:00 - 16:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
16:00 - 17:00	1	1100	0.001	1	1100	0.003	1	1100	0.004
17:00 - 18:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
18:00 - 19:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
19:00 - 20:00	1	1100	0.000	1	1100	0.001	1	1100	0.001
20:00 - 21:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
21:00 - 22:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
22:00 - 23:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
23:00 - 24:00	1	1100	0.000	1	1100	0.000	1	1100	0.000
Total Rates:			0.004			0.004			0.008

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

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

Parameter summary

Trip rate parameter range selected:	1100 - 1100 (units:)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160427-0428

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : B - BOWLING ALLEYS
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of lanes
Actual Range:	20 to 24 (units:)
Range Selected by User:	6 to 25 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 15/10/11

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

Selected survey days:

Friday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1

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

Filtering Stage 3 selection:

Use Class:

D2	2 days

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

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1 DC-07-B-01 BOWLPLEX DORSET
POOLE ROAD

POOLE
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of lanes: 24
Survey date: FRIDAY 18/07/08 Survey Type: MANUAL

2 DH-07-B-01 BOWLING DURHAM
FREEMANS PLACE

DURHAM
Edge of Town Centre
Development Zone
Total Number of lanes: 20
Survey date: FRIDAY 05/12/08 Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

VEHICLES

Calculation factor: 1 LANES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	20	0.050	1	20	0.000	1	20	0.050
10:00 - 11:00	2	22	0.364	2	22	0.091	2	22	0.455
11:00 - 12:00	2	22	0.432	2	22	0.409	2	22	0.841
12:00 - 13:00	2	22	0.432	2	22	0.432	2	22	0.864
13:00 - 14:00	2	22	0.477	2	22	0.591	2	22	1.068
14:00 - 15:00	2	22	0.455	2	22	0.341	2	22	0.796
15:00 - 16:00	2	22	0.341	2	22	0.545	2	22	0.886
16:00 - 17:00	2	22	0.500	2	22	0.432	2	22	0.932
17:00 - 18:00	2	22	0.795	2	22	0.818	2	22	1.613
18:00 - 19:00	2	22	0.773	2	22	0.886	2	22	1.659
19:00 - 20:00	2	22	1.273	2	22	1.250	2	22	2.523
20:00 - 21:00	2	22	0.795	2	22	1.205	2	22	2.000
21:00 - 22:00	2	22	0.432	2	22	0.500	2	22	0.932
22:00 - 23:00	1	24	0.083	1	24	0.583	1	24	0.666
23:00 - 24:00	1	24	0.167	1	24	0.333	1	24	0.500
Total Rates:			7.369			8.416			15.785

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

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

Parameter summary

Trip rate parameter range selected:	20 - 24 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
TAXIS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	20	0.000	1	20	0.000	1	20	0.000
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.023	2	22	0.000	2	22	0.023
12:00 - 13:00	2	22	0.000	2	22	0.023	2	22	0.023
13:00 - 14:00	2	22	0.023	2	22	0.023	2	22	0.046
14:00 - 15:00	2	22	0.023	2	22	0.023	2	22	0.046
15:00 - 16:00	2	22	0.023	2	22	0.000	2	22	0.023
16:00 - 17:00	2	22	0.091	2	22	0.114	2	22	0.205
17:00 - 18:00	2	22	0.136	2	22	0.136	2	22	0.272
18:00 - 19:00	2	22	0.205	2	22	0.136	2	22	0.341
19:00 - 20:00	2	22	0.091	2	22	0.136	2	22	0.227
20:00 - 21:00	2	22	0.114	2	22	0.091	2	22	0.205
21:00 - 22:00	2	22	0.045	2	22	0.091	2	22	0.136
22:00 - 23:00	1	24	0.042	1	24	0.042	1	24	0.084
23:00 - 24:00	1	24	0.083	1	24	0.083	1	24	0.166
Total Rates:			0.899			0.898			1.797

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

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

Parameter summary

Trip rate parameter range selected:	20 - 24 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
OGVS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	20	0.000	1	20	0.000	1	20	0.000
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.023	2	22	0.023	2	22	0.046
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.045	2	22	0.045	2	22	0.090
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00	2	22	0.000	2	22	0.000	2	22	0.000
22:00 - 23:00	1	24	0.000	1	24	0.000	1	24	0.000
23:00 - 24:00	1	24	0.000	1	24	0.000	1	24	0.000
Total Rates:			0.068			0.068			0.136

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

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

Parameter summary

Trip rate parameter range selected:	20 - 24 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
PSVS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	20	0.000	1	20	0.000	1	20	0.000
10:00 - 11:00	2	22	0.091	2	22	0.000	2	22	0.091
11:00 - 12:00	2	22	0.000	2	22	0.023	2	22	0.023
12:00 - 13:00	2	22	0.000	2	22	0.091	2	22	0.091
13:00 - 14:00	2	22	0.068	2	22	0.023	2	22	0.091
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.068	2	22	0.068
16:00 - 17:00	2	22	0.000	2	22	0.023	2	22	0.023
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.023	2	22	0.023
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00	2	22	0.000	2	22	0.000	2	22	0.000
22:00 - 23:00	1	24	0.042	1	24	0.000	1	24	0.042
23:00 - 24:00	1	24	0.000	1	24	0.000	1	24	0.000
Total Rates:			0.201			0.251			0.452

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

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

Parameter summary

Trip rate parameter range selected:	20 - 24 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
CYCLISTS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	20	0.000	1	20	0.000	1	20	0.000
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.023	2	22	0.000	2	22	0.023
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.023	2	22	0.000	2	22	0.023
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00	2	22	0.091	2	22	0.000	2	22	0.091
20:00 - 21:00	2	22	0.000	2	22	0.045	2	22	0.045
21:00 - 22:00	2	22	0.000	2	22	0.000	2	22	0.000
22:00 - 23:00	1	24	0.000	1	24	0.042	1	24	0.042
23:00 - 24:00	1	24	0.000	1	24	0.000	1	24	0.000
Total Rates:			0.137			0.087			0.224

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

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

Parameter summary

Trip rate parameter range selected:	20 - 24 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160427-0431

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : B - BOWLING ALLEYS
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of lanes
Actual Range:	6 to 16 (units:)
Range Selected by User:	6 to 25 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 15/10/11

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

Selected survey days:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

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

Filtering Stage 3 selection:

Use Class:

D2	2 days

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1 HE-07-B-01 TGS BOWLING HEREFORDSHIRE
STATION APPROACH
BARRS COURT ESTATE
HEREFORD
Edge of Town Centre
Built-Up Zone
Total Number of lanes: 6
Survey date: SATURDAY 15/10/11 Survey Type: MANUAL

2 SY-07-B-02 BOWLING SOUTH YORKSHIRE
CARLTON ROAD
CARLTON
BARNSLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of lanes: 16
Survey date: SATURDAY 19/06/10 Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

VEHICLES

Calculation factor: 1 LANES

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	16	1.938	1	16	0.813	1	16	2.750
09:00 - 10:00	2	11	0.273	2	11	0.227	2	11	0.500
10:00 - 11:00	2	11	0.818	2	11	0.409	2	11	1.227
11:00 - 12:00	2	11	1.227	2	11	1.091	2	11	2.318
12:00 - 13:00	2	11	1.773	2	11	1.364	2	11	3.137
13:00 - 14:00	2	11	1.227	2	11	0.682	2	11	1.909
14:00 - 15:00	2	11	1.364	2	11	1.591	2	11	2.955
15:00 - 16:00	2	11	1.682	2	11	1.409	2	11	3.091
16:00 - 17:00	2	11	1.227	2	11	1.318	2	11	2.545
17:00 - 18:00	2	11	0.773	2	11	1.182	2	11	1.955
18:00 - 19:00	2	11	1.136	2	11	1.682	2	11	2.818
19:00 - 20:00	2	11	2.182	2	11	1.455	2	11	3.637
20:00 - 21:00	2	11	1.364	2	11	1.182	2	11	2.546
21:00 - 22:00	2	11	0.636	2	11	1.318	2	11	1.954
22:00 - 23:00	2	11	0.273	2	11	1.636	2	11	1.909
23:00 - 24:00	2	11	0.136	2	11	0.591	2	11	0.727
Total Rates:			18.029			17.949			35.978

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

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

Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
TAXIS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	16	0.063	1	16	0.063	1	16	0.124
09:00 - 10:00	2	11	0.000	2	11	0.000	2	11	0.000
10:00 - 11:00	2	11	0.000	2	11	0.000	2	11	0.000
11:00 - 12:00	2	11	0.045	2	11	0.045	2	11	0.090
12:00 - 13:00	2	11	0.273	2	11	0.091	2	11	0.364
13:00 - 14:00	2	11	0.045	2	11	0.136	2	11	0.181
14:00 - 15:00	2	11	0.273	2	11	0.091	2	11	0.364
15:00 - 16:00	2	11	0.000	2	11	0.136	2	11	0.136
16:00 - 17:00	2	11	0.045	2	11	0.091	2	11	0.136
17:00 - 18:00	2	11	0.000	2	11	0.045	2	11	0.045
18:00 - 19:00	2	11	0.045	2	11	0.045	2	11	0.090
19:00 - 20:00	2	11	0.409	2	11	0.273	2	11	0.682
20:00 - 21:00	2	11	0.136	2	11	0.000	2	11	0.136
21:00 - 22:00	2	11	0.136	2	11	0.091	2	11	0.227
22:00 - 23:00	2	11	0.000	2	11	0.227	2	11	0.227
23:00 - 24:00	2	11	0.045	2	11	0.182	2	11	0.227
Total Rates:			1.514			1.515			3.029

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

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

Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
OGVS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	16	0.000	1	16	0.000	1	16	0.000
09:00 - 10:00	2	11	0.000	2	11	0.000	2	11	0.000
10:00 - 11:00	2	11	0.000	2	11	0.000	2	11	0.000
11:00 - 12:00	2	11	0.000	2	11	0.000	2	11	0.000
12:00 - 13:00	2	11	0.045	2	11	0.045	2	11	0.090
13:00 - 14:00	2	11	0.000	2	11	0.000	2	11	0.000
14:00 - 15:00	2	11	0.000	2	11	0.000	2	11	0.000
15:00 - 16:00	2	11	0.000	2	11	0.000	2	11	0.000
16:00 - 17:00	2	11	0.000	2	11	0.000	2	11	0.000
17:00 - 18:00	2	11	0.000	2	11	0.000	2	11	0.000
18:00 - 19:00	2	11	0.000	2	11	0.000	2	11	0.000
19:00 - 20:00	2	11	0.000	2	11	0.000	2	11	0.000
20:00 - 21:00	2	11	0.000	2	11	0.000	2	11	0.000
21:00 - 22:00	2	11	0.000	2	11	0.000	2	11	0.000
22:00 - 23:00	2	11	0.000	2	11	0.000	2	11	0.000
23:00 - 24:00	2	11	0.000	2	11	0.000	2	11	0.000
Total Rates:			0.045			0.045			0.090

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

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

Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
PSVS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	16	0.000	1	16	0.000	1	16	0.000
09:00 - 10:00	2	11	0.000	2	11	0.000	2	11	0.000
10:00 - 11:00	2	11	0.000	2	11	0.000	2	11	0.000
11:00 - 12:00	2	11	0.000	2	11	0.000	2	11	0.000
12:00 - 13:00	2	11	0.000	2	11	0.000	2	11	0.000
13:00 - 14:00	2	11	0.000	2	11	0.000	2	11	0.000
14:00 - 15:00	2	11	0.000	2	11	0.000	2	11	0.000
15:00 - 16:00	2	11	0.000	2	11	0.000	2	11	0.000
16:00 - 17:00	2	11	0.000	2	11	0.000	2	11	0.000
17:00 - 18:00	2	11	0.000	2	11	0.000	2	11	0.000
18:00 - 19:00	2	11	0.000	2	11	0.000	2	11	0.000
19:00 - 20:00	2	11	0.000	2	11	0.000	2	11	0.000
20:00 - 21:00	2	11	0.000	2	11	0.000	2	11	0.000
21:00 - 22:00	2	11	0.000	2	11	0.000	2	11	0.000
22:00 - 23:00	2	11	0.000	2	11	0.000	2	11	0.000
23:00 - 24:00	2	11	0.000	2	11	0.000	2	11	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
CYCLISTS
Calculation factor: 1 LANES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	16	0.063	1	16	0.000	1	16	0.062
09:00 - 10:00	2	11	0.000	2	11	0.000	2	11	0.000
10:00 - 11:00	2	11	0.000	2	11	0.045	2	11	0.045
11:00 - 12:00	2	11	0.045	2	11	0.000	2	11	0.045
12:00 - 13:00	2	11	0.000	2	11	0.000	2	11	0.000
13:00 - 14:00	2	11	0.000	2	11	0.000	2	11	0.000
14:00 - 15:00	2	11	0.000	2	11	0.045	2	11	0.045
15:00 - 16:00	2	11	0.000	2	11	0.000	2	11	0.000
16:00 - 17:00	2	11	0.000	2	11	0.000	2	11	0.000
17:00 - 18:00	2	11	0.091	2	11	0.091	2	11	0.182
18:00 - 19:00	2	11	0.000	2	11	0.000	2	11	0.000
19:00 - 20:00	2	11	0.000	2	11	0.000	2	11	0.000
20:00 - 21:00	2	11	0.000	2	11	0.000	2	11	0.000
21:00 - 22:00	2	11	0.000	2	11	0.000	2	11	0.000
22:00 - 23:00	2	11	0.000	2	11	0.000	2	11	0.000
23:00 - 24:00	2	11	0.000	2	11	0.000	2	11	0.000
Total Rates:			0.198			0.181			0.379

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

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

Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date date range:	01/01/08 - 15/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160406-0425

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	450 to 720 (units: sqm)
Range Selected by User:	112 to 1000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

A4	2 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1	EX-06-C-02	HARVESTER		ESSEX
	LONDON ROAD			
	STANWAY			
	COLCHESTER			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		450 sqm	
	Survey date: FRIDAY		08/11/13	Survey Type: MANUAL
2	ST-06-C-01	HARVESTER		STAFFORDSHIRE
	STONE ROAD			
	TRENTHAM			
	STOKE-ON-TRENT			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		720 sqm	
	Survey date: WEDNESDAY		23/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	585	0.598	2	585	0.684	2	585	1.282
11:00 - 12:00	2	585	2.564	2	585	0.598	2	585	3.162
12:00 - 13:00	2	585	4.872	2	585	2.564	2	585	7.436
13:00 - 14:00	2	585	3.761	2	585	2.906	2	585	6.667
14:00 - 15:00	2	585	1.197	2	585	4.274	2	585	5.471
15:00 - 16:00	2	585	1.795	2	585	2.308	2	585	4.103
16:00 - 17:00	2	585	3.504	2	585	1.709	2	585	5.213
17:00 - 18:00	2	585	5.726	2	585	2.222	2	585	7.948
18:00 - 19:00	2	585	5.897	2	585	5.299	2	585	11.196
19:00 - 20:00	2	585	5.214	2	585	5.299	2	585	10.513
20:00 - 21:00	2	585	2.222	2	585	4.615	2	585	6.837
21:00 - 22:00	2	585	0.598	2	585	3.419	2	585	4.017
22:00 - 23:00	2	585	0.171	2	585	2.393	2	585	2.564
23:00 - 24:00	2	585	0.000	2	585	0.427	2	585	0.427
Total Rates:			38.119			38.717			76.836

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

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

Parameter summary

Trip rate parameter range selected:	450 - 720 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	585	0.000	2	585	0.000	2	585	0.000
11:00 - 12:00	2	585	0.000	2	585	0.000	2	585	0.000
12:00 - 13:00	2	585	0.085	2	585	0.000	2	585	0.085
13:00 - 14:00	2	585	0.085	2	585	0.085	2	585	0.170
14:00 - 15:00	2	585	0.000	2	585	0.000	2	585	0.000
15:00 - 16:00	2	585	0.000	2	585	0.000	2	585	0.000
16:00 - 17:00	2	585	0.000	2	585	0.000	2	585	0.000
17:00 - 18:00	2	585	0.256	2	585	0.171	2	585	0.427
18:00 - 19:00	2	585	0.085	2	585	0.171	2	585	0.256
19:00 - 20:00	2	585	0.256	2	585	0.256	2	585	0.512
20:00 - 21:00	2	585	0.171	2	585	0.171	2	585	0.342
21:00 - 22:00	2	585	0.000	2	585	0.000	2	585	0.000
22:00 - 23:00	2	585	0.000	2	585	0.000	2	585	0.000
23:00 - 24:00	2	585	0.000	2	585	0.000	2	585	0.000
Total Rates:			0.938			0.854			1.792

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

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

Parameter summary

Trip rate parameter range selected:	450 - 720 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	585	0.000	2	585	0.000	2	585	0.000
11:00 - 12:00	2	585	0.085	2	585	0.000	2	585	0.085
12:00 - 13:00	2	585	0.000	2	585	0.000	2	585	0.000
13:00 - 14:00	2	585	0.000	2	585	0.000	2	585	0.000
14:00 - 15:00	2	585	0.000	2	585	0.085	2	585	0.085
15:00 - 16:00	2	585	0.085	2	585	0.085	2	585	0.170
16:00 - 17:00	2	585	0.000	2	585	0.000	2	585	0.000
17:00 - 18:00	2	585	0.000	2	585	0.000	2	585	0.000
18:00 - 19:00	2	585	0.000	2	585	0.000	2	585	0.000
19:00 - 20:00	2	585	0.000	2	585	0.000	2	585	0.000
20:00 - 21:00	2	585	0.000	2	585	0.000	2	585	0.000
21:00 - 22:00	2	585	0.000	2	585	0.000	2	585	0.000
22:00 - 23:00	2	585	0.000	2	585	0.000	2	585	0.000
23:00 - 24:00	2	585	0.000	2	585	0.000	2	585	0.000
Total Rates:			0.170			0.170			0.340

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

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

Parameter summary

Trip rate parameter range selected:	450 - 720 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	585	0.000	2	585	0.000	2	585	0.000
11:00 - 12:00	2	585	0.000	2	585	0.000	2	585	0.000
12:00 - 13:00	2	585	0.000	2	585	0.000	2	585	0.000
13:00 - 14:00	2	585	0.085	2	585	0.000	2	585	0.085
14:00 - 15:00	2	585	0.000	2	585	0.000	2	585	0.000
15:00 - 16:00	2	585	0.000	2	585	0.000	2	585	0.000
16:00 - 17:00	2	585	0.000	2	585	0.085	2	585	0.085
17:00 - 18:00	2	585	0.000	2	585	0.000	2	585	0.000
18:00 - 19:00	2	585	0.000	2	585	0.000	2	585	0.000
19:00 - 20:00	2	585	0.000	2	585	0.000	2	585	0.000
20:00 - 21:00	2	585	0.000	2	585	0.000	2	585	0.000
21:00 - 22:00	2	585	0.000	2	585	0.000	2	585	0.000
22:00 - 23:00	2	585	0.000	2	585	0.000	2	585	0.000
23:00 - 24:00	2	585	0.000	2	585	0.000	2	585	0.000
Total Rates:			0.085			0.085			0.170

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

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

Parameter summary

Trip rate parameter range selected:	450 - 720 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	585	0.000	2	585	0.000	2	585	0.000
11:00 - 12:00	2	585	0.000	2	585	0.000	2	585	0.000
12:00 - 13:00	2	585	0.000	2	585	0.000	2	585	0.000
13:00 - 14:00	2	585	0.000	2	585	0.000	2	585	0.000
14:00 - 15:00	2	585	0.000	2	585	0.000	2	585	0.000
15:00 - 16:00	2	585	0.000	2	585	0.000	2	585	0.000
16:00 - 17:00	2	585	0.085	2	585	0.000	2	585	0.085
17:00 - 18:00	2	585	0.000	2	585	0.000	2	585	0.000
18:00 - 19:00	2	585	0.000	2	585	0.000	2	585	0.000
19:00 - 20:00	2	585	0.000	2	585	0.000	2	585	0.000
20:00 - 21:00	2	585	0.000	2	585	0.000	2	585	0.000
21:00 - 22:00	2	585	0.000	2	585	0.085	2	585	0.085
22:00 - 23:00	2	585	0.000	2	585	0.000	2	585	0.000
23:00 - 24:00	2	585	0.000	2	585	0.000	2	585	0.000
Total Rates:			0.085			0.085			0.170

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

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

Parameter summary

Trip rate parameter range selected:	450 - 720 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-706710-160519-0518

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 375 to 380 (units: sqm)
Range Selected by User: 112 to 2384 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:
Saturday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:
Village 2

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

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	1 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1 CH-06-C-01 HARVESTER CHESHIRE
WHITCHURCH ROAD
CHRISTLETON
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 375 sqm
Survey date: SATURDAY 18/10/08 Survey Type: MANUAL

2 SF-06-C-01 PUB/RESTAURANT SUFFOLK
BROMFORD ROAD
SPOUGHTON
NEAR IPSWICH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 380 sqm
Survey date: SATURDAY 13/07/13 Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	380	0.263	1	380	0.000	1	380	0.263
10:00 - 11:00	2	378	0.397	2	378	0.530	2	378	0.927
11:00 - 12:00	2	378	2.649	2	378	0.132	2	378	2.781
12:00 - 13:00	2	378	3.179	2	378	1.589	2	378	4.768
13:00 - 14:00	2	378	3.046	2	378	3.046	2	378	6.092
14:00 - 15:00	2	378	2.914	2	378	3.179	2	378	6.093
15:00 - 16:00	2	378	2.914	2	378	3.841	2	378	6.755
16:00 - 17:00	2	378	3.709	2	378	3.576	2	378	7.285
17:00 - 18:00	2	378	3.576	2	378	2.914	2	378	6.490
18:00 - 19:00	2	378	3.444	2	378	3.709	2	378	7.153
19:00 - 20:00	2	378	4.106	2	378	3.709	2	378	7.815
20:00 - 21:00	2	378	2.119	2	378	1.987	2	378	4.106
21:00 - 22:00	2	378	0.265	2	378	2.914	2	378	3.179
22:00 - 23:00	2	378	0.397	2	378	1.325	2	378	1.722
23:00 - 24:00	2	378	0.000	2	378	0.795	2	378	0.795
Total Rates:			32.978			33.246			66.224

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

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

Parameter summary

Trip rate parameter range selected:	375 - 380 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	380	0.000	1	380	0.000	1	380	0.000
10:00 - 11:00	2	378	0.132	2	378	0.132	2	378	0.264
11:00 - 12:00	2	378	0.000	2	378	0.000	2	378	0.000
12:00 - 13:00	2	378	0.000	2	378	0.000	2	378	0.000
13:00 - 14:00	2	378	0.000	2	378	0.000	2	378	0.000
14:00 - 15:00	2	378	0.000	2	378	0.000	2	378	0.000
15:00 - 16:00	2	378	0.132	2	378	0.132	2	378	0.264
16:00 - 17:00	2	378	0.000	2	378	0.000	2	378	0.000
17:00 - 18:00	2	378	0.000	2	378	0.000	2	378	0.000
18:00 - 19:00	2	378	0.132	2	378	0.132	2	378	0.264
19:00 - 20:00	2	378	0.000	2	378	0.000	2	378	0.000
20:00 - 21:00	2	378	0.000	2	378	0.000	2	378	0.000
21:00 - 22:00	2	378	0.000	2	378	0.000	2	378	0.000
22:00 - 23:00	2	378	0.000	2	378	0.000	2	378	0.000
23:00 - 24:00	2	378	0.000	2	378	0.000	2	378	0.000
Total Rates:			0.396			0.396			0.792

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

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

Parameter summary

Trip rate parameter range selected:	375 - 380 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	380	0.263	1	380	0.000	1	380	0.263
10:00 - 11:00	2	378	0.000	2	378	0.132	2	378	0.132
11:00 - 12:00	2	378	0.000	2	378	0.000	2	378	0.000
12:00 - 13:00	2	378	0.000	2	378	0.000	2	378	0.000
13:00 - 14:00	2	378	0.000	2	378	0.000	2	378	0.000
14:00 - 15:00	2	378	0.000	2	378	0.000	2	378	0.000
15:00 - 16:00	2	378	0.000	2	378	0.000	2	378	0.000
16:00 - 17:00	2	378	0.000	2	378	0.000	2	378	0.000
17:00 - 18:00	2	378	0.000	2	378	0.000	2	378	0.000
18:00 - 19:00	2	378	0.000	2	378	0.000	2	378	0.000
19:00 - 20:00	2	378	0.000	2	378	0.000	2	378	0.000
20:00 - 21:00	2	378	0.000	2	378	0.000	2	378	0.000
21:00 - 22:00	2	378	0.000	2	378	0.000	2	378	0.000
22:00 - 23:00	2	378	0.000	2	378	0.000	2	378	0.000
23:00 - 24:00	2	378	0.000	2	378	0.000	2	378	0.000
Total Rates:			0.263			0.132			0.395

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

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

Parameter summary

Trip rate parameter range selected:	375 - 380 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	380	0.000	1	380	0.000	1	380	0.000
10:00 - 11:00	2	378	0.000	2	378	0.000	2	378	0.000
11:00 - 12:00	2	378	0.000	2	378	0.000	2	378	0.000
12:00 - 13:00	2	378	0.000	2	378	0.000	2	378	0.000
13:00 - 14:00	2	378	0.000	2	378	0.000	2	378	0.000
14:00 - 15:00	2	378	0.000	2	378	0.000	2	378	0.000
15:00 - 16:00	2	378	0.000	2	378	0.000	2	378	0.000
16:00 - 17:00	2	378	0.000	2	378	0.000	2	378	0.000
17:00 - 18:00	2	378	0.000	2	378	0.000	2	378	0.000
18:00 - 19:00	2	378	0.000	2	378	0.000	2	378	0.000
19:00 - 20:00	2	378	0.000	2	378	0.000	2	378	0.000
20:00 - 21:00	2	378	0.000	2	378	0.000	2	378	0.000
21:00 - 22:00	2	378	0.000	2	378	0.000	2	378	0.000
22:00 - 23:00	2	378	0.000	2	378	0.000	2	378	0.000
23:00 - 24:00	2	378	0.000	2	378	0.000	2	378	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	375 - 380 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	380	0.000	1	380	0.000	1	380	0.000
10:00 - 11:00	2	378	0.132	2	378	0.000	2	378	0.132
11:00 - 12:00	2	378	0.000	2	378	0.000	2	378	0.000
12:00 - 13:00	2	378	0.000	2	378	0.000	2	378	0.000
13:00 - 14:00	2	378	0.397	2	378	0.265	2	378	0.662
14:00 - 15:00	2	378	0.000	2	378	0.000	2	378	0.000
15:00 - 16:00	2	378	0.000	2	378	0.132	2	378	0.132
16:00 - 17:00	2	378	0.000	2	378	0.000	2	378	0.000
17:00 - 18:00	2	378	0.265	2	378	0.265	2	378	0.530
18:00 - 19:00	2	378	0.000	2	378	0.000	2	378	0.000
19:00 - 20:00	2	378	0.000	2	378	0.132	2	378	0.132
20:00 - 21:00	2	378	0.000	2	378	0.000	2	378	0.000
21:00 - 22:00	2	378	0.000	2	378	0.000	2	378	0.000
22:00 - 23:00	2	378	0.000	2	378	0.000	2	378	0.000
23:00 - 24:00	2	378	0.000	2	378	0.000	2	378	0.000
Total Rates:			0.794			0.794			1.588

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

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

Parameter summary

Trip rate parameter range selected:	375 - 380 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : Q - MARKET
VEHICLES

Selected regions and areas:
02 SOUTH EAST
SC SURREY 1 days

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

Filtering Stage 2 selection:

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

Parameter: Site area
Actual Range: 3.60 to 3.60 (units: hect)
Range Selected by User: 1.00 to 3.60 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 24/11/90 to 22/10/92

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

Selected survey days:
Thursday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
No Sub Category 1

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

Filtering Stage 3 selection:

Use Class:
Not Known 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days

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

Population within 5 miles:

500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days

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

LIST OF SITES relevant to selection parameters

1 SC-01-Q-01 MARKET SURREY
STAINES ROAD EAST
KEMPTON PARK RACES
SUNBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 3.60 hect
Survey date: THURSDAY 22/10/92 Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/Q - MARKET
VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	3.60	44.444	1	3.60	1.389	1	3.60	45.833
07:00 - 08:00	1	3.60	39.722	1	3.60	8.333	1	3.60	48.055
08:00 - 09:00	1	3.60	64.167	1	3.60	16.389	1	3.60	80.556
09:00 - 10:00	1	3.60	247.778	1	3.60	67.222	1	3.60	315.000
10:00 - 11:00	1	3.60	249.167	1	3.60	136.667	1	3.60	385.834
11:00 - 12:00	1	3.60	182.222	1	3.60	230.278	1	3.60	412.500
12:00 - 13:00	1	3.60	131.667	1	3.60	215.278	1	3.60	346.945
13:00 - 14:00	1	3.60	119.722	1	3.60	180.278	1	3.60	300.000
14:00 - 15:00	1	3.60	69.722	1	3.60	162.778	1	3.60	232.500
15:00 - 16:00	1	3.60	23.611	1	3.60	130.833	1	3.60	154.444
16:00 - 17:00	1	3.60	12.222	1	3.60	71.389	1	3.60	83.611
17:00 - 18:00	1	3.60	3.889	1	3.60	23.611	1	3.60	27.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1188.333			1244.445			2432.778

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

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

Parameter summary

Trip rate parameter range selected:	3.60 to 3.60 (units: hect)
Survey date date range:	24/11/90 - 22/10/92
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706710-160505-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : Q - MARKET
VEHICLES

Selected regions and areas:
03 SOUTH WEST
DC DORSET 1 days

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

Filtering Stage 2 selection:

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

Parameter: Site area
Actual Range: 1.00 to 1.00 (units: hect)
Range Selected by User: 1.00 to 3.60 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 24/11/90 to 22/10/92

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:
Not Known 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days

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

LIST OF SITES relevant to selection parameters

1 DC-01-Q-01 INDOOR MARKET DORSET
POOLE ROAD
BRANKSOME
POOLE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Site area: 1.00 hect
Survey date: SATURDAY 24/11/90 Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/Q - MARKET
VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1.00	189.000	1	1.00	144.000	1	1.00	333.000
11:00 - 12:00	1	1.00	192.000	1	1.00	177.000	1	1.00	369.000
12:00 - 13:00	1	1.00	166.000	1	1.00	175.000	1	1.00	341.000
13:00 - 14:00	1	1.00	163.000	1	1.00	183.000	1	1.00	346.000
14:00 - 15:00	1	1.00	182.000	1	1.00	168.000	1	1.00	350.000
15:00 - 16:00	1	1.00	117.000	1	1.00	171.000	1	1.00	288.000
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1009.000			1018.000			2027.000

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

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

Parameter summary

Trip rate parameter range selected:	1.00 to 1.00 (units: hect)
Survey date date range:	24/11/90 - 22/10/92
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

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