Mr D Pomfrett

Transport Statement

Proposed Public House/ Restaurant with First Floor Apartment.

The Fox Public House, Haverhill Road, Little Wratting, Cambridgeshire, CB9 7UD

23 October 2020

ENVIRONMENTAL AND
SUSTAINABILITY CONSULTANTS

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Executive Summary

This report has been prepared in connection with the application for the development of a public house and restaurant with first floor flat at The Fox, Haverhill Road, Little Wratting, Cambridgeshire.

From investigations in respect of sustainable accessibility, car parking provision, and multi-modal traffic generation, the main findings are:

- The proposed public house has a GFA of 439m^2 to the ground floor with a restaurant and bar area. The first floor comprises an apartment expected for use by the owner of the facility. There are to be 50 car parking spaces, 14 cycle, and 5 motorcycle spaces. The access is to be moved slightly, with a junction onto the New Haverhill Road from the north eastern arm of the roundabout.

- The location of the proposed development currently offers reasonable potential for local sustainable transport with good availability of walking routes. The development of new residential estates is considered to greatly improve the sustainable accessibility of the site, as it would be expected for bus services to be improved for the area.

- The site is located in an area of large scale development, with a number of residential estates in the process of being constructed neighbouring the site to the north, west and east. These developments will bring a larger and more local customer catchment within walking distance of the public house.

- Whilst the level of car parking to be provided is below published standards, the site is considered to be located in a sustainable location that would promote the use of more sustainable modes of transport. Whilst vehicular trips are expected to be the dominant mode of transport, the public house is not anticipated to result in overspill parking on nearby residential roads as illustrated by the parking accumulation calculation carried out which demonstrates sufficient parking capacity. The public house proposes a cycle parking provision above that recommended by the council guidance.

The Local Authority can rest assured that the impact on the local roads from the proposed development has been assessed in terms of multi-modal trip generation, sustainable accessibility, and car parking provision and would not present a detrimental impact to the highway network.

1 Introduction

1.1 This Transport Statement (TS) has been submitted in connection with the application for the development of a public house/ restaurant and first floor apartment on Haverhill Road, Cambridgeshire, in order to assess the impact of the proposed development in terms of sustainable accessibility.

1.2 The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2019).

1.3 The report has also been produced in line with local guidance and planning policy, including the Suffolk Guidance for Parking (2019). In addition, the Suffolk Local Transport Plan 2011 - 2031 has been used to inform this document.

2 Background

2.1 The land for the proposed development is located at the existing public house off Haverhill Road, to the northern outskirts of Haverhill, Cambridgeshire.

2.2 The existing site comprises a vacant public house building situated on the frontage adjacent to Haverhill Road, with parking to the north via an access to the northern corner of the site. There are 32 car parking spaces, including 2 disabled bays.

2.3 The site is located on Haverhill Road (A143) in between the town of Haverhill and small village of Little Wratting. The site is situated within a development area comprising the rerouting of Haverhill Road to form a roundabout into a new housing development on the northern side of the road. The surrounding landscaping is comprised of the outskirts of Haverhill to the south, with agricultural land and small patches of woodland interspersed with smaller settlement across the north.

2.4 Haverhill is a market town and civil parish in the county of Suffolk and lies 14 miles south east of Cambridge and 47 miles north east of Central London. The town lies at the south west border of the county with Cambridgeshire to the west and Essex to the south. Haverhill had a population of 27,041 at the 2011 census.

2.5 **Consideration of Neighbouring Approved Development**

2.6 The site is situated in an area of considerable new development, with new residential developments to be constructed to the north, east and west of the public house. The developments include the following, as presented in Figure 1:

- Land North West of Haverhill
- Great Wilsey Park

Figure 1: Approximate Boundaries of Development

2.7 These developments result in the change in layout of Haverhill Road, with 2 new roundabouts proposed within proximity of the public house, i.e. one just west and one to the east of the site access. The new developments will result in a significant increase in the catchment of residential dwellings within walking distance of the public house, as well as an increase in local amenities to support the residential developments such as schools and local shops.

2.8 The new road layout means that the existing Haverhill Road onto which the site access is located will become redundant. In its place there is to be a new four-arm roundabout providing access into the NW Haverhill development. The redundant part of the road is expected to remain as an adopted highway but, planted with grasses and wildflowers. The site access will be located just off the eastern arm of the roundabout.

2.9 The new developments are also expected to result in improvements to sustainable transport provisions. The Great Wilsey Park Development has included an indicative bus route within the transport assessment submitted as part of the application, to include a route that connects the development to Haverhill town centre via the A143 (Haverhill Road), which could therefore be utilised by visitors to the public house. Furthermore, this development has proposed a footpath and cycle network through the centre of the estate.

2.10 The public right of way that leads from the east of the site to the south, leads into the new residential development and is proposed to be retained and enhanced with new surfacing, as stated in the transport assessment for Great Wilsey Park. Therefore, there will be an enhanced direct route between the public house and the Great Wilsey Park Development.

3 Scheme Overview

3.1 The existing site is comprised of a vacant public house with associated car park of 32 spaces.

3.2 The proposal will see the demolition of the existing building, and construction of a new public house set further back from the road, with parking to the west and north of the building, and terrace and garden area to the south.

3.3 The ground floor of the public house will comprise a restaurant and bar area, with rear of house uses of kitchen and store rooms. The first floor will accommodate a residential flat of 3 bedrooms, thought to be used by the public house manager/ owner.

3.4 The site proposes a new access located just south of the existing access onto the new layout of Haverhill Road. The car park will have 50 car parking spaces, including 2 disabled bays, and 9 electric vehicle bays. There are 5 motorcycle spaces within the car park, and 12 cycle spaces.

4 Scope of Assessment

4.1 This Transport Statement has been produced to consider the following issues

- Proposed site access
- Sustainable accessibility and car parking provision
- Number of multi-modal trips generated by the proposals
- Parking Accumulation

4.2 This report considers the extent of the transport and movement implications of the proposed development and the impact on the locality. In particular, the likely multi-modal trip generation, and the accessibility of the site in terms of sustainable transport options and a review of the parking provision.

4.3 With regards to calculating the proposed traffic for the public house, the TRICS database was interrogated for suitable survey sites. TRICS database was examined to determine the most appropriate trip rates for pub/ restaurant developments between 200m² - 1000m² GFA in Edge of Town or Suburban Locations with a maximum local population of 25,000 within 1 mile. Trip Rate Calculations were purchased from TRICS for both weekend and weekday surveys.

4.4 The report comprises the following sections:

Section 5 - Provides a description of the existing highway and pedestrian conditions in the site vicinity, including a site description, and assessments of the existing public transport, cycling and walking networks.

Section 6 - Sets out the development proposals for the amount and type, including a description of the development, proposed access and level of on-site parking provision and servicing.

Section 7 - Sets out the proposed traffic generation for the site and parking accumulation calculation.

Section 8 - Summarises the key findings and concludes the report.

5 Description of Existing Conditions

5.1 This section describes the existing:

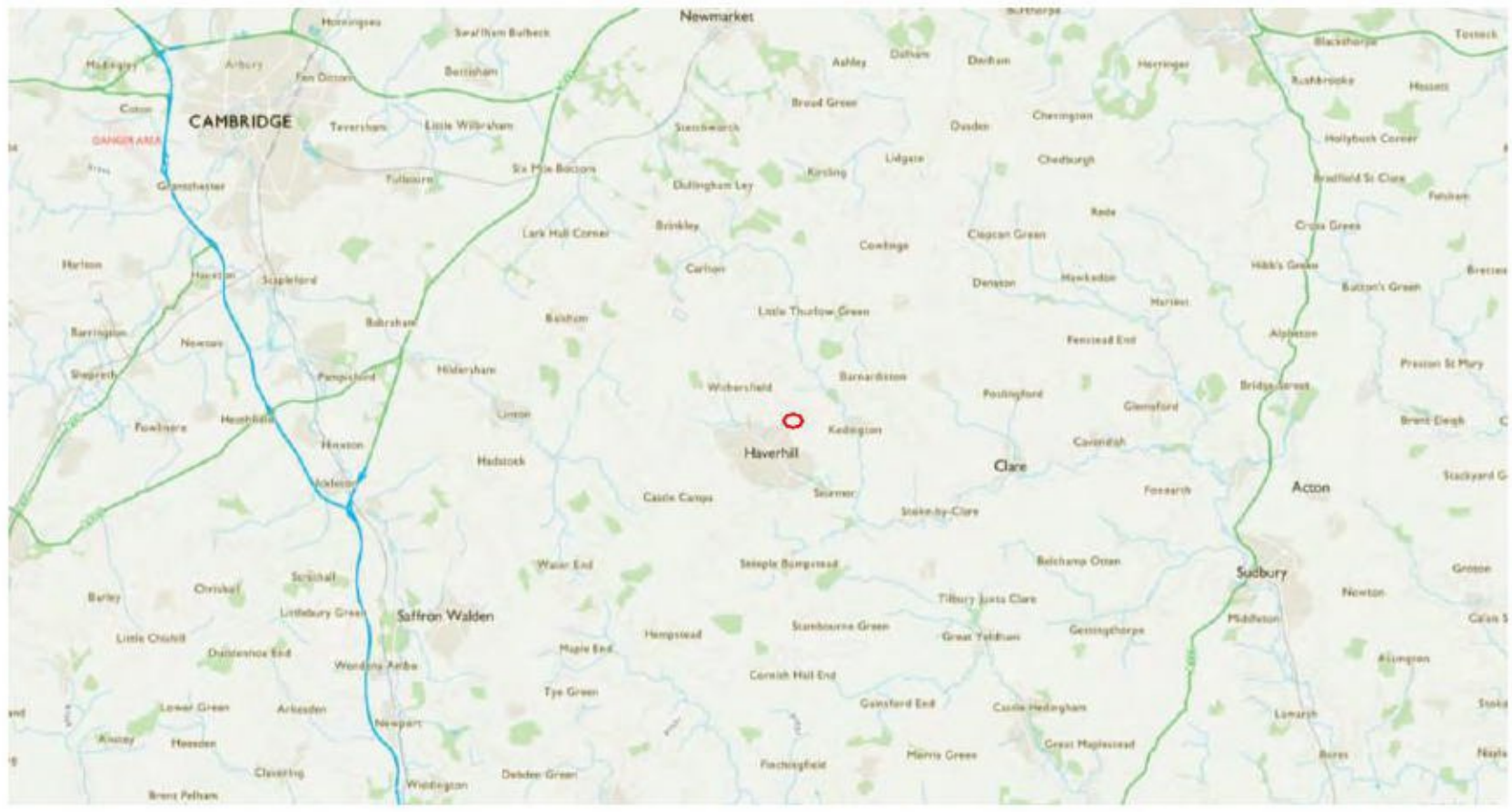
- site location and surrounding area
- development site
- local highway network
- sustainable modes of transport
- bus travel
- rail travel
- walking
- cycling

5.2 Site Location and Surrounding Area

The application site falls within the Local Highways Authority of Suffolk County Council and Planning Authority of West Suffolk Council.

5.3 The application site is located within a development area to the outskirts of Haverhill, just south of the small village of Little Wratting. Haverhill is a market town at the southern border between the counties of Suffolk, Cambridgeshire and Essex. The setting of the town is rural in nature, encircled by the A14, A134, A120 and A11 which connect the larger towns including Bishop's Stortford, Bury St Edmunds and the city of Cambridge. The application site is located 19 miles to the south east of Cambridge.

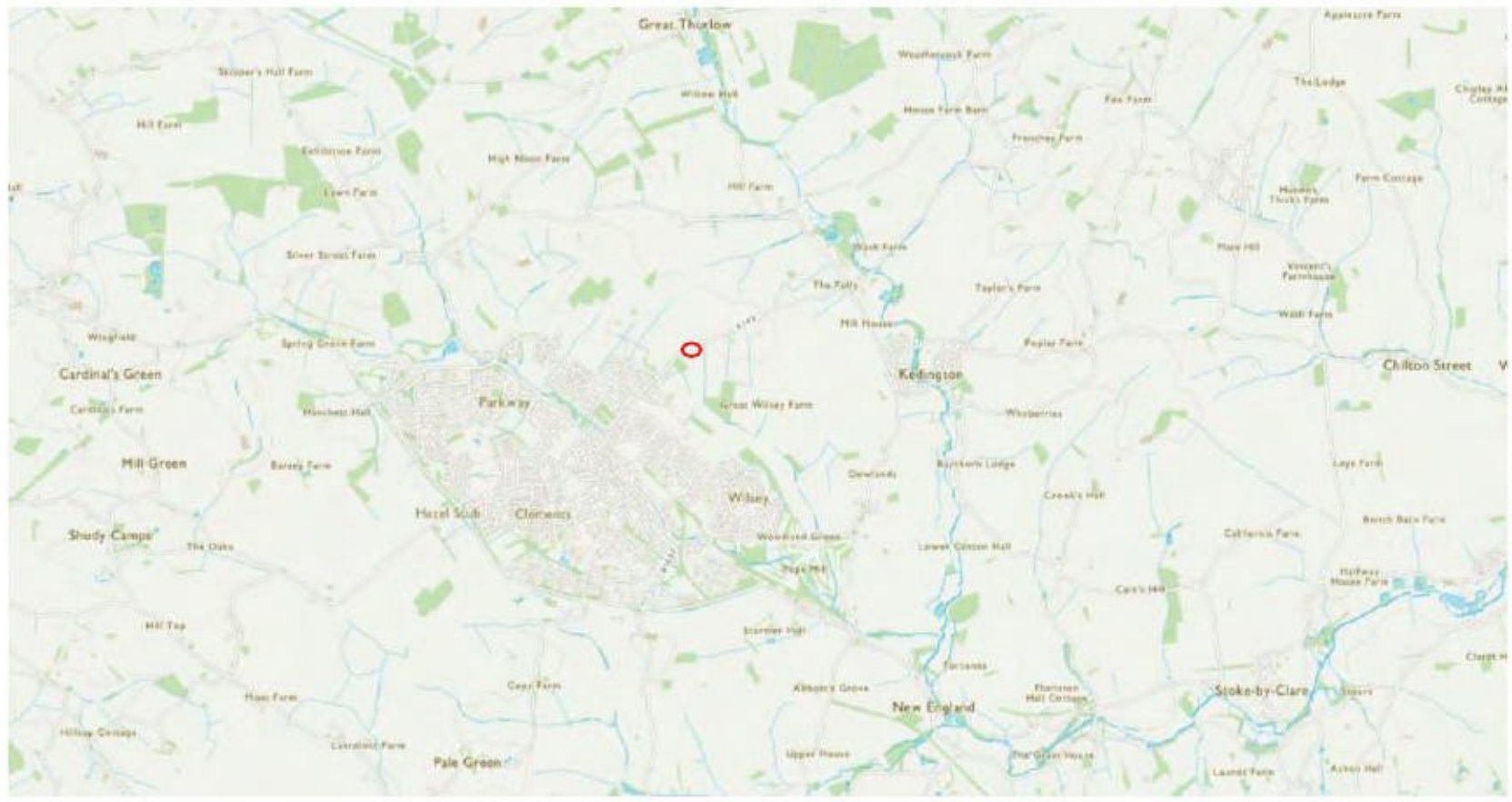
Figure 2: OS Map Showing Context of the Site Location



5.4 Development Site

The application site is located to the northern outskirts of Haverhill. The surrounding landscape is rural predominantly comprising agricultural land to the north, with the suburbs of Haverhill to the south.

Figure 3: OS Map Showing Location of the Site



5.5 Local Highway Network

Figures 2 and 3 above show the highway infrastructure surrounding the site. Haverhill Road (A143) is a 30mph road within the vicinity of the public house. This changes to the National Speed Limit (60mph) 170m to the north east of the site access. The A143 leads south west into Haverhill town centre, and north east towards Bury St Edmunds. To the east of the site there is a footpath along the northern side of the road, which switches to the southern side of the road at the pub which continues into Haverhill. There are no pedestrian crossings within the vicinity of the site. It is acknowledged that the section of the A143 outside of the application site is to undergo alterations to accommodate a new roundabout for the residential development to the west of The Fox.

5.6 On Street Parking Availability

Concerns have been raised over potential parking on nearby roads by visitors to the facility. Therefore, consideration has been made to the availability of on-street parking.

5.7 Haverhill Road

Haverhill Road in its current layout and proposed new layout do not offer suitable provision for on-street parking within the vicinity of the site. In particular the proposed new roundabout outside the site access will prevent parking further than the current layout.

5.8 **Residential Roads**

Taking into account the new residential roads that will surround the public house in the years to come, there will likely be on street parking availability within the estates near to the pub. To further explore this, we have identified the closest availability of parking within the new developments that could be used for parking, based on the proposed plans available on the planning portal. The proposed residential roads within the North West Haverhill Development that are deemed suitable for on-street parking are located 80m and 170m to the south at their closest point. This includes the southern most road that is accessed directly from Haverhill Road, and western arm of the new roundabout. The northern arm is not considered appropriate for parking, as is the case with the eastern arm.

5.9 The Great Wilsey Park development can be accessed by pedestrians from the existing footway PRoW that leads south from the site. The nearest residential road is located approximately 50m from The Fox by foot.

5.10 As these developments are yet to be built, it is difficult to determine exactly how much on-street parking availability there will be.

5.11 **Sustainable Accessibility**

An investigation into the provision of sustainable travel options for potential residents of the application site has been carried out to assess the sustainable accessibility of the site. The following modes of transport have been investigated:

5.12 **Bus Travel**

The IHT Guidelines for "Planning for Public Transport in New Developments" state that the maximum walking distance to a bus stop should not exceed 400m if bus travel is to be maximised.

5.13 There are two bus stops located directly outside of the public house on Haverhill Road, one on either side of the road, although there is no crossing facility on Haverhill road within proximity. Both bus stops are served by bus route 15A which operates twice daily in each direction between Haverhill and Bury St Edmunds.

5.14 However, it appears that there is not currently a bus service operating at these bus stops.

5.15 The closest operational bus stop to the site is Ann Suckling Close which has a poor service frequency of only single services per day such as route 15 and 14.

5.16 Haverhill Bus Station is located 1 mile from The Fox, and has over 10 active routes that provide access around Haverhill, as well as towards Cambridge, Bury St Edmunds and other settlement within the area.

5.17 The frequency of bus services in proximity to the site are summarised below:

Table 1: Summary of Bus Services

Bus service	Bus stop	Route	Weekday				Weekend	
			Frequency		Times		Frequency	
			On-peak	Off-peak	First	Last	Sat	Sun
13	Haverhill Station	Haverhill to Cambridge	Hourly	Hourly	08:12	00:46	Hourly	Hourly
15	Haverhill Station	Haverhill to Bury St Edmunds	Hourly	2 Hours	06:35	17:15	4 services	N/A
348	Haverhill Station	Haverhill Circular	Hourly	2 Hours	10:15	14:15	N/A	N/A

5.18 Whilst the current provision of bus services is poor, the new residential development is expected to come with improved bus routes serving the locality. No information is currently available regarding details of expected bus routes. The public house should advertise local bus routes once available to encourage their customers to use the bus.

5.19 **Rail Travel**

There is no train station within close proximity to the site, as Haverhill is not located on a train line. The nearest stations are as follows:

- Dullingham: 10 miles (19 minute drive). Destinations include Cambridge and Ipswich.
- Great Chesterford: 17 miles (25 minute drive). Destinations include London Liverpool Street, and Cambridge North.
- Cambridge: 18 miles (34 minute drive). Destinations include Kings Lynn, London Kings Cross, Stansted Airport.

- Sudbury: 16 miles (37 minute drive). Trains run to and from Marks Tey.

5.20 Due to the lack of local train station, travelling via train on a regular basis is not considered particularly viable. Long distance journeys are more likely to be undertaken by train such as into London.

5.21 **Walking**

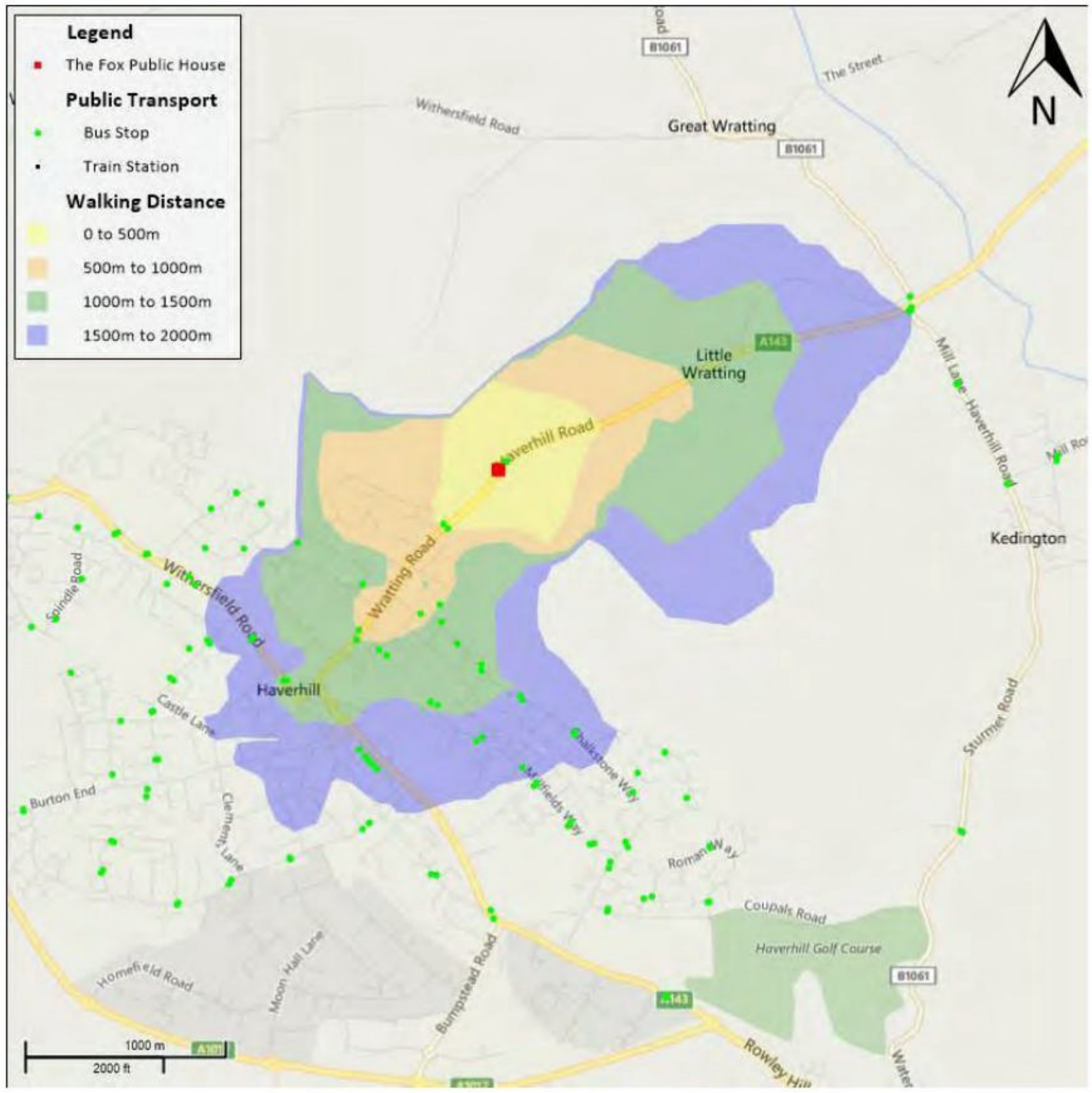
A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

5.22 National Planning Policy Framework makes reference to the importance of encouraging walking as an alternative mode of travel which offers the greatest potential to replace short car trips, particularly under 2.0 km, (approximately 1.5 miles).

5.23 The Institution of Highways and Transportation (IHT) publication "Guidelines for Providing for Journeys on Foot" note that walking accounts for over 25% of all journeys and 80% of journeys up to 2km.

5.24 The 2.0 km walking isochrone map below shows that the northern half of Haverhill is within walking distance of the site, providing access to local amenities such as shops, schools and healthcare. The small village of Little Wratting is also within walking distance.

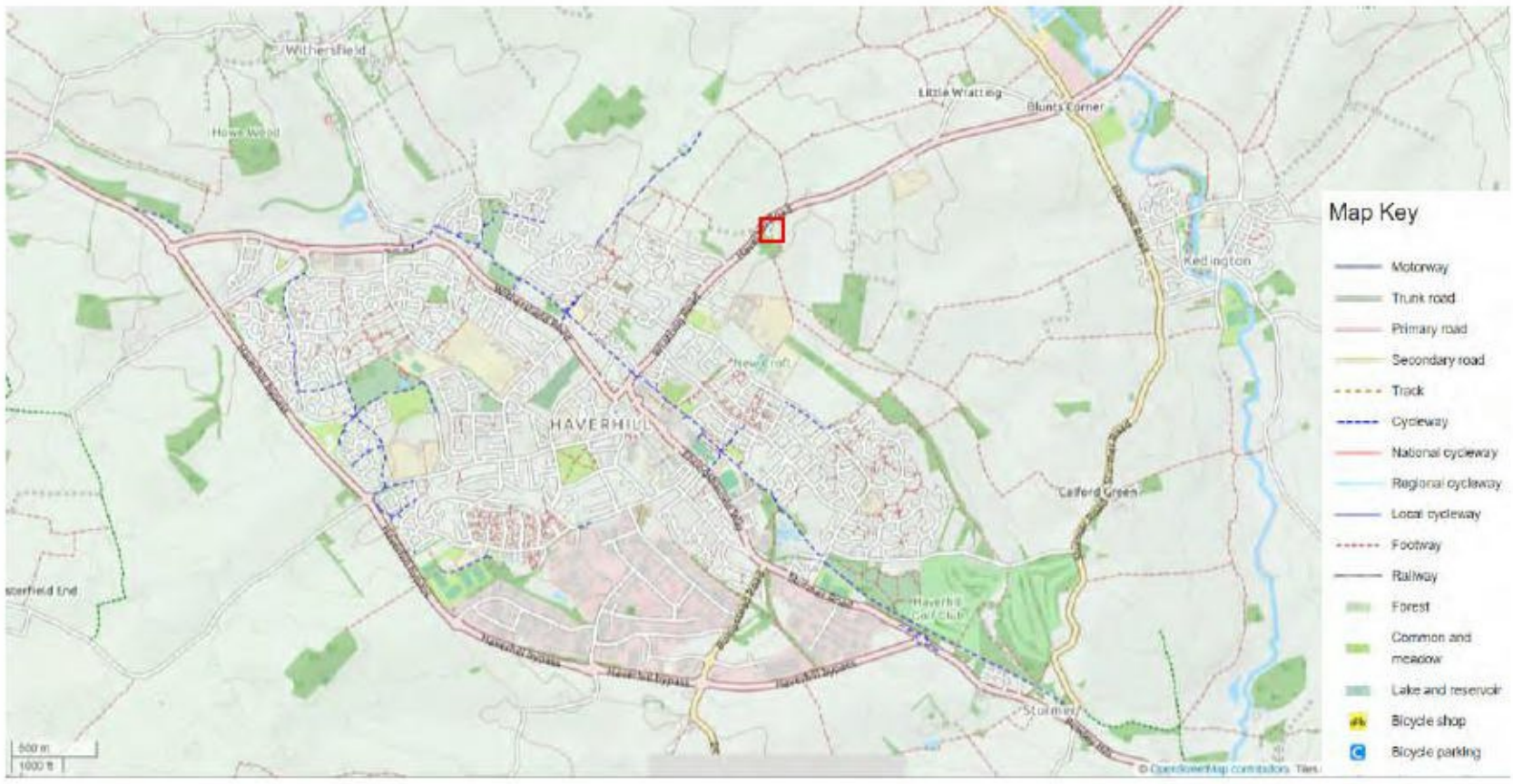
Figure 4: 2.0km Walking Isochrone Map



5.25 The site is located to the northern outskirts of Haverhill on Haverhill Road. The village of Little Wratting is located along Haverhill Road to the north east. The outer areas of Haverhill including residential areas and local amenities such as schools are located along and accessed from Haverhill Road to the south.

5.26 Haverhill Road within the proximity of the development has a footpath on one side of the road To the north of the site frontage, the footpath is on the western side of the road, which switches to the eastern side at the beginning of the site frontage leading south into Haverhill. This situation continues until the junction onto Ann Suckling Road, where there are footpaths on both sides of Haverhill Road. There is no streetlighting present within the vicinity of the pub, only beginning once within the settlement area of Haverhill. There are no pedestrian crossings on Haverhill Road within the locality of the site.

Figure 5: Walking Routes Map



5.27 The map above, courtesy of Open Street Map, demonstrates that there is a good provision of footways within the vicinity of the site. There is a footway leading from the northern site boundary, to the south towards both Haverhill and the village of Kedington. Many of the routes are likely to be used for recreational walking through the rural landscape rather than for access.

5.28 The Fox is a 4 minute walk (350m) from the outskirts and residential areas of northern Haverhill, which is connected via a footpath. The public house is also within excellent proximity of the new residential development. It is assumed that crossing facilities will be provided at the new roundabout, although this is not confirmed.

5.29 The proposed site has two pedestrian accesses located separate from the vehicle access. One is located at the easternmost corner, providing access to ajoin with the PRoW, and the other is centrally onto Haverhill Road, connecting with the existing footpath. There is a secondary pedestrian access to the northern corner of the site. Both footpaths lead internally through the car park towards the public house entrance.

5.30 The proposed developments of North West Haverhill and Great Wilsey Park will form an excellent walking catchment for visitors of the public house. Great Wilsey Park will result in the enhancement of the PRoW that leads south from The Fox forming a convenient direct connection to the residential development to the south.

5.31 Given the proximity of the site to residential areas (existing and proposed) and other amenities within the area, walking is considered to have a good viability as a mode of transport to access the site on a regular basis.

5.32 Local Amenities

There are some local amenities in the surrounding area that the resident of the upstairs apartment, or customers/ staff can access by foot, bicycle or bus. A selection of the nearest amenities is shown in the table:

Table 2: Local Amenities

Amenity	Location	Distance	Walking Time*
Samuel Ward Academy	Chalkstone Way	1.3km	16 mins
Tesco Superstore	Cangle Road	1.4km	16 mins
Doctors Surgery	Camps Road	1.6km	18 mins
Post Office	High Street	1.6km	19 mins
Haverhill Leisure Centre	Ehringshausen Way	1.7km	19 mins
Barclays Bank	High Street	1.8km	21 km

* Walking times based on "leisurely" 5km/hr (3mph)

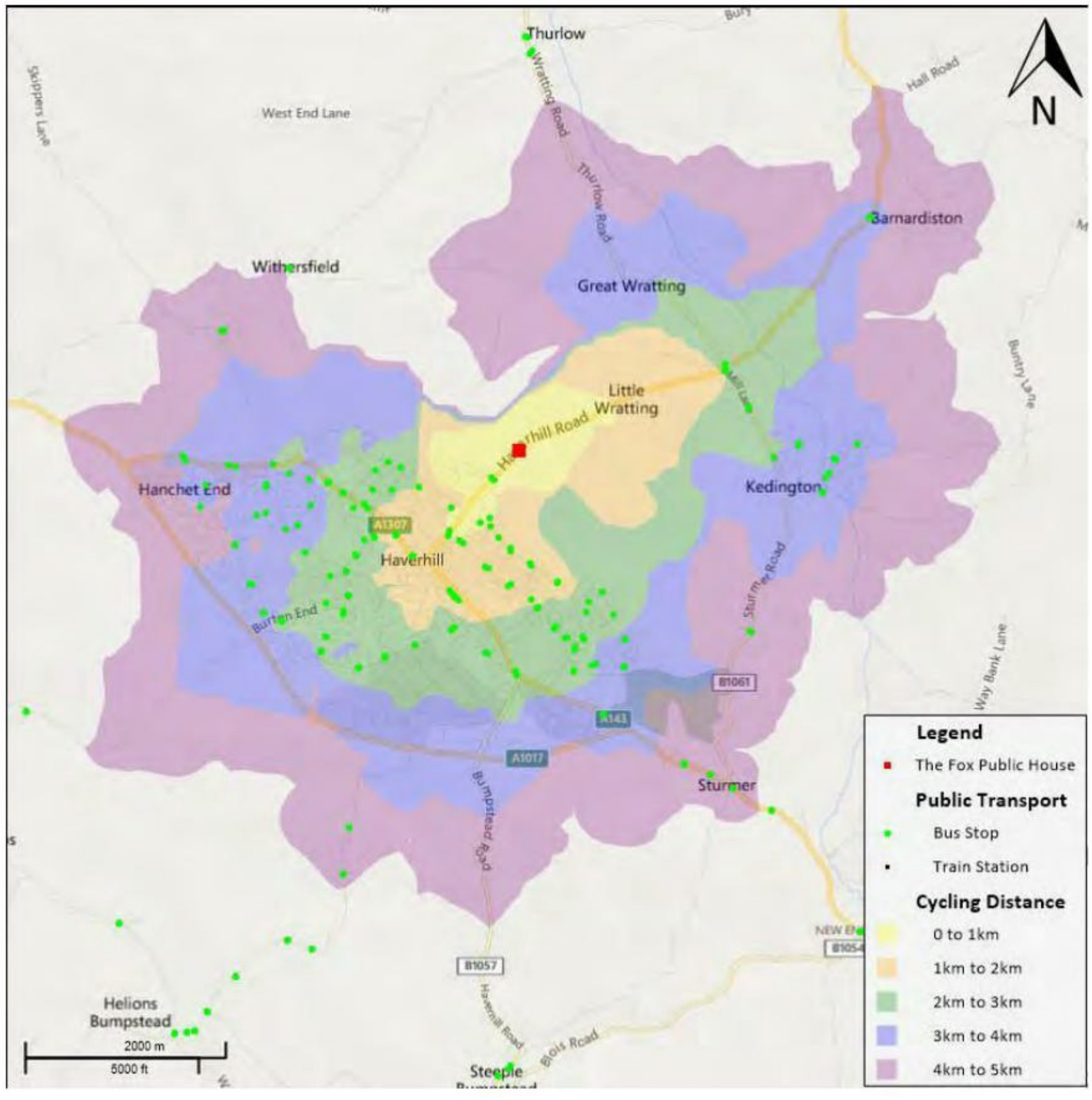
5.33 It is worth noting that additional amenities may be available upon completion of the new residential development. Great Wilsey Park proposes new schools and local shops within the new local centre.

5.34 Cycling

National Planning Policy Framework makes reference to the importance of encouraging cycling as an alternative mode of travel which has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

5.35 The "Cycling Isochrone Map" overleaf shows that a 5km cycle catchment area, centered on the site, includes the whole town of Haverhill, and includes a number of the outer villages such as Kedington and Sturmer.

Figure 6: 5.0km Cycling Isochrone Map



5.36 The cycle map in Appendix A presents the cycle within Haverhill. The map demonstrates that there are advisory cycle routes within proximity of the site within Haverhill, such as Chalkstone Way and Millfields Way. There are no National Cycle Routes near Haverhill.

5.37 Cycle Streets website allows you to plan a cycle journey, allowing you to choose the fastest, quietest or balanced route based on the users own preferences.

https://haverhill.cyclestreets.net/

5.38 The proposed site includes cycle parking for 12 cycles to be stored in a covered enclosure.

5.39 The Great Wilsey Park development proposes a cycle route through the centre of the new estate, connecting with the new roundabout to the east of The Fox.

5.40 The existing road network is considered reasonable to encourage cyclists and offers links to residential areas and local amenities within an acceptable cycling distance. Improved and additional links to the site will be available following completion of the new developments.

5.41 **Sustainable Accessibility Conclusion**

The location of the proposed development offers reasonable potential for local sustainable transport given existing conditions. However, the addition of the new housing developments neighbouring the site will provide an excellent walking and cycling catchment, with improvements in bus serves within the locality.

6 Development Proposals

6.1 This section sets out the development proposals for the site in greater detail.

6.2 **Development Proposals**

The proposal includes the demolition of the existing infrastructure and the construction of a new two storey building which will accommodate and public house/ restaurant to the ground floor, and an apartment to the first floor. The ground floor has a restaurant and bar with rear of house uses of a kitchen and store rooms. The restaurant has 56 covers, and the bar has 32 covers.

6.3 The target customer base largely focuses on the residents of the new developments to the north, west and east of the public house, as these will form an excellent walking catchment for the site. The facility aims to be a family-friendly public house/ restaurant.

6.4 It is anticipated that there will be 2 full time staff, and 8 part time staff members working at the pub/ restaurant. Opening hours are expected to be as follows:

- 12:00 - 23:00 6 days a week (Tuesday to Sunday).

6.5 The staff working rotation would be split into days of the week such as:

- Tuesday to Friday: 4 staff working 12:00 - 18:00, and 6 working 18:00 - 23:00.
- Saturday: 6 staff working 12:00 - 18:00 and 8 working 18:00 - 23:00
- Sunday: 8 staff working 12:00 - 18:00 and 3 working 18:00 - 22:00

6.6 The gross internal floor area of the public house restaurant is 439m^2. Of this, 293m^2 comprises the public floor area which includes the bar and restaurant area, excluding the bar serving area, kitchen, lobbies and toilets.

6.7 The upstairs apartment has 3 bedrooms, and an open plan kitchen and lounge. It is anticipated that the apartment will be used for either the staff manager or as staff rooms.

6.8 The proposed site layout is shown below:

Figure 7: Proposed Site Layout

6.9 Proposed Access and External Layout

As discussed in Section 2, the new residential developments result in a new roundabout layout to replace the existing Haverhill Road within the frontage of the Public House. As a result, the site access will be located on the eastern arm of the new four-arm roundabout.

6.10 The road layout provides sufficient width and turning facilities, suitable for cars to gain access, and for emergency, service and refuse vehicle to enter the site.

6.11 Within the site, there are footpaths throughout the car park that connect with Haverhill Road, leading straight to the building entrance to allow safe pedestrian access.

6.12 Car Parking Provision

This section assesses the amount of proposed car parking against the standards stipulated by the Local Authority. The parking standards required by Suffolk County Council are set out in "Suffolk Guidance for Parking" Third Edition May 2019.

6.13 Parking Standards

6.14 The following tables state the parking standards for Drinking Establishments and Residential dwellings:

Parking Guidance for Use Class A4:
Drinking Establishments

Public Houses, Wine Bars, or other drinking establishments (but not Nightclubs).

Standard:

Use	Vehicle Requirement	Cycle Minimum	PTW Minimum	Disabled Minimum
A4	1 space per 5 m^2 of public floor area	2 spaces per 50 m^2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total Capacity

Standard:
Flats and Houses are to be treated the same.

Use	Vehicle Minimum*	Cycle Minimum	PTW Minimum	Disabled Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
2 bedrooms	2 spaces per Dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			

6.15 Based on the above standards, the following car parking spaces will be required:

- Public House - 293m^2 = 59 car parking spaces (including 4 disabled), 6 cycle parking spaces, 3 PTW spaces.
- Apartment - 3 bedrooms = 2 car parking spaces, and 2 cycle spaces.

6.16 **Electric Vehicle Charging Provision**

The Suffolk Parking Guidance also stipulates electric vehicle charging guidance, as shown in the table below.

Commercial Development	EV Charging Requirement	Minimum Charge Specification
A4 Drinking Establishments	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity	7.4kw to 100kw

6.17 15% provision results in 9 spaces required in accordance with the required 59 spaces.

6.18 **Parking Provision**

The proposals include 50 car parking spaces which includes 3 disabled spaces (i.e. 6%) outside the building entrance. Space 13 is dedicated for use by the resident of the flat with a lockable bollard, so the flat user has guaranteed parking during busy times. 15% of the 50 spaces should be suitable for electric vehicle charging (i.e. 7.5 spaces). The car park provides 9 electric vehicle spaces.

6.19 There are 12 cycle parking spaces provided in a covered enclosure to the south of the building in the rear garden, providing a secure location for cycles. There will be a separate cycle store for staff members and residents only, which would be adjacent to the customer cycle parking.

6.20 5 motorcycle spaces are proposed within the car park.

6.21 Cycle parking and Power Two Wheeler parking is provided above the requirements in order to encourage the use of these modes over the car as much as possible. The venue will be run as a family friendly facility, so cycling for all ages will be encouraged, with secure cycling parking provided to the rear of the building.

6.22 Whilst the car parking provision for the public house use is an under provision of 9 spaces compared to the standards, the site is located in a sustainable location given the proposed use, as the target customer base is largely focused on the new residential developments to the north, east and west of the site. These areas are well within walking or cycling distance of the site so it is considered that these modes will make up a good proportion of trips to the site. This is also an increase in parking provision compared to the former public house, of 18 additional spaces.

6.23 Section 5.6 acknowledges that on-street parking is likely to be available in as little distance as 60m from The Fox. TRICS data parking accumulation in Section 7 demonstrates that parking demand does not increase above the parking provision, with the maximum parking accumulation requiring 20 spaces between 18:00 - 19:00. Therefore, the provision of 50

parking spaces is considered to strike the requisite balance between car parking provision for the applicant's operational use and encouraging increased use of alternative sustainable modes of travel, which is more than possible given the proximity of the new developments. Overspill parking is not considered to result from the development at such an extent as to cause nuisance to nearby residential areas.

6.24 Deliveries, Servicing and Emergency Vehicles

The road layout must accommodate the safe passage of emergency, delivery and refuse collection vehicles. The outline layout also appears appropriate for emergency vehicles, including ambulances and fire engines, to gain access to all parts of the site.

7 Multi-Modal Trip Generation

7.1 Introduction

This section provides details of the multi-modal trip generation of the proposed public house/ restaurant, followed by a parking accumulation calculation to determine whether the proposed level of parking will be adequate to discourage irresponsible parking.

7.2 Proposed Trips

The proposal is for the redevelopment of the public house, which has a total GFA of 439m^2.

7.3 In order to provide the most robust traffic generation scenario for the site, the TRICS database was examined to determine the most appropriate trip rates for pub/ restaurant developments with GFA between 200m^2 - 1000m^2 in Suburban and Edge of Town locations and Trip Rate Calculations were purchased for both weekend and weekday surveys to gauge the full extent of trips. The full data can be found in Appendix B.

7.4 Based on the TRICS trip rates, the public house/ restaurant development would generate the following trips on the weekend:

Table 3: Weekend Trip Rates & Traffic Generation - Proposed Site

Mode of Transport	Time Period	Trip Rates (per 100m²)		Trip Generation 439m²	
		Arrive	Depart	Total Arrive	Total Depart
Public Transport	PM Peak 19:00-20:00	0	0	0	0
	Actual PM Peak (14:00 - 15:00)	0.069	0	0.303	0
	Total 00:00-24:00	0.069	0	0.303	0
Walk	PM Peak 19:00-20:00	2.346	1.759	10.299	7.722
	Total 00:00-24:00	11.52	12.424	50.573	54.541
Cycle	PM Peak 19:00-20:00	0	0	0	0
	Actual PM Peak (14:00 - 15:00)	0.138	0.241	0.606	1.058
	Total 00:00-24:00	0.344	0.344	1.510	1.510
Vehicle	PM Peak 19:00-20:00	5.45	5.864	23.926	25.743
	Total 00:00-24:00	42.262	42.846	185.530	188.094

7.5 The table above demonstrates that the peak hours are not consistent. An overall peak of 19:00 - 20:00 has been included, as well as the actual peak where different. Due to the nature of the use, AM trips are minimal so the AM peak is not considered relevant. Between 19:00 - 20:00, 24 vehicles will arrive, and 26 vehicles will depart.

7.6 A good proportion of trips are made by walking, with a total of 106 pedestrians using the site on a typical weekend day. However, very few trips are made by cycling or public transport. Public transport and cycling together make up less than 1% of trips, with walking making up 22% and vehicles 77%.

7.7 Based on the TRICS trip rates, the public house/ restaurant development would generate the following trips during the week:

Table 4: Weekday Trip Rates & Traffic Generation - Proposed Site

Mode of Transport	Time Period	Trip Rates (per 100m²)		Trip Generation 439m²	
		Arrive	Depart	Total Arrive	Total Depart
Public Transport	PM Peak 19:00-20:00	0.019	0	0.083	0
	Actual PM Peak (12:00 - 13:00)	0.133	0.019	0.584	0.584
	Total 00:00-24:00	0.437	0.382	1.918	1.677
Walk	PM Peak 19:00-20:00	0.683	0.588	2.998	2.581
	Actual PM Peak (13:00 - 14:00)	1.005	1.232	4.412	5.409
	Total 00:00-24:00	6.583	6.452	28.899	28.324
Cycle	PM Peak 19:00-20:00	0.038	0	0.167	0
	Actual PM Peak (21:00 - 22:00)	0.038	0.038	0.167	0.167
	Total 00:00-24:00	0.209	0.252	0.918	1.106
Vehicle	PM Peak 19:00-20:00	3.754	3.977	16.480	17.459
	Total 00:00-24:00	27.798	27.623	122.033	121.265

7.8 The table above demonstrates that again peak hours are not consistent. Between 19:00 - 20:00, 17 vehicles will arrive, and 18 vehicles will depart. A good proportion of trips are made by walking, with a total of 57 pedestrians using the site on a typical weekday, which is much lower than at the weekend. Similarly, to the weekend, very few trips are made by cycling or public transport. Public transport and cycling together make up 2% of trips, with walking making up 19% and vehicles 79%.

7.9 **Parking Accumulation**

In order to determine the impact of potential overspill parking, an accumulation has been carried out for vehicles based on the TRICS data. Weekend trips have been used as a worst case scenario.

Table 5: Parking Accumulation based on weekend vehicular trips

Time	Trip rate arrive	Arrivals	Trip rate depart	Departures	Change	Car park Accumulation
10:00 - 11:00	0.793	3	0.93	4	-1	0
11:00 - 12:00	1.587	7	1.035	5	+2	2
12:00 - 13:00	5.002	22	1.656	7	+15	17
13:00 - 14:00	4.519	20	3.518	15	+5	22
14:00 - 15:00	3.105	14	4.519	20	-6	16
15:00 - 16:00	2.932	13	3.242	14	+1	17
16:00 - 17:00	2.932	13	3.105	14	-1	16
17:00 - 18:00	3.829	17	3.553	16	+1	17
18:00 - 19:00	3.622	16	3.07	13	+3	20
19:00 - 20:00	5.45	24	5.864	26	-2	18
20:00 - 21:00	3.725	16	4.553	20	-4	14
21:00 - 22:00	2.967	13	4.553	20	-7	7
22:00 - 23:00	1.345	6	1.932	8	-2	5
23:00 - 24:00	0.454	2	1.315	6	-4	1

7.10 Table 5 demonstrates the hour-by-hour arrivals and departures for the car park. This also includes taxi and delivery trips, so is classed as a worst case scenario. For most of the day, there are relatively even levels of arrivals and departures each hour, which amount to a maximum accumulation of 20 cars between 18:00 - 19:00. It is acknowledged that the trips can be dissipated across a whole 60 minutes, so there may be times within the hour that

there are more, or less than the 20 cars within the car park, however the provision of 50 car parking spaces allows plentiful parking to accommodate this. Therefore parking on the surrounding residential roads is not considered to be likely to an extent that would cause nuisance to residents.

7.11 Encouraging Sustainable Transport

This section has established the expected multi-modal trip generation for the proposed facility, which identifies the vehicle as the dominant mode of transport for The Fox. However, pedestrians make up 22% and 19% for weekend and weekday trips respectively. Trips via cycling and public transport are calculated to be poor. Therefore, the facility can take steps to encourage use of these modes, particularly given the cycle parking provision above the required amount. For example, there could be a noticeboard within the entrance that details cycle and walking routes within the locality, as well as timetable information for the nearest bus stops (subject to being provided following the new residential developments).

8 Summary and Conclusions

This report has been prepared in connection with the application for the development of a public house and restaurant with first floor flat at The Fox, Haverhill Road, Little Wratting, Cambridgeshire.

From investigations in respect of sustainable accessibility, car parking provision, and multi-modal traffic generation, the main findings are:

- The proposed public house has a GFA of 439m^2 to the ground floor with a restaurant and bar area. The first floor comprises an apartment expected for use by the owner of the facility. There are to be 50 car parking spaces, 14 cycle, and 5 motorcycle spaces. The access is to be moved slightly, with a junction onto the New Haverhill Road from the north eastern arm of the roundabout.

- The location of the proposed development currently offers reasonable potential for local sustainable transport with good availability of walking routes. The development of new residential estates is considered to greatly improve the sustainable accessibility of the site, as it would be expected for bus services to be improved for the area.

- The site is located in an area of large scale development, with a number of residential estates in the process of being constructed neighbouring the site to the north, west and east. These developments will bring a larger and more local customer catchment within walking distance of the public house.

- Whilst the level of car parking to be provided is below published standards, the site is considered to be located in a sustainable location that would promote the use of more sustainable modes of transport. Whilst vehicular trips are expected to be the dominant mode of transport, the public house is not anticipated to result in overspill parking on nearby residential roads as illustrated by the parking accumulation calculation carried out which demonstrates sufficient parking capacity. The public house proposes a cycle parking provision above that recommended by the council guidance.

The Local Authority can rest assured that the impact on the local roads from the proposed development has been assessed in terms of multi-modal trip generation, sustainable accessibility, and car parking provision and would not present a detrimental impact to the highway network.

This Report has been prepared by:

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Signed for and on behalf of Encon Associates Limited

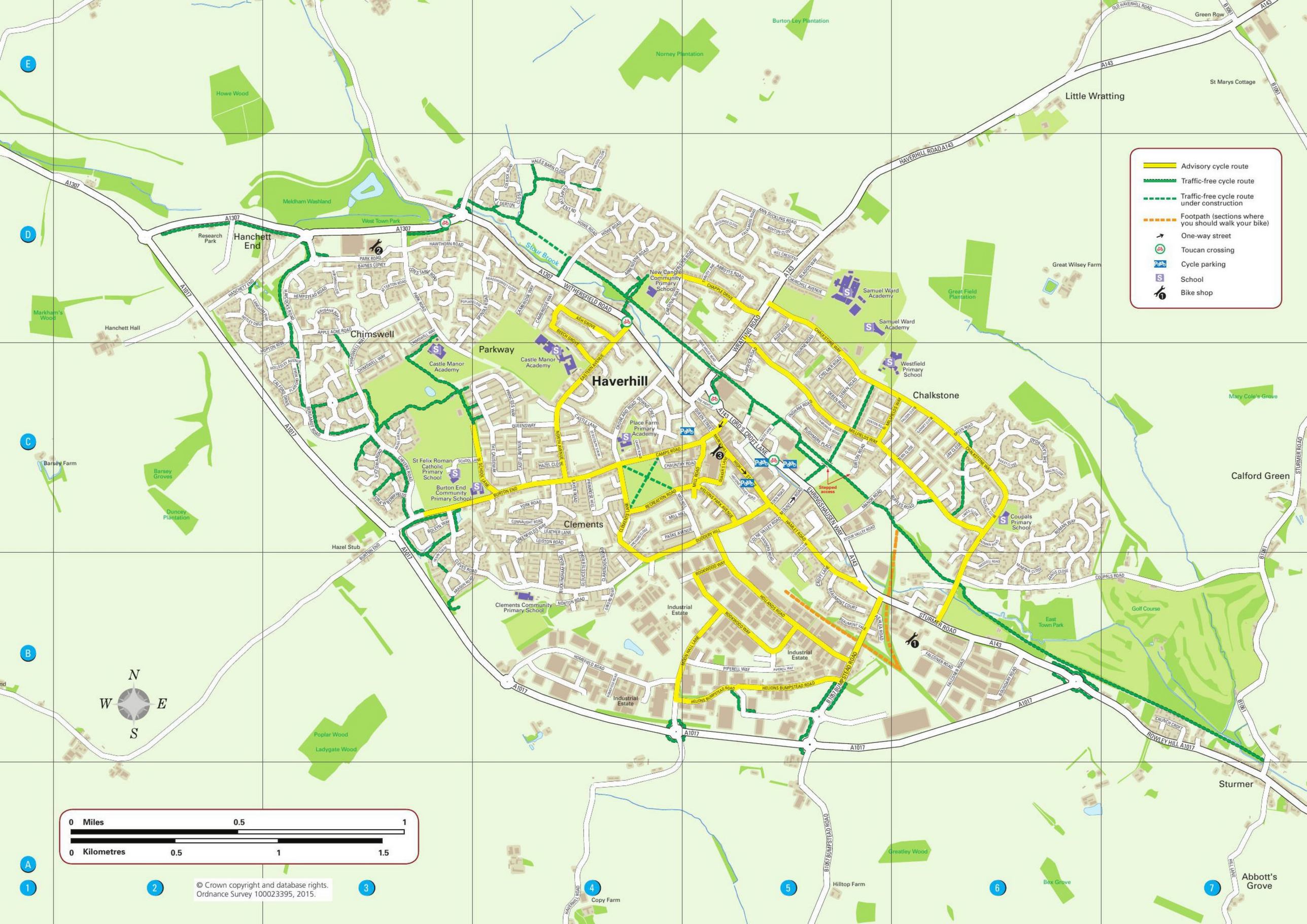
[redacted]

Emily Rempson BSc(Hons) GradCIHT

Traffic and Transportation Division

Date: 23 October 2020

Appendix A – Sustainable Transport Information


Advisory cycle route
Traffic-free cycle route
Traffic-free cycle route under construction
Footpath (sections where you should walk your bike)
One-way street
Toucan crossing
Cycle parking
School
Bike shop
Haverhill
Chimswell
Parkway
Hanchett End
Clements
Chalkstone
Little Wratting
Calford Green
Sturmer
Abbott's Grove
Hazel Stub
Barsey Farm
Hanchett Hall
Markham's Wood
Howe Wood
Meldham Washland
West Town Park
Research Park
Norney Plantation
Burton Ley Plantation
Green Row
St Marys Cottage
Great Wilsey Farm
Great Field Plantation
Mary Cole's Grove
Golf Course
East Town Park
Coupals Primary School
Samuel Ward Academy
Westfield Primary School
Castle Manor Academy
Place Farm Primary Academy
St Felix Roman Catholic Primary School
Burton End Community Primary School
Clements Community Primary School
New Castle Community Primary School
Industrial Estate
Duncey Plantation
Barsey Groves
Poplar Wood
Ladygate Wood
Greatley Wood
Box Grove
Hilltop Farm
Copy Farm
Stepped access
A1307
A1017
A143
B1061
B1057
HAVERHILL ROAD A143
WITHERSFIELD ROAD
WRATTING ROAD
A143 LORD'S CROFT LANE
BURTON END
STURMER ROAD
ROWLEY HILL A1017
COUPALS ROAD
HELIONS BUMPSTEAD ROAD
Stour Brook
0 Miles 0.5 1
0 Kilometres 0.5 1 1.5
N
W
E
S
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Appendix B – TRICS Data

Calculation Reference: AUDIT-700101-201020-1057

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 375 to 1000 (units: sqm)
Range Selected by User: 200 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Included in all surveys

Date Range: 01/01/05 to 04/10/19

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

Selected survey days:

Saturday	4 days
Sunday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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:

Industrial Zone	1
Residential Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

A	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	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
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 DC-06-C-02 PUB/RESTAURANT DORSET
ALLINGTON AVENUE
DORCHESTER

Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: SUNDAY 15/09/16 Survey Type: MANUAL

2 DH-06-C-01 PUB/RESTAURANT DURHAM
WOOLER ROAD
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1000 sqm
Survey date: SATURDAY 29/09/07 Survey Type: MANUAL

3 WL-06-C-01 HUNGRY HORSE WILTSHIRE
A4 BOWDEN HILL
CHIPPENHAM

Edge of Town
No Sub Category
Total Gross floor area: 375 sqm
Survey date: SATURDAY 07/10/06 Survey Type: MANUAL

4 WY-06-C-02 TOBY CARVERY WEST YORKSHIRE
ROCLEY LANE
BRADFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 430 sqm
Survey date: SATURDAY 05/12/12 Survey Type: MANUAL

5 WY-06-C-05 PUB/RESTAURANT WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 594 sqm
Survey date: SATURDAY 20/05/17 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WY-06-C-01	Too Many Car Parking Spaces

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL 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	5	580	0.793	5	580	0.931	5	580	1.724
11:00 - 12:00	5	580	1.587	5	580	1.035	5	580	2.622
12:00 - 13:00	5	580	5.002	5	580	1.656	5	580	6.658
13:00 - 14:00	5	580	4.519	5	580	3.518	5	580	8.037
14:00 - 15:00	5	580	3.105	5	580	4.519	5	580	7.624
15:00 - 16:00	5	580	2.932	5	580	3.242	5	580	6.174
16:00 - 17:00	5	580	2.932	5	580	3.105	5	580	6.037
17:00 - 18:00	5	580	3.829	5	580	3.553	5	580	7.382
18:00 - 19:00	5	580	3.622	5	580	3.070	5	580	6.692
19:00 - 20:00	**5**	**580**	**5.450**	**5**	**580**	**5.864**	**5**	**580**	**11.314**
20:00 - 21:00	5	580	3.725	5	580	4.553	5	580	8.278
21:00 - 22:00	5	580	2.967	5	580	4.553	5	580	7.520
22:00 - 23:00	5	580	1.345	5	580	1.932	5	580	3.277
23:00 - 24:00	4	551	0.434	4	551	1.315	4	551	1.769
Total Rates:			42.262			42.846			85.108

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 - 1000 (units: sqm)
Survey date date range:	01/01/05 - 04/10/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TAXIS

Calculation factor: 100 sq m

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	5	580	0.000	5	580	0.000	5	580	0.000
11:00 - 12:00	5	580	0.138	5	580	0.138	5	580	0.276
12:00 - 13:00	5	580	0.138	5	580	0.138	5	580	0.276
13:00 - 14:00	5	580	0.414	5	580	0.414	5	580	0.828
14:00 - 15:00	5	580	0.241	5	580	0.241	5	580	0.482
15:00 - 16:00	5	580	0.172	5	580	0.138	5	580	0.310
16:00 - 17:00	5	580	0.207	5	580	0.241	5	580	0.448
17:00 - 18:00	5	580	0.207	5	580	0.207	5	580	0.414
18:00 - 19:00	5	580	0.345	5	580	0.310	5	580	0.655
19:00 - 20:00	5	580	1.483	5	580	1.449	5	580	2.932
20:00 - 21:00	5	580	1.552	5	580	1.449	5	580	3.001
21:00 - 22:00	**5**	**580**	**1.966**	**5**	**580**	**2.104**	**5**	**580**	**4.070**
22:00 - 23:00	5	580	0.828	5	580	0.724	5	580	1.552
23:00 - 24:00	4	551	0.227	4	551	0.408	4	551	0.635
Total Rates:			7.918			7.961			15.879

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL 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	5	580	0.000	**5**	**580**	**0.069**	**5**	**580**	**0.069**
11:00 - 12:00	5	580	0.000	5	580	0.000	5	580	0.000
12:00 - 13:00	5	580	0.000	5	580	0.000	5	580	0.000
13:00 - 14:00	5	580	0.000	5	580	0.000	5	580	0.000
14:00 - 15:00	**5**	**580**	**0.034**	5	580	0.034	5	580	0.068
15:00 - 16:00	5	580	0.000	5	580	0.000	5	580	0.000
16:00 - 17:00	5	580	0.000	5	580	0.000	5	580	0.000
17:00 - 18:00	5	580	0.000	5	580	0.000	5	580	0.000
18:00 - 19:00	5	580	0.000	5	580	0.000	5	580	0.000
19:00 - 20:00	5	580	0.000	5	580	0.000	5	580	0.000
20:00 - 21:00	5	580	0.000	5	580	0.000	5	580	0.000
21:00 - 22:00	5	580	0.000	5	580	0.000	5	580	0.000
22:00 - 23:00	5	580	0.000	5	580	0.000	5	580	0.000
23:00 - 24:00	4	551	0.000	4	551	0.000	4	551	0.000
Total Rates:			0.034			0.103			0.137

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL 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	5	580	0.000	5	580	0.000	5	580	0.000
11:00 - 12:00	5	580	0.034	5	580	0.034	5	580	0.068
12:00 - 13:00	5	580	0.000	5	580	0.000	5	580	0.000
13:00 - 14:00	5	580	0.000	5	580	0.000	5	580	0.000
14:00 - 15:00	5	580	0.000	5	580	0.000	5	580	0.000
15:00 - 16:00	5	580	0.069	5	580	0.000	5	580	0.069
16:00 - 17:00	5	580	0.103	5	580	0.069	5	580	0.172
17:00 - 18:00	**5**	**580**	**0.138**	**5**	**580**	**0.241**	**5**	**580**	**0.379**
18:00 - 19:00	5	580	0.000	5	580	0.000	5	580	0.000
19:00 - 20:00	5	580	0.000	5	580	0.000	5	580	0.000
20:00 - 21:00	5	580	0.000	5	580	0.000	5	580	0.000
21:00 - 22:00	5	580	0.000	5	580	0.000	5	580	0.000
22:00 - 23:00	5	580	0.000	5	580	0.000	5	580	0.000
23:00 - 24:00	4	551	0.000	4	551	0.000	4	551	0.000
Total Rates:			0.344			0.344			0.688

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL VEHICLE OCCUPANTS

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	5	580	1.449	5	580	1.587	5	580	3.036
11:00 - 12:00	5	580	2.794	5	580	1.414	5	580	4.208
12:00 - 13:00	5	580	12.004	5	580	2.829	5	580	14.833
13:00 - 14:00	5	580	10.107	5	580	8.072	5	580	18.179
14:00 - 15:00	5	580	6.554	5	580	10.797	5	580	17.351
15:00 - 16:00	5	580	6.485	5	580	7.382	5	580	13.867
16:00 - 17:00	5	580	7.106	5	580	6.382	5	580	13.488
17:00 - 18:00	5	580	8.313	5	580	7.382	5	580	15.695
18:00 - 19:00	5	580	9.279	5	580	6.795	5	580	16.074
19:00 - 20:00	**5**	**580**	**12.487**	**5**	**580**	**12.522**	**5**	**580**	**25.009**
20:00 - 21:00	5	580	7.071	5	580	10.072	5	580	17.143
21:00 - 22:00	5	580	5.726	5	580	10.969	5	580	16.695
22:00 - 23:00	5	580	2.104	5	580	3.863	5	580	5.967
23:00 - 24:00	4	551	0.635	4	551	2.540	4	551	3.175
Total Rates:			92.114			92.606			184.720

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL PEDESTRIANS

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	5	580	0.310	5	580	0.138	5	580	0.448
11:00 - 12:00	5	580	0.241	5	580	0.103	5	580	0.344
12:00 - 13:00	5	580	0.414	5	580	0.138	5	580	0.552
13:00 - 14:00	5	580	0.793	5	580	0.345	5	580	1.138
14:00 - 15:00	5	580	0.207	5	580	0.862	5	580	1.069
15:00 - 16:00	5	580	1.345	5	580	0.448	5	580	1.793
16:00 - 17:00	5	580	0.483	5	580	0.552	5	580	1.035
17:00 - 18:00	5	580	1.242	5	580	0.655	5	580	1.897
18:00 - 19:00	5	580	0.793	5	580	0.586	5	580	1.379
19:00 - 20:00	**5**	**580**	**2.346**	5	580	1.759	**5**	**580**	**4.105**
20:00 - 21:00	5	580	1.932	5	580	1.414	5	580	3.346
21:00 - 22:00	5	580	0.897	5	580	1.414	5	580	2.311
22:00 - 23:00	5	580	0.517	5	580	1.380	5	580	1.897
23:00 - 24:00	4	551	0.000	**4**	**551**	**2.630**	4	551	2.630
Total Rates:			11.520			12.424			23.944

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sq m

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	5	580	0.000	5	580	0.000	5	580	0.000
11:00 - 12:00	5	580	0.000	5	580	0.000	5	580	0.000
12:00 - 13:00	5	580	0.000	5	580	0.000	5	580	0.000
13:00 - 14:00	5	580	0.000	5	580	0.000	5	580	0.000
14:00 - 15:00	**5**	**580**	**0.069**	5	580	0.000	**5**	**580**	**0.069**
15:00 - 16:00	5	580	0.000	5	580	0.000	5	580	0.000
16:00 - 17:00	5	580	0.000	5	580	0.000	5	580	0.000
17:00 - 18:00	5	580	0.000	5	580	0.000	5	580	0.000
18:00 - 19:00	5	580	0.000	5	580	0.000	5	580	0.000
19:00 - 20:00	5	580	0.000	5	580	0.000	5	580	0.000
20:00 - 21:00	5	580	0.000	5	580	0.000	5	580	0.000
21:00 - 22:00	5	580	0.000	5	580	0.000	5	580	0.000
22:00 - 23:00	5	580	0.000	5	580	0.000	5	580	0.000
23:00 - 24:00	4	551	0.000	4	551	0.000	4	551	0.000
Total Rates:			0.069			0.000			0.069

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sq m

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	5	580	0.000	5	580	0.000	5	580	0.000
11:00 - 12:00	5	580	0.000	5	580	0.000	5	580	0.000
12:00 - 13:00	5	580	0.000	5	580	0.000	5	580	0.000
13:00 - 14:00	5	580	0.000	5	580	0.000	5	580	0.000
14:00 - 15:00	**5**	**580**	**0.069**	5	580	0.000	**5**	**580**	**0.069**
15:00 - 16:00	5	580	0.000	5	580	0.000	5	580	0.000
16:00 - 17:00	5	580	0.000	5	580	0.000	5	580	0.000
17:00 - 18:00	5	580	0.000	5	580	0.000	5	580	0.000
18:00 - 19:00	5	580	0.000	5	580	0.000	5	580	0.000
19:00 - 20:00	5	580	0.000	5	580	0.000	5	580	0.000
20:00 - 21:00	5	580	0.000	5	580	0.000	5	580	0.000
21:00 - 22:00	5	580	0.000	5	580	0.000	5	580	0.000
22:00 - 23:00	5	580	0.000	5	580	0.000	5	580	0.000
23:00 - 24:00	4	551	0.000	4	551	0.000	4	551	0.000
Total Rates:			0.069			0.000			0.069

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL PEOPLE

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	5	580	1.759	5	580	1.725	5	580	3.484
11:00 - 12:00	5	580	3.070	5	580	1.552	5	580	4.622
12:00 - 13:00	5	580	12.418	5	580	2.967	5	580	15.385
13:00 - 14:00	5	580	10.900	5	580	8.417	5	580	19.317
14:00 - 15:00	5	580	6.830	5	580	11.659	5	580	18.489
15:00 - 16:00	5	580	7.899	5	580	7.830	5	580	15.729
16:00 - 17:00	5	580	7.692	5	580	7.002	5	580	14.694
17:00 - 18:00	5	580	9.693	5	580	8.279	5	580	17.972
18:00 - 19:00	5	580	10.072	5	580	7.382	5	580	17.454
19:00 - 20:00	**5**	**580**	**14.833**	**5**	**580**	**14.281**	**5**	**580**	**29.114**
20:00 - 21:00	5	580	9.003	5	580	11.487	5	580	20.490
21:00 - 22:00	5	580	6.623	5	580	12.384	5	580	19.007
22:00 - 23:00	5	580	2.622	5	580	5.243	5	580	7.865
23:00 - 24:00	4	551	0.635	4	551	5.170	4	551	5.805
Total Rates:			104.049			105.378			209.427

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.

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Calculation Reference: AUDIT-700101-201020-1030

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range 200 to 760 (units: sqm)
Range Selected by User 200 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by Included in all surveys

Date Range 01/01/05 to 04/10/19

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Friday	5 days

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

Selected survey types:

Manual count	10 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)	3
Edge of Town	7

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Retail Zone	2
Out of Town	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C4	10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	4 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
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	7 days
1.6 to 2.0	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	10 days

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

PTAL Rating:

No PTAL Present	9 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BN-06-C-01 PUB/RESTAURANT BARNET
BARNET ROAD
BARNET

Edge of Town
Residential Zone
Total Gross floor area: 724 sqm
Survey date: WEDNESDAY 06/11/13 Survey Type: MANUAL

2 CW-06-C-01 PUB/RESTAURANT CORNWALL
FORE STREET
CAMBORNE
POOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 285 sqm
Survey date: FRIDAY 21/09/07 Survey Type: MANUAL

3 DH-06-C-02 PUB/RESTAURANT DURHAM
STADIUM WAY
BISHOP AUCKLAND
TINDALE
Edge of Town
Retail Zone
Total Gross floor area: 450 sqm
Survey date: FRIDAY 31/08/17 Survey Type: MANUAL

4 EX-06-C-02 HARVESTER ESSEX
LONDON ROAD
COLCHESTER
STANWAY
Edge of Town
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 08/11/13 Survey Type: MANUAL

5 HC-06-C-02 BEEFEATER HAMPSHIRE
BOURNEMOUTH ROAD
EASTLEIGH
AMPFIELD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 16/11/07 Survey Type: MANUAL

6 HC-06-C-04 PUB/RESTAURANT HAMPSHIRE
APOLLO RISE
FARNBOROUGH
COVE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 613 sqm
Survey date: TUESDAY 11/06/19 Survey Type: MANUAL

7 LN-06-C-01 FLAMING GRILL LINCOLNSHIRE
CARLSDER ROAD
LINCOLN
NEW BOLLTHAM
Edge of Town
Retail Zone
Total Gross floor area: 760 sqm
Survey date: TUESDAY 10/10/17 Survey Type: MANUAL

8 NR-06-C-01 PUB/RESTAURANT NORTHAMPTONSHIRE
BEDFORD ROAD
NORTHAMPTON
BRACKMILLS
Edge of Town
Commercial Zone
Total Gross floor area: 620 sqm
Survey date: FRIDAY 11/11/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 ST-06-C-01 HARVESTER STAFFORDSHIRE
STONE ROAD
STOKE-ON-TRENT
TRENTHAM
Edge of Town
Residential Zone
Total Gross floor area: 720 sqm
Survey date: WEDNESDAY 29/10/19 Survey Type: MANUAL

10 WM-06-C-02 PUB/RESTAURANT WEST MIDLANDS
PENNWOOD LANE
WOLVERHAMPTON
PENN COMMON
Edge of Town
Out of Town
Total Gross floor area: 200 sqm
Survey date: TUESDAY 22/11/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SH-06-C-01	Too Many Car Park Spaces

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL 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	10	527	0.550	10	527	0.303	10	527	0.853
11:00 - 12:00	10	527	1.669	10	527	0.569	10	527	2.238
12:00 - 13:00	10	527	3.678	10	527	1.384	10	527	5.062
13:00 - 14:00	10	527	2.484	10	527	2.920	10	527	5.404
14:00 - 15:00	10	527	1.327	10	527	2.920	10	527	4.247
15:00 - 16:00	10	527	1.195	10	527	1.555	10	527	2.750
16:00 - 17:00	10	527	2.199	10	527	1.195	10	527	3.394
17:00 - 18:00	10	527	3.413	10	527	1.706	10	527	5.119
18:00 - 19:00	**10**	**527**	**3.773**	10	527	2.636	10	527	6.409
19:00 - 20:00	10	527	3.754	10	527	2.977	**10**	**527**	**6.731**
20:00 - 21:00	10	527	2.048	**10**	**527**	**3.110**	10	527	5.158
21:00 - 22:00	10	527	1.119	10	527	2.484	10	527	3.603
22:00 - 23:00	10	527	0.417	10	527	2.768	10	527	3.185
23:00 - 24:00	9	517	0.172	9	517	1.096	9	517	1.268
Total Rates:			27.798			27.623			55.421

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.

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Parameter summary

Trip rate parameter range selected:	200 - 760 (units: sqm)
Survey date date range:	01/01/05 - 04/10/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL 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	10	527	0.000	10	527	0.000	10	527	0.000
11:00 - 12:00	10	527	0.038	10	527	0.038	10	527	0.076
12:00 - 13:00	10	527	0.076	10	527	0.057	10	527	0.133
13:00 - 14:00	10	527	0.038	10	527	0.057	10	527	0.095
14:00 - 15:00	10	527	0.019	10	527	0.019	10	527	0.038
15:00 - 16:00	10	527	0.019	10	527	0.019	10	527	0.038
16:00 - 17:00	10	527	0.019	10	527	0.019	10	527	0.038
17:00 - 18:00	10	527	0.076	10	527	0.057	10	527	0.133
18:00 - 19:00	10	527	0.095	10	527	0.114	10	527	0.209
19:00 - 20:00	**10**	**527**	**0.133**	**10**	**527**	**0.133**	**10**	**527**	**0.266**
20:00 - 21:00	10	527	0.076	10	527	0.076	10	527	0.152
21:00 - 22:00	10	527	0.019	10	527	0.019	10	527	0.038
22:00 - 23:00	10	527	0.038	10	527	0.038	10	527	0.076
23:00 - 24:00	9	517	0.021	9	517	0.021	9	517	0.042
Total Rates:			0.667			0.667			1.334

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL 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	10	527	0.000	10	527	0.000	10	527	0.000
11:00 - 12:00	**10**	**527**	**0.114**	**10**	**527**	**0.076**	**10**	**527**	**0.190**
12:00 - 13:00	10	527	0.019	10	527	0.038	10	527	0.057
13:00 - 14:00	10	527	0.000	10	527	0.000	10	527	0.000
14:00 - 15:00	10	527	0.019	10	527	0.038	10	527	0.057
15:00 - 16:00	10	527	0.038	10	527	0.038	10	527	0.076
16:00 - 17:00	10	527	0.000	10	527	0.000	10	527	0.000
17:00 - 18:00	10	527	0.000	10	527	0.000	10	527	0.000
18:00 - 19:00	10	527	0.000	10	527	0.000	10	527	0.000
19:00 - 20:00	10	527	0.000	10	527	0.000	10	527	0.000
20:00 - 21:00	10	527	0.000	10	527	0.000	10	527	0.000
21:00 - 22:00	10	527	0.000	10	527	0.000	10	527	0.000
22:00 - 23:00	10	527	0.000	10	527	0.000	10	527	0.000
23:00 - 24:00	9	517	0.000	9	517	0.000	9	517	0.000
Total Rates:			0.190			0.190			0.380

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL 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	10	527	0.000	10	527	0.000	10	527	0.000
11:00 - 12:00	10	527	0.000	10	527	0.000	10	527	0.000
12:00 - 13:00	10	527	0.000	10	527	0.000	10	527	0.000
13:00 - 14:00	**10**	**527**	**0.038**	**10**	**527**	**0.019**	**10**	**527**	**0.057**
14:00 - 15:00	10	527	0.000	10	527	0.000	10	527	0.000
15:00 - 16:00	10	527	0.000	10	527	0.000	10	527	0.000
16:00 - 17:00	10	527	0.000	10	527	0.019	10	527	0.019
17:00 - 18:00	10	527	0.000	10	527	0.000	10	527	0.000
18:00 - 19:00	10	527	0.000	10	527	0.000	10	527	0.000
19:00 - 20:00	10	527	0.000	10	527	0.000	10	527	0.000
20:00 - 21:00	10	527	0.000	10	527	0.000	10	527	0.000
21:00 - 22:00	10	527	0.000	10	527	0.000	10	527	0.000
22:00 - 23:00	10	527	0.000	10	527	0.000	10	527	0.000
23:00 - 24:00	9	517	0.000	9	517	0.000	9	517	0.000
Total Rates:			0.038			0.038			0.076

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL CYCLISTS

Calculation factor: 100 sq m

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	10	527	0.000	10	527	0.000	10	527	0.000
11:00 - 12:00	10	527	0.000	10	527	0.000	10	527	0.000
12:00 - 13:00	**10**	**527**	**0.038**	10	527	0.000	10	527	0.038
13:00 - 14:00	10	527	0.038	10	527	0.019	10	527	0.057
14:00 - 15:00	10	527	0.000	10	527	0.038	10	527	0.038
15:00 - 16:00	10	527	0.019	10	527	0.000	10	527	0.019
16:00 - 17:00	10	527	0.019	10	527	0.038	10	527	0.057
17:00 - 18:00	10	527	0.019	10	527	0.000	10	527	0.019
18:00 - 19:00	10	527	0.000	10	527	0.000	10	527	0.000
19:00 - 20:00	10	527	0.038	10	527	0.000	10	527	0.038
20:00 - 21:00	10	527	0.000	10	527	0.038	10	527	0.038
21:00 - 22:00	10	527	0.038	10	527	0.038	**10**	**527**	**0.076**
22:00 - 23:00	10	527	0.000	10	527	0.038	10	527	0.038
23:00 - 24:00	9	517	0.000	**9**	**517**	**0.043**	9	517	0.043
Total Rates:			0.209			0.252			0.461

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL VEHICLE OCCUPANTS

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	10	527	0.796	10	527	0.436	10	527	1.232
11:00 - 12:00	10	527	2.560	10	527	0.607	10	527	3.167
12:00 - 13:00	10	527	6.598	10	527	2.067	10	527	8.665
13:00 - 14:00	10	527	4.399	10	527	4.683	10	527	9.082
14:00 - 15:00	10	527	2.086	**10**	**527**	**6.143**	10	527	8.229
15:00 - 16:00	10	527	2.124	10	527	2.484	10	527	4.608
16:00 - 17:00	10	527	3.432	10	527	2.010	10	527	5.442
17:00 - 18:00	10	527	5.233	10	527	2.427	10	527	7.660
18:00 - 19:00	**10**	**527**	**7.110**	10	527	4.304	10	527	11.414
19:00 - 20:00	10	527	7.091	10	527	5.442	**10**	**527**	**12.533**
20:00 - 21:00	10	527	3.735	10	527	5.783	10	527	9.518
21:00 - 22:00	10	527	2.162	10	527	4.683	10	527	6.845
22:00 - 23:00	10	527	0.683	10	527	5.366	10	527	6.049
23:00 - 24:00	9	517	0.193	9	517	2.170	9	517	2.363
Total Rates:			48.202			48.605			96.807

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL PEDESTRIANS

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	10	527	0.076	10	527	0.000	10	527	0.076
11:00 - 12:00	10	527	0.512	10	527	0.095	10	527	0.607
12:00 - 13:00	10	527	0.758	10	527	0.322	10	527	1.080
13:00 - 14:00	**10**	**527**	**1.005**	**10**	**527**	**1.232**	**10**	**527**	**2.237**
14:00 - 15:00	10	527	0.360	10	527	0.683	10	527	1.043
15:00 - 16:00	10	527	0.550	10	527	0.322	10	527	0.872
16:00 - 17:00	10	527	0.645	10	527	0.417	10	527	1.062
17:00 - 18:00	10	527	0.531	10	527	0.341	10	527	0.872
18:00 - 19:00	10	527	0.664	10	527	0.284	10	527	0.948
19:00 - 20:00	10	527	0.683	10	527	0.588	10	527	1.271
20:00 - 21:00	10	527	0.512	10	527	0.436	10	527	0.948
21:00 - 22:00	10	527	0.190	10	527	0.588	10	527	0.778
22:00 - 23:00	10	527	0.076	10	527	0.607	10	527	0.683
23:00 - 24:00	9	517	0.021	9	517	0.537	9	517	0.558
Total Rates:			6.583			6.452			13.035

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sq m

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	10	527	0.038	10	527	0.000	10	527	0.038
11:00 - 12:00	10	527	0.057	10	527	0.019	10	527	0.076
12:00 - 13:00	**10**	**527**	**0.133**	10	527	0.019	**10**	**527**	**0.152**
13:00 - 14:00	10	527	0.038	10	527	0.076	10	527	0.114
14:00 - 15:00	10	527	0.000	10	527	0.057	10	527	0.057
15:00 - 16:00	10	527	0.038	10	527	0.000	10	527	0.038
16:00 - 17:00	10	527	0.019	10	527	0.019	10	527	0.038
17:00 - 18:00	10	527	0.095	10	527	0.019	10	527	0.114
18:00 - 19:00	10	527	0.000	10	527	0.019	10	527	0.019
19:00 - 20:00	10	527	0.019	10	527	0.000	10	527	0.019
20:00 - 21:00	10	527	0.000	**10**	**527**	**0.095**	10	527	0.095
21:00 - 22:00	10	527	0.000	10	527	0.038	10	527	0.038
22:00 - 23:00	10	527	0.000	10	527	0.000	10	527	0.000
23:00 - 24:00	9	517	0.000	9	517	0.021	9	517	0.021
Total Rates:			0.437			0.382			0.819

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sq m

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	10	527	0.038	10	527	0.000	10	527	0.038
11:00 - 12:00	10	527	0.057	10	527	0.019	10	527	0.076
12:00 - 13:00	**10**	**527**	**0.133**	10	527	0.019	**10**	**527**	**0.152**
13:00 - 14:00	10	527	0.038	10	527	0.076	10	527	0.114
14:00 - 15:00	10	527	0.000	10	527	0.057	10	527	0.057
15:00 - 16:00	10	527	0.038	10	527	0.000	10	527	0.038
16:00 - 17:00	10	527	0.019	10	527	0.019	10	527	0.038
17:00 - 18:00	10	527	0.095	10	527	0.019	10	527	0.114
18:00 - 19:00	10	527	0.000	10	527	0.019	10	527	0.019
19:00 - 20:00	10	527	0.019	10	527	0.000	10	527	0.019
20:00 - 21:00	10	527	0.000	**10**	**527**	**0.095**	10	527	0.095
21:00 - 22:00	10	527	0.000	10	527	0.038	10	527	0.038
22:00 - 23:00	10	527	0.000	10	527	0.000	10	527	0.000
23:00 - 24:00	9	517	0.000	9	517	0.021	9	517	0.021
Total Rates:			0.437			0.382			0.819

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sq m

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	10	527	0.910	10	527	0.436	10	527	1.346
11:00 - 12:00	10	527	3.129	10	527	0.721	10	527	3.850
12:00 - 13:00	10	527	7.527	10	527	2.408	10	527	9.935
13:00 - 14:00	10	527	5.480	10	527	6.011	10	527	11.491
14:00 - 15:00	10	527	2.446	**10**	**527**	**6.921**	10	527	9.367
15:00 - 16:00	10	527	2.730	10	527	2.806	10	527	5.536
16:00 - 17:00	10	527	4.115	10	527	2.484	10	527	6.599
17:00 - 18:00	10	527	5.878	10	527	2.787	10	527	8.665
18:00 - 19:00	10	527	7.774	10	527	4.608	10	527	12.382
19:00 - 20:00	**10**	**527**	**7.831**	10	527	6.030	**10**	**527**	**13.861**
20:00 - 21:00	10	527	4.247	10	527	6.352	10	527	10.599
21:00 - 22:00	10	527	2.389	10	527	5.347	10	527	7.736
22:00 - 23:00	10	527	0.758	10	527	6.011	10	527	6.769
23:00 - 24:00	9	517	0.215	9	517	2.772	9	517	2.987
Total Rates:			55.429			55.694			111.123

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.*