

Transport Statement
May 2021

The logo consists of a dark blue square with the white letters 'EAS' centered inside it.

EAS

Vincentian Presbytery

2 Flower Lane, Mill Hill, London

Congregation of the Mission
(Vincentian Fathers)

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1 Introduction

- 1.1 This Transport Statement has been prepared in support of an application by the Congregation of the Mission (Vincentian Fathers), hereinafter referred to as the 'Client' for the redevelopment of their existing Presbytery (Priests' House) and new offices to be annexed to the Sacred Heart Church.
- 1.2 The site lies to the eastern edge of Mill Hill town centre, at the corner of The Broadway with Flower Lane. The site comprises the existing Presbytery and adjoining Sacred Heart Church car park (hereinafter referred to as 'the Site'). A location plan forms **Appendix A**.
- 1.3 The full address of the Site is Sacred Heart & Mary Immaculate Presbytery, 2 Flower Lane, Mill Hill, London NW7 2JB.

The Proposed Development

- 1.4 The proposed development consists of the redevelopment of the existing presbytery building on the site, and the relocation of the Parish office (currently available with the Presbytery) to a new annexe to adjoin the church, as well as the reorganisation of the existing parking area to the west of the site.
- 1.5 Access to the site will remain from Flower Lane, as it is at present. Through the proposed car park area formalisation, three new disabled car parking bays will be provided. The number of priests residing at the Presbytery will remain the same as at present. The Church will continue to operate as existing.
- 1.6 The Site layout for the proposed scheme is included within **Appendix B**.

Planning History

- 1.7 A review of the planning history of the site was also undertaken. This showed the following planning applications:
 - 15th February 1967 – Erection of garage (W00920A, Approved subject to conditions);
 - 5th March 1994 - Demolition of existing church and community centre and erection of new church, community centre and car park (W00920E, Approved subject to conditions);
 - 1st July 1996 - Installation of automatic traffic barrier (Ref. No. W00920G; Approved subject to conditions);
 - 22nd February 2017 - Single storey front entrance to Catholic Church of Sacred Heart and Mary Immaculate in Mill Hill including new entrance area and new meeting room with independent access. Proposing new fire escape route from the existing hall with a new footpath leading to the rear car park (Ref. No: 16/8186/FUL; Approved subject to conditions);
 - 2nd March 2020 - The proposal incorporates the installation of 1x DSLAM equipment cabinet olive green, the dimensions of which are: Height 1600mm x Length 1200mm x Depth 450mm (Ref. No: 20/0702/LIC; Exempt);
 - 2nd March 2020 - Installation of BT Openreach fibre optic green equipment cabinet (Ref. No: 20/0712/LIC; Exempt)
- 1.8 Other building control and licensing were also available on the planning search.

Pre-application Process

- 1.9 A Planning Pre-application advice process was undertaken by the Client with a report from LB Barnet (Ref 20/0238/QCE) dated 16 October 2020. Key issues noted as regards transport and highways were:
- the rationalisation of the vehicle parking and impact on number of spaces requires further consideration
 - As part of the rationalisation three bays are to be provided for disabled users which is welcomed as such bays do not currently exist on site. Two vehicle spaces would also be allocated to the Presbytery in front of the two-storey wing. The remainder of the spaces would be allocated to the church.
 - Any reduction in parking spaces can be mitigated through the introduction of:
 - cycle parking on the site with 5 long stay secure cycle spaces to be provided to serve residents of the Presbytery.
 - encouraging visitors who travel to the church by car to use public transport or to car share, where possible.
 - To encourage sustainable modes of transport and reduce reliance on cars.
 - It was noted that the new Presbytery would not result in an increase in demand as the number of bedrooms would not increase, other than the two guest rooms, (now only one) and the guests are likely to use public transport.
 - The number of car parking spaces required would need to be assessed and confirmed by the Highways Department as it was unclear what use class the proposed development comes under. The supporting documents stated that the use would be a Sui Generis Use so London Plan policy would require a transport assessment to be taken to determine the level of parking but the Planning Officer considered that the Presbytery would fall under the C2 use class and the church under a D1 Use (new F1(f)) so the standards for these uses should be applied.
 - In accordance with Policy 6.9 of the London Plan, new development should provide secure, integrated, convenient and accessible cycle parking facilities and meet the standards set out in Table 6.3. Cycle storage / parking should be secure and weatherproofed. It is noted that five spaces would be provided within the design for the Presbytery.
 - At its busiest time on a Sunday the on street car parking restrictions do not apply and demand for on street vehicle parking spaces is low so the reduction in vehicle spaces is not expected to have an impact upon parking stress on the local streets.
 - Formal consultation with the Highways Department would need to take place as to whether these arguments could be supported. It is considered that any future formal planning application would need to be accompanied by a Transport Assessment so the impact of the reduced number can be fully assessed by the Highways Department.
- 1.10 It is noted that in terms of parking standards, neither C2 or Sui Generis land-use class, have a parking standard reflected in either the local or London Plan policy. It is also noted that there are different parking standards emerging between the current and emerging Barnet Local Plan and the New London Plan
- 1.11 The comments also recommend the provision of long-term cycle parking to meet the demands of the presbytery residents and the church staff.

Aims and Structure of this Report

1.12 The scope of this Transport Statement is in line with Transport for London (TfL) Best Practice Guidance.

1.13 This document includes:

- Section 2 explains the relevant transport policy;
- Section 3 describes the local area including the existing facilities and transport network;
- Section 4 reviews the proposals including access, parking and servicing;
- Section 5 analyses the site sustainability and parking demand;
- Section 6 reviews the impact of trips to the church and presbytery upon the local network; and
- Section 7 provides a summary and concludes the report.

2 Policy Context

- 2.1 This section sets out the policy context. Development and growth are encouraged at National, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

National Planning Policy Framework

- 2.2 The revised National Planning Policy Framework ('NPPF') was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.3 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.5 In respect of that, Paragraph 10 of the NPPF states:

*“So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis).”*

- 2.6 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 102 and 103:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of

transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.7 Paragraph 105, in relation to parking standards, states that the following should be taken into account:

- *“the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.8 Paragraph 106 adds that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.9 Paragraphs 108 and 109 state that in assessing applications for development it should be ensured that:

“108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.10 Furthermore, paragraphs 110 and 111 continue:

“110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

111. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”

The New London Plan

2.11 The New London Plan was formally published on the 2nd of March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

“The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density.”

2.12 Policy T1 ‘Strategic approach to transport’ states that development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.

2.13 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

- 2) *“...reduce the dominance of vehicles on London’s streets whether stationary or moving; and*
- 3) *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”*

2.14 Policy T4 states that:

- A) *“Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B) *When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians*

and the cycle network), at the local, network-wide and strategic level, are fully assessed. ... Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

- C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F) Development proposals should not increase road danger.”*

2.15 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum provision for residential developments as:

- One-bed one-person units – one long-term space/unit;
- One-bed two-person units – 1.5 long-term spaces/unit;
- Two-bed units and larger dwellings – 2 long-term spaces/unit;
- Developments of between 5 and 40 dwellings – 2 short-term spaces; and
- For Places of Worship – 1 long-term space per 8 full-time staff plus 1 short-term space per 100sqm of floorspace.

2.16 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

2.17 Policy T6 also requires that purpose built shared-living and other sui generis residential accommodation should be car free.

2.18 In this regard, Table 10.3 of the London Plan states that Outer London Boroughs with a PTAL level of 4 should provide between 0.5 and 0.75 spaces per dwelling. It is also noted that PTAL 2 locations within Outer London Boroughs (i.e., locations circa 100m of the site) are allowed up to 1 space per dwelling.

2.19 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing.

2.20 Boroughs should not seek to adopt more generous standards borough-wide.

Barnet Planning Policies

- 2.21 The Barnet Local Plan (Core Strategy, adopted in 2012) sets out the council's vision, objectives and strategic policies, which frame all the council's policies. Chapter 14 of the Core Strategy sets out how Barnet intends to provide safe, effective and efficient travel. Policy CS9 states:

We will promote the delivery of appropriate transport infrastructure in order to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will.

We will ensure that new development funds infrastructure (through Community Infrastructure Levy (CIL), Section 106 and other funding mechanisms) that enables Barnet to keep the existing traffic moving and cope with new movements both by all modes of transport.

- 2.22 It also aims to manage a parking regime which recognises that many Barnet residents will continue to own and travel by car.
- 2.23 Barnet Local Plan (Development Management Policies, also adopted in 2012) sets out more detailed policies in regard to new development within the Borough. Section 18 sets out travel impact and parking standards. Paragraphs 18.8.1 – 2 state:

"In the London plan the Mayor expects to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine the use of other modes. The London Plan recognizes that London is a diverse city that requires a flexible approach to identifying the appropriate levels of car parking. Generally minimum levels of car parking area advocated and Table 6.2 in the London Plan sets out the Mayor's parking standards which must not be exceeded and which will apply to the borough.

Our approach to parking provision accepts the need for restraint, but intends to apply it with sensitivity to local circumstances. While all non-residential development should comply with the parking standards set out in the London Plan in deciding on residential parking requirements, we will continue to apply the standards set out in the adopted UPD 2006.

Appropriate parking for disabled people should always be provided for all development and provision should also be made for motorcycle parking.

Some developments may have difficulty meeting parking requirements, particularly in town centers. In these situations, the council will show flexibility in the assessment of parking requirements and where necessary in Controlled Parking Zones (CPZ) the council will restrict the occupiers from obtaining car parking permits through a legal agreement. This will help reduce parking congestion in town centres for other users.

Parking for bicycles and electric vehicle charging points will generally be provided in accordance with the London Plan for all new development or as agreed in a Travel Plan. Major residential, high density developments will provide secure onsite spaces for each unit."

- 2.24 Policy DM17 states:

***"a: Road safety** The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that*

unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.

b: Road hierarchy *The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.*

c: Development, location and accessibility *The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.*

d: Transport assessment *In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.*

e: Travel planning *For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.*

f: Local infrastructure needs *Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.*

The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.

The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the council will require Construction Management and / or Delivery and Servicing Plans.

Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and / or funding improvements off site.

g: Parking management

1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:

i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms)

ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and

iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom)

2. Residential development may be acceptable:

i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.

ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ."

2.25 Having said so, the Barnet Pre-app suggests that a C2 land-use class would be more appropriate for the Presbytery. It is therefore noted that the DMP refers that parking standards for non-residential development should follow the London Plan standards.

The Barnet Local Plan Review

2.26 The Local Plan Review for Barnet is currently in its preliminary consultation stages.

2.27 This document suggests bringing the level of parking for one and two-bed residential units in line with the new London Plan, at between 0.5 and 0.75 spaces per unit.

2.28 No review of non-residential development is suggested within this document, this implies that non-residential uses should follow London Plan parking standards.

2.29 Considering the lack of parking standards for this type of building within both the New London Plan and current and emerging local policy, it is recommended that the existing demand for parking on the site is taken as the sole method of calculating the future parking demand within the future site with the redeveloped presbytery and parish office buildings.

3 Existing Site Assessment

Site Location and Local Facilities

- 3.1 **Appendix A** contains a location plan showing the site's location within Barnet and also shows the local services and facilities.
- 3.2 The Site currently includes the existing presbytery building and connected car parking areas used by the Sacred Heart & Mary Immaculate RC Church.
- 3.3 The Site is located within Mill Hill on the western side of Flower Lane on a corner position between The Broadway (classified as the A5100) and Flower Lane.
- 3.4 Mill Hill is a popular residential area set to the north and south of The Broadway including the local shopping parade immediately to the west of the site. Mill Hill Broadway Rail and Bus Station is set further to the west of the shopping parade.
- 3.5 Mill Hill Broadway Town Centre offers a wide range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by local residents including:
- Local Supermarkets;
 - Convenience Stores;
 - Restaurants, Take-aways, Cafes and Bakeries;
 - Banks;
 - Pharmacies;
 - Doctors;
 - Dentists; and
 - A wide range of shops and businesses.

Existing Site Function

- 3.6 The existing site comprises a total of 0.27 hectare (0.67 acres) and is occupied by the church building in its northern half at the corner of The Broadway with Flower Lane, and by the presbytery building along in the southern edge.
- 3.7 The main access in the Site is off Flower Lane, via a vehicular crossover, which also acts as the main access point into the Site. A separate pedestrian access point into the church is available off The Broadway.
- 3.8 A secondary vehicular access crossover, also on Flower Lane into the off-street parking space, is located in front of the storage unit next to the existing presbytery building.
- 3.9 There are approximately 34 car parking spaces on the Site, of which one, located at the front of the Presbytery building, is accessible via the secondary crossover.
- 3.10 The layouts of the parking areas are somewhat haphazard and do not meet standards, which are mostly located to the rear (western portion) of the church. The vehicular access into the site is via Flower Lane. At least 10 of the spaces within the rear of site car park are designed to be blocked in by other cars parked in nearby spaces when the car park is used

at its full capacity, and a number of the spaces need other parking spaces to be clear for cars to be able to be access these spaces.

- 3.11 The vehicular use by the Vincentians is currently of 2 cars, and that this is not envisaged to change after redevelopment. The spaces used for this purpose are the spaces located at the front of the building on Flower Lane, nearest to the existing Presbytery building. The car park is therefore mainly used by the RC Church and busiest periods are Sundays.

Public Transport

- 3.12 The Public Transport Accessibility Level Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

“Public Transport Accessibility Levels (PTALS) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.”

- 3.13 A full PTAL assessment for the site undertaken using the TfL web-PTAL tool is included in **Appendix C**. The Public Transport Accessibility Index (‘PTAI’) is 15.98 which equates into a Public Transport Accessibility Level (‘PTAL’) of 4 or “Good” (PTAL score 15-20). This shows that the site has an excellent level of public transport provision with both bus and rail, close by.

Bus

- 3.14 The site is served by a number of bus stops within a walkable range. Westbound Bus Stop H, located immediately to the north of the site, serves routes 186, 221, 240, 251, 605 and 688. East bound Bus Stops F and M also serve route 628 are located circa 160m to the west and 100m to the east respectively. Southbound Bus Stop K is available on Flower Lane (and is served by bus route 221 only).
- 3.15 Further away, Bus Stops A, B, C and D outside the Rail station serve bus routes 114, 302 and 303 as well as other routes mentioned above. Stops P and Q are located on the A1, circa 300m walk to the east of the site (Stop Q via the pedestrian underpass), and are served by bus routes 113 and N113.
- 3.16 Route 113 links Edgware Bus Station with Oxford Circus in Central London, also stopping at Mill Hill, Hendon, Finchley Road Station, Swiss Cottage, St Johns Wood and Baker Street. The service runs circa 5-9 buses per hour on weekdays and Saturdays, as well as around 5 buses per hour on Sundays. Route 113 becomes the N113 between midnight and 4am, which runs twice hourly.
- 3.17 Bus route 114 runs between Mill Hill Broadway and Ruislip, stopping at Burnt Oak, Queensbury, Kenton and Harrow. The services run circa 4-6 buses per hour on weekdays, and around 3-5 services on Saturdays and Sundays.
- 3.18 Route 186 runs from Brent Cross to Northwick Hospital via Harrow & Wealdstone, Cannon’s Park, Edgware, and Hendon. There are circa 4-5 buses an hour on weekdays, around 3-6 buses an hour on Saturdays and approximately 2-3 buses an hour on Sundays.

- 3.19 Bus service 221 links Edgware Bus Station with Turnpike Lane, also stopping at Mill Hill Broadway, Mill Hill East, North Finchley, New Southgate and Wood Green. Buses run circa 5-8 times per hour during weekdays, approximately 5-7 times an hour on Saturdays and around 4-5 times an hour on Sundays.
- 3.20 Route 240 connects Golders Green with Edgware Station, via Finchley Road, Mill Hill East Station, and Mill Hill Broadway. The service runs around 4-5 buses per hour on weekdays, circa 3-4 buses per hour on Saturdays and approximately 2-3 buses per hour on Sundays.
- 3.21 Bus route 251 links between Arnos Grove and Edgware, also stopping at Totteridge and Whetstone Station, Hendon, Mill Hill Broadway and Burnt Oak. The service runs circa 5-9 buses per hour on weekdays, approximately 3-5 buses per hour on Saturdays and around 2-3 buses per hour on Sundays.
- 3.22 Service 302 runs between Mill Hill Broadway and Kensal Rise Station, via Burnt Oak, Neasden and Willesden. The service runs circa 5-8 buses per hour on weekdays, around 5-7 buses per hour on Saturdays and approximately 3-5 buses per hour on Sundays.
- 3.23 Bus route 303 connects Edgware Station with Kingsbury, also stopping at Mill Hill and Colindale. The service runs approximately 4-5 services per hour on weekdays, circa 2-4 buses per hour on Saturdays and around 2-3 buses per hour on Sundays.
- 3.24 Route 605 runs between Totteridge & Whetstone Station and Edgware, via Mill Hill Broadway and Burnt Oak. The service runs twice daily only as a school service.
- 3.25 Bus services 628 and 688 link Southgate with Kingsbury, also stopping at Queensbury, Kingsbury, Mill Hill Broadway, Totteridge & Whetstone and Osidge. The services run once daily as a school service.
- 3.26 From the above it can therefore be seen that the area has many local bus services with more than 20 buses an hour in each direction during peak hours within 100m of the site and a further 25 buses an hour (in each direction) a little further away.
- 3.27 The local bus spider map is included in **Appendix D**.

Rail

- 3.28 Mill Hill Broadway Rail Station is located around 360m of the site and links the area to the Thameslink Railways line between Luton and Sutton or Rainham (Kent), via Kings Cross St Pancras and other stations in Central London, providing links to various destinations around the south-east of England, and within one stop of trains to various part of the rest of the country.
- 3.29 A little further away, Burnt Oak Station and Mill Hill East Station provide links into the London Underground Northern Line. Both these stations are available on bus services discussed above.
- 3.30 Typically, there are 4 trains per hour in each direction on the Thameslink line, two of which continue past London Blackfriars via Sutton branch and past London Bridge two via Rainham (Kent) branch.
- 3.31 Route map of the local rail services from Mill Hill Broadway Station is contained in **Appendix E**.

Walking

- 3.32 The immediate pedestrian environment outside the site is typical of a town centre site in London with excellent quality wide footways on both sides of The Broadway and Flower Lane.
- 3.33 A signalised pedestrian crossing across The Broadway, is available immediately outside the site, near the junction of this road with Flower Lane. An informal crossing point, including pedestrian refuge island is available across the latter road at the junction as well. Tactile paving was also noted at the nearby junctions.
- 3.34 There are existing facilities for pedestrians within the immediate site area, including benches, bins, security cameras, etc.

Cycling

- 3.35 The surrounding area is considered to be safe for cycling, and crossing points are available across the A1 arterial road to the east of the site. The majority of local roads (apart from the A1) are all restricted to 30mph.
- 3.36 The Broadway, being the local centre also includes a number of features for cyclists, including short-term visitor cycle parking at different areas of The Broadway, as well as raised crossing points.
- 3.37 Whilst the Census data discovered within the 2011 Census has shown that cycling as a commuting mode was not very popular at the time, it is noted that considering the national and regional emphasis to promote cycling and provide cycling infrastructure has undoubtedly resulted in significant increases in these numbers.

The Local Road Network

- 3.38 The Broadway (A5100) at the site runs east-west along the northern site frontage, and connects at the local area of Mill Hill Broadway with Watford Way (A1) to the east of the site. The A5100 continue as Hale Lane, to the west beyond the M1 underbridge towards Edgware.
- 3.39 The M1 motorway passes directly over Mill Hill Broadway Station, but no exit is available into The Broadway. The nearest junctions with the M1 are Junction 4, off the A41 which links to the A1 to the north of the site and Junction 2 of the M1 with the Great North Way (A1) and the Watford Way (A41) to the south of the site.
- 3.40 Both the M1 Motorway and the A1 (as well as the A41), meet the M25 London Orbital Motorway to the north of the site, providing very good regional links by road. The A406 arterial road which orbits around the northern half of Inner London is also accessible off the A1 or the A41.

The Local Parking Provision

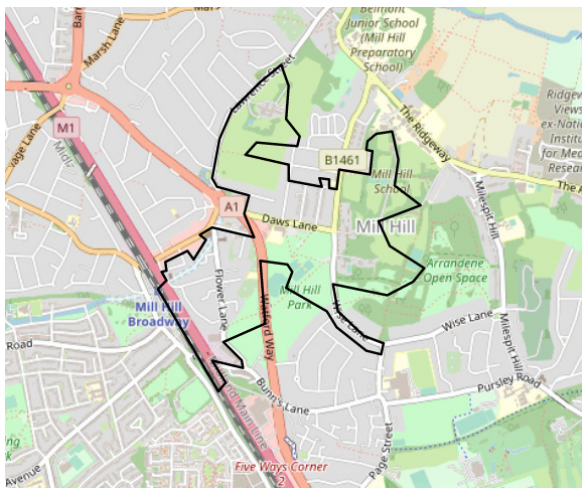
- 3.41 On street parking is available local, albeit, as part of the local Resident Parking scheme, also known as the Controlled Parking Zone ('CPZ').
- 3.42 Parking restrictions on Flower Lane itself apply between 11am and midday on weekdays only (circa six bays within 100m of the site, plus additional single yellow line space), being

unrestricted for the remaining parts of the week. More CPZ spaces are available on Stanhope Gardens (five spaces within 100m of the site alone).

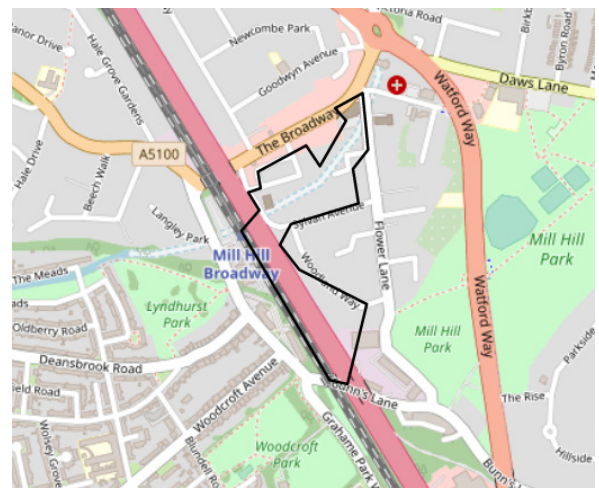
- 3.43 A Long-stay Pay by phone bay (of circa 6 spaces) is available immediately outside the site, restricted between 9am to 5.30pm Mondays to Saturdays. Short-stay Pay by phone spaces are also available on The Broadway.
- 3.44 A map of the local CPZ area and the applicable local restrictions is included within **Appendix F**.

Local Car Ownership

- 3.45 Data from the 2011 Census has been used to assess local levels of car ownership for both the local Lower Super Output Area ('LSOA') and the smaller local Output Area ('OA') within which the site lies. The data is included in **Appendix G** and summarised in Table 3.1 below.



Barnet 016B Area



Barnet E0001275 Area

	Barnet 016B Area		Barnet E0001275 Area	
	Total Households	Percentage	Total Households	Percentage
All Households	696	100%	148	100%
No Cars or Vans in Household	126	18%	38	26%
1 Car or Van in Household	317	46%	76	51%
2 Cars or Vans in Household	202	29%	30	20%
3 Cars or Vans in Household	34	5%	4	3%
4 or More Cars or Vans in Household	17	2%	0	0%
		Ave cars per household	Sum of all cars in area	Ave cars per household
All Cars or Vans in Area	894	1.28	148	1.00

Table 3.1: 2011 Census Local Car & Van Ownership

- 3.46 Table 3.1 shows the number of households with no access to a car in the local Lower Super Output Area, Barnet 016B, and the smaller Census Output Area, E0001275. The smaller census area most accurately reflects the characteristics of the site being most focussed on

the local residential area around the site to the south of The Broadway shops (including Brockenhurst Gardens), Stanhope Gardens and to the north of Sylvan Avenue.

- 3.47 It can be seen from the above data that the average car and van ownership per household in the LSOA is 1.28, also that nearly 20% of households do not own a car or van at all, and that 46% of households have a single vehicle. Less than 40% of all households in the area own more than one vehicle.
- 3.48 Breaking the statistics down further and looking at the smaller E00001275 OA area, the average car and van ownership per household is 1.0 vehicles, and more than 25% of households do not own a car or van with circa half of households having a single vehicle. Less than 25% of all households in Mostyn Avenue and Linden Avenue own more than one vehicle.

Local Journey to Work Data

- 3.49 Data from the 2011 Census has also been used to assess local levels of car ownership for both the local Super Output Area and the smaller Local Output Area within which the site lies. The full 2011 census data is included as **Appendix G** and summarised in Table 3.2 below.

	Barnet 016B Area		Barnet E00001275 Area	
	Total	Percentage	Total	Percentage
All Residents	1,192		238	
Work from home	104		17	
Underground, Metro, Tram	105	14%	27	19%
Train	135	16%	35	22%
Bus	47	6%	10	6%
Taxi	1	0%	0	0%
Motorcycle, Scooter, Moped	10	1%	1	1%
Car driver	354	42%	47	30%
Car passenger	20	2%	8	5%
Bicycle	9	1%	1	1%
Foot	56	7%	10	6%
Other	3	0%	1	1%
Not in Employment	348		81	

Table 3.2: 2011 Census Local Journey to Work Data

- 3.50 Table 3.2 above shows the method of journey to work in the local Lower Super Output Area, Barnet 016B, and the smaller Census Output Area, E00001275.
- 3.51 It can be seen from the above data that in the larger Barnet 016B area, of all persons commuting to work, 6% take the bus to work, 30% use rail or the Underground, 7% travel on foot, 1% cycle to work and 42% are car drivers, with 2% being car passengers.
- 3.52 Breaking the statistics down further and looking at the smaller E00001275 area of just the area to the south of The Broadway shopping parade, Brockenhurst Gardens, Stanhope Gardens and the northern side of Sylvan Avenue, 6% take the bus to work, 41% use rail or the Underground, 6% travel on foot, 1% cycle and only 30% are car drivers with 5% car passengers.

- 3.53 These statistics show that most local residents are already using sustainable means, such as walking, cycling or public transport, to travel to work.

Summary

- 3.54 The site is located within Mill Hill on the western side of Flower Lane on a corner position between this road with The Broadway (classified A5100).
- 3.55 Mill Hill Broadway Town Centre is located immediately to the north of the site. It has a range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by local residents.
- 3.56 A PTAL assessment for the site shows that the site is classed as a PTAL of 4 or “Good” and shows that the site has an excellent level of public transport provision, both bus and rail, close by.
- 3.57 There are almost 50 buses an hour available within 400m of the site and even more services available a little further away.
- 3.58 The site is within easy walking distance of Mill Hill Railway Station, which is served by the Thameslink Rail Network, providing links to various destinations around the south-east of England, and within one stop of trains to various part of the rest of the country.
- 3.59 The local walking environment around the site is good with good quality footways leading to all local destinations mostly with appropriate road crossing facilities and tactile paving provided where necessary.
- 3.60 The Site also has good very road connections with easy links to the M1 and M25 Motorways. The North Circular Road is also available to the south via the A1. Whilst a good provision of resident parking is available nearby, this is controlled through the local Resident Parking scheme.
- 3.61 2011 Census data indicates that around a quarter of the local residents do not have access to a car and that only around half use their car to go to work.

4 The Proposed Development

The Development Proposals

- 4.1 A Site Layout for the development is included in **Appendix B**. The proposals are to demolish the existing presbytery building on site and replace it with a modern facility, to relocate the Parish office to a new annexe by the church and to rationalise the site car parking so that spaces can work independently of each other, as compared to the existing layout whereby a number of spaces block access to others.

Pedestrian Facilities

- 4.2 The site will retain the existing pedestrian access points, off the main car park access or into the Presbytery off Flower Lane, as well as into the church building from The Broadway.

Cycle Facilities

- 4.3 No cycle parking is available within the current site, and visitors by bicycle are required to use a nearby on-street spaces, with the nearest available being located on The Broadway to the north of the site.
- 4.4 There will be secure cycle storage available within the presbytery for 6 cycles, one per unit within the presbytery.
- 4.5 Short-term cycle parking for 8 cycles (on 4 'Sheffield' type stands) will also be provided within the church car park, next to the southern entrance to the church building, near the extended Parish office unit.

Vehicle Access

- 4.6 Access for vehicles will remain off Flower Lane, as it is at present. As shown in Section 5 Traffic flows from the development are expected to be around the same magnitude as the existing use and therefore the existing access will remain satisfactory.
- 4.7 The site access includes adequate junction visibility as required within Manual for Streets at 2.4m x 43m in both directions, in line with the local posted speed limit of 30mph. A drawing showing this visibility is included within **Appendix H**.

Car Parking

- 4.8 The current presbytery building is allocated two car parking spaces. These spaces are shared between all residents at the presbytery. It is proposed to retain this level of provision, which has worked well over the past years. These are to be set out separately from the remaining spaces on the site and are to be accessed directly from a secondary vehicular crossover off Flower Lane.
- 4.9 Furthermore, the church car park is being reorganised. The existing car park has over 30 marked out car parking spaces, but at least 10 of these cannot be accessed if other spaces are occupied, and another 5 or 6 spaces need to reverse a long distance to get in or out of, which is not very practical. We estimate that if laid out properly there is capacity for circa 30 spaces on the site. The existing car park is clearly designed to be used with vehicles

blocking each other, which is not ideal, as cars parked furthest into the car park would need to wait for other vehicles to depart from their spot before driving away.

- 4.10 The existing car park layout does not include any provision for disabled or any car charging points for electric vehicles.
- 4.11 A comparison of the existing and proposed car and cycle parking provision is included below within Table 4.1:

	Existing	Proposed
Car Parking Provision		
Church Car Park - Standard car parking spaces	32*	23
Church Car Park - Disabled car parking spaces	0	3
Church Car Park - EV car parking spaces	0	2
Presbytery Off-Street car parking spaces	2	2
Total car parking spaces	34	30
Cycle Parking Provision		
Short-stay cycle parking spaces	0	8
Long-stay cycle parking spaces	0	6
Total cycle parking spaces	0	14

Table 4.1: Comparison of Parking provision within Existing and Proposed Layouts

Note (): At least 10 spaces are designed sub-standard, and another 6 require reversing long distances to avoid overrunning other parking spaces (which may be in use).*

- 4.12 The proposed amended layout includes 30 car parking spaces and one motorcycle space. The amended car park includes 3 disabled car parking spaces and 3 spaces which include electric vehicle charging points. It is proposed to allocate all three disabled spaces within the church car park, and to allocate 2 EV spaces within the church car park and one with the presbytery spaces.
- 4.13 The existing site access is gated through a boom barrier, which restricts access to the site, outside hours when church services are scheduled. This limits the opportunity for visitors to neighbouring areas to use this car park when visiting the area. It is proposed to retain this barrier.
- 4.14 A swept path analysis review of the amended church car park layout is included within **Appendix I**.
- 4.15 The biggest change from the current car park layout is that all proposed spaces work independently of each other, which is a significant improvement on the existing arrangement. If cars were to park within the car park circulation space, the spaces being removed as part of the car park rearrangement can therefore easily be re-provided for (by blocking other spaces, as currently done).
- 4.16 A swept path analysis review of the existing car park spaces is included within **Appendix J**, showing how a number of cars parked in certain spaces blocked access to other spaces.
- 4.17 It is also pertinent to note that, as quoted within Section 1, the LBB Pre-app noted that church services that tend to attract peak parking demand are organised outside the local resident parking peak demand, and that any overspill of parking onto local roads would not be an issue.

- 4.18 It is therefore concluded that the proposed minimal reduction in spaces will generate parking benefits within the site, and no new impacts locally on the neighbouring residents. Furthermore, the provision of disabled and EV spaces will enhance the parking provision for the local community.

Servicing

- 4.19 It is proposed that site servicing will retain the existing on-street arrangement. Refuse collection is currently undertaken off Flower Lane. Any parcel deliveries are also generally undertaken from the highway, and it is expected that this remains this way, although space is available for vans to turn within the site if needed.
- 4.20 In case of any major deliveries to the site, these will be organised on weekdays, and not on Sundays when the church car park is mostly in use, and these can be managed from within the site.
- 4.21 It is however noted that through the proposed car park rearrangement hearses and similarly long vehicles can enter in forward gear and turn within the site, so as to load and unload full off the public highway.
- 4.22 A swept path analysis of a hearse turning within the site is shown within **Appendix K**.

Summary

- 4.23 The proposed development includes the replacement of the existing presbytery building, the development of a small Parish office extension, as well as the reorganisation of the site car park.
- 4.24 The pedestrian access points into the site are being retained as is, both off The Broadway into the church, as well as via the main car park access and into the Presbytery from Flower Lane.
- 4.25 Secure cycle long-term parking for 6 cycles is being provided within the presbytery building. 8 new short-term cycle parking spaces are being included within the amended site car park, outside the southern church access, shared between residents and staff on site, as well as the church visitors.
- 4.26 The rationalisation of the car park results in a small loss of spaces but the new layout allows 30 spaces which can operate independently.
- 4.27 The proposed car park also provides 3 disabled bays and 3 Electric vehicle charging points, one of the latter being allocated to the presbytery. Access into the site is being retained as is.
- 4.28 Through the proposed car park reorganisation, medium sized vehicles, such as a hearse will be able to enter the site in forward gear, turn and leave the site again in forward gear.

5 Development Impact & Travel Planning

- 5.1 This section discusses the sustainability and predicted transport impacts of the development proposals.

Sustainability Assessment

- 5.2 The site is in a very sustainable location with easy access to all necessary day-to-day facilities. It is within easy walking distance of Mill Hill town centre, immediately to the west of the site.
- 5.3 The site has a PTAL of 4, which is classed as good. The site is well within walking distance to Mill Hill Train Station at 360m, and a variety of bus services within 400m of over 40 bus services per hour.
- 5.4 Mill Hill Centre offers a variety of local shops and facilities nearby.
- 5.5 The site is therefore considered to be in a highly sustainable location and is clearly suitable for those with no access to a car as there are many alternative means of accessing services.

Parking

- 5.6 Parking surveys cannot be undertaken at the time of drafting of this report, due to Covid-19 public health emergency affecting the demand for travel, including the level of attendance of people at places of worship. Having said so, the clients have confirmed that the existing level of parking on site offers ample capacity during Sundays peak hours. The current demand for parking on site is therefore assumed to be equivalent to or below the current parking provision available.
- 5.7 6 long-term cycle spaces are being provided on site. These are allocated within the presbytery, but it is not excluded that these are used by church staff, as these are located within close proximity of the church (accessible via presbytery).
- 5.8 A total of 30 car park spaces are proposed for the development of which 2 are allocated to the presbytery, and the remaining spaces would be used by the church. The two presbytery spaces are located at the front of the presbytery, accessed directly off Flower Lane. All of the remaining parking spaces are located within the site car park. Vehicular access to the car parking area is from the existing access onto Flower Lane.
- 5.9 The presbytery is being allocated two car parking spaces, in line with existing provision, and with current demand. It is expected that the majority of residents at the suites would not travel by car, since some of the clergy living here would be working at this church. One electric vehicle charging point is being provided between these two spaces.
- 5.10 All of the remaining car parking are allocated to the church, and include 3 car parking spaces allocated for disabled users. These spaces are designed to the dimensions required for disabled use and are clearly marked as such. Furthermore, 2 additional spaces will also include electric vehicles charging points.
- 5.11 It is relevant to add that if two cars were to park in tandem at the end of each side of the circulation aisle, in a similar practice of the cars blocking each other within the current car park arrangement, the current level of car parking would be met, or potentially exceeded.

- 5.12 Whilst the above tandem parking would not strictly be proposed as a parking arrangement as such (since this limits the ability for all spaces to work independently of each other), it will therefore be recommended to encourage the local parishioners to visit the church through using sustainable travel modes instead. This is proposed to be undertaken through the provision of sustainable travel information.
- 5.13 In any case, it is noted that a significant number of non-resident parking spaces are available outside the site, including over 30 Pay by Phone spaces on both Flower Lane and The Broadway within 100m of the site, which are free to use on Sundays, as well as single yellow-line spaces, which are currently available on Flower Lane, and are also free to use outside the standard time restriction (which excludes Sundays). Both these are not allocated to resident parking, and therefore do not affect local residents.
- 5.14 Any overspill on to the public highway from this site is likely to occur during the weekly peak demand for parking on Sundays and holidays including Christmas and Easter, when the RC holy days of obligation apply, and also when a number of the local shops do not open for business, and thereby the demand for parking nearby would typically be lower. Demand for parking on other days (non-Sundays) is typically lower, as attendance to church is lower, and parking demand would naturally be limited to the church car park.
- 5.15 Furthermore, the only church events falling outside Sundays and holidays which generate significant demand are weddings and funerals. In this case, the church will recommend to the persons and families organising such a large event, that they should issue parking permits to those that will be able to park on site and notify others that they will be unable to park on site, and recommend that they car share or travel by sustainable modes of transport to and from the site.
- 5.16 Based upon the above, it is concluded that whilst the rearrangement of the site car park offers an opportunity for the parish to encourage the use of sustainable modes of travel, there also remains ample space on the public highway, in case any overspill parking out of the site occurs during these peak days.

Provision of Sustainable Travel Information

- 5.17 Whilst it would be expected that a large part of the local congregation to live local to the site, it is understood that a number of visitors would need to travel from a distance further away from the site than is practical for them to walk to, or travel from, by using other sustainable travel modes. It is noted that the car park will provide ample space for these visitors.
- 5.18 Having said so, it is relevant to note that the site is well connected by public transport, and that the local walking and cycling infrastructure are considered to be of a good quality, which should enable to use of sustainable modes of travel to the site.
- 5.19 Therefore, in conjunction with the proposed car park rearrangement, it is proposed that sustainable travel to and from the site is encouraged through the development of Travel Information Packs for the church community. This information pack will be circulated to the parishioners with regular community mail, and relevant extracts would be included within the parish information areas, such as the parish website and parish announcement board.
- 5.20 The travel information pack informs visitors with information about all the travel choices available to them and the benefits of choosing a particular mode of travel over another. By providing this information, it is hoped that residents will consider an active, sustainable mode of travel for the majority of journeys made to and from the development. To ensure

that the travel information pack is well received by parishioners, the document would be written in user friendly terminology and not portray an 'anti-car' message as such.

- 5.21 Travel Information Packs are designed to be not be too focused on the subject of 'sustainable travel', but concentrating more on the 'active travel' message (as this is likely to be more effective in achieving behaviour change). Travel Information Packs contain information in visual form as well as text and all distances contain a 'travel time' element for easier reading by the layman.
- 5.22 A Travel Information Pack typically includes details as follows:
- a summary of the benefits of active modes of travel;
 - maps and basic information of the local facilities and services;
 - information and maps of local walking and cycling routes;
 - timetables and maps of local bus routes available from nearby bus stops;
 - information and network maps of local rail services from Mill Hill Broadway Railway Station;
 - explains the concept of car sharing and tools how to access this; and
 - useful links and features about active travel.
- 5.23 The Travel Information Pack would also be made available to any guests staying at the Presbytery, to inform them of sustainable travel options, and encourage the use of travelling to and from the site without the use of the private car.
- 5.24 The Travel Information Pack should be secured by a Planning Condition.

6 Trip Generation

- 6.1 In general, it is expected that the existing level of trips remains the same within the proposed scheme. Whilst the proposed increase in the quantum of the communal and servicing areas of the presbytery, as well as a small extension to the Parish office building are proposed, it is expected that the number of person trips being attracted to the redeveloped site would remain the same, as the number of services and parishioners attracted to and clergy living at the site would not change. No new church services will be generated through the redeveloped scheme, and the church will operate similar to the current practices.
- 6.2 It is relevant to add that the site access is gated through a boom barrier, which restricts access to the site, outside hours when church services are scheduled, limiting the opportunity for visitors to neighbouring areas to use this car park.
- 6.3 Having said so, as a general guideline a TRICS assessment has been undertaken to assess the level of trips that would be attracted to a similar site. Whilst a number of church sites are available within this database, no presbytery building sites are available within this database. The trip most similar generation for such a land-use was considered to be that of a hotel, which is used for this comparative analysis.
- 6.4 The TRICS v7.7.4 database is a national dataset of traffic surveys which are used as an estimation model for trip generation, based on similar developments elsewhere throughout the country. The TRICS database allows the filtering of sites by land use, location, size and other parameters to generate a trip rate by the proposed land use development.

Vehicular Trip Generation - Church

- 6.5 All searches were limited to Town Centre or Edge of Town Centre sites only. Two searches for each land use class were undertaken, one for Greater London sites, which returned a low number of sites, and one for the whole of England. Surveys for churches were limited to Sundays only, which is the peak church attendance day.
- 6.6 Considering that the single site within London was located within an area with lower car usage, it was concluded that this would represent the absolute lowest possible vehicle trip rate, as no parking is available on that site. On the other hand, trip rates extracted from churches in town centre areas in England would represent the absolute worst-case scenario, where car dependency is higher than the local car ownership rates, as surveyed within the last Census.
- 6.7 To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has been undertaken for the church and presbytery elements, proposed on site. A summary of the TRICS trip rate generation for the residential element is shown below in Table 5.1, and the TRICS datasheets are included in **Appendix L**.

	Sunday Peak (10-11am)		Sunday daily traffic (7am-9pm)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (Greater London)	0.9	0.1	1.4	1.4
Trip Rate (England)	2.201	3.053	5.233	5.047

Table 5.1 TRICS Vehicle Trip Rates per Unit (Church)

- 6.8 Based on a development of 763sqm of floor area for the church, the following trips are predicted to be generated from the development:

	Sunday Peak (10-11am)		Sunday daily traffic (7am-9pm)	
	Arrivals	Departures	Arrivals	Departures
Trips (Greater London)	7	1	11	11
Trips (England)	17	3	40	39

Table 5.2 Traffic Movements (Church) from TRICS

- 6.9 It is therefore expected that the church attracts between 8 and 20 trips during peak hours on Sundays, and between 11 and 40 vehicles to the site over the course of the whole day.
- 6.10 As previously noted, even though the rationalisation of the car park will slightly reduce parking space numbers to 30 spaces, based upon the above trip generation exercise and assuming continued church use as existing, there is ample car parking capacity for the peak Sunday demand.

Vehicular Trip Generation – Presbytery

- 6.11 In terms of the presbytery, which hosts the church clergy living on site, it is noted that currently this building is allocated 2 car parking spaces, which has served the residents of the existing 6 suites well over the past years. As parking surveys cannot be undertaken at the time of drafting of this report, due to movement restrictions arising from Covid-19 public health emergency, the level of need for these two spaces has been confirmed by the clients.
- 6.12 The most similar land-use category which was available within the TRICS database was a hotel. Other land-uses such as sheltered housing or holiday accommodation included no site within Greater London, whereas Student Accommodation serves a significantly different segment of the population. No church sites with presbyteries were identified within the surveys either.
- 6.13 Again, trip rates extracted from hotel in town centre areas in England would represent the absolute worst-case scenario, where car dependency is higher than local surveyed car ownership rates.
- 6.14 To obtain an estimate of the likely vehicle trips associated with the development a TRICS database assessment has been undertaken for the presbytery element, based upon the hotel comparison (the most similar type of development within this database). Only weekday trip data was found to be available within the database.
- 6.15 A summary of the TRICS trip rate generation for the residential element is shown below in Table 4.2, and the TRICS datasheets are also included in **Appendix L**.

	AM Peak (8-9am)		PM Peak (5-6pm)		Daily traffic (6am-10pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate (Greater London)	0.009	0.040	0.027	0.188	0.420	0.436
Trip Rate (England)	0.079	0.115	0.079	0.062	0.883	0.873

Table 5.3 TRICS Vehicle Trip Rates per Unit (Presbytery based on Hotel)

- 6.16 Based on a development of 6 suites for the presbytery, the following trips are predicted to be generated from the development:

	AM Peak (8-9am)		PM Peak (5-6pm)		Daily traffic (6am-10pm)	
	Arrivals	Departures	Arrivals	Arrivals	Departures	Arrivals
Trips (Greater London)	0	0	0	0	3	3
Trips (England)	0	1	0	0	5	5

Table 5.4 Traffic Movements (Presbytery based on Hotel) from TRICS

- 6.17 It is therefore expected that the presbytery would attract up to one vehicle trip during weekday peak hours, and between 3 and 5 vehicles to the site over the course of the whole day.
- 6.18 This level of daily traffic is insignificant, and would be imperceptible on the local highway network.

Multi Modal Trip Rates

- 6.19 In accordance with best practice multi modal trip rates have been considered. There are two ways to readily provide information for multi modal trips, one is to review TRICS sites where multi modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both have pitfalls. The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. And the journey to work census data by definition does not include the multitude of other trip purposes taking place throughout the day. In this assessment we have looked at TRICS sites only.

TRICS Church Multi-modal Data

- 6.20 The TRICS sites discussed above have been selected that include multi-modal information. The potential level of multi-modal trip rates and the number of trips made by sustainable travel modes have therefore been analysed. The results are as follows:

	Trip rate (London site)		Trip Rate (England sites)		Trips (London site)		Trips (England sites)	
	In	Out	In	Out	In	Out	In	Out
Rail/Tube	1.7	1.3	0.658	0.485	13	10	5	4
Bus	2.0	1.8	1.219	1.285	15	14	9	10
Walk	2.3	2.9	3.960	3.964	18	22	30	30
Cyclist	0.4	0.4	0.155	0.155	3	3	1	1
Other	2.7	2.7	10.262	9.183	20	20	79	70
Total	9.1	9.1	16.254	15.072	69	69	124	115

Table 5.5 TRICS based All Day multi modal trips (Allowing for rounding)

- 6.21 Based on the TRICS multi modal data, shown in Table 5.5 above, it is likely that the church element of the site would generate of the order of 90 to 98 non-car trips throughout the course of day on Sundays, these being mostly walking trips with a smaller number of public transport trips (bus, rail and tube) and a low number of cyclists visiting the site.
- 6.22 It is pertinent to add that the actual breakdown of mode may vary from the figures indicated by TRICS but the overall amount would be likely to be similar.

Transport Impact

- 6.23 As can be seen from the figures in Tables 5.2 and 5.4 above overall predicted vehicular traffic numbers are not high between 8 and 20 movements in the Sunday peak hour from the church. This level of vehicular traffic generation is likely to be imperceptible on the local highway network.
- 6.24 The presbytery, with just two parking spaces being provided, generates very few vehicular trips. Overall, therefore the vehicular effect of the presbytery element of the development on the local highway network will be negligible.
- 6.25 It is relevant to add that the trips are already existing on the network and as such, the level of new trip generation is minimal, as no additional space within the main church halls or new additional suites within the presbytery are proposed. The development is therefore expected to retain the existing level of trip patterns.
- 6.26 It is believed there is sufficient capacity in the local public transport networks, bus, tube and rail, to accommodate the level of additional trips expected from the development and of course there will be a significant offset from the removal of the existing uses at the site.
- 6.27 The site is currently predicted to produce circa 50 pedestrian trips during the day, on Sundays. It is considered that the local footway infrastructure is well capable of handling this relatively minor increase in pedestrian traffic.
- 6.28 The TRICS multi modal data above indicates that the site generates around two cycle trips on Sundays. The data in the 2011 census suggests a similar level of cycle journeys.

Summary

- 6.29 The proposed scheme will redevelop the existing presbytery building into a modern building of similar scale and scope, whilst reorganising the site car park. No new church services will be generated through the redeveloped scheme, and the church will operate similar to the current practices.
- 6.30 The site is in a very sustainable location with easy access to all necessary day-to-day facilities and has a PTAL of 4, which is classed as good.
- 6.31 A total of 30 car park spaces are proposed for the development of which 3 are designed to disabled standards. All but two of the parking spaces are allocated to the existing church. Two parking spaces are allocated to the presbytery part of the development.
- 6.32 Overall predicted traffic flows from the development are not high at between 8 and 20 movements in the Sunday peak hour and between 22 and 79 movements throughout the day. This level of traffic generation is likely to be imperceptible on the local highway network.
- 6.33 The non-car trips are predicted to be just under 100 trips over the course of the day between 06.00 and 22.00.
- 6.34 Of the non-car trips most are expected to be walking trips with smaller numbers of bus, rail and tube journeys and a handful of cycle trips over the course of the day.
- 6.35 The level of trips at the redeveloped site is therefore likely to be very similar to the existing level trips from the existing uses and therefore the development will not generate any perceptible effect on the local transport services, such as bus and rail (main line and underground).



7 Summary & Conclusions

Summary

- 7.1 This Transport Statement has been prepared on behalf of and in support of an application by the Congregation of the Mission (Vincentian Fathers) for the redevelopment of the existing Presbytery at the site of the Sacred Heart RC Church, into a new presbytery building. Apart from the addition of a new office annexe, the Church is not being affected by these proposals. The redevelopment scheme retains the existing scale of the units on site, including the number of residents at the Presbytery.
- 7.2 The site lies to the eastern edge of Mill Hill town centre, at the corner of The Broadway with Flower Lane. The site is formed of the Sacred Heart Church and Presbytery buildings as well as their associated surface level car park.
- 7.3 The PTAL is 15.98 which means that the site is classed as a PTAL of 4 or “Good” (PTAL score 15-20). This shows that the site has an excellent level of public transport provision with both bus and rail, close by.
- 7.4 There are around 45 buses an hour within 400m of the site. Mill Hill Railway Station, circa 360m west of the site, offering access to the Thameslink network to various destinations in the South-east of England.
- 7.5 The local walking environment around the site is good with good quality footways leading to all local destinations with appropriate road crossing facilities and tactile paving.
- 7.6 The area also has good road connections with easy links to the A1 and the A41, leading to the M1 to the north and the North Circular Road to the south.
- 7.7 2011 Census data indicates that around a quarter of local residents do not have access to a car and that only circa 30% use their car to go to work.
- 7.8 Pedestrian access into the Presbytery, the church and the Site car park will remain as is.
- 7.9 There is secure cycle storage proposed within the residential development for 6 cycles, offering one space per suite within the Presbytery. 8 short-term spaces for the church are also being introduced.
- 7.10 Access for vehicles will be from Flower Lane, as it is at present.
- 7.11 The amended site car park will provide 30 parking spaces and one motorcycle space on site, as compared to the existing approximate 34 spaces. However, the existing car park has a haphazard layout with a significant number of spaces which are blocked when cars are parked in other spaces and therefore not practical. There are also no disabled or electric vehicle charging facilities in the current car park. All spaces within the amended car park will work independently of each other as well as disabled provision and EV charging points. The proposed redevelopment therefore provides a significant benefit to the site users, who will be able to enter and leave the site independently of each other. In any case, the reduced four spaces can be made up during peak hours, through the blocking of other spaces (in line with current practice).
- 7.12 Waste collection will be undertaken off the public highway as per existing arrangements. Medium sized vehicles, such as a hearse and vans will be able to enter and turn within the site.

- 7.13 Overall predicted traffic flows from the church are expected to remain at existing levels. These are considered not to be high at between 8 and 22 movements in the Sunday morning peak hour and between 20 and 79 trips over the course of the day. This level of traffic generation is likely to be imperceptible on the local highway network.
- 7.14 Of the non-car trips most are expected to be walking trips with smaller numbers of bus, rail and tube journeys and a handful of cycle trips over the course of the day.

Conclusion

- 7.15 The proposed development is compliant with national and local policies and will have negligible effect on the local highway network.
- 7.16 The proposed scheme will sustain the local church community and provide improved access to the site, whilst encouraging the use of sustainable modes of travel.
- 7.17 It is therefore concluded that there are no highways or transportation reason why the proposed development should not be granted planning consent.

Appendices

Appendix: A - Location Plan
Appendix: B - Masterplan
Appendix: C - PTAL Report
Appendix: D - Bus Services
Appendix: E - Rail Services
Appendix: F – Local CPZ Map
Appendix: G - Census Data
Appendix: H – Site Access Visibility Splay
Appendix: I – Swept Path Analysis of Amended Car Park
Appendix: J – Swept Path Analysis of Existing Car Park
Appendix: K – Swept Path Analysis of Hearse
Appendix: L - TRICS Data



Appendix: A - Location Plan



REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

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 Tel: 01920 871777
 www.easip.co.uk

CLIENT:

ARCHITECT:

PROJECT:

2 FLOWER LANE, SACRED HEART CHURCH
 BARNET

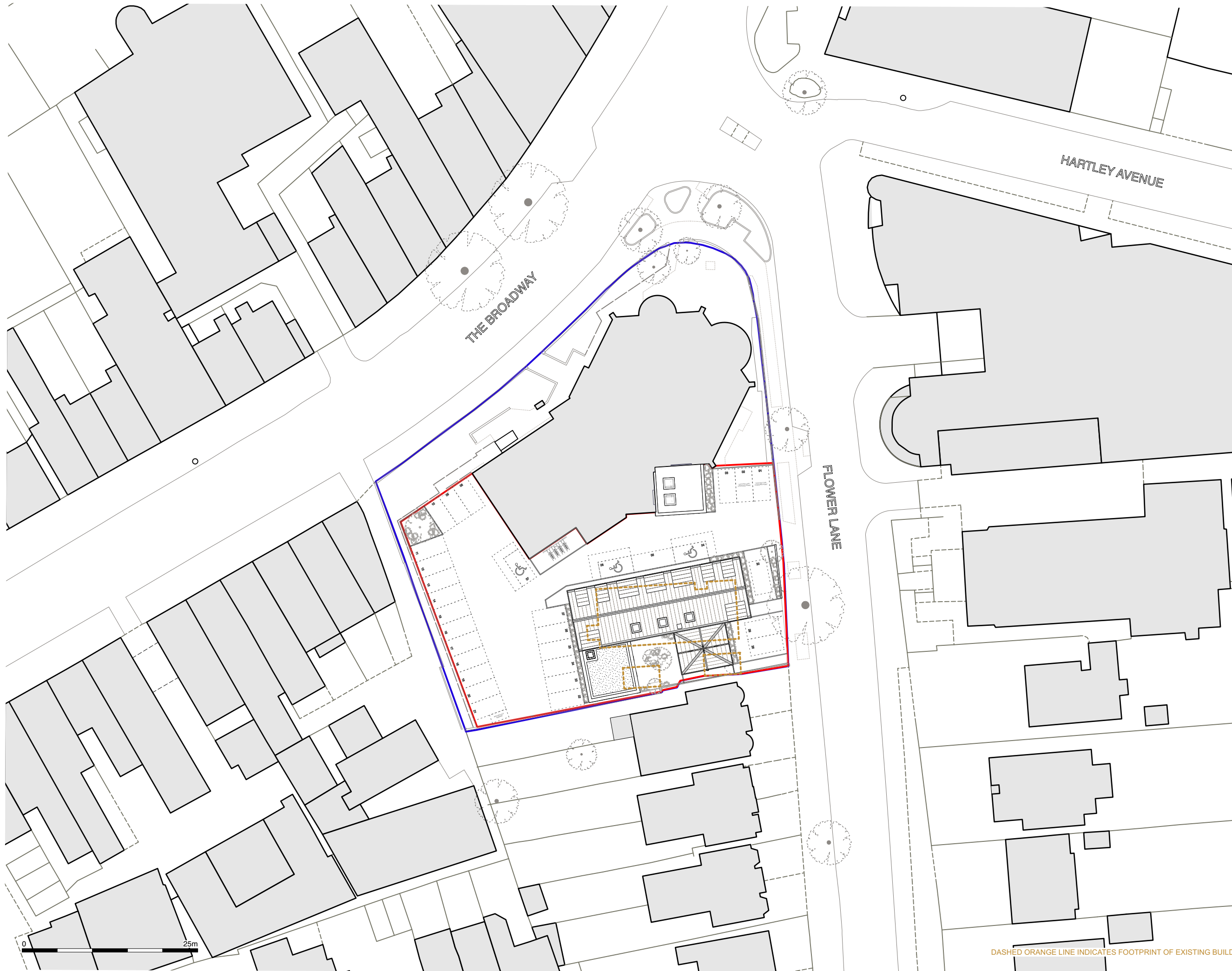
TITLE:

SITE LOCATION

SCALE @ A3:	DESIGN-DRAWN:	DATE:
NTS	CG	03/02/2021
PROJECT NO:	DRAWING NO:	
3051	SK05	



Appendix: B - Masterplan



- Notes:**
1. Do not scale from this drawing.
 2. All dimensions to be verified prior to the commencement of any work or the production of any shop drawings.
 3. Matthew Lloyd Architects (MLA) shall be notified in writing of any discrepancies.
 4. Survey and boundaries indicative only.
 5. Proposals are subject to utilities surveys and specialist consultants' input & coordination.
 6. Any areas indicated are approximate and indicative only.
 7. Where an item is covered by drawings in different scales the larger scale drawing is to be worked to.
 8. Drawing to be read in conjunction with relevant consultant's drawings and specifications.
 9. Where MLA services on a project do not include for site inspections and work surveys, MLA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been built.

- KEY**
- PARKING SPACE (26 No.)
 - ♿ ACCESSIBLE PARKING SPACE (3 No.)
 - FOOTPRINT OF EXISTING BUILDING

Revisions:

PLANNING



MatthewLloydArchitects LLP
 1b The Hangar
 Perseverance Works
 38 Kingsland Road
 London E2 8DD
 T 020 7613 1934
 email: mail@matthewlloyd.co.uk
 www.matthewlloyd.co.uk

Original Sheet Size **A3**

Date:	Scale:	Drawn by:
Feb-21	1:500 @ A3	ASp
Project:		
VINCENTIAN PRESBYTERY MILL HILL		
Drawing title:		
PROPOSED SITE PLAN		
Reference:	Dep. No.:	Rev.:
VP	050	-

DASHED ORANGE LINE INDICATES FOOTPRINT OF EXISTING BUILDING



Appendix: C - PTAL Report

WebCAT

Address or co-ordinates

 Go

Access level (PTAL) Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

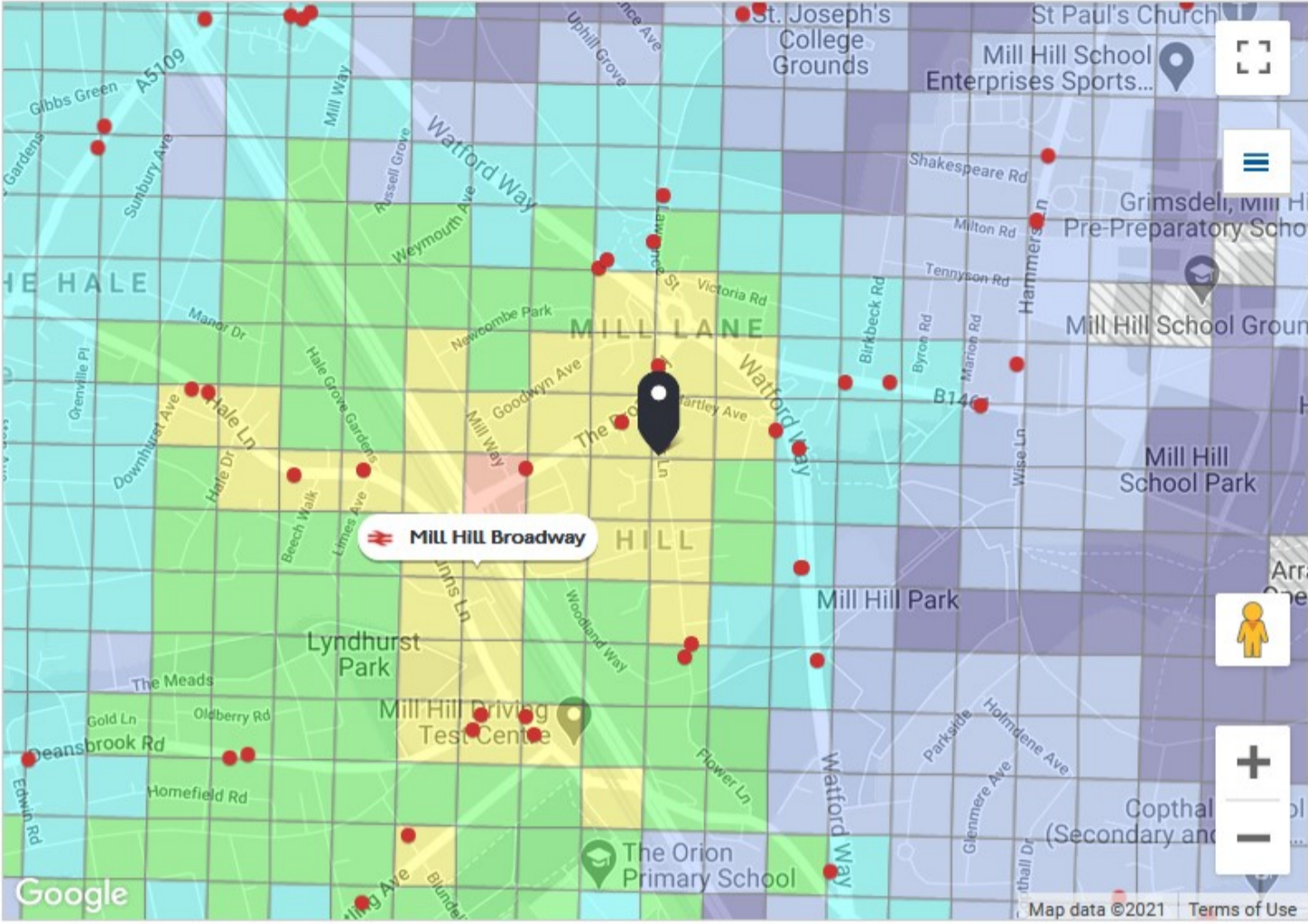
0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Scenario

Highlight locations where PTALs have changed from Base Year



You can click anywhere on the map to change the selected location.

PTAL output for Base Year 4

NW7 2JB
Flower Ln, Mill Hill, London NW7 2JB, UK
Easting: **521605**, Northing: **192092**

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

WebCAT PTAL Report

=====

Site Details

Grid Cell: 142050

Easting: 521645

Northing: 192052

Report Date: 21/01/2021

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)
SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	MILL HILL BROADWAY STN	302	493.99	7.5	6
2.46	0.5	1.23		6.17	12.17
Bus	MILL HILL BROADWAY STN	114	493.99	6	7
2.28	0.5	1.14		6.17	13.17
Bus	MILL HILL BROADWAY STN	303	493.99	4	9.5
1.91	0.5	0.96		6.17	15.67
Bus	MILL HILL BDY FLOWER LN	251	188.29	6	7
3.21	1	3.21		2.35	9.35
Bus	MILL HILL BDY FLOWER LN	186	188.29	5	8
2.9	0.5	1.45		2.35	10.35
Bus	MILL HILL BDY FLOWER LN	240	188.29	5	8
2.9	0.5	1.45		2.35	10.35
Bus	FLOWER LN MILL HILL BDY	221	110.66	5	8
3.2	0.5	1.6		1.38	9.38
Bus	MILL HILL CIRCUS	113	452.98	7	6.29
2.51	0.5	1.26		5.66	11.95
Rail	Mill Hill Broadway	'STALBCY-SVNOAKS 2E11'	800.38	1	10
30.75	40.75	0.74 1	0.74		
Rail	Mill Hill Broadway	'STALBCY-SVNOAKS 2E95'	800.38	0.33	10
91.66	101.66	0.3 0.5	0.15		
Rail	Mill Hill Broadway	'SUTTON-STALBCY 2006 '	800.38	0.33	10
91.66	101.66	0.3 0.5	0.15		
Rail	Mill Hill Broadway	'SUTTON-LUTON 2010 '	800.38	1	10
30.75	40.75	0.74 0.5	0.37		
Rail	Mill Hill Broadway	'LUTON-SUTTON 2017 '	800.38	0.67	10
45.53	55.53	0.54 0.5	0.27		
Rail	Mill Hill Broadway	'STALBCY-SUTTON 2021 '	800.38	0.33	10

91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'STALBCY-SUTTON 2029 '	800.38	0.67	10
45.53	55.53	0.54	0.5	0.27			
Rail	Mill Hill	Broadway		'LUTON-BCKNHMJ 2S91 '	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'STALBCY-BROMLYS 2S93'	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'SUTTON-STALBCY 2V08 '	800.38	0.67	10
45.53	55.53	0.54	0.5	0.27			
Rail	Mill Hill	Broadway		'BEDFDM-SUTTON 2V15 '	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'LUTON-SUTTON 2V19 '	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'STALBCY-SUTTON 2V27 '	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'SVNOAKS-STALBCY 2E59'	800.38	0.67	10
45.53	55.53	0.54	0.5	0.27			
Rail	Mill Hill	Broadway		'SVNOAKS-LUTON 2E61 '	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			
Rail	Mill Hill	Broadway		'BROMLYS-LUTON 2E93 '	800.38	0.33	10
91.66	101.66	0.3	0.5	0.15			

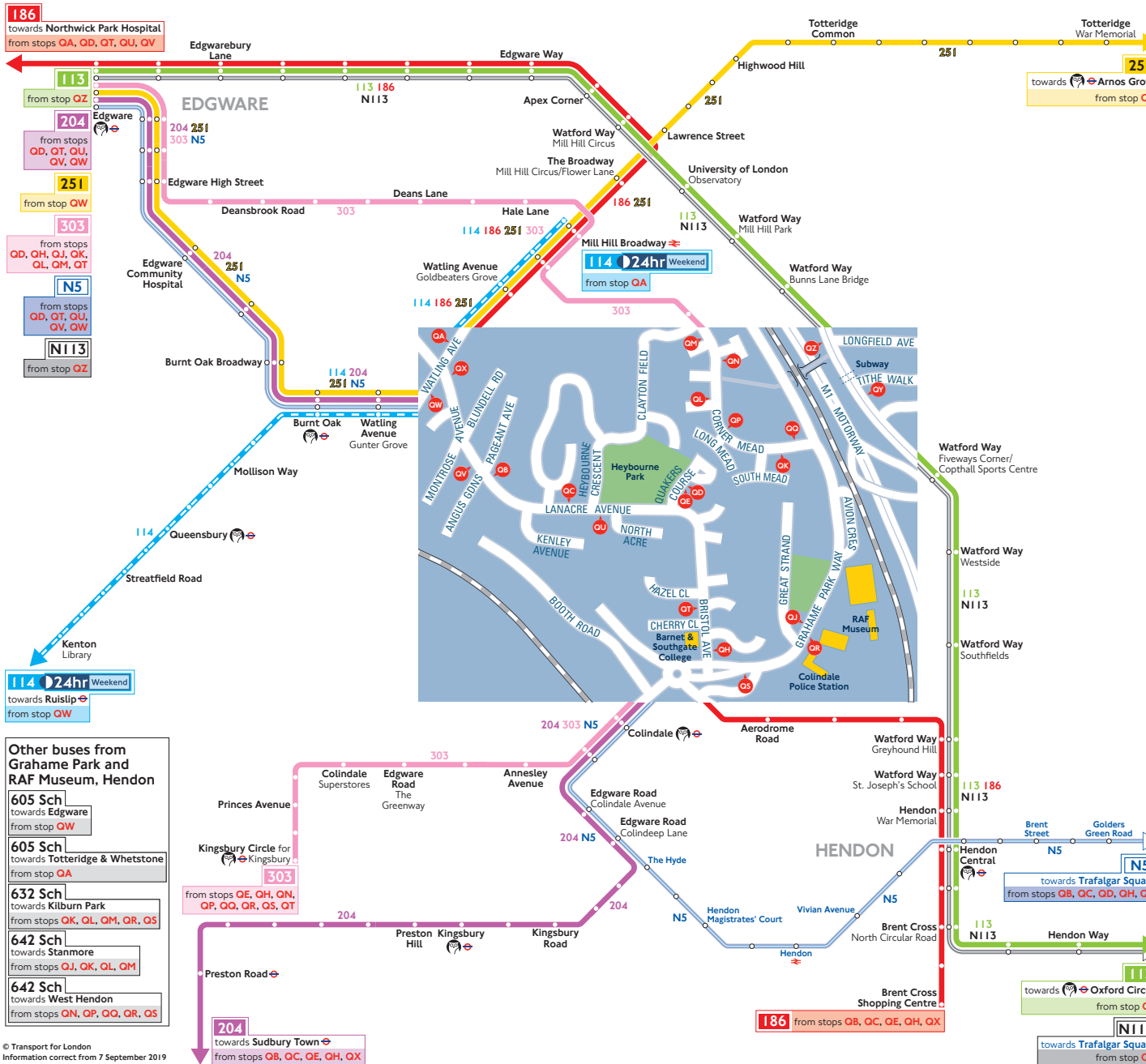
Total Grid Cell AI: 15.98

PTAL: 4



Appendix: D - Bus Services

Buses from Grahame Park and RAF Museum, Hendon



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights
	Sch School journey

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.



Appendix: E - Rail Services

SERVICES AND FACILITIES

This is a general guide to the basic daily services.
Not all trains stop at all stations on each coloured line, so please check the timetable.

	REGULAR SERVICE	LIMITED SERVICE
Gatwick Express		
Great Northern		
Southern		
Thameslink		

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate* Limited service stations on our network
- Interchange stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes
- Hovercraft service routes

Oyster and Contactless area Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

- Step-free access between the street and all platforms
- Some step-free access between the street and platforms
- Step-free access is available in the direction of the arrow
- No step-free access between the street and platforms

Notes:
Platform access points may vary and there may not be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible. We will always try to offer the best possible service. However, the shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844
For most up-to-date station facilities see www.nationalrail.co.uk

STAFF AVAILABILITY

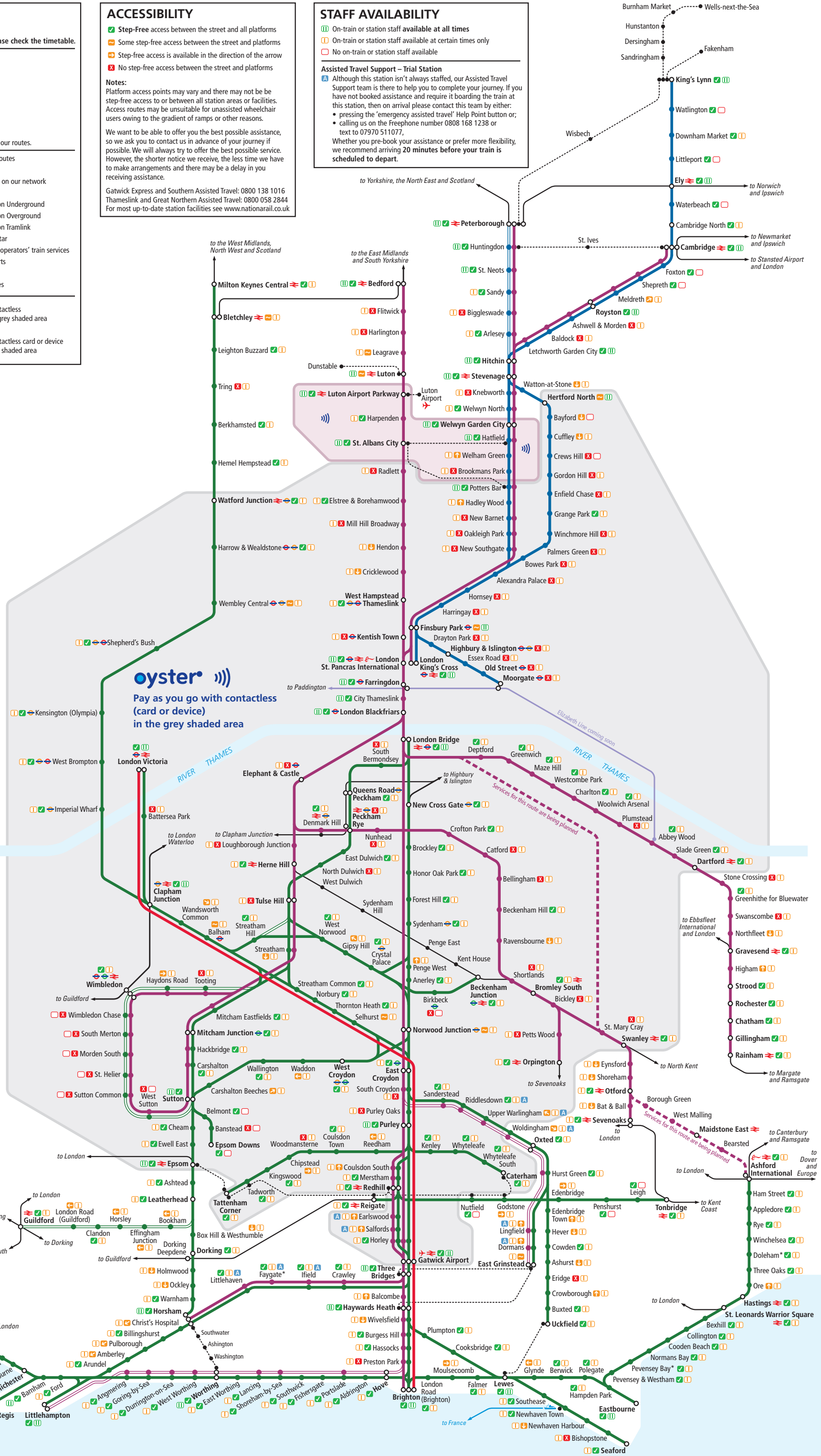
- On-train or station staff available at all times
- On-train or station staff available at certain times only
- No on-train or station staff available

Assisted Travel Support – Trial Station

Although this station isn't always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

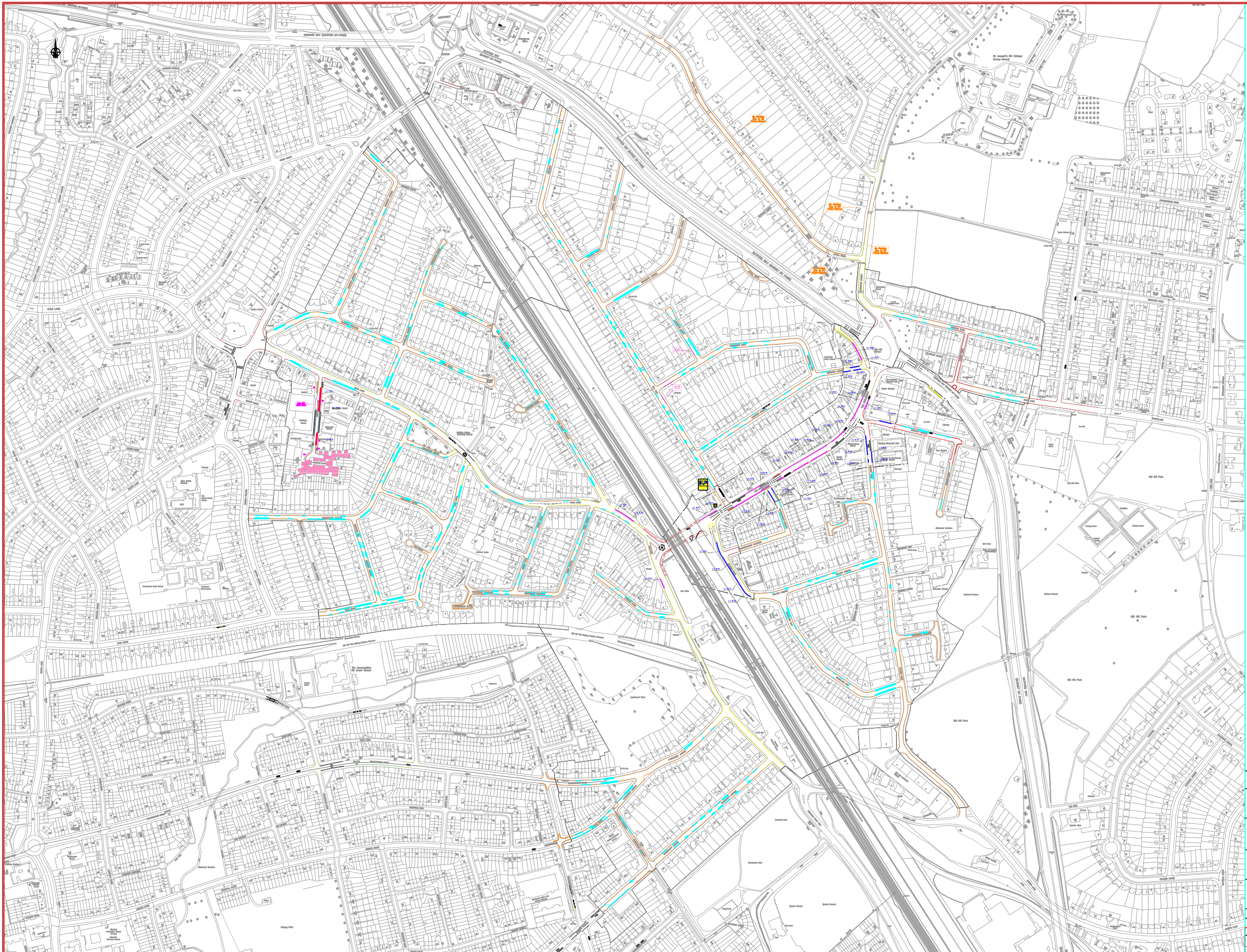
- pressing the 'emergency assisted travel' Help Point button or;
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving **20 minutes before your train is scheduled to depart.**





Appendix: F – Local CPZ Map



- KEY:**
- Outer zone boundary
 - - - Inner zone boundary
- PARKING BAYS**
- Free Bay converted to Resident Bay
 - Free Bay converted to Long Stay
 - Pay by phone Bay
 - Operates - Monday to Friday 8am - 6.30pm
 - Resident Bay converted to Long Stay
 - Pay by phone Bay
 - Operates - Monday to Friday 8am - 6.30pm
 - Resident Bay (Zone E)
 - Operates - Monday to Friday 11am - 12noon
 - Loading Bay
 - Motorcycle Bay
 - Short Stay Pay by phone Bay
 - (Short stay - max. stay 90 minutes)
 - Operates - Monday to Saturday 9am - 5.30pm
 - Long Stay Pay by phone Bay
 - (Long stay - max. stay 8.5 hours)
 - Operates - Monday to Saturday 9am - 5.30pm
 - Resident Bay (Zone E1) - Watford Way
 - Operates - Monday to Saturday 9am-5.30pm
 - Resident Bay (Zone E2) - Grenville Place
 - Operates - Monday to Friday 8am-6.30pm
 - Disabled Persons Bay
 - Bus Bay
- WAITING RESTRICTIONS**
- No Parking At any time
 - No Parking Mon-Sat 8am - 6.30pm
 - No Parking Mon-Fri 11am - 12noon (One Hour Zone)
 - No Parking Mon-Fri 1pm - 2pm (1hour offset waiting restriction)
 - No Parking Mon-Fri 8am - 6.30pm (Grenville Place)
 - No Parking Mon-Fri 8am - 9am (Grenville Place)
- Private Areas Excluded from Controls

MADE ORDER

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Plan 1/1000
Eileen Director of Environment, Planning & Regeneration

North London Business Park
Colindale Road South
New Southgate N11 1NP
Tel: 020 8359 2000



SCHEME: MILL HILL CONTROLLED PARKING ZONE

TITLE: PARKING LAYOUT

Scale: Not to Scale Date: 17/05/2011
 Mapped: NR Drawn: AOML Checked: KG

DRAWING NO: 16141_74a

Acad. Ref. 15/10/11 CPD: 16141_74a.dwg



Appendix: G - Census Data

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 21 January 2021]

population All households; All cars or vans
 units Households
 date 2011
 rural urban Total

Area	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	sum of all cars or vans in the area
oa2011:E00001275	148	38	76	30	4	0	148
		26%	51%	20%	3%	0%	1.00
lsoa2011:E01000258 : Barnet 016B	696	126	317	202	34	17	894
		18%	46%	29%	5%	2%	1.28
msoa2011:E02000039 : Barnet 016	2,485	408	987	808	195	87	3,562
		16%	40%	33%	8%	4%	1.43
ward011qs:E05000057 : Mill Hill	6,875	1,369	3,029	1,900	428	149	8,754
		20%	44%	28%	6%	2%	1.27
uacounty09:Barnet	135,916	39,024	59,992	28,698	6,208	1,994	144,717
		29%	44%	21%	5%	1%	1.06
mcounty:Outer London	1,902,356	583,311	844,176	366,746	81,700	26,423	1,939,058
		31%	44%	19%	4%	1%	1.02
gor:London	3,266,173	1,357,251	1,324,032	458,659	95,619	30,612	2,664,414
		42%	41%	14%	3%	1%	0.82
country:England	22,063,368	5,691,251	9,301,776	5,441,593	1,203,865	424,883	25,696,833
		26%	42%	25%	5%	2%	1.16

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

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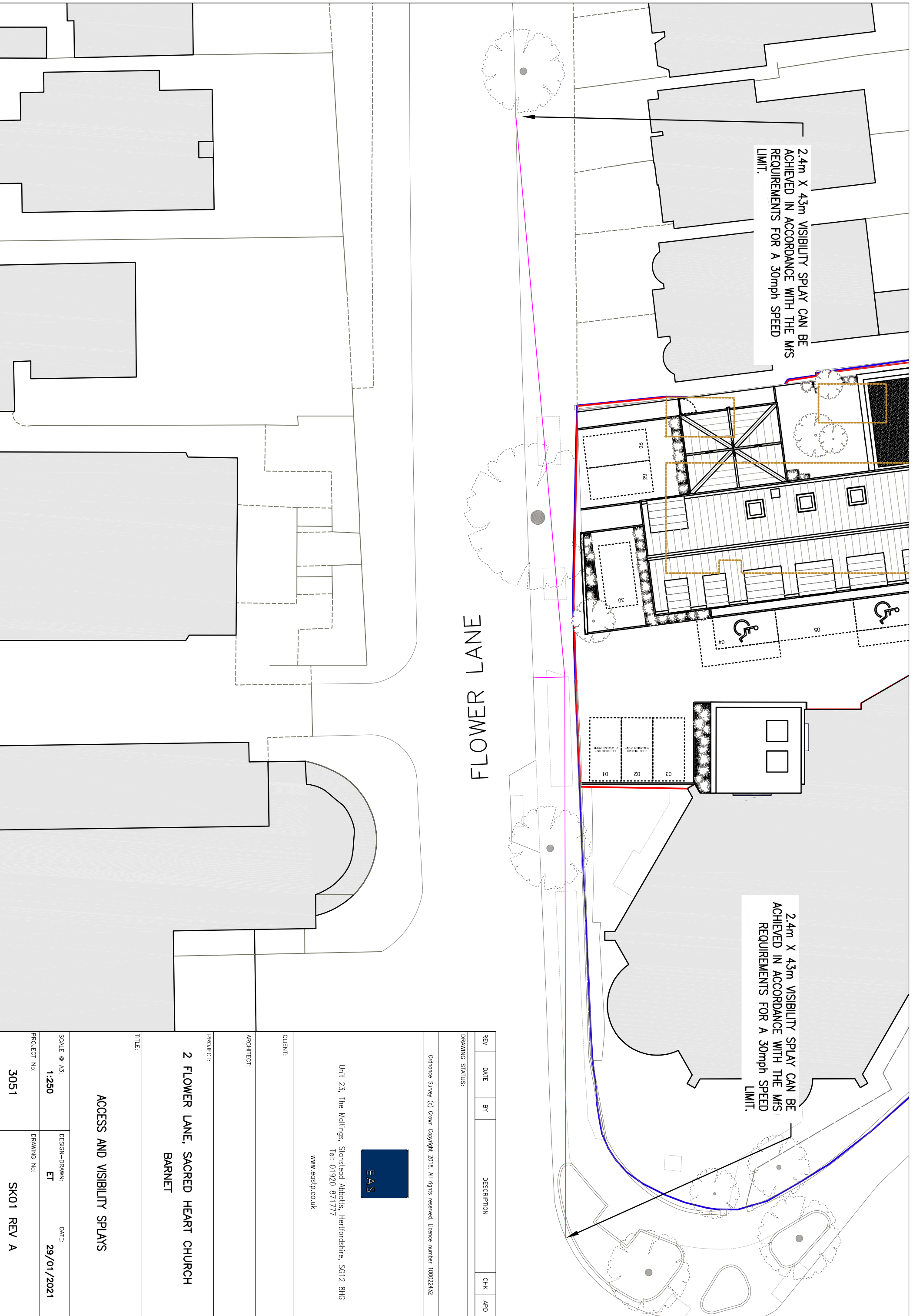
population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

Method of Travel to Work	oa2011: E00001275	Iscoa2011:E01000258 : Barnet 016B	msoa2011:E0200003 9 : Barnet 016	ward011qs:E050000 57 : Mill Hill	uacounty09: Barnet	mcounty: Outer London	country: England	gor: London
All categories: Method of travel to work	238	1,192	4,790	13,069	258,443	3,606,992	38,881,374	6,117,482
Work mainly at or from home	17	104	385	797	12,601	112,439	1,349,568	202,679
Underground, metro, light rail, tram	27 19%	105 14%	440 15%	1,602 20%	44,774 28%	406,373 18%	1,027,625 4%	902,263 24%
Train	35 22%	135 16%	473 14%	797 9%	10,065 6%	347,988 15%	1,343,684 5%	532,720 13%
Bus, minibus or coach	10 6%	47 6%	259 8%	769 9%	20,351 12%	278,380 12%	1,886,539 7%	561,605 14%
Taxi	0 0%	1 0%	16 0%	33 0%	738 0%	11,082 0%	131,465 1%	20,314 1%
Motorcycle, scooter or moped	1 1%	10 1%	26 1%	65 1%	1,849 1%	24,346 1%	206,550 1%	45,976 1%
Driving a car or van	47 30%	354 42%	1,441 43%	3,757 43%	62,228 36%	895,917 38%	14,345,882 57%	1,120,826 28%
Passenger in a car or van	8 5%	20 2%	66 2%	209 2%	3,593 2%	54,930 2%	1,264,553 5%	69,659 2%
Bicycle	1 1%	9 1%	33 1%	85 1%	2,473 1%	50,637 2%	742,675 3%	161,705 4%
On foot	10 6%	56 7%	159 5%	538 6%	10,647 6%	164,187 7%	2,701,453 11%	352,612 9%
Other method of travel to work	1 1%	3 0%	26 1%	59 1%	1,339 1%	15,256 1%	162,727 1%	28,538 1%
Not in employment	81	348	1,466	4,358	87,785	1,245,457	13,718,653	2,118,585

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



Appendix: H – Site Access Visibility Splay



2.4m X 43m VISIBILITY SPLAY CAN BE ACHIEVED IN ACCORDANCE WITH THE MFS REQUIREMENTS FOR A 30mph SPEED LIMIT.

2.4m X 43m VISIBILITY SPLAY CAN BE ACHIEVED IN ACCORDANCE WITH THE MFS REQUIREMENTS FOR A 30mph SPEED LIMIT.

FLOWER LANE

REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT:

ARCHITECT:

PROJECT:

2 FLOWER LANE, SACRED HEART CHURCH
BARNET

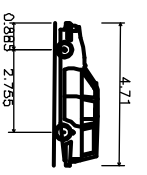
TITLE:

ACCESS AND VISIBILITY SPLAYS

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:250	ET	29/01/2021
PROJECT No:	DRAWING No:	
3051	SK01 REV A	



Appendix: I – Swept Path Analysis of Amended Car Park



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.755m
Lock to lock Turn	4.00s
Kerb to kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT:

ARCHITECT:

PROJECT:

**2 FLOWER LANE, SACRED HEART CHURCH
BARNET**

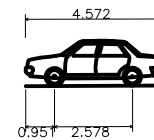
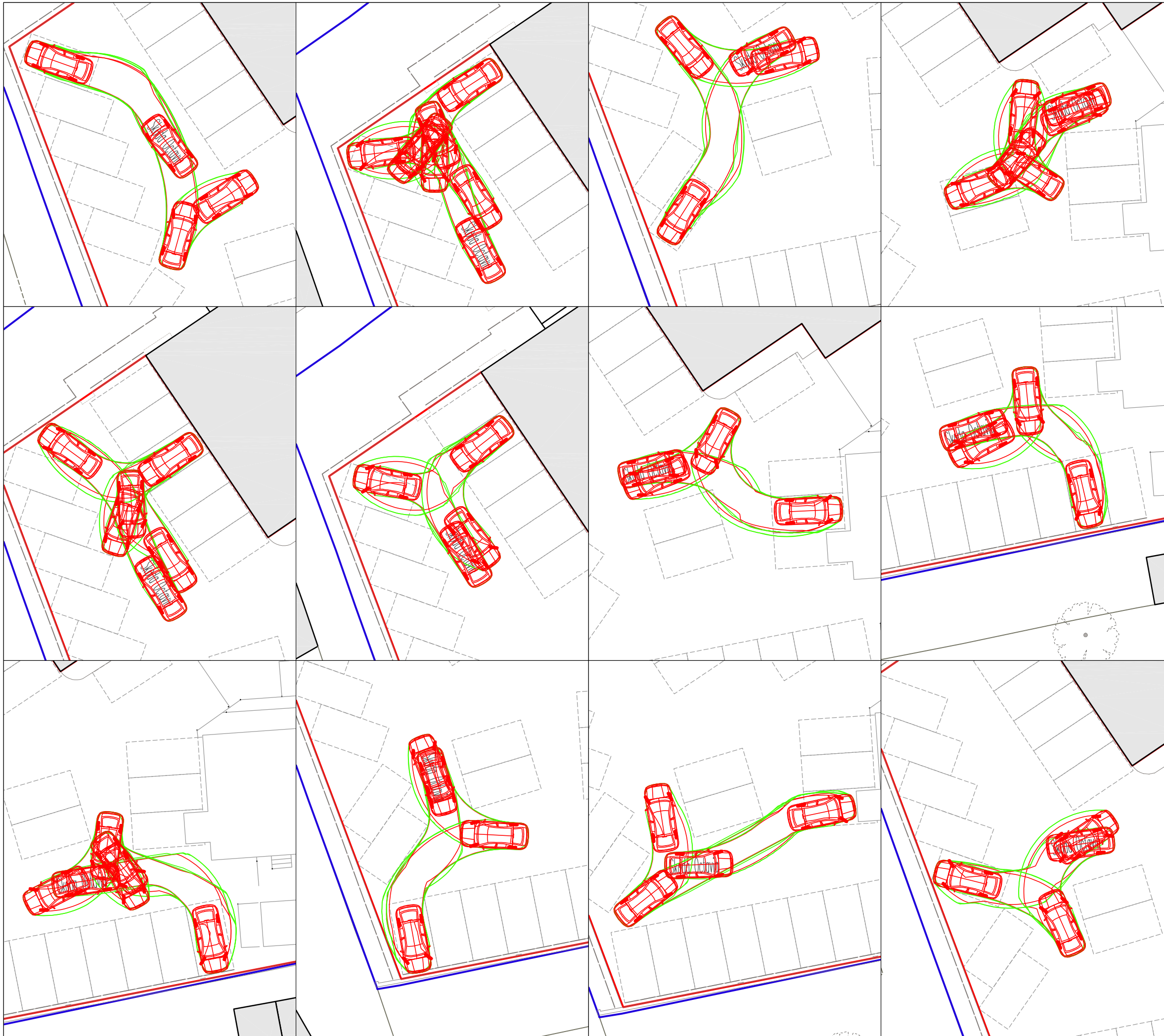
TITLE:

SWEPT PATH ANALYSIS

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:250	ET	29/01/2021
PROJECT No:	DRAWING No:	
3051	SK02 REV B	



Appendix: J – Swept Path Analysis of Existing Car Park



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
 Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

**2 FLOWER LANE, SACRED HEART CHURCH
 BARNET**

TITLE:

**SWEPT PATH ANALYSIS OF
 EXISTING CAR PARK ARRANGEMENT**

SCALE @ A3: 1:250	DESIGN-DRAWN: ET	DATE: 02/02/2021
-----------------------------	----------------------------	----------------------------

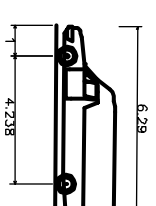
PROJECT No: 3051	DRAWING No: SK03
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Appendix: K – Swept Path Analysis of Hearse



Daimler Hearse
 Overall Length 6.290m
 Overall Width 2.108m
 Overall Body Height 1.950m
 Min. Body Ground Clearance 0.251m
 Track Width 2.100m
 Lock to lock time 6.005m
 Wall to Wall turning Radius 7.450m



REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
 Tel: 01920 871777
 www.easip.co.uk

CLIENT:

ARCHITECT:

PROJECT:
**2 FLOWER LANE, SACRED HEART CHURCH
 BARNET**

TITLE:

**SWEPT PATH ANALYSIS
 FOR A FUNERAL HEARSE**

SCALE @ A3: 1:250	DESIGN-DRAWN: ET	DATE: 02/02/2021
PROJECT No: 3051	DRAWING No: SK04	



Appendix: L - TRICS Data

Calculation Reference: AUDIT-743101-210204-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : T - PLACE OF WORSHIP
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
 IS ISLINGTON 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: 1000 to 1000 (units: sqm)
 Range Selected by User: 650 to 2355 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/17

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

Selected survey days:

Sunday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

D1 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

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

No 1 days

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

3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1 IS-07-T-01 CHURCH ISLINGTON
 KING SQUARE
 FINSBURY

Edge of Town Centre
 Built-Up Zone
 Total Gross floor area: 1000 sqm
Survey date: SUNDAY 19/11/17 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
BM-07-T-01	different religion equates to significant trip rate differences

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.400	3.052	1	1000	0.000	0.000	1	1000	0.400	3.052
10:00 - 11:00	1	1000	0.900	6.867	1	1000	0.100	0.763	1	1000	1.000	7.630
11:00 - 12:00	1	1000	0.100	0.763	1	1000	0.600	4.578	1	1000	0.700	5.341
12:00 - 13:00	1	1000	0.000	0.000	1	1000	0.500	3.815	1	1000	0.500	3.815
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.400	10.682			1.400	10.682			2.800	21.364

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.*

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Parameter summary

Trip rate parameter range selected: 1000 - 1000 (units: sqm)
 Survey date range: 01/01/12 - 19/11/17
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.200	1.526	1	1000	0.000	0.000	1	1000	0.200	1.526
10:00 - 11:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
11:00 - 12:00	1	1000	0.200	1.526	1	1000	0.000	0.000	1	1000	0.200	1.526
12:00 - 13:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.400	3.052			0.400	3.052			0.800	6.104

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	1.000	7.630	1	1000	0.000	0.000	1	1000	1.000	7.630
10:00 - 11:00	1	1000	1.400	10.682	1	1000	0.200	1.526	1	1000	1.600	12.208
11:00 - 12:00	1	1000	0.300	2.289	1	1000	1.100	8.393	1	1000	1.400	10.682
12:00 - 13:00	1	1000	0.000	0.000	1	1000	1.000	7.630	1	1000	1.000	7.630
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.400	3.052	1	1000	0.400	3.052
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.700	20.601			2.700	20.601			5.400	41.202

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.600	4.578	1	1000	0.100	0.763	1	1000	0.700	5.341
10:00 - 11:00	1	1000	0.900	6.867	1	1000	0.500	3.815	1	1000	1.400	10.682
11:00 - 12:00	1	1000	0.400	3.052	1	1000	0.800	6.104	1	1000	1.200	9.156
12:00 - 13:00	1	1000	0.300	2.289	1	1000	1.000	7.630	1	1000	1.300	9.919
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.400	3.052	1	1000	0.400	3.052
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.100	0.763	1	1000	0.100	0.763	1	1000	0.200	1.526
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.300	17.549			2.900	22.127			5.200	39.676

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.500	3.815	1	1000	0.000	0.000	1	1000	0.500	3.815
10:00 - 11:00	1	1000	1.300	9.919	1	1000	0.200	1.526	1	1000	1.500	11.445
11:00 - 12:00	1	1000	0.200	1.526	1	1000	0.400	3.052	1	1000	0.600	4.578
12:00 - 13:00	1	1000	0.000	0.000	1	1000	1.000	7.630	1	1000	1.000	7.630
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.000	15.260			1.800	13.734			3.800	28.994

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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.500	3.815	1	1000	0.000	0.000	1	1000	0.500	3.815
10:00 - 11:00	1	1000	0.800	6.104	1	1000	0.000	0.000	1	1000	0.800	6.104
11:00 - 12:00	1	1000	0.300	2.289	1	1000	0.500	3.815	1	1000	0.800	6.104
12:00 - 13:00	1	1000	0.100	0.763	1	1000	0.600	4.578	1	1000	0.700	5.341
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.700	12.971			1.300	9.919			3.000	22.890

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	1.000	7.630	1	1000	0.000	0.000	1	1000	1.000	7.630
10:00 - 11:00	1	1000	2.100	16.023	1	1000	0.200	1.526	1	1000	2.300	17.549
11:00 - 12:00	1	1000	0.500	3.815	1	1000	0.900	6.867	1	1000	1.400	10.682
12:00 - 13:00	1	1000	0.100	0.763	1	1000	1.600	12.208	1	1000	1.700	12.971
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.400	3.052	1	1000	0.400	3.052
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.700	28.231			3.100	23.653			6.800	51.884

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	2.800	21.364	1	1000	0.100	0.763	1	1000	2.900	22.127
10:00 - 11:00	1	1000	4.400	33.572	1	1000	1.100	8.393	1	1000	5.500	41.965
11:00 - 12:00	1	1000	1.400	10.682	1	1000	2.800	21.364	1	1000	4.200	32.046
12:00 - 13:00	1	1000	0.400	3.052	1	1000	3.800	28.994	1	1000	4.200	32.046
13:00 - 14:00	1	1000	0.000	0.000	1	1000	1.200	9.156	1	1000	1.200	9.156
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.100	0.763	1	1000	0.100	0.763	1	1000	0.200	1.526
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			9.100	69.433			9.100	69.433			18.200	138.866

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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.400	3.052	1	1000	0.000	0.000	1	1000	0.400	3.052
10:00 - 11:00	1	1000	0.900	6.867	1	1000	0.100	0.763	1	1000	1.000	7.630
11:00 - 12:00	1	1000	0.100	0.763	1	1000	0.600	4.578	1	1000	0.700	5.341
12:00 - 13:00	1	1000	0.000	0.000	1	1000	0.500	3.815	1	1000	0.500	3.815
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.400	10.682			1.400	10.682			2.800	21.364

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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL Underground Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.500	3.815	1	1000	0.000	0.000	1	1000	0.500	3.815
10:00 - 11:00	1	1000	0.800	6.104	1	1000	0.000	0.000	1	1000	0.800	6.104
11:00 - 12:00	1	1000	0.300	2.289	1	1000	0.500	3.815	1	1000	0.800	6.104
12:00 - 13:00	1	1000	0.100	0.763	1	1000	0.600	4.578	1	1000	0.700	5.341
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.700	12.971			1.300	9.919			3.000	22.890

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL Bus Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
08:00 - 09:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
09:00 - 10:00	1	1000	0.500	3.815	1	1000	0.000	0.000	1	1000	0.500	3.815
10:00 - 11:00	1	1000	1.300	9.919	1	1000	0.200	1.526	1	1000	1.500	11.445
11:00 - 12:00	1	1000	0.200	1.526	1	1000	0.400	3.052	1	1000	0.600	4.578
12:00 - 13:00	1	1000	0.000	0.000	1	1000	1.000	7.630	1	1000	1.000	7.630
13:00 - 14:00	1	1000	0.000	0.000	1	1000	0.200	1.526	1	1000	0.200	1.526
14:00 - 15:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
15:00 - 16:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
16:00 - 17:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
17:00 - 18:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
18:00 - 19:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
19:00 - 20:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
20:00 - 21:00	1	1000	0.000	0.000	1	1000	0.000	0.000	1	1000	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.000	15.260			1.800	13.734			3.800	28.994

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 CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : T - PLACE OF WORSHIP
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 463 to 1265 (units: sqm)
 Range Selected by User: 240 to 2355 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/06/18

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

Selected survey days:

Sunday 5 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 undertaken using machines.

Selected Locations:

Town Centre 1
 Edge of Town Centre 4

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 4

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:

D1 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:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	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
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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	4 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	CH-07-T-01 PARK GREEN MACCLESFIELD	UNITED REFORMED CHURCH		CHESHIRE
	Town Centre Built-Up Zone Total Gross floor area:		1265 sqm	
	<i>Survey date: SUNDAY</i>		<i>18/09/16</i>	<i>Survey Type: MANUAL</i>
2	IS-07-T-01 KING SQUARE FINSBURY	CHURCH		ISLINGTON
	Edge of Town Centre Built-Up Zone Total Gross floor area:		1000 sqm	
	<i>Survey date: SUNDAY</i>		<i>19/11/17</i>	<i>Survey Type: MANUAL</i>
3	NE-07-T-01 GRIMSBY ROAD CLEETHORPES	CHURCH		NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		750 sqm	
	<i>Survey date: SUNDAY</i>		<i>11/05/14</i>	<i>Survey Type: MANUAL</i>
4	TW-07-T-02 GRANGE TERRACE SUNDERLAND	CHURCH		TYNE & WEAR
	Edge of Town Centre Built-Up Zone Total Gross floor area:		463 sqm	
	<i>Survey date: SUNDAY</i>		<i>09/04/17</i>	<i>Survey Type: MANUAL</i>
5	WO-07-T-01 SANSOME WALK WORCESTER	BAPTIST CHURCH		WORCESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		1020 sqm	
	<i>Survey date: SUNDAY</i>		<i>25/05/14</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.186	1.416	4	808	0.000	0.000	4	808	0.186	1.416
08:00 - 09:00	4	808	1.206	9.204	4	808	0.711	5.428	4	808	1.917	14.632
09:00 - 10:00	5	900	0.622	4.750	5	900	0.333	2.544	5	900	0.955	7.294
10:00 - 11:00	5	900	2.201	16.793	5	900	0.400	3.053	5	900	2.601	19.846
11:00 - 12:00	5	900	0.089	0.679	5	900	0.934	7.124	5	900	1.023	7.803
12:00 - 13:00	5	900	0.044	0.339	5	900	1.690	12.892	5	900	1.734	13.231
13:00 - 14:00	4	937	0.053	0.407	4	937	0.107	0.814	4	937	0.160	1.221
14:00 - 15:00	4	937	0.027	0.204	4	937	0.027	0.204	4	937	0.054	0.408
15:00 - 16:00	3	828	0.081	0.615	3	828	0.040	0.307	3	828	0.121	0.922
16:00 - 17:00	3	828	0.040	0.307	3	828	0.081	0.615	3	828	0.121	0.922
17:00 - 18:00	3	828	0.040	0.307	3	828	0.040	0.307	3	828	0.080	0.614
18:00 - 19:00	3	828	0.604	4.609	3	828	0.040	0.307	3	828	0.644	4.916
19:00 - 20:00	3	828	0.040	0.307	3	828	0.644	4.917	3	828	0.684	5.224
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			5.233	39.937			5.047	38.512			10.280	78.449

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.*

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Parameter summary

Trip rate parameter range selected: 463 - 1265 (units: sqm)
 Survey date range: 01/01/12 - 07/06/18
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 5
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
08:00 - 09:00	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
09:00 - 10:00	5	900	0.000	0.000	5	900	0.000	0.000	5	900	0.000	0.000
10:00 - 11:00	5	900	0.022	0.170	5	900	0.022	0.170	5	900	0.044	0.340
11:00 - 12:00	5	900	0.000	0.000	5	900	0.000	0.000	5	900	0.000	0.000
12:00 - 13:00	5	900	0.000	0.000	5	900	0.000	0.000	5	900	0.000	0.000
13:00 - 14:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
14:00 - 15:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
15:00 - 16:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
16:00 - 17:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
17:00 - 18:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
18:00 - 19:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
19:00 - 20:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	0.170			0.022	0.170			0.044	0.340

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
08:00 - 09:00	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
09:00 - 10:00	5	900	0.022	0.170	5	900	0.000	0.000	5	900	0.022	0.170
10:00 - 11:00	5	900	0.022	0.170	5	900	0.044	0.339	5	900	0.066	0.509
11:00 - 12:00	5	900	0.000	0.000	5	900	0.000	0.000	5	900	0.000	0.000
12:00 - 13:00	5	900	0.000	0.000	5	900	0.000	0.000	5	900	0.000	0.000
13:00 - 14:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
14:00 - 15:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
15:00 - 16:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
16:00 - 17:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
17:00 - 18:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
18:00 - 19:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
19:00 - 20:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.044	0.340			0.044	0.339			0.088	0.679

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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
08:00 - 09:00	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
09:00 - 10:00	5	900	0.044	0.339	5	900	0.000	0.000	5	900	0.044	0.339
10:00 - 11:00	5	900	0.067	0.509	5	900	0.044	0.339	5	900	0.111	0.848
11:00 - 12:00	5	900	0.044	0.339	5	900	0.044	0.339	5	900	0.088	0.678
12:00 - 13:00	5	900	0.000	0.000	5	900	0.067	0.509	5	900	0.067	0.509
13:00 - 14:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
14:00 - 15:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
15:00 - 16:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
16:00 - 17:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
17:00 - 18:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
18:00 - 19:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
19:00 - 20:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.155	1.187			0.155	1.187			0.310	2.374

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.031	0.236	4	808	0.000	0.000	4	808	0.031	0.236
08:00 - 09:00	4	808	2.320	17.700	4	808	0.031	0.236	4	808	2.351	17.936
09:00 - 10:00	5	900	1.490	11.365	5	900	0.200	1.527	5	900	1.690	12.892
10:00 - 11:00	5	900	4.469	34.096	5	900	1.667	12.722	5	900	6.136	46.818
11:00 - 12:00	5	900	0.133	1.018	5	900	1.712	13.062	5	900	1.845	14.080
12:00 - 13:00	5	900	0.089	0.679	5	900	3.668	27.989	5	900	3.757	28.668
13:00 - 14:00	4	937	0.053	0.407	4	937	0.187	1.425	4	937	0.240	1.832
14:00 - 15:00	4	937	0.027	0.204	4	937	0.027	0.204	4	937	0.054	0.408
15:00 - 16:00	3	828	0.081	0.615	3	828	0.040	0.307	3	828	0.121	0.922
16:00 - 17:00	3	828	0.040	0.307	3	828	0.081	0.615	3	828	0.121	0.922
17:00 - 18:00	3	828	0.081	0.615	3	828	0.040	0.307	3	828	0.121	0.922
18:00 - 19:00	3	828	1.410	10.755	3	828	0.040	0.307	3	828	1.450	11.062
19:00 - 20:00	3	828	0.040	0.307	3	828	1.490	11.370	3	828	1.530	11.677
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			10.264	78.304			9.183	70.071			19.447	148.375

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.124	0.944	4	808	0.031	0.236	4	808	0.155	1.180
08:00 - 09:00	4	808	0.464	3.540	4	808	0.062	0.472	4	808	0.526	4.012
09:00 - 10:00	5	900	0.867	6.616	5	900	0.222	1.696	5	900	1.089	8.312
10:00 - 11:00	5	900	1.023	7.803	5	900	0.845	6.446	5	900	1.868	14.249
11:00 - 12:00	5	900	0.222	1.696	5	900	0.511	3.902	5	900	0.733	5.598
12:00 - 13:00	5	900	0.200	1.527	5	900	1.112	8.482	5	900	1.312	10.009
13:00 - 14:00	4	937	0.107	0.814	4	937	0.187	1.425	4	937	0.294	2.239
14:00 - 15:00	4	937	0.107	0.814	4	937	0.107	0.814	4	937	0.214	1.628
15:00 - 16:00	3	828	0.242	1.844	3	828	0.242	1.844	3	828	0.484	3.688
16:00 - 17:00	3	828	0.201	1.536	3	828	0.201	1.536	3	828	0.402	3.072
17:00 - 18:00	3	828	0.161	1.229	3	828	0.081	0.615	3	828	0.242	1.844
18:00 - 19:00	3	828	0.242	1.844	3	828	0.081	0.615	3	828	0.323	2.459
19:00 - 20:00	3	828	0.000	0.000	3	828	0.282	2.151	3	828	0.282	2.151
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.960	30.207			3.964	30.234			7.924	60.441

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
08:00 - 09:00	4	808	0.093	0.708	4	808	0.000	0.000	4	808	0.093	0.708
09:00 - 10:00	5	900	0.356	2.714	5	900	0.111	0.848	5	900	0.467	3.562
10:00 - 11:00	5	900	0.445	3.393	5	900	0.133	1.018	5	900	0.578	4.411
11:00 - 12:00	5	900	0.089	0.679	5	900	0.333	2.544	5	900	0.422	3.223
12:00 - 13:00	5	900	0.022	0.170	5	900	0.400	3.053	5	900	0.422	3.223
13:00 - 14:00	4	937	0.000	0.000	4	937	0.080	0.611	4	937	0.080	0.611
14:00 - 15:00	4	937	0.053	0.407	4	937	0.027	0.204	4	937	0.080	0.611
15:00 - 16:00	3	828	0.000	0.000	3	828	0.040	0.307	3	828	0.040	0.307
16:00 - 17:00	3	828	0.040	0.307	3	828	0.000	0.000	3	828	0.040	0.307
17:00 - 18:00	3	828	0.081	0.615	3	828	0.081	0.615	3	828	0.162	1.230
18:00 - 19:00	3	828	0.040	0.307	3	828	0.040	0.307	3	828	0.080	0.614
19:00 - 20:00	3	828	0.000	0.000	3	828	0.040	0.307	3	828	0.040	0.307
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.219	9.300			1.285	9.814			2.504	19.114

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 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
08:00 - 09:00	4	808	0.124	0.944	4	808	0.000	0.000	4	808	0.124	0.944
09:00 - 10:00	5	900	0.267	2.036	5	900	0.000	0.000	5	900	0.267	2.036
10:00 - 11:00	5	900	0.178	1.357	5	900	0.000	0.000	5	900	0.178	1.357
11:00 - 12:00	5	900	0.067	0.509	5	900	0.245	1.866	5	900	0.312	2.375
12:00 - 13:00	5	900	0.022	0.170	5	900	0.133	1.018	5	900	0.155	1.188
13:00 - 14:00	4	937	0.000	0.000	4	937	0.107	0.814	4	937	0.107	0.814
14:00 - 15:00	4	937	0.000	0.000	4	937	0.000	0.000	4	937	0.000	0.000
15:00 - 16:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
16:00 - 17:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
17:00 - 18:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
18:00 - 19:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
19:00 - 20:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.658	5.016			0.485	3.698			1.143	8.714

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.000	0.000	4	808	0.000	0.000	4	808	0.000	0.000
08:00 - 09:00	4	808	0.217	1.652	4	808	0.000	0.000	4	808	0.217	1.652
09:00 - 10:00	5	900	0.622	4.750	5	900	0.111	0.848	5	900	0.733	5.598
10:00 - 11:00	5	900	0.622	4.750	5	900	0.133	1.018	5	900	0.755	5.768
11:00 - 12:00	5	900	0.156	1.187	5	900	0.578	4.410	5	900	0.734	5.597
12:00 - 13:00	5	900	0.044	0.339	5	900	0.534	4.071	5	900	0.578	4.410
13:00 - 14:00	4	937	0.000	0.000	4	937	0.187	1.425	4	937	0.187	1.425
14:00 - 15:00	4	937	0.053	0.407	4	937	0.027	0.204	4	937	0.080	0.611
15:00 - 16:00	3	828	0.000	0.000	3	828	0.040	0.307	3	828	0.040	0.307
16:00 - 17:00	3	828	0.040	0.307	3	828	0.000	0.000	3	828	0.040	0.307
17:00 - 18:00	3	828	0.081	0.615	3	828	0.081	0.615	3	828	0.162	1.230
18:00 - 19:00	3	828	0.040	0.307	3	828	0.040	0.307	3	828	0.080	0.614
19:00 - 20:00	3	828	0.000	0.000	3	828	0.040	0.307	3	828	0.040	0.307
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.875	14.314			1.771	13.512			3.646	27.826

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.155	1.180	4	808	0.031	0.236	4	808	0.186	1.416
08:00 - 09:00	4	808	3.000	22.892	4	808	0.093	0.708	4	808	3.093	23.600
09:00 - 10:00	5	900	3.024	23.070	5	900	0.534	4.071	5	900	3.558	27.141
10:00 - 11:00	5	900	6.181	47.157	5	900	2.690	20.525	5	900	8.871	67.682
11:00 - 12:00	5	900	0.556	4.241	5	900	2.846	21.713	5	900	3.402	25.954
12:00 - 13:00	5	900	0.333	2.544	5	900	5.380	41.051	5	900	5.713	43.595
13:00 - 14:00	4	937	0.160	1.221	4	937	0.560	4.275	4	937	0.720	5.496
14:00 - 15:00	4	937	0.187	1.425	4	937	0.160	1.221	4	937	0.347	2.646
15:00 - 16:00	3	828	0.322	2.458	3	828	0.322	2.458	3	828	0.644	4.916
16:00 - 17:00	3	828	0.282	2.151	3	828	0.282	2.151	3	828	0.564	4.302
17:00 - 18:00	3	828	0.322	2.458	3	828	0.201	1.536	3	828	0.523	3.994
18:00 - 19:00	3	828	1.692	12.906	3	828	0.161	1.229	3	828	1.853	14.135
19:00 - 20:00	3	828	0.040	0.307	3	828	1.812	13.828	3	828	1.852	14.135
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			16.254	124.010			15.072	115.002			31.326	239.012

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 07 - LEISURE/T - PLACE OF WORSHIP
MULTI-MODAL CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 763 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	808	0.031	0.236	4	808	0.000	0.000	4	808	0.031	0.236
08:00 - 09:00	4	808	0.217	1.652	4	808	0.031	0.236	4	808	0.248	1.888
09:00 - 10:00	5	900	0.489	3.732	5	900	0.044	0.339	5	900	0.533	4.071
10:00 - 11:00	5	900	1.667	12.722	5	900	0.178	1.357	5	900	1.845	14.079
11:00 - 12:00	5	900	0.089	0.679	5	900	0.867	6.616	5	900	0.956	7.295
12:00 - 13:00	5	900	0.044	0.339	5	900	1.267	9.669	5	900	1.311	10.008
13:00 - 14:00	4	937	0.053	0.407	4	937	0.107	0.814	4	937	0.160	1.221
14:00 - 15:00	4	937	0.027	0.204	4	937	0.027	0.204	4	937	0.054	0.408
15:00 - 16:00	3	828	0.081	0.615	3	828	0.040	0.307	3	828	0.121	0.922
16:00 - 17:00	3	828	0.040	0.307	3	828	0.081	0.615	3	828	0.121	0.922
17:00 - 18:00	3	828	0.040	0.307	3	828	0.040	0.307	3	828	0.080	0.614
18:00 - 19:00	3	828	0.040	0.307	3	828	0.040	0.307	3	828	0.080	0.614
19:00 - 20:00	3	828	0.040	0.307	3	828	0.081	0.615	3	828	0.121	0.922
20:00 - 21:00	3	828	0.000	0.000	3	828	0.000	0.000	3	828	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.858	21.814			2.803	21.386			5.661	43.200

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.

Calculation Reference: AUDIT-743101-210204-0256

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	GR GREENWICH	1 days
	LB LAMBETH	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:	Number of bedrooms
Actual Range:	151 to 297 (units:)
Range Selected by User:	82 to 297 (units:)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
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Date Range:	01/01/12 to 23/11/18
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This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1	2 days
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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:

50,001 to 100,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More 2 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

*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:

Yes 1 days

No 1 days

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

4 Good 1 days

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	GR-06-A-03	NOVOTEL	GREENWICH
	GREENWICH HIGH ROAD GREENWICH		
	Edge of Town Centre No Sub Category		
	Total Number of bedrooms:	151	
	<i>Survey date: FRIDAY</i>	<i>22/11/13</i>	<i>Survey Type: MANUAL</i>
2	LB-06-A-01	HAMPTON BY HILTON	LAMBETH
	WATERLOO ROAD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of bedrooms:	297	
	<i>Survey date: FRIDAY</i>	<i>23/11/18</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.010	0.061	1	297	0.020	0.121	1	297	0.030	0.182
07:00 - 08:00	2	224	0.020	0.121	2	224	0.027	0.161	2	224	0.047	0.282
08:00 - 09:00	2	224	0.009	0.054	2	224	0.040	0.241	2	224	0.049	0.295
09:00 - 10:00	2	224	0.025	0.147	2	224	0.025	0.147	2	224	0.050	0.294
10:00 - 11:00	2	224	0.020	0.121	2	224	0.020	0.121	2	224	0.040	0.242
11:00 - 12:00	2	224	0.027	0.161	2	224	0.029	0.174	2	224	0.056	0.335
12:00 - 13:00	2	224	0.016	0.094	2	224	0.025	0.147	2	224	0.041	0.241
13:00 - 14:00	2	224	0.025	0.147	2	224	0.025	0.147	2	224	0.050	0.294
14:00 - 15:00	2	224	0.025	0.147	2	224	0.027	0.161	2	224	0.052	0.308
15:00 - 16:00	2	224	0.040	0.241	2	224	0.033	0.201	2	224	0.073	0.442
16:00 - 17:00	2	224	0.031	0.188	2	224	0.025	0.147	2	224	0.056	0.335
17:00 - 18:00	2	224	0.027	0.161	2	224	0.031	0.188	2	224	0.058	0.349
18:00 - 19:00	2	224	0.036	0.214	2	224	0.036	0.214	2	224	0.072	0.428
19:00 - 20:00	2	224	0.060	0.362	2	224	0.029	0.174	2	224	0.089	0.536
20:00 - 21:00	2	224	0.027	0.161	2	224	0.022	0.134	2	224	0.049	0.295
21:00 - 22:00	2	224	0.022	0.134	2	224	0.022	0.134	2	224	0.044	0.268
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.420	2.514			0.436	2.612			0.856	5.126

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.*

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Parameter summary

Trip rate parameter range selected: 151 - 297 (units:)
 Survey date range: 01/01/12 - 23/11/18
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/A - HOTELS
 MULTI-MODAL TAXI S

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.010	0.061	1	297	0.010	0.061	1	297	0.020	0.122
07:00 - 08:00	2	224	0.013	0.080	2	224	0.013	0.080	2	224	0.026	0.160
08:00 - 09:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
09:00 - 10:00	2	224	0.009	0.054	2	224	0.009	0.054	2	224	0.018	0.108
10:00 - 11:00	2	224	0.011	0.067	2	224	0.011	0.067	2	224	0.022	0.134
11:00 - 12:00	2	224	0.011	0.067	2	224	0.011	0.067	2	224	0.022	0.134
12:00 - 13:00	2	224	0.011	0.067	2	224	0.011	0.067	2	224	0.022	0.134
13:00 - 14:00	2	224	0.016	0.094	2	224	0.016	0.094	2	224	0.032	0.188
14:00 - 15:00	2	224	0.016	0.094	2	224	0.016	0.094	2	224	0.032	0.188
15:00 - 16:00	2	224	0.018	0.107	2	224	0.018	0.107	2	224	0.036	0.214
16:00 - 17:00	2	224	0.016	0.094	2	224	0.016	0.094	2	224	0.032	0.188
17:00 - 18:00	2	224	0.018	0.107	2	224	0.018	0.107	2	224	0.036	0.214
18:00 - 19:00	2	224	0.020	0.121	2	224	0.020	0.121	2	224	0.040	0.242
19:00 - 20:00	2	224	0.025	0.147	2	224	0.025	0.147	2	224	0.050	0.294
20:00 - 21:00	2	224	0.016	0.094	2	224	0.016	0.094	2	224	0.032	0.188
21:00 - 22:00	2	224	0.016	0.094	2	224	0.016	0.094	2	224	0.032	0.188
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.228	1.361			0.228	1.361			0.456	2.722

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/A - HOTELS
 MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.000	0.000	1	297	0.000	0.000	1	297	0.000	0.000
07:00 - 08:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
08:00 - 09:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
09:00 - 10:00	2	224	0.004	0.027	2	224	0.004	0.027	2	224	0.008	0.054
10:00 - 11:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
11:00 - 12:00	2	224	0.002	0.013	2	224	0.000	0.000	2	224	0.002	0.013
12:00 - 13:00	2	224	0.002	0.013	2	224	0.004	0.027	2	224	0.006	0.040
13:00 - 14:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
14:00 - 15:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
15:00 - 16:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
16:00 - 17:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
17:00 - 18:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
18:00 - 19:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
19:00 - 20:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
20:00 - 21:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
21:00 - 22:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.010	0.066			0.010	0.067			0.020	0.133

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/A - HOTELS
 MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.000	0.000	1	297	0.000	0.000	1	297	0.000	0.000
07:00 - 08:00	2	224	0.007	0.040	2	224	0.000	0.000	2	224	0.007	0.040
08:00 - 09:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
09:00 - 10:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
10:00 - 11:00	2	224	0.000	0.000	2	224	0.002	0.013	2	224	0.002	0.013
11:00 - 12:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
12:00 - 13:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
13:00 - 14:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
14:00 - 15:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
15:00 - 16:00	2	224	0.000	0.000	2	224	0.002	0.013	2	224	0.002	0.013
16:00 - 17:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
17:00 - 18:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
18:00 - 19:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
19:00 - 20:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
20:00 - 21:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
21:00 - 22:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.011	0.066			0.008	0.052			0.019	0.118

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/A - HOTELS
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.000	0.000	1	297	0.027	0.162	1	297	0.027	0.162
07:00 - 08:00	2	224	0.011	0.067	2	224	0.045	0.268	2	224	0.056	0.335
08:00 - 09:00	2	224	0.009	0.054	2	224	0.049	0.295	2	224	0.058	0.349
09:00 - 10:00	2	224	0.027	0.161	2	224	0.040	0.241	2	224	0.067	0.402
10:00 - 11:00	2	224	0.022	0.134	2	224	0.020	0.121	2	224	0.042	0.255
11:00 - 12:00	2	224	0.027	0.161	2	224	0.031	0.188	2	224	0.058	0.349
12:00 - 13:00	2	224	0.020	0.121	2	224	0.038	0.228	2	224	0.058	0.349
13:00 - 14:00	2	224	0.033	0.201	2	224	0.020	0.121	2	224	0.053	0.322
14:00 - 15:00	2	224	0.049	0.295	2	224	0.020	0.121	2	224	0.069	0.416
15:00 - 16:00	2	224	0.040	0.241	2	224	0.038	0.228	2	224	0.078	0.469
16:00 - 17:00	2	224	0.045	0.268	2	224	0.022	0.134	2	224	0.067	0.402
17:00 - 18:00	2	224	0.029	0.174	2	224	0.027	0.161	2	224	0.056	0.335
18:00 - 19:00	2	224	0.038	0.228	2	224	0.058	0.348	2	224	0.096	0.576
19:00 - 20:00	2	224	0.092	0.549	2	224	0.031	0.188	2	224	0.123	0.737
20:00 - 21:00	2	224	0.051	0.308	2	224	0.020	0.121	2	224	0.071	0.429
21:00 - 22:00	2	224	0.025	0.147	2	224	0.031	0.188	2	224	0.056	0.335
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.518	3.109			0.517	3.113			1.035	6.222

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/A - HOTELS
MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.000	0.000	1	297	0.010	0.061	1	297	0.010	0.061
07:00 - 08:00	2	224	0.025	0.147	2	224	0.085	0.509	2	224	0.110	0.656
08:00 - 09:00	2	224	0.022	0.134	2	224	0.080	0.482	2	224	0.102	0.616
09:00 - 10:00	2	224	0.020	0.121	2	224	0.129	0.777	2	224	0.149	0.898
10:00 - 11:00	2	224	0.051	0.308	2	224	0.158	0.951	2	224	0.209	1.259
11:00 - 12:00	2	224	0.042	0.254	2	224	0.118	0.710	2	224	0.160	0.964
12:00 - 13:00	2	224	0.033	0.201	2	224	0.080	0.482	2	224	0.113	0.683
13:00 - 14:00	2	224	0.029	0.174	2	224	0.100	0.603	2	224	0.129	0.777
14:00 - 15:00	2	224	0.054	0.321	2	224	0.063	0.375	2	224	0.116	0.696
15:00 - 16:00	2	224	0.051	0.308	2	224	0.105	0.629	2	224	0.156	0.937
16:00 - 17:00	2	224	0.092	0.549	2	224	0.074	0.442	2	224	0.166	0.991
17:00 - 18:00	2	224	0.114	0.683	2	224	0.118	0.710	2	224	0.232	1.393
18:00 - 19:00	2	224	0.069	0.415	2	224	0.103	0.616	2	224	0.172	1.031
19:00 - 20:00	2	224	0.141	0.844	2	224	0.116	0.696	2	224	0.257	1.540
20:00 - 21:00	2	224	0.156	0.938	2	224	0.118	0.710	2	224	0.274	1.648
21:00 - 22:00	2	224	0.170	1.018	2	224	0.071	0.429	2	224	0.241	1.447
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.069	6.415			1.527	9.182			2.596	15.597

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/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.003	0.020	1	297	0.000	0.000	1	297	0.003	0.020
07:00 - 08:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
08:00 - 09:00	2	224	0.004	0.027	2	224	0.004	0.027	2	224	0.008	0.054
09:00 - 10:00	2	224	0.000	0.000	2	224	0.007	0.040	2	224	0.007	0.040
10:00 - 11:00	2	224	0.002	0.013	2	224	0.009	0.054	2	224	0.011	0.067
11:00 - 12:00	2	224	0.018	0.107	2	224	0.025	0.147	2	224	0.043	0.254
12:00 - 13:00	2	224	0.002	0.013	2	224	0.007	0.040	2	224	0.009	0.053
13:00 - 14:00	2	224	0.004	0.027	2	224	0.009	0.054	2	224	0.013	0.081
14:00 - 15:00	2	224	0.013	0.080	2	224	0.002	0.013	2	224	0.015	0.093
15:00 - 16:00	2	224	0.013	0.080	2	224	0.018	0.107	2	224	0.031	0.187
16:00 - 17:00	2	224	0.022	0.134	2	224	0.018	0.107	2	224	0.040	0.241
17:00 - 18:00	2	224	0.007	0.040	2	224	0.020	0.121	2	224	0.027	0.161
18:00 - 19:00	2	224	0.031	0.188	2	224	0.009	0.054	2	224	0.040	0.242
19:00 - 20:00	2	224	0.022	0.134	2	224	0.011	0.067	2	224	0.033	0.201
20:00 - 21:00	2	224	0.016	0.094	2	224	0.009	0.054	2	224	0.025	0.148
21:00 - 22:00	2	224	0.004	0.027	2	224	0.002	0.013	2	224	0.006	0.040
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.163	0.997			0.152	0.911			0.315	1.908

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/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.024	0.141	1	297	0.034	0.202	1	297	0.058	0.343
07:00 - 08:00	2	224	0.038	0.228	2	224	0.063	0.375	2	224	0.100	0.603
08:00 - 09:00	2	224	0.042	0.254	2	224	0.065	0.388	2	224	0.107	0.642
09:00 - 10:00	2	224	0.016	0.094	2	224	0.194	1.165	2	224	0.210	1.259
10:00 - 11:00	2	224	0.040	0.241	2	224	0.221	1.326	2	224	0.261	1.567
11:00 - 12:00	2	224	0.103	0.616	2	224	0.105	0.629	2	224	0.208	1.245
12:00 - 13:00	2	224	0.047	0.281	2	224	0.063	0.375	2	224	0.109	0.656
13:00 - 14:00	2	224	0.118	0.710	2	224	0.029	0.174	2	224	0.147	0.884
14:00 - 15:00	2	224	0.105	0.629	2	224	0.038	0.228	2	224	0.143	0.857
15:00 - 16:00	2	224	0.083	0.496	2	224	0.103	0.616	2	224	0.186	1.112
16:00 - 17:00	2	224	0.118	0.710	2	224	0.056	0.335	2	224	0.174	1.045
17:00 - 18:00	2	224	0.089	0.536	2	224	0.089	0.536	2	224	0.178	1.072
18:00 - 19:00	2	224	0.136	0.817	2	224	0.112	0.670	2	224	0.248	1.487
19:00 - 20:00	2	224	0.183	1.098	2	224	0.076	0.455	2	224	0.259	1.553
20:00 - 21:00	2	224	0.123	0.737	2	224	0.036	0.214	2	224	0.159	0.951
21:00 - 22:00	2	224	0.085	0.509	2	224	0.016	0.094	2	224	0.101	0.603
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.350	8.097			1.298	7.782			2.648	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/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.027	0.162	1	297	0.034	0.202	1	297	0.061	0.364
07:00 - 08:00	2	224	0.040	0.241	2	224	0.065	0.388	2	224	0.105	0.629
08:00 - 09:00	2	224	0.047	0.281	2	224	0.069	0.415	2	224	0.116	0.696
09:00 - 10:00	2	224	0.016	0.094	2	224	0.201	1.205	2	224	0.217	1.299
10:00 - 11:00	2	224	0.042	0.254	2	224	0.230	1.379	2	224	0.272	1.633
11:00 - 12:00	2	224	0.121	0.723	2	224	0.129	0.777	2	224	0.250	1.500
12:00 - 13:00	2	224	0.049	0.295	2	224	0.069	0.415	2	224	0.118	0.710
13:00 - 14:00	2	224	0.123	0.737	2	224	0.038	0.228	2	224	0.161	0.965
14:00 - 15:00	2	224	0.118	0.710	2	224	0.040	0.241	2	224	0.158	0.951
15:00 - 16:00	2	224	0.096	0.576	2	224	0.121	0.723	2	224	0.217	1.299
16:00 - 17:00	2	224	0.141	0.844	2	224	0.074	0.442	2	224	0.215	1.286
17:00 - 18:00	2	224	0.096	0.576	2	224	0.109	0.656	2	224	0.205	1.232
18:00 - 19:00	2	224	0.167	1.004	2	224	0.121	0.723	2	224	0.288	1.727
19:00 - 20:00	2	224	0.205	1.232	2	224	0.087	0.522	2	224	0.292	1.754
20:00 - 21:00	2	224	0.138	0.830	2	224	0.045	0.268	2	224	0.183	1.098
21:00 - 22:00	2	224	0.089	0.536	2	224	0.018	0.107	2	224	0.107	0.643
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.515	9.095			1.450	8.691			2.965	17.786

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/A - HOTELS
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.027	0.162	1	297	0.071	0.424	1	297	0.098	0.586
07:00 - 08:00	2	224	0.083	0.496	2	224	0.194	1.165	2	224	0.277	1.661
08:00 - 09:00	2	224	0.078	0.469	2	224	0.199	1.192	2	224	0.277	1.661
09:00 - 10:00	2	224	0.065	0.388	2	224	0.373	2.237	2	224	0.438	2.625
10:00 - 11:00	2	224	0.116	0.696	2	224	0.411	2.464	2	224	0.527	3.160
11:00 - 12:00	2	224	0.190	1.138	2	224	0.279	1.674	2	224	0.469	2.812
12:00 - 13:00	2	224	0.103	0.616	2	224	0.188	1.125	2	224	0.291	1.741
13:00 - 14:00	2	224	0.185	1.112	2	224	0.158	0.951	2	224	0.343	2.063
14:00 - 15:00	2	224	0.221	1.326	2	224	0.123	0.737	2	224	0.344	2.063
15:00 - 16:00	2	224	0.188	1.125	2	224	0.266	1.594	2	224	0.454	2.719
16:00 - 17:00	2	224	0.277	1.661	2	224	0.170	1.018	2	224	0.447	2.679
17:00 - 18:00	2	224	0.241	1.446	2	224	0.257	1.540	2	224	0.498	2.986
18:00 - 19:00	2	224	0.275	1.647	2	224	0.281	1.688	2	224	0.556	3.335
19:00 - 20:00	2	224	0.438	2.625	2	224	0.234	1.406	2	224	0.672	4.031
20:00 - 21:00	2	224	0.346	2.076	2	224	0.183	1.098	2	224	0.529	3.174
21:00 - 22:00	2	224	0.283	1.701	2	224	0.121	0.723	2	224	0.404	2.424
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.116	18.684			3.508	21.036			6.624	39.720

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/A - HOTELS
 MULTI-MODAL CARS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.000	0.000	1	297	0.010	0.061	1	297	0.010	0.061
07:00 - 08:00	2	224	0.002	0.013	2	224	0.009	0.054	2	224	0.011	0.067
08:00 - 09:00	2	224	0.000	0.000	2	224	0.002	0.013	2	224	0.002	0.013
09:00 - 10:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
10:00 - 11:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
11:00 - 12:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
12:00 - 13:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
13:00 - 14:00	2	224	0.000	0.000	2	224	0.002	0.013	2	224	0.002	0.013
14:00 - 15:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
15:00 - 16:00	2	224	0.000	0.000	2	224	0.004	0.027	2	224	0.004	0.027
16:00 - 17:00	2	224	0.002	0.013	2	224	0.000	0.000	2	224	0.002	0.013
17:00 - 18:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
18:00 - 19:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
19:00 - 20:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
20:00 - 21:00	2	224	0.004	0.027	2	224	0.000	0.000	2	224	0.004	0.027
21:00 - 22:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.010	0.066			0.029	0.181			0.039	0.247

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/A - HOTELS
 MULTI-MODAL LGVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	297	0.000	0.000	1	297	0.000	0.000	1	297	0.000	0.000
07:00 - 08:00	2	224	0.002	0.013	2	224	0.000	0.000	2	224	0.002	0.013
08:00 - 09:00	2	224	0.004	0.027	2	224	0.007	0.040	2	224	0.011	0.067
09:00 - 10:00	2	224	0.004	0.027	2	224	0.002	0.013	2	224	0.006	0.040
10:00 - 11:00	2	224	0.009	0.054	2	224	0.007	0.040	2	224	0.016	0.094
11:00 - 12:00	2	224	0.007	0.040	2	224	0.009	0.054	2	224	0.016	0.094
12:00 - 13:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
13:00 - 14:00	2	224	0.000	0.000	2	224	0.002	0.013	2	224	0.002	0.013
14:00 - 15:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
15:00 - 16:00	2	224	0.007	0.040	2	224	0.007	0.040	2	224	0.014	0.080
16:00 - 17:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
17:00 - 18:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
18:00 - 19:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
19:00 - 20:00	2	224	0.002	0.013	2	224	0.002	0.013	2	224	0.004	0.026
20:00 - 21:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
21:00 - 22:00	2	224	0.000	0.000	2	224	0.000	0.000	2	224	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.041	0.253			0.042	0.252			0.083	0.505

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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	GR GREENWICH	1 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	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: Number of bedrooms
 Actual Range: 24 to 297 (units:)
 Range Selected by User: 24 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/11/19

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:

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

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

Selected survey types:

Manual count	12 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 undertaken using machines.

Selected Locations:

Town Centre	7
Edge of Town Centre	5

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:

Commercial Zone	1
Development Zone	1
Residential Zone	1
Built-Up Zone	7
High Street	1

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

Secondary Filtering selection:

Use Class:

C1 12 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:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	5 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	7 days
1.1 to 1.5	4 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:

Yes	1 days
No	11 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	10 days
4 Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-A-01 HOTEL ENGLISH STREET CARLISLE		CUMBRIA
	Town Centre High Street Total Number of bedrooms:	92	
	<i>Survey date: MONDAY</i>	<i>20/06/16</i>	<i>Survey Type: MANUAL</i>
2	ES-06-A-01 HOTEL KINGS ROAD BRIGHTON		EAST SUSSEX
	Town Centre Built-Up Zone Total Number of bedrooms:	154	
	<i>Survey date: WEDNESDAY</i>	<i>16/10/19</i>	<i>Survey Type: MANUAL</i>
3	GM-06-A-08 IBIS PORTLAND STREET MANCHESTER		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of bedrooms:	127	
	<i>Survey date: MONDAY</i>	<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
4	GR-06-A-03 NOVOTEL GREENWICH HIGH ROAD GREENWICH		GREENWICH
	Edge of Town Centre No Sub Category Total Number of bedrooms:	151	
	<i>Survey date: FRIDAY</i>	<i>22/11/13</i>	<i>Survey Type: MANUAL</i>
5	LB-06-A-01 HAMPTON BY HILTON WATERLOO ROAD LAMBETH		LAMBETH
	Town Centre Built-Up Zone Total Number of bedrooms:	297	
	<i>Survey date: FRIDAY</i>	<i>23/11/18</i>	<i>Survey Type: MANUAL</i>
6	NF-06-A-04 HOTEL THORPE ROAD NORWICH THORPE HAMLET		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:	38	
	<i>Survey date: MONDAY</i>	<i>25/11/19</i>	<i>Survey Type: MANUAL</i>
7	NT-06-A-02 PREMIER INN LONDON ROAD NOTTINGHAM		NOTTINGHAMSHIRE
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:	87	
	<i>Survey date: MONDAY</i>	<i>24/06/13</i>	<i>Survey Type: MANUAL</i>
8	NY-06-A-01 ASCEND HOTEL PARK PARADE HARROGATE		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of bedrooms:	100	
	<i>Survey date: TUESDAY</i>	<i>23/10/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	TV-06-A-04 FRY STREET MIDDLESBROUGH	THISTLE		TEES VALLEY
	Town Centre Commercial Zone Total Number of bedrooms:		132	
	<i>Survey date: THURSDAY</i>		<i>03/10/13</i>	<i>Survey Type: MANUAL</i>
10	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE	HOTEL		TYNE & WEAR
	Town Centre Built-Up Zone Total Number of bedrooms:		24	
	<i>Survey date: TUESDAY</i>		<i>14/06/16</i>	<i>Survey Type: MANUAL</i>
11	WL-06-A-02 BRIDGE STREET SWINDON	HOLIDAY INN EXPRESS		WILTSHIRE
	Town Centre Built-Up Zone Total Number of bedrooms:		134	
	<i>Survey date: WEDNESDAY</i>		<i>27/11/13</i>	<i>Survey Type: MANUAL</i>
12	WY-06-A-03 DEAN CLOUGH HALIFAX	TRAVELODGE		WEST YORKSHIRE
	Edge of Town Centre Development Zone Total Number of bedrooms:		51	
	<i>Survey date: MONDAY</i>		<i>22/10/18</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.013	0.080	2	226	0.018	0.106	2	226	0.031	0.186
07:00 - 08:00	12	116	0.049	0.294	12	116	0.069	0.415	12	116	0.118	0.709
08:00 - 09:00	12	116	0.079	0.476	12	116	0.115	0.692	12	116	0.194	1.168
09:00 - 10:00	12	116	0.075	0.450	12	116	0.085	0.510	12	116	0.160	0.960
10:00 - 11:00	12	116	0.059	0.355	12	116	0.071	0.428	12	116	0.130	0.783
11:00 - 12:00	12	116	0.041	0.247	12	116	0.058	0.350	12	116	0.099	0.597
12:00 - 13:00	12	116	0.054	0.324	12	116	0.045	0.268	12	116	0.099	0.592
13:00 - 14:00	12	116	0.049	0.294	12	116	0.045	0.268	12	116	0.094	0.562
14:00 - 15:00	12	116	0.042	0.251	12	116	0.051	0.307	12	116	0.093	0.558
15:00 - 16:00	12	116	0.054	0.324	12	116	0.058	0.350	12	116	0.112	0.674
16:00 - 17:00	12	116	0.074	0.446	12	116	0.057	0.342	12	116	0.131	0.788
17:00 - 18:00	12	116	0.079	0.476	12	116	0.062	0.372	12	116	0.141	0.848
18:00 - 19:00	12	116	0.077	0.463	12	116	0.054	0.324	12	116	0.131	0.787
19:00 - 20:00	12	116	0.071	0.428	12	116	0.040	0.238	12	116	0.111	0.666
20:00 - 21:00	12	116	0.039	0.234	12	116	0.023	0.138	12	116	0.062	0.372
21:00 - 22:00	12	116	0.028	0.169	12	116	0.022	0.134	12	116	0.050	0.303
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.883	5.311			0.873	5.242			1.756	10.553

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.*

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Parameter summary

Trip rate parameter range selected: 24 - 297 (units:)
 Survey date range: 01/01/12 - 25/11/19
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/A - HOTELS
 MULTI-MODAL TAXI S

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.011	0.067	2	226	0.011	0.067	2	226	0.022	0.134
07:00 - 08:00	12	116	0.009	0.056	12	116	0.009	0.056	12	116	0.018	0.112
08:00 - 09:00	12	116	0.004	0.022	12	116	0.004	0.026	12	116	0.008	0.048
09:00 - 10:00	12	116	0.009	0.052	12	116	0.009	0.052	12	116	0.018	0.104
10:00 - 11:00	12	116	0.006	0.035	12	116	0.006	0.035	12	116	0.012	0.070
11:00 - 12:00	12	116	0.004	0.022	12	116	0.004	0.022	12	116	0.008	0.044
12:00 - 13:00	12	116	0.005	0.030	12	116	0.005	0.030	12	116	0.010	0.060
13:00 - 14:00	12	116	0.009	0.052	12	116	0.009	0.052	12	116	0.018	0.104
14:00 - 15:00	12	116	0.009	0.052	12	116	0.009	0.052	12	116	0.018	0.104
15:00 - 16:00	12	116	0.008	0.048	12	116	0.008	0.048	12	116	0.016	0.096
16:00 - 17:00	12	116	0.009	0.052	12	116	0.009	0.052	12	116	0.018	0.104
17:00 - 18:00	12	116	0.007	0.043	12	116	0.007	0.043	12	116	0.014	0.086
18:00 - 19:00	12	116	0.014	0.082	12	116	0.014	0.082	12	116	0.028	0.164
19:00 - 20:00	12	116	0.009	0.056	12	116	0.009	0.056	12	116	0.018	0.112
20:00 - 21:00	12	116	0.006	0.035	12	116	0.006	0.035	12	116	0.012	0.070
21:00 - 22:00	12	116	0.007	0.043	12	116	0.007	0.043	12	116	0.014	0.086
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.126	0.747			0.126	0.751			0.252	1.498

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/A - HOTELS
 MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.000	0.000	2	226	0.000	0.000	2	226	0.000	0.000
07:00 - 08:00	12	116	0.001	0.009	12	116	0.001	0.009	12	116	0.002	0.018
08:00 - 09:00	12	116	0.005	0.030	12	116	0.004	0.026	12	116	0.009	0.056
09:00 - 10:00	12	116	0.005	0.030	12	116	0.005	0.030	12	116	0.010	0.060
10:00 - 11:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
11:00 - 12:00	12	116	0.001	0.004	12	116	0.000	0.000	12	116	0.001	0.004
12:00 - 13:00	12	116	0.003	0.017	12	116	0.004	0.026	12	116	0.007	0.043
13:00 - 14:00	12	116	0.001	0.009	12	116	0.001	0.004	12	116	0.002	0.013
14:00 - 15:00	12	116	0.001	0.004	12	116	0.001	0.009	12	116	0.002	0.013
15:00 - 16:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
16:00 - 17:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
17:00 - 18:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
18:00 - 19:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
19:00 - 20:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
20:00 - 21:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
21:00 - 22:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.020	0.115			0.019	0.116			0.039	0.231

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/A - HOTELS
MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.000	0.000	2	226	0.000	0.000	2	226	0.000	0.000
07:00 - 08:00	12	116	0.001	0.004	12	116	0.000	0.000	12	116	0.001	0.004
08:00 - 09:00	12	116	0.001	0.004	12	116	0.001	0.009	12	116	0.002	0.013
09:00 - 10:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
10:00 - 11:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
11:00 - 12:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
12:00 - 13:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
13:00 - 14:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
14:00 - 15:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
15:00 - 16:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
16:00 - 17:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
17:00 - 18:00	12	116	0.002	0.013	12	116	0.002	0.013	12	116	0.004	0.026
18:00 - 19:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
19:00 - 20:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
20:00 - 21:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
21:00 - 22:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.007	0.033			0.006	0.034			0.013	0.067

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/A - HOTELS
 MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.000	0.000	2	226	0.000	0.000	2	226	0.000	0.000
07:00 - 08:00	12	116	0.005	0.030	12	116	0.000	0.000	12	116	0.005	0.030
08:00 - 09:00	12	116	0.001	0.009	12	116	0.000	0.000	12	116	0.001	0.009
09:00 - 10:00	12	116	0.001	0.004	12	116	0.001	0.009	12	116	0.002	0.013
10:00 - 11:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
11:00 - 12:00	12	116	0.001	0.009	12	116	0.000	0.000	12	116	0.001	0.009
12:00 - 13:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
13:00 - 14:00	12	116	0.001	0.004	12	116	0.001	0.009	12	116	0.002	0.013
14:00 - 15:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
15:00 - 16:00	12	116	0.001	0.009	12	116	0.002	0.013	12	116	0.003	0.022
16:00 - 17:00	12	116	0.001	0.004	12	116	0.004	0.022	12	116	0.005	0.026
17:00 - 18:00	12	116	0.001	0.004	12	116	0.001	0.009	12	116	0.002	0.013
18:00 - 19:00	12	116	0.003	0.017	12	116	0.001	0.009	12	116	0.004	0.026
19:00 - 20:00	12	116	0.001	0.004	12	116	0.000	0.000	12	116	0.001	0.004
20:00 - 21:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
21:00 - 22:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.017	0.098			0.011	0.075			0.028	0.173

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/A - HOTELS
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.002	0.013	2	226	0.022	0.133	2	226	0.024	0.146
07:00 - 08:00	12	116	0.046	0.277	12	116	0.081	0.484	12	116	0.127	0.761
08:00 - 09:00	12	116	0.092	0.549	12	116	0.143	0.857	12	116	0.235	1.406
09:00 - 10:00	12	116	0.089	0.532	12	116	0.120	0.722	12	116	0.209	1.254
10:00 - 11:00	12	116	0.079	0.476	12	116	0.101	0.606	12	116	0.180	1.082
11:00 - 12:00	12	116	0.048	0.290	12	116	0.084	0.506	12	116	0.132	0.796
12:00 - 13:00	12	116	0.076	0.454	12	116	0.066	0.398	12	116	0.142	0.852
13:00 - 14:00	12	116	0.064	0.385	12	116	0.054	0.324	12	116	0.118	0.709
14:00 - 15:00	12	116	0.058	0.346	12	116	0.057	0.342	12	116	0.115	0.688
15:00 - 16:00	12	116	0.063	0.381	12	116	0.067	0.402	12	116	0.130	0.783
16:00 - 17:00	12	116	0.099	0.597	12	116	0.068	0.407	12	116	0.167	1.004
17:00 - 18:00	12	116	0.108	0.649	12	116	0.070	0.420	12	116	0.178	1.069
18:00 - 19:00	12	116	0.095	0.571	12	116	0.073	0.437	12	116	0.168	1.008
19:00 - 20:00	12	116	0.098	0.588	12	116	0.055	0.329	12	116	0.153	0.917
20:00 - 21:00	12	116	0.056	0.333	12	116	0.027	0.164	12	116	0.083	0.497
21:00 - 22:00	12	116	0.031	0.186	12	116	0.022	0.134	12	116	0.053	0.320
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.104	6.627			1.110	6.665			2.214	13.292

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/A - HOTELS
 MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.007	0.040	2	226	0.007	0.040	2	226	0.014	0.080
07:00 - 08:00	12	116	0.026	0.156	12	116	0.043	0.255	12	116	0.069	0.411
08:00 - 09:00	12	116	0.043	0.255	12	116	0.079	0.472	12	116	0.122	0.727
09:00 - 10:00	12	116	0.050	0.303	12	116	0.098	0.588	12	116	0.148	0.891
10:00 - 11:00	12	116	0.059	0.355	12	116	0.118	0.709	12	116	0.177	1.064
11:00 - 12:00	12	116	0.055	0.329	12	116	0.091	0.545	12	116	0.146	0.874
12:00 - 13:00	12	116	0.071	0.424	12	116	0.078	0.467	12	116	0.149	0.891
13:00 - 14:00	12	116	0.056	0.337	12	116	0.100	0.601	12	116	0.156	0.938
14:00 - 15:00	12	116	0.072	0.433	12	116	0.096	0.575	12	116	0.168	1.008
15:00 - 16:00	12	116	0.068	0.411	12	116	0.076	0.459	12	116	0.144	0.870
16:00 - 17:00	12	116	0.085	0.510	12	116	0.088	0.528	12	116	0.173	1.038
17:00 - 18:00	12	116	0.106	0.636	12	116	0.095	0.571	12	116	0.201	1.207
18:00 - 19:00	12	116	0.099	0.597	12	116	0.132	0.792	12	116	0.231	1.389
19:00 - 20:00	12	116	0.120	0.718	12	116	0.107	0.640	12	116	0.227	1.358
20:00 - 21:00	12	116	0.110	0.662	12	116	0.105	0.632	12	116	0.215	1.294
21:00 - 22:00	12	116	0.119	0.714	12	116	0.058	0.346	12	116	0.177	1.060
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.146	6.880			1.371	8.220			2.517	15.100

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/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.018	0.106	2	226	0.007	0.040	2	226	0.025	0.146
07:00 - 08:00	12	116	0.007	0.043	12	116	0.003	0.017	12	116	0.010	0.060
08:00 - 09:00	12	116	0.006	0.035	12	116	0.004	0.022	12	116	0.010	0.057
09:00 - 10:00	12	116	0.005	0.030	12	116	0.007	0.043	12	116	0.012	0.073
10:00 - 11:00	12	116	0.002	0.013	12	116	0.007	0.043	12	116	0.009	0.056
11:00 - 12:00	12	116	0.011	0.065	12	116	0.008	0.048	12	116	0.019	0.113
12:00 - 13:00	12	116	0.002	0.013	12	116	0.005	0.030	12	116	0.007	0.043
13:00 - 14:00	12	116	0.006	0.039	12	116	0.006	0.035	12	116	0.012	0.074
14:00 - 15:00	12	116	0.009	0.052	12	116	0.007	0.043	12	116	0.016	0.095
15:00 - 16:00	12	116	0.007	0.043	12	116	0.012	0.074	12	116	0.019	0.117
16:00 - 17:00	12	116	0.013	0.078	12	116	0.008	0.048	12	116	0.021	0.126
17:00 - 18:00	12	116	0.005	0.030	12	116	0.008	0.048	12	116	0.013	0.078
18:00 - 19:00	12	116	0.016	0.095	12	116	0.006	0.039	12	116	0.022	0.134
19:00 - 20:00	12	116	0.008	0.048	12	116	0.006	0.039	12	116	0.014	0.087
20:00 - 21:00	12	116	0.010	0.061	12	116	0.004	0.022	12	116	0.014	0.083
21:00 - 22:00	12	116	0.003	0.017	12	116	0.001	0.009	12	116	0.004	0.026
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.128	0.768			0.099	0.600			0.227	1.368

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/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.016	0.093	2	226	0.024	0.146	2	226	0.040	0.239
07:00 - 08:00	12	116	0.017	0.099	12	116	0.022	0.134	12	116	0.039	0.233
08:00 - 09:00	12	116	0.022	0.130	12	116	0.023	0.138	12	116	0.045	0.268
09:00 - 10:00	12	116	0.008	0.048	12	116	0.066	0.394	12	116	0.074	0.442
10:00 - 11:00	12	116	0.017	0.104	12	116	0.074	0.441	12	116	0.091	0.545
11:00 - 12:00	12	116	0.036	0.216	12	116	0.037	0.225	12	116	0.073	0.441
12:00 - 13:00	12	116	0.021	0.125	12	116	0.022	0.130	12	116	0.043	0.255
13:00 - 14:00	12	116	0.053	0.316	12	116	0.014	0.082	12	116	0.067	0.398
14:00 - 15:00	12	116	0.039	0.234	12	116	0.013	0.078	12	116	0.052	0.312
15:00 - 16:00	12	116	0.032	0.195	12	116	0.040	0.242	12	116	0.072	0.437
16:00 - 17:00	12	116	0.046	0.277	12	116	0.022	0.130	12	116	0.068	0.407
17:00 - 18:00	12	116	0.035	0.212	12	116	0.030	0.182	12	116	0.065	0.394
18:00 - 19:00	12	116	0.050	0.303	12	116	0.039	0.234	12	116	0.089	0.537
19:00 - 20:00	12	116	0.063	0.381	12	116	0.027	0.160	12	116	0.090	0.541
20:00 - 21:00	12	116	0.043	0.255	12	116	0.012	0.069	12	116	0.055	0.324
21:00 - 22:00	12	116	0.032	0.195	12	116	0.005	0.030	12	116	0.037	0.225
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.530	3.183			0.470	2.815			1.000	5.998

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/A - HOTELS
 MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.000	0.000	2	226	0.000	0.000	2	226	0.000	0.000
07:00 - 08:00	12	116	0.001	0.004	12	116	0.000	0.000	12	116	0.001	0.004
08:00 - 09:00	12	116	0.000	0.000	12	116	0.025	0.147	12	116	0.025	0.147
09:00 - 10:00	12	116	0.001	0.009	12	116	0.016	0.095	12	116	0.017	0.104
10:00 - 11:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
11:00 - 12:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
12:00 - 13:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
13:00 - 14:00	12	116	0.001	0.004	12	116	0.001	0.004	12	116	0.002	0.008
14:00 - 15:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
15:00 - 16:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
16:00 - 17:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
17:00 - 18:00	12	116	0.022	0.134	12	116	0.000	0.000	12	116	0.022	0.134
18:00 - 19:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
19:00 - 20:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
20:00 - 21:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
21:00 - 22:00	12	116	0.000	0.000	12	116	0.000	0.000	12	116	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.025	0.151			0.042	0.246			0.067	0.397

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/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.033	0.200	2	226	0.031	0.186	2	226	0.064	0.386
07:00 - 08:00	12	116	0.025	0.147	12	116	0.025	0.151	12	116	0.050	0.298
08:00 - 09:00	12	116	0.027	0.164	12	116	0.051	0.307	12	116	0.078	0.471
09:00 - 10:00	12	116	0.014	0.087	12	116	0.089	0.532	12	116	0.103	0.619
10:00 - 11:00	12	116	0.019	0.117	12	116	0.081	0.484	12	116	0.100	0.601
11:00 - 12:00	12	116	0.047	0.281	12	116	0.045	0.273	12	116	0.092	0.554
12:00 - 13:00	12	116	0.023	0.138	12	116	0.027	0.160	12	116	0.050	0.298
13:00 - 14:00	12	116	0.060	0.359	12	116	0.020	0.121	12	116	0.080	0.480
14:00 - 15:00	12	116	0.048	0.286	12	116	0.020	0.121	12	116	0.068	0.407
15:00 - 16:00	12	116	0.040	0.238	12	116	0.053	0.316	12	116	0.093	0.554
16:00 - 17:00	12	116	0.059	0.355	12	116	0.030	0.177	12	116	0.089	0.532
17:00 - 18:00	12	116	0.063	0.376	12	116	0.038	0.229	12	116	0.101	0.605
18:00 - 19:00	12	116	0.066	0.398	12	116	0.045	0.273	12	116	0.111	0.671
19:00 - 20:00	12	116	0.071	0.428	12	116	0.033	0.199	12	116	0.104	0.627
20:00 - 21:00	12	116	0.053	0.316	12	116	0.015	0.091	12	116	0.068	0.407
21:00 - 22:00	12	116	0.035	0.212	12	116	0.006	0.039	12	116	0.041	0.251
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.683	4.102			0.609	3.659			1.292	7.761

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/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.042	0.253	2	226	0.060	0.359	2	226	0.102	0.612
07:00 - 08:00	12	116	0.102	0.610	12	116	0.149	0.891	12	116	0.251	1.501
08:00 - 09:00	12	116	0.163	0.978	12	116	0.273	1.635	12	116	0.436	2.613
09:00 - 10:00	12	116	0.154	0.926	12	116	0.309	1.851	12	116	0.463	2.777
10:00 - 11:00	12	116	0.159	0.952	12	116	0.301	1.804	12	116	0.460	2.756
11:00 - 12:00	12	116	0.151	0.908	12	116	0.221	1.324	12	116	0.372	2.232
12:00 - 13:00	12	116	0.169	1.017	12	116	0.171	1.025	12	116	0.340	2.042
13:00 - 14:00	12	116	0.181	1.086	12	116	0.176	1.056	12	116	0.357	2.142
14:00 - 15:00	12	116	0.177	1.064	12	116	0.173	1.038	12	116	0.350	2.102
15:00 - 16:00	12	116	0.173	1.038	12	116	0.198	1.190	12	116	0.371	2.228
16:00 - 17:00	12	116	0.244	1.466	12	116	0.189	1.133	12	116	0.433	2.599
17:00 - 18:00	12	116	0.278	1.665	12	116	0.205	1.229	12	116	0.483	2.894
18:00 - 19:00	12	116	0.264	1.583	12	116	0.252	1.510	12	116	0.516	3.093
19:00 - 20:00	12	116	0.290	1.739	12	116	0.195	1.168	12	116	0.485	2.907
20:00 - 21:00	12	116	0.218	1.311	12	116	0.148	0.887	12	116	0.366	2.198
21:00 - 22:00	12	116	0.185	1.112	12	116	0.087	0.519	12	116	0.272	1.631
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.950	17.708			3.107	18.619			6.057	36.327

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/A - HOTELS
 MULTI-MODAL CARS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.002	0.013	2	226	0.007	0.040	2	226	0.009	0.053
07:00 - 08:00	12	116	0.016	0.095	12	116	0.025	0.151	12	116	0.041	0.246
08:00 - 09:00	12	116	0.043	0.260	12	116	0.050	0.303	12	116	0.093	0.563
09:00 - 10:00	12	116	0.030	0.177	12	116	0.043	0.255	12	116	0.073	0.432
10:00 - 11:00	12	116	0.028	0.169	12	116	0.048	0.286	12	116	0.076	0.455
11:00 - 12:00	12	116	0.022	0.134	12	116	0.028	0.169	12	116	0.050	0.303
12:00 - 13:00	12	116	0.022	0.130	12	116	0.017	0.104	12	116	0.039	0.234
13:00 - 14:00	12	116	0.019	0.112	12	116	0.017	0.099	12	116	0.036	0.211
14:00 - 15:00	12	116	0.019	0.117	12	116	0.017	0.104	12	116	0.036	0.221
15:00 - 16:00	12	116	0.019	0.117	12	116	0.022	0.130	12	116	0.041	0.247
16:00 - 17:00	12	116	0.035	0.208	12	116	0.025	0.151	12	116	0.060	0.359
17:00 - 18:00	12	116	0.040	0.238	12	116	0.031	0.186	12	116	0.071	0.424
18:00 - 19:00	12	116	0.033	0.199	12	116	0.015	0.091	12	116	0.048	0.290
19:00 - 20:00	12	116	0.025	0.151	12	116	0.013	0.078	12	116	0.038	0.229
20:00 - 21:00	12	116	0.018	0.108	12	116	0.007	0.043	12	116	0.025	0.151
21:00 - 22:00	12	116	0.012	0.069	12	116	0.006	0.039	12	116	0.018	0.108
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.383	2.297			0.371	2.229			0.754	4.526

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/A - HOTELS
 MULTI-MODAL LGVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 6 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	2	226	0.000	0.000	2	226	0.000	0.000	2	226	0.000	0.000
07:00 - 08:00	12	116	0.004	0.026	12	116	0.005	0.030	12	116	0.009	0.056
08:00 - 09:00	12	116	0.012	0.069	12	116	0.007	0.043	12	116	0.019	0.112
09:00 - 10:00	12	116	0.011	0.065	12	116	0.008	0.048	12	116	0.019	0.113
10:00 - 11:00	12	116	0.008	0.048	12	116	0.006	0.035	12	116	0.014	0.083
11:00 - 12:00	12	116	0.003	0.017	12	116	0.005	0.030	12	116	0.008	0.047
12:00 - 13:00	12	116	0.006	0.035	12	116	0.004	0.022	12	116	0.010	0.057
13:00 - 14:00	12	116	0.003	0.017	12	116	0.004	0.026	12	116	0.007	0.043
14:00 - 15:00	12	116	0.003	0.017	12	116	0.001	0.009	12	116	0.004	0.026
15:00 - 16:00	12	116	0.006	0.039	12	116	0.010	0.061	12	116	0.016	0.100
16:00 - 17:00	12	116	0.005	0.030	12	116	0.007	0.043	12	116	0.012	0.073
17:00 - 18:00	12	116	0.005	0.030	12	116	0.001	0.009	12	116	0.006	0.039
18:00 - 19:00	12	116	0.009	0.056	12	116	0.004	0.022	12	116	0.013	0.078
19:00 - 20:00	12	116	0.004	0.022	12	116	0.002	0.013	12	116	0.006	0.035
20:00 - 21:00	12	116	0.002	0.013	12	116	0.001	0.004	12	116	0.003	0.017
21:00 - 22:00	12	116	0.004	0.022	12	116	0.003	0.017	12	116	0.007	0.039
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.085	0.506			0.068	0.412			0.153	0.918

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.*