TRANSPORT STATEMENT

Court Place Farm Pavilion, Marsh Lane, Marston, Oxford

Prepared for: Oxford Hindu Temple & Community Centre Project
Ref: 003_8220773_VW_Transport_Assessment
Issue 2: 15 March 2023

Document History

Issue	Date	Description	Prepared By	Checked By
1	11 Nov 22	Draft Issue for Client Comment	S Ebenezar	V Walsh
2	15 Mar 23	Updated for Planning Application	V Walsh	V Walsh

Glanville

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Appendices

1.0 Introduction

1.1 This Transport Statement (TS) has been prepared by Glanville Consultants on behalf of Oxford Hindu Temple and Community Centre Project (OHTCCP) to accompany a planning application for a Hindu Temple and Community Centre at Court Place Farm Pavilion, Marsh Lane, Marston, Oxford, OX3 0NQ (herein 'the site').

1.2 This report describes the existing use of the site and the proposed change of use. Matters pertaining to parking, trip impact and the sustainability of the site are all considered.

1.3 This TS has been prepared in accordance with Central Government Policies set out in the *National Planning Policy Framework (NPPF) (July 2021)* and in line with guidance provided by planning policy guidance, *Travel Plans, Transport Assessments and Statements (March 2014)*.

Pre-Application Advice

1.4 Pre-application advice was sought from Oxford City Council regarding the 'Change of use class from E(d) Commercial, Business and Service (indoor sport, recreation of fitness) to either F1(f) Public Worship or religious instruction or F2(b) Halls or meeting places for the principal use of the local community' (ref: 22/01584/PAC). Oxford City Council provided a response on 15 September 2022, a copy of which is provided at Appendix A.

2.0 Existing Situation

Existing Site

2.1 The site comprises a single storey detached sports changing pavilion with a Gross Internal Area (GIA) of 271.84sqm. The site is located to the northeast of Oxford, in Marston and is currently part of Court Place Farm, the home of Oxford Football Club. The sports pavilion provided changing facilities for Oxford Football Club. A number of sports pitches and facilities are provided in the surrounding grounds at Court Place Farm including the OXSRAD Sports and Leisure Centre. A site location plan is included at Appendix B.

2.2 The site is situated just outside of major residential areas and is accessed off Marsh Lane (B4150), just 300m south of the A40 (Northern Bypass). Vehicular access is provided via a bell mouth priority T-junction off Marsh Lane. Marsh Lane is subject to a 30mph speed limit in the vicinity of the site. Parking for this site is provided on a first come, first served basis within the wider Court Place Farm car park to the south of the pavilion.

Accessibility

2.3 This section of the report outlines the site from the perspective of sustainability and accessibility by modes other than the private car.

Walking

2.4 The Institution of Highways and Transportation (IHT) document *'Guidelines for Providing Journeys on Foot (2000)'* suggests the generally accepted walking distances are as follows:

- Desirable 400m;
- Acceptable 800m;
- Preferred maximum 1200m.

Albeit, the document also notes that walking distances are dependent on the destination that people are travelling to.

2.5 The site is located within 400m and 800m of a large number of residential dwellings within Marston, Northway and New Marston. Furthermore, the site is located within 45m of Horseman Close bus stops and 500m of Ewin Close bus stops, which are served by bus services across Oxford (see Table 1).

2.6 The B4150, from which the site is accessed, provides footways along both sides of the road with controlled crossings, tactile paving and dropped kerbs. The nearest, is a Toucan crossing provided approximately 60m south of the access to Court Place Farm. These footways provide connections to a wider network of footways and footpaths which link large residential areas to the site.

Cycling

2.7 It is widely acknowledged that cycling has the potential to substitute for short car trips, particularly those under 5km or to form part of a longer journey by public transport. This is supported by Sustrans' '*Travel Behaviour Research Baseline Survey 2004*' which measures the potential for change that cycling offers for trips of less than 5km.

2.8 The site is located within 5km of a large number of residential dwellings, including dwellings within Headington, Cowley, Lye Valley, Oxford City Centre, Jericho, Summertown, Sunnymead, Risinghurst, Barton, Donnington and Osney.

2.9 The B4150, from which the site is accessed, provides a cycleway along its extent. This cycleway provides a direct cycle route into Oxford City Centre and to a wider network of cycleways throughout Oxford.

Bus Travel

2.10 As set out in paragraph 2.6, Horseman Close bus stops and Ewin Close bus stops are located within walking distance of the site. All stops benefit from a flag and timetabling information and the Horseman Close southbound stop and Ewin Close southeast bound stop benefit from a shelter. Table 1 below summarises the routes and frequency of services available from these stops.

Table 1: Bus Service Summary

Bus Stop	Bus Service	Route	Frequency
Horseman Close	14/14A	Oxford Railway Station –JR Hospital via Oxford City Centre	1-2 per hour
Ewin Close	City 13	Northway –Abingdon via Oxford City Centre, Abingdon Road, Kennington, Radley	2-3 per hour
	14/14A	Oxford Railway Station –JR Hospital via Oxford City Centre	1-2 per hour
	700	Thornhill Park & Ride –Kidlington via Churchill, JR Hospital, Summertown, Oxford Parkway	2 per hour (weekdays only)
	H2	JR Hospital –Witney via Eynsham	1 per hour
	X3 City	Barton –Abingdon & Didcot	2-3 per hour

2.11 Table 1 demonstrates that the site is highly accessible by bus from various locations in and around Oxford including Oxford Railway Station.

Train Travel

2.12 Oxford Railway Station is located approximately 3.5km to the southwest of the site and provides a key transport interchange hub for Oxfordshire.

2.13 The station is served by 9-14 trains per hour, to destinations including Reading, London Marylebone, London Paddington, Bournemouth, Didcot, Banbury, Worcester, Birmingham and Manchester. A summary of the services available from Oxford Railway Station is provided at Table 2.

Table 2: Oxford Railway Station Service Summary

Destination	Frequency	Approximate Journey Time
London Paddington	3 per hour	52 minutes
London Marylebone	3 per hour	75 minutes
Reading	3 per hour	24 minutes
Oxford Parkway	2 per hour	5 minutes
Bicester	2 per hour	15 minutes
Didcot Parkway	2 per hour	14 minutes
Banbury	2 per hour	17 minutes
Bournemouth	1 per hour	120 minutes
Manchester Piccadilly	1 per hour	164 minutes
Worcester Foregate Street	1 per hour	76 minutes

2.14 Oxford Railway Station has capacity for 1,064 bicycles within secure storage areas, ticket machines, shops, cafes, toilets and step-free access to all platforms.

Existing Hindu Community

2.15 A summary of 2011 Census Data for Ethnicity and Religion across Oxfordshire has been produced by Oxfordshire County Council (OCC) and a copy of the document is provided at Appendix C. The data demonstrates that 0.6% of Oxfordshire's population, equating to 3,878 people, are Hindu and that over 2,000 live within Oxford City.

2.16 At the time of writing, the Hindu community do not have a spiritual centre or a fixed place for the community to gather within Oxfordshire. The Hindu community often travel to Temples in London and Birmingham and therefore a Temple in Oxford is anticipated to greatly reduce the need to travel further afield which in turn, would reduce their carbon footprint.

3.0 Proposed Development

3.1 The proposals comprise the change of use from a sports pavilion (use class F2c) to providing a Hindu Temple and Community Centre (a mix of F1f/F2b uses) along with associated parking provision. An indicative site layout is provided at Appendix D.

3.2 OHTCCP have confirmed that events at the pavilion would occur mainly in the evenings and over the weekends. The proposed Hindu Temple would be open, like any place of worship, once a day in the evening (6pm –9pm) for any devotee to come and pray and pay their respects. Prayers will take place every Sunday (10am –2pm) with a typical attendance of between 25 and 40 people. Nine evenings of devotional prayers would also be held at the proposed Temple, around March/April (Chaitra Navratri) and around September/October (Sharad Navratri). It should be noted that OHTCCP would hire alternative venues for larger gatherings for the 10-12 festivals (Shivratri, Janamashtami etc) that are celebrated every year.

Car Parking

3.3 A total of 7 car parking spaces are proposed parallel to the western side of the building to ensure that the proposed land use does not have a detrimental impact on the capacity of the car park to the south of the pavilion. Two of the proposed spaces will be accessible parking spaces and two spaces will have access to electric vehicle charging points.

Cycle Parking

3.4 28 cycle parking spaces are proposed in the form of 14 covered Sheffield stands. This is in accordance with OCC guidance which states that for places of worship/community centres/public halls, 2 spaces per 20sqm of seating/assembly floor space should be provided .

Refuse and Servicing

3.5 Refuse and servicing arrangements are expected to be infrequent (1 a week) and will remain as existing, within the car park to the south of the site which provides ample space for larger vehicles to turn in close proximity to the Pavilion.

Travel

3.6 Through discussions with OHTCCP, it is expected that the regular visitors to the site will travel from the following locations:

- 50% from John Radcliffe Hospital area, Headington, Marston, Barton, Oxford University and surrounding area;
- 20% from Cowley, Rose Hill and Littlemore;
- 10% from Botley;
- 10% from Abingdon; and
- 10% from Didcot and beyond.

3.7 As such, 50% of visitors live within walking and cycling distance of the site, with an additional circa 10% living within cycling distance from Cowley, Rose Hill and Littlemore.

3.8 Given the array of bus services available to and from the site, it is expected those who do not walk or cycle and those who live slightly further afield, including visitors from Botley, Abingdon and Didcot, will travel by bus to the site.

3.9 OHTCCP are also willing to hire a minibus to shuttle visitors to and from the site, until they are able to buy their own. It is anticipated that the shuttlebus will be used by visitors who cannot walk, cycle or use public transport. The existing Court Place Farm car park located to the south of the site provides ample space for minibus parking.

4.0 Trip Generation

4.1 This section of the report sets out the likely existing trip generation and the likely proposed trip generation at the site.

Existing Trip Generation

4.2 In order to determine the likely trip generation arising from the existing use, the TRICS database has been interrogated under the following parameters:

- 07 –Leisure
- L –Football (5-a-side)
- All Regions excl. Greater London, Wales, Scotland, Ireland and Northern Ireland;
- Weekdays Only;
- Suburban Area and Edge of Town Only; and
- No. of Pitches: 1-18.

4.3 It is recognised that the “5-a-side” trip rates may provide lower rates than the Oxford Football Club would have, but these are still the most appropriate trip rates available on the TRICS database and provide a worse-case assessment for comparison of the proposed trip generation.

4.4 The trip rates derived from the TRICS database are set out in Table 2 and the associated trip generation is set out in Table 3. The trip rates are based on the number of pitches and the trip generation has been calculated assuming the pavilion served just one football pitch. The full TRICS output is provided at Appendix E.

Table 2: Trip Rates –Football (5-a-side)

Mode	Inbound	Outbound	Two-way
AM Peak (08:00-09:00)			
Total Vehicles	1.412	0.353	1.765
Pedestrians	0.510	0.196	0.706
Cyclists	0.078	0	0.078
Public Transport Users	0	0	0
PM Peak (17:00-18:00)			
Total Vehicles	3.431	1.510	4.941
Pedestrians	0.392	0.255	0.647
Cyclists	0.039	0.039	0.078
Public Transport Users	0	0	0
Daily (08:00-00:00)			
Total Vehicles	27.55	27.685	55.235
Pedestrians	6.746	5.962	12.708
Cyclists	0.374	0.385	0.759
Public Transport Users	2.766	2.707	5.473

Table 3: Trip Generation (based on 1 pitch)

Mode	Inbound	Outbound	Two-way
AM Peak (08:00-09:00)			
Total Vehicles	1	0	2
Pedestrians	1	0	1
Cyclists	0	0	0
Public Transport Users	0	0	0
PM Peak (17:00-18:00)			
Total Vehicles	3	2	5
Pedestrians	0	0	1
Cyclists	0	0	0
Public Transport Users	0	0	0
Daily (08:00-00:00)			
Total Vehicles	28	28	55
Pedestrians	7	6	13
Cyclists	0	0	0
Public Transport Users	3	3	6

4.5 The existing site (when in use) is therefore estimated to produce a total of 3 trips in the AM peak, 6 trips in the PM peak, and 74 trips daily of which 55 are vehicle trips.

Proposed

4.6 Given that the TRICS database does not contain any similar sites to the one proposed, a first principles approach has been used to derive a likely quantum of trips generated by the proposals.

4.7 OHTCCP have confirmed that the site will operate outside of the AM peak (08:00-09:00) and PM peak (17:00-18:00) hours and that larger events would take place at a different venue to Court Place Farm.

4.8 The site is proposed to be open daily outside of peak hours and therefore will have a negligible impact on the local transport network in both the AM and PM peak hours when compared to the existing use.

4.9 During evening prayers it is anticipated that up to 25 people will be present at the Temple at any one time and that up to 40 people would attend over the course of an evening (6pm-9pm), on any one day. The Temple will also be open for Sunday morning prayers (10am-2pm) which is anticipated to have a typical attendance of between 25 to 40 people.

4.10 It is expected that these activities will generate very few vehicle movements given the sites accessible location. As stated at Paragraph 3.7, 50% of visitors live within walking and cycling distance of the site and a further 10% live within cycling distance of the site.

4.11 Due to the accessibility of the site and the direct bus services provided, it is assumed that 25% of visitors will travel by foot, 25% of visitors will cycle, 30% of visitors will travel by bus and the remining 20%, as a worst-case scenario with respect to vehicle traffic, would travel by car.

4.12 A summary of the anticipated daily trips is provided in Table 4 below and is based on 40 people attending evening prayers.

Table 4: Proposed Trip Generation

Mode	Inbound	Outbound	Two-way
Daily (08:00-00:00)			
Total Vehicles	8	8	16
Pedestrians	10	10	20
Cyclists	10	10	20
Public Transport Users	12	12	24

4.13 The proposed uses are estimated to generate a total of 80 two-way trips daily of which 16 are vehicle trips.

4.14 The Hindu community already operate car shares within Oxford when attending local events which would reduce the anticipated number of vehicle trips further. A reduction in vehicle traffic would also be aided by the use of the proposed minibus.

Summary

4.15 The proposed land use is expected to operate outside of AM and PM peak hours. The majority of visitors are anticipated to walk, cycle or use one of a number of bus services available and those that do use a car would be encouraged to car share. OHTCCP have confirmed that they would also pay for a minibus to serve the proposed Hindu Temple and Community Centre to reduce the need for visitors to use private vehicles.

4.16 In comparison to the existing use, the proposed site would result in a significant net reduction in daily vehicle trips and therefore would have a positive impact on the local highway network.

5.0 Summary

5.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Oxford Hindu Temple and Community Centre Project (OHTCCP) to accompany a planning application for a Hindu Temple and Community Centre at Court Place Farm Pavilion, Marsh Lane, Marston, Oxford, OX3 0NQ.

5.2 The site currently comprises a single-storey detached sports changing pavilion and the proposals comprise the change of use from a sports pavilion (use class F2c) to a mix F1/F2 use providing a Hindu Temple and Community Centre along with associated parking provision.

5.3 This TS has demonstrated the following key points:

- The site is located in a sustainable location, within walking and cycling distance of many surrounding residential areas and with access to an array of bus services;
- The site will provide a total of 7 car parking spaces located along the western side of the building;
- 28 cycle parking spaces are proposed in the form of 14 covered Sheffield stands; and
- The site is expected to operate outside of AM and PM peak hours and primarily on weekends. As such, the impact of traffic generated by the site will be negligible;

5.4 The proposed change of use is in accordance with the National Planning Policy Framework (July 2021), which is in favour of sustainable development and advises that 'Development should only be prevented or refused on highway ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

5.5 In light of evidence presented in this report, it is concluded that the proposed change of use will not have a detrimental impact on highway safety and transport impacts cannot be regarded as 'severe'. Therefore, the Local Highway Authority should be able to recommend approval of the planning application.

Appendices

Appendix A

Pre-Application Response (ref: 22/01584/PAC)

Planning Services

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Oxford OX1 1DS

Central Number 01865 249811

www.oxford.gov.uk
OXFORD CITY COUNCIL

On Behalf Of: Oxford City Council
C/o Jessop And Cook Architects
West Wing
Second Floor
9 Park End Street
Oxford
OX1 1HH

Date: 15th September 2022
My ref: 22/01584/PAC
Please ask for: Nia George
Direct Dial: [redacted]

Dear Sir/Madam

APPLICATION: 22/01584/PAC

PROPOSAL: Change of use class from E(d) Commercial, Business and Service (indoor sport, recreation of fitness) to Class F Local Community of Learning. The applicant is considering the change to either F1(f) Public Worship or religious instruction (or in connection with use use); alternatively to F2(b) Halls or meeting places for the principal use of the local community.

AT: Community Arena Court Place Farm Marsh Lane

FOR: Oxford City Council

Thank you for your letter and plans received on 27th June 2022 which seeks an informal opinion on the above-mentioned development. Further to our pre-application meeting on 22nd August 2022, I have now had the opportunity to consider the proposal and would like to make the following comments.

Proposal

It is understood that you are seeking an informal opinion regarding the change of use class from E(d) Commercial, Business and Service (indoor sport, recreation of fitness) to either Use Class F1(f) Public Worship or religious instruction (or in connection with use use); or F2(b) Halls or meeting places for the principal use of the local community.

During the pre-application meeting on site, I also understood that you wish to know what uses would be supported at this site should the above uses be considered unacceptable.

Policy considerations

Any application submitted under a planning application would be required to satisfy the relevant policies of the Oxford Local Plan 2036. It would also need to have regard to the National Planning Policy Framework. All of these documents can be viewed online and I recommend that you view these at the following addresses:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

http://www.oxford.gov.uk/PageRender/decP/Planning_Policy_occw.htm

The following policies of the Oxford Local Plan 2036 would be relevant to this proposal:

S1 - Sustainable development
G5 - Existing open space, indoor and outdoor sports and recreation facilities
V7 – Infrastructure and cultural and community facilities
M1 - Prioritising walking, cycling, and public transport
M3 - Motor vehicle parking
M5 – Bicycle parking
RE7 - Managing the impact of development
G2 - Protection of biodiversity geo-diversity

Application Site

The application site is a pavilion sited within Court Place Farm, located on the eastern side of Marsh Lane. Court Place Farm is a large complex comprising of a number of facilities, including a football club and a sports and leisure centre. The pavilion has not been in use for a period of over 3 years; however the last use was for changing rooms for a football club, with ancillary shower and toilet facilities.

Although in your request for pre-application advice you note the existing use of the pavilion would fall within Use Class E (d) – Indoor sport, recreation or fitness, we consider that the use would fall within Use Class F2 (c) – Areas or place for outdoor sport or recreation.

I note from the information submitted with this request for pre-application advice that no external changes are proposed as part of the change of use. Therefore it has not been necessary to comment upon the design of the building/proposal.

Officer Assessment

Principle of development

Policy G5 of the Oxford Local Plan 2036 states that the City Council will seek to protect existing open space, sports and recreational buildings and land. Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use

Policy V7 states that planning permission will be granted for new community centres where the City Council is satisfied that the following criteria are satisfied:

a) the location is easily accessible by walking, cycling and public transport; and
b) the proposal will meet an existing deficiency in provision or access, or the proposal will support regeneration or new development; and
c) the proposal will not result in an unacceptable environmental impact.

Policy V7 also states that in principle, applications to extend capacity, improve access and make more intensive cultural/community use of existing sites will be supported.

I understand that former use of the application site was as changing rooms for a football club, with ancillary shower and toilet facilities. From our pre-application site meeting, I also understood that this provision of changing rooms and associated facilities is no longer required as there are changing rooms situated within another building on the wider Court Place Farm site. It therefore appears that

the loss of this facility would likely be acceptable in planning terms given that the previous use appears to be surplus to requirements/it has been replaced in another alternative and suitable location on the site. Should you wish to submit a future application against this advice however, I would recommend that you clearly outline where the changing rooms are provided on the wider site.

The proposed change of use to either a multi-purpose community hall (Use Class F2 (b) - Halls or meeting places for the principal use of the local community) or as a place of worship (Use Class F1 (f) – Public Worship or religious instruction), would need to comply with the requirements of Policy V7. It is considered that the site is easily accessible by walking, cycling and public transport; there are bus stops just to the south of the site on Marsh Lane, and there is a foot path also along Marsh Lane. I also consider that the proposal would unlikely result in an unacceptable environmental impact. However no information has however been provided with this request for pre-application advice to note whether the proposed use would be meeting an existing deficiency in provision or access, or whether the proposal would be supporting regeneration or new development. Should you wish to submit a future application against this advice, I would therefore recommend that you clearly outline the need for such a use; i.e. why a community hall or place of worship is needed in the area.

I also note that during our pre-application meeting you queried whether the use of the building as a gym would likely be acceptable. The use of the building as a gym would be more complementary to the use of the wider site for sports etc., however should you wish to submit a future application against this advice, I would recommend that you clearly outline the need for such a use; i.e. why a gym is needed in the area.

Highways and parking

Policy M1 states that planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.

Policy M3 states that the parking requirements for all non-residential development, whether expansions of floorspace on existing sites, the redevelopment of existing or cleared sites, or new non-residential development on new sites, will be determined in the light of the submitted Transport Assessment or Travel Plan, which must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel. The presumption will be that vehicle parking will be kept to the minimum necessary to ensure the successful functioning of the development.

Policy RE7 of the Oxford Local Plan 2036 also states that planning permission will only be granted for development that does not have unacceptable transport impacts.

Policy M5 states that planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.3.

It is considered that the use of the building as either a community hall or place or worship may generate a significant number of journeys to and from the site, and that there may not be sufficient vehicle parking spaces on the site to accommodate both the uses currently on the site, as well as the new use(s) proposed. It is appreciated that the application site is not currently in use, however when it was actively used as a changing room for the football club, the use of this building was therefore complementary to the wider site. Essentially those who were using the changing rooms were also using the sports facilities on the wider site too. The new use(s) proposed would therefore introduce a completely different use to the site which is considered not to be complementary to its context. Officers therefore consider that it is likely users of the proposal will not only compete with users of the wider site for vehicle parking, but the proposal may cause concerns in relation to highways safety due to the increased number of journeys to and from the site that would be generated. It is recommended that any future application would need to be accompanied with a Transport Assessment or Travel Plan to set out how the proposal would overcome any adverse impacts.

As noted previously, during our pre-application meeting you queried whether the use of the building as a gym would likely be acceptable. The use of the building as a gym would be more complementary to the use of the wider site for sports etc., however should you wish to submit a future application against this advice, I would recommend that any future application should be accompanied with a Transport Assessment or Travel Plan to set out how the proposal would overcome any adverse impacts.

Please note however that any future planning application would be subject to consultation with the Local Highways Authority to seek their views in relation to parking and highways safety which may alter or add to this view. We would therefore encourage you to engage with the Local Highways Authority to ascertain whether there are any highway safety concerns.

In relation to cycle parking, any future planning application should include suitable bicycle parking in accordance with Appendix 7.4 of the Oxford Local Plan. For places of worship/community centres/public halls, that should equate to 2 spaces per 2m2 of seating/assembly floor space. For public sports facilities (gym), 1 space per 5 staff should be provided, plus additional provision to be determined on its merits within the following guidance:

- 1 space per 105m^2 - in the TDAs, additional provision should be increased to 1:55m^2 and in the TCA to 1:35m^2

I must also note that Policy M5 states bicycle parking should be, well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure.

Biodiversity

Policy G2 of the OLP2036 states that development that results in a net loss of sites and species of ecological value will not be permitted. Compensation and mitigation measures must offset any loss and achieve an overall net gain for biodiversity.

Although the information submitted with this request for pre-application advice confirms that no changes are proposed to the appearance of the building, I note that some repairs may be proposed as part of the change of use. I therefore wanted to remind you that all species of bats and their roosts are protected under The Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017 (as amended). Please note that, among other activities, it is a criminal offence to deliberately kill, injure or capture a bat; to damage, destroy or obstruct access to a breeding or resting place; and to intentionally or recklessly disturb a bat while in a structure or place of shelter or protection. Occasionally bats can be found during the course of development even when the site appears unlikely to support them. In the event that this occurs, work should stop immediately and advice should be sought from a suitably qualified ecologist. A European Protected Species Mitigation Licence (EPSML) may be required before works can resume.

Should you wish to submit any future planning application which does include alterations to the building, please note that this would be subject to consultation with our internal Biodiversity and Ecology Officer to seek their views in relation to biodiversity, and therefore they may request for a Preliminary Roost Assessment (PRA) to be submitted prior to determination. If they do request a PRA, this would need to be completed by a suitably-qualified ecologist.

Other matters

During our site meeting I understood that given I had concerns with both of the uses put forward in this request for pre-application advice, that you would appreciate if we could outline what uses would likely be acceptable on the site. I must note that the Local Planning Authority cannot provide advice in this regard. Whilst I appreciate that there is an urgency to market the building, we are not in a

position to suggest uses that are considered to likely be acceptable. Any future use of the building outside the current use class of the building would require planning permission to be sought from the Local Planning Authority, and it would not be appropriate for us to comment upon whether that use would be acceptable at this time and certainly not for the purposes of marketing the building.

I would suggest that if you consider any other use would not accord with the existing use class of the building, that planning permission would be required and that a further request for pre-application advice should be submitted at that time to discuss the use in greater detail.

Conclusion

In summary, the proposed works would likely be considered unacceptable if a further future planning application was submitted for the reasons set out in the letter. The proposed works would unlikely meet the relevant policies of the Oxford Local Plan 2036.

If you wish to proceed with a formal planning application against this advice, a full planning application form should be accompanied by:

- A site location plan at a scale of 1:1250 including a north point and the application site outlined in red and any other land in the applicant's ownership outlined in blue.
- Existing and proposed site/block plans at a scale of 1:100 or 1:200.
- Existing and proposed floor plans and elevations to a standard metric scale of 1:50 or 1:100 and including a 5m scale bar.
- The appropriate fee.
- A design and access statement, including justification identifying the need for the proposed use.
- A transport assessment/travel plan.

I would like to take this opportunity to advise you that any application received is subject to the statutory consultations and notification procedures and any comments received would have to be taken into account by the Authority when determining the application which may affect the above views. I trust this information is of assistance to you. However, as I am sure you will appreciate the contents of this letter are the informal views of Officers of the Council only and are provided without prejudice to the determination of any application which may be submitted.

Oxford City Council Planning Department promotes email correspondence as it is the quickest, easiest and most environmentally friendly way of contacting us.
Contact us at planning@oxford.gov.uk

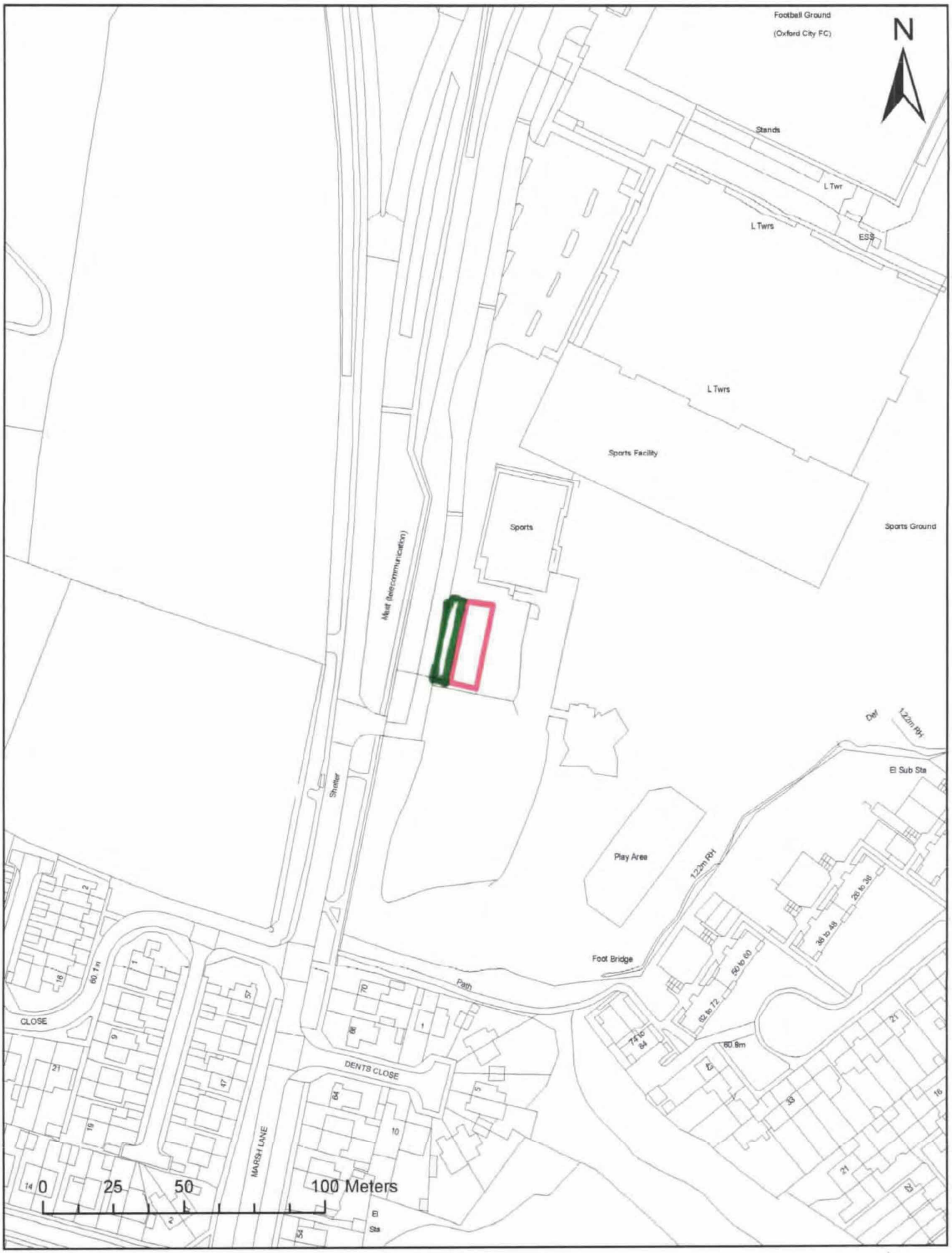
Yours faithfully,

Nia George
Senior Planner

Please quote reference number 22/01584/PAC in all communications.

Appendix B

Site Location Plan



Title: FOR IDENTIFICATION ONLY

POTENTIAL PARKING AREA

BUILDING

Scale: 1:1,750 (A4)

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OXFORD CITY COUNCIL

Appendix C

2011 Census Data

Oxfordshire Insight

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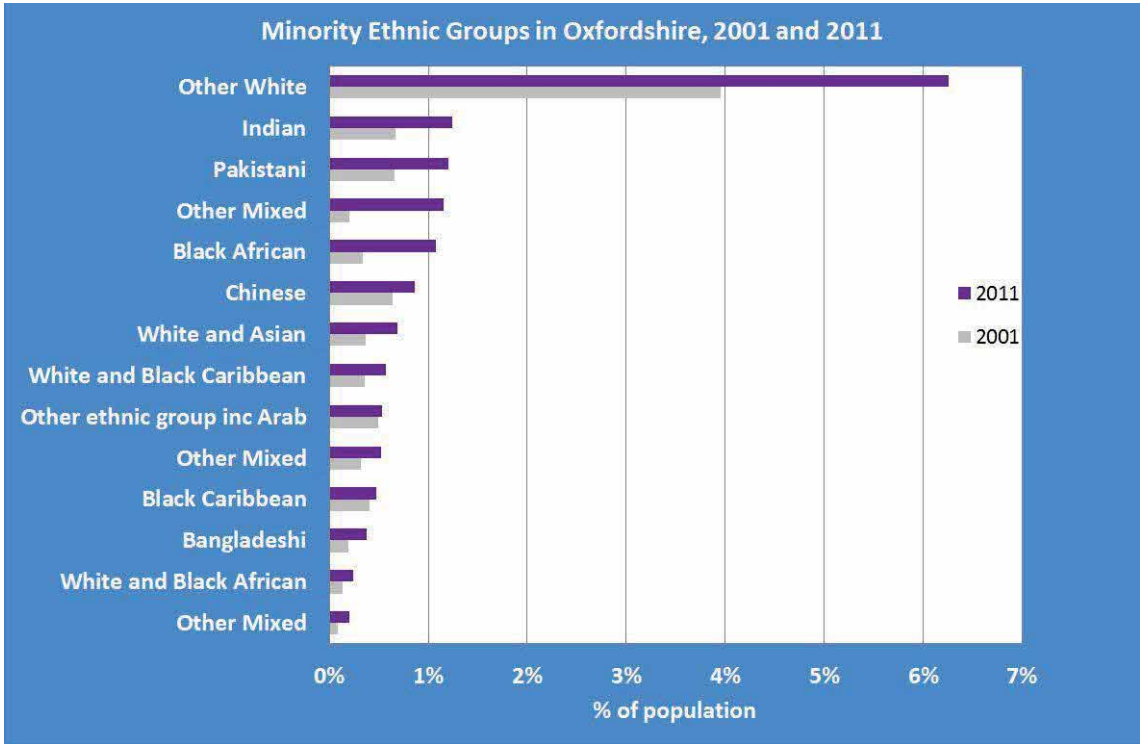
The second release from the 2011 Census (11th December 2012) by the Office for National Statistics shows:

- An estimated 653,800 people were living in Oxfordshire on 27th March 2011
- All of the county's black and minority ethnic communities have grown, and now account for 9.2% of the population, just under double the 2001 figure of 4.9%
- 4.8% of the population are from Asian backgrounds, twice the 2001 figure of 2.4%
- There has been a growth in the 'any other white' category, rising from 4% in 2001 to 6.3% in 2011. This rise can be explained by the expansion of the EU.
- 28% of the county's population have no religion, up from 17.5% in 2001



Oxford remains the county's most diverse area

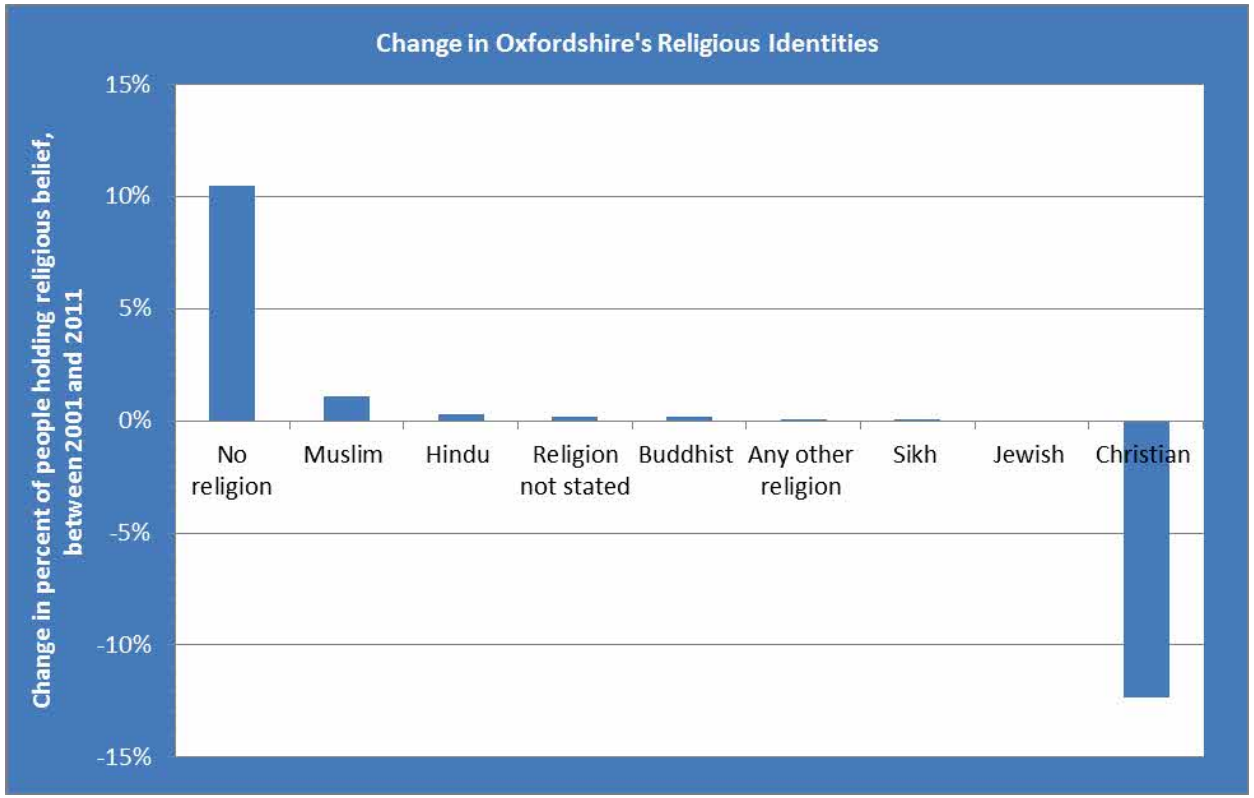
- **22% come from black and minority ethnic backgrounds**
- **12.5% come Asian backgrounds**
- **48% are Christian, 33% follow no religion, and 7% are Muslim**
- **12.4% come from non-British or Irish white backgrounds**

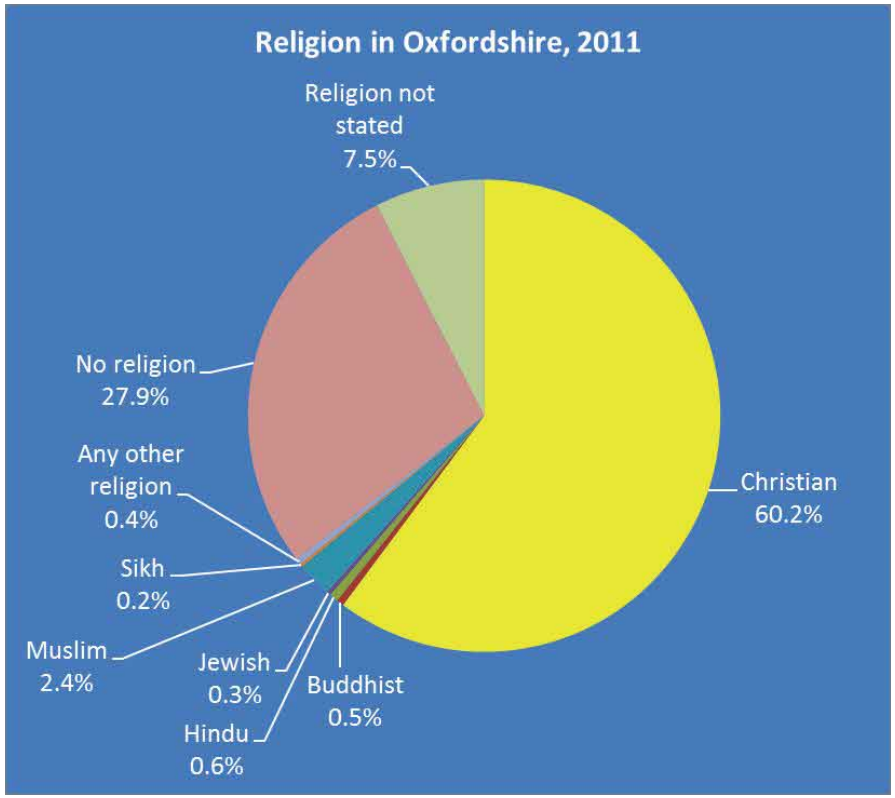
Ethnicity

People from Asian communities form the largest minority ethnic group in the county, and most come from Indian or Pakistani backgrounds (2.45%)

The proportion from all black backgrounds has more than doubled from 0.8% to 1.75% of the county's population.

People from mixed backgrounds account for 2% of the population (2001: 1.2%)





Religion

- 60% of the population are Christian – a large fall from the figure of 73% in 2001
- The proportions of people following all other religions, and no religion, have grown, with those of no religion seeing the largest rise, in line with national and regional trends.
- The largest growth amongst believers has been the Muslim population, which now makes up 2.4% of Oxfordshire's population – a rise from 1.3% in 2001. This proportion is in line with the South East (2.3%), but less than half the figure of the whole of England (5%).
- The proportion of Hindus in Oxfordshire has doubled since 2001 to 0.6%.
- The size of the county's Jewish population has remained steady at 0.3%.
- The growth and size of county's Buddhist population (0.5%) is in line with the regional and national figures.

Data Annex

2011 Census results		Oxfordshire		Cherwell		Oxford		South Oxfordshire		Vale of White Horse		West Oxfordshire	
All categories	Ethnic group	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
White	English/Welsh/Scottish/Northern Irish/British	546801	83.6	122491	86.3	96633	63.6	122083	90.9	108599	89.8	96995	92.6
	Irish	6291	1	1104	0.8	2431	1.6	1092	0.8	956	0.8	708	0.7
	Gypsy or Irish Traveller	623	0.1	105	0.1	92	0.1	135	0.1	109	0.1	182	0.2
	Other White	40289	6.2	7061	5	18801	12.4	5683	4.2	5160	4.3	3584	3.4
Mixed/multiple ethnic group	White and Black Caribbean	3759	0.6	835	0.6	1721	1.1	506	0.4	377	0.3	320	0.3
	White and Black African	1557	0.2	370	0.3	703	0.5	168	0.1	180	0.1	136	0.1
	White and Asian	4521	0.7	729	0.5	2008	1.3	690	0.5	621	0.5	473	0.5
	Other Mixed	3396	0.5	626	0.4	1603	1.1	437	0.3	396	0.3	334	0.3
Asian/Asian British	Indian	8140	1.2	1681	1.2	4449	2.9	814	0.6	842	0.7	354	0.3
	Pakistani	7846	1.2	2382	1.7	4825	3.2	194	0.1	350	0.3	95	0.1
	Bangladeshi	2491	0.4	184	0.1	1791	1.2	179	0.1	185	0.2	152	0.1
	Chinese	5618	0.9	657	0.5	3559	2.3	443	0.3	649	0.5	310	0.3
	Other Asian	7562	1.2	1135	0.8	4203	2.8	775	0.6	936	0.8	513	0.5
Black/African/Caribbean/ Black British	African	7039	1.1	1040	0.7	4456	2.9	445	0.3	828	0.7	270	0.3
	Caribbean	3070	0.5	600	0.4	1874	1.2	241	0.2	246	0.2	109	0.1
	Other Black	1315	0.2	321	0.2	698	0.5	82	0.1	156	0.1	58	0.1
Other ethnic group	Arab	1358	0.2	145	0.1	922	0.6	89	0.1	149	0.1	53	0.1
	Any other ethnic group	2122	0.3	402	0.3	1137	0.7	201	0.1	249	0.2	133	0.1
	Total	653798	100.1	141868	100	151906	100	134257	99.8	120988	100	104779	100.1

Source: ONS. Percentages might not equal 100% due to rounding

The categories used in the 2011 census were slightly different to those used in the 2001 Census. As such, to show the differences in size in categories between the two censuses, for the chart on page 1 'Gypsy and Irish Traveller' was merged with 'Other White' and 'Arab' was merged with 'Any other ethnic group'.

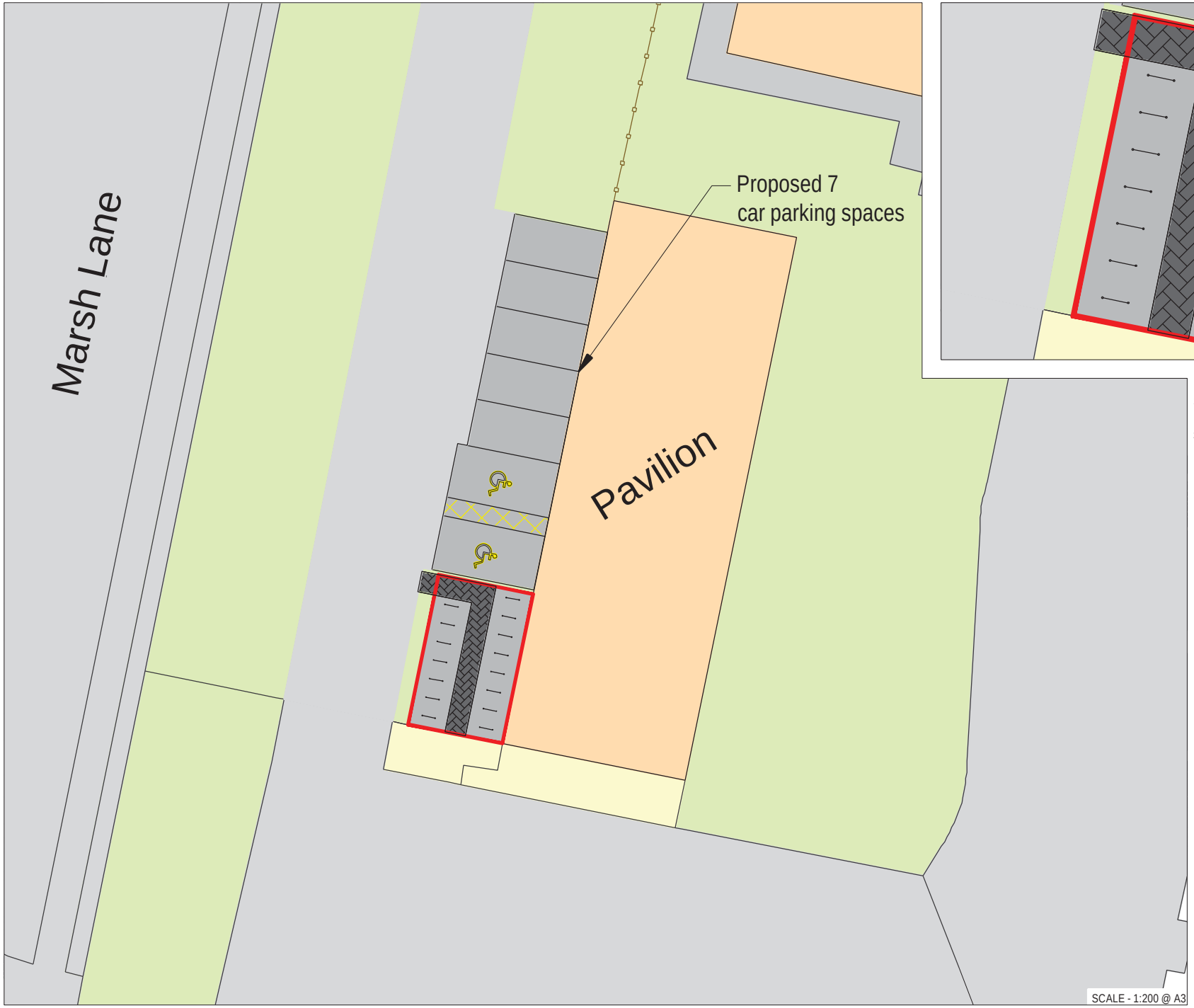
Religion

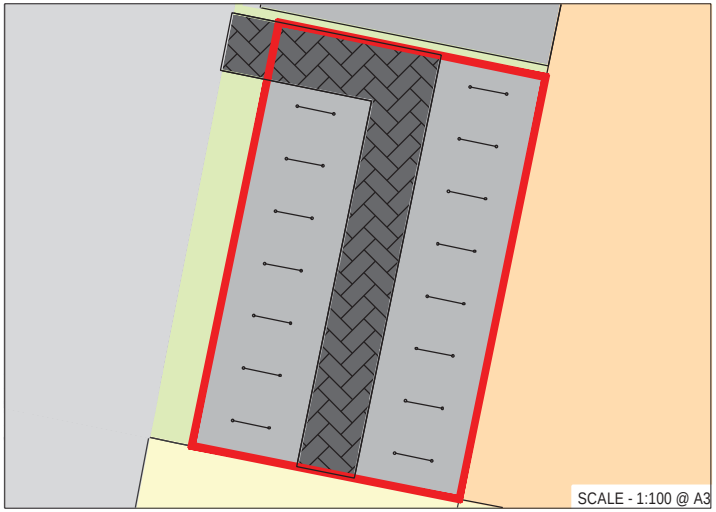
2011 Census Results		Christian		Buddhist		Hindu		Jewish		Muslim		Sikh		Other religion		No religion		Religion not stated	
	All	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Oxfordshire	653798	393906	60.2	3257	0.5	3878	0.6	1893	0.3	15734	2.4	1192	0.2	2716	0.4	182344	27.9	48878	7.5
Cherwell	141868	90564	63.8	563	0.4	575	0.4	164	0.1	3196	2.3	438	0.3	563	0.4	36066	25.4	9739	6.9
Oxford	151906	72924	48	1431	0.9	2044	1.3	1072	0.7	10320	6.8	434	0.3	796	0.5	50274	33.1	12611	8.3
South Oxfordshire	134257	85292	63.5	467	0.3	472	0.4	281	0.2	710	0.5	106	0.1	505	0.4	36398	27.1	10026	7.5
Vale of White Horse	120988	76589	63.3	462	0.4	566	0.5	196	0.2	1073	0.9	177	0.1	433	0.4	32505	26.9	8987	7.4
West Oxfordshire	104779	68537	65.4	334	0.3	221	0.2	180	0.2	435	0.4	37	0	419	0.4	27101	25.9	7515	7.2

Source: ONS. Percentages might not equal 100% due to rounding

Appendix D

Proposed Site Layout





NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

KEY

Covered Cycle Storage

N

Rev.	Description	Date	Chkd

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Oxford Hindu Temple & Community Centre

Project :
Court Place Farm Pavilion, Marsh Lane, Marston, Oxford OX3 0NQ

Title :
Proposed Parking Layout

Project Engineer :	D. Steenkamp	Scale :	As shown @A3
Project Director :	V. Walsh	Date :	November 2022
Status :	SKETCH		

Drawing No. 8220773/SK01 Rev

Appendix E

TRICS Output

Calculation Reference: AUDIT-225601-221111-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	PL	PLYMOUTH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	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 pitches
Actual Range: 10 to 18 (units:)
Range Selected by User: 10 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

F2(c)	4 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:

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

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

Population within 5 miles:

250,001 to 500,000	3 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	2 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1	HC-07-L-01	GOALS		HAMPSHIRE
	MILLBROOK POINT ROAD			
	SOUTHAMPTON			
	Edge of Town			
	Industrial Zone			
	Total Number of pitches:		11	
	Survey date: WEDNESDAY		21/11/07	Survey Type: MANUAL
2	PL-07-L-01	GOALS		PLYMOUTH
	OUTLAND ROAD			
	PLYMOUTH			
	CENTRAL PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pitches:		10	
	Survey date: WEDNESDAY		18/07/12	Survey Type: MANUAL
3	TV-07-L-02	GOALS		TEES VALLEY
	STOCKTON ROAD			
	MIDDLESBROUGH			
	Edge of Town			
	No Sub Category			
	Total Number of pitches:		12	
	Survey date: TUESDAY		18/09/07	Survey Type: MANUAL
4	WY-07-L-02	GOALS		WEST YORKSHIRE
	REDCOTE LANE			
	LEEDS			
	BURLEY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of pitches:		18	
	Survey date: WEDNESDAY		09/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	1.412	4	13	0.353	4	13	1.765
09:00 - 10:00	4	13	0.412	4	13	0.157	4	13	0.569
10:00 - 11:00	4	13	0.294	4	13	0.176	4	13	0.470
11:00 - 12:00	4	13	0.667	4	13	0.451	4	13	1.118
12:00 - 13:00	4	13	0.490	4	13	0.549	4	13	1.039
13:00 - 14:00	4	13	0.471	4	13	0.471	4	13	0.942
14:00 - 15:00	4	13	0.980	4	13	1.098	4	13	2.078
15:00 - 16:00	4	13	1.471	4	13	0.667	4	13	2.138
16:00 - 17:00	4	13	1.569	4	13	1.098	4	13	2.667
17:00 - 18:00	4	13	3.431	4	13	1.510	4	13	4.941
18:00 - 19:00	4	13	4.706	4	13	2.314	4	13	7.020
19:00 - 20:00	4	13	5.490	4	13	5.647	4	13	11.137
20:00 - 21:00	4	13	4.294	4	13	5.275	4	13	9.569
21:00 - 22:00	4	13	1.549	4	13	4.765	4	13	6.314
22:00 - 23:00	4	13	0.314	4	13	2.804	4	13	3.118
23:00 - 24:00	3	13	0.000	3	13	0.350	3	13	0.350
Total Rates:			27.550			27.685			55.235

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

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

Parameter summary

Trip rate parameter range selected:	10 - 18 (units:)
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
MULTI-MODAL TAXIS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	0.039	4	13	0.039	4	13	0.078
11:00 - 12:00	4	13	0.000	4	13	0.000	4	13	0.000
12:00 - 13:00	4	13	0.020	4	13	0.020	4	13	0.040
13:00 - 14:00	4	13	0.000	4	13	0.000	4	13	0.000
14:00 - 15:00	4	13	0.000	4	13	0.000	4	13	0.000
15:00 - 16:00	4	13	0.000	4	13	0.000	4	13	0.000
16:00 - 17:00	4	13	0.020	4	13	0.020	4	13	0.040
17:00 - 18:00	4	13	0.039	4	13	0.039	4	13	0.078
18:00 - 19:00	4	13	0.059	4	13	0.059	4	13	0.118
19:00 - 20:00	4	13	0.255	4	13	0.216	4	13	0.471
20:00 - 21:00	4	13	0.098	4	13	0.137	4	13	0.235
21:00 - 22:00	4	13	0.078	4	13	0.078	4	13	0.156
22:00 - 23:00	4	13	0.157	4	13	0.137	4	13	0.294
23:00 - 24:00	3	13	0.000	3	13	0.025	3	13	0.025
Total Rates:			0.765			0.770			1.535

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/L - FOOTBALL (5-a-side)
MULTI-MODAL OGVS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.039	4	13	0.039	4	13	0.078
09:00 - 10:00	4	13	0.039	4	13	0.020	4	13	0.059
10:00 - 11:00	4	13	0.000	4	13	0.000	4	13	0.000
11:00 - 12:00	4	13	0.039	4	13	0.059	4	13	0.098
12:00 - 13:00	4	13	0.020	4	13	0.020	4	13	0.040
13:00 - 14:00	4	13	0.000	4	13	0.000	4	13	0.000
14:00 - 15:00	4	13	0.000	4	13	0.000	4	13	0.000
15:00 - 16:00	4	13	0.000	4	13	0.000	4	13	0.000
16:00 - 17:00	4	13	0.020	4	13	0.020	4	13	0.040
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.020	4	13	0.020	4	13	0.040
19:00 - 20:00	4	13	0.000	4	13	0.000	4	13	0.000
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.000	4	13	0.000
22:00 - 23:00	4	13	0.000	4	13	0.000	4	13	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.177			0.178			0.355

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/L - FOOTBALL (5-a-side)
MULTI-MODAL PSVS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	0.000	4	13	0.000	4	13	0.000
11:00 - 12:00	4	13	0.020	4	13	0.000	4	13	0.020
12:00 - 13:00	4	13	0.000	4	13	0.000	4	13	0.000
13:00 - 14:00	4	13	0.020	4	13	0.039	4	13	0.059
14:00 - 15:00	4	13	0.020	4	13	0.020	4	13	0.040
15:00 - 16:00	4	13	0.000	4	13	0.000	4	13	0.000
16:00 - 17:00	4	13	0.000	4	13	0.000	4	13	0.000
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.000	4	13	0.000	4	13	0.000
19:00 - 20:00	4	13	0.000	4	13	0.000	4	13	0.000
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.000	4	13	0.000
22:00 - 23:00	4	13	0.000	4	13	0.000	4	13	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.060			0.059			0.119

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/L - FOOTBALL (5-a-side)
MULTI-MODAL CYCLISTS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.078	4	13	0.000	4	13	0.078
09:00 - 10:00	4	13	0.039	4	13	0.020	4	13	0.059
10:00 - 11:00	4	13	0.020	4	13	0.000	4	13	0.020
11:00 - 12:00	4	13	0.000	4	13	0.020	4	13	0.020
12:00 - 13:00	4	13	0.000	4	13	0.000	4	13	0.000
13:00 - 14:00	4	13	0.020	4	13	0.020	4	13	0.040
14:00 - 15:00	4	13	0.000	4	13	0.020	4	13	0.020
15:00 - 16:00	4	13	0.020	4	13	0.098	4	13	0.118
16:00 - 17:00	4	13	0.020	4	13	0.000	4	13	0.020
17:00 - 18:00	4	13	0.039	4	13	0.039	4	13	0.078
18:00 - 19:00	4	13	0.098	4	13	0.000	4	13	0.098
19:00 - 20:00	4	13	0.020	4	13	0.020	4	13	0.040
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.039	4	13	0.039
22:00 - 23:00	4	13	0.020	4	13	0.059	4	13	0.079
23:00 - 24:00	3	13	0.000	3	13	0.050	3	13	0.050
Total Rates:			0.374			0.385			0.759

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/L - FOOTBALL (5-a-side)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	1.863	4	13	0.373	4	13	2.236
09:00 - 10:00	4	13	0.588	4	13	0.176	4	13	0.764
10:00 - 11:00	4	13	0.431	4	13	0.157	4	13	0.588
11:00 - 12:00	4	13	1.216	4	13	0.784	4	13	2.000
12:00 - 13:00	4	13	0.824	4	13	0.902	4	13	1.726
13:00 - 14:00	4	13	0.667	4	13	0.863	4	13	1.530
14:00 - 15:00	4	13	1.725	4	13	1.882	4	13	3.607
15:00 - 16:00	4	13	2.471	4	13	1.098	4	13	3.569
16:00 - 17:00	4	13	2.255	4	13	1.843	4	13	4.098
17:00 - 18:00	4	13	5.353	4	13	1.647	4	13	7.000
18:00 - 19:00	4	13	7.745	4	13	3.314	4	13	11.059
19:00 - 20:00	4	13	8.275	4	13	9.098	4	13	17.373
20:00 - 21:00	4	13	6.980	4	13	8.373	4	13	15.353
21:00 - 22:00	4	13	2.216	4	13	7.824	4	13	10.040
22:00 - 23:00	4	13	0.137	4	13	4.902	4	13	5.039
23:00 - 24:00	3	13	0.000	3	13	0.625	3	13	0.625
Total Rates:			42.746			43.861			86.607

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/L - FOOTBALL (5-a-side)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.510	4	13	0.196	4	13	0.706
09:00 - 10:00	4	13	0.255	4	13	0.118	4	13	0.373
10:00 - 11:00	4	13	0.902	4	13	0.078	4	13	0.980
11:00 - 12:00	4	13	0.118	4	13	0.176	4	13	0.294
12:00 - 13:00	4	13	0.196	4	13	0.176	4	13	0.372
13:00 - 14:00	4	13	0.176	4	13	0.882	4	13	1.058
14:00 - 15:00	4	13	0.804	4	13	0.314	4	13	1.118
15:00 - 16:00	4	13	0.706	4	13	0.902	4	13	1.608
16:00 - 17:00	4	13	0.275	4	13	0.333	4	13	0.608
17:00 - 18:00	4	13	0.392	4	13	0.255	4	13	0.647
18:00 - 19:00	4	13	0.941	4	13	0.451	4	13	1.392
19:00 - 20:00	4	13	0.608	4	13	0.725	4	13	1.333
20:00 - 21:00	4	13	0.667	4	13	0.314	4	13	0.981
21:00 - 22:00	4	13	0.098	4	13	0.314	4	13	0.412
22:00 - 23:00	4	13	0.098	4	13	0.353	4	13	0.451
23:00 - 24:00	3	13	0.000	3	13	0.375	3	13	0.375
Total Rates:			6.746			5.962			12.708

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/L - FOOTBALL (5-a-side)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	0.020	4	13	0.000	4	13	0.020
11:00 - 12:00	4	13	0.000	4	13	0.000	4	13	0.000
12:00 - 13:00	4	13	0.059	4	13	0.000	4	13	0.059
13:00 - 14:00	4	13	0.000	4	13	0.020	4	13	0.020
14:00 - 15:00	4	13	0.039	4	13	0.000	4	13	0.039
15:00 - 16:00	4	13	0.059	4	13	0.059	4	13	0.118
16:00 - 17:00	4	13	0.020	4	13	0.000	4	13	0.020
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.020	4	13	0.039	4	13	0.059
19:00 - 20:00	4	13	0.000	4	13	0.020	4	13	0.020
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.000	4	13	0.000
22:00 - 23:00	4	13	0.000	4	13	0.000	4	13	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.217			0.138			0.355

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/L - FOOTBALL (5-a-side)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	0.000	4	13	0.000	4	13	0.000
11:00 - 12:00	4	13	0.000	4	13	0.000	4	13	0.000
12:00 - 13:00	4	13	0.000	4	13	0.000	4	13	0.000
13:00 - 14:00	4	13	0.000	4	13	0.000	4	13	0.000
14:00 - 15:00	4	13	0.020	4	13	0.000	4	13	0.020
15:00 - 16:00	4	13	0.000	4	13	0.000	4	13	0.000
16:00 - 17:00	4	13	0.000	4	13	0.020	4	13	0.020
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.000	4	13	0.000	4	13	0.000
19:00 - 20:00	4	13	0.000	4	13	0.000	4	13	0.000
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.000	4	13	0.000
22:00 - 23:00	4	13	0.000	4	13	0.000	4	13	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.020			0.020			0.040

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/L - FOOTBALL (5-a-side)
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	1.157	4	13	0.000	4	13	1.157
11:00 - 12:00	4	13	0.216	4	13	1.157	4	13	1.373
12:00 - 13:00	4	13	0.000	4	13	0.000	4	13	0.000
13:00 - 14:00	4	13	1.157	4	13	0.235	4	13	1.392
14:00 - 15:00	4	13	0.000	4	13	1.157	4	13	1.157
15:00 - 16:00	4	13	0.000	4	13	0.000	4	13	0.000
16:00 - 17:00	4	13	0.000	4	13	0.000	4	13	0.000
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.000	4	13	0.000	4	13	0.000
19:00 - 20:00	4	13	0.000	4	13	0.000	4	13	0.000
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.000	4	13	0.000
22:00 - 23:00	4	13	0.000	4	13	0.000	4	13	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			2.530			2.549			5.079

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/L - FOOTBALL (5-a-side)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	1.176	4	13	0.000	4	13	1.176
11:00 - 12:00	4	13	0.216	4	13	1.157	4	13	1.373
12:00 - 13:00	4	13	0.059	4	13	0.000	4	13	0.059
13:00 - 14:00	4	13	1.157	4	13	0.255	4	13	1.412
14:00 - 15:00	4	13	0.059	4	13	1.157	4	13	1.216
15:00 - 16:00	4	13	0.059	4	13	0.059	4	13	0.118
16:00 - 17:00	4	13	0.020	4	13	0.020	4	13	0.040
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.020	4	13	0.039	4	13	0.059
19:00 - 20:00	4	13	0.000	4	13	0.020	4	13	0.020
20:00 - 21:00	4	13	0.000	4	13	0.000	4	13	0.000
21:00 - 22:00	4	13	0.000	4	13	0.000	4	13	0.000
22:00 - 23:00	4	13	0.000	4	13	0.000	4	13	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			2.766			2.707			5.473

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/L - FOOTBALL (5-a-side)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	4	13	2.451	4	13	0.569	4	13	3.020
09:00 - 10:00	4	13	0.882	4	13	0.314	4	13	1.196
10:00 - 11:00	4	13	2.529	4	13	0.235	4	13	2.764
11:00 - 12:00	4	13	1.549	4	13	2.137	4	13	3.686
12:00 - 13:00	4	13	1.078	4	13	1.078	4	13	2.156
13:00 - 14:00	4	13	2.020	4	13	2.020	4	13	4.040
14:00 - 15:00	4	13	2.588	4	13	3.373	4	13	5.961
15:00 - 16:00	4	13	3.255	4	13	2.157	4	13	5.412
16:00 - 17:00	4	13	2.569	4	13	2.196	4	13	4.765
17:00 - 18:00	4	13	5.784	4	13	1.941	4	13	7.725
18:00 - 19:00	4	13	8.804	4	13	3.804	4	13	12.608
19:00 - 20:00	4	13	8.902	4	13	9.863	4	13	18.765
20:00 - 21:00	4	13	7.647	4	13	8.686	4	13	16.333
21:00 - 22:00	4	13	2.314	4	13	8.176	4	13	10.490
22:00 - 23:00	4	13	0.255	4	13	5.314	4	13	5.569
23:00 - 24:00	3	13	0.000	3	13	1.050	3	13	1.050
Total Rates:			52.627			52.913			105.540

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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