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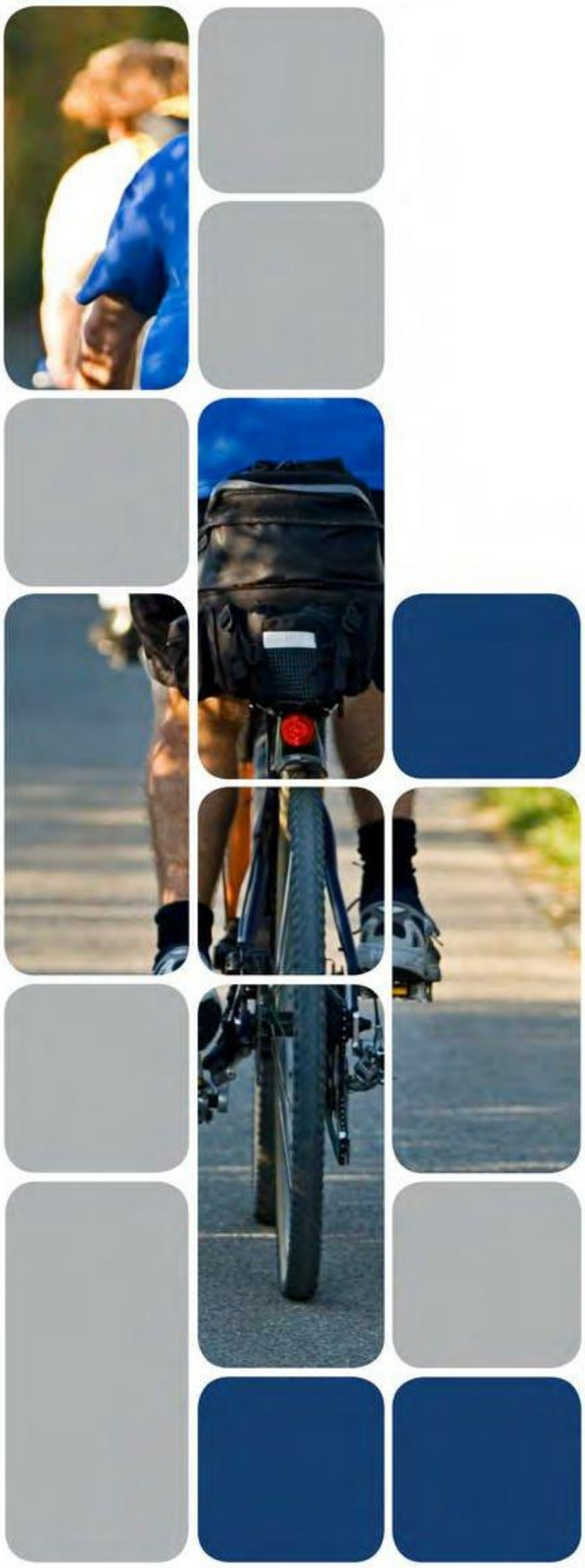

Proposed Re-development of Rugby Football Union Site, Fraser Road, Havant

Transport Statement

Final Report for

RFU

December 2017

Hydrock Ref: 08375-HYD-XX-RP-TP-5006-S2-P1

DOCUMENT CONTROL SHEET

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1.0 INTRODUCTION

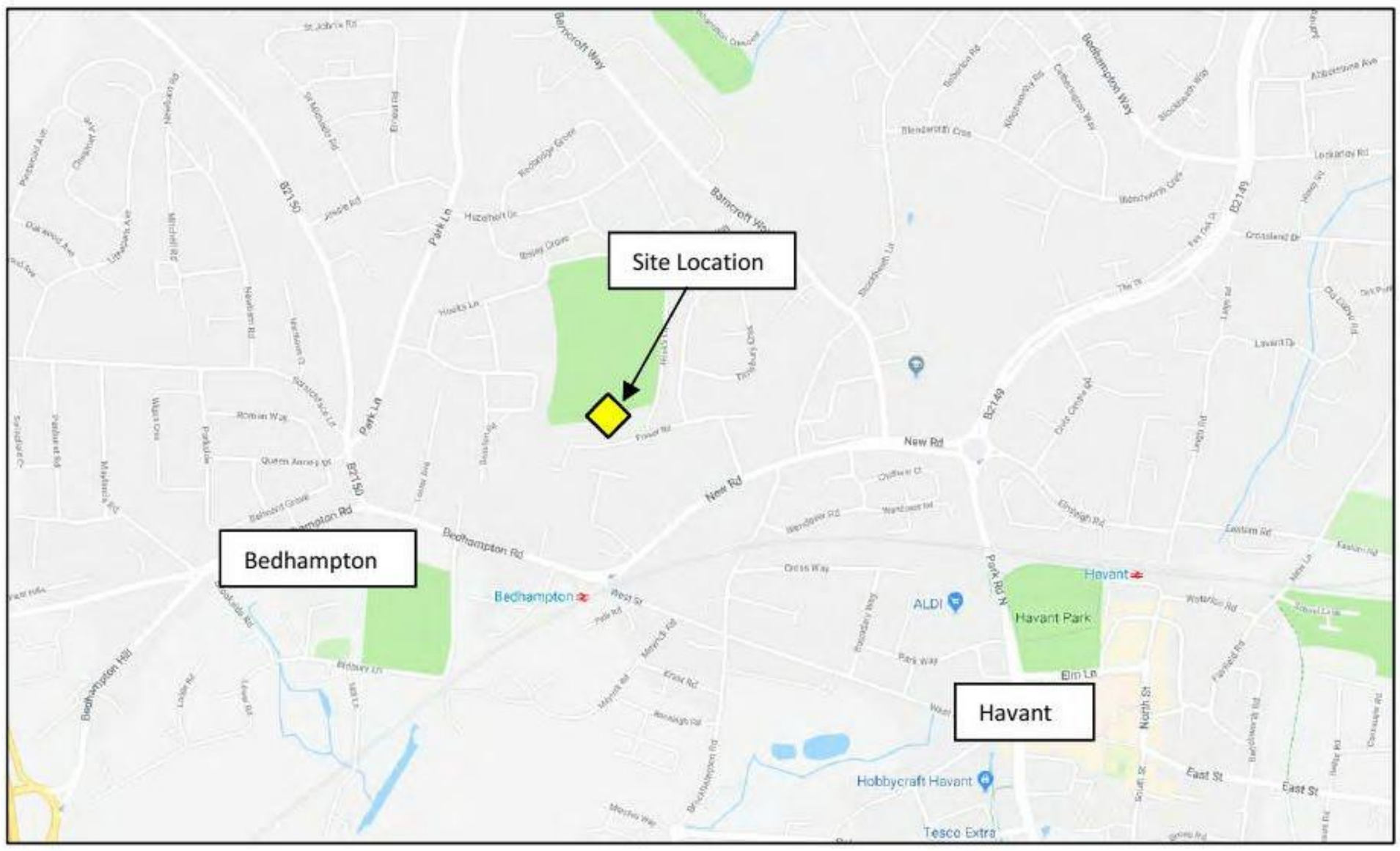
1.1 The Planning Application

1.1.1 Hydrock has been instructed by Rugby Football Union [RFU] to provide transport advice in support of a planning application for the proposed re-development of the existing D2 Assembly and Leisure land use site at Fraser Road, Havant.

1.1.2 This Transport Statement [TS] will consider the transport and highway implications of the proposed re-development, with the proposals comprising the introduction of a new 3G pitch.

1.1.3 **Figure 1.1** below illustrates the site location within the context of Havant.

Figure 1.1: Site Location



Source: Google Images ©

1.1.4 This TS has been developed in accordance with the now superseded Department for Transport's [DfT's] March 2007 *"Guidance on Transport Assessment"* document and gives due regard to the National Planning Practice Guidance [NPPG] *"Transport Evidence in Plan Making"* document.

1.1.5 This report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by bicycle and by local public transport services.

1.2 Scope of this Report

1.2.1 The report comprises six sections, including this introduction, and is set out as follows:

- **Section 2** reviews the existing conditions;
- **Section 3** then describes the development proposals;
- **Section 4** examines the current accessibility of the site using sustainable modes of transport;
- **Section 5** sets out the trip generation assessment, and considers the traffic impact of the development proposals;
- **Section 6** provides the summary and conclusions.

2.0 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is currently accessed via Fraser Road. The development site is located approximately 1.0km to the north west of Havant town centre. The site itself is bounded by Hook's Lane to the east, Fraser Road to the south, and surrounding residential dwellings to the north and west.

2.1.2 Fraser Road runs in an east-west direction and is subject to a 30mph speed limit within proximity of the site. The carriageway of Fraser Road within the vicinity of the site measures circa 5.0m in width, and provides a footway circa 2.0m wide on the northern side of the carriageway, which also benefits from street lighting.

2.1.3 To the south, Fraser Road offers a connects to New Road which leads to Boreham in the west and Havant in the east.

2.2 Accident Data

2.2.1 A review of the PIAs recorded within the study area has been undertaken using the most recently available three-year data available from the DfT (working back three years from present day in 2017).

2.2.2 Examination of the PIA data revealed that no accidents have occurred within the study area, or within in the immediate vicinity of the site access off Fraser Road during this period.

2.2.3 A figure illustrating the study area examined over the three-year period can be found within **Appendix A.**

2.2.4 On the above basis, the analysis indicates there are no specific problems at the proposed site access (discussed in more detailed within the following chapter). Therefore, the road safety record is not considered to be a material concern in the context of the proposed development.

3.0 RE-DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 This application proposes the re-development of the existing D2 Assembly and Leisure land use site at the Fraser Road, Havant. The re-development proposals include the reconstruction of 1 of the existing pitches, and transforming it into a new 3G pitch, with associated features and benefits.

3.1.2 An indicative site layout has been prepared for the proposed development and is illustrated in **Figure 3.1** below, with a copy of the full plan (Drawing Ref: SIS-MUK1853-01) provided at **Appendix B**.

Figure 3.1: Illustrative Site Plan

Source: Muga UK Sports Pitch Consultants

3.2 Site Access

3.2.1 As part of the re-development proposals, the main vehicle and pedestrian access to the site will remain as per the existing arrangement, which is taken from a priority junction with Fraser Road.

3.3 Parking

3.3.1 In terms of car parking, the site provides 51 car parking spaces in front of the club house, and an additional unmarked 35 car parking spaces adjacent the site. This level of car parking is proposed to remain at this capacity.

3.4 Servicing

3.4.1 It is proposed that waste collection to the proposed development will take place via a refuse waiting along Fraser Road, collecting as part of its existing route, and turning at the end of the road.

4.0 Accessibility

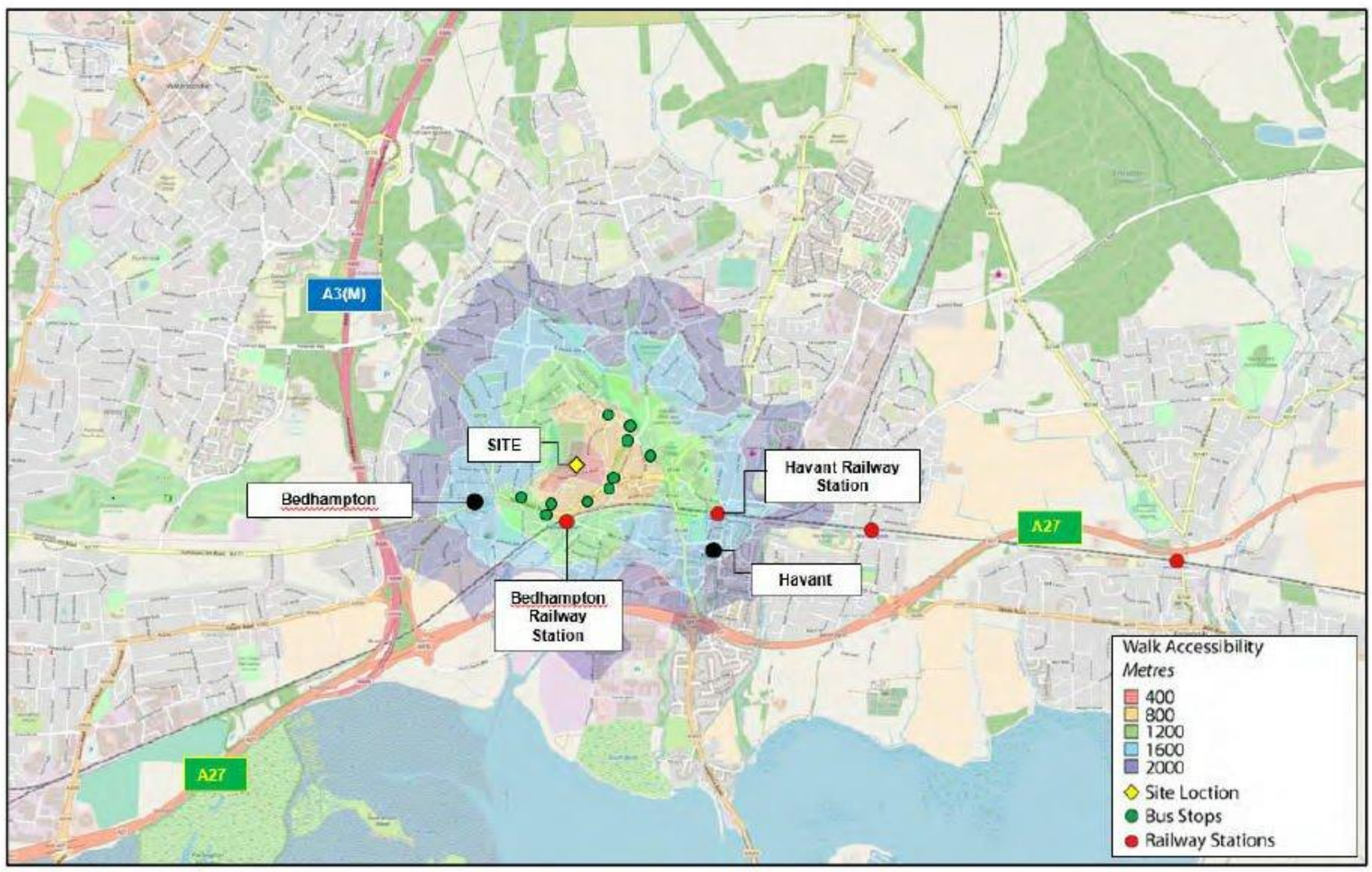
4.1 Accessibility on Foot

4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.

4.1.2 The location of development, within reach of the public transport network, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

4.1.3 **Figure 4.1** provides an extract of the indicative walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full plan is provided at Figure 1 within **Appendix D.**

Figure 4.1: Walk Isochrone Plan



Source: CC-BY-SA by openstreetmap

4.1.4 Within 2km of the site, there are a number bus stops, educational and leisure facilities, and residential boroughs, which will help facilitate pedestrian movements of potential employees and customers to and from the proposed developments.

4.1.5 The local highway network provides 2.0 wide footways on northern side of the carriageway along Fraser Road and the majority of roads within the vicinity of the site. Street lighting is also provided along the highway network within the vicinity of the site.

4.1.6 In summary, for pedestrians, the site is located in an accessible area of Havant, which will reduce the requirement for potential employees and customers to make short car journeys to access the proposed development.

4.2 Accessibility by Cycle

4.2.1 There are a number of bicycle facilities in the immediate vicinity of the site, and the local highway network is generally conducive to encouraging cycling. This provides access for cyclists to connect the development site to the wider area.

4.2.2 National Cycle Route 22 is located to the east and the south of the site, and connects Banstead (near Epsom) and Brockenhurst via Dorking, Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight between Ryde and Yarmouth.

4.2.3 To the west of the site, National Cycle Route 222 is a 25km cycle route that runs from Cosham to the south of the site, up to Petersfield to the north of the site.

4.2.4 National Cycle Route 2 is also located to the south of the site, and is a long-distance cycle route linking Dover in Kent with St. Austell in Cornwall via the south coast of England.

4.2.5 **Figure 4.2** presents an extract of the 5km cycling isochrone from the site. A copy of the cycling isochrone is provided at Figure 2 within **Appendix D**. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.

Figure 4.2: Cycle Isochrone Plan

Source: CC-BY-SA by openstreetmap

4.2.6 As can be seen from **Figure 4.2**, the majority of the Havant is situated within 5km of the site. This provides access to a range of additional local facilities and residential neighbourhoods.

4.2.7 Cycling would be a viable mode of transport for employees and staff commuting to and from the site and in the surrounding areas and residential boroughs of the developments.

4.3 Accessibility by Public Transport

Bus

4.3.1 This site is accessible by bus. The nearest bus stops to the site are located approximately 350m to the south of the site on New Road, serviced by the No. 23, and 30 buses, and provides services in both directions.

4.3.2 **Table 4.1** shows the services accessible from these stops, and provides a summary of the timetables of these services.

Table 4.1: Bus Timetable Summary

Service Number	Route	Monday – Friday					Saturday			
		First	AM Peak (08:00 - 09:00)	PM Peak (17:00-18:00)	Daily	Last	First	Peak (12:00 – 13:00)	Daily	Last
23	Leigh Park - Southsea	05:02	6	5	80	22:54	06:39	6	69	22:54
	Southsea – Leigh Park	05:55	6	5	87	23:15	07:15	6	76	23:15
30	Havant Circular	06:00	2	2	38	21:00	05:55	2	26	21:00
TOTAL		**-**	**14**	**12**	**205**	**-**	**-**	**14**	**171**	**-**

4.3.3 **Table 4.1** shows that the site is served by a frequent bus service which stops close to the proposed site, providing access to a variety of local and regional destinations including Leigh Park, Southsea, and Havant. The early start and late finish times make this site accessible for staff or evening games.

4.3.4 It is therefore concluded that the site benefits from a good level of access by bus, offering an attractive mode of transport to and from the site. Given the frequency of bus services, this mode of transport is likely to provide a real alternative to car journeys.

Rail

4.3.5 The nearest rail station to the re-development site is Bedhampton Railway Station, located within approximately 700m to the south of the site, and is therefore accessible by both walking and by bicycle.

4.3.6 It should be noted that Havant Railway Station is also located circa 1.2km to the east of the site.

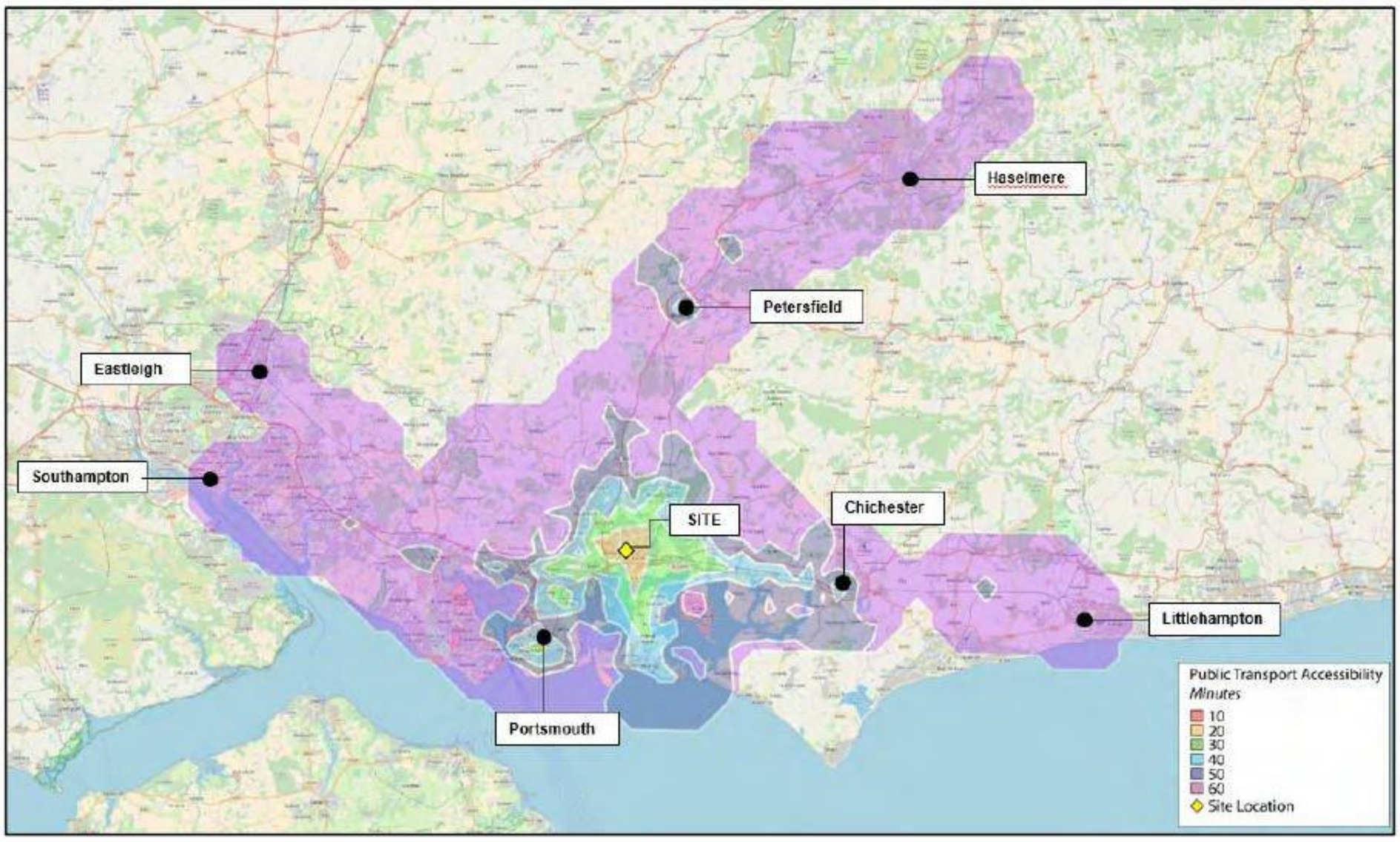
4.3.7 Both Railways Stations are served by the same railway line (London Waterloo – Portsmouth), which provides further opportunities for linked sustainable trips for potential staff and employees to more regional and national destinations.

4.3.8 The service frequency on this line (Monday – Saturday) is approximately four trains per hour during both the peak and off-peak hours. On Sundays, the service frequency is reduced to two train per hour.

4.3.9 A further calculation has been undertaken, again using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Chichester, Petersfield, Haselmere, Southampton, and Portsmouth are within a 60minute public transport journey.

4.3.10 **Figure 4.3** below provides an extract of the public transport 60minute catchment area. A copy of the full plan is provided at Figure 3 within **Appendix D.**

Figure 4.3: Public Transport (60 Minute) Isochrone Plan



Source: CC-BY-SA by openstreetmap

4.4 Conclusion

4.4.1 The ability to readily access wider major destinations by rail or bus provides a key advantage in providing a real alternative to car travel (e.g. for school or university groups using the facilities) and as such promotes the aim of reducing car or private vehicle travel.

5.0 TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section sets out the methodology used to estimate the number of trips generated by the existing and proposed re-development of the site and draws conclusions on the likely impact of the re-development on the local highway network.

5.1.2 It should be noted that the re-development proposals only include the reconstruction of 1 of the existing pitches.

5.2 Trip Generation – Existing Use of Site

5.2.1 The industry-standard TRICS Database version 7.4.3 has been interrogated for surveys of D2 Leisure and Assembly land use developments of a similar scale. However, due to the lack of comparable sites in the TRICS database no precise data is available to conduct an accurate assessment.

5.2.2 Notwithstanding, the multi-modal trip generating potential of the development has been estimated using trip rates from the industry-standard TRICS Database. The trip rates have been based on surveys of the 'closest match' TRICS sites (Leisure > Football (5-a-side) land use) that are somewhat similar to the scheme.

5.2.3 However, as a football 5-a-side pitch generally contains 10 players (5 players on each team), and a rugby pitch usually contains 30 players (15 players on each team), the trip rates obtained from the TRICS Database have been multiplied by 3 to account for the additional players as part of a rugby team.

5.2.4 Based on the above approach, it is considered that the analysis presents a robust assessment of the existing multi-modal trip generating potential of the site.

5.2.5 The selection criteria for the TRICs search is as follows: -

- Land Use > Leisure;
- Sub Land Use > Football (5-a-side);
- Surveys > Multi modal surveys;
- Sites > Ireland excluded;
- Selection > by number of pitches; and
- Day of week > Weekday surveys & Saturday surveys (obtained separately).

5.2.6 The sites selected are in a similar location to the application site with the full Trip Rates and TRICS outputs contained in **Appendix E.** Based on replacing only 1 pitch, both the Trip Rates and the Trip Generation levels are summarised below in **Table 5.1** -**Table 5.3** for the weekday peaks, and **Table 5.4 – Table 5.6** for the Saturday peak.

Table 5.1 – Existing Site (Weekday Peaks) Trip Rates – Leisure > Football (5-a-side)

Weekday AM Peak (08:00-09:00)	Existing			Weekday PM Peak (17:00-18:00)	Existing		
	IN	OUT	2-WAY		IN	OUT	2-WAY
Vehicles	1.738	0.476	2.214	Vehicles	4.074	1.574	5.648
Cyclists	0.167	0.024	0.191	Cyclists	0.074	0.074	0.148
Pedestrians	0.786	0.381	1.167	Pedestrians	0.815	0.574	1.389
Public Transport	0.190	0.000	0.190	Public Transport	0.093	0.000	0.093
TOTAL	**2.881**	**0.881**	**3.762**	**TOTAL**	**5.056**	**2.222**	**7.278**

Table 5.2 – Existing Site (Weekday Peaks) Trip Rates – Leisure > Football (5-a-side) Multiplied by 3 to account for the additional players as part of a rugby team

Weekday AM Peak (08:00-09:00)	Existing			Weekday PM Peak (17:00-18:00)	Existing		
	IN	OUT	2-WAY		IN	OUT	2-WAY
Vehicles	5.214	1.428	6.642	Vehicles	12.222	4.722	16.944
Cyclists	0.501	0.072	0.573	Cyclists	0.222	0.222	0.444
Pedestrians	2.358	1.143	3.501	Pedestrians	2.445	1.722	4.167
Public Transport	0.570	0.000	0.570	Public Transport	0.279	0.000	0.279
TOTAL	**8.643**	**2.643**	**11.286**	**TOTAL**	**15.168**	**6.666**	**21.834**

Table 5.3 – Existing Site (Weekday Peaks) Trip Generation Based on Multiplied Trip Rates (shown above in Table 5.2)

Weekday AM Peak (08:00-09:00)	Existing			Weekday PM Peak (17:00-18:00)	Existing		
	IN	OUT	2-WAY		IN	OUT	2-WAY
Vehicles	5	2	7	Vehicles	12	5	17
Cyclists	1	0	1	Cyclists	0	0	0
Pedestrians	2	2	4	Pedestrians	2	2	4
Public Transport	1	0	1	Public Transport	0	0	0
TOTAL	**9**	**4**	**13**	**TOTAL**	**14**	**7**	**21**

5.2.7 As can be seen from the above, based on the TRICS assessment of Leisure > Football (5-a-side) land use as the 'closest match' the existing site is calculated to result in a maximum 5 one-way vehicle trips during the Weekday AM peak period, and 12 one-way vehicle trips during the Weekday PM peak period. Volumetrically, this equates to approximately 1 vehicle trip every 12 minutes in the Weekday AM peak period, and 1 vehicle trip every 5 minutes in the Weekday PM peak period.

Table 5.4 – Existing Site (Saturday Peak) Trip Rates – Leisure > Football (5-a-side)

Saturday Peak (12:00 – 13:00)	Existing		
	IN	OUT	2-WAY
Vehicles	1.700	1.000	2.700
Cyclists	0.000	0.000	0.000
Pedestrians	2.700	2.900	5.600
Public Transport	0.500	0.800	1.300
TOTAL	**4.900**	**4.700**	**9.600**

Table 5.5 – Existing Site (Saturday Peak) Trip Rates – Leisure > Football (5-a-side) Multiplied by 3 to account for the additional players as part of a rugby team

Saturday Peak (12:00 – 13:00)	Existing		
	IN	OUT	2-WAY
Vehicles	5.100	3.000	8.100
Cyclists	0.000	0.000	0.000
Pedestrians	8.100	8.700	16.800
Public Transport	1.500	2.400	3.900
TOTAL	**14.700**	**14.100**	**28.800**

Table 5.6 – Existing Site (Saturday Peak) Trip Generation Based on Multiplied Trip Rates (shown above in Table 5.2)

Saturday Peak (12:00 – 13:00)	Existing		
	IN	OUT	2-WAY
Vehicles	5	3	8
Cyclists	0	0	0
Pedestrians	8	9	17
Public Transport	2	2	4
TOTAL	**15**	**14**	**29**

5.2.8 As can be seen from the above, based on the TRICS assessment of Leisure > Football (5-a-side) land use as the 'closest match' the existing site is calculated to result in a maximum 5 one-way vehicle trips during the Saturday peak period. Volumetrically, this equates to 1 vehicle trip every 12 minutes in the Saturday peak period.

5.3 Trip Generation – Proposed Re-development Use of Site

5.3.1 It should be noted that the re-development proposals only include the reconstruction of 1 of the existing pitches, and transforming it into a new 3G pitch, with associated features and benefits.

5.3.2 Therefore, with the re-development proposals in place, the site effectively becomes a more robust version of the existing facility i.e. the pitch cannot become cancelled due to inclement weather, and is more hard wearing, as such it spreads the demand to use these facilities across a longer time period, thus reducing any existing demand during the peak hours.

5.3.3 NPPF (paragraph 32) states that:

> *"development should only be prevented or refused on transport grounds where the residual cumulative impacts on development are severe."*

5.3.4 Therefore, having regard to the above, the proposed development is not anticipated to have a material impact on the operation or safety of the local highway network.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 Hydrock has been instructed by RFU to provide transport advice in support of a planning application for the proposed re-development of the existing D2 Assembly and Leisure land use site at the Fraser Road, Havant.

6.1.2 This TS has considered the highway implication of the proposed re-development of the site which comprises the introduction of a new 3G pitch.

6.1.3 The site access, car parking facilities, and waste / delivery servicing are expected to remain as per the existing arrangements, which are deemed to be satisfactory.

6.1.4 Given that the re-development proposals only include the reconstruction of 1 of the existing pitches, and transforming it into a new 3G pitch, it is anticipated that no additional trips will be generated by the re-development of the site.

6.2 Conclusion

6.2.1 It is concluded that the development proposals are acceptable in highways and transport terms. There are no highways or transport related reasons upon which a refusal of the planning application for the proposals would be justified.

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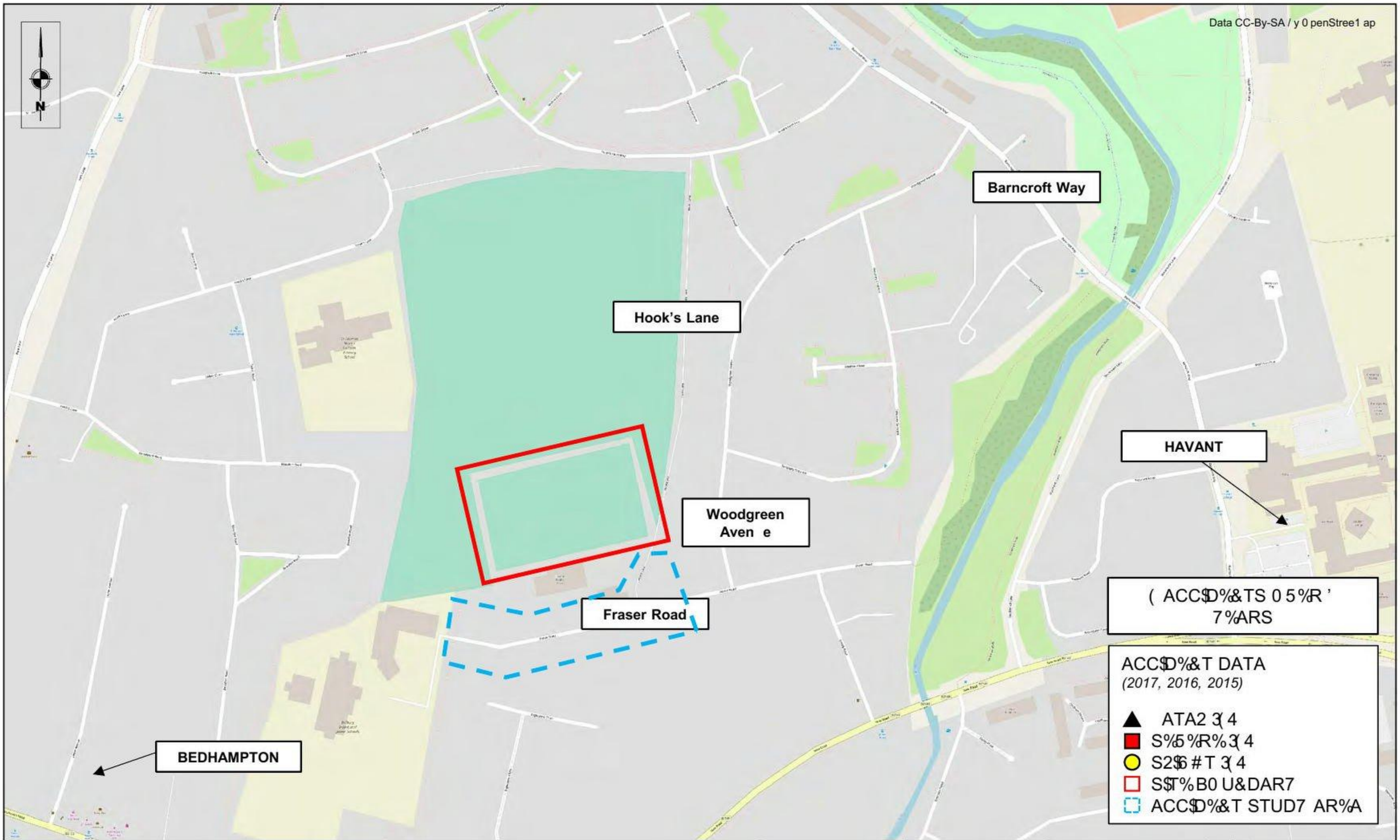
APPENDIX A



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APPENDIX B

NOTES: –

SIS Pitches

RFU 365 PROJECT

JOB TITLE

HAVANT RFC

CLIENT

PROPOSED LOCATION PLAN

DRAWING TITLE

1:500 SCALE	NJM DRAWN
18-09-17 DATE	APPROVED

SIS (UK) Ltd
Tavistock Works
Glasson Industrial Estate
Maryport
Cumbria
CA15 8NT
Tel: 01900 817837
philb@sisipitches.com

REV	AMENDMENT	DRAWN	CHECKED

PROJECT No.	DRG No.	REV
MUK1853	01	C

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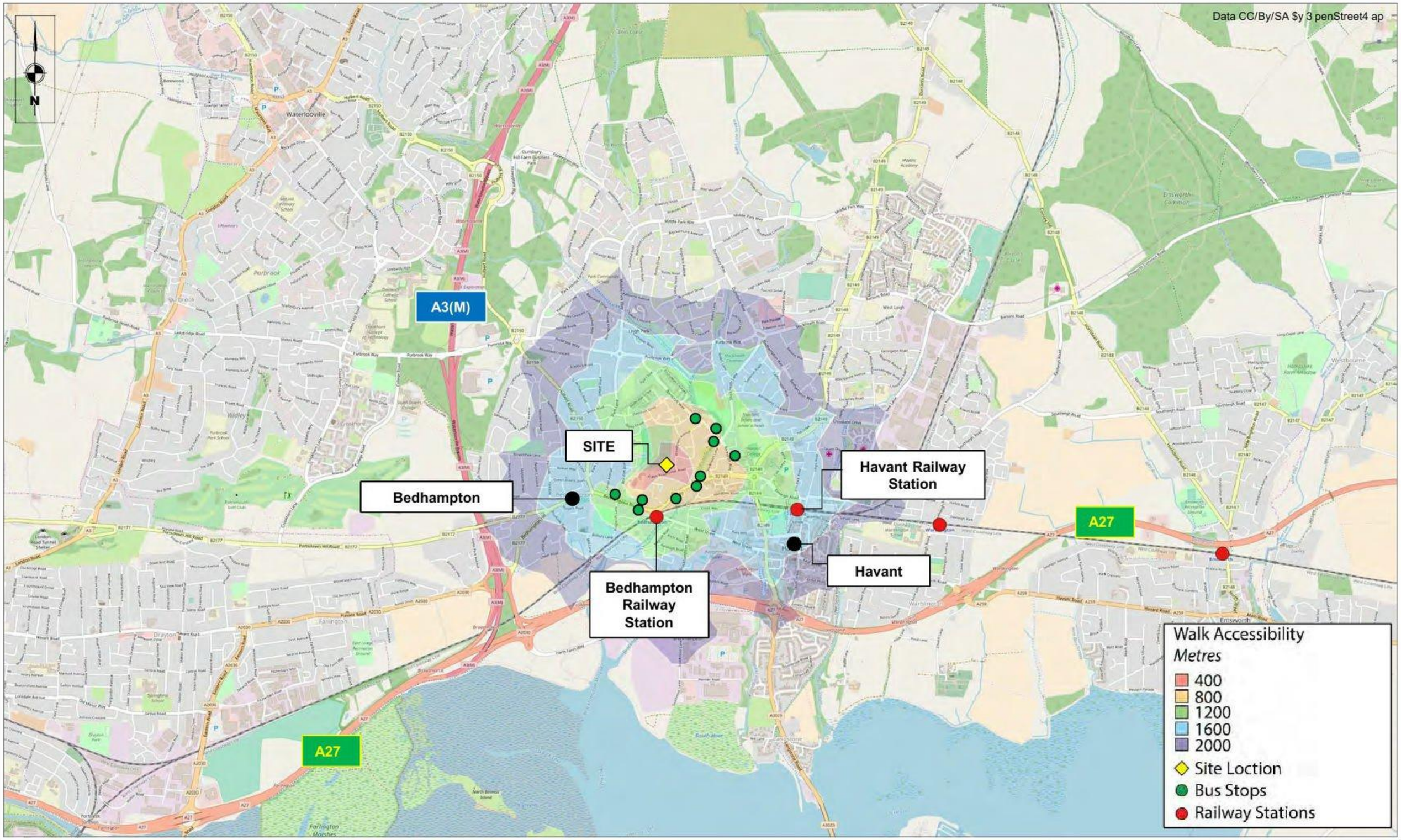
APPENDIX C



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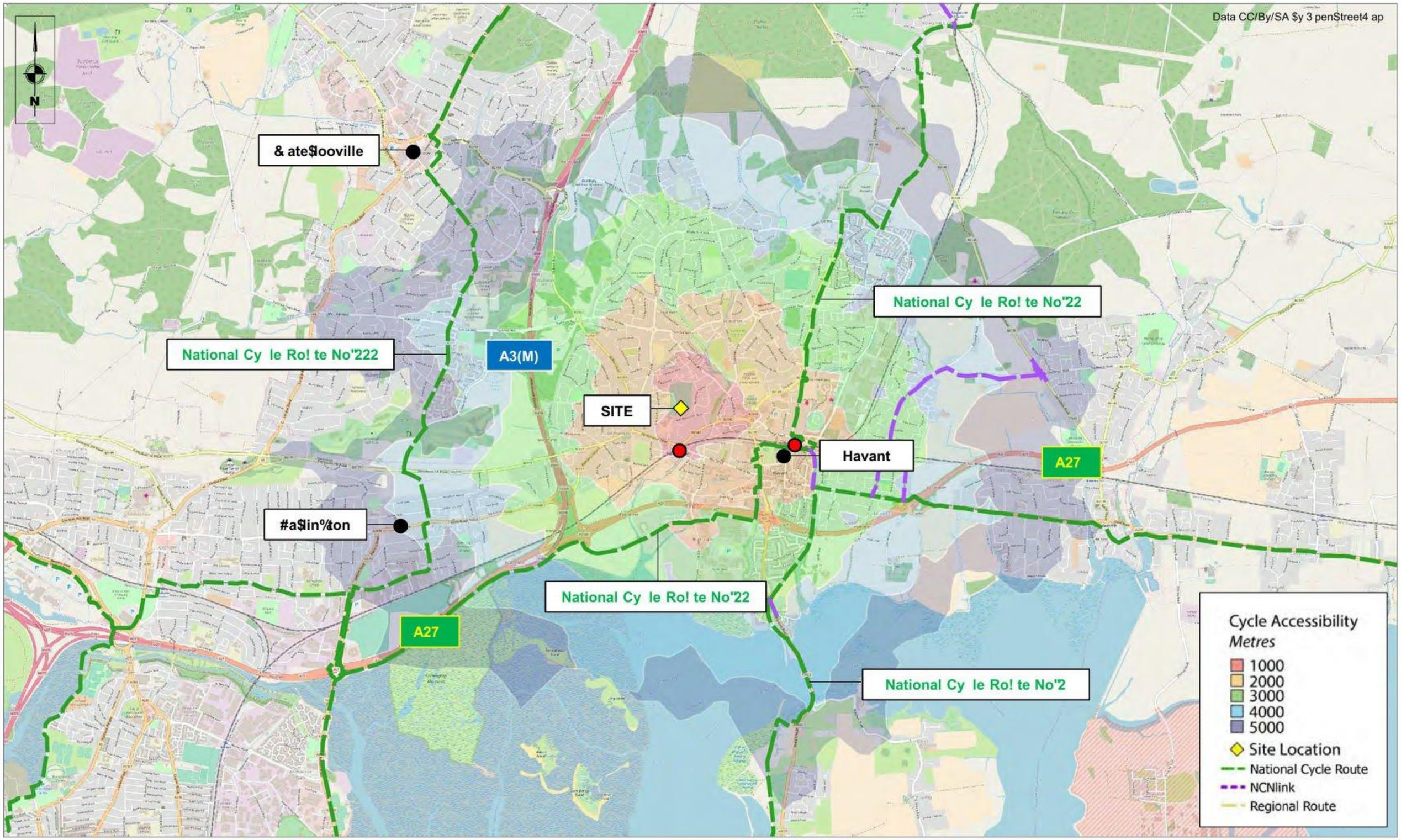

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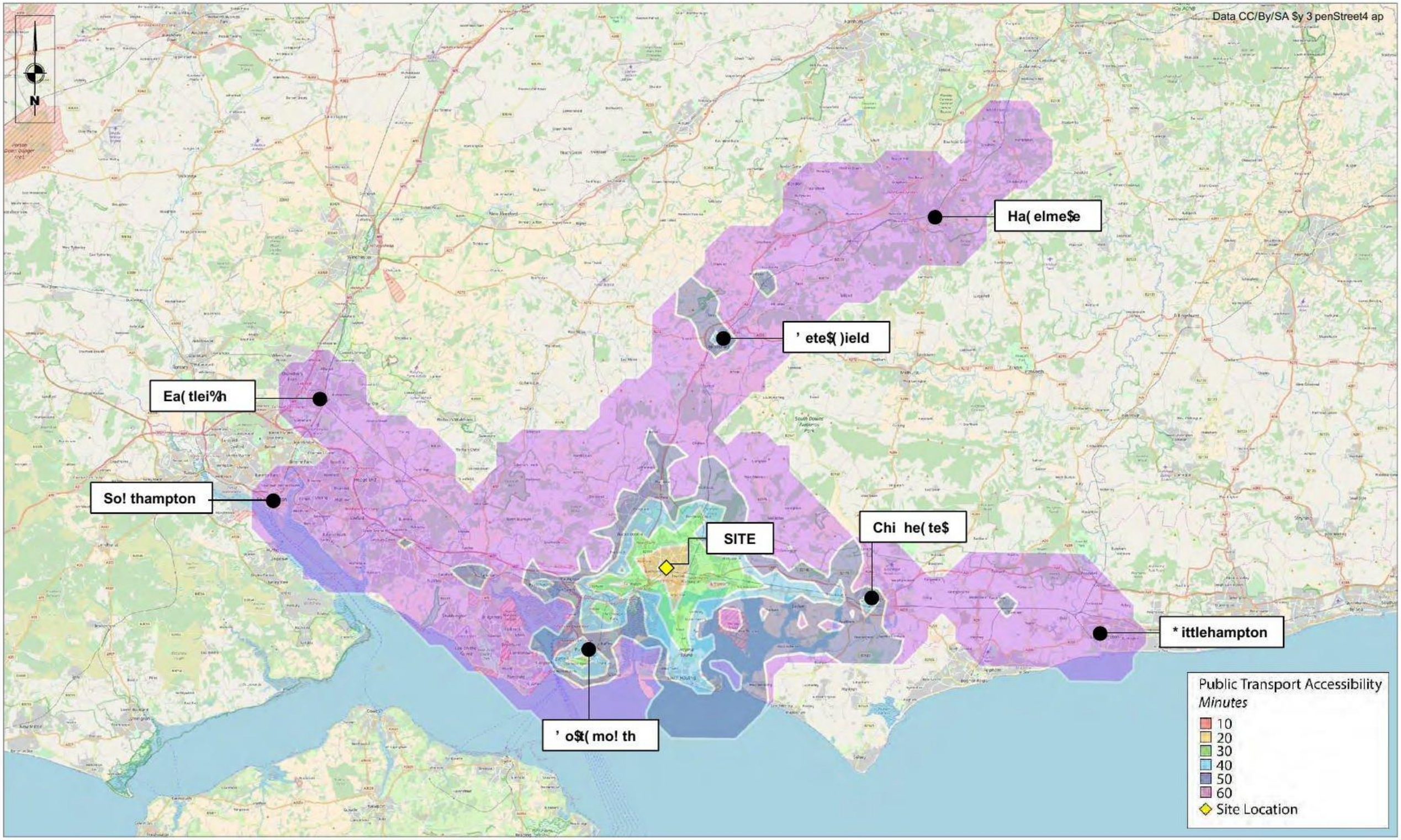

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APPENDIX D

Calculation Reference: AUDIT-540501-171127-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 days

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

Secondary 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: 9 to 12 (units:)
Range Selected by User: 3 to 12 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 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	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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	2
Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D2	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 1 mile:

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

250,001 to 500,000	4 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	3 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	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 DV-07-L-01 GOALS DEVON
OUTLAND ROAD
CENTRAL PARK
PLYMOUTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 10
Survey date: WEDNESDAY 18/07/12 Survey Type: MANUAL

2 GC-07-L-01 GOALS GLASGOW CITY
POLLOKSHAW ROAD
STRATHBUNGO
GLASGOW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 9
Survey date: FRIDAY 03/10/08 Survey Type: MANUAL

3 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

4 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

5 WY-07-L-01 GOALS WEST YORKSHIRE
REDCOTE LANE
BURLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of pitches: 12
Survey date: TUESDAY 11/11/03 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 VEHICLES

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	11	1.738	4	11	0.476	4	11	2.214
09:00 - 10:00	4	11	0.571	4	11	0.238	4	11	0.809
10:00 - 11:00	5	11	0.222	5	11	0.185	5	11	0.407
11:00 - 12:00	5	11	0.407	5	11	0.315	5	11	0.722
12:00 - 13:00	5	11	0.463	5	11	0.241	5	11	0.704
13:00 - 14:00	5	11	0.463	5	11	0.389	5	11	0.852
14:00 - 15:00	5	11	0.722	5	11	1.093	5	11	1.815
15:00 - 16:00	5	11	0.870	5	11	0.722	5	11	1.592
16:00 - 17:00	5	11	1.407	5	11	1.074	5	11	2.481
17:00 - 18:00	5	11	4.074	5	11	1.574	5	11	5.648
18:00 - 19:00	5	11	5.000	5	11	2.407	5	11	7.407
19:00 - 20:00	**5**	**11**	**5.167**	5	11	4.926	**5**	**11**	**10.093**
20:00 - 21:00	5	11	3.648	**5**	**11**	**5.000**	5	11	8.648
21:00 - 22:00	5	11	2.056	5	11	4.685	5	11	6.741
22:00 - 23:00	5	11	0.630	5	11	3.315	5	11	3.945
23:00 - 24:00	2	11	0.000	2	11	0.000	2	11	0.000
Total Rates:			27.438			26.640			54.078

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:	9 - 12 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	5
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 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**	**11**	**0.167**	4	11	0.024	4	11	0.191
09:00 - 10:00	4	11	0.143	4	11	0.071	**4**	**11**	**0.214**
10:00 - 11:00	5	11	0.019	5	11	0.000	5	11	0.019
11:00 - 12:00	5	11	0.019	5	11	0.000	5	11	0.019
12:00 - 13:00	5	11	0.000	5	11	0.000	5	11	0.000
13:00 - 14:00	5	11	0.037	5	11	0.037	5	11	0.074
14:00 - 15:00	5	11	0.019	5	11	0.019	5	11	0.038
15:00 - 16:00	5	11	0.000	**5**	**11**	**0.148**	5	11	0.148
16:00 - 17:00	5	11	0.037	5	11	0.056	5	11	0.093
17:00 - 18:00	5	11	0.074	5	11	0.074	5	11	0.148
18:00 - 19:00	5	11	0.111	5	11	0.000	5	11	0.111
19:00 - 20:00	5	11	0.019	5	11	0.093	5	11	0.112
20:00 - 21:00	5	11	0.056	5	11	0.000	5	11	0.056
21:00 - 22:00	5	11	0.000	5	11	0.074	5	11	0.074
22:00 - 23:00	5	11	0.019	5	11	0.056	5	11	0.075
23:00 - 24:00	2	11	0.000	2	11	0.045	2	11	0.045
Total Rates:			0.720			0.697			1.417

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:	9 - 12 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	5
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 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	11	0.786	4	11	0.381	4	11	1.167
09:00 - 10:00	4	11	0.524	4	11	0.310	4	11	0.834
10:00 - 11:00	5	11	1.111	5	11	0.352	5	11	1.463
11:00 - 12:00	5	11	0.315	5	11	0.185	5	11	0.500
12:00 - 13:00	5	11	0.611	5	11	0.370	5	11	0.981
13:00 - 14:00	5	11	0.370	5	11	1.130	5	11	1.500
14:00 - 15:00	5	11	0.685	5	11	0.574	5	11	1.259
15:00 - 16:00	5	11	0.870	5	11	1.056	5	11	1.926
16:00 - 17:00	5	11	0.685	5	11	0.704	5	11	1.389
17:00 - 18:00	5	11	0.815	5	11	0.574	5	11	1.389
18:00 - 19:00	**5**	**11**	**1.407**	5	11	0.500	5	11	1.907
19:00 - 20:00	5	11	0.833	**5**	**11**	**1.259**	**5**	**11**	**2.092**
20:00 - 21:00	5	11	1.000	5	11	0.759	5	11	1.759
21:00 - 22:00	5	11	0.389	5	11	0.648	5	11	1.037
22:00 - 23:00	5	11	0.148	5	11	0.500	5	11	0.648
23:00 - 24:00	2	11	0.000	2	11	0.682	2	11	0.682
Total Rates:			10.549			9.984			20.533

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:	9 - 12 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	5
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 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	11	0.190	4	11	0.000	4	11	0.190
09:00 - 10:00	4	11	0.167	4	11	0.167	4	11	0.334
10:00 - 11:00	**5**	**11**	**1.222**	5	11	0.093	5	11	1.315
11:00 - 12:00	5	11	0.111	5	11	1.222	5	11	1.333
12:00 - 13:00	5	11	0.148	5	11	0.130	5	11	0.278
13:00 - 14:00	5	11	1.204	5	11	0.130	5	11	1.334
14:00 - 15:00	5	11	0.130	**5**	**11**	**1.241**	**5**	**11**	**1.371**
15:00 - 16:00	5	11	0.352	5	11	0.333	5	11	0.685
16:00 - 17:00	5	11	0.204	5	11	0.296	5	11	0.500
17:00 - 18:00	5	11	0.093	5	11	0.000	5	11	0.093
18:00 - 19:00	5	11	0.167	5	11	0.278	5	11	0.445
19:00 - 20:00	5	11	0.037	5	11	0.056	5	11	0.093
20:00 - 21:00	5	11	0.000	5	11	0.037	5	11	0.037
21:00 - 22:00	5	11	0.000	5	11	0.000	5	11	0.000
22:00 - 23:00	5	11	0.000	5	11	0.000	5	11	0.000
23:00 - 24:00	2	11	0.000	2	11	0.000	2	11	0.000
Total Rates:			4.025			3.983			8.008

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 12 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	5
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.

Calculation Reference: AUDIT-540501-171128-1153

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
08 NORTH WEST
MS MERSEYSIDE 1 days

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

Secondary 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 10 (units:)
Range Selected by User: 9 to 18 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 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:
Saturday 1 days

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

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

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

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

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

Selected Location Sub Categories:
Residential Zone 1

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

Secondary Filtering selection:

Use Class:
D2 1 days

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

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.

Secondary Filtering selection (Cont.):

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:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 MS-07-L-01 POWERLEAGUE MERSEYSIDE
WHITTLE STREET
KIRKDALE
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 10
Survey date: SATURDAY 23/06/07 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 VEHICLES

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	1	10	0.100	1	10	0.000	1	10	0.100
09:00 - 10:00	1	10	0.300	1	10	0.400	1	10	0.700
10:00 - 11:00	1	10	1.100	1	10	0.900	1	10	2.000
11:00 - 12:00	1	10	0.900	1	10	1.100	1	10	2.000
12:00 - 13:00	**1**	**10**	**1.700**	1	10	1.000	1	10	2.700
13:00 - 14:00	1	10	1.500	1	10	1.400	**1**	**10**	**2.900**
14:00 - 15:00	1	10	0.500	1	10	0.400	1	10	0.900
15:00 - 16:00	1	10	1.200	1	10	1.000	1	10	2.200
16:00 - 17:00	1	10	0.700	1	10	1.100	1	10	1.800
17:00 - 18:00	1	10	1.000	**1**	**10**	**1.900**	1	10	2.900
18:00 - 19:00	1	10	0.300	1	10	0.300	1	10	0.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.300			9.500			18.800

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:	10 - 10 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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 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	1	10	0.000	1	10	0.000	1	10	0.000
09:00 - 10:00	1	10	0.000	1	10	0.000	1	10	0.000
10:00 - 11:00	1	10	0.000	1	10	0.000	1	10	0.000
11:00 - 12:00	**1**	**10**	**0.100**	1	10	0.000	**1**	**10**	**0.100**
12:00 - 13:00	1	10	0.000	1	10	0.000	1	10	0.000
13:00 - 14:00	1	10	0.000	1	10	0.000	1	10	0.000
14:00 - 15:00	1	10	0.000	1	10	0.000	1	10	0.000
15:00 - 16:00	1	10	0.000	1	10	0.000	1	10	0.000
16:00 - 17:00	1	10	0.000	**1**	**10**	**0.100**	1	10	0.100
17:00 - 18:00	1	10	0.000	1	10	0.000	1	10	0.000
18:00 - 19:00	1	10	0.000	1	10	0.000	1	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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.*

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Parameter summary

Trip rate parameter range selected:	10 - 10 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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 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	1	10	0.300	1	10	0.000	1	10	0.300
09:00 - 10:00	1	10	0.000	1	10	0.000	1	10	0.000
10:00 - 11:00	1	10	2.900	1	10	0.000	1	10	2.900
11:00 - 12:00	**1**	**10**	**5.600**	1	10	3.300	**1**	**10**	**8.900**
12:00 - 13:00	1	10	2.700	1	10	2.900	1	10	5.600
13:00 - 14:00	1	10	1.600	**1**	**10**	**5.200**	1	10	6.800
14:00 - 15:00	1	10	1.500	1	10	2.100	1	10	3.600
15:00 - 16:00	1	10	0.200	1	10	0.100	1	10	0.300
16:00 - 17:00	1	10	0.800	1	10	1.600	1	10	2.400
17:00 - 18:00	1	10	0.200	1	10	1.100	1	10	1.300
18:00 - 19:00	1	10	0.000	1	10	0.000	1	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.800			16.300			32.100

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.

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Parameter summary

Trip rate parameter range selected:	10 - 10 (units:)
Survey date date range:	01/01/00 - 18/07/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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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	1	10	0.200	1	10	0.000	1	10	0.200
09:00 - 10:00	1	10	0.000	1	10	0.000	1	10	0.000
10:00 - 11:00	**1**	**10**	**3.400**	1	10	0.000	1	10	3.400
11:00 - 12:00	1	10	1.800	**1**	**10**	**3.100**	**1**	**10**	**4.900**
12:00 - 13:00	1	10	0.500	1	10	0.800	1	10	1.300
13:00 - 14:00	1	10	0.300	1	10	2.300	1	10	2.600
14:00 - 15:00	1	10	0.300	1	10	0.000	1	10	0.300
15:00 - 16:00	1	10	0.000	1	10	0.000	1	10	0.000
16:00 - 17:00	1	10	0.300	1	10	0.100	1	10	0.400
17:00 - 18:00	1	10	0.000	1	10	0.000	1	10	0.000
18:00 - 19:00	1	10	0.000	1	10	0.000	1	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.800			6.300			13.100

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.

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Survey date date range:	01/01/00 - 18/07/12
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