

Harlington Sports Ground, Sipson Lane, Harlington, Hayes, UB3 5EH

To Discharge Condition 5 of Planning Application (Ref: 17488/APP/2021/1971)

Prepared on behalf of Imperial College London (ICL)

Trip Generation Technical Note – January 2022

Job Number: 21-094

Written By: J. Oswin

Checked By: T. Gosden

Introduction

This Technical Note (TN) has been prepared by Milestone Transport Planning (MTP) on behalf of Imperial College London (ICL) to satisfy the requirements of Condition 5 of the planning consent (Ref. 17488/APP/2021/1971) for the construction of a multi-use games area (MUGA) on land occupied by Imperial College London, Harlington Sports Ground, Sipson Road, Harlington, Hayes, UB3 5EH.

Planning Condition 5 of the Decision Notice dated 16th December 2021 states *"The Multi-Use Games Area hereby permitted shall not be brought into use until a Car Parking Management Plan and supporting Trip Generation Technical Note has been submitted to, and approved in writing by, the Local Planning Authority. The Car Parking Management Plan shall show 20% of all new car parking spaces with an active electric vehicle charging point installed and with all other new car parking spaces having passive provision. Thereafter the parking shall remain for the use of the Multi-Use Games Area in accordance with the approved scheme and remain so for the life of the development"*.

Following correspondence with the London Borough of Hillingdon, it has been requested that MTP undertake an additional trip generation assessment for the proposed MUGA development at Harlington Sports Ground.

Trip Generation

This section of the note presents the methodology for establishing the trip generation for the existing use at the site, as well as the likely uplift in trip generation produced by the proposed MUGA facility:

- A Multi-Use Games Area (MUGA) measuring 48.7-metres x 26.6-metres (1,785m²) accommodating 3 tennis courts and 2 netball courts.

Existing – Leisure Use

The TRICS database (Version 7.8.1) was interrogated to identify sites with similar characteristics in regards to location, accessibility to public transport services and on-site parking provision, under the land use category '07 Leisure – Football – 5-a-side' for the purposes of establishing the vehicular trip generation.

The following search parameters were applied to further ensure compliance with TRICS.

- Selected Geographical Regions and Areas – Greater London, East Anglia, East Midlands, Yorkshire & North Lincolnshire, North, Wales;
- Pitch Range – 2 to 18 units;
- Selected Survey Days – Weekdays-only;
- Selected Date Range - 01/01/00 to 27/09/19; and
- Selected Locations – Edge of Town Centre, Edge of Town and Suburban Area.

When applying the above-mentioned search parameters, it is evident there are a number of sites within the land use category, which exhibit similar characteristics in terms of location and on-site car parking provision.

It should be noted that the TRICS database does not hold surveyed data relating to 11-a-side football pitches. As mentioned above, parameters were set to 5-a-side leisure. To ensure that the trip generation output for the existing use at Harlington Sports Ground was accurate, a factor of 2 has been applied to the number of pitches used to determine the number of vehicular trips.

As shown in Table 1, and established in the submitted Transport Statement, the existing use has the potential to generate in the region of 795 two-way vehicular trips over the course of a typical weekday including 23 and 150 during the AM (09:00 – 10:00) and PM (19:00 – 20:00) peak hour periods respectively.

Table 1 Vehicular Trip Rates / Generation – Football Pitch (16 pitches)

Time Period	Vehicular Trip Rates			Total Vehicle Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (09:00 – 10:00)	1.146	0.268	1.414	18	4	22
PM Peak Hour (19:00 – 20:00)	4.683	4.707	9.39	75	75	150
Daily (08:00 – 23:00)	24.882	24.797	49.679	398	397	795

Proposed – Leisure Use

Concern was raised by the Highway Authority regarding the 'Tennis Club' parameter that had been used to provide a TRICS output within the submitted Transport Statement. The assumption was made due to the COVID pandemic restricting the ability to obtain reliable 'first principles' data, as well as the TRICS database having no surveys for MUGAs / similar facilities.

It was suggested that:

"An alternative approach would be to use a TRICS output for '5-a-side football' and apply a factor of 3 pitches to reflect 30 players on the MUGA at any one time. This would equate comparably with the maximum of 28 players attending netball games."

Taking the suggestion into consideration, MTP interrogated the TRICS database to obtain a revised trip generation output for the proposed MUGA facility. The TRICS output is provided at Appendix 1 and was agreed with the London Borough of Hillingdon on 1st December 2021. Table 2 shows the net uplift in vehicular trips at the site during the AM / PM peak, as well as over the course of a typical day.

Table 2 Vehicular Trip Rates / Generation – Football Pitch (3 pitches)

Time Period	Vehicular Trip Rates			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (09:00 – 10:00)	0.484	0.258	0.742	1	1	2
PM Peak Hour (19:00 – 20:00)	4.387	3.419	7.806	13	10	23
Daily (08:00 – 23:00)	18.096	18.152	36.248	54	54	108

From Table 2 it can be seen that the proposed MUGA could generate in the region of 2 two-way vehicular movements during the AM Peak (09:00-10:00) and 23 two-way vehicular movements during the PM Peak (19:00-20:00). Across a daily period, approximately 108 two-way movements will be generated by the proposed MUGA use.

Table 3 shows the calculation of parking accumulation at the site. It can be concluded that the existing use has the potential to create a peak accumulation of 104 cars, whilst the proposed accumulation generates additional demand for 17 car parking spaces. The combined forecast peak accumulation totals 121 car parking spaces – under this scenario there would be a spare capacity of 4 spaces of the 125 total parking spaces provided at Harlington Sports Ground.

Table 3 Daily Vehicle Parking Demand

Time Period	Existing			Proposed			Combined Parking Demand
	Arrivals	Departures	Total	Arrivals	Departures	Total	
0800-0900	18	3	15	2	1	1	16
0900-1000	18	4	29	1	1	2	31
1000-1100	4	4	29	1	0	2	31
1100-1200	7	5	32	1	1	2	34
1200-1300	5	8	29	1	0	3	32
1300-1400	6	5	30	1	1	3	33
1400-1500	14	20	25	2	2	2	27
1500-1600	20	14	31	1	2	2	33
1600-1700	20	12	39	0	1	2	41
1700-1800	40	19	60	8	2	8	68
1800-1900	76	32	104	9	3	14	118
1900-2000	75	75	104	13	10	17	121
2000-2100	68	79	94	9	9	17	111
2100-2200	23	65	52	3	13	8	60
2200-2300	3	46	8	1	9	0	8

It is further considered that a proportion of vehicular trips to the MUGA facility would be '*pass-by*', '*diverted*' or '*transferred*' trips and therefore not newly generated trips. The DfT's previous guidance on Transport Assessments, defines these as follows:

- **Pass-By (non-diverted) Trips** – trips already present on the road network directly adjacent to the points of access to the site that will turn into the site;
- **Linked Trips** – trips with multiple destinations either within the development site or within the local area; and
- **Diverted Trips** – trips already present on the road network not on the road(s) from which the site access is taken which involve travellers making a diversion from the route normally or previously takes.

Conclusion

This Trip Generation Technical Note has been prepared by MTP on behalf of ICL to satisfy the requirements of Condition 5 of planning consent (London Borough of Hillingdon Reference: 17488/APP/2021/1971) for the construction of a multi-use games area (MUGA) on land occupied by Imperial College London, Harlington Sports Ground, Sipson Road, Harlington, Hayes, UB3 5EH.

In the context of trip generation, the predicted increase in vehicle trips associated with the Planning Application proposals will have a minimal impact on the operation of the local highway network. Paragraph 109 of the NPPF supports this by stating that *"...development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

It can be concluded that the small uplift in vehicular trip generation in the peak hours, as well as over a typical weekday, will have a negligible impact on the existing operation of the site. The trips generated produced by the proposals will not require additional parking to be provided or, in context to this document, any additional facilities to accommodate the functioning of vehicular movement at Harlington Sports Ground.

Based on the information presented in this document, the London Borough of Hillingdon are respectfully requested to confirm that the CPMP fully satisfies the requirements of Planning Condition 5.

Appendix 1

Calculation Reference: AUDIT-740101-210726-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	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 11 (units:)
 Range Selected by User: 10 to 11 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 26/11/18

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

Selected survey days:

Monday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F2(c) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

250,001 to 500,000 2 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:

1.1 to 1.5 3 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 2 days

3 Moderate 1 days

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

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LIST OF SITES relevant to selection parameters

1	DV-07-L-01	GOALS		DEVON
	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	
2	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	
3	KI-07-L-01	GOALS		KINGSTON
	KINGSTON ROAD			
	TOLWORTH			
	Edge of Town Centre			
	No Sub Category			
	Total Number of pitches:	10		
	Survey date: MONDAY	26/11/18	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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.548	3	10	0.258	3	10	0.806
09:00 - 10:00	3	10	0.484	3	10	0.258	3	10	0.742
10:00 - 11:00	3	10	0.194	3	10	0.065	3	10	0.259
11:00 - 12:00	3	10	0.226	3	10	0.194	3	10	0.420
12:00 - 13:00	3	10	0.419	3	10	0.097	3	10	0.516
13:00 - 14:00	3	10	0.258	3	10	0.355	3	10	0.613
14:00 - 15:00	3	10	0.548	3	10	0.710	3	10	1.258
15:00 - 16:00	3	10	0.484	3	10	0.516	3	10	1.000
16:00 - 17:00	3	10	0.161	3	10	0.226	3	10	0.387
17:00 - 18:00	3	10	2.742	3	10	0.774	3	10	3.516
18:00 - 19:00	3	10	3.129	3	10	0.968	3	10	4.097
19:00 - 20:00	3	10	4.387	3	10	3.419	3	10	7.806
20:00 - 21:00	3	10	3.032	3	10	2.968	3	10	6.000
21:00 - 22:00	3	10	1.161	3	10	4.355	3	10	5.516
22:00 - 23:00	3	10	0.323	3	10	2.839	3	10	3.162
23:00 - 24:00	2	10	0.000	2	10	0.150	2	10	0.150
Total Rates:			18.096			18.152			36.248

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 - 11 (units:)
 Survey date range: 01/01/00 - 26/11/18
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.000	3	10	0.000	3	10	0.000
10:00 - 11:00	3	10	0.000	3	10	0.000	3	10	0.000
11:00 - 12:00	3	10	0.000	3	10	0.000	3	10	0.000
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	0.000	3	10	0.000	3	10	0.000
14:00 - 15:00	3	10	0.000	3	10	0.000	3	10	0.000
15:00 - 16:00	3	10	0.000	3	10	0.000	3	10	0.000
16:00 - 17:00	3	10	0.000	3	10	0.000	3	10	0.000
17:00 - 18:00	3	10	0.032	3	10	0.032	3	10	0.064
18:00 - 19:00	3	10	0.032	3	10	0.032	3	10	0.064
19:00 - 20:00	3	10	0.161	3	10	0.161	3	10	0.322
20:00 - 21:00	3	10	0.032	3	10	0.032	3	10	0.064
21:00 - 22:00	3	10	0.032	3	10	0.032	3	10	0.064
22:00 - 23:00	3	10	0.194	3	10	0.194	3	10	0.388
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			0.483			0.483			0.966

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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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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.065	3	10	0.065	3	10	0.130
09:00 - 10:00	3	10	0.032	3	10	0.032	3	10	0.064
10:00 - 11:00	3	10	0.000	3	10	0.000	3	10	0.000
11:00 - 12:00	3	10	0.000	3	10	0.000	3	10	0.000
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	0.000	3	10	0.000	3	10	0.000
14:00 - 15:00	3	10	0.000	3	10	0.000	3	10	0.000
15:00 - 16:00	3	10	0.032	3	10	0.032	3	10	0.064
16:00 - 17:00	3	10	0.032	3	10	0.032	3	10	0.064
17:00 - 18:00	3	10	0.000	3	10	0.000	3	10	0.000
18:00 - 19:00	3	10	0.032	3	10	0.032	3	10	0.064
19:00 - 20:00	3	10	0.000	3	10	0.000	3	10	0.000
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			0.193			0.193			0.386

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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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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.000	3	10	0.000	3	10	0.000
10:00 - 11:00	3	10	0.000	3	10	0.000	3	10	0.000
11:00 - 12:00	3	10	0.000	3	10	0.000	3	10	0.000
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	0.032	3	10	0.032	3	10	0.064
14:00 - 15:00	3	10	0.032	3	10	0.032	3	10	0.064
15:00 - 16:00	3	10	0.000	3	10	0.000	3	10	0.000
16:00 - 17:00	3	10	0.000	3	10	0.000	3	10	0.000
17:00 - 18:00	3	10	0.000	3	10	0.000	3	10	0.000
18:00 - 19:00	3	10	0.000	3	10	0.000	3	10	0.000
19:00 - 20:00	3	10	0.000	3	10	0.000	3	10	0.000
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			0.064			0.064			0.128

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.097	3	10	0.000	3	10	0.097
09:00 - 10:00	3	10	0.032	3	10	0.000	3	10	0.032
10:00 - 11:00	3	10	0.000	3	10	0.000	3	10	0.000
11:00 - 12:00	3	10	0.000	3	10	0.000	3	10	0.000
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	0.032	3	10	0.032	3	10	0.064
14:00 - 15:00	3	10	0.000	3	10	0.032	3	10	0.032
15:00 - 16:00	3	10	0.000	3	10	0.097	3	10	0.097
16:00 - 17:00	3	10	0.000	3	10	0.000	3	10	0.000
17:00 - 18:00	3	10	0.129	3	10	0.000	3	10	0.129
18:00 - 19:00	3	10	0.097	3	10	0.000	3	10	0.097
19:00 - 20:00	3	10	0.000	3	10	0.129	3	10	0.129
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.032	3	10	0.032
22:00 - 23:00	3	10	0.000	3	10	0.065	3	10	0.065
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			0.387			0.387			0.774

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.968	3	10	0.258	3	10	1.226
09:00 - 10:00	3	10	0.645	3	10	0.258	3	10	0.903
10:00 - 11:00	3	10	0.194	3	10	0.065	3	10	0.259
11:00 - 12:00	3	10	0.387	3	10	0.258	3	10	0.645
12:00 - 13:00	3	10	0.677	3	10	0.355	3	10	1.032
13:00 - 14:00	3	10	0.290	3	10	0.548	3	10	0.838
14:00 - 15:00	3	10	0.613	3	10	1.032	3	10	1.645
15:00 - 16:00	3	10	0.710	3	10	0.871	3	10	1.581
16:00 - 17:00	3	10	0.226	3	10	0.258	3	10	0.484
17:00 - 18:00	3	10	4.419	3	10	0.677	3	10	5.096
18:00 - 19:00	3	10	5.516	3	10	1.226	3	10	6.742
19:00 - 20:00	3	10	7.000	3	10	5.710	3	10	12.710
20:00 - 21:00	3	10	4.419	3	10	5.548	3	10	9.967
21:00 - 22:00	3	10	1.258	3	10	6.839	3	10	8.097
22:00 - 23:00	3	10	0.065	3	10	4.645	3	10	4.710
23:00 - 24:00	2	10	0.000	2	10	0.150	2	10	0.150
Total Rates:			27.387			28.698			56.085

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.548	3	10	0.000	3	10	0.548
09:00 - 10:00	3	10	0.129	3	10	0.000	3	10	0.129
10:00 - 11:00	3	10	1.387	3	10	0.065	3	10	1.452
11:00 - 12:00	3	10	0.000	3	10	0.065	3	10	0.065
12:00 - 13:00	3	10	0.097	3	10	0.000	3	10	0.097
13:00 - 14:00	3	10	0.194	3	10	1.226	3	10	1.420
14:00 - 15:00	3	10	0.290	3	10	0.258	3	10	0.548
15:00 - 16:00	3	10	0.161	3	10	0.742	3	10	0.903
16:00 - 17:00	3	10	0.032	3	10	0.000	3	10	0.032
17:00 - 18:00	3	10	0.290	3	10	0.065	3	10	0.355
18:00 - 19:00	3	10	1.097	3	10	0.032	3	10	1.129
19:00 - 20:00	3	10	0.548	3	10	0.516	3	10	1.064
20:00 - 21:00	3	10	0.613	3	10	0.000	3	10	0.613
21:00 - 22:00	3	10	0.032	3	10	0.419	3	10	0.451
22:00 - 23:00	3	10	0.000	3	10	0.194	3	10	0.194
23:00 - 24:00	2	10	0.000	2	10	0.750	2	10	0.750
Total Rates:			5.418			4.332			9.750

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.032	3	10	0.000	3	10	0.032
10:00 - 11:00	3	10	0.000	3	10	0.000	3	10	0.000
11:00 - 12:00	3	10	0.000	3	10	0.000	3	10	0.000
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	0.000	3	10	0.000	3	10	0.000
14:00 - 15:00	3	10	0.000	3	10	0.000	3	10	0.000
15:00 - 16:00	3	10	0.000	3	10	0.000	3	10	0.000
16:00 - 17:00	3	10	0.032	3	10	0.032	3	10	0.064
17:00 - 18:00	3	10	0.032	3	10	0.032	3	10	0.064
18:00 - 19:00	3	10	0.000	3	10	0.000	3	10	0.000
19:00 - 20:00	3	10	0.065	3	10	0.097	3	10	0.162
20:00 - 21:00	3	10	0.226	3	10	0.000	3	10	0.226
21:00 - 22:00	3	10	0.000	3	10	0.161	3	10	0.161
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			0.387			0.322			0.709

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.000	3	10	0.000	3	10	0.000
10:00 - 11:00	3	10	0.000	3	10	0.000	3	10	0.000
11:00 - 12:00	3	10	0.000	3	10	0.000	3	10	0.000
12:00 - 13:00	3	10	0.000	3	10	0.032	3	10	0.032
13:00 - 14:00	3	10	0.000	3	10	0.000	3	10	0.000
14:00 - 15:00	3	10	0.000	3	10	0.000	3	10	0.000
15:00 - 16:00	3	10	0.000	3	10	0.000	3	10	0.000
16:00 - 17:00	3	10	0.000	3	10	0.000	3	10	0.000
17:00 - 18:00	3	10	0.000	3	10	0.000	3	10	0.000
18:00 - 19:00	3	10	0.000	3	10	0.000	3	10	0.000
19:00 - 20:00	3	10	0.032	3	10	0.065	3	10	0.097
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			0.032			0.097			0.129

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.000	3	10	0.000	3	10	0.000
10:00 - 11:00	3	10	1.903	3	10	0.000	3	10	1.903
11:00 - 12:00	3	10	0.000	3	10	1.903	3	10	1.903
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	1.903	3	10	0.000	3	10	1.903
14:00 - 15:00	3	10	0.000	3	10	1.903	3	10	1.903
15:00 - 16:00	3	10	0.000	3	10	0.000	3	10	0.000
16:00 - 17:00	3	10	0.000	3	10	0.000	3	10	0.000
17:00 - 18:00	3	10	0.000	3	10	0.000	3	10	0.000
18:00 - 19:00	3	10	0.000	3	10	0.000	3	10	0.000
19:00 - 20:00	3	10	0.000	3	10	0.000	3	10	0.000
20:00 - 21:00	3	10	0.000	3	10	0.000	3	10	0.000
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			3.806			3.806			7.612

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.032	3	10	0.000	3	10	0.032
10:00 - 11:00	3	10	1.903	3	10	0.000	3	10	1.903
11:00 - 12:00	3	10	0.000	3	10	1.903	3	10	1.903
12:00 - 13:00	3	10	0.000	3	10	0.032	3	10	0.032
13:00 - 14:00	3	10	1.903	3	10	0.000	3	10	1.903
14:00 - 15:00	3	10	0.000	3	10	1.903	3	10	1.903
15:00 - 16:00	3	10	0.000	3	10	0.000	3	10	0.000
16:00 - 17:00	3	10	0.032	3	10	0.032	3	10	0.064
17:00 - 18:00	3	10	0.032	3	10	0.032	3	10	0.064
18:00 - 19:00	3	10	0.000	3	10	0.000	3	10	0.000
19:00 - 20:00	3	10	0.097	3	10	0.161	3	10	0.258
20:00 - 21:00	3	10	0.226	3	10	0.000	3	10	0.226
21:00 - 22:00	3	10	0.000	3	10	0.161	3	10	0.161
22:00 - 23:00	3	10	0.000	3	10	0.000	3	10	0.000
23:00 - 24:00	2	10	0.000	2	10	0.000	2	10	0.000
Total Rates:			4.225			4.224			8.449

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

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

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	10	1.613	3	10	0.258	3	10	1.871
09:00 - 10:00	3	10	0.839	3	10	0.258	3	10	1.097
10:00 - 11:00	3	10	3.484	3	10	0.129	3	10	3.613
11:00 - 12:00	3	10	0.387	3	10	2.226	3	10	2.613
12:00 - 13:00	3	10	0.774	3	10	0.387	3	10	1.161
13:00 - 14:00	3	10	2.419	3	10	1.806	3	10	4.225
14:00 - 15:00	3	10	0.903	3	10	3.226	3	10	4.129
15:00 - 16:00	3	10	0.871	3	10	1.710	3	10	2.581
16:00 - 17:00	3	10	0.290	3	10	0.290	3	10	0.580
17:00 - 18:00	3	10	4.871	3	10	0.774	3	10	5.645
18:00 - 19:00	3	10	6.710	3	10	1.258	3	10	7.968
19:00 - 20:00	3	10	7.645	3	10	6.516	3	10	14.161
20:00 - 21:00	3	10	5.258	3	10	5.548	3	10	10.806
21:00 - 22:00	3	10	1.290	3	10	7.452	3	10	8.742
22:00 - 23:00	3	10	0.065	3	10	4.903	3	10	4.968
23:00 - 24:00	2	10	0.000	2	10	0.900	2	10	0.900
Total Rates:			37.419			37.641			75.060

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.