Stranraer Marina Expansion Project

Parking Survey Results & Development Parking Demand Impact Assessment

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FAIRHURST

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					Checked	J Craft
					Approved	J Craft
	3				Prepared By	
					Checked	
					Approved	
	4				Prepared By	
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APPENDICES

1. Introduction

1.1 Fairhurst has been commissioned by Balfour Beatty Civil Engineering to provide transportation support relating to the proposed expansion of Stranraer Marina, which is centred around an Environmental Impact Assessment (EIA) chapter.

1.2 This Technical Note (TN) presents the findings of a comprehensive parking survey conducted to assess current parking conditions and availability within existing car parks and on-street parking locations within Stranraer.

Aims & Objectives

1.3 The aim of this report is to outline key findings and propose actionable recommendations to ensure that sufficient car parking spaces are available for users of the proposed Marina expansion.

1.4 The primary objectives of this survey report are to evaluate:

- The current number of available parking spaces at three main car parks during peak and off-peak day-time hours;
- The existing on-street parking activity, along Market Street / Agnew Crescent;
- Construction impacts of the proposed development and consented development;
- Operational impacts of the proposed development and consented development.

Consultation

1.5 Dumfries & Galloway Council were consulted regarding trip generation and the scope of the study. In their response (dated 11/07/2024), they provided information from the Active Travel Links (ATL) project. The ATL parking survey results will be used to validate the proposed development's study parking surveys.

1.6 D&GC commissioned Stantec to assess feasibility and produce initial concept designs for three potential active travel routes in Stranraer, one of which aims to provide an accessible gateway route for walking, wheeling and cycling from the Marina into the town to connect with existing services and facilities.

1.7 The study included parking surveys covering seven car parks in the town between the hours of 07:00 and 19:00, including Marine Lake (Agnew Crescent), Breastworks and Port Rodie.

1.8 The maximum accumulation of parking reported within the Active Travel links study were as follows:

- Port Rodie: 30.4%
- Breastworks: 39.2%
- Marine Lake: 24.1%

1.9 On-street parking counts were conducted in the active travel links project area between the hours of 07:00 and 19:00 in 60-minute beat intervals on Monday the 22nd of May 2023. This included the A717 Market Street, between Queen Street and King Street.

1.10 The study states that on-street parking provisions did not reach full capacity on the day that the survey was carried out.

1.11 A meeting was held 15th January 2025, with D&GC Roads & Infrastructure officers to discuss the impact of the proposed development and requirements for considering event parking.

1.12 The town of Stranraer has hosted many events in the past, for example Skiffies World Tour, Carnival, Cattle Show, with ambitions to hold more in the future.

1.13 The discussions included recognition that the Stranraer Oyster Festival has been held annually, and certainly will be held in 2025. EDC Roads & Infrastructure have provided the 2024 layout and public notice detailing the suspension of use of Breastworks car park. It is understood that a similar arrangement would be require in subsequent years.

1.14 Due to the short-term nature of the Oyster Festival, no specific studies have been carried out, however, it is the opinion of D&GC that there has been sufficient parking provision in the wider Stranraer town that has been sufficient to satisfy additional parking demand.

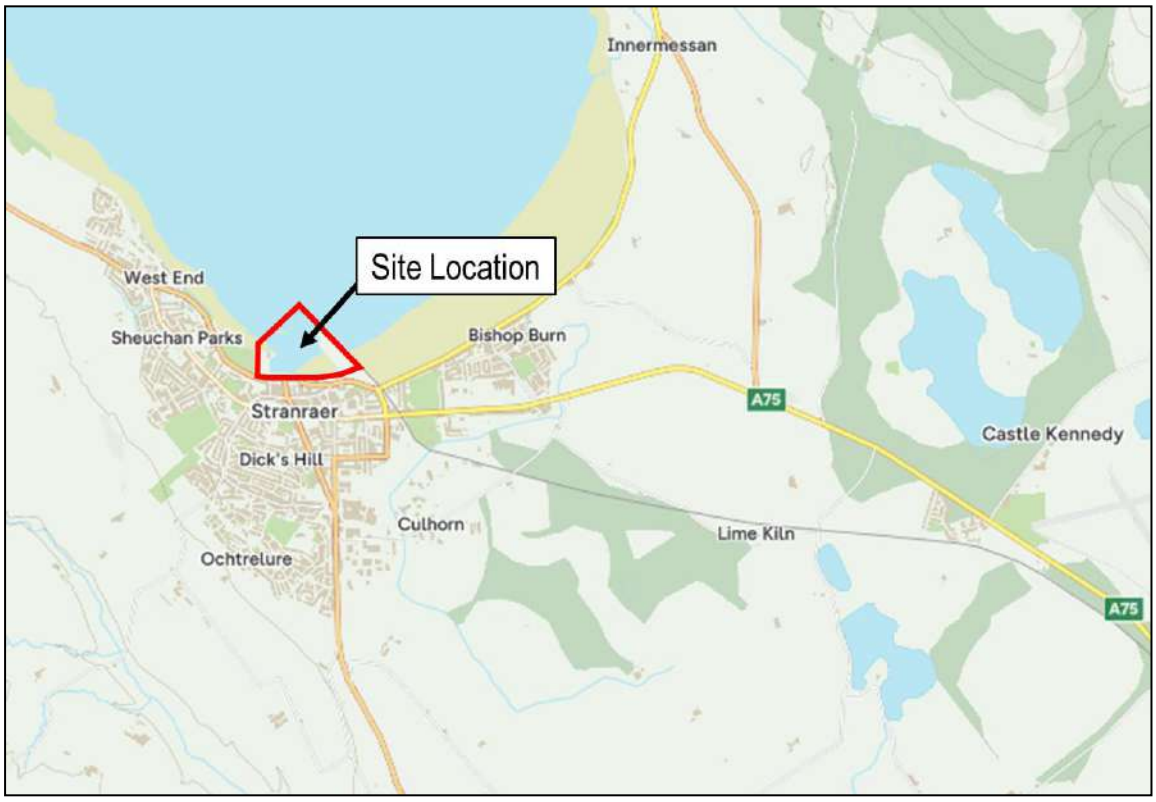
2. Proposed Development

Site Location

2.1 The existing Stranraer Marina is located in the north of the town of Stranraer and is operated by Dumfries and Galloway Council (D&GC). An area of the marina is leased from Crown Estates.

2.2 The site location is shown in Figure 2-1.

Figure 2-1: Site Location Plan



Proposed Development Content

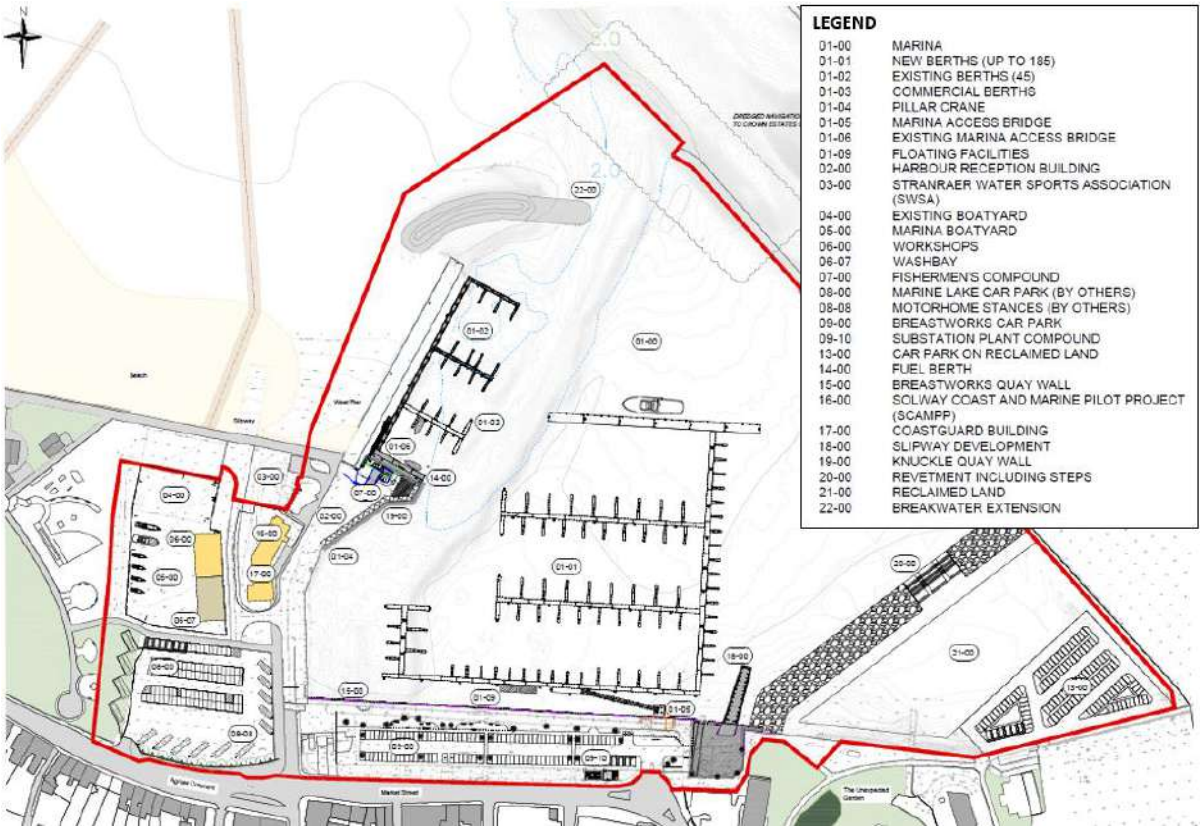
2.3 The proposed development includes the following:

- Revised Marina layout - inclusion of up to an additional 185 new berths and approximately 14 commercial berths;
- Increased dredging and breakwaters to accommodate new marina layout;
- Upgraded Fuel Berth;
- New linkspan to new berth pontoons;
- New Workshops, as well as a vessel wash down bay;

- New floating harbour/marina facilities for users of the new berth pontoons;
- Retrofitting of the existing harbour reception building to enhance energy efficiency;
- New Fishermen's Compound;
- New quay wall to replace the existing wall at Breastworks car park;
- New Coastguard and research building (Solway Coast and Marina Pilot Project);
- Redeveloped public slipway, linking into and enhancing the existing coastal walk, connecting to the new reclaimed land area;
- Upgrading and installation of new lighting through the project area;
- New car parking and community space on reclaimed land area – with a new linked revetment between the land and water providing a seating area and view point; and
- Upgrades to both Breastworks and Marine Lake car parks, including motorhome stances.

2.4 An extract from the Masterplan extent of works drawing is shown in Figure 2-2. The original drawing is contained in Appendix A.

Figure 2-2: Extract from Masterplan Layout



3. Parking Survey Details & Results

3.1 This section of the report details the methodology used to collect and analyse data, providing a foundation for the findings and recommendations presented later in the report.

3.2 The parking survey was conducted by a private survey company to assess the current utilisation, availability, and demand for parking within the study area. The study area consists of the following locations:

- Port Rodie Car Park;
- Breastworks Car Park;
- Marine Lake Car Park;
- A717 Market Street (between Queen Street and King Street) on-street parking; and
- A718 Agnew Crescent (between King Street and property No.26) on-street parking.

3.3 In advance of the survey, the private survey company undertook a parking inventory to determine nature, type volume and designation of all on-street parking spaces.

3.4 The parking survey was carried out over two separate days, Friday 12th & Saturday 13th July 2024, between the hours of 8am and 6pm. The survey period occurs outwith school term time, when it is considered that parking in Stranraer Town Centre is expected to be at its busiest. The survey times were chosen with the aim of capturing a robust snapshot of parking behaviour across various times of day, including peak and off-peak hours. The parking beats were carried out in 60-minute intervals and recorded the number of vehicles parked at each location.

3.5 Figure 3-1 presents the parking survey plan, which indicates the location of each of the surveyed parking areas.

Figure 3-1: Parking Survey Location Plan (Courtesy of Ordnance Survey)

Parking Survey Results

3.6 The parking survey results provide a detailed overview of existing parking patterns within the study area. The analysis of these results reveals key patterns and insights that are essential for understanding the current parking landscape and identifying areas for improvement and also informs the proposed Stranraer Marina expansion of the parking availability within the local area.

3.7 The parking results are contained in the Appendix B.

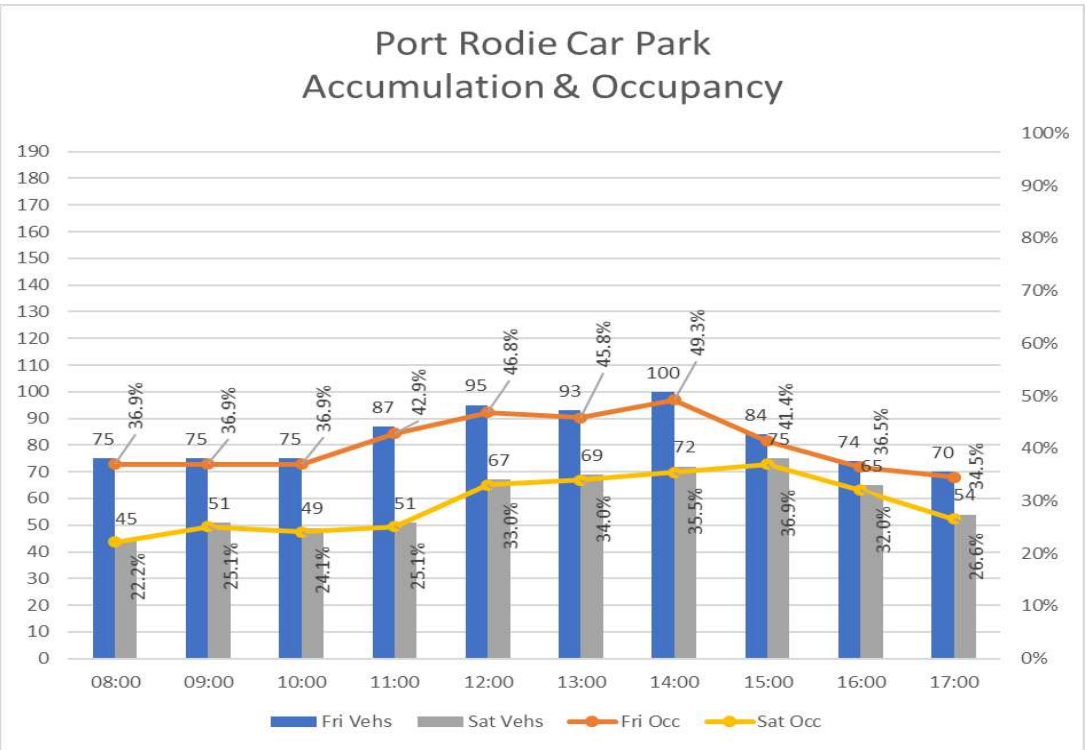
Port Rodie Car Park

3.8 The Port Rodie car park is free to use and open daily for 24 hours, the main car park includes a height restriction to vehicles over 6ft 6in. It was noted that some of the fencing has been removed and this allows over-height vehicles access to the main car park. The car park also includes an area fronting onto the A717 Port Rodie, that does not include any height constraint. Large goods vehicles and coaches can park all week for 24 hours.

3.9 The surveyor notes that the standard bay markings were badly faded, they estimated capacity of the Port Rodie Car Park, to be 187 spaces (height constrained area) and the additional parking to be 16 spaces, totalling 203 spaces. The surveyor noted that the disabled bays were clearly marked.

3.10 The parking survey at Port Rodie Car Park revealed several key findings regarding its usage patterns and overall performance. A summary of the results is shown in Graph 3-1.

Graph 3-1: Port Rodie Car Park Accumulation and Occupancy Results

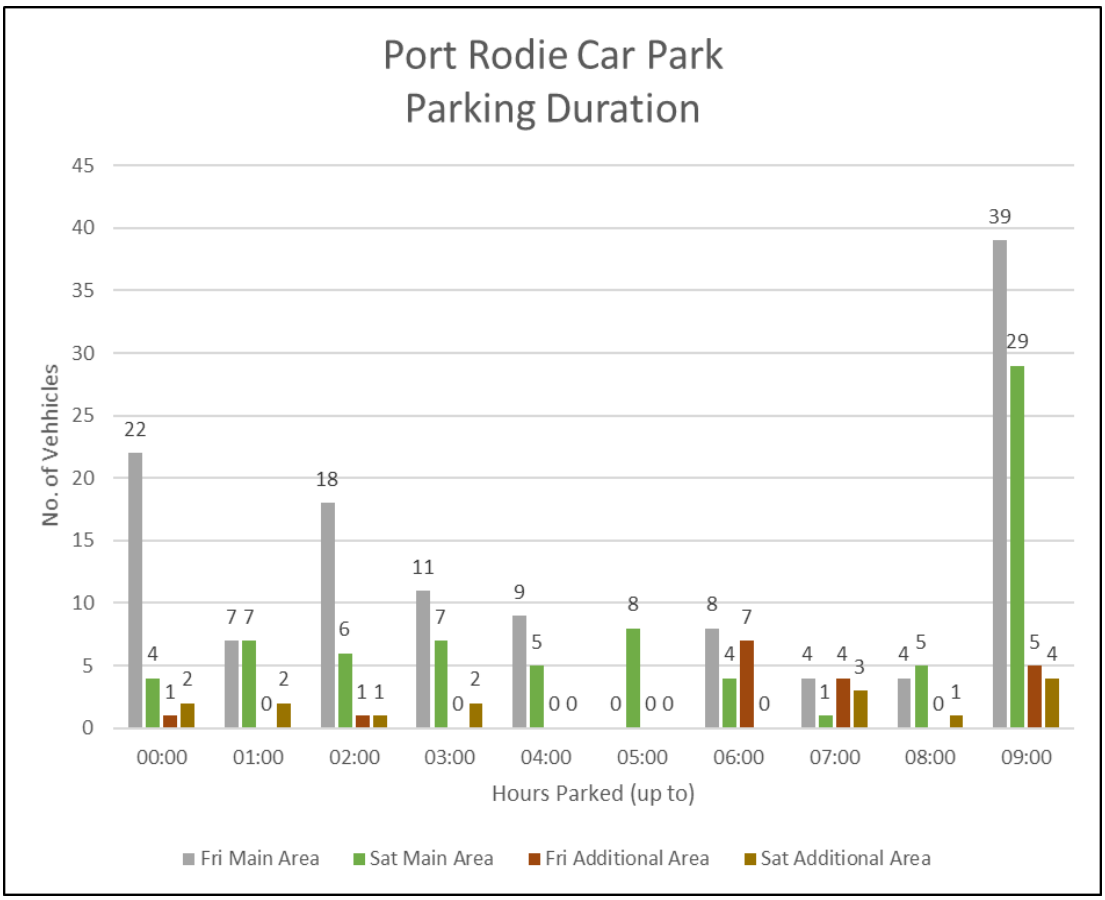


3.11 Graph 1 shows that the peak periods occupancy reached 49% on Friday and 37% on Saturday, whilst the average occupancy rate was 41% on Friday and 29% on Saturday. The parking occupancy peak hour occurred at 2pm and 3pm on Friday and Saturday, respectively. There was a minimum of 103 parking spaces available at any time during the surveyed days.

3.12 This indicates that the demand for parking in Port Rodie Car Park is significantly lower than the parking capacity at this location.

3.13 In terms of duration, in the main car park there were 39 and 29 vehicles parked for the entire survey, whilst in the additional area the corresponding figure was 5 vehicles parked. Graph 3-2 shows the recorded vehicle parking duration for the main car park. The graph shows 00:00 for vehicles parked for a maximum of one hour, 01:00 for those parked between 1 and 2 hours, etc.

Graph 3-2: Port Rodie Car Parking Duration



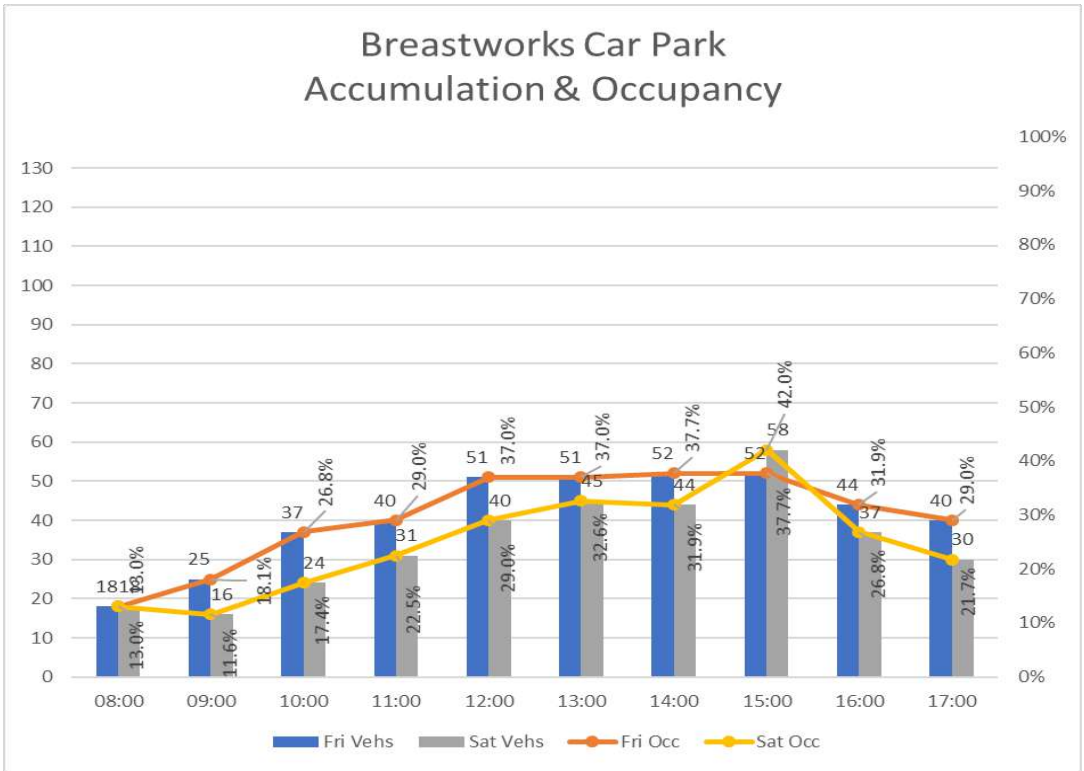
3.14 Overall most vehicles were parked for more than 6 hours, with 12.6% parked for up to one hour. This suggests that the Port Rodie car park is being used for long stay parking.

Breastworks Car Park

3.15 The Breastworks car park is free to use, open daily for 24 hours for passenger and light goods vehicles and is accessed from Market Street.

3.16 The surveyor notes that there are 46 marked bays, 2 EV charging bays, 4 disabled bays and capacity for a further 86 parking spaces, resulting in a total estimated capacity of 138 parking spaces. A summary of the results is shown in Graph 3-3.

Graph 3-3: Breastworks Car Park Accumulation and Occupancy Results



3.17 Graph 3-3 indicates that the peak periods for occupancy were 38% on Friday and 42% on Saturday, with the average occupancy rate was 30% on Friday and 25% on Saturday. The peak hours for occupancy occurred at 3pm on both days.

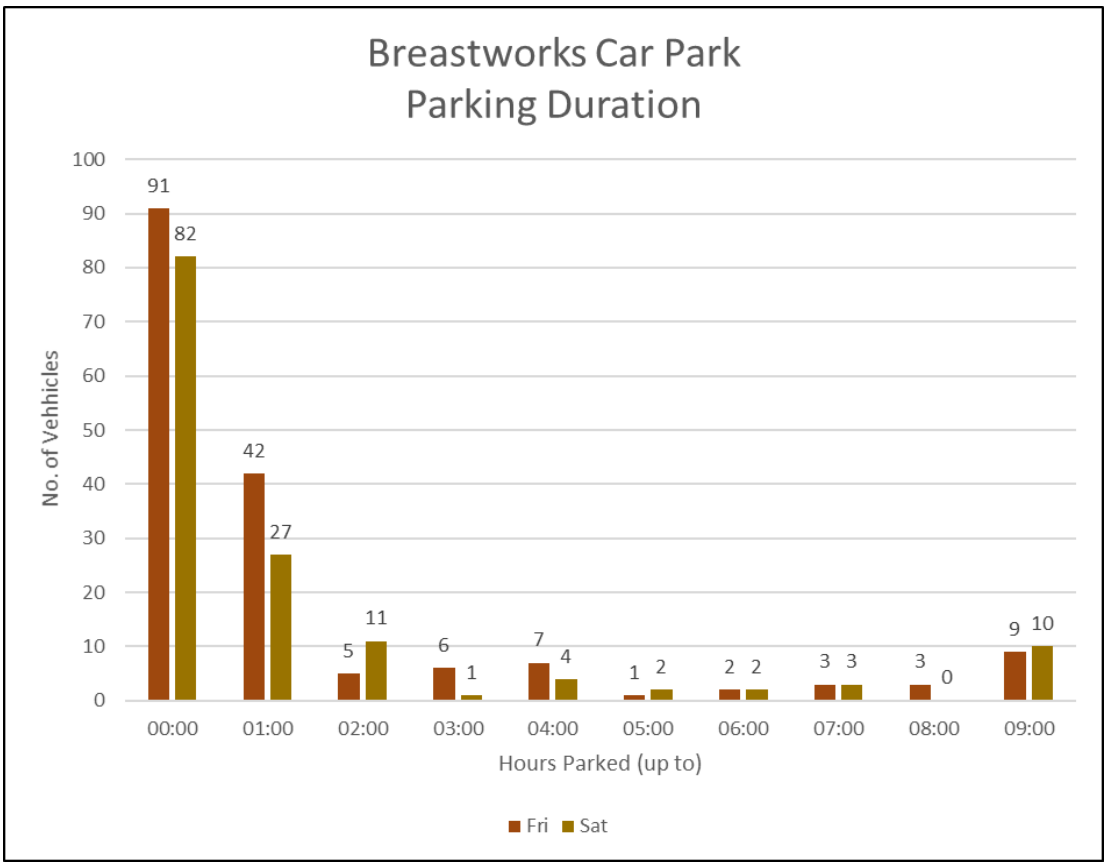
3.18 The results reveal an interesting pattern in parking occupancy between Friday and Saturday. On Friday, the parking occupancy was slightly steadier than on the Saturday, meaning that the usage of parking spaces remained relatively consistent throughout the middle period of the day. This suggests that, while there might not have been any extreme peaks in demand, parking spaces were occupied at a consistent rate.

3.19 The Saturday maximum parking occupancy was greater, meaning there was at least one hourly period where parking demand surged higher than at any point on the Friday, however, the average occupancy across the day was lower. This suggests that while there were times of high demand, there were also significant periods of lower usage.

3.20 Overall, similarly to the Port Rodie Car Park, the Breastworks Car Park is operating at well below 50% of capacity throughout Friday and Saturday.

3.21 In terms of duration, in the Breastworks car park there were 9 (Friday) and 10 (Saturday) vehicles parked for the entire survey. Graph 3-4 shows the recorded vehicle parking duration.

Graph 3-4: Breastworks Car Parking Duration



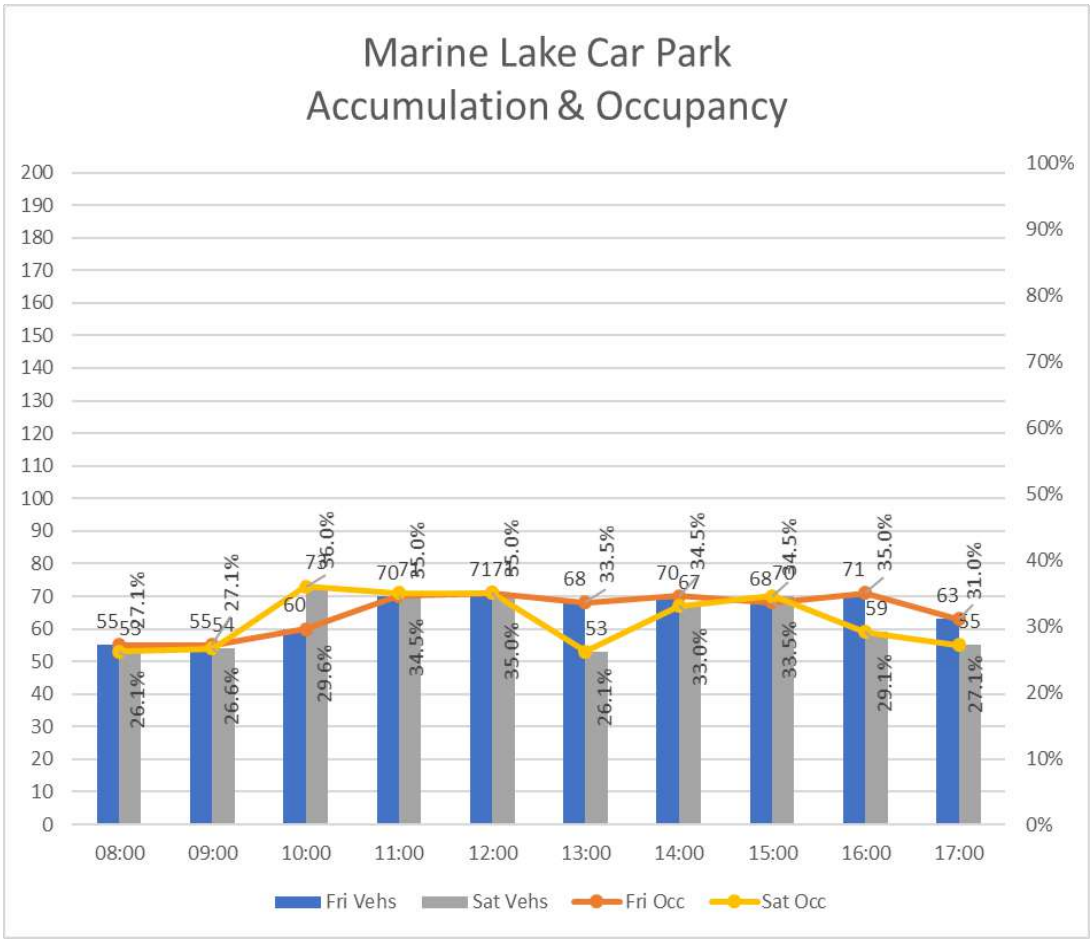
3.22 Overall most vehicles were parked for up to one hour (55.6%), which suggests that the Breastworks car park is generally used for short stay parking.

Marine Lake Car Park

3.23 The Marine Lake Car Park capacity is accessed from the A718 Agnew Crescent and is designated for long stay parking. The surveyor noted that there were 13 disabled spaces and 184 marked spaces resulting in a total parking supply of 197 spaces.

3.24 The results of the parking survey reveal key patterns and insights that help to understand the parking behaviours throughout the day. A summary of the results is shown in Graph 3-5.

Graph 3-5: Marine Lake Car Park Accumulation and Occupancy Results



3.25 The parking survey results for Marine Lake Car Park reveal that parking behaviour is relatively similar between Friday and Saturday. On Friday, occupancy remains consistent throughout the day, with occupancy levels fluctuating between 26% and 35%.

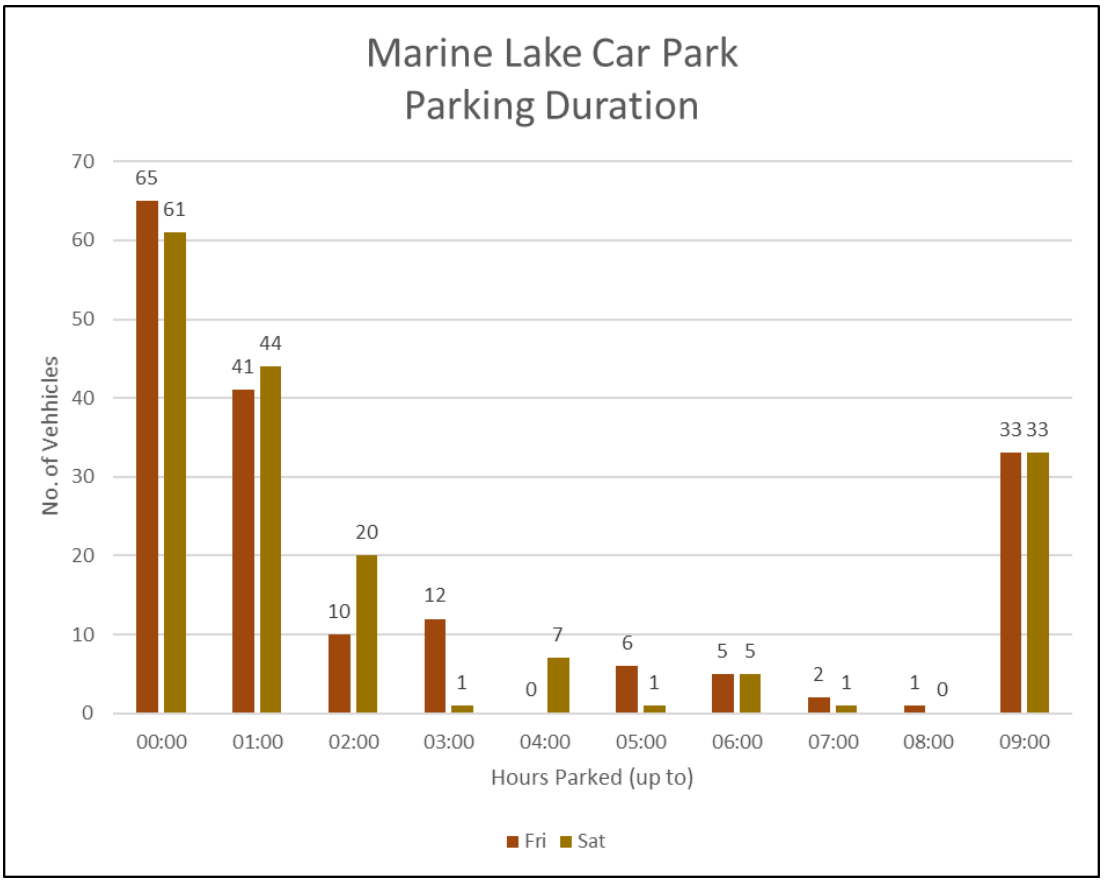
3.26 On Saturday, the peak occupancy is 36%, which occurs between 10 and 11am. The occupancy is very similar on both days, at 33% on Friday and 32% on Saturday,

showing comparable parking usage on these days. This steadiness contrasts with the more variable results from other car parks that were surveyed.

3.27 The results indicate that the Marine Lake Car Park is operating at below 40% occupancy on both Friday and Saturday.

3.28 In terms of duration, in the main car park there were 33 vehicles parked (Friday and Saturday) for the entire survey. Graph 3-6 shows the recorded vehicle parking duration.

Graph 3-6: Marine Lake Car Parking Duration



3.29 Overall most vehicles were parked for up to two hours, but a significant number (32.6%) of the total parked for up to an hour. Whilst approximately 31% of vehicles use Marine Lake car park for long stay (3 or more hours), approximately one-third of its use is for short stay parking.

A717 Market Street & A718 Agnew Crescent On-Street Parking

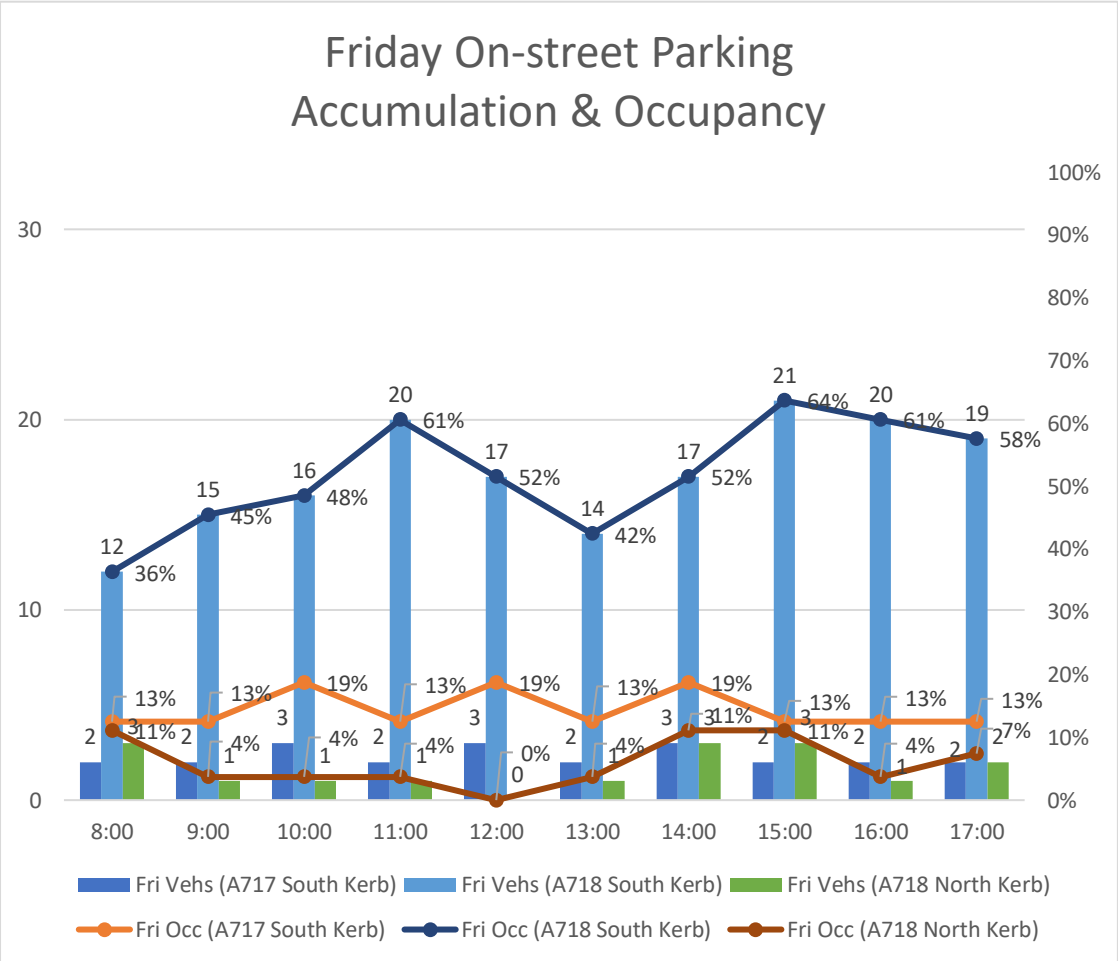
3.30 The A717 Market Street (between Queen Street and King Street) and the A718 Agnew Crescent (between King Street and No.26 Agnew Crescent) was noted by the surveyor to have the following parking capacity:

- A717 Market Street (south kerb) – 2 disabled bays, 4 marked bays and space for 4 vehicles (unrestricted), the remainder being double yellow lines or 'keep clear';
- A718 Agnew Crescent (south kerb) – 4 disabled bays and space for 27 vehicles (unrestricted), the remainder being double yellow lines;
- A718 Agnew Crescent (north kerb) - 8 marked bays, the remainder being double yellow lines and a pedestrian crossing.

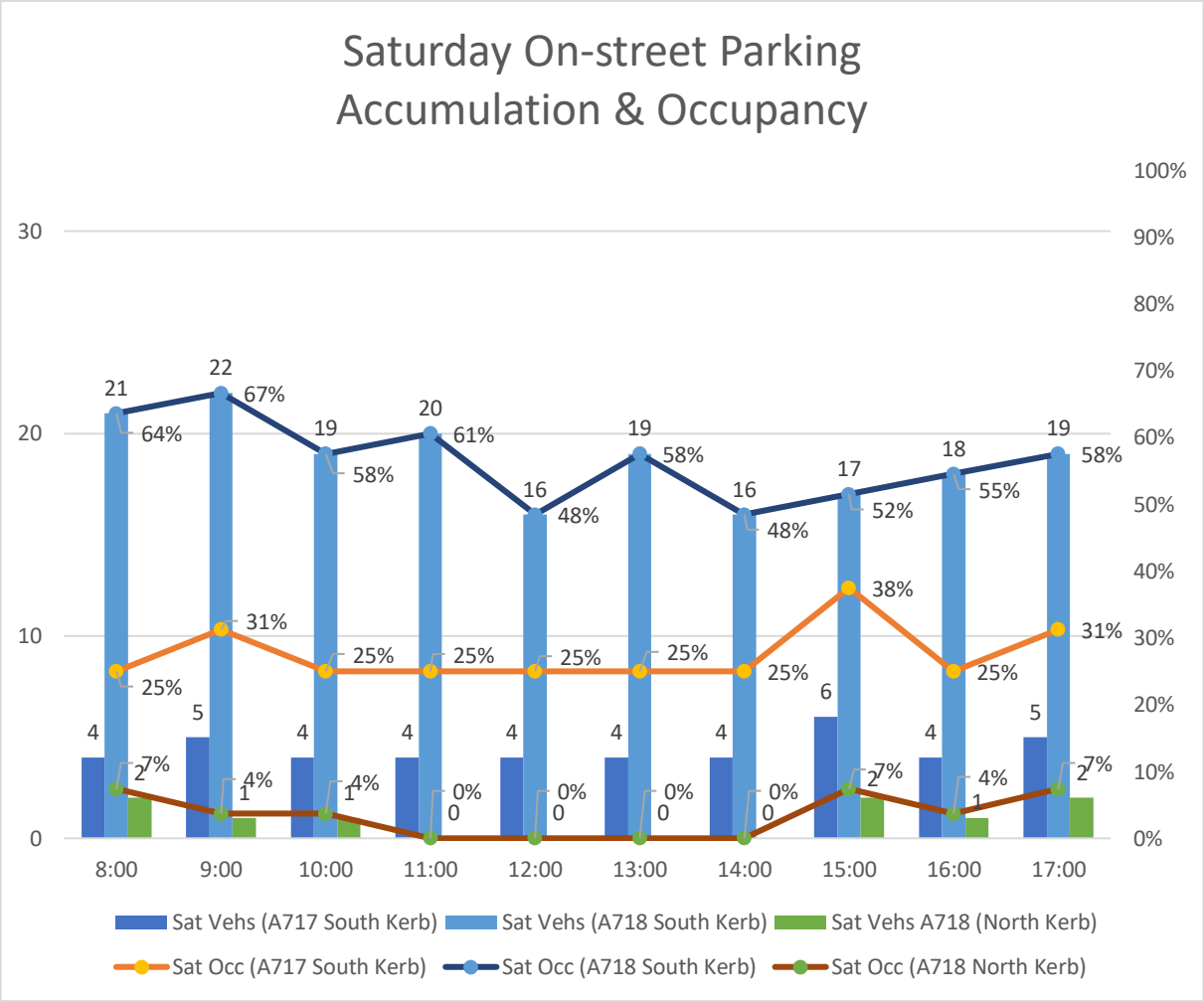
3.31 The A718 Agnew Crescent south kerb appears to support a mixture of residential, guest houses and some business parking. The A718 Agnew Crescent north kerb fronts onto the Marine Lake car park, and is expected to support general overspill parking. The A717 Market Street south kerb parking supports a mixture of residential, business, office and a guest house.

3.32 The results from the on-street parking survey reveals Market Street and Agnew Crescent have capacity for a combined 76 parked vehicles. A summary of the results is shown in Graphs 3-7 and 3-8.

Graph 3-7: Friday On-Street Parking Accumulation and Occupancy Results



Graph 3-8: Saturday On-Street Parking Accumulation and Occupancy Results



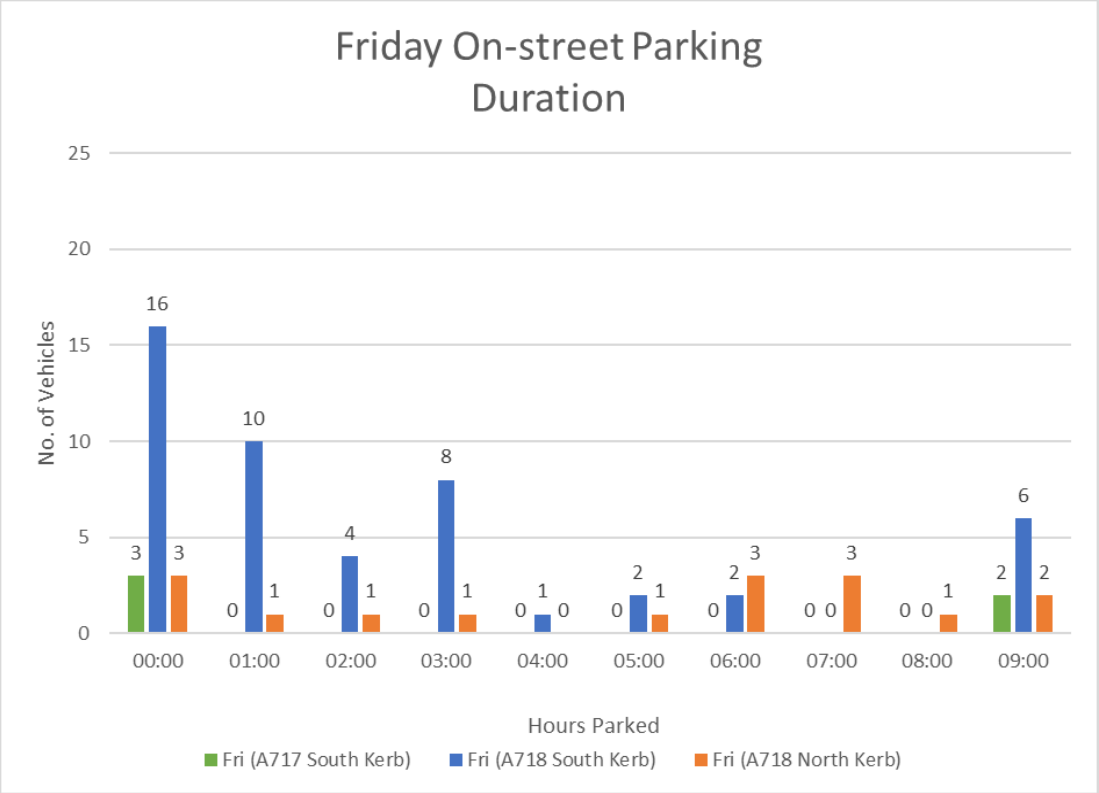
3.33 Graphs 3-7 and 3-8 suggest that, on Friday, the busiest section of on-street parking is along the A718 Agnew Crescent south kerb, where occupancy starts at 45% and ends the day at 58%, but not going below 42%. There are two spikes of 61% and 64% at 10-11am and 2-3pm, respectively.

3.34 On Saturday, the peak occupancy is fairly consistent, starting the day at 64% and ending at 58%, with the lowest occupancy of 48% (12am-1pm and 2-3pm).

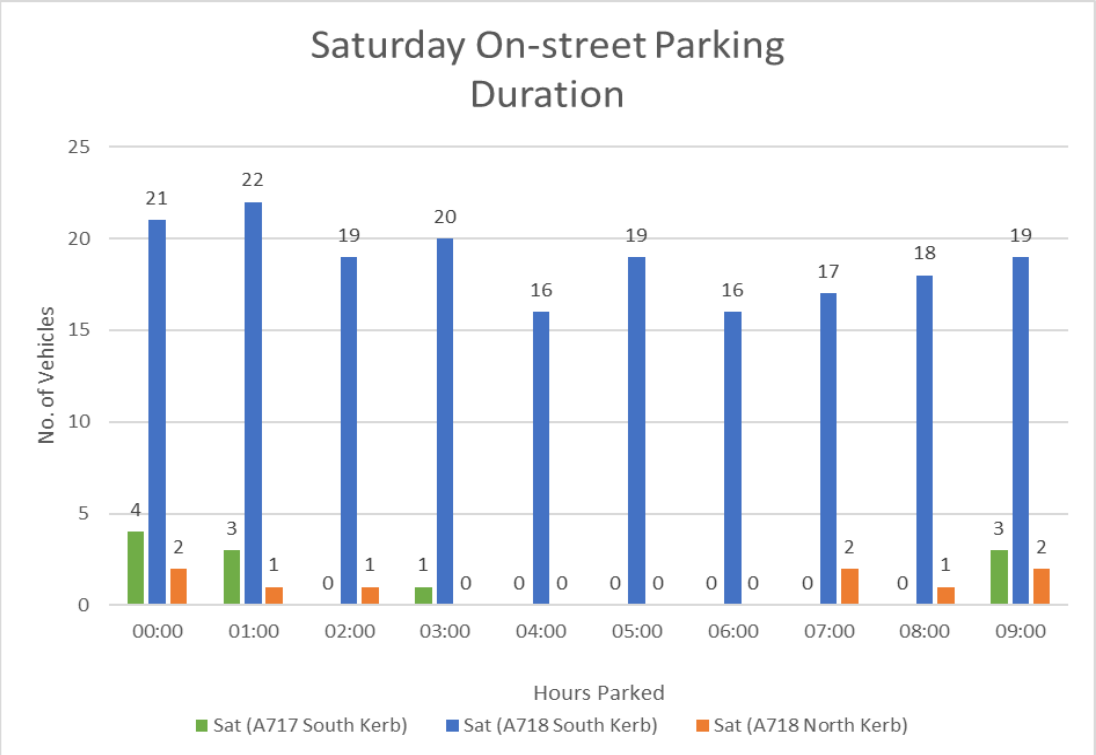
3.35 The A717 Market Street south kerb and the A718 Agnew Crescent north kerb exhibit very low levels of occupancy.

3.36 In terms of duration, in the main car park there were 6 vehicles parked (Friday) and 19 vehicles parked (Saturday) for the entire survey. Graphs 3-9 and 3-10 show the recorded vehicle parking duration.

Graph 3-9: Friday On-street Car Parking Duration



Graph 3-10: Saturday On-street Car Parking Duration



3.37 The A718 Agnew Crescent south kerb appears to support a mixture of residential, guest houses and some business parking. The same stretch of parking has a steady rate of turnover in terms of duration.

3.38 The results continue to indicate that parking within the area immediately surrounding Stranraer Marina is operating with significant spare capacity, with a minimum of 48 spare parking spaces on-street during the survey.

Parking Results Summary

3.39 The parking survey across the surveyed car parks and on-street locations reveals that parking availability is generally very good, in summary:

- **Port Rodie Car Park:** The average occupancy is 41% on Friday and 29% on Saturday, with peak occupancy not reaching 50% on either day, or a minimum of 103 space were available. The peaks occurred at 2pm on Friday and 3pm on Saturday. The results suggest that the car park operates at less than half its capacity with a minimum of 103 spaces available in the main car park. The additional area was full on Friday until mid-afternoon and there were at least 5 spaces available on the Saturday. It is considered that the Port Rodie car park is being used for long stay parking.
- **Breastworks Car Park:** The average occupancy rate was around 30% on Friday and 25% on Saturday, with peak occupancy occurring at 3pm on both days. Friday's occupancy was steadier, whereas Saturday saw a higher peak occupancy (42%), but with lower average usage. The car park operates at less than 50% capacity on both days, with a minimum of 80 spaces available. It is considered that that the Breastworks car park is generally used for short stay parking.
- **Marine Lake Car Park:** Exhibits steady parking occupancy, with no significant dips throughout the day. The occupancy remains between 28% and 36% on Friday, and although Saturday sees slightly higher peaks, the overall average occupancy is similar on both days (33% on Friday and 32% on Saturday), with the minimum of 130 spaces available. The Marine Lake car park is being used by a mixture of short-stay and long-stay users.
- **Market Street and Agnew Crescent On-Street Parking:** Both lengths of road show consistent occupancy with notable peaks at 3pm on Friday and 9am on Saturday. Despite these peaks, the overall occupancy remains steady,

suggesting that there is a stable but moderate demand for on-street parking, with a minimum of 48 spaces available.

3.40 In summary, the survey results within the Car Parks and On-Street Parking areas indicate that parking vacancies are generally sufficient across the surveyed locations, with steady occupancy levels. Whilst there are specific times of peak demand, there is a consistent availability of parking spaces. This suggests that the current parking infrastructure is adequate to meet demand, with opportunities to optimise or repurpose excess capacity.

3.41 Comparing to the statistics reported for the Active Travel Links project, the same trend, significant spare capacity, is shown both car park and on-street.

4. Development Impact

4.1 Two phases of the development are considered, namely:

- Construction;
- Operation.

4.2 The arrangements for construction are emerging, currently it is planned to use the Marine Lake car park for contractor accommodation, with access to the harbour area via the slipway access road. The Breastworks car park would be closed to allow for its refurbishment, widening of the Core Path and incorporation of the marina infrastructure. It is anticipated that the existing Port Rodie car park access would be used to access the reclaimed land with limited occupation to adjust existing levels in the car park. Finally, once the development has been completed, and the refurbished Breastworks car park opened, the Marine Lake car park will be closed for its refurbishment.

4.3 The available parking is shown in Table 4-1, for each phase of the development**.**

Table 4-1: Car Parking Provision

Location	Existing	Breastworks Refurbishment	Marine Lake Refurbishment	Future
Port Rodie	203	177	177	187
Breastworks	138	0	100	100
Marine Lake	197	144	0	98
On-street	76	76	76	76
Reclaimed Land	-	-	-	120

4.4 The methodology for considering the impact of construction and operational phases of the development is as follows:

- During construction, off-street car parks would fill up to 90% of their physical capacity, before transfer of demand to other areas. This reflects an element of discouragement due to presence of construction traffic movements;
- During operational phase, off street car parks would fill up to 97% of their physical capacity, before transfer of demand to other areas. This reflects typical occupancy for larger car parks under normal conditions;
- On-street parking would reach 100% of capacity, before transfer of demand to other areas;
- All parking demand would be considered within the study parking areas, no account of other Stranraer town parking areas has been considered;

- Transfer of demand from the Breastworks car park would primarily be accommodated in Marine Lake and vice versa during refurbishment;
- The reclaimed land is anticipated to support occasional events and the associated parking would not be occupied at other times
- No account of construction staff parking has been considered, it is assumed that a Construction Traffic Management Plan (CTMP) would minimise contractor parking demand.

4.5 Predicted development traffic uses an industry-standard database (TRICS); however, the number of sites within the category of 'marina' is two. Using TRICS with only two sites in the study category has several limitations, including limited representativeness and reduced statistical reliability. The small sample size may not capture the diversity of conditions and variables affecting trip rates, leading to biased results. Differences in site characteristics and seasonal or temporal variations can further impact the accuracy of the data. Additionally, anomalies or outliers can disproportionately affect the findings. Collection of sufficient survey data particular to this development is noted as being too extensive and geographically wide, compared to using the available data.

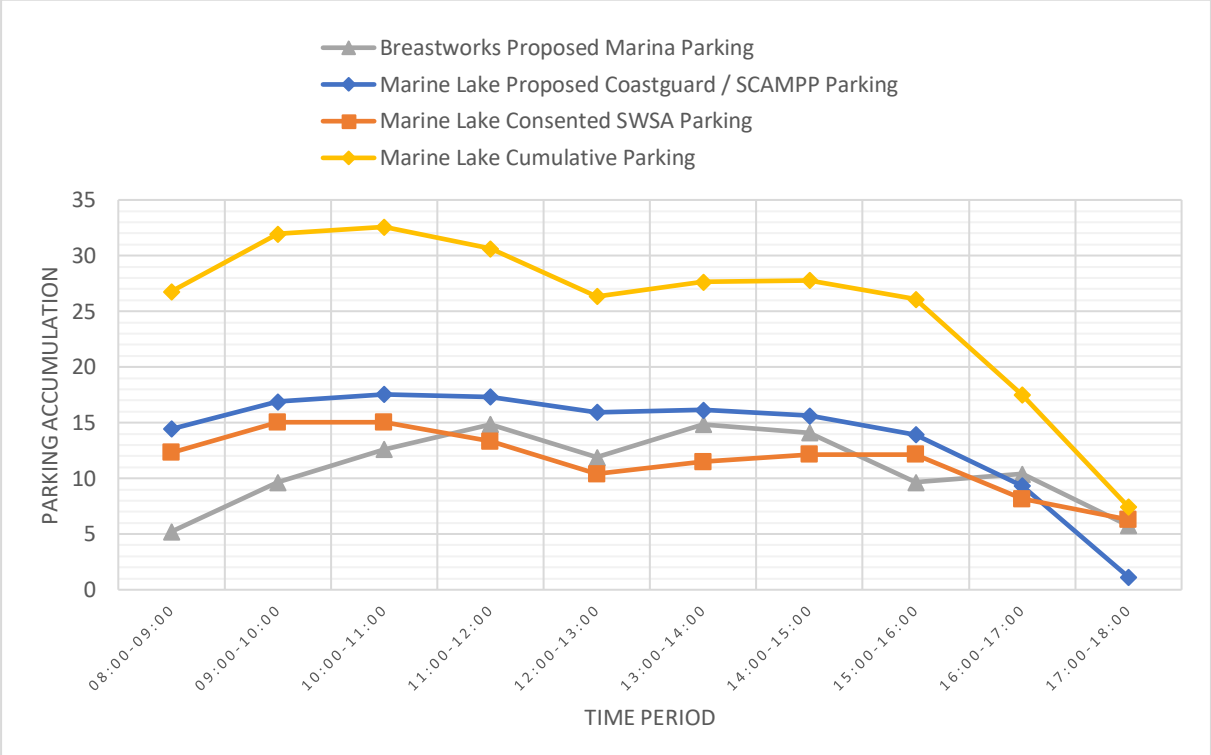
4.6 In addition, the relatively bespoke nature of the proposed Coast Guard/Solway Coast Marine Pilot Project building and the Stranraer Water Sports Association expansion in terms of land use result in these developments not being included within the TRICS database. The use of office and leisure centre land use trip rates is likely to overestimate the traffic generated by each facility.

4.7 It is anticipated that the proposed Coastguard / SCAMPP building parking demand would be accommodated in the Marine Lake car park. The proposed marina expansion parking demand would be accommodated in the refurbished Breastworks car park.

4.8 The consented development includes an increased and relocated Boatyard, and an expanded SWSA facility. The Marine Lake car park is anticipated to support those development's parking demand.

4.9 The parking accumulation for the above developments has been calculated using TRICS, the outputs are contained in Appendix C of this report. Graph 4-1 shows the associated parking accumulation for each of the elements, noting that it has been assumed that the Boatyard will not impact on parking.

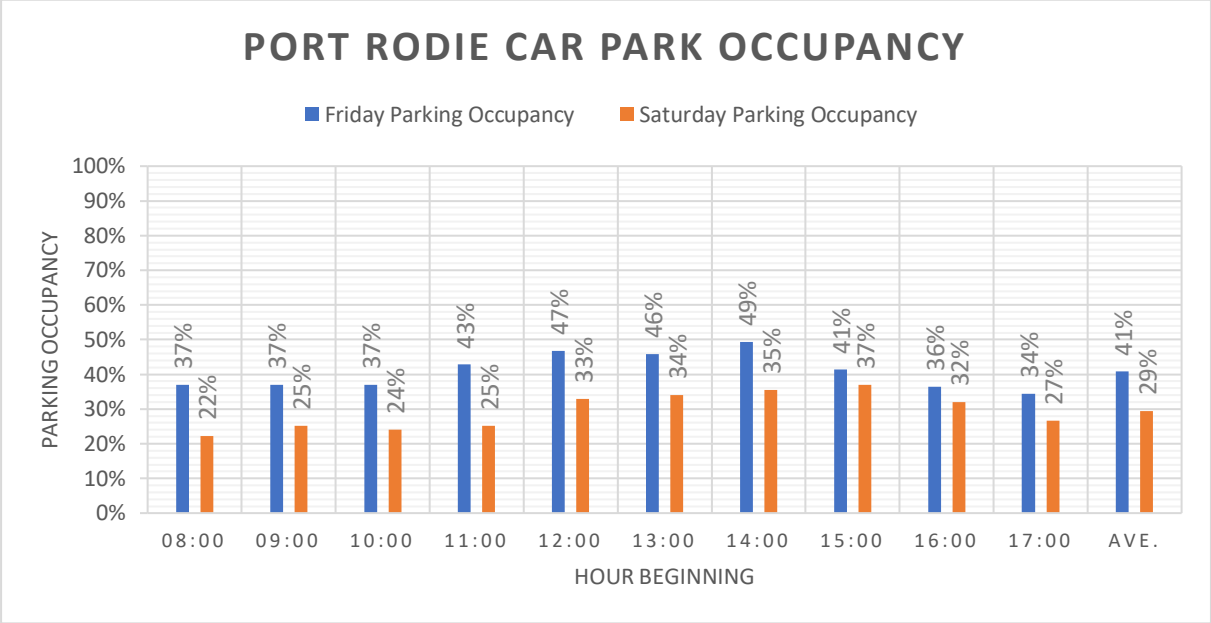
Graph 4-1 – Proposed, Consented and Cumulative Parking Accumulation



Future Port Rodie Car Park

4.10 It is assumed that circa 10 parking spaces would be occupied to provide access to the reclaimed land and to adjust existing levels and interfacing infrastructure. The impact would be to increase the highest occupancy percentage from 49% to 52% (weekday 2pm). This is considered to be acceptable, the daily occupancy for the construction period is shown in Graph 4-2.

Graph 4-2 – Port Rodie Car Park Occupancy During Construction of Reclaimed Land



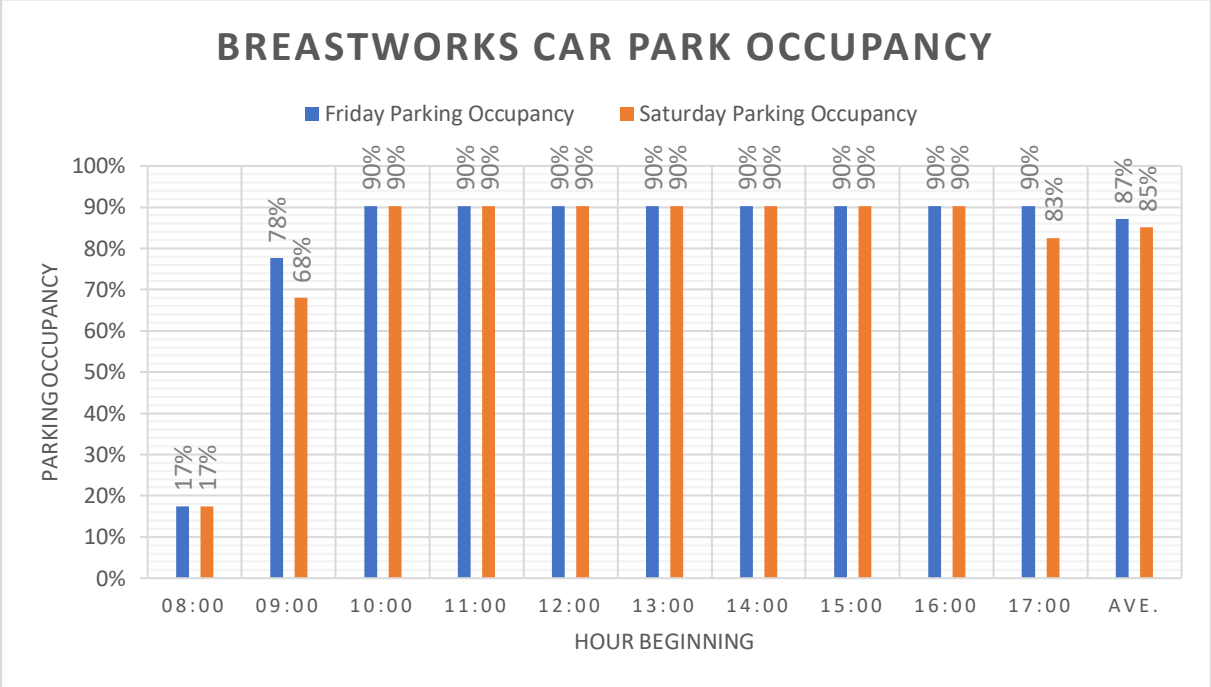
4.11 The car park would return to the existing space provision once the reclaimed land construction operations were complete, there is no demand predicted by the proposed or consented developments using this car park. In summary, Port Rodie can accommodate the proposals.

Future Breastworks Car Park

4.12 The Breastworks car park would be closed for its refurbishment, during construction the impact would be high and existing demand transfer to other parking areas.

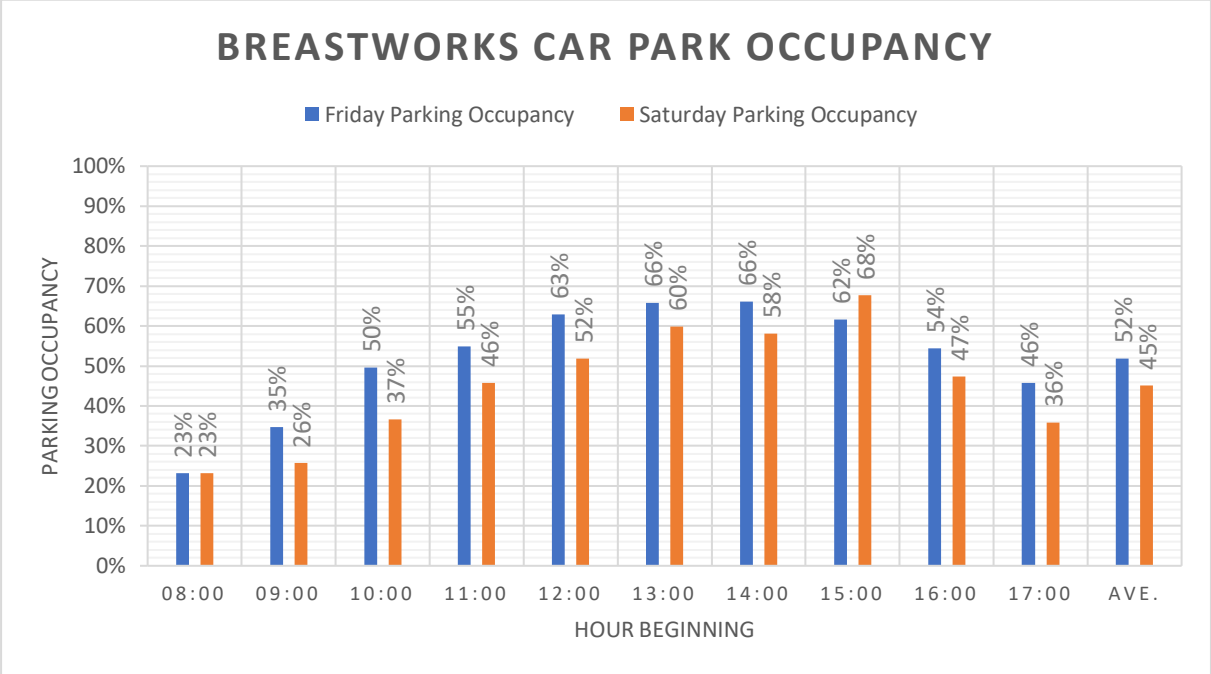
4.13 The refurbishment delivers a car park that provides 100 parking spaces. At the point that this reopens and the Marine Lake car park is closed for its refurbishment, that demand is anticipated to transfer to refurbished Breastworks. The impact is such that the 90% ceiling figure is reached for most of the day, both weekday and weekend, suggesting that the on-street areas would experience increased demand. Graph 4-3 shows the car park occupancy when the Marine Lake car park is closed.

Graph 4-3 – Breastwork Car Park Occupancy During Marine Lake Works



4.14 The operational phase of the development indicates that the refurbished Breastworks car park would experience an increase in demand with a maximum of 15 vehicles associated with the proposed Marina (11am-12pm and 1-2pm), including the reduction in space provision increases the maximum accumulation from 42% (weekend 3pm) to 66% (weekend 3pm). Graph 14 shows the operational phase parking accumulation for the car park.

Graph 4-4 – Breastworks Car Park Parking Accumulation Operational Phase



4.15 The refurbished Breastworks car park is not used by consented development; however, the cumulative parking accumulation in Marine Lake does require some sharing of the demand, which amounts to circa 11 vehicles.

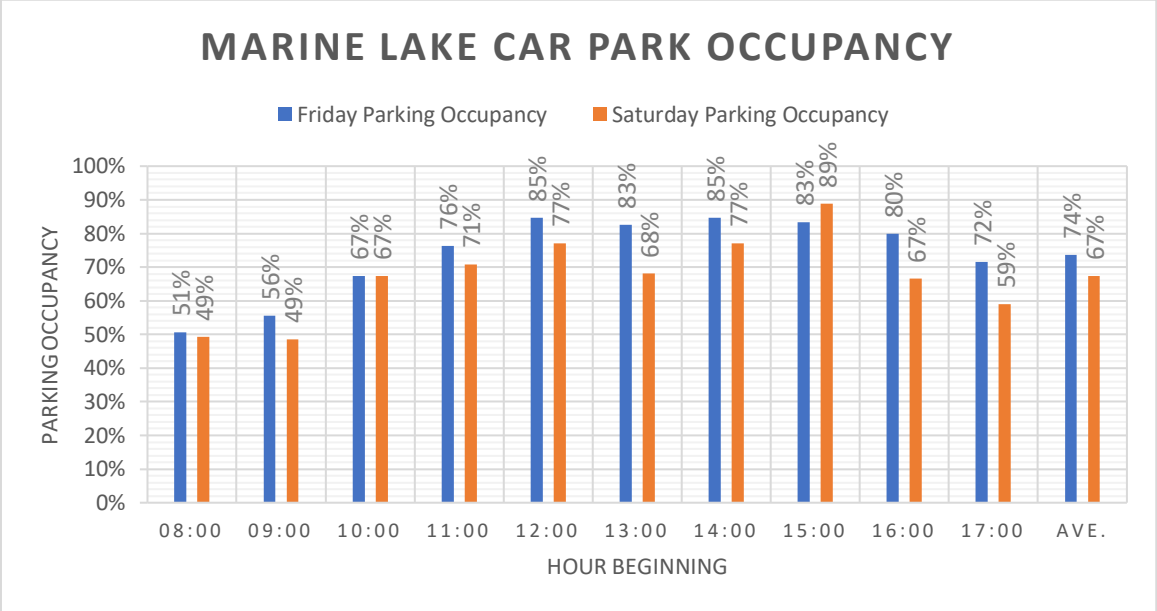
4.16 In summary, the Breastworks car park is anticipated to be busy during the refurbishment of the Marine Lake car park. However, once that is complete the operation will be acceptable.

Future Marine Lake Car Park

4.17 Whilst the construction works are progressing, a reduction in capacity has been made of approximately 53 spaces for contractor site offices etc.

4.18 When the Breastworks car park is being refurbished, and the demand is transferred to the Marine Lake car park the maximum parking occupancy rises from 37% (weekend 10am) to 89% (weekend 3pm). Graph 4-5 shows the parking occupancy for the car park during this stage of construction.

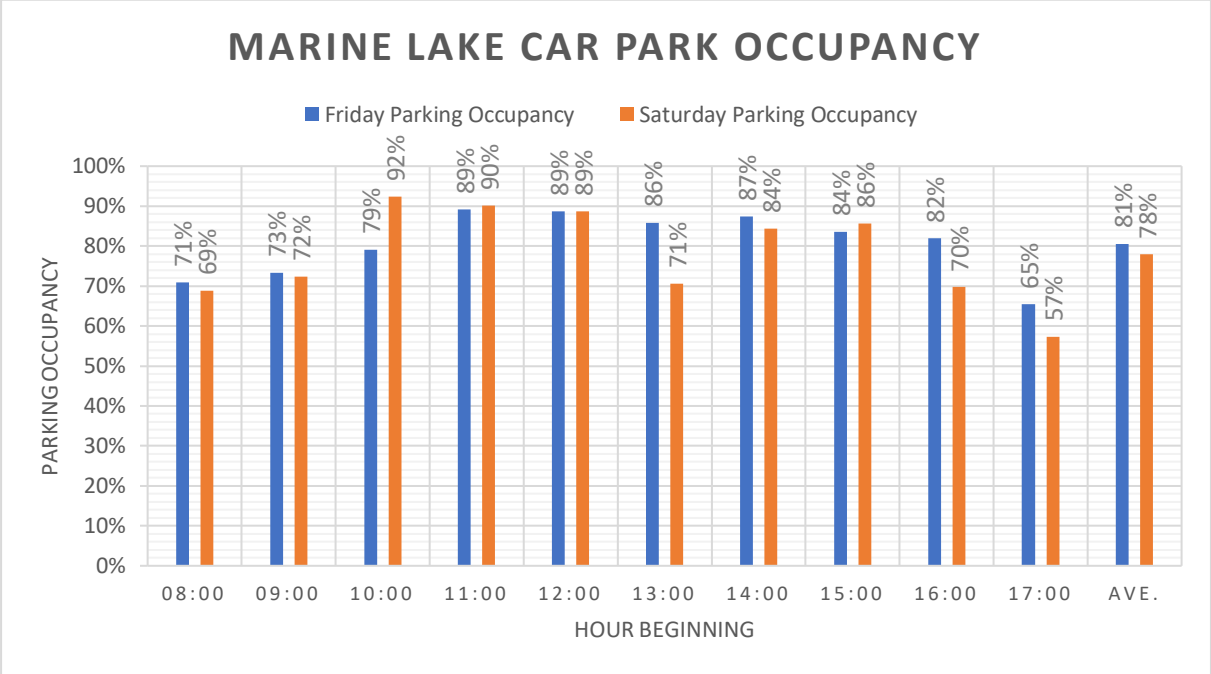
Graph 4-5 – Marine Lake Car Park Occupancy During Breastworks Refurbishment



4.19 The largest impact at this car park during construction is when it is closed for refurbishment.

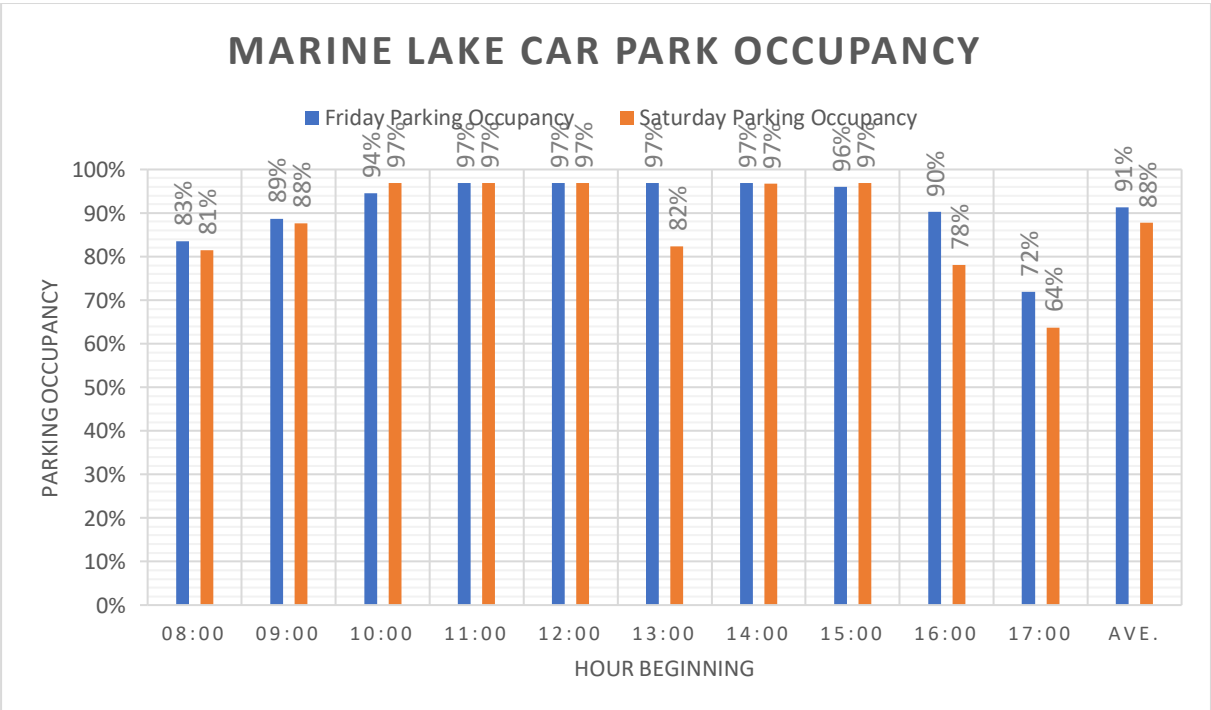
4.20 When the car park reopens it will have approximately 99 parking spaces less than it currently provides (excluding the 15 motorhome spaces). With the proposed development, the occupancy is expected to be 86% (weekend 10am). Graph 4-6 shows the daily occupancy during the proposed operational phase.

Graph 4-6 – Marine Lake Car Park Proposed Development Operational Phase



4.21 When adding the consented development, the maximum occupation of the car park exceeds the car park capacity so it is anticipated circa 5% demand would relocate to the refurbished Breastworks car park. Graph 4-7 shows the parking occupancy for the cumulative impact.

Graph 4-7 – Marine Lake Car Park Occupancy for Cumulative Assessment

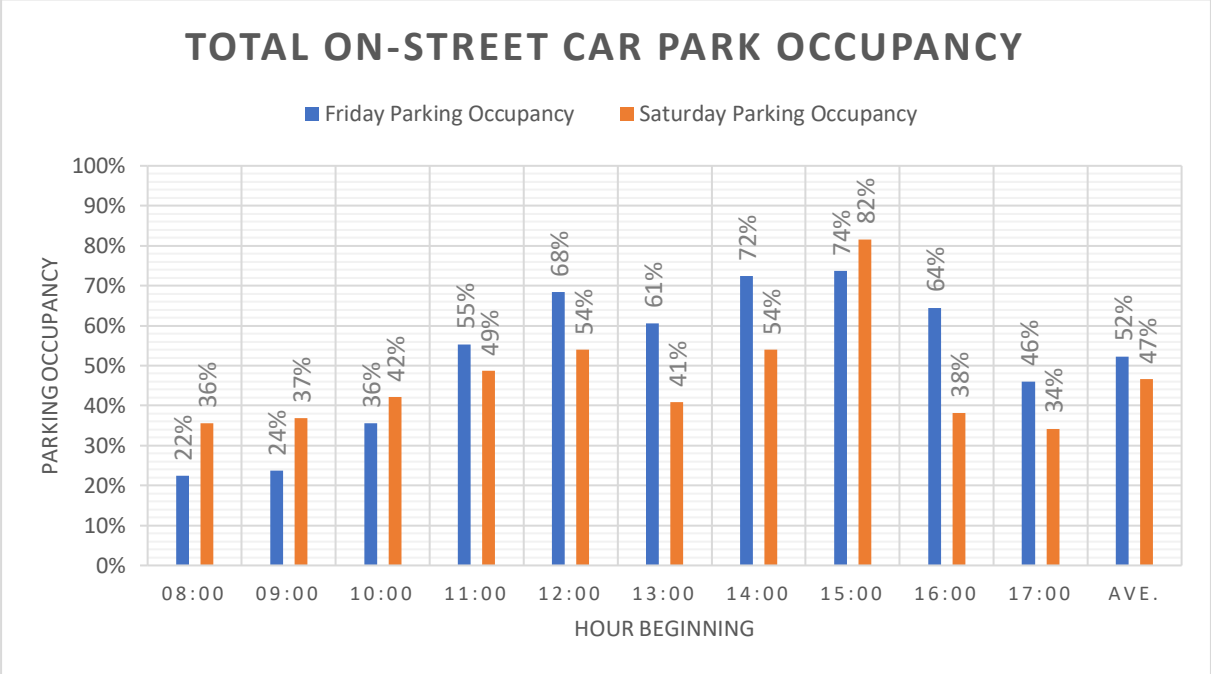


4.22 In summary, the Marine Lake car park will be able to accommodate the construction and operational phases of the proposed development. The addition of the consented development demand does lead to the car park being practically full, however, there is spare capacity in the refurbished Breastworks car park in this scenario, which can accommodate any spreading of demand.

Future On-Street Parking

4.23 The A717 Market Street and A718 Agnew Crescent on-street parking use is not affected by the early construction phases of the proposed development. However, it could be required to support parking demand when the Marine Lake car park is being refurbished. Graph 18 provides the average daytime hourly parking occupancy for weekday and weekend on the on-street parking areas during this period.

Graph 4-8 – On-street Parking Occupancy for Marine Lake Refurbishment



4.24 The on-street parking is expected to operate in a similar manner to the existing at all other times, with approximately 48 available spaces.

4.25 In summary, during the refurbishment of the Marine Lake car park, the on-street parking will be busy, however there will be a minimum of fourteen spaces available within the local area during the busiest hour. This is considered acceptable and the on-street parking supplies a good level of availability of parking spaces at other times of the construction, proposed development operation and the consented projects.

Events

4.26 Historically the Breastworks car park has suspended parking during the Oyster Festival, the and short-term demand generated by the festival and the existing demand was accommodated in car parks in the nearby vicinity.

4.27 The proposed development includes the provision of a new 120 space car park for events. The conclusion is that there would be negligible change in the operation during festivals.

5. Summary of Conclusions

5.1 The parking surveys undertaken for this study show that the Marine Lake and Port Rodie car parks were busier than the results reported for the Active Travel Links study. The Breastworks car park was comparable in terms of parking accumulation. It is concluded that the study surveys are appropriate to use to consider the impact of the proposed development and consented projects.

5.2 The existing situation is that there are approximately 614 parking spaces (both on-street and car parks) in the study area, with around half of these unoccupied at the busiest periods of the day, therefore, it is considered an excellent level of parking availability exists at present.

5.3 A Construction Traffic Management Plan is expected to be required to ensure that contractor parking demand does not affect the parking requirements of local residents, businesses and visitors.

5.4 During construction of the proposed development, the Marine Lake car park will be reduced in capacity to accommodate construction offices, welfare and material storage. The Breastworks car park would be closed for works on the harbour wall, core path widening and the car park's refurbishment. A small area of the Port Rodie car park would also be used for construction purposes to enable works to remove walls and provide permanent access to the reclaimed land and proposed new car parking spaces.

5.5 During the closure of the Breastworks car park, it is considered that the existing Marine Lake car park including a reduction in capacity for house contractor facilities / offices, would support the existing parking demand. Later phases of the construction would see the refurbished Breastworks car park opened, enabling the refurbishment of the Marine Lake car park. During this period, existing Marine Lake parking demand is expected to use the refurbished Breastworks and On-street parking.

5.6 The proposed development construction impact upon parking during the Breastworks car park closure is that the Port Rodie, Marine Lake car parks and the On-street parking would operate at an acceptable level, with over 110 spare parking spaces.

5.7 During refurbishment of the Marine Lake car park, there would be over 120 available parking spaces. Although it is estimated that the refurbished Breastworks car park and On-street parking would be busier than existing. The majority of available spaces would be in the Port Rodie car park.

5.8 When considering the impact of the proposed development, it is assumed that the marina parking demand would be accommodated in the refurbished Breastworks car

park. The Coastguard / SCAMPP building parking demand would be accommodated in the Marine Lake car park.

5.9 The proposed development will result in the parking space provision decreasing in the study area to 461 spaces plus 15 motorhome spaces. This does not include the reclaimed land car park, which will host 120 parking spaces to be used for events.

5.10 The proposed development parking demand would reach a maximum accumulation of 18 and 15 vehicles for the Coastguard and Marina elements, respectively. This would result in the Marine Lake car park being busy, but maintaining acceptable operation. The refurbished Breastworks and Port Rodie car parks and On-street parking would operate with a good level of space availability, over 200 spaces would be free during the busiest hour with around 100 of those available spaces in Port Rodie.

5.11 The consented development (SWSA) is expected to have a maximum hourly parking accumulation of 15 vehicles. These are expected to be accommodated, principally, in the refurbished Marine Lake car park. This would result in the refurbished Marine Lake car park being over typical working reserve capacity for one hour each weekday and two during the weekend. However, given the Breastworks car park has very good capacity, it is expected that the residual demand would be accommodated in that car park. There would still be approximately 160 spare parking spaces in this scenario.

5.12 Overall, the parking assessment considered the Marine Lake, Breastworks, Port Rodie car parks and on-street parking (Market Street and Agnew Crescent) and concludes that while the proposed development and consented projects will temporarily reduce parking availability, particularly during construction phases, there remains sufficient capacity within the study area to accommodate demand. The existing parking supply of approximately 614 spaces is currently underutilised, with around half typically unoccupied at peak times. Even with a post-development reduction to 461 spaces (excluding 15 motorhome and 120 event-specific spaces), the projected parking demand, including that from the new HM Coastguard and marine research building (Solway Coast and Marine Pilot Project) elements, can be met without significant strain.

Appendix A

Masterplan Extent of Works Drawing

N

5.0

2.0

0.0

DREDGED NAVIGATION CHANNEL TBC IN RELATION TO CROWN ESTATES OWNED ROSS PIER

22-00

01-02

01-00

01-03

01-06

14-00

07-00

19-00

02-00

01-04

01-01

01-09

01-05

09-00

09-10

15-00

18-00

20-00

21-00

13-00

03-00

04-00

06-00

16-00

05-00

17-00

06-07

08-00

08-08

Beach

Slipway

West Pier

East Pier

Agnew Crescent

Market Street

King Street

Existing car park

Existing car park

Harbour Street

The Unexpected Garden

NOTES

1. DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

PROPOSED BUILDINGS

SITE BOUNDARY

DO NOT SCALE FROM THIS DRAWING

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazard/risks normally associated with the types of work detailed on this drawing, note the following risks and information.

CONSTRUCTION

MAINTENANCE AND INSPECTION

DEMOLITION

For information relating to use, cleaning and maintenance refer to the Health and Safety file.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

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MASTERPLAN KEY

01-00	MARINA
01-01	NEW BERTHS (UP TO 185)
01-02	EXISTING BERTHS (45)
01-03	COMMERCIAL BERTHS
01-04	PILLAR CRANE
01-05	MARINA ACCESS BRIDGE
01-06	EXISTING MARINA ACCESS BRIDGE
01-09	FLOATING FACILITIES
02-00	HARBOUR RECEPTION BUILDING
03-00	STRANRAER WATER SPORTS ASSOCIATION (SWSA)
04-00	EXISTING BOATYARD
05-00	MARINA BOATYARD
06-00	WORKSHOPS
06-07	WASHBAY
07-00	FISHERMEN'S COMPOUND
08-00	MARINE LAKE CAR PARK
08-08	MOTORHOME STANCES
09-00	BREASTWORKS CAR PARK
09-10	SUBSTATION PLANT COMPOUND
13-00	CAR PARK ON RECLAIMED LAND
14-00	FUEL BERTH
15-00	BREASTWORKS QUAY WALL
16-00	SOLWAY COAST AND MARINE PILOT PROJECT (SCAMPP)
17-00	COASTGUARD BUILDING
18-00	SLIPWAY DEVELOPMENT
19-00	KNUCKLE QUAY WALL
20-00	REVETMENT INCLUDING STEPS
21-00	RECLAIMED LAND
22-00	BREAKWATER EXTENSION

Rev	Date	Description	Drawn	Chkd	Appd
P02.1	23/07/25	General Update	CFPG	SRB	JC
P01.1	30/05/25	Reclaimed Land Boundary Edit	CFPG	SRB	JC

Drawing Status

Extent of Works Plan

Dumfries & Galloway Council

Balfour Beatty FAIRHURST

SCAPE SCOTLAND CIVIL ENGINEERING

Project Title

Stranraer Marina Expansion

Drawing Title

Extent of Works Plan

Drawn	Date	Designed	Date
CFPG	30/05/25	FRH	30/05/25
Checked	Date	Approved	Date
SRB	30/05/25	-	-

Size	Scale	Fairhurst Ref
A1	1:1000	

Drawing Number	Status	Revision
161378-FRH-00-00-DG-Z-000001	S1	P02.1

Appendix B

Parking Survey Results

		Friday 12th July 2024											Saturday 13th July 2024										
Location	No. Bays	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	Ave.	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	Ave.
Agnew Crescent On-Street Parking North Kerbside	27	3	1	1	1	0	1	3	3	1	2	2	2	1	1	0	0	0	0	2	1	2	1
	27	11%	4%	4%	4%	0%	4%	11%	11%	4%	7%	6%	7%	4%	4%	0%	0%	0%	0%	7%	4%	7%	3%
Agnew Crescent On-Street Parking South Kerbside	33	12	15	16	20	17	14	17	21	20	19	17	21	22	19	20	16	19	16	17	18	19	19
	33	36%	45%	48%	61%	52%	42%	52%	64%	61%	58%	52%	64%	67%	58%	61%	48%	58%	48%	52%	55%	58%	57%
Market Street On-Street Parking South Kerbside	16	2	2	3	2	3	2	3	2	2	2	2	4	5	4	4	4	4	4	6	4	5	4
	16	13%	13%	19%	13%	19%	13%	19%	13%	13%	13%	14%	25%	31%	25%	25%	25%	25%	25%	38%	25%	31%	28%
Marine Lake Car Park	197	55	55	60	70	71	68	70	68	71	63	65	53	54	73	71	71	53	67	70	59	55	63
	197	28%	28%	30%	36%	36%	35%	36%	35%	36%	32%	33%	27%	27%	37%	36%	36%	27%	34%	36%	30%	28%	32%
Port Rodie Car Park	187	59	59	59	71	79	77	84	73	68	64	69	38	42	40	42	57	61	62	64	56	46	51
	187	32%	32%	32%	38%	42%	41%	45%	39%	36%	34%	37%	20%	22%	21%	22%	30%	33%	33%	34%	30%	25%	27%
Port Rodie Car Park - Additional Parking	16	16	16	16	16	16	16	16	11	6	6	14	7	9	9	9	10	8	10	11	9	8	9
	16	59%	59%	59%	59%	59%	59%	59%	41%	22%	22%	50%	26%	33%	33%	33%	37%	30%	37%	41%	33%	30%	33%
Breastworks Car Park	138	18	25	37	40	51	51	52	52	44	40	41	18	16	24	31	40	45	44	58	37	30	34
	138	13%	18%	27%	29%	37%	37%	38%	38%	32%	29%	30%	13%	12%	17%	22%	29%	33%	32%	42%	27%	22%	25%
Total Parking	614	165	173	192	220	237	229	245	230	212	196	210	143	149	170	177	198	190	203	228	184	165	181
	614	27%	28%	31%	36%	39%	37%	40%	37%	35%	32%	34%	23%	24%	28%	29%	32%	31%	33%	37%	30%	27%	29%
Total Free Spaces		449	441	422	394	377	385	369	384	402	418	404	471	465	444	437	416	424	411	386	430	449	433
		73%	**72%**	**69%**	**64%**	**61%**	**63%**	**60%**	**63%**	**65%**	**68%**	**66%**	**77%**	**76%**	**72%**	**71%**	**68%**	**69%**	**67%**	**63%**	**70%**	**73%**	**71%**
Port Rodie Car Park TOTAL	203	75	75	75	87	95	93	100	84	74	70	83	45	51	49	51	67	69	72	75	65	54	60
	100%	**37%**	**37%**	**37%**	**43%**	**47%**	**46%**	**49%**	**41%**	**36%**	**34%**	**41%**	**22%**	**25%**	**24%**	**25%**	**33%**	**34%**	**35%**	**37%**	**32%**	**27%**	**29%**
On-Street Parking TOTAL	76	17	18	20	23	20	17	23	26	23	23	21	27	28	24	24	20	23	20	25	23	26	24
	100%	**22%**	**24%**	**26%**	**30%**	**26%**	**22%**	**30%**	**34%**	**30%**	**30%**	**28%**	**36%**	**37%**	**32%**	**32%**	**26%**	**30%**	**26%**	**33%**	**30%**	**34%**	**32%**

Appendix C

TRICS Outputs

Calculation Reference: AUDIT-109303-250304-0321

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
10	WALES		
	BG	BRIDGEND	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	170 to 830 (units: sqm)
Range Selected by User:	118 to 850 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Residential Zone	4
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	4 days

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

Travel Plan:

No	10 days

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

PTAL Rating:

No PTAL Present	10 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BG-02-A-01 HAULAGE COMPANY BRIDGEND
KENT ROAD
BRIDGEND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 300 sqm
Survey date: THURSDAY *06/05/21* *Survey Type: MANUAL*

2 BH-02-A-05 OFFICES BRIGHTON & HOVE
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

3 CV-02-A-02 SOLICITORS CAVAN
GRANARD STREET
BALLYJAMESDUFF

Edge of Town Centre
Residential Zone
Total Gross floor area: 170 sqm
Survey date: TUESDAY *25/10/22* *Survey Type: MANUAL*

4 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY *21/10/21* *Survey Type: MANUAL*

5 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY *19/04/21* *Survey Type: MANUAL*

6 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY *13/11/19* *Survey Type: MANUAL*

7 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

8 WK-02-A-02 OFFICES WARWICKSHIRE
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY *14/11/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	*23/11/22*	*Survey Type: MANUAL*
10	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY	WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	*17/05/22*	*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 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.177	0.885	9	501	0.044	0.221	9	501	0.221	1.106
07:30 - 08:00	9	501	0.887	4.426	9	501	0.022	0.111	9	501	0.909	4.537
08:00 - 08:30	10	469	1.045	5.216	10	469	0.064	0.319	10	469	1.109	5.535
08:30 - 09:00	10	469	1.067	5.322	10	469	0.149	0.745	10	469	1.216	6.067
09:00 - 09:30	10	469	0.939	4.683	10	469	0.555	2.767	10	469	1.494	7.450
09:30 - 10:00	10	469	0.384	1.916	10	469	0.277	1.384	10	469	0.661	3.300
10:00 - 10:30	10	469	0.405	2.022	10	469	0.256	1.277	10	469	0.661	3.299
10:30 - 11:00	10	469	0.213	1.064	10	469	0.235	1.171	10	469	0.448	2.235
11:00 - 11:30	10	469	0.171	0.852	10	469	0.320	1.597	10	469	0.491	2.449
11:30 - 12:00	10	469	0.384	1.916	10	469	0.277	1.384	10	469	0.661	3.300
12:00 - 12:30	10	469	0.256	1.277	10	469	0.427	2.129	10	469	0.683	3.406
12:30 - 13:00	10	469	0.320	1.597	10	469	0.427	2.129	10	469	0.747	3.726
13:00 - 13:30	10	469	0.256	1.277	10	469	0.384	1.916	10	469	0.640	3.193
13:30 - 14:00	10	469	0.363	1.810	10	469	0.192	0.958	10	469	0.555	2.768
14:00 - 14:30	10	469	0.341	1.703	10	469	0.320	1.597	10	469	0.661	3.300
14:30 - 15:00	10	469	0.192	0.958	10	469	0.320	1.597	10	469	0.512	2.555
15:00 - 15:30	10	469	0.149	0.745	10	469	0.277	1.384	10	469	0.426	2.129
15:30 - 16:00	10	469	0.085	0.426	10	469	0.299	1.490	10	469	0.384	1.916
16:00 - 16:30	10	469	0.149	0.745	10	469	0.384	1.916	10	469	0.533	2.661
16:30 - 17:00	10	469	0.128	0.639	10	469	0.811	4.045	10	469	0.939	4.684
17:00 - 17:30	10	469	0.085	0.426	10	469	0.960	4.790	10	469	1.045	5.216
17:30 - 18:00	10	469	0.192	0.958	10	469	0.960	4.790	10	469	1.152	5.748
18:00 - 18:30	9	501	0.089	0.443	9	501	0.333	1.660	9	501	0.422	2.103
18:30 - 19:00	9	501	0.111	0.553	9	501	0.155	0.775	9	501	0.266	1.328
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			8.388	41.859			8.448	42.152			16.836	84.011

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

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

Parameter summary

Trip rate parameter range selected:	170 - 830 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	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 02 - EMPLOYMENT/A - OFFICE
TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
07:30 - 08:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
08:00 - 08:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
08:30 - 09:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
09:00 - 09:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
09:30 - 10:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
10:00 - 10:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
10:30 - 11:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
11:00 - 11:30	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
11:30 - 12:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
12:00 - 12:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
12:30 - 13:00	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
13:00 - 13:30	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
13:30 - 14:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
14:00 - 14:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
14:30 - 15:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
15:00 - 15:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
15:30 - 16:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
16:00 - 16:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
16:30 - 17:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
17:00 - 17:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
17:30 - 18:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
18:00 - 18:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
18:30 - 19:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.063	0.318			0.063	0.318			0.126	0.636

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
07:30 - 08:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
08:00 - 08:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
08:30 - 09:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
09:00 - 09:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
09:30 - 10:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
10:00 - 10:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
10:30 - 11:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
11:00 - 11:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
11:30 - 12:00	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
12:00 - 12:30	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
12:30 - 13:00	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
13:00 - 13:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
13:30 - 14:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
14:00 - 14:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
14:30 - 15:00	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
15:00 - 15:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
15:30 - 16:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
16:00 - 16:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
16:30 - 17:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
17:00 - 17:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
17:30 - 18:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
18:00 - 18:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
18:30 - 19:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.084	0.424			0.084	0.424			0.168	0.848

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
07:30 - 08:00	9	501	0.044	0.221	9	501	0.000	0.000	9	501	0.044	0.221
08:00 - 08:30	10	469	0.043	0.213	10	469	0.000	0.000	10	469	0.043	0.213
08:30 - 09:00	10	469	0.085	0.426	10	469	0.000	0.000	10	469	0.085	0.426
09:00 - 09:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
09:30 - 10:00	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
10:00 - 10:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
10:30 - 11:00	10	469	0.021	0.106	10	469	0.021	0.106	10	469	0.042	0.212
11:00 - 11:30	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
11:30 - 12:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
12:00 - 12:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
12:30 - 13:00	10	469	0.000	0.000	10	469	0.043	0.213	10	469	0.043	0.213
13:00 - 13:30	10	469	0.043	0.213	10	469	0.064	0.319	10	469	0.107	0.532
13:30 - 14:00	10	469	0.043	0.213	10	469	0.000	0.000	10	469	0.043	0.213
14:00 - 14:30	10	469	0.043	0.213	10	469	0.000	0.000	10	469	0.043	0.213
14:30 - 15:00	10	469	0.021	0.106	10	469	0.064	0.319	10	469	0.085	0.425
15:00 - 15:30	10	469	0.000	0.000	10	469	0.043	0.213	10	469	0.043	0.213
15:30 - 16:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
16:00 - 16:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
16:30 - 17:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
17:00 - 17:30	10	469	0.000	0.000	10	469	0.043	0.213	10	469	0.043	0.213
17:30 - 18:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
18:00 - 18:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
18:30 - 19:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.385	1.923			0.362	1.807			0.747	3.730

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CARS
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.177	0.885	9	501	0.044	0.221	9	501	0.221	1.106
07:30 - 08:00	9	501	0.820	4.094	9	501	0.022	0.111	9	501	0.842	4.205
08:00 - 08:30	10	469	0.981	4.896	10	469	0.043	0.213	10	469	1.024	5.109
08:30 - 09:00	10	469	1.024	5.109	10	469	0.149	0.745	10	469	1.173	5.854
09:00 - 09:30	10	469	0.896	4.471	10	469	0.384	1.916	10	469	1.280	6.387
09:30 - 10:00	10	469	0.277	1.384	10	469	0.235	1.171	10	469	0.512	2.555
10:00 - 10:30	10	469	0.277	1.384	10	469	0.107	0.532	10	469	0.384	1.916
10:30 - 11:00	10	469	0.213	1.064	10	469	0.213	1.064	10	469	0.426	2.128
11:00 - 11:30	10	469	0.085	0.426	10	469	0.277	1.384	10	469	0.362	1.810
11:30 - 12:00	10	469	0.256	1.277	10	469	0.171	0.852	10	469	0.427	2.129
12:00 - 12:30	10	469	0.171	0.852	10	469	0.277	1.384	10	469	0.448	2.236
12:30 - 13:00	10	469	0.256	1.277	10	469	0.384	1.916	10	469	0.640	3.193
13:00 - 13:30	10	469	0.213	1.064	10	469	0.363	1.810	10	469	0.576	2.874
13:30 - 14:00	10	469	0.341	1.703	10	469	0.149	0.745	10	469	0.490	2.448
14:00 - 14:30	10	469	0.320	1.597	10	469	0.277	1.384	10	469	0.597	2.981
14:30 - 15:00	10	469	0.107	0.532	10	469	0.256	1.277	10	469	0.363	1.809
15:00 - 15:30	10	469	0.149	0.745	10	469	0.256	1.277	10	469	0.405	2.022
15:30 - 16:00	10	469	0.043	0.213	10	469	0.235	1.171	10	469	0.278	1.384
16:00 - 16:30	10	469	0.107	0.532	10	469	0.363	1.810	10	469	0.470	2.342
16:30 - 17:00	10	469	0.128	0.639	10	469	0.789	3.938	10	469	0.917	4.577
17:00 - 17:30	10	469	0.064	0.319	10	469	0.939	4.683	10	469	1.003	5.002
17:30 - 18:00	10	469	0.192	0.958	10	469	0.939	4.683	10	469	1.131	5.641
18:00 - 18:30	9	501	0.089	0.443	9	501	0.333	1.660	9	501	0.422	2.103
18:30 - 19:00	9	501	0.111	0.553	9	501	0.155	0.775	9	501	0.266	1.328
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			7.297	36.417			7.360	36.722			14.657	73.139

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
LGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
07:30 - 08:00	9	501	0.067	0.332	9	501	0.000	0.000	9	501	0.067	0.332
08:00 - 08:30	10	469	0.064	0.319	10	469	0.021	0.106	10	469	0.085	0.425
08:30 - 09:00	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
09:00 - 09:30	10	469	0.043	0.213	10	469	0.171	0.852	10	469	0.214	1.065
09:30 - 10:00	10	469	0.107	0.532	10	469	0.043	0.213	10	469	0.150	0.745
10:00 - 10:30	10	469	0.107	0.532	10	469	0.149	0.745	10	469	0.256	1.277
10:30 - 11:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
11:00 - 11:30	10	469	0.064	0.319	10	469	0.021	0.106	10	469	0.085	0.425
11:30 - 12:00	10	469	0.107	0.532	10	469	0.085	0.426	10	469	0.192	0.958
12:00 - 12:30	10	469	0.064	0.319	10	469	0.128	0.639	10	469	0.192	0.958
12:30 - 13:00	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
13:00 - 13:30	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
13:30 - 14:00	10	469	0.021	0.106	10	469	0.043	0.213	10	469	0.064	0.319
14:00 - 14:30	10	469	0.021	0.106	10	469	0.043	0.213	10	469	0.064	0.319
14:30 - 15:00	10	469	0.064	0.319	10	469	0.043	0.213	10	469	0.107	0.532
15:00 - 15:30	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
15:30 - 16:00	10	469	0.043	0.213	10	469	0.043	0.213	10	469	0.086	0.426
16:00 - 16:30	10	469	0.043	0.213	10	469	0.021	0.106	10	469	0.064	0.319
16:30 - 17:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
17:00 - 17:30	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
17:30 - 18:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
18:00 - 18:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
18:30 - 19:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.899	4.479			0.895	4.469			1.794	8.948

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MOTOR CYCLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 499 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
07:30 - 08:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
08:00 - 08:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
08:30 - 09:00	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
09:00 - 09:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
09:30 - 10:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
10:00 - 10:30	10	469	0.021	0.106	10	469	0.000	0.000	10	469	0.021	0.106
10:30 - 11:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
11:00 - 11:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
11:30 - 12:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
12:00 - 12:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
12:30 - 13:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
13:00 - 13:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
13:30 - 14:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
14:00 - 14:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
14:30 - 15:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
15:00 - 15:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
15:30 - 16:00	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
16:00 - 16:30	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
16:30 - 17:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
17:00 - 17:30	10	469	0.000	0.000	10	469	0.021	0.106	10	469	0.021	0.106
17:30 - 18:00	10	469	0.000	0.000	10	469	0.000	0.000	10	469	0.000	0.000
18:00 - 18:30	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
18:30 - 19:00	9	501	0.000	0.000	9	501	0.000	0.000	9	501	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.042	0.212			0.042	0.212			0.084	0.424

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.*

Fairhurst George Street Edinburgh Licence No: 109303

Calculation Reference: AUDIT-109303-240612-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 08 - MARINAS
Category : A - MARINAS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	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 berths
Actual Range:	90 to 160 (units:)
Range Selected by User:	10 to 1800 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/06/21

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	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local 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:

Village	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	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	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	2 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

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

LIST OF SITES relevant to selection parameters

1	CA-08-A-02	MARINA		CAMBRIDGESHIRE
	LOW ROAD			
	ST IVES			
	VINDIS ST IVES			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of berths:		160	
	Survey date: SATURDAY		*23/06/18*	*Survey Type: MANUAL*
2	KC-08-A-03	MARINA		KENT
	CASTLE ROAD			
	MAIDSTONE			
	ALLINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of berths:		90	
	Survey date: SATURDAY		*12/05/18*	*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 08 - MARINAS/A - MARINAS
TOTAL VEHICLES
Calculation factor: 1 BERTHS
Estimated TRIP rate value per 185 BERTHS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. BERTHS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BERTHS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BERTHS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	160	0.006	1.156	1	160	0.006	1.156	1	160	0.012	2.312
08:00 - 09:00	1	160	0.025	4.625	1	160	0.013	2.313	1	160	0.038	6.937
09:00 - 10:00	2	125	0.060	11.100	2	125	0.036	6.660	2	125	0.096	17.760
10:00 - 11:00	2	125	0.084	15.540	2	125	0.068	12.580	2	125	0.152	28.120
11:00 - 12:00	2	125	0.076	14.060	2	125	0.064	11.840	2	125	0.140	25.900
12:00 - 13:00	2	125	0.060	11.100	2	125	0.076	14.060	2	125	0.136	25.160
13:00 - 14:00	2	125	0.088	16.280	2	125	0.072	13.320	2	125	0.160	29.600
14:00 - 15:00	2	125	0.084	15.540	2	125	0.088	16.280	2	125	0.172	31.820
15:00 - 16:00	2	125	0.060	11.100	2	125	0.084	15.540	2	125	0.144	26.640
16:00 - 17:00	2	125	0.052	9.620	2	125	0.048	8.880	2	125	0.100	18.500
17:00 - 18:00	1	160	0.056	10.406	1	160	0.081	15.031	1	160	0.137	25.437
18:00 - 19:00	1	160	0.019	3.469	1	160	0.019	3.469	1	160	0.038	6.938
19:00 - 20:00	1	160	0.006	1.156	1	160	0.013	2.313	1	160	0.019	3.468
20:00 - 21:00	1	160	0.000	0.000	1	160	0.013	2.313	1	160	0.013	2.312
21:00 - 22:00	1	160	0.000	0.000	1	160	0.013	2.313	1	160	0.013	2.312
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.676	125.152			0.694	128.064			1.370	253.216

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

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

Parameter summary

Trip rate parameter range selected:	90 - 160 (units:)
Survey date date range:	01/01/16 - 27/06/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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-109303-240930-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days
12	CONNAUGHT		
	LT	LEITRIM	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	2530 to 4970 (units: sqm)
Range Selected by User:	360 to 19750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/22

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	5 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	3
Out of Town	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	4 days
E(d)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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 LT-07-C-02 LEISURE CENTRE LEITRIM
ATTIFINLAY
CARRICK-ON-SHANNON
SUMMERHILL
Edge of Town
Residential Zone
Total Gross floor area: 2597 sqm
Survey date: SATURDAY *20/05/17* *Survey Type: MANUAL*

2 NF-07-C-03 LEISURE CENTRE NORFOLK
NORWICH ROAD
WYMONDHAM

Edge of Town Centre
Residential Zone
Total Gross floor area: 4970 sqm
Survey date: SATURDAY *09/11/19* *Survey Type: MANUAL*

3 NY-07-C-02 LEISURE CENTRE NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Edge of Town
Out of Town
Total Gross floor area: 2530 sqm
Survey date: SATURDAY *09/03/19* *Survey Type: MANUAL*

4 NY-07-C-03 LEISURE CENTRE NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Edge of Town
Out of Town
Total Gross floor area: 2530 sqm
Survey date: SATURDAY *21/05/22* *Survey Type: MANUAL*

5 TW-07-C-04 LEISURE CENTRE TYNE & WEAR
THE LINKS
WHITLEY BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 3500 sqm
Survey date: SATURDAY *16/10/21* *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/C - LEISURE CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4970	0.040	1	4970	0.000	1	4970	0.040
06:00 - 07:00	2	3784	0.278	2	3784	0.013	2	3784	0.291
07:00 - 08:00	3	3689	0.931	3	3689	0.145	3	3689	1.076
08:00 - 09:00	5	3225	1.829	5	3225	0.750	5	3225	2.579
09:00 - 10:00	5	3225	2.555	5	3225	2.077	5	3225	4.632
10:00 - 11:00	5	3225	2.443	5	3225	2.443	5	3225	4.886
11:00 - 12:00	5	3225	2.331	5	3225	2.635	5	3225	4.966
12:00 - 13:00	5	3225	1.674	5	3225	2.189	5	3225	3.863
13:00 - 14:00	5	3225	1.842	5	3225	1.649	5	3225	3.491
14:00 - 15:00	5	3225	1.811	5	3225	1.693	5	3225	3.504
15:00 - 16:00	5	3225	1.711	5	3225	1.711	5	3225	3.422
16:00 - 17:00	5	3225	0.874	5	3225	1.581	5	3225	2.455
17:00 - 18:00	3	3689	0.687	3	3689	1.012	3	3689	1.699
18:00 - 19:00	3	3689	0.316	3	3689	0.922	3	3689	1.238
19:00 - 20:00	2	3784	0.132	2	3784	0.344	2	3784	0.476
20:00 - 21:00	2	3784	0.026	2	3784	0.264	2	3784	0.290
21:00 - 22:00	2	3784	0.013	2	3784	0.040	2	3784	0.053
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.493			19.468			38.961

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

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

Parameter summary

Trip rate parameter range selected:	2530 - 4970 (units: sqm)
Survey date date range:	01/01/16 - 16/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
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-109303-240930-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	EX	ESSEX	2 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	EL	EAST LOTHIAN	1 days
13	MUNSTER		
	TI	TIPPERARY	1 days
14	LEINSTER		
	WC	WICKLOW	1 days
17	ULSTER (NORTHERN IRELAND)		
	DO	DOWN	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1450 to 12188 (units: sqm)
Range Selected by User:	360 to 19750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/22

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	4 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	18 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:

Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	9
Built-Up Zone	4
No Sub Category	5

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

n/a	16 days
E(d)	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	8 days
50,001 to 100,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days
500,001 or More	3 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	11 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No	18 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	16 days
2 Poor	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-07-C-02 LEISURE CENTRE CAMBRIDGESHIRE
BACK LANE
CAMBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 1502 sqm
Survey date: THURSDAY 07/06/18 *Survey Type: MANUAL*

2 CU-07-C-03 SWIMMING & FITNESS CENTRE CUMBERLAND
JAMES STREET
CARLISLE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: WEDNESDAY 22/06/16 *Survey Type: MANUAL*

3 DO-07-C-01 LEISURE CENTRE DOWN
VALENTINE ROAD
BANGOR

Edge of Town Centre
No Sub Category
Total Gross floor area: 10529 sqm
Survey date: WEDNESDAY 21/11/18 *Survey Type: MANUAL*

4 DV-07-C-02 LEISURE CENTRE DEVON
HEAVITREE ROAD
EXETER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: WEDNESDAY 05/07/17 *Survey Type: MANUAL*

5 EL-07-C-01 LEISURE CENTRE EAST LOTHIAN
NEWBIGGING
MUSSELBURGH

Edge of Town Centre
No Sub Category
Total Gross floor area: 4125 sqm
Survey date: WEDNESDAY 25/04/18 *Survey Type: MANUAL*

6 EX-07-C-01 LEISURE CENTRE ESSEX
CREST AVENUE
BASILDON

Edge of Town
Residential Zone
Total Gross floor area: 3364 sqm
Survey date: THURSDAY 30/09/21 *Survey Type: MANUAL*

7 EX-07-C-02 LEISURE CENTRE ESSEX
PRIORY CHASE
RAYLEIGH

Edge of Town
No Sub Category
Total Gross floor area: 3297 sqm
Survey date: TUESDAY 28/09/21 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 LB-07-C-01 LEISURE CENTRE LAMBETH
DEVANE WAY
WEST NORWOOD

Edge of Town Centre
Residential Zone
Total Gross floor area: 5400 sqm
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

9 LS-07-C-02 LEISURE CENTRE LEEDS
LODGE LANE
WETHERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 2182 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

10 NF-07-C-05 LEISURE CENTRE NORFOLK
WHERRY ROAD
NORWICH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2910 sqm
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

11 NG-07-C-04 LEISURE CENTRE NOTTINGHAM
DENMAN STREET CENTRAL
NOTTINGHAM
RADFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2210 sqm
Survey date: FRIDAY *02/12/16* *Survey Type: MANUAL*

12 SD-07-C-01 LEISURE CENTRE SWINDON
NORTH STAR AVENUE
SWINDON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 9600 sqm
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

13 TI-07-C-02 LEISURE CENTRE TIPPERARY
DUBLIN ROAD
NENAGH

Edge of Town
No Sub Category
Total Gross floor area: 2980 sqm
Survey date: THURSDAY *26/05/16* *Survey Type: MANUAL*

14 TW-07-C-03 LEISURE CENTRE TYNE & WEAR
ALEXANDRA ROAD
GATESHEAD
MOUNT PLEASANT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 12188 sqm
Survey date: WEDNESDAY *01/05/19* *Survey Type: MANUAL*

15 WC-07-C-01 LEISURE CENTRE WICKLOW
MILL ROAD
GREYSTONES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4800 sqm
Survey date: WEDNESDAY *16/11/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 WF-07-C-02 LEISURE CENTRE WALTHAM FOREST
CHINGFORD ROAD
WALTHAMSTOW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 8460 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

17 WM-07-C-02 LEISURE CENTRE WEST MIDLANDS
BEECHES ROAD
BIRMINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY *26/09/19* *Survey Type: MANUAL*

18 WS-07-C-07 LEISURE CENTRE WEST SUSSEX
BRIGHTON ROAD
WORTHING

Edge of Town Centre
Residential Zone
Total Gross floor area: 3100 sqm
Survey date: FRIDAY *13/05/22* *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/C - LEISURE CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	8460	0.165	1	8460	0.083	1	8460	0.248
06:00 - 07:00	13	5441	0.366	13	5441	0.064	13	5441	0.430
07:00 - 08:00	18	4622	0.453	18	4622	0.285	18	4622	0.738
08:00 - 09:00	18	4622	0.559	18	4622	0.385	18	4622	0.944
09:00 - 10:00	18	4622	0.724	18	4622	0.459	18	4622	1.183
10:00 - 11:00	18	4622	0.677	18	4622	0.561	18	4622	1.238
11:00 - 12:00	18	4622	0.603	18	4622	0.555	18	4622	1.158
12:00 - 13:00	18	4622	0.504	18	4622	0.602	18	4622	1.106
13:00 - 14:00	18	4622	0.405	18	4622	0.551	18	4622	0.956
14:00 - 15:00	18	4622	0.441	18	4622	0.433	18	4622	0.874
15:00 - 16:00	18	4622	0.666	18	4622	0.518	18	4622	1.184
16:00 - 17:00	18	4622	1.019	18	4622	0.772	18	4622	1.791
17:00 - 18:00	18	4622	1.106	18	4622	1.111	18	4622	2.217
18:00 - 19:00	18	4622	1.141	18	4622	1.073	18	4622	2.214
19:00 - 20:00	18	4622	0.865	18	4622	1.023	18	4622	1.888
20:00 - 21:00	18	4622	0.392	18	4622	0.953	18	4622	1.345
21:00 - 22:00	16	4900	0.133	16	4900	0.547	16	4900	0.680
22:00 - 23:00	8	4886	0.023	8	4886	0.125	8	4886	0.148
23:00 - 24:00									
Total Rates:			10.242			10.100			20.342

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:	1450 - 12188 (units: sqm)
Survey date date range:	01/01/16 - 16/11/22
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Aberdeen
Aberdeen Westhill
Birmingham
Bristol
Dundee
Edinburgh
Elgin
Glasgow
Huddersfield
Inverness
Leeds
London
Newcastle upon Tyne
Plymouth
Sevenoaks
Taunton
Watford

FAIRHURST

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES
PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &
DEVELOPMENT • WATER SERVICES • HEALTH & SAFETY / CDM SERVICES