



Willmott Dixon Construction Limited

Littlehampton Leisure Centre

Transport Statement Addendum

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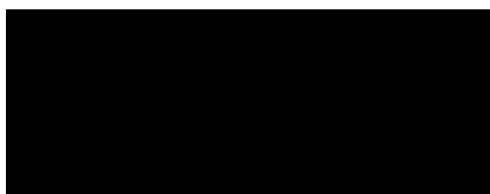
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1 Introduction

General

- 1.1 WYG has been commissioned by Willmott Dixon Construction Limited (the 'Client'), on behalf of Arun District Council (ADC) to prepare a Transport Statement (TS) Addendum in connection with the proposed redevelopment of Littlehampton Swimming and Sports Centre (the 'site'), on Sea Road, West Sussex.
- 1.2 The Local Planning Authority is ADC and the Local Highways Authority is West Sussex County Council (WSCC) Highways.
- 1.3 This TS Addendum demonstrates that there are no adverse transport implications arising from the proposed development at the site as part of the Non-Material Amendment Application.

Planning Background & Report Scope

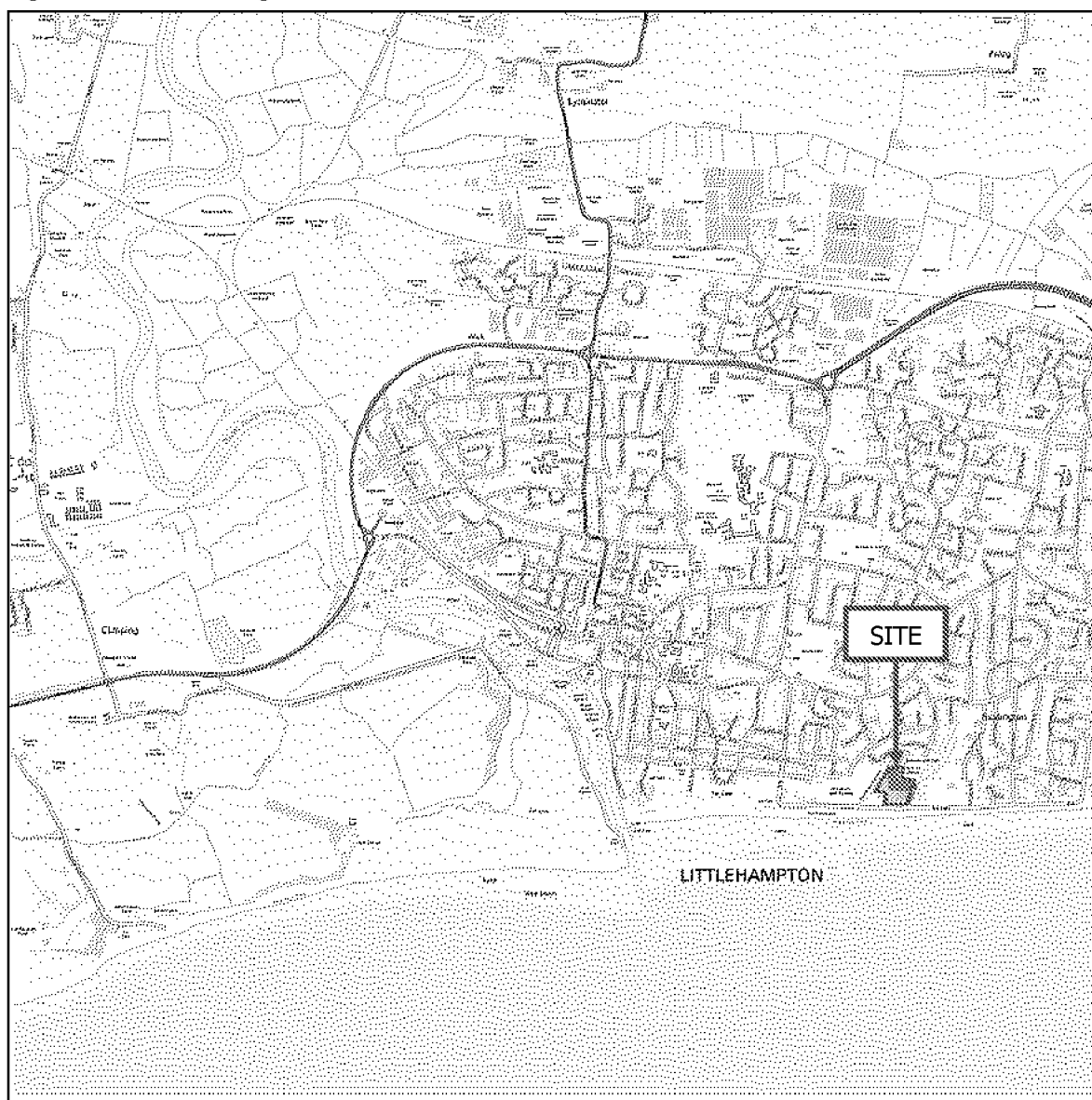
- 1.4 A planning application (Ref: LU/314/16/PL) was previously submitted in October 2016 for the *"proposed development of new Leisure Centre Facility (Use Class D2) and demolition of existing Leisure Centre Facility and Sports Dome, including modifications to the existing car parking arrangement, landscaping and associated works"* (the 'Approved Scheme'). This application was approved subject to planning conditions on 4th January 2017. A Non-Material Amendment Application (the 'Amendment Application') is now to be submitted in relation to the proposed development.
- 1.5 A scoping exercise was undertaken prior to the submission of the original planning application. The result of these discussions informed the original TS report. Contact has been made with WSCC in relation to the contents of this TS Addendum, which has been based on the original advice received for the prior application.
- 1.6 This TS Addendum report has been prepared in support of the Amendment Application for the site and provides an update to the previous TS submitted in October 2016. This updated report provides a comparison between the Approved Scheme and the latest proposed scheme as well as a review of policy and baseline transport conditions.

Background and Site Location

- 1.7 The Littlehampton Swimming and Sports Centre is located on Littlehampton seafront, on the northern side of Sea Road (B2140).
- 1.8 The site is operated by Freedom Leisure (Wealden Leisure Limited) on behalf of ADC. The site is bounded by Mewsbrook Park and woodland to the north, Sea Road Skate Park and a golf course to the west, Hendon Avenue to the east and Sea Road to the south.
- 1.9 The site's immediate surrounding area includes a mixture of leisure facilities and green open space to the east and west, such as Mewsbrook Park and Sea Road Skate Park. The remaining surrounding area comprises the residential areas of Littlehampton and Rustington, situated to the north and east of the site.
- 1.10 Currently, the site is used as a swimming and sports centre, including a 25m 6-lane swimming pool, a teaching/learner pool, a gym, a sports dome, sauna, cafe and some additional facilities. The majority of these facilities are provided on ground floor level, with a small first floor level comprising some gym facilities. The combined area for the main building plus the sports dome is approximately 3,500sqm.

- 1.11 On-site parking is currently provided as a pay and display facility, with a total of 134 parking spaces including eight disabled spaces. In addition, six coach parking spaces are provided on-site.
- 1.12 There is one vehicular access and egress point on Sea Road, with parking split into two car parks on-site. A strategic location plan showing the development site in relation to the surrounding area is shown in **Figure 1.1**.

Figure 1.1 Strategic Site Location Plan



Source: Ordnance Survey Mapping

Proposed Development and Non-Material Amendment Application

- 1.13 The Approved Scheme comprises the redevelopment of the existing Littlehampton Swimming and Sports Centre to provide a new Leisure Centre Facility (Use Class D2). This will involve the demolition of the existing swimming and sports centre, and sports dome.



- 1.14 The area occupied by the current swimming and sports centre is to be landscaped into a green open space, linking with Mewsbrook Park to the north. The area occupied by the existing sports dome is to be replaced by a new swimming pool, gym, sports centre, and cafe and serving area.
- 1.15 The current sports facilities within the existing indoor sports dome are to be provided within the new sports centre building, in the form of a sports hall (690sqm).
- 1.16 The operator of the new leisure centre will operate a Travel Plan for the facility.
- 1.17 The Amendment Application proposes minor amendments to the internal layout of the Approved Scheme, leading to a slight reduction in the proposed overall total gross floor area (GFA) from 4,642sqm to 4,290sqm. These amendments are proposed to revolve around the common areas (e.g. foyer, cafe, reception, etc). No changes are proposed in terms of land use.
- 1.18 In addition, a slight increase in parking capacity is proposed, involving the introduction of 14 additional car parking spaces and a 'Blue Badge' / wheelchair accessible parking space.

Report Structure

- 1.19 Following this introductory chapter, the remainder of the TS is structured as follows:
 - **Chapter 2** - Policy Review;
 - **Chapter 3** - Baseline Transport Conditions;
 - **Chapter 4** - Proposed Development;
 - **Chapter 5** - Trip Assessment;
 - **Chapter 6** - Impact of the Development;
 - **Chapter 7** - Summary and Conclusions
- 1.20 All technical appendices are included at the end of this report for information.



2 Policy Review

Introduction

- 2.1 This chapter of the TS Addendum reviews and analyses the relevant current and emerging integrated land use and transport planning policy and policy guidance in the context of the site and the proposed development.
- 2.2 The current agenda regarding transport and development is moving away from one of providing significant new infrastructure, through 'predict and provide' schemes. Instead, policies have been adopted in national guidelines such as the Transport White Paper (2011) that seeks to encourage more sustainable travel modes and a planning system which places more emphasis on the link between transport and land use planning policies.
- 2.3 The policies reviewed within this chapter demonstrate the ways in which the site proposals are consistent with policy objectives at all these levels. Relevant policies identified include the following:

National

- The Transport White Paper (2011);
- National Planning Policy Framework (NPPF) (March 2012);
- Planning Practice Guidance (PPG) (March 2014);

Regional

- West Sussex County Council Transport Plan, 2011–2026

Local

- Arun District Council Local Plan, 2003-2011
- Emerging Arun District Council Local Plan, 2011-2031 (Publication Version, October 2014)

National Policy

The Transport White Paper (2011)

- 2.4 The government's vision for the local transport system is set out in the January 2011 Transport White paper "Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen".
- 2.5 The White Paper acknowledges that transport provision is essential for economic growth. However, the paper also recognises that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitment on climate change as well as creating a safer and cleaner environment in which to live. With this in mind, the government highlights sustainable transport solutions as a means by which the economy can grow while having a positive impact on the local environs.
- 2.6 Whilst the paper outlines the funding options which will be available for sustainable transport schemes, it also recognises that investment alone will not be enough and that help needs to be given to people to ensure that the transport choices they make are good for society as a whole. The paper recognises that it is at the local level where most can be done to encourage sustainable travel and implement sustainable transport schemes. Solutions should be developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities.
- 2.7 Within the paper, sustainable transport considers more than just public transport, walking and cycling schemes and acknowledges that it is not feasible for some trips to be undertaken by these



modes. There is therefore a realisation that the car will continue to be an important mode of transport and focus should be given to making car travel greener through electric and other low emission vehicles.

National Planning Policy Framework (NPPF) (March 2012)

- 2.8 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.
- 2.9 The NPPF defines the delivery of sustainable development through three roles:
- Planning for prosperity (an economic role);
 - Planning for people (a social role); and
 - Planning for places (an environmental role).
- 2.10 It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.
- 2.11 At the heart of the NPPF is a presumption in favour of sustainable development which '*should be seen as a golden thread running through both plan making and decision taking*' (paragraph 14). In paragraph 15, it goes on to say that: '*Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.*'
- 2.12 NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel.
- 2.13 Paragraph 32 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It goes on to mention that plans and decisions should take account of whether:
- '*The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - '*safe and suitable access to the site can be achieved for all people; and*
 - '*improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*'
- 2.14 Paragraph 34 seeks to ensure that: '*developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.*'
- 2.15 It goes on to mention that: '*Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.*' Therefore, developments should be located and designed where practical to:
- '*Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and*
 - '*create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter.*'



Planning Practice Guidance (PPG)

- 2.16 The Government's PPG was launched on 6th March 2014 by the Department for Communities and Local Government (DCLG) as a web-based resource.
- 2.17 Within the PPG, the '*Travel Plans (TPs), Transport Assessments (TAs) and Transport Statements (TSs) in Decisions-Taking*' guidance provides advice on when these documents are required, what they are and what they should contain. Paragraph 6 sets the importance, saying that they can positively contribute to:
- '*encouraging sustainable travel;*
 - '*lessening traffic generation and its detrimental impacts;*
 - '*reducing carbon emissions and climate impacts;*
 - '*creating accessible, connected, inclusive communities;*
 - '*improving health outcomes and quality of life;*
 - '*improving road safety; and*
 - '*reducing the need for new development to increase existing road capacity or provide new roads.*'
- 2.18 The PPG then goes on saying that the key principles to be taken are that a TP, TA or TS should be:
- '*proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - '*established at the earliest practicable possible stage of a development proposal;*
 - '*be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
 - '*be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*'
- 2.19 In determining whether a TA or TS will be needed for a proposed development, the PPG states on Paragraph 13 that:
- 'Local planning authorities should take into account the following considerations:*
- '*the Transport Assessment and Statement policies (if any) of the Local Plan;*
 - '*the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
 - '*existing intensity of transport use and the availability of public transport;*
 - '*proximity to nearby environmental designations or sensitive areas;*
 - '*impact on other priorities/ strategies (such as promoting walking and cycling);*
 - '*the cumulative impacts of multiple developments within a particular area; and*
 - '*whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).*'



Regional Policy

West Sussex County Council Transport Plan (2011-2026)

- 2.20 The WSCC Transport Plan sets out the county-wide transport vision and objectives for the period 2011-2026, which are the following:
- 2.21 *'Our overall vision is to achieve efficient, safe and less congested transport networks, which contribute towards:*
- *a more competitive and thriving economy;*
 - *reductions in emissions;*
 - *improved access to services;*
 - *jobs and housing, especially for those in need; and*
 - *improved quality of life for all those who live and work within our beautiful and unique county.'*

Coastal West Sussex

- 2.22 In regards to Coastal West Sussex, the Long Term Strategy of the WSCC Transport Plan sets out the following vision:

'The coastal strip of West Sussex includes Bognor Regis, Arundel, Littlehampton, Worthing, Shoreham, and Chichester. The area adjoins the South Downs National Park (SDNP) and has a high quality landscape but, in some places, is in need of regeneration.

In places it has concentrations of deprivation, poor economic performance, a high proportion of elderly people, congestion, and a lack of high quality employment sites.

Our vision for Coastal West Sussex for 2026 is for a vibrant, accessible and economically buoyant area.'

Objectives

- 2.23 The main objective is to improve quality of life for the people of West Sussex by helping to provide:
- *'a high quality transport network that promotes a competitive and prosperous economy in all parts of the County;*
 - *a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
 - *access to services, employment and housing; and*
 - *a transport network that feels, and is, safer and healthier to use.'*

Local Policy

Arun District Council Local Plan, 2003-2011 (Saved Policies)

- 2.24 Whilst Arun District Council is in the process of developing its emerging local plan, the following are a number of saved policies from the 2003 Local Plan:
- 2.25 In regards to Public Transport, Policy GEN14 states:

'The Council will support the provision of comprehensive public transport services throughout the District, and encourage improvements to be made to services wherever possible. Where appropriate, new development will be required to make provision for public transport facilities.

Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.'



2.26 In regards to Cycling and Walking, Policy GEN15 states:

'The Council will continue to work with West Sussex County Council and others to encourage and support the development of safe cycle and footpath networks. Where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area. The proposed Barnham - Felpham and River Arun cycle routes will be protected from development which would preclude their use as a safe cycle route.'

2.27 In regards to Public Rights of Way, Policy GEN16 states:

'The Council will protect the rights of way network and will support and encourage improvements and enhancements. Development will not be permitted which would have an adverse impact on the use of a right-of-way. The rural characteristics of rights of way outside of the built up area boundaries should be retained.'

2.28 In regards to Access for People with Disabilities, Policy GEN17 states:

'Development involving buildings open to the public and buildings used for employment or education purposes should provide suitable access for people with disabilities, in terms of external and internal layout. Proposals should be consistent with the special architectural or historic character of the property concerned.'

Emerging Arun District Council Local Plan, 2011-2031 (Publication Version, October 2014)

2.29 The emerging Arun's Local Plan sets out the following strategic objectives for Transport, which are to:

- *'Reduce the need to travel and promote sustainable forms of transport.*
- *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity.*
- *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities.*
- *Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population.*
- *Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships.'*

2.30 In terms of Health & Wellbeing facilities, Policy HWB SP1 states that:

'All development shall be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities. In particular regard shall be had to:

- a Providing or contributing to the necessary infrastructure to encourage physical exercise and health, including accessible open space, sports and recreation facilities (including outdoor fitness equipment) and safe, well promoted, walking and cycling routes.*
- b Creating mixed use development and multi-use community buildings that reduce the need to travel by providing housing, services and employment in close proximity to each other; and*
- c Ensuring that arts and cultural facilities are accessible to all residents and visitors to the District.*



Where new health, recreation and leisure facilities are planned, these shall be located along public transport corridors that are easily accessible to members of the wider community.'

2.31 In regards to Transport and Development, the Arun LP states in Policy T SP1 that:

'The Council will support development which:

- d Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
- e Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
- f Explains how the development has been designed to:*
 - 1 accommodate the efficient delivery of goods and supplies;*
 - 2 give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - 3 create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - 4 incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
 - 5 consider the needs of people with disabilities by all modes of transport.'*

Car and Cycle Parking Standards

2.32 The development is subject to the local parking standards as set out by WSCC, which are shown in **Table 2.1**. It is noted that the proposed cycle standards are a minimum. All cycle parking must be sheltered and secure and in accordance with local guidance or best practice design. However, flexibility and innovation will be encouraged. It is essential that cycle parking is considered carefully within the design of new development.

Table 2.1 WSCC Parking Standards

Land Use	Car Parking Maximum Standard	Disabled Parking Minimum	Motorcycle Parking Minimum	Cycle Parking Minimum
D2 Assembly and Leisure (other than cinemas, conference facilities and stadia)	1 space per 22sqm	Car parks associated with leisure, recreation and places open to the general public. A minimum of 1 space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists	1 space plus 1 space per 10 parking spaces	1 space per 4 staff plus visitor / customer cycle parking

Source: West Sussex County Council

2.33 A total of 149 car parking spaces are proposed as part of the Amendment Application. Out of these, 9 are proposed to be disabled spaces, equating to 6% of the overall provision. Associated cycle parking for staff and visitors is also proposed, with a total of 12 Sheffield stands (24 cycle parking spaces) provided.

2.34 The proposed parking provision is understood to be compliant with WSCC parking standards as set out in Table 2.1.

3 Baseline Transport Conditions

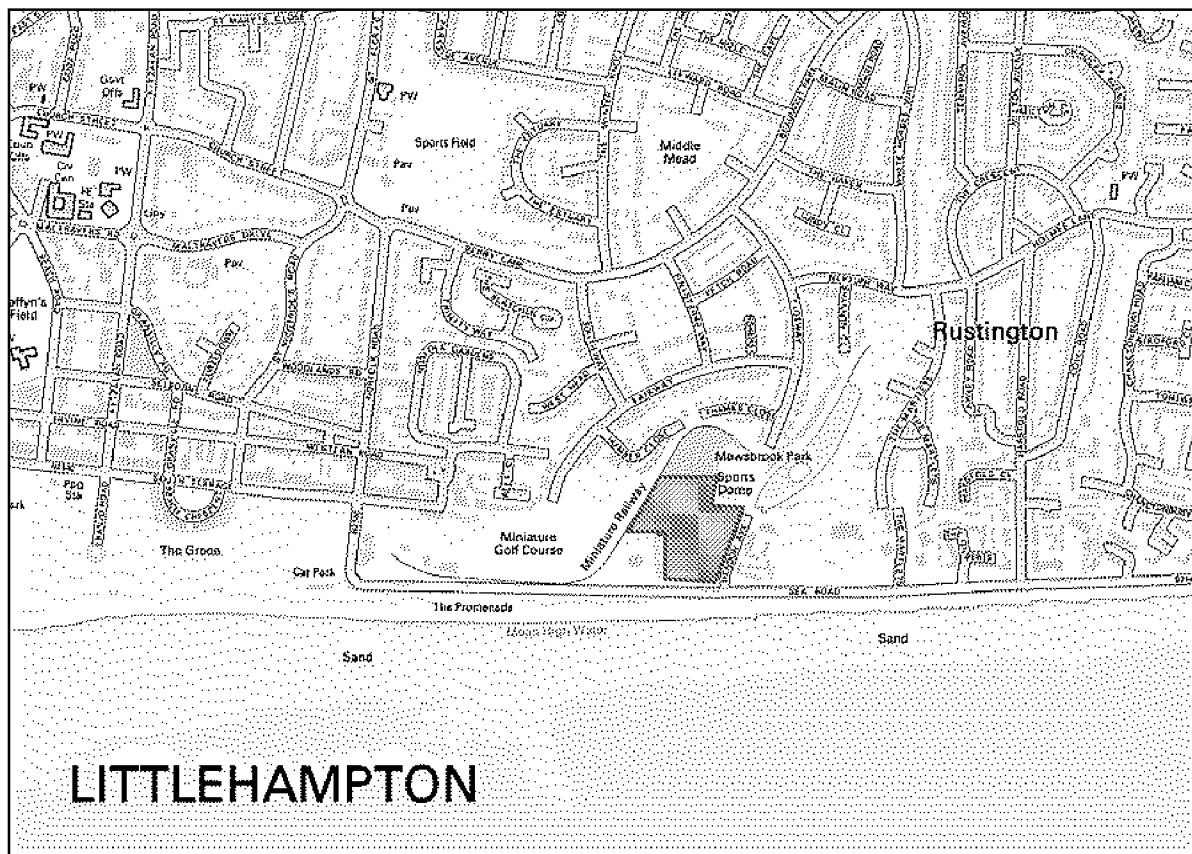
General

- 3.1 This chapter of the TS Addendum confirms the existing, or 'baseline', transport conditions present at the site and within the immediate surrounding area.
- 3.2 It is important that baseline conditions are accurately established so that the context of any potential future development at the site, and its potential impact on the surrounding transport and highway networks, can be fully understood.
- 3.3 Baseline conditions have been informed by desk-based research exercise carried out in September-October 2016, as well as in February 2017. The baseline conditions outlined in the previous TS report remain unchanged.

Site Location and Description

- 3.4 The site is located on Sea Road (B2140) on Littlehampton's seafront. It currently comprises a swimming pool, sports centre and sports dome. The site's immediate surrounding area includes a mixture of leisure facilities and green open space to the east and west, such as Mewsbrook Park, Sea Road Skate Park and a golf course.
- 3.5 In terms of existing visitor numbers to the site, information has been obtained from the current site operator which quotes the current visitor numbers at approximately 400,000 per annum.
- 3.6 A site location plan is provided in **Figure 3.1** below to show the site in the context of the local area.

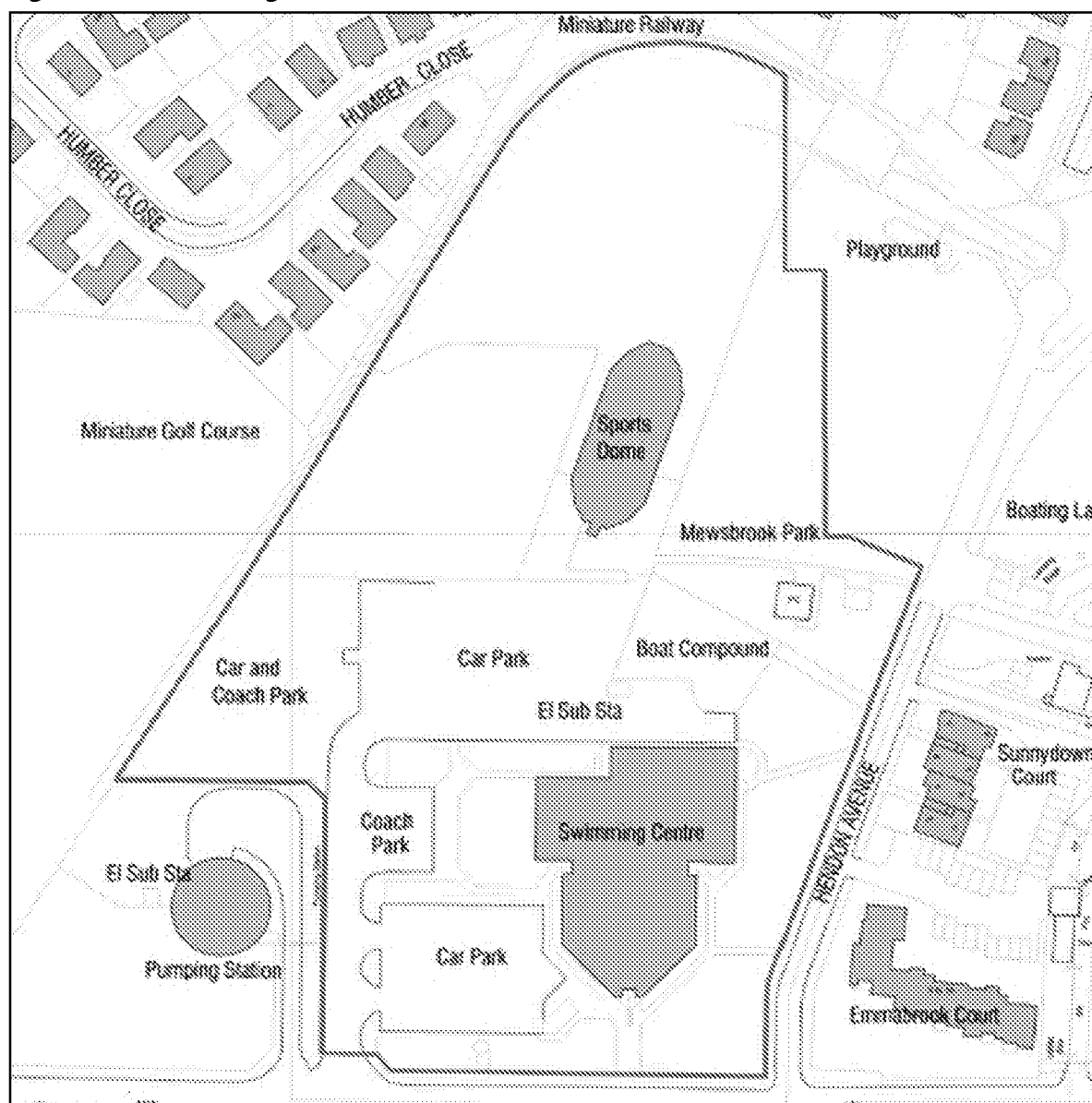
Figure 3.1 Site Location Plan



Source: Ordnance Survey Mapping

- 3.7 The existing development comprises Littlehampton swimming pool, sports centre and sports dome, with facilities including a 25m 6-lane swimming pool, a teaching/learner pool, gym, sauna, cafe and some additional facilities. The site currently totals approximately 3,448 sqm GFA.
- 3.8 Parking at the site is split into two areas (the northern and southern car parks). There are 134 car parking spaces (including eight disabled spaces) and six coach parking spaces on-site.
- 3.9 An extract from the existing site plan produced by AFLS+P Architects is provided below in **Figure 3.2**. The site boundary is shown in red for information. A copy of this drawing is also included in **Appendix A**.

Figure 3.2 Existing Site Plan



Source: Source: AFLS+P Architects.

Pedestrians Site Access

- 3.10 The site can be accessed on foot directly from the south via Sea Road (B2140), from the east via Hendon Avenue and from the north via Mewsbrook Park. There are a number of pedestrian only accesses to the site, with two located on Hendon Avenue to the east of the site, one via Mewsbrook

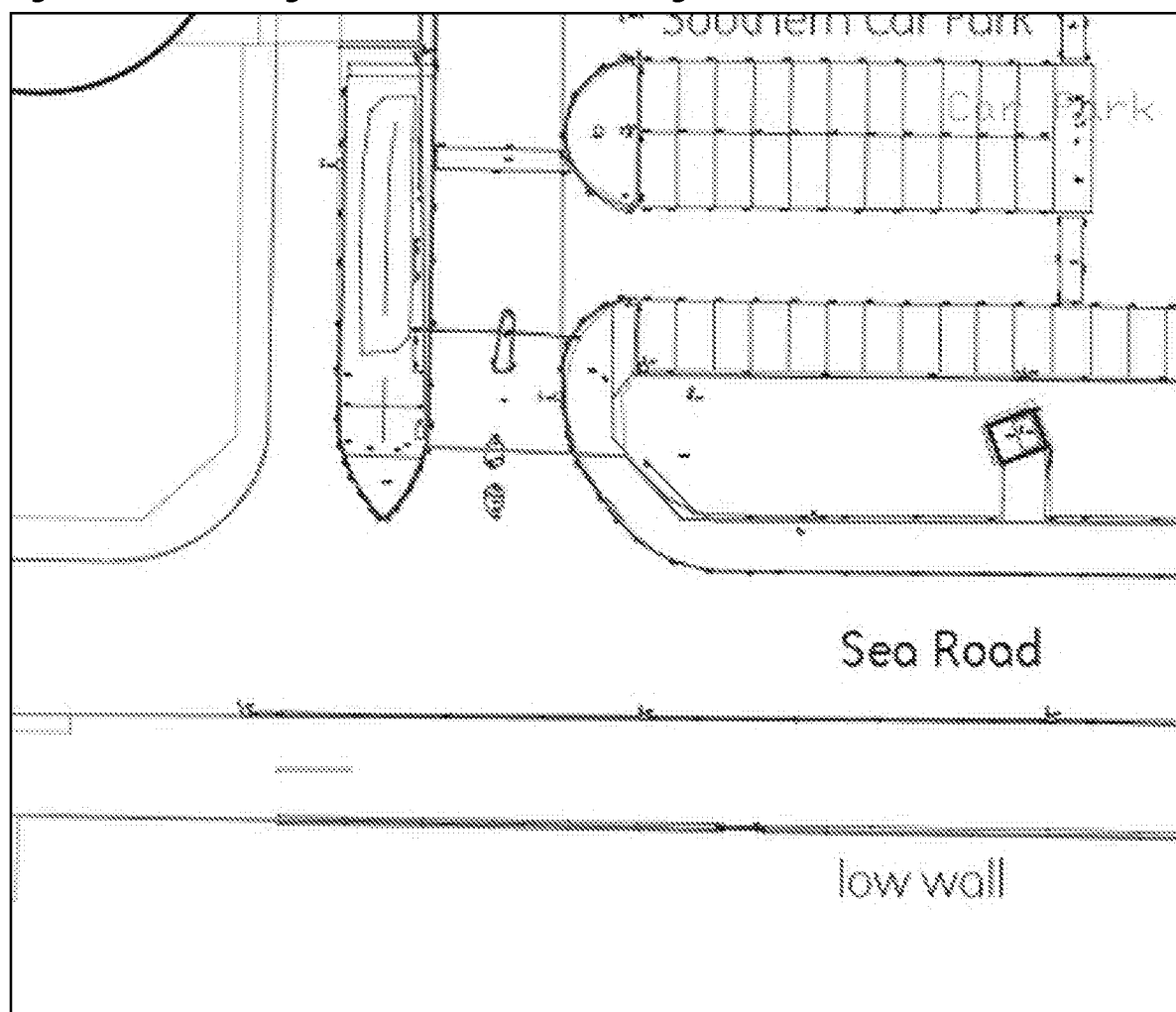
Park to the north, and one from Sea Road to the south. Additionally, there is a pedestrian footway adjacent to the vehicular access on Sea Road.

- 3.11 There are existing footways on both sides of the carriageway on Sea Road (B2140) and Hendon Avenue, with dropped kerbs and tactile paving at crossing points. There is a pedestrian refuge island on Sea Road, allowing pedestrians to cross from the footway on the southern side of the carriageway, which links directly with the pedestrian access to the site.

Existing Vehicular Access

- 3.12 There is currently one vehicular access located on Sea Road (B2140), in the site's south western corner, providing access to the on-site car parks. The site access junction has a dedicated right turn 'ghost island' facility, which has storage capacity for approximately 10 vehicles waiting to turn into the site. A splitter island is provided on the internal access road, allowing pedestrians to cross safely in two stages.
- 3.13 Access to the adjacent sub-station site is located immediately to the west of the site access junction, with the right turning lane extending to this site as well. The sub-station access is very lightly trafficked. The existing site access arrangements are shown in **Figure 3.3** below.

Figure 3.3 Existing Vehicular Site Access Arrangements

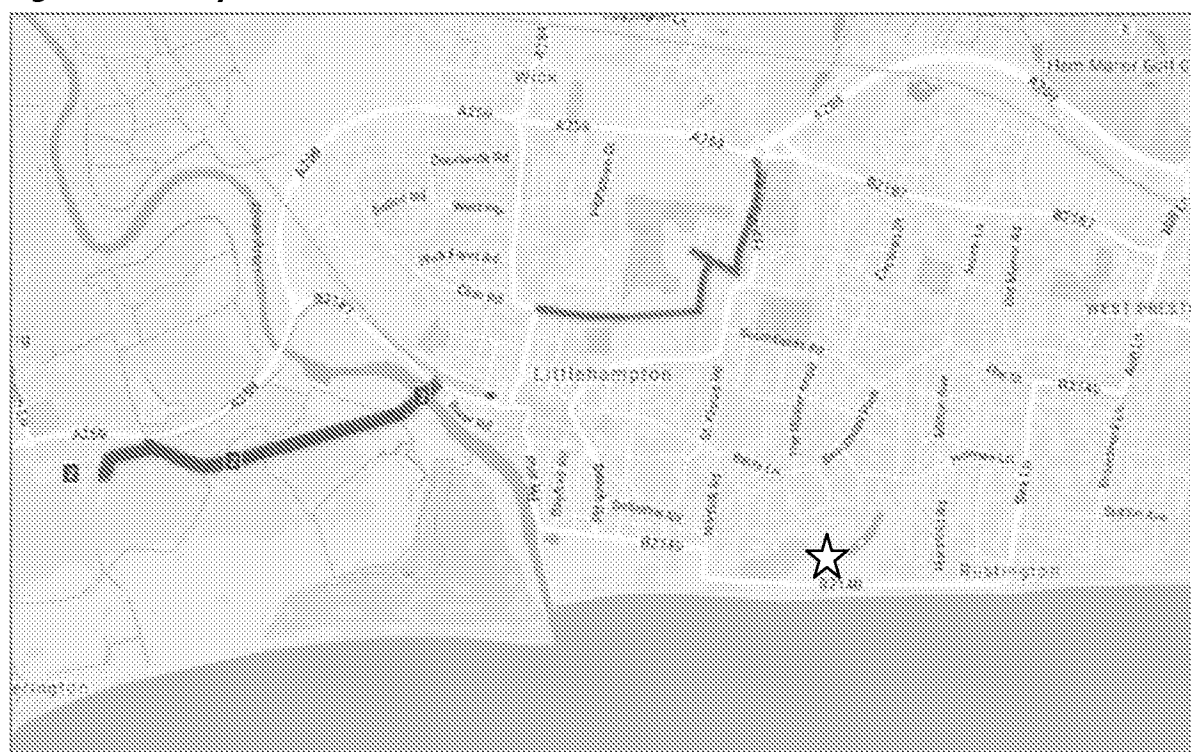


Source: LDA Design Consulting Limited

Cycle Facilities

- 3.14 **Figure 3.4** shows the nearest cycle routes to the site, with the site's location indicated by the yellow star. As shown, there are no cycle routes in the vicinity of the site; however the surrounding area of Littlehampton comprises quiet residential streets attractive for cycle journeys.
- 3.15 The nearest cycle route is located approximately 1.3km to the north of the site, on Cornwall Road. This cycle route comprises a mixture of traffic-free and on-road provision.
- 3.16 Additionally, there is a cycle route located approximately 2km to the northwest, comprising the National Cycle Network Route 2 which continues west from the River Arun towards Bognor Regis.
- 3.17 Cycling is also permitted on the promenade from Hendon Avenue westwards to the coastguard tower.

Figure 3.4 Cycle Routes



Source: Sustrans

Notes: The heavier **purple** and **green** lines show on-road and traffic-free sections of the National Cycle Network respectively.

The thinner **purple** and **green** lines show on-road and traffic-free sections of the local cycle network respectively.

Public Transport

Bus Services

- 3.18 There are bus stops located either side of the carriageway on Sea Road (B2140), in the immediate vicinity of the site, approximately 40m to the west of the site. These bus stops are provided with standing poles.
- 3.19 These stops are serviced by bus route 12, which is operated by Compass Bus and provides an hourly service between Tesco in Littlehampton and Sainsbury's in Rustington, via Littlehampton town centre. A summary of the bus route is included in **Table 3.1**.



Table 3.1 Bus Services

Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
12	Sainsbury's – Rustington - Littlehampton – Wick - Tesco	Hourly	Hourly	No Service

Source: Compass Bus

Mainline Rail Services

- 3.20 The nearest railway station to the site is Littlehampton station, located approximately 1.7km to the northwest, in Littlehampton town centre. Southern Railway services operate from this station, with destinations including Portsmouth & Southsea, Bognor Regis, Hove and London Victoria.
- 3.21 Facilities at the station include sheltered seating, ticket office, taxi rank, waiting area, car park and 63 sheltered cycle racks. Rail services are summarised in **Table 3.2**.

Table 3.2 Rail Services

Operator	Route	Frequency		
		Mon - Fri	Saturday	Sunday
Southern Rail	Littlehampton – London Victoria	Two per hour	Two per hour	Hourly
	Littlehampton - Hove	Two per hour	Two per hour	Hourly
	Littlehampton – Bognor Regis	Hourly	Hourly	Hourly
	Littlehampton – Portsmouth & Southsea	Hourly	Hourly	Hourly

Source: Southern Rail

Local Highway Network

Sea Road (B2140)

- 3.22 Sea Road is a two-way single carriageway road which stretches along Littlehampton seafront, between South Terrace to the west and Sea Lane to the east. It is subject to a 30mph speed limit with street lighting present and footways on either side. Stopping is not permitted on the carriageway between 1st April and 30th September.

Hendon Avenue

- 3.23 Hendon Avenue is a two-way single carriageway cul-de-sac residential access road to the east of the site, between Sea Road (B2140) to the south and Mewsbrook Park to the north. The carriageway provides pedestrian access to Mewsbrook Park and ends at the entrance to the park. Pedestrian passage is allowed from this street onto Tideway and the residential area to the north.

Parking

On-Site Parking Provision

- 3.24 Parking at the site is provided in the form of a council owned public parking facility operating on a Pay & Display (P&D) basis, Mewsbrook car park. This is split into two separate sections, the northern and southern car parks. According to the existing site plan provided by the Client, a total of 134 marked spaces (including 8 disabled spaces) and 6 coach bays are currently provided as a combination of both parking areas. Opening times and charging schedules are shown to vary seasonally on ADC's website, 08:00-20:00 during the summer and 08:00-18:00 during the winter.



- 3.25 It is understood a yearly fee of £1.00 can be paid by members which then allows them to park free of charge whilst making use of the site's facilities.

Off-Site Parking

- 3.26 Numerous additional public parking facilities are provided near the sea side and towards the town centre. Two of these public car parks are located in close proximity to the site on Sea Road, at distances ranging between 100 and 300m. According to ADC's website, these car parks, Sea Road and The Wall, have 48 and 44 standard P&D spaces respectively. In addition, 1 motorcycle space and 6 disabled car parking spaces are provided at The Wall. East Green car park is also located on Sea Road, approximately 500m to the west of the site, and has 45 marked and 173 unmarked P&D spaces and 10 disabled spaces (according to ADC's website).
- 3.27 Vehicles are able to park on the carriageway between 8am and 6pm for two hours with no charge, with no return within two hours. Footways are provided on both sides of the carriageway. A small right turn pocket (capacity for approximately one vehicle) is provided at the Sea Road and Hendon Avenue junction.

Road Safety / Collision Data

- 3.28 A review of the Sussex Safer Roads, Collissionmap and Crashmap websites has been undertaken in February 2017 including the immediate area surrounding the site, approximately 300m radius from the site access. This showed that, over the past available years (up to 5 years, 60 months), no accidents were recorded in the study area.



4 Proposed Development

General

- 4.1 This chapter of the TS Addendum introduces and outlines the development proposals for the site. It includes a description of the proposed land use, proposed access, parking arrangements and delivery/servicing strategy. It also sets out the proposed changes to the Approved Scheme at the site as part of the Amendment Application.

Description of the Development

- 4.2 The proposed redevelopment is for the demolition of the existing swimming pool, sports centre and sports dome, to be replaced with a new Leisure Centre Facility (Use Class D2) including a new 25m 8-lane swimming pool, a teaching/learner pool, gym facilities, sports hall and cafe/serving area next to the entrance foyer and reception. This new building is proposed to also comprise two levels and be located in place of the existing sports dome.
- 4.3 In order to set out the changes to the Approved Scheme as part of the Amendment Application, a concise summary of the major elements of the latest proposed scheme is outlined below in **Table 4.1** and is compared with the current proposals:

Table 4.1 Comparison of Approved Scheme and Amendment Application Proposals

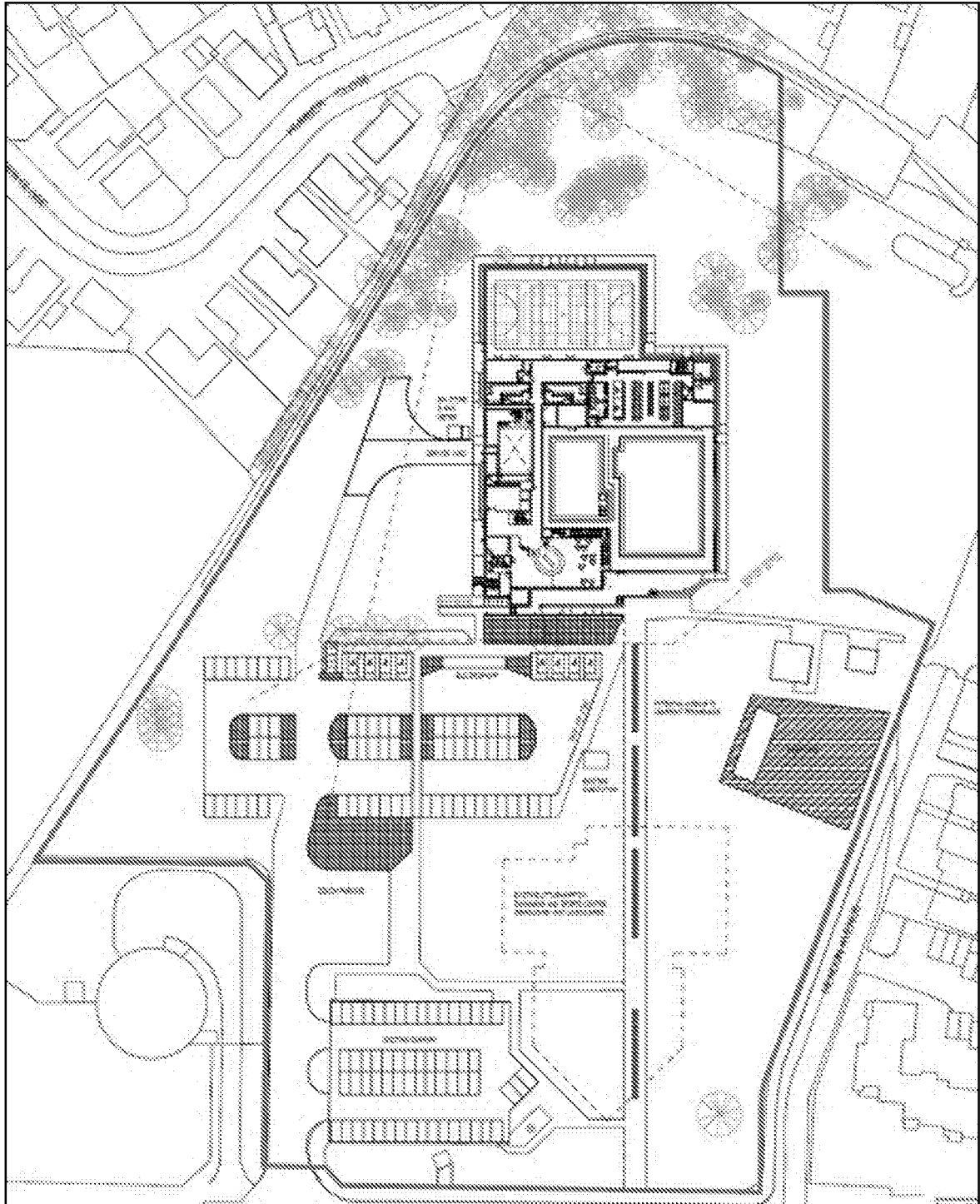
Land Use	Approved Scheme	Current Amendment Application Proposals
Pool Hall (Ground Floor)	1,074sqm	1,030sqm
Sports Hall (Ground Floor)	690sqm	690sqm
Cafe/serving area (Ground Floor)	110sqm	96sqm
Gym (First Floor)	450sqm	454sqm
Studio 1 (First Floor)	116sqm	119sqm
Studio 2 (First Floor)	136sqm	136sqm
Spin Studio (First Floor)	60sqm	50sqm

Source: AFLUS+P Architects

- 4.4 The total GFA of the Approved Scheme is 4,642sqm whilst the latest proposed scheme is to comprise a total of 4,290sqm, which is a reduction of 352sqm. It is therefore consider that no significant changes are proposed over the Approved Scheme. These amendments are proposed to revolve around the common areas (e.g. foyer, cafe, reception, etc). No changes are proposed in terms of land use. Copies of the full area schedule, site location plan and internal layout plans of the Approved Scheme are provided in **Appendix B** for information. Copies of the area schedule and site plan drawing for the Amendment Application proposals are included in **Appendix C**.
- 4.5 The area occupied by the current swimming and sports centre is expected to be landscaped into green open space adjoining Mewsbrook Park, which will be used for informal recreation.
- 4.6 Estimates for future usage based on existing data were provided previously in relation to the Approved Scheme. In accordance to these, in the future year 2021/2022 (5 years after planning application submission), the number of visitors per annum is predicted to rise to approximately 480,000 visitors per annum due to the development proposals. The Client has confirmed that these predictions, provided by the current operator, have not changed as a result of the minor amendments proposed as part of the Amendment Application.

4.7 **Figure 4.1** below shows the Approved Scheme site layout plan for information and reference.

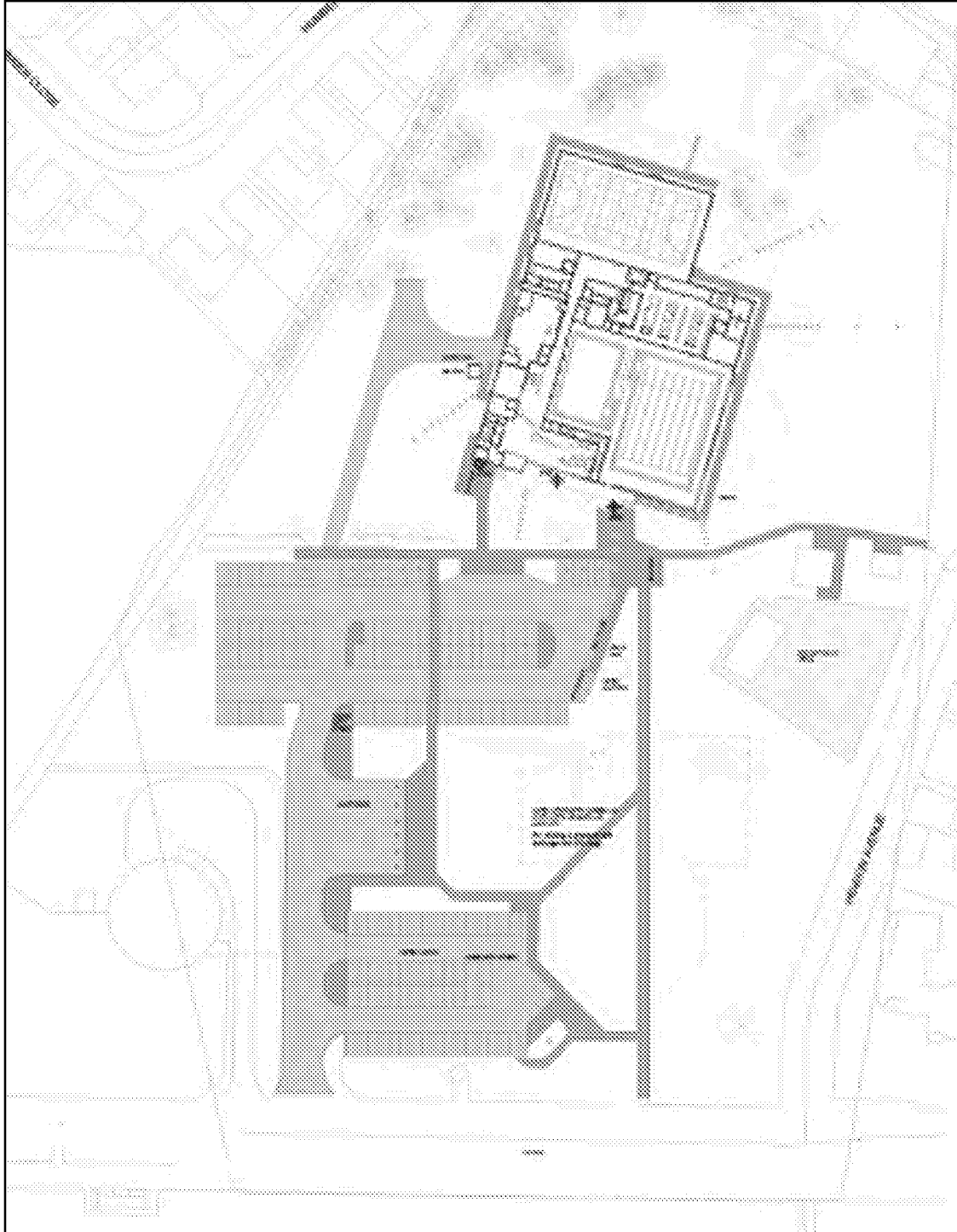
Figure 4.1 Approved Scheme Site Layout Plan



Source: AFISAP Architects

- 4.8 **Figure 4.2** and **Figure 4.3** below show the proposed Site Plan and internal site layout of the development (extracted from the Site Plan drawing). A copy of the Site Location Plan is included in **Appendix C** for information.

Figure 4.2 Proposed Site Plan



Source: SPACE&PLACE Architects

creative minds safe hands
Prepared for Willmott Dixon Construction Limited



Access

- 4.9 No alterations are proposed to the existing vehicle access arrangements.
- 4.10 Pedestrian access is to largely remain consistent with the Approved Scheme proposals, with no significant changes to the access arrangements as a result of the proposed scheme.

Vehicle & Cycle Parking

- 4.11 The two car parking areas were proposed to be remodelled as part of the Approved Scheme, which is shown in Figure 4.1 above, with the relocation of disabled parking to the northern car park, adjacent to the proposed new building entrance which would provide suitable accessibility for disabled users. A bus lay-by was also proposed to be provided along the northern side of the northern car park, adjacent to the new building entrance, which is to be linked by a footway.
- 4.12 Minor changes to this parking layout arrangement are proposed as part of the Amendment Application, which include the provision of 14 additional car parking spaces located on the northern parking area of the site. An additional disabled car parking space is also proposed. As a result of these proposed parking arrangements, a total of 149 car parking spaces are to be provided, including 140 standard spaces and nine blue badge/wheelchair accessible spaces (approximately 6% of the total). Thus, according to latest site layout, there is an uplift of 15 spaces (including one additional accessible space) when compared to the Approved Scheme.
- 4.13 Six coach parking spaces are proposed together with a bus lay-by and five motorcycle spaces as per the Approved Scheme. Associated cycle parking for staff and visitors is to be located immediately to the west of the building entrance also as per the Approved Scheme. A total of 12 Sheffield stands (24 cycle parking spaces) are proposed.
- 4.14 WYG drawing **A099568-TR003 Rev D** included in **Appendix D** shows a 'Single Deck Bus' (of approximately 9.8m in length) successfully circulating the car park and making use of the proposed lay-by.
- 4.15 The proposed parking provision discussed here is compliant with WSCC parking standards, which are provided in **Section 2** of this report.

Refuse Collection & Servicing

- 4.16 Minor changes are proposed to the servicing and delivery arrangements proposed as part of the Approved Scheme. The access road linking the northern section of the car park and the service yard is now proposed to be 3.7m wide rather than 5.5m. This is in accordance with industry best practice as highlighted in the Department for Transport's 'Manual for Streets' and, as such, it is considered sufficient width to provide safe passage of refuse collection/servicing vehicles as well as to be used for emergency access. No changes are proposed to the Approved Scheme's servicing strategy.
- 4.17 These types of vehicles are proposed to continue to access the site at the existing junction with Sea Road. They will then make use of the proposed access road to approach the service yard located to the west of the proposed building. Vehicles would access this area in forward gear and perform a 3-point turn to reverse back to dock at the building. Vehicles would then leave the service area and the site in forward gear.
- 4.18 Updated WYG drawings **A099568-TR001 Rev D** and **A099568-TR002 Rev D**, included in **Appendix D**, show a refuse vehicle and a 10m long rigid truck respectively entering and leaving the site satisfactorily. It is noted that an 11.2m long refuse collection vehicle has been used as a worst case scenario, as it is expected that this vehicle is likely to be of smaller dimensions. In a similar manner, it is expected that the majority of deliveries to the site will be undertaken using smaller, transit-size, vehicles.



- 4.19 It is expected that it would be unlikely for more than one service or delivery vehicle to be present on site at any one time. Should this occur, the additional vehicle would be instructed to wait within the car park until the service yard becomes free. Servicing and delivery tasks will therefore be scheduled to occur outside of the proposed development peak usage times. Forward visibility will be maintained across the service yard access road at all times for drivers of servicing vehicles to be able to spot another vehicle in the service yard prior to accessing the road.



5 Trip Assessment

General

- 5.1 This section of the TS Addendum examines the likely travel characteristics of the proposed development and presents the results of the multi-modal trip generation assessment.
- 5.2 The visitor estimates provided by the current operator remain consistent with the Approved Scheme, and thus no changes are required to the trip generation assessment.

Approved Scheme Trip Generation Approach

- 5.3 As part of the trip generation analysis for the Approved Scheme, the industry standard TRICS trip rate database was interrogated to obtain average weekday peak hour trip rates for Assembly and Leisure (use Class D2). Five sites were identified in the TRICS database as having comparable characteristics to the site. These trip rates were utilised to estimate the exiting trips at the site.
- 5.4 The Existing and predicted annual average site visitor numbers were provided by the Client as obtained from the current operator. These figures were used to calculate the expected percentage increase in trips associated with the proposed development, which was then applied to the estimated exiting trips at the site in order to obtain the expected quantum of trips for the Approved Scheme.
- 5.5 As part of this assessment, it was considered that the cafe and refreshment areas proposed were similar to the existing kitchen and refreshment areas, and thus these would not generate any additional trips on its own and any usage would be the result of a linked trip to utilise the facilities at the site. This assumption remains consistent with the Amendment Application.

Trip Generation Summary

- 5.6 The trips and daily mode-split associated with the Approved Scheme are provided in this section. It is noted that these trips and modal split are to remain the same in relation to the current proposals as part of the Amendment Application. The daily mode-split as obtained from the TRICS output is shown in **Table 5.1** below for information. The full TRICS output is included in **Appendix E** for information and reference.

Table 5.1 Estimated Daily Mode Split

Travel Mode	Percentage
Vehicles	49.8%
Vehicle Passengers	24.7%
Public Transport	9.8%
Bicycle	1.0%
On foot	14.7%

- 5.7 Trip rates for the assumed morning and evening networks peak hours (08:00-09:00 and 17:00-18:00 respectively as identified from the TRICS output); as well as daily are included in **Table 5.2** for information.



Table 5.2 Assumed AM & PM Peak Hour Trip Rates (per 100sqm)

Travel Mode	AM Peak			PM Peak			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicles	0.783	0.688	1.471	2.201	2.064	4.265	17.608	17.489	35.097
Public Transport	0.000	0.021	0.021	0.116	0.000	0.116	3.473	3.43	6.903
Bicycle	0.042	0.021	0.063	0.032	0.021	0.053	0.35	0.362	0.712
On foot	0.508	0.169	0.677	0.730	0.519	1.249	5.491	4.905	10.396
Total People	1.386	0.952	2.338	4.572	5.09	9.662	35.329	35.186	70.515

Note Network morning and evening peak hours have been assumed as 08:00-09:00 and 17:00-18:00 respectively.

- 5.8 As shown in Table 5.1 and Table 5.2 above, it is expected that the majority of the trips will be made by car, with a small amount being made by public transport (approximately 10%) and approximately 15% being made on foot or cycling. Taking this into account and for the purpose of this assessment, the trip generation and subsequent impact assessment will focus on the vehicle trips only.
- 5.9 The total vehicle and person trips were calculated using the trip rates presented in Table 5.2, the existing gross floor area at the site and applying a growth factor based on estimates for existing and future usage provided by the operator. The estimated vehicle and total person trips during the assumed morning and evening peak hours are presented in **Table 5.3** below.

Table 5.3 Estimated Proposed Vehicle and Total Person Trips (AM & PM Peak Hour)

Travel Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	32	29	61	91	85	176
Total People	57	39	97	189	211	400

Note Network morning and evening peak hours have been assumed as 08:00-09:00 and 17:00-18:00 respectively.
Based on an existing 3,410sqm GFA plus an identified 20% increase in footfall obtained through comparison of existing and predicted visitors.

Vehicle Net Change Comparison

- 5.10 In terms of vehicle trips, there is expected to be no change in trips resulting from the proposed changes to the development as part of this Amendment Application.

6 Impact of the Development

General

- 6.1 This chapter presents the results of the updated parking analysis that has been undertaken utilising the trip rates extracted from the TRICS database. Given that no significant changes are proposed as part of the Amendment Application in comparison with the Approved Scheme, no additional vehicle trips are expected to be generated. Therefore, no additional impact is anticipated due to the proposals.

Car Parking Analysis

- 6.2 A potential future parking accumulation has been produced utilising hourly arrivals and departures. The objective of this is to show the expected level of parking occupancy at the site. As part of the proposed scheme, there is an uplift of 15 car parking spaces (including one additional accessible space) which results in additional parking capacity compared to the Approved Scheme.
- 6.3 **Table 6.1** shows the predicted hourly car only trip generation and parking accumulation, which coincide with those predicted for the Approved Scheme. The level of occupancy at the site is then calculated based on the proposed parking provision at the site as a result of the Amendment Application.

Table 6.1 Predicted Hourly Vehicle Trip Generation, Parking Accumulation and Occupancy

Time Period	Arrivals	Departures	Total	Accumulation	Occupancy (%)*
06:00-07:00	16	1	17	15	10.1%
07:00-08:00	34	22	55	27	18.1%
08:00-09:00	32	28	60	31	20.8%
09:00-10:00	41	25	66	47	31.5%
10:00-11:00	43	29	72	61	40.9%
11:00-12:00	37	41	78	57	38.3%
12:00-13:00	32	30	62	59	39.6%
13:00-14:00	36	42	78	53	35.6%
14:00-15:00	31	36	67	48	32.2%
15:00-16:00	60	36	96	72	48.3%
16:00-17:00	78	66	144	84	56.4%
17:00-18:00	91	85	176	90	60.4%
18:00-19:00	86	80	167	96	64.4%
19:00-20:00	65	82	146	79	53.0%
20:00-21:00	31	61	92	49	32.9%
21:00-22:00	10	53	62	6	4.0%

Notes: (*) Based on 149 proposed car parking spaces
 Car trips calculated by subtracting other type of vehicles (taxis, OGVs and coaches) from the 'vehicle' trip rates extracted from TRICS output
 Based on an existing 3,448sqm GFA plus an identified 20% increase in footfall obtained through comparison of existing and predicted visitors.



Potential arithmetical errors due to rounding

- 6.4 As it can be seen in **Error! Reference source not found.** above, based on the trip rates obtained from TRICS and the proposed predicted car movements, it is expected that the car parking provision at the proposed site would provide sufficient capacity.
- 6.5 The busiest identified hour is 18:00 to 19:00, when 64.4% occupancy is reached with the proposed development and therefore more than 30% of spaces are unoccupied during the parking peak.

Impact Assessment

- 6.6 No additional trips are anticipated over those expected to be generated by the Approved Scheme. This is due to the fact that no significant changes are proposed to the development floorspace, and thus the expected visitor footfall, as provided by the current operator, does not vary.
- 6.7 During the day-to-day operations of the leisure centre, it is anticipated that no additional vehicle trips will arise due the increase in parking provision as part of the Amendment Application. This additional provision is proposed to allow for greater flexibility of usage during peak occupancy times such as summer months as well as one-off events like competitions that may be promoted by the operator of the site.
- 6.8 Cycle parking provision is available in line with standards. Therefore, any increase in car parking capacity is not envisaged to affect user travel behaviours. Being a public car park operated by ADC, the additional parking capacity also aims at supporting the local economy and vibrancy of the town and seaside.



7 Summary and Conclusions

- 7.1 WYG has been commissioned by Willmott Dixon Construction Limited, on behalf of Arun District Council to prepare a Transport Statement Addendum (TS Addendum) in connection with the proposed redevelopment of Littlehampton Swimming and Sports Centre (the 'site'), on Sea Road, West Sussex.
- 7.2 This TS Addendum report is prepared in support of a Non-Material Amendment Application for the site and provides an update to the previous TS submitted in October 2016. This updated report provides a comparison between the Approved Scheme and the latest proposed scheme as well as a review of policy and baseline transport conditions.
- 7.3 The Local Planning Authority is ADC and the Local Highways Authority is West Sussex County Council (WSCC) Highways.

Planning Background

- 7.4 A planning application (Ref: LU/314/16/PL) was previously submitted in October 2016 for the *"proposed development of new Leisure Centre Facility (Use Class D2) and demolition of existing Leisure Centre Facility and Sports Dome, including modifications to the existing car parking arrangement, landscaping and associated works."* This application was approved subject to planning conditions on 4th January 2017. A Non-Material Amendment Application (the 'Amendment Application') is now to be submitted in relation to the proposed development.
- 7.5 A scoping exercise was undertaken prior to the submission of the original planning application. The result of these discussions informed the original TS report. Contact has been made with WSCC in relation to the contents of this TS Addendum and is based on the original advice received for the prior application.

Existing Conditions

- 7.6 The site is located on Sea Road (B2140) on Littlehampton's seafront. Its immediate surrounding area includes a mixture of leisure facilities and green open space to the east and west, such as Mewsbrook Park, Sea Road Skate Park and a golf course. The existing development comprises Littlehampton swimming pool, sports centre and sports dome.
- 7.7 Parking at the site is provided in the form of a council owned public parking facility operating on a Pay & Display (P&D) basis, Mewsbrook car park. A total of 134 marked spaces, (including 8 disabled spaces) and 6 coach spaces are currently provided as a combination of both parking areas.
- 7.8 The site can be accessed on foot directly from the south via Sea Road, from the east via Hendon Avenue and from the north via Mewsbrook Park. There are a number of pedestrian only accesses to the site, with two located on Hendon Avenue to the east of the site, one via Mewsbrook Park to the north, and one from Sea Road to the south.
- 7.9 Bus stops are located on either side of the carriageway on Sea Road, approximately 40m to the west of the site. These are serviced by bus route 12, providing an hourly service between Tesco in Littlehampton and Sainsbury's in Rustington, via Littlehampton town centre.
- 7.10 Vehicular access located on Sea Road, in the site's south western corner, providing access to the on-site car parks. Reserved space for right turning traffic is provided at the junction with the site, which has an approximate 10 turning vehicles storage capacity. Access to the adjacent sub-station site is located immediately to the west of the site access junction, with the right turning lane extending to this site as well. In terms of existing visitor numbers to the site, information has been obtained from



the current site operator which quotes the current visitor numbers at approximately 400,000 per annum.

Road Safety History

- 7.11 A road safety analysis has revealed that, over the past available years (up to 5 years, 60 months), no accidents were recorded in the immediate area surrounding the site, approximately 300m radius.

Proposed Development

- 7.12 The proposed redevelopment is for the demolition of the existing swimming pool, sports centre and sports dome, to be replaced with a new Leisure Centre Facility (Use Class D2) including a new 25m 8-lane swimming pool, a teaching/learner pool, gym facilities, sports hall and cafe/serving area next to the entrance foyer and reception. This new building is proposed to also comprise two levels and be located in place of the existing sports dome.
- 7.13 The total GFA of the Approved Scheme is 4,642sqm whilst the latest proposed scheme is to comprise a total of 4,290sqm, which is a reduction of 352sqm. It is therefore considered that no significant changes are proposed over the Approved Scheme. These amendments are proposed to revolve around the common areas (e.g. foyer, cafe, reception, etc). No changes are proposed in terms of land use.
- 7.14 Estimates for future usage based on existing data were provided previously in relation to the Approved Scheme. In accordance to these, in the future year 2021/2022 (5 years after planning application submission), the number of visitors per annum is predicted to rise to approximately 480,000 visitors per annum due to the development proposals. The Client has confirmed that these predictions, provided by the current operator, have not changed as a result of the minor amendments proposed as part of the Amendment Application.
- 7.15 No alterations are proposed to the existing vehicle access arrangements. Six coach parking spaces, five motorcycle spaces and a bus lay-by are proposed in line with the Approved Scheme. Cycle parking (12 Sheffield Stands, 24 spaces) for staff and visitors is to be located immediately to the west of the building entrance as per the Approved Scheme.
- 7.16 Minor changes to the Approved Scheme parking layout arrangement are proposed as part of the Amendment Application, which include the provision of 15 additional car parking spaces (including a disabled space), located on the northern parking area of the site. As a result of this, a total of 149 car parking spaces are to be provided, including 140 standard spaces and nine blue badge/wheelchair accessible spaces (approximately 6% of the total).
- 7.17 Minor changes are also proposed to the servicing and delivery arrangements, with the access road linking the northern section of the car park and the service yard now proposed to be 3.7m wide rather than 5.5m. This is in accordance with industry best practice as highlighted in the Department for Transport's 'Manual for Streets' and, as such, it is considered sufficient width to provide safe passage of refuse collection/servicing vehicles as well as to be used for emergency access. No changes are proposed to the Approved Scheme's servicing strategy.
- 7.18 The operator of the new leisure centre will operate a Travel Plan for the facility.

Trip Generation and Impact

- 7.19 A trip generation analysis was undertaken for the Approved Scheme using the industry standard TRICS trip rate database in combination with visitor number estimates provided by the current site operator. Given that the estimates have been confirmed to remain the same in relation to the



Amendment Application proposals, this trip generation calculation remains the same for the current proposals.

- 7.20 No additional trips are anticipated over those expected to be generated by the Approved Scheme. This is due to the fact that no significant changes are proposed to the development floorspace, and thus the expected visitor footfall, as provided by the current operator, does not vary.
- 7.21 During the day-to-day operations of the leisure centre, it is anticipated that no additional vehicle trips will arise due the increase in parking provision as part of the Amendment Application. This additional provision is proposed to allow for greater flexibility of usage during peak occupancy times such as summer months as well as one-off events like competitions that may be promoted by the operator of the site.

Parking Assessment

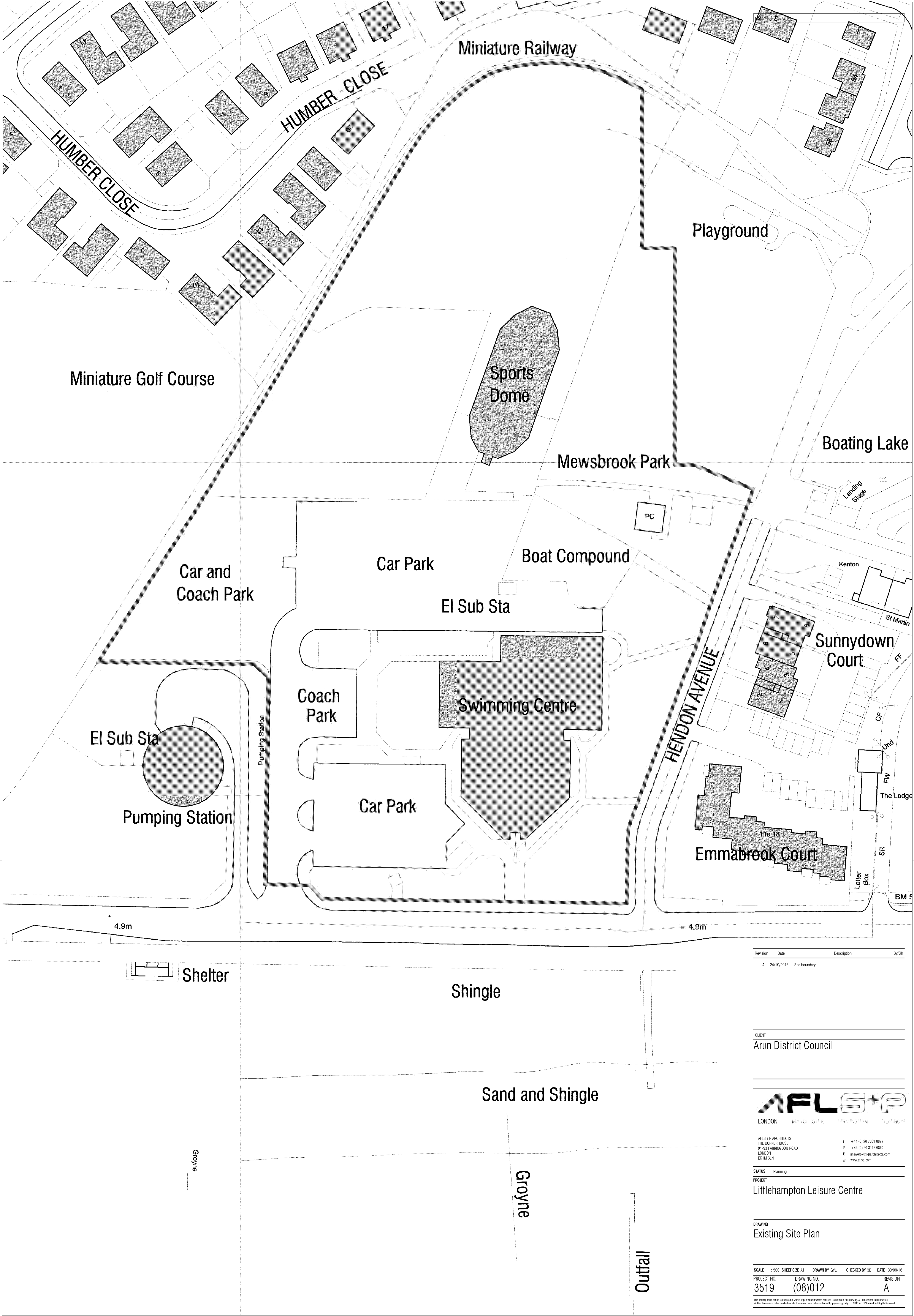
- 7.22 A car parking analysis (including accumulation and occupancy) has been undertaken using predicted car only trips extracted from the TRICS output. This analysis shows that busiest hour would be between 18:00 to 19:00, when 64.4% occupancy is reached with the proposed development. It is therefore considered that the proposed parking provision would provide sufficient capacity and results in additional parking capacity compared to the Approved Scheme.

Overall Conclusion

- 7.23 In conclusion, it is considered that the development proposals are acceptable from a transportation point of view and can be approved as such.



Appendix A EXISTING FLOOR PLANS



Revision	Date	Description	By/Ch
A	24/10/2016	Site boundary	

CUSTOMER
Arun District Council

AFLS+P
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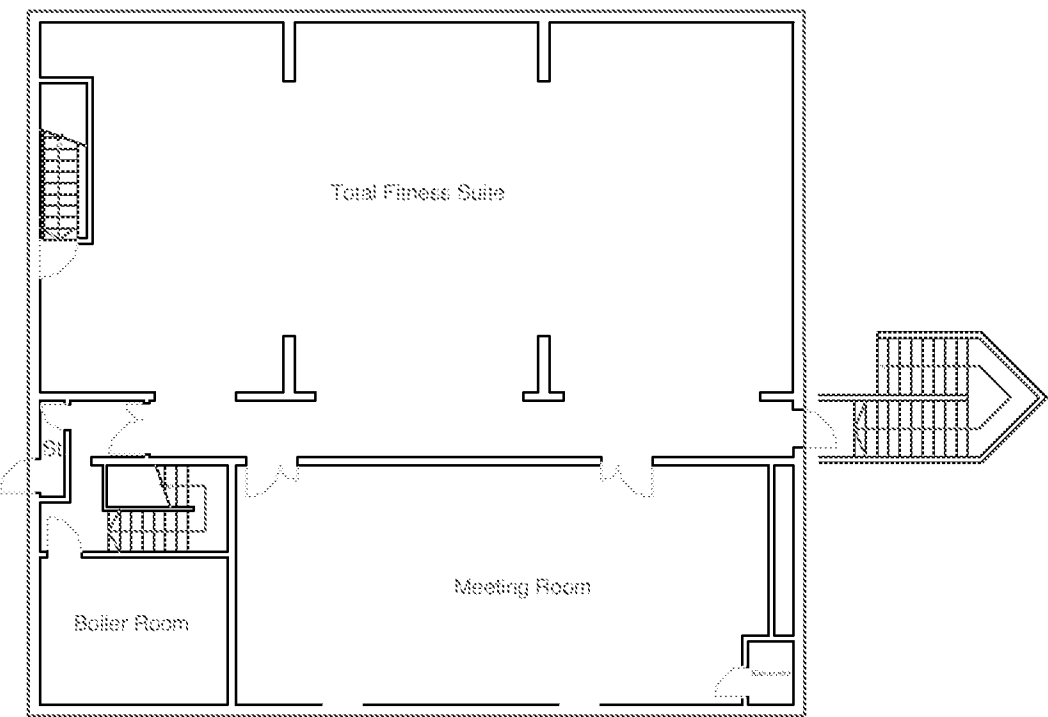
STATUS Planning
PROJECT
Littlehampton Leisure Centre

DRAWING
Existing Site Plan

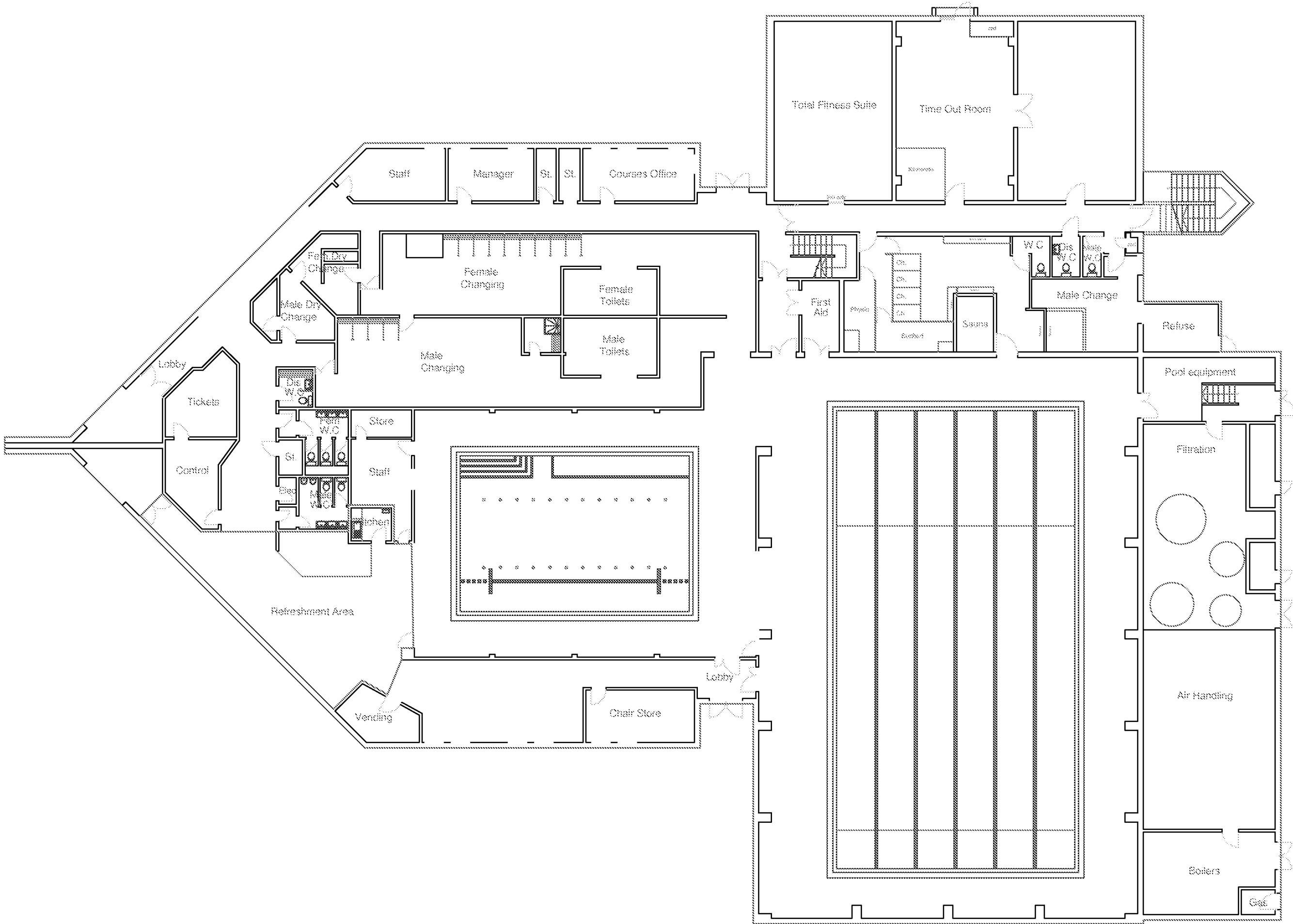
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PROJECT NO.	DRAWING NO.			REVISION					
3519	(08)012			A					

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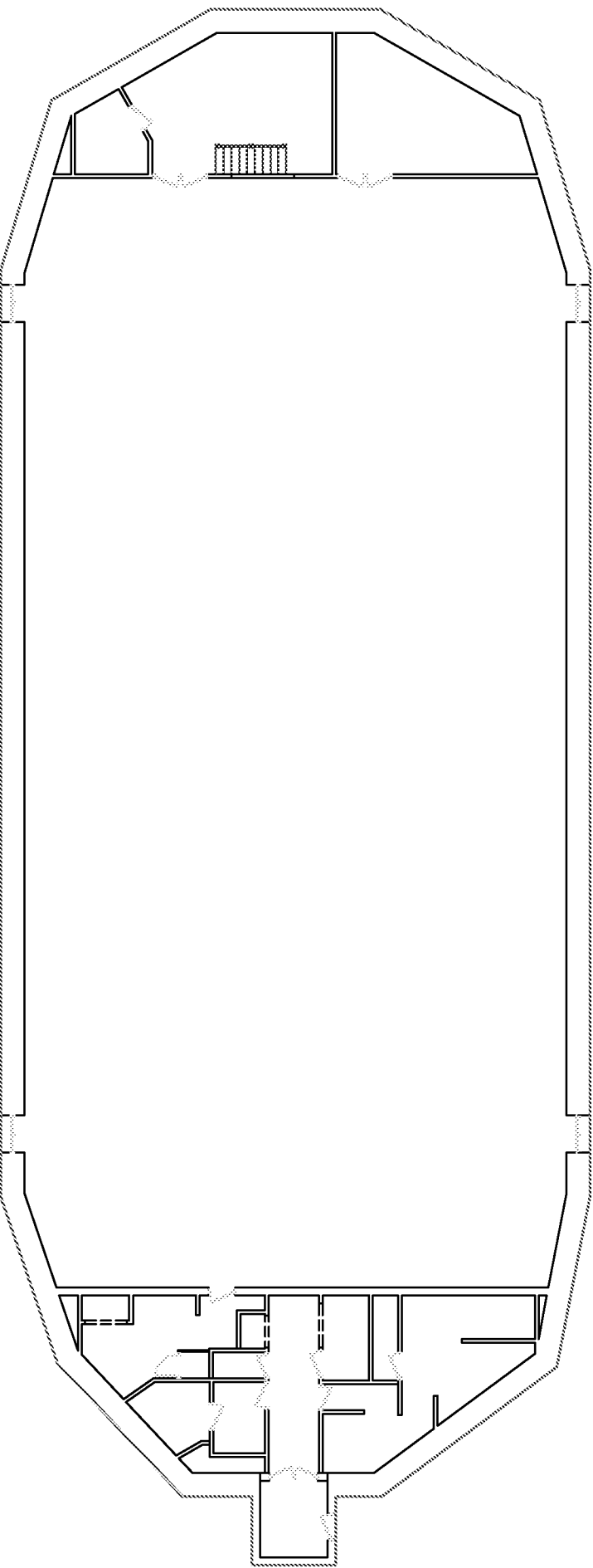
MAIN LSSC, FIRST FLOOR



MAIN LSSC, GROUND FLOOR



SPORTS DOME, GROUND FLOOR





A R U N

DISTRICT COUNCIL

NOTES:

1. DO NOT SCALE FROM THIS DRAWING

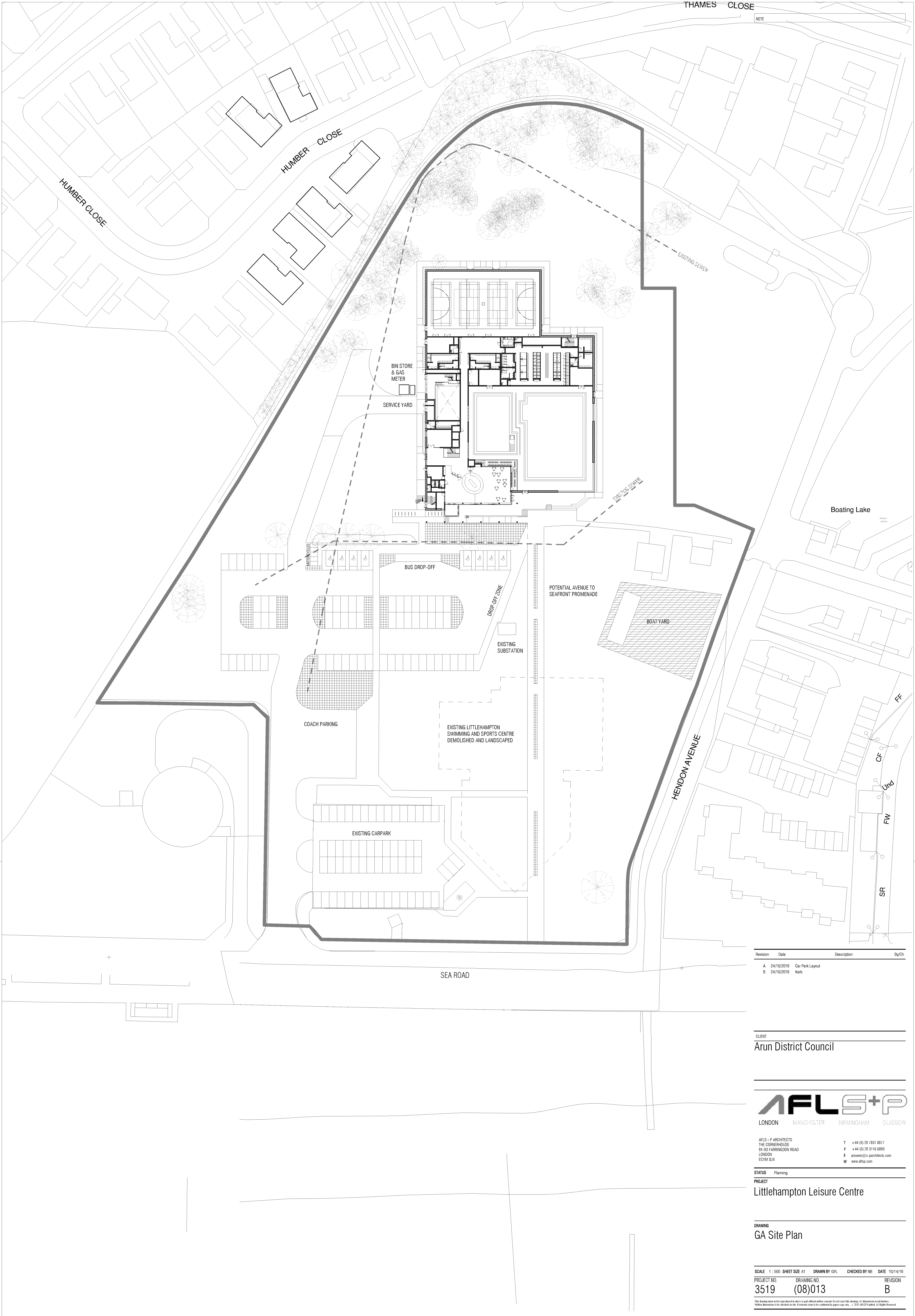
2. FOR INFORMATION PURPOSES ONLY

F			
E			
D			
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B			
A			
AMENDMENTS		BY	DATE
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DRAWING TITLE: EXISTING FLOOR PLANS			
SCALE:		1:200 @ A2	
PROPERTY:		LM 7006-7	
DRG. No.:		001	REV.: -
DRAWN BY:		TR	
TRACED BY:			
CHECKED BY:		PB	
DATE:		SEPTEMBER 2013	
Tavis Russell Assistant Surveyor Arun District Council Arun Civic Centre Maltravers Road LITTLEHAMPTON West Sussex BN17 5LF			



Appendix B

APPROVED SCHEME INFORMATION



Revision	Date	Description	By/Ch
A	24/10/2016	Car Park Layout	
B	24/10/2016	Kerb	

CLIENT
Arun District Council

AFLS+P
LONDON MANCHESTER BIRMINGHAM GLASGOW

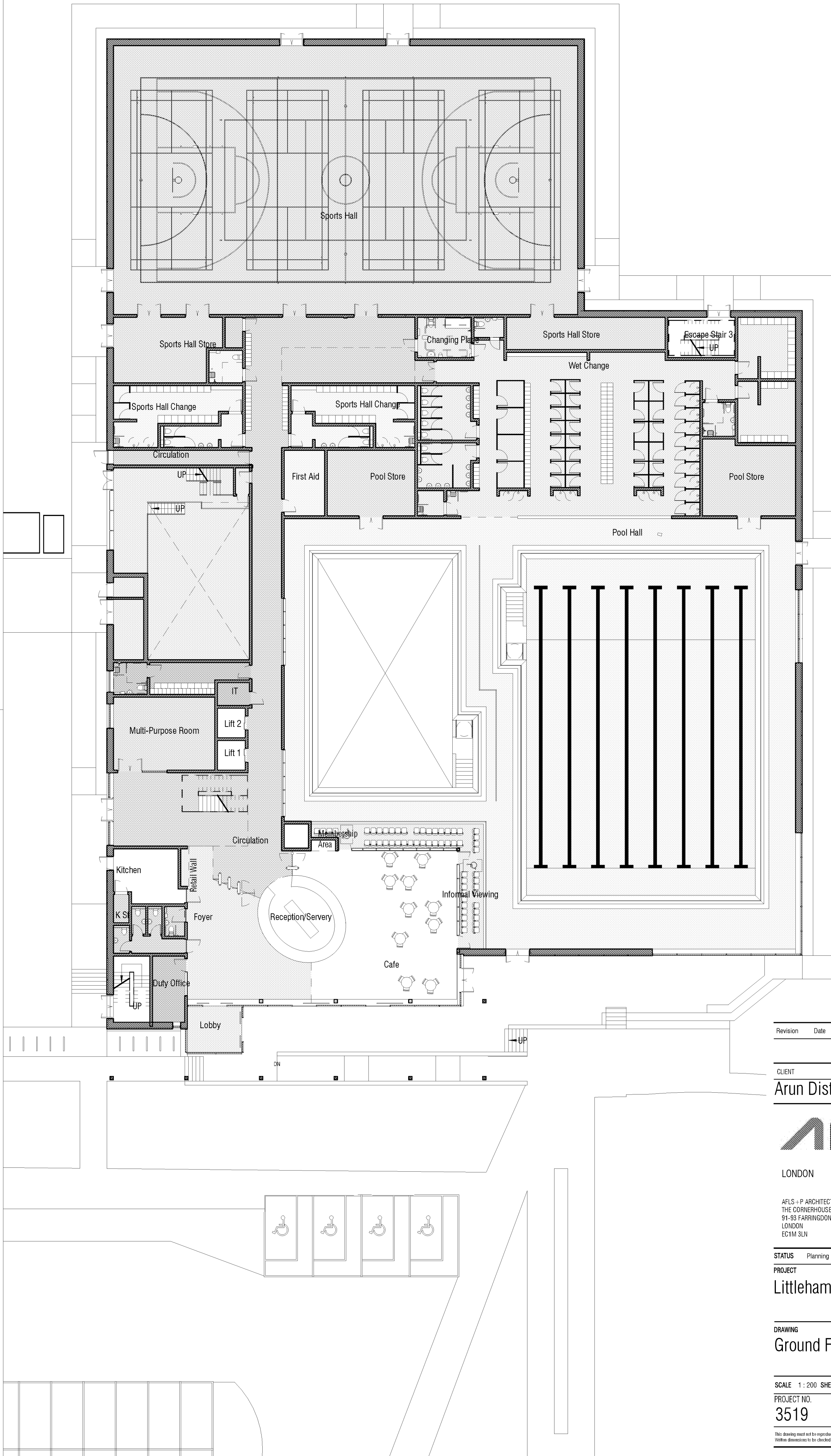
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STATUS Planning
PROJECT
Littlehampton Leisure Centre

DRAWING
GA Site Plan

SCALE 1:500	SHEET SIZE A1	DRAWN BY GYL	CHECKED BY NS	DATE 10/14/16
PROJECT NO. 3519	DRAWING NO. (08)013	REVISION B		

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Revision	Date	Description	By/Ch
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CLIENT

Arun District Council



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✉ answers@s-parchitects.com

www.afisp.com

STATUS	Planning
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PROJECT _____

Littlehampton Leisure Centre

DRAWING

Ground Floor GA Plan

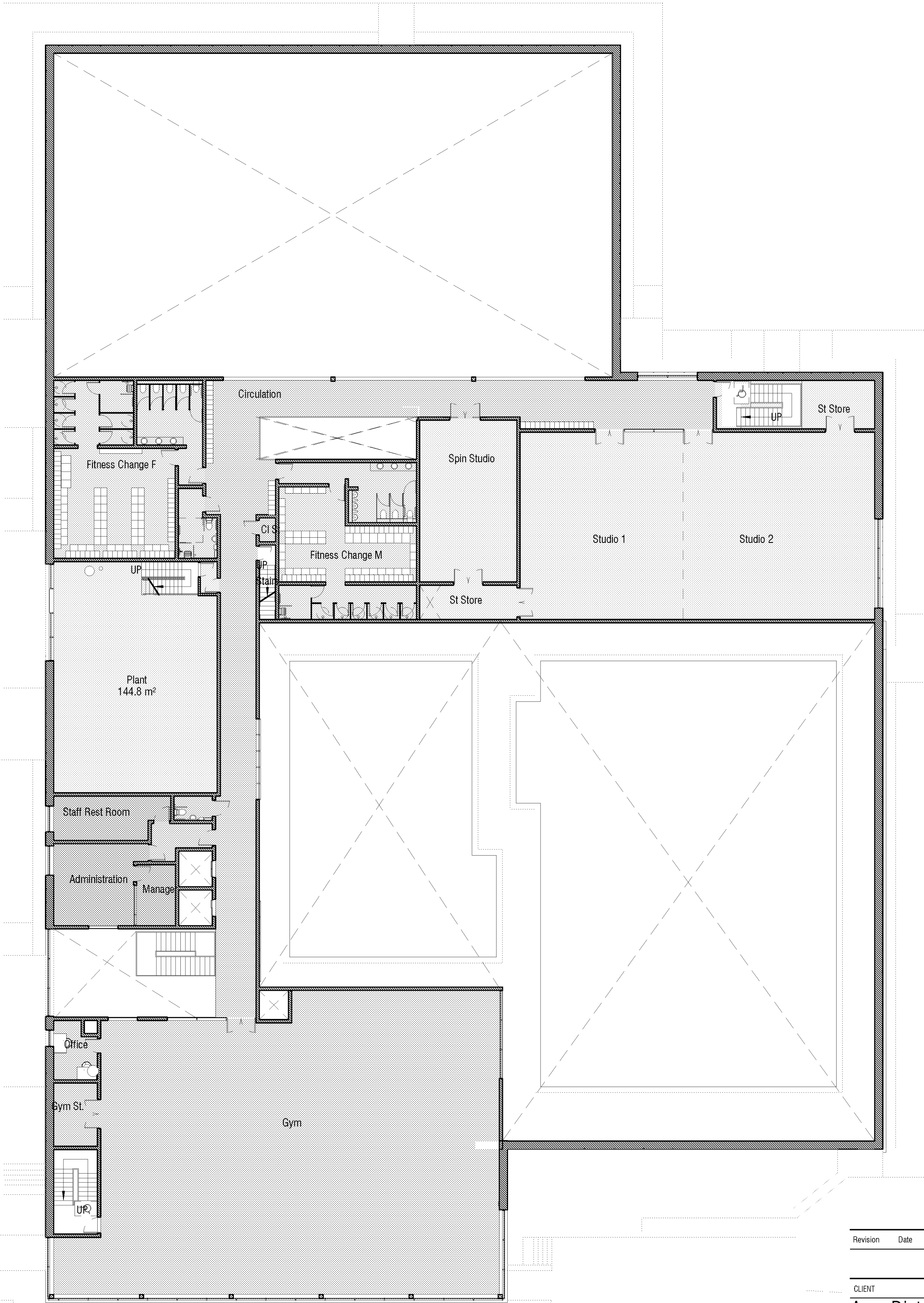
SCALE 1 : 200 SHEET SIZE A2 DRAWN BY vg CHECKED BY nic DATE 10/19/16

PROJECT NO.	DRAWING NO.	REVISION
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3519 (08)014

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NOTE



Revision	Date	Description	By/Ch
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STATUS Planning

PROJECT

Littlehampton Leisure Centre

DRAWING

First Floor GA Plan

SCALE 1 : 200 SHEET SIZE A2 DRAWN BY vg CHECKED BY nic DATE 10/19/16

PROJECT NO. 3519 DRAWING NO. (08)015 REVISION

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Room Area Schedule		
Name	Area	Level
Plant	88.3 m²	UNDERCROFT
	88.3 m²	
Changing Place	12.0 m²	GROUND FLOOR
Pool Store	31.7 m²	GROUND FLOOR
Lift 1	4.6 m²	GROUND FLOOR
Lift 2	4.6 m²	GROUND FLOOR
Duty Office	11.8 m²	GROUND FLOOR
Kitchen	19.0 m²	GROUND FLOOR
K St	2.4 m²	GROUND FLOOR
Lobby	13.9 m²	GROUND FLOOR
Cafe	110.2 m²	GROUND FLOOR
Foyer	64.6 m²	GROUND FLOOR
Sports Hall Change	43.2 m²	GROUND FLOOR
Sports Hall Store	36.4 m²	GROUND FLOOR
Sports Hall Store	28.3 m²	GROUND FLOOR
First Aid	14.6 m²	GROUND FLOOR
Wet Change	303.8 m²	GROUND FLOOR
Circulation	219.1 m²	GROUND FLOOR
Pool Hall	1074.0 m²	GROUND FLOOR
WC	15.8 m²	GROUND FLOOR
Escape Stair 3	15.0 m²	GROUND FLOOR
Sports Hall	690.0 m²	GROUND FLOOR
Multi-Purpose Room	40.8 m²	GROUND FLOOR
Informal Viewing	34.7 m²	GROUND FLOOR
Sports Hall Change	41.5 m²	GROUND FLOOR
Pool Store	37.4 m²	GROUND FLOOR
Circulation	11.1 m²	GROUND FLOOR
Acc Change	6.0 m²	GROUND FLOOR
IT	4.0 m²	GROUND FLOOR
Plant	40.1 m²	GROUND FLOOR
Reception/Servery	33.0 m²	GROUND FLOOR
Staff Locker Room	21.2 m²	GROUND FLOOR
CI St	2.9 m²	GROUND FLOOR
Chem.St.1	3.4 m²	GROUND FLOOR
Chem.St.2	10.1 m²	GROUND FLOOR
Escape Stair 2	13.3 m²	GROUND FLOOR
	3014.4 m²	

Room Area Schedule		
Name	Area	Level
Plant	144.8 m²	Mezzanine Plant 1
	144.8 m²	
Studio 1	116.5 m²	FIRST FLOOR
Studio 2	136.8 m²	FIRST FLOOR
Spin Studio	59.9 m²	FIRST FLOOR
Gym	450.3 m²	FIRST FLOOR
Gym St.	10.5 m²	FIRST FLOOR
Fitness Change F	91.3 m²	FIRST FLOOR
Office	8.9 m²	FIRST FLOOR
Circulation	175.4 m²	FIRST FLOOR
St Store	12.7 m²	FIRST FLOOR
St Store	29.3 m²	FIRST FLOOR
CI St	1.5 m²	FIRST FLOOR
Stairs	4.6 m²	FIRST FLOOR
Fitness Change M	79.8 m²	FIRST FLOOR
Administration	25.9 m²	FIRST FLOOR
Acc Change	8.7 m²	FIRST FLOOR
Manager	9.0 m²	FIRST FLOOR
Staff Rest Room	18.0 m²	FIRST FLOOR
Acc WC	3.6 m²	FIRST FLOOR
Circulation	6.9 m²	FIRST FLOOR
	1249.9 m²	
Plant	144.8 m²	Mezzanine Plant 2
	144.8 m²	
	4642.2 m²	

NOTES

Revision	Date	Description	By/Ch
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STATUS: Planning

PROJECT
Littlehampton Leisure Centre

DRAWING
Area Schedule

SCALE	SHEET SIZE: A3	DRAWN BY: vg	CHECKED BY: nic	DATE: 14/10/16
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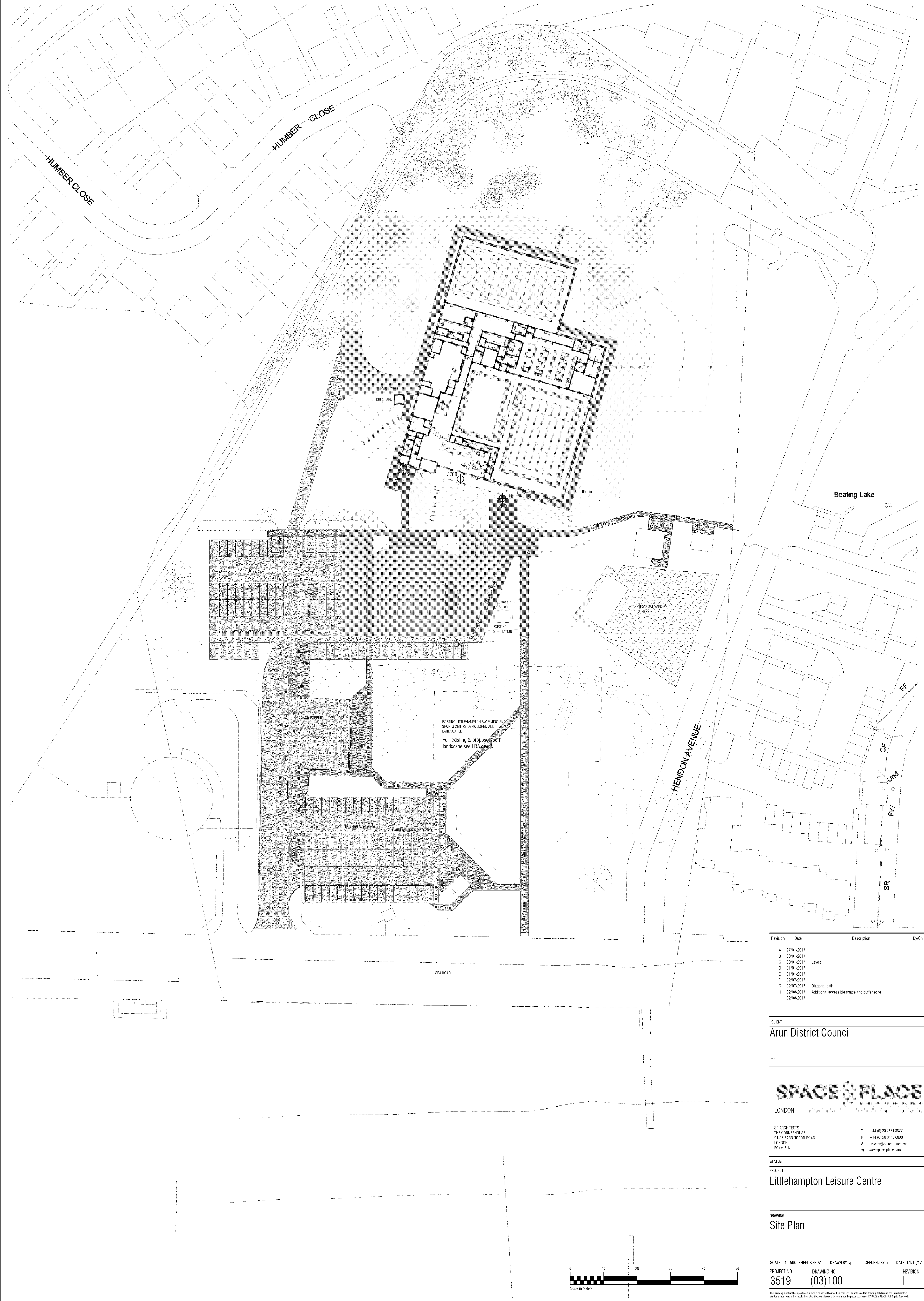
PROJECT NO.	DRAWING NO.	REVISION
3519	001	

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Appendix C

NON-MATERIAL AMENDMENT APPLICATION PROPOSALS



Revision	Date	Description	By/Ch
A	27/01/2017		
B	30/01/2017		
C	30/01/2017	Levels	
D	31/01/2017		
E	31/01/2017		
F	02/07/2017		
G	02/07/2017	Diagonal path	
H	02/08/2017	Additional accessible space and buffer zone	
I	02/08/2017		

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STATUS
PROJECT
Littlehampton Leisure Centre

DRAWING
Site Plan

SCALE	1:500	SHEET SIZE	A1	DRAWN BY	vg	CHECKED BY	nic	DATE	01/19/17
PROJECT NO.	3519	DRAWING NO.	(03)100	REVISION	I				

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Room Area Scedule			
Number	Name	Net Internal Area	Level
B1.01.00	Plant	8.8 m²	UNDERCROFT
		8.8 m²	
00.01.00	Foyer	67.2 m²	GROUND FLOOR
00.01.01	Lobby	14.5 m²	GROUND FLOOR
00.02.00	Cafe	69.2 m²	GROUND FLOOR
00.03.00	Reception/Servery	27.1 m²	GROUND FLOOR
00.04.00	Duty Office	10.3 m²	GROUND FLOOR
00.04.01	Manager Office	6.1 m²	GROUND FLOOR
00.05.00	WC	4.3 m²	GROUND FLOOR
00.05.01	WC	2.4 m²	GROUND FLOOR
00.05.02	WC	2.8 m²	GROUND FLOOR
00.05.03	WC	4.0 m²	GROUND FLOOR
00.06.00	K St	3.4 m²	GROUND FLOOR
00.07.00	Kitchen	20.2 m²	GROUND FLOOR
00.08.00	Multi-Purpose Room	42.3 m²	GROUND FLOOR
00.09.00	Sports Hall	690.0 m²	GROUND FLOOR
00.10.00	Sports Hall Change	21.1 m²	GROUND FLOOR
00.10.01	WCs	7.1 m²	GROUND FLOOR
00.10.02	Showers	5.9 m²	GROUND FLOOR
00.10.03	Lobby	4.1 m²	GROUND FLOOR
00.11.00	IT	4.1 m²	GROUND FLOOR
00.12.00	Sports Hall Change	23.9 m²	GROUND FLOOR
00.12.01	WCs	7.5 m²	GROUND FLOOR
00.12.02	Showers	6.1 m²	GROUND FLOOR
00.12.03	Lobby	4.4 m²	GROUND FLOOR
00.13.00	Acc Change	6.0 m²	GROUND FLOOR
00.14.00	CI St	3.4 m²	GROUND FLOOR
00.15.00	Sports Hall Store	40.8 m²	GROUND FLOOR
00.16.00	Sports Hall Store	30.0 m²	GROUND FLOOR
00.17.00	First Aid	8.6 m²	GROUND FLOOR
00.18.00	Changing Place	12.4 m²	GROUND FLOOR
00.19.00	Acc WC	3.4 m²	GROUND FLOOR
00.20.00	Acc Change	7.2 m²	GROUND FLOOR
00.21.00	Wet Change	253.5 m²	GROUND FLOOR
00.21.01	Acc Shower	3.8 m²	GROUND FLOOR
00.21.03	Group Change	17.6 m²	GROUND FLOOR
00.21.04	Group Change	17.6 m²	GROUND FLOOR
00.22.00	Pool Hall	1028.7 m²	GROUND FLOOR
00.22.01	Informal Viewing	34.2 m²	GROUND FLOOR
00.23.00	Pool Store	20.3 m²	GROUND FLOOR
00.24.00	Pool Store	39.1 m²	GROUND FLOOR
00.25.00	Escape Circulation	12.5 m²	GROUND FLOOR

Excludes external plant areas, terraces and stores plus balance tanks. Swimming pool area is included in pool hall.

NOTES

Room Area Scedule			
Number	Name	Net Internal Area	Level
00.26.00	Circulation	194.7 m²	GROUND FLOOR
00.26.01	Vend St	2.8 m²	GROUND FLOOR
00.28.00	Plant	110.0 m²	GROUND FLOOR
00.28.01	LV Intake Room	9.9 m²	GROUND FLOOR
00.28.02	Gas Intake	1.7 m²	GROUND FLOOR
00.28.03	Lobby	2.6 m²	GROUND FLOOR
00.28.04	Chem.St.2	3.4 m²	GROUND FLOOR
00.28.05	Chem.St.1	7.7 m²	GROUND FLOOR
L01	Lift 1	4.0 m²	GROUND FLOOR
L02	Lift 2	4.0 m²	GROUND FLOOR
ST02	Stair 2	12.3 m²	GROUND FLOOR
ST03	Stair 3	15.8 m²	GROUND FLOOR
		2956.2 m²	

01.01.00	Circulation	51.6 m²	FIRST FLOOR
01.02.00	Gym	453.8 m²	FIRST FLOOR
01.03.00	Circulation	103.2 m²	FIRST FLOOR
01.04.00	Administration	30.7 m²	FIRST FLOOR
01.05.00	Spin Studio	50.5 m²	FIRST FLOOR
01.06.00	Staff Rest Room	14.2 m²	FIRST FLOOR
01.07.00	Acc WC	3.8 m²	FIRST FLOOR
01.08.00	Plant	159.9 m²	FIRST FLOOR
01.09.00	Acc Change	6.4 m²	FIRST FLOOR
01.10.00	Lobby	5.6 m²	FIRST FLOOR
01.11.01	Female Change	45.4 m²	FIRST FLOOR
01.11.02	Female toilet	10.9 m²	FIRST FLOOR
01.11.03	Female showers	18.8 m²	FIRST FLOOR
01.12.01	Male change	44.2 m²	FIRST FLOOR
01.12.02	Male toilet	11.1 m²	FIRST FLOOR
01.12.03	Male showers	20.8 m²	FIRST FLOOR
01.13.00	Stair	5.7 m²	FIRST FLOOR
01.14.00	St Store	6.3 m²	FIRST FLOOR
01.15.00	Studio 1	118.9 m²	FIRST FLOOR
01.16.00	Studio 2	134.8 m²	FIRST FLOOR
01.17.00	St Store	11.6 m²	FIRST FLOOR
01.18.00	Escape Ladder	2.5 m²	FIRST FLOOR
01.19.00	CI Store	3.1 m²	FIRST FLOOR
ST03	Escape Stair	5.8 m²	FIRST FLOOR
ST03	Escape Stair	5.7 m²	FIRST FLOOR
		1325.3 m²	
		4290.3 m²	

Revision	Date	Description	By/Ch
A	17/11/16	Stage 3 update.	
B	20/01/2016	ME Stage 3	
C	07/02/17	Gym increase	

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STATUS For approval
PROJECT
Littlehampton Leisure Centre

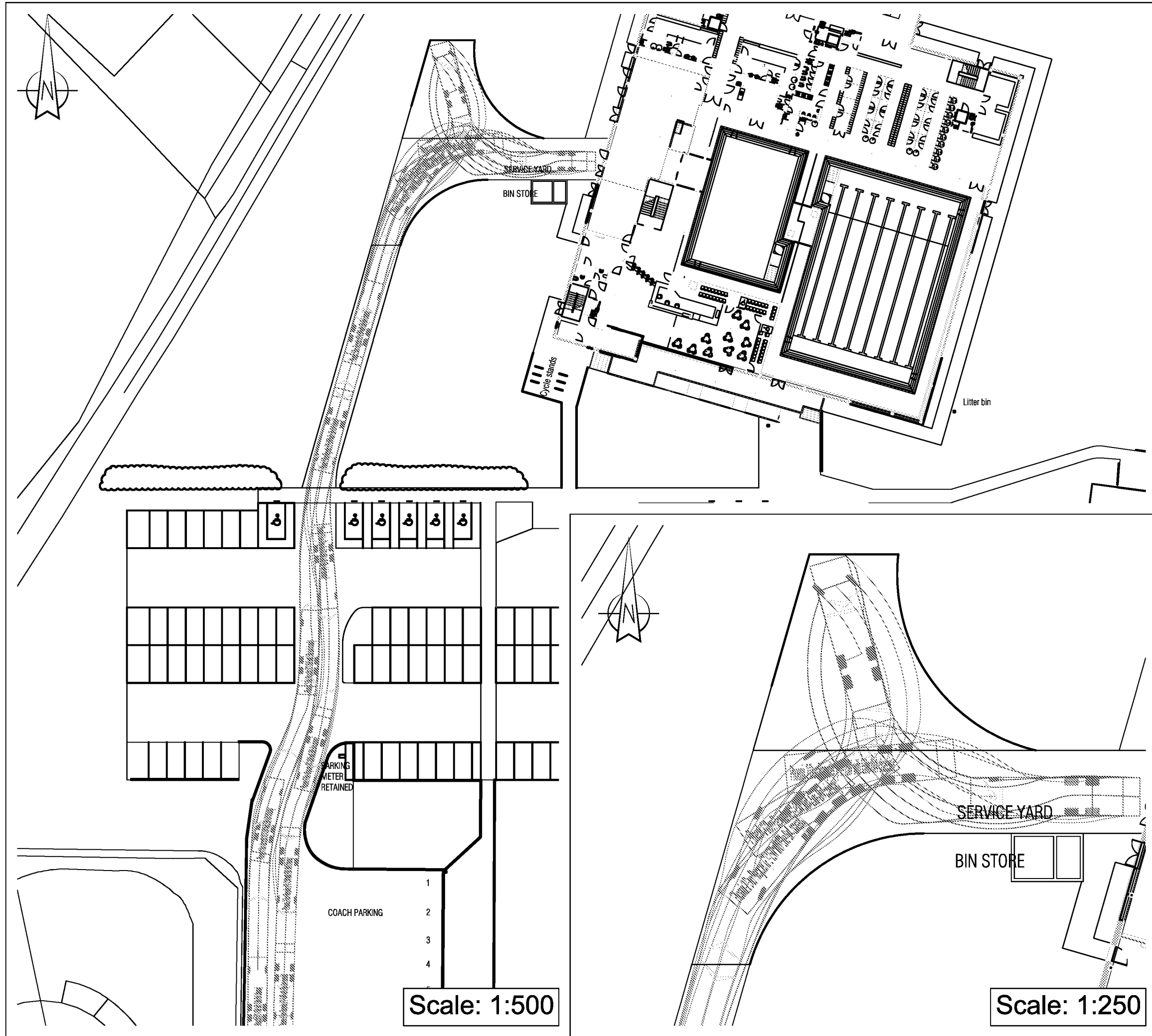
DRAWING
Area Schedule

SCALE	SHEET SIZE A3	DRAWN BY vg	CHECKED BY nic	DATE 14/10/16
PROJECT NO.	DRAWING NO.	REVISION		
3519	(03)105	C		
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Appendix D

REVISED SWEPT PATH ANALYSIS



NOTES:

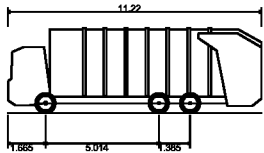
General

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2. All dimensions are in metres, unless stated otherwise.
3. This drawing to be read & printed in colour.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and survey data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

VEHICLE PROFILES:



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 11.550m

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Willmott Dixon Construction Ltd

PROJECT:
Littlehampton Leisure Centre

DRAWING TITLE:
**Vehicle Swept Path Analysis
Refuse Collection Vehicle**

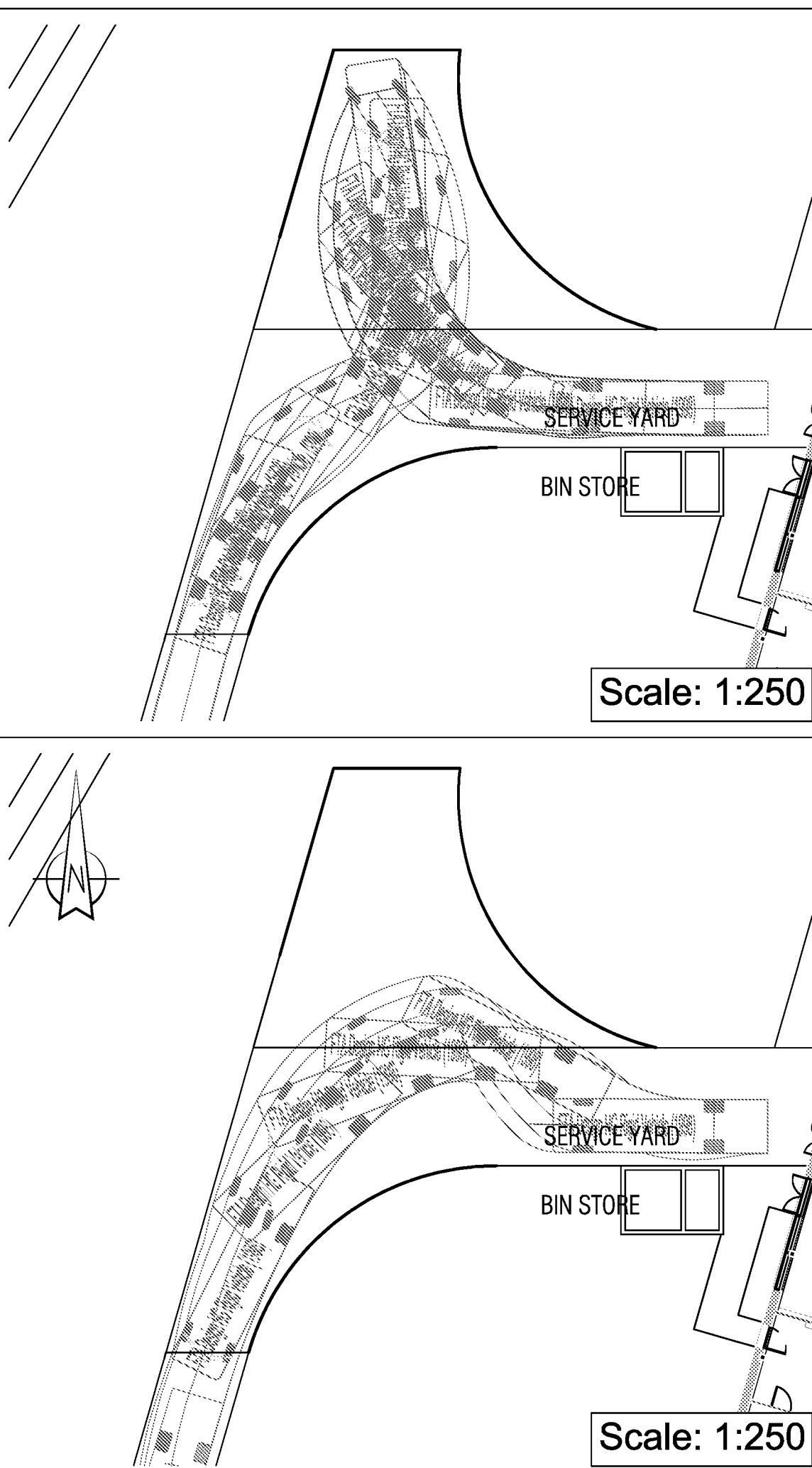
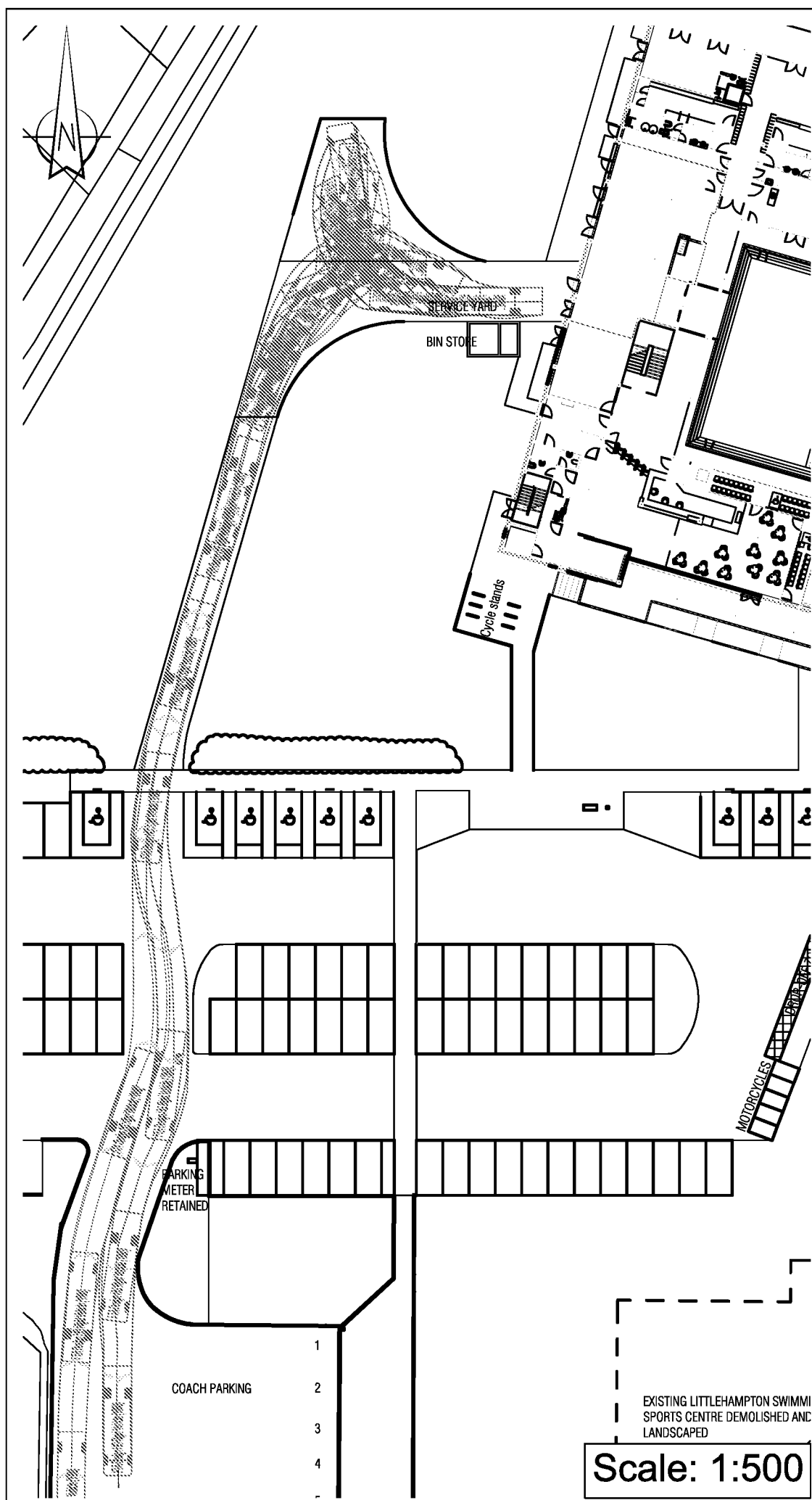
SCALES:	AS SHOWN	SHEET SIZE:	A3
DRAWN:	CC	CHECKED:	NM
		DATE:	17.10.2016

WYG Transport
part of WYG group



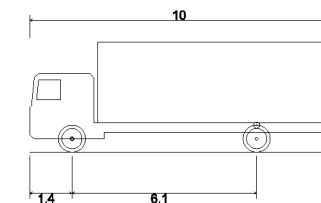
100 St. John Street London EC1M 4EH
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

DRAWING NUMBER:	REVISION:
A099568-TR001	D



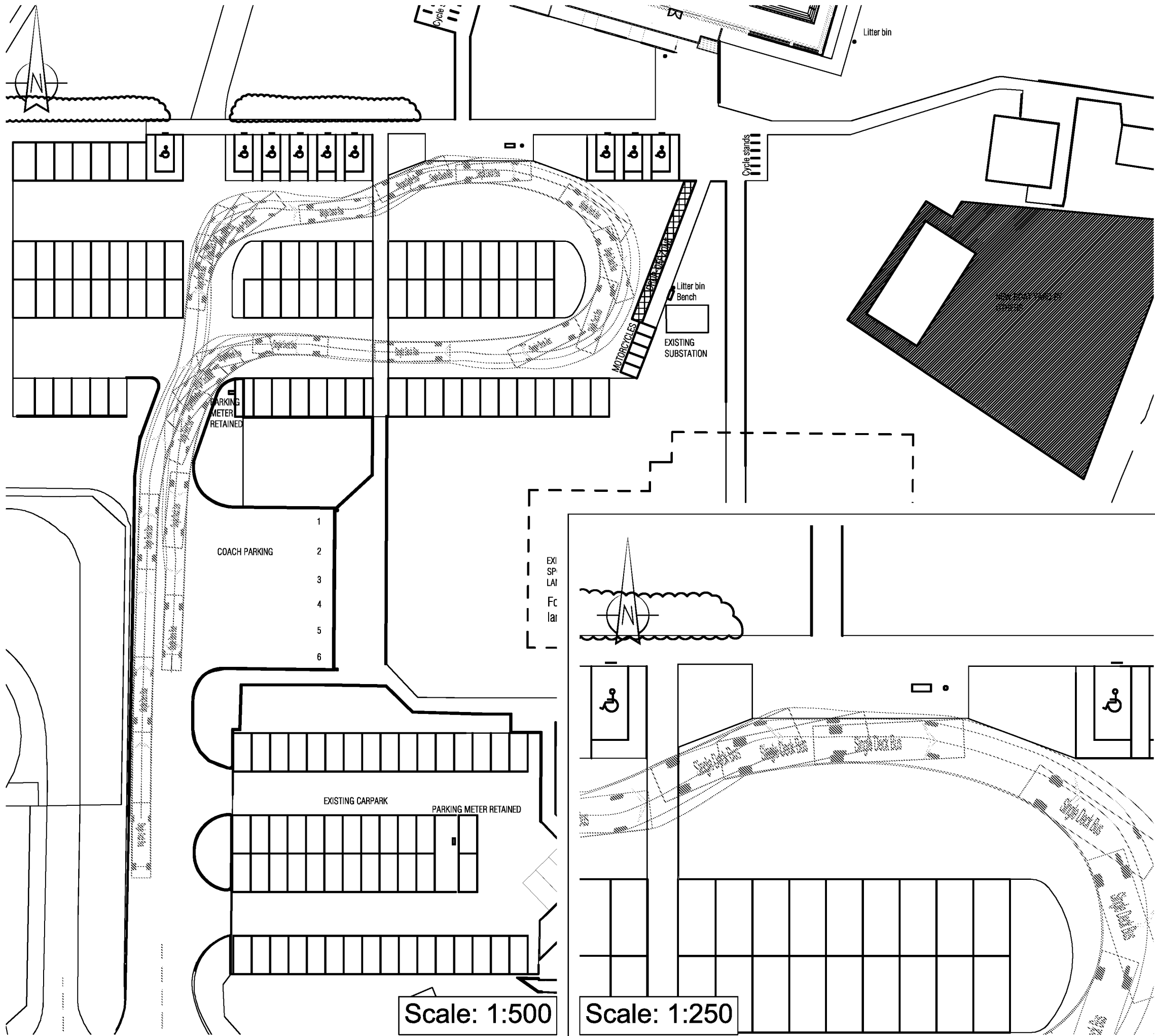
- NOTES:
- General**
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 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing to be read & printed in colour.
- Disclaimer**
1. The information contained in this drawing is based on a combination of OS and survey data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

VEHICLE PROFILES:



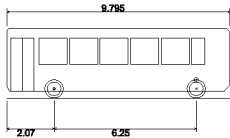
FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT:				
Willmott Dixon Construction Ltd				
PROJECT:				
Littlehampton Leisure Centre				
DRAWING TITLE:				
Vehicle Swept Path Analysis HGV - 10m Rigid Vehicle				
SCALES:		SHEET SIZE:		
AS SHOWN		A3		
DRAWN: CC		CHECKED: NM		DATE: 17.10.2016
WYG Transport part of WYG group 100 St. John Street London EC1M 4EH t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com 				
DRAWING NUMBER:				REVISION:
A099568-TR002				D



NOTES:
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Disclaimer
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VEHICLE PROFILES:



Single Deck Bus	9.785m
Overall Length	2.500m
Overall Width	3.070m
Overall Body Height	0.306m
Min Body Ground Clearance	2.322m
Track Width	6.00s
Lock to Lock Time	10.111m
Kerb to Kerb Turning Radius	

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Willmott Dixon Construction Ltd

PROJECT:
Littlehampton Leisure Centre

DRAWING TITLE:
**Vehicle Swept Path Analysis
Single Deck Bus**

SCALES:	AS SHOWN	SHEET SIZE:	A3
DRAWN:	CC	CHECKED:	NM
DATE:	17.10.16		

WYG Transport
part of WYG group



100 St. John Street London EC1M 4EH
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

DRAWING NUMBER:	A099568-TR003	REVISION:	D
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Appendix E

TRICS OUTPUT

Calculation Reference: AUDIT-705116-160919-0902

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
BU BUCKINGHAMSHIRE	1 days
HC HAMPSHIRE	1 days
OX OXFORDSHIRE	1 days
WS WEST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	1 days

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

Filtering Stage 2 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: 360 to 5250 (units: sqm)
Range Selected by User: 360 to 17000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 20/10/10

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	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Development Zone	1
Residential Zone	1
No Sub Category	3

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.

Filtering Stage 3 selection:

Use Class:

D2 5 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 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	1 days
125,001 to 250,000	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	1 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 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.

LIST OF SITES relevant to selection parameters

1	BU-07-C-01	SWIM. POOL	BUCKINGHAMSHIRE
	TICKFORD STREET		
	NEWPORT PAGNELL		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1020 sqm	
	Survey date: TUESDAY	19/10/10	Survey Type: MANUAL
2	DC-07-C-06	LEISURE CENTRE	DORSET
	MILLDOWN ROAD		
	BLANDFORD FORUM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1119 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL
3	HC-07-C-09	SWIMMING POOL	HAMPSHIRE
	WORTING ROAD		
	BASINGSTOKE LEISURE PK		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	5250 sqm	
	Survey date: MONDAY	18/10/10	Survey Type: MANUAL
4	OX-07-C-01	SWIMMING POOL	OXFORDSHIRE
	BLACKBIRD LEYS ROAD		
	BLACKBIRD LEYS		
	OXFORD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	360 sqm	
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
5	WS-07-C-05	LEISURE CEN.	WEST SUSSEX
	STATION ROAD		
	BILLINGSHURST		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1700 sqm	
	Survey date: TUESDAY	08/12/09	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-07-C-01	No parking

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.370	5	1890	0.042	5	1890	0.412
07:00 - 08:00	5	1890	0.836	5	1890	0.508	5	1890	1.344
08:00 - 09:00	5	1890	0.783	5	1890	0.688	5	1890	1.471
09:00 - 10:00	5	1890	1.027	5	1890	0.603	5	1890	1.630
10:00 - 11:00	5	1890	1.090	5	1890	0.751	5	1890	1.841
11:00 - 12:00	5	1890	0.900	5	1890	1.027	5	1890	1.927
12:00 - 13:00	5	1890	0.783	5	1890	0.730	5	1890	1.513
13:00 - 14:00	5	1890	0.878	5	1890	1.027	5	1890	1.905
14:00 - 15:00	5	1890	0.762	5	1890	0.889	5	1890	1.651
15:00 - 16:00	5	1890	1.450	5	1890	0.878	5	1890	2.328
16:00 - 17:00	5	1890	1.884	5	1890	1.598	5	1890	3.482
17:00 - 18:00	5	1890	2.201	5	1890	2.064	5	1890	4.265
18:00 - 19:00	5	1890	2.095	5	1890	1.958	5	1890	4.053
19:00 - 20:00	5	1890	1.556	5	1890	1.958	5	1890	3.514
20:00 - 21:00	5	1890	0.762	5	1890	1.492	5	1890	2.254
21:00 - 22:00	4	2272	0.231	4	2272	1.276	4	2272	1.507
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.608			17.489			35.097

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
07:00 - 08:00	5	1890	0.032	5	1890	0.000	5	1890	0.032
08:00 - 09:00	5	1890	0.000	5	1890	0.032	5	1890	0.032
09:00 - 10:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
10:00 - 11:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
11:00 - 12:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
12:00 - 13:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
13:00 - 14:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
14:00 - 15:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
15:00 - 16:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
16:00 - 17:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
17:00 - 18:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
18:00 - 19:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
19:00 - 20:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
20:00 - 21:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.065			0.130

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
07:00 - 08:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
08:00 - 09:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
09:00 - 10:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
10:00 - 11:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
11:00 - 12:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
12:00 - 13:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
13:00 - 14:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
14:00 - 15:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
15:00 - 16:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
16:00 - 17:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
17:00 - 18:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
18:00 - 19:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
19:00 - 20:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
20:00 - 21:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
07:00 - 08:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
08:00 - 09:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
09:00 - 10:00	5	1890	0.042	5	1890	0.000	5	1890	0.042
10:00 - 11:00	5	1890	0.021	5	1890	0.042	5	1890	0.063
11:00 - 12:00	5	1890	0.000	5	1890	0.021	5	1890	0.021
12:00 - 13:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
13:00 - 14:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
14:00 - 15:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
15:00 - 16:00	5	1890	0.000	5	1890	0.011	5	1890	0.011
16:00 - 17:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
17:00 - 18:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
18:00 - 19:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
19:00 - 20:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
20:00 - 21:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.021	5	1890	0.011	5	1890	0.032
07:00 - 08:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
08:00 - 09:00	5	1890	0.042	5	1890	0.021	5	1890	0.063
09:00 - 10:00	5	1890	0.032	5	1890	0.000	5	1890	0.032
10:00 - 11:00	5	1890	0.042	5	1890	0.011	5	1890	0.053
11:00 - 12:00	5	1890	0.000	5	1890	0.042	5	1890	0.042
12:00 - 13:00	5	1890	0.021	5	1890	0.011	5	1890	0.032
13:00 - 14:00	5	1890	0.011	5	1890	0.011	5	1890	0.022
14:00 - 15:00	5	1890	0.042	5	1890	0.011	5	1890	0.053
15:00 - 16:00	5	1890	0.053	5	1890	0.063	5	1890	0.116
16:00 - 17:00	5	1890	0.000	5	1890	0.042	5	1890	0.042
17:00 - 18:00	5	1890	0.032	5	1890	0.021	5	1890	0.053
18:00 - 19:00	5	1890	0.032	5	1890	0.053	5	1890	0.085
19:00 - 20:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
20:00 - 21:00	5	1890	0.000	5	1890	0.032	5	1890	0.032
21:00 - 22:00	4	2272	0.000	4	2272	0.022	4	2272	0.022
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.350			0.362			0.712

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.392	5	1890	0.042	5	1890	0.434
07:00 - 08:00	5	1890	0.889	5	1890	0.540	5	1890	1.429
08:00 - 09:00	5	1890	0.836	5	1890	0.741	5	1890	1.577
09:00 - 10:00	5	1890	1.302	5	1890	0.571	5	1890	1.873
10:00 - 11:00	5	1890	1.333	5	1890	0.900	5	1890	2.233
11:00 - 12:00	5	1890	0.942	5	1890	1.376	5	1890	2.318
12:00 - 13:00	5	1890	1.132	5	1890	0.942	5	1890	2.074
13:00 - 14:00	5	1890	1.259	5	1890	1.365	5	1890	2.624
14:00 - 15:00	5	1890	0.878	5	1890	1.132	5	1890	2.010
15:00 - 16:00	5	1890	2.963	5	1890	1.079	5	1890	4.042
16:00 - 17:00	5	1890	3.916	5	1890	3.016	5	1890	6.932
17:00 - 18:00	5	1890	3.694	5	1890	4.551	5	1890	8.245
18:00 - 19:00	5	1890	3.069	5	1890	3.313	5	1890	6.382
19:00 - 20:00	5	1890	2.138	5	1890	3.101	5	1890	5.239
20:00 - 21:00	5	1890	0.942	5	1890	2.074	5	1890	3.016
21:00 - 22:00	4	2272	0.330	4	2272	1.749	4	2272	2.079
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.015			26.492			52.507

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.042	5	1890	0.011	5	1890	0.053
07:00 - 08:00	5	1890	0.063	5	1890	0.063	5	1890	0.126
08:00 - 09:00	5	1890	0.508	5	1890	0.169	5	1890	0.677
09:00 - 10:00	5	1890	0.561	5	1890	0.106	5	1890	0.667
10:00 - 11:00	5	1890	0.233	5	1890	0.646	5	1890	0.879
11:00 - 12:00	5	1890	0.688	5	1890	0.455	5	1890	1.143
12:00 - 13:00	5	1890	0.402	5	1890	0.317	5	1890	0.719
13:00 - 14:00	5	1890	0.444	5	1890	0.127	5	1890	0.571
14:00 - 15:00	5	1890	0.222	5	1890	0.614	5	1890	0.836
15:00 - 16:00	5	1890	0.783	5	1890	0.529	5	1890	1.312
16:00 - 17:00	5	1890	0.487	5	1890	0.286	5	1890	0.773
17:00 - 18:00	5	1890	0.730	5	1890	0.519	5	1890	1.249
18:00 - 19:00	5	1890	0.148	5	1890	0.466	5	1890	0.614
19:00 - 20:00	5	1890	0.148	5	1890	0.339	5	1890	0.487
20:00 - 21:00	5	1890	0.032	5	1890	0.148	5	1890	0.180
21:00 - 22:00	4	2272	0.000	4	2272	0.110	4	2272	0.110
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.491			4.905			10.396

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
07:00 - 08:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
08:00 - 09:00	5	1890	0.000	5	1890	0.021	5	1890	0.021
09:00 - 10:00	5	1890	0.159	5	1890	0.011	5	1890	0.170
10:00 - 11:00	5	1890	0.180	5	1890	0.148	5	1890	0.328
11:00 - 12:00	5	1890	0.021	5	1890	0.159	5	1890	0.180
12:00 - 13:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
13:00 - 14:00	5	1890	0.328	5	1890	0.000	5	1890	0.328
14:00 - 15:00	5	1890	0.000	5	1890	0.328	5	1890	0.328
15:00 - 16:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
16:00 - 17:00	5	1890	0.032	5	1890	0.011	5	1890	0.043
17:00 - 18:00	5	1890	0.116	5	1890	0.000	5	1890	0.116
18:00 - 19:00	5	1890	0.011	5	1890	0.095	5	1890	0.106
19:00 - 20:00	5	1890	0.021	5	1890	0.000	5	1890	0.021
20:00 - 21:00	5	1890	0.000	5	1890	0.085	5	1890	0.085
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.890			0.858			1.748

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
07:00 - 08:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
08:00 - 09:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
09:00 - 10:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
10:00 - 11:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
11:00 - 12:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
12:00 - 13:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
13:00 - 14:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
14:00 - 15:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
15:00 - 16:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
16:00 - 17:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
17:00 - 18:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
18:00 - 19:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
19:00 - 20:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
20:00 - 21:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.000			0.011

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
07:00 - 08:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
08:00 - 09:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
09:00 - 10:00	5	1890	1.291	5	1890	0.000	5	1890	1.291
10:00 - 11:00	5	1890	0.984	5	1890	1.291	5	1890	2.275
11:00 - 12:00	5	1890	0.000	5	1890	0.984	5	1890	0.984
12:00 - 13:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
13:00 - 14:00	5	1890	0.159	5	1890	0.000	5	1890	0.159
14:00 - 15:00	5	1890	0.138	5	1890	0.159	5	1890	0.297
15:00 - 16:00	5	1890	0.000	5	1890	0.138	5	1890	0.138
16:00 - 17:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
17:00 - 18:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
18:00 - 19:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
19:00 - 20:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
20:00 - 21:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.572			2.572			5.144

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
07:00 - 08:00	5	1890	0.000	5	1890	0.000	5	1890	0.000
08:00 - 09:00	5	1890	0.000	5	1890	0.021	5	1890	0.021
09:00 - 10:00	5	1890	1.450	5	1890	0.011	5	1890	1.461
10:00 - 11:00	5	1890	1.164	5	1890	1.439	5	1890	2.603
11:00 - 12:00	5	1890	0.021	5	1890	1.143	5	1890	1.164
12:00 - 13:00	5	1890	0.011	5	1890	0.000	5	1890	0.011
13:00 - 14:00	5	1890	0.487	5	1890	0.000	5	1890	0.487
14:00 - 15:00	5	1890	0.138	5	1890	0.487	5	1890	0.625
15:00 - 16:00	5	1890	0.011	5	1890	0.138	5	1890	0.149
16:00 - 17:00	5	1890	0.032	5	1890	0.011	5	1890	0.043
17:00 - 18:00	5	1890	0.116	5	1890	0.000	5	1890	0.116
18:00 - 19:00	5	1890	0.011	5	1890	0.095	5	1890	0.106
19:00 - 20:00	5	1890	0.021	5	1890	0.000	5	1890	0.021
20:00 - 21:00	5	1890	0.000	5	1890	0.085	5	1890	0.085
21:00 - 22:00	4	2272	0.000	4	2272	0.000	4	2272	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.473			3.430			6.903

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00	5	1890	0.466	5	1890	0.063	5	1890	0.529
07:00 - 08:00	5	1890	0.963	5	1890	0.614	5	1890	1.577
08:00 - 09:00	5	1890	1.386	5	1890	0.952	5	1890	2.338
09:00 - 10:00	5	1890	3.344	5	1890	0.688	5	1890	4.032
10:00 - 11:00	5	1890	2.773	5	1890	2.995	5	1890	5.768
11:00 - 12:00	5	1890	1.651	5	1890	3.016	5	1890	4.667
12:00 - 13:00	5	1890	1.566	5	1890	1.270	5	1890	2.836
13:00 - 14:00	5	1890	2.201	5	1890	1.503	5	1890	3.704
14:00 - 15:00	5	1890	1.281	5	1890	2.244	5	1890	3.525
15:00 - 16:00	5	1890	3.810	5	1890	1.810	5	1890	5.620
16:00 - 17:00	5	1890	4.434	5	1890	3.355	5	1890	7.789
17:00 - 18:00	5	1890	4.572	5	1890	5.090	5	1890	9.662
18:00 - 19:00	5	1890	3.260	5	1890	3.926	5	1890	7.186
19:00 - 20:00	5	1890	2.318	5	1890	3.440	5	1890	5.758
20:00 - 21:00	5	1890	0.974	5	1890	2.339	5	1890	3.313
21:00 - 22:00	4	2272	0.330	4	2272	1.881	4	2272	2.211
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.329			35.186			70.515

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 360 - 5250 (units: sqm)
 Survey date range: 01/01/08 - 20/10/10
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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