Hay Campus

Hay and District Sports & Community Association (HADSCAL)

Transport Assessment

October 2026



Document Control

Job No.	260349	
Project Name	Hay Campus	
Document Title	Transport Assessment	
Status	Issue	
Client	Hay and District Sports & Community Association (HADSCAL)	
	Name	Date
Prepared By	Rebecca Inglis-Taylor	October 2026
Checked By	Samuel Large	October 2026
Approved By	Mike Glaze	October 2026

Record of Revisions

Revision	Date	Details	Made By
Issue 01	October 2026	First Issue	SL

Rappor Consultants Ltd
A: Pressworks, 7-9 Ambrose Street, Cheltenham, Gloucestershire, GL50 3LH
W: www.rappor.co.uk
T: 01234 836098
E: hello@rappor.co.uk

© Rappor Consultants Limited. All rights reserved. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Rappor Consultants Ltd and Hay and District Sports & Community Association (HADSCAL).

Executive Summary

This Transport Assessment has been prepared on behalf of Hay and District Sports & Community Association (HADSCAL) in support of a planning application for a new Leisure and Community Centre and 10 business units at Hay Campus, Hay-on-Wye. Parking provision is proposed for both the new and retained uses.

The site is located on the southern edge of Hay-on-Wye, approximately 550m from the Town Centre. It is accessible by walking, cycling and public transport, with National Cycle Network Route 42 passing along Forest Road and bus services available approximately 700m from the site.

Forest Road is subject to a 20mph speed limit and experiences low traffic volumes, with recorded two-way flows of 47 vehicles in the AM peak, 48 vehicles in the PM peak and 558 vehicles over a 12-hour period. A review of five years of Personal Injury Collision data identified a single serious collision within the study area, with no evidence of an existing highway safety problem.

Pedestrian and cycle access will be provided from Forest Road and via Public Right of Way 023/8/1. Vehicular access will be segregated, with the existing access serving the Leisure and Community Centre and Football Club facilities, and a new priority junction serving the business units. Visibility splays in accordance with Manual for Streets guidance can be achieved.

The development will provide 156 car parking spaces for the Leisure and Community Centre and Football Club facilities and 30 spaces for the business units, together with 66 cycle parking spaces. Parking provision has been informed by CSS Wales Parking Standards, parking assessments and first-principles analysis.

A bespoke trip-attraction assessment indicates a forecast net vehicle attraction of 47 and 60 two-way trips in the weekday AM and PM peaks, respectively. This level of increase in trip attraction is not expected to result in a severe impact on the local highway network.

Overall, the development would provide safe and suitable access for all users, encourage sustainable travel and would not result in an unacceptable impact on highway safety or network operation. There are therefore no highway or transport reasons why planning permission should be withheld.

Contents

1 Introduction 1
2 Relevant Transport Planning Policy 3
3 The Application Site & Local Highway Network 9
4 Site Accessibility and Opportunities for Sustainable Travel 14
5 Development Proposals 19
6 Forecast Trip Attraction 30
7 Summary and Conclusions 42

List of Figures and Tables

Figure 3.1: Indicative Site Location Plan 9
Table 3.1: Average Traffic Flows (*subject to cumulative rounding) 10
Table 3.2: Recorded Vehicle Speeds 10
Figure 3.2: Extract from Powys PRoW Map 11
Figure 3.3: CrashMap Extract 12
Table 4.1: Services, facilities, and amenities within 2km of the site 15
Figure 4.1: NCN Route 42 17
Table 5.1: Parking Provision Methodology 24
Table 6.1: Trip Attraction Methodology 30
Table 6.2: Football Club/Facilities Existing Trips 31
Table 6.3: Business Units Trip Rates and Forecast Trip Attraction 32
Table 6.4: Leisure Centre Trip Rates and Forecast Trip Attraction 33
Table 6.5: Community Centre Trip Rates and Forecast Trip Attraction 34
Table 6.6: Spaces to let Forecast Trip Attraction 35
Table 6.7: Youth Club Forecast Trip Attraction 36
Table 6.8: Dial-a-ride Forecast Trip Attraction 36
Table 6.9: Total Proposed Uses Weekday Forecast Trip Attraction 38
Table 6.10: Total Proposed Uses Weekend Forecast Trip Attraction 38
Table 6.11: Total Weekday Forecast Trip Attraction 39
Table 6.12: Total Weekend Forecast Trip Attraction 40

Appendices

Appendix A – Site Location Plan
Appendix B – ATC Data – Forest Road
Appendix C – CrashMap Report
Appendix D – Bus Timetable Information
Appendix E – Site Layout Plan
Appendix F – Access Visibility Splay
Appendix G – Highway Boundary Data
Appendix H – Swept Path Analysis – Estate Car
Appendix I – Internal Geometry
Appendix J – Internal Swept Path Analysis – Estate Car Parking
Appendix K – Internal Swept Path Analysis – Fire Tender
Appendix L – Internal Swept Path Analysis – Minibus
Appendix M – Internal Swept Path Analysis – 7.5t Panel Van
Appendix N – Parking Provision Calculations
Appendix O – Trip Attraction Calculations
Appendix P – TRICS Output – Office Use
Appendix Q – TRICS Outputs – Leisure Centre Use
Appendix R – TRICS Output – Community Centre Use

1 Introduction

1.1 Rappor Consultants Ltd (Rappor) has been instructed by Hay and District Sports & Community Association (HADSCAL) to prepare a Transport Assessment (TA) in support of a planning application for a proposed Leisure and Community Centre and 10 business units on land at Hay Campus, Hay-on-Wye.

1.2 Access to the site will be provided from Forest Road via one existing access and one newly constructed access.

1.3 The site location, its context and its relationship with the immediately adjoining area are illustrated in **Appendix A.**

1.4 This TA is submitted as a supporting document to the planning application to set out the transport implications of the proposed development.

1.5 A pre-application enquiry was submitted to the Bannau Brycheiniog National Park Authority (BBNPA), which issued comments dated the 2nd of July 2024. Those comments confirmed that no highways and transport response had been received from Powys County Council (PCC). BBNPA nevertheless advised that any development would need to demonstrate that it would not have an unacceptable effect on road safety. This matter has therefore been considered and evidenced, where necessary, in this TA.

Vision

1.6 The vision for the site is to provide a Leisure and Community Centre that will enhance the facilities available to people living in Hay-on-Wye and the surrounding area and provide spaces that benefit the community socially and economically. The development will promote healthy communities by encouraging participation in sport and active travel. Currently, there is no leisure or similar community facility in Hay-on-Wye or the surrounding area that is readily accessible by public transport or active travel. The proposed Leisure and Community Centre will provide a much-needed facility, allowing residents of Hay-on-Wye and the surrounding area to access leisure and community facilities by more sustainable means. By reducing the need to travel further afield, the facility will support the local area socially, economically and environmentally, while further enhancing the health and social benefits available to the local community.

Transport Vision

1.7 The vision-led approach to transport planning reflects the recognition that the traditional '*predict and provide*' model is no longer suitable for development planning. Instead, development should follow a '*decide and provide*' approach. Predicting continued growth in vehicular traffic and providing infrastructure to accommodate it can encourage that demand or result in infrastructure for demand that does not materialise. Greater emphasis should therefore be placed on placemaking and sustainable transport modes, so that current transport needs are met without compromising the ability to meet future needs.

1.8 The United Nations defines sustainability as "*meeting the needs of the present without compromising the ability of future generations to meet their own needs*" and it is this very principle that the '*decide and provide*' approach champions.

1.9 Planning Policy Wales (Edition 12) requires the integration of land use and transport planning to create sustainable places, prioritising walking, cycling and public transport, while the Welsh Transport Appraisal Guidance (WelTAG) adopts a vision-led approach that requires transport considerations to inform development proposals from the earliest stages of planning.

1.10 The BBNPA Local Development Plan (2007–2022) includes Strategic Policy SP15 – Supporting Sustainable Communities, which seeks to ensure that new development supports community sustainability and does not adversely affect essential services or facilities. Policy 51 – Development of New or Extended Community Facilities specifically supports proposals for new or extended community recreation and sports facilities where they are appropriately located, necessary to support community sustainability and capable of operating sustainably in the future.

1.11 The proposed Leisure and Community Centre is consistent with these policy objectives by providing community recreation and sports facilities to support the needs and well-being of local residents. Where supported by the proposed location and access arrangements, the development would also align with Strategic Policy SP17 – Sustainable Transport – which seeks to improve accessibility and reduce the need to travel by private car, including through appropriate access for pedestrians and cyclists and improved sustainable transport infrastructure.

1.12 Opportunities and mechanisms to maximise access to the facility via sustainable transport are discussed further in **Sections 4** & **5**.

Scope of Report

1.13 A TA is an appropriate form of assessment for the scale and type of development proposed and following this introduction, the TA is set out as follows:

a) Review of national and local planning policy and guidance;
b) Review of the site location and local highway network, including highway safety;
c) Review of local services, facilities and sustainable travel opportunities;
d) Description of the development proposals, including access arrangements and parking provision;
e) Assessment of forecast trip attraction of the development proposals and predicted impact on the local road network.

1.14 This TA concludes that the development proposals are acceptable in highway and transportation terms, and there are no reasons that should prevent approval of the planning application.

2 Relevant Transport Planning Policy

2.1 The relevant transportation policies are set out in the following National and Local documents:

a) Future Wales: The National Plan 2040 (February 2021);
b) Llwybr Newydd - The Wales Transport Strategy 2021 (March 2021);
c) Planning Policy Wales – Edition 12 (February 2024);
d) Planning Policy Wales – Technical Advice Note 18: Transport (March 2007);
e) Active Travel (Wales) Act 2013 (November 2013);
f) Active Travel Act Guidance (July 2021);
g) Manual for Streets (2007);
h) Manual for Streets 2 (2010);
i) Bannau Brycheiniog National Park Local Development Plan (2007-2022);
j) Bannau Brycheiniog (Brecon Beacons) National Park Local Development Plan 2025 – 2045 Public Consultation;
k) Hay Town Plan (September 2016); and
l) Y Bannau: The Future (2023-2028).

National Policy

Future Wales: The National Plan 2040 (February 2021)

2.2 Future Wales is the national development framework, setting the direction for development in Wales to 2040. Published by the Welsh Government in February 2021, it is the first development plan for Wales. Future Wales provides a framework for managing change and planning development. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of the Welsh communities.

2.3 Future Wales is one of a number of documents concerned with infrastructure and development in Wales. Its specific purpose is to ensure that the planning system at all levels is consistent with, and supports the delivery of, the Welsh Government's strategic aims and policies.

Llwybr Newydd - the Wales Transport Strategy 2021 (March 2021)

2.4 Llwybr Newydd - the Wales Transport Strategy 2021 is the Welsh Government's strategy for the future of transport in Wales. It places people and climate change at the centre of how the Welsh transport system is designed, setting the vision for an accessible, sustainable and efficient transport system.

2.5 It also sets out short-term priorities and long-term ambitions, and how the transport system can help deliver these. The following are the three headline priorities for the next five years:

a) Priority 1: Bring services to people in order to reduce the need to travel.
b) Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
c) Priority 3: Encourage people to make the change to more sustainable transport.

2.6 Modal shift is at the heart of the national transport strategy. It sets a target of 45% of journeys to be made by public transport, walking and cycling by 2040.

Planning Policy Wales (PPW) – Edition 12 (February 2024)

2.7 The national land use planning policies of the Welsh Government are set out in Planning Policy Wales, Edition 12 published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.8 PPW is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, Minerals TANs (MTANs) and policy clarification letters comprise national planning policy. TAN 18: Transport published in March 2007 is of particular relevance.

2.9 Welsh Government policy requires the sustainable transport hierarchy to be applied to new development, prioritising walking, cycling and public transport over private motor vehicles. PPW states:

> "*The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.*"

2.10 Paragraph 3.50 states:

> *"Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor's surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport."*

2.11 Paragraph 3.52 states:

> *"Planning authorities should reassess development sites which are highly accessible to non-car modes and allocate them for travel intensive uses such as offices, shopping, leisure, hospitals and housing of sufficient density to fully utilise their accessibility potential. Sites which are unlikely to be well served by walking, cycling and public transport should not be allocated for development.*"

2.12 Paragraph 4.1.1 states:

> *"The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution …"*

2.13 Paragraph 4.1.10 goes on to say that:

"The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling."*

Planning Policy Wales – Technical Advice Note 18: Transport (March 2007)

2.14 TAN 18 was published in March 2007 by the Welsh Government to supplement PPW and provides further information and detail in relation to transport matters and the integration between land use planning and transport in Wales.

2.15 It states that the integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development (paragraph 2.3).

2.16 It goes on to say that integration can help achieve these environmental outcomes together with the Welsh Government's wider sustainable development policy objectives by:

a) "promoting resource and travel efficient settlement patterns;
b) ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
c) managing parking provision;
d) ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
e) encouraging the location of development near other related uses to encourage multi-purpose trips;
f) promoting cycling and walking;
g) supporting the provision of high quality, inclusive public transport;
h) supporting provision of a reliable and efficient freight network;
i) promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
j) encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
k) ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions."

2.17 Paragraph 2.4 recognises that the inter-relationships between land use planning and transport are complex and varied but summarises that:

> "*By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle and use public transport.*"

2.18 Paragraph 5.7 recognises a place for local standards and design guidance, with reference to Manual for Streets, and notes that the relevant design standard applicable to Trunk Roads remains the Design Manual for Roads and Bridges (DMRB).

2.19 Paragraph 9.1 of TAN 18 states that a TA should provide the information necessary to assess the suitability of a development proposal in terms of travel demand and impact. The TA process should also identify a Transport Implementation Strategy (TIS), setting out appropriate objectives and targets for managing travel demand, together with any infrastructure, demand-management measures and financial contributions necessary to deliver those objectives.

National Legislation

Active Travel (Wales) Act 2013 (November 2013)

2.20 The Active Travel (Wales) Act 2013 was given Royal Assent in November 2013. It aims to promote sustainable travel and make active modes of travel attractive for shorter, local journeys. The term 'active travel' means walking and cycling for purposeful journeys to a destination and the Act focuses on walking and cycling for transport rather than leisure.

2.21 Increasing levels of active travel contribute to the achievement of all seven of Wales' Well-being Goals.

2.22 Local authorities and the Welsh Government are required to encourage walking and cycling as modes of transport. This is based on the principle that with improved connections between key facilities and local services the reliance on the use of the private car for local journeys can be reduced.

2.23 The Active Travel Act makes it a legal requirement for local authorities to map and plan for suitable walking and cycling routes and regularly improve this infrastructure. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at planning stages.

National Guidance

Active Travel Act Guidance (July 2021)

2.24 The Welsh Government's Active Travel Act Guidance, published in July 2021, contains advice for local authorities planning and designing networks of walking and cycling routes, based on the Active Travel (Wales) Act 2013. It includes best practice on infrastructure design and gives guidance on how to provide related facilities such as cycle parking.

2.25 The vision *'is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.'*

2.26 The guidance acknowledges that levels of active travel in Wales nationally have remained low; although recently there has been increased walking and cycling during the pandemic throughout 2020, albeit mainly for exercise. The guidance highlights the need to grasp the opportunity to convert this increased appetite from leisure to utility journeys.

Manual for Streets (March 2007)

2.27 Manual for Streets (MfS) is a publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

Manual for Streets 2 (September 2010)

2.28 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies on how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Local Policy

Bannau Brycheiniog National Park Local Development Plan (2007-2022)

2.29 The Bannau Brycheiniog National Park Local Development Plan 2007–2022 establishes the planning policy framework for development within the National Park, seeking to balance appropriate development with the conservation and enhancement of its landscape, natural environment, cultural heritage and local communities. It directs development towards identified settlements and seeks to ensure that proposals are appropriate to their surroundings and consistent with the National Park's special qualities.

2.30 The Local Development Plan (2007–2022) identifies Hay-on-Wye as a Key Settlement in Policy K LP1 (Key Settlement), where employment opportunities and other appropriate development are encouraged to support the local community and surrounding area. Development should be accessible to local services and facilities, reducing reliance on private car travel where practicable.

2.31 Policy 59 (Impacts of Traffic) requires appropriate site access and seeks to avoid unacceptable impacts on highway safety, congestion and the environment. Transport Statements are required to consider the anticipated number of vehicle trips.

2.32 Policy 60 (Provision for Cycling and Walking) is also relevant, supporting measures that improve pedestrian and cycle safety and encourage sustainable travel.

Bannau Brycheiniog (Brecon Beacons) National Park Local Development Plan 2025 – 2045 Public Consultation

2.33 The National Park Authority is preparing a replacement Local Development Plan for the period 2025–2045. The Draft Delivery Agreement, published for consultation in 2025, identifies sustainable transportation and a Strategic Transport Assessment as part of the evidence base for the emerging Plan. The proposed development has therefore been considered in the context of the Authority's wider objectives for sustainable accessibility, reduced reliance on private car travel and the protection of the National Park's environmental character. As the replacement Plan remains in preparation, the adopted development plan and applicable national planning policy remain the principal policy considerations for this Transport Statement.

Hay Town Plan (September 2016)

2.34 The Hay Town Plan (2016), adopted as Supplementary Planning Guidance by the Brecon Beacons National Park Authority, identifies parking, roads and travel as important considerations for the sustainable development of Hay-on-Wye. Section 15.3.3 specifically states that "*Parking considerations must be an integral part of the planning process for future developments within the town whether business or residential.*" The Plan also recognises the need to balance parking provision with the vitality of local businesses and the needs of residents.

Y Bannau: The Future (2023-2028)

2.35 The Bannau Brycheiniog National Park Management Plan, *Y Bannau: The Future (2023–2028)*, establishes a long-term vision for a sustainable National Park, with a focus on climate change, nature recovery, community wellbeing and sustainable places, seeking to achieve net-zero greenhouse gas emissions across the National Park by 2035, including through a shift towards lower-carbon transport. The Plan also recognises the need for viable public transport and active travel options to reduce reliance on private cars.

3 The Application Site & Local Highway Network

Site Context

3.1 The application site is located at the southern periphery of Hay-on-Wye, approximately 550m south of Hay-on-Wye Town Centre and within an approximate 1km radius of the entirety of the Town.

3.2 The site is irregularly shaped and is bounded by Hay and St Mary's Football Ground, a medical centre and Forest Road, from which access is taken by all modes. It currently comprises a football club and undeveloped land, together with associated parking, including the medical-centre overflow parking area, and ancillary buildings.

3.3 The site location is indicatively shown in **Figure 3.1** below.



Figure 3.1: Indicative Site Location Plan

3.4 Access to the site is currently provided at the eastern boundary in the form of an unnamed access road from Forest Road which terminates at the site boundary in the form of a field gate access.

Local Highway Network

Forest Road

3.5 Forest Road is a two-lane single carriageway that routes north towards the centre of Hay-on-Wye, where it forms the minor arm of a simple priority junction with Brecon Road (B4350) to the west and Church Street (B4350) to the north. To the south, it becomes an unnamed road and continues along the border between England and Wales. Forest Road is subject to a 20mph speed limit, and on-street parking was observed along the western side of the carriageway, north of the existing site access.

3.6 A footway is present along the western side of Forest Road from the existing site access northwards into Hay-on-Wye. Approximately 115m north of the existing site access, a footway is also present along the eastern side of the carriageway, providing a northbound pedestrian route into Hay-on-Wye. Street lighting is present along Forest Road.

Existing Traffic Data

3.7 To establish existing traffic flows and speeds, an Automatic Traffic Count (ATC) was undertaken on Forest Road, by Auto Surveys, an independent traffic surveyor, between Tuesday the 14th of April 2026 and Monday the 20th of April 2026. The survey was undertaken during neutral traffic conditions and school term time.

3.8 The recorded weekday average traffic flows are summarised in **Table 3.1**, with the full survey results attached in **Appendix B**. The highest traffic flows, regardless of whether they were the 5-day or 7-day averages, are presented to provide a robust assessment.

Time Period	Northbound	Southbound	Total
AM Peak (08:00 – 09:00)	18	29	47
PM Peak (17:00 – 18:00)	29	19	48
Daily (07:00 – 19:00)	284	273	558*

Table 3.1: Average Traffic Flows (*subject to cumulative rounding)

3.9 As highlighted in **Table 3.1**, the ATC recorded average vehicle flows along Forest Road of 47 vehicle trips in the AM network peak (08:00 – 09:00), 48 vehicle trips in the PM network peak (17:00 – 18:00) and 558 vehicle trips across a daily period (07:00 – 19:00).

3.10 **Table 3.2** sets out the 7-day 85th percentile and average speeds recorded by the ATC. The 7-day average 85th percentile and average speeds have been presented as they represent the highest recorded conditions, thereby providing a robust basis for assessment.

Direction	Average Speeds (mph)	85%ile Speeds (mph)
Northbound	23.6mph	29.7mph
Southbound	25.7mph	31.7mph

Table 3.2: Recorded Vehicle Speeds

3.11 It is acknowledged that, as identified in **Table 3.2**, the recorded 85th percentile speeds along Forest Road are greater than the posted speed limit of 20mph. However, the introduction of further development along Forest Road, such as a Leisure and Community Centre and business units, will alter the frontage environment of Forest Road, creating 'side-friction' further enforcing the perception that drivers are within a built-up area which will subsequently result in reduced vehicular speeds.

3.12 Notwithstanding the above, to ensure that the proposed access is acceptable in the absence of any future speed reductions, the recorded design speeds along Forest Road have been utilised to determine the visibility requirements from the proposed site access, which is discussed later in **Section 5**.

Unnamed Access Road

3.13 The unnamed access road forms the minor arm of a simple priority junction with Forest Road and provides access to the parking areas associated with the Football Club and Medical Centre. It terminates at a field gate access to the Football Club itself.

3.14 Footways are present on both sides of the carriageway along the unnamed access road for the majority of its length.

Brecon Road / Church Street (B4350)

3.15 Brecon Road (B4350) is a two-lane single carriageway that routes in a west to east alignment from the Brecon Road (B4350) / Church Street (B4350) / Forest Road junction. To the west the road continues as the B4350 routing to the A438. To the north of the junction, it transitions to Church Street (B4350) routing through the centre of Hay-on-Wye.

3.16 Illuminated footway provision is present adjacent both sides of the carriageway and a 30mph speed limit is present throughout.

Public Rights of Way

3.17 There are a number of Public Rights of Way (PRoWs) in the vicinity of the site and one which traverses the site. These are demonstrated in **Figure 3.2** with the site location indicated by a star.

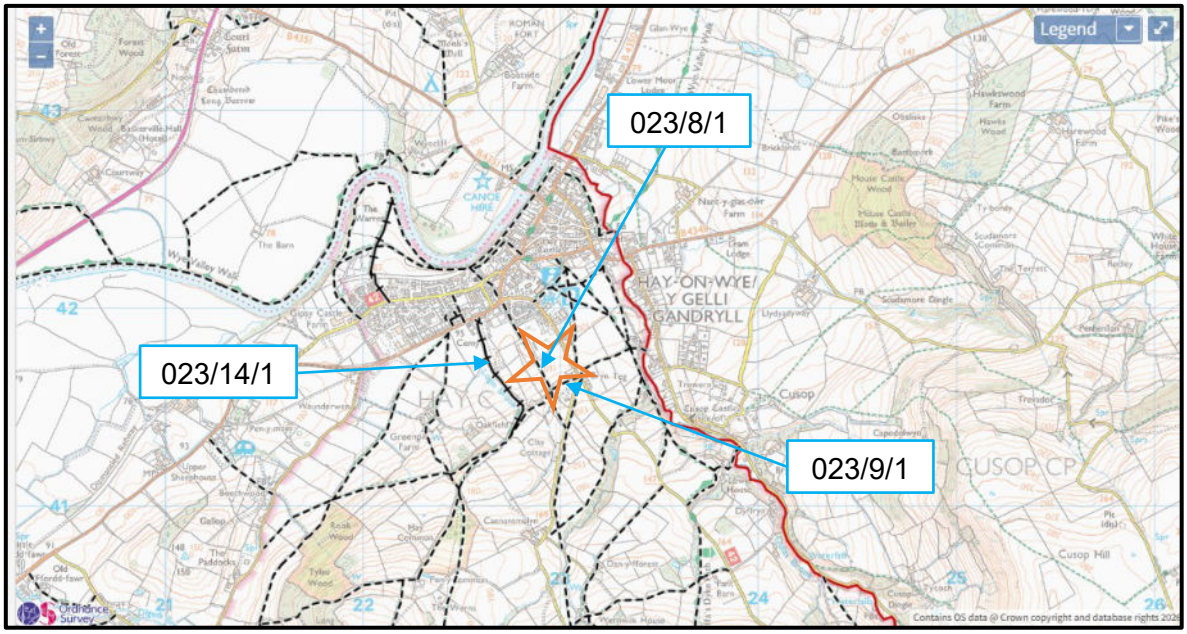


Figure 3.2: Extract from Powys PRoW Map

3.18 Footpath 023/8/1 traverses the western edge of the site in a north to south alignment from Brecon Road (B4350), meeting Footpath 023/9/1 at a perpendicular angle, to the south of the site. As part of the development proposals, the alignment of the PRoW will remain unaffected.

3.19 Footpath 023/9/1 is located to the south of the site and runs in an east to west alignment from Forest Road, continuing west into the surrounding countryside.

3.20 Bridleway 023/14/1 is located to the west of the site and runs in a north to south alignment from Brecon Road (B4350), via Hay-on-Wye Cemetery, also meeting Footpath 023/9/1.

Local Highway Safety

3.21 For this assessment, Personal Injury Collision (PIC) data were extracted from the CrashMap database for the most recent available five-year period, ending in December 2025, within the vicinity of the application site.

3.22 The study area for analysis is shown in **Figure 3.3**. The study area for analysis includes Forest Road, Brecon Road (B4350) and Church Street (B4350) within 300m of the site. The extract from the CrashMap website shows that there has been one PIC within the vicinity of the site, classified as serious.



Figure 3.3: CrashMap Extract

3.23 The PIC (reference 2023631330218) occurred on Thursday the 13th of July 2023 at 18:00 on Forest Road, approximately 150m north of the existing site access. A car and a pedal cycle collided, with both sustaining offside impacts and the pedal cyclist sustaining serious injuries. No adverse weather conditions were recorded, and the collision occurred during daylight.

3.24 The full CrashMap report is attached at **Appendix C**.

3.25 On this basis, there is no evidence of an existing inherent highway-safety issue within the vicinity of the application site that would be exacerbated by the proposed development.

Summary of Highway Safety Post Development

3.26 In the vicinity of the site, Forest Road is subject to a 20mph speed limit, and benefits from footway provision with street lighting. The site is also traversed by a PRoW which provides onwards access to the wider PRoW network. Additionally, footway provision is present along the Unnamed access road which connects into the wider footway network throughout Hay-on-Wye.

3.27 The review of the most recent five-year period of available PIC data identified one collision in the immediate vicinity of the site. The April 2026 ATC survey recorded two-way flows of 47 vehicle movements in the AM peak and 48 in the PM peak, together with 85th-percentile speeds of 29.7–31.7 mph. Overall, the local highway network operates safely and efficiently, and the proposed development is not expected to have an adverse effect on highway safety.

3.28 Internal footways will connect into the existing local infrastructure providing safe and suitable onwards pedestrian connection from/to the site. Therefore, the access strategy has been designed to ensure safe and convenient movement for all users. Appropriate vehicle visibility at the site access and along Forest Road is also achievable. These measures will enhance connectivity and improve the existing pedestrian environment, ensuring that the development does not give rise to any highway safety or accessibility concerns.

4 Site Accessibility and Opportunities for Sustainable Travel

4.1 In order to ensure that the application site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the application site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the application site, which may assist in promoting linked trips.

Proximity to Local Services and Amenities

4.2 The application site is located within walking and cycling distance of a selection of existing amenities and facilities within Hay-on-Wye. The BBNPA Local Development Plan (2007–2022) identifies Hay-on-Wye as a Key Settlement within the Park's settlement hierarchy. Key Settlements are recognised for their strategic role in serving both their resident population and surrounding communities, with development directed towards locations offering access to services and facilities. Therefore, this designation demonstrates that Hay-on-Wye performs an important role as an established settlement with a range of existing amenities and facilities, supporting the sustainability of development within the town.

4.3 **Table 4.1** summarises key services and facilities within 2km of the application site that staff and visitors could access during lunch breaks or as part of a linked trip to the Leisure and Community Centre before or after work, demonstrating the site's potential to support trip chaining and reduce single-purpose trips on the local highway network.

4.4 In addition to identifying existing services and facilities within 2km, **Table 4.1** provides walking and cycling distances and journey times measured along actual routes rather than '*as the crow flies*'. This demonstrates the typical distance that future staff and visitors would need to travel on foot or by cycle.

4.5 As set out in **Section 2** of this TA, PPW strongly advocates that Planning Authorities, in allocating major generators of travel demand such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor's surgeries and hospitals), should ensure that they are within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.

4.6 Paragraph 4.1.1 of PPW also states that the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.

4.7 To ensure a robust assessment the walking and cycling distances and corresponding journey times have been measured from the centre of the site via two methods. Firstly, in accordance with the Institution of Highways and Transportation (IHT) (now the Chartered Institution of Highways and Transportation) guidelines, which provide a walking speed of 1.4m/s, and guidance contained within the Active Travel Act Guidance (July 2021) (ATAG), which provides in paragraph 9.4 an average cycling speed for commuting of 10-20mph (6.7m/s) and for leisure of 7-15mph (4.9m/s). Secondly, Google Maps has been utilised, which provides travel times additionally accounting for the gradient of the route when undertaking such journeys. Where Google Maps gives different travel times for the journeys to and from an amenity, these have been averaged to provide a representative each-way travel time for a 'round trip' journey.

4.8 Due to the varying topography of the area, there are discrepancies between the journey times calculated using the IHT and ATAG methods and those provided by Google Maps.

Service/ Facility/ Amenity	Approx. distance	Approx. Walking Time		Approx. Cycling Time		
		IHT	Google	ATAG – Adult Commuting	ATAG – Adult & Child Leisure	Google
Medical Centre	60m	1 min	1 min	1 min	1 min	1 min
Drover Cycles	140m	2 mins	2 mins	1 min	1 min	1 min
The Wobbly Owl Farmshop	650m	8 mins	9 mins	2 mins	2 mins	3 mins
The Blue Boar Pub	650m	8 mins	10 mins	2 mins	2 mins	3 mins
Hay Fire Station Bus Stops	700m	8 mins	9 mins	2 mins	2 mins	2 mins
Red Indigo Restaurant	700m	8 mins	10 mins	2 mins	2 mins	3 mins
Café Hay	700m	8 mins	10 mins	2 mins	2 mins	3 mins
Hay-on-Wye Post Office	750m	9 mins	11 mins	2 mins	3 mins	4 mins
Castle Greengrocers	750m	9 mins	10 mins	2 mins	3 mins	3 mins
SPAR	750m	9 mins	11 mins	2 mins	3 mins	3 mins
RM Jones Pharmacy	850m	10 mins	12 mins	2 mins	3 mins	3 mins
Tomatitos (Tapas Bar)	850m	10 mins	12 mins	2 mins	3 mins	3 mins
Dugan's Food & Wine Hay-on-Wye (Bakery)	900m	11 mins	12 mins	2 mins	3 mins	3 mins
Hay-on-Wye Library	900m	11 mins	13 mins	2 mins	3 mins	4 mins

Table 4.1: Services, facilities, and amenities within 2km of the site

4.9 **Table 4.1** demonstrates that there is a range of facilities and amenities located within reasonable walking and cycling distance of the site.

4.10 In addition to the above, it should be noted that all of Hay-on-Wye is located within 2km of the site and there are a number of residential areas within proximity to the application site; therefore, the location of the application site affords an opportunity for future staff and visitors to travel to the application site by modes other than private car.

4.11 Settlements, such as Llanigon, Clifford, Priory Wood, Cusop, Llows, Ffordd-Las and Glasbury are located within an acceptable 8km cycling distance, within which further residential areas, facilities and services are located.

Walking & Cycling

Guidance

4.12 The Institution of Highways and Transportation (now the Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.

4.13 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within a 10-minute walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.14 The Transport for Wales (TfW) National Travel Survey (NTS) (2025) found that in 2025, 74.2% of journeys under 1km used walking and wheeling as the main mode of travel, with 93.1% of journeys by active travel (walking, wheeling and cycling) being under 5km.

4.15 This is supported by Table 4.1 of the Wales ATAG (2021) which attributes journeys of up to 2 miles (3km) as being likely to be made via walking by many users for utility journeys and journeys of up to 5 miles (8km) as being likely to be made via cycling by many users for utility journeys.

4.16 It is therefore considered, and substantiated by TfW findings and guidance, that facilities, amenities and residential areas within five miles, or 8km, of the application site are considered within acceptable cycling distance.

Existing Infrastructure

4.17 The quality of local pedestrian infrastructure makes walking a viable mode for future employees, either for the entire journey to work or as part of a multimodal journey by bus. It also provides a viable option for visitors of the site to access the site by walking.

4.18 The existing site benefits from a good level of permeability to the surrounding pedestrian footway network, with various well-illuminated footways linking the site accesses with footways that connect into the centre of Hay-on-Wye.

4.19 While there is no formal cycling infrastructure in the vicinity of the site, National Cycle Network (NCN) Route 42 routes through the centre of Hay-on-Wye along both Forest Road and Brecon Road (B4350) providing access via cycling to Llanigon and Ffordd-Las.

4.20 NCN Route 42 is shown at **Figure 4.1** with the site location illustrated by a star.

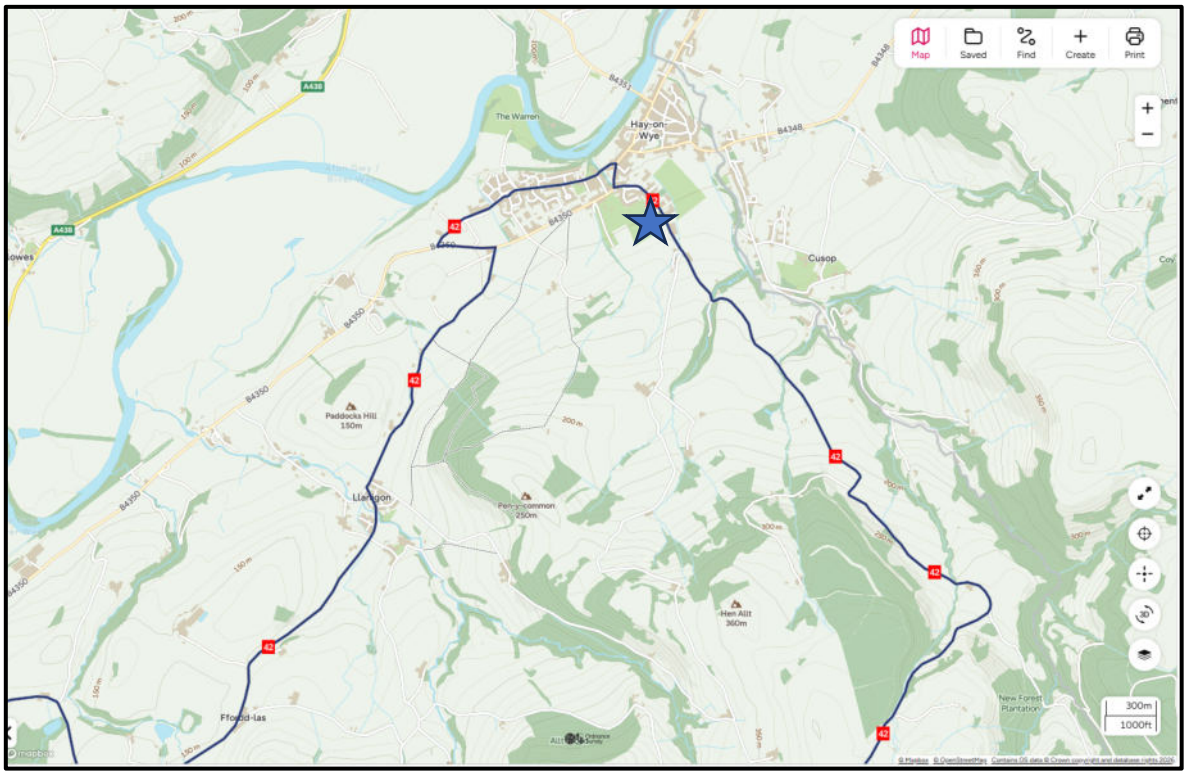


Figure 4.1: NCN Route 42

Public Transport

Bus

4.21 The closest bus stops to the site are the '*Hay Fire Station*' stops on Brecon Road and are approximately 700m north-west of the site along Brecon Road (B4350). The eastbound bus stop comprises a flag and pole, a bench and a sheltered standing area whilst the westbound stop operates on a '*hail-and-ride*' basis. The stops are served by the X44 bus which routes between Hereford and Brecon seven times a day in each direction between 07:30 and 21:30, Monday to Saturday and five times a day between 09:30 and 18:30 on Sundays.

4.22 This level of service is considered reasonable in the context of the site location and provides an opportunity for residents of neighbouring areas to access the Leisure and Community Centre by bus. The service may also provide a suitable travel option for some staff commuting to the site.

4.23 Full bus timetable information is attached at **Appendix D**.

Summary

4.24 The application site is sustainably located with access to a wide range of local services and amenities to promote linked trips, supported by local public transport services. There is also a significant local population within walking and cycling distance of the site. Visitors and staff have a range of sustainable travel options to access the site.

4.25 The site benefits from proximity to public transport. The '*Hay Fire Station*' bus stops are approximately 700m from the site and provide regular services between Hereford and Brecon, serving Hay-on-Wye and other destinations en route.

4.26 Together, the active travel and public transport options offer employees and visitors a practical alternative to private car use for commuting, leisure, and other trips, enhancing the sustainability of travel to, from, and beyond the site.

5 Development Proposals

5.1 Planning permission is sought for a Leisure and Community Centre and 10 business units on land at Hay Campus, Hay-on-Wye.

5.2 The proposed application site comprises an existing Football Club/Facilities which will be maintained/upgraded as part of the development proposals. However, the football pitches are not included within the application site boundary.

5.3 In addition to the improved Football Club facilities, a new combined use Leisure and Community Centre, and 10 business units are proposed at the site. Furthermore, parking provision for both the proposed uses and existing on-site use is to be provided as part of the proposals.

5.4 The proposed Leisure and Community Centre will comprise a swimming pool, sports hall, basketball court, changing areas, youth club, café, soft play area, two function rooms, terrace, fitness studio, gym, library, administration office, recording room, letting space, community growing space and dial-a-ride facility.

5.5 The proposed site layout plan is attached at **Appendix E**.

Access Strategy

Active Travel Access

5.6 Pedestrian access to the site will be provided via Forest Road and the existing access point. As previously discussed in **Section 3**, footway provision is present along Forest Road which provides onwards connectivity with the footway network throughout Hay-on-Wye.

5.7 Visitors and employees of the business units will be able to walk through the development to/from the existing access point from/to Forest Road (no vehicular access between the two separate on-site uses will be permitted and this is discussed further below). A footpath link between the business units and existing access point will be provided to accommodate this connection.

5.8 Pedestrian access will additionally be achievable via the PRoW network in the vicinity of the site and via PRoW Footpath 023/8/1 which traverses through the western side of the development and will remain unaffected by the proposals, as detailed in **Section 3**. PRoW Footpath 023/8/1 provides an additional traffic-free leisure and recreational route between the site and the Brecon Road (B4350) / Church Street (B4350) / Forest Road junction. Although this route will not be suitable for all users and is not an all-weather route, it does provide a viable alternative for some pedestrians to the primary access strategy via Forest Road.

5.9 The provision of two pedestrian routes between the site and the centre of Hay-on-Wye ensures that a permeable walking network is available to people accessing the proposed Leisure and Community Centre or the proposed business units. In addition, people accessing the existing on-site Football Club facilities will be able to continue to do so without impediment from the proposed development.

5.10 Cycle access to and from the site will also be provided from Forest Road, which forms part of NCN Route 42. This confirms that Forest Road provides an established route for cycle travel.

Vehicle Access

5.11 The proposed vehicular access strategy separates the two principal uses as follows:

a) Leisure and Community Centre – accessed via the existing access to/from Forest Road; and
b) Business units – accessed via a newly proposed priority junction to/from Forest Road.

5.12 The existing access from Forest Road is via the unnamed access road described in **Section 3**. It will continue to serve the medical centre and associated parking, rear parking for dwellings on Forest Road, the Football Club, and the proposed Leisure and Community Centre.

5.13 The proposed access point from/to Forest Road will serve only the proposed business units.

5.14 No vehicular access between the two separate areas serving the Leisure and Community Centre and business units will be permitted and only emergency access will be provided via a gate (as identified on the site layout plan attached at **Appendix E**).

5.15 Any new or intensified vehicle access and road junction should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national guidance (i.e. Manual for Streets (MfS), Manual for Streets 2 (MfS2) and the Design Manual for Roads and Bridges (DMRB)) or local guidance as appropriate.

5.16 As the proposed development will result in the construction of a new vehicular access and the intensification of one existing access, it is necessary to demonstrate that junction visibility is suitable.

Visibility Assessment

5.17 To determine the visibility splays required in each direction along Forest Road from the existing site access, the ATC speeds summarised in **Section 3** have been assessed and subsequent calculations have been made regarding the necessary stopping sight distances.

5.18 A summary of the recorded vehicle speeds is identified in **Table 3.2**, and the ATC data is attached at **Appendix B**.

5.19 The recorded 85th percentile speeds on Forest Road are 29.7mph northbound and 31.7mph southbound whilst recorded average speeds are 23.6mph northbound and 25.7mph southbound.

5.20 Paragraph 1.3.6 of MfS2 states that *"it is only where actual vehicle speeds are above 40mph for significant periods of the day that DMRB parameters for stopping sight distance (SSD) are recommended. Where speeds are lower, Manual for Streets (MfS) parameters are recommended".*

5.21 As the design speeds, represented by the 85th-percentile speeds, are below 37mph in both directions, the MfS visibility parameters have been applied.

5.22 Based on the assessment provided, the following parameters have been used:

To the north (accounting for southbound speeds)

a) Design Speed: 31.7mph;
b) Reaction Time: 1.5 seconds; and
c) Deceleration Rate: 3.68m/s.

To the south (accounting for northbound speeds)

a) Design Speed: 29.7mph;
b) Reaction Time: 1.5 seconds; and
c) Deceleration Rate: 3.68m/s.

5.23 The standard 2.4m 'X' distance has been used.

5.24 Using the parameters identified above, the required junction visibility splays at both the existing and proposed access points are 2.4m × 48.5m to the north and 2.4m × 43.9m to the south.

5.25 The calculated emerging visibility splays have been demonstrated to be achievable wholly within the extent of public highway on the drawing attached at **Appendix F**. Highway Boundary data was obtained from PCC and is attached at **Appendix G**.

5.26 The emerging visibility splay to the north of the Forest Road/unnamed access road junction has been measured to the edge of the observed on-street parking along the medical-centre frontage rather than to the carriageway edge. This approach reflects the position from which an emerging driver would obtain a view past the parked vehicles and is considered further against the guidance in MfS and MfS2 below.

5.27 At paragraph 7.7.3 MfS states that "*For simplicity* [emerging visibility] *it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line*". MfS2 further builds upon the guidance provided in MfS and states at paragraph 10.4.2 that "*It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this*". In the TMS Consultancy research it was found that "*where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa*".

5.28 Based on the guidance provided in MfS and MfS2, it is therefore clear that measuring visibility to the edge of existing on-street parking is suitable and replicates how drivers will utilise the junction. Furthermore, such a scenario would not be expected to present a safety concern. Finally, it should also be noted that as demonstrated on the drawing attached at **Appendix F**, the emerging visibility splay to the north extends slightly across the area occupied by parked vehicles when measuring from the edge of the parked cars but this is suitable and would not be expected to be a concern.

5.29 Paragraph 7.8.5 of MfS and 10.7.1 of MfS2 both state that "*Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable*". The traffic survey results, identified in **Section 3**, demonstrate that recorded vehicle speeds are low, in addition to very low traffic flows along Forest Road, and therefore this is acceptable.

Vehicle Swept Path Analysis

5.30 Swept-path analysis of the proposed site accesses for an estate car is demonstrated on the drawing attached at **Appendix H**. The drawing confirms that two-way movements between estate cars can be accommodated at both the existing and proposed site access points.

Summary

5.31 In summary, the access strategy has been developed to prioritise access by sustainable modes whilst minimising conflict between modes. Footway connectivity is proposed which will provide a permeable walking network for future employees and visitors of the site.

5.32 Vehicles will also be able to safely and suitably access the site with suitable junction visibility achievable from both site access points.

Internal Site Layout & Parking

5.33 The drawing attached at **Appendix I** identifies the internal geometry of the site. The Leisure and Community Centre will be comprised of a main car parking at the front of the building with a carriageway width of 6m. An additional parking area is proposed directly opposite the site access point across the entrance node and is comprised of a 6m carriageway width. 2m wide footpaths are also provided throughout the development helping create a permeable layout.

5.34 The internal geometric plan also demonstrates that the proposed standard car parking spaces within the development measure a minimum of 2.4m x 4.8m. The CSS Wales Parking Standards (2014) provides guidance and standards for typical car parking layouts. However, the document also states that additional information and guidance on car parking layouts is provided in MfS. MfS states that defined parking bays of 2.4m x 4.2m (minimum) should be provided. Typically, however, MfS identifies that perpendicular parking bays can suitably be provided at 2.4m x 4.8m. Therefore, the proposed car parking dimensions are in accordance with MfS guidance and CSS Wales Parking Standards. The disabled car parking spaces measure 3.6m x 6.2m and therefore are in accordance with the CSS Wales Parking Standards.

Vehicle Swept Path Analysis

5.35 Swept path analysis of the site has been undertaken for an estate car within the internal site layout. The drawing attached at **Appendix H** demonstrates that two-way movements between estate cars can be accommodated within the internal layout.

5.36 The drawing attached at **Appendix J** demonstrates that an estate car can also suitably access/egress the proposed parking bays within the development.

Emergency and Operational Access

5.37 The internal layout has been designed to accommodate the expected emergency and operational requirements of the proposed development.

Fire Emergency Access

5.38 The drawing attached at **Appendix K** demonstrates that the proposed internal layout is suitable to enable a fire appliance vehicle to access and egress the development in forward gear, as well as manoeuvre internally.

Operational Access

5.39 The drawing attached at **Appendix L** demonstrates that a minibus can suitably access and egress the proposed operational parking bays associated with the dial-a-ride use forming part of the Leisure and Community Centre.

5.40 Swept path analysis of a 7.5t Panel Van has also been undertaken in the area serving the business units and demonstrates that the vehicle can access and egress the site suitably. The 7.5t Panel Van swept path analysis is attached at **Appendix M**. A 7.5t Panel Van is the largest vehicle expected to be associated with the business units. Furthermore, the swept path analysis of the fire appliance vehicle, attached at **Appendix K**, demonstrates that a vehicle as large as a fire appliance could also be suitably accommodated if necessary.

Parking Provision

5.41 Vehicle and cycle parking standards are provided in the CSS Wales Parking Standards (2014). However, due to the bespoke nature of the development proposals, which include a number of different uses forming the Leisure and Community Centre, alongside the existing on-site Football Club and proposed business units, a bespoke approach to the proposed parking provision has been adopted.

5.42 **Table 5.1** identifies the different on-site uses and the proposed approach to the parking provision for each use.

5.43 The full calculations for the proposed parking provision are attached at **Appendix N** whilst a summary is provided in this **Section**.

Use	Car Parking Provision Approach	Cycle Parking Provision Approach
Existing On-site Uses		
Football Club/Facilities	First Principles	First Principles
Proposed On-site Uses		
Business Units	Local Standards	Local Standards
Leisure Centre	Parking Accumulation Assessment	Local Standards
Community Centre	Parking Accumulation Assessment	Local Standards
Spaces to Let	Local Standards	Local Standards
Youth Club	First Principles	First Principles
Dial-a-ride	First Principles	First Principles
MUGA	Ancillary	Ancillary

Table 5.1: Parking Provision Methodology

Car Parking

5.44 The site layout attached at **Appendix E** demonstrates that the following parking provision is proposed:

Leisure and Community Centre + Football Club/Facilities Parking Areas

a) 156 total car parking spaces;
b) 138 standard car parking spaces;
c) 10 disabled car parking spaces;
d) 6 parent and child car parking spaces; and
e) 2 operational car parking spaces for the dial-a-ride.

Business Units Parking Area

a) 30 total car parking spaces;
b) 28 standard car parking spaces; and
c) 2 disabled car parking spaces.

Business Units

5.45 To determine the parking provision that should be provided for the business units, a worst-case scenario has been assumed (in terms of the level of parking provision). Therefore, each business unit has been assessed as an office use.

5.46 To determine the level of parking provision that should be provided for office use, parking standards in the CSS Wales Parking Standards (2014) have been applied. In accordance with the CSS Wales Parking Standards, the site is located in Zone 4. Therefore, 1 space per 25sq.m should be provided for offices which are under 1000sq.m total size.

5.47 The total parking provision for the business units should therefore be 30 car parking spaces, and this level of provision is provided as evidenced at **Appendix E**.

Football Club/Facilities Parking Requirements

5.48 As identified in **Table 5.1**, a first principles approach to the parking provision for the existing on-site Football Club/Facilities and associated activities has been undertaken. Currently, parking related to the Football Club/Facilities is observed to spill out onto the local highway network as there is limited existing on-site parking provision present. Therefore, the provision of parking to accommodate all Football Club/Facilities related parking as part of the proposals will provide a significant benefit to the community and an improvement on the existing parking situation in the local area.

5.49 To undertake the first-principles assessment of car-parking provision for the Football Club/Facilities, information was provided by the applicant. The key determinant of the parking requirement is the demand generated by matches and training sessions. The applicant has also confirmed that the development proposals are not expected to intensify football-related activities.

5.50 During the week, Monday – Thursday, football related activities on-site occur during the evening between 6pm – 8pm. This is comprised of training sessions for junior teams and matches for senior teams.

5.51 The weekday junior teams' training sessions attract the following attendance numbers and typical modal split for journeys to/from the site:

a) Typical number of players using facility = 50;
b) Typical number of spectators using facility = 30;
c) Typical driver modal split = 50%; and
d) Typical walking modal split = 50%.

5.52 The weekday senior teams' matches attract the following attendance numbers and typical modal split for journeys to/from the site:

a) Typical number of players using facility = 30;
b) Typical number of spectators using facility = 70;
c) Typical driver modal split = 70%; and
d) Typical walking modal split = 30%.

5.53 On the weekend, there are typically junior team tournaments in the morning (approximately 09:00 – 11:00) on a Saturday and senior team matches in the afternoon (approximately 13:30 – 16:30).

5.54 The Saturday junior teams' tournaments attract the following attendance numbers and typical modal split for journeys to/from the site:

a) Typical number of players using facility = 100;
b) Typical number of spectators using facility = 150;

c) Typical driver modal split = 70%; and
d) Typical walking modal split = 30%.

5.55 The Saturday senior teams' matches attract the following attendance numbers and typical modal split for journeys to/from the site:

a) Typical number of players using facility = 30;
b) Typical number of spectators using facility = 270;
c) Typical driver modal split = 70%; and
d) Typical walking modal split = 30%.

5.56 The applicant's information has been used to calculate the expected parking requirement for the Football Club facilities. The calculation assumes an average vehicle occupancy of two attendees, comprising any combination of players and spectators.

5.57 Based on the information provided, 55 car-parking spaces would be required on a weekday and 105 at the weekend. The development therefore provides 105 spaces for the Football Club/Facilities, accommodating the higher assessed requirement.

5.58 The level of parking provision proposed for the Football Club/Facilities as part of the proposals presents a significant increase when compared to the existing level of parking provision available. The level of existing parking provision results in various anti-social parking practices. Therefore, the proposed parking provides a significant benefit to the wider community and will help ensure that parking related to the Football Club/Facilities is maintained within a designated parking area.

Leisure Centre

5.59 To determine the parking provision that could be expected to be required for the Leisure Centre element of the Leisure and Community Centre (this includes a sports hall, basketball court, swimming pools, sauna, fitness studio, gym, and associated storage, reception and changing areas), a parking accumulation assessment has been undertaken, and the calculations are attached at **Appendix N**. The parking accumulation assessment is based on the TRICS assessment for this element of the proposals which is discussed further in **Section 6**.

5.60 The parking accumulation assessment determined that the maximum number of car parking spaces that would be required for the Leisure Centre element during any single hour period between 06:00 – 21:00 was 23 vehicles on a weekday between 19:00 – 20:00 and 15 vehicles on a weekend at various points in the day. Therefore, 23 parking spaces are proposed within the layout to accommodate the parking provision required for the Leisure Centre element.

Community Centre

5.61 To determine the parking provision that could be expected to be required for the Community Centre element of the Leisure and Community Centre (this includes a youth club, café, community growing space, function rooms, library and/or soft play, meeting room, and associated storage, kitchen and first aid room), a parking accumulation assessment has been undertaken, and the calculations are attached at **Appendix N**. The parking accumulation assessment is based on the TRICS assessment for this element of the proposals which is discussed further in **Section 6**.

5.62 The parking accumulation assessment determined that the maximum number of car parking spaces that would be required for the Community Centre element during any single hour period between 08:00 – 21:00 was 6 vehicles between 09:00 – 10:00. Therefore, 6 parking spaces are proposed within the layout to accommodate the parking provision required for the Community Centre element.

Spaces to Let

5.63 The proposed Leisure and Community Centre includes 200sq.m of space to let. As this space could be let for a range of uses, the parking assessment adopts a worst-case scenario and assumes office use.

5.64 As previously detailed, for sites in Zone 4, which the site is, the CSS Wales Parking Standards state that one space per 25sq.m should be provided for offices under a total size of 1000sq.m. The total size of the spaces to let is 200sq.m and therefore 8 car parking spaces should be provided for the spaces to let, and this has been provided in the layout.

Youth Club

5.65 The applicant has confirmed that a maximum of four vehicle movements during any single period is expected to be associated with the Youth Club element of the proposals. Therefore, a total of four car-parking spaces has been provided within the layout for the Youth Club element. This represents a robust allowance, as four vehicle movements could equate to two vehicles making an inbound trip and two vehicles making an outbound trip.

Dial-a-ride

5.66 Two operational vehicles are expected to be required for the dial-a-ride service, and two appropriately sized spaces are therefore provided. As noted above, the drawing attached at **Appendix L** demonstrates that a minibus can suitably access and egress both bays.

5.67 In addition to the two operational-vehicle parking spaces, two standard car-parking spaces are provided for the dial-a-ride element to accommodate the drivers of the operational vehicles.

Disabled Parking Provision

5.68 The CSS Wales Parking Standards state that disabled spaces should be provided at 6% of the total visitor-parking provision. Accordingly, two disabled spaces should be provided for the business units (6% of 30, rounded up). The principal parking areas serving the Leisure and Community Centre and other on-site uses, including the existing Football Club facilities, provide 10 disabled spaces, exceeding the calculated requirement of nine spaces.

5.69 The layout attached at **Appendix E** demonstrates that the required level of disabled car parking provision is provided. Additionally, the layout further demonstrates that the disabled parking is suitably located directly adjacent the Leisure and Community Centre.

Parent and Child Parking Provision

5.70 In addition to the provision of standard and disabled car parking provision, a total of 6 parent and child parking spaces is provided within the layout.

Cycle Parking

5.71 The proposed layout attached at **Appendix E** identifies that a total of 66 cycle parking spaces is to be provided.

Business Units

5.72 The CSS Wales Parking Standards (2014) state that for office uses, one long stay cycle parking space should be provided per 200sq.m and 1 short stay cycle parking space per 1000sq.m. Therefore, for the business units a total of 4 cycle parking spaces should be provided.

5.73 The layout attached at **Appendix E** demonstrates 8 cycle parking spaces for the business units are provided which is therefore an overprovision of 4 spaces.

Football Club/Facilities Parking Requirements

5.74 The applicant has confirmed that currently no attendees to the existing Football Club/Facilities and its associated activities travel to the Football Club facilities by bicycle. Therefore, and given that this is an existing use with no existing level of cycle parking provision available, no cycle parking is proposed specifically for the Football Club/Facilities. If cycle parking is required, this demand would be accommodated on an ad hoc basis and likely in the evenings or during the day on a Saturday and attendees will be able to use the wider site cycle parking available when the wider site is likely to be less busy.

Leisure Centre

5.75 The CSS Wales Parking Standards state that leisure centres should provide one visitor cycle space per 50 m². On this basis, 25 cycle spaces are required for the 1,201 m² leisure-centre element, and these are included in the layout.

Community Centre

5.76 The CSS Wales Parking Standards do not provide specific cycle parking standards for the type of use the proposed Community Centre element of the site will be. Therefore, the Community Centre element has been assessed based on the same standards as the Leisure Centre element.

5.77 A total of 19 cycle parking spaces for visitors is therefore proposed for the Community Centre element of the site (the total size of the Community Centre element is 917sq.m).

Spaces to Let

5.78 As with the car-parking assessment, the spaces to let have been assessed against the cycle-parking standards for office use. Two cycle spaces are therefore provided for these spaces within the layout.

Youth Club

5.79 The same number of parking spaces required for cycle parking has been assumed as for car parking for the Youth Club. Therefore, a total of 4 cycle parking spaces is provided.

Dial-a-ride

5.80 The same number of parking spaces required for cycle parking has been assumed as for standard car parking for the dial-a-ride. Therefore, a total of 2 cycle parking spaces is provided.

Leisure and Community Centre Total Cycle Parking

5.81 A total of 52 cycle parking spaces should be provided for the Leisure and Community Centre, including the requirements for the spaces to let, Youth Club and dial-a-ride uses. The layout provides 58 spaces for these uses, together with eight spaces for the business units, giving a site-wide total of 66 cycle parking spaces. This represents an overprovision and will help to encourage more sustainable travel to and from the site.

Summary

5.82 The proposed development comprises upgraded Football Club facilities, a new Leisure and Community Centre and 10 business units. Active-travel access is provided via Forest Road, NCN Route 42 and Public Right of Way 023/8/1, whilst vehicular access would be segregated between the existing Forest Road access for the leisure and community uses and a new priority junction for the business units, with only gated emergency connectivity between them.

5.83 Recorded 85th-percentile speeds of 29.7mph northbound and 31.7mph southbound support use of Manual for Streets criteria, requiring visibility splays of 2.4m × 48.5m to the north and 2.4m × 43.9m to the south, achievable within the public highway. Swept-path analysis confirms suitable access and circulation for cars, a fire appliance and the dial-a-ride minibus.

5.84 Parking has been derived from the CSS Wales Parking Standards, first-principles assessments and parking-accumulation assessments. The stated requirements include 30 spaces for the business units, 105 for football-related activities, 23 for the leisure element, six for the community element, eight for the letting space, four for the youth club and four associated with dial-a-ride, together with the required disabled-parking provision. The proposed car-parking provision meets these requirements, with a slight overprovision. The layout also provides 66 cycle-parking spaces, exceeding the assessed requirement.

6 Forecast Trip Attraction

6.1 This section of the TA presents the trip assessment. It adopts a worst-case scenario by considering the peak traffic hours on the local highway network and provides a robust assessment of the trip attraction associated with the proposed on-site uses detailed in **Section 5**. If the proposed on-site uses are acceptable under this scenario, they will also be acceptable under the less intensive conditions that are expected to arise at the site.

6.2 When considering a development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. If the impact of development traffic is acceptable during these periods, it can reasonably be expected to remain acceptable during less busy periods.

6.3 However, it is acknowledged that due to the type of on-site uses, there is likely to be an operational peak at the weekend and therefore this has been considered to provide a robust assessment.

6.4 Due to the bespoke nature of the development proposals, which include a number of different uses forming the Leisure and Community Centre, alongside the existing on-site Football Club/Facilities and proposed business units, a bespoke approach to the trip attraction has been adopted.

6.5 **Table 6.1** identifies the different uses on-site and the proposed approach to the trip attraction for each use.

Use	Trip Attraction Approach
Existing On-site Uses	
Football Club/Facilities	First Principles
Proposed On-site Uses	
Business Units	TRICS
Leisure Centre	TRICS
Community Centre	TRICS
Spaces to Let	TRICS
Youth Club	First Principles
Dial-a-ride	First Principles
MUGA	Ancillary

Table 6.1: Trip Attraction Methodology

6.6 The full calculations for the trip attraction are attached at **Appendix O** whilst a summary is provided in this section.

6.7 It is also important to note that the Football Club/Facilities on-site are an existing use, and the development proposals will not result in any intensification in use of this element. Therefore, a net trip assessment has been undertaken.

6.8 It should also be noted that the on-site Multi-Use Games Area (MUGA) has been determined to be an ancillary use to the proposed development. Any trips associated with the MUGA will form local trips by non-vehicular modes and therefore no vehicular trips are expected to be specifically associated with the MUGA.

Existing On-site Uses

Football Club/Facilities

6.9 As identified in **Table 6.1**, a first principles approach to the trip attraction for the existing on-site Football Club/Facilities and associated activities has been undertaken.

6.10 To undertake the first principles approach to the trip attraction for the Football Club/Facilities, information has been provided by the applicant. The information provided is detailed in **Section 5** and has been used to calculate the expected trip attraction for the Football Club/Facilities.

6.11 **Table 6.2** summarises the assessed existing vehicular trips associated with the Football Club facilities by time period.

Time Period	Trip Attraction – Football Club/Facilities		
	Arrivals	Departures	Total
Weekday Trips			
Weekday Network AM Peak (08:00-09:00)	0	0	0
Weekday Network PM Peak (17:00-18:00)	0	0	0
Weekday Operational Peak (18:00-19:00)	55	0	55
Weekday Operational Peak (20:00-21:00)	0	55	55
Weekday 12h (07:00 – 19:00) Daily	55	0	55
Weekday 24h Daily	55	55	110
Weekend Trips			
Weekend AM Operational Peak (09:00-10:00)	88	0	88
Weekend AM Operational Peak (11:00-12:00)	0	88	88
Weekend PM Operational Peak (13:00-14:00)	105	0	105
Weekend PM Operational Peak (16:00-17:00)	0	105	105
Weekend 12h (07:00 – 19:00) Daily	193	193	386

Table 6.2: Football Club/Facilities Existing Trips

6.12 **Table 6.2** identifies that the existing Football Club/Facilities use of the site currently attracts a maximum of 55 total vehicle trips during any single hour period on a weekday. On a weekend, the maximum total number of vehicle trips during a single hour period is 105. However, it is important to note that, as **Table 6.2** confirms, no vehicle trips are currently attracted to the site during the typical network peak hour periods (08:00 – 09:00 and 17:00 – 18:00) on weekdays.

6.13 **Table 6.2** further identifies that the Football Club facilities currently attract 110 vehicle trips on a weekday and 386 vehicle trips on a weekend day.

Proposed On-site Uses

Business Units

6.14 To assess the trip attraction associated with the proposed business units, a worst-case scenario has been assumed (in terms of trips). Therefore, each business unit has been assessed as an office use, and this aligns with the approach to parking provision for this element of the proposals.

6.15 Sites in the category: *Employment – Office,* with similar characteristics have been identified in the TRICS 8.26.6 database and average vehicle trip rates have been obtained.

6.16 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Sites located in Edge of Town and Suburban Areas;
b) Sites within a one-mile radius population of ≤ 10,000; and
c) Sites within a five-mile radius population of ≤ 25,000.

6.17 A copy of the TRICS report is provided at **Appendix P** and a summary of the vehicular trip rates and forecast trips are set out in **Table 6.3**.

Time Period	Trip Rate per 100sq.m			Trip Attraction – Business Units (58sq.m x 10 = 580sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday Network AM Peak (08:00-09:00)	1.871	0.381	2.252	11	2	13
Weekday Network PM Peak (17:00-18:00)	0.101	1.109	1.210	1	6	7
Weekday 12h Daily (07:00-19:00)	9.547	9.341	18.888	55	54	110*

Table 6.3: Business Units Trip Rates and Forecast Trip Attraction

*(*Subject to cumulative rounding)*

6.18 **Table 6.3** identifies that the proposed business units could be expected to attract 13 vehicle trips during the weekday network AM peak and seven vehicle trips during the weekday network PM peak. Across a typical 12-hour weekday, the business units could be expected to attract a total of 110 vehicle trips.

6.19 There were no suitable office use sites surveyed within the TRICS database on a weekend. Therefore, to provide an assessment for the weekend, the same trip rates recorded for the weekday have been applied to the weekend. This provides an overly robust assessment as it is likely that the business units will either not be open at the weekend or vehicular traffic will be significantly reduced compared to the weekday.

Leisure Centre

6.20 To assess the trip attraction associated with the proposed leisure centre use of the site, sites with similar characteristics have been identified in the TRICS 8.26.6 database and average vehicle trip rates have been obtained.

6.21 In regard to land use, an assessment has been undertaken for *Leisure – Leisure Centre*.

6.22 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Sites located in Edge of Town and Suburban Areas;
b) Sites within a one-mile radius population of ≤ 10,000; and
c) Sites within a five-mile radius population of ≤ 25,000.

6.23 A copy of the TRICS reports for both the weekday and weekend assessments are provided at **Appendix Q** and a summary of the vehicular trip rates and forecast trips are set out in **Table 6.4**.

Time Period	Trip Rate per 100sq.m			Trip Attraction –Leisure Centre (1201sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday Trips						
Weekday Network AM Peak (08:00-09:00)	0.778	0.708	1.486	9	9	18
Weekday Network PM Peak (17:00-18:00)	1.665	1.735	3.400	20	21	41
Weekday Operational PM Peak (18:00 – 19:00)	1.725	1.715	3.440	21	21	41*
Weekday 12h Daily (07:00-19:00)	15.691	15.405	31.096	188	185	373
Weekend Trips						
Weekend Operational Peak (10:00-11:00)	1.477	1.570	3.047	18	19	37
Weekend 12h Daily (07:00-19:00)	10.655	10.655	21.310	127	128	254*

Table 6.4: Leisure Centre Trip Rates and Forecast Trip Attraction

*(*Subject to cumulative rounding)*

6.24 **Table 6.4** identifies that the proposed leisure centre use of the site could be expected to attract 18 and 41 vehicle trips during both the weekday network AM and PM peak periods respectively. Across a typical 12h weekday, a total of 373 vehicle trips could be expected to be attracted.

6.25 During the weekend operational peak, the leisure centre use is anticipated to attract a total of 37 vehicle trips and across a typical 12h weekend day, a total of 254 vehicle trips.

Community Centre

6.26 To assess the trip attraction associated with the proposed community centre use of the site, sites with similar characteristics were identified in the TRICS 8.26.6 database and average vehicle trip rates were obtained.

6.27 Regarding land use, an assessment has been undertaken for *Leisure – Community Centre*.

6.28 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Sites located in Edge of Town and Suburban Areas;
b) Sites within a one-mile radius population of ≤ 10,000; and
c) Sites within a five-mile radius population of ≤ 25,000.

6.29 A copy of the TRICS report is provided at **Appendix R** and a summary of the vehicular trip rates and forecast trips are set out in **Table 6.5**.

Time Period	Trip Rate per 100sq.m			Trip Attraction –Community Centre (917sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday Network AM Peak (08:00-09:00)	0.506	0.117	0.623	5	1	6
Weekday Network PM Peak (17:00-18:00)	0.312	0.078	0.390	3	1	4
Weekday 12h Daily (07:00-19:00)	2.806	2.805	5.611	26	26	51*

Table 6.5: Community Centre Trip Rates and Forecast Trip Attraction

*(*Subject to cumulative rounding)*

6.30 **Table 6.5** identifies that the proposed community centre use of the site could be expected to attract 6 and 4 vehicle trips during both the weekday network AM and PM peak periods respectively. Across a typical 12-hour weekday, a total of 51 vehicle trips could be expected to be attracted.

6.31 Similar to the business units and office use weekend assessment, there were no suitable sites surveyed on a weekend for a Community Centre use. Therefore, the same trip rates recorded for the weekday have been applied to the weekend.

Spaces to Let

6.32 As part of the Leisure and Community Centre, it is proposed to include 200sq.m of spaces to let. As these spaces could be let out for any use, trip attraction has been based on a worst-case scenario (in terms of vehicular trips) and therefore assumed to be office space. This approach also aligns with the approach to how parking provision for this element has been determined.

6.33 The same trip rates utilised in **Table 6.3** have therefore been applied and the subsequent vehicular trips for the spaces to let are presented in **Table 6.6**.

Time Period	Trip Attraction – Spaces to let (200sq.m)		
	Arrivals	Departures	Total
Weekday Network AM Peak (08:00-09:00)	4	1	5
Weekday Network PM Peak (17:00-18:00)	0	2	2
Weekday 12h Daily (07:00-19:00)	19	19	38

Table 6.6: Spaces to let Forecast Trip Attraction

6.34 **Table 6.6** identifies that the proposed spaces to let use of the site could be expected to attract 5 and 2 vehicle trips during both the weekday network AM and PM peak periods, respectively. Across a typical 12h weekday, a total of 38 vehicular trips could be expected to be attracted.

6.35 As previously noted, there were no suitable office use sites surveyed on a weekend within the TRICS database. Therefore, the same trip rates utilised for the weekday assessment have been applied to the weekend and this provides an overly robust assessment as it is likely that the spaces to let will be subject to significantly reduced vehicular traffic when compared to the weekday.

Youth Club

6.36 As identified in **Table 6.1**, a first principles approach to the trip attraction for the proposed Youth Club and associated activities has been undertaken.

6.37 To undertake the first principles approach to the trip attraction for the Youth Club, information has been provided by the applicant. The applicant has confirmed that a maximum of 4 total vehicle movements is expected to be associated with the Youth Club element of the proposals.

6.38 While these trips are not anticipated to occur during peak hours, in a worst-case scenario, a maximum of four vehicle trips associated with the youth club could occur during any network peak hour.

6.39 **Table 6.7** identifies the vehicular trip attraction that could be expected to be associated with the Youth Club.

Time Period	Trip Attraction – Youth Club		
	Arrivals	Departures	Total
Weekday Network AM Peak (08:00-09:00)	4	0	4
Weekday Network PM Peak (17:00-18:00)	0	4	4
Weekday 12h Daily (07:00-19:00)	4	4	8

Table 6.7: Youth Club Forecast Trip Attraction

Dial-a-ride

6.40 As detailed in **Section 5**, two operational vehicle parking spaces will be provided for the Dial-a-ride. The Dial-a-ride is therefore expected to attract a maximum of two staff (the drivers of the operational vehicles).

6.41 This would result in a maximum of two trips during both AM and PM peak hours as a worst-case scenario.

6.42 As the Dial-a-ride will operate on an ad hoc basis, vehicle trips associated with the operational vehicles cannot be quantified. However, operational trips will be minimal and would not have a significant impact on the total trip attraction potential of the proposed development.

6.43 Based on the above, **Table 6.8** provides the expected vehicle trip attraction associated with the Dial-a-ride element.

Time Period	Trip Attraction – Dial-a-ride		
	Arrivals	Departures	Total
Weekday Network AM Peak (08:00-09:00)	2	0	2
Weekday Network PM Peak (17:00-18:00)	0	2	2
Weekday 12h Daily (07:00-19:00)	2	2	4

Table 6.8: Dial-a-ride Forecast Trip Attraction

Proposed Uses On-site Total Trip Assessment

6.44 **Table 6.9** provides the total trip attraction for the proposed on-site uses on a weekday.

Use	Time Period	Trip Attraction		
		Arrivals	Departures	Total
Business Units (**Table 6.3**)	Weekday Network AM Peak (08:00-09:00)	11	2	13
	Weekday Network PM Peak (17:00-18:00)	1	6	7
	Weekday 12h Daily (07:00-19:00)	55	54	110*
Leisure Centre (**Table 6.4**)	Weekday Network AM Peak (08:00-09:00)	9	9	18
	Weekday Network PM Peak (17:00-18:00)	20	21	41*
	Weekday 12h Daily (07:00-19:00)	188	185	373
Community Centre (**Table 6.5**)	Weekday Network AM Peak (08:00-09:00)	5	1	6
	Weekday Network PM Peak (17:00-18:00)	3	1	4
	Weekday 12h Daily (07:00-19:00)	26	26	51*
Spaces to let (**Table 6.6**)	Weekday Network AM Peak (08:00-09:00)	4	1	5
	Weekday Network PM Peak (17:00-18:00)	0	2	2
	Weekday 12h Daily (07:00-19:00)	19	19	38
Youth Club (**Table 6.7**)	Weekday Network AM Peak (08:00-09:00)	4	0	4
	Weekday Network PM Peak (17:00-18:00)	0	4	4
	Weekday 12h Daily (07:00-19:00)	4	4	8
Dial-a-ride (**Table 6.8**)	Weekday Network AM Peak (08:00-09:00)	2	0	2
	Weekday Network PM Peak (17:00-18:00)	0	2	2
	Weekday 12h Daily (07:00-19:00)	2	2	4

Use	Time Period	Trip Attraction		
		Arrivals	Departures	Total
Total	**Weekday Network AM Peak (08:00-09:00)**	**35**	**13**	**47***
	Weekday Network PM Peak (17:00-18:00)	**24**	**36**	**60**
	Weekday 12h Daily (07:00-19:00)	**295**	**290**	**584***

Table 6.9: Total Proposed Uses Weekday Forecast Trip Attraction

*(*Subject to cumulative rounding)*

6.45 **Table 6.9** demonstrates that the proposed on-site uses are expected to attract a total of 47 and 60 vehicle trips during the network AM and PM peak period, respectively. Across a typical 12-hour day, a total of 584 vehicle trips is expected to be attracted.

6.46 **Table 6.10** provides the total trip attraction for the proposed on-site uses on a weekend day.

Use	Time Period	Trip Attraction		
		Arrivals	Departures	Total
Business Units (**Table 6.3**)	Weekend 12h Daily (07:00-19:00)	55	54	110*
Leisure Centre (**Table 6.4**)	Weekend 12h Daily (07:00-19:00)	128	128	256
Community Centre (**Table 6.5**)	Weekend 12h Daily (07:00-19:00)	26	26	51*
Spaces to let (**Table 6.6**)	Weekend 12h Daily (07:00-19:00)	19	19	38
Youth Club (**Table 6.7**)	Weekend 12h Daily (07:00-19:00)	4	4	8
Dial-a-ride (**Table 6.8**)	Weekend 12h Daily (07:00-19:00)	2	2	4
Total	**Weekend 12h Daily (07:00-19:00)**	**234**	**233**	**467**

Table 6.10: Total Proposed Uses Weekend Forecast Trip Attraction

*(*Subject to cumulative rounding)*

6.47 **Table 6.10** demonstrates that the proposed on-site uses are expected to attract a total of 467 vehicle trips across a typical 12-hour day on a weekend.

6.48 It should be noted that the weekend trip attraction for the business units, spaces to let and community centre have been based on the weekday trip attraction. However, as previously noted, it is likely that the business units and spaces to let will be subject to a significantly reduced trip attraction at the weekend when compared to the weekday and this therefore provides a robust assessment.

Net Trip Assessment

6.49 To determine the total number of trips attracted to the site from both the existing and proposed on-site uses, a net trip assessment has been undertaken.

6.50 The full net trip assessment calculations are attached at **Appendix O** whilst a summary is provided within the remainder of this section.

Weekday Net Trip Assessment

6.51 **Table 6.11** sets out the net trip attraction arising from both the existing on-site uses and the proposed on-site uses on a weekday.

Use	Time Period	Trip Attraction		
		Arrivals	Departures	Total
Existing On-site Uses: Football Club/Facilities (**Table 6.2**)	Weekday Network AM Peak (08:00-09:00)	0	0	0
	Weekday Network PM Peak (17:00-18:00)	0	0	0
	Weekday 12h Daily (07:00-19:00)	55	0	55
Proposed On-site Uses (**Table 6.9**)	Weekday Network AM Peak (08:00-09:00)	35	13	47*
	Weekday Network PM Peak (17:00-18:00)	24	36	60
	Weekday 12h Daily (07:00-19:00)	295	290	584*
Total	**Weekday Network AM Peak (08:00-09:00)**	**35**	**13**	**47***
	Weekday Network PM Peak (17:00-18:00)	**24**	**36**	**60**
	Weekday 12h Daily (07:00-19:00)	**350**	**290**	**639**

Table 6.11: Total Weekday Forecast Trip Attraction

*(*Subject to cumulative rounding)*

6.52 **Table 6.11** demonstrates that a total of 47 and 60 vehicle trips could be expected to be attracted to the application site on a weekday network AM and PM peak period, respectively, and a total of 639 vehicle trips across a typical 12-hour day.

Weekend Net Trip Assessment

6.53 **Table 6.12** sets out the net trip attraction arising from both the existing on-site uses and the proposed on-site uses on a weekend day.

Use	Time Period	Trip Attraction		
		Arrivals	Departures	Total
Existing On-site Uses: Football Club/Facilities (**Table 6.2**)	Weekend 12h Daily (07:00-19:00)	193	193	386
Proposed On-site Uses (**Table 6.10**)	Weekend 12h Daily (07:00-19:00)	234	233	467
Total	**Weekend 12h Daily (07:00-19:00)**	**427**	**426**	**853**

Table 6.12: Total Weekend Forecast Trip Attraction

6.54 **Table 6.12** demonstrates that a total of 853 vehicle trips across a typical 12-hour day are expected to be attracted to the application site.

Summary

6.55 There is an existing use on-site of a Football Club/Facilities and this will be retained post the development proposals. The existing Football Club/Facilities attracts approximately 110 two-way vehicle trips over the weekday 24-hour period and 386 two-way vehicle trips over the weekend 12-hour period which are already occurring on the local highway network. As shown in **Table 6.2**, these trips would occur across operational peak, and no Football Club/Facilities trips are anticipated during the weekday network AM and PM peak periods.

6.56 As set out in the cumulative proposed use trip-attraction assessment in **Table 6.9** and **Table 6.10**, the development proposals are forecast to attract a total of 47 and 60 vehicle trips during the weekday network AM and PM peaks, respectively, with a total of 584 trips across a typical 12-hour weekday period and 467 two-way vehicle trips over a typical weekend 12-hour period.

6.57 As set out in **Table 3.1**, the corresponding existing two-way flows on Forest Road are 47 vehicles in the AM peak and 48 vehicles in the PM peak. Notwithstanding the proportional increase from a low baseline, the forecast development traffic is not anticipated to result in a severe cumulative impact on the local highway network, particularly when considering the existing safe operation of the site and the associated trips.

6.58 While there will also be an increase in vehicle trips outside the weekday morning and evening peak hours, as set out above, these also do not represent an unacceptable impact on highway safety or severe cumulative impact on the local highway network.

6.59 Due to the low level of vehicle trips on Forest Road passing the site access, a traffic impact assessment is not considered necessary.

6.60 This section has demonstrated that the development will not result in a severe adverse impact on the transport network or an unacceptable impact on highway safety. This is particularly true given that the assessment has been subject to overly robust testing for certain on-site uses.

6.61 Based on the above, the proposed development is acceptable in highway and transport terms, and as a result, there are no significant highways and transport reasons that should preclude PCC from raising no objection to this planning application.

7 Summary and Conclusions

Summary

7.1 Rappor Consultants Ltd has been instructed by Hay and District Sports & Community Association (HADSCAL) to prepare a TA in support of a planning application for a proposedLeisure and Community Centre and 10 business units on land at Hay Campus, Hay-on-Wye.

7.2 Access to the site will be provided from Forest Road via one existing access and one newly constructed access.

7.3 The proposals comprise upgraded Football Club facilities, a new Leisure and Community Centre and 10 business units. The Leisure and Community Centre will include a swimming pool, sports hall, basketball court, changing areas, youth club, café, soft-play area, function rooms, fitness studio, gym, library, administration office, recording room, letting space and a dial-a-ride facility. Parking and cycle parking will be provided for the proposed and retained on-site uses.

7.4 This TA has demonstrated the following:

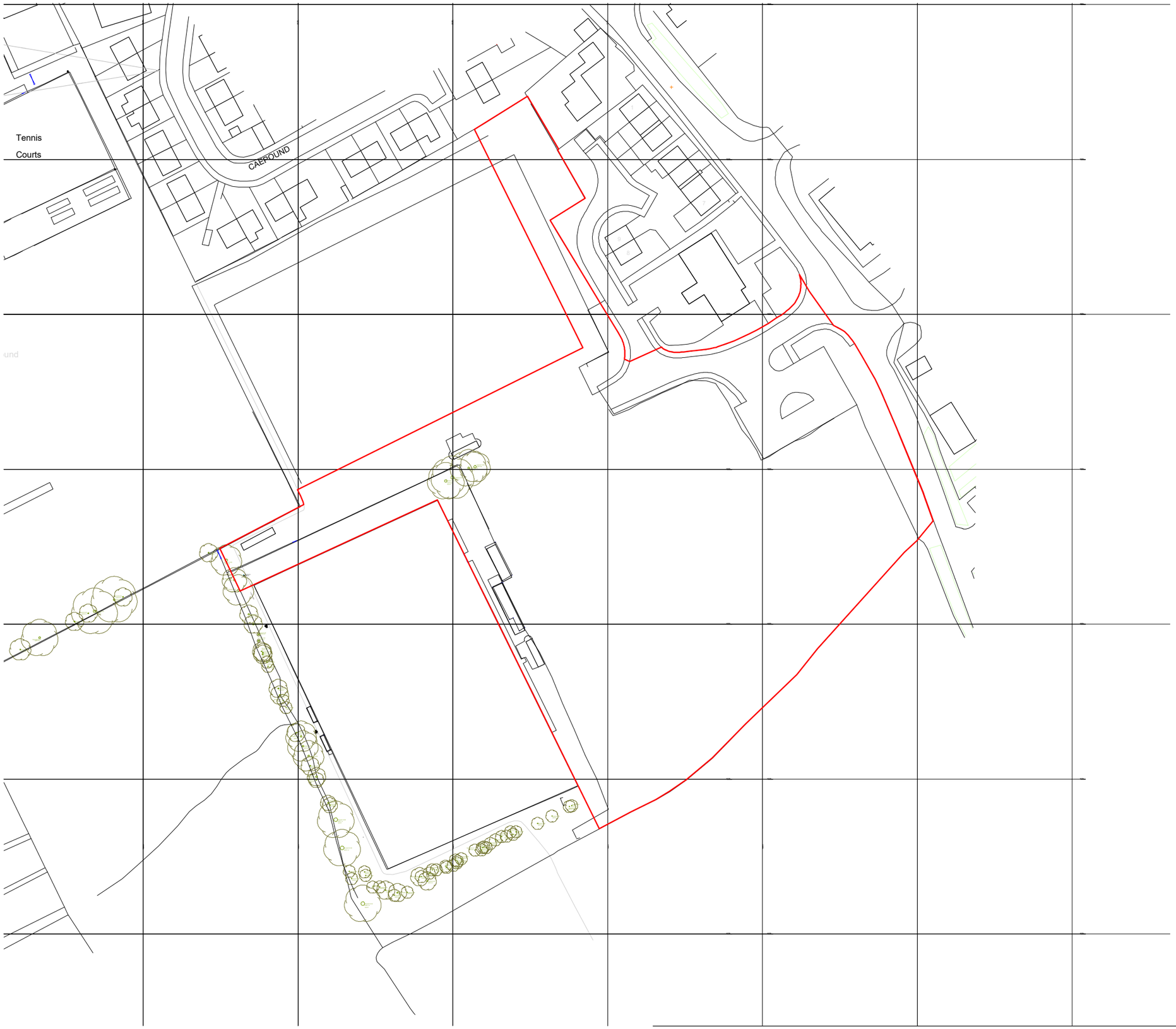
a) The site is sustainably located to provide opportunities for staff and visitors to travel by walking, cycling and public transport;
b) Suitable pedestrian and cycle access will be provided from Forest Road, connecting to the wider footway network in the area;
c) The proposed site access arrangements are suitable based on a visibility assessment and are in accordance with standards;
d) The combined forecast net vehicle trip attraction indicates that there will be no severe impact on the local highway network; and
e) Parking provision has been derived using CSS Wales standards, first-principles assessment and parking-accumulation assessment. This provision will accommodate the assessed demand and improve the existing situation by reducing football-related parking overspill onto the local highway network.

Conclusions

7.5 In conclusion, the proposed Leisure and Community Centre, upgraded Football Club facilities and 10 business units at Hay Campus would be accessible by walking, cycling and public transport and would provide safe and suitable access for all users. The proposed access arrangements, visibility splays, internal layout, parking provision and servicing arrangements are appropriate for the development, while the forecast vehicle movements would not result in an unacceptable impact on highway safety or the operation of the local highway network.

7.6 Accordingly, there are no highway or transportation reasons that should preclude the Local Planning Authority from approving the planning application for the proposed development at Hay Campus.

Appendix A – Site Location Plan



N

Paper size: A3

Drawn by: SO

Date: 11.10.26

© CO2 Architects. 2026

Hay Community Campus

HADSCAL Land

1:1250

Location Plan

Scale bar 1:1250

0 10 50 100

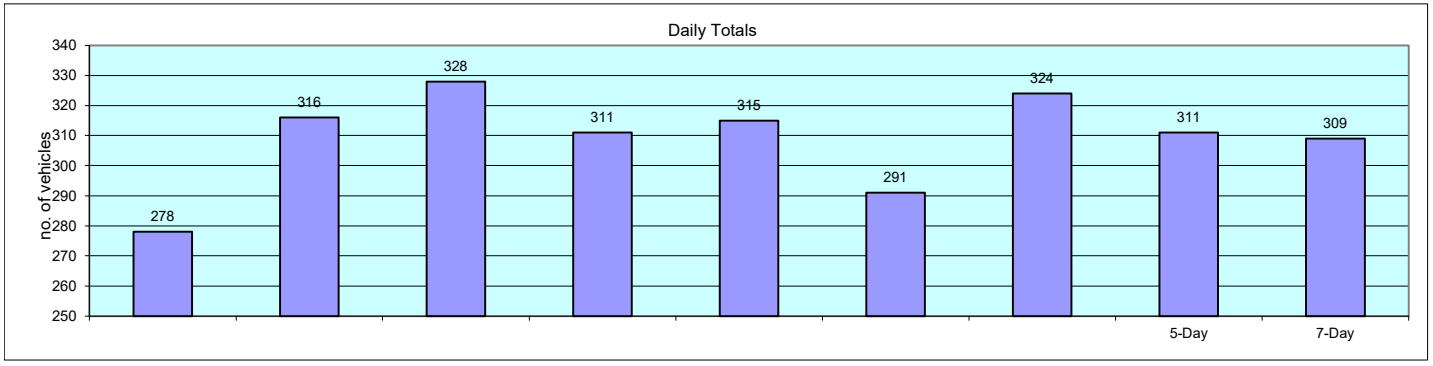
2 HCC P01

Appendix B – ATC Data Forest Road

15306		HAY ON WYE APRIL 2026								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 15306001	Forest Road Hay on Wye (outside Drover Cycles) 52.069710, -3.124785	Channel: Northbound	Tue 14-Apr-26	Mon 20-Apr-26	20	2163	311	309	29.7	23.6
		Channel: Southbound	Tue 14-Apr-26	Mon 20-Apr-26		2145	309	306	31.7	25.7

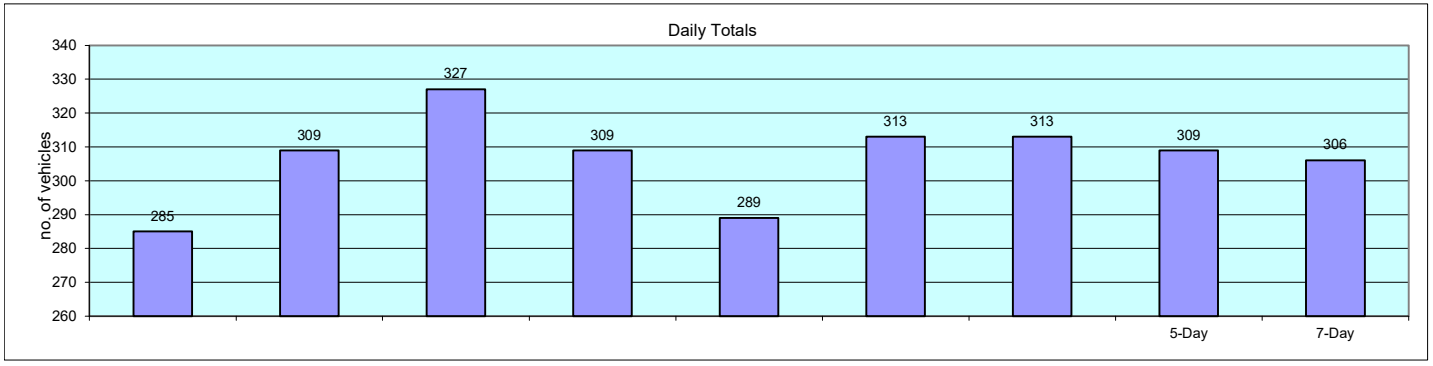
Data produced by
Auto Surveys Ltd

15306		HAY ON WYE		Site No: 15306001 Channel: Northbound		Location	Forest Road, Hay on Wye (outside Drover Cycles)		
TIME PERIOD	Tue 14-Apr-26	Wed 15-Apr-26	Thu 16-Apr-26	Fri 17-Apr-26	Sat 18-Apr-26	Sun 19-Apr-26	Mon 20-Apr-26	5-Day Av	7-Day Av
Week Begin: 14-Apr-26									
00:00	**0**	0	1	0	1	0	0	0	0
01:00	**2**	2	0	0	0	0	1	1	1
02:00	**2**	0	3	3	2	0	1	2	2
03:00	**1**	2	0	2	2	0	0	1	1
04:00	**0**	0	0	0	1	0	1	0	0
05:00	**0**	0	2	2	0	0	2	1	1
06:00	**0**	3	2	2	3	1	2	2	2
07:00	**14**	10	14	13	7	6	15	13	11
08:00	**17**	21	16	22	9	5	13	18	15
09:00	**19**	25	26	16	16	12	28	23	20
10:00	**24**	34	36	34	24	20	27	31	28
11:00	**22**	25	21	22	23	27	28	24	24
12:00	**26**	32	28	33	34	31	24	29	30
13:00	**10**	20	19	27	32	23	20	19	22
14:00	**32**	22	27	22	38	34	24	25	28
15:00	**30**	42	34	32	32	40	32	34	35
16:00	**26**	26	32	19	26	28	30	27	27
17:00	**24**	20	35	26	12	23	41	29	26
18:00	**18**	12	12	14	23	23	9	13	16
19:00	**5**	9	8	5	12	6	7	7	7
20:00	**3**	5	6	8	10	9	13	7	8
21:00	**1**	2	3	6	5	3	4	3	3
22:00	**1**	3	2	3	0	0	1	2	1
23:00	**1**	1	1	0	3	0	1	1	1
12H,7-19	**262**	**289**	**300**	**280**	**276**	**272**	**291**	**284**	**281**
16H,6-22	**271**	**308**	**319**	**301**	**306**	**291**	**317**	**303**	**302**
18H,6-24	**273**	**312**	**322**	**304**	**309**	**291**	**319**	**306**	**304**
24H,0-24	**278**	**316**	**328**	**311**	**315**	**291**	**324**	**311**	**309**
Am	**10:00**	**10:00**	**10:00**	**10:00**	**10:00**	**11:00**	**11:00**		
Peak	**24**	**34**	**36**	**34**	**24**	**27**	**28**		
Pm	**14:00**	**15:00**	**17:00**	**12:00**	**14:00**	**15:00**	**17:00**		
Peak	**32**	**42**	**35**	**33**	**38**	**40**	**41**		



Data produced by
Auto Surveys Ltd

15306		HAY ON WYE		Site No: 15306001 Channel: Southbound		Location	Forest Road, Hay on Wye (outside Drover Cycles)		
TIME PERIOD	Tue 14-Apr-26	Wed 15-Apr-26	Thu 16-Apr-26	Fri 17-Apr-26	Sat 18-Apr-26	Sun 19-Apr-26	Mon 20-Apr-26	5-Day Av	7-Day Av
Week Begin: 14-Apr-26									
00:00	**0**	1	2	0	1	2	0	1	1
01:00	**3**	1	1	2	2	1	1	2	2
02:00	**0**	1	1	2	0	0	0	1	1
03:00	**1**	0	0	1	2	0	1	1	1
04:00	**0**	0	1	2	0	0	0	1	0
05:00	**2**	2	3	1	1	1	2	2	2
06:00	**4**	4	3	7	2	1	6	5	4
07:00	**8**	12	10	8	3	6	10	10	8
08:00	**28**	36	29	25	18	9	29	29	25
09:00	**25**	44	32	29	37	23	34	33	32
10:00	**34**	21	35	37	29	45	24	30	32
11:00	**26**	32	26	17	38	42	30	26	30
12:00	**19**	23	33	21	23	25	25	24	24
13:00	**20**	20	22	23	28	39	25	22	25
14:00	**25**	26	26	16	21	38	19	22	24
15:00	**23**	21	25	31	15	20	18	24	22
16:00	**24**	24	21	25	20	18	32	25	23
17:00	**14**	18	24	19	17	14	20	19	18
18:00	**8**	9	8	11	8	10	7	9	9
19:00	**10**	6	9	16	10	13	12	11	11
20:00	**3**	3	8	5	9	4	8	5	6
21:00	**4**	1	5	5	2	1	7	4	4
22:00	**3**	4	2	3	1	0	1	3	2
23:00	**1**	0	1	3	2	1	2	1	1
12H,7-19	**254**	**286**	**291**	**262**	**257**	**289**	**273**	**273**	**273**
16H,6-22	**275**	**300**	**316**	**295**	**280**	**308**	**306**	**298**	**297**
18H,6-24	**279**	**304**	**319**	**301**	**283**	**309**	**309**	**302**	**301**
24H,0-24	**285**	**309**	**327**	**309**	**289**	**313**	**313**	**309**	**306**
Am	**10:00**	**09:00**	**10:00**	**10:00**	**11:00**	**10:00**	**09:00**		
Peak	**34**	**44**	**35**	**37**	**38**	**45**	**34**		
Pm	**14:00**	**14:00**	**12:00**	**15:00**	**13:00**	**13:00**	**16:00**		
Peak	**25**	**26**	**33**	**31**	**28**	**39**	**32**		

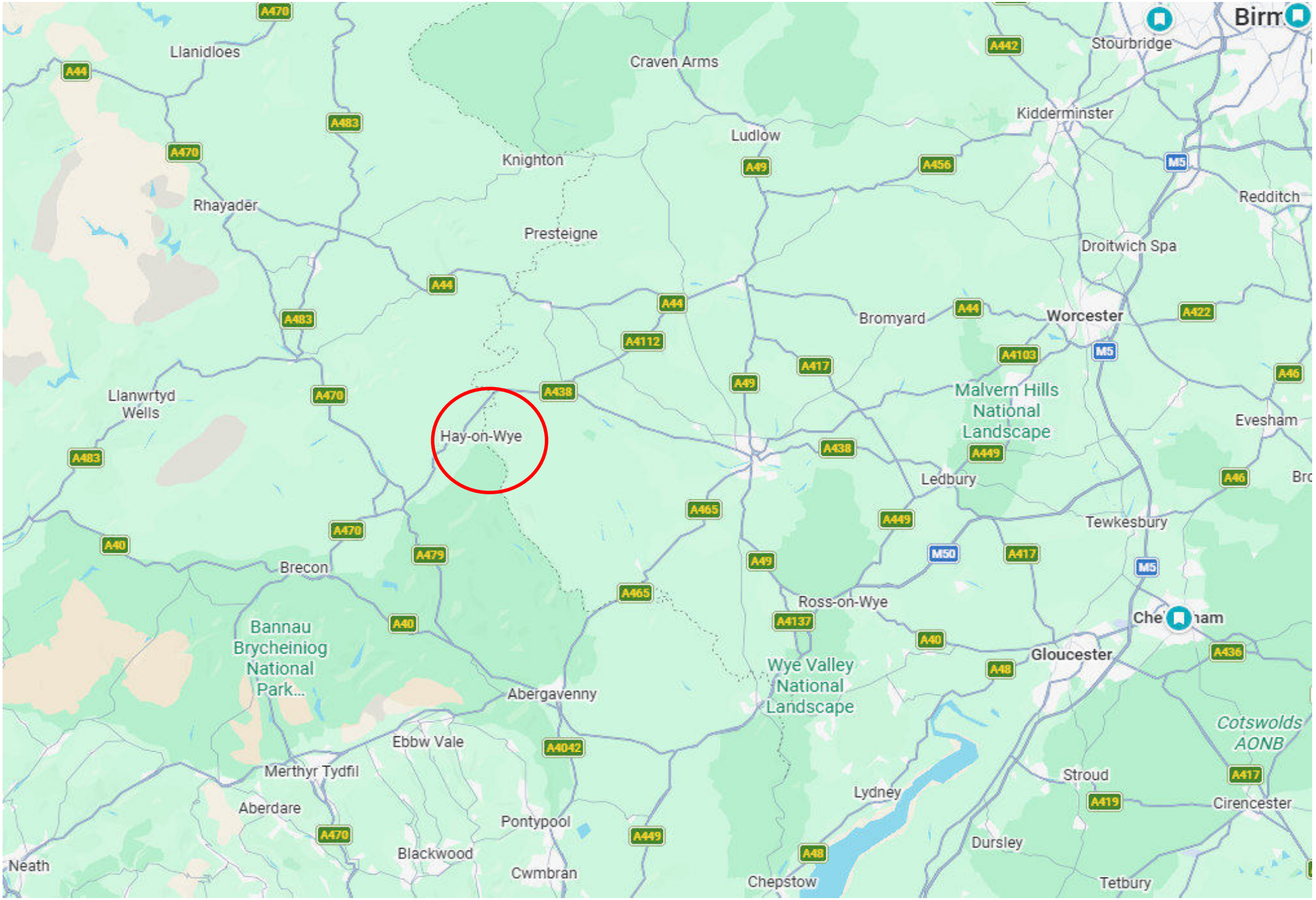


Data produced by
Auto Surveys Ltd

Site 1 - 52.069710, -3.124785 **FOREST ROAD – LOOKING NORTHBOUND**




Haygarth Doctors
Haytaxi
Forest Rd
Drover Cycles
Hay and St Mary's
Football Ground
1
Greenfield
Industrial Estate
A to Z Expeditions
Forest Rd
Hay Veterinary Group

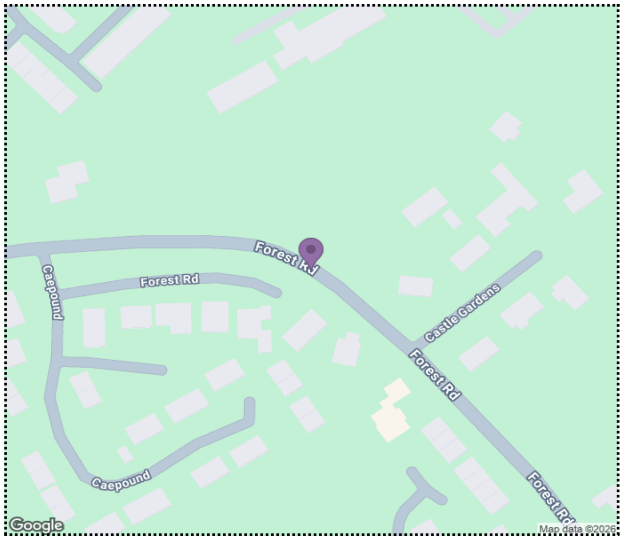

Llanidloes
Craven Arms
Stourbridge
Kidderminster
Ludlow
Knighton
Rhayader
Presteigne
Redditch
Droitwich Spa
Bromyard
Worcester
Llanwrtyd Wells
Hay-on-Wye
Malvern Hills National Landscape
Evesham
Ledbury
Tewkesbury
Brecon
Ross-on-Wye
Bannau Brycheiniog National Park...
Abergavenny
Wye Valley National Landscape
Gloucester
Cotswolds AONB
Ebbw Vale
Merthyr Tydfil
Aberdare
Pontypool
Blackwood
Cwmbran
Neath
Lydney
Stroud
Cirencester
Dursley
Chepstow
Tetbury
A470
A44
A483
A49
A456
M5
A442
A4112
A438
A417
A4103
A422
A46
A449
A465
M50
A40
A479
A4137
A48
A436
A4042
A419

Appendix C – Crashmap Report

crashmap.co.uk

Validated Data

Crash Date:	Thursday, July 13, 2023	**Time of Crash:**	18:00:00	**Crash Reference:**	2023631330218
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Powys			**Vehicles:**	2
Local Authority:	Powys			**OS Grid Reference:**	322861 242035
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Thursday, July 13, 2023 **Time of Crash:** 18:00:00 **Crash Reference:** 2023631330218

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	56 - 65	Unknown	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	10	Female	46 - 55	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Appendix D – Bus Timetable Information

Amserlen Bws | Bus Timetables

Henffordd « 33 mun » « 33 mins » Kingstone « 30 mun » « 30 mins » Y Gelli Gandryll « 39 mun » « 39 mins » Aberhonddu

Hereford — Kingstone — Hay-on-Wye — Brecon

X44

Henffordd - Kingstone - Y Gelli Gandryll - Aberhonddu
Hereford - Kingstone - Hay-on-Wye - Brecon

Dydd Llun i Sadwrn (ac eithrio gwyliau cyhoeddus)
Mondays to Saturdays (except public holidays)

Rhif y Gwasanaeth / Service No		X44	X44	X44	X44	X44	X44	X44	X15	X44	X44
Codau / Codes		M-F				S+H	Sch	S+H	Sch	S+H	
Henffordd, Gorsaf Dren / Hereford, Train Station	g/d ⇄	....	....	0922	1122	1322	1322	1522	1607	1722	1853
Henffordd, Gorsaf Fysiau [6] / Hereford, Country Bus Station [6]		....	....	0927	1127	1327	1327	1527	1612	1727	1857
Henffordd, Colegau, Maes Parcio / Hereford, Colleges, Car Park		....	....	I	I	I	I	I	1618	I	I
Henffordd, Venn's Lane, thePoint4 / Hereford, Venn's Lane, thePoint4		....	....	I	I	I	I	I	1622	I	I
Henffordd, Broad Street / Hereford, Broad Street		....	....	0934	1134	1334	1334	1534	I	1734	1902
Belmont, A465, Tesco's / Belmont, A465, Tesco store		....	....	0942	1142	1342	1342	1542	I	1742	1908
Clehonger, Gosmore Road		....	....	0949	1149	1349	1349	1549	I	1749	1914
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		....	....	0955	1155	1355	1355	1555	I	1755	1920
Vowchurch, Troad / Vowchurch Turn		....	....	1003	1203	1403	1403	1603	I	1803	1928
Peterchurch, Boughton Arms		....	....	1007	1207	1407	1407	1607	I	1807	1932
Dorstone, Lawnt / Dorstone, Green		....	....	1014	1214	1414	1414	1614	I	1814	1939
Hardwicke, Troad / Hardwicke Turn		....	....	1021	1221	1421	1421	1621	I	1821	1946
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		....	....	I	I	I	I	I	1704	I	I
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	....	....	1025	1225	1425	1425	1625	1709	1825	1950
				▼	▼	▼	▼	▼	▼	▼	▼
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	0742	0857	1027	1227	1427	1427	1627	1712	1827	1952
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		0747	I	I	I	I	I	I	I	I	I
Y Glas-ar-Wy, Pont / Glasbury, Bridge		0754	0904	1034	1234	1434	1434	1634	1719	1834	1959
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		0757	0907	1037	1237	1437	1437	1637	1722	1837	2002
Talgarth, Sgwar, Cofeb Ryfel / Talgarth, Square, War Memorial		0804	0914	1044	1244	1444	1444	1644	1729	1843	2008
Bronllys, Church Street		0808	0918	1048	1248	1448	1448	1648	1733	1847	2012
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		0815	0925	1055	1255	1455	1455	1655	1740	1853	2018
Aberhonddu, Ysgol Uwchradd / Brecon, High School		0822	0932	1102	1302	1502	*1538***c**	1702	1747	1900	2025
Aberhonddu, Cyfnewidfa / Brecon, Interchange	c/a	0826	0936	1106	1306	1506	1506	1706	1751	1903	2028
Ymadawiadau cysylltu o Aberhonddu i Ferthyr Tudful ⇄ / Connecting T4 departures from Brecon to Merthyr Tydfil ⇄											
Aberhonddu, Cyfnewidfa [A] / Brecon, Interchange [A]	g/d	0839	0939	1109	1309	1509	1509	1714	1814	2014	2219

Dim gwasanaeth ar gwyliau banc, ddydd Nadolig, dydd San Steffan neu Ddydd Calan

Codau:
M-F - Dim ond o ddydd Llun i ddydd Gwener y mae'r daith yn rhedeg
S+H - Mae'r daith yn rhedeg bob dydd Sadwrn a dydd Llun i ddydd Gwener yn ystod gwyliau ysgol
Sch - Dim ond ar ddiwrnodau ysgol y mae'r daith yn rhedeg
⇄ - Mae'r arosfan bws ger yr orsaf drenau
▼ - Gwarantir y cysylltiad hwn; gall teithwyr aros yn y cerbyd; mae prisiau teithiau trwodd ar gael

Mae'r amserlen llawn ar gyfer y T4 ar gael ar https://www.traveline.cymru/

No service on Bank Holidays, Christmas Day, Boxing Day or New Years Day

Codes:
M-F - Journey runs only on Mondays to Fridays
S+H - Journey runs every Saturday and Mondays to Fridays during school holidays
Sch - Journey runs only on school days
⇄ - Bus stop is near train station
▼ - This connection is guaranteed; passengers may remain on the vehicle; through fares are available

Full T4 timetable available at https://www.traveline.cymru/

Amserlen Bws | Bus Timetables



X44

Henffordd - Kingstone - Y Gelli Gandryll - Aberhonddu
Hereford - Kingstone - Hay-on-Wye - Brecon

Suliau
Sundays between 1st April and 31st October inclusive each year.

Rhif y Gwasanaeth / Service No		X44	X44	X44	X44	X44
Codau / Codes						
Henffordd, Gorsaf Dren / Hereford, Train Station	g/d ⇄	....	1032	1232	1432	1632
Henffordd, Gorsaf Fysiau [6] / Hereford, Country Bus Station [6]		....	1035	1235	1435	1635
Henffordd, Broad Street / Hereford, Broad Street		....	1040	1240	1440	1640
Belmont, A465, Tesco's / Belmont, A465, Tesco store		....	1047	1247	1447	1647
Clehonger, Gosmore Road		....	1054	1254	1454	1654
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		....	1059	1259	1459	1659
Madley, Swyddfa'r Bost / Madley, Post Office		....	1106	1306	1506	1706
Vowchurch, Troad / Vowchurch Turn		....	1114	1314	1514	1714
Peterchurch, Boughton Arms		....	1117	1317	1517	1717
Dorstone, Lawnt / Dorstone, Green		....	1124	1324	1524	1724
Hardwicke, Troad / Hardwicke Turn		....	1131	1331	1531	1731
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	....	1135	1335	1535	1735
			▼	▼	▼	▼
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	0937	1137	1337	1537	1737
Y Glas-ar-Wy, Pont / Glasbury, Bridge		0944	1144	1344	1544	1744
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		0947	1147	1347	1547	1747
Talgarth, Sgwar, Cofeb Ryfel / Talgarth, Square, War Memorial		0953	1153	1353	1553	1753
Bronllys, Church Street		0957	1157	1357	1557	1757
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		1003	1203	1403	1603	1803
Aberhonddu, Ysgol Uwchradd / Brecon, High School		1010	1210	1410	1610	1810
Aberhonddu, Cyfnewidfa / Brecon, Interchange	c/a	1013	1213	1413	1613	1813
		▼	▼	▼	▼	▼
Ymadawiadau cysylltu o Aberhonddu i Ferthyr Tudful ⇄ / Connecting T4 departures from Brecon to Merthyr Tydfil ⇄						
Aberhonddu, Cyfnewidfa [A] / Brecon, Interchange [A]	g/d	1018	1218	1418	1618	1818

Powys

5thApril2026Registration

Amserlen Bws | Bus Timetables

Aberhonddu — « 38 mun » / « 38 mins » — Brecon — Y Gelli Gandryll — « 29 mun » / « 29 mins » — Hay-on-Wye — Kingstone — « 32 mun » / « 32 mins » — Kingstone — Henfordd — Hereford

X44

Aberhonddu - T Gelli Gandryll - Kingstone - Henfordd
Brecon - Hay-on-Wye - Kingstone - Hereford

Dydd Llun i Sadwrn (ac eithrio gwyliau cyhoeddus)
Mondays to Saturdays (except public holidays)

Rhif y Gwasanaeth / Service No		X44	X15	X44	X44	X44	X44	X44	X44	X44
Codau / Codes		S+H	Sch				S+H	Sch		
Merthyr Tudful, Gorsaf Fysiau [8] / Ymadawiadau cysylltu o Ferthyr Tudful T4 yn gadael Merthyr Tudful / T4 departures from Merthyr Tydfil	g/d ≠			0804	1018	1218	1418	1518	1618	
Aberhonddu, Cyfnewidfa [B] / Brecon, Interchange [B]	g/d	0659	0659	0857	1057	1257	1457	1600	1707	2050
Aberhonddu, Ysgol Uwchradd / Brecon, High School		0701	0701	0859	1059	1259	1459	1602	1709	2052
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		0707	0707	0906	1106	1306	1506	1609	1716	2059
Bronllys, Church Street		0713	0713	0913	1113	1313	1513	1616	1723	2106
Talgarth, Sgwar / Talgarth, Square		0718	0718	0918	1118	1318	1518	1621	1728	2111
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		0724	0724	0924	1124	1324	1524	1627	1734	2117
Y Glas-ar-Wy, Pont / Glasbury, Bridge		0727	0727	0927	1127	1327	1527	1630	1737	2120
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		I	I	I	I	I	I	1637	I	I
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	0735	0735	0935	1135	1335	1535	1642	1745	2128
		▼	▼	▼	▼	▼	▼		▼	
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	0737	0740	0937	1137	1337	1537	....	1747	**a**
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		I	0745	I	I	I	I	....	I	**a**
Hardwicke, Troad / Hardwicke Turn		0742	I	0942	1142	1342	1542	....	1752	I
Dorstone, Lawnt / Dorstone, Green		0748	I	0948	1148	1348	1548	....	1758	I
Peterchurch, Boughton Arms		0754	I	0954	1154	1354	1554	....	1804	I
Vowchurch, Troad / Vowchurch Turn		0758	I	0958	1158	1358	1558	....	1808	I
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		0806	I	1006	1206	1406	1606	....	1816	I
Clehonger, Gosmore Road		0812	I	1012	1212	1412	1612	....	1822	I
Belmont, A465, Tesco's / Belmont, A465, Tesco store		0820	I	1020	1220	1420	1620	....	1830	I
Henffordd, Bridge Street / Hereford, Bridge Street		0828	I	1028	1228	1428	1628	....	1838	I
Henffordd, Venn's Lane, thePoint4 / Hereford, Venn's Lane, thePoint4		I	0826	I	I	I	I	....	I	I
Henffordd, Colegau, Maes Parcio / Hereford, Colleges, Car Park		I	0830	I	I	I	I	....	I	I
Henffordd, Comm.Rd/Gwesty Merton / Hereford, Comm.Rd/Merton Hotel		0836	0838	1036	1236	1436	1636	....	1846	I
Henffordd, Gorsaf Dren / Hereford, Train Station	c/a ≠	0838	0840	1038	1238	1438	1638	....	1848	2229**a**

Dim gwasanaeth ar gwyliau banc, ddydd Nadolig, dydd San Steffan neu Ddydd Calan

Codau:
M-F - Dim ond o ddydd Llun i ddydd Gwener y mae'r daith yn rhedeg
S+H - Mae'r daith yn rhedeg bob dydd Sadwrn a dydd Llun i ddydd Gwener yn ystod gwyliau ysgol
Sch - Dim ond ar ddiwrnodau ysgol y mae'r daith yn rhedeg
a - Safleoedd bws ar gais i Henffordd
≠ - Mae'r arosfan bws ger yr orsaf drenau
▼ - Gwarantir y cysylltiad hwn; gall teithwyr aros yn y cerbyd; mae prisiau teithiau trwodd ar gael

Mae'r amserlen llawn ar gyfer y T4 ar gael ar https://www.traveline.cymru/

No service on Bank Holidays, Christmas Day, Boxing Day or New Years Day

Codes:
M-F - Journey runs only on Mondays to Fridays
S+H - Journey runs every Saturday and Mondays to Fridays during school holidays
Sch - Journey runs only on school days
a - Request stops to Hereford
≠ - Bus stop is near train station
▼ - This connection is guaranteed; passengers may remain on the vehicle; through fares are available

Full T4 timetable available at https://www.traveline.cymru/

Amserlen Bws | Bus Timetables



X44

Aberhonddu - T Gelli Gandryll - Kingstone - Henfordd
Brecon - Hay-on-Wye - Kingstone - Hereford

Suliau
Sundays between 1st April and 31st October inclusive each year.

Rhif y Gwasanaeth / Service No		X44	X44	X44	X44	X44
Codau / Codes						
Merthyr Tudful, Gorsaf Fysiau [8] / Ymadawiadau cysylltu o Ferthyr Tudful T4 yn gadael Merthyr Tudful / T4 departures from Merthyr Tydfil	g/d ⇄	0906	1106	1306	1506	1706
		▼	▼	▼	▼	▼
Aberhonddu, Cyfnewidfa [B] / Brecon, Interchange [B]	g/d	0947	1147	1347	1547	1747
Aberhonddu, Ysgol Uwchradd / Brecon, High School		0949	1149	1349	1549	1749
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		0955	1155	1355	1555	1755
Bronllys, Church Street		1002	1202	1402	1602	1802
Talgarth, Sgwar / Talgarth, Square		1006	1206	1406	1606	1806
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		1012	1212	1412	1612	1812
Y Glas-ar-Wy, Pont / Glasbury, Bridge		1015	1215	1415	1615	1815
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	1023	1223	1423	1623	1823
		▼	▼	▼	▼	
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	1025	1225	1425	1625	....
Hardwicke, Troad / Hardwicke Turn		1030	1230	1430	1630	....
Dorstone, Lawnt / Dorstone, Green		1036	1236	1436	1636	....
Peterchurch, Boughton Arms		1042	1242	1442	1642	....
Vowchurch, Troad / Vowchurch Turn		1046	1246	1446	1646	....
Madley, Swyddfa'r Bost / Madley, Post Office		1054	1254	1454	1654	....
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		1101	1301	1501	1701	....
Clehonger, Gosmore Road		1107	1307	1507	1707	....
Belmont, A465, Tesco's / Belmont, A465, Tesco store		1114	1314	1514	1714	....
Henffordd, Bridge Street / Hereford, Bridge Street		1122	1322	1522	1722	....
Henffordd, Comm.Rd/Gwesty Merton / Hereford, Comm.Rd/Merton Hotel		1128	1328	1528	1728	....
Henffordd, Gorsaf Dren / Hereford, Train Station	c/a ⇄	1130	1330	1530	1730	....

Powys

5thApril2026Registration

Appendix E – Site Layout Plan



Paper size: A3

Drawn by: SO

Date: 11.03.26

© CO2 Architects. 2026

Hay Community Campus

HADSCAL Land

1:1250

Development Context

Scale bar 1:1250

0 10 50 100

2 HCC P02

CAEPOUND

COMMUNITY GROWING AREA

ENTRANCE NODE

55 PARKING EXPANSION

30

PARKING WITH PV OVER

36

22 now 33

PARKING WITH PV OVER

GP SURGERY PARKING UPGRADED

NEW FOOTPATH

10no BUSINESS UNITS

SPORT/FITNESS AND WELL BEING FACILITY

Football Club Expansion Opportunity

COMMUNITY BUILDING AND SITE AS DRAWING P03

Paper size: A2

Drawn by: SO

Date: 11.03.26

© CO2 Architects. 2026

Hay Community Campus

HADSCAL Land

1:500

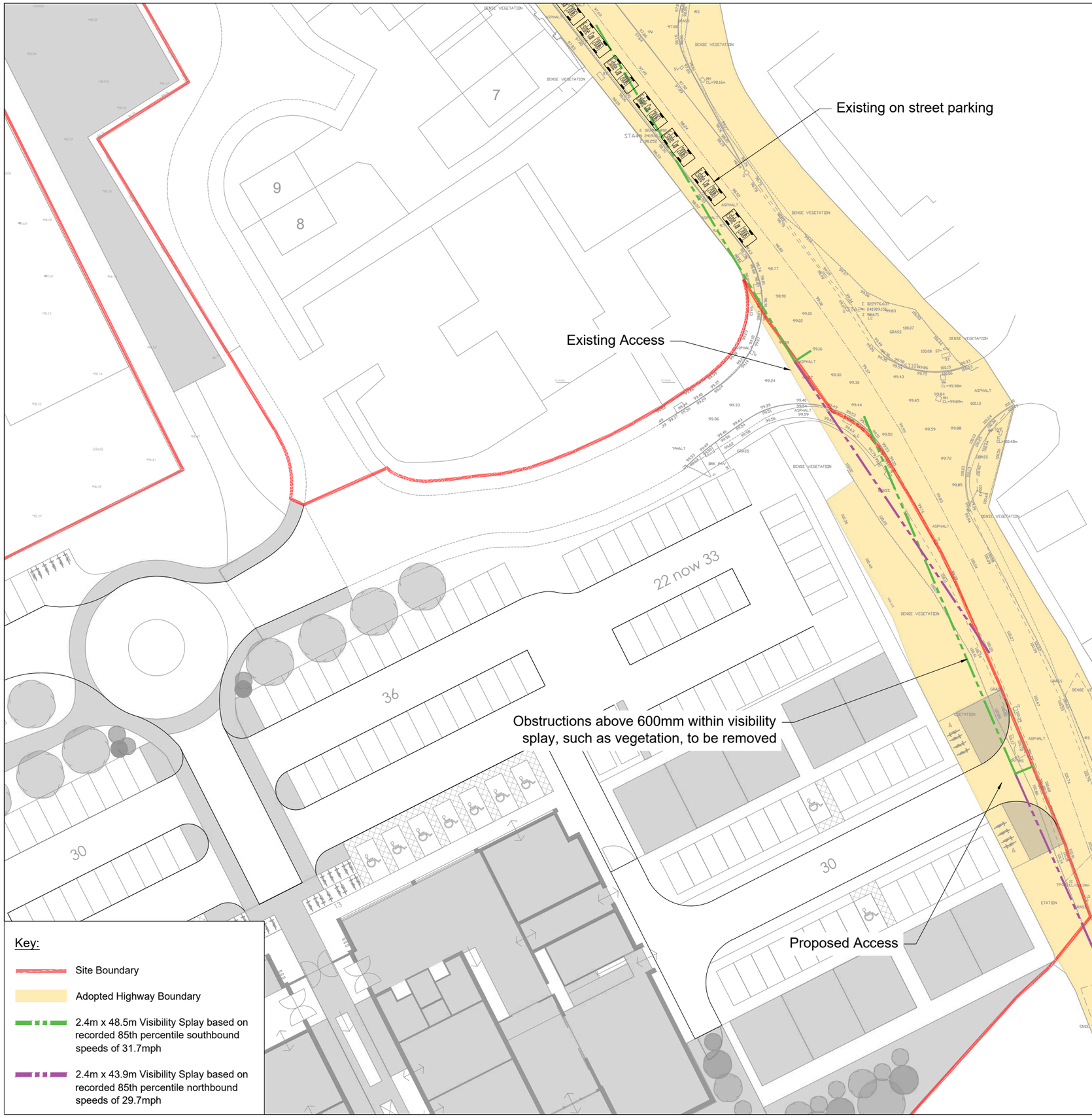
Development Site Plan

Scale bar 1:500

0 10m 50m

2 HCC P03

Appendix F – Access Visibility Splay



N

Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Highway boundary information has been provided by Powys County Council, 24/06/2026, and has been overlaid by Rappor onto the Ordnance Survey on a best-fit basis. The applicant should undertake legal, and title checks to ensure that the highway boundary is accurate. Rappor will not accept any liability for any inaccuracies in the highway boundary.
6. Ordnance Survey was received within the architects layout.
7. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
8. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
9. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
10. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Key:

- Site Boundary
- Adopted Highway Boundary
- 2.4m x 48.5m Visibility Splay based on recorded 85th percentile southbound speeds of 31.7mph
- 2.4m x 43.9m Visibility Splay based on recorded 85th percentile northbound speeds of 29.7mph

Rev	Date	Details	By	Chkd	Appd
P02	27.10.26	Updated Layout	SL	SL	MG
P01	11.09.26	First Issue	SB	PC	SL

rappor

rappor.co.uk

CLIENT: HADSCAL

PROJECT: Hay Campus Development, Forest Road, Hay-on-Wye

TITLE: Proposed & Existing Access Visibility Assessment

STATUS: For Information

Scale @ A3: 1:500

DRAWING NO: 260349-RAP-XX-XX-DR-TP-3200

REVISION: P02

Appendix G – Highway Boundary Data

Applicant Name: Sam Large Rappor

Applicant Address:

Applicant Reference:

CON 29 ENQUIRIES

OF LOCAL AUTHORITY (2019 Edition)

Search Reference: LC/2026/00904

NLIS Reference:

Date: 25/06/2026

Address:

FOREST ROAD,, HAY ON WYE

Other Roads etc:

I refer to your Standard Enquiries relating to the above property. These replies relate to that property as shown on the location plan where supplied. The replies are given subject to the Notes to the Standard Enquiries.

All correspondence relating to these answers should quote the official Search Reference.

Signed:



D C Jones

Solicitor to the Council

On behalf of POWYS COUNTY COUNCIL

HIGHWAY LATERAL EXTENT SEARCH **DESKTOP OPINION** On behalf of Highways, Transport & Recycling Powys County Council County Hall Llandrindod Wells, Powys, LD1 5LG				
Our Street Ref.	C0079			**TLC Search Ref.**
Date Prepared	24/06/2026			LC/2026/00904
Fee	~~£0~~	£280 net	~~£550 net~~	~~£Quote~~
	View/Resident	< 0.5km	Site Visit	> 0.5 km

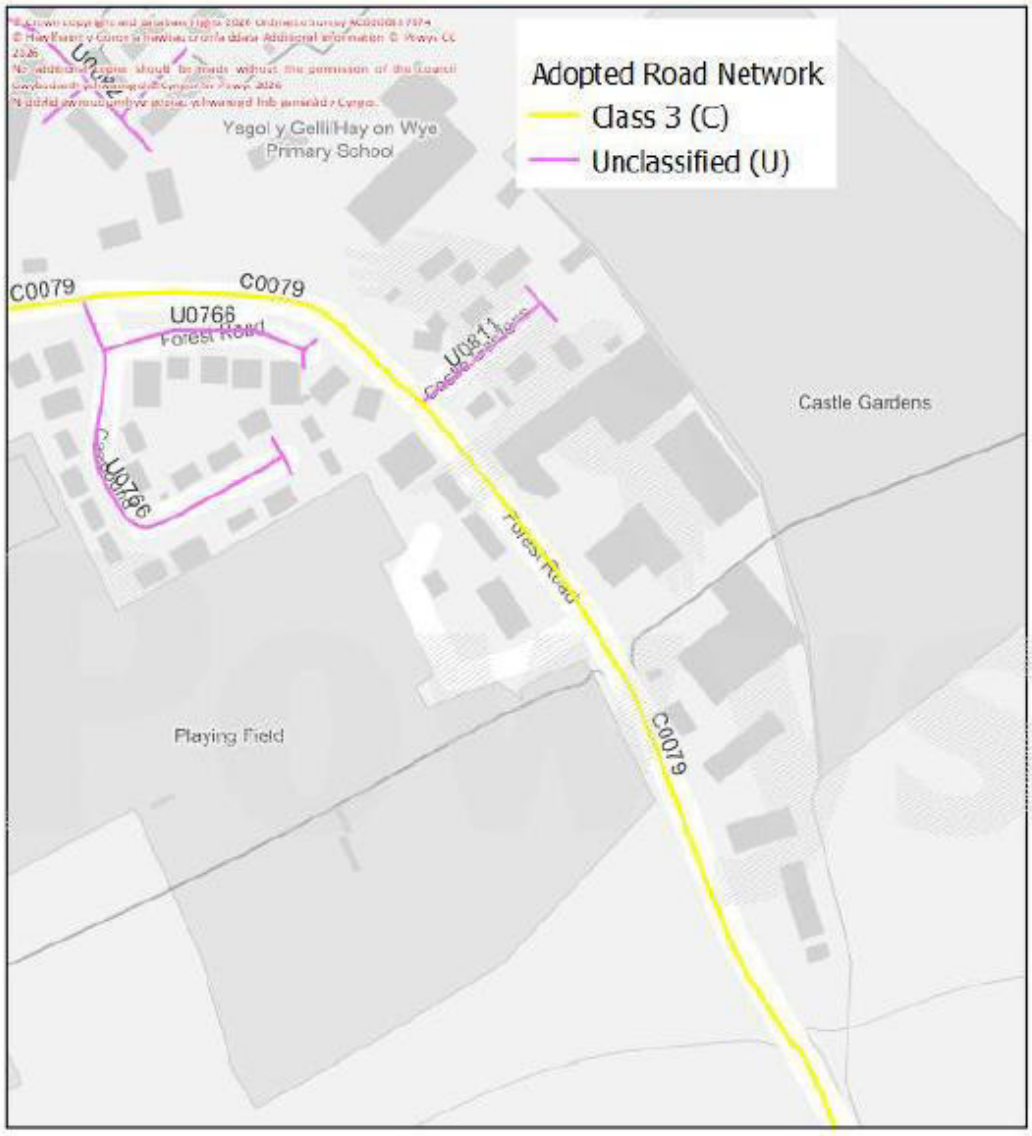
Applicant	Rappor	
Address		
Telephone		
Email		
Contact		
Your Ref:		

Site Address or Location Description	Forest Road, Hay on Wye, HR3 5DU	
LSG Description **USRN**	FOREST ROAD 4107899	
OS Grid Ref	**Easting**	**Northing**
Centre Point	322980.09	241893.30

Disclaimer: This opinion is based on the information identified in this document. It is not necessarily a definitive opinion. Interested parties are advised to seek their own independent advice.

Documents, Plans etc Provided	Verified Independently
TLC Plan	n/a
Other Documents, Plans etc Reviewed	**Verified Independently**
List of Streets	n/a
Route pictures	n/a
Additional Information Provided	**Verified Independently**
None	n/a

Location Plan (© Crown copyright and database rights 2026 Ordnance Survey AC0000817674
© Hawlfraint y Goron a hawliau cronfa ddata 2026 Arolwg Ordnans AC0000817674)



The markings on the plan above are indicative only and should not be scaled.

Disclaimer: This opinion is based on the information identified in this document. It is not necessarily a definitive opinion. Interested parties are advised to seek their own independent advice.

Assessment/Opinion (© Crown copyright and database rights 2026 Ordnance Survey AC0000817674
© Hawlfraint y Goron a hawliau cronfa ddata 2026 Arolwg Ordnans AC0000817674)

The search area borders the C0079 County Classified Road as recorded on the list of streets that are highways maintainable at public expense (Highways Act 1980, Section 36).

The longitudinal extent of the C0079 in this area is indicated by the yellow line broadly shown along the centre line of the highway in the location plan above.

The area outlined and hatched in blue on the plan below represents what in the opinion of the highway authority is the lateral extent of the highway abutting the C0079.

Opinion Confidence	4 Not Public Highway	3 Highway Low Confidence	2 Highway Moderate Confidence	1 Highway High Confidence
Area outlined and hatched blue on the attached plan.			X	

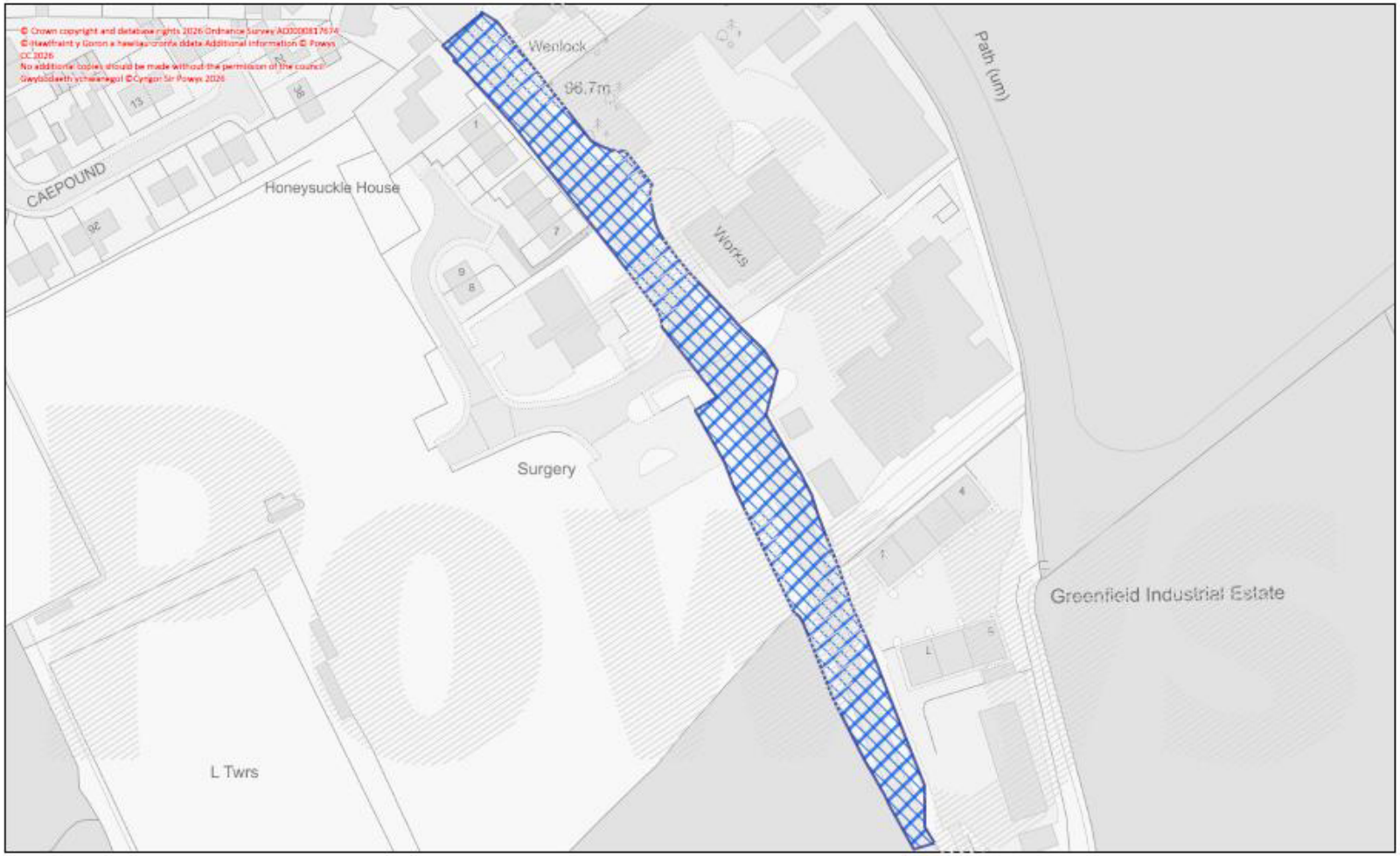
1 – Conclusive evidence identifying area as highway e.g. adoption plan & documents.
2 – Evidence and/or opinion supports area being highway, no definitive documentation.
3 – Little or no evidence but opinion suggests area is highway.
4 – No evidence to support area is maintained at public expense.

Disclaimer: This opinion is based on the information identified in this document. It is not necessarily a definitive opinion. Interested parties are advised to seek their own independent advice.

Notes for lateral extent (width) of the highway applications
<u>What is a highway?</u> A right of way for the public. A highway means at least a right of way on foot. It may be a right of way for all traffic or it may be limited to pedestrians, or pedestrians, horse riders and pedal cyclists. <u>Widths of highways</u> In most circumstances local authorities do not hold documentary evidence as to the exact width of the highway. It is usually determined on a case by case assessment taking into account what exists on the ground, giving weight as to whether or not the Highway Authority has maintained at public expense the road together with the land at the side of the road. <u>Ownership</u> Most highways were created by means of dedication. Ownership of the soil beneath the highway remains legally with the land owner, but the legal owner must not inhibit the free passage of the public over the highway land. For further information see: *"An Introduction to Highway Law" Michael Orlik (Fourth edition published 2018)* *"Highway Law" Stephen Sauvain Q.C.*

Confidentiality	The Council has endeavoured to advise all parties involved that any information provided in relation to this matter will be shared openly unless the person providing the information requests that it is withheld. No requests have been made to withhold any material.
GDPR	Data Protection and Privacy: It is necessary for the council to process personal data, in accordance with relevant legislation. Data will be retained in accordance with the legislation and the Councils retention schedule. In relation to this matter data will be retained for 22 years after the date on which public highway rights are extinguished from the County classified and unclassified roads. If you have any concerns regarding the use of your personal data please contact the Data Protection Officer by email at Information. Compliance@powys.gov.uk or by phone at 01597 826400. Please note that further information on the Data Protection and Privacy can be found at the following address: https://en.powys.gov.uk/privacy.

Disclaimer: This opinion is based on the information identified in this document. It is not necessarily a definitive opinion. Interested parties are advised to seek their own independent advice.



Cyngor Sir Powys County Council

Printed by: walkerc Date: 24/6/2026 Scale 1:1500

LC/2026/00904 Forest Road, Hay on Wye

Search Area



Search Reference:	LC/2026/00904
Property Address:	FOREST ROAD,, HAY ON WYE
Date:	25/06/2026

© Crown copyright and database rights 2026 OS AC0000817674. Use of this data is subject to terms and conditions.
Ⓗ Hawlfraint y Goron a hawliau cronfa ddata 2026 Arolwg Ordnans AC0000817674. Defnyddio data hwn yn amodol ar delerau ac amodau.

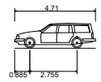
Appendix H – Swept Path Analysis – Estate Car



Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Ordnance Survey was received within the architects layout.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
9. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Vehicle Profile



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Key:

Site Boundary

Public Right of Way (PRoW)

Rev	Date	Details	By	Chkd	Appd
P01	27.10.26	First Issue	SL	SL	MG

rappor

rappor.co.uk

CLIENT:
HADSCAL

PROJECT:
Hay Campus Development,
Forest Road, Hay-on-Wye

TITLE:
Swept Path Analysis
Estate Car

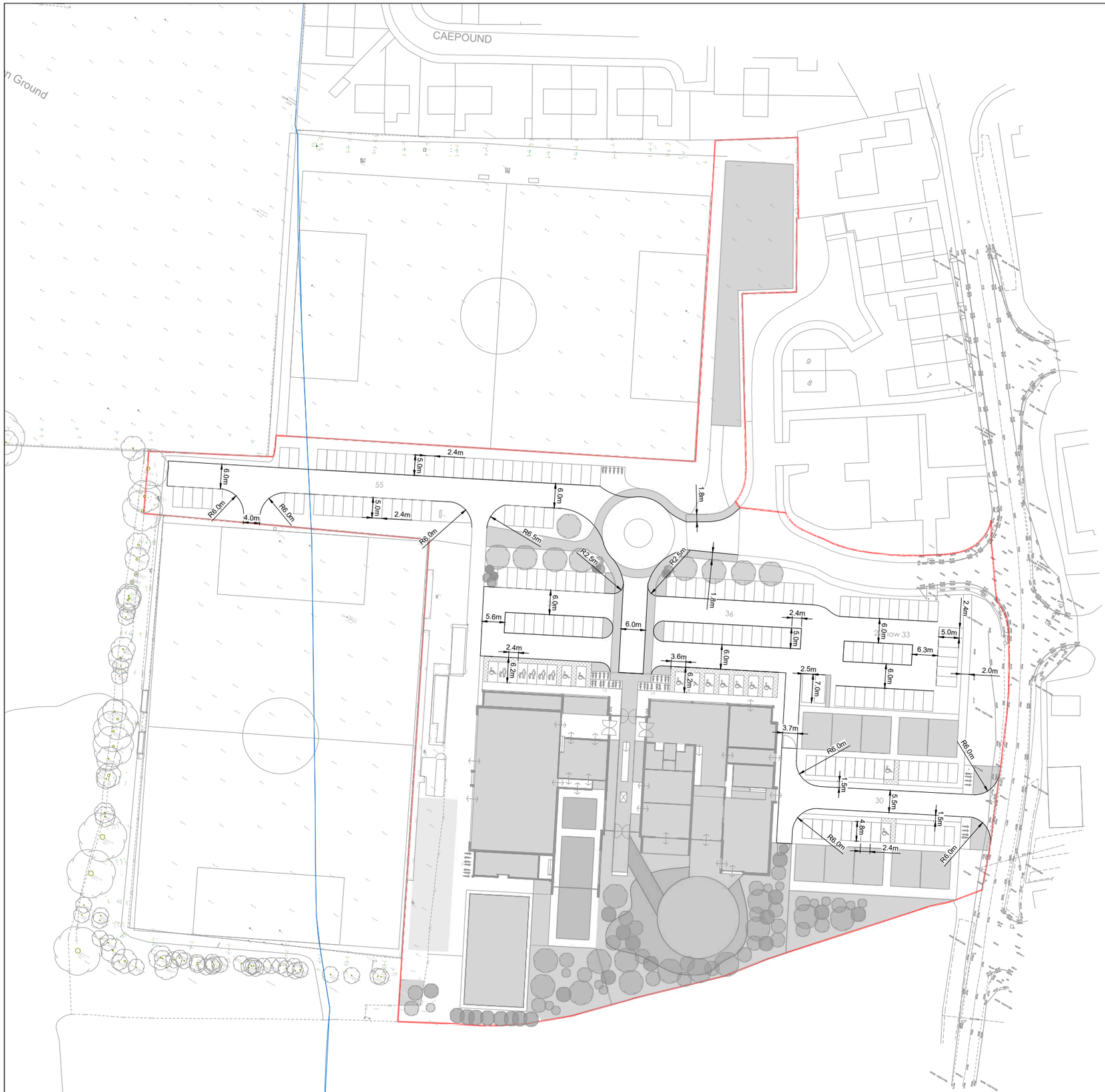
STATUS:
For Information

Scale @ A3
1:1000

DRAWING NO:
260349-RAP-XX-XX-DR-TP-4100

REVISION:
P01

Appendix I – Internal Geometry



Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Ordnance Survey was received within the architects layout.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
9. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Key:

Site Boundary

Public Right of Way (PRoW)

Rev	Date	Details	By	Chkd	Appd
P01	27.10.26	First Issue	SL	SL	MG

rappor

rappor.co.uk

CLIENT:
HADSCAL

PROJECT:
Hay Campus Development,
Forest Road, Hay-on-Wye

TITLE:
Internal Geometric Plan

STATUS:
For Information

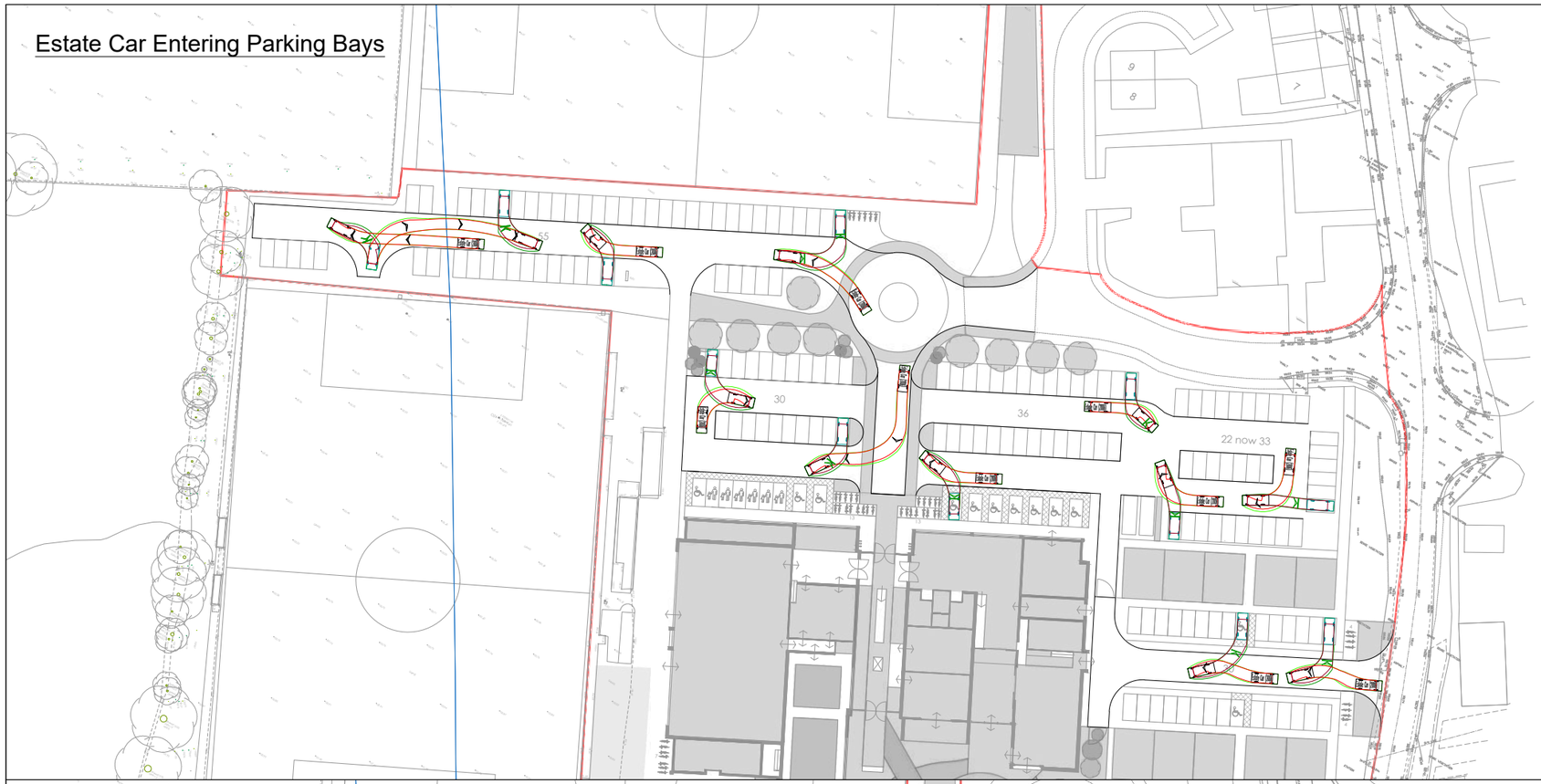
Scale @ A3
1:1000

DRAWING NO:
260349-RAP-XX-XX-DR-TP-3201

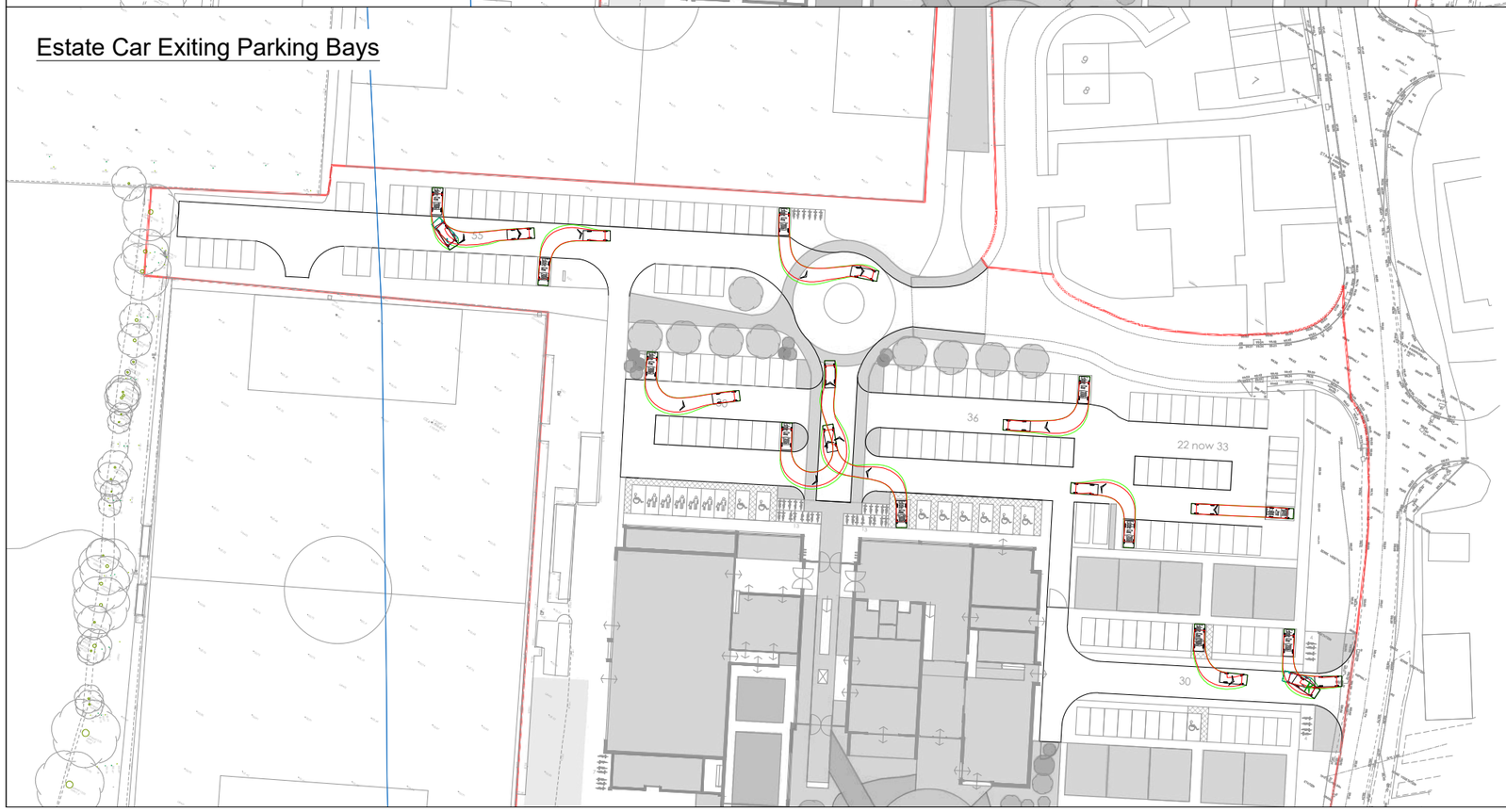
REVISION:
P01

Appendix J – Internal Swept Path Analysis – Estate Car Parking

Estate Car Entering Parking Bays



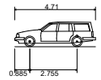
Estate Car Exiting Parking Bays



Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Ordnance Survey was received within the architects layout.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
9. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Vehicle Profile



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Key:

Site Boundary

Public Right of Way (PRoW)

Rev	Date	Details	By	Chkd	Appd
P01	27.10.26	First Issue	SL	SL	MG

rappor

rappor.co.uk

CLIENT: HADSCAL

PROJECT: Hay Campus Development, Forest Road, Hay-on-Wye

TITLE: Swept Path Analysis Estate Car Parking

STATUS: For Information

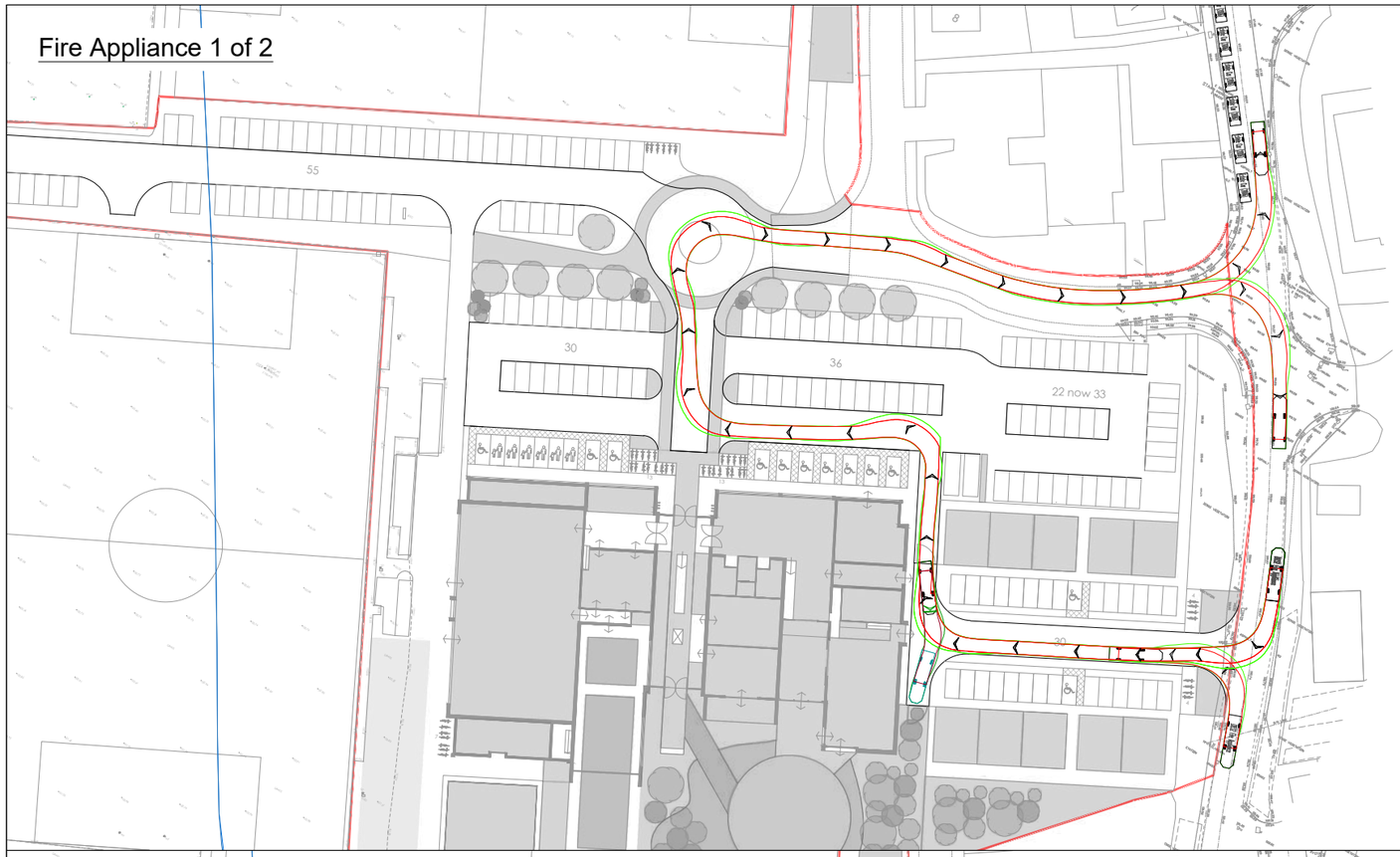
Scale @ A3: 1:1000

DRAWING NO: 260349-RAP-XX-XX-DR-TP-4101

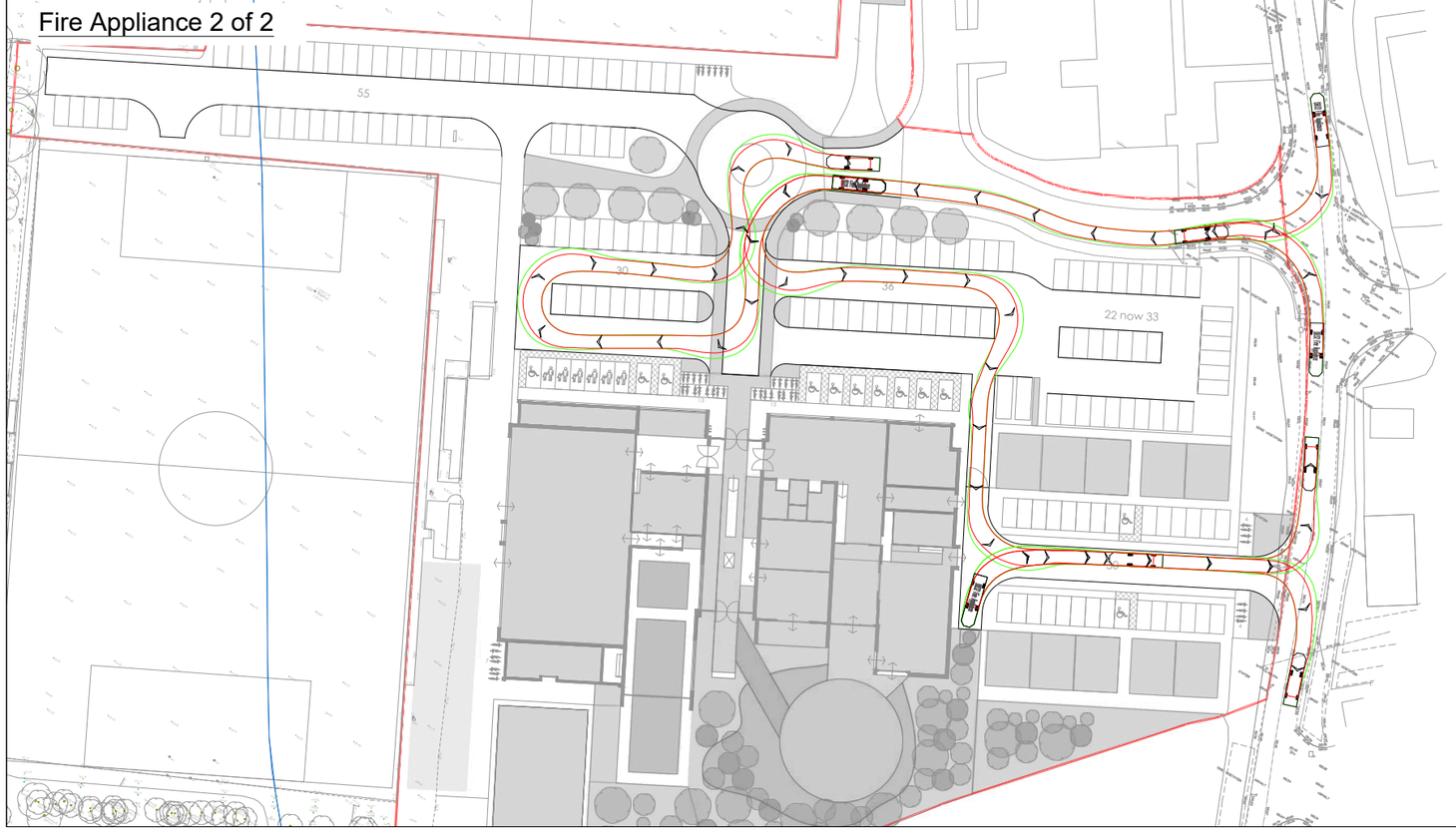
REVISION: P01

Appendix K – Internal Swept Path Analysis – Fire Tender

Fire Appliance 1 of 2



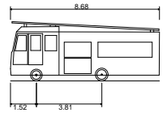
Fire Appliance 2 of 2



Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Ordnance Survey was received within the architects layout.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
9. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Vehicle Profile



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Key:

Site Boundary

Public Right of Way (PRoW)

Rev	Date	Details	By	Chkd	Appd
P01	27.10.26	First Issue	SL	SL	MG

rappor

rappor.co.uk

CLIENT:
HADSCAL

PROJECT:
Hay Campus Development,
Forest Road, Hay-on-Wye

TITLE:
Swept Path Analysis
Fire Appliance

STATUS:
For Information

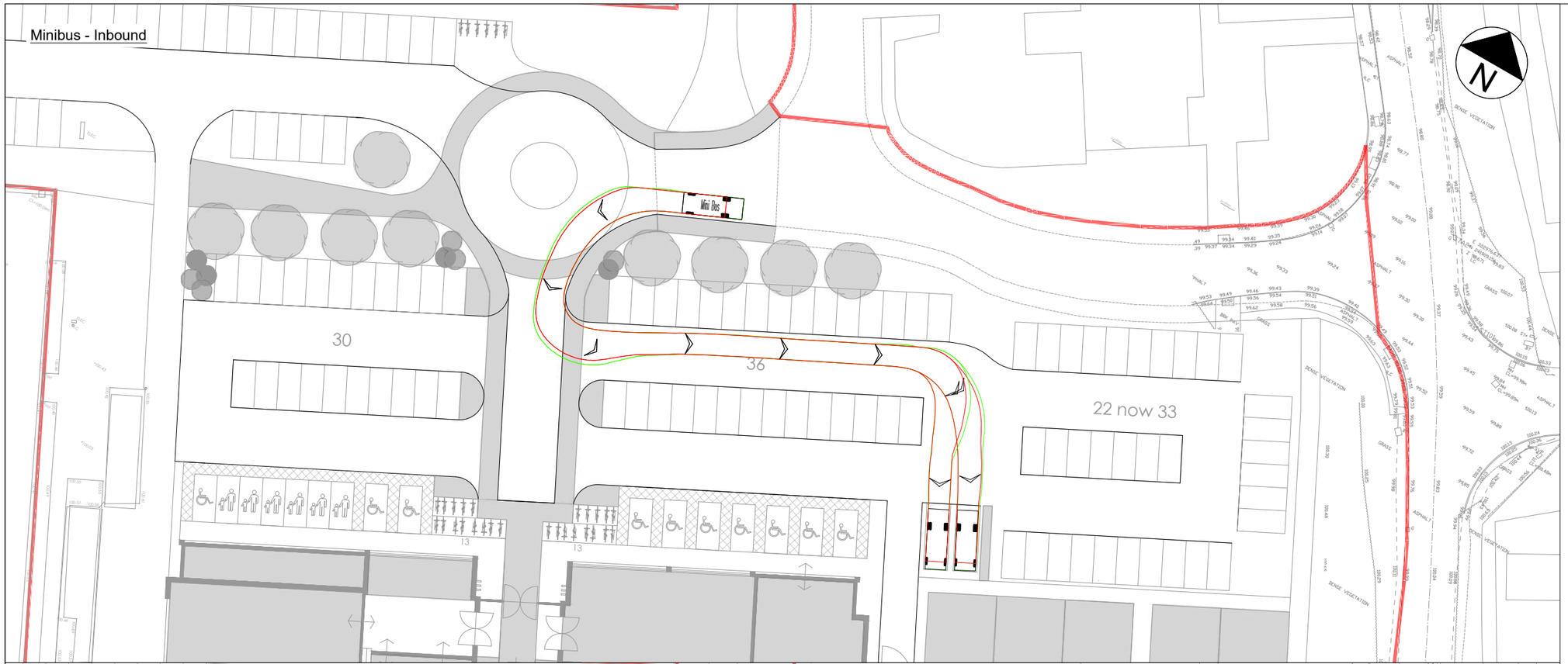
Scale @ A3
1:1000

DRAWING NO:
260349-RAP-XX-XX-DR-TP-4102

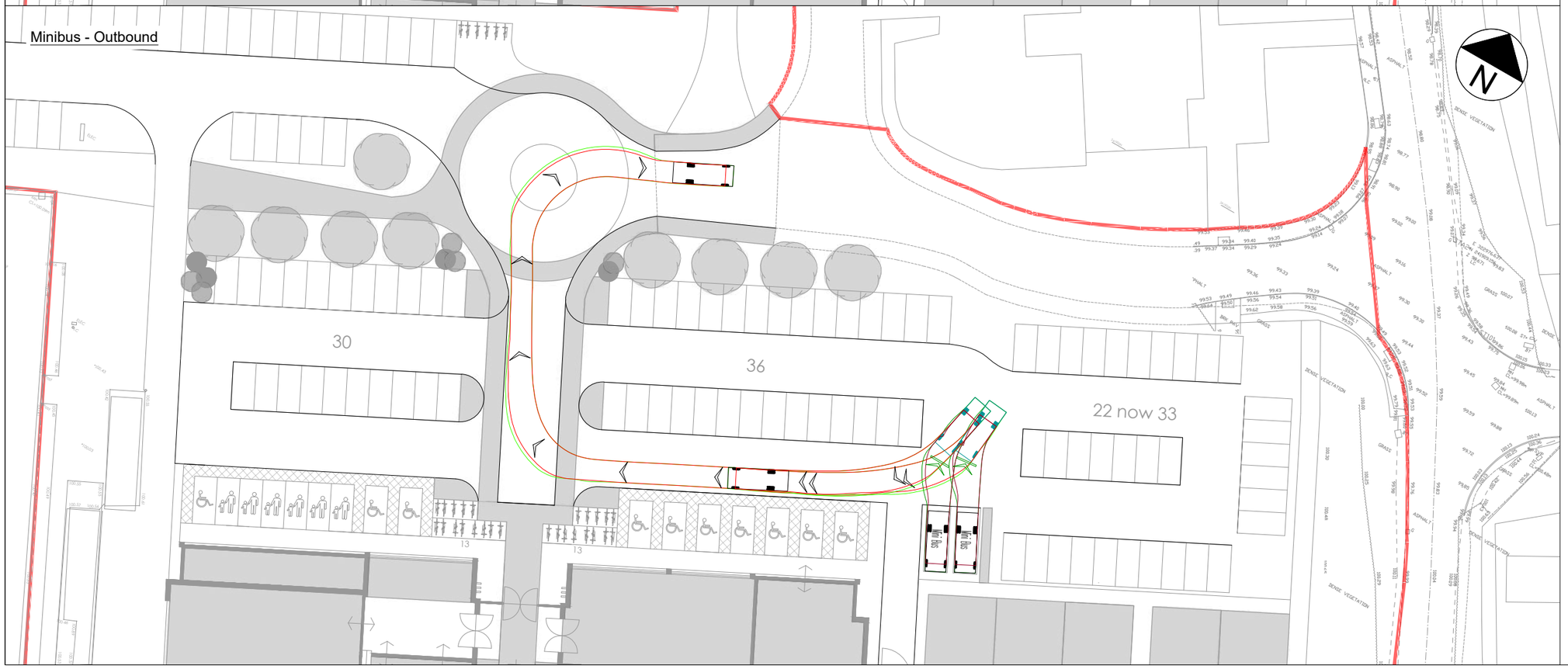
REVISION:
P01

Appendix L – Internal Swept Path Analysis – Minibus

Minibus - Inbound



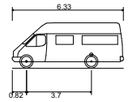
Minibus - Outbound



Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Ordnance Survey was received within the architects layout.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
9. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Vehicle Profile



Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

Key:

Site Boundary

Rev	Date	Details	By	Chkd	Appd
P01	27.10.26	First Issue	SL	SL	MG

rappor

rappor.co.uk

CLIENT: HADSCAL

PROJECT: Hay Campus Development, Forest Road, Hay-on-Wye

TITLE: Swept Path Analysis Minibus Parking

STATUS: For Information

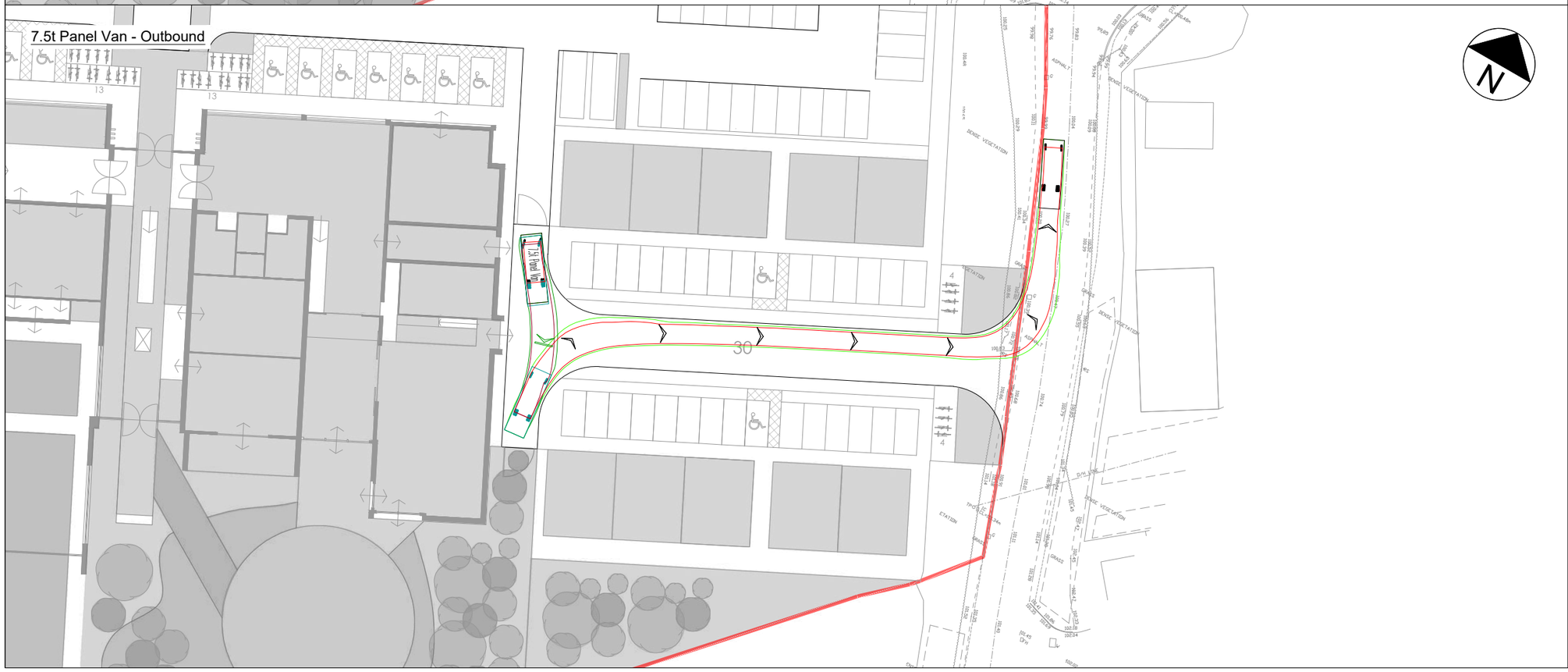
Scale @ A3: 1:500

DRAWING NO: 260349-RAP-XX-XX-DR-TP-4103

REVISION: P01

Appendix M – Internal Swept Path Analysis – Van

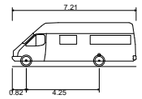




Notes:

1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the architect's layout by CO2 Architects, drawing number HCC P02, dated 11/03/2026.
3. The red line boundary has been provided within the architect's layout.
4. The topographical survey was received from Coombs Land Surveys, drawing number CO2/FOR/T02, dated 01/09/2026.
5. Ordnance Survey was received within the architects layout.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
9. This drawing is not a Building Regulations compliance drawing. Building Regulations compliance should be undertaken by the Principal Designer.

Vehicle Profile



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Key:

Site Boundary

Rev	Date	Details	By	Chkd	Appd
P01	27.10.26	First Issue	SL	SL	MG

rappor

rappor.co.uk

CLIENT:
HADSCAL

PROJECT:
Hay Campus Development,
Forest Road, Hay-on-Wye

TITLE:
Swept Path Analysis
7.5t Panel Van

STATUS:
For Information

Scale @ A3
1:500

DRAWING NO:
260349-RAP-XX-XX-DR-TP-4104

REVISION:
P01

Appendix N – Parking Provision Calculations

Hay Campus Development - Parking Provision Requirements

Project no. 260349
Project name Hay Campus Development

Prepared by Samuel Large
Approved by Samuel Large

Data Collection Methodology Information received from applicant and/or local parking standards for specific land uses + TRICS, as relevant

Land Uses	Car Parking Provision Approach	Cycle Parking Provision Approach	Trip Assessment Approach
Football Club/Facilities	First Principles	First Principles	First Principles
Business Units	Local Standards	Local Standards	TRICS**
Leisure Centre	Parking Accumulation Assessment***	Local Standards	TRICS**
Community Centre	Parking Accumulation Assessment***	Local Standards	TRICS**
Spaces to Let*	Local Standards	Local Standards	TRICS**
Youth Club	First Principles	First Principles	First Principles
Dial-a-ride	First Principles	First Principles	First Principles
MUGA	First Principles	First Principles	First Principles

*Exact uses are yet to be determined, therefore assessed as office space as a worst-case scenario
**Please see separate TRICS output reports
***Based on TRICS assessment

Local Parking Standards
CSS Wales - Wales Parking Standards 2014
*Hay-on-Wye is classed as a Town (the highest category of settlement in the settlement hierarchy) in the Powys Local Development Plan and the site is located on the edge of the town. Therefore, the site falls within Zone 4 of the Wales Parking Standards
**Perpendicular car parking spaces should measure 4.8m x 2.6m

Key Information Provided by Applicant
Some overlap between senior and junior teams on a weekday but none on weekend

Total Car Parking Provision Required

Total Car Parking Required (assuming at least two attendees arrive to Football related activities in a single car) = 176
plus spaces needed for dial-a-ride

Football Club/Facilities

*94m2 Football changing home and away assumed to be ancillary to pitches

Car Parking

Monday - Thursday (August to May)

Junior Teams - Training:	
Training Time:	6pm - 8pm
Typical number of players using facility:	50
Typical number of spectators using facility:	30
Driver modal %	50%
Walking modal %	50%

Senior Teams - Games:	
Typical number of players using facility:	30
Typical number of spectators using facility:	70
Driver modal %	70%
Walking modal %	30%

Saturday - Mini/Junior Tournament in morning and senior matches in afternoon

Junior Teams:

Peak times:	9am - 11am	
Peak number of players:	100	
Peak number of spectators:	150	
Peak modal split	70%	
Peak modal split:	30%	

Senior Teams:

Peak times:	1.30pm - 4.30pm	
Peak number of players:	30	
Peak number of spectators:	270	
Peak modal split	70%	
Peak modal split:	30%	

If all each spectator and/or player who drives drives with one other attendee

Therefore, total weekday parking:	55
Therefore, total weekend parking:	105

Business Units

Car Parking

Number of units:	10			
Size of each unit:	58	m2		
Zone 4 standards:	Offices under 1000m2 = 1 space per		25	m2

Therefore, each unit should provide:	3
Total spaces for business units:	30

Fitness Facility

Car Parking

35 x 20m Sports Hall:	700	m2
Changing Facilities:	110	m2
Training Pool:	64	m2
Main Pool:	112	m2
Fitness Studio:	75	m2
Gym:	140	m2
Total:	1201	m2

Total Spaces requred:	23

Community Centre

*Café and café soft play has assumed to be a part of the community centre

Car Parking

Café	110	m2
Café Soft Play	50	m2
First Aid Care Room and Toilets	72	m2
Function Room 1	205	m2
Function Room 2	90	m2
Store Stage and Kitchen for Function Rooms	140	m2
Community Library Mezzanine	110	m2
Meeting Room	115	m2
Recording Room	25	m2
External Communtiy Play Area	32	m2
Total:	917	m2

Total Spaces requred: 6

Spaces to Let

*Assessed on a worst-case scenario basis as offices

Car Parking

Total size: 200 m2

Total spaces required: 8

Youth Club

Car Parking

Youth Club Messy:	92	m2
Youth Club Clean:	92	m2
Total:	184	m2

Information provided by the applicant:
4 total vehicle movements expected

Therefore, total spaces: 4

Dial-a-ride

Car Parking
One needed for each staff/volunteer
One suitably sized space will be needed for each operational vehicle

MUGA
*ancillary to rest of development

Disabled Car Parking Required

Standards:
A minimum of 1 space for each employee who is disabled plus 6% of the total car parking capacity for visiting disabled motorists

Total Cycle Cycle Car Parking Required = 11

Car Park Accumulation - Leisure Centre Weekday

TIME	Trip Attraction	Leisure Centre Weekday	
Hr START	*Arr*	*Dep*	*Total*
06:00	4	0	4
07:00	8	2	9
08:00	9	9	18
09:00	11	6	17
10:00	9	8	17
11:00	8	9	17
12:00	14	9	23
13:00	9	14	22
14:00	10	9	19
15:00	15	10	25
16:00	15	15	30
17:00	20	21	41
18:00	21	21	41
19:00	21	19	40
20:00	12	15	28
21:00	2	19	21

Accumulation Starting from
0
4
10
11
16
16
15
20
15
16
21
21
21
21
23
20
3
Peak Accumulation
Max Occupied Spaces: **23**

Car Park Accumulation - Leisure Centre Weekday

TIME	Trip Attraction	Leisure Centre Weekend	
Hr START	*Arr*	*Dep*	*Total*
07:00	3	2	4
08:00	14	4	18
09:00	16	12	27
10:00	18	19	37
11:00	16	16	32
12:00	15	15	30
13:00	14	15	29
14:00	11	11	22
15:00	10	12	22
16:00	6	9	15
17:00	3	10	13
18:00	1	3	5

Accumulation Starting from
0
1
12
15
14
15
15
14
14
12
9
2
-0
Peak Accumulation
Max Occupied Spaces: 15

Car Park Accumulation - Community Centre

TIME	Trip Attraction	Community Centre	
Hr START	*Arr*	*Dep*	*Total*
08:00	3	0	3
09:00	5	1	6
10:00	0	3	3
11:00	2	2	4
12:00	3	6	9
13:00	2	4	5
14:00	3	1	4
15:00	4	1	5
16:00	1	2	4
17:00	1	4	5
18:00	3	1	4
19:00	0	0	0
20:00	0	1	1
21:00	0	0	0

Accumulation Starting from
0
3
6
4
3
-0
-2
-1
3
2
-1
1
1
0
0
Peak Accumulation
Max Occupied Spaces: 6

Total Cycle Parking Required

Total Cycle Parking required = 54 plus 2 for dial-a-ride

Footbal Club/Facilities

*94m2 Football changing home and away assumed to be ancillary to pitches

**asumed that although only walking and driving modal splits have been given, cycle parking is based on walking modal split

Monday - Thursday (August to May)

Junior Teams - Training:

Training Time:	6pm - 8pm
Typical number of players using facility:	50
Typical number of spectators using facility:	30
Driver modal %	50%
Walking modal %	50%

Senior Teams - Games:

Typical number of players using facility:	30
Typical number of spectators using facility:	70
Driver modal %	70%
Walking modal %	30%

Saturday - Mini/Junior Tournament in morning and senior matches in afternoon

Junior Teams:

Peak times:	9am - 11am
Peak number of players:	100
Peak number of spectators:	150
Peak modal split	70%
Peak modal split:	30%

Senior Teams:

Peak times:	1.30pm - 4.30pm
Peak number of players:	30
Peak number of spectators:	270
Peak modal split	70%
Peak modal split:	30%

Assumed increase in use resulting from all weather pitch: 125%

Therefore, total weekday parking: 88
Therefore, total weekend parking: 113

If no all weather pitch provided, and therefore no increase as a result, as advised to assume

Therefore, total weekday parking: 70
Therefore, total weekend parking: 90

Business Units

Number of units:	10			
Size of each unit:	58	m2		
Total	580	m2		
Long Stay Provision		1 space per	200	m2
Short Stay Provision		1 space per	1000	m2

Total spaces for business units: 4

Fitness Facility

35 x 20m Sports Hall:	700	m2
Changing Facilities:	110	m2
Training Pool:	64	m2
Main Pool:	112	m2
Fitness Studio:	75	m2
Gym:	140	m2
Total:	1201	m2

Long Stay Provision		1 space per	10	staff
Short Stay Provision		1 space per	50	m2

Total Spaces requred: 25 plus 1 space per 10 staff

Community Centre

*Café and café soft play has assumed to be a part of the community centre

**determined based on same standards for Leisure centre

Café	110	m2
Café Soft Play	50	m2
First Aid Care Room and Toilets	72	m2
Function Room 1	205	m2
Function Room 2	90	m2
Store Stage and Kitchen for Function Rooms	140	m2
Community Library Mezzanine	110	m2
Meeting Room	115	m2
Recording Room	25	m2
External Communtiy Play Area	32	m2
Total:	917	m2

Long Stay Provision	1 space per	10	staff
Short Stay Provision	1 space per	50	m2

Total Spaces requred: 19 plus 1 space per 10 staff

Spaces to Let
*Assessed on a worst-case scenario basis as offices

Total size: 200 m2

Total spaces required: 1

Youth Club
Assumed to require the same number of cycle parking spaces as vehicle parking

Youth Club Messy: 92 m2
Youth Club Clean: 92 m2
Total: 184 m2

Information provided by the applicant:
4 total vehicle movements expected

Therefore, total spaces: 4

Dial-a-ride

Car Parking
One needed for each staff/volunteer

Events
*assumed cycling %: 25%

Car Parking
Up x individuals expected at any one event: 150

Total parking: 38

MUGA

*ancillary to rest of development

Appendix O – Trip Attraction Calculations

Trip Assessment

Client:	Hay and District Sports & Community Association (HADSCAL)
Project Title:	Hay Campus
Date:	13/10/2026
Project Code:	260349
Revision:	Issue 01

Methodology

TRICS 8.26.6 Database & First Principles

On-site Uses	Approach
Existing	
Football Club/Facilities	First Principles
Proposed	
Business Units	TRICS
Leisure Centre	TRICS
Community Centre	TRICS
Spaces to let	TRICS
Youth Club	First Principles
Dial-a-ride	First Principles

Trips - Business Units

Time Range	Trip Rates			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.305	0.095	0.400	2	1	2
08:00-09:00	1.871	0.381	2.252	11	2	13
09:00-10:00	1.333	0.571	1.904	8	3	11
10:00-11:00	0.997	0.952	1.949	6	6	11
11:00-12:00	0.773	0.941	1.714	4	5	10
12:00-13:00	0.874	1.568	2.442	5	9	14
13:00-14:00	0.930	0.997	1.927	5	6	11
14:00-15:00	1.266	1.109	2.375	7	6	14
15:00-16:00	0.739	0.784	1.523	4	5	9
16:00-17:00	0.358	0.739	1.097	2	4	6
17:00-18:00	0.101	1.109	1.210	1	6	7
18:00-19:00	0.000	0.095	0.095	0	1	1
12 Hour Trip Rates	9.547	9.341	18.888	55	54	110

GIA = 5.80

Time Period	Trip Rates (per 100sq.m)			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Network Peak	1.871	0.381	2.252	11	2	13
Operational Peak	1.266	1.109	2.375	7	6	14
PM Network Peak	0.101	1.109	1.21	1	6	7
12h Daily Trip Rates	9.547	9.341	18.888	55	54	110

Trips - Leisure Centre Weekday

Time Range	Trip Rates			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.628	0.150	0.778	8	2	9
08:00-09:00	0.778	0.708	1.486	9	9	18
09:00-10:00	0.937	0.518	1.455	11	6	17
10:00-11:00	0.708	0.668	1.376	9	8	17
11:00-12:00	0.678	0.758	1.436	8	9	17
12:00-13:00	1.157	0.788	1.945	14	9	23
13:00-14:00	0.728	1.137	1.865	9	14	22
14:00-15:00	0.858	0.738	1.596	10	9	19
15:00-16:00	1.246	0.867	2.113	15	10	25
16:00-17:00	1.286	1.226	2.512	15	15	30
17:00-18:00	1.665	1.735	3.400	20	21	41
18:00-19:00	1.725	1.715	3.440	21	21	41
12 Hour Trip Rates	15.691	15.405	31.096	188	185	373

GIA = 12.01

Time Period	Trip Rates (per 100sq.m)			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Network Peak	0.778	0.708	1.486	9	9	18
PM Network Peak	1.665	1.735	3.400	20	21	41
PM Peak	1.725	1.715	3.440	21	21	41
12h Daily Trip Rates	15.691	15.405	31.096	188	185	373

Trips - Leisure Centre Weekend

Time Range	Trip Rates			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.244	0.128	0.372	3	2	4
08:00-09:00	1.186	0.337	1.523	14	4	18
09:00-10:00	1.291	0.989	2.280	16	12	27
10:00-11:00	1.477	1.570	3.047	18	19	37
11:00-12:00	1.373	1.314	2.687	16	16	32
12:00-13:00	1.268	1.233	2.501	15	15	30
13:00-14:00	1.163	1.268	2.431	14	15	29
14:00-15:00	0.931	0.896	1.827	11	11	22
15:00-16:00	0.849	1.012	1.861	10	12	22
16:00-17:00	0.489	0.779	1.268	6	9	15
17:00-18:00	0.268	0.838	1.106	3	10	13
18:00-19:00	0.116	0.291	0.407	1	3	5
12 Hour Trip Rates	10.655	10.655	21.310	128	128	256

GIA = 12.01

Time Period	Trip Rates (per 100sq.m)			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Operational Peak	1.477	1.570	3.047	18	19	37
12h Daily Trip Rates	10.655	10.655	21.31	128	128	256

Trips - Community Centre

Time Range	Trip Rates			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.273	0.000	0.273	3	0	3
08:00-09:00	0.506	0.117	0.623	5	1	6
09:00-10:00	0.039	0.312	0.351	0	3	3
10:00-11:00	0.195	0.234	0.429	2	2	4
11:00-12:00	0.273	0.662	0.935	3	6	9
12:00-13:00	0.195	0.389	0.584	2	4	5
13:00-14:00	0.273	0.117	0.390	3	1	4
14:00-15:00	0.467	0.078	0.545	4	1	5
15:00-16:00	0.156	0.234	0.390	1	2	4
16:00-17:00	0.117	0.467	0.584	1	4	5
17:00-18:00	0.312	0.078	0.390	3	1	4
18:00-19:00	0.000	0.000	0.000	0	0	0
12 Hour Trip Rates	2.806	2.805	5.611	26	26	51

GIA = 9.17

Time Period	Trip Rates (per 100sq.m)			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Network Peak	0.506	0.117	0.623	5	1	6
PM Network Peak	0.312	0.078	0.390	3	1	4
12h Daily Trip Rates	2.806	2.805	5.611	26	26	51

Existing Trips - Football Related Activities

*Based on the 260349 Parking Calculations Spreadsheet

Time Period	Total Vehicular Trips		
	Arrivals	Departures	Total
Weekday			
AM Network Peak	0	0	0
PM Network Peak	0	0	0
Operational Peak 6-7	55	0	55
Operational Peak 8-9	0	55	55
12h Daily Trips	55	0	55
24h Daily Trips	55	55	110
Weekend			
AM Operational Peak 9-10	88	0	88
AM Operational Peak 11-12	0	88	88
PM Operational Peak 13.00-14.00	105	0	105
PM Operational Peak 16.00 - 17.00	0	105	105
12h Daily Trips	193	193	386

Trips - Spaces to Let

Time Range	Trip Rates			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.305	0.095	0.400	1	0	1
08:00-09:00	1.871	0.381	2.252	4	1	5
09:00-10:00	1.333	0.571	1.904	3	1	4
10:00-11:00	0.997	0.952	1.949	2	2	4
11:00-12:00	0.773	0.941	1.714	2	2	3
12:00-13:00	0.874	1.568	2.442	2	3	5
13:00-14:00	0.930	0.997	1.927	2	2	4
14:00-15:00	1.266	1.109	2.375	3	2	5
15:00-16:00	0.739	0.784	1.523	1	2	3
16:00-17:00	0.358	0.739	1.097	1	1	2
17:00-18:00	0.101	1.109	1.210	0	2	2
18:00-19:00	0.000	0.095	0.095	0	0	0
12 Hour Trip Rates	9.547	9.341	18.888	19	19	38

GIA = 2.00

Time Period	Trip Rates (per 100sq.m)			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Network Peak	1.871	0.381	2.252	4	1	5
Operational Peak	1.266	1.109	2.375	3	2	5
PM Network Peak	0.101	1.109	1.21	0	2	2
12h Daily Trip Rates	9.547	9.341	18.888	19	19	38

Trips - Youth Club

Time Period	Total Vehicular Trips		
	Arrivals	Departures	Total
AM Network Peak	4	0	4
PM Network Peak	0	4	4
Daily Trip Rates	4	4	8

Trips - Dial-a-ride

Time Period	Total Vehicular Trips		
	Arrivals	Departures	Total
AM Network Peak	2	0	2
PM Network Peak	0	2	2
Daily Trip Rates	2	2	4

Weekday Proposed Trips

Time Range	Vehicular Trips		
	Arrivals	Departures	Total
07:00-08:00	12	3	15
08:00-09:00	35	13	47
09:00-10:00	22	14	36
10:00-11:00	18	18	36
11:00-12:00	17	23	39
12:00-13:00	23	25	48
13:00-14:00	19	23	41
14:00-15:00	24	18	43
15:00-16:00	22	19	41
16:00-17:00	19	25	44
17:00-18:00	24	36	60
18:00-19:00	21	21	42
12h Daily Trips	295	290	584

Weekend Proposed Trips

Time Range	Vehicular Trips		
	Arrivals	Departures	Total
07:00-08:00	8	2	10
08:00-09:00	39	8	48
09:00-10:00	26	19	45
10:00-11:00	27	28	56
11:00-12:00	25	29	54
12:00-13:00	24	31	54
13:00-14:00	24	24	48
14:00-15:00	25	20	45
15:00-16:00	17	20	38
16:00-17:00	10	19	29
17:00-18:00	11	21	32
18:00-19:00	1	4	6
12h Daily Trips	234	233	467

Weekday Total Trips

Time Range	Vehicular Trips		
	Arrivals	Departures	Total
07:00-08:00	12	3	15
08:00-09:00	35	13	47
09:00-10:00	22	14	36
10:00-11:00	18	18	36
11:00-12:00	17	23	39
12:00-13:00	23	25	48
13:00-14:00	19	23	41
14:00-15:00	24	18	43
15:00-16:00	22	19	41
16:00-17:00	19	25	44
17:00-18:00	24	36	60
18:00-19:00	76	21	97
12h Daily Trips	350	290	639

Weekend Total Trips

Time Range	Vehicular Trips		
	Arrivals	Departures	Total
07:00-08:00	8	2	10
08:00-09:00	39	8	48
09:00-10:00	114	19	133
10:00-11:00	27	28	56
11:00-12:00	25	117	142
12:00-13:00	24	31	54
13:00-14:00	129	24	153
14:00-15:00	25	20	45
15:00-16:00	17	20	38
16:00-17:00	10	124	134
17:00-18:00	11	21	32
18:00-19:00	1	4	6
12h Daily Trips	427	426	853

Appendix P – TRICS Output – Office Use

Audit Code: 9b4b9814-292e-4138-9f0d-4593c92caac1

Filtering Summary:

Land Use: 02/A EMPLOYMENT/OFFICE

Selected Trip Rate Calculation Parameter Range: 118 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 170 - 3920 sqm GFA

Date Range: Minimum: 18/09/1984 Maximum: 10/11/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 682 934

Days of the week selected:

Monday	2
Tuesday	3
Wednesday	1
Friday	1

Main Location Types selected:

Edge of Town Centre	5
Suburban Area	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	6
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	4
5,001 to 10,000	1
Not Known	2

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Population <5 Mile ranges selected:

5,000 or Less	1
5,001 to 25,000	4
Not Known	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	3
Not Known	2

PTAL Rating:

No PTAL Present	7

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	2 days
10	**WALES**		
	PS	POWYS	1 day
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day
	DN	DONEGAL	2 days

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	170 to 3920 (units:sqm)
Range Selected by User:	118 to 5000 (units:sqm)
Parking Spaces Range:	0 - 5073

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 10/11/25

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	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	5 days
Suburban Area	2 days

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 days
No Sub Category	4 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	6 days

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Secondary Filtering Selection:

Use Class:

Not Known	7 surveys

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

Population within 500m Range:

682 - 934

Population within 1 mile:

1,001 to 5,000	4 surveys
5,001 to 10,000	1 surveys
Not Known	2 surveys

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

Population within 5 miles:

5,000 or Less	1 surveys
5,001 to 25,000	4 surveys
Not Known	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	3 surveys
Not Known	2 surveys

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.

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 surveys

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

PTAL Rating:

No PTAL Present	7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Database right of TRICS Consortium Ltd, 2026. All rights reserved

1	**CV-02-A-02**	**SOLICITORS**	**CAVAN**
GRANARD STREET BALLYJAMESDUFF Edge of Town Centre Residential Zone Gross floor area: 170.00 sqm Survey date: Tuesday 25/10/2022			Survey Type: Manual
2	**DN-02-A-01**	**ARCHITECTS**	**DONEGAL**
CONVENT ROAD LETTERKENNY Edge of Town Centre Development Zone Gross floor area: 232.00 sqm Survey date: Tuesday 15/09/2009			Survey Type: Manual
3	**DN-02-A-02**	**COUNCIL OFFICES**	**DONEGAL**
ST ORANS ROAD BUNCRANA Edge of Town Centre Residential Zone Gross floor area: 400.00 sqm Survey date: Monday 28/06/2010			Survey Type: Manual
4	**HD-02-A-03**	**OFFICE**	**HILLINGDON**
BATH ROAD LONGFORD Suburban Area No Sub Category Gross floor area: 1021.00 sqm Survey date: Monday 11/07/1988			Survey Type: Manual
5	**HD-02-A-05**	**OFFICE**	**HILLINGDON**
STATION APPROACH RUISLIP Suburban Area No Sub Category Gross floor area: 2653.00 sqm Survey date: Wednesday 06/07/1988			Survey Type: Manual
6	**PS-02-A-01**	**COUNCIL OFFICES**	**POWYS**
SEVERN ROAD WELSHPOOL Edge of Town Centre No Sub Category Gross floor area: 3920.00 sqm Survey date: Tuesday 12/05/2015			Survey Type: Manual
7	**RO-02-A-01**	**COUNCIL OFFICES**	**ROSCOMMON**
ABBEY STREET ROSCOMMON Edge of Town Centre No Sub Category Gross floor area: 531.00 sqm Survey date: Friday 08/05/2009			Survey Type: Manual

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**5**	**1051**	**0.305**	**0.095**	**0.400**
08:00-09:00	**7**	**1275**	**1.871**	**0.381**	**2.252**
09:00-10:00	**7**	**1275**	**1.333**	**0.571**	**1.904**
10:00-11:00	**7**	**1275**	**0.997**	**0.952**	**1.949**
11:00-12:00	**7**	**1275**	**0.773**	**0.941**	**1.714**
12:00-13:00	**7**	**1275**	**0.874**	**1.568**	**2.442**
13:00-14:00	**7**	**1275**	**0.930**	**0.997**	**1.927**
14:00-15:00	**7**	**1275**	**1.266**	**1.109**	**2.375**
15:00-16:00	**7**	**1275**	**0.739**	**0.784**	**1.523**
16:00-17:00	**7**	**1275**	**0.358**	**0.739**	**1.097**
17:00-18:00	**7**	**1275**	**0.101**	**1.109**	**1.210**
18:00-19:00	**5**	**1051**	**0.000**	**0.095**	**0.095**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**9.547**	**9.341**	**18.888**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	118 - 5000 (units: sqm)
Survey date date range:	06/07/1988 - 25/10/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Appendix Q – TRICS Outputs – Leisure Centre Use

Audit Code: 23d211d6-a0d8-425a-a4e8-8b8eb0191455

Filtering Summary:

Land Use: 07/C LEISURE/LEISURE CENTRE

Selected Trip Rate Calculation Parameter Range: 1675 - 11618 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1789 - 6865 sqm GFA

Date Range: Minimum: 01/01/2010 Maximum: 14/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 200 1500

Days of the week selected:

Tuesday	2
Wednesday	1

Main Location Types selected:

Edge of Town Centre	2
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3

Population <1 Mile ranges selected:

1,001 to 5,000	2
5,001 to 10,000	1

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Population <5 Mile ranges selected:

5,001 to 25,000	3

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	3

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: C - LEISURE CENTRE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

12	**CONNAUGHT**		
	RO	ROSCOMMON	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day
	AR	ARMAGH	1 day

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1789 to 6865 (units:sqm)
Range Selected by User:	1675 to 11618 (units:sqm)
Parking Spaces Range:	0 - 690

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 14/10/25

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	2 days
Suburban Area	1 days

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:

No Sub Category	2 days
Residential Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Secondary Filtering Selection:

Use Class:

N/A	3 surveys

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

Population within 500m Range:

200 - 6500

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 surveys

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.

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys

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

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Database right of TRICS Consortium Ltd, 2026. All rights reserved

1	**AN-07-C-01**	**LEISURE CENTRE**	**ANTRIM**

LOUGH ROAD
ANTRIM
Edge of Town Centre
No Sub Category
Gross floor area: 4750.00 sqm
Survey date: Tuesday 22/06/2010 Survey Type: Unknown

2	**AR-07-C-02**	**LEISURE CENTRE**	**ARMAGH**

FOLLY LANE
ARMAGH
Suburban Area
Residential Zone
Gross floor area: 3490.00 sqm
Survey date: Tuesday 29/10/2013 Survey Type: Unknown

3	**RO-07-C-01**	**LEISURE CENTRE**	**ROSCOMMON**

ST CIARANS ROAD
ROSCOMMON
Edge of Town Centre
No Sub Category
Gross floor area: 1789.00 sqm
Survey date: Wednesday 10/10/2012 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-07-C-01	22-06-2010	Removed: Site re-surveyed by AR-07-C-02

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.335**	**0.000**	**0.335**
07:00-08:00	**3**	**3343**	**0.628**	**0.150**	**0.778**
08:00-09:00	**3**	**3343**	**0.778**	**0.708**	**1.486**
09:00-10:00	**3**	**3343**	**0.937**	**0.518**	**1.455**
10:00-11:00	**3**	**3343**	**0.708**	**0.668**	**1.376**
11:00-12:00	**3**	**3343**	**0.678**	**0.758**	**1.436**
12:00-13:00	**3**	**3343**	**1.157**	**0.788**	**1.945**
13:00-14:00	**3**	**3343**	**0.728**	**1.137**	**1.865**
14:00-15:00	**3**	**3343**	**0.858**	**0.738**	**1.596**
15:00-16:00	**3**	**3343**	**1.246**	**0.867**	**2.113**
16:00-17:00	**3**	**3343**	**1.286**	**1.226**	**2.512**
17:00-18:00	**3**	**3343**	**1.665**	**1.735**	**3.400**
18:00-19:00	**3**	**3343**	**1.725**	**1.715**	**3.440**
19:00-20:00	**3**	**3343**	**1.765**	**1.575**	**3.340**
20:00-21:00	**3**	**3343**	**1.027**	**1.276**	**2.303**
21:00-22:00	**3**	**3343**	**0.170**	**1.546**	**1.716**
22:00-23:00					
23:00-00:00					
Total Rates:			**15.691**	**15.405**	**31.096**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	1	1789	0.559	0.000	0.559
07:00-08:00	3	3343	0.808	0.189	0.997
08:00-09:00	3	3343	1.037	0.877	1.914
09:00-10:00	3	3343	1.226	0.668	1.894
10:00-11:00	3	3343	1.007	0.877	1.884
11:00-12:00	3	3343	1.695	1.107	2.802
12:00-13:00	3	3343	2.234	1.964	4.198
13:00-14:00	3	3343	1.645	1.994	3.639
14:00-15:00	3	3343	1.914	1.875	3.789
15:00-16:00	3	3343	2.642	1.685	4.327
16:00-17:00	3	3343	2.732	2.333	5.065
17:00-18:00	3	3343	2.842	3.300	6.142
18:00-19:00	3	3343	3.320	3.051	6.371
19:00-20:00	3	3343	3.191	2.832	6.023
20:00-21:00	3	3343	1.486	2.503	3.989
21:00-22:00	3	3343	0.179	2.802	2.981
22:00-23:00					
23:00-00:00					
Total Rates:			28.517	28.057	56.574

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.224**	**0.000**	**0.224**
07:00-08:00	**3**	**3343**	**0.010**	**0.020**	**0.030**
08:00-09:00	**3**	**3343**	**0.040**	**0.030**	**0.070**
09:00-10:00	**3**	**3343**	**0.050**	**0.030**	**0.080**
10:00-11:00	**3**	**3343**	**0.010**	**0.020**	**0.030**
11:00-12:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
12:00-13:00	**3**	**3343**	**0.020**	**0.030**	**0.050**
13:00-14:00	**3**	**3343**	**0.010**	**0.030**	**0.040**
14:00-15:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
15:00-16:00	**3**	**3343**	**0.010**	**0.020**	**0.030**
16:00-17:00	**3**	**3343**	**0.030**	**0.000**	**0.030**
17:00-18:00	**3**	**3343**	**0.000**	**0.010**	**0.010**
18:00-19:00	**3**	**3343**	**0.010**	**0.020**	**0.030**
19:00-20:00	**3**	**3343**	**0.000**	**0.020**	**0.020**
20:00-21:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.444**	**0.260**	**0.704**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
08:00-09:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
09:00-10:00	**3**	**3343**	**0.020**	**0.000**	**0.020**
10:00-11:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
11:00-12:00	**3**	**3343**	**0.020**	**0.010**	**0.030**
12:00-13:00	**3**	**3343**	**0.000**	**0.020**	**0.020**
13:00-14:00	**3**	**3343**	**0.030**	**0.020**	**0.050**
14:00-15:00	**3**	**3343**	**0.010**	**0.030**	**0.040**
15:00-16:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
16:00-17:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.100**	**0.100**	**0.200**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
08:00-09:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**3343**	**0.020**	**0.010**	**0.030**
10:00-11:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
11:00-12:00	**3**	**3343**	**0.000**	**0.010**	**0.010**
12:00-13:00	**3**	**3343**	**0.020**	**0.020**	**0.040**
13:00-14:00	**3**	**3343**	**0.020**	**0.000**	**0.020**
14:00-15:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
15:00-16:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
16:00-17:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
17:00-18:00	**3**	**3343**	**0.000**	**0.020**	**0.020**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.090**	**0.090**	**0.180**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 22/06/2010
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
08:00-09:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**3343**	**0.020**	**0.020**	**0.040**
10:00-11:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
11:00-12:00	**3**	**3343**	**0.040**	**0.030**	**0.070**
12:00-13:00	**3**	**3343**	**0.030**	**0.030**	**0.060**
13:00-14:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
14:00-15:00	**3**	**3343**	**0.010**	**0.010**	**0.020**
15:00-16:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
16:00-17:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**3343**	**0.010**	**0.020**	**0.030**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.140**	**0.140**	**0.280**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.335**	**0.000**	**0.335**
07:00-08:00	**3**	**3343**	**0.768**	**0.150**	**0.918**
08:00-09:00	**3**	**3343**	**0.927**	**0.818**	**1.745**
09:00-10:00	**3**	**3343**	**1.157**	**0.628**	**1.785**
10:00-11:00	**3**	**3343**	**0.937**	**0.808**	**1.745**
11:00-12:00	**3**	**3343**	**0.947**	**0.977**	**1.924**
12:00-13:00	**3**	**3343**	**1.825**	**1.117**	**2.942**
13:00-14:00	**3**	**3343**	**0.997**	**1.695**	**2.692**
14:00-15:00	**3**	**3343**	**1.516**	**1.236**	**2.752**
15:00-16:00	**3**	**3343**	**2.303**	**1.346**	**3.649**
16:00-17:00	**3**	**3343**	**2.463**	**2.034**	**4.497**
17:00-18:00	**3**	**3343**	**2.622**	**3.061**	**5.683**
18:00-19:00	**3**	**3343**	**2.902**	**2.762**	**5.664**
19:00-20:00	**3**	**3343**	**3.031**	**2.513**	**5.544**
20:00-21:00	**3**	**3343**	**1.446**	**2.263**	**3.709**
21:00-22:00	**3**	**3343**	**0.179**	**2.563**	**2.742**
22:00-23:00					
23:00-00:00					
Total Rates:			**24.355**	**23.971**	**48.326**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.030**	**0.020**	**0.050**
08:00-09:00	**3**	**3343**	**0.070**	**0.030**	**0.100**
09:00-10:00	**3**	**3343**	**0.020**	**0.010**	**0.030**
10:00-11:00	**3**	**3343**	**0.060**	**0.040**	**0.100**
11:00-12:00	**3**	**3343**	**0.140**	**0.090**	**0.230**
12:00-13:00	**3**	**3343**	**0.389**	**0.219**	**0.608**
13:00-14:00	**3**	**3343**	**0.369**	**0.269**	**0.638**
14:00-15:00	**3**	**3343**	**0.359**	**0.359**	**0.718**
15:00-16:00	**3**	**3343**	**0.329**	**0.289**	**0.618**
16:00-17:00	**3**	**3343**	**0.209**	**0.299**	**0.508**
17:00-18:00	**3**	**3343**	**0.219**	**0.229**	**0.448**
18:00-19:00	**3**	**3343**	**0.409**	**0.269**	**0.678**
19:00-20:00	**3**	**3343**	**0.160**	**0.299**	**0.459**
20:00-21:00	**3**	**3343**	**0.030**	**0.229**	**0.259**
21:00-22:00	**3**	**3343**	**0.000**	**0.239**	**0.239**
22:00-23:00					
23:00-00:00					
Total Rates:			**2.793**	**2.890**	**5.683**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2010 - 29/10/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
08:00-09:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
10:00-11:00	**3**	**3343**	**0.000**	**0.010**	**0.010**
11:00-12:00	**3**	**3343**	**0.598**	**0.030**	**0.628**
12:00-13:00	**3**	**3343**	**0.000**	**0.598**	**0.598**
13:00-14:00	**3**	**3343**	**0.269**	**0.000**	**0.269**
14:00-15:00	**3**	**3343**	**0.030**	**0.269**	**0.299**
15:00-16:00	**3**	**3343**	**0.000**	**0.030**	**0.030**
16:00-17:00	**3**	**3343**	**0.030**	**0.000**	**0.030**
17:00-18:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.927**	**0.937**	**1.864**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	10/10/2012 - 29/10/2013
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
08:00-09:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
10:00-11:00	**3**	**3343**	**0.000**	**0.010**	**0.010**
11:00-12:00	**3**	**3343**	**0.000**	**0.030**	**0.030**
12:00-13:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
13:00-14:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
14:00-15:00	**3**	**3343**	**0.030**	**0.000**	**0.030**
15:00-16:00	**3**	**3343**	**0.000**	**0.030**	**0.030**
16:00-17:00	**3**	**3343**	**0.030**	**0.000**	**0.030**
17:00-18:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.060**	**0.070**	**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*FACT. Trip rates are then rounded to 3 decimal places.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	29/10/2013 - 29/10/2013
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
08:00-09:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
10:00-11:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
11:00-12:00	**3**	**3343**	**0.598**	**0.000**	**0.598**
12:00-13:00	**3**	**3343**	**0.000**	**0.598**	**0.598**
13:00-14:00	**3**	**3343**	**0.269**	**0.000**	**0.269**
14:00-15:00	**3**	**3343**	**0.000**	**0.269**	**0.269**
15:00-16:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
16:00-17:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.867**	**0.867**	**1.734**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	10/10/2012 - 29/10/2013
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**1789**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
08:00-09:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
10:00-11:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
11:00-12:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
12:00-13:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
13:00-14:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
14:00-15:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
15:00-16:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
16:00-17:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**3343**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Filtering Summary:

Land Use: 07/C LEISURE/LEISURE CENTRE

Selected Trip Rate Calculation Parameter Range: 1675 - 11618 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1789 - 4750 sqm GFA

Date Range: Minimum: 01/01/2010 Maximum: 14/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 413 2970

Days of the week selected:

Saturday	2

Main Location Types selected:

Edge of Town Centre	1
Edge of Town	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Population <5 Mile ranges selected:

5,001 to 25,000	2

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	2

PTAL Rating:

No PTAL Present	2

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: C - LEISURE CENTRE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

09	**NORTH**		
	CU	CUMBERLAND	1 day
12	**CONNAUGHT**		
	LT	LEITRIM	1 day

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1789 to 4750 (units:sqm)
Range Selected by User:	1675 to 11618 (units:sqm)
Parking Spaces Range:	0 - 690

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 14/10/25

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

Selected survey days:

Saturday	2 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	1 days
Edge of Town	1 days

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

Selected Location Sub Categories:

Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Secondary Filtering Selection:

Use Class:

E(d)	1 surveys
N/A	1 surveys

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

Population within 500m Range:

413 - 413

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys

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.

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Database right of TRICS Consortium Ltd, 2026. All rights reserved

1	**CU-07-C-04**	**LEISURE CENTRE**	**CUMBERLAND**

SOUTHEND ROAD
PENRITH
Edge of Town Centre
Residential Zone
Gross floor area: 6000.00 sqm
Survey date: Saturday 22/06/2024 Survey Type: Manual

2	**LT-07-C-01**	**LEISURE CENTRE**	**LEITRIM**

ATTIFINLAY
CARRICK-ON-SHANNON
SUMMERHILL
Edge of Town
Residential Zone
Gross floor area: 2597.00 sqm
Survey date: Saturday 25/04/2015 Survey Type: Manual

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**2**	**4298**	**0.244**	**0.128**	**0.372**
08:00-09:00	**2**	**4298**	**1.186**	**0.337**	**1.523**
09:00-10:00	**2**	**4298**	**1.291**	**0.989**	**2.280**
10:00-11:00	**2**	**4298**	**1.477**	**1.570**	**3.047**
11:00-12:00	**2**	**4298**	**1.373**	**1.314**	**2.687**
12:00-13:00	**2**	**4298**	**1.268**	**1.233**	**2.501**
13:00-14:00	**2**	**4298**	**1.163**	**1.268**	**2.431**
14:00-15:00	**2**	**4298**	**0.931**	**0.896**	**1.827**
15:00-16:00	**2**	**4298**	**0.849**	**1.012**	**1.861**
16:00-17:00	**2**	**4298**	**0.489**	**0.779**	**1.268**
17:00-18:00	**2**	**4298**	**0.268**	**0.838**	**1.106**
18:00-19:00	**2**	**4298**	**0.116**	**0.291**	**0.407**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**10.655**	**10.655**	**21.310**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**2**	**4298**	**0.512**	**0.116**	**0.628**
08:00-09:00	**2**	**4298**	**2.396**	**0.500**	**2.896**
09:00-10:00	**2**	**4298**	**3.210**	**2.373**	**5.583**
10:00-11:00	**2**	**4298**	**3.652**	**4.211**	**7.863**
11:00-12:00	**2**	**4298**	**3.524**	**3.385**	**6.909**
12:00-13:00	**2**	**4298**	**2.838**	**2.920**	**5.758**
13:00-14:00	**2**	**4298**	**3.315**	**3.327**	**6.642**
14:00-15:00	**2**	**4298**	**2.547**	**2.792**	**5.339**
15:00-16:00	**2**	**4298**	**2.105**	**2.338**	**4.443**
16:00-17:00	**2**	**4298**	**1.303**	**1.989**	**3.292**
17:00-18:00	**2**	**4298**	**0.558**	**1.722**	**2.280**
18:00-19:00	**2**	**4298**	**0.244**	**0.535**	**0.779**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**26.204**	**26.208**	**52.412**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.000	0.000	0.000
09:00-10:00	2	4298	0.058	0.000	0.058
10:00-11:00	2	4298	0.012	0.023	0.035
11:00-12:00	2	4298	0.012	0.035	0.047
12:00-13:00	2	4298	0.058	0.047	0.105
13:00-14:00	2	4298	0.070	0.093	0.163
14:00-15:00	2	4298	0.023	0.023	0.046
15:00-16:00	2	4298	0.047	0.012	0.059
16:00-17:00	2	4298	0.047	0.047	0.094
17:00-18:00	2	4298	0.012	0.058	0.070
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.339	0.338	0.677

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.000	0.000	0.000
09:00-10:00	2	4298	0.000	0.000	0.000
10:00-11:00	2	4298	0.000	0.000	0.000
11:00-12:00	2	4298	0.000	0.000	0.000
12:00-13:00	2	4298	0.012	0.012	0.024
13:00-14:00	2	4298	0.023	0.023	0.046
14:00-15:00	2	4298	0.012	0.012	0.024
15:00-16:00	2	4298	0.000	0.000	0.000
16:00-17:00	2	4298	0.000	0.000	0.000
17:00-18:00	2	4298	0.000	0.000	0.000
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.047	0.047	0.094

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 25/04/2015
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**4298**	**0.012**	**0.000**	**0.012**
10:00-11:00	**2**	**4298**	**0.000**	**0.012**	**0.012**
11:00-12:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.012**	**0.012**	**0.024**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2024 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**2**	**4298**	**0.012**	**0.012**	**0.024**
08:00-09:00	**2**	**4298**	**0.012**	**0.012**	**0.024**
09:00-10:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**4298**	**0.012**	**0.012**	**0.024**
12:00-13:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**4298**	**0.012**	**0.012**	**0.024**
14:00-15:00	**2**	**4298**	**0.012**	**0.012**	**0.024**
15:00-16:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**4298**	**0.012**	**0.012**	**0.024**
17:00-18:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**4298**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.072**	**0.072**	**0.144**

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*FACT. Trip rates are then rounded to 3 decimal places.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2024 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**2**	**4298**	**0.209**	**0.093**	**0.302**
08:00-09:00	**2**	**4298**	**1.117**	**0.291**	**1.408**
09:00-10:00	**2**	**4298**	**1.245**	**0.965**	**2.210**
10:00-11:00	**2**	**4298**	**1.419**	**1.524**	**2.943**
11:00-12:00	**2**	**4298**	**1.314**	**1.280**	**2.594**
12:00-13:00	**2**	**4298**	**1.233**	**1.163**	**2.396**
13:00-14:00	**2**	**4298**	**1.128**	**1.198**	**2.326**
14:00-15:00	**2**	**4298**	**0.861**	**0.861**	**1.722**
15:00-16:00	**2**	**4298**	**0.768**	**0.919**	**1.687**
16:00-17:00	**2**	**4298**	**0.442**	**0.733**	**1.175**
17:00-18:00	**2**	**4298**	**0.268**	**0.803**	**1.071**
18:00-19:00	**2**	**4298**	**0.116**	**0.291**	**0.407**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**10.120**	**10.121**	**20.241**

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.023	0.023	0.046
08:00-09:00	2	4298	0.058	0.035	0.093
09:00-10:00	2	4298	0.035	0.023	0.058
10:00-11:00	2	4298	0.058	0.035	0.093
11:00-12:00	2	4298	0.035	0.023	0.058
12:00-13:00	2	4298	0.023	0.058	0.081
13:00-14:00	2	4298	0.000	0.035	0.035
14:00-15:00	2	4298	0.047	0.000	0.047
15:00-16:00	2	4298	0.081	0.093	0.174
16:00-17:00	2	4298	0.035	0.035	0.070
17:00-18:00	2	4298	0.000	0.035	0.035
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.395	0.395	0.790

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.000	0.000	0.000
09:00-10:00	2	4298	0.000	0.000	0.000
10:00-11:00	2	4298	0.000	0.000	0.000
11:00-12:00	2	4298	0.012	0.000	0.012
12:00-13:00	2	4298	0.000	0.000	0.000
13:00-14:00	2	4298	0.000	0.000	0.000
14:00-15:00	2	4298	0.000	0.012	0.012
15:00-16:00	2	4298	0.000	0.000	0.000
16:00-17:00	2	4298	0.000	0.000	0.000
17:00-18:00	2	4298	0.000	0.000	0.000
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.012	0.012	0.024

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2024 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.512	0.116	0.628
08:00-09:00	2	4298	2.047	0.419	2.466
09:00-10:00	2	4298	2.303	1.512	3.815
10:00-11:00	2	4298	2.640	3.082	5.722
11:00-12:00	2	4298	2.582	2.466	5.048
12:00-13:00	2	4298	2.129	2.350	4.479
13:00-14:00	2	4298	2.210	2.431	4.641
14:00-15:00	2	4298	1.838	1.652	3.490
15:00-16:00	2	4298	1.501	1.768	3.269
16:00-17:00	2	4298	0.907	1.512	2.419
17:00-18:00	2	4298	0.512	1.594	2.106
18:00-19:00	2	4298	0.186	0.477	0.663
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			19.367	19.379	38.746

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.314	0.081	0.395
09:00-10:00	2	4298	0.791	0.791	1.582
10:00-11:00	2	4298	0.942	1.070	2.012
11:00-12:00	2	4298	0.849	0.791	1.640
12:00-13:00	2	4298	0.454	0.489	0.943
13:00-14:00	2	4298	0.721	0.605	1.326
14:00-15:00	2	4298	0.640	0.803	1.443
15:00-16:00	2	4298	0.535	0.512	1.047
16:00-17:00	2	4298	0.337	0.395	0.732
17:00-18:00	2	4298	0.035	0.070	0.105
18:00-19:00	2	4298	0.058	0.058	0.116
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.676	5.665	11.341

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.035	0.000	0.035
09:00-10:00	2	4298	0.058	0.070	0.128
10:00-11:00	2	4298	0.047	0.035	0.082
11:00-12:00	2	4298	0.047	0.047	0.094
12:00-13:00	2	4298	0.186	0.035	0.221
13:00-14:00	2	4298	0.279	0.186	0.465
14:00-15:00	2	4298	0.035	0.279	0.314
15:00-16:00	2	4298	0.023	0.035	0.058
16:00-17:00	2	4298	0.012	0.035	0.047
17:00-18:00	2	4298	0.000	0.000	0.000
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.722	0.722	1.444

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.035	0.000	0.035
09:00-10:00	2	4298	0.058	0.070	0.128
10:00-11:00	2	4298	0.047	0.035	0.082
11:00-12:00	2	4298	0.047	0.047	0.094
12:00-13:00	2	4298	0.012	0.035	0.047
13:00-14:00	2	4298	0.047	0.012	0.059
14:00-15:00	2	4298	0.035	0.047	0.082
15:00-16:00	2	4298	0.023	0.035	0.058
16:00-17:00	2	4298	0.012	0.035	0.047
17:00-18:00	2	4298	0.000	0.000	0.000
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.316	0.316	0.632

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	22/06/2024 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	0.000	0.000	0.000
08:00-09:00	2	4298	0.000	0.000	0.000
09:00-10:00	2	4298	0.000	0.000	0.000
10:00-11:00	2	4298	0.000	0.000	0.000
11:00-12:00	2	4298	0.000	0.000	0.000
12:00-13:00	2	4298	0.174	0.000	0.174
13:00-14:00	2	4298	0.233	0.174	0.407
14:00-15:00	2	4298	0.000	0.233	0.233
15:00-16:00	2	4298	0.000	0.000	0.000
16:00-17:00	2	4298	0.000	0.000	0.000
17:00-18:00	2	4298	0.000	0.000	0.000
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.407	0.407	0.814

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	25/04/2015 - 25/04/2015
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	4298	**0.000**	**0.000**	**0.000**
08:00-09:00	2	4298	0.000	0.000	0.000
09:00-10:00	2	4298	0.000	0.000	0.000
10:00-11:00	2	4298	0.000	0.000	0.000
11:00-12:00	2	4298	0.000	0.000	0.000
12:00-13:00	2	4298	0.000	0.000	0.000
13:00-14:00	2	4298	0.000	0.000	0.000
14:00-15:00	2	4298	0.000	0.000	0.000
15:00-16:00	2	4298	0.000	0.000	0.000
16:00-17:00	2	4298	0.000	0.000	0.000
17:00-18:00	2	4298	0.000	0.000	0.000
18:00-19:00	2	4298	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1675 - 11618 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Appendix R – TRICS Output – Community Centre Use

Audit Code: 297cec9c-f8dc-4d0b-822f-2dc8a3340485

Filtering Summary:

Land Use: 07/Q LEISURE/COMMUNITY CENTRE

Selected Trip Rate Calculation Parameter Range: 100 - 1800 sqm GFA

Actual Trip Rate Calculation Parameter Range: 100 - 1800 sqm GFA

Date Range: Minimum: 01/01/2010 Maximum: 13/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1250 1650

Days of the week selected:

Wednesday	1
Thursday	2

Main Location Types selected:

Suburban Area	1
Edge of Town	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	1
5,001 to 10,000	2

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Population <5 Mile ranges selected:

5,001 to 25,000	3

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	3

PTAL Rating:

No PTAL Present	3

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

06	**WEST MIDLANDS**		
	TE	TELFORD & WREKIN	1 day
13	**MUNSTER**		
	TI	TIPPERARY	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	100 to 1800 (units:sqm)
Range Selected by User:	100 to 1800 (units:sqm)
Parking Spaces Range:	0 - 70

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 13/10/25

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:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Suburban Area	1 days
Edge of Town	2 days

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

Selected Location Sub Categories:

Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Secondary Filtering Selection:

Use Class:

F2(b)	3 surveys

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

Population within 500m Range:

1250 - 6098

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

5,001 to 25,000	3 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	3 surveys

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.

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys

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

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Database right of TRICS Consortium Ltd, 2026. All rights reserved

1	**CV-07-Q-01**	**COMMUNITY CENTRE**	**CAVAN**

KILLYMOONEY DRIVE
CAVAN
Suburban Area
Residential Zone
Gross floor area: 922.00 sqm
Survey date: Wednesday 19/12/2012 Survey Type: Manual

2	**TE-07-Q-01**	**COMMUNITY CENTRE**	**TELFORD & WREKIN**

SOUTHGATE
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Gross floor area: 1486.00 sqm
Survey date: Thursday 24/10/2013 Survey Type: Manual

3	**TI-07-Q-01**	**COMMUNITY CENTRE**	**TIPPERARY**

ORMOND DRIVE
NENAGH
TYONE
Edge of Town
Residential Zone
Gross floor area: 160.00 sqm
Survey date: Thursday 13/10/2022 Survey Type: Manual

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.273	0.000	0.273
09:00-10:00	3	856	0.506	0.117	0.623
10:00-11:00	3	856	0.039	0.312	0.351
11:00-12:00	3	856	0.195	0.234	0.429
12:00-13:00	3	856	0.273	0.662	0.935
13:00-14:00	3	856	0.195	0.389	0.584
14:00-15:00	3	856	0.273	0.117	0.390
15:00-16:00	3	856	0.467	0.078	0.545
16:00-17:00	3	856	0.156	0.234	0.390
17:00-18:00	3	856	0.117	0.467	0.584
18:00-19:00	3	856	0.312	0.078	0.390
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.117	0.117
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			2.806	2.805	5.611

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	19/12/2012 - 13/10/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.584	0.078	0.662
09:00-10:00	3	856	1.480	0.506	1.986
10:00-11:00	3	856	0.156	0.701	0.857
11:00-12:00	3	856	0.701	0.584	1.285
12:00-13:00	3	856	0.818	1.636	2.454
13:00-14:00	3	856	0.350	0.818	1.168
14:00-15:00	3	856	0.467	0.428	0.895
15:00-16:00	3	856	0.974	0.156	1.130
16:00-17:00	3	856	0.545	1.051	1.596
17:00-18:00	3	856	0.818	1.012	1.830
18:00-19:00	3	856	1.986	0.584	2.570
19:00-20:00	3	856	0.000	0.974	0.974
20:00-21:00	3	856	0.000	0.545	0.545
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			8.879	9.073	17.952

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	19/12/2012 - 13/10/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	**3**	**856**	**0.000**	**0.000**	**0.000**
09:00-10:00	3	856	0.000	0.000	0.000
10:00-11:00	3	856	0.000	0.000	0.000
11:00-12:00	3	856	0.000	0.000	0.000
12:00-13:00	3	856	0.000	0.000	0.000
13:00-14:00	3	856	0.000	0.000	0.000
14:00-15:00	3	856	0.000	0.000	0.000
15:00-16:00	3	856	0.000	0.000	0.000
16:00-17:00	3	856	0.000	0.000	0.000
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.000	0.000	0.000
09:00-10:00	3	856	0.000	0.000	0.000
10:00-11:00	3	856	0.000	0.000	0.000
11:00-12:00	3	856	0.000	0.000	0.000
12:00-13:00	3	856	0.000	0.000	0.000
13:00-14:00	3	856	0.000	0.000	0.000
14:00-15:00	3	856	0.000	0.000	0.000
15:00-16:00	3	856	**0.039**	0.000	**0.039**
16:00-17:00	3	856	0.000	**0.039**	0.039
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.039	0.078

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	13/10/2022 - 13/10/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.000	0.000	0.000
09:00-10:00	3	856	0.000	0.000	0.000
10:00-11:00	3	856	0.039	0.039	0.078
11:00-12:00	3	856	0.000	0.000	0.000
12:00-13:00	3	856	0.000	0.000	0.000
13:00-14:00	3	856	0.000	0.000	0.000
14:00-15:00	3	856	0.000	0.000	0.000
15:00-16:00	3	856	0.000	0.000	0.000
16:00-17:00	3	856	0.000	0.000	0.000
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.039	0.078

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	24/10/2013 - 24/10/2013
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.000	0.000	0.000
09:00-10:00	3	856	0.000	0.000	0.000
10:00-11:00	3	856	0.000	0.000	0.000
11:00-12:00	3	856	0.000	0.000	0.000
12:00-13:00	3	856	0.000	0.000	0.000
13:00-14:00	3	856	**0.039**	0.000	**0.039**
14:00-15:00	3	856	0.000	**0.039**	0.039
15:00-16:00	3	856	0.000	0.000	0.000
16:00-17:00	3	856	0.000	0.000	0.000
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.039	0.078

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	24/10/2013 - 24/10/2013
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.389	0.000	0.389
09:00-10:00	3	856	0.701	0.156	0.857
10:00-11:00	3	856	0.000	0.350	0.350
11:00-12:00	3	856	0.312	0.312	0.624
12:00-13:00	3	856	0.350	0.857	1.207
13:00-14:00	3	856	0.156	0.467	0.623
14:00-15:00	3	856	0.312	0.156	0.468
15:00-16:00	3	856	0.506	0.078	0.584
16:00-17:00	3	856	0.195	0.234	0.429
17:00-18:00	3	856	0.117	0.623	0.740
18:00-19:00	3	856	0.428	0.117	0.545
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.195	0.195
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			3.466	3.545	7.011

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	19/12/2012 - 13/10/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.195	0.078	0.273
09:00-10:00	3	856	0.701	0.350	1.051
10:00-11:00	3	856	0.078	0.273	0.351
11:00-12:00	3	856	0.273	0.273	0.546
12:00-13:00	3	856	0.428	0.623	1.051
13:00-14:00	3	856	0.156	0.273	0.429
14:00-15:00	3	856	0.156	0.234	0.390
15:00-16:00	3	856	0.273	0.078	0.351
16:00-17:00	3	856	0.350	0.623	0.973
17:00-18:00	3	856	0.701	0.389	1.090
18:00-19:00	3	856	1.558	0.467	2.025
19:00-20:00	3	856	0.000	0.974	0.974
20:00-21:00	3	856	0.000	0.350	0.350
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			4.869	4.985	9.854

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	19/12/2012 - 13/10/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.000	0.000	0.000
09:00-10:00	3	856	0.078	0.000	0.078
10:00-11:00	3	856	0.078	0.078	0.156
11:00-12:00	3	856	0.117	0.000	0.117
12:00-13:00	3	856	0.039	0.156	**0.195**
13:00-14:00	3	856	0.039	0.078	0.117
14:00-15:00	3	856	0.000	0.039	0.039
15:00-16:00	3	856	**0.195**	0.000	0.195
16:00-17:00	3	856	0.000	**0.195**	0.195
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.546	0.546	1.092

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	24/10/2013 - 13/10/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.000	0.000	0.000
09:00-10:00	3	856	0.078	0.000	0.078
10:00-11:00	3	856	0.078	0.078	0.156
11:00-12:00	3	856	0.117	0.000	0.117
12:00-13:00	3	856	0.039	0.156	0.195
13:00-14:00	3	856	0.039	0.078	0.117
14:00-15:00	3	856	0.000	0.039	0.039
15:00-16:00	3	856	0.000	0.000	0.000
16:00-17:00	3	856	0.000	0.000	0.000
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.351	0.351	0.702

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	24/10/2013 - 24/10/2013
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	0.000	0.000	0.000
09:00-10:00	3	856	0.000	0.000	0.000
10:00-11:00	3	856	0.000	0.000	0.000
11:00-12:00	3	856	0.000	0.000	0.000
12:00-13:00	3	856	0.000	0.000	0.000
13:00-14:00	3	856	0.000	0.000	0.000
14:00-15:00	3	856	0.000	0.000	0.000
15:00-16:00	3	856	0.195	0.000	0.195
16:00-17:00	3	856	0.000	0.195	0.195
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.195	0.195	0.390

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	13/10/2022 - 13/10/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	856	**0.000**	**0.000**	**0.000**
09:00-10:00	3	856	0.000	0.000	0.000
10:00-11:00	3	856	0.000	0.000	0.000
11:00-12:00	3	856	0.000	0.000	0.000
12:00-13:00	3	856	0.000	0.000	0.000
13:00-14:00	3	856	0.000	0.000	0.000
14:00-15:00	3	856	0.000	0.000	0.000
15:00-16:00	3	856	0.000	0.000	0.000
16:00-17:00	3	856	0.000	0.000	0.000
17:00-18:00	3	856	0.000	0.000	0.000
18:00-19:00	3	856	0.000	0.000	0.000
19:00-20:00	3	856	0.000	0.000	0.000
20:00-21:00	3	856	0.000	0.000	0.000
21:00-22:00	2	823	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

Rappor Consultants Ltd

www.rappor.co.uk

Cheltenham
Bristol
London
Bedford
Birmingham
Exeter
Manchester
Hereford