

TRANSPORT NOTE
PROPOSED OPEN B8 STORAGE USE
127A LOVEROCK ROAD, READING
MAGNA REF: 23/238/11A, AUGUST 2023

1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed by Hathaway Opportunity Fund General Partner Limited to prepare this Transport Note (TN) in support of a planning application for a temporary open B8 storage use for a period of five years, at 127A Loverock Road, Reading.
- 1.2 This TN has been prepared in accordance with the Department for Transport's (DfT) Overarching principles on Travel Plans, Transport Assessments and Statements, the National Planning Policy Framework (NPPF, 2019) and Reading Borough Council's (RBC) adopted Local Plan (2019).
- 1.3 The purpose of this report is to describe the proposed scheme in terms of traffic impact. The report concludes that the proposed development will not have any severe traffic impact on the local road network.

2.0 Recent Planning History

- 2.1 The site benefits from a planning permission (reference: 190591) for the demolition of two existing single storey buildings (floor area of 586 sqm) and replacement with single unit for Class (E)(g)(iii) (former B1(C))/B2/B8 use with a floor area of 1,758 sqm. It is understood that the existing buildings will be demolished in due course.
- 2.2 The Transport Statement (TS) submitted in support of this application demonstrated that the existing site had a potential to generate four two-way person movements during AM peak, all of which would be vehicular, including two trips undertaken by HGV. During the PM peak, the existing site could generate a total of two two-way person movements, all of which would be vehicular also.
- 2.3 With regards to the permitted industrial unit, the TS stated that it has a potential to generate a total of 15 two-way person movements during the AM peak, of which 11 trips would be

vehicular. During the PM peak, the site proposals could generate approximately a total of 10 two-way person movements, of which eight trips would be vehicular.

3.0 Site and Local Highway Network

- 3.1 The application site is located within the Stadium Way Industrial Estate which is recognised as a long established employment area serving Reading and Central Berkshire.
- 3.2 The site comprises four units currently occupied by vehicle repair and maintenance companies accommodating a floor area of 586 sqm including garage facilities, ancillary office and hardstanding, in addition to associated parking areas on the northern edge of the site.
- 3.3 The site covers a total area of 3,900 sqm including Stadium Way which pass through the site.
- 3.4 The site location is shown in Figure 2A.

Figure 2A Site Location in Wider Context



- 3.5 The site can be accessed by vehicle from Wigmore Lane. Stadium Way passes through the middle of the site, and connects with Wigmore Lane to the east, and Scours Lane to the west. Stadium Way junction with Wigmore Lane is via a large bell-mouth junction.
- 3.6 The existing units soon to be demolished are located to the southern side of Stadium Way. Hardstanding / parking areas are provided on site in the form of four individually accessed courts, to the north of Stadium Way, which are protected by kerbed entrances.

3.7 The site is also accessible via a short crossover directly onto Wigmore Lane, located to the immediate south of the junction with Stadium Way.

3.8 Stadium Way is a private road subject to a 10mph speed limit. Wigmore Lane, which is an adopted highway, runs north to south and is subject to a 30mph speed limit.

4.0 Accessibility

4.1 The site is located in a mature urban environment with a well-established network of pedestrian routes along Wigmore Lane and Portman Road; thereby providing access to nearby bus stops and residential areas within Norcot and either side of Oxford Road.

4.2 Wigmore Lane and Portman Road have a shared cycleway/footway at least two metres wide, on their northern side for the entire lengths.

4.3 Wigmore Lane continues in the westerly direction and connects to Oxford Road and Norcot Road at a roundabout. This roundabout has zebra crossings on its Wigmore Lane and Oxford Road (northwest) arms and signalised crossings on its Norcot Road and Oxford Road (southeast) arms.

4.4 Portland Road continues broadly in the easterly direction. At its junction with Portman Way, there are signalised crossings on the eastern and southern arms.

4.5 To the west, the footway / cycleway links the site with all arms of the A329 Oxford Road / Norcot Road / Wigmore Lane roundabout. Zebra crossing facilities exist on the Wigmore Lane arm providing convenient onward access to services along the A329 Oxford Road and on the A329 Oxford Road (west) arm, allowing access through to the centre of Tilehurst via Norcot Road.

4.6 The signal junction of High Street with Pembroke Road has demand controlled pedestrian crossings on all four arms, thus providing a safe facility for pedestrians to cross the junction. This provides pedestrian access to Tesco foodstore and residential areas to the south.

4.7 The nearest bus stops are located on Oxford Road at a walking distance of approximately 600 metres southwest of the site (eight-minute walk). These bus stops are served by regular bus routes 16, 17 and BB3.

4.8 Bus route 16 operates between Reading Town Centre – Norcot – Purley-on-Thames again providing four services per hour Monday – Friday and 3 services per hour on Saturday.

- 4.9 Bus route 17 operates between Wokingham Road - Central Reading – Tilehurst and provides eight services per hour Monday – Saturday and six services per hour on Sunday. Bus route 143 operates between Central Reading - Pangbourne - Upper Basildon and provides four daily services Monday – Saturday.
- 4.10 Reading West Railway Station is located approximately 1.8 kilometres southeast of the site i.e., 25-minute walk. The station is served by local services operated by Great Western Railway between Reading and Basingstoke or Newbury. During weekdays the station is served by two trains an hour on the Basingstoke route, plus one on the Newbury route.
- 4.11 In transport planning terms, the site is located in a sustainable location with a propensity to encouraging staff to travel sustainably, thereby reducing reliance on private car use, especially for shorter trips.

5.0 Proposed Development

The Proposal

- 5.1 The application seeks permission for a temporary open B8 storage use for a period of five years. As discussed previously, the site covers a total area of 3,900 sqm including Stadium Way which pass through the site. The existing site access points will be retained.
- 5.2 The site plan is provided in Appendix 1.

Car Parking

- 5.3 As the proposals are for B8 open storage, there will be no formal building on site and as such it would not be appropriate to apply RBC's car parking standards which are based on floor areas.
- 5.4 Further in this report, purely for the purposes of trip generation, it is demonstrated that a 3,900 sqm of site-wide area is equivalent to approximately 1,977 sqm of floor area. Using this as a floor area, a maximum of 13 car parking spaces would be allowed as per the RBC's car parking standards of one car parking space per 150 sqm.
- 5.5 There is sufficient hardstanding area on site to accommodate 13 car parking bays on site, depending on the operator's requirements. However, given the proposed use of the site, it is unlikely that there will be a need for formal parking provision.

Cycle Parking

- 5.6 Using the same methodology as car parking, the GFA equivalent of 1,977 sqm floor area would require a minimum of four cycle parking spaces based on the RBC's cycle parking standards of one cycle parking space per 450 sqm.
- 5.7 There is sufficient hardstanding area on site to accommodate four cycle parking spaces on site, depending on the operator's requirements.

Servicing

- 5.8 On a day to day basis, the servicing would be made by flatbed lorries and long wheel base transit vans. Occasionally, there would be deliveries by 10 to 12 metres long rigid trucks.
- 5.9 A swept path assessment using a 12-metre long rigid truck is provided in Appendix 1. This shows that the layout can accommodate delivery vehicles.

6.0 Traffic Impact Assessment

- 6.1 In order to estimate vehicular traffic associated with the proposed B8 open storage space, TRICS v7.10.2 has been interrogated. Following criteria within TRICS have been chosen:
- Land Use – Employment
 - Sub Land Use – Warehousing (Commercial)
 - Regions – England (excluding London), Wales and Scotland
 - Locations – Edge of Town
 - Multi-modal surveys
- 6.2 Only four multi-modal surveys are available and hence all of these surveys have been used for trip generation. The TRICS report is provided in Appendix 2.
- 6.3 TRICS database does not contain B8 open storage site surveys. Hence, the sites selected using the above criteria were further reviewed in order to derive a GFA (gross floor area) to site area ratio. This ratio was then applied to the total site area (3,900 sqm) to derive a GFA equivalent against which the derived trip rates were applied.
- 6.4 Table 6A illustrates how the GFA to site area ratio applied to the use of the proposed B8 open storage use has been derived.

Table 6A Site Area to GFA Ratio

TRICS Site Code	GFA sqm	Site Area Sqm	Ratio
EX-02-F-01	6,560 sqm	19,000 sqm	0.345
LN-02-F-01	32,300 sqm	63,500 sqm	0.509
TV-02-F-02	80,066 sqm	151,800 sqm	0.527
WO-02-F-02	3,824 sqm	8,000 sqm	0.478
Total	122,750 sqm	242,300 sqm	0.507

- 6.5 A GFA to site area ratio of 0.507 is applied to the total site area of 3,900 sqm to obtain 1,977 sqm GFA equivalent. The trip rates derived from TRICS using the criteria from paragraph 6.1 are applied to the 1,977 sqm GFA equivalent to obtain trip generation associated with the proposed development. This is provided in Table 6B for typical weekday AM and PM commuter peak hours of 08:00-09:00 and 17:00-18:00.

Table 6B Trip Generation - Proposed Development

Mode	Peak Hours	Trip Rates		Trips		
		In	Out	In	Out	Two-way
Vehicles	08:00 – 09:00	0.069	0.026	1	1	2
	17:00 – 18:00	0.021	0.084	0	2	2
of which HGVs	08:00 – 09:00	0.008	0.011	0	0	0
	17:00 – 18:00	0.008	0.012	0	0	0
Pedestrians	08:00 – 09:00	0.011	0.002	0	0	0
	17:00 – 18:00	0.000	0.007	0	0	0
Cyclists	08:00 – 09:00	0.001	0.000	0	0	0
	17:00 – 18:00	0.000	0.002	0	0	0
Public Transport	08:00 – 09:00	0.004	0.000	0	0	0
	17:00 – 18:00	0.000	0.005	0	0	0

- 6.6 Table 6B shows that the proposed development has a potential to generate up to two two-way vehicular trips during typical weekday peak hours.
- 6.7 A further review of the trip rates has revealed that on a daily weekday basis, the proposed development would generate no more than six two-way HGV trips. On a 12-hour basis, this equates to less than one HGV on average per hour. This is de minimis in traffic engineering terms and hence not severe.
- 6.8 Even if the trip rates are applied entire site area (3,900 sqm) instead of the GFA equivalent of 1,977 sqm, the resultant vehicular trips during peak hours would be no more than four two-way vehicular trips i.e., one vehicular trip every 15 minutes.
- 6.9 The proposed development would therefore generate more or less similar number of vehicular trips to the existing/previous site operations and less trips than the permitted scheme (planning ref: 190591).

- 6.10 When compared to the previous site operations, the proposed development will therefore have no adverse residual traffic impact on the local road network.
- 6.11 When compared to the permitted scheme, the proposed development represents nil residual traffic impact on the local road network.
- 6.12 Due to the propensity to generate low trips, the existing site access arrangements are considered to be adequate to meet the demands of the proposed B8 open storage use.

7.0 Summary

- 7.1 The site is located in a sustainable location with good accessibility by non-car modes of transport. As a result, the staff have realistic alternatives to private car use.
- 7.2 The existing site access is considered to be safe and suitable for use.
- 7.3 The car and cycle parking provision could be provided in accordance with the RBC's parking standards as there is sufficient hardstanding areas on site. However, given the proposed use of the site, it is unlikely that there will be a need for formal parking provision.
- 7.4 The site can accommodate large rigid HGVs, although such vehicles will occasionally visit the site. On a day to day basis, the servicing would be made by flatbed lorries and long wheel base transit vans.
- 7.5 When compared to the permitted scheme, the proposed development represents nil residual traffic impact on the local road network. Due to the propensity to generate low trips, the existing site access arrangements are considered to be adequate to meet the demands of the proposed B8 open storage use.
- 7.6 Paragraph 111 of the NPPF states that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 7.7 In summary, this TN demonstrates that the proposed development will not have any adverse traffic impact on the local road network. Hence, there are no highways reasons to refuse this planning application.

Appendix 1. SITE PLAN AND SWEPT PATH

Appendix 2. TRICS: B8

Calculation Reference: AUDIT-213601-230808-0800

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3824 to 80066 (units: sqm)
 Range Selected by User: 3824 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/11/21

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS	ESSEX	Survey Type: MANUAL
2	LN-02-F-01 TRENT ROAD GRANTHAM Edge of Town No Sub Category Total Gross floor area: 32300 sqm Survey date: MONDAY 29/11/10	BOOK SERVICE	LINCOLNSHIRE	Survey Type: MANUAL
3	TV-02-F-02 ROUNDHOUSE ROAD DARLINGTON FAVERDALE Edge of Town Industrial Zone Total Gross floor area: 80066 sqm Survey date: TUESDAY 07/10/08	ARGOS WAREHOUSE	TEES VALLEY	Survey Type: MANUAL
4	WO-02-F-02 COTSWOLD WAY WORCESTER Edge of Town Industrial Zone Total Gross floor area: 3824 sqm Survey date: TUESDAY 10/09/02	DISTRIB. CENTRE	WORCESTERSHIRE	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.060	4	30688	0.029	4	30688	0.089
08:00 - 09:00	4	30688	0.069	4	30688	0.026	4	30688	0.095
09:00 - 10:00	4	30688	0.074	4	30688	0.029	4	30688	0.103
10:00 - 11:00	4	30688	0.026	4	30688	0.022	4	30688	0.048
11:00 - 12:00	4	30688	0.028	4	30688	0.037	4	30688	0.065
12:00 - 13:00	4	30688	0.040	4	30688	0.037	4	30688	0.077
13:00 - 14:00	4	30688	0.128	4	30688	0.084	4	30688	0.212
14:00 - 15:00	4	30688	0.039	4	30688	0.086	4	30688	0.125
15:00 - 16:00	4	30688	0.028	4	30688	0.052	4	30688	0.080
16:00 - 17:00	4	30688	0.029	4	30688	0.059	4	30688	0.088
17:00 - 18:00	4	30688	0.021	4	30688	0.084	4	30688	0.105
18:00 - 19:00	4	30688	0.015	4	30688	0.051	4	30688	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.557			0.596			1.153

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

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

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Parameter summary

Trip rate parameter range selected:	3824 - 80066 (units: sqm)
Survey date date range:	01/01/00 - 22/11/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.011	4	30688	0.013	4	30688	0.024
08:00 - 09:00	4	30688	0.008	4	30688	0.011	4	30688	0.019
09:00 - 10:00	4	30688	0.009	4	30688	0.011	4	30688	0.020
10:00 - 11:00	4	30688	0.019	4	30688	0.009	4	30688	0.028
11:00 - 12:00	4	30688	0.012	4	30688	0.018	4	30688	0.030
12:00 - 13:00	4	30688	0.015	4	30688	0.007	4	30688	0.022
13:00 - 14:00	4	30688	0.015	4	30688	0.009	4	30688	0.024
14:00 - 15:00	4	30688	0.016	4	30688	0.013	4	30688	0.029
15:00 - 16:00	4	30688	0.020	4	30688	0.011	4	30688	0.031
16:00 - 17:00	4	30688	0.015	4	30688	0.010	4	30688	0.025
17:00 - 18:00	4	30688	0.008	4	30688	0.012	4	30688	0.020
18:00 - 19:00	4	30688	0.002	4	30688	0.011	4	30688	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.135			0.285

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.001	4	30688	0.000	4	30688	0.001
08:00 - 09:00	4	30688	0.001	4	30688	0.000	4	30688	0.001
09:00 - 10:00	4	30688	0.002	4	30688	0.001	4	30688	0.003
10:00 - 11:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
11:00 - 12:00	4	30688	0.000	4	30688	0.001	4	30688	0.001
12:00 - 13:00	4	30688	0.000	4	30688	0.000	4	30688	0.000
13:00 - 14:00	4	30688	0.010	4	30688	0.011	4	30688	0.021
14:00 - 15:00	4	30688	0.001	4	30688	0.004	4	30688	0.005
15:00 - 16:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
16:00 - 17:00	4	30688	0.000	4	30688	0.000	4	30688	0.000
17:00 - 18:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
18:00 - 19:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.025			0.040

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.002	4	30688	0.000	4	30688	0.002
08:00 - 09:00	4	30688	0.011	4	30688	0.002	4	30688	0.013
09:00 - 10:00	4	30688	0.009	4	30688	0.000	4	30688	0.009
10:00 - 11:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
11:00 - 12:00	4	30688	0.000	4	30688	0.001	4	30688	0.001
12:00 - 13:00	4	30688	0.001	4	30688	0.002	4	30688	0.003
13:00 - 14:00	4	30688	0.012	4	30688	0.006	4	30688	0.018
14:00 - 15:00	4	30688	0.000	4	30688	0.009	4	30688	0.009
15:00 - 16:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
16:00 - 17:00	4	30688	0.001	4	30688	0.004	4	30688	0.005
17:00 - 18:00	4	30688	0.000	4	30688	0.007	4	30688	0.007
18:00 - 19:00	4	30688	0.002	4	30688	0.007	4	30688	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.042			0.080

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.002	4	30688	0.000	4	30688	0.002
08:00 - 09:00	4	30688	0.004	4	30688	0.000	4	30688	0.004
09:00 - 10:00	4	30688	0.004	4	30688	0.002	4	30688	0.006
10:00 - 11:00	4	30688	0.000	4	30688	0.000	4	30688	0.000
11:00 - 12:00	4	30688	0.000	4	30688	0.001	4	30688	0.001
12:00 - 13:00	4	30688	0.002	4	30688	0.000	4	30688	0.002
13:00 - 14:00	4	30688	0.001	4	30688	0.001	4	30688	0.002
14:00 - 15:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
15:00 - 16:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
16:00 - 17:00	4	30688	0.000	4	30688	0.003	4	30688	0.003
17:00 - 18:00	4	30688	0.000	4	30688	0.005	4	30688	0.005
18:00 - 19:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.018			0.031

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.