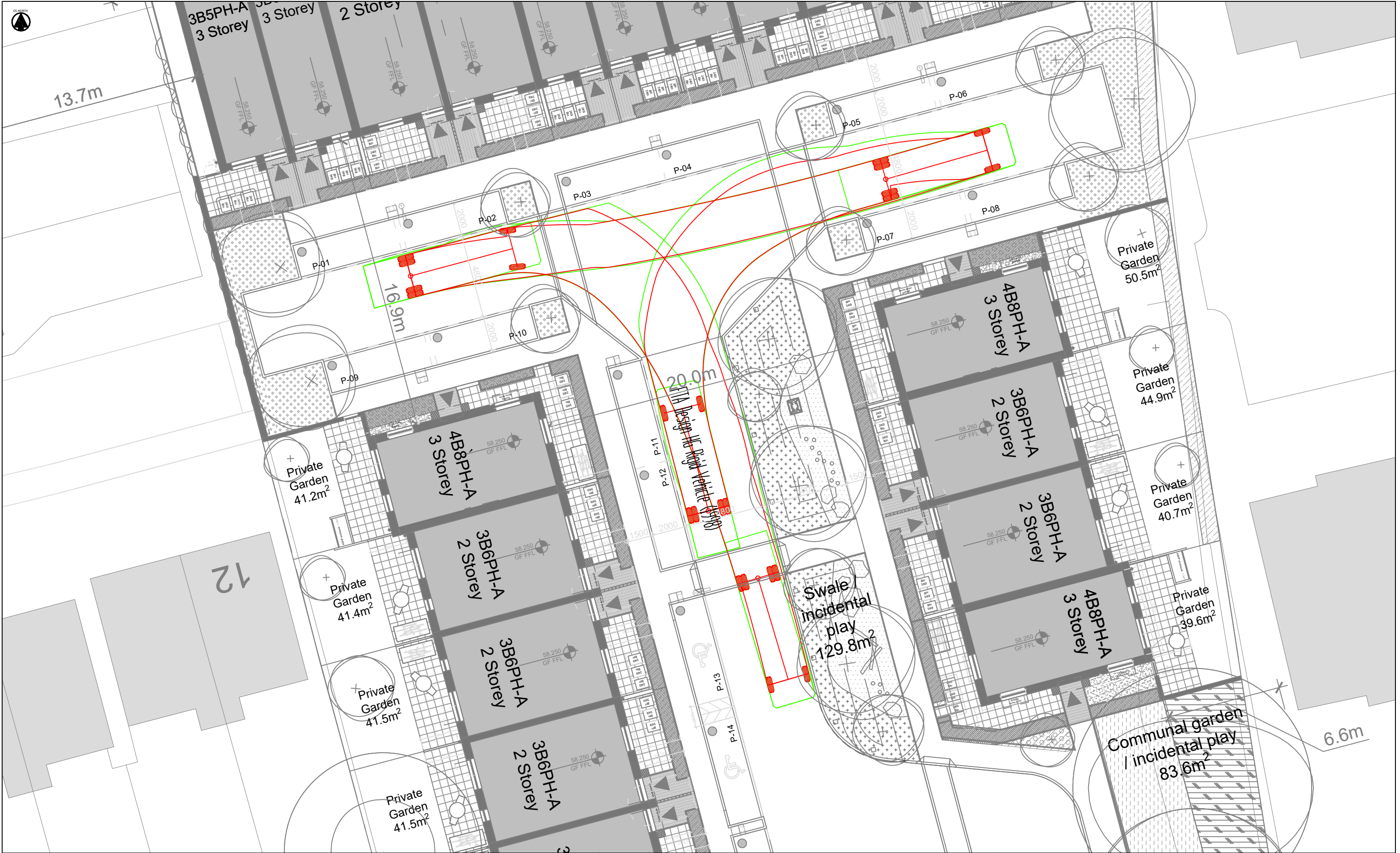




| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS |         |
|--------------------------------------------|---------|
|                                            |         |
| FTA Design HG Rigid Vehicle (1998)         | 10.000m |
| Overall Length                             | 2.500m  |
| Overall Width                              | 3.645m  |
| Overall Body Height                        | 0.440m  |
| Min Body Ground Clearance                  | 2.470m  |
| Track Width                                | 3.00s   |
| Lock to lock time                          | 11.000m |
| Kerb to Kerb Turning Radius                |         |

| NOTES |
|-------|
|       |

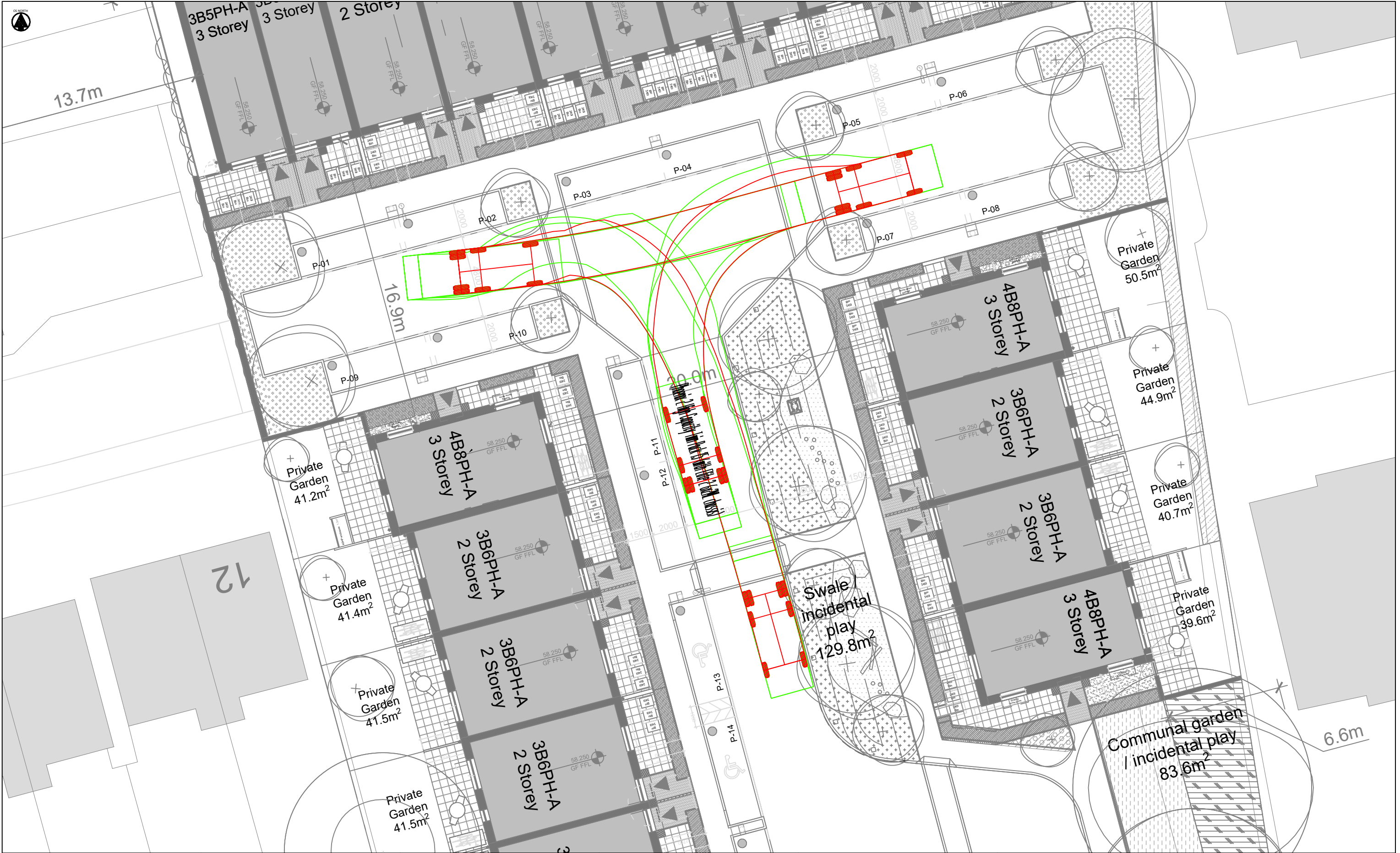
| NOTES (CONTINUED) |
|-------------------|
|                   |

| REVISIONS (CONTINUED) |
|-----------------------|
|                       |

| REVISIONS |                         |          |                        |          |                        |          |
|-----------|-------------------------|----------|------------------------|----------|------------------------|----------|
|           |                         |          |                        |          |                        |          |
| P01       | FIRST ISSUE             |          |                        |          |                        |          |
|           | DESIGNED BY<br>J.DALLEY | 15/05/23 | REVIEWED BY<br>S.MOODY | 15/05/23 | APPROVED BY<br>S.MOODY | 15/05/23 |

|         |                                                                                                              |
|---------|--------------------------------------------------------------------------------------------------------------|
|         | MERCHANTS' HOUSE NORTH<br>WAPPING ROAD<br>BRISTOL<br>BS1 4RW<br>t: (0117) 9459 225<br>e: bristol@hydrock.com |
| CLIENT  | READING BOROUGH COUNCIL                                                                                      |
| PROJECT | AMETHYST LANE                                                                                                |

| SWEEP PATH ANALYSIS OF FIRE TENDER<br>USING TURNING AREA                                        |                     |
|-------------------------------------------------------------------------------------------------|---------------------|
| HYDROCK PROJECT NO.<br>26887                                                                    | SCALE @ A3<br>1:200 |
| STATUS DESCRIPTION<br>INFORMATION                                                               | STATUS<br>S2        |
| DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0021 | REVISION<br>P01     |



VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS

Phoenix 2 High Capacity Twin Pack 15 (with Elite 2 6x2ML chassis)  
Overall Length 9.07m  
Overall Width 2.53m  
Overall Body Height 3.21m  
Min Body Ground Clearance 0.416m  
Track Width 2.53m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.800m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

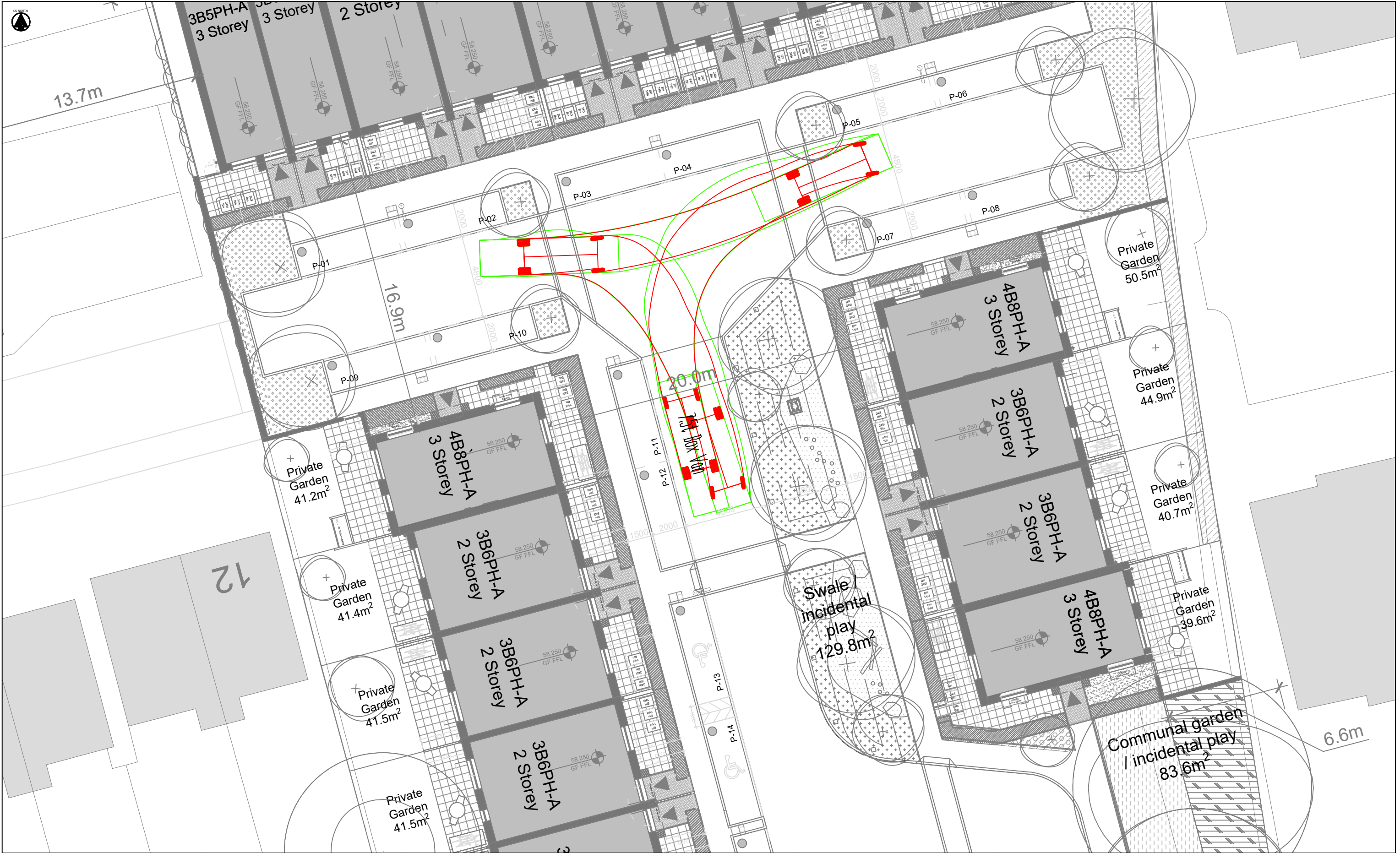
| REVISIONS |             |          |         |          |         |
|-----------|-------------|----------|---------|----------|---------|
| P01       | FIRST ISSUE |          |         |          |         |
|           | J.DALLEY    | 15/05/23 | S.MOODY | 15/05/23 | S.MOODY |

MERCHANTS' HOUSE NORTH  
WAPPING ROAD  
BRISTOL  
BS1 4RW  
t: (0117) 9459 225  
e: bristol@hydrock.com

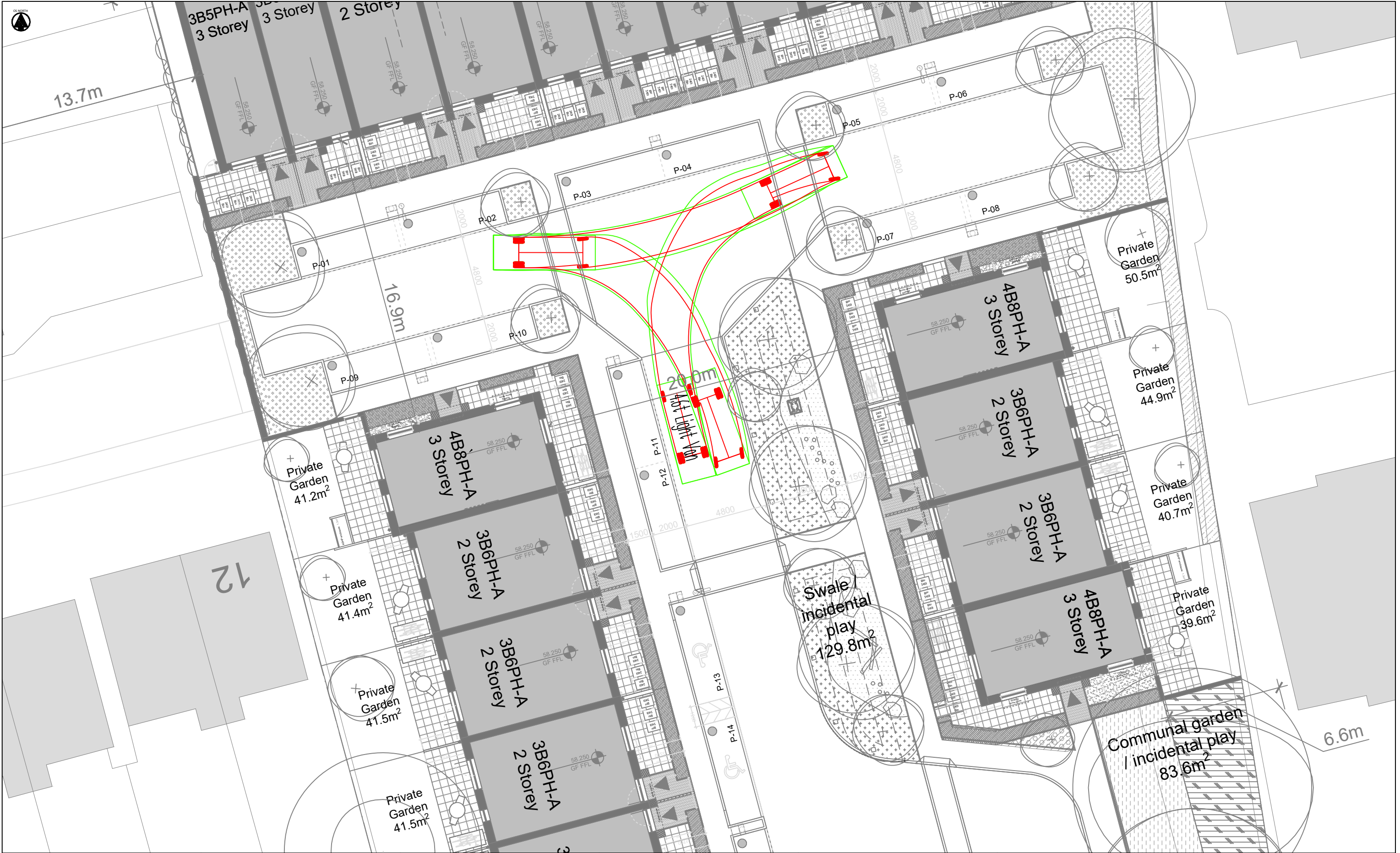
CLIENT  
READING BOROUGH COUNCIL

PROJECT  
AMETHYST LANE

| SWEEP PATH ANALYSIS OF REFUSE VEHICLE USING TURNING AREA                                        |  |                     |  |
|-------------------------------------------------------------------------------------------------|--|---------------------|--|
| HYDROCK PROJECT NO.<br>26887                                                                    |  | SCALE @ A3<br>1:200 |  |
| STATUS DESCRIPTION<br>INFORMATION                                                               |  | STATUS<br>S2        |  |
| DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0022 |  | REVISION<br>P01     |  |



|                                                                                                                                                                                                                                                                                                     |                      |                              |                                  |                                                                                                                                                                                                                                                                           |                       |             |  |  |  |  |  |                      |          |                        |          |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------|--|--|--|--|--|----------------------|----------|------------------------|----------|-----------------------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS</div> <div><p>7.5t Box Van<br/>Overall Length 8.01m<br/>Overall Width 2.10m<br/>Overall Body Height 3.556m<br/>Min Body Ground Clearance 0.351m<br/>Track Width 2.064m<br/>Lock to lock time 4.00s<br/>Kerb to Kerb Turning Radius 7.400m</p></div> | <div>NOTES</div>     | <div>NOTES (CONTINUED)</div> | <div>REVISIONS (CONTINUED)</div> | <div>REVISIONS</div> <div><table><tr><td rowspan="2">P01</td><td colspan="6">FIRST ISSUE</td></tr><tr><td>DRAWN BY<br/>J.DALLEY</td><td>15/05/23</td><td>DESIGNED BY<br/>S.MOODY</td><td>15/05/23</td><td>CHECKED BY<br/>S.MOODY</td><td>15/05/23</td></tr></table></div> | P01                   | FIRST ISSUE |  |  |  |  |  | DRAWN BY<br>J.DALLEY | 15/05/23 | DESIGNED BY<br>S.MOODY | 15/05/23 | CHECKED BY<br>S.MOODY | 15/05/23 | <div><div><div><div>MERCHANTS' HOUSE NORTH<br/>WAPPING ROAD<br/>BRISTOL<br/>BS1 4RW<br/>t: (0117) 9459 225<br/>e: bristol@hydrock.com</div></div><div>CLIENT<br/>READING BOROUGH COUNCIL</div><div>PROJECT<br/>AMETHYST LANE</div></div><div><div>HYDROCK PROJECT NO.<br/>26887</div><div>SCALE @ A3<br/>1:200</div><div><div>STATUS DESCRIPTION<br/>INFORMATION</div><div>DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br/>26887-HYD-XX-XX-DR-TP-0023</div></div><div><div>STATUS<br/>S2</div><div>REVISION<br/>P01</div></div></div></div> |
| P01                                                                                                                                                                                                                                                                                                 | FIRST ISSUE          |                              |                                  |                                                                                                                                                                                                                                                                           |                       |             |  |  |  |  |  |                      |          |                        |          |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                     | DRAWN BY<br>J.DALLEY | 15/05/23                     | DESIGNED BY<br>S.MOODY           | 15/05/23                                                                                                                                                                                                                                                                  | CHECKED BY<br>S.MOODY | 15/05/23    |  |  |  |  |  |                      |          |                        |          |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS |        |
|--------------------------------------------|--------|
|                                            |        |
| 4.6t Light Van                             | 5.985m |
| Overall Length                             | 2.000m |
| Overall Width                              | 2.525m |
| Overall Body Height                        | 0.259m |
| Min Body Ground Clearance                  | 1.765m |
| Track Width                                | 4.00s  |
| Lock to lock time                          | 6.000m |
| Kerb to Kerb Turning Radius                |        |

| NOTES |
|-------|
|       |

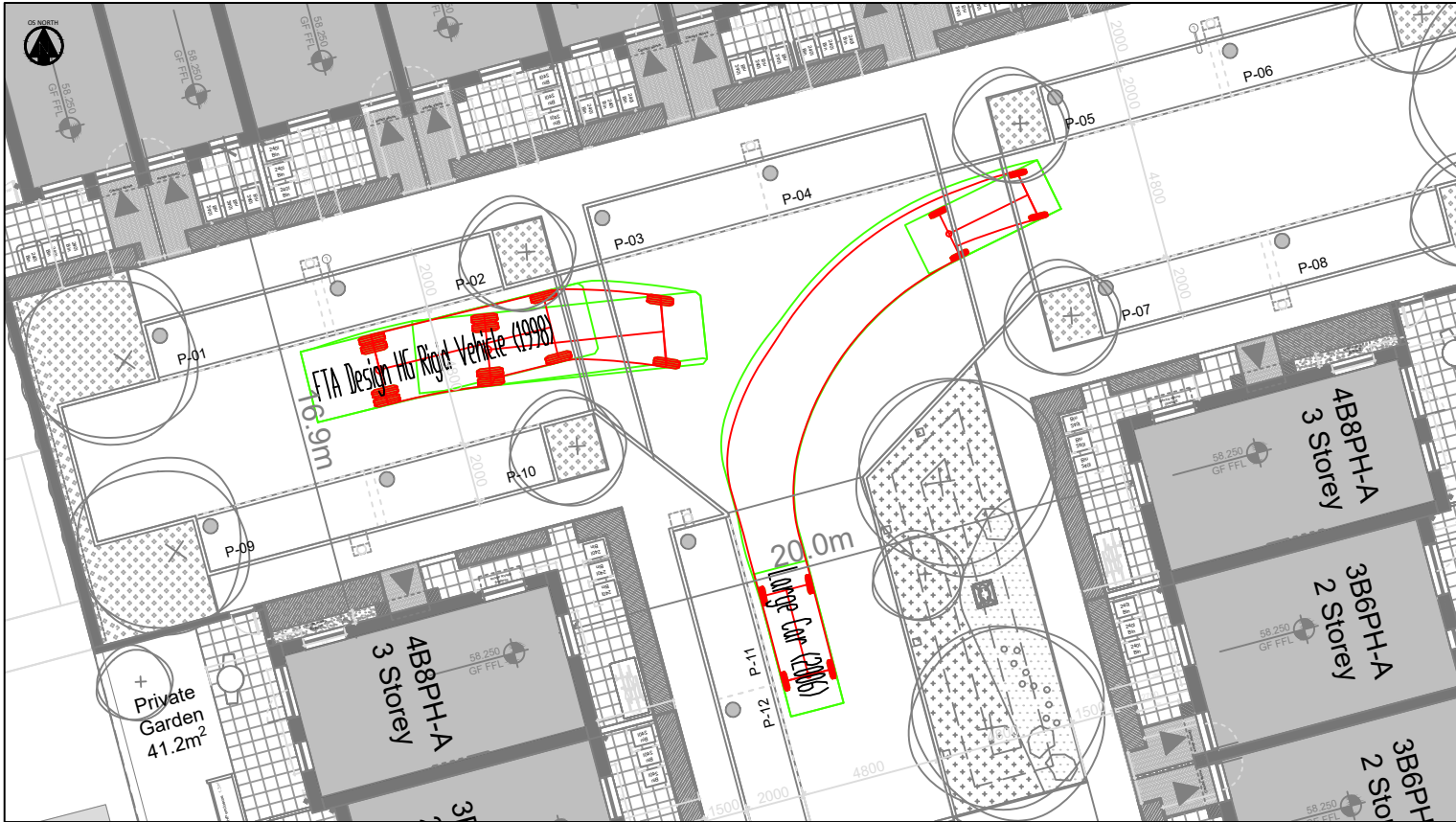
| NOTES (CONTINUED) |
|-------------------|
|                   |

| REVISIONS (CONTINUED) |
|-----------------------|
|                       |

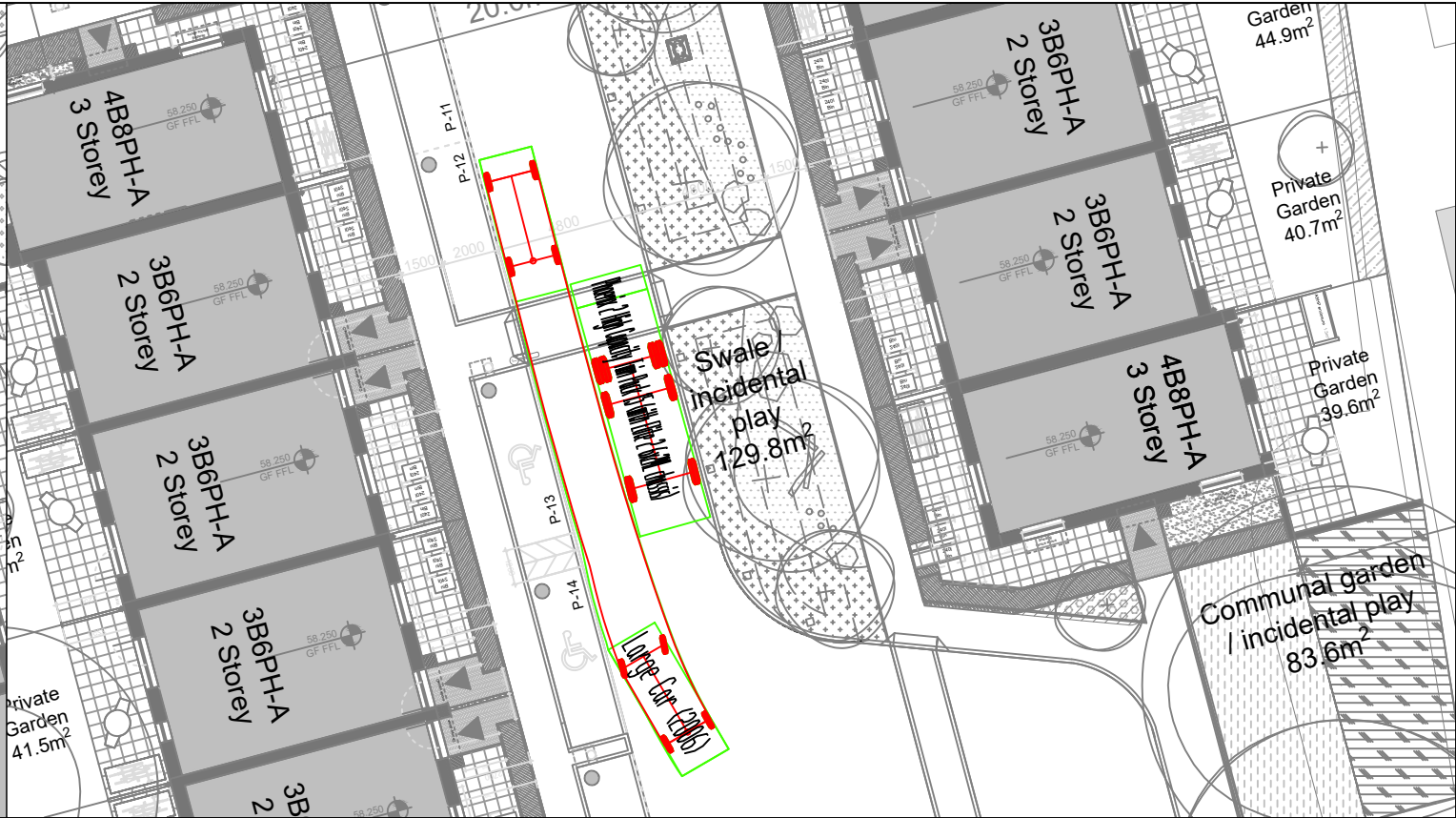
| REVISIONS |                         |          |                       |          |                        |          |
|-----------|-------------------------|----------|-----------------------|----------|------------------------|----------|
|           |                         |          |                       |          |                        |          |
| P01       | FIRST ISSUE             |          |                       |          |                        |          |
|           | DESIGNED BY<br>J.DALLEY | 15/05/23 | CHECKED BY<br>S.MOODY | 15/05/23 | APPROVED BY<br>S.MOODY | 15/05/23 |

|                                   |                                                                                                              |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------|
|                                   | MERCHANTS' HOUSE NORTH<br>WAPPING ROAD<br>BRISTOL<br>BS1 4RW<br>t: (0117) 9459 225<br>e: bristol@hydrock.com |
| CLIENT<br>READING BOROUGH COUNCIL |                                                                                                              |
| PROJECT<br>AMETHYST LANE          |                                                                                                              |

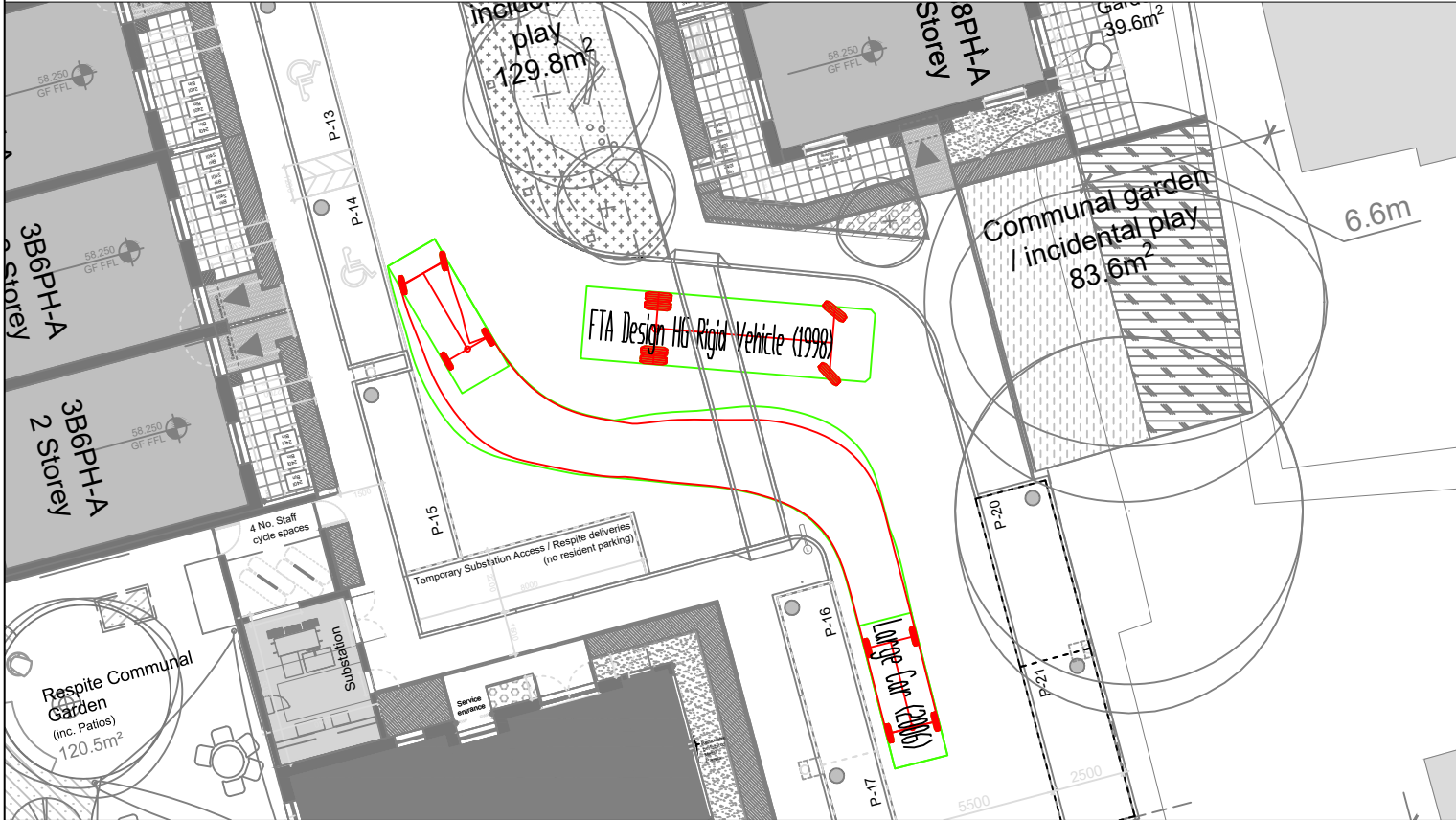
| SWEEP PATH ANALYSIS OF 4.6t PANEL VAN USING TURNING AREA                                        |                     |  |
|-------------------------------------------------------------------------------------------------|---------------------|--|
| HYDROCK PROJECT NO.<br>26887                                                                    | SCALE @ A3<br>1:200 |  |
| STATUS DESCRIPTION<br>INFORMATION                                                               | STATUS<br>S2        |  |
| DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0024 | REVISION<br>P01     |  |



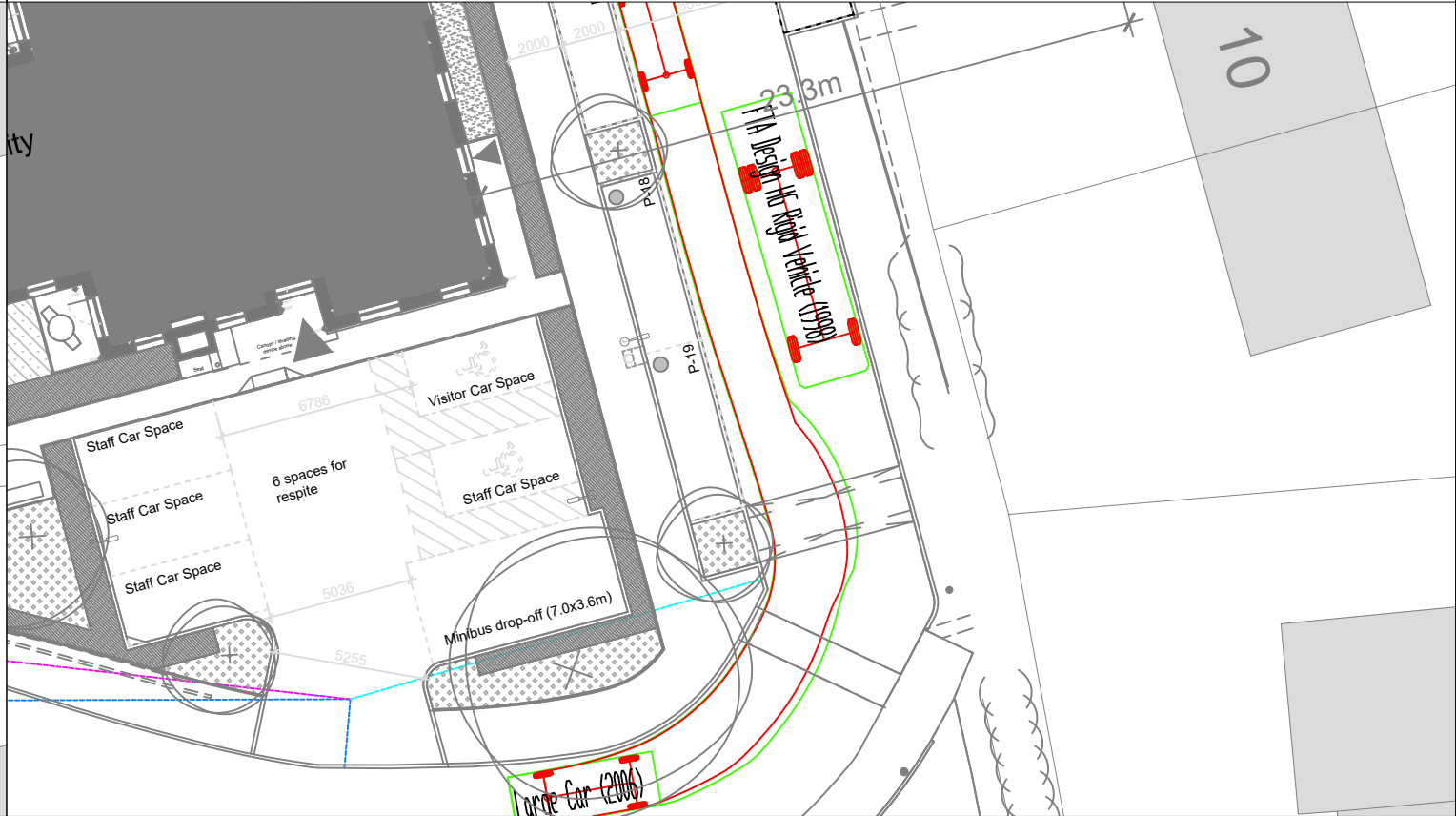
LARGE NORTHBOUND CAR PASSING SOUTHBOUND 10m RIGID



LARGE NORTHBOUND CAR PASSING SOUTHBOUND 10m RIGID ON 4.8m CARRIAGEWAY

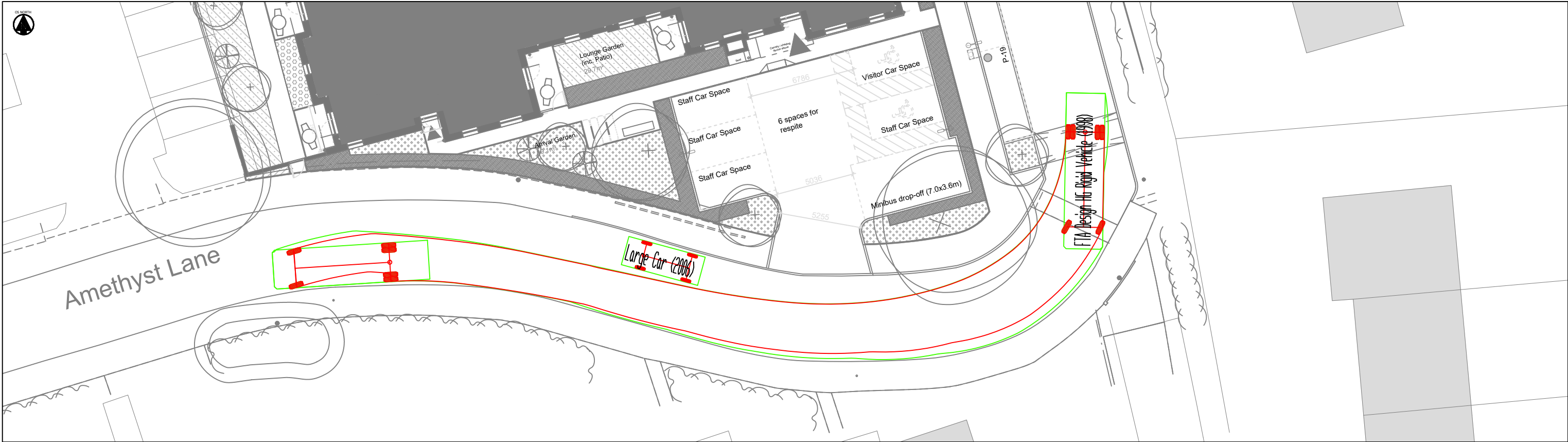


LARGE NORTHBOUND CAR PASSING SOUTHBOUND 10m RIGID IN CENTRAL PART OF SITE

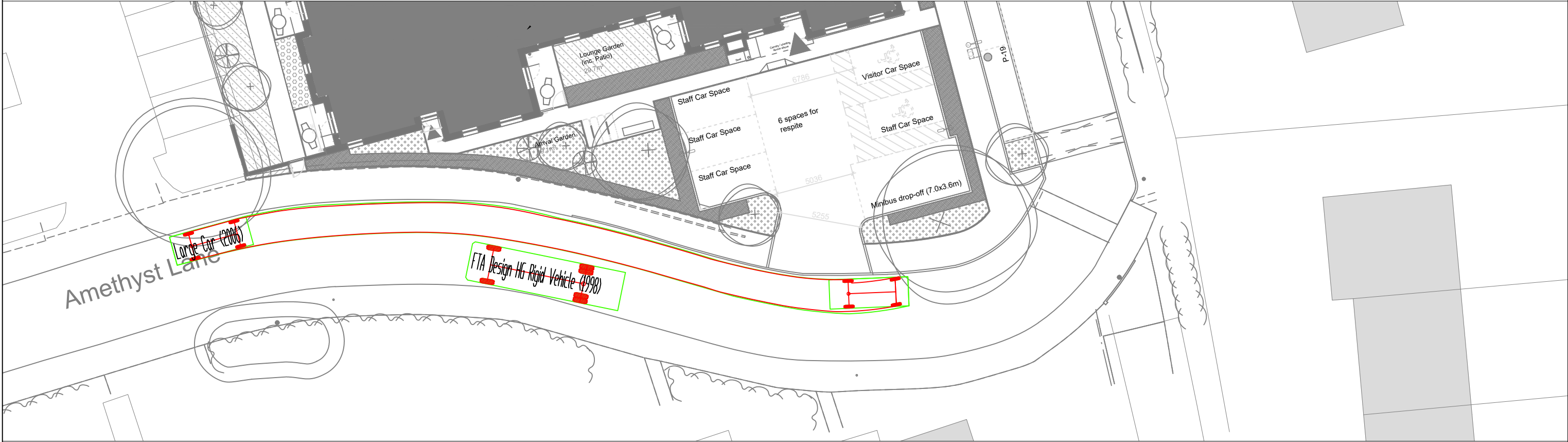


LARGE NORTHBOUND CAR PASSING SOUTHBOUND 10m RIGID ON 5.5m CARRIAGEWAY

|                                                                                                                                                                                       |  |                                                                                                                                                                                                                                 |  |          |  |                       |  |          |  |           |  |                                                                                                                                                                       |  |                                                               |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------|--|-----------------------|--|----------|--|-----------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------|--|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                            |  | VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                      |  | NOTES    |  | REVISIONS (CONTINUED) |  |          |  | REVISIONS |  | <div><div><div>Hydrock</div><div>MERCHANTS' HOUSE NORTH<br/>WAPPING ROAD<br/>BRISTOL,<br/>BS1 4RW<br/>t: (0117) 9459 225<br/>e: bristol@hydrock.com</div></div></div> |  | LARGE NORTHBOUND CAR PASSING SOUTHBOUND 10m RIGID WITHIN SITE |  |
|                                                                                                                                                                                       |  |                                                                                                                                                                                                                                 |  |          |  |                       |  |          |  |           |  |                                                                                                                                                                       |  |                                                               |  |
| FTA Design HG Rigid Vehicle (1998)                                                                                                                                                    |  | Large Car (2006)                                                                                                                                                                                                                |  |          |  |                       |  |          |  |           |  |                                                                                                                                                                       |  |                                                               |  |
| Overall Length<br>2.500m<br>Overall Width<br>3.645m<br>Overall Body Height<br>0.440m<br>Track Width<br>2.470m<br>Lock to lock time<br>3.00s<br>Kerb to Kerb Turning Radius<br>11.000m |  | Overall Length<br>5.079m<br>Overall Width<br>1.872m<br>Overall Body Height<br>1.525m<br>Min Body Ground Clearance<br>0.310m<br>Max Track Width<br>1.831m<br>Lock to lock time<br>4.00s<br>Kerb to Kerb Turning Radius<br>5.900m |  |          |  |                       |  |          |  |           |  |                                                                                                                                                                       |  |                                                               |  |
| P01                                                                                                                                                                                   |  | P01                                                                                                                                                                                                                             |  | P01      |  | P01                   |  | P01      |  | P01       |  | P01                                                                                                                                                                   |  | P01                                                           |  |
| J.DALLEY                                                                                                                                                                              |  | J.DALLEY                                                                                                                                                                                                                        |  | J.DALLEY |  | J.DALLEY              |  | J.DALLEY |  | J.DALLEY  |  | J.DALLEY                                                                                                                                                              |  | J.DALLEY                                                      |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  | 15/05/23                                                                                                                                                              |  | 15/05/23                                                      |  |
| S.MOODY                                                                                                                                                                               |  | S.MOODY                                                                                                                                                                                                                         |  | S.MOODY  |  | S.MOODY               |  | S.MOODY  |  | S.MOODY   |  | S.MOODY                                                                                                                                                               |  | S.MOODY                                                       |  |
| 15/05/23                                                                                                                                                                              |  | 15/05/23                                                                                                                                                                                                                        |  | 15/05/23 |  | 15/05/23              |  | 15/05/23 |  | 15/05/23  |  |                                                                                                                                                                       |  |                                                               |  |

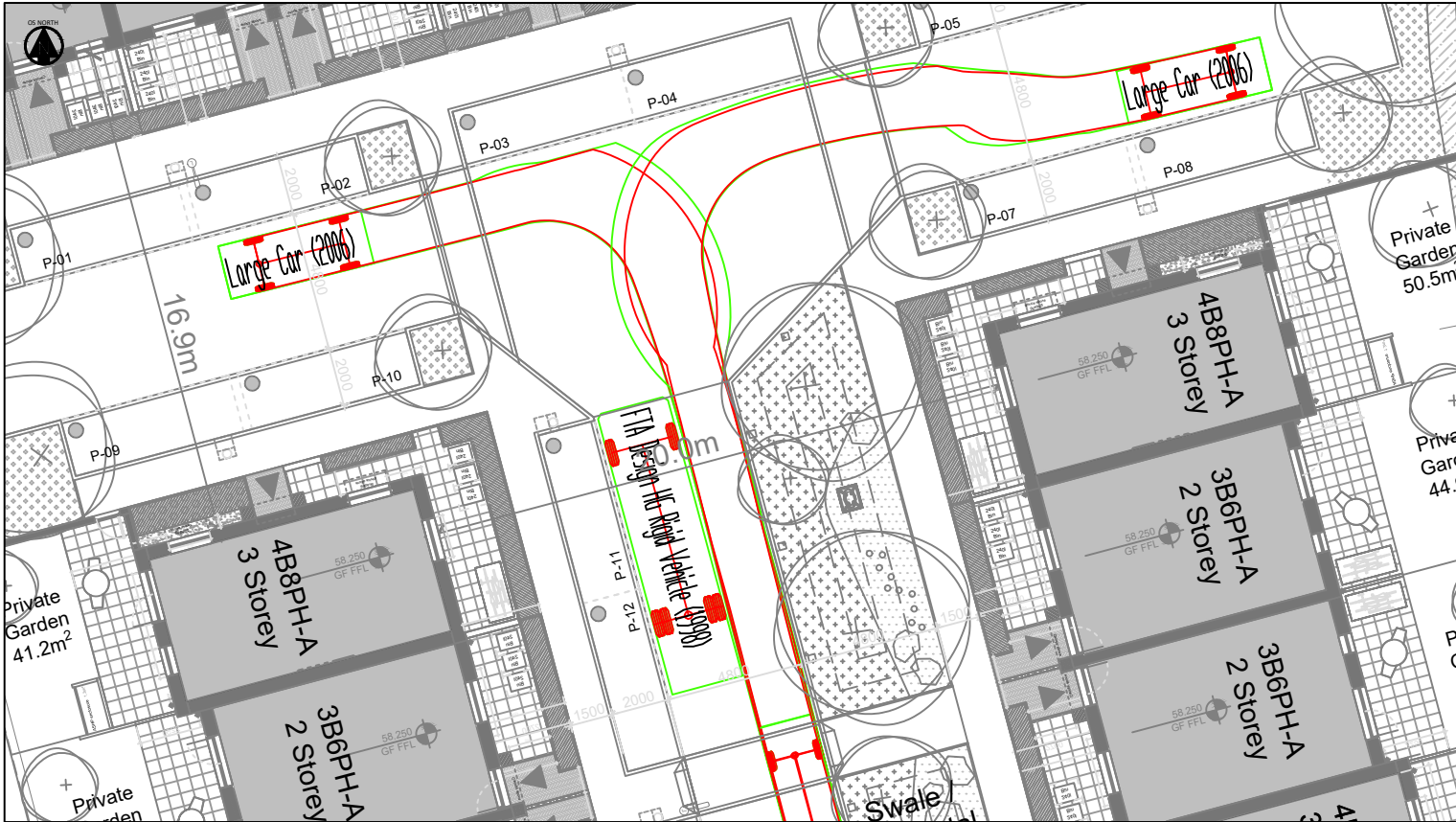


SOUTHBOUND 10m RIGID PASSING LARGE NORTHBOUND CAR TO SOUTH OF SITE

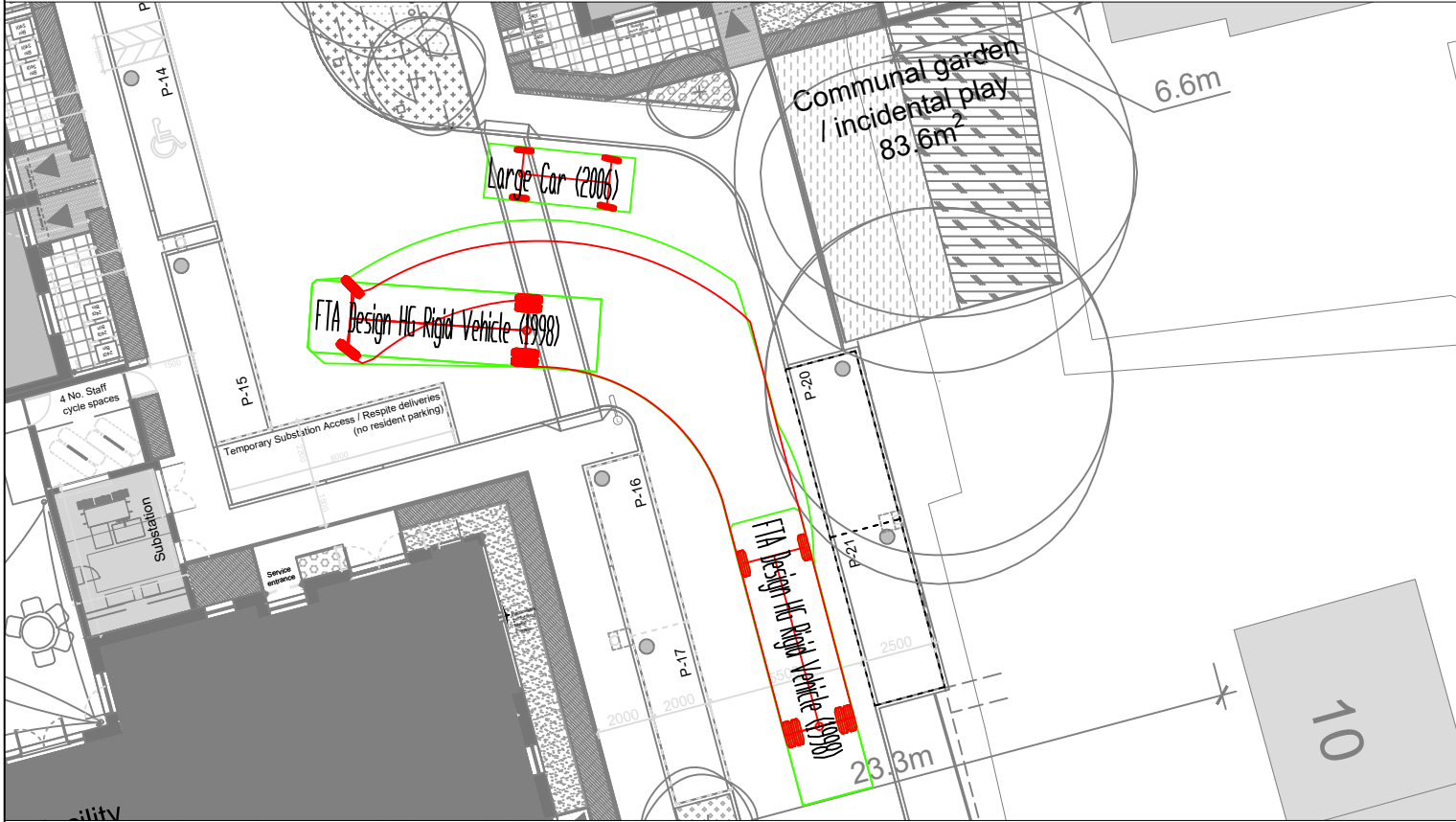


LARGE NORTHBOUND CAR PASSING SOUTHBOUND 10m RIGID TO SOUTH OF SITE

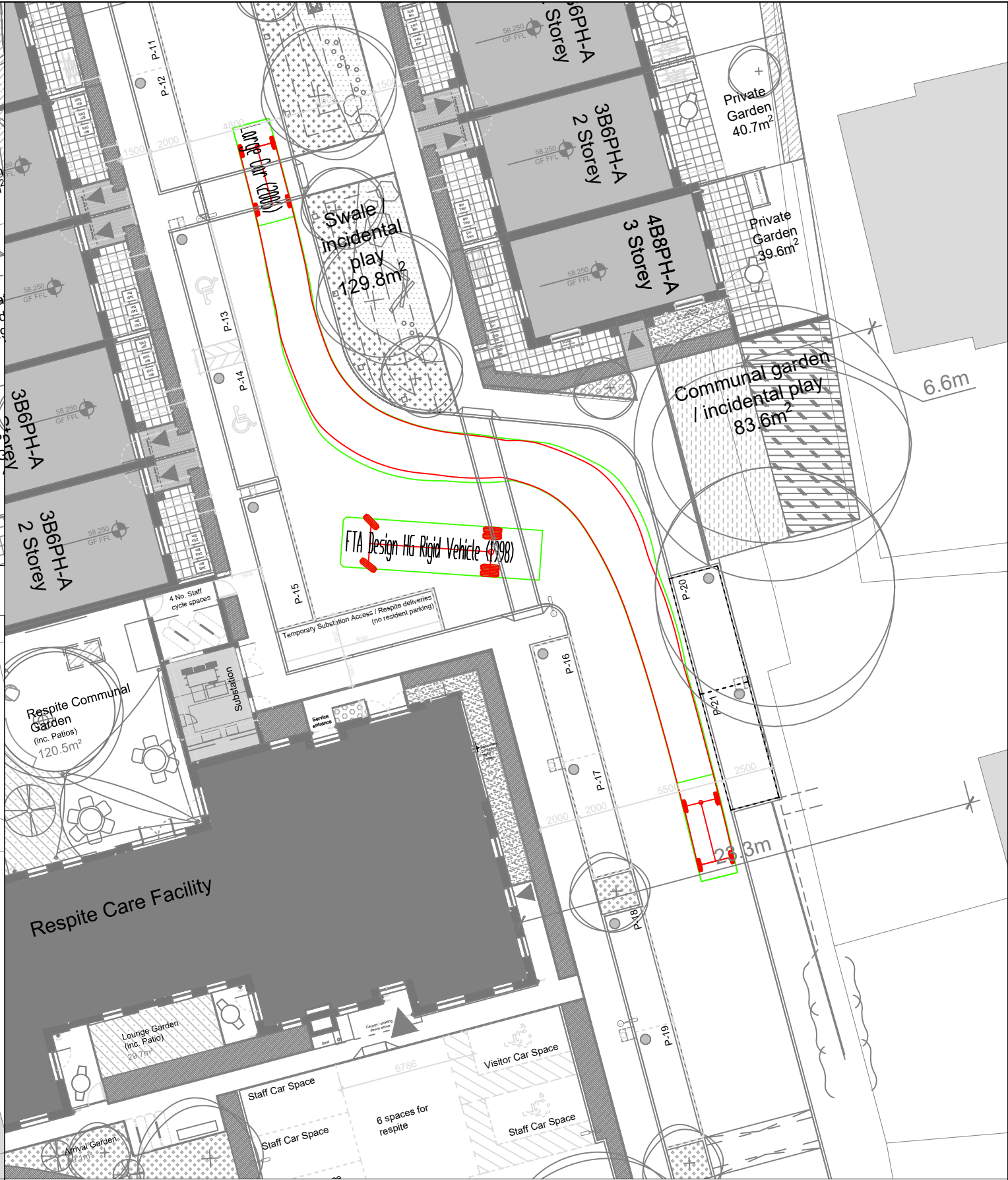
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|-----------------------|-----------|---------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------|--|-----------------------|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                  |  | VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                      |  | NOTES | REVISIONS (CONTINUED) | REVISIONS | MERCHANTS' HOUSE NORTH<br>WAPPING ROAD<br>BRISTOL,<br>BS1 4RW<br>t: (0117) 9459 225<br>e: bristol@hydrock.com |  | LARGE NORTHBOUND CAR AND<br>SOUTHBOUND 10m RIGID PASSING TO<br>SOUTH OF SITE                    |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           | HYDROCK PROJECT NO.<br>26887                                                                                  |  | SCALE @ A3<br>1:200                                                                             |  |                       |
| FTA Design HG Rigid Vehicle (1998)                                                                                                                                                          |  | Large Car (2006)                                                                                                                                                                                                                |  |       |                       |           | CLIENT<br>READING BOROUGH COUNCIL                                                                             |  | STATUS DESCRIPTION<br>INFORMATION                                                               |  |                       |
| Overall Length<br>2.500m<br>Overall Width<br>3.645m<br>Min Body Ground Clearance<br>0.440m<br>Track Width<br>2.470m<br>Lock to lock time<br>3.00s<br>Kerb to Kerb Turning Radius<br>11.000m |  | Overall Length<br>5.079m<br>Overall Width<br>1.872m<br>Overall Body Height<br>1.525m<br>Min Body Ground Clearance<br>0.310m<br>Max Track Width<br>1.831m<br>Lock to lock time<br>4.00s<br>Kerb to Kerb Turning Radius<br>5.900m |  |       |                       |           | PROJECT<br>AMETHYST LANE                                                                                      |  | DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0027 |  | REVISION<br>S2<br>P01 |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
|                                                                                                                                                                                             |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                               |  |                                                                                                 |  |                       |
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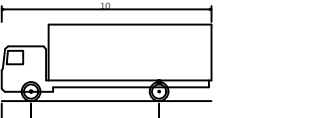
LARGE SOUTHBOUND CAR PASSING NORTHBOUND 10m RIGID ON 4.8m CARRIAGEWAY

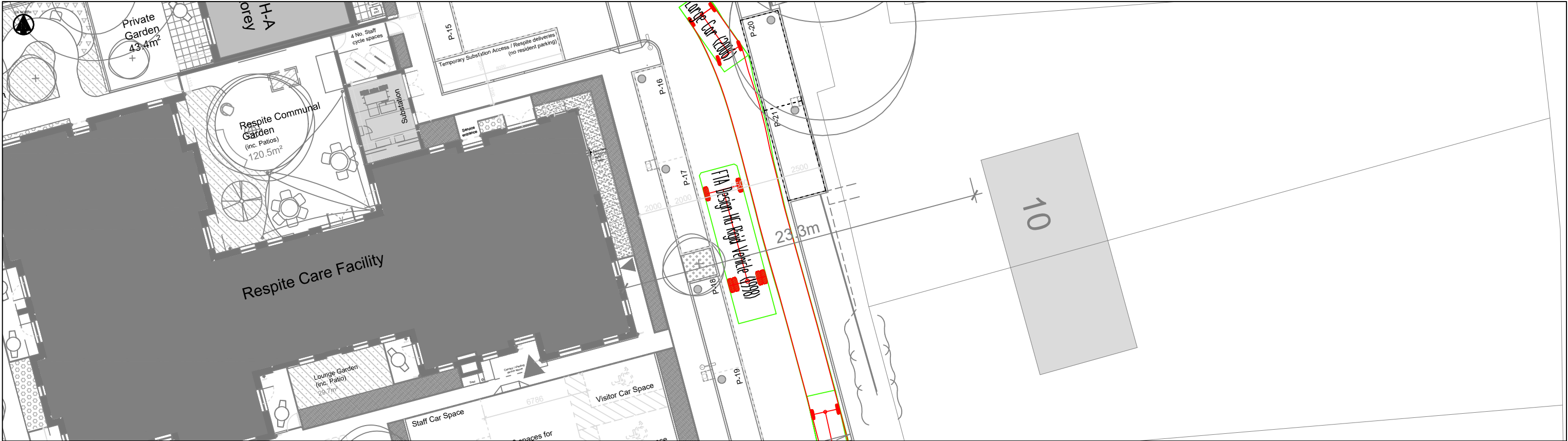


NORTHBOUND 10m RIGID PASSING LARGE SOUTHBOUND CAR IN CENTRAL PART OF THE SITE

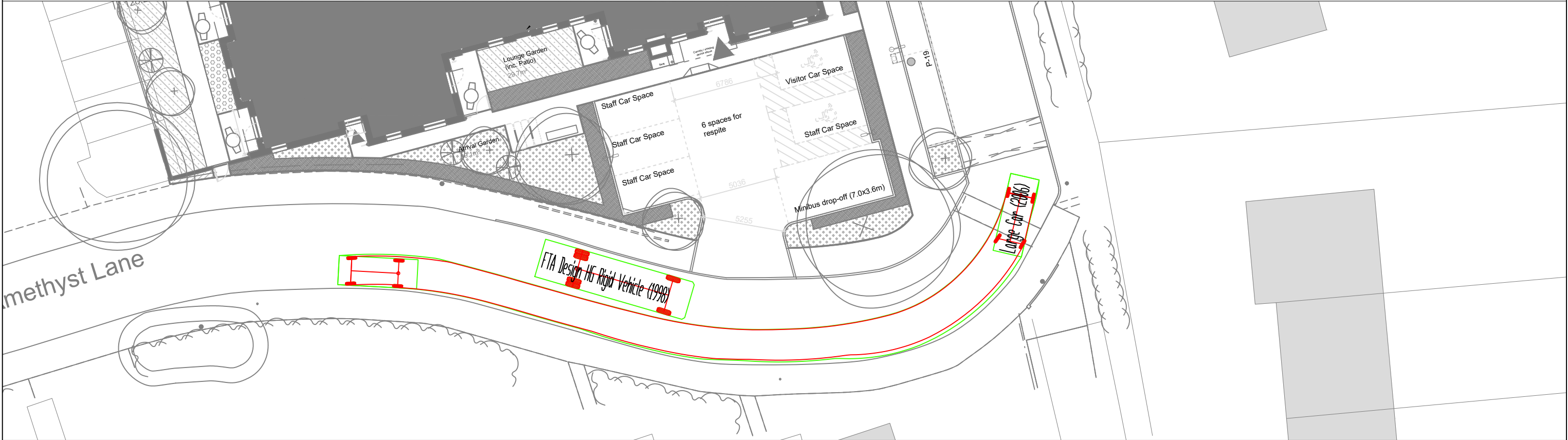


LARGE SOUTHBOUND CAR PASSING NORTHBOUND 10m RIGID IN CENTRAL PART OF THE SITE

|                                                                                    |  |                                                                                     |  |        |  |                       |  |  |  |           |  |                                                                                                                                                                       |  |                                                                     |  |
|------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------|--|--------|--|-----------------------|--|--|--|-----------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------|--|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                         |  | VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                          |  | NOTES  |  | REVISIONS (CONTINUED) |  |  |  | REVISIONS |  | <div><div><div>Hydrock</div><div>MERCHANTS' HOUSE NORTH<br/>WAPPING ROAD<br/>BRISTOL,<br/>BS1 4RW<br/>t: (0117) 9459 225<br/>e: bristol@hydrock.com</div></div></div> |  | NORTHBOUND 10m RIGID PASSING LARGE<br>SOUTHBOUND CAR WITHIN<br>SITE |  |
|  |  |  |  |        |  |                       |  |  |  |           |  | CLIENT<br>READING BOROUGH COUNCIL                                                                                                                                     |  |                                                                     |  |
| FTA Design HG Rigid Vehicle (1998)                                                 |  | Large Car (2006)                                                                    |  |        |  |                       |  |  |  |           |  | PROJECT<br>AMETHYST LANE                                                                                                                                              |  | HYDROCK PROJECT NO.<br>26887                                        |  |
| Overall Length                                                                     |  | Overall Length                                                                      |  | 5.079m |  |                       |  |  |  |           |  | STATUS DESCRIPTION                                                                                                                                                    |  | SCALE @ A3<br>1:200                                                 |  |
| 2.500m                                                                             |  | Overall Width                                                                       |  | 1.872m |  |                       |  |  |  |           |  | INFORMATION                                                                                                                                                           |  | STATUS<br>S2                                                        |  |
| 3.645m                                                                             |  | Overall Body Height                                                                 |  | 1.525m |  |                       |  |  |  |           |  | DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)                                                                                                     |  | REVISION                                                            |  |
| 0.440m                                                                             |  | Min Body Ground Clearance                                                           |  | 0.310m |  |                       |  |  |  |           |  | 26887-HYD-XX-XX-DR-TP-0027                                                                                                                                            |  | P01                                                                 |  |
| 2.470m                                                                             |  | Track Width                                                                         |  | 1.831m |  |                       |  |  |  |           |  |                                                                                                                                                                       |  |                                                                     |  |
| 3.00s                                                                              |  | Lock to lock time                                                                   |  | 4.00s  |  |                       |  |  |  |           |  |                                                                                                                                                                       |  |                                                                     |  |
| 11.000m                                                                            |  | Kerb to Kerb Turning Radius                                                         |  | 5.900m |  |                       |  |  |  |           |  |                                                                                                                                                                       |  |                                                                     |  |



LARGE SOUTHBOUND CAR PASSING NORTHBOUND 10m RIGID ON 5.5m CARRIAGEWAY



LARGE SOUTHBOUND CAR PASSING NORTHBOUND 10m RIGID TO SOUTH OF SITE

|                                                                                                                                                                                                                              |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                              |  |                                                                                                 |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|-----------------------|-----------|--------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------|--|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                   |  | VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                      |  | NOTES | REVISIONS (CONTINUED) | REVISIONS | MERCHANTS' HOUSE NORTH<br>WAPPING ROAD<br>BRISTOL<br>BS1 4RW<br>t: (0117) 9459 225<br>e: bristol@hydrock.com |  | LARGE SOUTHBOUND CAR PASSING<br>SOUTHBOUND 10m RIGID WITHIN<br>SITE                             |  |
|                                                                                                                                                                                                                              |  |                                                                                                                                                                                                                                 |  |       |                       |           | HYDROCK PROJECT NO.<br>26887                                                                                 |  | SCALE @ A3<br>1:200                                                                             |  |
| FTA Design HG Rigid Vehicle (1998)                                                                                                                                                                                           |  | Large Car (2006)                                                                                                                                                                                                                |  |       |                       |           | CLIENT<br>READING BOROUGH COUNCIL                                                                            |  | STATUS DESCRIPTION<br>INFORMATION                                                               |  |
| Overall Length<br>2.500m<br>Overall Width<br>1.872m<br>Overall Body Height<br>1.525m<br>Min Body Ground Clearance<br>0.440m<br>Track Width<br>2.470m<br>Lock to lock time<br>3.00s<br>Kerb to Kerb Turning Radius<br>11.000m |  | Overall Length<br>5.079m<br>Overall Width<br>1.872m<br>Overall Body Height<br>1.525m<br>Min Body Ground Clearance<br>0.310m<br>Max Track Width<br>1.831m<br>Lock to lock time<br>4.00s<br>Kerb to Kerb Turning Radius<br>5.900m |  |       |                       |           | PROJECT<br>AMETHYST LANE                                                                                     |  | DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0028 |  |
|                                                                                                                                                                                                                              |  |                                                                                                                                                                                                                                 |  |       |                       |           | P01                                                                                                          |  |                                                                                                 |  |
|                                                                                                                                                                                                                              |  |                                                                                                                                                                                                                                 |  |       |                       |           |                                                                                                              |  |                                                                                                 |  |



|                                                                                                                                                                                                                                                                                                                                                                                                                  |  |       |  |                   |  |                       |  |           |  |                                                                                                                                                                                                       |  |                                                                                                 |  |                     |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|--|-------------------|--|-----------------------|--|-----------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------|--|---------------------|--|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                                                                                                                                                                                                       |  | NOTES |  | NOTES (CONTINUED) |  | REVISIONS (CONTINUED) |  | REVISIONS |  | <div><div><div></div><div></div></div><div><div>Hydrock</div><div>MERCHANTS' HOUSE NORTH<br/>WAPPING ROAD<br/>BRISTOL<br/>BS1 4RW<br/>t: (0117) 9459 225<br/>e: bristol@hydrock.com</div></div></div> |  | LARGE CAR EXITING PARKING BAYS                                                                  |  |                     |  |
| <div><div><div><div></div><div></div></div><div><div>5.079</div><div>0.310</div><div>1.872</div></div></div><div><div>Large Car (2006)</div><div>Overall Length5.079m</div><div>Overall Width1.872m</div><div>Overall Body Height1.525m</div><div>Min Body Ground Clearance0.310m</div><div>Max Track Width1.831m</div><div>Lock to lock time4.00s</div><div>Kerb to Kerb Turning Radius5.900m</div></div></div> |  |       |  |                   |  |                       |  |           |  | CLIENT<br>READING BOROUGH COUNCIL                                                                                                                                                                     |  | HYDROCK PROJECT NO.<br>26887                                                                    |  | SCALE @ A3<br>1:200 |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                  |  |       |  |                   |  |                       |  |           |  | PROJECT<br>AMETHYST LANE                                                                                                                                                                              |  | STATUS DESCRIPTION<br>INFORMATION                                                               |  | STATUS<br>S2        |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                  |  |       |  |                   |  |                       |  |           |  |                                                                                                                                                                                                       |  | DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0029 |  | REVISION<br>P01     |  |

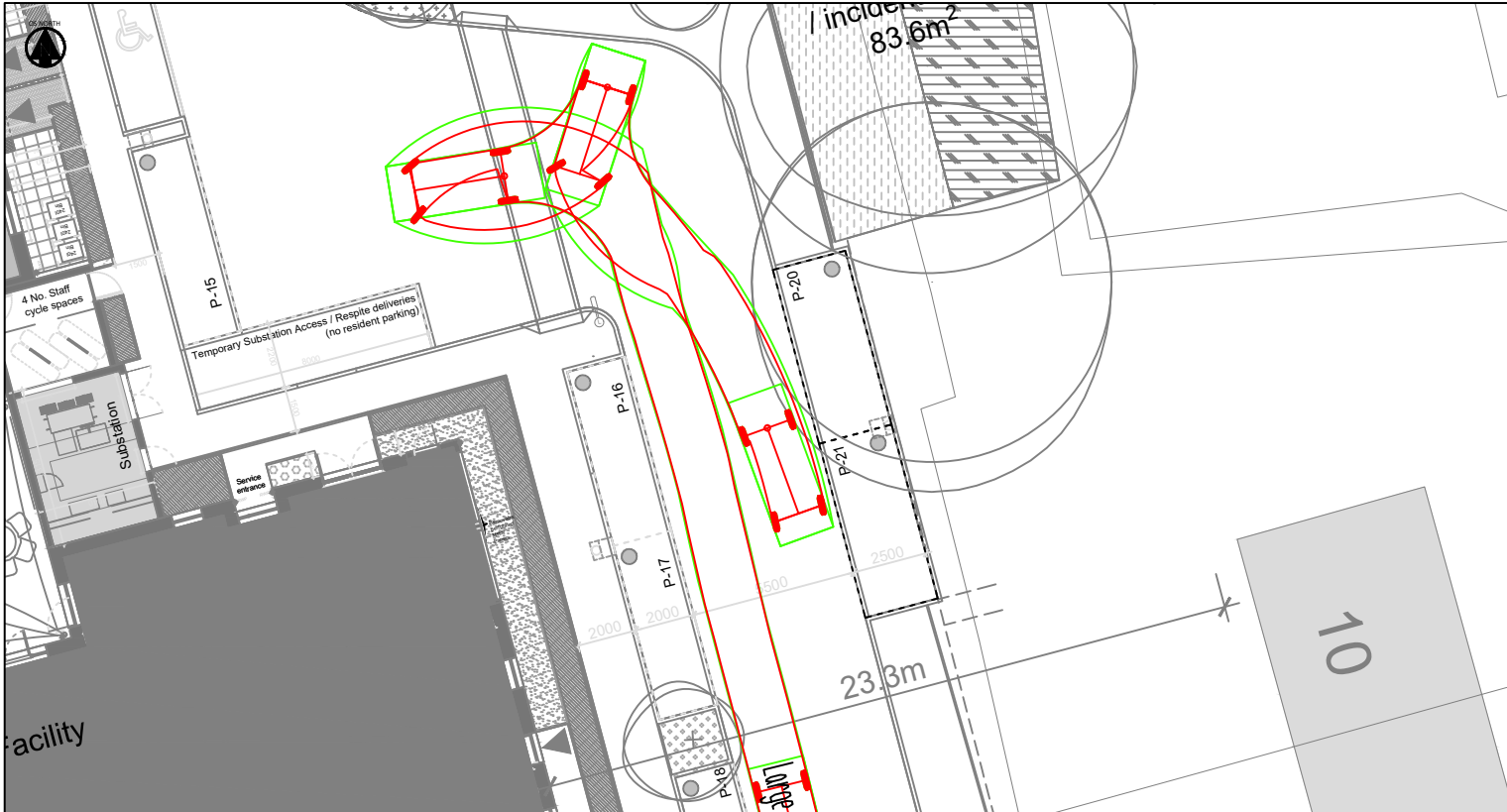


MEDIUM AND LARGE CAR THREE POINT TURN

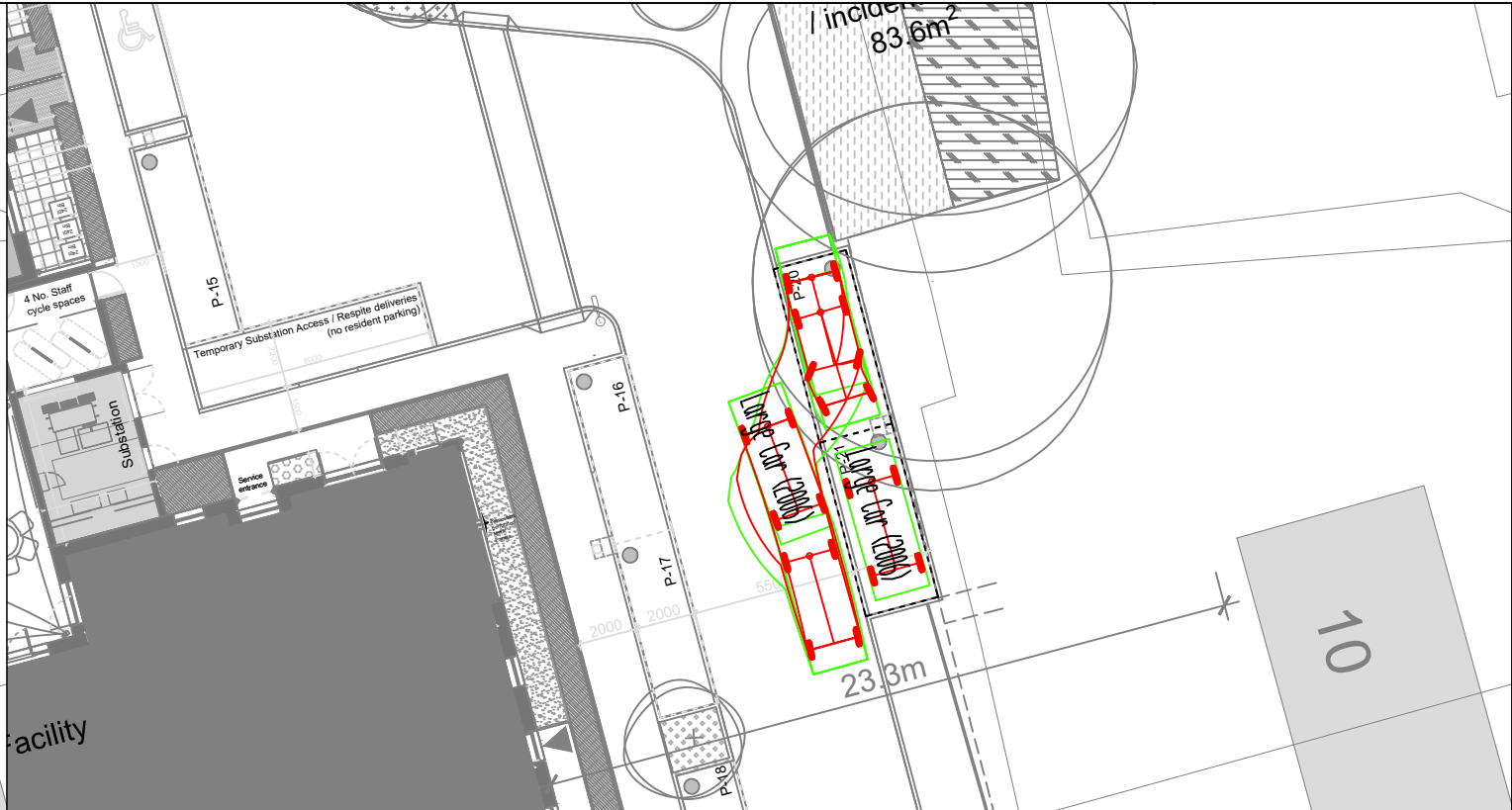


LARGE CAR FIVE POINT TURN

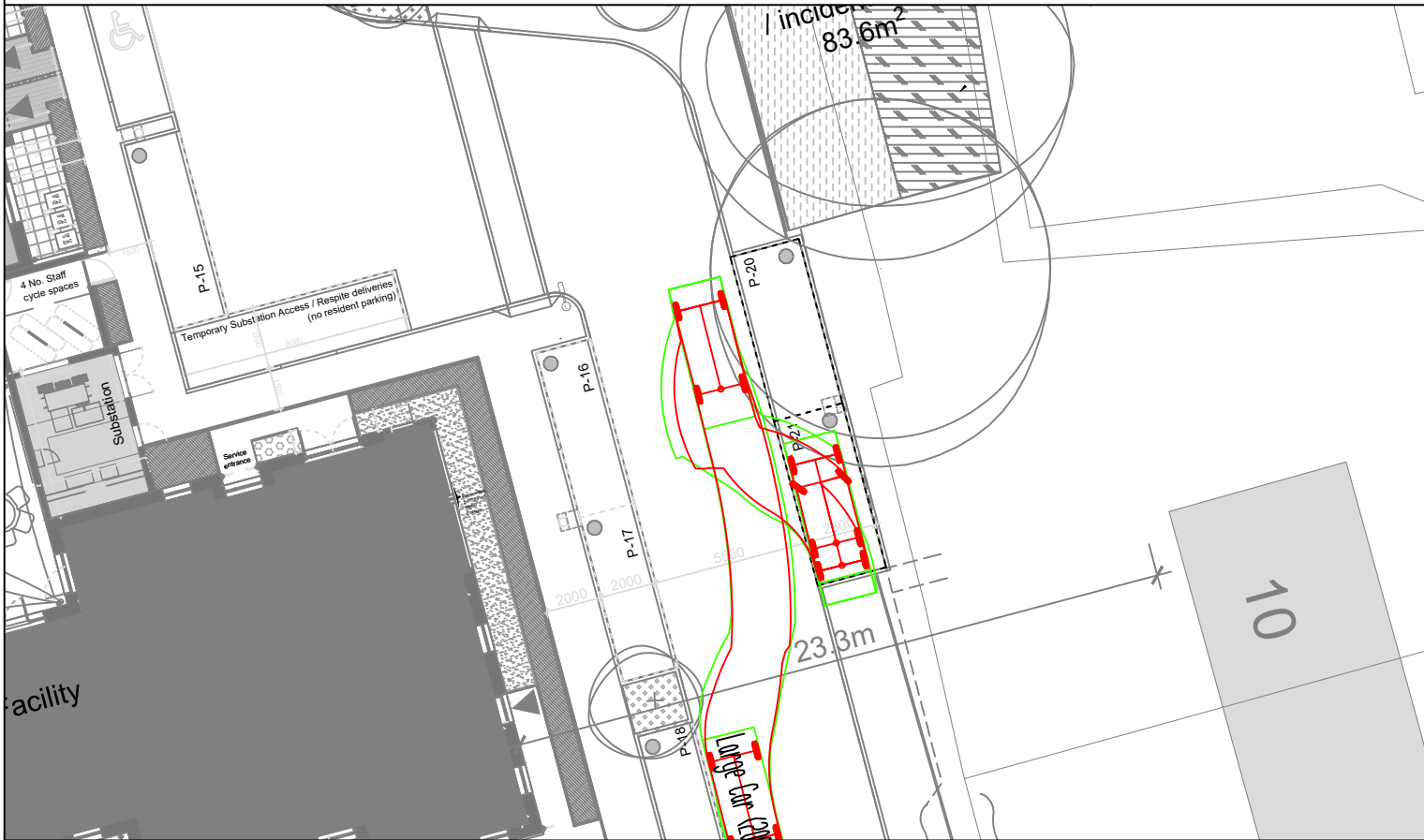
|                                                                                                                                                                                                                                |  |                                                                                                                                                                                                                                |  |       |                       |           |                                                                                                 |  |                                                                                                                                                                                            |  |                                            |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|-----------------------|-----------|-------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------|--|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                     |  | VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                     |  | NOTES | REVISIONS (CONTINUED) | REVISIONS | REVISIONS                                                                                       |  | <div><div><div></div><div></div></div><div>Hydrock</div><div>MERCHANTS' HOUSE NORTH<br/>WAPPING ROAD<br/>BRISTOL<br/>BS1 4RW<br/>t: (0117) 9459 225<br/>e: bristol@hydrock.com</div></div> |  | LARGE AND MEDIUM CARS EXITING PARKING BAYS |  |
|                                                                                                                                              |  |                                                                                                                                             |  |       |                       |           | HYDROCK PROJECT NO.<br>26887                                                                    |  | SCALE @ A3<br>1:200                                                                                                                                                                        |  |                                            |  |
| Large Car (2006)<br>Overall Length 5.079m<br>Overall Width 1.872m<br>Overall Body Height 1.525m<br>Min Body Ground Clearance 0.310m<br>Max Track Width 1.831m<br>Lock to lock time 4.00s<br>Kerb to Kerb Turning Radius 5.900m |  | Medium Sized Car<br>Overall Length 4.319m<br>Overall Width 1.466m<br>Overall Body Height 1.466m<br>Min Body Ground Clearance 0.228m<br>Max Track Width 1.591m<br>Lock to lock time 4.00s<br>Kerb to Kerb Turning Radius 5.042m |  |       |                       |           | STATUS DESCRIPTION<br>INFORMATION                                                               |  | STATUS<br>S2                                                                                                                                                                               |  |                                            |  |
|                                                                                                                                                                                                                                |  |                                                                                                                                                                                                                                |  |       |                       |           | DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0030 |  | REVISION<br>P01                                                                                                                                                                            |  |                                            |  |



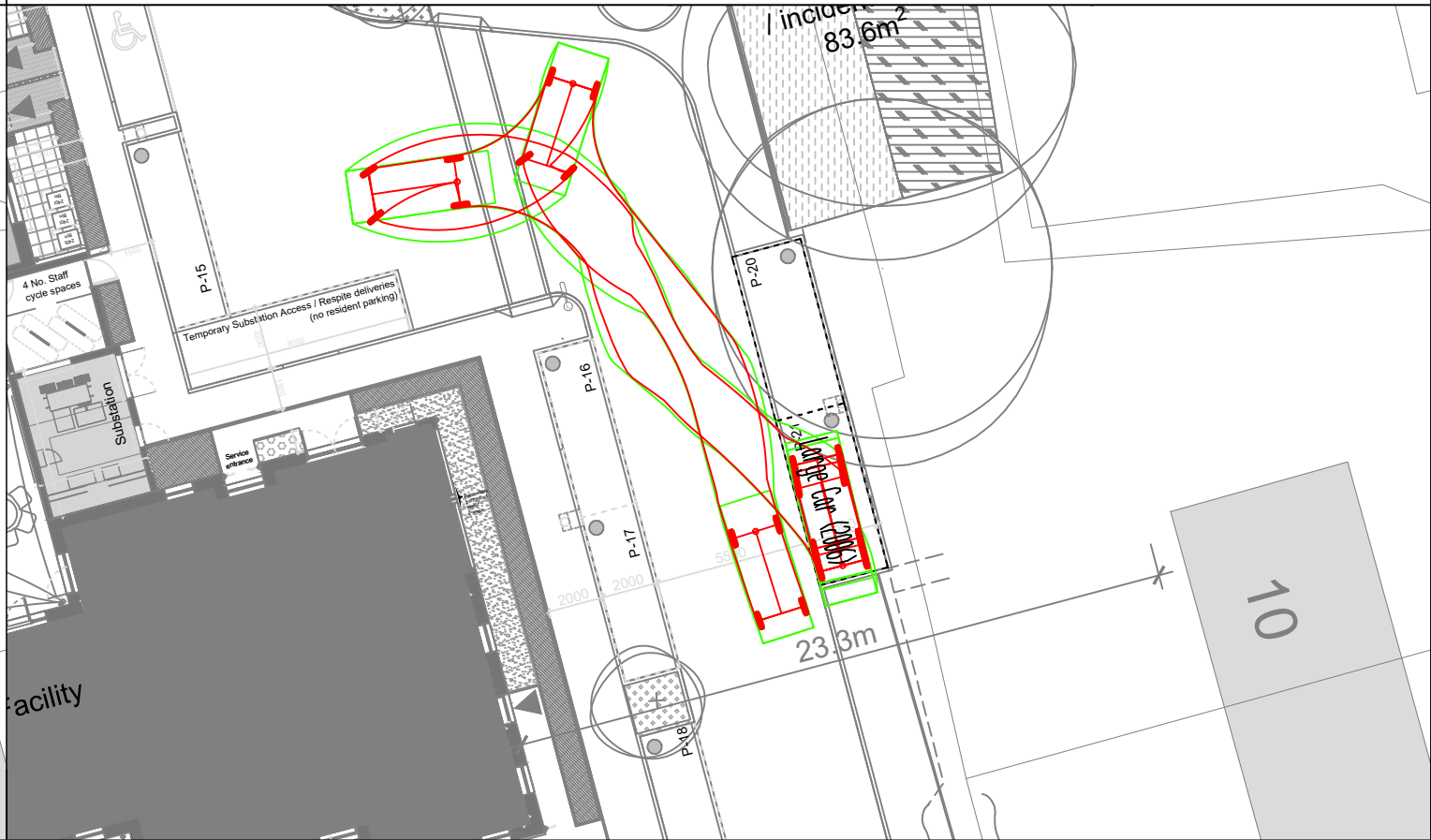
NORTHBOUND LARGE CAR THREE POINT TURN



SOUTHBOUND FACING LARGE CAR REVERSE PARALLEL PARK



NORTHBOUND FACING LARGE CAR REVERSE PARALLEL PARK



NORTHBOUND LARGE CAR THREE POINT TURN

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |       |  |                   |  |                       |  |           |  |                                                                                                                                                                                                                   |  |                                                                                                 |  |                     |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------|--|-------------------|--|-----------------------|--|-----------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------|--|---------------------|--|
| VEHICLE MODEL USED FOR SWEEP PATH ANALYSIS                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | NOTES |  | NOTES (CONTINUED) |  | REVISIONS (CONTINUED) |  | REVISIONS |  | <div><div><div><div></div><div></div></div><div><div>Hydrock</div><div>MERCHANTS' HOUSE NORTH<br/>WAPPING ROAD<br/>BRISTOL,<br/>BS1 4RW<br/>t: (0117) 9459 225<br/>e: bristol@hydrock.com</div></div></div></div> |  | LARGE CAR ENTERING/EXITING PARKING BAYS                                                         |  |                     |  |
| <div><div><div><div></div><div></div></div><div><div>5.070</div><div>0.810</div><div>3.035</div></div></div><div><div>Large Car (2006)</div><div>Overall Length</div><div>Overall Width</div><div>Overall Body Height</div><div>Min Body Ground Clearance</div><div>Max Track Width</div><div>Lock to lock time</div><div>Kerb to Kerb Turning Radius</div></div><div><div>5.079m</div><div>1.872m</div><div>1.525m</div><div>0.310m</div><div>1.831m</div><div>4.00s</div><div>5.900m</div></div></div> |  |       |  |                   |  |                       |  |           |  | CLIENT<br>READING BOROUGH COUNCIL                                                                                                                                                                                 |  | HYDROCK PROJECT NO.<br>26887                                                                    |  | SCALE @ A3<br>1:200 |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |       |  |                   |  |                       |  |           |  | PROJECT<br>AMETHYST LANE                                                                                                                                                                                          |  | STATUS DESCRIPTION<br>INFORMATION                                                               |  | STATUS<br>S2        |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |       |  |                   |  |                       |  |           |  | P01                                                                                                                                                                                                               |  | DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)<br>26887-HYD-XX-XX-DR-TP-0031 |  | REVISION<br>P01     |  |

## Appendix C TRICS Outputs

Calculation Reference: AUDIT-540501-230327-0310

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES  
TOTAL VEHICLES

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | EX ESSEX                       | 1 days |
| 03 | SOUTH WEST                     |        |
|    | WL WILTSHIRE                   | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LR LEICESTER                   | 1 days |
|    | NN NORTH NORTHAMPTONSHIRE      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WO WORCESTERSHIRE              | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 1 days |
| 08 | NORTH WEST                     |        |
|    | AC CHESHIRE WEST & CHESTER     | 1 days |
|    | GM GREATER MANCHESTER          | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 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: No of Dwellings  
Actual Range: 16 to 228 (units: )  
Range Selected by User: 14 to 280 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 13/05/22

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 3 days |

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

## Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

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

## Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 4 |
| Edge of Town                             | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 3 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and*

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 9 days - Selected |

Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| C3 | 9 days |
|----|--------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,000 or Less      | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 2 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 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 | 3 days |
| 1.1 to 1.5 | 6 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 9 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 | 9 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                          |                          |                         |
|---|------------------------------------------|--------------------------|-------------------------|
| 1 | AC-03-B-01                               | HOUSES & FLATS           | CHESHIRE WEST & CHESTER |
|   | WORDSWORTH CRES.                         |                          |                         |
|   | CHESTER                                  |                          |                         |
|   | BLACON                                   |                          |                         |
|   | Edge of Town                             |                          |                         |
|   | Residential Zone                         |                          |                         |
|   | Total No of Dwellings:                   | 80                       |                         |
|   | Survey date: MONDAY                      | 17/11/14                 | Survey Type: MANUAL     |
| 2 | CB-03-B-02                               | SEMI DETACHED & TERRACED | CUMBRIA                 |
|   | PENNINE WAY                              |                          |                         |
|   | ALSTON                                   |                          |                         |
|   | Neighbourhood Centre (PPS6 Local Centre) |                          |                         |
|   | Village                                  |                          |                         |
|   | Total No of Dwellings:                   | 66                       |                         |
|   | Survey date: FRIDAY                      | 13/05/22                 | Survey Type: MANUAL     |
| 3 | EX-03-B-01                               | MIXED HOUSES & FLATS     | ESSEX                   |
|   | SHIMBROOKS                               |                          |                         |
|   | NEAR BRAINTREE                           |                          |                         |
|   | GREAT LEIGHS                             |                          |                         |
|   | Neighbourhood Centre (PPS6 Local Centre) |                          |                         |
|   | Village                                  |                          |                         |
|   | Total No of Dwellings:                   | 228                      |                         |
|   | Survey date: THURSDAY                    | 10/05/18                 | Survey Type: MANUAL     |
| 4 | GM-03-B-01                               | TERRACED HOUSES          | GREATER MANCHESTER      |
|   | NEWBOLD                                  |                          |                         |
|   | ROCHDALE                                 |                          |                         |
|   | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|   | No Sub Category                          |                          |                         |
|   | Total No of Dwellings:                   | 43                       |                         |
|   | Survey date: WEDNESDAY                   | 21/10/15                 | Survey Type: MANUAL     |
| 5 | LR-03-B-01                               | SEMI-DETACHED & TERRACED | LEICESTER               |
|   | COLEMAN ROAD                             |                          |                         |
|   | LEICESTER                                |                          |                         |
|   | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|   | Residential Zone                         |                          |                         |
|   | Total No of Dwellings:                   | 38                       |                         |
|   | Survey date: FRIDAY                      | 22/10/21                 | Survey Type: MANUAL     |
| 6 | NN-03-B-01                               | SEMI-DETACHED HOUSES     | NORTH NORTHAMPTONSHIRE  |
|   | OCCUPATION ROAD                          |                          |                         |
|   | CORBY                                    |                          |                         |
|   | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|   | Residential Zone                         |                          |                         |
|   | Total No of Dwellings:                   | 21                       |                         |
|   | Survey date: WEDNESDAY                   | 13/10/21                 | Survey Type: MANUAL     |
| 7 | WL-03-B-01                               | TERRACED HOUSES          | WILTSHIRE               |
|   | BUTTERFIELD DRIVE                        |                          |                         |
|   | AMESBURY                                 |                          |                         |
|   | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|   | Residential Zone                         |                          |                         |
|   | Total No of Dwellings:                   | 54                       |                         |
|   | Survey date: TUESDAY                     | 18/09/18                 | Survey Type: MANUAL     |
| 8 | WO-03-B-02                               | TERRACED HOUSES          | WORCESTERSHIRE          |
|   | GOODREST WALK                            |                          |                         |
|   | WORCESTER                                |                          |                         |
|   | MERRIMANS HILL                           |                          |                         |
|   | Neighbourhood Centre (PPS6 Local Centre) |                          |                         |
|   | Residential Zone                         |                          |                         |
|   | Total No of Dwellings:                   | 16                       |                         |
|   | Survey date: MONDAY                      | 14/11/16                 | Survey Type: MANUAL     |
| 9 | WY-03-B-04                               | TERRACED HOUSES          | WEST YORKSHIRE          |
|   | SYKES CLOSE                              |                          |                         |
|   | BATLEY                                   |                          |                         |
|   | Edge of Town                             |                          |                         |
|   | Residential Zone                         |                          |                         |
|   | Total No of Dwellings:                   | 17                       |                         |
|   | Survey date: FRIDAY                      | 19/10/18                 | Survey Type: MANUAL     |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.046     | 9          | 63          | 0.201     | 9        | 63          | 0.247     |
| 08:00 - 09:00 | 9        | 63          | 0.110     | 9          | 63          | 0.234     | 9        | 63          | 0.344     |
| 09:00 - 10:00 | 9        | 63          | 0.110     | 9          | 63          | 0.176     | 9        | 63          | 0.286     |
| 10:00 - 11:00 | 9        | 63          | 0.115     | 9          | 63          | 0.135     | 9        | 63          | 0.250     |
| 11:00 - 12:00 | 9        | 63          | 0.108     | 9          | 63          | 0.114     | 9        | 63          | 0.222     |
| 12:00 - 13:00 | 9        | 63          | 0.133     | 9          | 63          | 0.103     | 9        | 63          | 0.236     |
| 13:00 - 14:00 | 9        | 63          | 0.130     | 9          | 63          | 0.114     | 9        | 63          | 0.244     |
| 14:00 - 15:00 | 9        | 63          | 0.123     | 9          | 63          | 0.139     | 9        | 63          | 0.262     |
| 15:00 - 16:00 | 9        | 63          | 0.218     | 9          | 63          | 0.153     | 9        | 63          | 0.371     |
| 16:00 - 17:00 | 9        | 63          | 0.231     | 9          | 63          | 0.114     | 9        | 63          | 0.345     |
| 17:00 - 18:00 | 9        | 63          | 0.234     | 9          | 63          | 0.167     | 9        | 63          | 0.401     |
| 18:00 - 19:00 | 9        | 63          | 0.185     | 9          | 63          | 0.124     | 9        | 63          | 0.309     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.743     |            |             | 1.774     |          |             | 3.517     |

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: 16 - 228 (units: )  
 Survey date range: 01/01/14 - 13/05/22  
 Number of weekdays (Monday-Friday): 9  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.004     | 9          | 63          | 0.004     | 9        | 63          | 0.008     |
| 08:00 - 09:00 | 9        | 63          | 0.009     | 9          | 63          | 0.009     | 9        | 63          | 0.018     |
| 09:00 - 10:00 | 9        | 63          | 0.009     | 9          | 63          | 0.009     | 9        | 63          | 0.018     |
| 10:00 - 11:00 | 9        | 63          | 0.011     | 9          | 63          | 0.011     | 9        | 63          | 0.022     |
| 11:00 - 12:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 12:00 - 13:00 | 9        | 63          | 0.009     | 9          | 63          | 0.007     | 9        | 63          | 0.016     |
| 13:00 - 14:00 | 9        | 63          | 0.009     | 9          | 63          | 0.011     | 9        | 63          | 0.020     |
| 14:00 - 15:00 | 9        | 63          | 0.007     | 9          | 63          | 0.007     | 9        | 63          | 0.014     |
| 15:00 - 16:00 | 9        | 63          | 0.009     | 9          | 63          | 0.009     | 9        | 63          | 0.018     |
| 16:00 - 17:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 17:00 - 18:00 | 9        | 63          | 0.004     | 9          | 63          | 0.004     | 9        | 63          | 0.008     |
| 18:00 - 19:00 | 9        | 63          | 0.004     | 9          | 63          | 0.004     | 9        | 63          | 0.008     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.079     |            |             | 0.079     |          |             | 0.158     |

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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 08:00 - 09:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 09:00 - 10:00 | 9        | 63          | 0.004     | 9          | 63          | 0.000     | 9        | 63          | 0.004     |
| 10:00 - 11:00 | 9        | 63          | 0.000     | 9          | 63          | 0.004     | 9        | 63          | 0.004     |
| 11:00 - 12:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 12:00 - 13:00 | 9        | 63          | 0.004     | 9          | 63          | 0.002     | 9        | 63          | 0.006     |
| 13:00 - 14:00 | 9        | 63          | 0.002     | 9          | 63          | 0.004     | 9        | 63          | 0.006     |
| 14:00 - 15:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 15:00 - 16:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 16:00 - 17:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 17:00 - 18:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 18:00 - 19:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.016     |            |             | 0.016     |          |             | 0.032     |

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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 08:00 - 09:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 09:00 - 10:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 10:00 - 11:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 11:00 - 12:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 12:00 - 13:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 13:00 - 14:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 14:00 - 15:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 15:00 - 16:00 | 9        | 63          | 0.002     | 9          | 63          | 0.002     | 9        | 63          | 0.004     |
| 16:00 - 17:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 17:00 - 18:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 18:00 - 19:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.006     |            |             | 0.006     |          |             | 0.012     |

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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES  
CYCLISTS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.000     | 9          | 63          | 0.005     | 9        | 63          | 0.005     |
| 08:00 - 09:00 | 9        | 63          | 0.000     | 9          | 63          | 0.011     | 9        | 63          | 0.011     |
| 09:00 - 10:00 | 9        | 63          | 0.004     | 9          | 63          | 0.005     | 9        | 63          | 0.009     |
| 10:00 - 11:00 | 9        | 63          | 0.000     | 9          | 63          | 0.002     | 9        | 63          | 0.002     |
| 11:00 - 12:00 | 9        | 63          | 0.004     | 9          | 63          | 0.005     | 9        | 63          | 0.009     |
| 12:00 - 13:00 | 9        | 63          | 0.004     | 9          | 63          | 0.002     | 9        | 63          | 0.006     |
| 13:00 - 14:00 | 9        | 63          | 0.002     | 9          | 63          | 0.000     | 9        | 63          | 0.002     |
| 14:00 - 15:00 | 9        | 63          | 0.005     | 9          | 63          | 0.002     | 9        | 63          | 0.007     |
| 15:00 - 16:00 | 9        | 63          | 0.007     | 9          | 63          | 0.004     | 9        | 63          | 0.011     |
| 16:00 - 17:00 | 9        | 63          | 0.021     | 9          | 63          | 0.016     | 9        | 63          | 0.037     |
| 17:00 - 18:00 | 9        | 63          | 0.005     | 9          | 63          | 0.005     | 9        | 63          | 0.010     |
| 18:00 - 19:00 | 9        | 63          | 0.004     | 9          | 63          | 0.000     | 9        | 63          | 0.004     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.056     |            |             | 0.057     |          |             | 0.113     |

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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.030     | 9          | 63          | 0.163     | 9        | 63          | 0.193     |
| 08:00 - 09:00 | 9        | 63          | 0.087     | 9          | 63          | 0.211     | 9        | 63          | 0.298     |
| 09:00 - 10:00 | 9        | 63          | 0.073     | 9          | 63          | 0.146     | 9        | 63          | 0.219     |
| 10:00 - 11:00 | 9        | 63          | 0.080     | 9          | 63          | 0.080     | 9        | 63          | 0.160     |
| 11:00 - 12:00 | 9        | 63          | 0.080     | 9          | 63          | 0.091     | 9        | 63          | 0.171     |
| 12:00 - 13:00 | 9        | 63          | 0.099     | 9          | 63          | 0.076     | 9        | 63          | 0.175     |
| 13:00 - 14:00 | 9        | 63          | 0.098     | 9          | 63          | 0.080     | 9        | 63          | 0.178     |
| 14:00 - 15:00 | 9        | 63          | 0.098     | 9          | 63          | 0.121     | 9        | 63          | 0.219     |
| 15:00 - 16:00 | 9        | 63          | 0.181     | 9          | 63          | 0.119     | 9        | 63          | 0.300     |
| 16:00 - 17:00 | 9        | 63          | 0.194     | 9          | 63          | 0.099     | 9        | 63          | 0.293     |
| 17:00 - 18:00 | 9        | 63          | 0.208     | 9          | 63          | 0.149     | 9        | 63          | 0.357     |
| 18:00 - 19:00 | 9        | 63          | 0.165     | 9          | 63          | 0.110     | 9        | 63          | 0.275     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.393     |            |             | 1.445     |          |             | 2.838     |

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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.011     | 9          | 63          | 0.030     | 9        | 63          | 0.041     |
| 08:00 - 09:00 | 9        | 63          | 0.012     | 9          | 63          | 0.012     | 9        | 63          | 0.024     |
| 09:00 - 10:00 | 9        | 63          | 0.025     | 9          | 63          | 0.021     | 9        | 63          | 0.046     |
| 10:00 - 11:00 | 9        | 63          | 0.021     | 9          | 63          | 0.039     | 9        | 63          | 0.060     |
| 11:00 - 12:00 | 9        | 63          | 0.025     | 9          | 63          | 0.018     | 9        | 63          | 0.043     |
| 12:00 - 13:00 | 9        | 63          | 0.021     | 9          | 63          | 0.018     | 9        | 63          | 0.039     |
| 13:00 - 14:00 | 9        | 63          | 0.021     | 9          | 63          | 0.020     | 9        | 63          | 0.041     |
| 14:00 - 15:00 | 9        | 63          | 0.014     | 9          | 63          | 0.009     | 9        | 63          | 0.023     |
| 15:00 - 16:00 | 9        | 63          | 0.027     | 9          | 63          | 0.023     | 9        | 63          | 0.050     |
| 16:00 - 17:00 | 9        | 63          | 0.034     | 9          | 63          | 0.012     | 9        | 63          | 0.046     |
| 17:00 - 18:00 | 9        | 63          | 0.023     | 9          | 63          | 0.014     | 9        | 63          | 0.037     |
| 18:00 - 19:00 | 9        | 63          | 0.016     | 9          | 63          | 0.011     | 9        | 63          | 0.027     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.250     |            |             | 0.227     |          |             | 0.477     |

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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 9        | 63          | 0.000     | 9          | 63          | 0.002     | 9        | 63          | 0.002     |
| 08:00 - 09:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 09:00 - 10:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 10:00 - 11:00 | 9        | 63          | 0.002     | 9          | 63          | 0.000     | 9        | 63          | 0.002     |
| 11:00 - 12:00 | 9        | 63          | 0.000     | 9          | 63          | 0.002     | 9        | 63          | 0.002     |
| 12:00 - 13:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 13:00 - 14:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 14:00 - 15:00 | 9        | 63          | 0.002     | 9          | 63          | 0.000     | 9        | 63          | 0.002     |
| 15:00 - 16:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 16:00 - 17:00 | 9        | 63          | 0.002     | 9          | 63          | 0.000     | 9        | 63          | 0.002     |
| 17:00 - 18:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 18:00 - 19:00 | 9        | 63          | 0.000     | 9          | 63          | 0.000     | 9        | 63          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.006     |            |             | 0.004     |          |             | 0.010     |

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.

Calculation Reference: AUDIT-540501-221220-1210

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : L - CARE HOME (SPECIFIC CONDITION)  
**TOTAL VEHICLES**

Selected regions and areas:

|    |                       |        |
|----|-----------------------|--------|
| 02 | SOUTH EAST            |        |
|    | HC HAMPSHIRE          | 1 days |
| 03 | SOUTH WEST            |        |
|    | BR BRISTOL CITY       | 1 days |
| 04 | EAST ANGLIA           |        |
|    | SF SUFFOLK            | 1 days |
| 05 | EAST MIDLANDS         |        |
|    | DY DERBY              | 1 days |
|    | LN LINCOLNSHIRE       | 1 days |
| 08 | NORTH WEST            |        |
|    | GM GREATER MANCHESTER | 1 days |

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

## Primary Filtering selection:

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

Parameter: Number of residents  
 Actual Range: 7 to 48 (units: )  
 Range Selected by User: 7 to 58 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Wednesday | 1 days |
| Thursday  | 2 days |
| Friday    | 1 days |
| Sunday    | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 6 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 1 |
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town                       | 2 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 6 |
|------------------|---|

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

Secondary Filtering selection:

Use Class:

C2 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 3 days |

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 3 days |
| 1.1 to 1.5  | 1 days |
| 1.6 to 2.0  | 1 days |

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

Travel Plan:

No 6 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 6 days

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

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

LIST OF SITES relevant to selection parameters

|   |                                                                                      |           |          |                     |
|---|--------------------------------------------------------------------------------------|-----------|----------|---------------------|
| 1 | BR-05-L-01<br>BRISTOL ROAD<br>BRISTOL                                                | CARE HOME |          | BRISTOL CITY        |
|   | Edge of Town<br>Residential Zone<br>Total Number of residents:                       |           | 48       |                     |
|   | Survey date: SUNDAY                                                                  |           | 20/09/15 | Survey Type: MANUAL |
| 2 | DY-05-L-02<br>DOUGLAS STREET<br>DERBY                                                | CARE HOME |          | DERBY               |
|   | Edge of Town Centre<br>Residential Zone<br>Total Number of residents:                |           | 43       |                     |
|   | Survey date: THURSDAY                                                                |           | 25/06/15 | Survey Type: MANUAL |
| 3 | GM-05-L-01<br>LEA VIEW<br>OLDHAM<br>ROYTON                                           | CARE HOME |          | GREATER MANCHESTER  |
|   | Edge of Town<br>Residential Zone<br>Total Number of residents:                       |           | 41       |                     |
|   | Survey date: THURSDAY                                                                |           | 22/10/15 | Survey Type: MANUAL |
| 4 | HC-05-L-01<br>BEACH ROAD<br>HAYLING ISLAND                                           | CARE HOME |          | HAMPSHIRE           |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: |           | 34       |                     |
|   | Survey date: MONDAY                                                                  |           | 23/11/15 | Survey Type: MANUAL |
| 5 | LN-05-L-01<br>ALTHAM TERRACE<br>LINCOLN                                              | CARE HOME |          | LINCOLNSHIRE        |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: |           | 48       |                     |
|   | Survey date: WEDNESDAY                                                               |           | 04/10/17 | Survey Type: MANUAL |
| 6 | SF-05-L-01<br>TOKIO ROAD<br>IPSWICH                                                  | CARE HOME |          | SUFFOLK             |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: |           | 7        |                     |
|   | Survey date: FRIDAY                                                                  |           | 25/06/21 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 1        | 41          | 0.073     | 1          | 41          | 0.024     | 1        | 41          | 0.097     |
| 07:00 - 08:00 | 6        | 37          | 0.100     | 6          | 37          | 0.050     | 6        | 37          | 0.150     |
| 08:00 - 09:00 | 6        | 37          | 0.068     | 6          | 37          | 0.032     | 6        | 37          | 0.100     |
| 09:00 - 10:00 | 6        | 37          | 0.081     | 6          | 37          | 0.041     | 6        | 37          | 0.122     |
| 10:00 - 11:00 | 6        | 37          | 0.050     | 6          | 37          | 0.027     | 6        | 37          | 0.077     |
| 11:00 - 12:00 | 6        | 37          | 0.059     | 6          | 37          | 0.077     | 6        | 37          | 0.136     |
| 12:00 - 13:00 | 6        | 37          | 0.095     | 6          | 37          | 0.095     | 6        | 37          | 0.190     |
| 13:00 - 14:00 | 6        | 37          | 0.140     | 6          | 37          | 0.063     | 6        | 37          | 0.203     |
| 14:00 - 15:00 | 6        | 37          | 0.104     | 6          | 37          | 0.131     | 6        | 37          | 0.235     |
| 15:00 - 16:00 | 6        | 37          | 0.104     | 6          | 37          | 0.190     | 6        | 37          | 0.294     |
| 16:00 - 17:00 | 6        | 37          | 0.072     | 6          | 37          | 0.090     | 6        | 37          | 0.162     |
| 17:00 - 18:00 | 6        | 37          | 0.032     | 6          | 37          | 0.063     | 6        | 37          | 0.095     |
| 18:00 - 19:00 | 6        | 37          | 0.059     | 6          | 37          | 0.077     | 6        | 37          | 0.136     |
| 19:00 - 20:00 | 6        | 37          | 0.036     | 6          | 37          | 0.054     | 6        | 37          | 0.090     |
| 20:00 - 21:00 | 6        | 37          | 0.036     | 6          | 37          | 0.072     | 6        | 37          | 0.108     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.109     |            |             | 1.086     |          |             | 2.195     |

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: 7 - 48 (units: )  
 Survey date range: 01/01/14 - 25/06/21  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 1  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 1        | 41          | 0.000     | 1          | 41          | 0.000     | 1        | 41          | 0.000     |
| 07:00 - 08:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 08:00 - 09:00 | 6        | 37          | 0.005     | 6          | 37          | 0.000     | 6        | 37          | 0.005     |
| 09:00 - 10:00 | 6        | 37          | 0.005     | 6          | 37          | 0.009     | 6        | 37          | 0.014     |
| 10:00 - 11:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 11:00 - 12:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 12:00 - 13:00 | 6        | 37          | 0.014     | 6          | 37          | 0.014     | 6        | 37          | 0.028     |
| 13:00 - 14:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 14:00 - 15:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 15:00 - 16:00 | 6        | 37          | 0.023     | 6          | 37          | 0.023     | 6        | 37          | 0.046     |
| 16:00 - 17:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 17:00 - 18:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 18:00 - 19:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 19:00 - 20:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 20:00 - 21:00 | 6        | 37          | 0.009     | 6          | 37          | 0.009     | 6        | 37          | 0.018     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.066     |            |             | 0.065     |          |             | 0.131     |

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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 1        | 41          | 0.024     | 1          | 41          | 0.024     | 1        | 41          | 0.048     |
| 07:00 - 08:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 08:00 - 09:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 09:00 - 10:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 10:00 - 11:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 11:00 - 12:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 12:00 - 13:00 | 6        | 37          | 0.005     | 6          | 37          | 0.000     | 6        | 37          | 0.005     |
| 13:00 - 14:00 | 6        | 37          | 0.000     | 6          | 37          | 0.005     | 6        | 37          | 0.005     |
| 14:00 - 15:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 15:00 - 16:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 16:00 - 17:00 | 6        | 37          | 0.005     | 6          | 37          | 0.000     | 6        | 37          | 0.005     |
| 17:00 - 18:00 | 6        | 37          | 0.000     | 6          | 37          | 0.005     | 6        | 37          | 0.005     |
| 18:00 - 19:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 19:00 - 20:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 20:00 - 21:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.044     |            |             | 0.044     |          |             | 0.088     |

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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 1        | 41          | 0.000     | 1          | 41          | 0.000     | 1        | 41          | 0.000     |
| 07:00 - 08:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 08:00 - 09:00 | 6        | 37          | 0.009     | 6          | 37          | 0.009     | 6        | 37          | 0.018     |
| 09:00 - 10:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 10:00 - 11:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 11:00 - 12:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 12:00 - 13:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 13:00 - 14:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 14:00 - 15:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 15:00 - 16:00 | 6        | 37          | 0.005     | 6          | 37          | 0.000     | 6        | 37          | 0.005     |
| 16:00 - 17:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 17:00 - 18:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 18:00 - 19:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 19:00 - 20:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 20:00 - 21:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.014     |            |             | 0.009     |          |             | 0.023     |

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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 1        | 41          | 0.049     | 1          | 41          | 0.000     | 1        | 41          | 0.049     |
| 07:00 - 08:00 | 6        | 37          | 0.090     | 6          | 37          | 0.041     | 6        | 37          | 0.131     |
| 08:00 - 09:00 | 6        | 37          | 0.059     | 6          | 37          | 0.032     | 6        | 37          | 0.091     |
| 09:00 - 10:00 | 6        | 37          | 0.068     | 6          | 37          | 0.027     | 6        | 37          | 0.095     |
| 10:00 - 11:00 | 6        | 37          | 0.045     | 6          | 37          | 0.018     | 6        | 37          | 0.063     |
| 11:00 - 12:00 | 6        | 37          | 0.050     | 6          | 37          | 0.068     | 6        | 37          | 0.118     |
| 12:00 - 13:00 | 6        | 37          | 0.072     | 6          | 37          | 0.077     | 6        | 37          | 0.149     |
| 13:00 - 14:00 | 6        | 37          | 0.122     | 6          | 37          | 0.050     | 6        | 37          | 0.172     |
| 14:00 - 15:00 | 6        | 37          | 0.095     | 6          | 37          | 0.113     | 6        | 37          | 0.208     |
| 15:00 - 16:00 | 6        | 37          | 0.077     | 6          | 37          | 0.158     | 6        | 37          | 0.235     |
| 16:00 - 17:00 | 6        | 37          | 0.068     | 6          | 37          | 0.090     | 6        | 37          | 0.158     |
| 17:00 - 18:00 | 6        | 37          | 0.027     | 6          | 37          | 0.054     | 6        | 37          | 0.081     |
| 18:00 - 19:00 | 6        | 37          | 0.054     | 6          | 37          | 0.072     | 6        | 37          | 0.126     |
| 19:00 - 20:00 | 6        | 37          | 0.032     | 6          | 37          | 0.050     | 6        | 37          | 0.082     |
| 20:00 - 21:00 | 6        | 37          | 0.027     | 6          | 37          | 0.063     | 6        | 37          | 0.090     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.935     |            |             | 0.913     |          |             | 1.848     |

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 1        | 41          | 0.000     | 1          | 41          | 0.000     | 1        | 41          | 0.000     |
| 07:00 - 08:00 | 6        | 37          | 0.009     | 6          | 37          | 0.009     | 6        | 37          | 0.018     |
| 08:00 - 09:00 | 6        | 37          | 0.005     | 6          | 37          | 0.000     | 6        | 37          | 0.005     |
| 09:00 - 10:00 | 6        | 37          | 0.009     | 6          | 37          | 0.005     | 6        | 37          | 0.014     |
| 10:00 - 11:00 | 6        | 37          | 0.000     | 6          | 37          | 0.005     | 6        | 37          | 0.005     |
| 11:00 - 12:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 12:00 - 13:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 13:00 - 14:00 | 6        | 37          | 0.018     | 6          | 37          | 0.009     | 6        | 37          | 0.027     |
| 14:00 - 15:00 | 6        | 37          | 0.005     | 6          | 37          | 0.014     | 6        | 37          | 0.019     |
| 15:00 - 16:00 | 6        | 37          | 0.005     | 6          | 37          | 0.009     | 6        | 37          | 0.014     |
| 16:00 - 17:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 17:00 - 18:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 18:00 - 19:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 19:00 - 20:00 | 6        | 37          | 0.005     | 6          | 37          | 0.005     | 6        | 37          | 0.010     |
| 20:00 - 21:00 | 6        | 37          | 0.000     | 6          | 37          | 0.000     | 6        | 37          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.071     |            |             | 0.071     |          |             | 0.142     |

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.