



## Great Brighams Mead, Reading

### Transport Statement

On behalf of



Project Ref: 48968/5001 | Rev: V2 | Date: March 2021

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## Document Control Sheet

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|                                                | Name            | Position           | Signature | Date       |
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# 1 Introduction

- 1.1.1 This Transport Statement (TS) has been prepared by Stantec UK Ltd on behalf of McKay Securities PLC in support of a Permitted Development (PD) application for the change of use at the Great Brighams Mead, Vastern Road, RG1 8DJ, from its current office use (B1(a) Land Use Class) to residential use (C3 Land Use Class).
- 1.1.2 The PD application is being submitted to Reading Borough Council (RBC) who are the Local Planning Authority (LPA) and Local Highways Authority (LHA) where the site is located.
- 1.1.3 The purpose of this report is to address any potential concerns associated with the traffic impact generated by the proposed change of use. It should be read in conjunction with the Residential Travel Plan (RTP) submitted separately as part of the PD application.

## 1.2 TS Structure

- 1.2.1 The remainder of this TS is structured as follows:
  - **Section 2: Site in Context** – a review of the site within its wider context and current use.
  - **Section 3: Baseline Transport Conditions** – a review of the existing transport conditions in the vicinity of the site, with a focus on sustainable travel opportunities for residents and visitors of the development.
  - **Section 4: Development Proposals** – a review of the development proposals, with regard to pedestrian access, car and cycle parking provision, and waste arrangements.
  - **Section 5: Multi-Modal Trip Generation** – an assessment of the proposed multi-modal trip generation based on TRICS trip rates and traffic surveys.
  - **Section 6: Summary & Conclusions** – a summary of the key points raised throughout the report and conclusions drawn.

## 2 Site in Context

- 2.1.1 The site is located to the north Reading town centre and south of the River Thames. The Great Brighams Mead site has boundaries clearly defined by Caversham Road roundabout with Vastern Road, to the south, Brigham Road to the west, residential apartments, to the north, and residential properties fronting De Montfort Road, to the east.
- 2.1.2 The close proximity to Reading Railway Station and Reading Town Centre provide the site with a vast assortment of amenities and facilities and is within walking distance to The Oracle shopping centre. The site location is illustrated on **Figure 2.1**.

Figure 2.1 – Great Brighams Mead PD Application Site Boundary



- 2.1.3 Since it was redeveloped in the 1990s, the site has been used as office space. It is currently occupied by the telecommunications and internet services provider Three. The existing building on site provides 7,725sqm of office accommodation across three floors. A central foyer provides the primary access into the building leading to the primary office space located on both sites.
- 2.1.4 The external areas of the site comprise of staff and visitor car parking spaces totalling 160 spaces. Of these spaces, 5 are allocated as disabled bays which are located to the north of the central lobby entrance.
- 2.1.5 The Great Brighams Mead site is served by a single vehicle access via the Caversham Road / Vastern Road roundabout to the south of the site. This access also provides the primary pedestrian access routes into the site.
- 2.1.6 The Great Brighams Mead office building is located centrally with respect to the site boundary. The office is supported by an internal access round circulating the building providing access to parking and accommodating servicing and deliveries.

## 3 Baseline Transport Conditions

### 3.1 Introduction

- 3.1.1 This section provides a review of the existing transport conditions in the vicinity of the site. Due to the location of the site in close proximity to Reading Town Centre and availability of walking, cycling and public transport connections, emphasis is placed on sustainable travel opportunities for residents and visitors of the development.

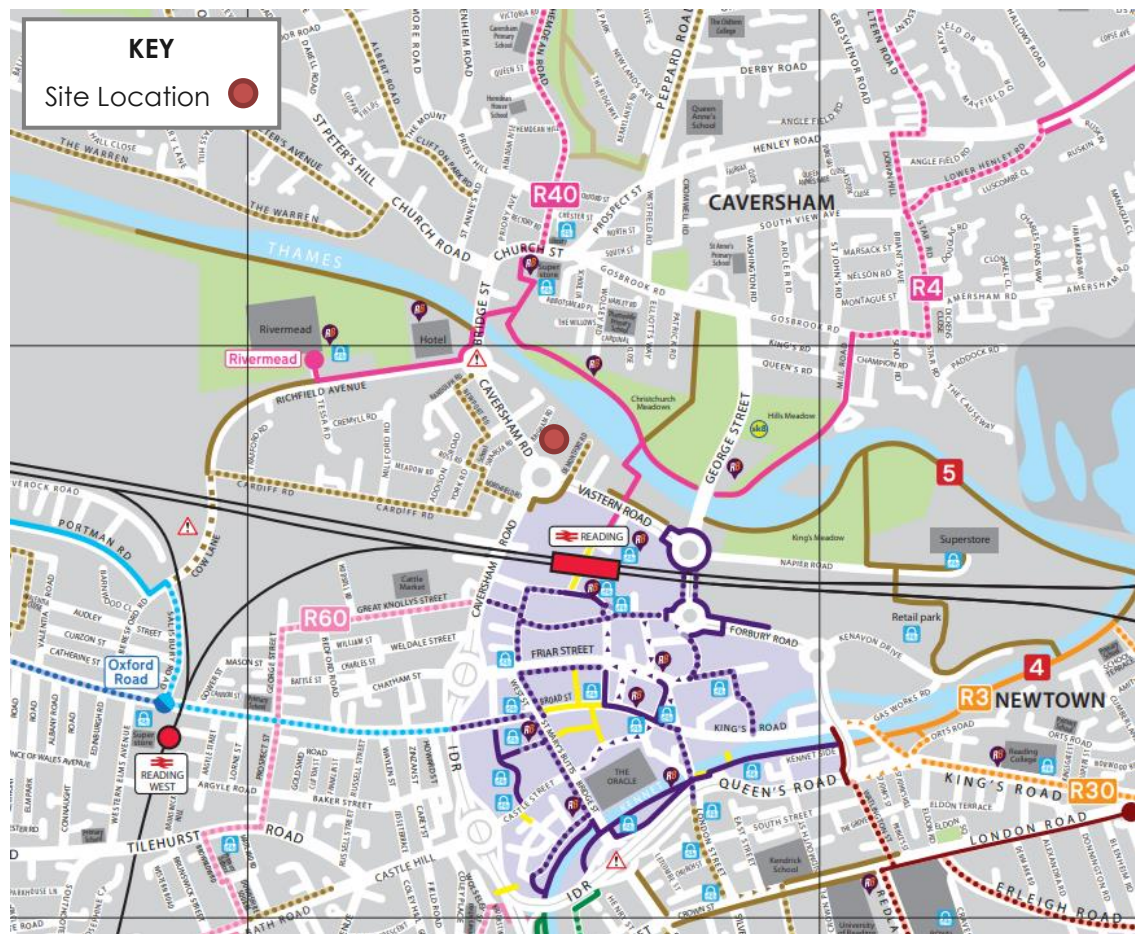
### 3.2 Walking Accessibility

- 3.2.1 At present, the primary pedestrian access points are via 2 pedestrian gates located approximately 40m north of the Caversham Road/ Vastern Road roundabout. These connect with footways provided on either of the site access junction, which forms the north eastern arm of the roundabout. Footways providing access to the site extend to the east, linking with the northern footway of Vastern Road, and to the west, linking with the eastern footway of the A4155 Caversham Road.
- 3.2.2 A secondary access is provided off Brighams Road, near the north-western corner of the site, by means of a pedestrian gate.
- 3.2.3 Vastern Road and Caversham Road are provided with footways on both sides of the road and signalised crossings, which ensure safe and convenient connections with the wider network. To the south of the Caversham Road/ Vastern Road roundabout, the A329 Caversham Road is also provided with footways on both sides of the road and crossing facilities.
- 3.2.4 Reading Town Centre can be accessed on foot via Friar Street, located approximately 650m south of the site off the A329 Caversham Road, or by means of the railway underpass that can be reached via Trooper Potts Way, located approximately 250m east of the site via Vastern Road. The latter provides a car-free alternative along the railway underpass and Station Hill.

### 3.3 Cycling Accessibility

- 3.3.1 At present, cycle access to the site can be achieved by means of the site access junction located off the Caversham Road/ Vastern Road roundabout. Although no cycle routes are provided along Vastern Road and Caversham Road, the site is located in close proximity to cycle routes in North Reading and Reading Town Centre, within RBC's comprehensive cycle network.
- 3.3.2 National Cycle Network (NCN) Route 5 and RBC's Cycle Route R4 can be reached approximately 300m east of the site, via Norman Place for connections along the Thames Path with Wallingford and Oxford along NCN 5, and Caversham and North Reading via Christchurch Bridge along route R4.
- 3.3.3 To the south of the site, a network of traffic-free and on-road cycle routes provide connections within the town centre. These can be reached via the Vastern Road/ Reading Bridge roundabout, approximately 450m east of the site, or via Vachel Road off Caversham Road, approximately 500m south of the site.
- 3.3.4 A plan showing RBC's Cycle Network in the vicinity of the site is presented below for information:

Figure 3.1 – RBC's Cycle Network Plan



### 3.4 Public Transport Accessibility

3.4.1 Reading Railway Station is located approximately 350m (5-minute walk) to the south east of the site, via Vastern Road and Trooper Potts Way.

3.4.2 Reading station is situated on the Great Western Main Line, which provides access to key destinations including London Paddington and London Waterloo, as well as local services to Newbury, Swindon, Oxford, Basingstoke and Twyford. A summary of typical services prior to the COVID-19 pandemic, frequency and journey time are provided in [Table 3.1](#).

Table 3.1: Reading Station Railway Services

| Destination       | Services per hour |          | Journey Time (mins) |
|-------------------|-------------------|----------|---------------------|
|                   | Peak              | Off-Peak |                     |
| Maidenhead        | 6                 | 4        | 14                  |
| Slough            | 5                 | 6        | 14                  |
| Basingstoke       | 4                 | 3        | 22                  |
| Oxford            | 6                 | 4        | 23                  |
| London Paddington | 16                | 12       | 24                  |
| London Waterloo   | 3                 | 2        | 85                  |
| Swindon           | 5                 | 4        | 27                  |
| Southampton       | 2                 | 2        | 56                  |
| Bath              | 2                 | 2        | 58                  |
| London Gatwick    | 5                 | 3        | 85                  |
| Cardiff           | 2                 | 2        | 95                  |
| Birmingham        | 2                 | 2        | 95                  |

- 3.4.3 Both London stations provide further national rail services across the UK and there are also a number of underground lines. London Paddington has access to the following underground lines: Bakerloo, Circle, District and Hammersmith and City. London Waterloo additionally has access to the following underground lines: Bakerloo, Jubilee, Northern, Waterloo and City.

### Crossrail

- 3.4.4 The Elizabeth Line is a new railway route being delivered by Crossrail, aimed at providing high-frequency suburban passenger services between Reading and Heathrow, to the west, to Shenfield and Abbey Wood, to the east, via central London.
- 3.4.5 When the full route opens, four Elizabeth line trains an hour (six an hour at peak times) will allow passengers to travel right through central London without having to change trains. Two Elizabeth line trains an hour (four an hour at peak times) will run between Maidenhead and Reading. Fast services currently operated by Great Western Railway will be unaffected by the introduction of Elizabeth line services.
- 3.4.6 Based on the most recent available information from Crossrail, the full service will begin in mid-2022.

### Bus

- 3.4.7 The site is located in close proximity to the Northern Station Bus Interchange, which is situated adjacent to the northern entrance of Reading Railway Station. The interchange has five bus stops which serves a wider range of services to Caversham, Emmer Green, Sonning Common, Wallingford, Oxford, High Wycombe and Thames Valley Business Park.
- 3.4.8 Furthermore, an extensive network of bus services is available on Friar Street, approximately 10min walk from the site, and on Station Road, approximately 13min walk from the site. A summary of bus services available at bus stops near the site is provided below:

Table 3.2 – Bus Service Connections

| Bus Stop                     | Service       | Route                                                    | Frequency (Peak)                                            | Frequency (Off-Peak) | Hours                                         |
|------------------------------|---------------|----------------------------------------------------------|-------------------------------------------------------------|----------------------|-----------------------------------------------|
| <b>Reading Station North</b> | 22            | Central Reading – Caversham Heights                      | 30 min                                                      | 60 min               | 05:30 - 20:40                                 |
|                              | 24            | Central Reading – Emmer Green – Caversham Park - Reading | 30 min                                                      | 30 min               | 05:10 – 23:10                                 |
|                              | 25            | Central Reading – Peppard Common                         | 30 min                                                      | 60 min               | 05:25 – 20:15                                 |
|                              | 42/ 42a       | Rivermead - Kenavon Drive                                | 20 min                                                      | 40 min               | 06:05 – 19:12                                 |
| <b>Friar Street</b>          | 1 jetblack    | Newbury - Reading                                        | 30 min                                                      | 30 min               | 05:00 – 23:02                                 |
|                              | 2/ 2a         | Central Reading - Mortimer                               | 30 min                                                      | 30 min               | 04:55 – 23:00                                 |
|                              | 3             | Reading Station - Wokingham                              | 20 min                                                      | 20 min               | 05:47 – 20:08                                 |
|                              | 8             | Reading Station – Spencers Wood                          | 25 min                                                      | 2 per hour           | 06:07 – 22:44                                 |
|                              | 9             | Reading Station – Spencers Wood                          | 1 per hour                                                  | 1 per hour           | 06:27 – 17:32                                 |
|                              | 11            | Central Reading – Coley Park                             | 20 min                                                      | 1 per hour           | 06:11 – 23:38                                 |
|                              | 17            | Wokingham Road (Three Tuns) to Tilehurst                 | 10 min                                                      | 15 min               | 24h (Hourly services between 01:00 and 05:00) |
|                              | 19a/ 19b/ 19c | Central Reading - Loddon Bridge                          | 1 per hour                                                  | 1 per hour           | 06:11 – 18:37                                 |
|                              | 22            | Central Reading – Caversham Heights                      | 30 min                                                      | 60 min               | 05:30 - 20:40                                 |
|                              | 23            | Central Reading – Emmer Green – Caversham Park - Reading | 30 min                                                      | 30 min               | 05:30 – 23:30                                 |
|                              | 24            | Central Reading – Caversham Park - Emmer Green – Reading | 30 min                                                      | 30 min               | 05:10 – 23:10                                 |
|                              | 25            | Central Reading – Peppard Common                         | 30 min                                                      | 60 min               | 05:25 – 20:15                                 |
|                              | 26            | Reading Station – Calcot (IKEA)                          | 12 min                                                      | 15 min               | 24h (Hourly services between 23:50 and 03:50) |
|                              | 27/ 29        | Lower Caversham – Central Reading                        | 30 min                                                      | 30 min               | 06:40 – 23:10                                 |
|                              | 42/42a        | Rivermead - Kenavon Drive                                | 20 min                                                      | 40 min               | 06:05 – 19:12                                 |
|                              | 84            | Central Reading to Maiden Erlegh Chiltern Edge School    | 07:55; 08:10; 08:17; 08:25; 08:32; 08:40 (School Days only) |                      |                                               |
|                              | x3            | Reading Station – Shinfield Park                         | 07:05; 07:35; 08:15                                         |                      |                                               |

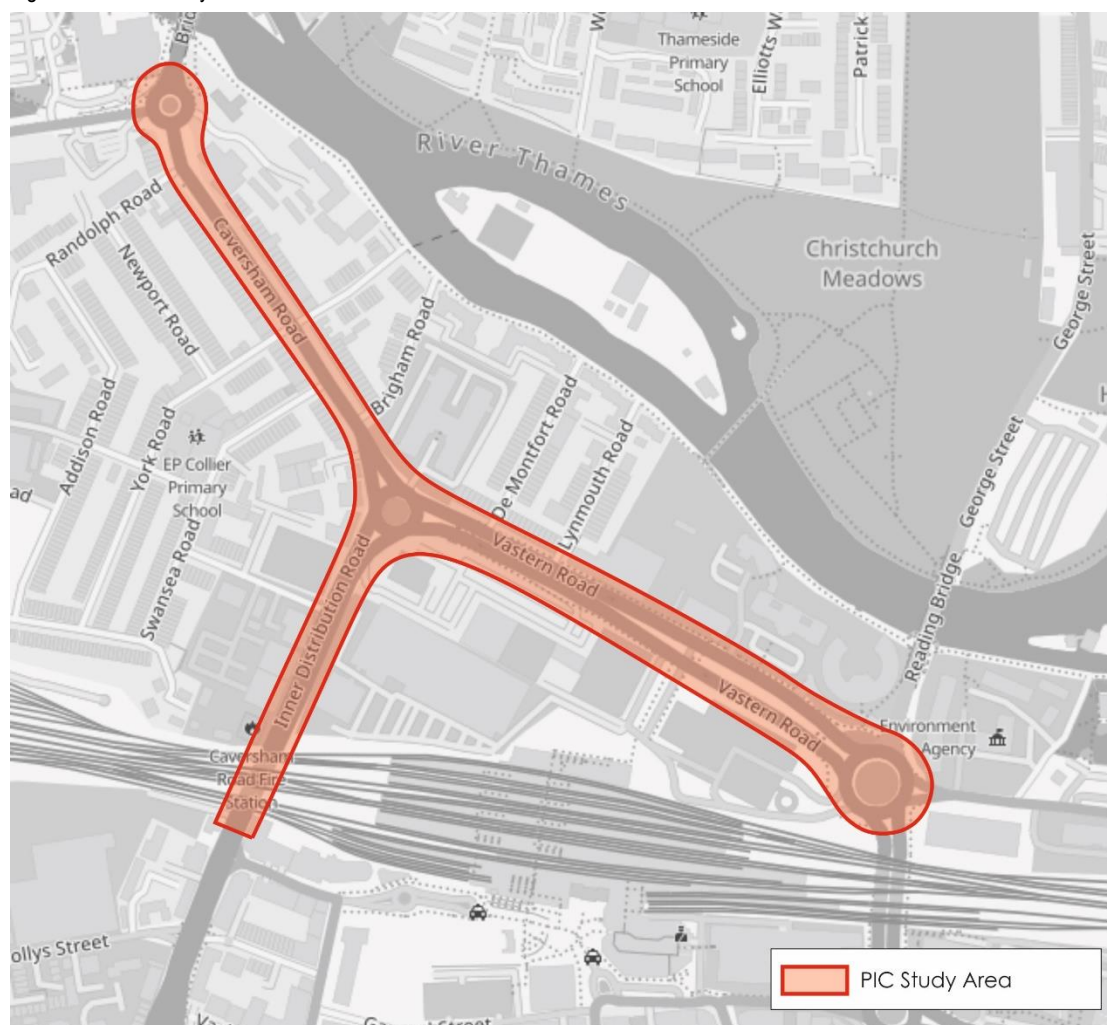
### 3.5 Vehicular Accessibility

- 3.5.1 To the east of the site, Vastern Road is a two-way dual carriageway with a 30mph speed limit and a kerbed central island that separates each direction of traffic. Vastern Road forms part of Readings Inner Distributer Road (IDR).
- 3.5.2 At the western end of Vastern Road, the roundabout with Caversham Road provides the access junction to the Great Brighams site, which forms the north-eastern arm of the roundabout. This junction provides connections to Caversham, to the north, and west Reading and the A33, to the south.
- 3.5.3 At the eastern end of Vastern Road, the Reading Bridge roundabout provide access to Caversham to the north, Tesco supermarket to the east, A329 Forbury Road (continuation of IDR) to the south, and the Station Car park to the west.

### 3.6 Personal Injury Collision Review

- 3.6.1 A review of publicly available Personal Injury Collision (PIC) data obtained from the Crashmap website has been carried out for the most recent 5-year period of available data for the following study area:

Figure 3.2 – PIC Study Area



- 3.6.2 The available data shows that, in the period between 1<sup>st</sup> January 2015 and 31<sup>st</sup> December 2019, there were a total of 46 slight, 14 serious and no fatal collisions within the above study area. Collisions were distributed as follows:

Table 3.3 – PIC Distribution

| Location                                          | Slight    | Serious   | Fatal    | Total     |
|---------------------------------------------------|-----------|-----------|----------|-----------|
| Caversham Road/ Vastern Road roundabout           | 7         | 1         | 0        | 8         |
| Vastern Road/ Thames Path access road             | 1         | 0         | 0        | 1         |
| Vastern Road/ Norman Place junction               | 2         | 2         | 0        | 4         |
| Vastern Road/ Reading Bridge roundabout           | 27        | 10        | 0        | 37        |
| A4155 Caversham Road                              | 3         | 1         | 0        | 4         |
| A4155 Caversham Road/ Caversham Bridge roundabout | 4         | 0         | 0        | 4         |
| A329 Caversham Road/ Northfield Road junction     | 2         | 0         | 0        | 2         |
| <b>Total</b>                                      | <b>46</b> | <b>14</b> | <b>0</b> | <b>60</b> |

- 3.6.3 **Table 3.3** shows that the majority of accidents recorded within the 5-year period (62%) occurred at the Vastern Road/ Reading Bridge roundabout.

- 3.6.4 The available data shows a cluster of accidents on the western arm of the Reading Bridge roundabout, where 13 slight accidents and 6 serious accidents took place. However, it is important to note that the Vastern Road/ Reading Bridge roundabout underwent improvements in 2020 to increase safety of cyclists using the roundabout.

#### Vulnerable road users

- 3.6.5 The majority of collisions within the study area resulted in vulnerable road users (pedestrians and cyclists) being injured. As can be seen below, 27 of the total 46 slight accidents resulted in pedestrian/cyclist casualties, whilst 12 of the 14 serious accidents resulted in pedestrian/cyclist casualties. A breakdown of collisions involving vulnerable road users for each location is shown below:

Table 3.4 – Vulnerable Road User Casualties

| Location                                          | Slight      |           | Serious     |           |
|---------------------------------------------------|-------------|-----------|-------------|-----------|
|                                                   | Pedestrians | Cyclists  | Pedestrians | Cyclists  |
| Caversham Road/ Vastern Road roundabout           | 0           | 4         | 0           | 1         |
| Vastern Road/ Thames Path access road             | 1           | 0         | 0           | 0         |
| Vastern Road/ Norman Place junction               | 0           | 0         | 0           | 1         |
| Vastern Road/ Reading Bridge roundabout           | 2           | 15        | 1           | 8         |
| A4155 Caversham Road                              | 1           | 0         | 1           | 0         |
| A4155 Caversham Road/ Caversham Bridge roundabout | 1           | 1         | 0           | 0         |
| A329 Caversham Road/ Northfield Road junction     | 0           | 2         | 0           | 0         |
| <b>Total</b>                                      | <b>5</b>    | <b>22</b> | <b>2</b>    | <b>10</b> |

- 3.6.6 In line with the results shown in **Table 3.4**, the table shows a cluster of cyclist casualties at the Vastern Road/ Reading Bridge roundabout, however it is anticipated that any safety issues have been addressed by means of the improvements delivered at this roundabout by RBC. No other clusters of pedestrian or cyclist casualties have been identified within the study area.
- 3.6.7 In light of the above, it is considered that there are no road safety issues within the highway network in the vicinity of the site that should be of concern to RBC and that would be material impacted on by the Permitted Development application proposals.

## 4 Development Proposals

### 4.1 Introduction

4.1.1 This section provides a review of the development proposals at the site, with regard to pedestrian and cycle access, car and cycle parking provision, and waste arrangements.

### 4.2 Proposed Development

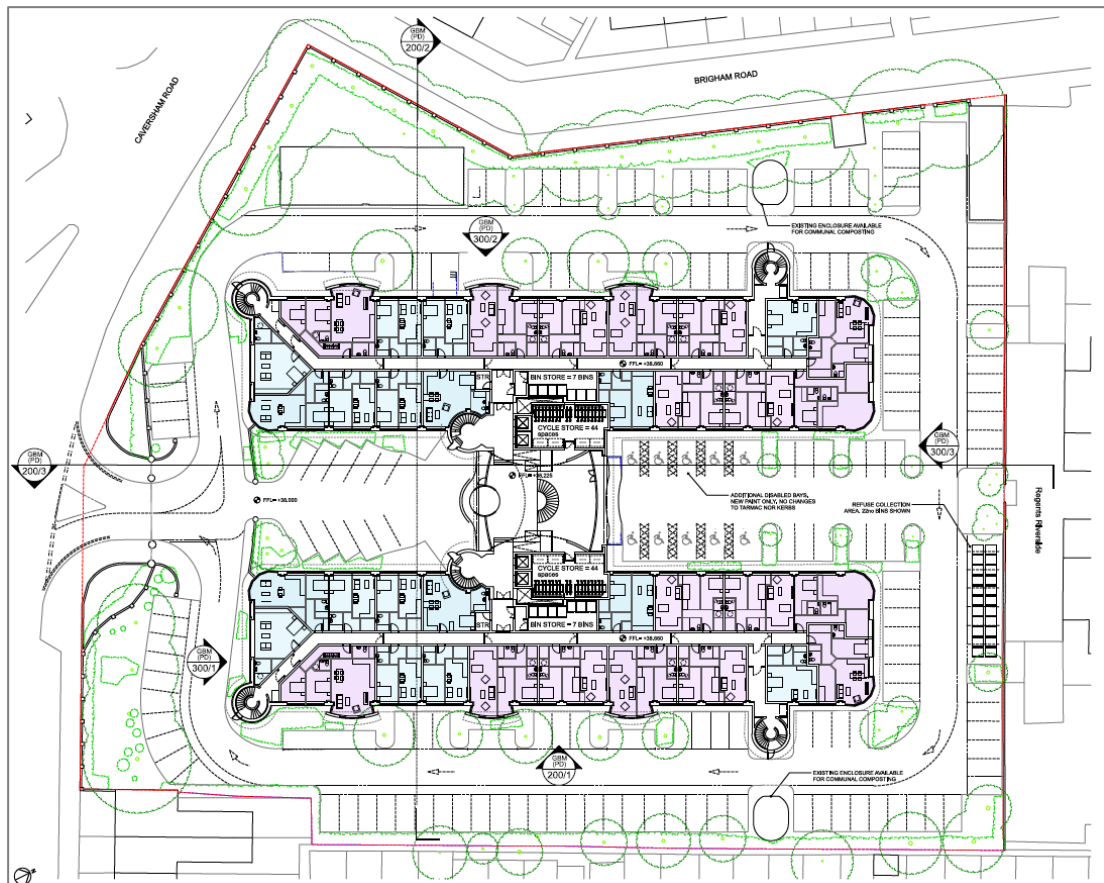
4.2.1 The proposals are for the change of use from E1(c) Office Land Use to C3 Residential. The proposed development will comprise 110 residential apartments, as follows:

Table 4.1 – Schedule of Accommodation

| Level        | No. Units |           |          |            |
|--------------|-----------|-----------|----------|------------|
|              | 1-bed     | 2-bed     | 3-bed    | Total      |
| Ground Floor | 18        | 18        | 0        | 36         |
| First Floor  | 18        | 18        | 0        | 36         |
| Second Floor | 18        | 18        | 2        | 38         |
| <b>Total</b> | <b>54</b> | <b>54</b> | <b>2</b> | <b>110</b> |

4.2.2 A plan showing the proposed ground floor layout is presented below, whilst plans showing all levels are included in **Appendix A** for information.

Figure 4.1 – Proposed Ground Floor Layout



## 4.3 Access Strategy

- 4.3.1 A plan showing the proposed access strategy for the development is presented below, whilst further details are provided thereafter:

Figure 4.2 – Proposed Access Strategy



### Pedestrians

- 4.3.2 As part of the proposals, the existing pedestrian gates located off the Caversham Road/Vastern Road roundabout, and pedestrian gate off Brighams Road, towards the northwestern corner of the site, will be retained.
- 4.3.3 Access to the building will be gained via the existing recessed entrance located on the front façade of the Great Brighams Mead building, which is proposed to be retained as primary pedestrian access. The existing secondary access to the building, located to the north of the central lobby will also be retained.

### Cyclists

- 4.3.4 Access for cyclists to the site is proposed via the existing site access junction, whilst the existing entrance located on the front façade of the building will provide the primary access for

cyclists. For ease of access, cycle stores are proposed at entrance level (Ground Floor) in close proximity to the building entrance, details of the proposed arrangements and provision are provided in the following section.

## Vehicle

- 4.3.5 The existing site access junction located off the Caversham Road/ Vastern Road roundabout will form the main and only vehicular access to the site, as per the existing arrangements.

## 4.4 Parking Provision

### Car Parking

- 4.4.1 A total provision of 158 car parking spaces is proposed for the 110 residential units at Great Brighams, which broadly equates to 1.5 spaces per unit. The site currently has 160 parking spaces and while the parking provision exceed that of RBCs standards, the level of parking is lower than the current office uses and therefore does not present any material impact above that of the existing conditions. This is further considered within the Trip Generation section (Chapter 5) of this TS.
- 4.4.2 Car parking provision will be retained as per the existing arrangements, with the exception of:
- Loss of 7no. car parking spaces along the northern boundary of the site, as a result of the introduction a bin collection area.
  - Introduction of 5no. additional disabled parking spaces opposite the existing disabled provision.

### Cycle Parking

- 4.4.3 Cycle parking is proposed to be split equally in two cycle stores at ground level, each of which will comprise 36no. cycle spaces to be located within in the building at ground level, in the form of two-tier cycle racks and 4no. Sheffield-style cycle stands with space for 8no. cycles. This will allow for a total provision for 88 cycles, which is in excess of the minimum requirements set out in RBC's cycle parking standards, as shown below:

Table 4.2 – Cycle Parking Requirements

|                             | No units | Zones 1-4    |             | Proposed Provision |
|-----------------------------|----------|--------------|-------------|--------------------|
|                             |          | RBC Standard | Requirement |                    |
| C3 Dwelling<br>Flat 1-2 bed | 108      | 0.5*         | 54          | 88                 |
| C3 Dwelling<br>Flat 3+ bed  | 2        | 1            | 2           |                    |

\*If no individual secure facility e.g. store or garage associated with property, dedicated parking required. This can be in the form of communal cycle parking.

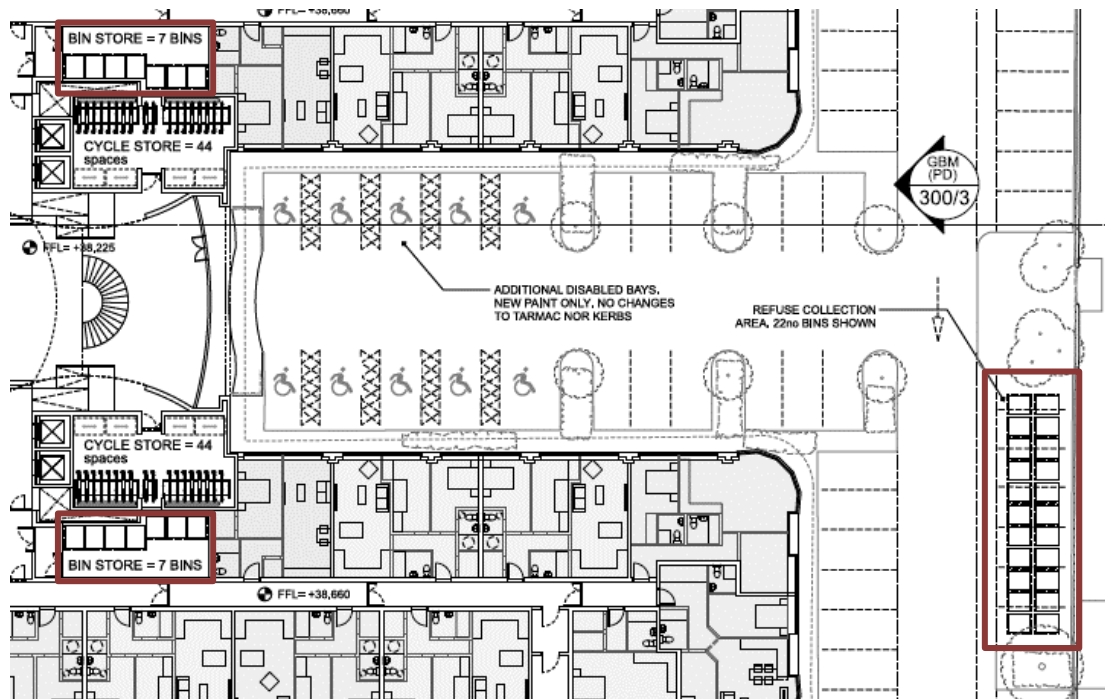
## 4.5 Waste Strategy

### Waste Storage Capacity

- 4.5.1 Within the main build foyer area, 2no. bin store, with space for 7 x 1,100L bins at each store, will be located at ground level adjacent to the cycle store. Bins located within the bin store will be moved by the Facilities Management Team on a daily basis, and replaced with empty bins

located within the bin collection area, located towards the northern boundary of the site, as shown below.

Figure 4.3 – Waste Storage Arrangements



- 4.5.2 It is proposed that weekly collections will be carried out by RBC, therefore provision will be made within the bin collection area for 24 x 1,100L bins, in excess of RBC's 'Waste Management Guidelines for Property Developers, Architects, Planners and Contractors' which sets out requirements for the provision of waste containers at large-scale developments, as follows:

Table 4.2– Waste Storage Requirements

|               | RBC Standard            |                          | Requirement            |                   |
|---------------|-------------------------|--------------------------|------------------------|-------------------|
|               | Fortnightly collection  | Weekly collection        | Fortnightly collection | Weekly collection |
| General Waste | 5 flats per 1,100L bins | 10 flats per 1,100L bins | 22 x 1,100L bins       | 11 x 1,100L bins  |
| Recycling     | 5 flats per 1,100L bins | 10 flats per 1,100L bins | 22 x 1,100L bins       | 11 x 1,100L bins  |

## Waste Collection

- 4.5.3 At present, waste collection at the site is undertaken by Biffa, a private contractor. However, it is anticipated that, as part of the proposals, waste collection will be undertaken by RE3 waste collection vehicle, which has a different vehicle specification. A swept path assessment has been carried out to demonstrate that RE3 waste collection vehicle can be accommodated within the site and get within 10m of the refuse collection point, this is shown in **Appendix B**.

## 5 Multi-Modal Trip Generation

### 5.1 Introduction

- 5.1.1 This section provides a review of the existing and predicted trip generation of the site, based on trip rates extracted from the TRICS database. Due to the sustainable location of the site, a multi-modal assessment has been carried out to account for all transport modes, using Census 2011 Travel to Work (TTW) data.

### 5.2 Existing Office

#### Existing Office Trip Generation

- 5.2.1 Great Brighams Mead currently comprises a total of 7,725m<sup>2</sup> of office space. In order to estimate trip rates associated with the existing development, similar survey sites have been selected from the TRICS database, employing the following criteria:
- **Land Use:** 02 – Employment
  - **Category:** A – Office
  - **Regions:** England
  - **Gross Floor Area (GFA):** 186 to 120,000m<sup>2</sup>
  - **Survey period:** Only weekday surveys
  - **Locations:** Town Centre and Edge of Town Centre
  - **Date range:** 01/01/10 to 04/07/18
- 5.2.2 Based on the above criteria, 18 survey sites were extracted from the TRICS database. The full TRICS outputs have been included in **Appendix C**.
- 5.2.3 People trip rates extracted using these sites and people trips likely to be currently generated by the existing office development are presented below:

Table 5.1 – Existing Office People Trip Generation

| Time Period             | People Trip Rates (per 100m <sup>2</sup> ) |        |       | People Trips (7,725m <sup>2</sup> ) |        |       |
|-------------------------|--------------------------------------------|--------|-------|-------------------------------------|--------|-------|
|                         | Arrive                                     | Depart | Total | Arrive                              | Depart | Total |
| AM Peak (08:00 – 09:00) | 1.959                                      | 0.177  | 2.136 | 151                                 | 14     | 165   |
| PM Peak (17:00 – 18:00) | 0.135                                      | 1.799  | 1.934 | 10                                  | 139    | 149   |

#### Existing Office Mode Share

- 5.2.4 The mode share of the existing people trips has been determined using 2011 Census WP703EW – Method of Travel to Work data for the workplace zones of E33037111, E33037112, and E330401303 which encompasses the site and adjacent areas. **Table 5.2** provides the modal split and the resulting multi-modal trip generation for the existing office.

Table 4.2 – Existing Office Multi-Modal Trip Generation

| Mode of Travel            | Mode Share  | AM Peak    |           |            | PM Peak   |            |            |
|---------------------------|-------------|------------|-----------|------------|-----------|------------|------------|
|                           |             | Arrive     | Depart    | 2 Way      | Arrive    | Depart     | 2 Way      |
| Rail                      | 18%         | 28         | 2         | 30         | 2         | 25         | 26         |
| Bus/ Coach                | 6%          | 9          | 1         | 10         | 1         | 8          | 9          |
| Taxi                      | 0%          | 0          | 0         | 0          | 0         | 0          | 0          |
| Motorcycle                | 1%          | 2          | 0         | 2          | 0         | 1          | 1          |
| Driving a car or a van    | 54%         | 82         | 7         | 89         | 6         | 75         | 81         |
| Passenger in a car or van | 3%          | 5          | 0         | 5          | 0         | 4          | 4          |
| Bicycle                   | 4%          | 6          | 1         | 7          | 0         | 6          | 6          |
| Foot                      | 14%         | 21         | 2         | 23         | 1         | 19         | 21         |
| Other                     | 0%          | 0          | 0         | 0          | 0         | 0          | 0          |
| <b>Total</b>              | <b>100%</b> | <b>151</b> | <b>14</b> | <b>165</b> | <b>10</b> | <b>139</b> | <b>149</b> |

## 5.3 Proposed Residential Development

### Trip Generation

5.3.1 As outlined in **Section 3**, the development proposals are for the change of use to provide 110 residential units. In order to estimate trip rates associated with the proposed residential development, similar survey sites have been selected from the TRICS database, employing the following criteria:

- **Land Use:** 03 - Residential
- **Category:** C – Flats privately owned
- **Regions:** England
- **No. units** 6 to 200 dwellings
- **Survey period:** Only weekday surveys
- **Locations:** Town Centre and Edge of Town Centre
- **Date range:** 01/01/12 to 06/03/20

5.3.2 Based on the above criteria, 7 survey sites were extracted from the TRICS database. The full TRICS outputs have been included in **Appendix D**.

5.3.3 People trip rates extracted using these sites and people trips likely to be generated by the proposed residential development are presented below:

Table 5.3 – Proposed Residential Trip Generation

| Time Period             | People Trip Rates (per 100m <sup>2</sup> ) |        |       | People Trips (110 dwell) |        |       |
|-------------------------|--------------------------------------------|--------|-------|--------------------------|--------|-------|
|                         | Arrive                                     | Depart | Total | Arrive                   | Depart | Total |
| AM Peak (08:00 – 09:00) | 0.102                                      | 0.46   | 0.562 | 11                       | 51     | 62    |
| PM Peak (17:00 – 18:00) | 0.419                                      | 0.238  | 0.657 | 46                       | 26     | 72    |

## Proposed Residential Mode Share

- 5.3.4 The mode share of the existing people trips has been determined using 2011 Census QS703EW – Method of Travel to Work data. The area where the site is located, comprising LSOAs 'E01016355: Reading 007A' and 'E01033415: Reading 011F' have been selected as usual residence. **Table 5.4** provides the modal split and the resulting multi-modal trip generation for the existing office.

Table 5.4 – Proposed Residential Multi-Modal Trip Generation

| Mode of Travel            | Mode Share  | AM Peak   |           |           | PM Peak   |           |           |
|---------------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
|                           |             | Arrive    | Depart    | 2 Way     | Arrive    | Depart    | 2 Way     |
| Rail                      | 25%         | 3         | 12        | 15        | 11        | 6         | 18        |
| Bus/ Coach                | 11%         | 1         | 6         | 7         | 5         | 3         | 8         |
| Taxi                      | 0%          | 0         | 0         | 0         | 0         | 0         | 0         |
| Motorcycle                | 0%          | 0         | 0         | 0         | 0         | 0         | 0         |
| Driving a car or a van    | 29%         | 3         | 15        | 18        | 13        | 8         | 21        |
| Passenger in a car or van | 1%          | 0         | 1         | 1         | 1         | 0         | 1         |
| Bicycle                   | 3%          | 0         | 2         | 2         | 2         | 1         | 2         |
| Foot                      | 29%         | 3         | 15        | 18        | 13        | 8         | 21        |
| Other                     | 1%          | 0         | 0         | 0         | 0         | 0         | 1         |
| <b>Total</b>              | <b>100%</b> | <b>11</b> | <b>51</b> | <b>62</b> | <b>46</b> | <b>26</b> | <b>72</b> |

## 5.4 Net Trip Impact

- 5.4.1 The likely net change in multi-modal trip generation associated with the change of use of the Great Brighams Mead development is outlined below:

Table 4.5 – Net Change in Multi-Modal Trip Generation

| Mode of Travel            | AM Peak     |           |             | PM Peak   |             |            |
|---------------------------|-------------|-----------|-------------|-----------|-------------|------------|
|                           | Arrive      | Depart    | 2 Way       | Arrive    | Depart      | 2 Way      |
| Rail                      | -23         | 10        | -13         | 10        | -18         | -8         |
| Bus/ Coach                | -8          | 5         | -4          | 4         | -6          | -2         |
| Taxi                      | 0           | 0         | 0           | 0         | 0           | 0          |
| Motorcycle                | -2          | 0         | -2          | 0         | -1          | -1         |
| Driving a car or a van    | -78         | 7         | -70         | 8         | -67         | -59        |
| Passenger in a car or van | -5          | 0         | -5          | 0         | -4          | -4         |
| Bicycle                   | -6          | 1         | -5          | 1         | -5          | -4         |
| Foot                      | -18         | 13        | -5          | 12        | -12         | 0          |
| Other                     | 0           | 0         | 0           | 0         | 0           | 0          |
| <b>Total</b>              | <b>-140</b> | <b>37</b> | <b>-103</b> | <b>36</b> | <b>-113</b> | <b>-77</b> |

- 5.4.2 As can be seen above, a net reduction of 103 and 77 two-way people trips is predicted as part of the proposals during the AM and PM peak periods, respectively, whilst a net reduction of 70 and 59 two-way car driver trips is expected during the AM and PM peak periods, respectively.

## Conclusion

- 5.4.3 In light of the above, it is concluded that there would be no detrimental impact on the local highway network as a result of the proposed development.

## 6 Summary and Conclusions

### Summary

- 6.1.1 This TS has been prepared by Stantec UK Ltd on behalf of McKay Securities PLC in support of a PD application for the change of use of the current Great Brighams Mead in Reading, from its current office use to provide 110 residential units, comprising 54 x 1-bed, 54 x 2-bed and 2 x 3-bed apartments.
- 6.1.2 The site is located in the area of Reading, south of the river Thames and in close proximity to Reading Railway Station and Reading Town Centre. Access to the site is gained off the Caversham Road/ Vastern Road roundabout, to the south of the site.
- 6.1.3 The site is located in a highly sustainable location in Reading, due to the availability of availability of footways and cycle routes in the vicinity of the site, and its proximity to a comprehensive network of public transport services, which can be accessed from Reading Railway Station and bus station immediately north of it, and from Friars Street in Reading Town Centre.
- 6.1.4 A review of publicly available collision data near the site has identified that there are no highway safety issues of concern at junctions located in the vicinity of the site.
- 6.1.5 Pedestrian, cycle and vehicular access is proposed to remain as per the current arrangements, this is via the existing site access junctions located off the Caversham Road/ Vastern Road roundabout, and via the pedestrian gate located off Brigham Road.
- 6.1.6 Car parking provision will be retained as per the existing arrangements, with the exception of the loss of 7no. car parking spaces for the introduction of a new bin collection area and the introduction of 5no. additional disabled parking spaces. This will result in a total of 158 car parking spaces, including 10 disabled spaces.
- 6.1.7 Cycle parking will be provided in two cycle stores located within the interior of the existing building, with space for 44 cycles each, provided in the form of two-tier cycle racks and Sheffield-style stands.
- 6.1.8 Within the main build foyer area, 2no. bin store, with space for 7 x 1,100L bins at each store, will be located at ground level adjacent to the cycle store. Bins within the store will be moved by a Facilities Management (FM) team that will be available on site, to the proposed bin collection area with space for weekly collection by RBC. The bin collection area will have space for 24 x 1,100L bins, in line with RBC's waste standards.
- 6.1.9 It is predicted that the proposed residential development would generate 62 two-way people trips in the AM peak period between 08:00 and 09:00, and 72 two-way people trips in the PM peak period between 17:00 and 18:00. This results in a net reduction of 103 and 77 two-way people trips in the AM and PM peak periods, respectively, in comparison with the people trip generation associated with the existing office development.

### Conclusion

- 6.1.10 It is considered that that consent to this PD application should be granted due to the following:
  - A review of the existing transport conditions has identified that the site is located in a highly sustainable location, providing pedestrian, cycle and public transport connections that will encourage residents of the proposed development to travel sustainably to other destinations, whilst reducing reliance on car.

- The review of PIC data has demonstrated that there are no road safety issues at local junctions near the site; and
- The trip generation assessment has demonstrated that there will be no detrimental impact on the local highway network as a result of the proposed development.

## Appendix A Drawings

Great Brighams Mead - PD Scheme // Area Schedule

Rev A - 19/01/2021

|                           | National<br>Standard<br>category | GEA m² | GIA m²        | No Units  |
|---------------------------|----------------------------------|--------|---------------|-----------|
| <b>Ground Floor</b>       |                                  |        |               |           |
| 1B Typical "A"            | 1B1P                             |        | 41.1          | 8         |
| 1B Corner "B"             | 1B1P                             |        | 44.6          | 2         |
| 1B Corner "C"             | 1B2P                             |        | 50.8          | 2         |
| 1B Inner "D"              | 1B2P                             |        | 52.2          | 2         |
| 1B Inner "E"              | 1B1P                             |        | 46.4          | 2         |
| 1B Outer "F"              | 1B1P                             |        | 41.8          | 2         |
| <b>Total 1B</b>           |                                  |        | <b>800.4</b>  | <b>18</b> |
| 2B Corner "G"             | 2B4P                             |        | 82.5          | 2         |
| 2B Typical bay "H"        | 2B3P                             |        | 71.0          | 4         |
| 2B Typical "I"            | 2B3P                             |        | 62.6          | 8         |
| 2B Corner "J"             | 2B3P                             |        | 66.2          | 2         |
| 2B Corner "K"             | 2B3P                             |        | 66.3          | 2         |
| <b>Total 2B</b>           |                                  |        | <b>1214.8</b> | <b>18</b> |
|                           |                                  |        |               |           |
|                           |                                  |        |               |           |
| <b>Total Ground floor</b> |                                  |        | 2015.2        | 36        |
| Split 1B/2B               |                                  |        |               | 50%       |
| GEA / GIA* ratio          |                                  | 3198.4 | <b>63%</b>    |           |

|                          | National<br>Standard<br>category | GEA m² | GIA m²        | No Units  |
|--------------------------|----------------------------------|--------|---------------|-----------|
| <b>First Floor</b>       |                                  |        |               |           |
| 1B Typical "A"           | 1B1P                             |        | 41.1          | 8         |
| 1B Corner "B"            | 1B1P                             |        | 44.6          | 2         |
| 1B Corner "C"            | 1B2P                             |        | 50.8          | 2         |
| 1B Inner "D"             | 1B2P                             |        | 52.2          | 2         |
| 1B Inner "E"             | 1B1P                             |        | 46.4          | 2         |
| 1B Outer "F"             | 1B1P                             |        | 41.8          | 2         |
| <b>Total 1B</b>          |                                  |        | <b>800.4</b>  | <b>18</b> |
| 2B Corner "G"            | 2B4P                             |        | 82.5          | 2         |
| 2B Typical bay "H"       | 2B3P                             |        | 71.0          | 4         |
| 2B Typical "I"           | 2B3P                             |        | 62.6          | 8         |
| 2B Corner "J"            | 2B3P                             |        | 66.2          | 2         |
| 2B Corner "K"            | 2B3P                             |        | 66.3          | 2         |
| <b>Total 2B</b>          |                                  |        | <b>1214.8</b> | <b>18</b> |
|                          |                                  |        |               |           |
|                          |                                  |        |               |           |
| <b>Total First floor</b> |                                  |        | 2015.2        | 36        |
| Split 1B/2B              |                                  |        |               | 50%       |
| GEA / GIA* ratio         |                                  | 3198.4 | <b>63%</b>    |           |

|                           | National<br>Standard<br>category | GEA m² | GIA m²            | No Units  |
|---------------------------|----------------------------------|--------|-------------------|-----------|
| <b>Second Floor</b>       |                                  |        |                   |           |
| 1B Typical "A"            | 1B1P                             |        | 41.2              | 8         |
| 1B Corner "B"             | 1B1P                             |        | 44.6              | 2         |
| 1B Corner "C"             | 1B2P                             |        | 50.9              | 2         |
| 1B Inner "D"              | 1B2P                             |        | 52.3              | 2         |
| 1B Inner "E"              | 1B1P                             |        | 46.3              | 2         |
| 1B Outer "F"              | 1B1P                             |        | 41.7              | 2         |
| <b>Total 1B</b>           |                                  |        | <b>801.2</b>      | <b>18</b> |
| 2B Corner "G"             | 2B4P                             |        | 74.1              | 2         |
|                           |                                  |        |                   |           |
| 2B Typical "I"            | 2B3P                             |        | 62.6              | 12        |
| 2B Corner "J"             | 2B3P                             |        | 66.2              | 2         |
| 2B Corner "K"             | 2B3P                             |        | 66.3              | 2         |
| <b>Total 2B</b>           |                                  |        | <b>1164.4</b>     | <b>18</b> |
| 3B Typical "L"            | 3B5P                             |        | 97.0              | 2         |
| <b>Total 3B</b>           |                                  |        | <b>194</b>        | <b>2</b>  |
| <b>Total Second floor</b> |                                  |        | 2159.6            | 38        |
| Split 1B/2B/3B            |                                  |        | <b>47%/47%/6%</b> |           |
| GEA / GIA* ratio          |                                  | 3168   | <b>68%</b>        |           |

|                    | National<br>Standard<br>category | No Units          |
|--------------------|----------------------------------|-------------------|
| <b>TOTAL</b>       |                                  |                   |
| 1B Typical "A"     | 1B1P                             | 24                |
| 1B Corner "B"      | 1B1P                             | 6                 |
| 1B Corner "C"      | 1B2P                             | 6                 |
| 1B Inner "D"       | 1B2P                             | 6                 |
| 1B Inner "E"       | 1B1P                             | 6                 |
| 1B Outer "F"       | 1B1P                             | 6                 |
| <b>Total 1B</b>    |                                  | <b>54</b>         |
| 2B Corner "G"      | 2B4P                             | 6                 |
| 2B Typical bay "H" | 2B3P                             | 8                 |
| 2B Typical "I"     | 2B3P                             | 28                |
| 2B Corner "J"      | 2B3P                             | 6                 |
| 2B Corner "K"      | 2B3P                             | 6                 |
| <b>Total 2B</b>    |                                  | <b>54</b>         |
| 3B Typical "L"     | 3B5P                             | 2                 |
| <b>Total 3B</b>    |                                  | <b>2</b>          |
| <b>Total units</b> |                                  | <b>110</b>        |
| Split 1B/2B/3B     |                                  | <b>49%/49%/2%</b> |
| Total unit GIA     |                                  | 6190              |

\*Unit GIA rather than building GIA for efficiency purposes only.

Notes:

Exterior of building not altered,  
outline on plan as per survey  
Landscape not altered, layout  
shown as per topographical survey

Internal layout for First Floor is  
identical to this drawing.

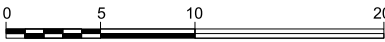
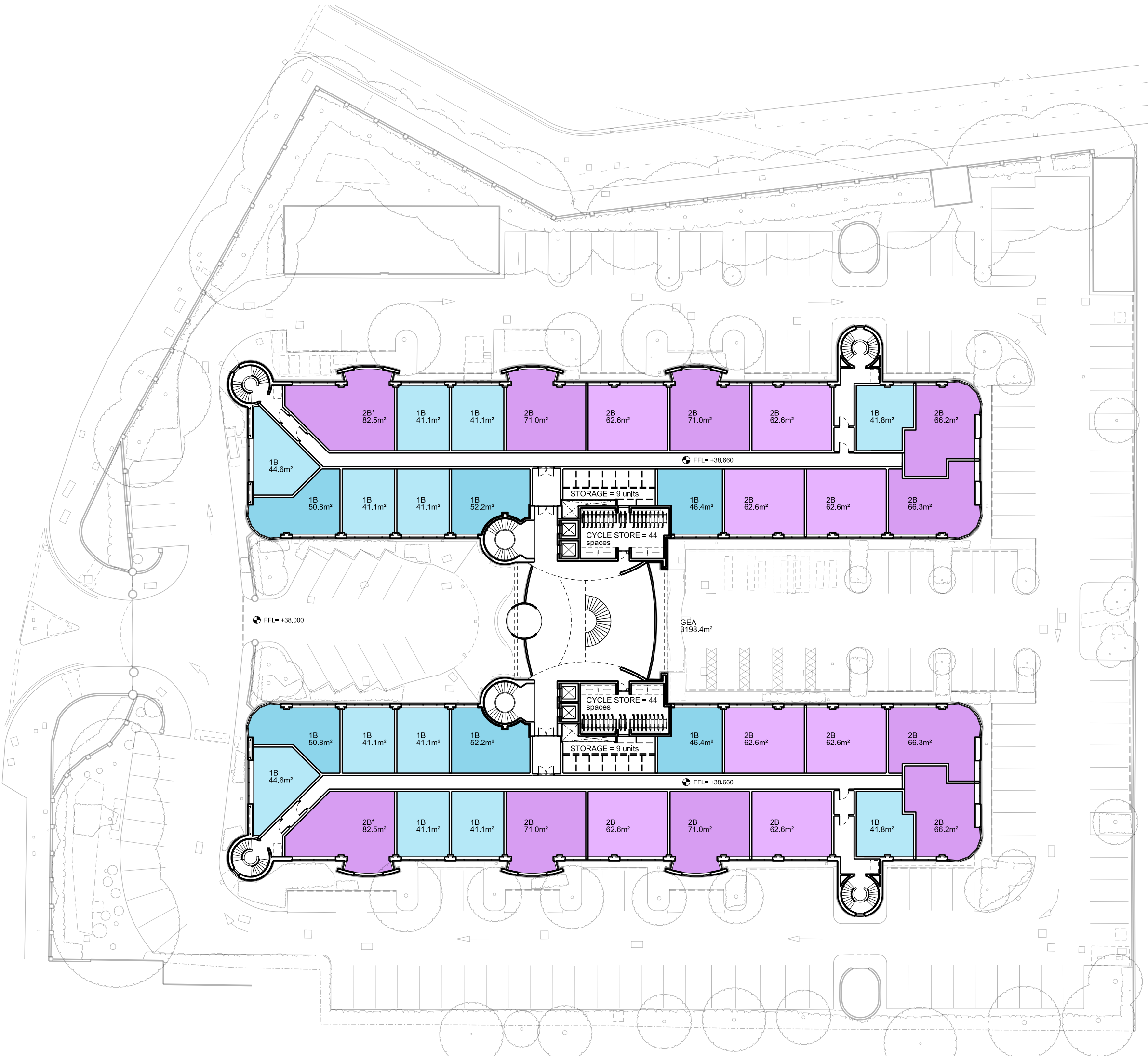
Key:

1 Bedroom flat

2 Bedroom flat

3 Bedroom flat

\*Refer to Area Schedule for full breakdown



**Notes:**

Exterior of building not altered,  
outline on plan as per survey  
Landscape not altered, layout  
shown as per topographical survey

Internal layout for First floor is  
identical to Ground floor.

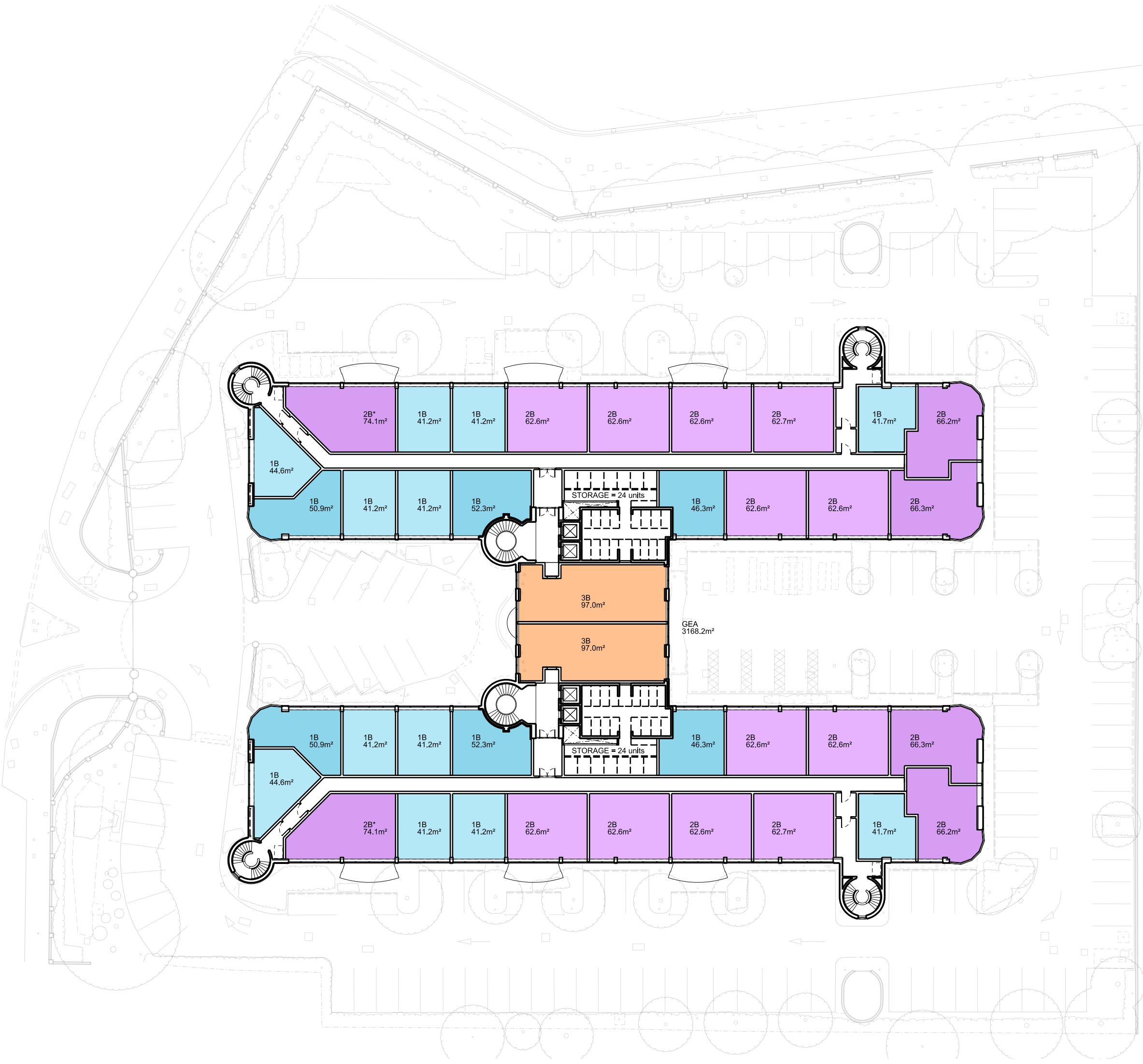
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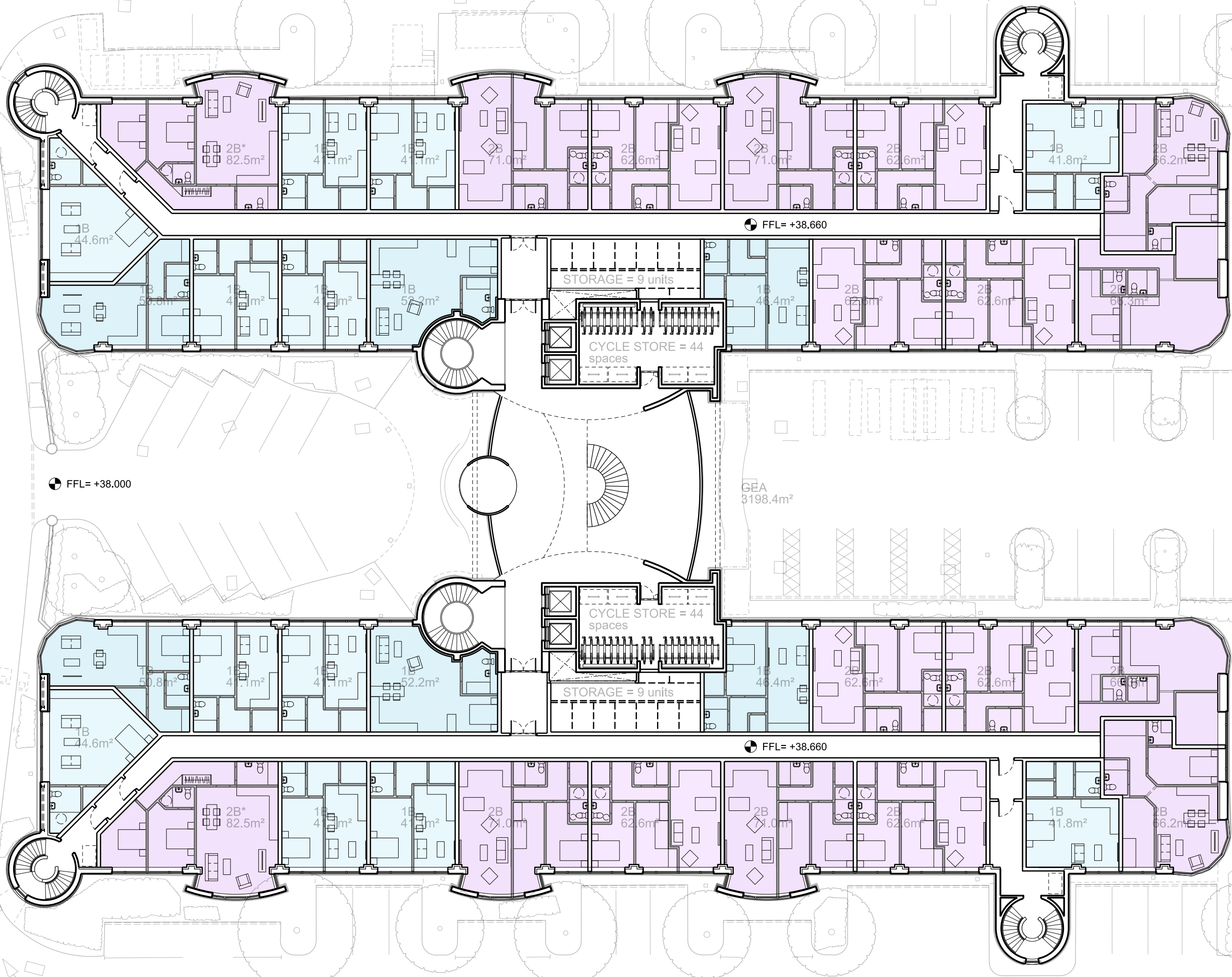
1 Bedroom flat

2 Bedroom flat

3 Bedroom flat

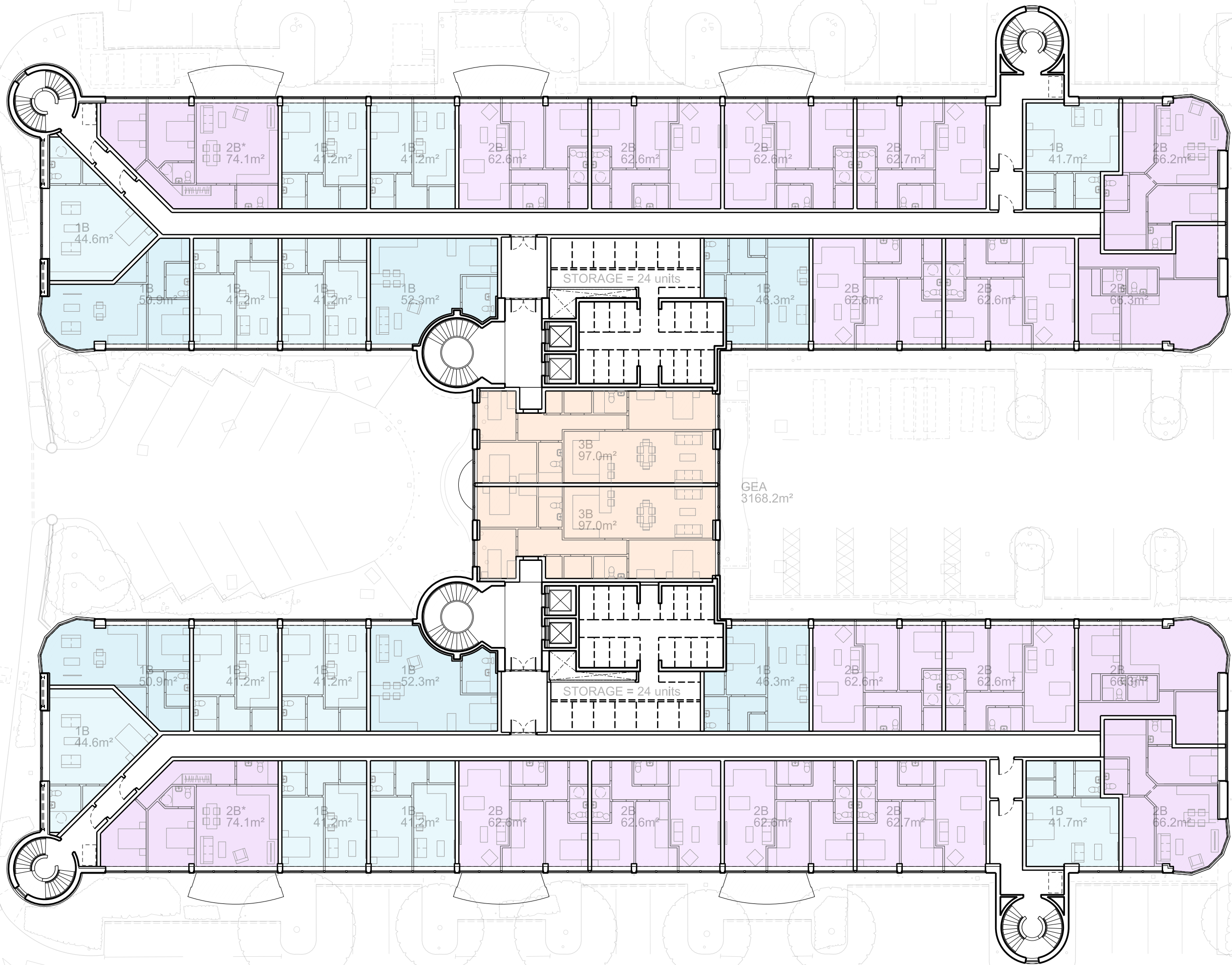
\*Refer to Area Schedule for full breakdown





**Great Brighams Mead  
PD Scheme**

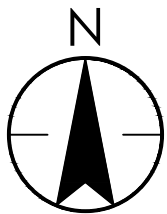
Ground & First floor plan  
Apartment Layout



**Great Brighams Mead  
PD Scheme**

Second floor plan  
Apartment Layout

## **Appendix B      Swept Path Assessment**



Stantec UK Limited  
READING  
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Notes

|                 |      |       |                  |
|-----------------|------|-------|------------------|
| -               | -    | -     | -                |
| Issued/Revision | By   | Appd  | YYYY.MM.DD       |
| -               | -    | -     | 2021.02.03       |
| -               | Dwn. | Dsgn. | Chkd. YYYY.MM.DD |

Issue Status

FOR INFORMATION

This document is suitable only for the  
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Client/Project Logo



Client/Project  
McKay Securities PLC

GREAT BRIGHAMS MEAD

READING

Title  
SITE SWEPT PATH ANALYSIS  
RBC REFUSE VEHICLE

Project No.  
48968

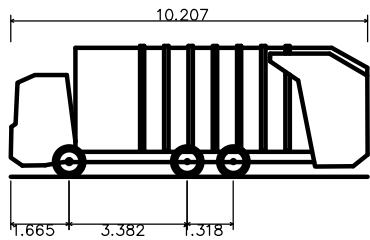
Scale  
1:500

Revision

Drawing No.

48968/5501/001

VEHICLE PROFILE



RBC Refuse Vehicle (3 axle) Wide  
Overall Length 10.207m  
Overall Width 2.530m  
Overall Body Height 3.748m  
Min. Body Ground Clearance 0.300m  
Track Width 2.480m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 8.600m

## **Appendix C    TRICS Outputs – Existing Office**

Calculation Reference: AUDIT-706701-190118-0131

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

|    |                           |        |
|----|---------------------------|--------|
| 01 | GREATER LONDON            |        |
|    | CI CITY OF LONDON         | 2 days |
|    | CN CAMDEN                 | 1 days |
|    | HM HAMMERSMITH AND FULHAM | 1 days |
| 02 | SOUTH EAST                |        |
|    | ES EAST SUSSEX            | 1 days |
|    | EX ESSEX                  | 1 days |
|    | HF HERTFORDSHIRE          | 2 days |
| 03 | SOUTH WEST                |        |
|    | BR BRISTOL CITY           | 1 days |
| 04 | EAST ANGLIA               |        |
|    | CA CAMBRIDGESHIRE         | 1 days |
|    | NF NORFOLK                | 3 days |
|    | SF SUFFOLK                | 1 days |
| 06 | WEST MIDLANDS             |        |
|    | WK WARWICKSHIRE           | 1 days |
| 08 | NORTH WEST                |        |
|    | GM GREATER MANCHESTER     | 3 days |

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 280 to 45000 (units: sqm)  
 Range Selected by User: 186 to 120000 (units: sqm)

Parking Spaces Range: Selected: 0 to 2923 Actual: 0 to 2923

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

*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    | 4 days |
| Tuesday   | 2 days |
| Wednesday | 5 days |
| Thursday  | 3 days |
| Friday    | 4 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 18 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                     |    |
|---------------------|----|
| Town Centre         | 10 |
| Edge of Town Centre | 8  |

*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:

|                  |    |
|------------------|----|
| Commercial Zone  | 5  |
| Residential Zone | 2  |
| Built-Up Zone    | 11 |

*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:

|    |         |
|----|---------|
| B1 | 18 days |
|----|---------|

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

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 5,001 to 10,000   | 2 days |
| 15,001 to 20,000  | 4 days |
| 20,001 to 25,000  | 1 days |
| 25,001 to 50,000  | 6 days |
| 50,001 to 100,000 | 4 days |
| 100,001 or More   | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 3 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More    | 7 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 | 2 days  |
| 0.6 to 1.0  | 11 days |
| 1.1 to 1.5  | 4 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:

|     |         |
|-----|---------|
| Yes | 3 days  |
| No  | 15 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     | 14 days |
| 4 Good              | 1 days  |
| 6b (High) Excellent | 3 days  |

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

LIST OF SITES relevant to selection parameters

|   |                                                                    |                        |                     |
|---|--------------------------------------------------------------------|------------------------|---------------------|
| 1 | BR-02-A-02<br>ST THOMAS STREET<br>BRISTOL                          | PLANNING & ENGINEERING | BRISTOL CITY        |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 5736 sqm               |                     |
|   | Survey date: FRIDAY                                                | 29/11/13               | Survey Type: MANUAL |
| 2 | CA-02-A-05<br>NEW ROAD<br>PETERBOROUGH                             | OFFICES                | CAMBRIDGESHIRE      |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 8793 sqm               |                     |
|   | Survey date: TUESDAY                                               | 16/12/14               | Survey Type: MANUAL |
| 3 | CI-02-A-02<br>GRACECHURCH STREET<br>CITY OF LONDON<br>MONUMENT     | OFFICES                | CITY OF LONDON      |
|   | Town Centre<br>Commercial Zone<br>Total Gross floor area:          | 9803 sqm               |                     |
|   | Survey date: FRIDAY                                                | 29/11/13               | Survey Type: MANUAL |
| 4 | CI-02-A-03<br>MONUMENT STREET<br>CITY OF LONDON<br>MONUMENT        | OFFICES                | CITY OF LONDON      |
|   | Town Centre<br>Commercial Zone<br>Total Gross floor area:          | 1951 sqm               |                     |
|   | Survey date: FRIDAY                                                | 29/11/13               | Survey Type: MANUAL |
| 5 | CN-02-A-03<br>FITZROY STREET<br>FITZROVIA                          | PLANNING & ENGINEERING | CAMDEN              |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 26639 sqm              |                     |
|   | Survey date: WEDNESDAY                                             | 06/12/17               | Survey Type: MANUAL |
| 6 | ES-02-A-13<br>ROMAN ROAD<br>HOVE                                   | OFFICES                | EAST SUSSEX         |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: | 280 sqm                |                     |
|   | Survey date: WEDNESDAY                                             | 04/07/18               | Survey Type: MANUAL |
| 7 | EX-02-A-03<br>VICTORIA AVENUE<br>SOUTHEND-ON-SEA                   | HMRC                   | ESSEX               |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 45000 sqm              |                     |
|   | Survey date: WEDNESDAY                                             | 23/10/13               | Survey Type: MANUAL |
| 8 | GM-02-A-07<br>MOSELEY STREET<br>MANCHESTER                         | LAW OFFICES            | GREATER MANCHESTER  |
|   | Town Centre<br>Built-Up Zone<br>Total Gross floor area:            | 4200 sqm               |                     |
|   | Survey date: WEDNESDAY                                             | 19/10/11               | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                         |                    |  |                        |
|----|-------------------------|--------------------|--|------------------------|
| 9  | GM-02-A-08              | REGUS              |  | GREATER MANCHESTER     |
|    | FOUNTAIN STREET         |                    |  |                        |
|    | MANCHESTER              |                    |  |                        |
|    | Town Centre             |                    |  |                        |
|    | Built-Up Zone           |                    |  |                        |
|    | Total Gross floor area: | 3960 sqm           |  |                        |
|    | Survey date: MONDAY     | 26/09/16           |  | Survey Type: MANUAL    |
| 10 | GM-02-A-09              | LEASED OFFICES     |  | GREATER MANCHESTER     |
|    | NEW MOUNT STREET        |                    |  |                        |
|    | MANCHESTER              |                    |  |                        |
|    | Edge of Town Centre     |                    |  |                        |
|    | Built-Up Zone           |                    |  |                        |
|    | Total Gross floor area: | 2500 sqm           |  |                        |
|    | Survey date: MONDAY     | 26/09/16           |  | Survey Type: MANUAL    |
| 11 | HF-02-A-03              | OFFICE             |  | HERTFORDSHIRE          |
|    | 60 VICTORIA STREET      |                    |  |                        |
|    | ST ALBANS               |                    |  |                        |
|    | Edge of Town Centre     |                    |  |                        |
|    | Built-Up Zone           |                    |  |                        |
|    | Total Gross floor area: | 610 sqm            |  |                        |
|    | Survey date: WEDNESDAY  | 16/10/13           |  | Survey Type: MANUAL    |
| 12 | HF-02-A-04              | OFFICES            |  | HERTFORDSHIRE          |
|    | STATION WAY             |                    |  |                        |
|    | ST ALBANS               |                    |  |                        |
|    | Edge of Town Centre     |                    |  |                        |
|    | Residential Zone        |                    |  |                        |
|    | Total Gross floor area: | 5000 sqm           |  |                        |
|    | Survey date: THURSDAY   | 02/10/14           |  | Survey Type: MANUAL    |
| 13 | HM-02-A-01              | REGUS OFFICES      |  | HAMMERSMITH AND FULHAM |
|    | QUEEN CAROLINE STREET   |                    |  |                        |
|    | HAMMERSMITH             |                    |  |                        |
|    | Town Centre             |                    |  |                        |
|    | Built-Up Zone           |                    |  |                        |
|    | Total Gross floor area: | 2036 sqm           |  |                        |
|    | Survey date: MONDAY     | 13/11/17           |  | Survey Type: MANUAL    |
| 14 | NF-02-A-01              | COUNCIL OFFICE     |  | NORFOLK                |
|    | CHAPEL STREET           |                    |  |                        |
|    | KING'S LYNN             |                    |  |                        |
|    | Edge of Town Centre     |                    |  |                        |
|    | Built-Up Zone           |                    |  |                        |
|    | Total Gross floor area: | 5500 sqm           |  |                        |
|    | Survey date: THURSDAY   | 30/09/10           |  | Survey Type: MANUAL    |
| 15 | NF-02-A-02              | FINANCIAL PLANNERS |  | NORFOLK                |
|    | NORTH QUAY              |                    |  |                        |
|    | GREAT YARMOUTH          |                    |  |                        |
|    | Edge of Town Centre     |                    |  |                        |
|    | Commercial Zone         |                    |  |                        |
|    | Total Gross floor area: | 894 sqm            |  |                        |
|    | Survey date: MONDAY     | 11/09/17           |  | Survey Type: MANUAL    |
| 16 | NF-02-A-03              | OFFICES            |  | NORFOLK                |
|    | NORTH QUAY              |                    |  |                        |
|    | GREAT YARMOUTH          |                    |  |                        |
|    | Edge of Town Centre     |                    |  |                        |
|    | Commercial Zone         |                    |  |                        |
|    | Total Gross floor area: | 5500 sqm           |  |                        |
|    | Survey date: TUESDAY    | 12/09/17           |  | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                        |          |  |                     |
|----|----------------------------------------|----------|--|---------------------|
| 17 | SF-02-A-02<br>BATH STREET<br>IPSWICH   | OFFICES  |  | SUFFOLK             |
|    | Edge of Town Centre<br>Commercial Zone |          |  |                     |
|    | Total Gross floor area:                | 6505 sqm |  |                     |
|    | Survey date: FRIDAY                    | 19/07/13 |  | Survey Type: MANUAL |
| 18 | WK-02-A-01<br>WARWICK ROAD<br>COVENTRY | OFFICES  |  | WARWICKSHIRE        |
|    | Town Centre<br>Built-Up Zone           |          |  |                     |
|    | Total Gross floor area:                | 960 sqm  |  |                     |
|    | Survey date: THURSDAY                  | 17/10/13 |  | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| BD-02-A-03 | not suitable           |
| CB-02-A-02 | not suitable           |
| DC-02-A-09 | not suitable           |
| ES-02-A-12 | not suitable           |
| HD-02-A-09 | not suitable           |
| KC-02-A-09 | not suitable           |
| KC-02-A-10 | not suitable           |
| KC-02-A-11 | not suitable           |
| SO-02-A-01 | not suitable           |
| SO-02-A-02 | not suitable           |
| TV-02-A-04 | not suitable           |
| TW-02-A-07 | not suitable           |
| WH-02-A-02 | not suitable           |

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 18       | 7548     | 0.305     | 18         | 7548     | 0.025     | 18       | 7548     | 0.330     |
| 08:00 - 09:00 | 18       | 7548     | 0.568     | 18         | 7548     | 0.073     | 18       | 7548     | 0.641     |
| 09:00 - 10:00 | 18       | 7548     | 0.350     | 18         | 7548     | 0.081     | 18       | 7548     | 0.431     |
| 10:00 - 11:00 | 18       | 7548     | 0.131     | 18         | 7548     | 0.077     | 18       | 7548     | 0.208     |
| 11:00 - 12:00 | 18       | 7548     | 0.090     | 18         | 7548     | 0.091     | 18       | 7548     | 0.181     |
| 12:00 - 13:00 | 18       | 7548     | 0.098     | 18         | 7548     | 0.124     | 18       | 7548     | 0.222     |
| 13:00 - 14:00 | 18       | 7548     | 0.116     | 18         | 7548     | 0.102     | 18       | 7548     | 0.218     |
| 14:00 - 15:00 | 18       | 7548     | 0.068     | 18         | 7548     | 0.113     | 18       | 7548     | 0.181     |
| 15:00 - 16:00 | 18       | 7548     | 0.082     | 18         | 7548     | 0.221     | 18       | 7548     | 0.303     |
| 16:00 - 17:00 | 18       | 7548     | 0.076     | 18         | 7548     | 0.354     | 18       | 7548     | 0.430     |
| 17:00 - 18:00 | 18       | 7548     | 0.054     | 18         | 7548     | 0.502     | 18       | 7548     | 0.556     |
| 18:00 - 19:00 | 18       | 7548     | 0.024     | 18         | 7548     | 0.148     | 18       | 7548     | 0.172     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.962     |            |          | 1.911     |          |          | 3.873     |

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.

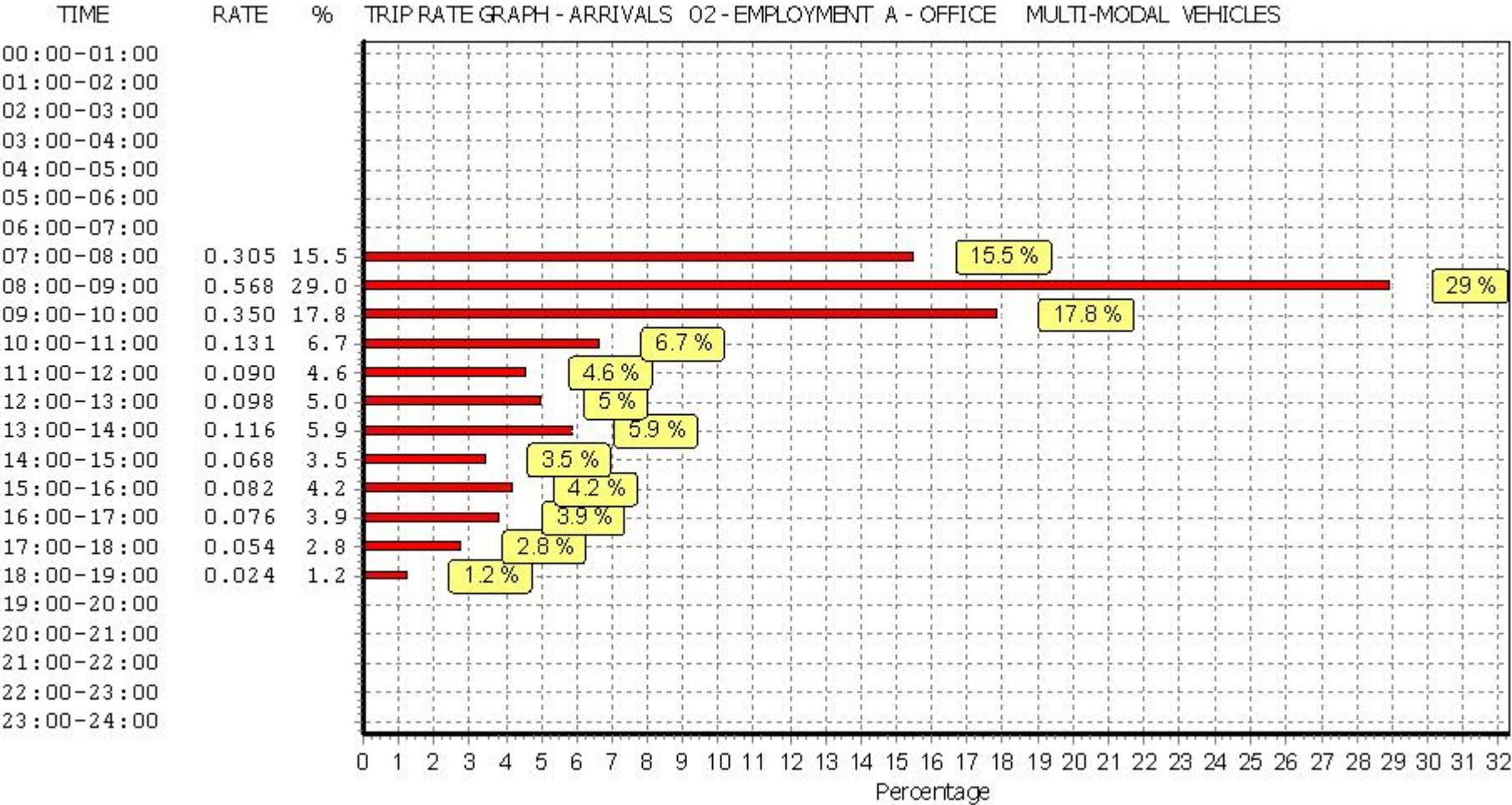
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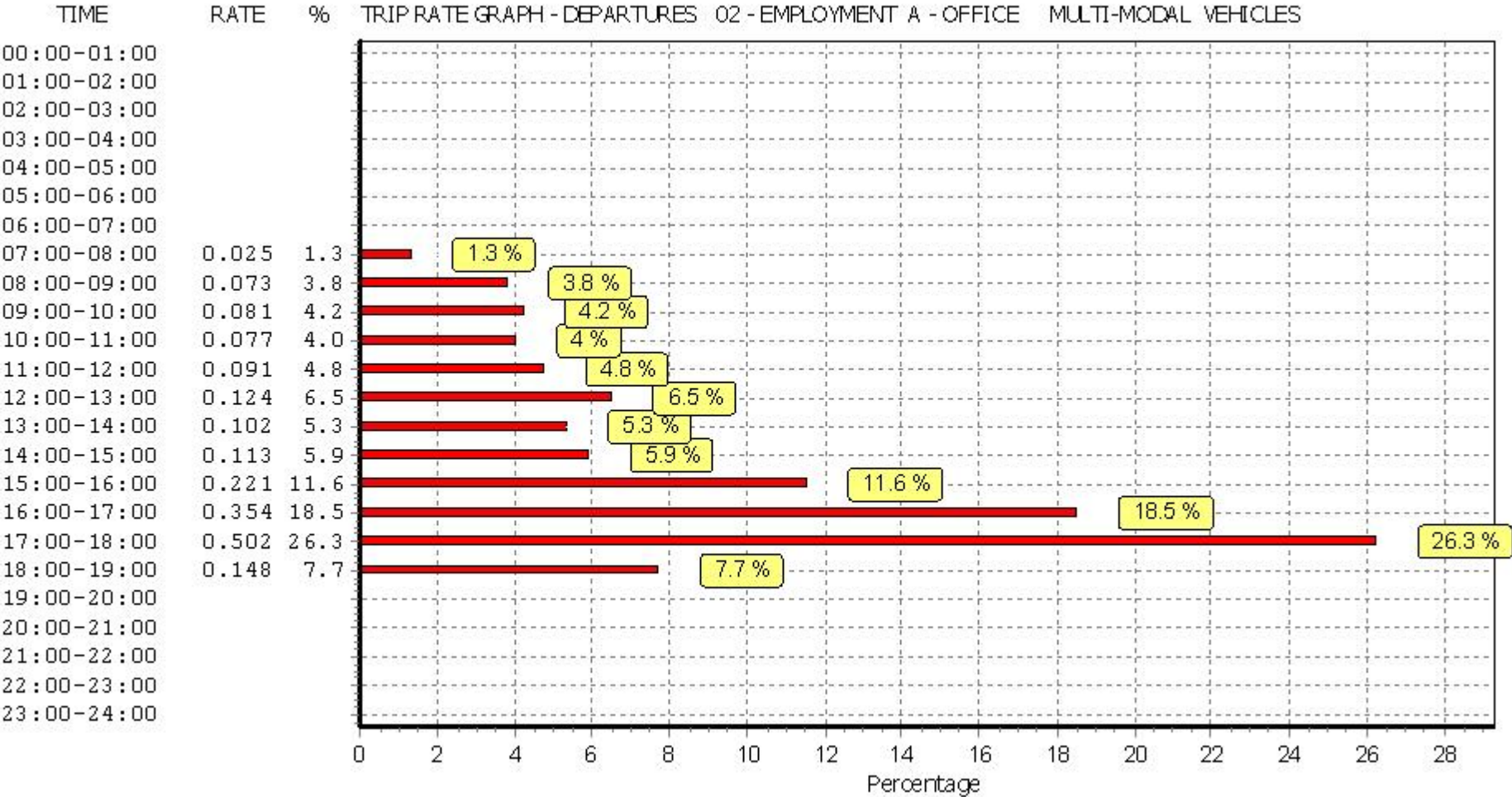
#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 280 - 45000 (units: sqm) |
| Survey date range:                            | 01/01/10 - 04/07/18      |
| Number of weekdays (Monday-Friday):           | 18                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 6                        |
| Surveys manually removed from selection:      | 13                       |

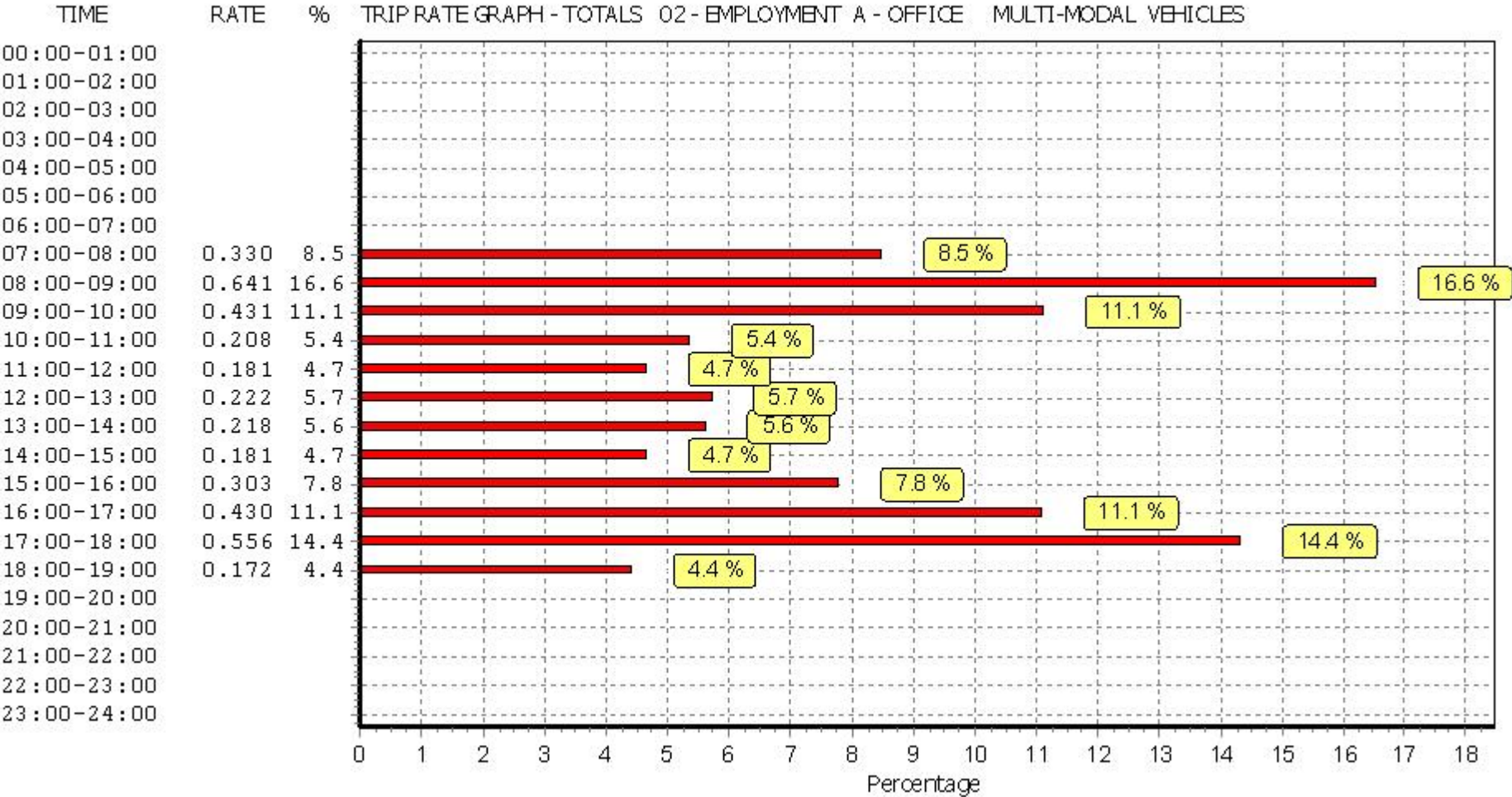
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL TAXIS

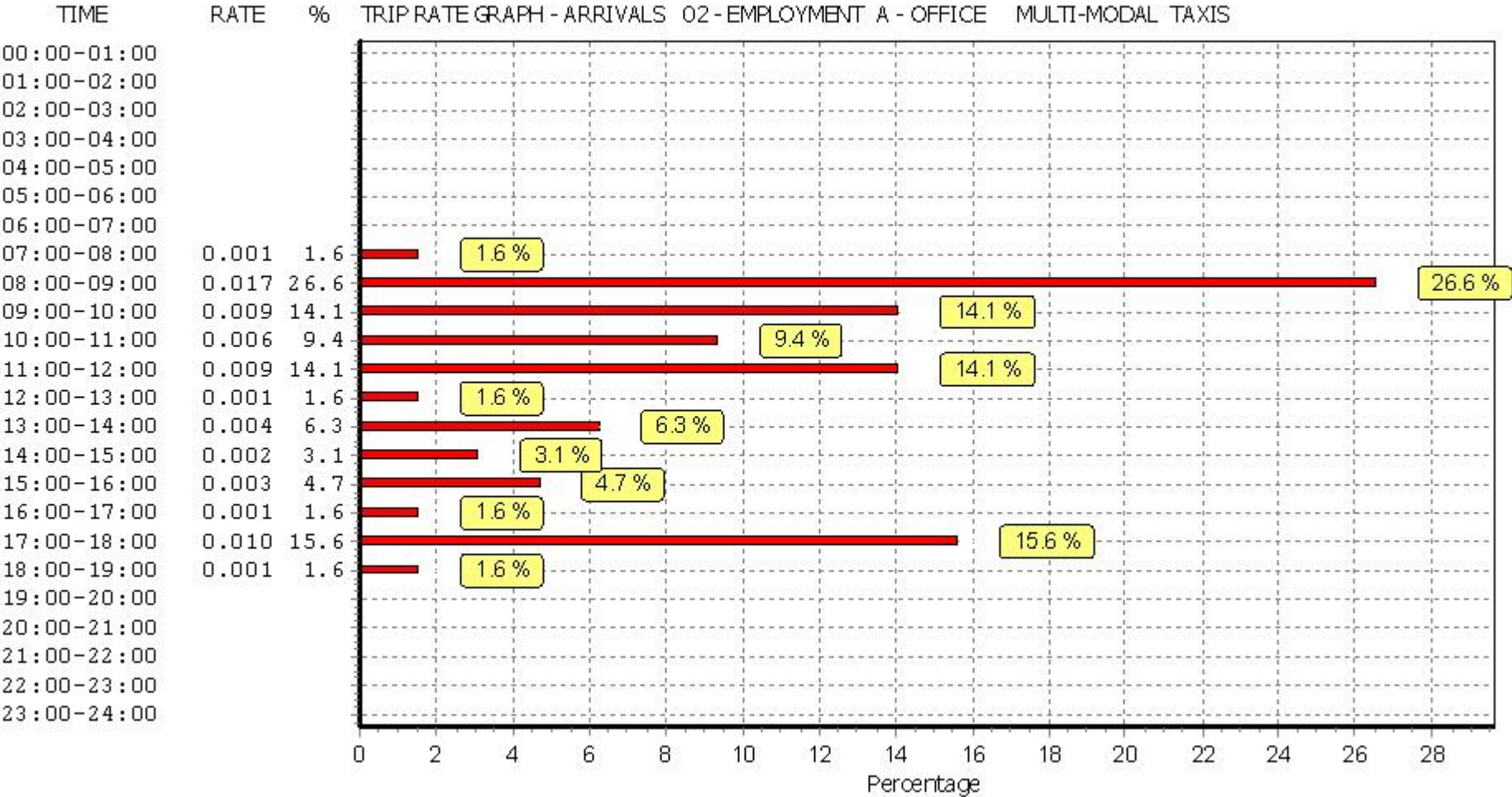
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

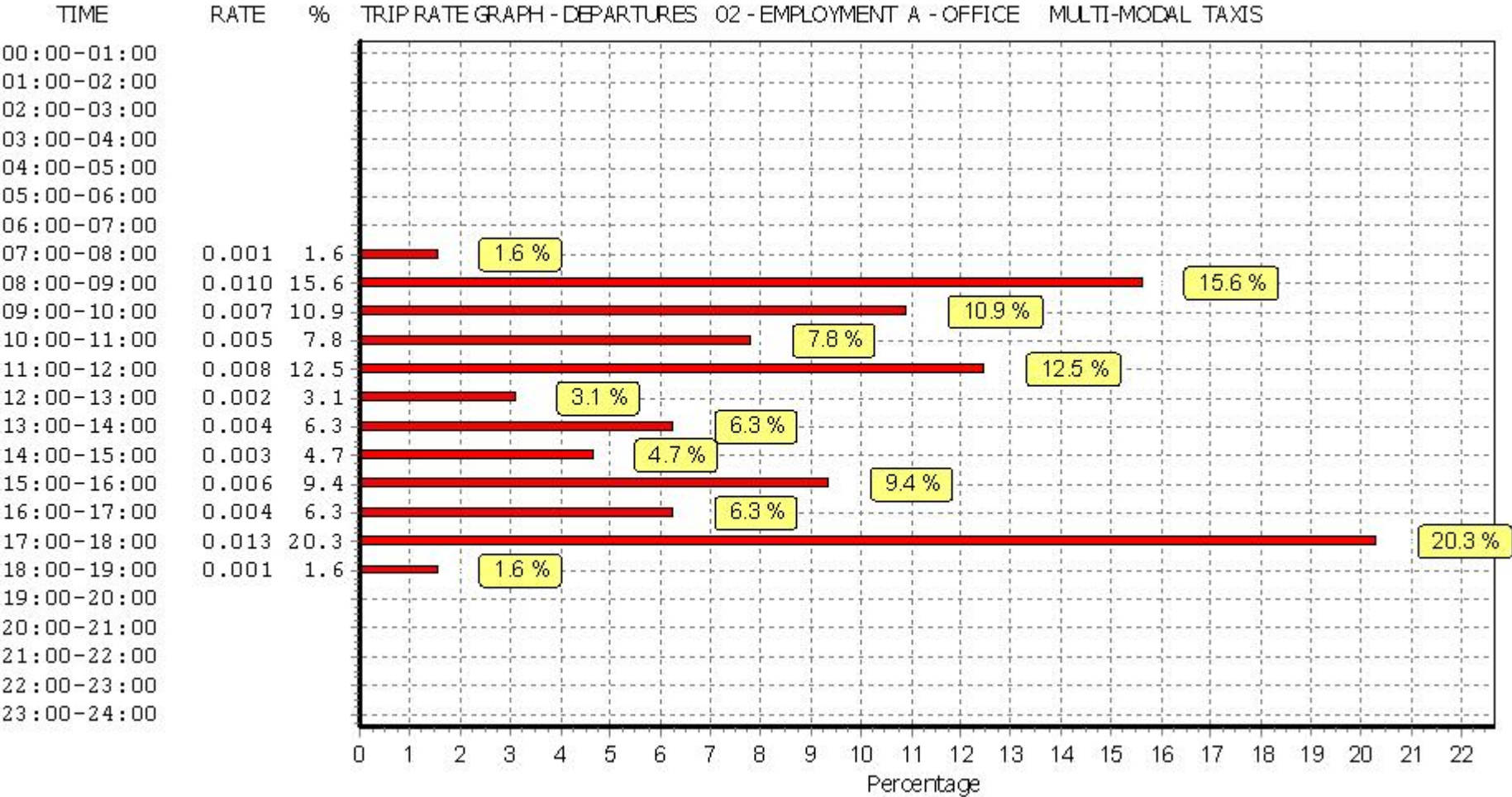
| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 18       | 7548     | 0.001     | 18         | 7548     | 0.001     | 18       | 7548     | 0.002     |
| 08:00 - 09:00 | 18       | 7548     | 0.017     | 18         | 7548     | 0.010     | 18       | 7548     | 0.027     |
| 09:00 - 10:00 | 18       | 7548     | 0.009     | 18         | 7548     | 0.007     | 18       | 7548     | 0.016     |
| 10:00 - 11:00 | 18       | 7548     | 0.006     | 18         | 7548     | 0.005     | 18       | 7548     | 0.011     |
| 11:00 - 12:00 | 18       | 7548     | 0.009     | 18         | 7548     | 0.008     | 18       | 7548     | 0.017     |
| 12:00 - 13:00 | 18       | 7548     | 0.001     | 18         | 7548     | 0.002     | 18       | 7548     | 0.003     |
| 13:00 - 14:00 | 18       | 7548     | 0.004     | 18         | 7548     | 0.004     | 18       | 7548     | 0.008     |
| 14:00 - 15:00 | 18       | 7548     | 0.002     | 18         | 7548     | 0.003     | 18       | 7548     | 0.005     |
| 15:00 - 16:00 | 18       | 7548     | 0.003     | 18         | 7548     | 0.006     | 18       | 7548     | 0.009     |
| 16:00 - 17:00 | 18       | 7548     | 0.001     | 18         | 7548     | 0.004     | 18       | 7548     | 0.005     |
| 17:00 - 18:00 | 18       | 7548     | 0.010     | 18         | 7548     | 0.013     | 18       | 7548     | 0.023     |
| 18:00 - 19:00 | 18       | 7548     | 0.001     | 18         | 7548     | 0.001     | 18       | 7548     | 0.002     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  | 0.064    |          |           | 0.064      |          |           | 0.128    |          |           |

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.

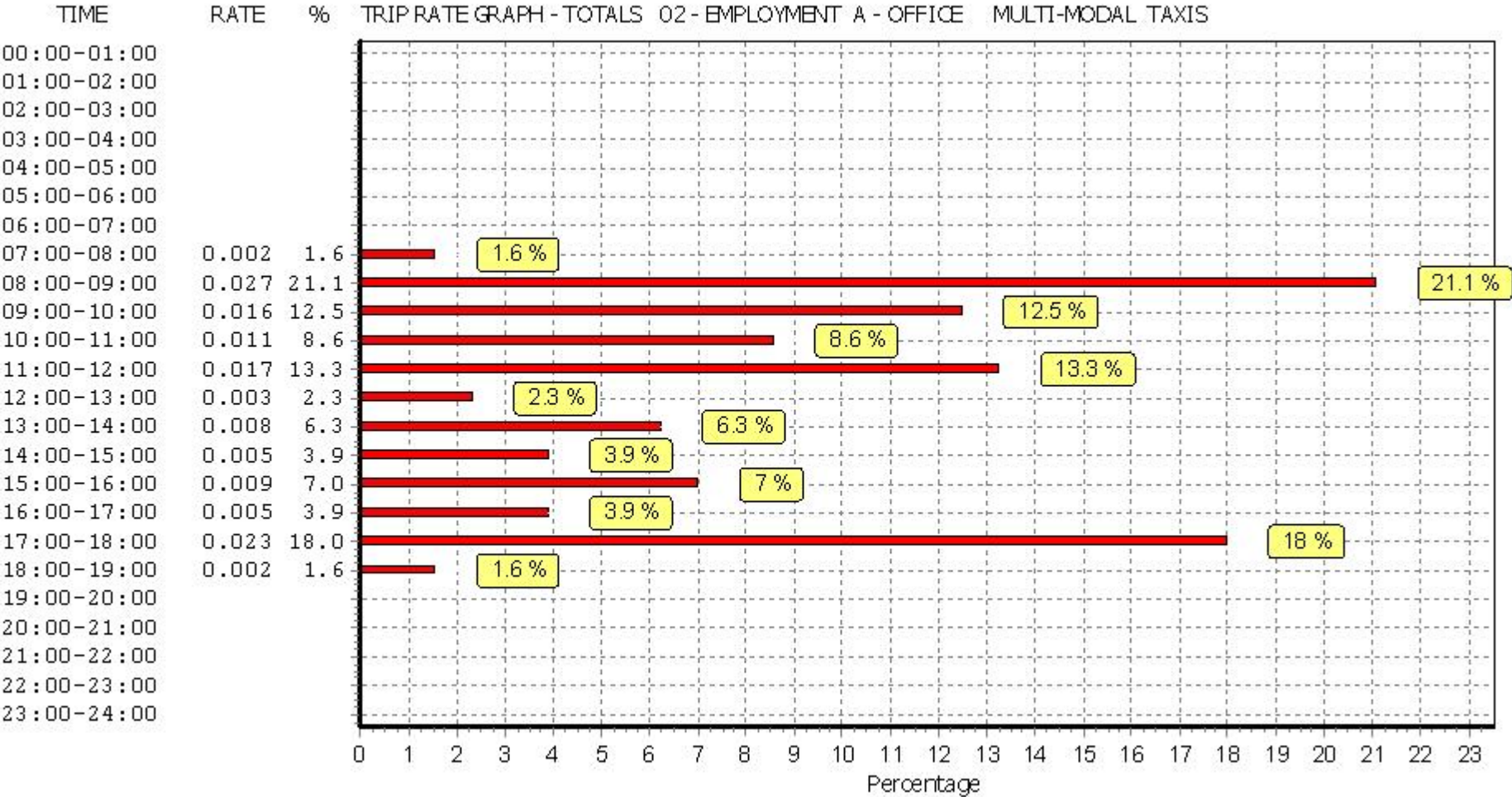
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

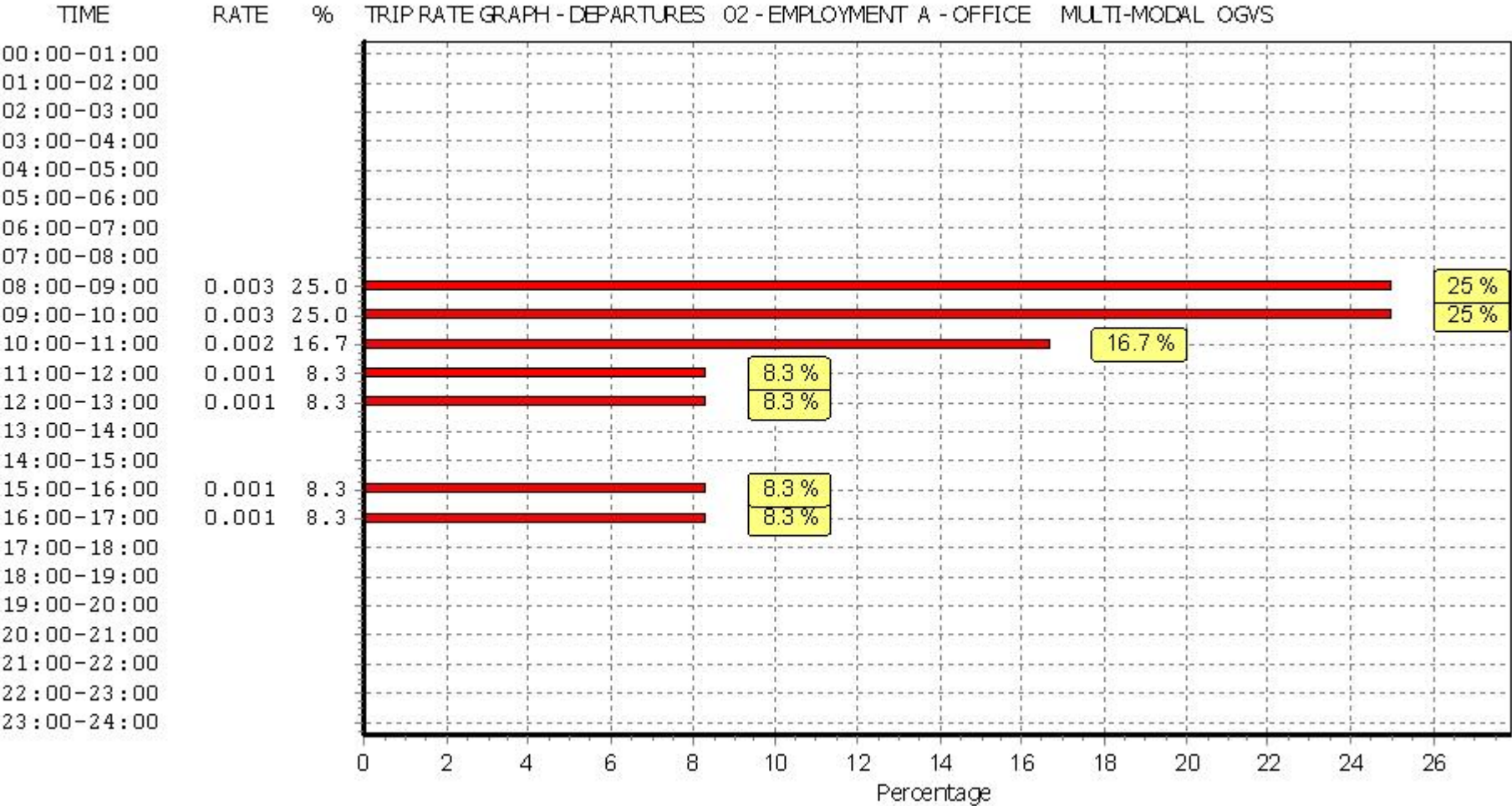
| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 18       | 7548     | 0.001     | 18         | 7548     | 0.000     | 18       | 7548     | 0.001     |
| 08:00 - 09:00 | 18       | 7548     | 0.002     | 18         | 7548     | 0.003     | 18       | 7548     | 0.005     |
| 09:00 - 10:00 | 18       | 7548     | 0.004     | 18         | 7548     | 0.003     | 18       | 7548     | 0.007     |
| 10:00 - 11:00 | 18       | 7548     | 0.002     | 18         | 7548     | 0.002     | 18       | 7548     | 0.004     |
| 11:00 - 12:00 | 18       | 7548     | 0.000     | 18         | 7548     | 0.001     | 18       | 7548     | 0.001     |
| 12:00 - 13:00 | 18       | 7548     | 0.001     | 18         | 7548     | 0.001     | 18       | 7548     | 0.002     |
| 13:00 - 14:00 | 18       | 7548     | 0.000     | 18         | 7548     | 0.000     | 18       | 7548     | 0.000     |
| 14:00 - 15:00 | 18       | 7548     | 0.000     | 18         | 7548     | 0.000     | 18       | 7548     | 0.000     |
| 15:00 - 16:00 | 18       | 7548     | 0.002     | 18         | 7548     | 0.001     | 18       | 7548     | 0.003     |
| 16:00 - 17:00 | 18       | 7548     | 0.000     | 18         | 7548     | 0.001     | 18       | 7548     | 0.001     |
| 17:00 - 18:00 | 18       | 7548     | 0.000     | 18         | 7548     | 0.000     | 18       | 7548     | 0.000     |
| 18:00 - 19:00 | 18       | 7548     | 0.000     | 18         | 7548     | 0.000     | 18       | 7548     | 0.000     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  | 0.012    |          |           | 0.012      |          |           | 0.024    |          |           |

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

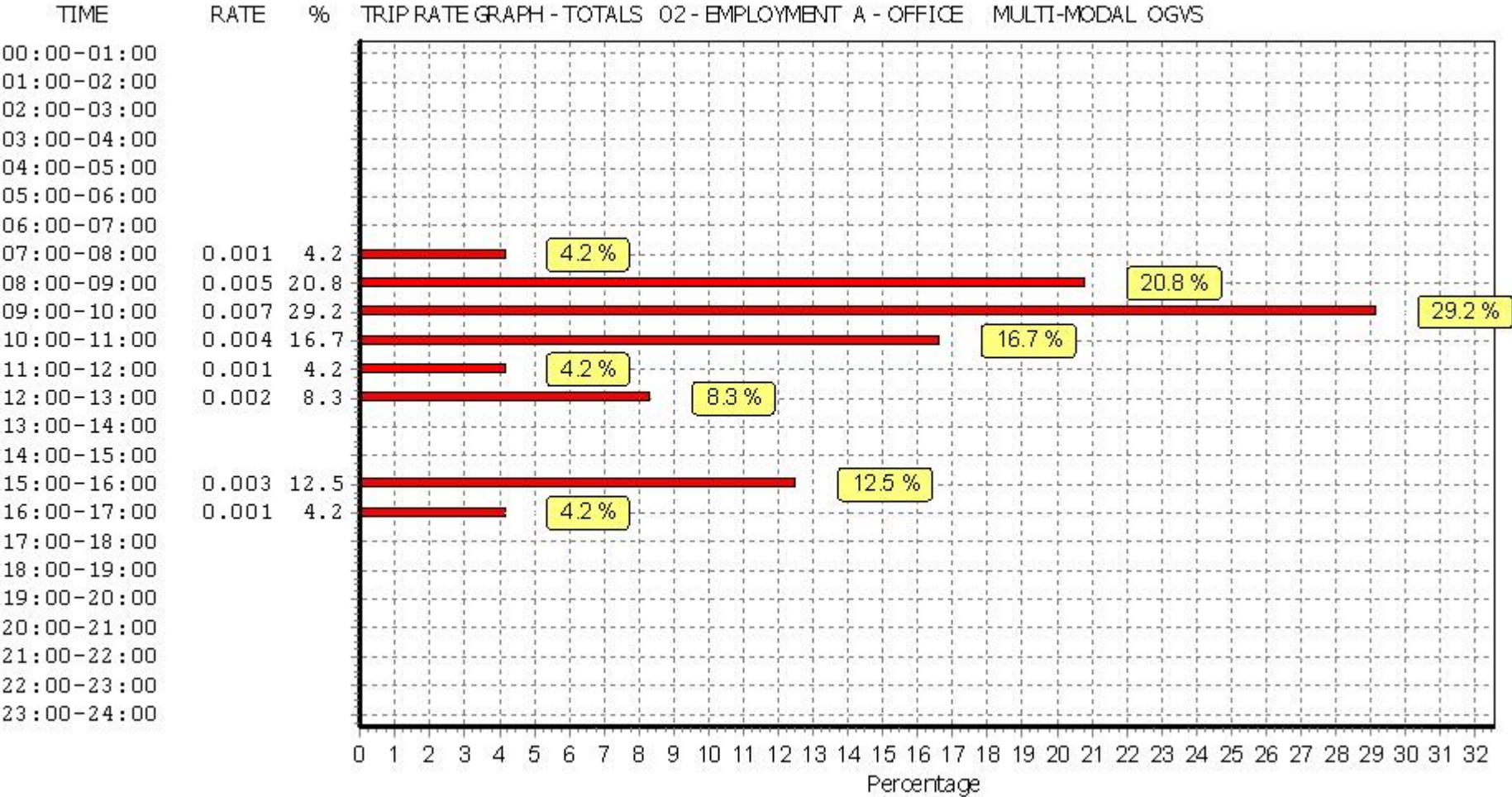
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

MULTI-MODAL CYCLISTS

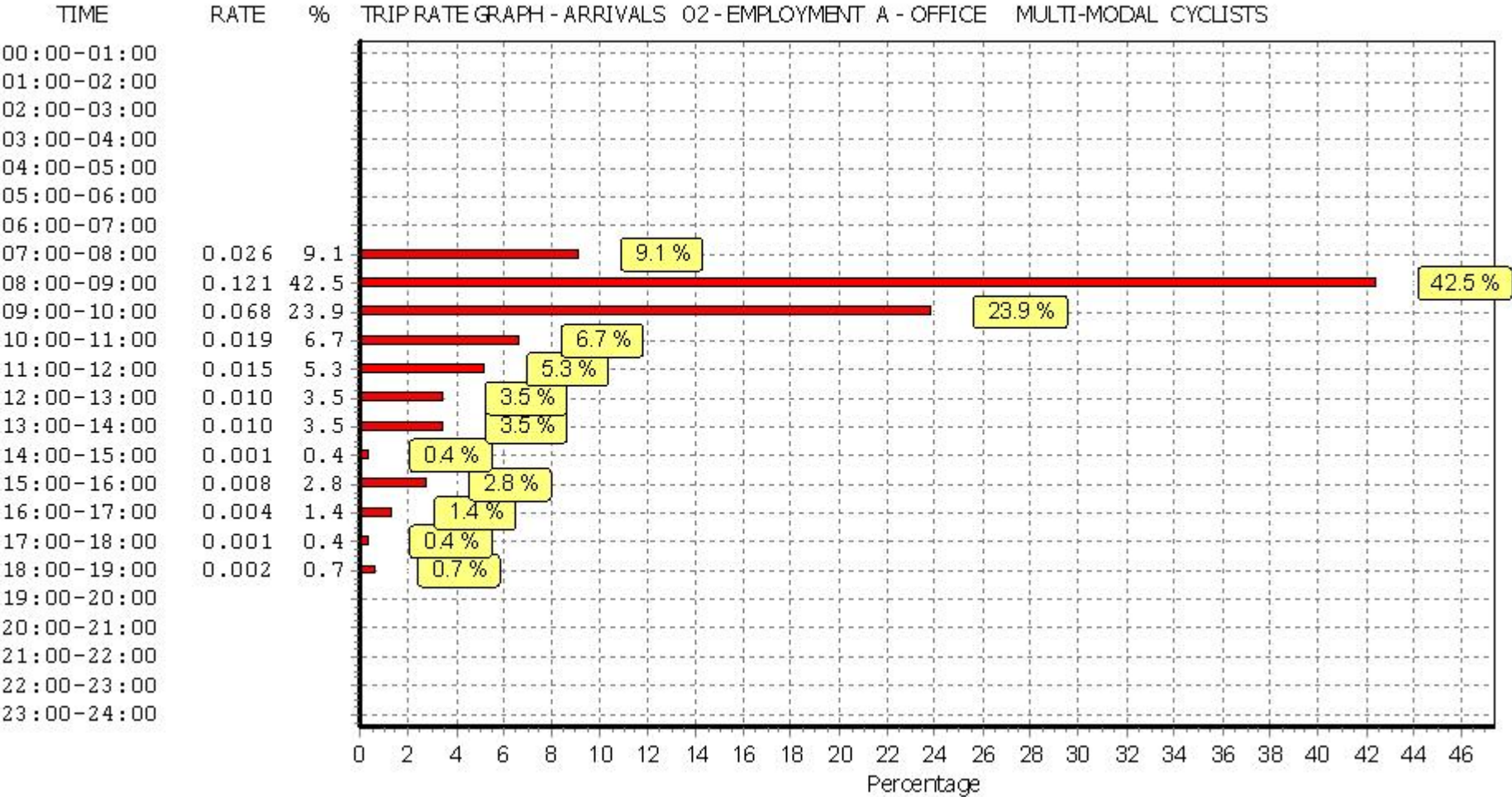
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

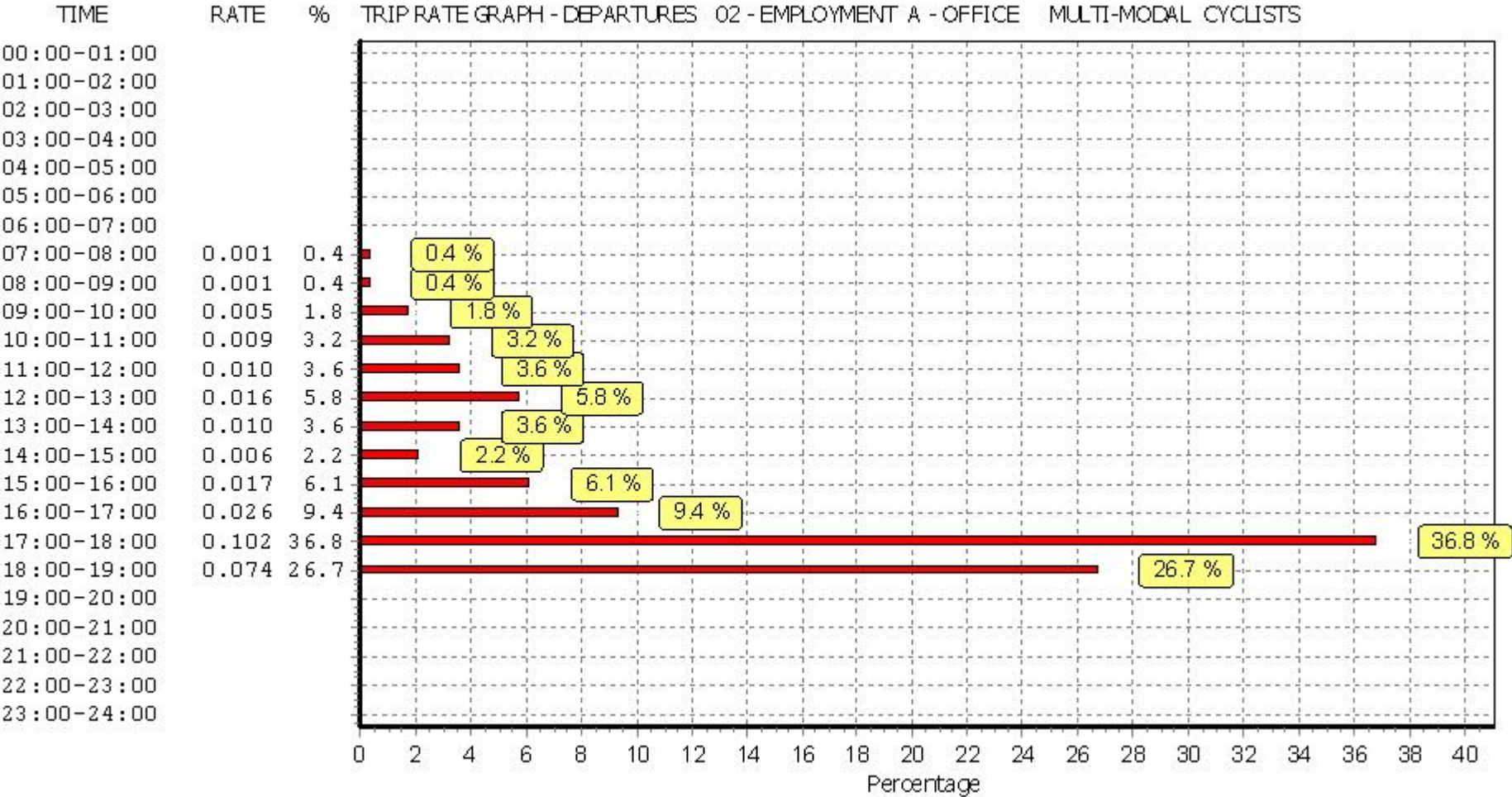
| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00       | 18       | 7548     | 0.026     | 18         | 7548     | 0.001     | 18       | 7548     | 0.027     |
| 08:00 - 09:00       | 18       | 7548     | 0.121     | 18         | 7548     | 0.001     | 18       | 7548     | 0.122     |
| 09:00 - 10:00       | 18       | 7548     | 0.068     | 18         | 7548     | 0.005     | 18       | 7548     | 0.073     |
| 10:00 - 11:00       | 18       | 7548     | 0.019     | 18         | 7548     | 0.009     | 18       | 7548     | 0.028     |
| 11:00 - 12:00       | 18       | 7548     | 0.015     | 18         | 7548     | 0.010     | 18       | 7548     | 0.025     |
| 12:00 - 13:00       | 18       | 7548     | 0.010     | 18         | 7548     | 0.016     | 18       | 7548     | 0.026     |
| 13:00 - 14:00       | 18       | 7548     | 0.010     | 18         | 7548     | 0.010     | 18       | 7548     | 0.020     |
| 14:00 - 15:00       | 18       | 7548     | 0.001     | 18         | 7548     | 0.006     | 18       | 7548     | 0.007     |
| 15:00 - 16:00       | 18       | 7548     | 0.008     | 18         | 7548     | 0.017     | 18       | 7548     | 0.025     |
| 16:00 - 17:00       | 18       | 7548     | 0.004     | 18         | 7548     | 0.026     | 18       | 7548     | 0.030     |
| 17:00 - 18:00       | 18       | 7548     | 0.001     | 18         | 7548     | 0.102     | 18       | 7548     | 0.103     |
| 18:00 - 19:00       | 18       | 7548     | 0.002     | 18         | 7548     | 0.074     | 18       | 7548     | 0.076     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.285     |            |          | 0.277     |          |          | 0.562     |

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.

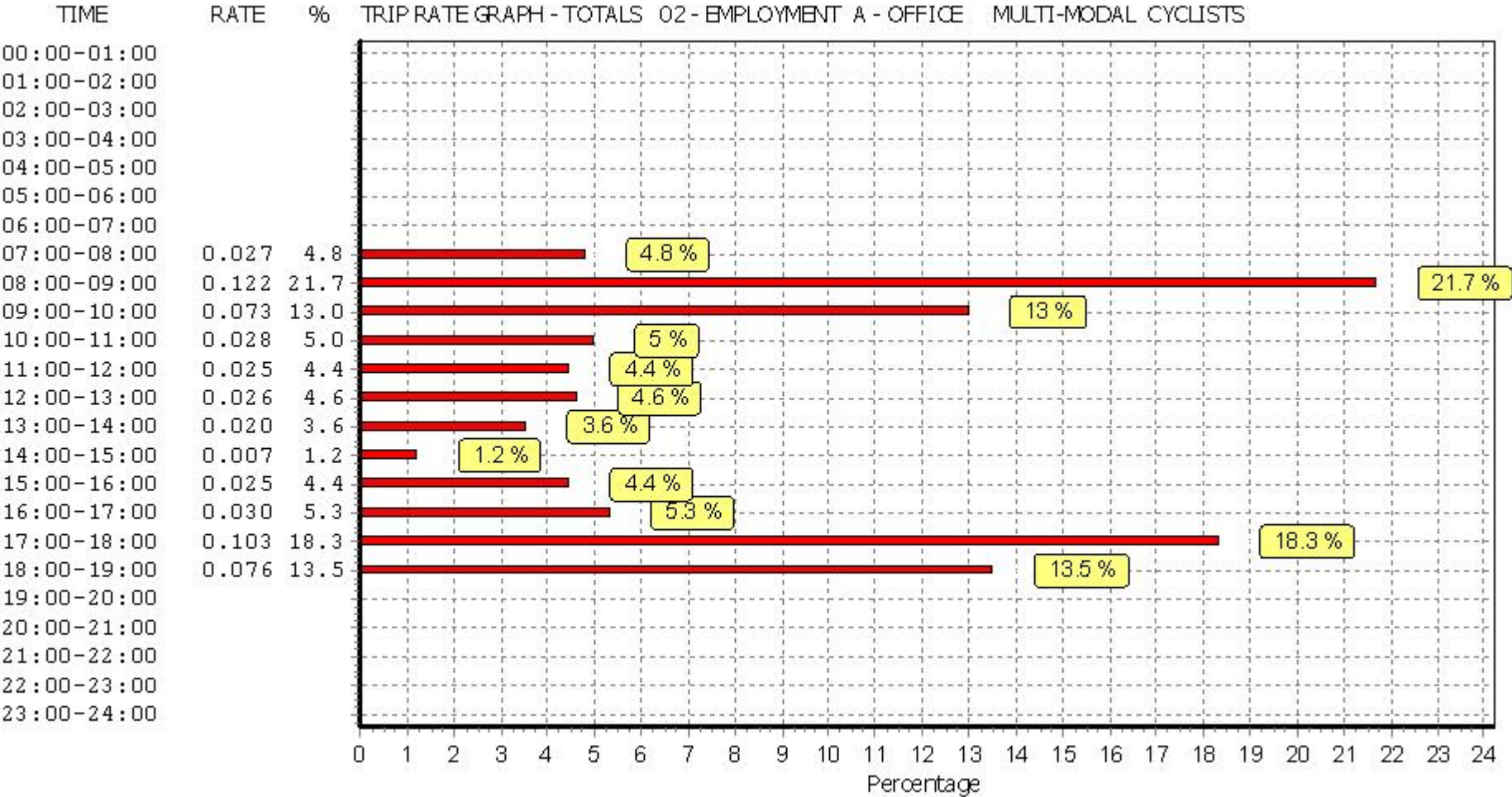
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



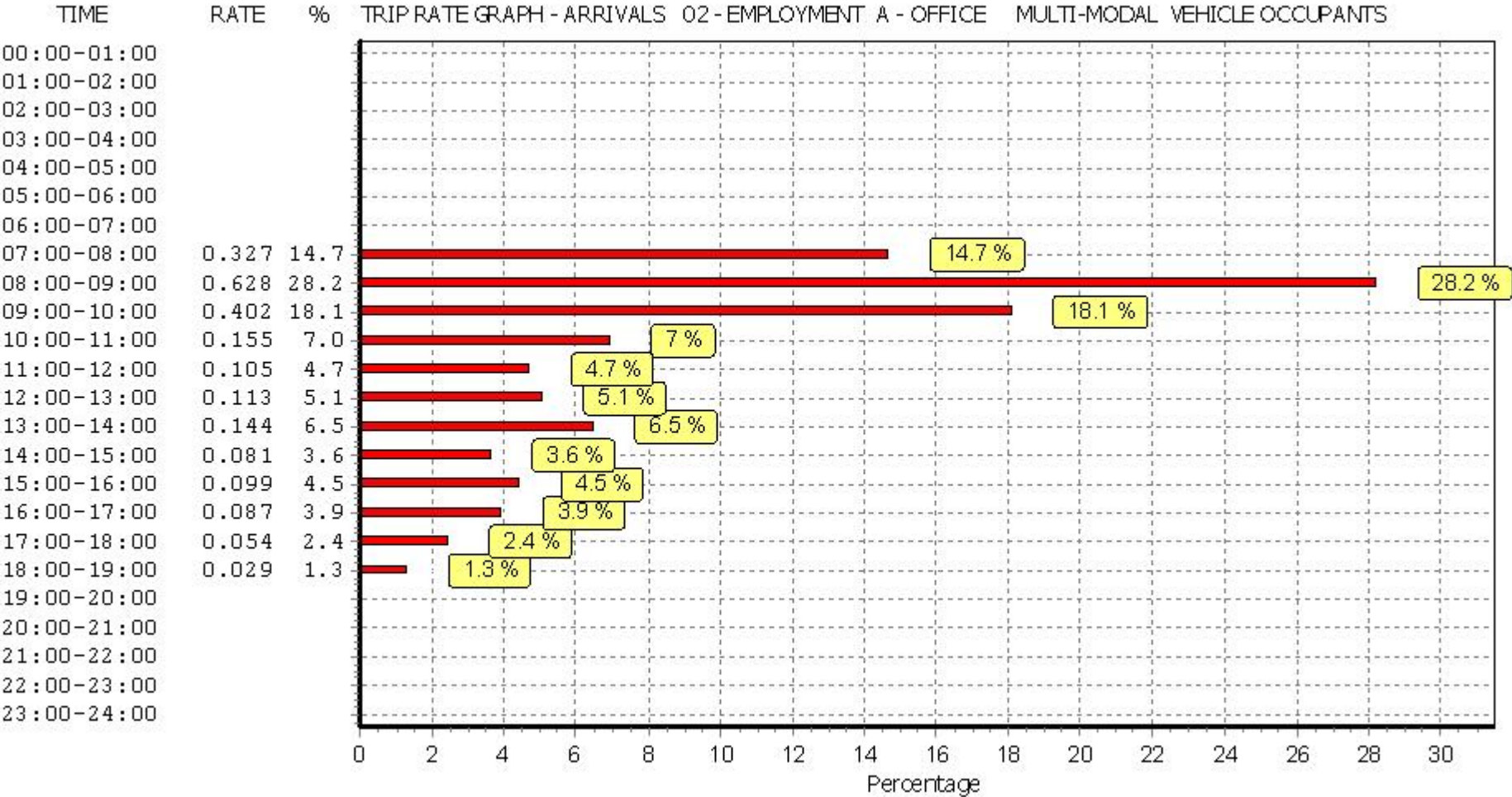
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

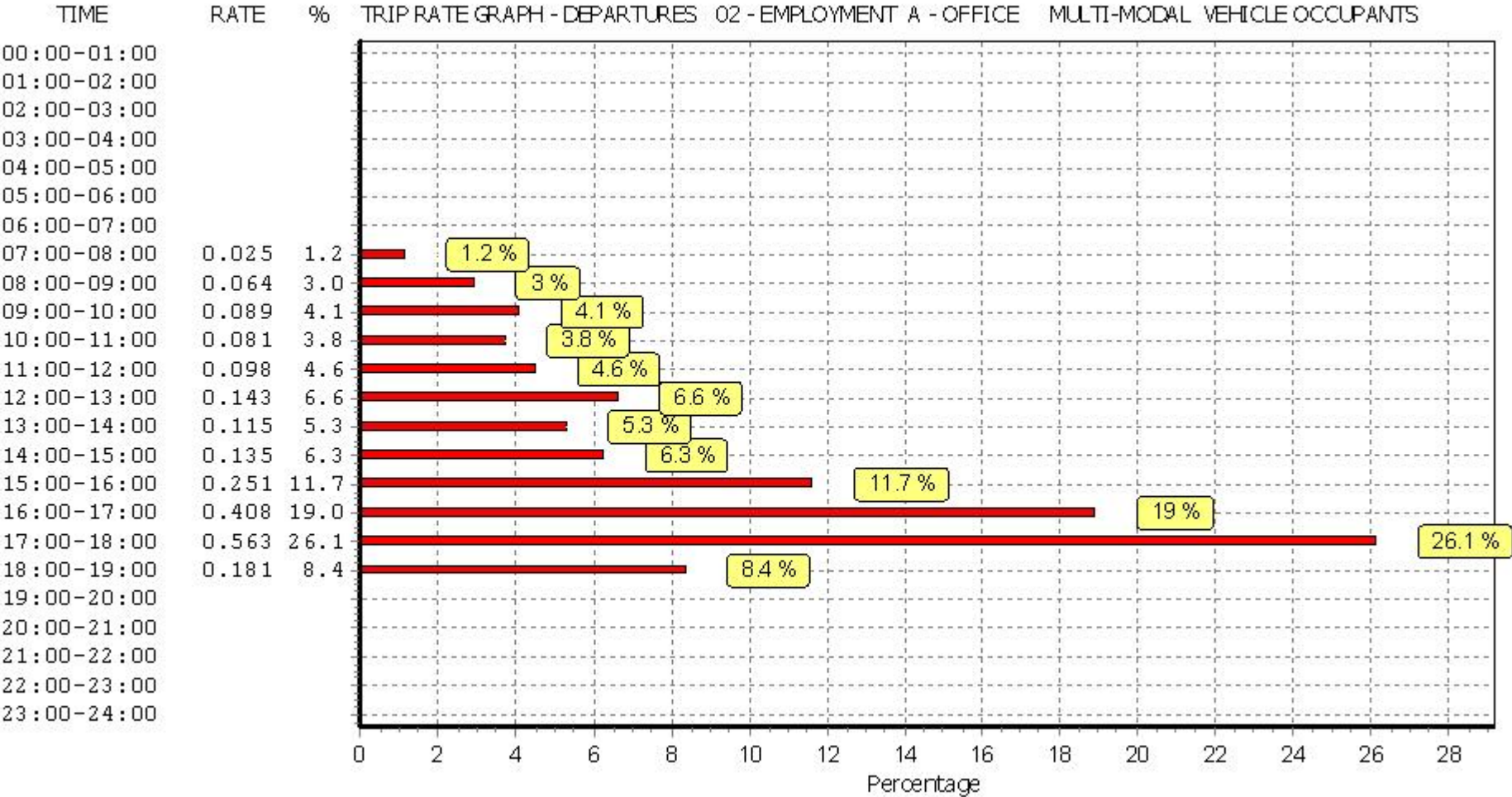
| Time Range          | ARRIVALS |              |           | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|--------------|-----------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA     | Trip Rate | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |              |           |            |          |              |          |          |              |
| 01:00 - 02:00       |          |              |           |            |          |              |          |          |              |
| 02:00 - 03:00       |          |              |           |            |          |              |          |          |              |
| 03:00 - 04:00       |          |              |           |            |          |              |          |          |              |
| 04:00 - 05:00       |          |              |           |            |          |              |          |          |              |
| 05:00 - 06:00       |          |              |           |            |          |              |          |          |              |
| 06:00 - 07:00       |          |              |           |            |          |              |          |          |              |
| 07:00 - 08:00       | 18       | 7548         | 0.327     | 18         | 7548     | 0.025        | 18       | 7548     | 0.352        |
| 08:00 - 09:00       | 18       | 7548         | 0.628     | 18         | 7548     | 0.064        | 18       | 7548     | 0.692        |
| 09:00 - 10:00       | 18       | 7548         | 0.402     | 18         | 7548     | 0.089        | 18       | 7548     | 0.491        |
| 10:00 - 11:00       | 18       | 7548         | 0.155     | 18         | 7548     | 0.081        | 18       | 7548     | 0.236        |
| 11:00 - 12:00       | 18       | 7548         | 0.105     | 18         | 7548     | 0.098        | 18       | 7548     | 0.203        |
| 12:00 - 13:00       | 18       | 7548         | 0.113     | 18         | 7548     | 0.143        | 18       | 7548     | 0.256        |
| 13:00 - 14:00       | 18       | 7548         | 0.144     | 18         | 7548     | 0.115        | 18       | 7548     | 0.259        |
| 14:00 - 15:00       | 18       | 7548         | 0.081     | 18         | 7548     | 0.135        | 18       | 7548     | 0.216        |
| 15:00 - 16:00       | 18       | 7548         | 0.099     | 18         | 7548     | 0.251        | 18       | 7548     | 0.350        |
| 16:00 - 17:00       | 18       | 7548         | 0.087     | 18         | 7548     | 0.408        | 18       | 7548     | 0.495        |
| 17:00 - 18:00       | 18       | 7548         | 0.054     | 18         | 7548     | 0.563        | 18       | 7548     | 0.617        |
| 18:00 - 19:00       | 18       | 7548         | 0.029     | 18         | 7548     | 0.181        | 18       | 7548     | 0.210        |
| 19:00 - 20:00       |          |              |           |            |          |              |          |          |              |
| 20:00 - 21:00       |          |              |           |            |          |              |          |          |              |
| 21:00 - 22:00       |          |              |           |            |          |              |          |          |              |
| 22:00 - 23:00       |          |              |           |            |          |              |          |          |              |
| 23:00 - 24:00       |          |              |           |            |          |              |          |          |              |
| <b>Total Rates:</b> |          | <b>2.224</b> |           |            |          | <b>2.153</b> |          |          | <b>4.377</b> |

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.

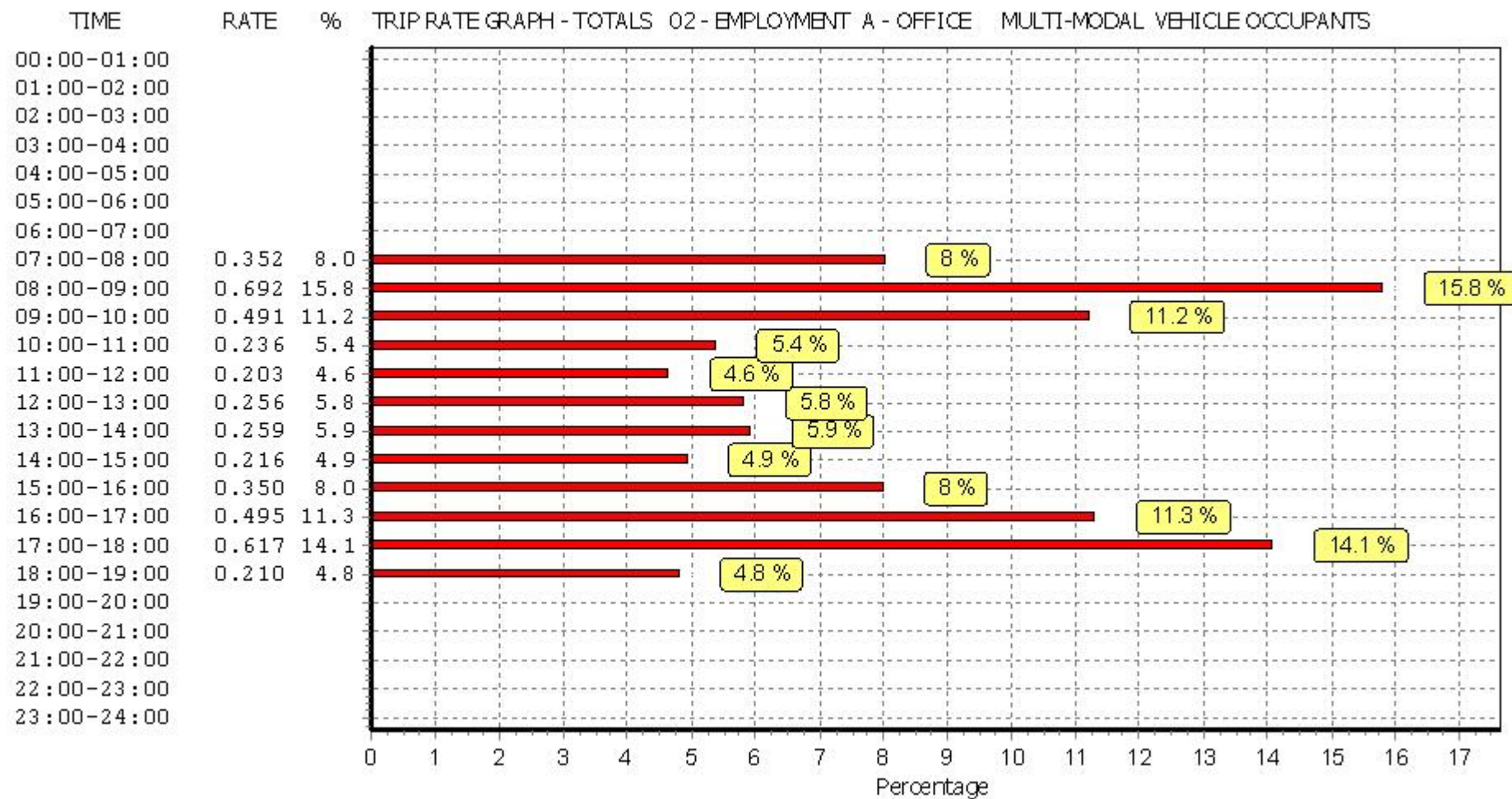
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL PEDESTRIANS

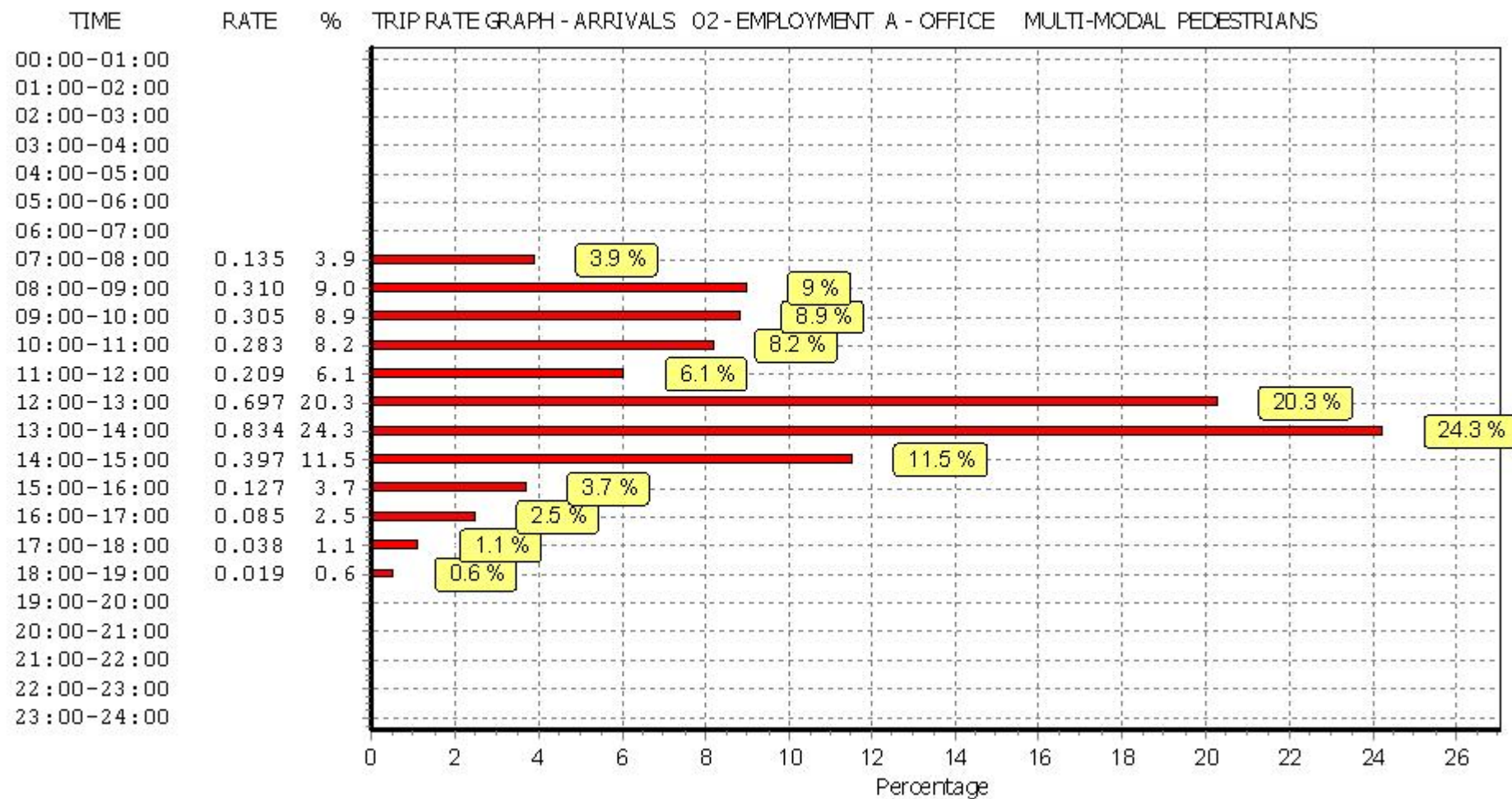
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

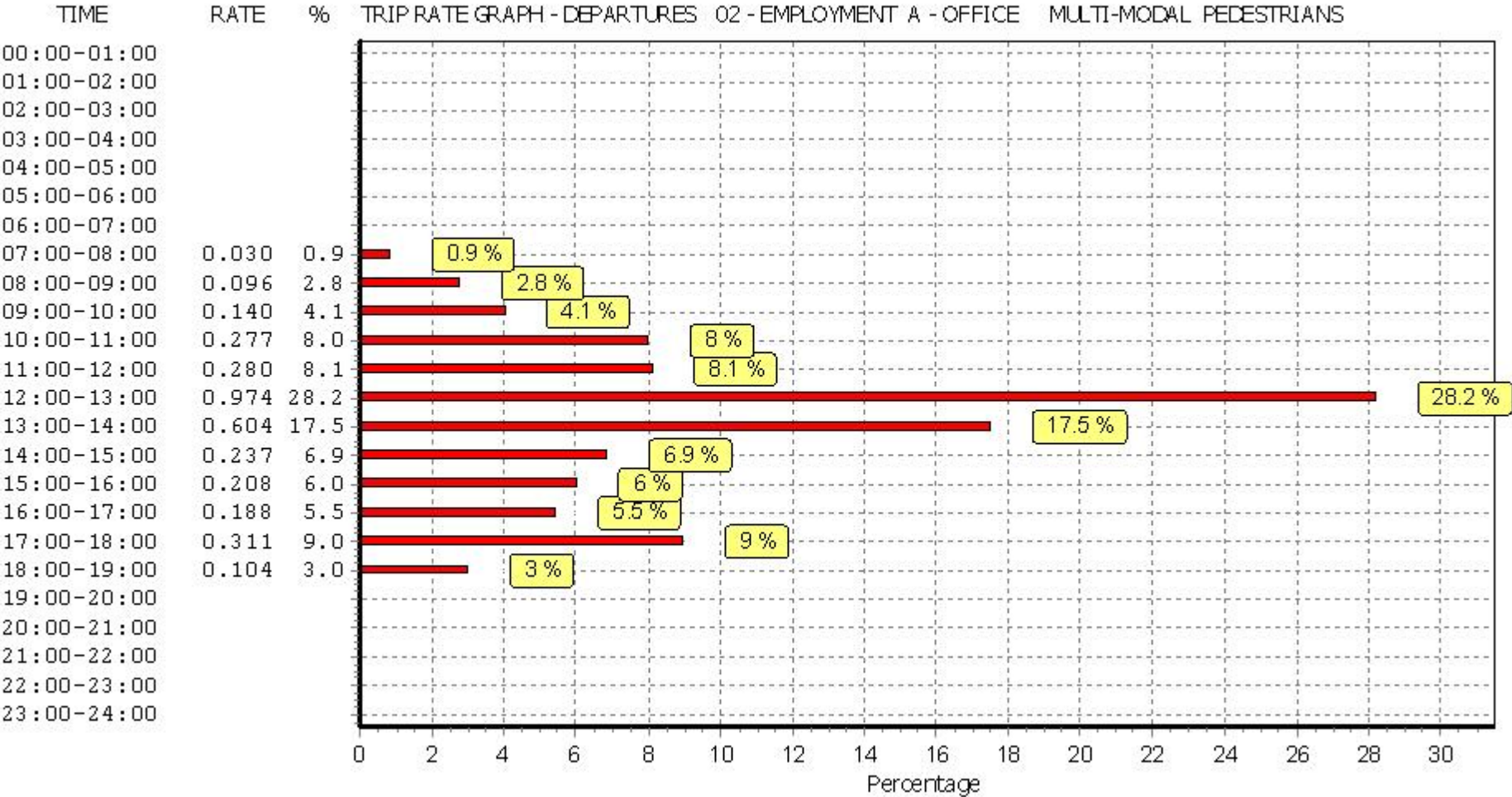
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       | 18       | 7548     | 0.135        | 18         | 7548     | 0.030        | 18       | 7548     | 0.165        |
| 08:00 - 09:00       | 18       | 7548     | 0.310        | 18         | 7548     | 0.096        | 18       | 7548     | 0.406        |
| 09:00 - 10:00       | 18       | 7548     | 0.305        | 18         | 7548     | 0.140        | 18       | 7548     | 0.445        |
| 10:00 - 11:00       | 18       | 7548     | 0.283        | 18         | 7548     | 0.277        | 18       | 7548     | 0.560        |
| 11:00 - 12:00       | 18       | 7548     | 0.209        | 18         | 7548     | 0.280        | 18       | 7548     | 0.489        |
| 12:00 - 13:00       | 18       | 7548     | 0.697        | 18         | 7548     | 0.974        | 18       | 7548     | 1.671        |
| 13:00 - 14:00       | 18       | 7548     | 0.834        | 18         | 7548     | 0.604        | 18       | 7548     | 1.438        |
| 14:00 - 15:00       | 18       | 7548     | 0.397        | 18         | 7548     | 0.237        | 18       | 7548     | 0.634        |
| 15:00 - 16:00       | 18       | 7548     | 0.127        | 18         | 7548     | 0.208        | 18       | 7548     | 0.335        |
| 16:00 - 17:00       | 18       | 7548     | 0.085        | 18         | 7548     | 0.188        | 18       | 7548     | 0.273        |
| 17:00 - 18:00       | 18       | 7548     | 0.038        | 18         | 7548     | 0.311        | 18       | 7548     | 0.349        |
| 18:00 - 19:00       | 18       | 7548     | 0.019        | 18         | 7548     | 0.104        | 18       | 7548     | 0.123        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>3.439</b> |            |          | <b>3.449</b> |          |          | <b>6.888</b> |

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.

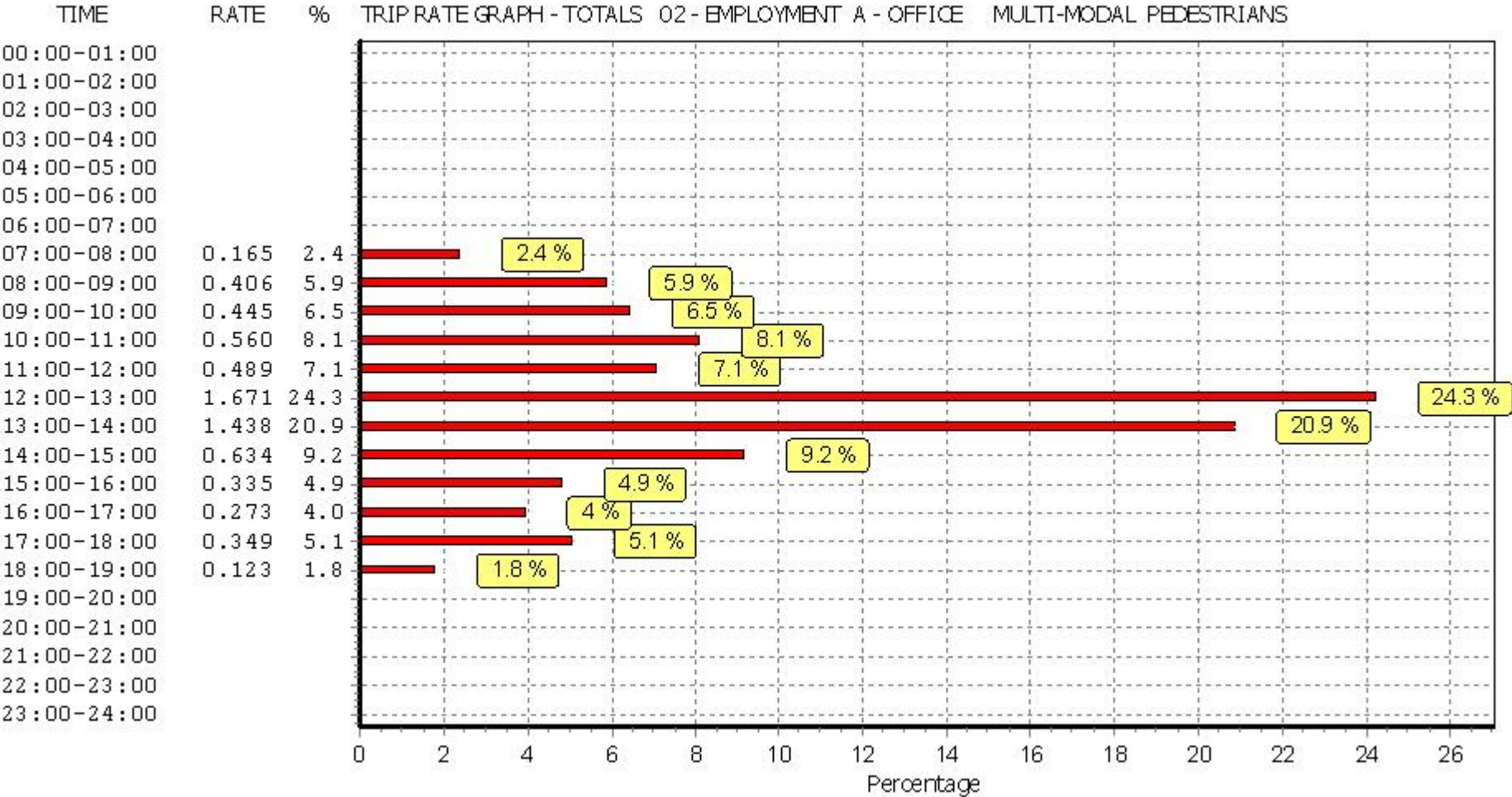
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL BUS/TRAM PASSENGERS

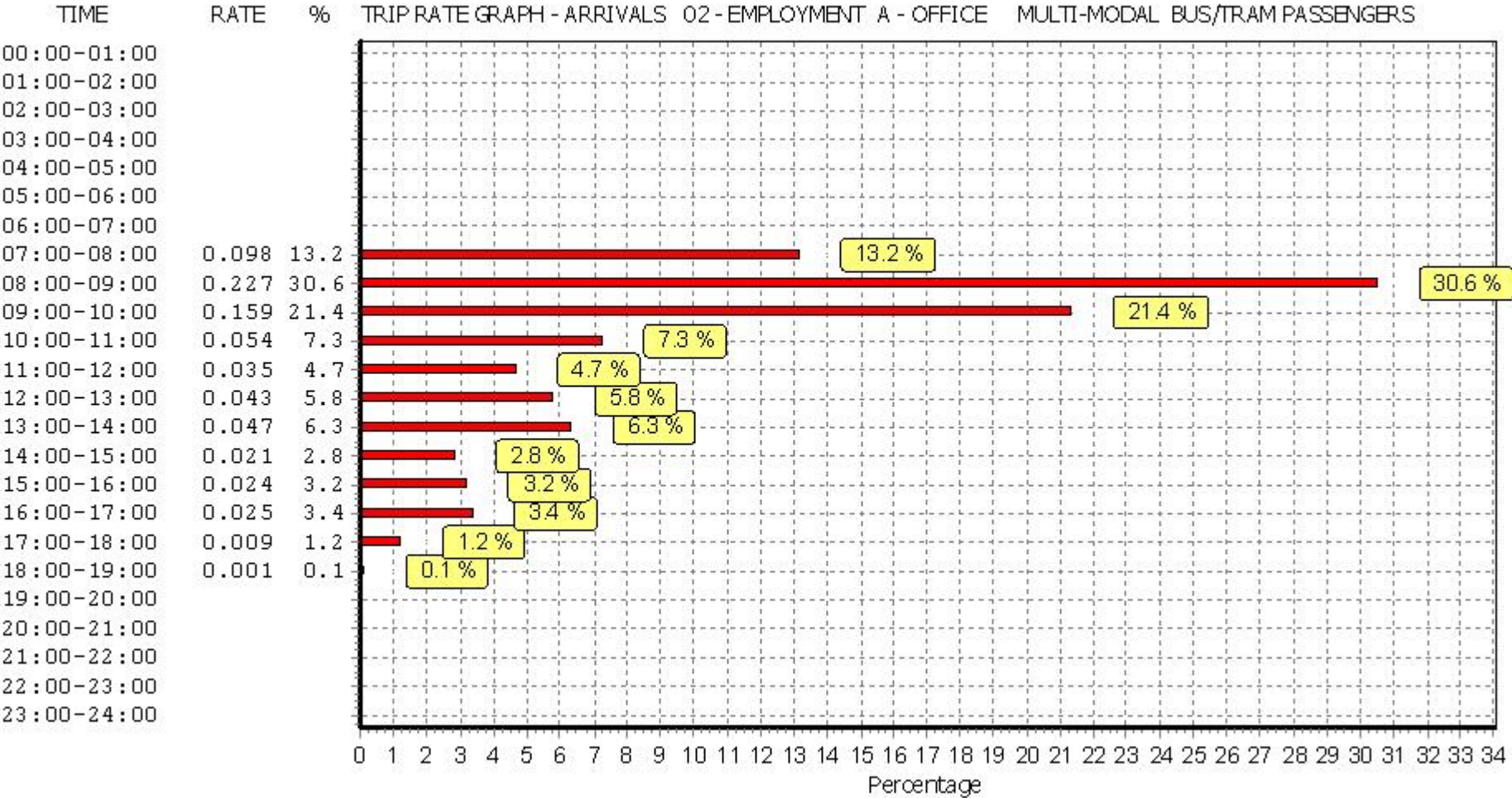
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

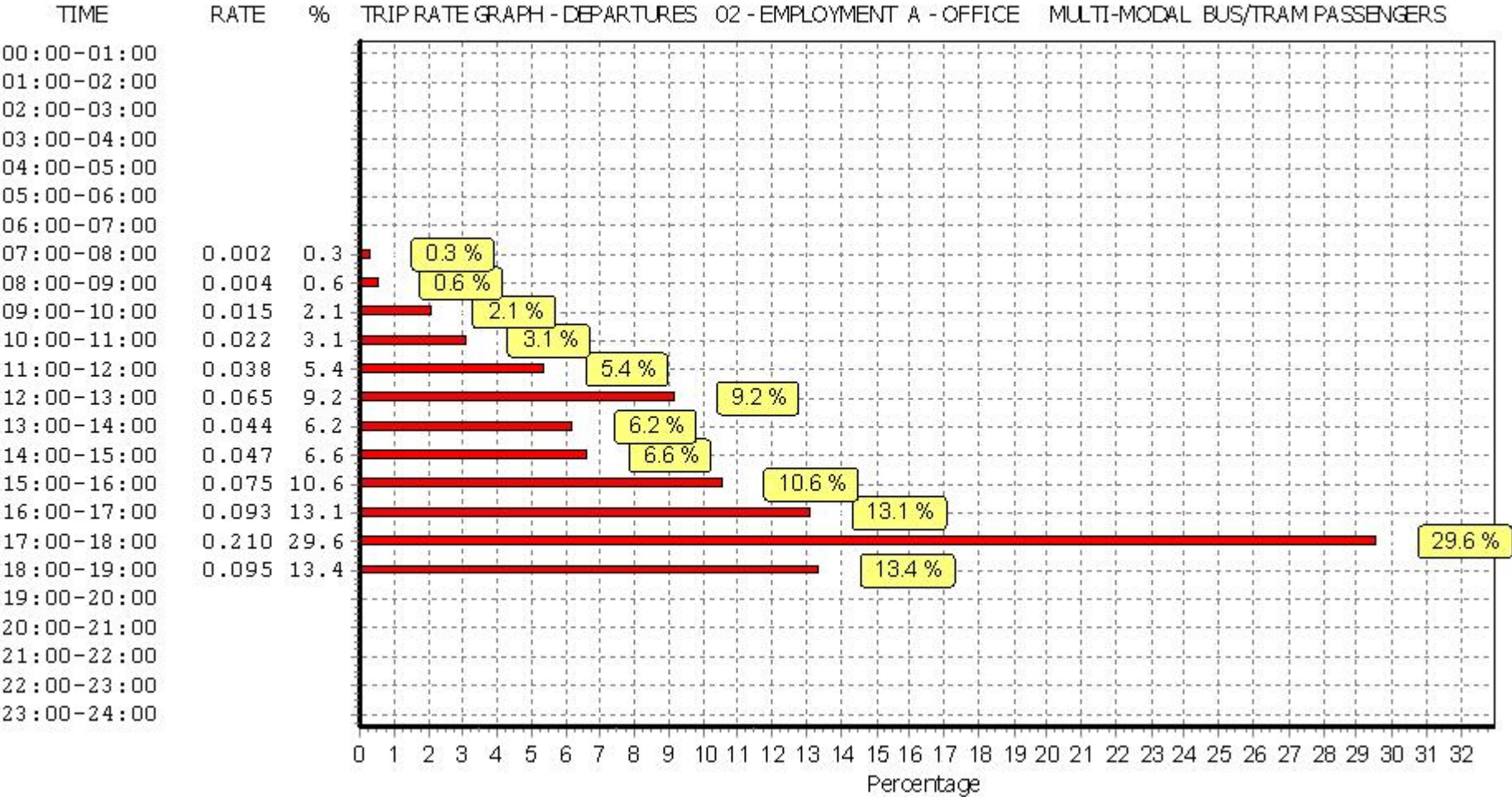
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       | 18       | 7548     | 0.098        | 18         | 7548     | 0.002        | 18       | 7548     | 0.100        |
| 08:00 - 09:00       | 18       | 7548     | 0.227        | 18         | 7548     | 0.004        | 18       | 7548     | 0.231        |
| 09:00 - 10:00       | 18       | 7548     | 0.159        | 18         | 7548     | 0.015        | 18       | 7548     | 0.174        |
| 10:00 - 11:00       | 18       | 7548     | 0.054        | 18         | 7548     | 0.022        | 18       | 7548     | 0.076        |
| 11:00 - 12:00       | 18       | 7548     | 0.035        | 18         | 7548     | 0.038        | 18       | 7548     | 0.073        |
| 12:00 - 13:00       | 18       | 7548     | 0.043        | 18         | 7548     | 0.065        | 18       | 7548     | 0.108        |
| 13:00 - 14:00       | 18       | 7548     | 0.047        | 18         | 7548     | 0.044        | 18       | 7548     | 0.091        |
| 14:00 - 15:00       | 18       | 7548     | 0.021        | 18         | 7548     | 0.047        | 18       | 7548     | 0.068        |
| 15:00 - 16:00       | 18       | 7548     | 0.024        | 18         | 7548     | 0.075        | 18       | 7548     | 0.099        |
| 16:00 - 17:00       | 18       | 7548     | 0.025        | 18         | 7548     | 0.093        | 18       | 7548     | 0.118        |
| 17:00 - 18:00       | 18       | 7548     | 0.009        | 18         | 7548     | 0.210        | 18       | 7548     | 0.219        |
| 18:00 - 19:00       | 18       | 7548     | 0.001        | 18         | 7548     | 0.095        | 18       | 7548     | 0.096        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.743</b> |            |          | <b>0.710</b> |          |          | <b>1.453</b> |

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.

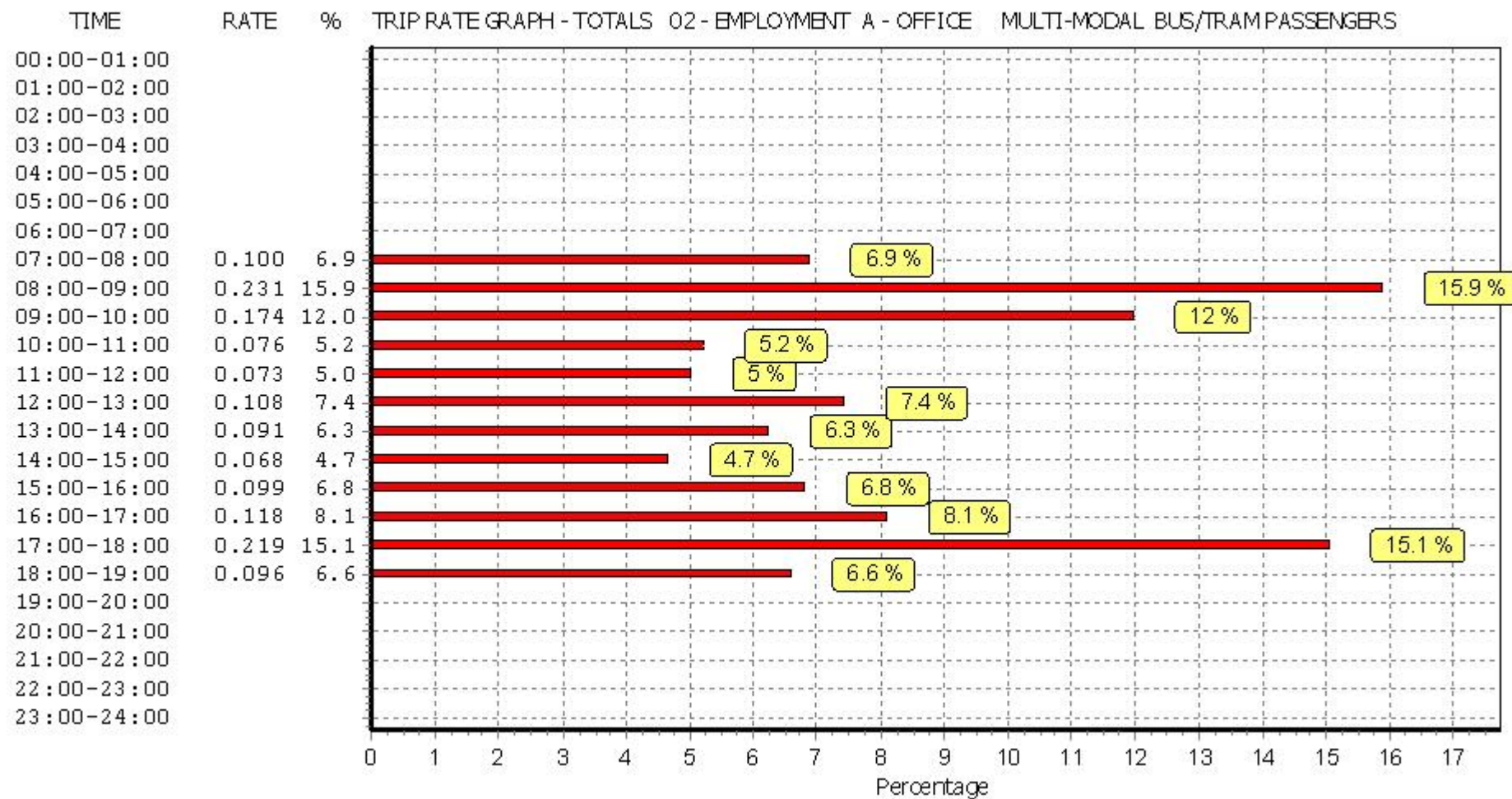
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
MULTI-MODAL TOTAL RAIL PASSENGERS

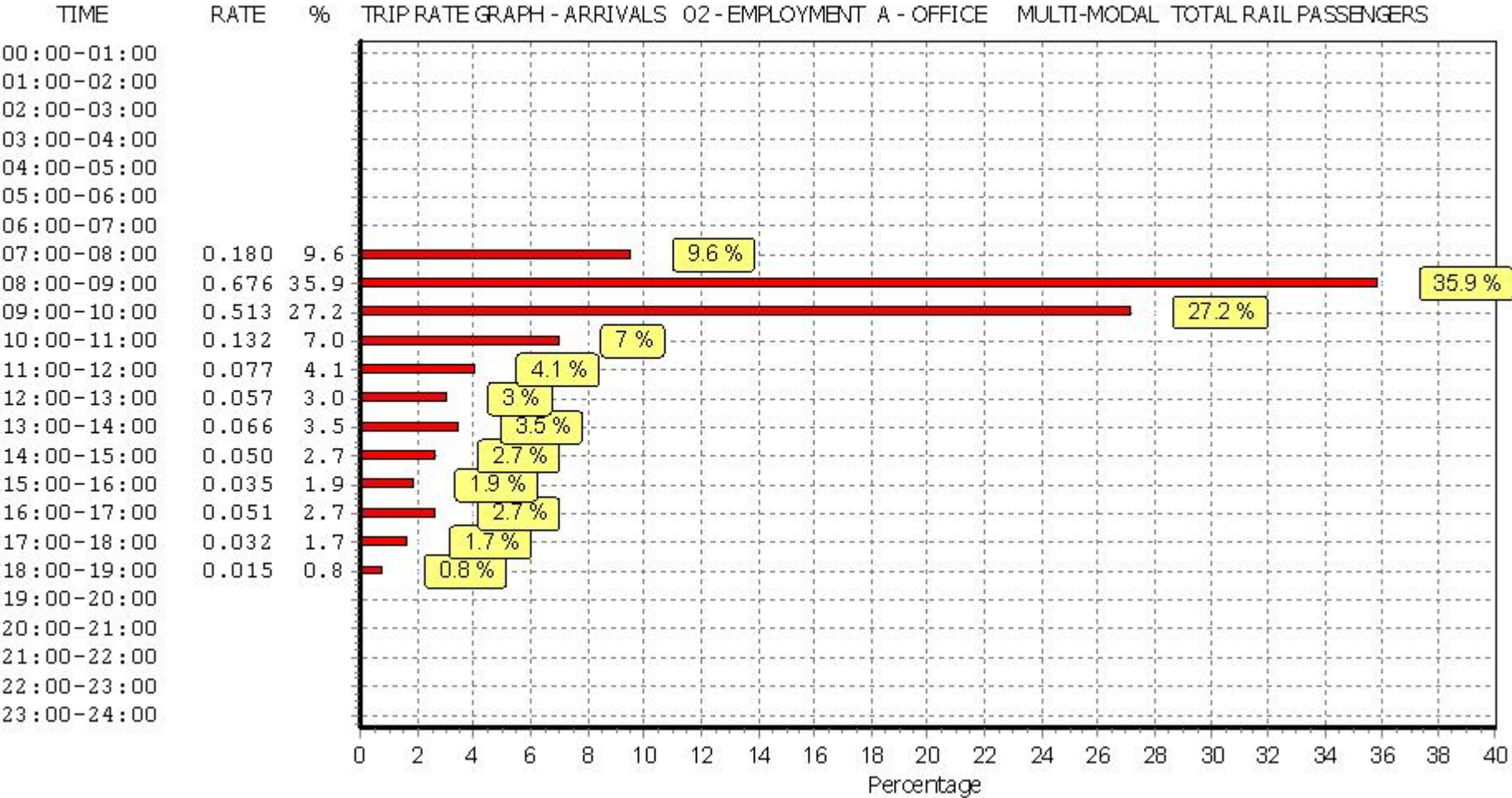
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

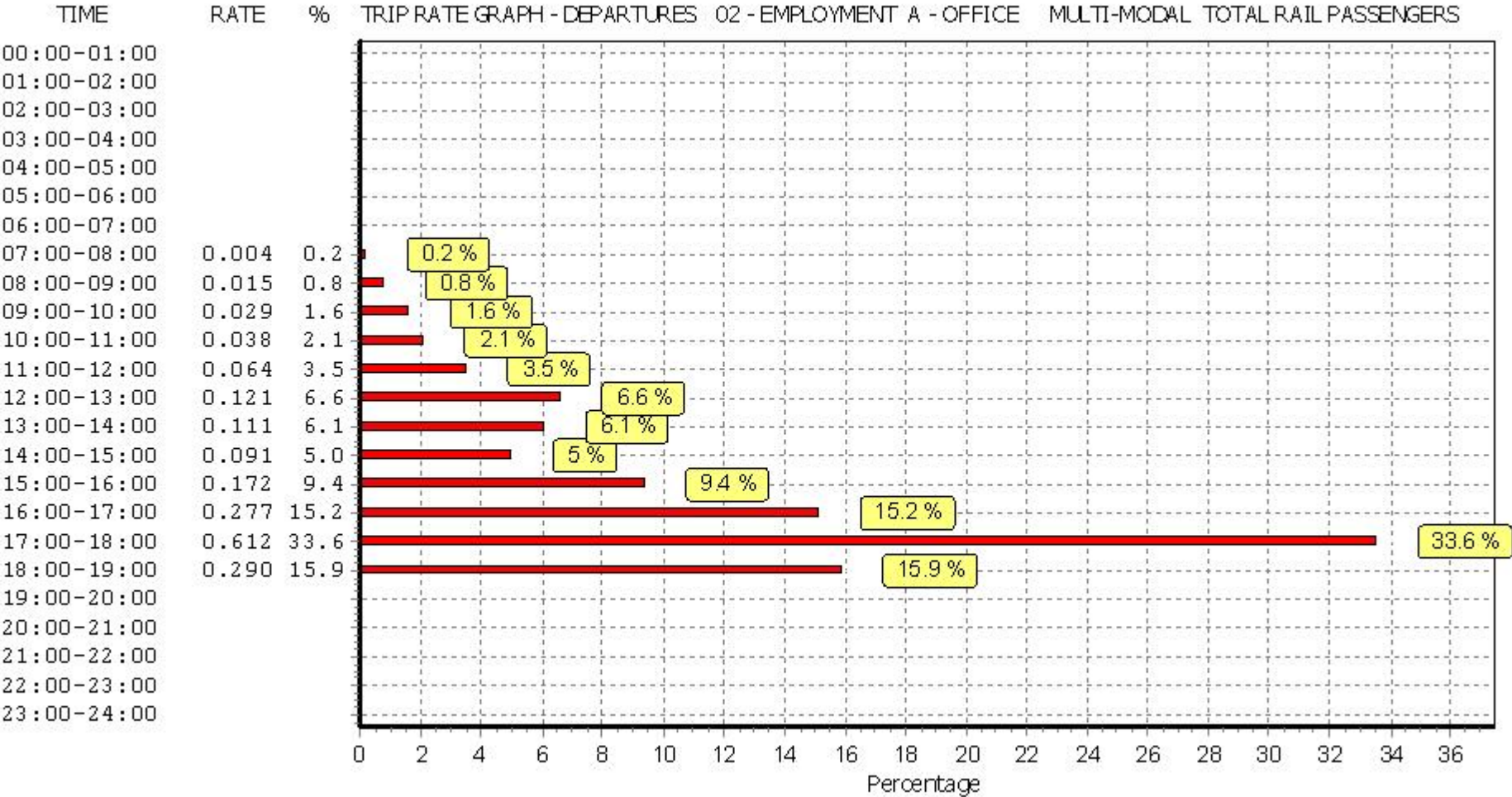
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       | 18       | 7548     | 0.180        | 18         | 7548     | 0.004        | 18       | 7548     | 0.184        |
| 08:00 - 09:00       | 18       | 7548     | 0.676        | 18         | 7548     | 0.015        | 18       | 7548     | 0.691        |
| 09:00 - 10:00       | 18       | 7548     | 0.513        | 18         | 7548     | 0.029        | 18       | 7548     | 0.542        |
| 10:00 - 11:00       | 18       | 7548     | 0.132        | 18         | 7548     | 0.038        | 18       | 7548     | 0.170        |
| 11:00 - 12:00       | 18       | 7548     | 0.077        | 18         | 7548     | 0.064        | 18       | 7548     | 0.141        |
| 12:00 - 13:00       | 18       | 7548     | 0.057        | 18         | 7548     | 0.121        | 18       | 7548     | 0.178        |
| 13:00 - 14:00       | 18       | 7548     | 0.066        | 18         | 7548     | 0.111        | 18       | 7548     | 0.177        |
| 14:00 - 15:00       | 18       | 7548     | 0.050        | 18         | 7548     | 0.091        | 18       | 7548     | 0.141        |
| 15:00 - 16:00       | 18       | 7548     | 0.035        | 18         | 7548     | 0.172        | 18       | 7548     | 0.207        |
| 16:00 - 17:00       | 18       | 7548     | 0.051        | 18         | 7548     | 0.277        | 18       | 7548     | 0.328        |
| 17:00 - 18:00       | 18       | 7548     | 0.032        | 18         | 7548     | 0.612        | 18       | 7548     | 0.644        |
| 18:00 - 19:00       | 18       | 7548     | 0.015        | 18         | 7548     | 0.290        | 18       | 7548     | 0.305        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>1.884</b> |            |          | <b>1.824</b> |          |          | <b>3.708</b> |

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.

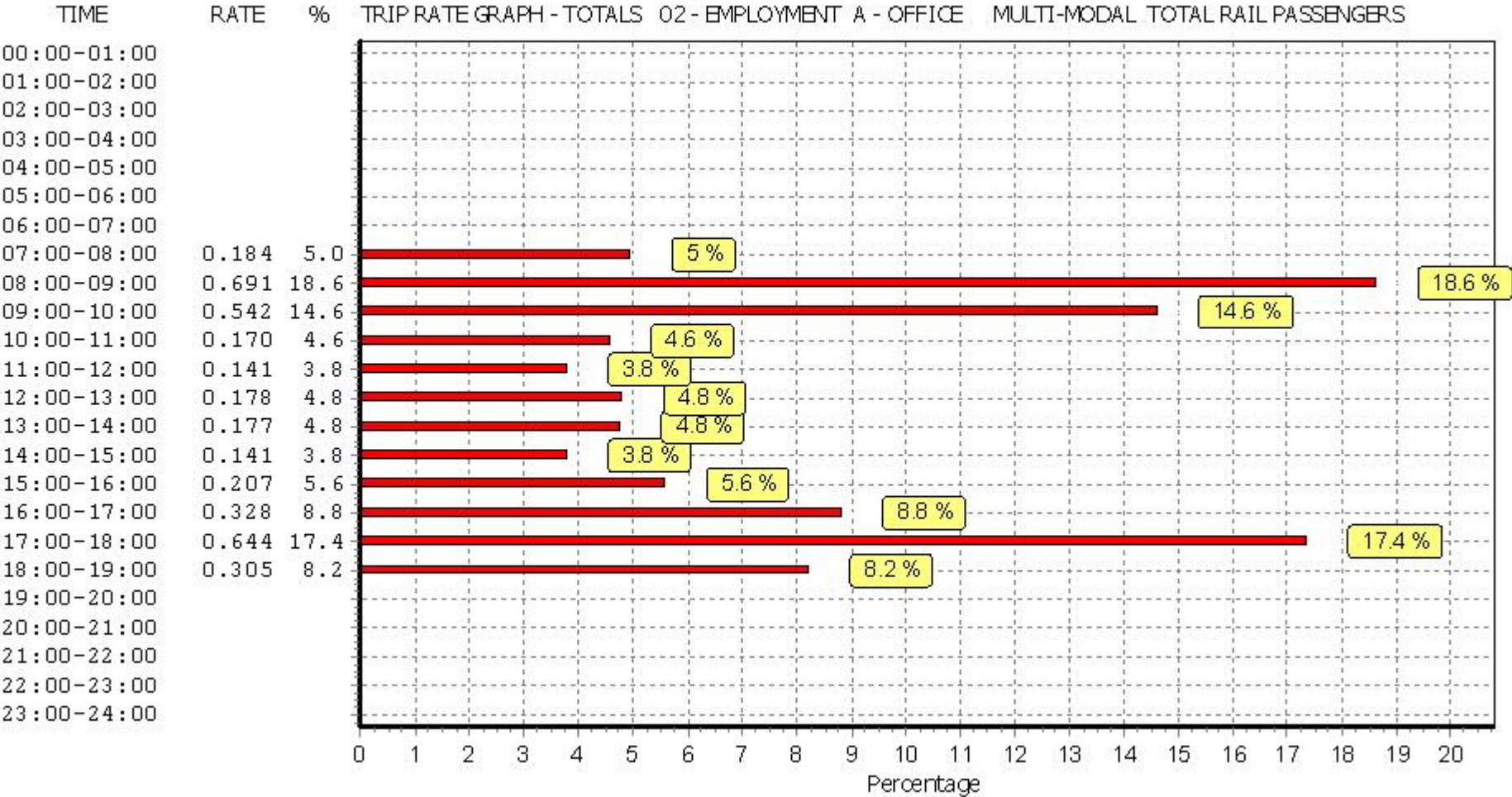
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
MULTI-MODAL PUBLIC TRANSPORT USERS

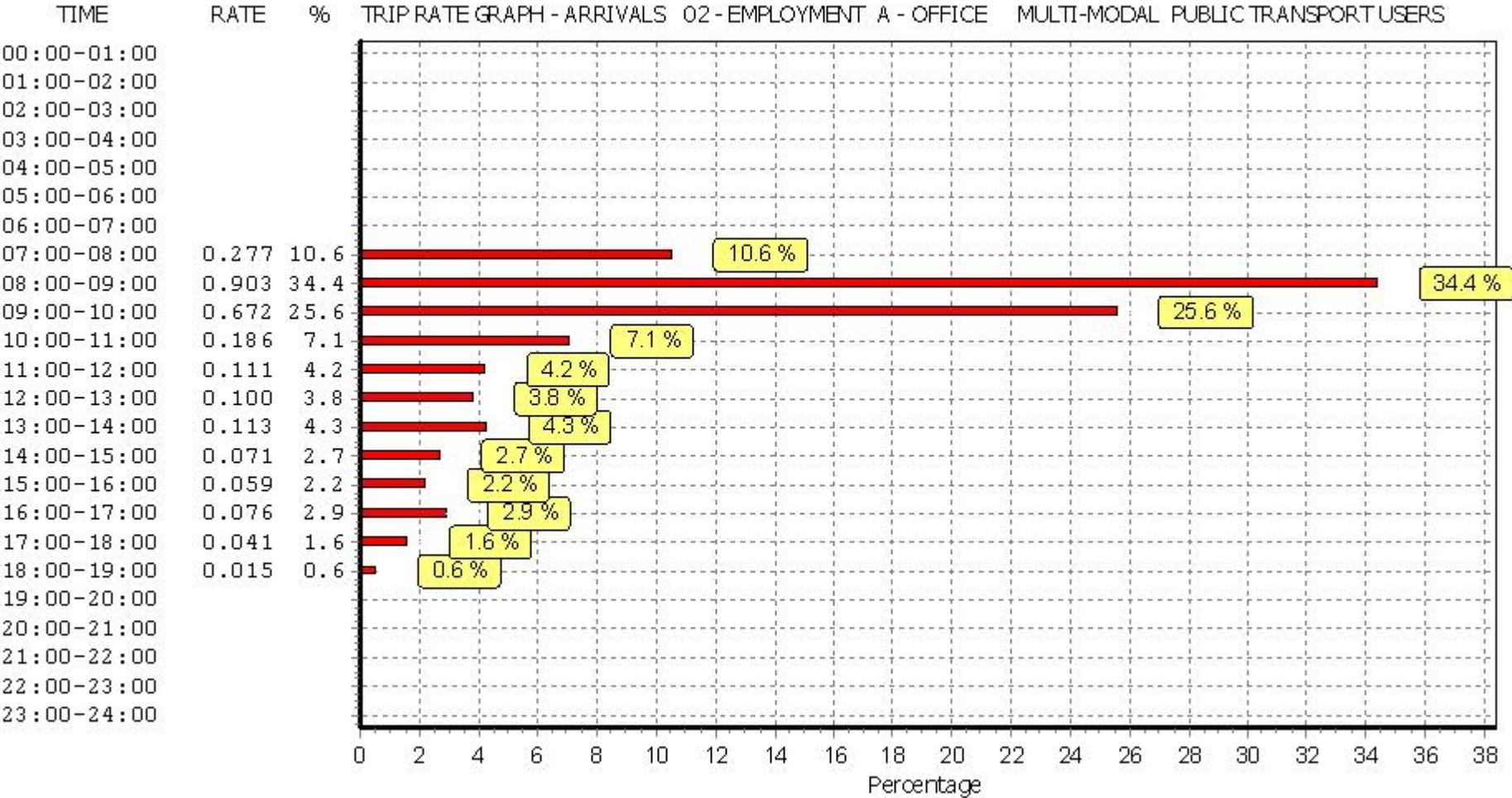
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

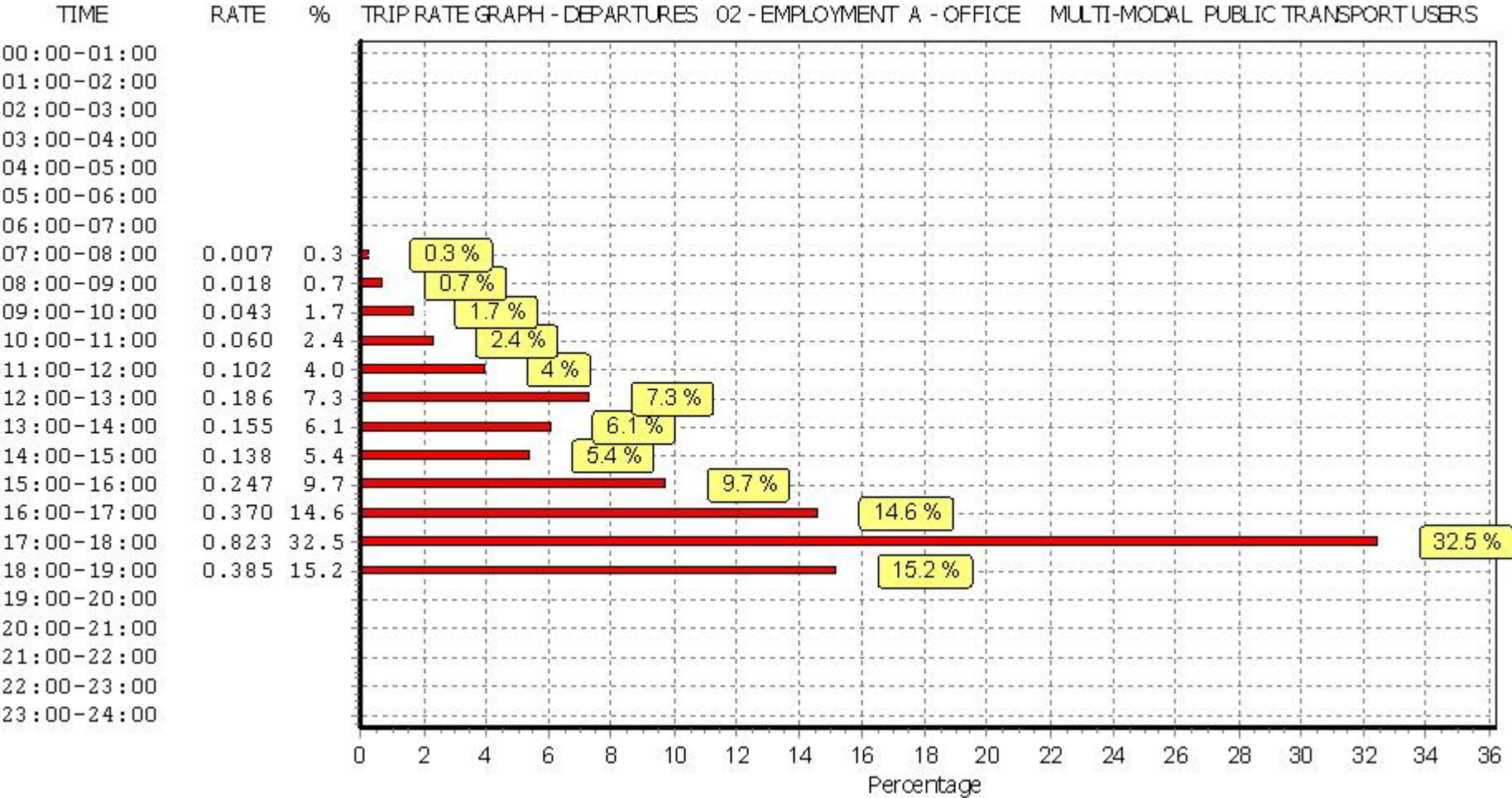
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       | 18       | 7548     | 0.277        | 18         | 7548     | 0.007        | 18       | 7548     | 0.284        |
| 08:00 - 09:00       | 18       | 7548     | 0.903        | 18         | 7548     | 0.018        | 18       | 7548     | 0.921        |
| 09:00 - 10:00       | 18       | 7548     | 0.672        | 18         | 7548     | 0.043        | 18       | 7548     | 0.715        |
| 10:00 - 11:00       | 18       | 7548     | 0.186        | 18         | 7548     | 0.060        | 18       | 7548     | 0.246        |
| 11:00 - 12:00       | 18       | 7548     | 0.111        | 18         | 7548     | 0.102        | 18       | 7548     | 0.213        |
| 12:00 - 13:00       | 18       | 7548     | 0.100        | 18         | 7548     | 0.186        | 18       | 7548     | 0.286        |
| 13:00 - 14:00       | 18       | 7548     | 0.113        | 18         | 7548     | 0.155        | 18       | 7548     | 0.268        |
| 14:00 - 15:00       | 18       | 7548     | 0.071        | 18         | 7548     | 0.138        | 18       | 7548     | 0.209        |
| 15:00 - 16:00       | 18       | 7548     | 0.059        | 18         | 7548     | 0.247        | 18       | 7548     | 0.306        |
| 16:00 - 17:00       | 18       | 7548     | 0.076        | 18         | 7548     | 0.370        | 18       | 7548     | 0.446        |
| 17:00 - 18:00       | 18       | 7548     | 0.041        | 18         | 7548     | 0.823        | 18       | 7548     | 0.864        |
| 18:00 - 19:00       | 18       | 7548     | 0.015        | 18         | 7548     | 0.385        | 18       | 7548     | 0.400        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.624</b> |            |          | <b>2.534</b> |          |          | <b>5.158</b> |

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.

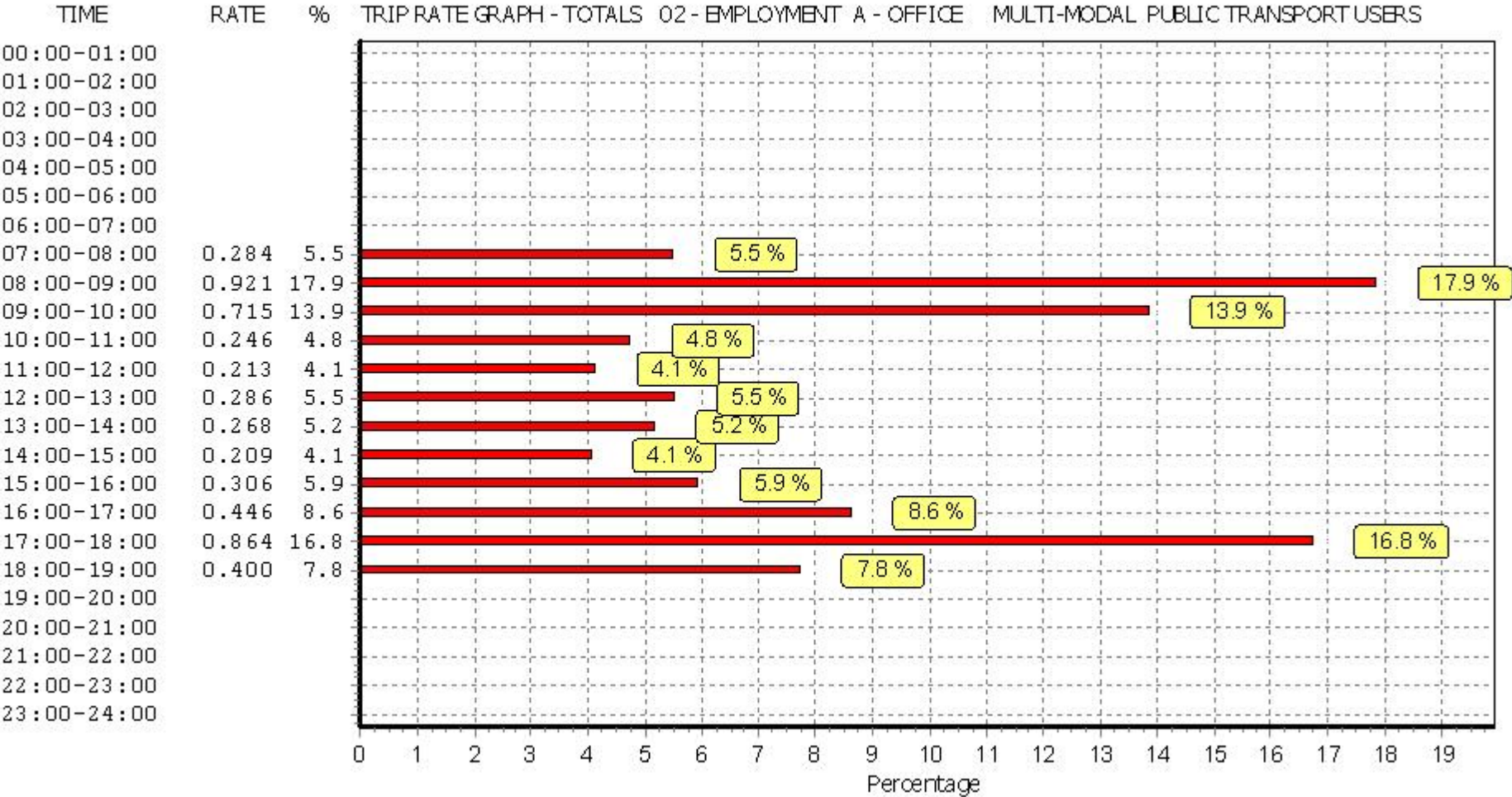
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL TOTAL PEOPLE

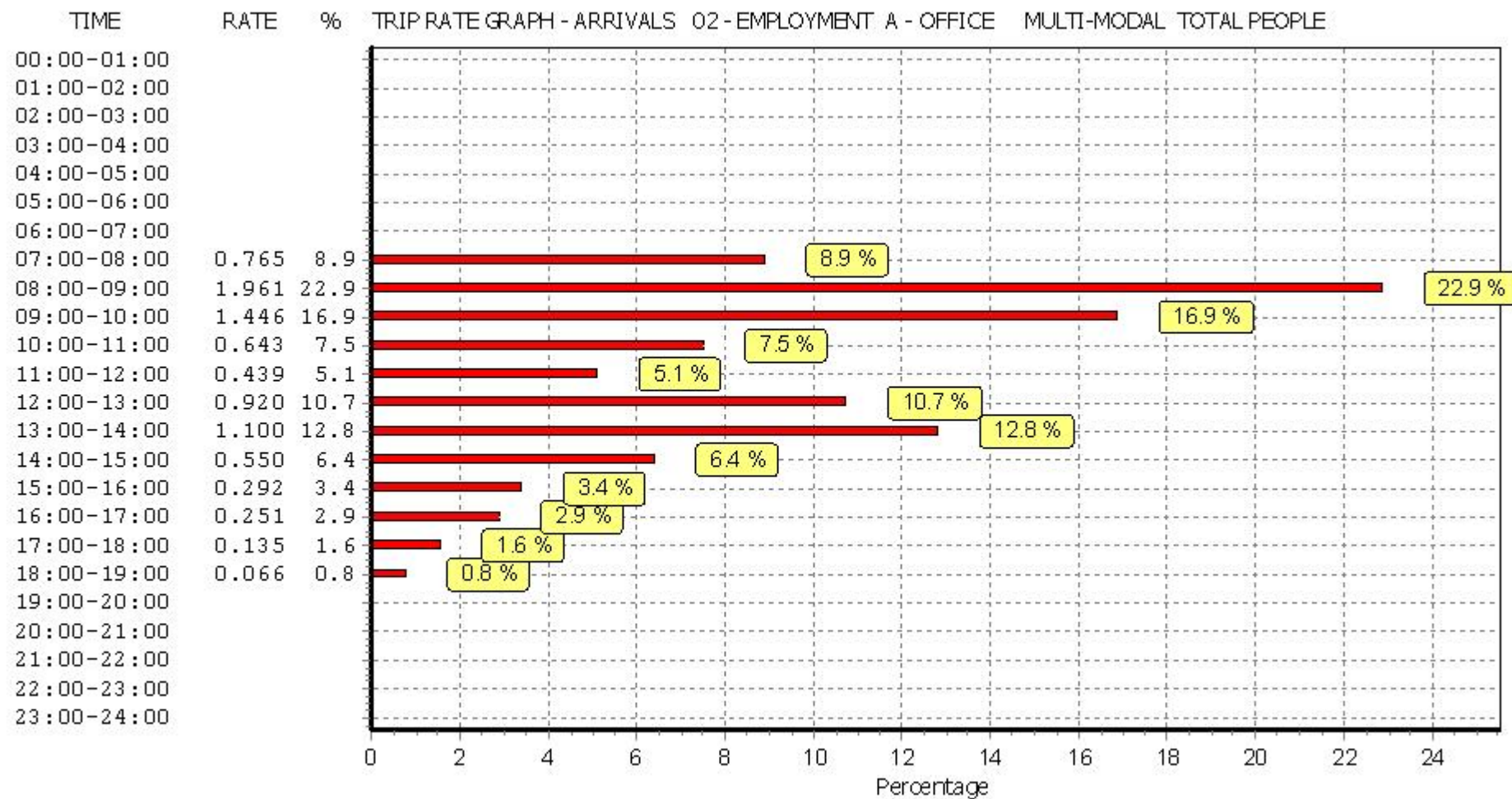
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

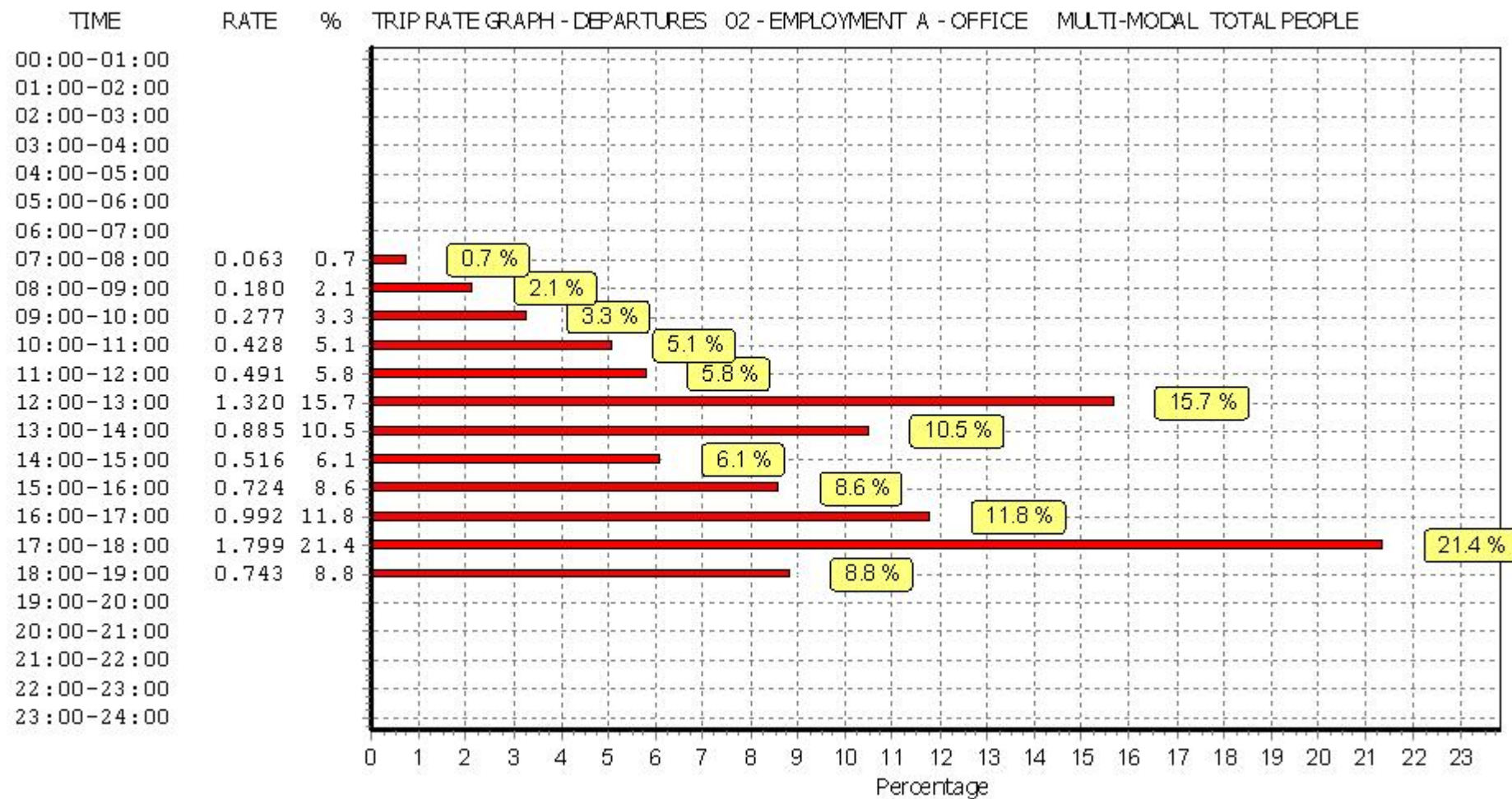
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |               |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |               |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |               |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |               |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |               |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |               |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |               |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |               |
| 07:00 - 08:00       | 18       | 7548     | 0.765        | 18         | 7548     | 0.063        | 18       | 7548     | 0.828         |
| 08:00 - 09:00       | 18       | 7548     | 1.961        | 18         | 7548     | 0.180        | 18       | 7548     | 2.141         |
| 09:00 - 10:00       | 18       | 7548     | 1.446        | 18         | 7548     | 0.277        | 18       | 7548     | 1.723         |
| 10:00 - 11:00       | 18       | 7548     | 0.643        | 18         | 7548     | 0.428        | 18       | 7548     | 1.071         |
| 11:00 - 12:00       | 18       | 7548     | 0.439        | 18         | 7548     | 0.491        | 18       | 7548     | 0.930         |
| 12:00 - 13:00       | 18       | 7548     | 0.920        | 18         | 7548     | 1.320        | 18       | 7548     | 2.240         |
| 13:00 - 14:00       | 18       | 7548     | 1.100        | 18         | 7548     | 0.885        | 18       | 7548     | 1.985         |
| 14:00 - 15:00       | 18       | 7548     | 0.550        | 18         | 7548     | 0.516        | 18       | 7548     | 1.066         |
| 15:00 - 16:00       | 18       | 7548     | 0.292        | 18         | 7548     | 0.724        | 18       | 7548     | 1.016         |
| 16:00 - 17:00       | 18       | 7548     | 0.251        | 18         | 7548     | 0.992        | 18       | 7548     | 1.243         |
| 17:00 - 18:00       | 18       | 7548     | 0.135        | 18         | 7548     | 1.799        | 18       | 7548     | 1.934         |
| 18:00 - 19:00       | 18       | 7548     | 0.066        | 18         | 7548     | 0.743        | 18       | 7548     | 0.809         |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |               |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |               |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |               |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |               |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |               |
| <b>Total Rates:</b> |          |          | <b>8.568</b> |            |          | <b>8.418</b> |          |          | <b>16.986</b> |

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.

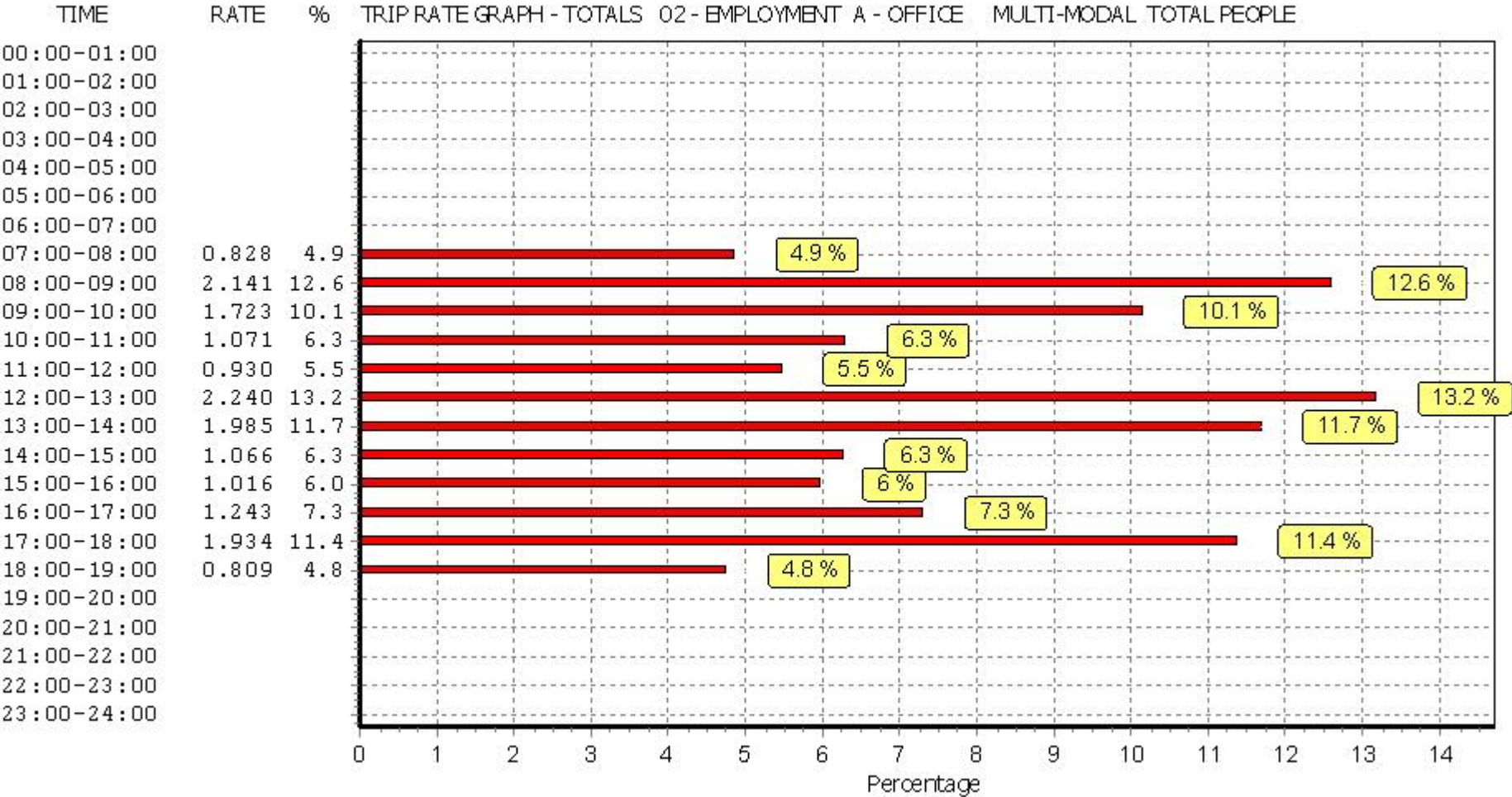
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



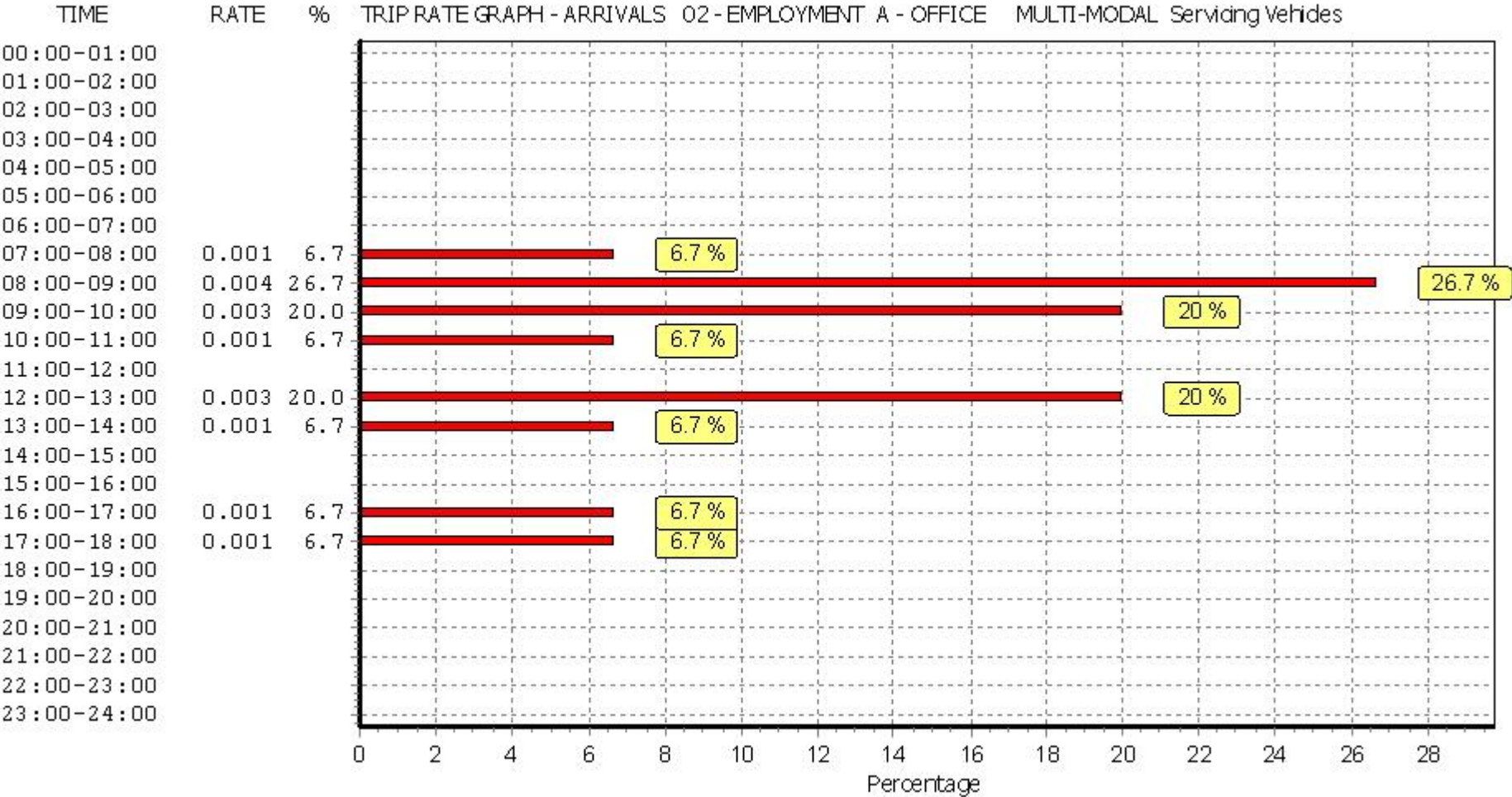
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL Servicing Vehicles  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

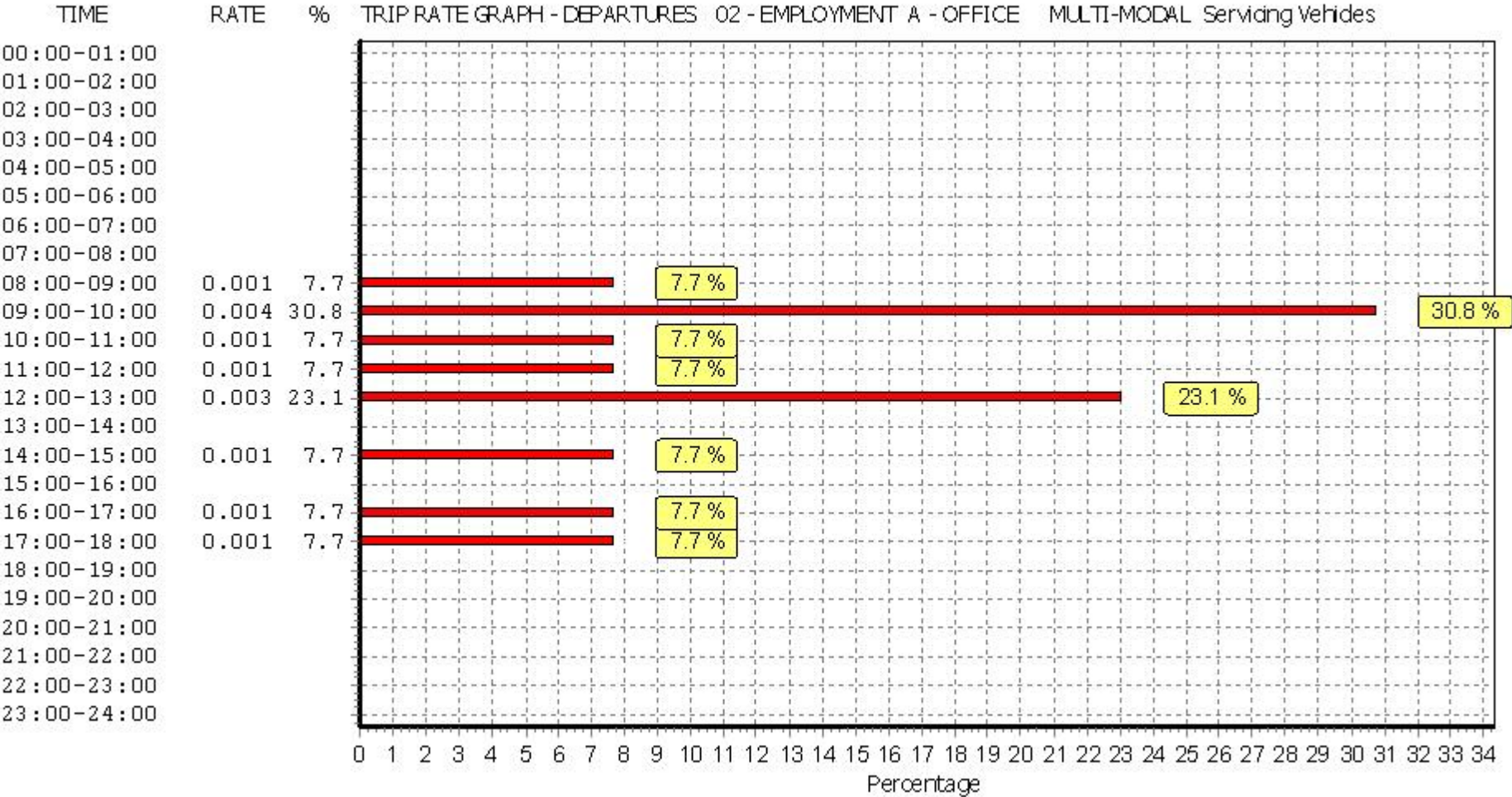
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       | 18       | 7548     | 0.001        | 18         | 7548     | 0.000        | 18       | 7548     | 0.001        |
| 08:00 - 09:00       | 18       | 7548     | 0.004        | 18         | 7548     | 0.001        | 18       | 7548     | 0.005        |
| 09:00 - 10:00       | 18       | 7548     | 0.003        | 18         | 7548     | 0.004        | 18       | 7548     | 0.007        |
| 10:00 - 11:00       | 18       | 7548     | 0.001        | 18         | 7548     | 0.001        | 18       | 7548     | 0.002        |
| 11:00 - 12:00       | 18       | 7548     | 0.000        | 18         | 7548     | 0.001        | 18       | 7548     | 0.001        |
| 12:00 - 13:00       | 18       | 7548     | 0.003        | 18         | 7548     | 0.003        | 18       | 7548     | 0.006        |
| 13:00 - 14:00       | 18       | 7548     | 0.001        | 18         | 7548     | 0.000        | 18       | 7548     | 0.001        |
| 14:00 - 15:00       | 18       | 7548     | 0.000        | 18         | 7548     | 0.001        | 18       | 7548     | 0.001        |
| 15:00 - 16:00       | 18       | 7548     | 0.000        | 18         | 7548     | 0.000        | 18       | 7548     | 0.000        |
| 16:00 - 17:00       | 18       | 7548     | 0.001        | 18         | 7548     | 0.001        | 18       | 7548     | 0.002        |
| 17:00 - 18:00       | 18       | 7548     | 0.001        | 18         | 7548     | 0.001        | 18       | 7548     | 0.002        |
| 18:00 - 19:00       | 18       | 7548     | 0.000        | 18         | 7548     | 0.000        | 18       | 7548     | 0.000        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.015</b> |            |          | <b>0.013</b> |          |          | <b>0.028</b> |

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.

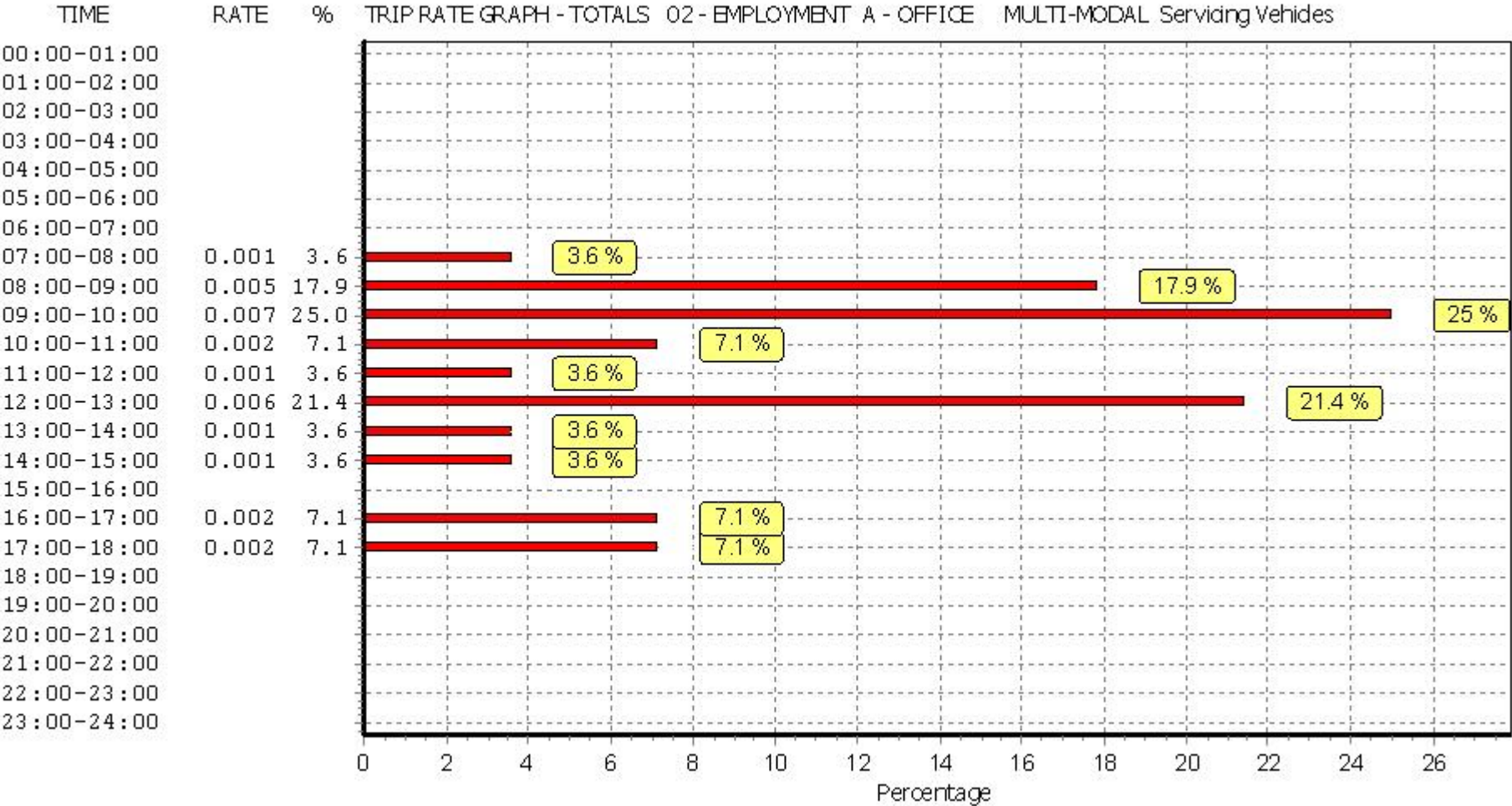
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

## **Appendix D   TRICS Outputs – Proposed Residential**

Calculation Reference: AUDIT-706701-210201-0241

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 01 | GREATER LONDON   |        |
|    | HO HOUNSLOW      | 1 days |
| 02 | SOUTH EAST       |        |
|    | BD BEDFORDSHIRE  | 1 days |
|    | HC HAMPSHIRE     | 1 days |
|    | HF HERTFORDSHIRE | 1 days |
| 04 | EAST ANGLIA      |        |
|    | NF NORFOLK       | 1 days |
|    | SF SUFFOLK       | 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: 40 to 146 (units: )  
 Range Selected by User: 6 to 200 (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: 01/01/12 to 06/03/20

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

Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 2 days |
| Wednesday | 1 days |
| Thursday  | 4 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                     |   |
|---------------------|---|
| Town Centre         | 2 |
| Edge of Town Centre | 5 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Built-Up Zone   | 6 |
| No Sub Category | 1 |

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

## Secondary Filtering selection:

Use Class:

C3

7 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:

10,001 to 15,000

1 days

15,001 to 20,000

1 days

25,001 to 50,000

5 days

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

Population within 5 miles:

50,001 to 75,000

2 days

75,001 to 100,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

4 days

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

Travel Plan:

Yes

3 days

No

4 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

3 Moderate

1 days

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

LIST OF SITES relevant to selection parameters

|   |                                                                  |                 |                     |
|---|------------------------------------------------------------------|-----------------|---------------------|
| 1 | BD-03-C-03<br>COURT DRIVE<br>DUNSTABLE                           | BLOCKS OF FLATS | BEDFORDSHIRE        |
|   | Edge of Town Centre<br>No Sub Category<br>Total No of Dwellings: | 146             |                     |
|   | Survey date: TUESDAY                                             | 15/05/18        | Survey Type: MANUAL |
| 2 | CB-03-C-01<br>KING STREET<br>CARLISLE                            | BLOCK OF FLATS  | CUMBRIA             |
|   | Town Centre<br>Built-Up Zone<br>Total No of Dwellings:           | 40              |                     |
|   | Survey date: THURSDAY                                            | 12/06/14        | Survey Type: MANUAL |
| 3 | HC-03-C-01<br>CROSS STREET<br>PORTSMOUTH                         | BLOCKS OF FLATS | HAMPSHIRE           |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:   | 90              |                     |
|   | Survey date: TUESDAY                                             | 05/06/18        | Survey Type: MANUAL |
| 4 | HF-03-C-03<br>SHENLEY ROAD<br>BOREHAMWOOD                        | BLOCK OF FLATS  | HERTFORDSHIRE       |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:   | 91              |                     |
|   | Survey date: THURSDAY                                            | 14/11/19        | Survey Type: MANUAL |
| 5 | HO-03-C-02<br>HIGH STREET<br>BRENTFORD                           | BLOCK OF FLATS  | HOUNSLOW            |
|   | Town Centre<br>Built-Up Zone<br>Total No of Dwellings:           | 86              |                     |
|   | Survey date: WEDNESDAY                                           | 03/09/14        | Survey Type: MANUAL |
| 6 | NF-03-C-01<br>PAGE STAIR LANE<br>KING'S LYNN                     | BLOCKS OF FLATS | NORFOLK             |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:   | 51              |                     |
|   | Survey date: THURSDAY                                            | 11/12/14        | Survey Type: MANUAL |
| 7 | SF-03-C-01<br>STATION HILL<br>BURY ST EDMUNDS                    | BLOCKS OF FLATS | SUFFOLK             |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:   | 85              |                     |
|   | Survey date: THURSDAY                                            | 18/12/14        | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| CB-03-C-02 | not suitable           |
| SF-03-C-01 | too dense              |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL 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       | 7        | 84          | 0.042        | 7          | 84          | 0.134        | 7        | 84          | 0.176        |
| 08:00 - 09:00       | 7        | 84          | 0.048        | 7          | 84          | 0.153        | 7        | 84          | 0.201        |
| 09:00 - 10:00       | 7        | 84          | 0.056        | 7          | 84          | 0.063        | 7        | 84          | 0.119        |
| 10:00 - 11:00       | 7        | 84          | 0.051        | 7          | 84          | 0.065        | 7        | 84          | 0.116        |
| 11:00 - 12:00       | 7        | 84          | 0.066        | 7          | 84          | 0.070        | 7        | 84          | 0.136        |
| 12:00 - 13:00       | 7        | 84          | 0.078        | 7          | 84          | 0.081        | 7        | 84          | 0.159        |
| 13:00 - 14:00       | 7        | 84          | 0.068        | 7          | 84          | 0.076        | 7        | 84          | 0.144        |
| 14:00 - 15:00       | 7        | 84          | 0.058        | 7          | 84          | 0.066        | 7        | 84          | 0.124        |
| 15:00 - 16:00       | 7        | 84          | 0.078        | 7          | 84          | 0.048        | 7        | 84          | 0.126        |
| 16:00 - 17:00       | 7        | 84          | 0.119        | 7          | 84          | 0.059        | 7        | 84          | 0.178        |
| 17:00 - 18:00       | 7        | 84          | 0.161        | 7          | 84          | 0.098        | 7        | 84          | 0.259        |
| 18:00 - 19:00       | 7        | 84          | 0.146        | 7          | 84          | 0.087        | 7        | 84          | 0.233        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.971</b> |            |             | <b>1.000</b> |          |             | <b>1.971</b> |

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: 40 - 146 (units: )  
 Survey date range: 01/01/12 - 06/03/20  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 2

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

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       | 7        | 84          | 0.080        | 7          | 84          | 0.377        | 7        | 84          | 0.457        |
| 08:00 - 09:00       | 7        | 84          | 0.102        | 7          | 84          | 0.460        | 7        | 84          | 0.562        |
| 09:00 - 10:00       | 7        | 84          | 0.114        | 7          | 84          | 0.161        | 7        | 84          | 0.275        |
| 10:00 - 11:00       | 7        | 84          | 0.134        | 7          | 84          | 0.149        | 7        | 84          | 0.283        |
| 11:00 - 12:00       | 7        | 84          | 0.146        | 7          | 84          | 0.144        | 7        | 84          | 0.290        |
| 12:00 - 13:00       | 7        | 84          | 0.178        | 7          | 84          | 0.194        | 7        | 84          | 0.372        |
| 13:00 - 14:00       | 7        | 84          | 0.182        | 7          | 84          | 0.183        | 7        | 84          | 0.365        |
| 14:00 - 15:00       | 7        | 84          | 0.146        | 7          | 84          | 0.166        | 7        | 84          | 0.312        |
| 15:00 - 16:00       | 7        | 84          | 0.256        | 7          | 84          | 0.144        | 7        | 84          | 0.400        |
| 16:00 - 17:00       | 7        | 84          | 0.340        | 7          | 84          | 0.158        | 7        | 84          | 0.498        |
| 17:00 - 18:00       | 7        | 84          | 0.419        | 7          | 84          | 0.238        | 7        | 84          | 0.657        |
| 18:00 - 19:00       | 7        | 84          | 0.375        | 7          | 84          | 0.190        | 7        | 84          | 0.565        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>2.472</b> |            |             | <b>2.564</b> |          |             | <b>5.036</b> |

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.

