



St Paul's
Church,
Whitley Wood
Lane

Transport Statement

January 2020



Ref: 19-6409

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<i>Revision</i>	-
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1. Introduction

1.1. Context

- 1.1.1. Syntegra has been commissioned by St Paul's Church to produce a Transport Statement to support a planning application for the demolition of No. 1 and No. 3 Whitley Wood Lane and the existing church buildings and the proposed development of a Health Centre, Church Centre and two one-bedroom flats. The site is located at St Paul's Church, Whitley Wood Lane, Reading, RG2 8PN. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).

1.2. Existing Site Location

- 1.2.1. The proposed development site is located within the Whitley / Whitley Wood area of Reading on its southern fringe; approximately 4km from Reading Town Centre to the north and 1.0km from the M4 motorway to the south. The site is bordered by a Lidl food store to the north, residential development to the east and south and Whitley Wood Lane to the west. The site location is shown in Figure 1.

Figure 1 – Site Location Plan



Source: Google Maps

- 1.2.2. The site is currently occupied by St Paul's Church, formed of two buildings of 141m² and 151m² (a total of 292m²) GFA which are in use as the 'St Paul's Hall' and the 'Play Barn'. The site is also occupied by two private residential dwellings to the front of the site; No.1 and No.3 Whitley Wood Lane.
- 1.2.3. Both church buildings are in use throughout the week and at weekends, including in the evenings. Use of the buildings is mainly for local groups such as the Seniors Club and the Play

Barn. The hall also serves wider Reading-based groups such as Mencap and Polish Nursery, with the main users of the hall being Mencap during the week.

- 1.2.4. Data obtained from the client indicates that the majority of Mencap visitors currently access the site via Readibus, taxi or private car, with The Play Barn users tending to walk or drive. There are usually between 6-10 cars on the site at any one time. The current site has room for 30 cars and information obtained by the client indicates that the car park is very rarely full.
- 1.2.5. The existing Church buildings are currently accessed via a vehicle crossover measuring approximately 5.3m in width; located c.40m south of the B3031 Basingstoke Road/ Imperial Way Roundabout. The two existing dwellings are provided with access from the Church access, with a small additional crossover access also provided directly onto the B3031 Basingstoke Road/ Imperial Way Roundabout; measuring approximately 2.7m in width.

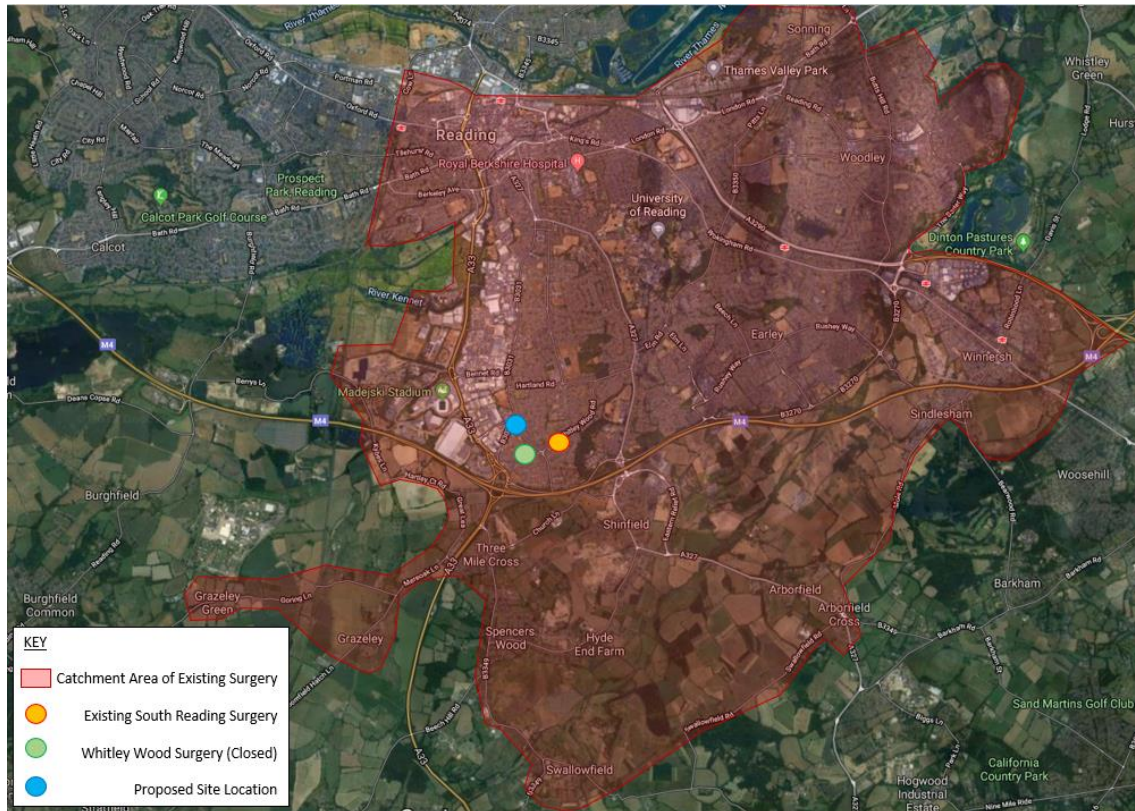
1.3. Proposed Development

- 1.3.1. The proposed development seeks to demolish the existing Church buildings and two residential dwellings on the site and construct a Health Centre, replacement Church / community building and two residential flats.
- 1.3.2. A total of 47 car parking spaces and 42 cycle parking spaces will be provided. Access to the site will be provided in the general location of the existing access but will be formalised and moved slightly north to improve visibility. A separate pedestrian access will also be provided. The proposed site layout is attached at **Appendix A**.

Health Centre

- 1.3.3. The proposed Health Centre (D1 Use Class) will be constructed over three floors, with a total of 1,035m² GFA for the entire building (345m² across each floor). The Health Centre will be provided with 30 car parking spaces, of which two will be adapted for disabled use.
- 1.3.4. The proposed Health Centre will replace South Reading Surgery on Whitley Wood Road, located 650m from the site. It will also provide services for Whitley Wood Surgery (located 320m away) which closed in January 2018. A review of these surgeries indicates a GFA of approximately 286m² for South Reading Surgery (across two floors) and 288m² for Whitley Wood Surgery (also across two floors). The proposed Health Centre will therefore be 461m² GFA larger than the existing / former surgeries.
- 1.3.5. A review of the existing GP surgeries indicates provision of approximately 9 car parking spaces on-site (for South Reading Surgery) and for approximately 4 car parking spaces for Whitley Wood Surgery; a total of 13 spaces.
- 1.3.6. Information obtained from the client indicates that the current practice at South Reading Surgery has a list size of 7,500 patients which was expected to increase by around 5,000 patients over the next 6 – 12 months as residential developments within the catchment area are completed. Figure 2 demonstrates the existing South Reading Surgery's broad catchment area which extends from southern suburbs of Reading south to Swallowfield to the west beyond Grazeley Green to the east beyond Sonning and up to the outskirts of Winnersh and Wokingham. It is anticipated that this proposed Health Centre will have a similar catchment area.

Figure 2 – South Reading Surgery Catchment Area



- 1.3.7. The proposed Health Centre will provide general medical services including full GP and Nursing Services, minor operations, Joint injections, Patient Group Consultations, Physio, Counselling, Out-patient type Clinics, USS, Blood Tests, training for Junior Doctors and medical students, Paramedics, Pharmacists, etc.
- 1.3.8. The new Health Centre will be able to provide individual consultation rooms and group therapy spaces. The newer improved facilities will permit a broader range of services and improved access compared to the aforementioned surgeries, which will also reduce the demand for these services at the Royal Berkshire Hospital (located c.3.8km to the north).
- 1.3.9. The new GP Contract will require Hub practices to open 08.00 to 20.00 Monday to Friday, Saturday morning and also some Sunday mornings. They will be on a rota so that not every surgery will open until 20.00 throughout the week or on the weekend. The Health Centre normal working hours will be 08.00 to 18.30 Monday to Friday.

Replacement Church Centre

- 1.3.10. The proposed Church Centre (D1 Use Class) will be constructed over two floors, with a total of 708m² GFA for the entire building (508m² on the first floor and 200m² on the second floor). The proposed Church Centre will effectively replace the existing on-site buildings and will provide more space for community uses; including a hall, chapel and foyer / coffee area with ancillary office space, small meeting rooms and facilities. The proposed Church Centre will be 416m² GFA larger than the existing buildings on the site; therefore making better use of the site area.
- 1.3.11. The church uses are likely to continue to operate similar uses to the existing site and will therefore remain open throughout the week and weekends, as well as in the evenings. Sunday mornings are likely to constitute a regular 'peak', where the car park is anticipated to be most

full due to Sunday Church service. The Church Centre will provide 17 car parking spaces, of which two will be adapted for disabled use.

1.4. Residential Flats

- 1.4.1. It is proposed to provide two residential flats of one-bedroom each above the proposed Church Centre. The two residential flats will effectively replace the existing residential provision on the site of two existing dwellings.
- 1.4.2. The two flats will be provided with one car parking space per flat and their own private bin and cycle storage areas.

1.5. Report Structure

- 1.5.1. The aim of this Transport Statement is to identify existing and potential future traffic and transport impacts related to the site and its proposed redevelopment. The Transport Statement also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development. This report is split into the following sections;
 - Transport Policy;
 - Existing Site & Site Accessibility;
 - Proposed Development;
 - Proposed Development Trip Generation and Impact; and
 - Summary and Conclusions.

2. Transport Policy

2.1. Policy Considerations

2.1.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals, these include the key policy documents outlined below;

- National Planning Policy Framework (February 2019);
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- National Design Guide (October 2019);
- Reading Borough Local Plan (November 2019);
- Reading Borough Revised Parking Standards and Design SPD (October 2011);
- Reading Borough Local Transport Plan 3 (LTP3) (2011-2026);

2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.

2.1.3. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual, cumulative impacts of development are severe.

2.1.4. The Local Plan's strategy for South Reading describes that development will contribute to revitalising and regenerating the South Reading area, including community infrastructure provision with established residential areas.

2.1.5. RBC have recently consulted on their Draft Local Transport Plan 4 (LTP4) and are expected to release the new strategy in Spring / Summer 2020.

2.1.6. RBC have adopted a zonal approach to car parking requirements within their Revised Parking Standards and Design SPD according to the urban environment and transport links. This site lies within 'Zone 3: Secondary Core Area' which includes the following:

'Areas within this zone feature a variety of land uses and densities and include some local centres for day-to-day needs. Typically, these areas are within 400m of a Reading Buses high frequency 'Premier Route' which provide high quality bus routes. These buses link not only to the Central Core Area, but also zone 2 areas and beyond to major supermarket and local centre facilities. Walking and cycling can play an important role in these areas.'

2.1.7. Table 1 outlines the car and cycle parking standards set out within RBC's Car Parking Standards (October 2011) for non-residential use, which are set as maximum standards, and for residential use, which are the 'required' standards.

Table 1 – Car and Cycle Parking Standards

Site Use	Zone 3 Car Parking Standards	Minimum Cycle Parking Standards
D1 Clinic/ Health Centre	3 per consulting room + 1 per FTE staff	1 per 2 staff & 1 stand per consulting room
D1 Places of Worship (including crematoria chapels/ Church Hall/ Community Hall	1 per 8 fixed seats and/ or 1 per 16m ² open hall	1 space per 50m ²
C3 Dwelling Flat 1-2 Bed	1.5 space per unit	0.5*

Notes

**If no individual secure facility is associated with the property, communal cycle parking can be provided.*

- 2.1.8. With regards to parking for disabled site users, RBC's Parking Standards describes suggested levels of parking for disabled site users as 3 disabled spaces, or 5% of the total capacity; whichever is greater.
- 2.1.9. Parking for disabled people should be located no more than 50m from the entrance to a building (or 100m if the route is covered), and should measure 2.4m x 4.8m plus a 1.2m clearance or a footway to the side and to the rear of the space.
- 2.1.10. Policy TR5 of the RBC Local Plan references Electric Vehicle Charging requirements. It states that, within car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.
- 2.1.11. RBC's Waste Management Guidelines for Property Developers provides guidance on refuse store size requirements, location requirements and RBC's refuse vehicle dimensions.
- 2.1.12. For residential development, RBC undertake general waste collection on a fortnightly basis, with recycling collection provided fortnightly also. They state that bin storage areas should be easily accessible and conveniently located. Residents (for the flats) should not be required to walk more than 30m from their front door (excluding vertical distance) to the bin store.
- 2.1.13. Additional guidance includes:
 - There must be a minimum of 150mm clearance around and between each bin within the store;
 - Where more than one bin is within the store, there must be a 2m clearance in front of each bin;
 - All doors and alleys must be a minimum of 2m in width; and
 - The maximum distance that operatives should be required to wheel containers, measured from the furthest point within the storage point to the back of the vehicle are 15m for 2-wheeled containers and 10m for four-wheeled containers.

3. Existing Site & Site Accessibility

3.1. Existing Site

- 3.1.1. The site is currently occupied by St Paul's Church, formed of two which are in use as the 'St Paul's Hall' and the 'Play Barn'. The site is also occupied by two private residential dwellings to the front of the site; No. 1 and No. 3 Whitley Wood Lane.
- 3.1.2. As described in **Section 1**, both Church buildings are in use throughout the week and at weekends, including in the evenings. Use of the hall is mainly for local groups, but it also serves some Reading-based groups; the main users of the hall being Mencap during the week. Data obtained from the client indicates that the majority of Mencap visitors currently access the site via Readibus, taxi or private car, with The Play Barn users tending to walk or drive. There are usually between 6-10 cars on the site at any one time.
- 3.1.3. Whilst not currently located on the site, the proposed Health Centre will replace South Reading Surgery on Whitley Wood Road, located 650m from the surgery. It will also provide services for Whitley Wood Lane surgery (located 320m away) which closed in January 2018. The existing site in its' local context is demonstrated in Figure 3.

Figure 3 – Existing Site and Application Boundary



Source: Google Maps

- 3.1.4. When assessing the 'catchment area' of the proposed site uses, it is anticipated that site users will be primarily local residents from Whitley and Whitley Wood, but may also extend further afield when considering the specific community and healthcare uses. It is anticipated therefore that the site could serve residents within the catchment area outlined in Figure 2 and this section therefore assesses the accessibility of the site by various modes of travel within this area.

3.2. Accessibility to Local Amenities

- 3.2.1. The proposed site would replace the existing Church use with a similar community Church Centre, as well as providing a Health Centre (to replace the nearby South Reading Surgery & recently closed Whitley Wood Lane Surgery) and two residential flats.
- 3.2.2. The residential units on the site would effectively replace the existing dwellings at Number 1 and 3 Whitley Wood Lane and would therefore be supported by the same local facilities which include local retail, employment and education uses nearby.
- 3.2.3. The D1 Church and Health Centre uses would serve the local resident population as per the previous uses on the site and nearby and, whilst not directly servicing the proposed D1 site uses, local amenities would complement the proposals and could serve as part of a multi-purpose trip; for example patients to the on-site community uses could also visit the neighbouring Lidl food store in one journey. It is therefore anticipated that some trips will be 'pass-by' or 'linked' trips as part of a wider journey.

3.3. Local Highway Network

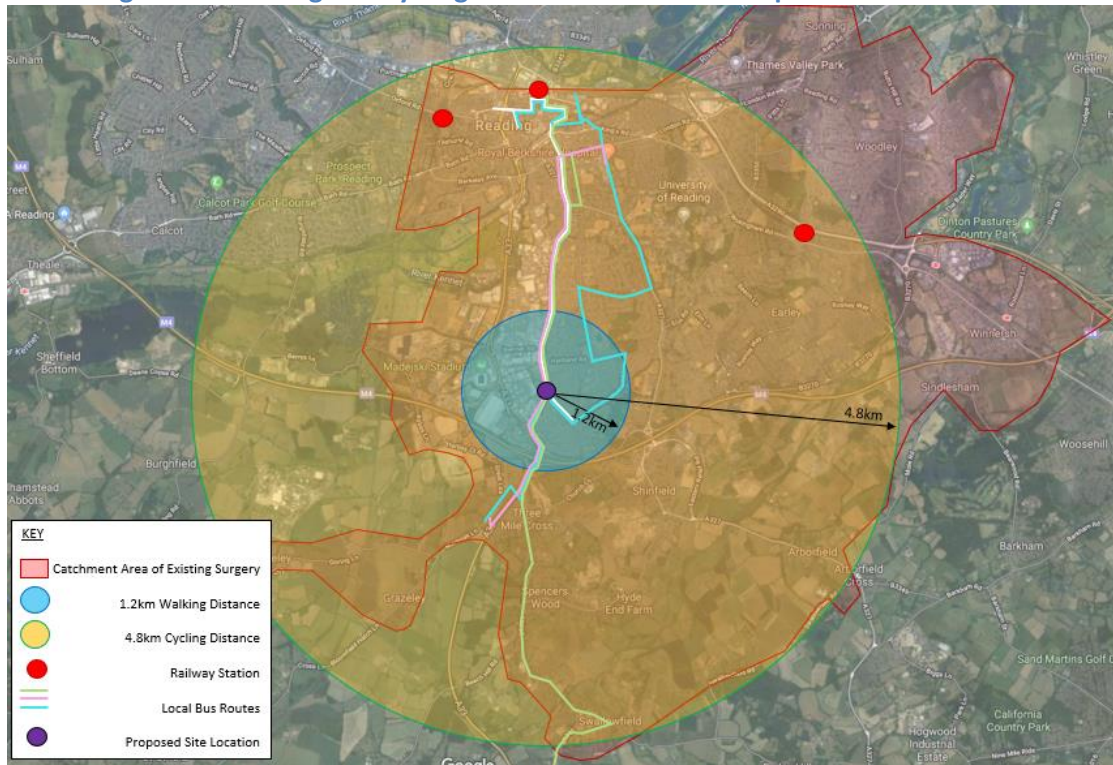
- 3.3.1. The site is accessed via Whitley Wood Lane, approximately 50m to the south of the B3031 Basingstoke Road / Imperial Way Roundabout. Whitley Wood Lane is a single-lane carriageway of c.7.0m in width supported by footways on either side. Whitley Wood Lane continues south past the site, accessing the primarily residential area of Whitley Wood. It is supported by traffic calming along its length in the form of speed cushions (included one located outside the site) and is subject to a 30mph speed restriction.
- 3.3.2. To the north west of the site, the B3031 Basingstoke Road is a busy residential road running north / south between Reading to the north and the M4 Junction 11 to the south; parallel to the A33 Basingstoke Road. It joins with the A33 Basingstoke Road c.580m to the south of the site at the International Business Park / M4 Junction 11 Roundabout.
- 3.3.3. At the Roundabout to the north, Imperial Way continues west; also joining with the A33 Basingstoke Road at the Tesco Distribution Centre roundabout.
- 3.3.4. With the existing Church located within the residential area of Whitley / Whitley Wood, the local road network is suitable to continue to support similar community uses to serve the local population. The site is also well located close to the wider road network; with ease of access to / from Reading and the surrounding area for journeys from further afield which support more specialist community / healthcare uses.

3.4. Walking, Cycling and Public Transport Availability within Catchment Area

- 3.4.1. To enable an assessment of the viability of walking and cycling as realistic modes for trips to and from the site it is appropriate to establish the maximum distance that people are generally prepared to walk and cycle and the destinations that exist within these distances.
- 3.4.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to local facilities cited as 800m, with the preferred maximum walking distance to 'elsewhere' cited as 1,200m. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).

- 3.4.3. Figure 4 demonstrates the preferred maximum walking distance of 1,200m (15-minute walk) and recommended cycle distance of 4,800m (18-minute cycle) from the site. It also shows the extent of the local bus network that stops directly adjacent to the site and the railway stations within this area.

Figure 4 – Walking and Cycling Distance and Local Transport Facilities



- 3.4.4. As shown in Figure 4, the 1.2km walking distance covers the entirety of Whitley Wood and much of the Whitley area. The 4.8km cycling distance covers the majority of the catchment area; between north of Reading Town Centre to the north, Southcote and Coley to the west, Swallowfield to the south and Earley to the east. The cycling distance also includes three railway stations; Reading Central, Reading West and Earley.
- 3.4.5. The local bus services which stop in the immediate vicinity of the site primarily route north / south, extending to Three Mile Cross, Swallowfield and beyond to the south and to Reading Central Station to the north. Some also route past the Royal Berkshire Hospital.
- 3.4.6. The buses that serve the site stop within the town centre, from which regular buses route in all directions. For example, each service stops within Market Place. Market Place is served by approximately two-dozen different services which frequent the area every one-two minutes, travelling in many different directions including those within the catchment area. The site is therefore considered to be comprehensively served by foot, cycle and public transport.

3.5. Quality of Walking, Cycling and Public Transport Offering within Catchment Area

Walking and Cycling

- 3.5.1. Footways along Whitley Wood Lane, outside the site, measure 2.5m in width on the eastern (site-side) side of the carriageway) and 2.2m in width on the opposite side. Along Whitley Wood Lane, footways continue on both sides of the carriageway to the south towards bus

stops (located 200m away) and on to the residential area of Whitley Wood, for which the proposed site will primarily serve.

- 3.5.2. For residents that would otherwise have visited either South Reading Surgery or Whitley Wood Lane Surgery, a continuous route is available between these locations and the proposed site.
- 3.5.3. For residents or site users from the north, footways on the western side of the carriageway measure up to 4.5m in width, or 2.0m but with a 2.5m wide grass verge separating the road and footway. On the eastern side, footways measure between 3.0m and 4.0m in width. Various crossing facilities are available, including dropped kerbs / tactile paving, pedestrian refuge islands and signal-controlled pedestrian crossings.
- 3.5.4. Whilst no formal cycle facilities are available in the immediate vicinity of the site, the residential nature of Whitley Wood and the surrounding area, with street lighting, traffic calming to reduce vehicle speeds and natural surveillance from residential properties makes the area conducive to cycling. Along the A33, just 550m (or a 2-minute cycle) to the west, off-road cycle lanes are available along both sides of the carriageway; taking users directly into Reading Town Centre. An extract from RBC's Cycle Map for South Reading is reproduced in **Appendix B**.
- 3.5.5. The proposed site uses are designed to cater for primarily local needs, and these can be readily supported by the existing pedestrian and cycle infrastructure in the vicinity.

Bus and Rail

- 3.5.6. The nearest bus stops to the site are located on the B3031 Basingstoke Road; within 130m of the site which are served by the 6/6a, 7 and 66 bus routes. Further bus stops are also available within 200m to the south of the site on Whitley Wood Lane; served by the number 9 bus route. Table 2 summarises the local bus services accessible from these stops.

Table 2 – Local Bus Services

No.	Route	Weekday						Weekend	
		Frequency (mins)				Time		Frequency (mins)	
		AM	Inter	PM	After 11pm	First Bus	Last Bus	Sat	Sun
6/ 6a	Central Reading – Whitley Wood	9	10	9	60	24-hour service		10	20
7	Reading – Three Mile Cross – Riseley - Fleet	60	60	60	-	05 :31	22 :55	60	4 Services
66	Royal Berkshire Hospital	-	50-60	-	-	09 :51	15 :57	-	-

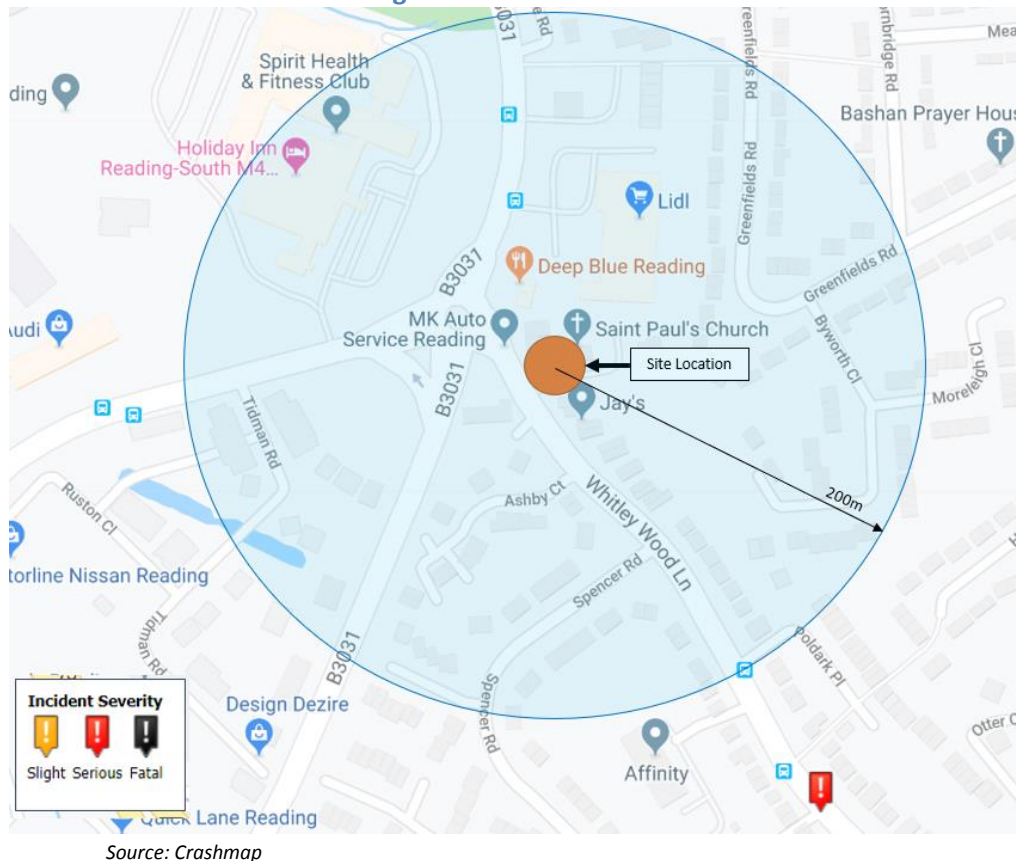
- 3.5.7. The services from these stops offer weekday and Saturday services up to every 9-10 minutes during the peak hours serving a range of locations and up to every 20 minutes on Sundays. For example, the 6/6a service takes approximately 16 minutes to travel from the closest stop to the site into Reading Town Centre (St Marys Butts).
- 3.5.8. The proposed Health Centre will offer some services which would otherwise been offered at Royal Berkshire Hospital; thus opening capacity for the hospital wherever possible. The 66 service offers hourly buses from the hospital to within 130m of the site Monday-Friday; taking just 11 minutes.

- 3.5.9. The level of accessibility to frequent bus services to a wide range of locations and destinations ensures that travel to and from the site by bus is a viable mode and can readily form part of a multi-modal trip.
- 3.5.10. There are currently three rail stations within the 'catchment area'; Reading Mainline Station, Reading West and Earley Station. Reading Mainline Station is located 4.5km to the north, with Reading West located 5.1km to the north west and Earley Station located 5.3km to the north east. Whilst two of the three stations are located outside of the recommended cycle distance, Reading Mainline Station can be easily accessed via all of the aforementioned bus services which stop directly outside the site. Buses from Reading Station to the site take approximately 15 minutes.
- 3.5.11. Reading Rail Station is a transport hub with 15 platforms; serving a wide array of locations; both locally and nationally.
- 3.5.12. Green Park Station is due to open in 2020 and will be located approximately 2.1km to the north west of the site within Green Park Business Park. The station will be served by the Reading-Basingstoke line.
- 3.5.13. These wide-ranging bus and rail connections which directly serve the site would be appropriate for any journeys which fall outside the catchment area and would serve as an alternative to walking or cycling to the site.

3.6. Road Safety

- 3.6.1. A review of the most recently available three years of injury accident data (2016-2018) has been undertaken using the Crashmap database. The results are provided in Figure 5.

Figure 5 – PIA Locations



3.6.2. Over the most recent available three-year period, no recorded incidents have occurred within a 200m radius of the site. The only incident to have occurred in the site's vicinity was in 2016, approximately 300m south of the site on Whitley Wood Lane. The incident, which was recorded as serious, involved a car. No pedestrians, cycles or motorcycles were involved in the incident according to the Crashmap database.

3.6.3. It is therefore not anticipated that there is a trend of PIA incidents in the vicinity of the site which may be worsened by this proposed development.

3.7. Summary

3.7.1. The site is currently occupied by St Paul's Church and two private residential dwellings. The Church is used during the week primarily by Mencap, who access the site via Readibus, taxi or private car, with The Play Barn users tending to walk or drive. There are usually between 6-10 cars on the site at any one time.

3.7.2. The proposed Church and Health Centre uses would serve the local resident population as per the previous uses on the site and nearby. It is anticipated that, for the Health Centre, a similar 'catchment area' is predicted as per the existing South Reading Surgery; located just 650m away.

3.7.3. The local highway network is comprehensive. Whilst the site is located within the primarily residential area of Whitley Wood and its' immediate surrounding area is therefore supported by a 30mph speed limit, it is close to the wider road network with fast links into Reading, as well as to the strategic road network through the M4 Junction 11.

- 3.7.4. The entirety of Whitley Wood and the majority of Whitley fall within the IHT's Guidance of 800m walking distance to local facilities, with the 4.8km cycling distance recommended for regular journeys covers the whole of Reading Town Centre, Southcote, Coley, Swallowfield and Earley. There are also a number of bus services which stop in the immediate vicinity of the site which generally run north-south and into Reading town centre, from which a wider range of services are available.
- 3.7.5. The proposed site uses are designed to cater for primarily local needs, and these can be readily supported by the existing pedestrian and cycle infrastructure in the vicinity. For journeys from wider afield, the local bus and rail infrastructure is comprehensive and is suitable to cater for potential site user needs.
- 3.7.6. It is evident that the site is in a sustainable location with a range of sustainable modes of transport on offer to access the site from key residential areas and public transport interchanges.
- 3.7.7. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.

4. Proposed Development

4.1. Proposed Development

- 4.1.1. The proposed development seeks to demolish the existing Church buildings and two residential dwellings on the site and construct a Health Centre, replacement Church / community building and two residential flats.

Health Centre

- 4.1.2. The proposed Health Centre (D1 Use Class) will be provided over three floors, with a total of 1,035m² GFA for the entire building (345m² across each floor). The Health Centre will be provided with 30 car parking spaces, of which two will be adapted for disabled use.
- 4.1.3. The proposed Health Centre will replace South Reading Surgery on Whitley Wood Road, located 650m from the site. It will also provide services for Whitley Wood Lane Surgery (located 320m away) which closed in January 2018. As the existing / former nearby surgeries serve(d) the local population of Whitley and Whitley Wood and also extend(ed) further into Reading, it is anticipated that the 'catchment area' of the proposed Health Centre will cover a similar area to that demonstrated in Figure 2.

Replacement Church Centre

- 4.1.4. The proposed Church Centre (D1 Use Class) will be over two floors, with a total of 708m² GFA for the entire building (508m² on the first floor and 200m² on the second floor). The Church building will be provided with a hall, chapel and foyer / coffee area with ancillary office space, small meeting rooms and facilities.
- 4.1.5. The church uses are likely to continue to operate similar uses to the existing site and will therefore remain open throughout the week and weekends, as well as in the evenings. Sunday mornings are likely to constitute a regular 'peak', where the car park is anticipated to be most full due to Sunday Church service. The Church Centre will provide 17 car parking spaces, of which two will be adapted for disabled use.
- 4.1.6. The Church Centre will replace the existing on-site uses (as well as providing further space other community uses) and will therefore provide very similar services and opening times to that described in **Section 1**.

4.2. Working Hours

- 4.2.1. It is anticipated that the Church facilities will have similar working hours to the existing site uses and will therefore remain open throughout the week and weekends, as well as in the evenings. Sundays are likely to constitute a regular 'peak' for the Church use for Sunday Mass, with occasional evening or weekend peaks for certain events.
- 4.2.2. The new GP Contract will require Hub practices to open 08.00 to 20.00 Monday to Friday, Saturday morning and also some Sunday mornings. They will be on a rota so that not every surgery will open until 20.00 throughout the week or on the weekend. The Health Centre normal working hours will be 08.00 to 18.30 Monday to Friday.

4.3. Residential Flats

- 4.3.1. It is proposed to provide two residential flats of one-bedroom each above the proposed Church Centre. The two residential flats will effectively replace the existing residential provision on the site of two existing dwellings.

4.4. Vehicle Access Arrangements

- 4.4.1. Vehicle access to the site will be taken via Whitley Wood Lane. The existing access is located immediately adjacent to the southern site border, and it is proposed to move the access by approximately 3-4m to formalise and improve visibility.
- 4.4.2. The location of the vehicle access, 37m to the south of the B3031 Basingstoke Road / Imperial Way Roundabout, will require the relocation of two existing speed cushions outside the site to 10.3m further west, to avoid conflict with the proposed vehicle access. Interrogation of the existing speed cushions along Whitley Wood Lane demonstrates that the existing cushions outside the site are located approximately 67m from the next cushions further south. The following speed cushions are then located 79.5m further south again. Relocation of the speed cushions outside the site to 10.3m further north will therefore improve the spacing consistency of the speed cushions along this section of Whitley Wood Lane which in turn provides a more consistent traffic calming feature for drivers.
- 4.4.3. This access to the site will be used by all vehicles, accessing the health centre, Church and two residential flats. It is anticipated that, as per the existing site use, vehicle trips will be fairly evenly spread across the day. The proposed site access measures 7.0m in width with 6.0m radii allowing two-way movement for vehicles.
- 4.4.4. The preliminary site access design general arrangement drawing is contained in **Appendix C**. It demonstrates achievable visibility splays of 2.4m x 43m in either direction, in accordance with Manual for Streets requirements for a 30mph road. In reality, speeds in this location are likely to be lower than 30mph due to the roundabout 37m to the north.
- 4.4.5. The largest vehicle anticipated to access the site would be a refuse vehicle of RBC's dimensions, an ambulance to serve the GP surgery if required, or small delivery vehicles with catering (for the Church Centre), food delivery (for the flats) or medical supplies (for the Health Centre) for example. The majority of day-to-day traffic is anticipated to be standard size or larger, adapted cars. Swept-path analysis has been undertaken to demonstrate an ambulance and a delivery vehicle entering and exiting the access simultaneously, which is achievable if required. This is contained in **Appendix C**.

4.5. Non-Vehicle Access

- 4.5.1. Pedestrian access will be provided separate to the vehicle access to maintain safe passage for non-motorised users. There is currently no separate pedestrian access, or indeed a segregated footway, into the existing site and therefore this proposed arrangement constitutes a significant benefit to non-motorised user safety over the existing arrangement.
- 4.5.2. The proposed pedestrian access will be provided approximately 13.0m to the west of the proposed vehicle access. The pedestrian access will measure 2.5m in width which comfortably allows for multiple pedestrians or non-motorised users with wheelchairs or pushchairs to pass.
- 4.5.3. Access to some cycle parking will be provided adjacent to the pedestrian access. Further cycle parking will be provided to the western corner of the site; in the location of the existing access

to the two existing residential dwellings. This access to the site will therefore remain unchanged in its' form, but will no longer provide access for vehicles.

4.6. Internal Site Layout

- 4.6.1. Upon vehicular entry to the site, car parking is provided on either side of the internal road which measures 6.0m in width. Parking for the Church Centre is provided on entry to the site, with parking for the proposed Health Centre available to the rear of the site. Parking for the proposed flats is provided adjacent to their private entrance. The 6.0m minimum aisle width allows for adequate turning when manoeuvring into / out of car parking bays.
- 4.6.2. The refuse store for the Church Centre is provided at the western corner of the site, providing space for two large Eurobins. A separate store is provided for the Health Centre, providing space for four large Eurobins. A further store is provided for the flats, comprising two standard-size bins (one for standard waste, one for recycling) for each flat.
- 4.6.3. As detailed in **Section 2**, RBC undertake general waste collection for residential development on a fortnightly basis, with recycling collection provided fortnightly also. The store for the flats is conveniently located; within 13m of the flat entrance.
- 4.6.4. A turning head for larger vehicles is located between the Health Centre and the Church Centre. The turning head has been designed to accommodate a delivery vehicle turning, whilst an ambulance (or similar vehicle) is waiting within the turning head (or vice versa). This ensures that delivery vehicles can adequately access the site without detriment for the potential needs of emergency vehicles.
- 4.6.5. The turning head also accommodates a refuse vehicle of RBC's required dimensions to allow both entry and exit to the site in forward gear. Swept-path analysis to show a refuse vehicle, ambulance and delivery vehicle turning on-site is demonstrated in **Appendix D**.

4.7. Car Parking Provision

- 4.7.1. In accordance with the standards outlined in **Chapter 2**, Table 3 outlines the maximum car parking requirement for the proposed health centre and church uses and the required car parking standard for the residential use at this proposed development.

Table 3 – Car Parking Provision

On-Site Use	Car Parking Standard	Proposed Development Parking Provision
D1 Clinic/ Health Centre	3 per consulting room + 1 per FTE staff	30
D1 Places of Worship (including crematoria chapels / Church Hall / Community Hall	1 per 8 fixed seats and / or 1 per 16m ² open hall	15
C3 Dwelling Flat 1-2 Bed	1.5 spaces per unit	2
Total		47

- 4.7.2. The proposed car parking at the site has been provided in accordance with proposed users' needs. As previously described, information obtained from the client indicates that there are an average of 6-10 cars parked at the site at any one time; with the car park rarely full. When assessing the data obtained from the client, it is understood that the car park is most full during Sunday services (circa 10am-11.30am), when up to 20 cars can be parked in the car park. The proposed Church Centre would be just over double the size of the existing buildings and will

experience peak periods (such as church services), and it is therefore considered to provide approximately double the number of car parking spaces to the existing regular demand.

- 4.7.3. The aforementioned surgeries which this Health Centre will replace provided a total of 13 car parking spaces. This proposed Health Centre is larger and provides a greater range of services than those previously provided, and therefore provision of 30 car parking spaces is deemed acceptable.
- 4.7.4. With regard to the residential flats, two car parking spaces are proposed; one per dwelling. This provision is considered acceptable as both flats are proposed to be one-bedroom dwellings and it is therefore likely that residents will own just one car; particularly given the location.
- 4.7.5. **Section 3** of this TS details the extensive walking, cycling and public transport links within the local area and beyond, and this Church Centre and Health Centre will serve the local community. However there are instances where driving to / from the site is unavoidable and visitors to the site need to use private car, taxi or Readibus. The provision of this level of suitable car parking on the site is therefore deemed acceptable.
- 4.7.6. Each car parking space measures 2.4m x 4.8m in accordance with RBC's guidance. Of the proposed 47 car parking spaces on the site, a total of four have been provided as suitable for disabled persons. This equates to 8% of the parking which is greater than RBC's requirement of 5% of the total capacity or three spaces as detailed in **Section 2**. The disabled bays for each of the Church Centre and Health Centre are located within 10m of the entrance.
- 4.7.7. Swept-path analysis has been undertaken to demonstrate that a large family car can successfully manoeuvre into and out of each car parking bay. This is demonstrated in **Appendix D**.

Electric Vehicle Parking

- 4.7.8. Five electric vehicle charging points will be provided, between parking bays to serve a total of 10 bays. Provision of 5 charging points ensures that the development more-than complies with RBC's requirements for electric vehicle charging points; of 10% of spaces.
- 4.7.9. Spacing of electric vehicle charging points allows use from the Church Parking, Health Centre Parking, disabled parking and parking for both flats.

Cycle Parking

- 4.7.10. In accordance with the standards outlined in **Section 2**, Table 4 outlines the **minimum** cycle parking requirement for this proposed development.

Table 4 – Cycle Parking Provision

On-Site Use	Cycle Parking Standard	Proposed Development Cycle Parking Provision
D1 Clinic / Health Centre	1 per 2 staff & 1 stand per consulting room	24
D1 Places of Worship (including crematoria chapels / Church Hall / Community Hall)	1 space per 50m ²	16
C3 Dwelling Flat 1-2 Bed	0.5	2
Total		42

- 4.7.11. As demonstrated in **Appendix A**, a total of 42 cycle parking spaces have been provided to serve the proposed development. Of these, 12 stands (to accommodate 24 cycles) are provided

outside the proposed Health Centre. 4 stands (to accommodate 8 cycles) are provided adjacent to the main pedestrian entrance to the site and a further 4 stands (to accommodate 8 cycles) are proposed to the western corner of the site. In addition, a separate secure cycle store will be provided to serve the flats.

4.8. Construction

- 4.8.1. The details of construction for the proposed redevelopment (number of staff, length of works, operational hours etc) are yet to be finalised and will be refined following the appointment of a construction contractor.
- 4.8.2. All construction routes to the site will be agreed with RBC prior to construction. It is anticipated that construction vehicles would most likely route from the A33 Basingstoke Road (from either Reading to the north or the M4 to the south) and to the site from either Imperial Way or the B3031.
- 4.8.3. The contractor would aim to employ local companies and workers to further reduce the impact of construction on the highway network, as well as providing economic benefits to the local area.
- 4.8.4. Construction workers will be encouraged to travel to the site via the extensive array of sustainable transport options available to and from the site described in **Section 3**. Positive action would be taken to reduce the number of heavy construction vehicles entering and exiting the site. This will include 'Backloading' vehicle operation, where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip.
- 4.8.5. It is not anticipated there will be any abnormal loads, but if these are required the route and hours will be agreed in advance with RBC.
- 4.8.6. The above measures will help to ensure that construction works are organised and delivered in a manner that minimises the impact of the construction traffic on the local highway network in terms of highway safety and amenity.

4.9. Travel Plan

- 4.9.1. Given the site's uses as intended to serve the local community, it is anticipated that the majority of visitors' journeys can be undertaken by walking, cycling or public transport. It has been established in **Section 3** that the site is in a highly accessible location and therefore travel by sustainable modes can be encouraged.
- 4.9.2. The management of the Church Centre and Health Centre will be proactive in encouraging less car use in the following ways:
 - Limit parking spaces for staff;
 - Offer car sharing schemes and other incentives for non-car travel for staff;
 - Prominent, generous and secure cycle parking facilities;
 - Car Park ticket system for peak times;
 - Priority drop-off spaces for taxis and Readibus;
 - Promotion of the walking, cycling and bus links surrounding the site.

5. Trip Generation and Development Impact

- 5.1.1. This Transport Statement has been prepared to demonstrate that the proposed development will have no detrimental impact on the existing local road network, that the access arrangements are safe and satisfactory and that sustainable forms of travel such as pedestrian, cycle and public transport trips can be suitably catered for and encouraged.
- 5.1.2. As previously described, the proposed development seeks to demolish the existing Church buildings and two residential dwellings on the site and construct a Health Centre, replacement Church / community building and two residential flats.
- 5.1.3. It has previously been established that the site uses will effectively replace existing uses; the church and residential development on the site and the nearby South Reading Surgery and Whitley Wood Lane surgery.
- 5.1.4. The remainder of this section establishes the likely trip generation associated with both the existing and proposed site uses, in order to make a comparison of the anticipated net impact of person trips on the surrounding highway network.

5.2. Existing Site Trip Generation

- 5.2.1. The site is currently occupied by St Paul's Church, formed of two buildings of 141m² and 151m² (a total of 292m²) GFA which are in use as the 'St Paul's Hall' and the 'Play Barn'. The site is also occupied by two private residential dwellings to the front of the site; No. 1 and No. 3 Whitley Wood Lane.
- 5.2.2. To understand the anticipated multi-modal trip generation of the existing site, the TRICS database has been interrogated. For the Church Use, an assessment of both the 'Leisure, Place of Worship' and the 'Leisure, Community Centre' databases has been undertaken, but the Church use was considered more representative of this particular site. The following TRICS parameters were therefore used:

Table 5 – TRICS Parameters – Existing Site

Residential	Church
Residential, Houses Privately Owned	'Leisure', 'Place of Worship'
Multi-Modal Surveys in England and Wales only (with sites in Greater London excluded)	Multi-Modal Surveys in England and Wales only (with sites in Greater London excluded)
6-10 Units	240-1,245m ²
Surveys undertaken Monday-Friday	Surveys undertaken Monday-Sunday (separate assessments undertaken for Monday-Friday)
'Edge of Town' and 'Suburban Area' locations	'Edge of Town Centre', 'Edge of Town' and 'Suburban Area' locations

- 5.2.3. Table 6 summarises the TRICS trip rates for each mode for the existing on-site uses. Table 7 then summarises the trip generation for each use. The full TRICS outputs for the existing site uses are contained in **Appendix E**.

Table 6 – Existing Site TRICS Trip Rates

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Residential									
Total Vehicle	0.143	0.381	0.524	0.357	0.119	0.476	2.476	2.643	5.119
Cyclists	0.000	0.024	0.024	0.000	0.000	0.000	0.191	0.167	0.358
Pedestrians	0.024	0.214	0.238	0.071	0.000	0.071	1.142	1.166	2.308
Bus	0.000	0.000	0.000	0.000	0.048	0.048	0.095	0.072	0.167
Rail	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.167	0.619	0.786	0.428	0.167	0.595	3.904	4.048	7.952
Church									
Total Vehicle	0.833	0.556	1.389	3.611	3.056	6.667	22.222	22.223	44.445
Cyclists	1.111	1.944	3.055	0.278	0.278	0.556	2.222	2.222	4.444
Pedestrians	2.222	0.833	3.055	1.389	1.667	3.056	18.057	18.056	36.113
Bus	0.000	0.000	0.000	0.278	0.278	0.556	0.278	0.278	0.556
Rail	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	4.166	3.333	7.499	5.556	5.279	10.835	42.779	42.779	85.558

Table 7 – Existing Site Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Residential (2 private houses)									
Total Vehicle	0	1	1	1	0	1	5	5	10
Cyclists	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	2	2	4
Bus	0	0	0	0	0	0	0	0	0
Rail	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	1	0	1	8	8	16
Church (Total 292m2)									
Total Vehicle	2	2	4	11	9	20	65	65	130
Cyclists	3	6	9	1	1	2	6	6	12
Pedestrians	6	2	8	4	5	9	53	53	106
Bus	0	0	0	1	1	2	1	1	2
Rail	0	0	0	0	0	0	0	0	0
TOTAL	11	10	21	17	16	33	125	125	250
OVERALL TOTAL	11	11	22	18	16	34	133	133	266

- 5.2.4. A separate assessment of the Sunday Peak period was also undertaken for the Church to understand whether there were any hours which experienced traffic volumes which were far higher than otherwise analysed during the week. According to the TRICS outputs for Sunday (contained in **Appendix F**), the Church's peak hour is 0900-1000, where a total of 7 two-way vehicle trips would be generated by this site. The vehicle trips on Sundays appear to be spread out between circa 0800 and 1300, where a total of 27 two-way trips are experienced across this five-hour period.
- 5.2.5. When assessing the data obtained from the client, it is understood that the car park is most full during Sunday services (circa 10am-11.30am), when up to 20 cars can be parked in the car park. If 20 cars did visit the site, the maximum potential trip generation during this period would be 40 two-way trips across a circa 2-3 hour period. It is therefore considered that the

TRICS outputs as detailed in Table 7 are an accurate representation of the average hourly trip generation from the site, and that no unexpected peaks occur outside of the AM and PM weekday times.

5.3. Health Centre 'Existing' Use

5.3.1. Whilst there is currently no health centre located on the site, the proposed health centre will replace the current South Reading Surgery and will also provide services for displaced patients of the recently closed Whitley Wood Lane Surgery, as well as diverting trips away from Royal Berkshire Hospital. Both local surgeries are located within 650m (an 8-minute walk) from the site. Trips associated with these existing uses should therefore not be counted as 'newly generated' trips to / from this site.

5.3.2. An assessment has therefore also been undertaken to understand the existing trips which are anticipated to be displaced from the existing GP provision to this new surgery. Table 8 summarises the TRICS trip rates for each mode for the GP Surgeries, with Table 9 summarising the resulting trip generation. The full TRICS outputs are contained in **Appendix E**.

Table 8 – Existing GP Surgery Trip Rates

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Vehicle	3.620	1.691	5.311	1.635	2.628	4.263	30.815	30.617	61.432
Cyclists	0.084	0.028	0.112	0.014	0.042	0.056	0.578	0.534	1.112
Pedestrians	1.621	1.048	2.669	0.475	1.076	1.551	14.601	14.938	29.539
Bus	0.140	0.014	0.154	0.014	0.028	0.042	0.784	0.812	1.596
Rail	0.000	0.000	0.000	0.000	0.014	0.014	0.016	0.014	0.030
TOTAL	5.465	2.781	8.246	2.138	3.788	5.926	46.794	46.915	93.709

Table 9 – Existing GP Surgery Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Vehicle	21	10	31	9	15	24	177	176	353
Cyclists	0	0	0	0	0	0	3	3	6
Pedestrians	9	6	15	3	6	9	84	86	170
Bus	1	0	1	0	0	0	5	5	10
Rail	0	0	0	0	0	0	0	0	0
TOTAL	31	16	47	12	22	34	269	269	538

*574sqm floor area used to account for Whitley Wood (288sqm) and South Reading (286sqm) surgeries

5.4. Total 'Site' Trip Generation

5.4.1. Table 10 summarises the total trip generation for the site, including the GP surgeries which the propose on-site use will replace.

Table 10 – Total Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Vehicle	23	13	36	21	24	45	247	246	493
Cyclists	3	6	9	1	1	2	9	9	18
Pedestrians	15	8	23	7	11	18	139	141	280
Bus	1	0	1	1	1	2	6	6	12
Rail	0	0	0	0	0	0	0	0	0
TOTAL	42	27	69	30	38	68	402	402	804

- 5.4.2. Table 10 demonstrates that the existing site and replaced-uses generates in the region of 36 two-way vehicle trips in the AM Peak period, 45 two-way vehicle trips in the PM Peak period and 493 two-way vehicle trips across a 12-hour period. A total of 9 two-way cycle trips are demonstrated to be generated in the AM Peak Period, with 9 two-way cycle trips in the PM Peak period and 18 two-way cycle trips across a day. Pedestrian trips are higher across a 12-hour period with 280 two-way trips (including 23 two-way trips in the AM Peak Period and 18 two-way trips in the PM Peak Period).

5.5. Proposed Site Trip Generation

- 5.5.1. To understand the anticipated multi-modal trip generation of the proposed development of a Church Centre, Health Centre and two residential flats, the TRICS database has been interrogated using the following parameters:

Table 11 – TRICS Parameters – Proposed Site

Residential	Church (as per existing situation)	Health Centre (as per existing situation)
Residential, Flats Privately Owned	'Leisure', 'Place of Worship'	Health, GP Surgeries
Multi-Modal Surveys in England and Wales only (with sites in Greater London excluded)	Multi-Modal Surveys in England and Wales only (with sites in Greater London excluded)	Multi-Modal Surveys in England and Wales only (with sites in Greater London excluded)
2-20 Flats	240-1,245m ²	200-1,592m ²
Surveys undertaken Monday-Friday	Surveys undertaken Monday-Sunday (separate assessments undertaken for Monday-Friday)	Surveys undertaken Monday-Friday
'Edge of Town' and 'Edge of Town Centre' locations	'Edge of Town Centre', 'Edge of Town' and 'Suburban Area' locations	'Edge of Town Centre', 'Edge of Town' and 'Suburban Area' locations

The anticipated trip rates and resulting trip generation by each mode to / from the proposed development is summarised in Table 12 and

- 5.5.2. Table 13 with the full TRICS outputs contained in **Appendix E**.

Table 12 – Proposed Development Trip Rates

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Residential (Flats)									
Total Vehicle	0.077	0.231	0.308	0.192	0.077	0.269	0.883	1.037	1.92
Cyclists	0	0	0	0.038	0	0.038	0.038	0.038	0.076
Pedestrians	0	0	0	0.038	0	0.038	0.459	0.461	0.92
Bus	0	0	0	0	0	0	0.115	0.153	0.268
Rail	0	0	0	0	0	0	0.077	0.038	0.115
TOTAL	0.077	0.231	0.308	0.268	0.077	0.345	1.572	1.727	3.299
Church									
Total Vehicle	0.833	0.556	1.389	3.611	3.056	6.667	22.222	22.223	44.445
Cyclists	1.111	1.944	3.055	0.278	0.278	0.556	2.222	2.222	4.444
Pedestrians	2.222	0.833	3.055	1.389	1.667	3.056	18.057	18.056	36.113
Bus	0	0	0	0.278	0.278	0.556	0.278	0.278	0.556
Rail	0	0	0	0	0	0	0	0	0
TOTAL	4.166	3.333	7.499	5.556	5.279	10.835	42.779	42.779	85.558
Health Centre									
Total Vehicle	3.62	1.691	5.311	1.635	2.628	4.263	30.815	30.617	61.432
Cyclists	0.084	0.028	0.112	0.014	0.042	0.056	0.578	0.534	1.112
Pedestrians	1.621	1.048	2.669	0.475	1.076	1.551	14.601	14.938	29.539
Bus	0.14	0.014	0.154	0.014	0.028	0.042	0.784	0.812	1.596
Rail	0	0	0	0	0.014	0.014	0.016	0.014	0.03
TOTAL	5.465	2.781	8.246	2.138	3.788	5.926	46.794	46.915	93.709

Table 13 – Proposed Development Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Residential (Flats)									
Total Vehicle	0	0	0	0	0	0	2	2	4
Cyclists	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	1	2
Bus	0	0	0	0	0	0	0	0	0
Rail	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	1	0	1	3	3	6
Church									
Total Vehicle	6	4	10	26	22	48	157	157	314
Cyclists	8	14	22	2	2	4	16	16	32
Pedestrians	16	6	22	10	12	22	128	128	256
Bus	0	0	0	2	2	4	2	2	4
Rail	0	0	0	0	0	0	0	0	0
TOTAL	29	24	53	39	37	76	303	303	606
Health Centre									
Total Vehicle	37	18	55	17	27	44	319	317	636
Cyclists	1	0	1	0	0	0	6	6	12
Pedestrians	17	11	28	5	11	16	151	155	306
Bus	1	0	1	0	0	0	8	8	16
Rail	0	0	0	0	0	0	0	0	0
TOTAL	57	29	86	22	39	61	484	486	970

5.5.3. Table 14 details the total trip generation to / from the proposed site uses.

Table 14 – Total Proposed Development Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Vehicle	43	22	65	43	49	92	478	476	954
Cyclists	9	14	23	2	2	4	22	22	44
Pedestrians	33	17	50	15	23	38	280	284	564
Bus	1	0	1	2	2	4	10	10	20
Rail	0	0	0	0	0	0	0	0	0
TOTAL	86	53	139	62	76	138	790	792	1582

5.5.4. Table 14 demonstrates that proposed site uses are likely to generate in the region of 65 two-way vehicle trips in the AM Peak period, 92 two-way vehicle trips in the PM Peak period and 954 two-way vehicle trips across a 12-hour period. A total of 23 two-way cycle trips are demonstrated to be generated in the AM Peak Period, with 4 two-way cycle trips in the PM Peak period and 44 two-way cycle trips across a day. Pedestrian trips are higher across a 12-hour period with 564 two-way (including 50 two-way trips in the AM Period and 38 two-way trips in the PM Period).

5.6. Net Trip Generation

5.6.1. Table 15 summarises the net impact of the development, comparing the on-site uses and the nearby GP Surgery uses to this proposed development.

Table 15 – Net Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Vehicle	20	9	29	22	25	47	231	230	461
Cyclists	6	8	14	1	1	2	13	13	26
Pedestrians	18	9	27	8	12	20	141	143	284
Bus	0	0	0	1	1	2	4	4	8
Rail	0	0	0	0	0	0	0	0	0
TOTAL	44	26	70	32	38	70	388	390	778

5.6.2. Table 15 demonstrates that the net impact of the total proposed development is likely to generate an additional 461 two-way vehicle trips across a 12-hour day, including 29 two-way vehicle trips in the AM Peak and 47 two-way vehicle trips in the PM Peak. In reality this is considered to be a robust assessment given that the vast majority of people accessing the doctors surgery and church would be from the local area and therefore the use of sustainable modes of transport such as walking and cycling would be maximised.

5.6.3. Of these, an increase of 284 pedestrian trips is anticipated across a 12-hour period; with 27 two-way pedestrian trips occurring in the AM Peak and 20 two-way pedestrian trips in the PM Peak. There is anticipated to be no increase in bus or rail trips in the AM Peak period; with an increase of 8 two-way bus trips across a 12-hour period. Cyclists are anticipated to increase by 26 two-way trips across a 12-hour period; 14 two-way cycle trips in the AM Peak and 2 two-way cycle trips in the PM Peak.

6. Development Impact

- 6.1.1. This section reviews the development impact of the proposed redevelopment of the site to demonstrate that the site proposals should be considered acceptable in highway terms, and to understand whether any mitigating measures are required to support the proposals.

Vehicle Impact

- 6.1.2. As set out in Table 15, the proposed redevelopment of the site would result in a net increase of up to 29 two-way vehicular movements in the morning peak hour and an increase of up to 49 two-way vehicle movements in the evening peak hour.
- 6.1.3. When considering the total increase of 461 two-way vehicle movements across a 12-hour day (less than one two-way movement per minute) it is considered that these additional vehicle movements would be within the day to day variation of traffic on the roads in this location.
- 6.1.4. Whilst there is likely to be some increase in vehicle use to / from the site given its' increase in size compared to the former church / nearby GP surgery uses, the trip generation estimates outlined in Table 15 are considered 'worst-case'. In reality, the proposed site will serve community uses within the catchment area identified in Figure 2; concentrated locally around Whitley Wood and Whitley. It has been identified in **Section 3** that the site is in a central location for these types of uses, and is provided with ample walking, cycling and public transport links both locally and further afield.
- 6.1.5. These services at the site will both replace existing services and enhance their offering; ensuring that the local community does not need to travel further afield (including to Royal Berkshire Hospital) to access such facilities.
- 6.1.6. The site uses will also cater for increased demand for such services resulting from nearby committed or emerging developments which have been identified by the client in the local area. Provision of this site, in this location, will ensure that future residents from such developments (including those in South Reading, Island Road etc) do not need to travel into central Reading; thus, decreasing congestion in the centre of the town.
- 6.1.7. It is therefore considered that the proposed development would not have a severe or detrimental impact on the surrounding road and transport networks.

Bus Impact

- 6.1.8. As set out in Table 15, the proposed redevelopment of the site would result in a net increase of up to 0 two-way bus movements in the morning peak hour and an increase of up to 2 two-way bus movements in the evening peak hour.
- 6.1.9. As described in **Section 3** the local bus services from bus stops within 200m of the site offer weekday and Saturday services up to every 9-10 minutes during the peak hours serving a range of locations and up to every 20 minutes on Sundays.
- 6.1.10. It is considered that the existing frequency and quality of bus services within a suitable walking distance of the site ensures that any additional bus trips to / from the site as a result of the proposed development can be suitably accommodated on the existing network.

Rail Impact

6.1.11. Table 15 estimates that the proposed redevelopment will result in zero-one additional two-way train trip in the peak hours. Whilst the closest rail stations to the site are well served by regular bus services (as above), any additional trips as a result of the development site would have a negligible impact on the operation of these services.

Pedestrian and Cycle Impact

6.1.12. The proposed development is expected to generate an additional 284 daily two-way pedestrian movements, including 27 two-way trips in the AM Peak hour and 20 two-way trips in the PM Peak hour. In terms of bicycle movements, a total daily two-way increase of 26 two-way movements is anticipated, including 14 two-way cycle movements in the AM Peak and just 2 in the PM Peak.

6.1.13. **Section 3** of this report describes the availability and quality of walking and cycling links in the vicinity of the site. It demonstrates that the entire of Whitley Wood and the majority of Whitley is within the recommended 800m distance to local facilities, with the whole of Reading town centre, Southcote, Coley and Earley covered by the recommended cycle distance of 4.8km.

6.1.14. Footways outside the site measure between 2.2m and 2.5m in width, with footways to the north (and to / from Reading town centre) increasing to 4.0m-4.5m in width. Various crossing points are available including dropped kerbs / tactile paving, pedestrian refuge islands and signal-controlled pedestrian crossings. Along the A33, just 550m (or a 2-minute cycle) to the west, off-road cycle lanes are available along both sides of the carriageway; taking users directly into Reading Town Centre.

6.1.15. The site has been designed to encourage pedestrian and cycle movements, with a permeable layout and a separate pedestrian access and ample cycle parking.

6.1.16. Therefore, it is considered that the number of pedestrians and cycles generated by the proposed development would have a negligible impact on the operation of the pedestrian and cycle routes in the vicinity of the site.

6.2. Summary

6.2.1. The development proposal is not considered to result in an impact upon the local highway network, pedestrian and cycle infrastructure or public transport networks given that the proposals are likely to result in a relatively modest increase in trips. It is therefore concluded that the development would not result in a severe residual impact in accordance with the NPPF.

7. Summary and Conclusion

- 7.1.1. Syntegra has been commissioned by St Paul's Church to produce a Transport Statement to support a planning application for the demolition of No. 1 and No. 3 Whitley Wood Lane and the existing church buildings and the proposed development of a Health Centre, Church Centre and two one-bedroom flats.
- 7.1.2. The proposed Church Centre will replace the existing buildings on the site and will provide more space for community uses. The proposed Church Centre will be 416m² GFA larger than the existing buildings on the site; therefore making better use of the site area. The proposed Health Centre will replace South Reading Surgery on Whitley Wood Road and will also provide services for Whitley Wood Surgery. The proposed Health Centre will be 461m² GFA larger than the former GP surgeries and will serve residents in the catchment area of the existing surgeries, as well as future patients as a result of local committed developments. The proposed flats will effectively replace the existing dwellings on the site.
- 7.1.3. The proposed development seeks to accord with local, regional and national policy requirements. The Local Plan's strategy for South Reading describes that development will contribute to revitalising and regenerating the South Reading area, including community infrastructure provision with established residential areas.
- 7.1.4. The proposed Church and Health Centre uses would serve the local resident population as per the previous uses on the site and nearby. It is anticipated that, for the Health Centre, a similar 'catchment area' is predicted as per the existing South Reading Surgery; located just 650m away.
- 7.1.5. The proposed site uses are designed to cater for primarily local needs, and these can be readily supported by the existing pedestrian and cycle infrastructure in the vicinity. For journeys from wider afield, the local bus and rail infrastructure is comprehensive and is suitable to cater for potential site user needs.
- 7.1.6. Vehicle access to the site will be taken via Whitley Wood Lane, in the approximate location of the existing arrangement. This access to the site will be used by all vehicles, accessing the health centre, Church and two residential flats. The access has been designed to accommodate refuse vehicles, ambulances and delivery vehicles and visibility splays demonstrate that appropriate visibility can be achieved in accordance with requirements.
- 7.1.7. Pedestrian access will be provided separate to the vehicle access to maintain safe passage for non-motorised users; measuring 2.5m in with. There is currently no separate pedestrian access, or indeed a segregated footway, into the existing site and therefore this proposed arrangement constitutes a significant benefit to non-motorised user safety over the existing arrangement.
- 7.1.8. Within the site a turning head is provided which has been designed to accommodate a delivery vehicle turning, whilst an ambulance (or similar vehicle) is waiting within the turning head (or vice versa). This ensures that delivery vehicles can adequately access the site without detriment for the potential needs of emergency vehicles.
- 7.1.9. A total of 47 car parking spaces and 42 cycle parking spaces will serve the proposed development. The Church Centre will provide 17 car parking spaces, of which two will be adapted for disabled use. The Health Centre will provide 30 car parking spaces, of which two will be adapted for disabled use. The flats will provide two car parking spaces. Five electric vehicle charging points will be provided, between parking bays to serve a total of 10 bays.

Provision of 5 charging points ensures that the development more-than complies with RBC's requirements for electric vehicle charging points; of 10% of spaces.

- 7.1.10. The proposed development is likely to generate an additional 461 two-way vehicle trips across a 12-hour day compared to the former on-site and local GP surgery uses, including 29 two-way trips in the AM Peak and 47 two-way trips in the PM Peak. Of these, an increase of 284 pedestrian trips is anticipated across a 12-hour period; with 27 two-way trips occurring in the AM Peak and 20 two-way trips in the PM Peak. There is anticipated to be no increase in bus or rail trips in the AM Peak period; with an increase of 8 two-way bus trips across a 12-hour period. Cyclists are anticipated to increase by 26 two-way trips across a 12-hour period; 14 in the AM Peak and 2 in the PM Peak.
- 7.1.11. As described throughout this report, the services at the site will replace existing services and enhance the offering; ensuring that the local community does not need to travel further afield (including to Royal Berkshire Hospital) to access such facilities.
- 7.1.12. The site uses will also cater for increased demand for such services resulting from nearby committed or emerging developments which have been identified by the client in the local area. Provision of this site, in this location, will ensure that future residents from such developments (including those in South Reading, Island Road etc) do not need to travel into central Reading; thus, decreasing congestion in the centre of town.
- 7.1.13. The development proposal is not considered to result in an impact upon the local highway network, pedestrian and cycle infrastructure or public transport networks given that the proposals are likely to result in a relatively modest increase in trips. It is therefore concluded that the development would not result in a severe residual impact in accordance with the NPPF.

Appendix A – Proposed Site Layout

Existing Play Barn
(former Church Building)
shown dotted

Where necessary
existing boundaries
made good with
1800mm Close
Boarded Fencing

Lidl Supermarket

Health Centre
on three floors

1800mm high Timber
Close Board Screen

2No Flats
Bin Store and
Secure Cycle Store

Health Centre
Bin Store

Existing Houses
No 1 and 3
Whitley Wood Lane
shown dotted

Where necessary
existing boundaries
made good with
1800mm Close
Boarded Fencing

1800mm high Timber
Close Board Screen
Church Centre
Bin Store
8No of 16No Cycle
Storage Area

Existing Pedestrian
Access retained

Mitigation planting
of two trees
proposed

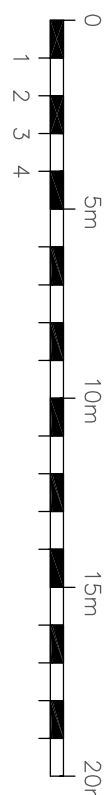
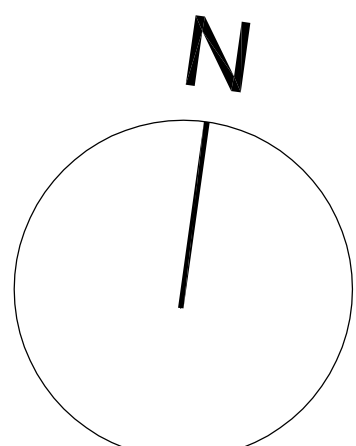
Traffic Calming
to be repositioned
from position shown
Suggested location
for Traffic Calming

Blue dashed line
indicates 2.4m x 43m
Visibility Splay
8No of 16No Cycle
Storage Area

Proposed Site Plan

Scale 1:200

Planning



Existing Trees retained

Trees to be removed

Proposed Trees

PARKING SHOWN NOTIONALLY

17 Spaces shown
for Church use

30 Spaces shown
for GP Surgery use

ZONE 3
Car Parking Standard
(RG2 8PN)

RESIDENTIAL
C3 Dwelling Flat/House
Flats 1to2 BR = 1.5
House 1 BR = 1.5
House 2 BR = 1.5
House 3 BR = 2
House 4 BR = 2

CHURCH
D1 Place of Worship
1 space per 16 sqm Hall space
OR
1 per 8 Fixed seats

HEALTH CENTRE
D1 Health Centre
3 per Consulting Room plus
1 per Full Time Equivalent
(FTE) Staff

Cycle Parking Standard
RESIDENTIAL
C3 Dwelling Flat/House
Flats 1to2 BR = 0.5

CHURCH
D1 Place of Worship
1 space per 50 m2

HEALTH CENTRE
D1 Health Centre
1 space per 2 staff & 1 stand
per consulting room

10% Min Charging Points

REV	DISCRIPTION	DATE
B	2No Secure Cycle Stores for the flats shown	Jan 20
Cycle Store reconfigured to be in 2No locations		
Pedestrian access increased to 2500mm		
GP Bins increased to 4No		
Church Bins to be 2No		
Flats bins are now separate from Church		
A	Car parking standard to be Zone 3	Jan 20
Car park planting days modified at day 6, 7, 42 and 43		

CLIENT
St Paul's Church, Whitley Wood

PROJECT
New Church Centre and New Health Centre

TITLE
Proposed
Site Plan

SCALE
1:200 @ A1, 1:400@A3

DATE
July 2019

DRAWING NO.
1861/P 01

REV.
B

DRAWN BY



DLK
ARCHITECTS

Chiltern Chambers, St Peter's Avenue
Caversham, Tel 0118 944 9856
enquiries@dlkarchitects.com

Appendix B – RBC's Cycle Map for South Reading

Existing Play Barn
(former Church Building)
shown dotted

Where necessary
existing boundaries
made good with
1800mm Close
Boarded Fencing

Lidl Supermarket

Health Centre
on three floors

1800mm high Timber
Close Board Screen

2No Flats
Bin Store and
Secure Cycle Store

Health Centre
Bin Store

Existing Houses
No 1 and 3
Whitley Wood Lane
shown dotted

Where necessary
existing boundaries
made good with
1800mm Close
Boarded Fencing

1800mm high Timber
Close Board Screen
Church Centre
Bin Store
8No of 16No Cycle
Storage Area

Existing Pedestrian
Access retained

Mitigation planting
of two trees
proposed

Traffic Calming
to be repositioned
from position shown
Suggested location
for Traffic Calming

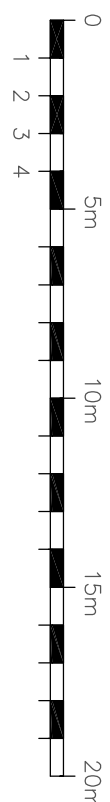
Blue dashed line
indicates 2.4m x 43m
Visibility Splay
8No of 16No Cycle
Storage Area

Proposed Site Plan

Scale 1:200

Planning

N



Existing Trees retained

Trees to be removed

Proposed Trees

PARKING SHOWN NOTIONALLY

17 Spaces shown
for Church use
30 Spaces shown
for GP Surgery use

ZONE 3
Car Parking Standard
(RG2 8PN)

RESIDENTIAL
C3 Dwelling Flat/House
Flats 1to2 BR = 1.5
House 1 BR = 1.5
House 2 BR = 1.5
House 3 BR = 2
House 4 BR = 2

CHURCH

D1 Place of Worship
1 space per 16 sqm Hall space
OR
1 per 8 Fixed seats

HEALTH CENTRE

D1 Health Centre
3 per Consulting Room plus
1 per Full Time Equivalent
(FTE) Staff

Cycle Parking Standard
RESIDENTIAL
C3 Dwelling Flat/House
Flats 1to2 BR = 0.5

CHURCH

D1 Place of Worship
1 space per 50 m2

HEALTH CENTRE

D1 Health Centre
1 space per 2 staff & 1 stand
per consulting room

10% Min Charging Points

B 2No Secure Cycle Stores for the flats shown Jan 20

Pedestrian access increased to 2500mm

GP Bins increased to 4No

Church Bins to be 2No

Flats bins are now separate from Church

Car parking standard to be Zone 3

Car park planting days modified at day 6, 7, 42

and 43

REV	DESCRIPTION	DATE
-----	-------------	------

CLIENT
St Paul's Church, Whitley Wood

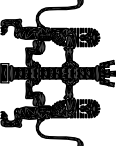
PROJECT
New Church Centre and New Health Centre

TITLE
Proposed
Site Plan

SCALE
1:200 @ A1, 1:400@A3

DATE
July 2019

REV.
B

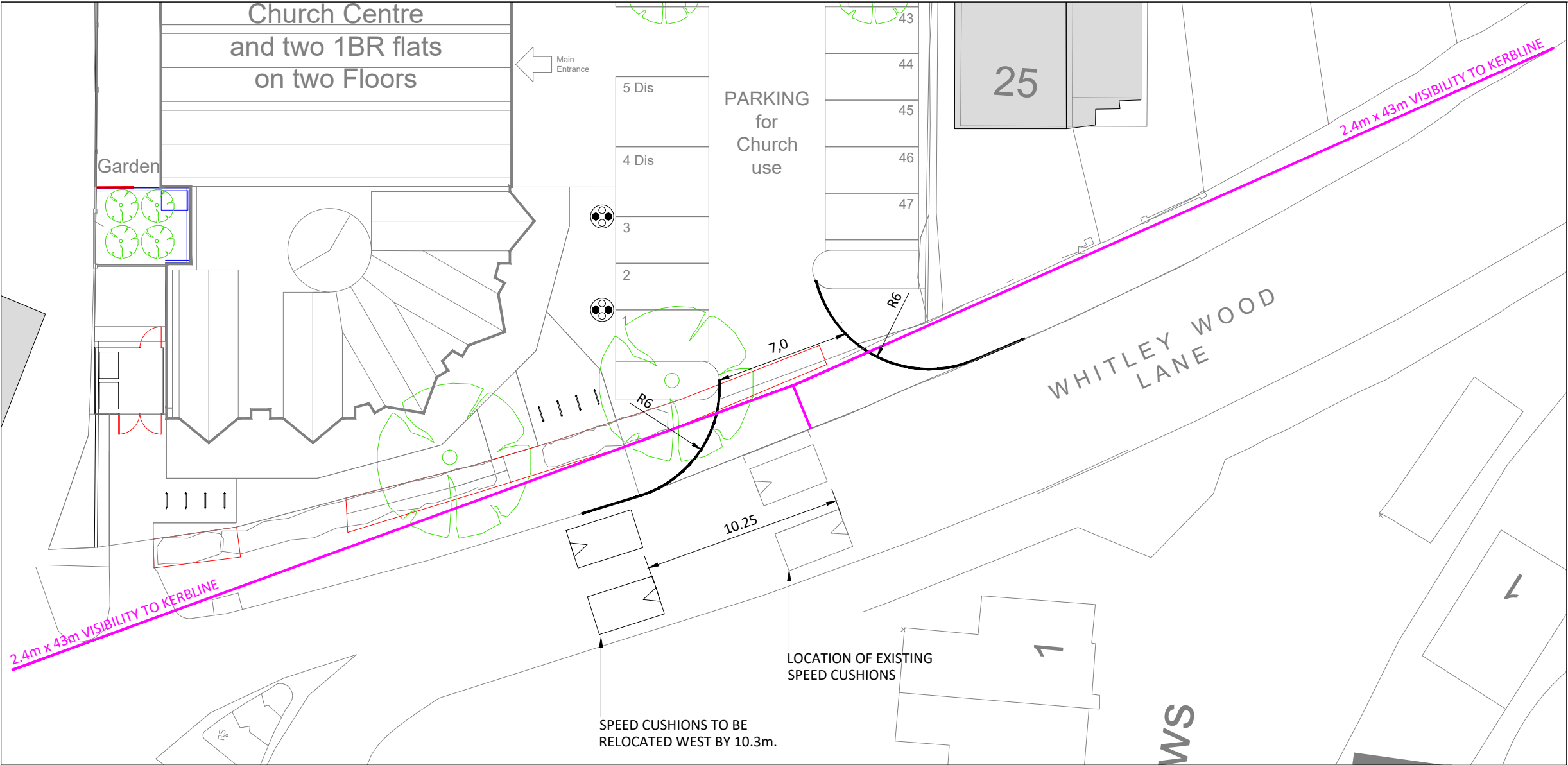


DLK
ARCHITECTS

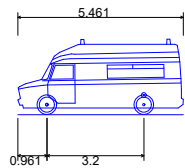
Chiltern Chambers, St Peter's Avenue
Caversham, Tel 0118 944 9856
enquiries@dlkarchitects.com

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Appendix C – Site Access GA Drawing

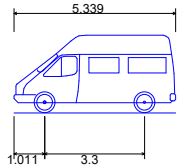


AMBULANCE VEHICLE PROFILE

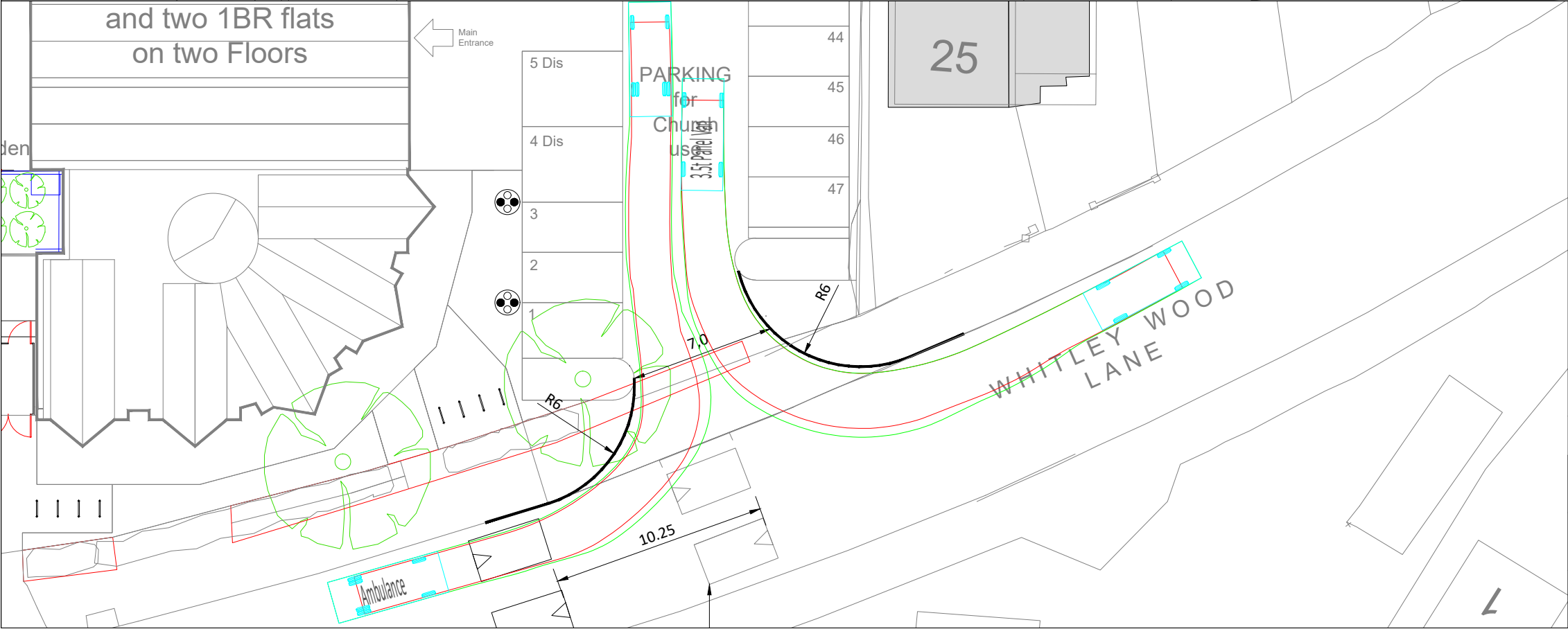
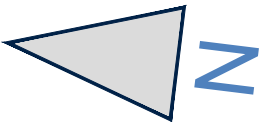


Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

SMALL DELIVERY VEHICLE PROFILE

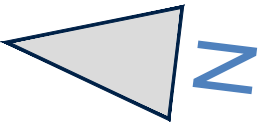
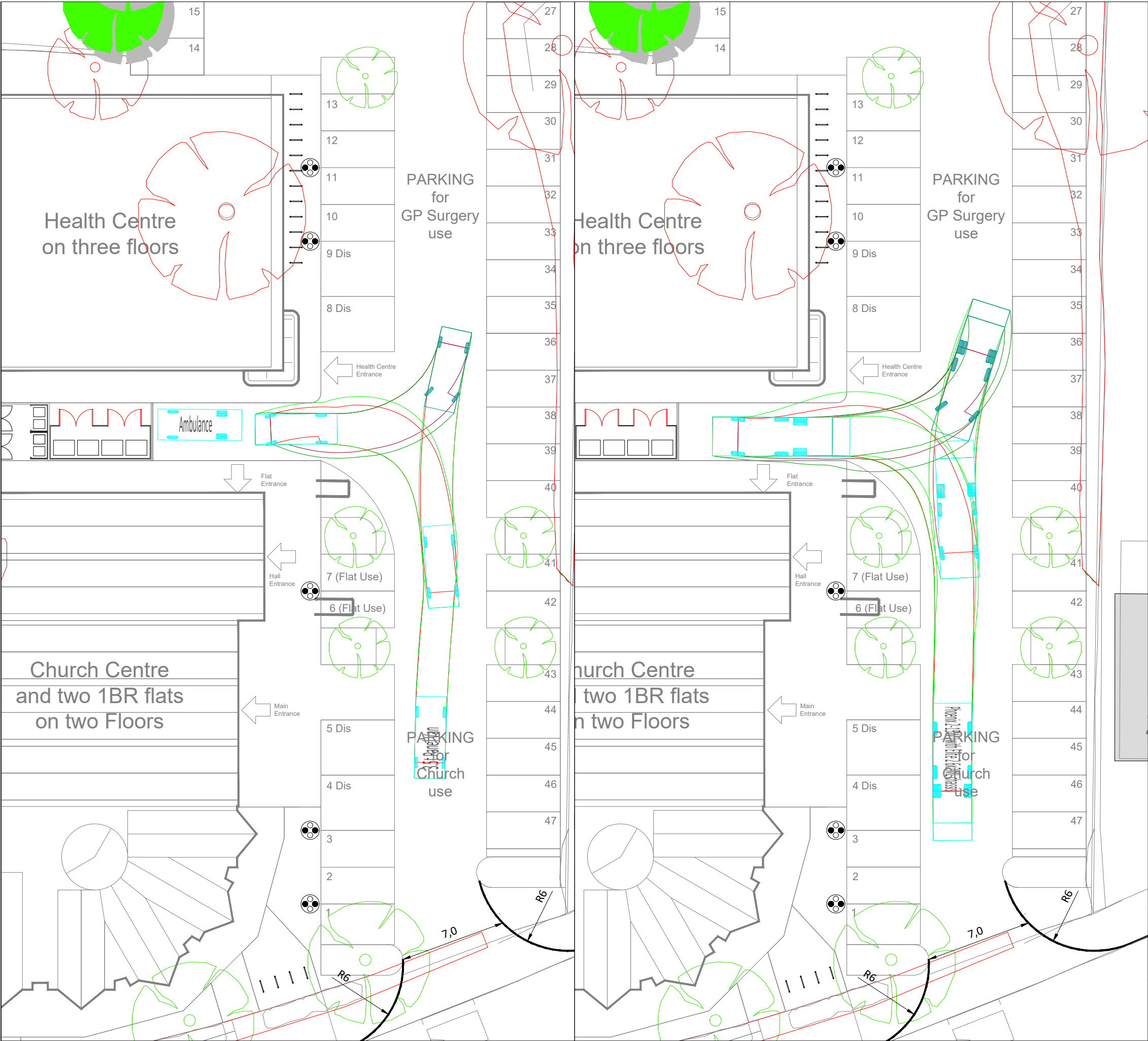


3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

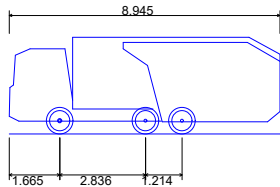


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Drawn by	Approved by	Date	
BW	DF	09.01.20	
Scale	Drawing No		
1:250 @ A3	19-1861-001		
Drawing Title	Rev		
SITE ACCESS GENERAL ARRANGEMENT	A		

Appendix D – Swept-Path Analysis

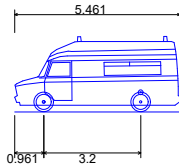


RBC REFUSE VEHICLE PROFILE (TAKEN FROM RBC'S WASTE MANAGEMENT GUIDANCE)



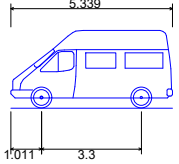
Phoenix 2-15W (with Elite 2 6x2ML chassis)	
Overall Length	8.945m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

AMBULANCE VEHICLE PROFILE



Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

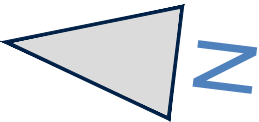
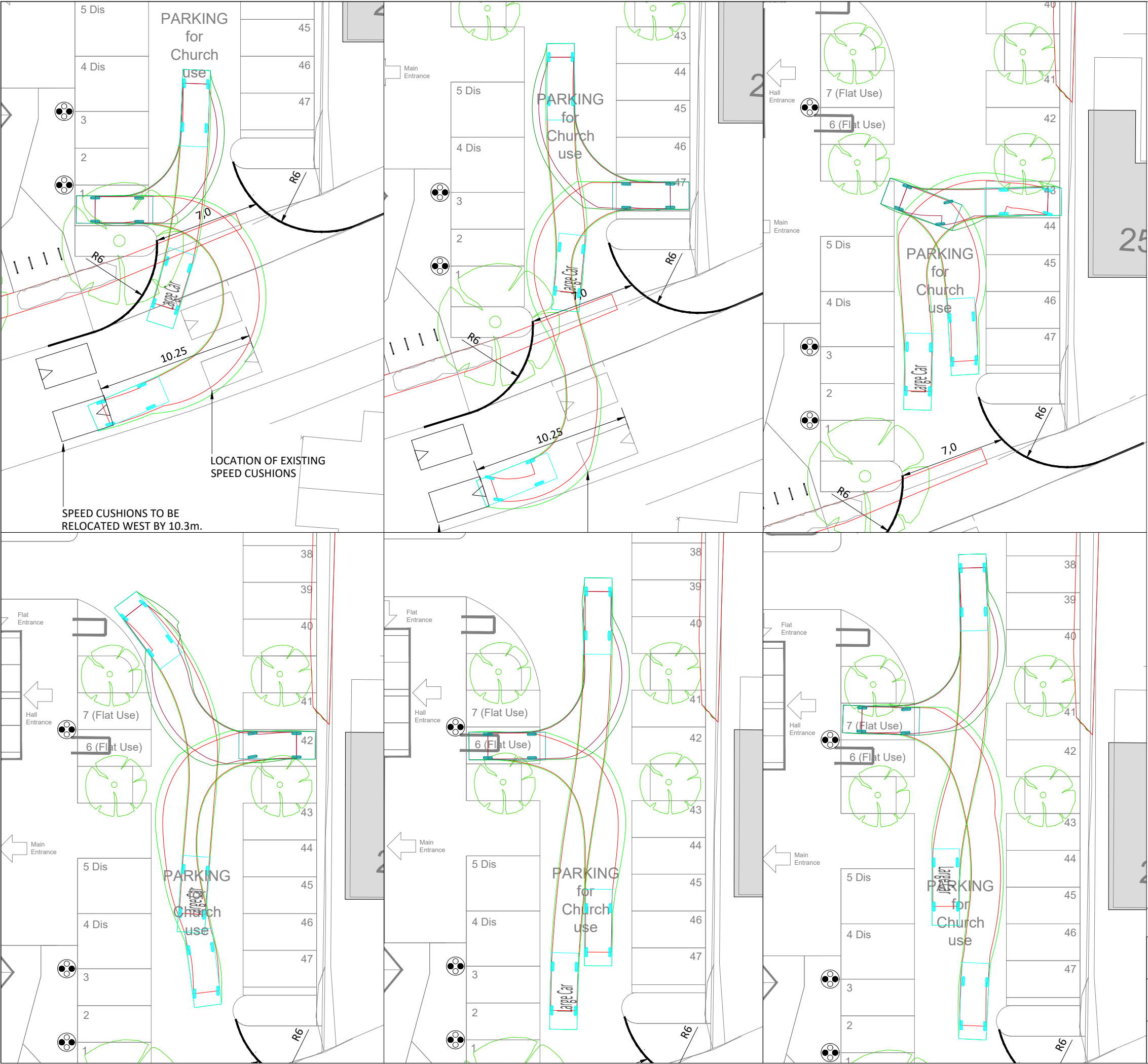
SMALL DELIVERY VEHICLE PROFILE



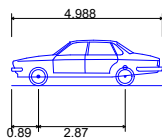
3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

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Drawn by	Approved by	Date
BW	DF	09.01.20
Scale	Drawing No	
1:250 @ A3	19-1861-002	
Drawing Title	Rev	
TURNING HEAD SWEEP-PATH ANALYSIS	A	



LARGE CAR VEHICLE PROFILE

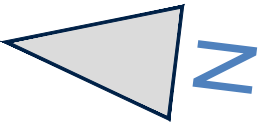
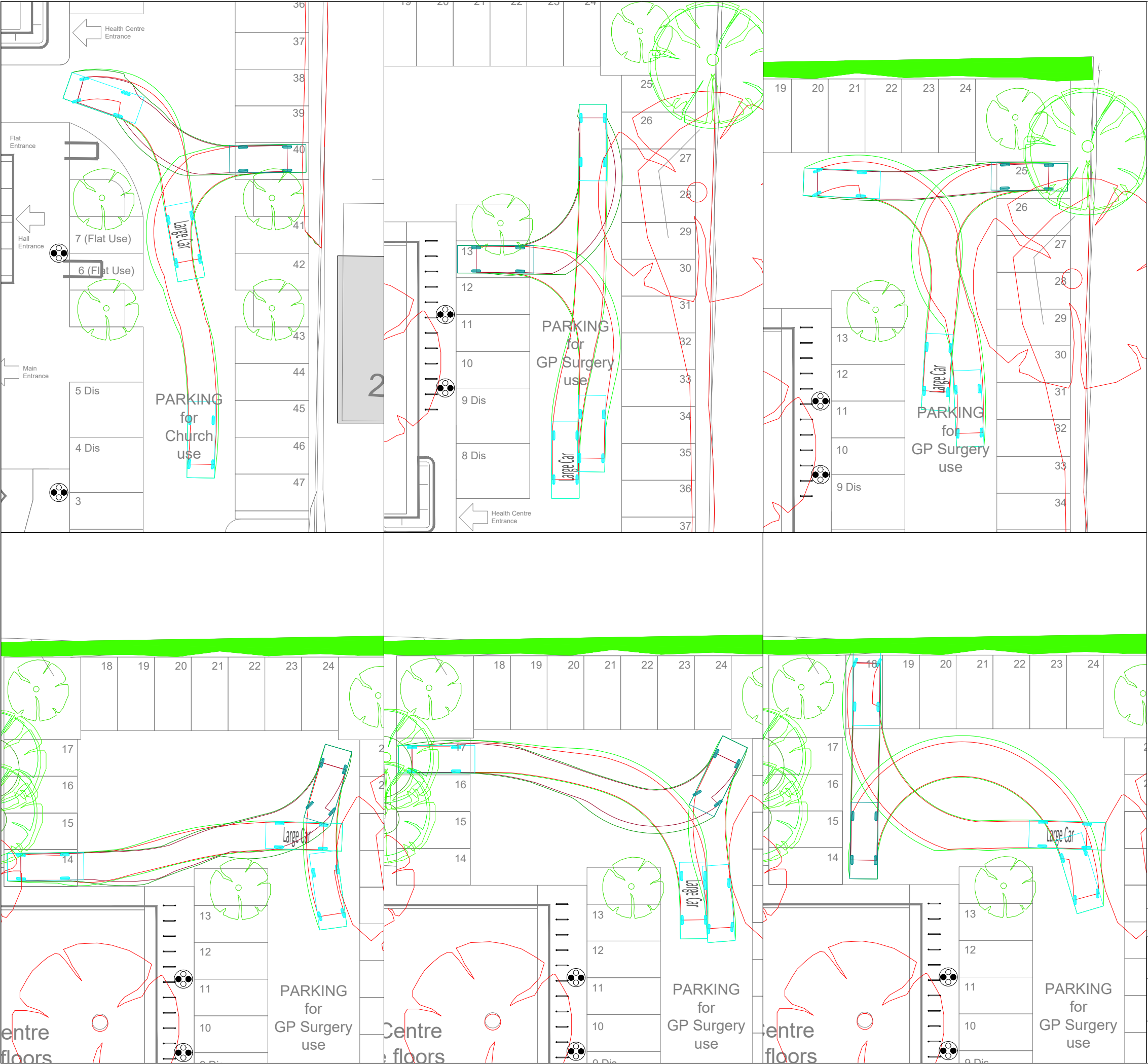


Large Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

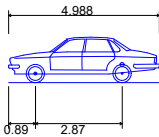
4.988m
1.793m
1.502m
0.287m
1.700m
4.00s
6.200m

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Drawn by	Approved by	Date
BW	DF	09.01.20
Scale	Drawing No	
1:250 @ A3	19-1861-003	
Drawing Title	Rev	
CAR PARK SWEEP-PATH ANALYSIS 1 OF 2	A	



LARGE CAR VEHICLE PROFILE



Large Car	4.988m
Overall Length	1.793m
Overall Width	1.502m
Overall Body Height	0.287m
Min Body Ground Clearance	1.700m
Track Width	4.00s
Lock to lock time	6.200m
Kerb to Kerb Turning Radius	

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Drawn by	BW	Approved by	DF	Date	09.01.20
Scale	1:250 @ A3	Drawing No	19-1861-004		
Drawing Title	CAR PARK SWEEP-PATH ANALYSIS 2 OF 2				Rev A

Appendix E – TRICS Outputs

Calculation Reference: AUDIT-708731-191213-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 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: Number of dwellings
 Actual Range: 6 to 20 (units:)
 Range Selected by User: 2 to 20 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 13/11/18

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:

Tuesday 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
------------------	---

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	2 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®.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 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: Number of dwellings
 Actual Range: 6 to 10 (units:)
 Range Selected by User: 6 to 10 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/09/17

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	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	5
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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	5 days
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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®.

Calculation Reference: AUDIT-708731-191216-1256

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 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: 416 to 1592 (units: sqm)
 Range Selected by User: 200 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 29/04/19

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	4 days
Thursday	1 days
Friday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	2

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.

Calculation Reference: AUDIT-708731-191212-1252

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : T - PLACE OF WORSHIP
 MULTI-MODAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
 CA CAMBRIDGESHIRE 1 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: 360 to 360 (units: sqm)
 Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/06/18

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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:

High Street 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:

D1 1 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 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000

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

1 days

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

Travel Plan:

No

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-T-02 HIGH STREET CAMBOURNE	CATHOLIC CHURCH	CAMBRIDGESHIRE
	Edge of Town Centre High Street		
	Total Gross floor area:	360 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
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	1	360	0.000	1	360	0.000	1	360	0.000
08:00 - 09:00	1	360	0.833	1	360	0.556	1	360	1.389
09:00 - 10:00	1	360	2.222	1	360	2.222	1	360	4.444
10:00 - 11:00	1	360	3.056	1	360	2.500	1	360	5.556
11:00 - 12:00	1	360	1.111	1	360	1.389	1	360	2.500
12:00 - 13:00	1	360	0.556	1	360	0.278	1	360	0.834
13:00 - 14:00	1	360	0.000	1	360	0.278	1	360	0.278
14:00 - 15:00	1	360	0.556	1	360	0.833	1	360	1.389
15:00 - 16:00	1	360	2.500	1	360	1.944	1	360	4.444
16:00 - 17:00	1	360	4.722	1	360	3.889	1	360	8.611
17:00 - 18:00	1	360	3.611	1	360	3.056	1	360	6.667
18:00 - 19:00	1	360	0.833	1	360	0.278	1	360	1.111
19:00 - 20:00	1	360	2.222	1	360	3.611	1	360	5.833
20:00 - 21:00	1	360	0.000	1	360	1.389	1	360	1.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.222			22.223			44.445

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: 360 - 360 (units: sqm)
 Survey date range: 01/01/11 - 07/06/18
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	1	360	0.833	1	360	0.000	1	360	0.833
08:00 - 09:00	1	360	1.111	1	360	1.944	1	360	3.055
09:00 - 10:00	1	360	0.000	1	360	0.000	1	360	0.000
10:00 - 11:00	1	360	0.000	1	360	0.000	1	360	0.000
11:00 - 12:00	1	360	0.000	1	360	0.000	1	360	0.000
12:00 - 13:00	1	360	0.000	1	360	0.000	1	360	0.000
13:00 - 14:00	1	360	0.000	1	360	0.000	1	360	0.000
14:00 - 15:00	1	360	0.000	1	360	0.000	1	360	0.000
15:00 - 16:00	1	360	0.000	1	360	0.000	1	360	0.000
16:00 - 17:00	1	360	0.000	1	360	0.000	1	360	0.000
17:00 - 18:00	1	360	0.278	1	360	0.278	1	360	0.556
18:00 - 19:00	1	360	0.000	1	360	0.000	1	360	0.000
19:00 - 20:00	1	360	0.000	1	360	0.000	1	360	0.000
20:00 - 21:00	1	360	0.000	1	360	0.000	1	360	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.222			2.222			4.444

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
 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	1	360	0.000	1	360	0.000	1	360	0.000
08:00 - 09:00	1	360	1.389	1	360	0.556	1	360	1.945
09:00 - 10:00	1	360	3.889	1	360	2.500	1	360	6.389
10:00 - 11:00	1	360	3.333	1	360	4.444	1	360	7.777
11:00 - 12:00	1	360	1.389	1	360	1.667	1	360	3.056
12:00 - 13:00	1	360	0.833	1	360	0.278	1	360	1.111
13:00 - 14:00	1	360	0.000	1	360	0.556	1	360	0.556
14:00 - 15:00	1	360	1.111	1	360	0.833	1	360	1.944
15:00 - 16:00	1	360	3.889	1	360	2.778	1	360	6.667
16:00 - 17:00	1	360	4.722	1	360	5.000	1	360	9.722
17:00 - 18:00	1	360	4.444	1	360	3.333	1	360	7.777
18:00 - 19:00	1	360	1.389	1	360	0.556	1	360	1.945
19:00 - 20:00	1	360	2.222	1	360	4.444	1	360	6.666
20:00 - 21:00	1	360	0.000	1	360	1.667	1	360	1.667
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.610			28.612			57.222

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	1	360	0.556	1	360	0.278	1	360	0.834
08:00 - 09:00	1	360	2.222	1	360	0.833	1	360	3.055
09:00 - 10:00	1	360	1.667	1	360	0.833	1	360	2.500
10:00 - 11:00	1	360	1.667	1	360	3.333	1	360	5.000
11:00 - 12:00	1	360	1.667	1	360	0.833	1	360	2.500
12:00 - 13:00	1	360	0.278	1	360	0.833	1	360	1.111
13:00 - 14:00	1	360	0.278	1	360	0.278	1	360	0.556
14:00 - 15:00	1	360	0.000	1	360	0.278	1	360	0.278
15:00 - 16:00	1	360	2.222	1	360	1.389	1	360	3.611
16:00 - 17:00	1	360	2.222	1	360	1.667	1	360	3.889
17:00 - 18:00	1	360	1.389	1	360	1.667	1	360	3.056
18:00 - 19:00	1	360	2.500	1	360	2.222	1	360	4.722
19:00 - 20:00	1	360	1.389	1	360	3.056	1	360	4.445
20:00 - 21:00	1	360	0.000	1	360	0.556	1	360	0.556
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.057			18.056			36.113

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
 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	1	360	0.000	1	360	0.000	1	360	0.000
08:00 - 09:00	1	360	0.000	1	360	0.000	1	360	0.000
09:00 - 10:00	1	360	0.000	1	360	0.000	1	360	0.000
10:00 - 11:00	1	360	0.000	1	360	0.000	1	360	0.000
11:00 - 12:00	1	360	0.000	1	360	0.000	1	360	0.000
12:00 - 13:00	1	360	0.000	1	360	0.000	1	360	0.000
13:00 - 14:00	1	360	0.000	1	360	0.000	1	360	0.000
14:00 - 15:00	1	360	0.000	1	360	0.000	1	360	0.000
15:00 - 16:00	1	360	0.000	1	360	0.000	1	360	0.000
16:00 - 17:00	1	360	0.000	1	360	0.000	1	360	0.000
17:00 - 18:00	1	360	0.278	1	360	0.278	1	360	0.556
18:00 - 19:00	1	360	0.000	1	360	0.000	1	360	0.000
19:00 - 20:00	1	360	0.000	1	360	0.000	1	360	0.000
20:00 - 21:00	1	360	0.000	1	360	0.000	1	360	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.278			0.278			0.556

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	1	360	0.000	1	360	0.000	1	360	0.000
08:00 - 09:00	1	360	0.000	1	360	0.000	1	360	0.000
09:00 - 10:00	1	360	0.000	1	360	0.000	1	360	0.000
10:00 - 11:00	1	360	0.000	1	360	0.000	1	360	0.000
11:00 - 12:00	1	360	0.000	1	360	0.000	1	360	0.000
12:00 - 13:00	1	360	0.000	1	360	0.000	1	360	0.000
13:00 - 14:00	1	360	0.000	1	360	0.000	1	360	0.000
14:00 - 15:00	1	360	0.000	1	360	0.000	1	360	0.000
15:00 - 16:00	1	360	0.000	1	360	0.000	1	360	0.000
16:00 - 17:00	1	360	0.000	1	360	0.000	1	360	0.000
17:00 - 18:00	1	360	0.278	1	360	0.278	1	360	0.556
18:00 - 19:00	1	360	0.000	1	360	0.000	1	360	0.000
19:00 - 20:00	1	360	0.000	1	360	0.000	1	360	0.000
20:00 - 21:00	1	360	0.000	1	360	0.000	1	360	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.278			0.278			0.556

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	1	360	1.389	1	360	0.278	1	360	1.667
08:00 - 09:00	1	360	4.722	1	360	3.333	1	360	8.055
09:00 - 10:00	1	360	5.556	1	360	3.333	1	360	8.889
10:00 - 11:00	1	360	5.000	1	360	7.778	1	360	12.778
11:00 - 12:00	1	360	3.056	1	360	2.500	1	360	5.556
12:00 - 13:00	1	360	1.111	1	360	1.111	1	360	2.222
13:00 - 14:00	1	360	0.278	1	360	0.833	1	360	1.111
14:00 - 15:00	1	360	1.111	1	360	1.111	1	360	2.222
15:00 - 16:00	1	360	6.111	1	360	4.167	1	360	10.278
16:00 - 17:00	1	360	6.944	1	360	6.667	1	360	13.611
17:00 - 18:00	1	360	6.389	1	360	5.556	1	360	11.945
18:00 - 19:00	1	360	3.889	1	360	2.778	1	360	6.667
19:00 - 20:00	1	360	3.611	1	360	7.500	1	360	11.111
20:00 - 21:00	1	360	0.000	1	360	2.222	1	360	2.222
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			49.167			49.167			98.334

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL CARS

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	1	360	0.000	1	360	0.000	1	360	0.000
08:00 - 09:00	1	360	0.833	1	360	0.556	1	360	1.389
09:00 - 10:00	1	360	2.222	1	360	2.222	1	360	4.444
10:00 - 11:00	1	360	3.056	1	360	2.500	1	360	5.556
11:00 - 12:00	1	360	1.111	1	360	1.389	1	360	2.500
12:00 - 13:00	1	360	0.556	1	360	0.278	1	360	0.834
13:00 - 14:00	1	360	0.000	1	360	0.278	1	360	0.278
14:00 - 15:00	1	360	0.556	1	360	0.833	1	360	1.389
15:00 - 16:00	1	360	2.500	1	360	1.944	1	360	4.444
16:00 - 17:00	1	360	4.722	1	360	3.889	1	360	8.611
17:00 - 18:00	1	360	3.611	1	360	3.056	1	360	6.667
18:00 - 19:00	1	360	0.833	1	360	0.278	1	360	1.111
19:00 - 20:00	1	360	2.222	1	360	3.611	1	360	5.833
20:00 - 21:00	1	360	0.000	1	360	1.389	1	360	1.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		22.222			22.223			44.445	

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.

Secondary Filtering selection:

Use Class:

D1 10 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	1 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 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	1 days
No	9 days

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

PTAL Rating:

No PTAL Present	10 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-05-G-02	GP SURGERY	CARDIFF
	PARK ROAD		
	CARDIFF		
	WHITCHURCH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: WEDNESDAY	05/10/16	Survey Type: MANUAL
2	CH-05-G-01	GP SURGERY	CHESHIRE
	HOOL LANE		
	CHESTER		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	900 sqm	
	Survey date: SUNDAY	13/05/12	Survey Type: MANUAL
3	CH-05-G-03	GP SURGERY	CHESHIRE
	HEATH LANE		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	800 sqm	
	Survey date: TUESDAY	29/05/12	Survey Type: MANUAL
4	LN-05-G-01	GP SURGERY	LINCOLNSHIRE
	95 MONKS ROAD		
	LINCOLN		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	506 sqm	
	Survey date: TUESDAY	25/06/13	Survey Type: MANUAL
5	NT-05-G-01	GP SURGERY	NOTTINGHAMSHIRE
	MANSFIELD ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
6	NY-05-G-01	GP SURGERY	NORTH YORKSHIRE
	CHAPEL STREET		
	THIRSK		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	900 sqm	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
7	NY-05-G-02	GP SURGERY	NORTH YORKSHIRE
	ASH TREE ROAD		
	KNARESBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	416 sqm	
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL
8	SM-05-G-01	GP SURGERY	SOMERSET
	MANTLE STREET		
	NEAR TAUNTON		
	WELLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1592 sqm	
	Survey date: FRIDAY	06/07/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-05-G-01 DURHAM ROAD SUNDERLAND	GP SURGERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		600 sqm	
	Survey date: FRIDAY		30/11/12	Survey Type: MANUAL
10	WK-05-G-01 COURT STREET LEAMINGTON SPA	GP SURGERY		WARWICKSHIRE
	Edge of Town Centre No Sub Category			
	Total Gross floor area:		530 sqm	
	Survey date: THURSDAY		25/10/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	1.306	8	785	0.319	8	785	1.625
08:00 - 09:00	10	715	3.620	10	715	1.691	10	715	5.311
09:00 - 10:00	10	715	4.082	10	715	3.509	10	715	7.591
10:00 - 11:00	10	715	4.082	10	715	4.082	10	715	8.164
11:00 - 12:00	10	715	3.089	10	715	3.662	10	715	6.751
12:00 - 13:00	10	715	2.334	10	715	2.768	10	715	5.102
13:00 - 14:00	10	715	1.454	10	715	1.552	10	715	3.006
14:00 - 15:00	10	715	2.824	10	715	2.432	10	715	5.256
15:00 - 16:00	10	715	3.383	10	715	3.243	10	715	6.626
16:00 - 17:00	10	715	2.754	10	715	3.425	10	715	6.179
17:00 - 18:00	10	715	1.635	10	715	2.628	10	715	4.263
18:00 - 19:00	9	749	0.252	9	749	1.306	9	749	1.558
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			30.815			30.617			61.432

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:	416 - 1592 (units: sqm)
Survey date range:	01/01/11 - 29/04/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	0.032	8	785	0.016	8	785	0.048
08:00 - 09:00	10	715	0.014	10	715	0.028	10	715	0.042
09:00 - 10:00	10	715	0.084	10	715	0.056	10	715	0.140
10:00 - 11:00	10	715	0.042	10	715	0.070	10	715	0.112
11:00 - 12:00	10	715	0.112	10	715	0.084	10	715	0.196
12:00 - 13:00	10	715	0.028	10	715	0.042	10	715	0.070
13:00 - 14:00	10	715	0.014	10	715	0.028	10	715	0.042
14:00 - 15:00	10	715	0.000	10	715	0.000	10	715	0.000
15:00 - 16:00	10	715	0.028	10	715	0.028	10	715	0.056
16:00 - 17:00	10	715	0.028	10	715	0.028	10	715	0.056
17:00 - 18:00	10	715	0.000	10	715	0.000	10	715	0.000
18:00 - 19:00	9	749	0.015	9	749	0.015	9	749	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.397			0.395			0.792

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	0.000	8	785	0.000	8	785	0.000
08:00 - 09:00	10	715	0.028	10	715	0.028	10	715	0.056
09:00 - 10:00	10	715	0.000	10	715	0.000	10	715	0.000
10:00 - 11:00	10	715	0.000	10	715	0.000	10	715	0.000
11:00 - 12:00	10	715	0.000	10	715	0.000	10	715	0.000
12:00 - 13:00	10	715	0.000	10	715	0.000	10	715	0.000
13:00 - 14:00	10	715	0.000	10	715	0.000	10	715	0.000
14:00 - 15:00	10	715	0.000	10	715	0.000	10	715	0.000
15:00 - 16:00	10	715	0.000	10	715	0.000	10	715	0.000
16:00 - 17:00	10	715	0.014	10	715	0.014	10	715	0.028
17:00 - 18:00	10	715	0.000	10	715	0.000	10	715	0.000
18:00 - 19:00	9	749	0.000	9	749	0.000	9	749	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	785	0.000	8	785	0.000	8	785	0.000
08:00 - 09:00	10	715	0.000	10	715	0.000	10	715	0.000
09:00 - 10:00	10	715	0.000	10	715	0.000	10	715	0.000
10:00 - 11:00	10	715	0.000	10	715	0.000	10	715	0.000
11:00 - 12:00	10	715	0.000	10	715	0.000	10	715	0.000
12:00 - 13:00	10	715	0.000	10	715	0.000	10	715	0.000
13:00 - 14:00	10	715	0.000	10	715	0.000	10	715	0.000
14:00 - 15:00	10	715	0.000	10	715	0.000	10	715	0.000
15:00 - 16:00	10	715	0.014	10	715	0.000	10	715	0.014
16:00 - 17:00	10	715	0.000	10	715	0.014	10	715	0.014
17:00 - 18:00	10	715	0.000	10	715	0.000	10	715	0.000
18:00 - 19:00	9	749	0.000	9	749	0.000	9	749	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	0.032	8	785	0.000	8	785	0.032
08:00 - 09:00	10	715	0.084	10	715	0.028	10	715	0.112
09:00 - 10:00	10	715	0.056	10	715	0.042	10	715	0.098
10:00 - 11:00	10	715	0.098	10	715	0.042	10	715	0.140
11:00 - 12:00	10	715	0.042	10	715	0.070	10	715	0.112
12:00 - 13:00	10	715	0.042	10	715	0.070	10	715	0.112
13:00 - 14:00	10	715	0.000	10	715	0.014	10	715	0.014
14:00 - 15:00	10	715	0.084	10	715	0.056	10	715	0.140
15:00 - 16:00	10	715	0.112	10	715	0.070	10	715	0.182
16:00 - 17:00	10	715	0.014	10	715	0.070	10	715	0.084
17:00 - 18:00	10	715	0.014	10	715	0.042	10	715	0.056
18:00 - 19:00	9	749	0.000	9	749	0.030	9	749	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.578			0.534			1.112

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	1.370	8	785	0.335	8	785	1.705
08:00 - 09:00	10	715	4.110	10	715	1.915	10	715	6.025
09:00 - 10:00	10	715	5.479	10	715	4.613	10	715	10.092
10:00 - 11:00	10	715	5.004	10	715	5.116	10	715	10.120
11:00 - 12:00	10	715	3.998	10	715	4.529	10	715	8.527
12:00 - 13:00	10	715	3.103	10	715	3.564	10	715	6.667
13:00 - 14:00	10	715	1.859	10	715	1.915	10	715	3.774
14:00 - 15:00	10	715	3.648	10	715	3.187	10	715	6.835
15:00 - 16:00	10	715	4.641	10	715	4.277	10	715	8.918
16:00 - 17:00	10	715	3.620	10	715	4.613	10	715	8.233
17:00 - 18:00	10	715	1.985	10	715	3.285	10	715	5.270
18:00 - 19:00	9	749	0.267	9	749	1.499	9	749	1.766
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.084			38.848			77.932

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	0.159	8	785	0.096	8	785	0.255
08:00 - 09:00	10	715	1.621	10	715	1.048	10	715	2.669
09:00 - 10:00	10	715	2.125	10	715	1.719	10	715	3.844
10:00 - 11:00	10	715	1.803	10	715	1.831	10	715	3.634
11:00 - 12:00	10	715	1.705	10	715	1.859	10	715	3.564
12:00 - 13:00	10	715	1.412	10	715	1.607	10	715	3.019
13:00 - 14:00	10	715	0.769	10	715	0.909	10	715	1.678
14:00 - 15:00	10	715	1.356	10	715	1.202	10	715	2.558
15:00 - 16:00	10	715	1.957	10	715	2.041	10	715	3.998
16:00 - 17:00	10	715	1.174	10	715	1.342	10	715	2.516
17:00 - 18:00	10	715	0.475	10	715	1.076	10	715	1.551
18:00 - 19:00	9	749	0.045	9	749	0.208	9	749	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.601			14.938			29.539

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	0.000	8	785	0.000	8	785	0.000
08:00 - 09:00	10	715	0.140	10	715	0.014	10	715	0.154
09:00 - 10:00	10	715	0.084	10	715	0.140	10	715	0.224
10:00 - 11:00	10	715	0.280	10	715	0.210	10	715	0.490
11:00 - 12:00	10	715	0.070	10	715	0.084	10	715	0.154
12:00 - 13:00	10	715	0.070	10	715	0.098	10	715	0.168
13:00 - 14:00	10	715	0.028	10	715	0.042	10	715	0.070
14:00 - 15:00	10	715	0.014	10	715	0.042	10	715	0.056
15:00 - 16:00	10	715	0.070	10	715	0.084	10	715	0.154
16:00 - 17:00	10	715	0.014	10	715	0.070	10	715	0.084
17:00 - 18:00	10	715	0.014	10	715	0.028	10	715	0.042
18:00 - 19:00	9	749	0.000	9	749	0.000	9	749	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.784			0.812			1.596

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	0.016	8	785	0.000	8	785	0.016
08:00 - 09:00	10	715	0.000	10	715	0.000	10	715	0.000
09:00 - 10:00	10	715	0.000	10	715	0.000	10	715	0.000
10:00 - 11:00	10	715	0.000	10	715	0.000	10	715	0.000
11:00 - 12:00	10	715	0.000	10	715	0.000	10	715	0.000
12:00 - 13:00	10	715	0.000	10	715	0.000	10	715	0.000
13:00 - 14:00	10	715	0.000	10	715	0.000	10	715	0.000
14:00 - 15:00	10	715	0.000	10	715	0.000	10	715	0.000
15:00 - 16:00	10	715	0.000	10	715	0.000	10	715	0.000
16:00 - 17:00	10	715	0.000	10	715	0.000	10	715	0.000
17:00 - 18:00	10	715	0.000	10	715	0.014	10	715	0.014
18:00 - 19:00	9	749	0.000	9	749	0.000	9	749	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.014			0.030

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	785	0.000	8	785	0.000	8	785	0.000
08:00 - 09:00	10	715	0.000	10	715	0.000	10	715	0.000
09:00 - 10:00	10	715	0.000	10	715	0.000	10	715	0.000
10:00 - 11:00	10	715	0.000	10	715	0.000	10	715	0.000
11:00 - 12:00	10	715	0.000	10	715	0.000	10	715	0.000
12:00 - 13:00	10	715	0.000	10	715	0.000	10	715	0.000
13:00 - 14:00	10	715	0.000	10	715	0.000	10	715	0.000
14:00 - 15:00	10	715	0.000	10	715	0.000	10	715	0.000
15:00 - 16:00	10	715	0.014	10	715	0.000	10	715	0.014
16:00 - 17:00	10	715	0.000	10	715	0.014	10	715	0.014
17:00 - 18:00	10	715	0.000	10	715	0.000	10	715	0.000
18:00 - 19:00	9	749	0.000	9	749	0.000	9	749	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	8	785	0.016	8	785	0.000	8	785	0.016
08:00 - 09:00	10	715	0.140	10	715	0.014	10	715	0.154
09:00 - 10:00	10	715	0.084	10	715	0.140	10	715	0.224
10:00 - 11:00	10	715	0.280	10	715	0.210	10	715	0.490
11:00 - 12:00	10	715	0.070	10	715	0.084	10	715	0.154
12:00 - 13:00	10	715	0.070	10	715	0.098	10	715	0.168
13:00 - 14:00	10	715	0.028	10	715	0.042	10	715	0.070
14:00 - 15:00	10	715	0.014	10	715	0.042	10	715	0.056
15:00 - 16:00	10	715	0.084	10	715	0.084	10	715	0.168
16:00 - 17:00	10	715	0.014	10	715	0.084	10	715	0.098
17:00 - 18:00	10	715	0.014	10	715	0.042	10	715	0.056
18:00 - 19:00	9	749	0.000	9	749	0.000	9	749	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.814			0.840			1.654

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	8	785	1.577	8	785	0.430	8	785	2.007
08:00 - 09:00	10	715	5.955	10	715	3.005	10	715	8.960
09:00 - 10:00	10	715	7.744	10	715	6.514	10	715	14.258
10:00 - 11:00	10	715	7.185	10	715	7.199	10	715	14.384
11:00 - 12:00	10	715	5.815	10	715	6.542	10	715	12.357
12:00 - 13:00	10	715	4.627	10	715	5.340	10	715	9.967
13:00 - 14:00	10	715	2.656	10	715	2.880	10	715	5.536
14:00 - 15:00	10	715	5.102	10	715	4.487	10	715	9.589
15:00 - 16:00	10	715	6.793	10	715	6.472	10	715	13.265
16:00 - 17:00	10	715	4.822	10	715	6.108	10	715	10.930
17:00 - 18:00	10	715	2.488	10	715	4.445	10	715	6.933
18:00 - 19:00	9	749	0.312	9	749	1.736	9	749	2.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			55.076			55.158			110.234

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.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED	CAMBRIDGESHIRE
	PETERBOROUGH		
	THORPE PARK ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	9	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
2	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
3	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
4	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
5	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	5	8	0.095	5	8	0.381	5	8	0.476
08:00 - 09:00	5	8	0.143	5	8	0.381	5	8	0.524
09:00 - 10:00	5	8	0.119	5	8	0.262	5	8	0.381
10:00 - 11:00	5	8	0.238	5	8	0.143	5	8	0.381
11:00 - 12:00	5	8	0.071	5	8	0.167	5	8	0.238
12:00 - 13:00	5	8	0.262	5	8	0.238	5	8	0.500
13:00 - 14:00	5	8	0.238	5	8	0.262	5	8	0.500
14:00 - 15:00	5	8	0.238	5	8	0.190	5	8	0.428
15:00 - 16:00	5	8	0.262	5	8	0.167	5	8	0.429
16:00 - 17:00	5	8	0.310	5	8	0.238	5	8	0.548
17:00 - 18:00	5	8	0.357	5	8	0.119	5	8	0.476
18:00 - 19:00	5	8	0.143	5	8	0.095	5	8	0.238
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.476			2.643			5.119

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: 6 - 10 (units:)
 Survey date range: 01/01/11 - 22/09/17
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	8	0.000	5	8	0.000	5	8	0.000
08:00 - 09:00	5	8	0.024	5	8	0.024	5	8	0.048
09:00 - 10:00	5	8	0.000	5	8	0.000	5	8	0.000
10:00 - 11:00	5	8	0.000	5	8	0.000	5	8	0.000
11:00 - 12:00	5	8	0.000	5	8	0.000	5	8	0.000
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.000	5	8	0.000	5	8	0.000
16:00 - 17:00	5	8	0.000	5	8	0.000	5	8	0.000
17:00 - 18:00	5	8	0.000	5	8	0.000	5	8	0.000
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	8	0.000	5	8	0.000	5	8	0.000
08:00 - 09:00	5	8	0.024	5	8	0.024	5	8	0.048
09:00 - 10:00	5	8	0.024	5	8	0.024	5	8	0.048
10:00 - 11:00	5	8	0.024	5	8	0.000	5	8	0.024
11:00 - 12:00	5	8	0.000	5	8	0.024	5	8	0.024
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.000	5	8	0.000	5	8	0.000
16:00 - 17:00	5	8	0.000	5	8	0.000	5	8	0.000
17:00 - 18:00	5	8	0.024	5	8	0.024	5	8	0.048
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	8	0.000	5	8	0.095	5	8	0.095
08:00 - 09:00	5	8	0.000	5	8	0.024	5	8	0.024
09:00 - 10:00	5	8	0.000	5	8	0.024	5	8	0.024
10:00 - 11:00	5	8	0.000	5	8	0.000	5	8	0.000
11:00 - 12:00	5	8	0.024	5	8	0.024	5	8	0.048
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.024	5	8	0.000	5	8	0.024
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.095	5	8	0.000	5	8	0.095
16:00 - 17:00	5	8	0.048	5	8	0.000	5	8	0.048
17:00 - 18:00	5	8	0.000	5	8	0.000	5	8	0.000
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.191			0.167			0.358

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS

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	5	8	0.167	5	8	0.429	5	8	0.596
08:00 - 09:00	5	8	0.190	5	8	0.500	5	8	0.690
09:00 - 10:00	5	8	0.167	5	8	0.405	5	8	0.572
10:00 - 11:00	5	8	0.310	5	8	0.143	5	8	0.453
11:00 - 12:00	5	8	0.071	5	8	0.190	5	8	0.261
12:00 - 13:00	5	8	0.310	5	8	0.333	5	8	0.643
13:00 - 14:00	5	8	0.238	5	8	0.357	5	8	0.595
14:00 - 15:00	5	8	0.381	5	8	0.214	5	8	0.595
15:00 - 16:00	5	8	0.357	5	8	0.262	5	8	0.619
16:00 - 17:00	5	8	0.452	5	8	0.405	5	8	0.857
17:00 - 18:00	5	8	0.452	5	8	0.167	5	8	0.619
18:00 - 19:00	5	8	0.143	5	8	0.119	5	8	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.238			3.524			6.762

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

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	5	8	0.071	5	8	0.214	5	8	0.285
08:00 - 09:00	5	8	0.024	5	8	0.214	5	8	0.238
09:00 - 10:00	5	8	0.000	5	8	0.071	5	8	0.071
10:00 - 11:00	5	8	0.048	5	8	0.119	5	8	0.167
11:00 - 12:00	5	8	0.119	5	8	0.071	5	8	0.190
12:00 - 13:00	5	8	0.071	5	8	0.048	5	8	0.119
13:00 - 14:00	5	8	0.071	5	8	0.167	5	8	0.238
14:00 - 15:00	5	8	0.167	5	8	0.048	5	8	0.215
15:00 - 16:00	5	8	0.214	5	8	0.095	5	8	0.309
16:00 - 17:00	5	8	0.167	5	8	0.048	5	8	0.215
17:00 - 18:00	5	8	0.071	5	8	0.000	5	8	0.071
18:00 - 19:00	5	8	0.119	5	8	0.071	5	8	0.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.142			1.166			2.308		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

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	5	8	0.071	5	8	0.000	5	8	0.071
08:00 - 09:00	5	8	0.000	5	8	0.000	5	8	0.000
09:00 - 10:00	5	8	0.000	5	8	0.000	5	8	0.000
10:00 - 11:00	5	8	0.000	5	8	0.000	5	8	0.000
11:00 - 12:00	5	8	0.000	5	8	0.000	5	8	0.000
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.000	5	8	0.024	5	8	0.024
16:00 - 17:00	5	8	0.024	5	8	0.000	5	8	0.024
17:00 - 18:00	5	8	0.000	5	8	0.048	5	8	0.048
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.072			0.167

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

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	5	8	0.071	5	8	0.000	5	8	0.071
08:00 - 09:00	5	8	0.000	5	8	0.000	5	8	0.000
09:00 - 10:00	5	8	0.000	5	8	0.000	5	8	0.000
10:00 - 11:00	5	8	0.000	5	8	0.000	5	8	0.000
11:00 - 12:00	5	8	0.000	5	8	0.000	5	8	0.000
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.000	5	8	0.024	5	8	0.024
16:00 - 17:00	5	8	0.024	5	8	0.000	5	8	0.024
17:00 - 18:00	5	8	0.000	5	8	0.048	5	8	0.048
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.072			0.167

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	5	8	0.310	5	8	0.738	5	8	1.048
08:00 - 09:00	5	8	0.214	5	8	0.738	5	8	0.952
09:00 - 10:00	5	8	0.167	5	8	0.500	5	8	0.667
10:00 - 11:00	5	8	0.357	5	8	0.262	5	8	0.619
11:00 - 12:00	5	8	0.214	5	8	0.286	5	8	0.500
12:00 - 13:00	5	8	0.381	5	8	0.381	5	8	0.762
13:00 - 14:00	5	8	0.333	5	8	0.524	5	8	0.857
14:00 - 15:00	5	8	0.548	5	8	0.262	5	8	0.810
15:00 - 16:00	5	8	0.667	5	8	0.381	5	8	1.048
16:00 - 17:00	5	8	0.690	5	8	0.452	5	8	1.142
17:00 - 18:00	5	8	0.524	5	8	0.214	5	8	0.738
18:00 - 19:00	5	8	0.262	5	8	0.190	5	8	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.667			4.928			9.595

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.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 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	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
2	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: TUESDAY	13/05/14	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	2	13	0.038	2	13	0.154	2	13	0.192
08:00 - 09:00	2	13	0.077	2	13	0.231	2	13	0.308
09:00 - 10:00	2	13	0.154	2	13	0.154	2	13	0.308
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.077	2	13	0.038	2	13	0.115
12:00 - 13:00	2	13	0.000	2	13	0.115	2	13	0.115
13:00 - 14:00	2	13	0.077	2	13	0.077	2	13	0.154
14:00 - 15:00	2	13	0.038	2	13	0.038	2	13	0.076
15:00 - 16:00	2	13	0.077	2	13	0.038	2	13	0.115
16:00 - 17:00	2	13	0.115	2	13	0.038	2	13	0.153
17:00 - 18:00	2	13	0.192	2	13	0.077	2	13	0.269
18:00 - 19:00	2	13	0.038	2	13	0.077	2	13	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.883			1.037			1.920

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: 6 - 20 (units:)
 Survey date range: 01/01/11 - 13/11/18
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13	0.000	2	13	0.000	2	13	0.000
08:00 - 09:00	2	13	0.000	2	13	0.000	2	13	0.000
09:00 - 10:00	2	13	0.000	2	13	0.000	2	13	0.000
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.000	2	13	0.038	2	13	0.038
12:00 - 13:00	2	13	0.000	2	13	0.000	2	13	0.000
13:00 - 14:00	2	13	0.000	2	13	0.000	2	13	0.000
14:00 - 15:00	2	13	0.000	2	13	0.000	2	13	0.000
15:00 - 16:00	2	13	0.000	2	13	0.000	2	13	0.000
16:00 - 17:00	2	13	0.000	2	13	0.000	2	13	0.000
17:00 - 18:00	2	13	0.038	2	13	0.000	2	13	0.038
18:00 - 19:00	2	13	0.000	2	13	0.000	2	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.038			0.076

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 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	2	13	0.038	2	13	0.154	2	13	0.192
08:00 - 09:00	2	13	0.077	2	13	0.269	2	13	0.346
09:00 - 10:00	2	13	0.577	2	13	0.231	2	13	0.808
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.077	2	13	0.077	2	13	0.154
12:00 - 13:00	2	13	0.000	2	13	0.115	2	13	0.115
13:00 - 14:00	2	13	0.077	2	13	0.154	2	13	0.231
14:00 - 15:00	2	13	0.077	2	13	0.077	2	13	0.154
15:00 - 16:00	2	13	0.077	2	13	0.038	2	13	0.115
16:00 - 17:00	2	13	0.115	2	13	0.038	2	13	0.153
17:00 - 18:00	2	13	0.231	2	13	0.154	2	13	0.385
18:00 - 19:00	2	13	0.038	2	13	0.077	2	13	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.384			1.384			2.768

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

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	2	13	0.038	2	13	0.077	2	13	0.115
08:00 - 09:00	2	13	0.000	2	13	0.000	2	13	0.000
09:00 - 10:00	2	13	0.077	2	13	0.000	2	13	0.077
10:00 - 11:00	2	13	0.000	2	13	0.077	2	13	0.077
11:00 - 12:00	2	13	0.038	2	13	0.077	2	13	0.115
12:00 - 13:00	2	13	0.000	2	13	0.000	2	13	0.000
13:00 - 14:00	2	13	0.000	2	13	0.000	2	13	0.000
14:00 - 15:00	2	13	0.115	2	13	0.000	2	13	0.115
15:00 - 16:00	2	13	0.038	2	13	0.000	2	13	0.038
16:00 - 17:00	2	13	0.000	2	13	0.038	2	13	0.038
17:00 - 18:00	2	13	0.038	2	13	0.000	2	13	0.038
18:00 - 19:00	2	13	0.115	2	13	0.192	2	13	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.459			0.461			0.920

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

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	2	13	0.000	2	13	0.038	2	13	0.038
08:00 - 09:00	2	13	0.000	2	13	0.000	2	13	0.000
09:00 - 10:00	2	13	0.000	2	13	0.000	2	13	0.000
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.000	2	13	0.000	2	13	0.000
12:00 - 13:00	2	13	0.115	2	13	0.115	2	13	0.230
13:00 - 14:00	2	13	0.000	2	13	0.000	2	13	0.000
14:00 - 15:00	2	13	0.000	2	13	0.000	2	13	0.000
15:00 - 16:00	2	13	0.000	2	13	0.000	2	13	0.000
16:00 - 17:00	2	13	0.000	2	13	0.000	2	13	0.000
17:00 - 18:00	2	13	0.000	2	13	0.000	2	13	0.000
18:00 - 19:00	2	13	0.000	2	13	0.000	2	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.153			0.268

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

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	2	13	0.000	2	13	0.038	2	13	0.038
08:00 - 09:00	2	13	0.000	2	13	0.000	2	13	0.000
09:00 - 10:00	2	13	0.000	2	13	0.000	2	13	0.000
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.000	2	13	0.000	2	13	0.000
12:00 - 13:00	2	13	0.000	2	13	0.000	2	13	0.000
13:00 - 14:00	2	13	0.000	2	13	0.000	2	13	0.000
14:00 - 15:00	2	13	0.000	2	13	0.000	2	13	0.000
15:00 - 16:00	2	13	0.000	2	13	0.000	2	13	0.000
16:00 - 17:00	2	13	0.000	2	13	0.000	2	13	0.000
17:00 - 18:00	2	13	0.000	2	13	0.000	2	13	0.000
18:00 - 19:00	2	13	0.077	2	13	0.000	2	13	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.038			0.115

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

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	2	13	0.000	2	13	0.077	2	13	0.077
08:00 - 09:00	2	13	0.000	2	13	0.000	2	13	0.000
09:00 - 10:00	2	13	0.000	2	13	0.000	2	13	0.000
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.000	2	13	0.000	2	13	0.000
12:00 - 13:00	2	13	0.115	2	13	0.115	2	13	0.230
13:00 - 14:00	2	13	0.000	2	13	0.000	2	13	0.000
14:00 - 15:00	2	13	0.000	2	13	0.000	2	13	0.000
15:00 - 16:00	2	13	0.000	2	13	0.000	2	13	0.000
16:00 - 17:00	2	13	0.000	2	13	0.000	2	13	0.000
17:00 - 18:00	2	13	0.000	2	13	0.000	2	13	0.000
18:00 - 19:00	2	13	0.077	2	13	0.000	2	13	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.192			0.192			0.384

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	2	13	0.077	2	13	0.308	2	13	0.385
08:00 - 09:00	2	13	0.077	2	13	0.269	2	13	0.346
09:00 - 10:00	2	13	0.654	2	13	0.231	2	13	0.885
10:00 - 11:00	2	13	0.000	2	13	0.077	2	13	0.077
11:00 - 12:00	2	13	0.115	2	13	0.192	2	13	0.307
12:00 - 13:00	2	13	0.115	2	13	0.231	2	13	0.346
13:00 - 14:00	2	13	0.077	2	13	0.154	2	13	0.231
14:00 - 15:00	2	13	0.192	2	13	0.077	2	13	0.269
15:00 - 16:00	2	13	0.115	2	13	0.038	2	13	0.153
16:00 - 17:00	2	13	0.115	2	13	0.077	2	13	0.192
17:00 - 18:00	2	13	0.308	2	13	0.154	2	13	0.462
18:00 - 19:00	2	13	0.231	2	13	0.269	2	13	0.500
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.076			2.077			4.153

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13	0.000	2	13	0.038	2	13	0.038
08:00 - 09:00	2	13	0.000	2	13	0.038	2	13	0.038
09:00 - 10:00	2	13	0.000	2	13	0.000	2	13	0.000
10:00 - 11:00	2	13	0.000	2	13	0.000	2	13	0.000
11:00 - 12:00	2	13	0.000	2	13	0.000	2	13	0.000
12:00 - 13:00	2	13	0.000	2	13	0.000	2	13	0.000
13:00 - 14:00	2	13	0.000	2	13	0.000	2	13	0.000
14:00 - 15:00	2	13	0.000	2	13	0.000	2	13	0.000
15:00 - 16:00	2	13	0.000	2	13	0.000	2	13	0.000
16:00 - 17:00	2	13	0.000	2	13	0.000	2	13	0.000
17:00 - 18:00	2	13	0.000	2	13	0.000	2	13	0.000
18:00 - 19:00	2	13	0.000	2	13	0.000	2	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.076			0.076

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.

Appendix F – Sunday (Church) TRICS Outputs

Calculation Reference: AUDIT-708731-191212-1202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : T - PLACE OF WORSHIP
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 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: 240 to 1020 (units: sqm)
Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/06/18

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:

Sunday 7 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D1

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 1 mile:

1,001 to 5,000

1 days

5,001 to 10,000

1 days

10,001 to 15,000

3 days

15,001 to 20,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

50,001 to 75,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

3 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

6 days

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

Travel Plan:

No

7 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

7 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-T-01	QUAKERS HOUSE	CAMBRIDGESHIRE
	THORPE ROAD		
	PETERBOROUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	240 sqm	
	Survey date: SUNDAY	16/10/11	Survey Type: MANUAL
2	CF-07-T-02	COMMUNITY CHURCH	CARDIFF
	HEOL PONTPRENNAU		
	CARDIFF		
	PONTPRENNAU		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	800 sqm	
	Survey date: SUNDAY	07/05/17	Survey Type: MANUAL
3	DC-07-T-01	ST ALDHELMS CHURCH	DORSET
	SPA ROAD		
	WEYMOUTH		
	RADIPOLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: SUNDAY	30/03/14	Survey Type: MANUAL
4	NE-07-T-01	CHURCH	NORTH EAST LINCOLNSHIRE
	GRIMSBY ROAD		
	CLEETHORPES		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: SUNDAY	11/05/14	Survey Type: MANUAL
5	NY-07-T-01	METHODIST CHURCH	NORTH YORKSHIRE
	CHURCH LANE		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	500 sqm	
	Survey date: SUNDAY	16/10/11	Survey Type: MANUAL
6	TW-07-T-02	CHURCH	TYNE & WEAR
	GRANGE TERRACE		
	SUNDERLAND		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	463 sqm	
	Survey date: SUNDAY	09/04/17	Survey Type: MANUAL
7	WO-07-T-01	BAPTIST CHURCH	WORCESTERSHIRE
	SANSOME WALK		
	WORCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1020 sqm	
	Survey date: SUNDAY	25/05/14	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.

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
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	4	683	0.220	4	683	0.000	4	683	0.220
08:00 - 09:00	6	747	0.892	6	747	0.535	6	747	1.427
09:00 - 10:00	7	675	1.800	7	675	0.487	7	675	2.287
10:00 - 11:00	7	675	1.651	7	675	0.423	7	675	2.074
11:00 - 12:00	7	675	0.191	7	675	1.842	7	675	2.033
12:00 - 13:00	7	675	0.148	7	675	1.376	7	675	1.524
13:00 - 14:00	6	662	0.076	6	662	0.076	6	662	0.152
14:00 - 15:00	6	662	0.050	6	662	0.176	6	662	0.226
15:00 - 16:00	6	662	0.050	6	662	0.025	6	662	0.075
16:00 - 17:00	6	662	0.050	6	662	0.076	6	662	0.126
17:00 - 18:00	6	662	0.503	6	662	0.050	6	662	0.553
18:00 - 19:00	5	747	0.750	5	747	0.054	5	747	0.804
19:00 - 20:00	4	808	0.062	4	808	1.144	4	808	1.206
20:00 - 21:00	4	808	0.031	4	808	0.340	4	808	0.371
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		6.474			6.604			13.078	

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

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

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Parameter summary

Trip rate parameter range selected: 240 - 1020 (units: sqm)
 Survey date range: 01/01/11 - 07/06/18
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 7
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	4	683	0.000	4	683	0.000	4	683	0.000
08:00 - 09:00	6	747	0.000	6	747	0.000	6	747	0.000
09:00 - 10:00	7	675	0.000	7	675	0.000	7	675	0.000
10:00 - 11:00	7	675	0.000	7	675	0.000	7	675	0.000
11:00 - 12:00	7	675	0.000	7	675	0.000	7	675	0.000
12:00 - 13:00	7	675	0.000	7	675	0.000	7	675	0.000
13:00 - 14:00	6	662	0.000	6	662	0.000	6	662	0.000
14:00 - 15:00	6	662	0.000	6	662	0.000	6	662	0.000
15:00 - 16:00	6	662	0.000	6	662	0.000	6	662	0.000
16:00 - 17:00	6	662	0.000	6	662	0.000	6	662	0.000
17:00 - 18:00	6	662	0.000	6	662	0.000	6	662	0.000
18:00 - 19:00	5	747	0.027	5	747	0.027	5	747	0.054
19:00 - 20:00	4	808	0.000	4	808	0.000	4	808	0.000
20:00 - 21:00	4	808	0.000	4	808	0.000	4	808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	683	0.000	4	683	0.000	4	683	0.000
08:00 - 09:00	6	747	0.000	6	747	0.000	6	747	0.000
09:00 - 10:00	7	675	0.021	7	675	0.000	7	675	0.021
10:00 - 11:00	7	675	0.021	7	675	0.042	7	675	0.063
11:00 - 12:00	7	675	0.000	7	675	0.000	7	675	0.000
12:00 - 13:00	7	675	0.000	7	675	0.000	7	675	0.000
13:00 - 14:00	6	662	0.000	6	662	0.000	6	662	0.000
14:00 - 15:00	6	662	0.000	6	662	0.000	6	662	0.000
15:00 - 16:00	6	662	0.000	6	662	0.000	6	662	0.000
16:00 - 17:00	6	662	0.000	6	662	0.000	6	662	0.000
17:00 - 18:00	6	662	0.000	6	662	0.000	6	662	0.000
18:00 - 19:00	5	747	0.000	5	747	0.000	5	747	0.000
19:00 - 20:00	4	808	0.000	4	808	0.000	4	808	0.000
20:00 - 21:00	4	808	0.000	4	808	0.000	4	808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	683	0.000	4	683	0.000	4	683	0.000
08:00 - 09:00	6	747	0.000	6	747	0.000	6	747	0.000
09:00 - 10:00	7	675	0.000	7	675	0.000	7	675	0.000
10:00 - 11:00	7	675	0.064	7	675	0.000	7	675	0.064
11:00 - 12:00	7	675	0.000	7	675	0.064	7	675	0.064
12:00 - 13:00	7	675	0.000	7	675	0.000	7	675	0.000
13:00 - 14:00	6	662	0.000	6	662	0.000	6	662	0.000
14:00 - 15:00	6	662	0.000	6	662	0.000	6	662	0.000
15:00 - 16:00	6	662	0.000	6	662	0.000	6	662	0.000
16:00 - 17:00	6	662	0.000	6	662	0.000	6	662	0.000
17:00 - 18:00	6	662	0.025	6	662	0.000	6	662	0.025
18:00 - 19:00	5	747	0.000	5	747	0.000	5	747	0.000
19:00 - 20:00	4	808	0.000	4	808	0.000	4	808	0.000
20:00 - 21:00	4	808	0.000	4	808	0.000	4	808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.064			0.153

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
 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	4	683	0.037	4	683	0.000	4	683	0.037
08:00 - 09:00	6	747	1.695	6	747	0.045	6	747	1.740
09:00 - 10:00	7	675	3.197	7	675	0.360	7	675	3.557
10:00 - 11:00	7	675	2.816	7	675	1.630	7	675	4.446
11:00 - 12:00	7	675	0.212	7	675	2.816	7	675	3.028
12:00 - 13:00	7	675	0.275	7	675	2.562	7	675	2.837
13:00 - 14:00	6	662	0.101	6	662	0.101	6	662	0.202
14:00 - 15:00	6	662	0.050	6	662	0.378	6	662	0.428
15:00 - 16:00	6	662	0.050	6	662	0.025	6	662	0.075
16:00 - 17:00	6	662	0.050	6	662	0.076	6	662	0.126
17:00 - 18:00	6	662	1.032	6	662	0.101	6	662	1.133
18:00 - 19:00	5	747	1.527	5	747	0.027	5	747	1.554
19:00 - 20:00	4	808	0.124	4	808	2.505	4	808	2.629
20:00 - 21:00	4	808	0.031	4	808	0.866	4	808	0.897
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.197			11.492			22.689

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	683	0.146	4	683	0.037	4	683	0.183
08:00 - 09:00	6	747	0.335	6	747	0.045	6	747	0.380
09:00 - 10:00	7	675	2.901	7	675	0.212	7	675	3.113
10:00 - 11:00	7	675	1.673	7	675	0.762	7	675	2.435
11:00 - 12:00	7	675	0.169	7	675	3.049	7	675	3.218
12:00 - 13:00	7	675	0.169	7	675	1.207	7	675	1.376
13:00 - 14:00	6	662	0.101	6	662	0.076	6	662	0.177
14:00 - 15:00	6	662	0.101	6	662	0.101	6	662	0.202
15:00 - 16:00	6	662	0.151	6	662	0.151	6	662	0.302
16:00 - 17:00	6	662	0.101	6	662	0.101	6	662	0.202
17:00 - 18:00	6	662	0.201	6	662	0.050	6	662	0.251
18:00 - 19:00	5	747	0.536	5	747	0.054	5	747	0.590
19:00 - 20:00	4	808	0.031	4	808	0.526	4	808	0.557
20:00 - 21:00	4	808	0.000	4	808	0.031	4	808	0.031
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		6.615			6.402				13.017

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
 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	4	683	0.000	4	683	0.000	4	683	0.000
08:00 - 09:00	6	747	0.067	6	747	0.000	6	747	0.067
09:00 - 10:00	7	675	0.233	7	675	0.106	7	675	0.339
10:00 - 11:00	7	675	0.106	7	675	0.085	7	675	0.191
11:00 - 12:00	7	675	0.042	7	675	0.191	7	675	0.233
12:00 - 13:00	7	675	0.021	7	675	0.148	7	675	0.169
13:00 - 14:00	6	662	0.000	6	662	0.025	6	662	0.025
14:00 - 15:00	6	662	0.050	6	662	0.025	6	662	0.075
15:00 - 16:00	6	662	0.000	6	662	0.025	6	662	0.025
16:00 - 17:00	6	662	0.025	6	662	0.000	6	662	0.025
17:00 - 18:00	6	662	0.101	6	662	0.050	6	662	0.151
18:00 - 19:00	5	747	0.027	5	747	0.080	5	747	0.107
19:00 - 20:00	4	808	0.000	4	808	0.031	4	808	0.031
20:00 - 21:00	4	808	0.000	4	808	0.000	4	808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.672			0.766			1.438

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
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	4	683	0.000	4	683	0.000	4	683	0.000
08:00 - 09:00	6	747	0.089	6	747	0.000	6	747	0.089
09:00 - 10:00	7	675	0.148	7	675	0.000	7	675	0.148
10:00 - 11:00	7	675	0.000	7	675	0.000	7	675	0.000
11:00 - 12:00	7	675	0.000	7	675	0.127	7	675	0.127
12:00 - 13:00	7	675	0.000	7	675	0.000	7	675	0.000
13:00 - 14:00	6	662	0.000	6	662	0.050	6	662	0.050
14:00 - 15:00	6	662	0.000	6	662	0.000	6	662	0.000
15:00 - 16:00	6	662	0.000	6	662	0.000	6	662	0.000
16:00 - 17:00	6	662	0.000	6	662	0.000	6	662	0.000
17:00 - 18:00	6	662	0.000	6	662	0.000	6	662	0.000
18:00 - 19:00	5	747	0.000	5	747	0.000	5	747	0.000
19:00 - 20:00	4	808	0.000	4	808	0.000	4	808	0.000
20:00 - 21:00	4	808	0.000	4	808	0.000	4	808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.237			0.177			0.414

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

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	683	0.000	4	683	0.000	4	683	0.000
08:00 - 09:00	6	747	0.156	6	747	0.000	6	747	0.156
09:00 - 10:00	7	675	0.381	7	675	0.106	7	675	0.487
10:00 - 11:00	7	675	0.106	7	675	0.085	7	675	0.191
11:00 - 12:00	7	675	0.042	7	675	0.318	7	675	0.360
12:00 - 13:00	7	675	0.021	7	675	0.148	7	675	0.169
13:00 - 14:00	6	662	0.000	6	662	0.076	6	662	0.076
14:00 - 15:00	6	662	0.050	6	662	0.025	6	662	0.075
15:00 - 16:00	6	662	0.000	6	662	0.025	6	662	0.025
16:00 - 17:00	6	662	0.025	6	662	0.000	6	662	0.025
17:00 - 18:00	6	662	0.101	6	662	0.050	6	662	0.151
18:00 - 19:00	5	747	0.027	5	747	0.080	5	747	0.107
19:00 - 20:00	4	808	0.000	4	808	0.031	4	808	0.031
20:00 - 21:00	4	808	0.000	4	808	0.000	4	808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.909			0.944			1.853

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	4	683	0.183	4	683	0.037	4	683	0.220
08:00 - 09:00	6	747	2.186	6	747	0.089	6	747	2.275
09:00 - 10:00	7	675	6.479	7	675	0.678	7	675	7.157
10:00 - 11:00	7	675	4.658	7	675	2.477	7	675	7.135
11:00 - 12:00	7	675	0.423	7	675	6.246	7	675	6.669
12:00 - 13:00	7	675	0.466	7	675	3.917	7	675	4.383
13:00 - 14:00	6	662	0.201	6	662	0.252	6	662	0.453
14:00 - 15:00	6	662	0.201	6	662	0.503	6	662	0.704
15:00 - 16:00	6	662	0.201	6	662	0.201	6	662	0.402
16:00 - 17:00	6	662	0.176	6	662	0.176	6	662	0.352
17:00 - 18:00	6	662	1.359	6	662	0.201	6	662	1.560
18:00 - 19:00	5	747	2.089	5	747	0.161	5	747	2.250
19:00 - 20:00	4	808	0.155	4	808	3.062	4	808	3.217
20:00 - 21:00	4	808	0.031	4	808	0.897	4	808	0.928
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		18.808			18.897				37.705

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.