



Proposed Residential Development
20/30 Greyfriars Road, Reading

Transport Statement

For

Mckay Securities

Document Control Sheet

Transport Statement

For

McKay Securities

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of McKay Securities to support an application for the change of use of part of an existing building from offices (Class B1) to residential flats (Class C3) via the Prior Approval Notification application process under the General Permitted Development Order 2015 (Class O, Part 3, Schedule 2).
- 1.2 The site is located on the east side of Greyfriars Road, adjacent to the junction with Gerrard Street within central Reading. The main line railway station and bus interchange is located within 200 metres of the site to the north east, while the main shopping centre is situated 200 metres to the south of the site. The Station Hill regeneration area is located on the opposite side of Gerrard Street from the site, which when completed will provide a new mixture of employment and leisure alternatives as well as a more direct pedestrian route to the station.
- 1.3 This application relates to the southern portion of 20/30 Greyfriars Road, which currently consists of circa 500 square metres of office space. The proposals seek to convert the existing office space in to 11 studio bed flats.
- 1.4 This Transport Statement demonstrates that:
 - ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable future residents to walk to a range of local facilities and amenities;
 - ▶ The proposed conversion of the office space to residential use will lead to a material reduction in traffic associated with the site;
 - ▶ The proposals will not result in increased demand for parking or servicing and will comply with adopted parking standards; and
 - ▶ The proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway.
- 1.5 Following this introduction this Transport Statement is split into five sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
 - ▶ Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
 - ▶ Section 4 provides an overview of the proposed development together with the details related to the access, parking and servicing strategies that will be adopted;
 - ▶ Section 5 assesses the trip generating potential of the proposed development, and provides an overview of the likely impacts that these are likely to have; and,
 - ▶ Section 6 summarises the key findings and conclusions of the report.

2.0 Policy

Introduction

2.1 This section of the report summarises relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- ▶ National Planning Policy Framework (March 2012);
- ▶ Reading Borough Council Core Strategy (January 2008);
- ▶ Reading Central Area Action Plan (January 2009); and
- ▶ Reading Borough Council Sites and Detailed Policies Document (October 2012)

National policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Governments planning policies for England and how these are expected to be applied.

2.3 In relation to Transport, NPPF states that;

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

2.4 In this regard, paragraph 32 continues:

"All developments that generate significant amounts of movements, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment. Planning policies and decisions should consider whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and,*
- *Improvements can be undertaken within the transport network that cost effectively limit the impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

Promoting Sustainable Travel Choices

2.5 In order to promote opportunities for the use of sustainable travel, the NPPF advises that:

"..developments should be located and designed where practical to;

- ▶ *Accommodate the efficient delivery of goods and supplies;*
- ▶ *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- ▶ *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones."*

Parking Provision

2.6 With regards parking provision the NPPF advises within Paragraph 39 that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- ▶ *the accessibility of the development;*
- ▶ *the type, mix and use of development;*
- ▶ *the availability of and opportunities for public transport;*
- ▶ *local car ownership levels; and*
- ▶ *an overall need to reduce the use of high-emission vehicles."*

- 2.7 Paragraph 39 was amended in March 2015 following a ministerial statement to include the following test:

"Local Planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."

Local Policy

Reading Borough Council Core Strategy

- 2.8 Strategic policy is provided by the policies of the Core Strategy which was adopted in 2008. A summary of the policies particularly relevant to the proposals with regards transport include:

- ▶ Policy CS4 – Accessibility and the Intensity of Development: proposals should be located within areas so as to reduce the need to travel;
- ▶ Policy CS24 – Car / Cycle Parking – maximum car parking standards will be applied as stipulated within the Parking Supplementary Planning Document.

Reading Central Area Action Plan

- 2.9 The Reading Central Area Action plan covers central Reading within the Inner Distribution Road and promotes sustainable residential development to complement the existing business, leisure and shopping uses currently found within the town centre.

Reading Borough Council Sites and Detailed Policies Document

- 2.10 Site specific policy is provided within the Sites and Detailed Policies Document which was adopted in 2012. Policy DM12 covers access, traffic and highway related matters and requires development to have a safe point of access to and from the highway and ensuring development will not have a detrimental impact on the functioning of the transport network.

Reading Borough Council Parking Standards Supplementary Planning Document

- 2.11 Parking standards for residential development are set out in the Borough Council's 'Revised Parking Standards Supplementary Planning Document', adopted in October 2011. The guidance operates on a zonal system depending on the proximity of sites to local centres and public transport provision and the requirements for flatted developments within the town centre, zone 1, are set out in the table below.

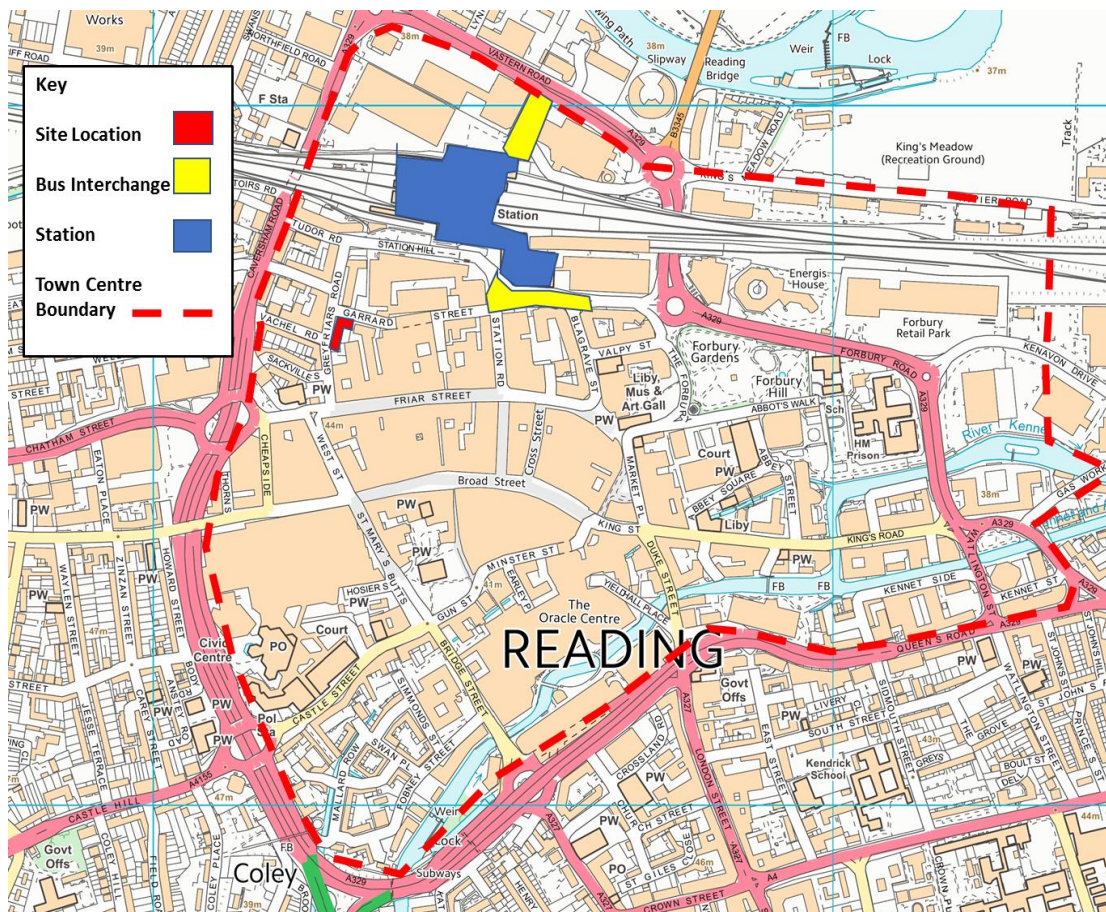
Type of Development	Parking Standards	Cycle Parking Standards
1-2 Bedroom flat	0.5 spaces per unit with no visitor parking	0.5 spaces per unit
3+ Bedroom Flat	1 space per unit with no visitor parking	1 spaces per unit

Table 2.1 – Required parking standards for flatted developments within zone 1

3.0 Existing Conditions

Site and Surrounding Area

- 3.1 The application site is located to the east of Greyfriars Road, approximately 200 metres from the main railway station and bus interchange and within Reading town centre. The sites location in relation to the local area and transport network is shown on the plan below.



Site Location

- 3.2 Greyfriars Road is a one way road northbound between Friar Street and Garrard Street, where it becomes two way to its junction with Tudor Road and Station Hill. Tudor Road provides access to and from the A329 Caversham Road, part of Readings Inner Distribution Road. Garrard Street is a cul-de-sac which provides access to the Station Hill development and a NCP multi-storey car park. The roads within the town centre area are subjected to a 20 miles per hour speed limit.
- 3.3 20-30 Greyfriars Road is currently occupied by a circa 3,500 square metre office building (B1 land use) and benefits from an existing vehicular access on Garrard Street and 42 car parking spaces. It is worthy to note that on-site observations have established these spaces are typically fully utilised during the day.
- 3.4 Greyfriars Road and Garrard Street adjacent to the site are subject to no waiting at any time parking restrictions enhanced by no loading restrictions during the peak periods of 7.30 to 9.30am and 4.00 to 6.00pm. Neighbouring roads have the same restrictions or are restricted to permit parking only.

Sustainable Transport Networks

- 3.5 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:

- ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
- ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
- ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).

- 3.6 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot

- 3.7 Greyfriars Road benefits from street lighting and wide footways that link the site to the nearby bus stops along Friar Street 100 metres to the south and at the railway station 200 metres to the north east. From Friar Street an extensive network of pedestrian streets provide links to the town centre and The Oracle shopping and leisure centre.

Accessibility by Cycle.

- 3.8 Reading has an extensive network of cycle routes and these are shown within **Appendix A**. Greyfriars Road is a designated quiet cycle route linking the station and town centre where access to various Reading cycle routes providing access to all areas of the town and suburbs can be obtained.

Accessibility by Bus

- 3.9 Reading has an extensive network of bus routes as shown within **Appendix B**. All the bus routes serve either Friar Street or the railway station and the bus stops serving all the routes are within a 5-minute walk of the site. The bus services provide access to all the main employment, education, health and leisure facilities within the town.

- 3.10 In addition to the local and sub-regional service, a direct coach service with a frequency of a bus every 20 minutes operates from the station direct to Heathrow Airport.

Accessibility by Rail

- 3.11 Reading Rail station is located 200 metres to the north-east of the site and is easily accessible by foot. Reading Rail station is the second busiest interchange station in England after Birmingham New Street and is located at the cross point of the main western main line and north south cross country lines. Destinations including Newbury, Bournemouth, Birmingham, Manchester Piccadilly, London Paddington, Oxford, Penzance, London Waterloo, Cardiff Central, Newcastle, Bristol Temple Meads and Gatwick Airport can be accessed from Reading station.

Summary of Baseline Conditions

- 3.12 The above review demonstrates the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. In addition to this it has been established that the site is well located to a range of key local amenities. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of how the site could be developed, and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Development Proposals

- 4.2 The Applicant is seeking to change the use of 500 square metres of the existing B1 office use at 20/30 Greyfriars Road to 11 studio residential flats (use class C3) under the prior approval procedures.

Access Arrangements

- 4.3 The existing access from Garrard Street to the site will be retained in order to serve the proposed development. The visibility splays available conform with the requirements of the Manual for Streets for an access onto a road with a 20 miles per hour speed limit. It is noted that as part of the Station Hill regeneration proposals, Garrard Street will be converted to a shared street as part of a Section 278 Highways Agreement, to ensure vehicle speeds are contained to 20 miles per hour and below.

Parking Arrangements

- 4.4 The parking standards set out within Reading Borough Council's 'Parking Standards Supplementary Planning Document', state that one and two bed bedroom units require a provision of 0.5 vehicle spaces per unit. With this in mind, the proposed residential development requires a minimum of 6 car parking spaces.
- 4.5 The existing surface level and basement parking area contains 42 car parking spaces and 11 spaces will be provided for the new dwellings. In this regard, adequate parking is provided on-site to minimise the potential for parking to take place on the surrounding highway network and in any case there are significant waiting restrictions on the neighbouring highway network that prevent this from happening.
- 4.6 Secure cycle parking for 9 bicycles is provided adjacent to the car parking spaces provided for the new residential dwellings. This provision is deemed acceptable for a site in such a sustainable location and it is noted that the proposed cycle parking is at a higher ratio than that agreed for the adjacent Station Hill development.
- 4.7 The proposed cycle parking and car parking layout are shown on drawing 10593-EPR-00-00-DR-A-0260 Rev 1 within **Appendix C**.

Servicing Arrangements

- 4.8 A bin store will be provided within the car park adjacent to the site access as also shown on drawing 10593-EPR-00-00-DR-A-0260 Rev 1 within **Appendix C**, which will enable refuse collection to take place in line with the existing arrangements for the site. The refuse point is in a position which ensures that the development falls within the necessary maximum carrying distance guidelines set out by MfS, which recommends residents should not carry their waste more than 30 metres to the storage point and that waste collection vehicle should be able to get within 25 metres of the storage point.

5.0 Traffic Generation

Overview

- 5.1 This section outlines the levels of trips that are likely to be generated by the proposed residential development comprising of 11 flats. The assessment presented in this section outlines traffic generation for the proposed uses during the peak traffic flow periods (i.e. peak hours of 08:00 – 09:00 and 17:00 – 18:00).

Existing Trip Generation

- 5.2 In order to quantify the levels of traffic flows that are likely to be attracted to the current uses that operate on the site, the TRICS database (version 7.3.4.) has been interrogated.
- 5.3 The results of the TRICS interrogation are provided at **Appendix D**, whilst a summary of the vehicle movements that could typically be generated by the existing offices are set out in Table 5.1 below.

Time Period	Vehicle Trip Rates (per 100 sqm)			Vehicle Trips (500 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday Morning (08:00–09:00)	1.948	0.271	2.219	10	1	11
Weekday Evening (17:00–18:00)	0.175	1.448	1.623	1	7	8
Daily (07:00–19:00)	6.145	5.642	11.787	31	28	59

Table 5.1 – Trip Rate and Traffic Generation for 500 square metres

- 5.4 Table 5.1 indicates that the existing office at the site is likely to generate approximately 11 and 8 vehicle movements in the weekday morning and evening peaks respectively, and approximately 59 movements across a typical day.

Proposed Trip Generation

- 5.5 The TRICS database (version 7.3.4) has again been interrogated to find comparable sites in order to obtain trip rate information for the proposed land uses at the site. The TRICS outputs are included within **Appendix E**, while a summary of the results are shown at Table 5.2. Weekday surveys for all sites in comparable locations (excluding sites in London) were selected from the database.

Time Period	Trip Rate			Trip Generation (11 dwellings)		
	Arrival	Departures	Total	Arrival	Departures	Total
Weekday Morning (08:00–09:00)	0.074	0.303	0.377	1	3	4
Weekday Evening (17:00–18:00)	0.290	0.135	0.425	3	2	5
Daily (07:00–19:00)	1.940	1.781	3.721	21	20	41

Table 5.2: Trip Rates and Traffic Generation (Flats Privately Owned)

- 5.6 Table 5.2 indicates that the proposed development of 43 flats has the potential to generate approximately 4 and 5 vehicle movements in the morning and evening peak periods respectively, and approximately 41 vehicle movements across a typical weekday.

Net Impact

- 5.7 The net impact in terms of vehicular movements associated with the existing and proposed development are set out in Table 5.3 below.

Scenario	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Existing Uses	11	8	59
Proposed Development	4	5	41
Net Change	-7	-3	-18

Table 5.3: Net Changes in Traffic Flows

- 5.8 Table 5.3 indicates that the proposed residential development is likely to result in an overall decrease of approximately 7 and 3 vehicle movements in the morning and evening peak period respectively, and a decrease in the order of 18 vehicle movements across a typical weekday.

Summary

- 5.9 The proposed development will result in an overall decrease in vehicle movements and as such this will not result in any material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the NPPF. Based on this, the proposals should not be resisted on the basis that they will be detrimental to the free-flow of traffic on the local highway network, or lead to any demonstrable harm to the sustainable transport networks that service the site.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of McKay Securities to support an application for the change of use of part of an existing building from offices (Class B1) to residential flats (Class C3) via the Prior Approval Notification application process under the General Permitted Development Order regulations 2015 (Class O, Part 3, Schedule 2).
- 6.2 The site is located 200 metres from the centre of Reading within the administrative boundaries of Reading Borough Council. The site is situated in close proximity to the railway station and bus interchange.
- 6.3 The application site currently comprises circa 3500 square metres of office space (land use class B1). The proposals are to convert 500 square metres of office space to 11 studio flats, which will be provided with 11 car parking spaces. The vehicular access to the site will remain via Garrard Street and pedestrian access will remain via Garrard Street and Greyfriars Road.
- 6.4 The report has demonstrated that the proposal accords with national and local policies relevant to transport and that the site benefits from access to a good network of pedestrian/cycle links, which connect the site to the public transport network that serves the local area.
- 6.5 In summary, this report demonstrates that:
- ▶ The location of the site accords with the relevant national and local transport planning policies;
 - ▶ The site benefits from access to a sustainable transport network that provides alternatives to the private car;
 - ▶ The site will continue to be accessed / serviced in line with current arrangements for the existing office; and,
 - ▶ The proposals conversion of the office space to residential use will result in a net overall decrease in traffic movements associated with the site and as such will not result in any demonstrable harm to the operation of the surrounding highway network.
- 6.6 On the basis of the above, it is considered that the proposals can be accommodated for without detriment to the operation of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds under the provisions of Class O Part 3 Schedule 2 of the General Permitted Development Order 2015.

Appendix A

Reading Cycle Network Plan

Legend



- South Reading**
Marple Stadium & Whitley
- South-East Reading & Wokingham**
Wokingham, Palmer Park & Sandford
- East Reading & Woodley**
Woodley, Palmer Park & Sandford
- North Reading**
Emmer Green
- West Reading**
Prospect Park
- South-West Reading**
Crayke Park & Southgate

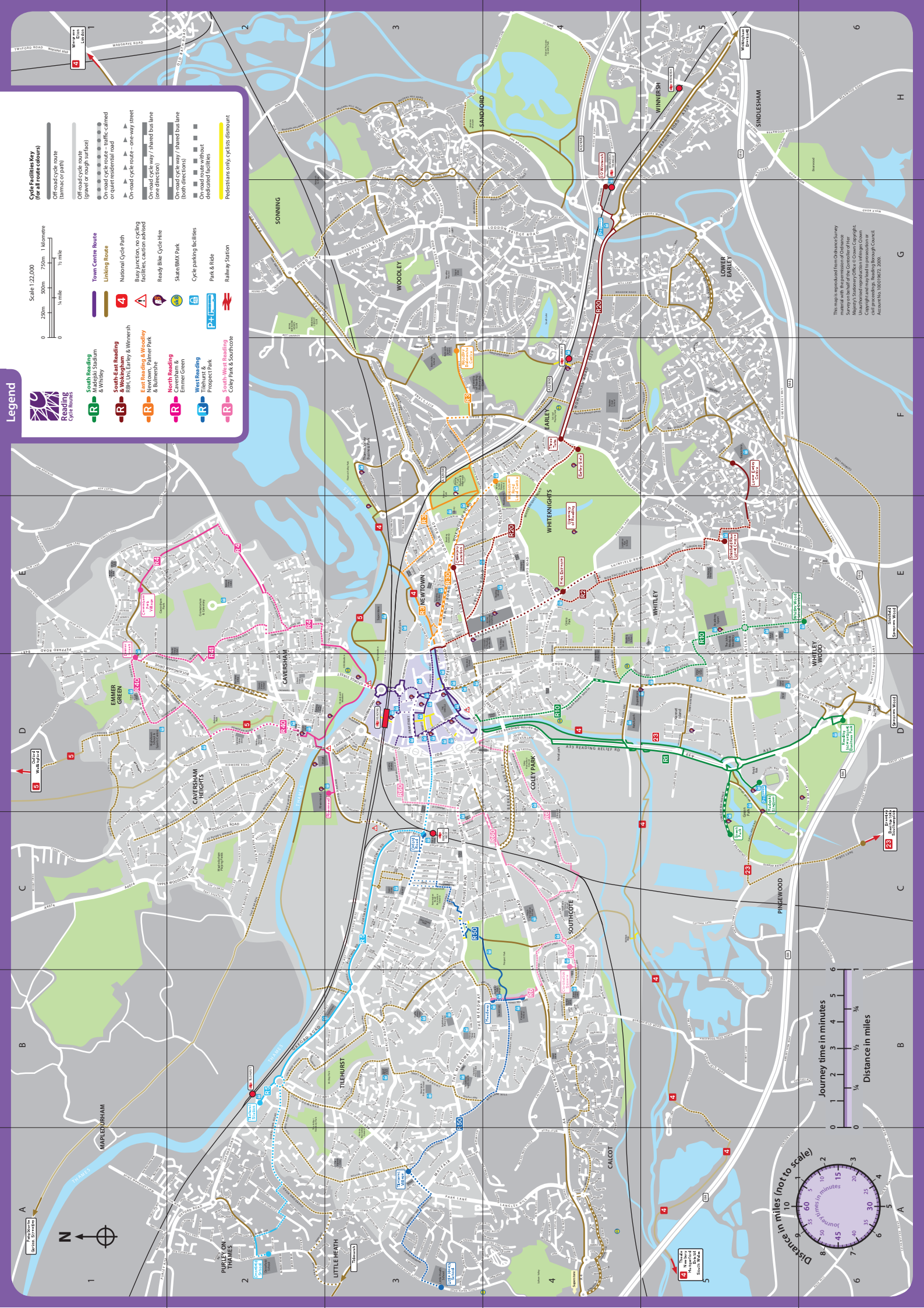
- Town Centre Route**
Linking Route
- National Cycle Path**
Buy junction no cycling facilities, caution advised
- Ready Bike Cycle Hire**
- State/BMX Park**
- Cycle parking facilities**
- Park & Ride**
- Railway Station**

Cycle Facilities Key (for all route colours)

- Off-road cycle route (tarmac or path)
- On-road cycle route (gravel or rough surface)
- On-road cycle route - traffic-calmed or quiet residential road
- On-road cycle route - one-way street
- On-road cycle way / shared bus lane (one direction)
- On-road cycle way / shared bus lane (both directions)
- On-road route without dedicated facilities
- Pedestrians only, cyclists dismount

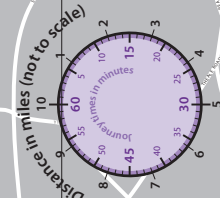
Scale 1:22,000

250m 500m 1 kilometre
1/4 mile 1/2 mile



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Journey time in minutes
Distance in miles



Appendix B

Reading Bus Network Plan



- jet black 1
- lime 2 2a
- leopard 3 X3 10
- lion 4 X4
- emerald 5 6 6a
- scarlet 9
- bronze 11
- orange 12 13 14
- sky blue 15 15a 16
- purple 17
- nineteens 19a 19b 19c
- claret 21 21a
- yellow 26

- pink 22 23 24 25 27 29
- royal blue 33 33a
- greenwave 40-60
- Merevale park & ride 60
- Winnersh Triangle park & ride 500
- community link 28
- other routes 7 7K 60K

- other operators
- Arriva 800 850
 - Carousel Buses X80
 - Courtney Buses 127 128 129
 - Moretons TR1
 - Stagecoach 7 8
 - Thames Travel 143 X39 X40

Central Reading

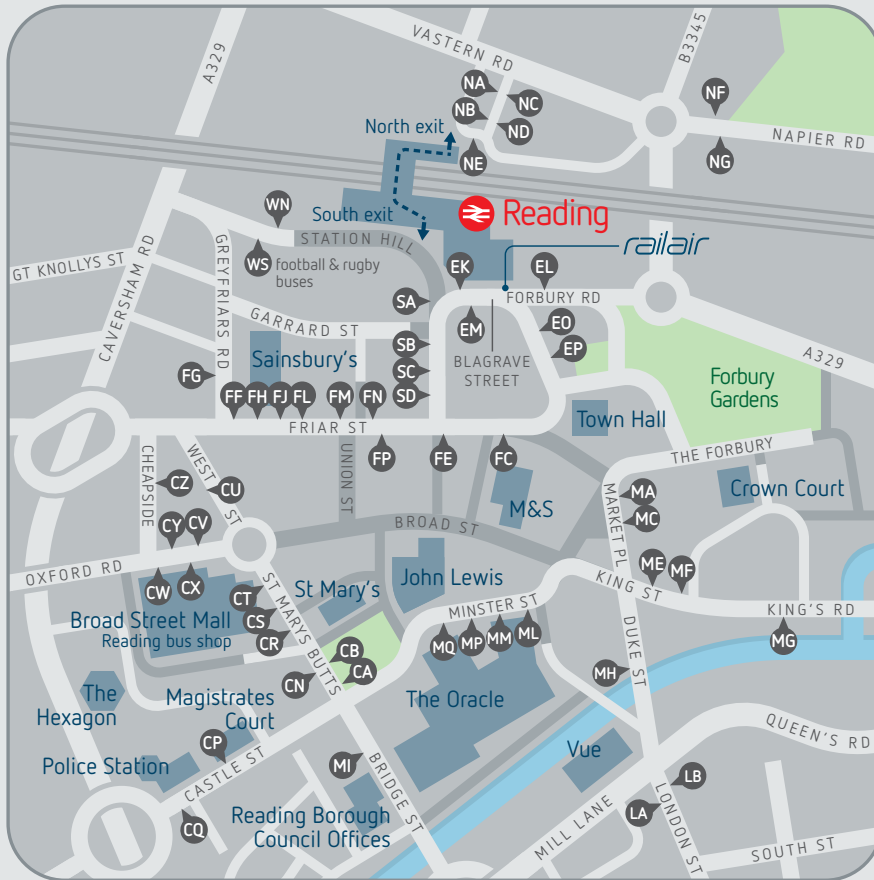
to Grazeley, Mortimer & Baughurst TR1

7 7K 8 to Swallowfield, Riseley & Fleet

10 to Spencers Wood

where to catch your bus in Central Reading

Readingbuses



download the Reading Buses app

buy mobile tickets, plan your journey &
get live bus times on your phone



route

jet black	1
lime	2 2a
leopard	3
leopard	X3
lion	4, X4
emerald	5
emerald	6 6a
scarlet	9
bronze	11
leopard	10
orange	12
orange	13 14
sky blue	15 15a
sky blue	16
purple	17
purple	17
nineteens	19a 19b 19c
claret	21 21a
pink	22
pink	23
pink	24
pink	25
yellow	26
pink	27
shuttle	29
royal blue	33 33a
Winnersh Triangle park & ride	500
Mere oak park & ride	60
greenwave	40-60
community link	18 28

towards

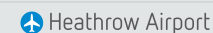
Theale/Thatcham/Newbury
Burghfield/Mortimer/Tadley
+ RBH/Arborfield/Wokingham
Shinfield Park (Direct)
College/Wokingham/Bracknell
Northumberland Ave
Whitley Wood/Tesco depot
+ RBH/Shinfield Park
Coley Park
+ RBH/Spencers Wood
College/Woodley Centre
College/Woodley Centre/Woodley/Woodley Green
Tilehurst/Dee Park/IKEA
Purley
College/Wokingham Road (Three Tuns)
College/Tilehurst (Water Tower)
+ RBH/ UoR/Woodley or Lower Earley
UoR/Lower Earley
Caversham Heights
Caversham Park
Emmer Green
Sonning Common/Peppard Common
Calcot
Lower Caversham via Caversham Centre
Lower Caversham
Turnhams Farm/Tilehurst
Winnersh Triangle park & ride
Mere oak park & ride
Kennet Island/Green Park/ Madejski Stadium/RIBP
Purley/Tilehurst Triangle/Caversham/Calcot/ Tesco (Napier Road)

your bus stops

EP FP CA CQ
EP FP CA CQ
CR FM SA MA MF
EP FP
CT FN EO ME
MI CR CU SC MC
MI CR CU SC MC
CR FM SA MA MF
MI CR FM EO MC
CR FM SA MA MF
EM MF
EM MF
FE CX
FE CX
CY FN EO ME
MG MM CN CW
CR FM SA MA MF
CR CU EK MA
FL EL NA
FJ EL NA
FL EL NA
FJ EL NA
EK FP CA CQ
FJ EL
FJ EL
FE CB CQ
MQ CS FM EO MC
CS SD MC
CS SD MC
EP FP CA CB CQ CU NF NG MP

railair

operated by First



see map

Appendix C

Car Park, Cycle Parking and Refuse Storage Layout

Garrard Street

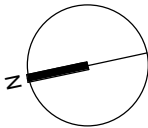
Greyfriars Road

Residential Parking Spaces



Keyplan

North



Notes:
1. Do not scale
2. Contractor to Check all dimensions and report omissions and errors to the Architect
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1	PD 2	11.04.17	JC	AS
No.	Revision	Date	Initial	Chk'd

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Greyfriars House
Reading

Proposed Ground Floor

For Information 1 : 200 @ A3 11.04.17

Project No	Originator	Zone	Level	Type	Role	Number	Rev
10593 - EPR - 00 - 00 - DR - A - 0260							1

Appendix D

TRICS Output – B1 Offices

LIST OF SITES relevant to selection parameters

1	CW-02-A-02	INLAND REVENUE		CORNWALL
	TRINITY STREET			
	ST AUSTELL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	4850	sqm	
2	DC-02-A-08	OFFICE		DORSET
	STATION APPROACH			
	DORCHESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1550	sqm	
3	DH-02-A-01	RPMI OFFICES		DURHAM
	BRINKBURN ROAD			
	DARLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	3372	sqm	
4	HF-02-A-02	COUNCIL OFFICES		HERTFORDSHIRE
	BRIDGE ROAD EAST			
	WELWYN GARDEN CITY			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	2700	sqm	
5	HF-02-A-04	OFFICES		HERTFORDSHIRE
	STATION WAY			
	ST ALBANS			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	5000	sqm	
6	LC-02-A-09	OFFICES		LANCASHIRE
	FURTHERGATE			
	BLACKBURN			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	2600	sqm	
7	PS-02-A-01	COUNCIL OFFICES		POWYS
	SEVERN ROAD			
	WELSHPOOL			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	3920	sqm	
8	SC-02-A-14	UNILEVER		SURREY
	SPRINGFIELD DRIVE			
	LEATHERHEAD			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	19974	sqm	
9	SC-02-A-15	ACCOUNTANTS		SURREY
	BOXGROVE ROAD			
	GUILDFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1896	sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-02-A-02 BATH STREET	OFFICES		SUFFOLK
	IPSWICH Edge of Town Centre Commercial Zone			
	Total Gross floor area:		6505 sqm	
11	SW-02-A-01 LANGDON ROAD	OFFICES		SWANSEA
	SWANSEA Edge of Town Centre Development Zone			
	Total Gross floor area:		6630 sqm	

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.020	1	19974	0.005	1	19974	0.025
06:00 - 06:30	1	19974	0.070	1	19974	0.005	1	19974	0.075
06:30 - 07:00	1	19974	0.105	1	19974	0.025	1	19974	0.130
07:00 - 07:30	11	5363	0.224	11	5363	0.029	11	5363	0.253
07:30 - 08:00	11	5363	0.809	11	5363	0.124	11	5363	0.933
08:00 - 08:30	11	5363	0.900	11	5363	0.139	11	5363	1.039
08:30 - 09:00	11	5363	1.048	11	5363	0.132	11	5363	1.180
09:00 - 09:30	11	5363	0.636	11	5363	0.132	11	5363	0.768
09:30 - 10:00	11	5363	0.278	11	5363	0.139	11	5363	0.417
10:00 - 10:30	11	5363	0.159	11	5363	0.112	11	5363	0.271
10:30 - 11:00	11	5363	0.127	11	5363	0.102	11	5363	0.229
11:00 - 11:30	11	5363	0.119	11	5363	0.119	11	5363	0.238
11:30 - 12:00	11	5363	0.164	11	5363	0.132	11	5363	0.296
12:00 - 12:30	11	5363	0.124	11	5363	0.208	11	5363	0.332
12:30 - 13:00	11	5363	0.168	11	5363	0.215	11	5363	0.383
13:00 - 13:30	11	5363	0.166	11	5363	0.205	11	5363	0.371
13:30 - 14:00	11	5363	0.176	11	5363	0.156	11	5363	0.332
14:00 - 14:30	11	5363	0.139	11	5363	0.153	11	5363	0.292
14:30 - 15:00	11	5363	0.095	11	5363	0.147	11	5363	0.242
15:00 - 15:30	11	5363	0.095	11	5363	0.141	11	5363	0.236
15:30 - 16:00	11	5363	0.102	11	5363	0.186	11	5363	0.288
16:00 - 16:30	11	5363	0.098	11	5363	0.458	11	5363	0.556
16:30 - 17:00	11	5363	0.102	11	5363	0.483	11	5363	0.585
17:00 - 17:30	11	5363	0.114	11	5363	0.964	11	5363	1.078
17:30 - 18:00	11	5363	0.061	11	5363	0.483	11	5363	0.544
18:00 - 18:30	11	5363	0.034	11	5363	0.419	11	5363	0.453
18:30 - 19:00	11	5363	0.014	11	5363	0.222	11	5363	0.236
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	6.147			5.640			11.787		

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.

Parameter summary

Trip rate parameter range selected:	1550 - 19974 (units: sqm)
Survey date date range:	01/01/00 - 12/05/15
Number of weekdays (Monday-Friday):	11
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 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:30 - 07:00	1	19974	0.005	1	19974	0.005	1	19974	0.010
07:00 - 07:30	11	5363	0.002	11	5363	0.000	11	5363	0.002
07:30 - 08:00	11	5363	0.002	11	5363	0.003	11	5363	0.005
08:00 - 08:30	11	5363	0.003	11	5363	0.000	11	5363	0.003
08:30 - 09:00	11	5363	0.002	11	5363	0.005	11	5363	0.007
09:00 - 09:30	11	5363	0.002	11	5363	0.002	11	5363	0.004
09:30 - 10:00	11	5363	0.002	11	5363	0.002	11	5363	0.004
10:00 - 10:30	11	5363	0.007	11	5363	0.003	11	5363	0.010
10:30 - 11:00	11	5363	0.000	11	5363	0.003	11	5363	0.003
11:00 - 11:30	11	5363	0.005	11	5363	0.003	11	5363	0.008
11:30 - 12:00	11	5363	0.000	11	5363	0.002	11	5363	0.002
12:00 - 12:30	11	5363	0.000	11	5363	0.000	11	5363	0.000
12:30 - 13:00	11	5363	0.002	11	5363	0.000	11	5363	0.002
13:00 - 13:30	11	5363	0.002	11	5363	0.003	11	5363	0.005
13:30 - 14:00	11	5363	0.003	11	5363	0.002	11	5363	0.005
14:00 - 14:30	11	5363	0.005	11	5363	0.002	11	5363	0.007
14:30 - 15:00	11	5363	0.000	11	5363	0.005	11	5363	0.005
15:00 - 15:30	11	5363	0.000	11	5363	0.000	11	5363	0.000
15:30 - 16:00	11	5363	0.005	11	5363	0.002	11	5363	0.007
16:00 - 16:30	11	5363	0.000	11	5363	0.003	11	5363	0.003
16:30 - 17:00	11	5363	0.002	11	5363	0.000	11	5363	0.002
17:00 - 17:30	11	5363	0.000	11	5363	0.002	11	5363	0.002
17:30 - 18:00	11	5363	0.000	11	5363	0.000	11	5363	0.000
18:00 - 18:30	11	5363	0.000	11	5363	0.000	11	5363	0.000
18:30 - 19:00	11	5363	0.000	11	5363	0.000	11	5363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.049			0.047			0.096

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

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

Parameter summary

Trip rate parameter range selected:	1550 - 19974 (units: sqm)
Survey date date range:	01/01/00 - 12/05/15
Number of weekdays (Monday-Friday):	11
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 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	1	19974	0.005	1	19974	0.010	1	19974	0.015
07:00 - 07:30	11	5363	0.002	11	5363	0.002	11	5363	0.004
07:30 - 08:00	11	5363	0.003	11	5363	0.002	11	5363	0.005
08:00 - 08:30	11	5363	0.008	11	5363	0.005	11	5363	0.013
08:30 - 09:00	11	5363	0.008	11	5363	0.005	11	5363	0.013
09:00 - 09:30	11	5363	0.007	11	5363	0.007	11	5363	0.014
09:30 - 10:00	11	5363	0.007	11	5363	0.005	11	5363	0.012
10:00 - 10:30	11	5363	0.007	11	5363	0.005	11	5363	0.012
10:30 - 11:00	11	5363	0.003	11	5363	0.005	11	5363	0.008
11:00 - 11:30	11	5363	0.003	11	5363	0.005	11	5363	0.008
11:30 - 12:00	11	5363	0.003	11	5363	0.002	11	5363	0.005
12:00 - 12:30	11	5363	0.003	11	5363	0.005	11	5363	0.008
12:30 - 13:00	11	5363	0.005	11	5363	0.003	11	5363	0.008
13:00 - 13:30	11	5363	0.008	11	5363	0.005	11	5363	0.013
13:30 - 14:00	11	5363	0.003	11	5363	0.005	11	5363	0.008
14:00 - 14:30	11	5363	0.007	11	5363	0.007	11	5363	0.014
14:30 - 15:00	11	5363	0.003	11	5363	0.005	11	5363	0.008
15:00 - 15:30	11	5363	0.008	11	5363	0.007	11	5363	0.015
15:30 - 16:00	11	5363	0.005	11	5363	0.007	11	5363	0.012
16:00 - 16:30	11	5363	0.005	11	5363	0.008	11	5363	0.013
16:30 - 17:00	11	5363	0.003	11	5363	0.005	11	5363	0.008
17:00 - 17:30	11	5363	0.005	11	5363	0.005	11	5363	0.010
17:30 - 18:00	11	5363	0.008	11	5363	0.007	11	5363	0.015
18:00 - 18:30	11	5363	0.002	11	5363	0.005	11	5363	0.007
18:30 - 19:00	11	5363	0.003	11	5363	0.003	11	5363	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.129			0.130			0.259

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.

Parameter summary

Trip rate parameter range selected:	1550 - 19974 (units: sqm)
Survey date date range:	01/01/00 - 12/05/15
Number of weekdays (Monday-Friday):	11
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 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
07:00 - 07:30	11	5363	0.007	11	5363	0.000	11	5363	0.007
07:30 - 08:00	11	5363	0.015	11	5363	0.003	11	5363	0.018
08:00 - 08:30	11	5363	0.012	11	5363	0.000	11	5363	0.012
08:30 - 09:00	11	5363	0.031	11	5363	0.000	11	5363	0.031
09:00 - 09:30	11	5363	0.015	11	5363	0.000	11	5363	0.015
09:30 - 10:00	11	5363	0.005	11	5363	0.002	11	5363	0.007
10:00 - 10:30	11	5363	0.005	11	5363	0.000	11	5363	0.005
10:30 - 11:00	11	5363	0.003	11	5363	0.000	11	5363	0.003
11:00 - 11:30	11	5363	0.003	11	5363	0.003	11	5363	0.006
11:30 - 12:00	11	5363	0.002	11	5363	0.000	11	5363	0.002
12:00 - 12:30	11	5363	0.000	11	5363	0.002	11	5363	0.002
12:30 - 13:00	11	5363	0.002	11	5363	0.005	11	5363	0.007
13:00 - 13:30	11	5363	0.005	11	5363	0.005	11	5363	0.010
13:30 - 14:00	11	5363	0.000	11	5363	0.000	11	5363	0.000
14:00 - 14:30	11	5363	0.002	11	5363	0.003	11	5363	0.005
14:30 - 15:00	11	5363	0.002	11	5363	0.000	11	5363	0.002
15:00 - 15:30	11	5363	0.002	11	5363	0.002	11	5363	0.004
15:30 - 16:00	11	5363	0.002	11	5363	0.008	11	5363	0.010
16:00 - 16:30	11	5363	0.002	11	5363	0.007	11	5363	0.009
16:30 - 17:00	11	5363	0.000	11	5363	0.003	11	5363	0.003
17:00 - 17:30	11	5363	0.000	11	5363	0.020	11	5363	0.020
17:30 - 18:00	11	5363	0.002	11	5363	0.027	11	5363	0.029
18:00 - 18:30	11	5363	0.002	11	5363	0.010	11	5363	0.012
18:30 - 19:00	11	5363	0.002	11	5363	0.003	11	5363	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.126			0.103			0.229

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.

Parameter summary

Trip rate parameter range selected:	1550 - 19974 (units: sqm)
Survey date date range:	01/01/00 - 12/05/15
Number of weekdays (Monday-Friday):	11
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.

Appendix E

TRICS Output C3 Flats

LIST OF SITES relevant to selection parameters

1	BR-03-C-01	FLATS & TERRACED CLARENCE ROAD		BRISTOL CITY
		BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	102	
2	CB-03-C-03	FLATS & BUNGALOWS LOUND STREET		CUMBRIA
		KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	33	
3	DC-03-C-02	FLATS IN BLOCKS PALM COURT SPA ROAD WEYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	14	DORSET
4	HC-03-C-02	FLATS WORTING ROAD		HAMPSHIRE
		BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	16	
5	NR-03-C-01	BLOCK OF FLATS ROCKINGHAM ROAD		NORTHAMPTONSHIRE
		CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	20	
6	SF-03-C-01	BLOCKS OF FLATS STATION HILL		SUFFOLK
		BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total Number of dwellings:	85	
7	SF-03-C-03	BLOCKS OF FLATS TOLLGATE LANE		SUFFOLK
		BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	30	
8	TV-03-C-02	FLATS ACKLAM ROAD LINTHORPE MIDDLESBROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	85	TEES VALLEY
9	WM-03-C-03	FLATS LODE LANE		WEST MIDLANDS
		SOLIHULL Edge of Town Centre No Sub Category Total Number of dwellings:	60	

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
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	49	0.049	9	49	0.142	9	49	0.191
08:00 - 09:00	9	49	0.074	9	49	0.303	9	49	0.377
09:00 - 10:00	9	49	0.074	9	49	0.094	9	49	0.168
10:00 - 11:00	9	49	0.072	9	49	0.090	9	49	0.162
11:00 - 12:00	9	49	0.094	9	49	0.097	9	49	0.191
12:00 - 13:00	9	49	0.094	9	49	0.088	9	49	0.182
13:00 - 14:00	9	49	0.092	9	49	0.097	9	49	0.189
14:00 - 15:00	9	49	0.119	9	49	0.121	9	49	0.240
15:00 - 16:00	9	49	0.106	9	49	0.081	9	49	0.187
16:00 - 17:00	9	49	0.130	9	49	0.092	9	49	0.222
17:00 - 18:00	9	49	0.290	9	49	0.135	9	49	0.425
18:00 - 19:00	9	49	0.184	9	49	0.128	9	49	0.312
19:00 - 20:00	1	16	0.250	1	16	0.188	1	16	0.438
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.250	1	16	0.125	1	16	0.375
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.940			1.781			3.721

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.

Parameter summary

Trip rate parameter range selected: 14 - 102 (units:)
Survey date range: 01/01/00 - 18/12/14
Number of weekdays (Monday-Friday): 9
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	49	0.007	9	49	0.007	9	49	0.014
08:00 - 09:00	9	49	0.002	9	49	0.002	9	49	0.004
09:00 - 10:00	9	49	0.000	9	49	0.000	9	49	0.000
10:00 - 11:00	9	49	0.000	9	49	0.000	9	49	0.000
11:00 - 12:00	9	49	0.000	9	49	0.000	9	49	0.000
12:00 - 13:00	9	49	0.000	9	49	0.000	9	49	0.000
13:00 - 14:00	9	49	0.002	9	49	0.002	9	49	0.004
14:00 - 15:00	9	49	0.007	9	49	0.007	9	49	0.014
15:00 - 16:00	9	49	0.000	9	49	0.000	9	49	0.000
16:00 - 17:00	9	49	0.000	9	49	0.000	9	49	0.000
17:00 - 18:00	9	49	0.002	9	49	0.002	9	49	0.004
18:00 - 19:00	9	49	0.002	9	49	0.000	9	49	0.002
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.020			0.042

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.

Parameter summary

Trip rate parameter range selected: 14 - 102 (units:)
 Survey date range: 01/01/00 - 18/12/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	49	0.000	9	49	0.002	9	49	0.002
08:00 - 09:00	9	49	0.002	9	49	0.002	9	49	0.004
09:00 - 10:00	9	49	0.002	9	49	0.002	9	49	0.004
10:00 - 11:00	9	49	0.000	9	49	0.000	9	49	0.000
11:00 - 12:00	9	49	0.007	9	49	0.004	9	49	0.011
12:00 - 13:00	9	49	0.004	9	49	0.007	9	49	0.011
13:00 - 14:00	9	49	0.000	9	49	0.000	9	49	0.000
14:00 - 15:00	9	49	0.004	9	49	0.002	9	49	0.006
15:00 - 16:00	9	49	0.002	9	49	0.002	9	49	0.004
16:00 - 17:00	9	49	0.000	9	49	0.000	9	49	0.000
17:00 - 18:00	9	49	0.000	9	49	0.000	9	49	0.000
18:00 - 19:00	9	49	0.000	9	49	0.000	9	49	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

Parameter summary

Trip rate parameter range selected: 14 - 102 (units:)
 Survey date range: 01/01/00 - 18/12/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	49	0.000	9	49	0.000	9	49	0.000
08:00 - 09:00	9	49	0.000	9	49	0.000	9	49	0.000
09:00 - 10:00	9	49	0.000	9	49	0.000	9	49	0.000
10:00 - 11:00	9	49	0.000	9	49	0.000	9	49	0.000
11:00 - 12:00	9	49	0.000	9	49	0.000	9	49	0.000
12:00 - 13:00	9	49	0.000	9	49	0.000	9	49	0.000
13:00 - 14:00	9	49	0.000	9	49	0.000	9	49	0.000
14:00 - 15:00	9	49	0.000	9	49	0.000	9	49	0.000
15:00 - 16:00	9	49	0.000	9	49	0.000	9	49	0.000
16:00 - 17:00	9	49	0.000	9	49	0.000	9	49	0.000
17:00 - 18:00	9	49	0.002	9	49	0.002	9	49	0.004
18:00 - 19:00	9	49	0.000	9	49	0.000	9	49	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

Parameter summary

Trip rate parameter range selected: 14 - 102 (units:)
Survey date range: 01/01/00 - 18/12/14
Number of weekdays (Monday-Friday): 9
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	49	0.007	9	49	0.004	9	49	0.011
08:00 - 09:00	9	49	0.004	9	49	0.009	9	49	0.013
09:00 - 10:00	9	49	0.004	9	49	0.004	9	49	0.008
10:00 - 11:00	9	49	0.000	9	49	0.000	9	49	0.000
11:00 - 12:00	9	49	0.000	9	49	0.007	9	49	0.007
12:00 - 13:00	9	49	0.000	9	49	0.000	9	49	0.000
13:00 - 14:00	9	49	0.002	9	49	0.004	9	49	0.006
14:00 - 15:00	9	49	0.000	9	49	0.000	9	49	0.000
15:00 - 16:00	9	49	0.009	9	49	0.007	9	49	0.016
16:00 - 17:00	9	49	0.000	9	49	0.000	9	49	0.000
17:00 - 18:00	9	49	0.009	9	49	0.000	9	49	0.009
18:00 - 19:00	9	49	0.009	9	49	0.000	9	49	0.009
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.035			0.079

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.

Parameter summary

Trip rate parameter range selected: 14 - 102 (units:)
 Survey date range: 01/01/00 - 18/12/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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