

Project Reading Metropolitan

LPA ref 182252

From Francesca Whitfield/Adrian Cole

Date 14 August 2019

Second Transport Addendum

Project No. 23061101

Background

1. Hermes Property Unit Trust submitted an outline planning application in December 2019 for the redevelopment of the Reading Metropolitan site.
2. On 20 June 2019, Reading Borough Council's (RBC's) Transport Development Control Group provided their response on the application. These are shown in Table 1 of this note, alongside the applicant's response. Further information/clarification has been provided where requested by RBC.

Next Steps

3. Based upon the information contained in Table 1 and in the previous Transport Addendum (submitted 19 July 2019), it is considered that all the comments raised by the RBC Transport Development Control Group have now been satisfactorily addressed.
4. The applicant is willing for further details to be controlled by planning conditions and/or S278 obligations.

Table 1: Response to RBC Comments

Topic	RBC Comment	Response
Transport Comments	It is noted that the proposal includes changes to the land located adjacent to the railway line however the land in question is not included within either the red or blue line. It has been stated in the Transport Assessment Addendum that the applicant has a right of access over this land however the proposals include changes to the service / emergency access onto Caversham Road, the internal road design and the introduction of landscaping these alterations constitute development and therefore must be included within either the red or blue line.	Please refer to the site layout (ref 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11) in Appendix A showing the orange application site boundary.
	The Councils adopted Policies requires improved pedestrian links between the Town Centre Area and to the north via Christchurch Bridge. It had previously been identified that the internal site layout includes the provision of an uncontrolled pedestrian crossing, and to promote the north / south link this should be provided as a controlled crossing i.e. a tiger crossing to help promote walking and cycling. A revised drawing has been submitted that identifies an indicative crossing located to the centre of the site which in principle is acceptable subject to the future development to the north, however the crossing referred to previously was that located to the east of the site that provides a link to the underpass. This has not been illustrated on any of the submitted plans and therefore a revised drawing is still required.	Please refer to the site layout plan (23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11) in Appendix A which includes the indicative location of an additional tiger crossing to the east of the site. The exact location and dimensions of the crossing can be controlled by suitable planning conditions

Topic	RBC Comment	Response
	Submitted plans also illustrate doors opening outwards however this is not in accordance with Section 153 of the Highways Act 1980. The Transport Assessment Addendum has stated that this has been addressed however the revised drawing still illustrate doors that open outwards. Revised drawings are therefore still required that illustrate all external doors to open inwards.	Please refer to the updated site layout plan 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11) in Appendix A which indicates that all doors open inwards. This requirement can be controlled by a suitable planning condition.
	Pedestrian ramps are provided from ground floor level to the podium amenity areas, it has been confirmed that none of the ramps will exceed 1:20 but the gradient on all of the ramps has not been indicated. Revised plans should therefore be submitted confirming that all the ramps comply with Inclusive Mobility in terms of gradients.	Please refer to the site layout (ref 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11) in Appendix A which indicates all the ramp gradients. This information is provided in more detail in the Design and Access Statement. This requirement can be controlled by a suitable planning condition.
	The internal footways in particular the north south internal route have trees located within the footway, the trees along this north south link have now been repositioned to adjacent to the carriageway, which in principle is acceptable but this is likely to result in damage to the trees as the canopy will overhang the footway. However, this is not the only area where trees are located in the centre of the footway the trees to the south of Block D would also cause an obstruction. A revised drawing should therefore be submitted to relocate these trees.	The trees along the north/south link will have a clear stem of 3.5m when planted, which after 5 years will be a clear stem of circa 4.5m. A sketch of these trees is provided in Appendix B. The trees to the south of Block D have been moved so they will not be obstructing pedestrians.
Cycle Links	A signalized pedestrian crossing is located on Caversham Road adjacent to the site south of Northfield Road, the proposals include an upgrade the current pedestrian crossing to include signal-controlled crossings for cyclists. The principle of this is deemed acceptable given that this will improve access to the north and west for cyclists. A revised design has also been submitted that does not result in the signaling of Northfield Road however the drawing in question does not fully illustrate the full extent of the crossing facility as it is also illustrating wider alterations and therefore an additional drawing is required in order for this to be fully assessed.	Please refer to drawing ref 23061101-SDG-HGN-100-DR-D-01008, sheet 8 of 11 in Appendix A which shows the full extent of the crossing. The details of the proposed changes can be controlled as part of the S278 highways agreement
	The applicant has stated that they are satisfied that the low volume of expected traffic and associated speeds does not require dedicated provision for cyclists within the site apart from the contra-flow lane at the western end. However, new dedicated cycle facilities are required to fit together existing parts of the cycle network to make it a comprehensive network that allows residents of Reading to utilize cycling as an alternative mode of travel. This is also an important aspect for the development given that the vast majority of residents will be reliant on alternative modes. An east / west dedicated cycle link through the site would provide connectivity to the north /south link to the east of the site connecting access to the town centre to the south and	Please refer to the drawing 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11 in Appendix A which shows advisory cycle lanes on The Avenue. This requirement can be controlled by a suitable planning condition.

Topic	RBC Comment	Response
	Christchurch Meadows to the north as well providing access to the west and north via the Northfield Road crossing connecting the site with schools, leisure, Caversham Centre, commercial buildings. Providing a dedicated cycle route through the site would comply with the requirements of the NPPF which states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. Revised drawings should therefore be provided that include the provision of a dedicated east / west cycle lane.	
Site Access	Tracking diagrams have been submitted that confirm that vehicles will be able to enter and exit the site in forward gear and this is deemed acceptable in principle. However, although updated tracking diagrams had been requested illustrating vehicles entering and exiting the application site from either point these have still not been provided. The reason for requesting these was to ensure that the access design at the eastern and western boundaries is appropriate. Although within the revised drawings a 10m rigid has been illustrated the drawing does not fully identify the actual left turn into the site and implies it would be a straight across movement, which is not possible due to the central island. Further tracking diagrams are therefore still required.	Please refer to drawing 23061101-SDG-HGN-100-DR-D-01008, sheets 1 and 2 of 11 in Appendix A, which show vehicles entering the site from Caversham Road and Trooper Potts Way.
	What I would add to the above is that any tracking of a 10m rigid would identify that the proposed access would be excessive and therefore the junction should be reviewed / narrowed so as to improve the movement of pedestrians and cyclists along the eastern side of Caversham Road.	Please refer to drawing 23061101-SDG-HGN-100-DR-D-01008, sheet 1 of 11 in Appendix A which demonstrates that the proposed access width is necessary to accommodate larger vehicles entering the site. Any further modifications to Caversham Road access can be controlled by suitable planning conditions and/or S278 obligations.
	It was identified at the pre-application stage that conflict could occur at the eastern boundary of the site and the service area for the adjacent retail park, located to the north. It was requested that the Transport Assessment should provide a detailed review of the visibility associated with the proposed Trooper Potts Way access and the service road. This has not been undertaken and the trip rate assessment identified in the Transport Assessment did not confirm that the proposed trip generation would be less than that previously generated by the existing use on the site. The applicant has stipulated that given RBC accepted this arrangement for the previously consented use, they consider the appropriate test is to compare the traffic generated by the current proposals as it exits the eastbound access with that generated by the previously consented scheme.	Please refer to drawing 23061101-SDG-HGN-100-DR-D-01008, sheet 10 of 11 in Appendix A which shows an indicative traffic calming measure, designed to reduce vehicle speeds to 10mph throughout the site. This drawing shows the sight lines from a vehicle exiting the adjacent servicing area, demonstrating that the driver would have sufficient visibility of vehicles exiting the Proposed Development as there would be a 10mph speed restriction throughout the proposed development.

Topic	RBC Comment	Response
	However, the previously consented scheme is no longer an extant permission and therefore cannot be included within the assessment of this application, I would also add that even though the proximity of this service access was not assessed during the previous planning application does not mean that it should not be assessed now. Heavy goods vehicles exiting the adjacent service area whilst having insufficient visibility would be detrimental to highway safety including residents of the development and therefore must be addressed.	Any further modifications can be controlled by suitable planning conditions and/or S278 obligations.
	An existing access currently exists to the south west corner of the site and this is to be retained as an access to network rail but will be restricted access through bollard control. It has been confirmed that access to this road from Caversham Road will only be provided to Network Rail vehicles as and when required. A tracking diagram has also been provided demonstrating that vehicles with a length of up to 8m are able to wait for entry without obstructing pedestrian movement. Furthermore, vehicles with a length of up to 10m can wait for entry without obstructing vehicles using the nearside southbound lane on Caversham Road. It also states that the applicant does not expect vehicles above 10m to use the Network Rail access point. However, it must be confirmed by Network Rail what type of vehicle would use this access and the layout should ensure that vehicles do not obstruct the footway or carriageway. Historically no gate existed at this access point and therefore no obstruction should be introduced.	In consultation with Network Rail, we understand that the longest vehicle likely to use the access point would have a length of 10m.
	The TRICS data that has been submitted has been deemed acceptable and therefore accurately assesses the proposed trip generation apart from that relating to the Health Care / Community Centre use. Updated information has been provided for the Health Care use but actual TRICS data has not been provided to review and as previously requested the floor space is mixed and also includes community use and therefore it would need to be confirmed which use would generate the most robust assessment.	Please refer to the Trip Rate and Traffic Impact Assessment section set out below this table.
Trip Rate and Traffic Impact Assessment	The proposed development has been assessed against the 2011 application however as was stated at the pre-application stage the development should be assessed against the existing use on the site. It has been stated within the Transport Assessment Addendum that a comparison to the existing use on the site was provided in paragraph 5.40 in the Transport Assessment. The lawful existing use is estimated to generate approximately 34 two-way trips in the AM peak hour and 46 in the PM peak hour. Although this is stated I can find no information to identify where this figure comes from and I could not find this in the 2011 application documents. As I have stated above and previously during the pre-application discussions the application must be assessed against the existing use on the site. Without this a development could not be supported.	
Parking	Eight disabled parking spaces are available on the Site. Although the TA stipulates two being located at basement level and are designated for residential use the submitted	Please refer to the site layout (ref 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11) in Appendix A

Topic	RBC Comment	Response
	plans identify four spaces. The TA also stipulates that six disabled bays at located at street level on Metropolitan Road and The Avenue. The drawings have been updated to illustrate the 6 disabled bays however the bays located along the northern boundary of the site are not provide with a 1.2m area surrounding the bay to provide access. Revised pans should be submitted to address this or the parking spaces should be relocated.	which shows the updated location of the 4 ground-level accessible bays. A further 4 bays will be provided in the basement car park.
Servicing	I am happy that adequate on-site turning facilities are provided to ensure vehicles can enter and exit in forward gear without excessive reversing which would be contrary to Manual for Streets. However, the tracking diagrams submitted to identify that vehicles can enter and exit each service / delivery bay is not acceptable, as the drawing clearly illustrates the vehicle having to drive through adjacent parking bays, along areas of footway and through the adjacent trees. The service areas are therefore not acceptable and must be revised to allow for adequate access.	Please refer to drawings 23061101-SDG-HGN-100-DR-D-01008, sheets 4-7 in Appendix A, which demonstrate that all movements are possible.
	It should also be confirmed whether the bay located adjacent to the contra flow cycle lane will be carriageway either side of the bay or whether this will also be footway. If this is to be footway then this would also be an unacceptable design.	This area would not be treated as footway.
	Point 4.30 states that ' <i>No servicing will be undertaken from nearby public highways, such as Caversham Road</i> ' however refuse stores and commercial units are accessed directly from Caversham Road which will only encourage on street servicing. The closest bay would be between 26m and 54m on The Avenue, located to the north of blocks G and H. The applicant has stated that another bay is located outside the office building on the access road adjacent to the railway, however no bays have been illustrated on the drawing and the turning heads would need to be kept clear for vehicles needing to undertake turning manoeuvres. This would therefore need to be confirmed.	Please refer to the site layout drawing 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11 in Appendix A which demonstrates a servicing bay in this area, to provide space for servicing vehicles, leaving the turning head clear. Drawings 23061101-SDG-HGN-100-DR-D-01008, sheets 6 and 7 of 11 in Appendix C demonstrate swept paths for a servicing vehicle and a refuse vehicle using this bay.
	It had previously been requested that revised drawings be provided that identifies the refuse storage areas for all the commercial units as these do not appear to have been illustrated on the submitted plans. It has been stated that this has been addressed on the submitted plans, but the refuse storage areas still only appear to be for the residential and not for the commercial. As previously stated, this must be addressed.	Please refer to the site layout drawing 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11 in Appendix A, which shows indicative refuse storage locations for the retail units, health centres and community centre. Refuse storage for the office uses is shown on the previously submitted basement plan, included within Appendix A. Any further modification can be controlled by suitable planning conditions.

Topic	RBC Comment	Response
	It is noted that a commercial unit is located in the south west corner of the site however there are no servicing / delivery bays provided to the south of the site. It has been stated that the tracking diagrams demonstrates that a vehicle with a 10m length is able to serve the unit using the turning head. However, this is a turning head and not a servicing bay and must therefore be kept free to accommodate the turning of vehicles.	Please refer to the site layout drawing 23061101-SDG-HGN-100-DR-D-01008, sheet 9 of 11 in Appendix A which demonstrates a servicing bay in this area, to provide space for servicing vehicles, leaving the turning head clear. Drawings 23061101-SDG-HGN-100-DR-D-01008, sheets 6 and 7 of 11 demonstrate swept paths for a servicing vehicle and a refuse vehicle using this bay.

Trip Rate and Traffic Impact Assessment

- Current trip generation for the health/community centre has been based on trip rates from TRICS for 05-Health, GP Surgeries. In order to provide the most robust assessment, TRICS has been interrogated for community uses (07-Leisure, Community Centres), these were found to have higher trip rates than for Health uses. These trip rates are set out in Table 2.

Table 2: 07-Leisure, Community Centre trip rates

Land Use	Units	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00 - 19:00)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
D2	100 sqm	1.83	0.14	1.96	1.86	1.15	3.01	18.98	18.39	37.37

- Mode share data has been established in the TA for the health/community centre and this has been combined with the trip rates to produce new trip generation for the health/community centre. This trip generation is set out in Table 3.

Table 3: Health/Community Centre Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	1	1	1
Bus	2	0	2	2	1	4	22	22	44
Rail / Underground	2	0	2	2	1	3	21	21	42
Pedestrians	2	0	2	2	1	4	22	22	44
Cyclists	0	0	1	0	0	1	5	5	10
Motorcyclist	0	0	0	0	0	0	1	1	2
TOTAL	7	1	8	7	4	12	73	71	144

- The net trip increase for daily trips is shown in Table 4.

Table 4: Daily Net Change in Trips

Mode	Submitted Daily Trips (07:00 - 19:00) based on Health Centre Use			Updated Daily Trips (07:00 - 19:00) based on Community Centre Use			Net Change in Daily Trips (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	1	1	1	1	0	0	0
Bus	15	14	29	22	22	44	8	8	15
Rail / Underground	14	13	27	21	21	42	7	7	14
Pedestrians	15	14	29	22	22	44	8	8	15
Cyclists	3	3	6	5	5	10	2	2	3
Motorcyclist	1	1	2	1	1	2	0	0	1
TOTAL	48	46	94	73	71	144	25	25	50

8. In comparison with the previously established trip generation for the health/community centre, this updated trip generation includes 50 additional trips across all modes, with no additional vehicle trips.
9. To provide the most robust trip generation assessment, this higher number of trips has been added to the site-wide trip generation. The updated site-wide trip generation is shown in Table 5.

Table 5: Site-wide Trip Generation

Mode	AM Peak			PM Peak			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	7	26	33	32	16	48	185	190	376
Car Passenger	5	4	9	6	6	12	56	57	113
Bus	145	66	211	94	159	253	1295	1282	2577
Rail / Underground	147	116	263	154	179	333	1574	1574	3149
Pedestrians	161	151	312	197	204	401	1848	1854	3701
Cyclists	32	15	48	22	36	57	292	289	581
Motorcyclist	8	5	14	7	10	17	83	82	165
TOTAL	505	384	889	512	609	1,120	5,333	5,329	10,662

10. Trip rate data for both Health Centre and Community Centre Uses is located in Appendix C.

Comparison of Trip Generation with Permitted Lawful Use

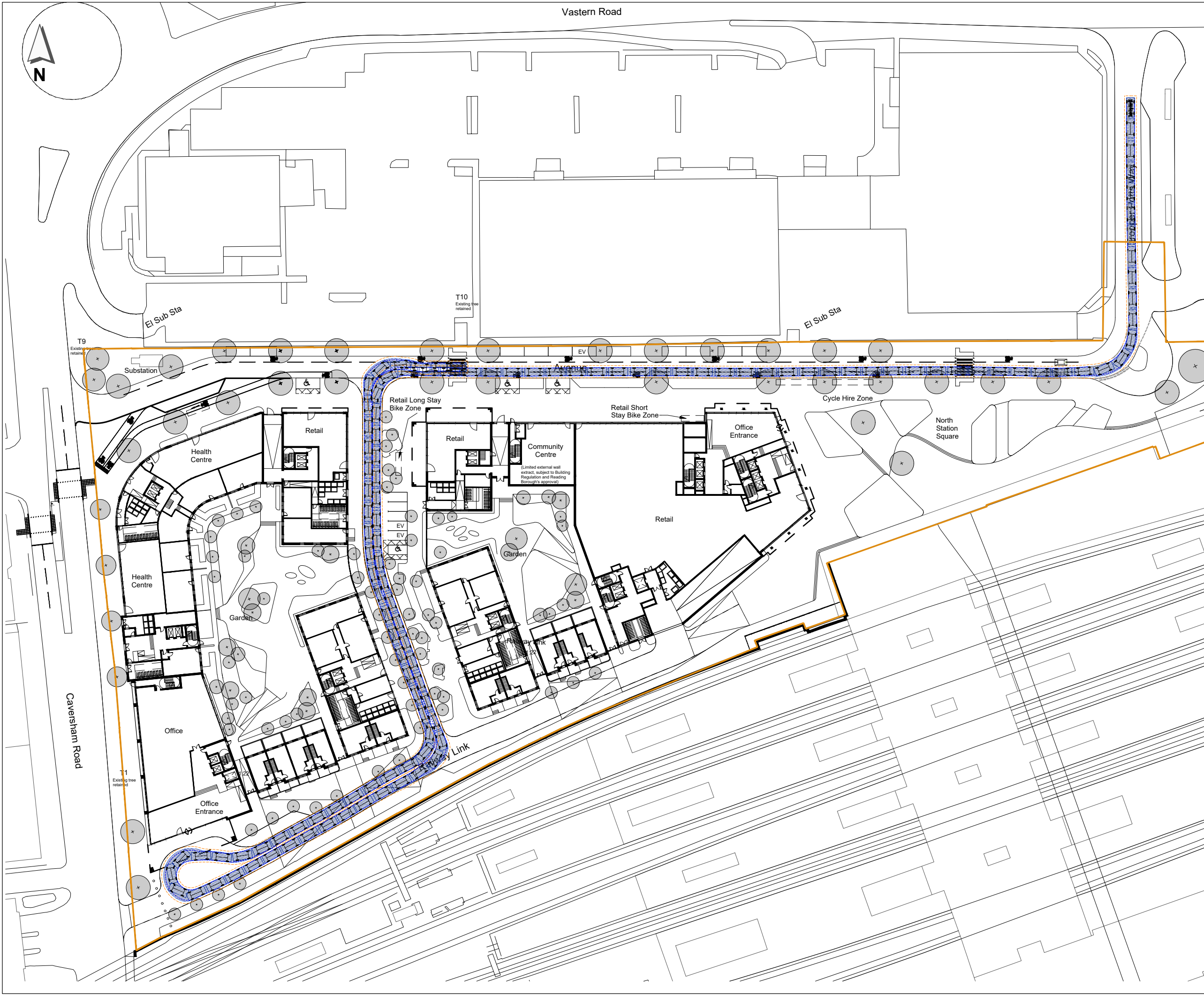
11. RBC considers that as the extant permission from the 2011 Transport Assessment has now expired, the site trip generation should be compared to the existing use.
12. As set out in the 2011 Transport Assessment (paragraph 3.24) *“The former Royal Mail sorting office which was located on the site up to June 2009 was estimated to generate around 34 two-way trips via its only entrance from Vastern Road in the AM Peak and around 46 in the PM Peak. These figures have been deduced from the ‘existing’ trip generation of the site which was agreed with Reading Borough Council as part of RMG’s relocation to Gillette Way.”*

13. Table 6 compares the traffic generation of the existing use with that of the proposed use. It shows that there is a negligible difference in peak hour traffic generation.

Table 6: Change in traffic generation

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Existing Use	34	46
Proposed Use	33	48
Net	-1	+2

Appendix A: Site Layout Plans and Swept Path Analysis



- NOTES:**
1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

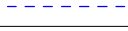
APPLICATION BOUNDARY

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	6.000m

Hatched Body Envelope 

500mm Offset Envelope 

Wheel Tracks 

P0	14AUG19	ORIGINAL ISSUE	AZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

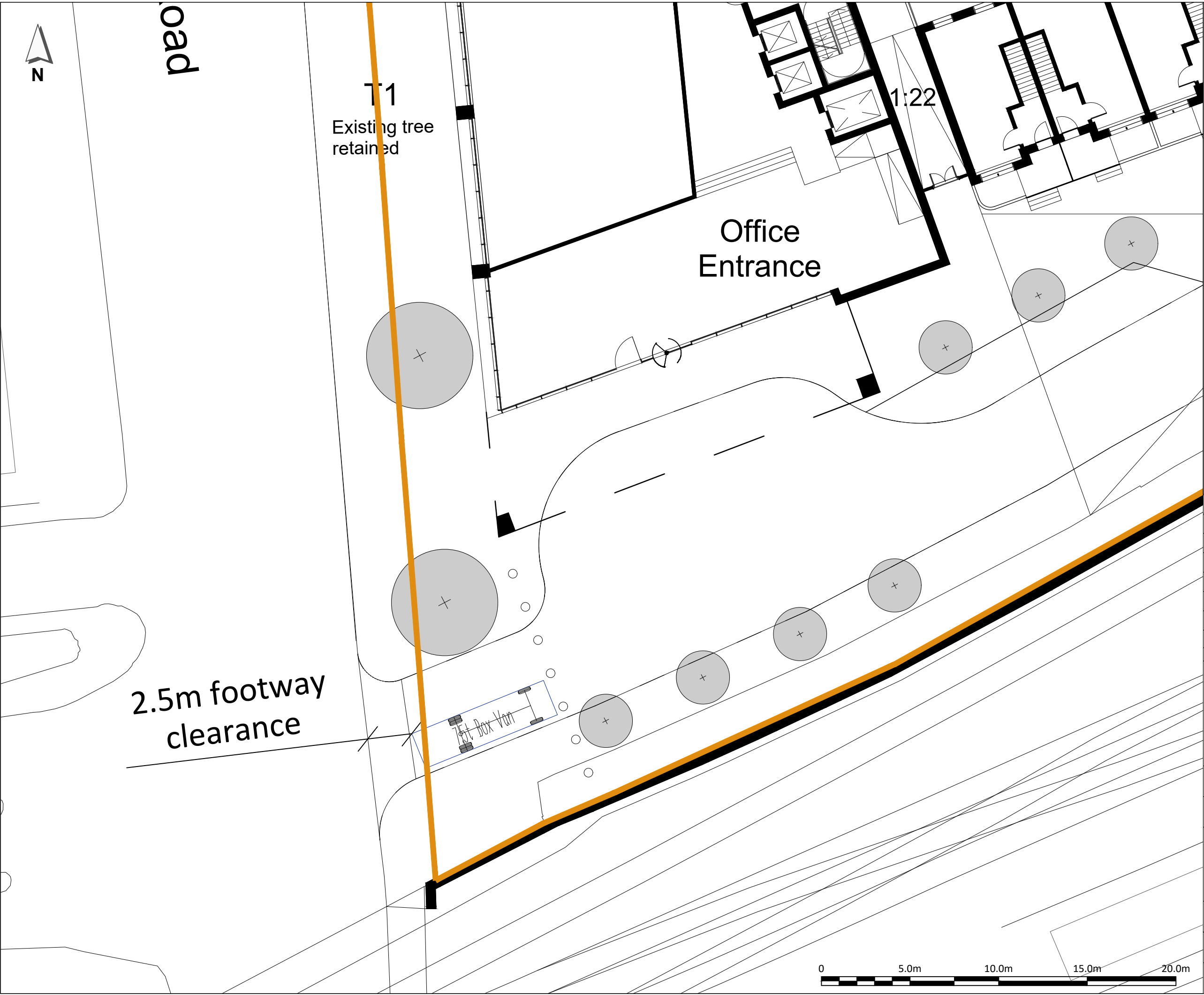
Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 2 OF 11)

Status: FIT FOR INFORMATION

Size: A3	Scale: NTS	Suitability S2	Rev. P0
----------	------------	----------------	---------

Drawing No. 23061101-SDG-HGN-100-DR-D-01008

P:\Projects\23061101-SDG-HGN-100-DR-D-01008\23061101-SDG-HGN-100-DR-D-01008.dwg 14/08/2019 CAP REFERENCE



- NOTES:**
- 1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
 - 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 - 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

7.5T Box Van

Overall Length 8.010m

Overall Width 2.100m

Overall Body Height 3.556m

Min Body Ground Clearance 0.351m

Track Width 2.064m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 7.400m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	14AUG19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

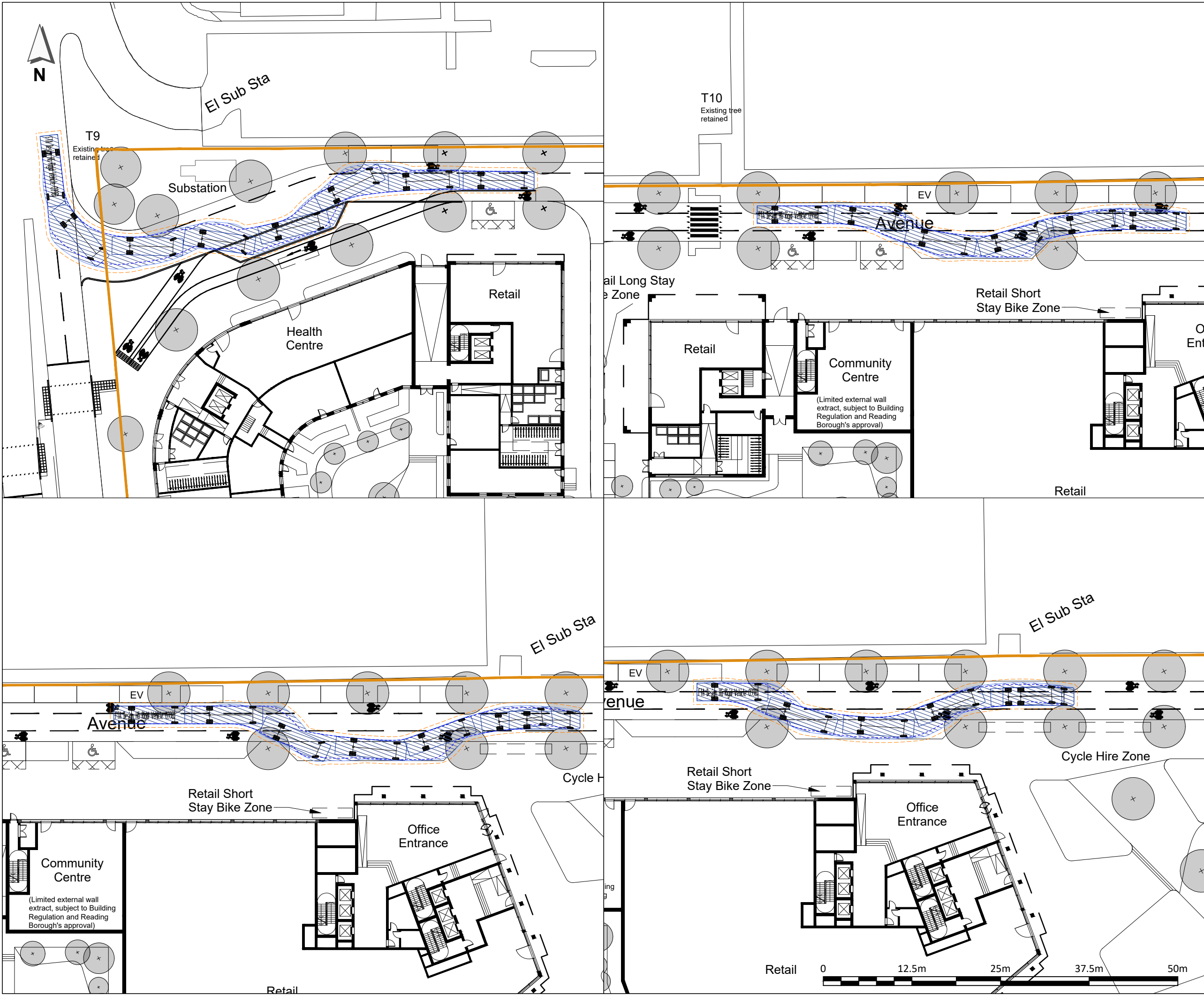
Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 3 OF 11)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:200	Suitability: S2	Rev: P0
----------	--------------	-----------------	---------

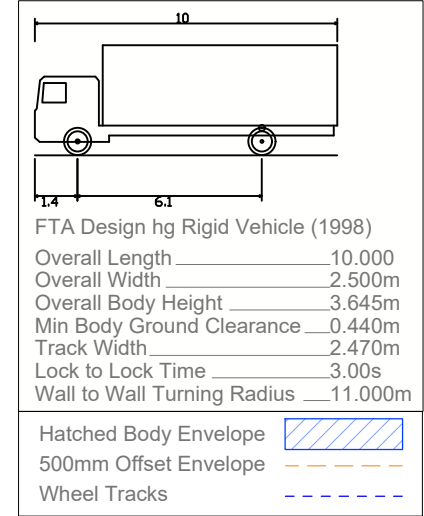
Drawing No. 23061101-SDG-HGN-100-DR-D-01008



- NOTES:**
1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY



P0	14AUG19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 4 OF 11)

Status: FIT FOR INFORMATION

Size: A3 Scale: 1:500 Suitability S2 Rev. P0

Drawing No. 23061101-SDG-HGN-100-DR-D-01008

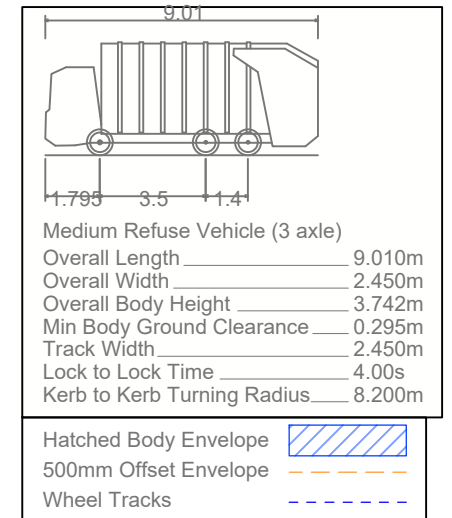


NOTES:

1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY



P0	14AUG19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: **HERMES PROPERTY UNIT TRUST**

Project Title: **READING METROPOLITAN**

Drawing Title:

GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 5 OF 11)

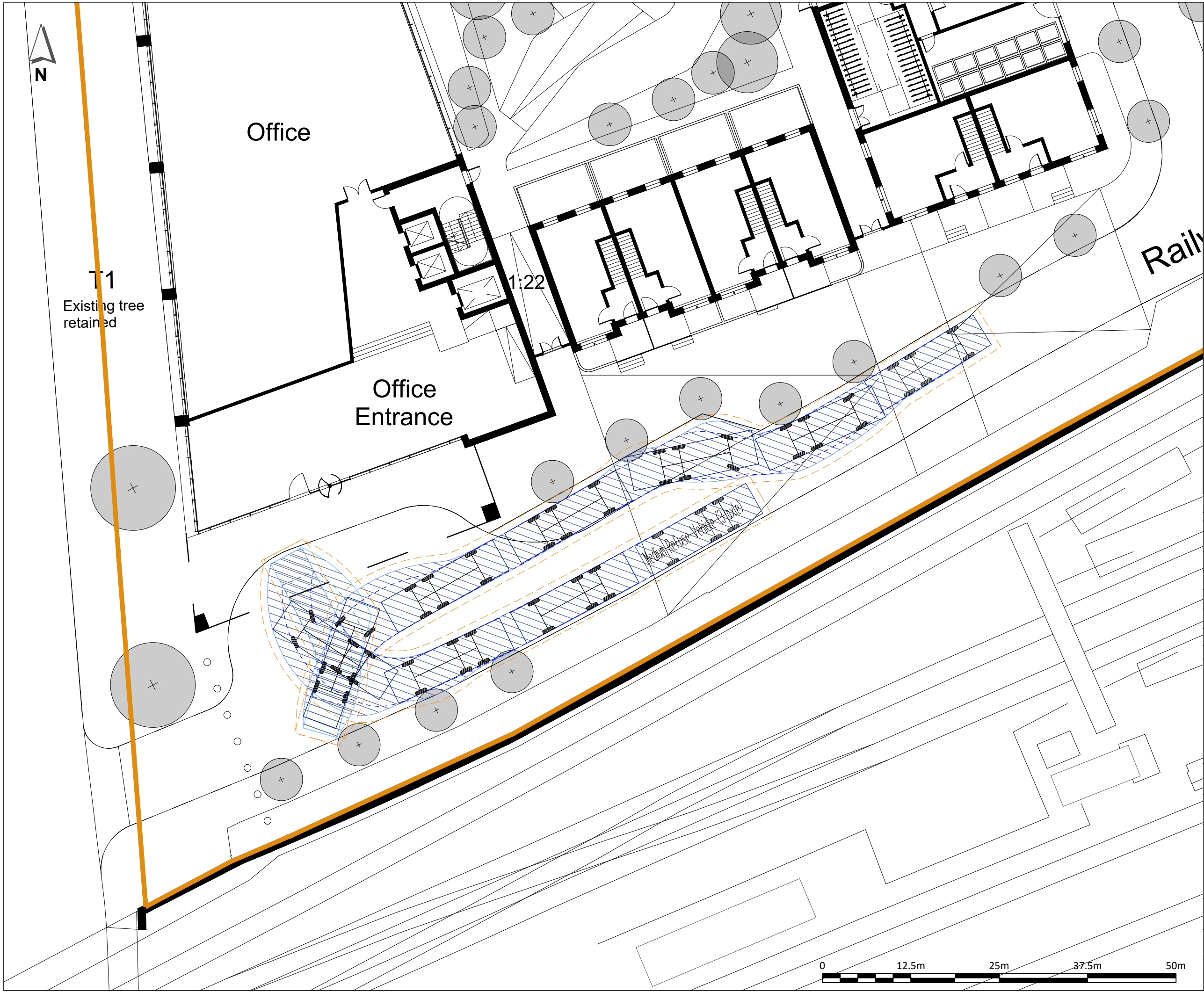
Status:	FIT FOR INFORMATION
---------	---------------------

Size: A3	Scale: 1:250	Suitability S2	Rev. P0
--------------------	------------------------	--------------------------	-------------------

Drawing No.	23061101-SDG-HGN-100-DR-D-01008
-------------	---------------------------------

DATE: 14/08/2019 CAD REFERENCE: P:\Projects\23016\11\01\CAD\Drawings\23061101-SDG-HGW-100-DR-0-01009-005

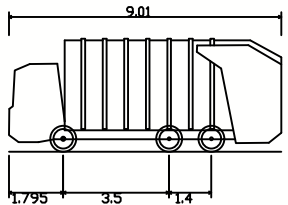
E: 14/08/2019 CAD REFERENCE: P:\Projects\2307\6\11\01\CAD\Drawings\23061101-SDG-HGV-100-DR-0-01009 - 006



- NOTES:**
1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY



Medium Refuse Vehicle (3 axle)

Overall Length 9.010m
Overall Width 2.450m
Overall Body Height 3.742m
Min Body Ground Clearance 0.295m
Track Width 2.450m
Lock to Lock Time 4.00s
Wall to Wall Turning Radius 8.200m

Hatched Body Envelope
500mm Offset Envelope
Wheel Tracks

PO	14AUG19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

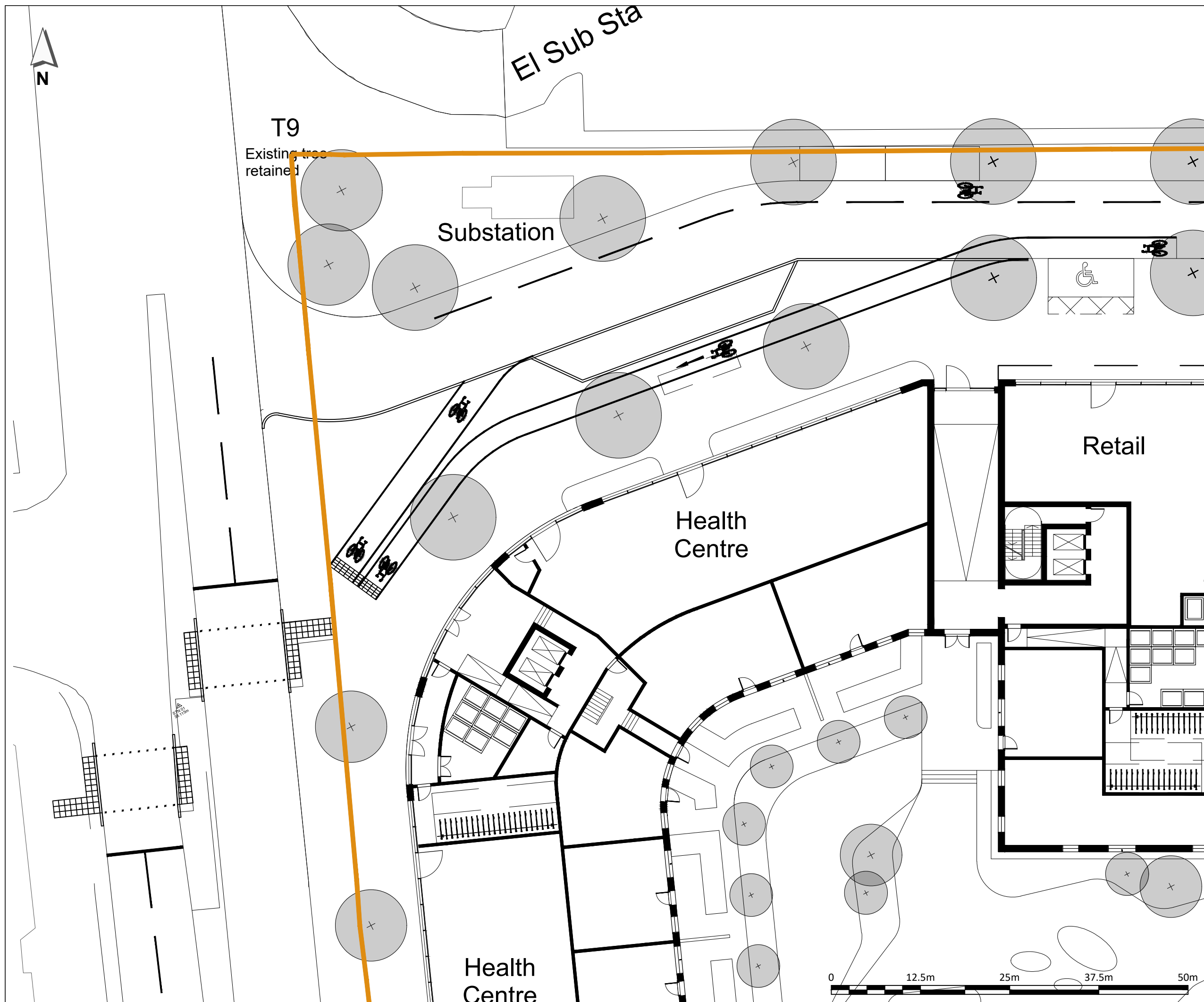
Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 7 OF 11)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:500	Suitability: S2	Rev: P0
----------	--------------	-----------------	---------

Drawing No. 23061101-SDG-HGN-100-DR-D-01008



NOTES:

1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. DO NOT SCALE FROM THIS DRAWING.

KEY:

— APPLICATION BOUNDARY

[illegible]

steer

www.steergroup.com

Client: **HERMES PROPERTY UNIT TRUST**

Project Title: **READING METROPOLITAN**

Drawing Title:

ILLUSTRATIVE GROUND FLOOR PLAN
WITH INDICATIVE CYCLING ENHANCEMENTS
TO CROSSING OF CAVERSHAM ROAD
BY NORTHFIELD ROAD
(SHEET 8 OF 11)

Status:	FIT FOR INFORMATION
---------	---------------------

Size: A3	Scale: 1:500	Suitability S2	Rev. P0
--------------------	------------------------	--------------------------	-------------------

Drawing No.
23061101-SDG-HGN-100-DR-D-01008



Trooper Potts Way

PROPOSED ADVISORY CYCLE LANES
IN EITHER DIRECTION WITH
TWO-WAY GENERAL TRAFFIC

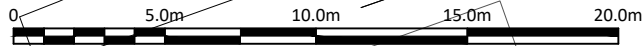
SPEED CUSHIONS

2.4m x 40m VISIBILITY SPLAY
FOR 30MPH ROAD

FORWARD SIGHT STOPPING DISTANCE (SSD = 11m)
FOR PROPOSED 10MPH ROAD

2.4m x 9m VISIBILITY SPLAY
FOR 10MPH ROAD

INDICATIVE TIGER CROSSING



- NOTES:**
- 1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
 - 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 - 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

PO	12AUG19	ORIGINAL ISSUE	AZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

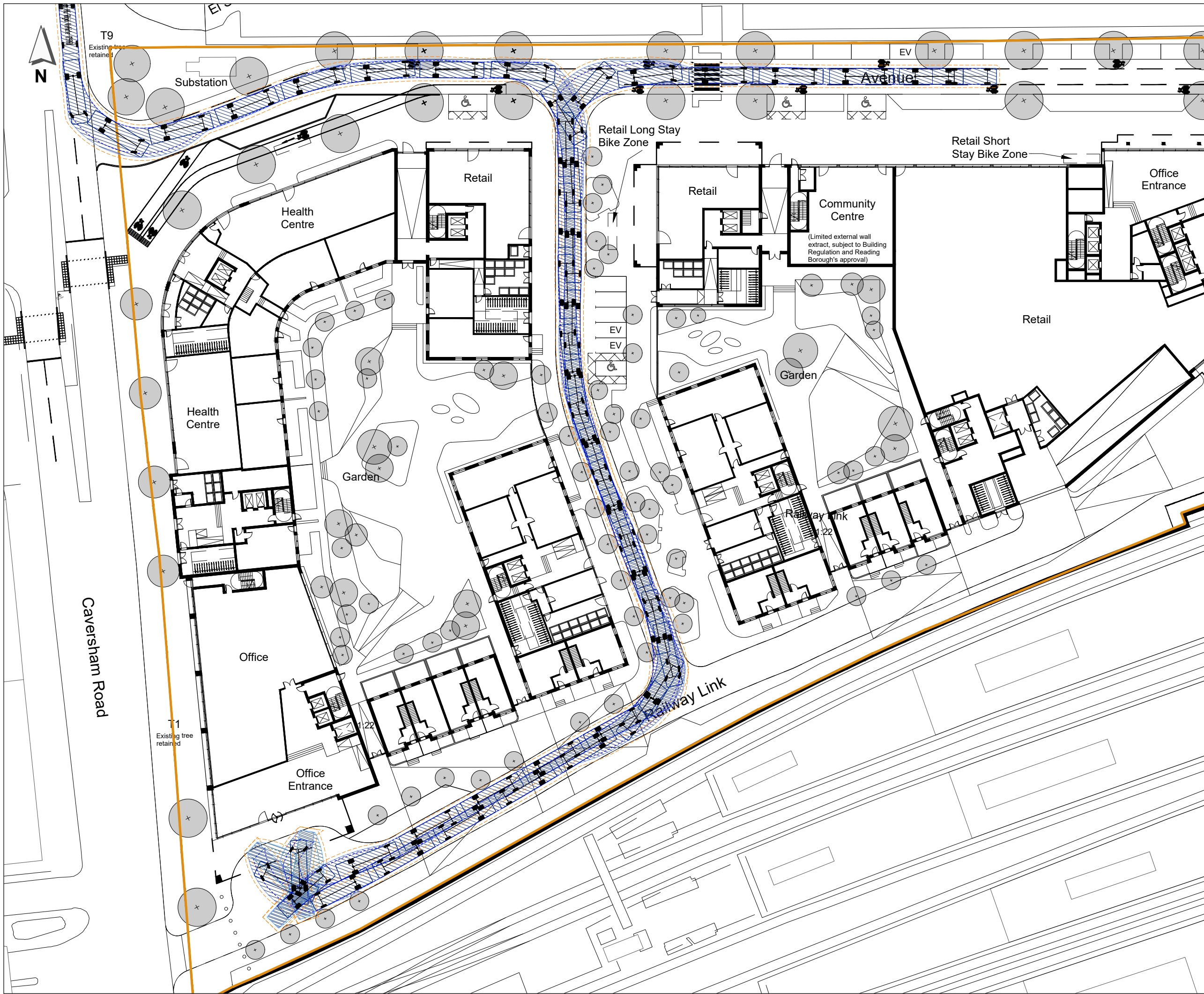
Project Title: READING METROPOLITAN

Drawing Title: TRAFFIC CALMING AND VEHICLE VISIBILITY SPLAYS (SHEET 10 OF 11)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability: S2	Rev: P0
----------	--------------	-----------------	---------

Drawing No. 23061101-SDG-HGN-100-DR-D-01008



- NOTES:**
1. THIS DRAWING IS BASED ON 'A11113C2050P6.DWG' PROVIDED BY TP BENNETT ON 19.07.19.
 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

FTA Design hg Rigid Vehicle (1998)

Overall Length	10.000
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Wall to Wall Turning Radius	11.000m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	12AUG19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

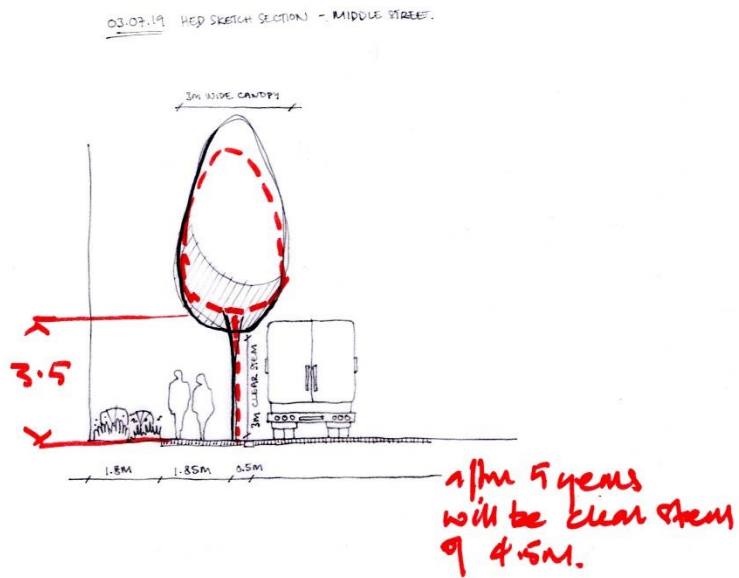
Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 11 OF 11)

Status: FIT FOR INFORMATION

Size: A3	Scale: NTS	Suitability: S2	Rev: P0
----------	------------	-----------------	---------

Drawing No. 23061101-SDG-HGN-100-DR-D-01008

Appendix B: Indicative Tree Canopy



Appendix C: Trip Rate Data for Health and Community Use

Calculation Reference: AUDIT-720101-190702-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
 WH WANDSWORTH 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: 2709 to 2709 (units: sqm)
 Range Selected by User: 200 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 29/06/18

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:

Tuesday 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:

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:

Retail Zone 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:

50,001 to 100,000 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:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

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:

4 Good

1 days

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

LIST OF SITES relevant to selection parameters

1	WH-05-G-01	MEDICAL CENTRE	WANDSWORTH
	GARRATT LANE		
	WANDSWORTH		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	2709 sqm	
	Survey date: TUESDAY	12/11/13	Survey Type: MANUAL

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

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	1	2709	0.111	1	2709	0.074	1	2709	0.185
08:00 - 09:00	1	2709	0.258	1	2709	0.074	1	2709	0.332
09:00 - 10:00	1	2709	0.148	1	2709	0.037	1	2709	0.185
10:00 - 11:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
11:00 - 12:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
12:00 - 13:00	1	2709	0.221	1	2709	0.258	1	2709	0.479
13:00 - 14:00	1	2709	0.148	1	2709	0.258	1	2709	0.406
14:00 - 15:00	1	2709	0.185	1	2709	0.148	1	2709	0.333
15:00 - 16:00	1	2709	0.185	1	2709	0.258	1	2709	0.443
16:00 - 17:00	1	2709	0.332	1	2709	0.185	1	2709	0.517
17:00 - 18:00	1	2709	0.221	1	2709	0.258	1	2709	0.479
18:00 - 19:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.105				1.920			4.025

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.

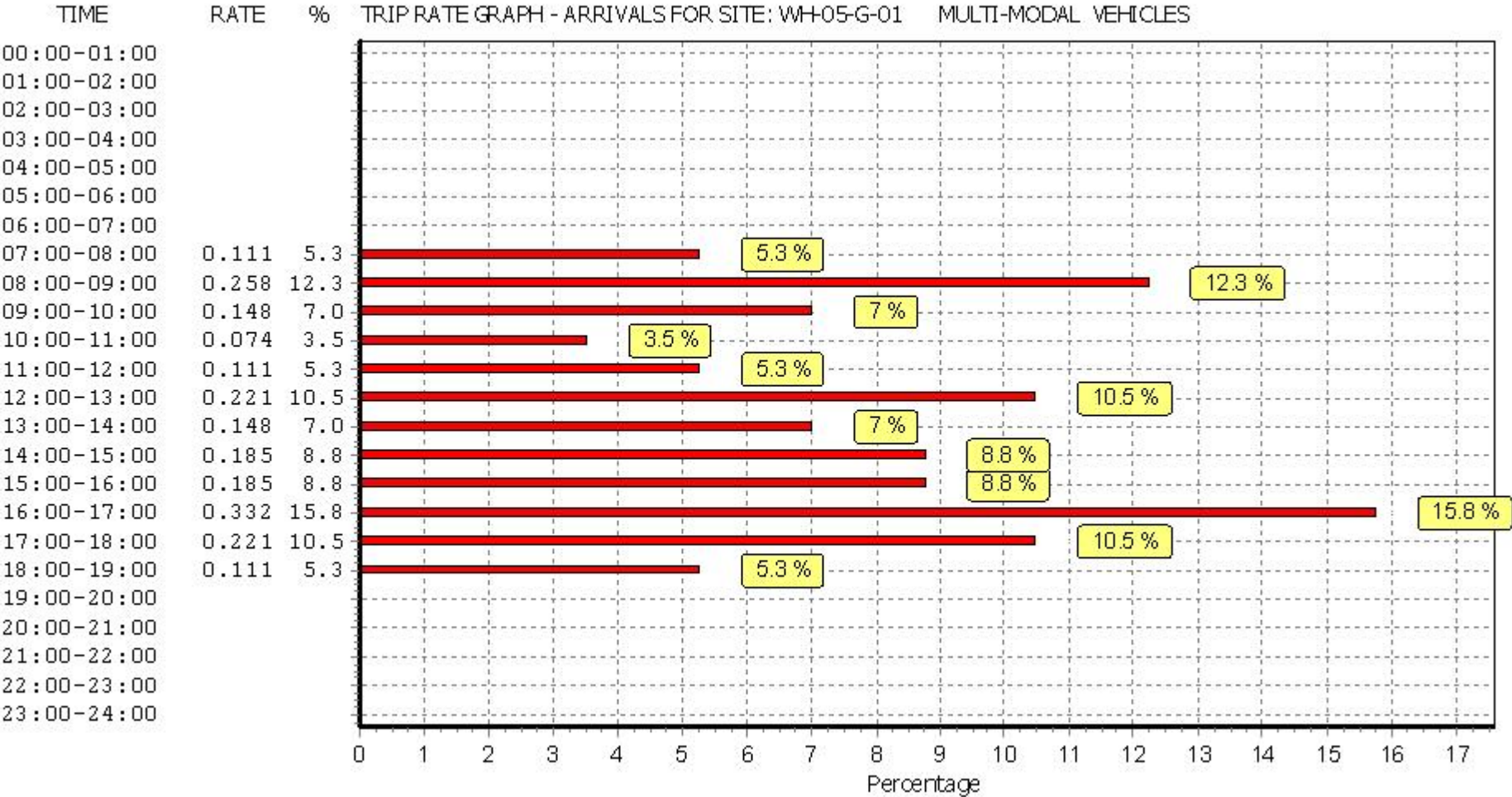
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

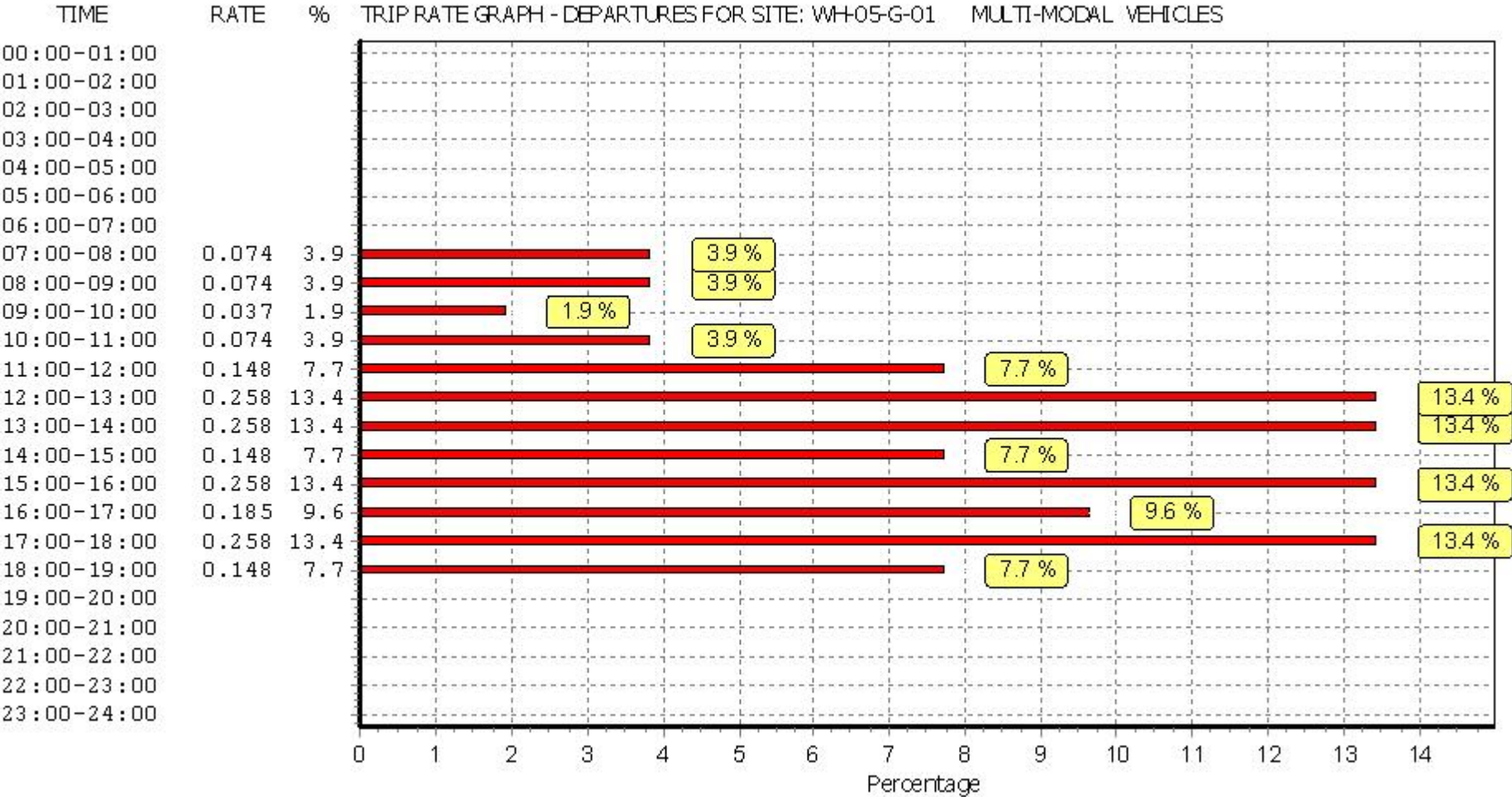
Parameter summary

Trip rate parameter range selected:	2709 - 2709 (units: sqm)
Survey date date range:	01/01/11 - 29/06/18
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

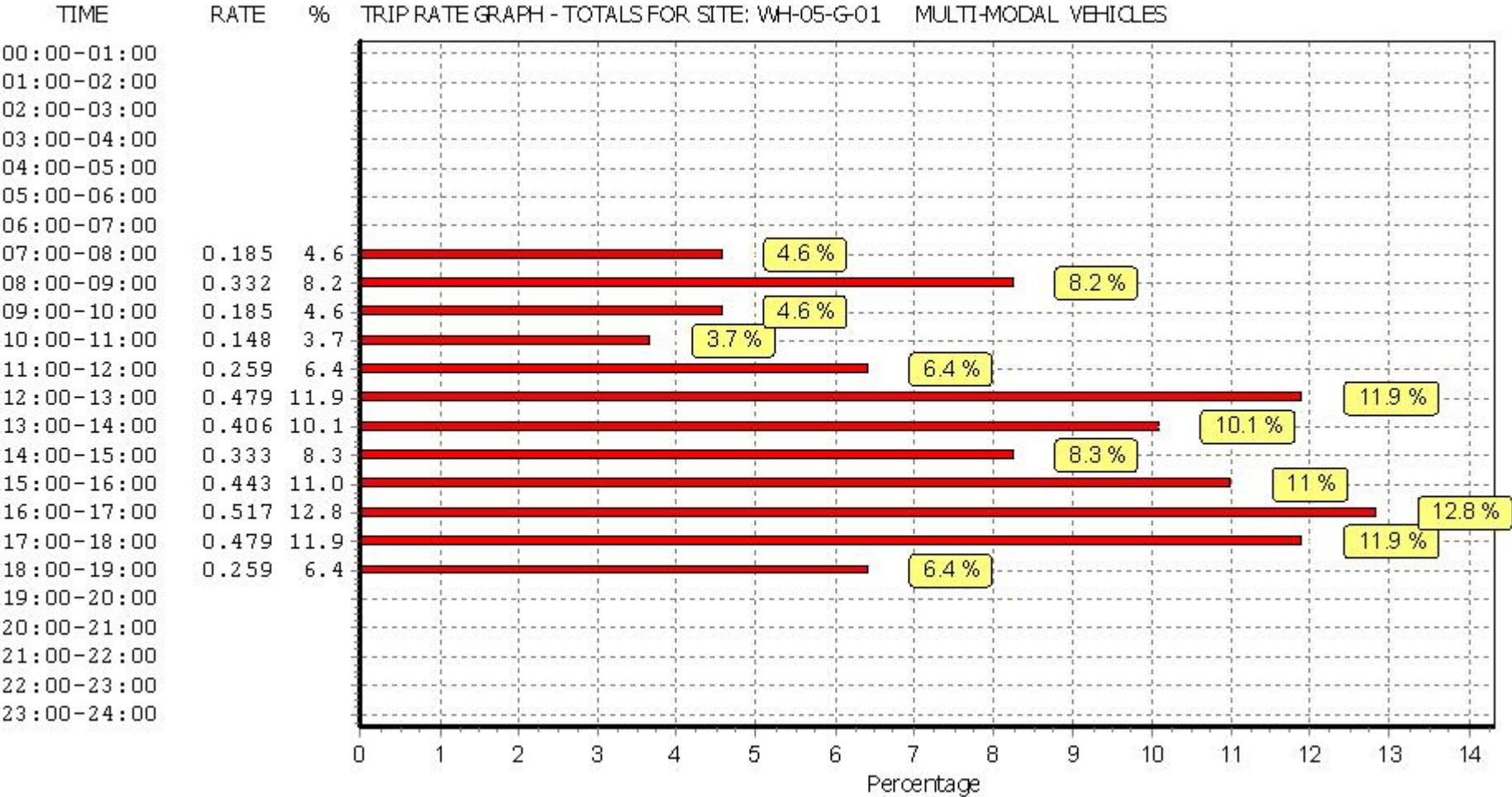
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL TAXIS

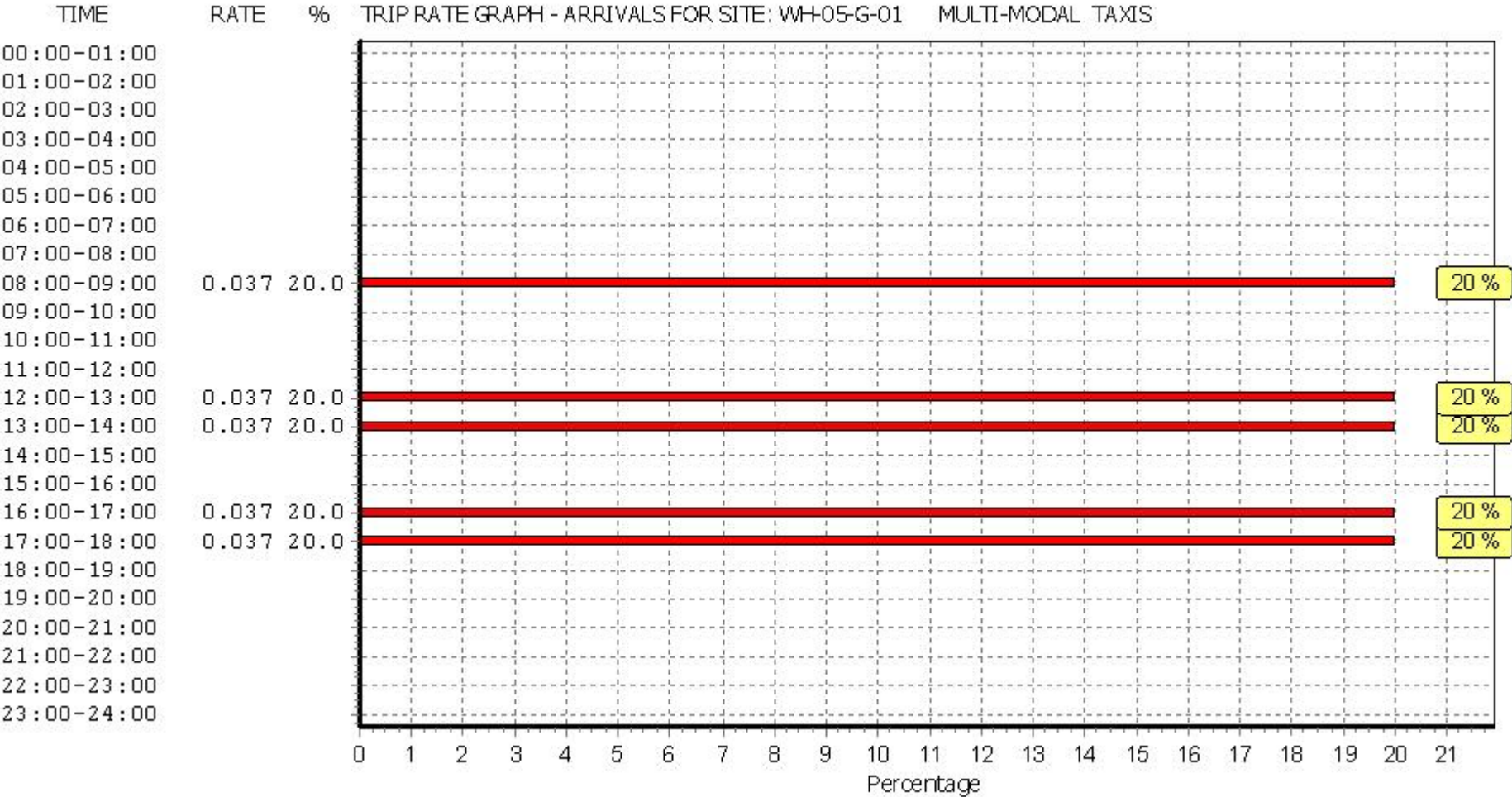
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

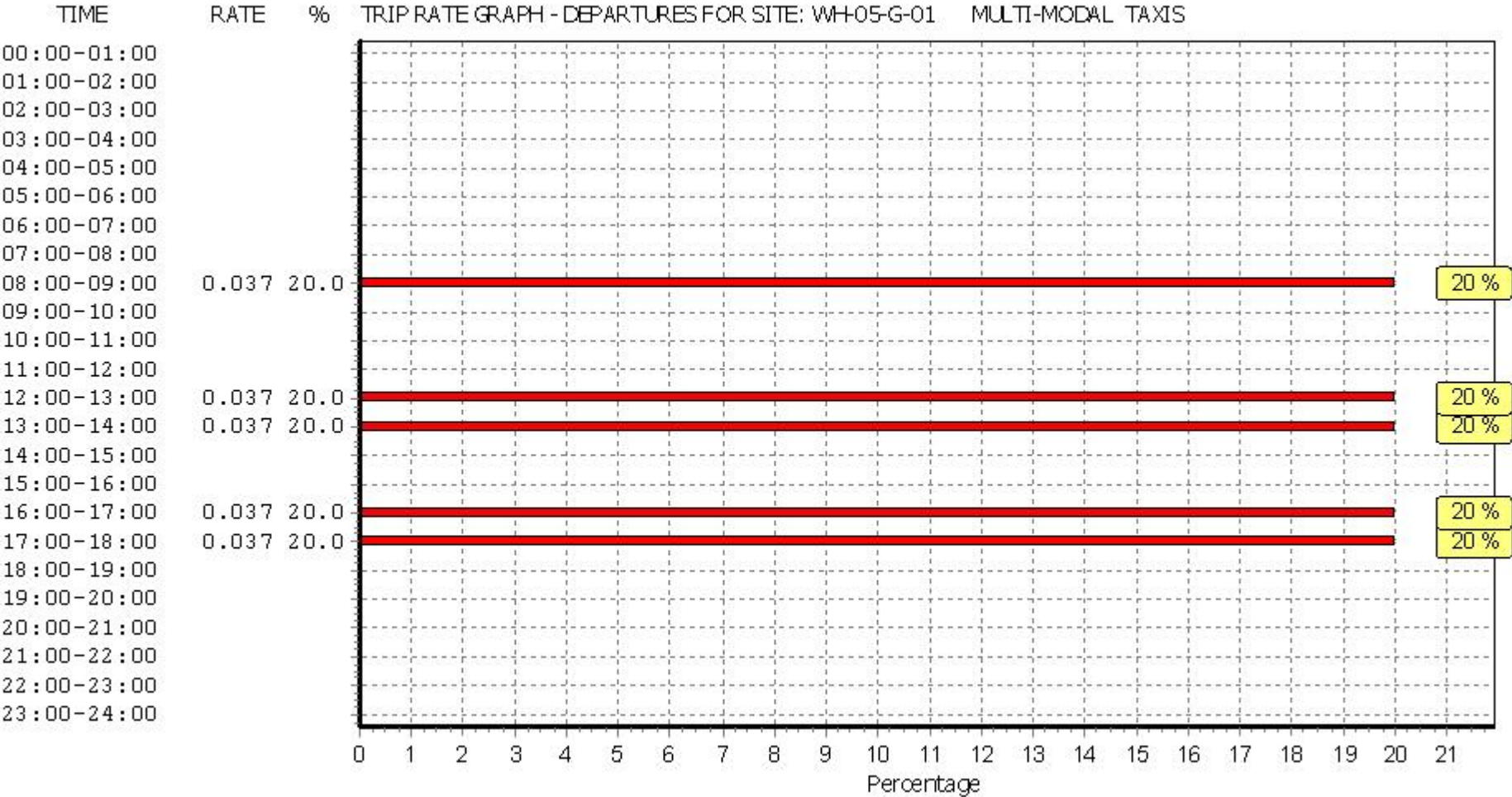
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
09:00 - 10:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
10:00 - 11:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
13:00 - 14:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
16:00 - 17:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
17:00 - 18:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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

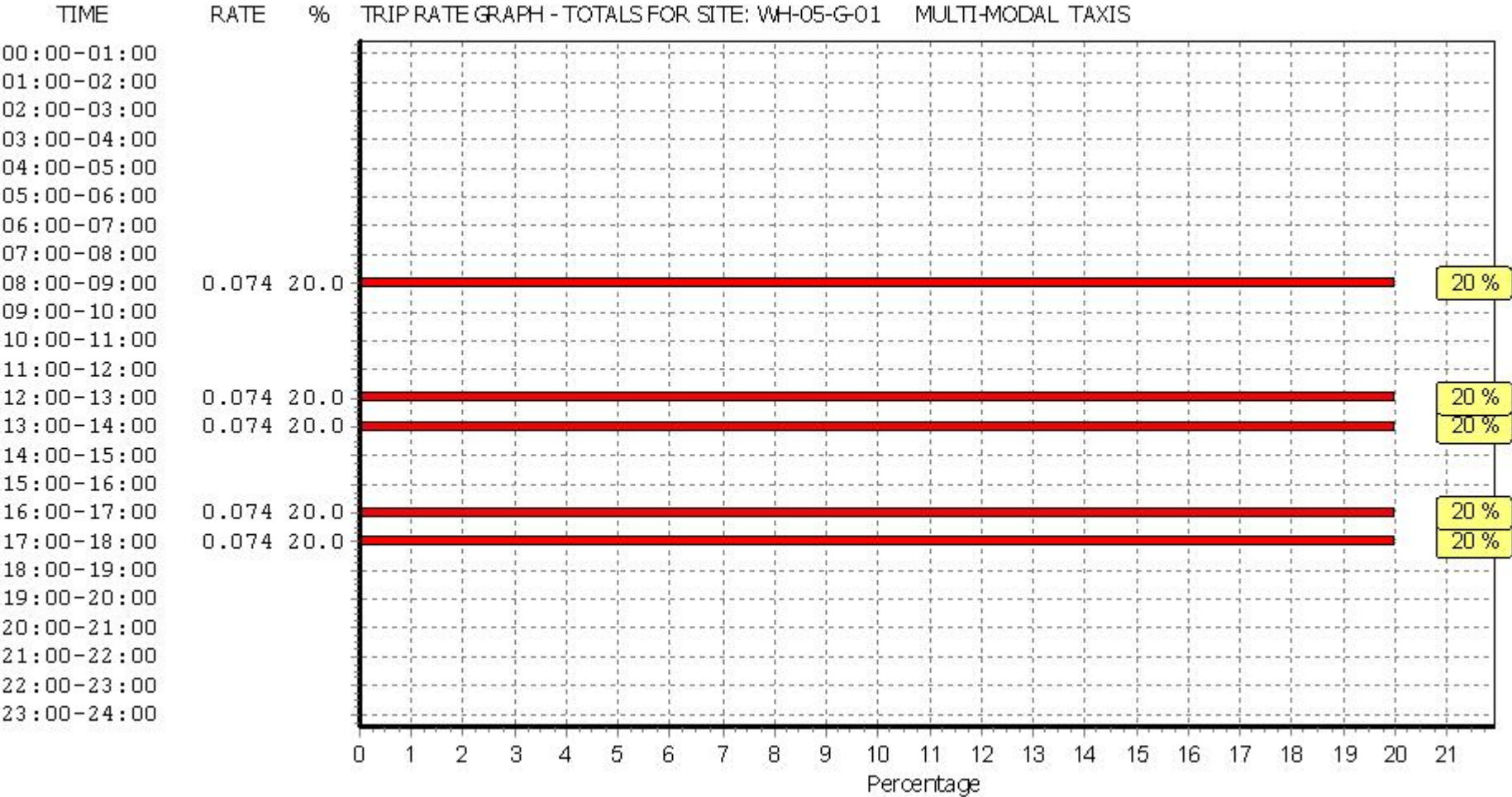
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL CYCLISTS

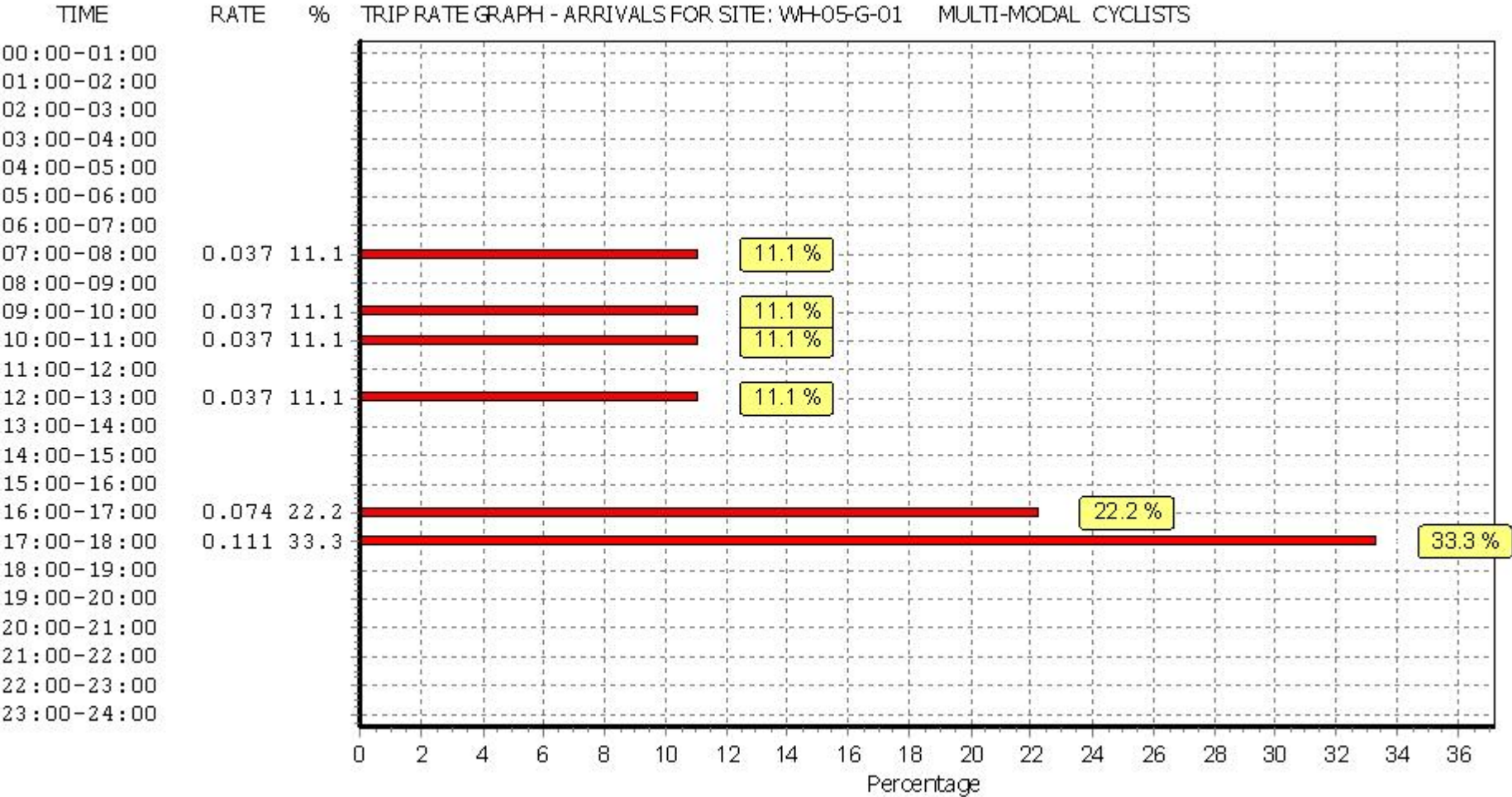
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

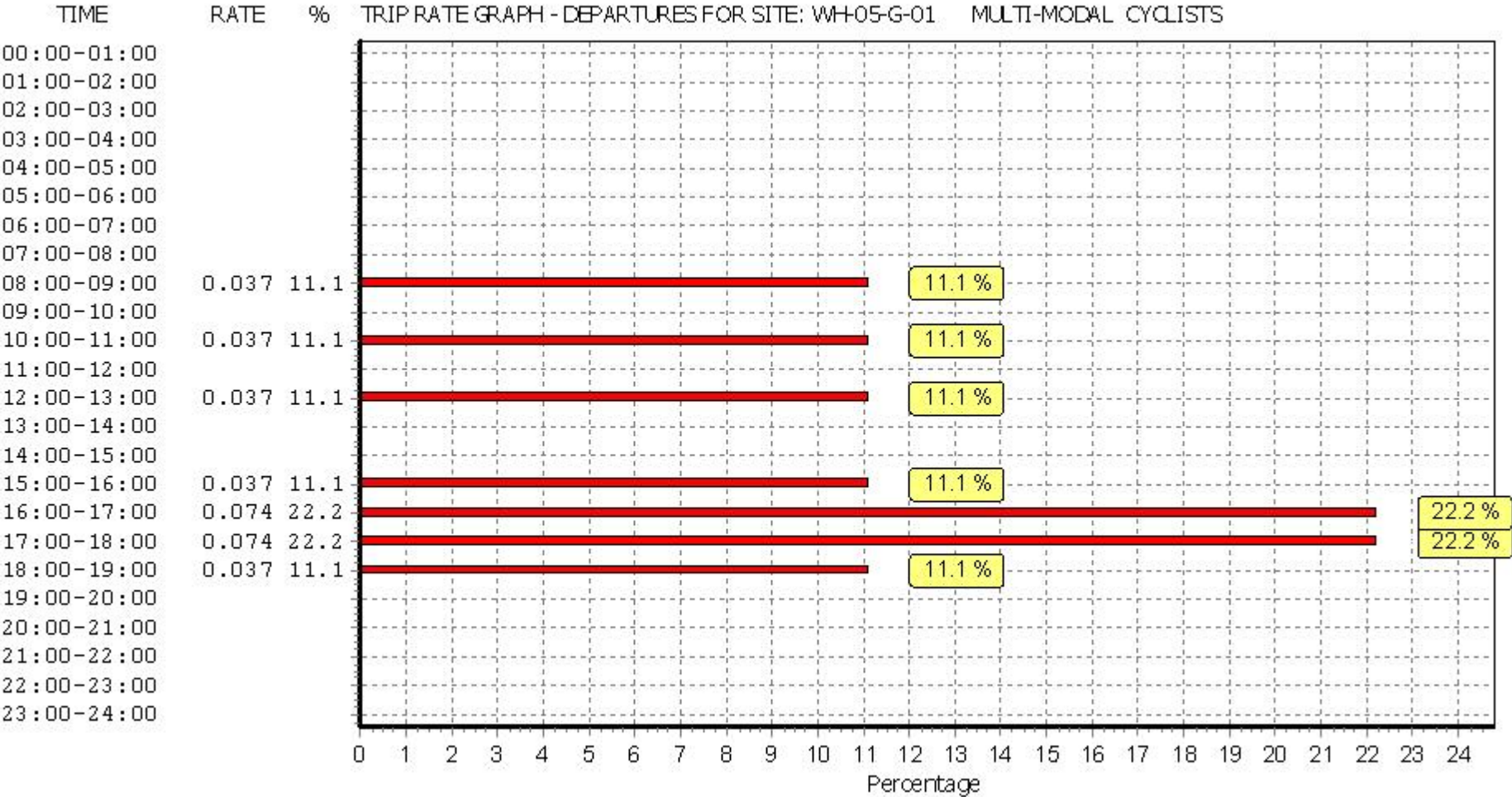
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
08:00 - 09:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
09:00 - 10:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
10:00 - 11:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
16:00 - 17:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
17:00 - 18:00	1	2709	0.111	1	2709	0.074	1	2709	0.185
18:00 - 19:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.333			0.333			0.666

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

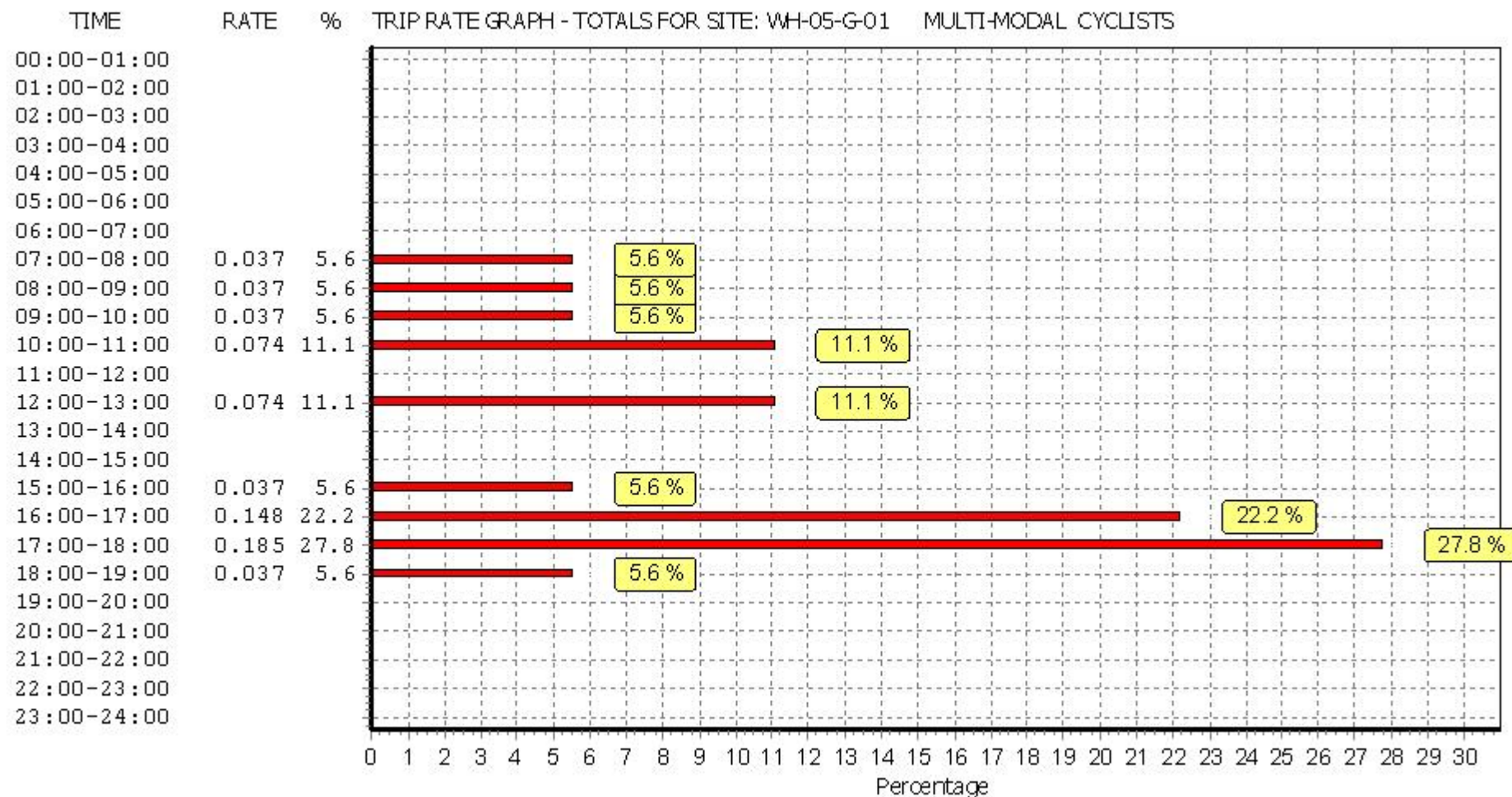
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL VEHICLE OCCUPANTS

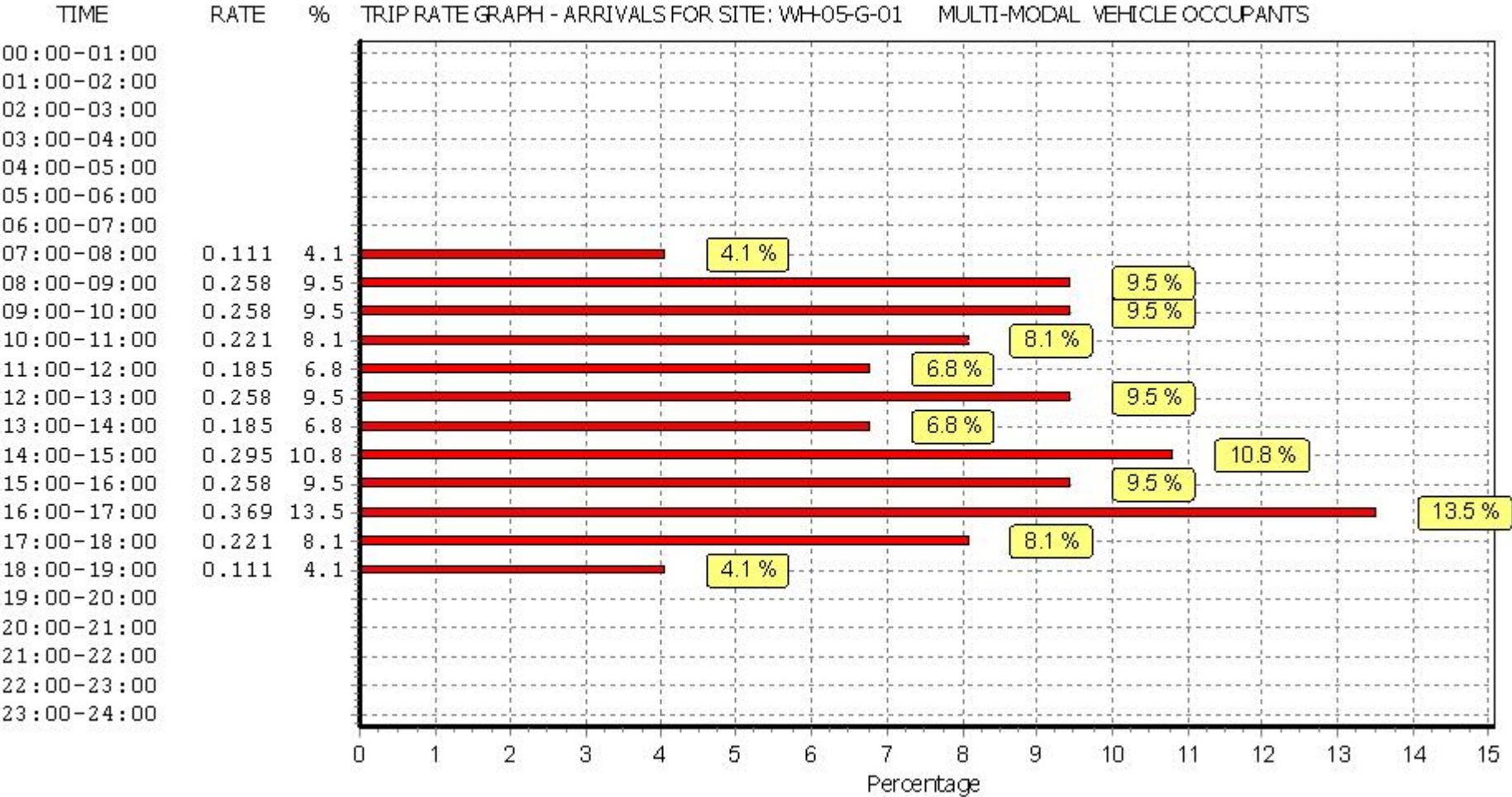
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

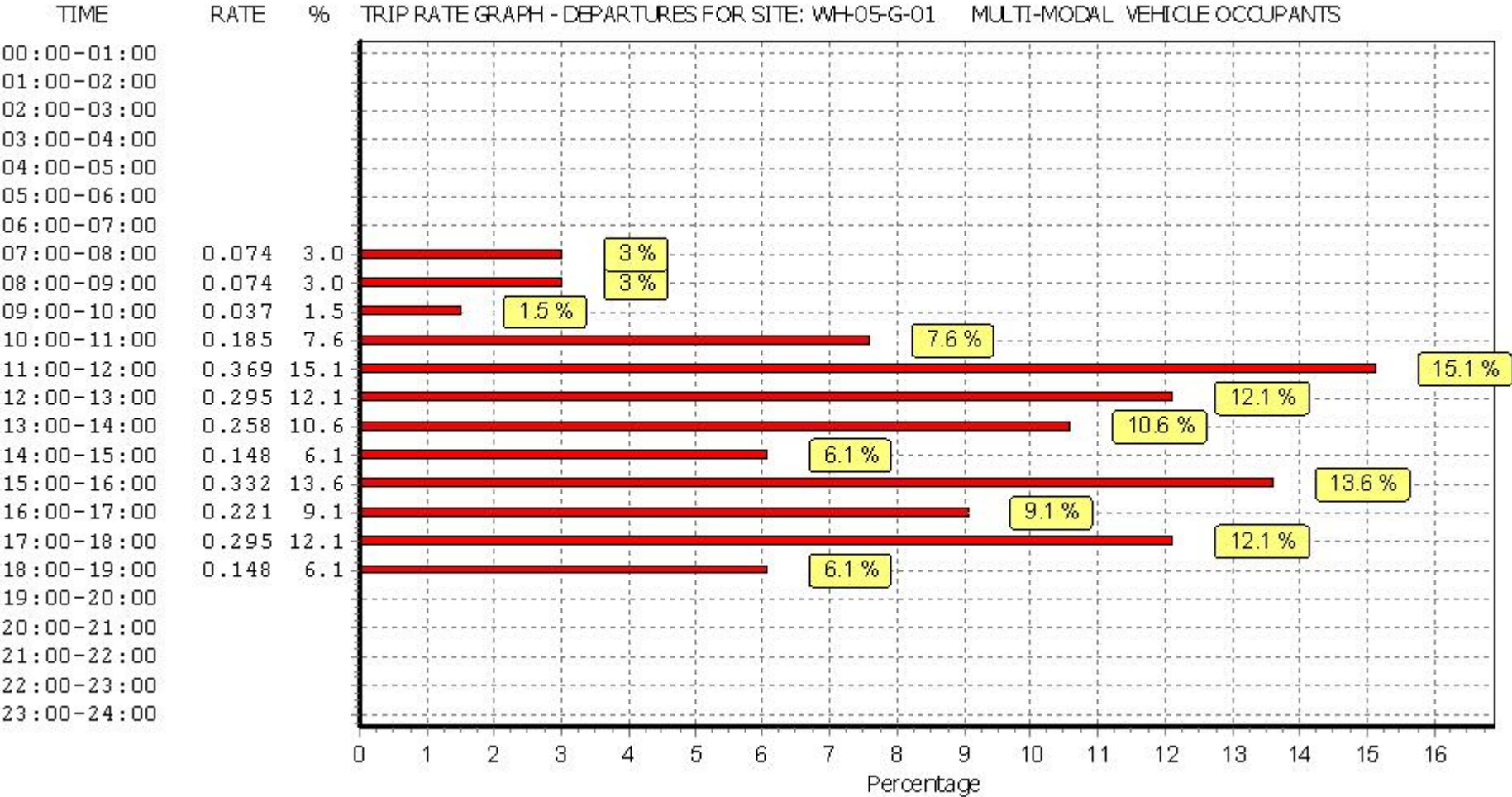
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.111	1	2709	0.074	1	2709	0.185
08:00 - 09:00	1	2709	0.258	1	2709	0.074	1	2709	0.332
09:00 - 10:00	1	2709	0.258	1	2709	0.037	1	2709	0.295
10:00 - 11:00	1	2709	0.221	1	2709	0.185	1	2709	0.406
11:00 - 12:00	1	2709	0.185	1	2709	0.369	1	2709	0.554
12:00 - 13:00	1	2709	0.258	1	2709	0.295	1	2709	0.553
13:00 - 14:00	1	2709	0.185	1	2709	0.258	1	2709	0.443
14:00 - 15:00	1	2709	0.295	1	2709	0.148	1	2709	0.443
15:00 - 16:00	1	2709	0.258	1	2709	0.332	1	2709	0.590
16:00 - 17:00	1	2709	0.369	1	2709	0.221	1	2709	0.590
17:00 - 18:00	1	2709	0.221	1	2709	0.295	1	2709	0.516
18:00 - 19:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.730			2.436			5.166	

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

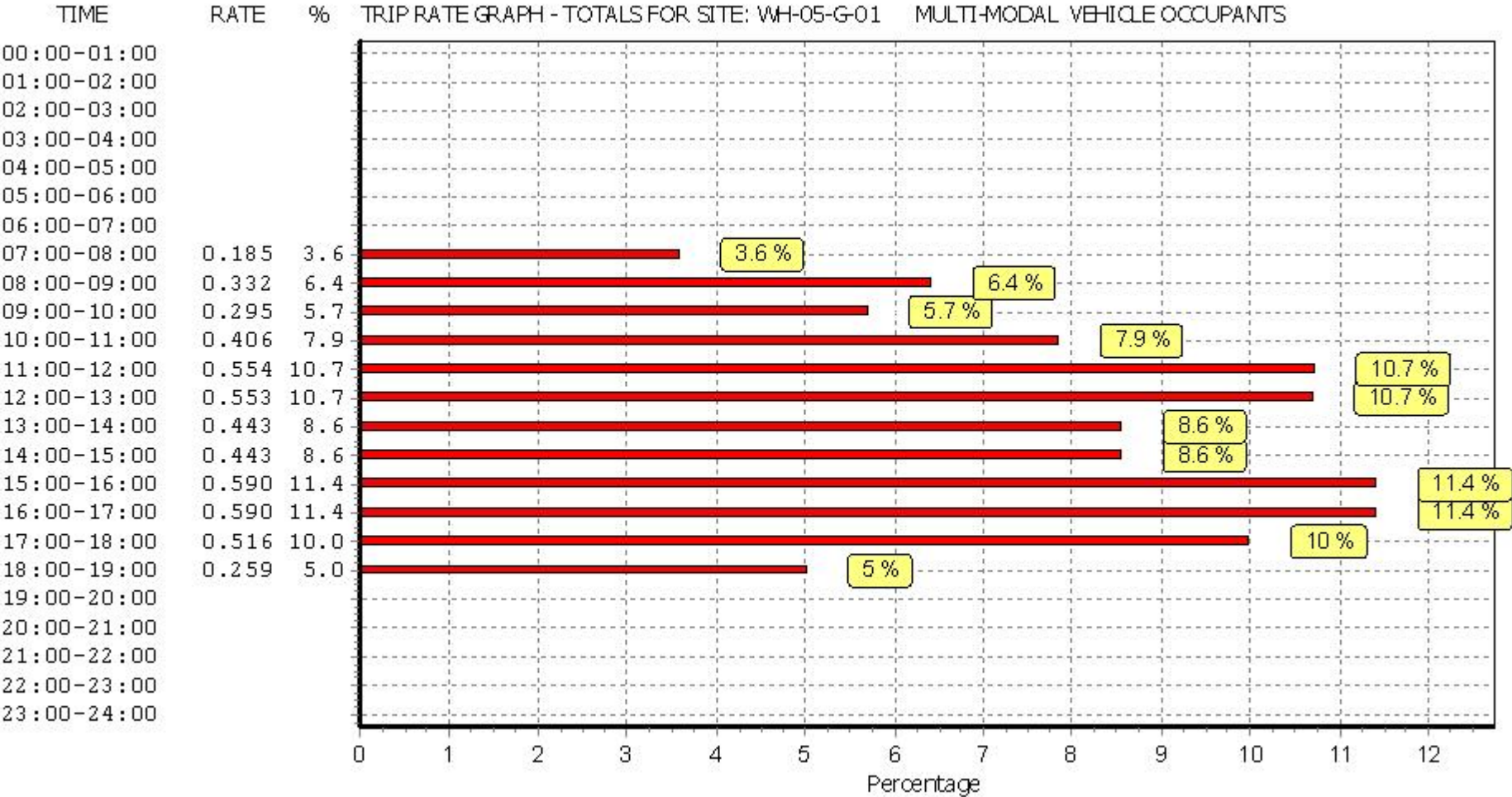
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL PEDESTRIANS

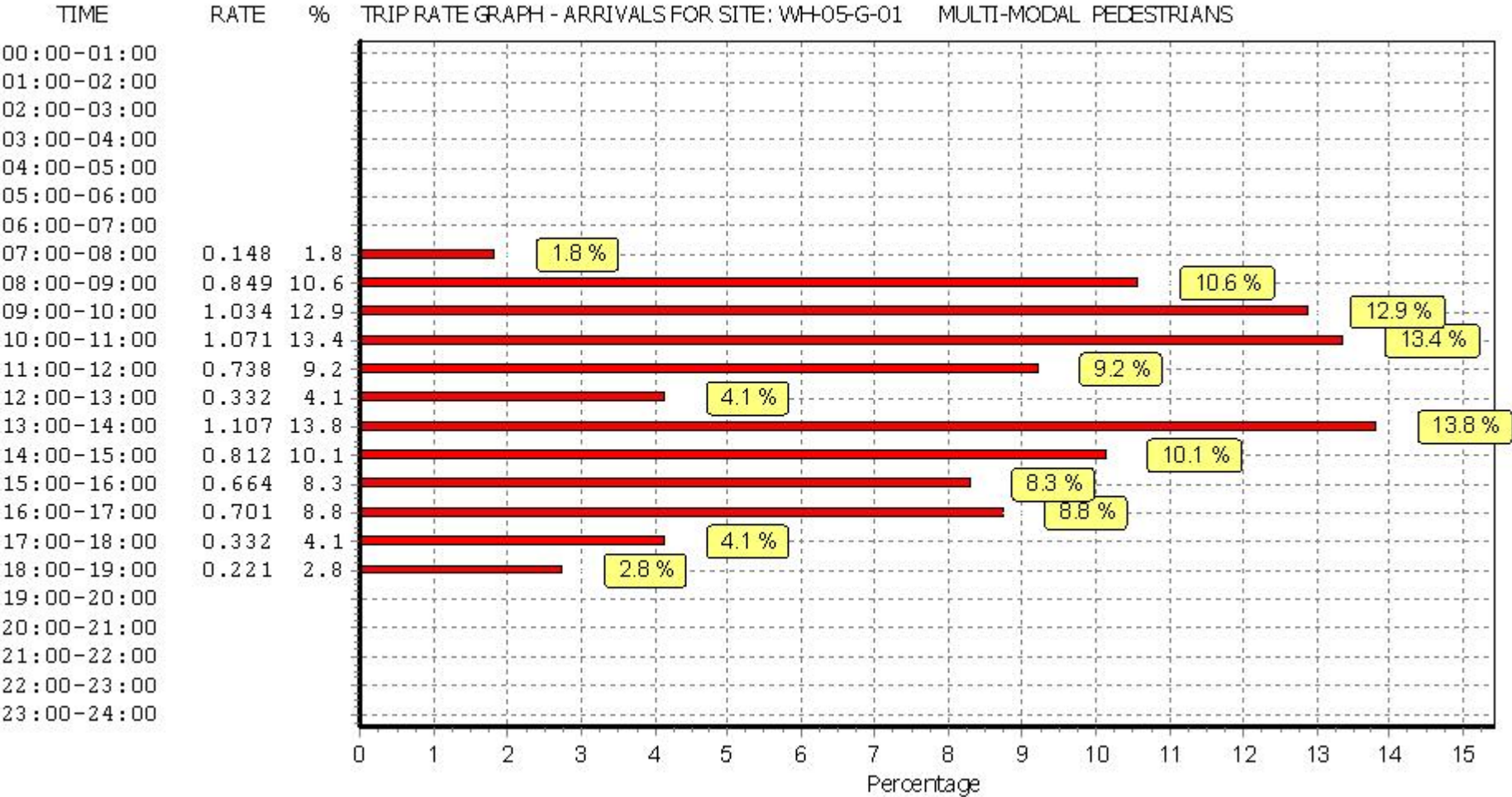
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

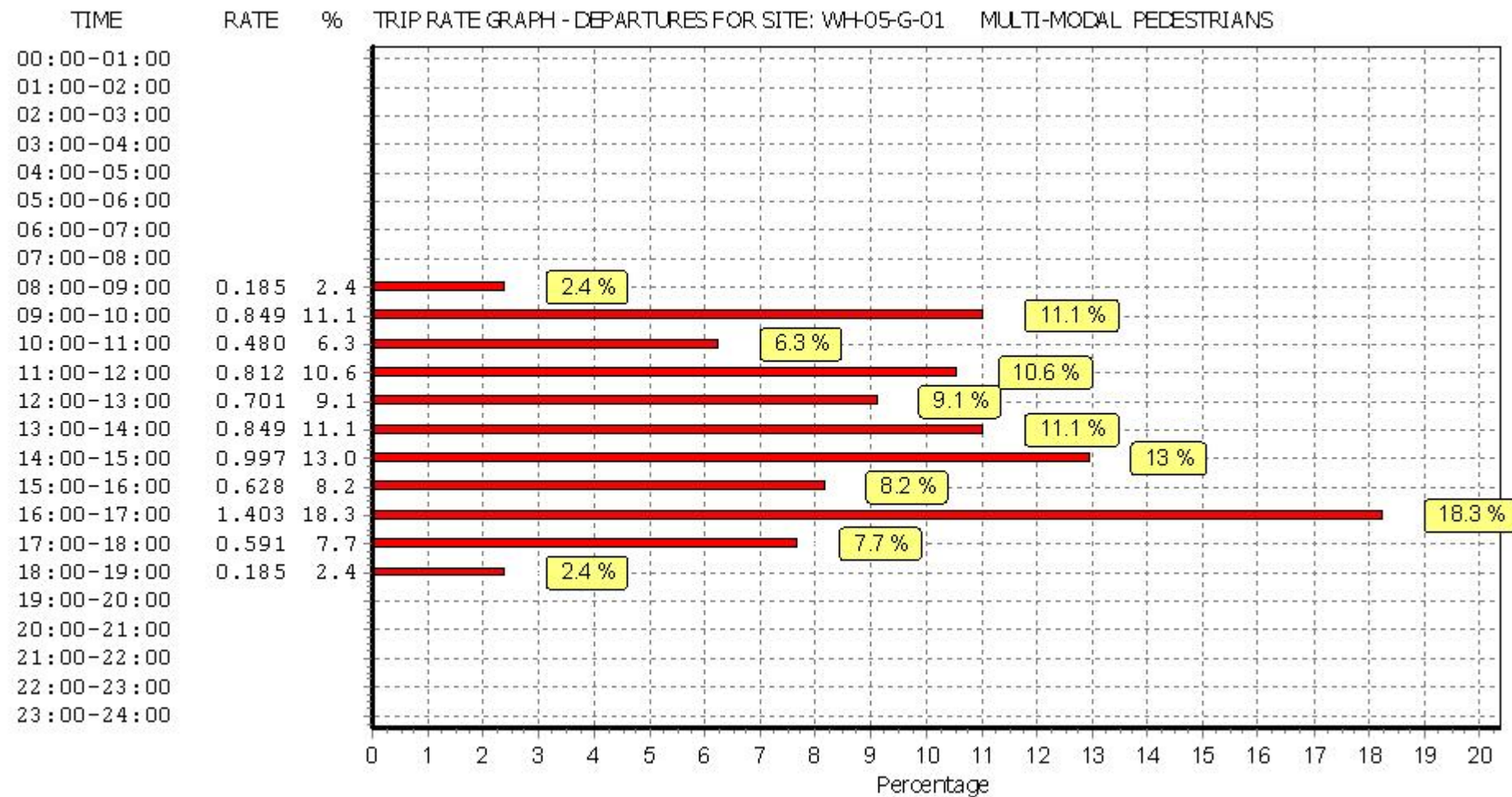
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.148	1	2709	0.000	1	2709	0.148
08:00 - 09:00	1	2709	0.849	1	2709	0.185	1	2709	1.034
09:00 - 10:00	1	2709	1.034	1	2709	0.849	1	2709	1.883
10:00 - 11:00	1	2709	1.071	1	2709	0.480	1	2709	1.551
11:00 - 12:00	1	2709	0.738	1	2709	0.812	1	2709	1.550
12:00 - 13:00	1	2709	0.332	1	2709	0.701	1	2709	1.033
13:00 - 14:00	1	2709	1.107	1	2709	0.849	1	2709	1.956
14:00 - 15:00	1	2709	0.812	1	2709	0.997	1	2709	1.809
15:00 - 16:00	1	2709	0.664	1	2709	0.628	1	2709	1.292
16:00 - 17:00	1	2709	0.701	1	2709	1.403	1	2709	2.104
17:00 - 18:00	1	2709	0.332	1	2709	0.591	1	2709	0.923
18:00 - 19:00	1	2709	0.221	1	2709	0.185	1	2709	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		8.009			7.680			15.689	

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.

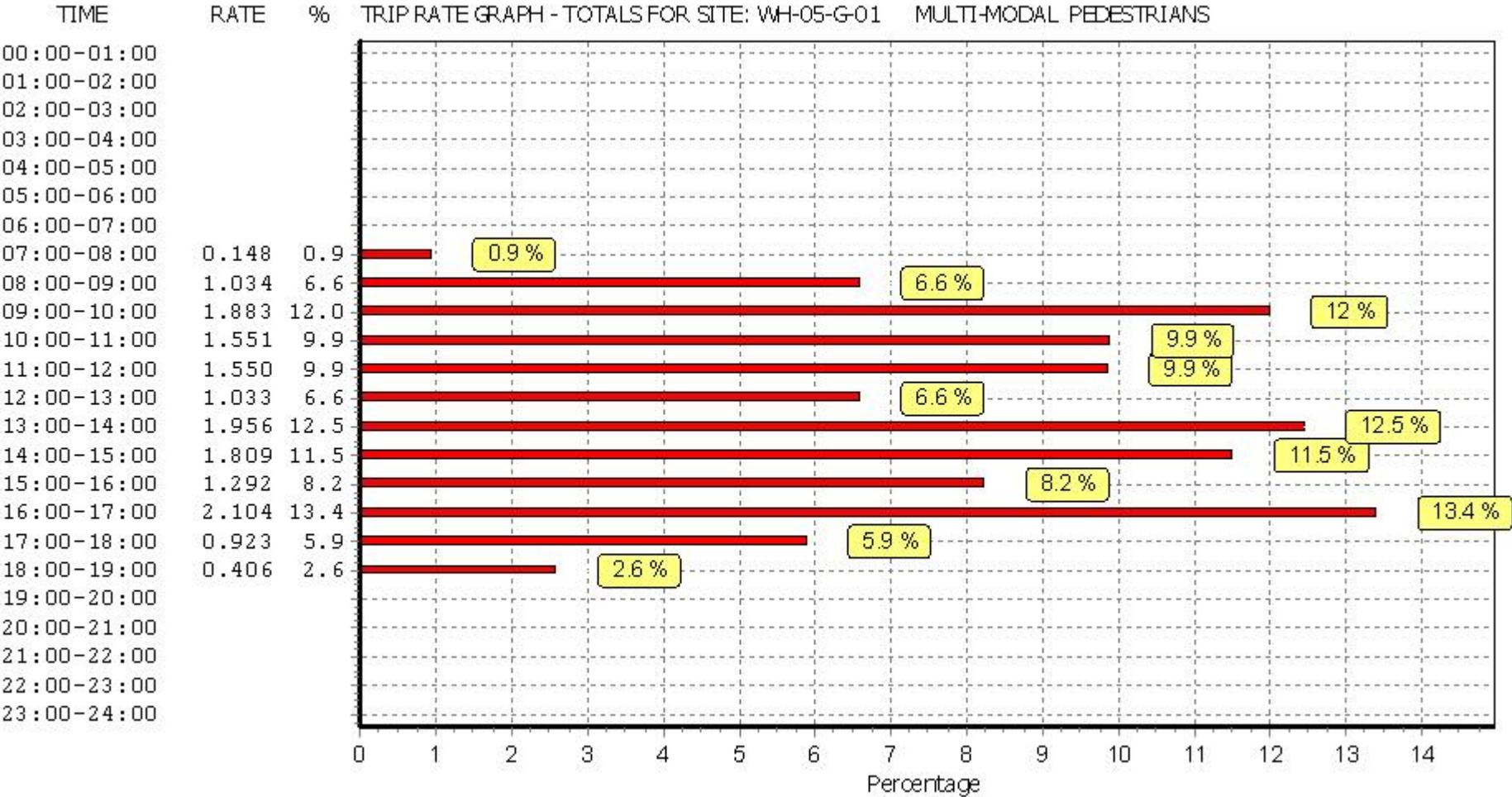
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL BUS/TRAM PASSENGERS

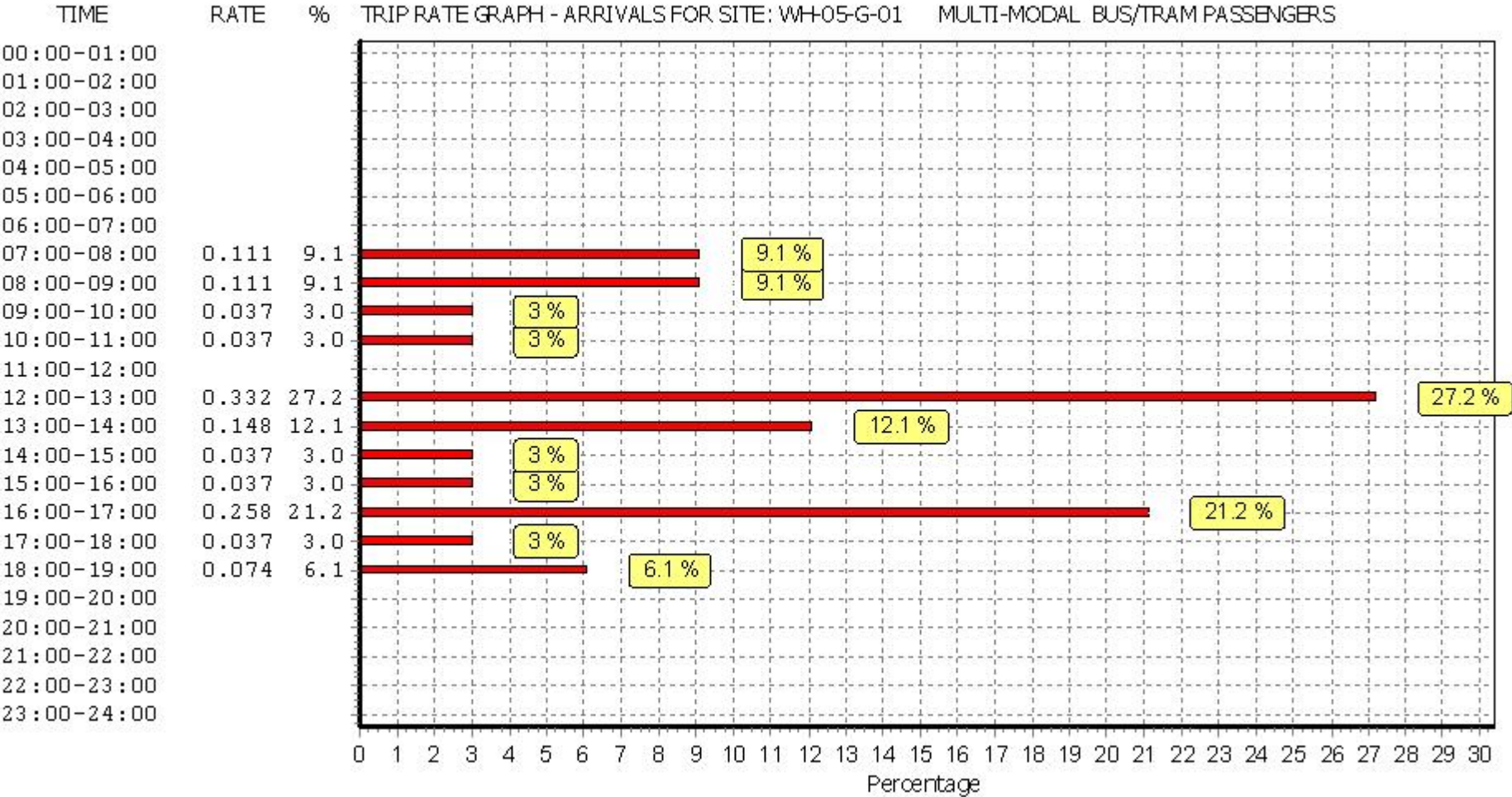
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

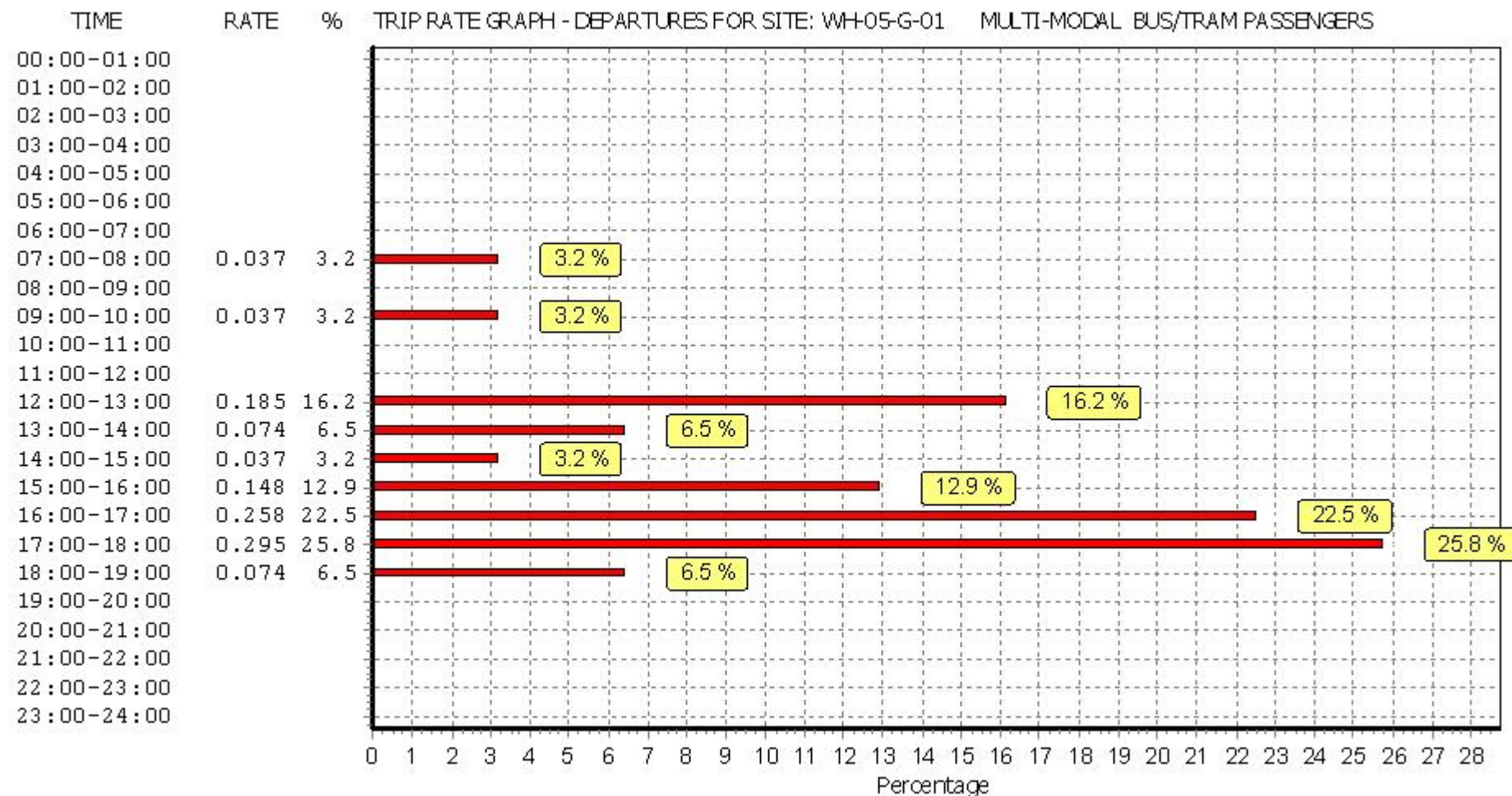
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.111	1	2709	0.037	1	2709	0.148
08:00 - 09:00	1	2709	0.111	1	2709	0.000	1	2709	0.111
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.332	1	2709	0.185	1	2709	0.517
13:00 - 14:00	1	2709	0.148	1	2709	0.074	1	2709	0.222
14:00 - 15:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
15:00 - 16:00	1	2709	0.037	1	2709	0.148	1	2709	0.185
16:00 - 17:00	1	2709	0.258	1	2709	0.258	1	2709	0.516
17:00 - 18:00	1	2709	0.037	1	2709	0.295	1	2709	0.332
18:00 - 19:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.219			1.145			2.364

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

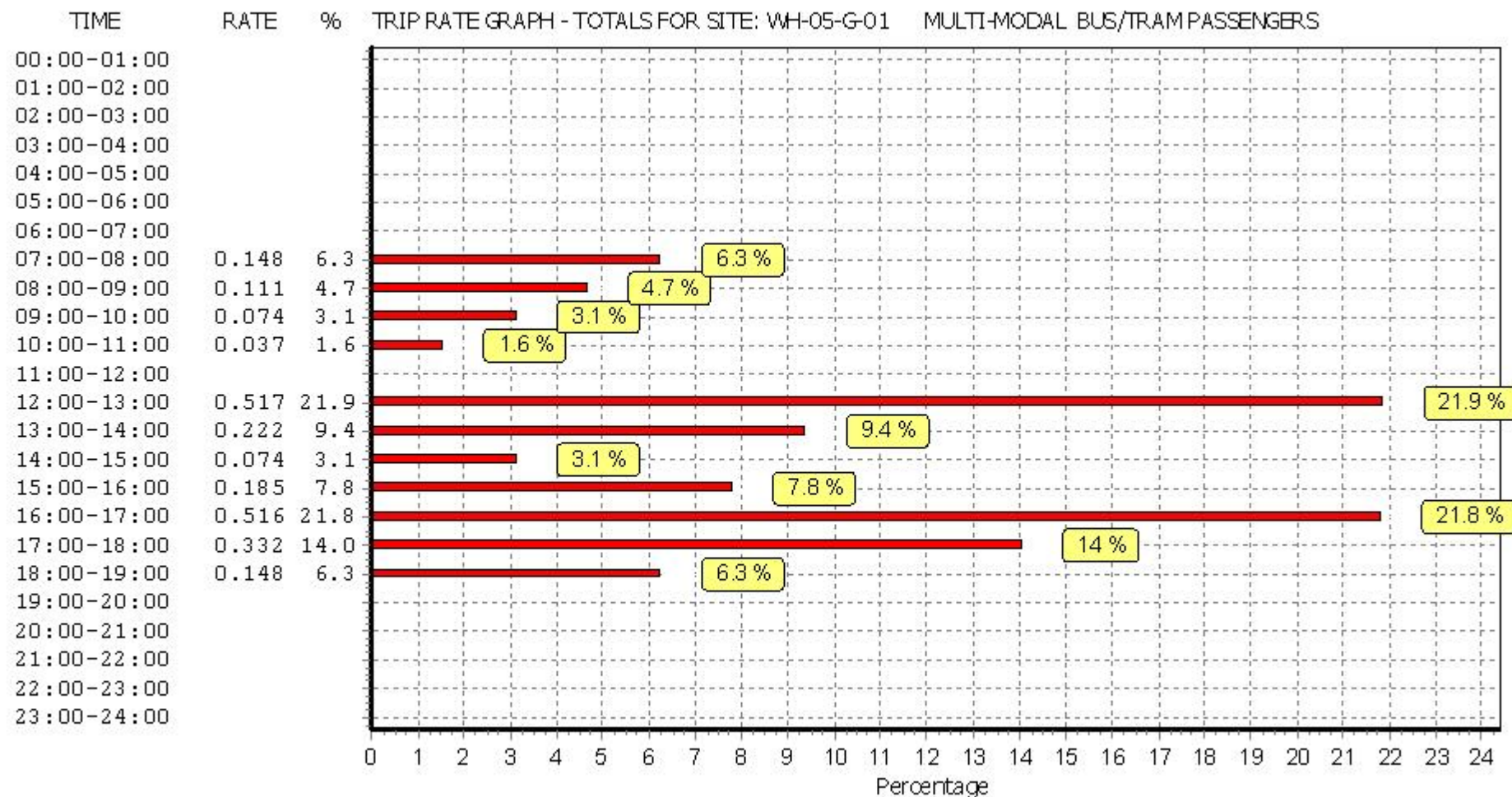
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

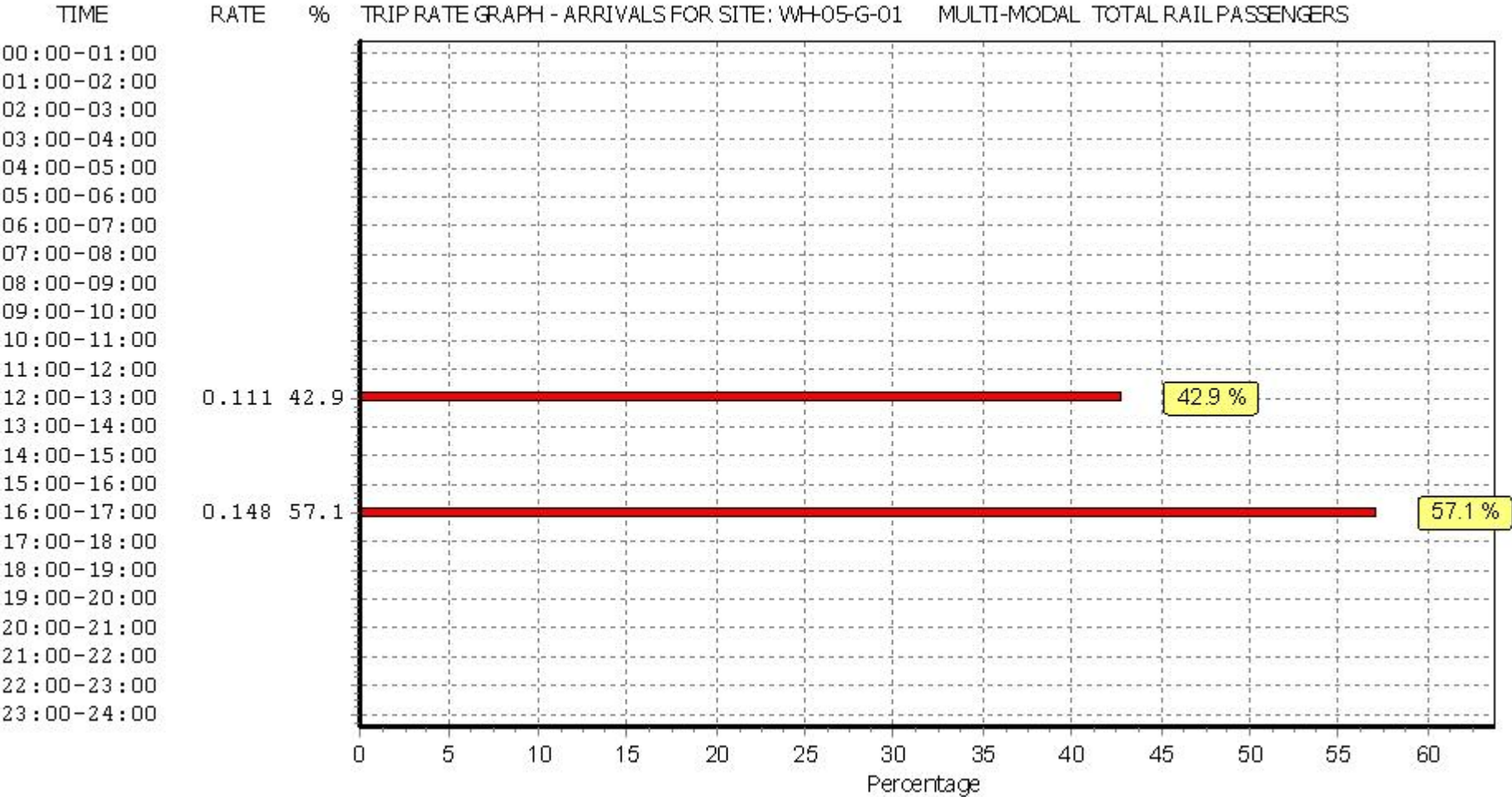
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

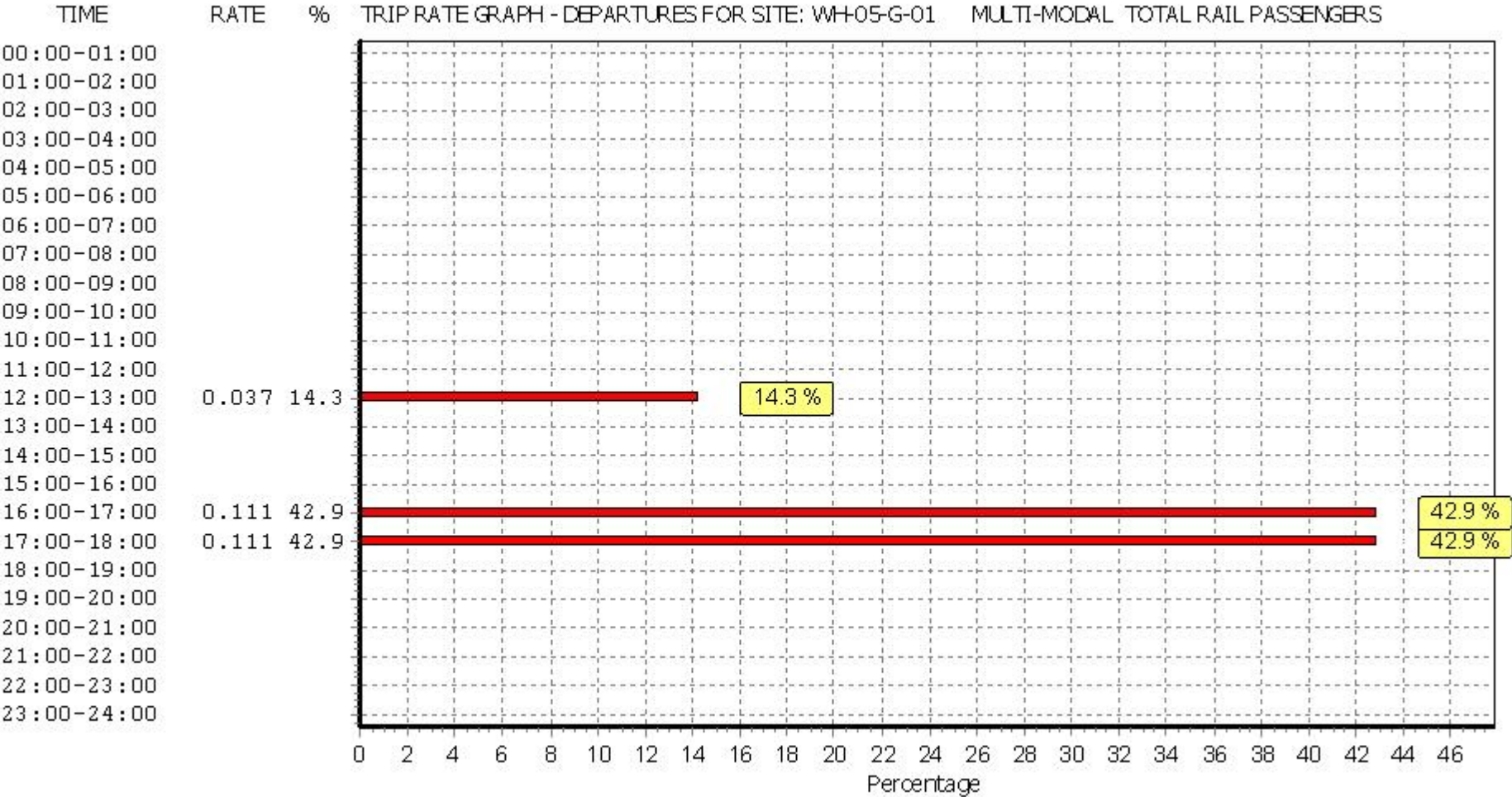
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
09:00 - 10:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
10:00 - 11:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.111	1	2709	0.037	1	2709	0.148
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
16:00 - 17:00	1	2709	0.148	1	2709	0.111	1	2709	0.259
17:00 - 18:00	1	2709	0.000	1	2709	0.111	1	2709	0.111
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.259			0.518

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

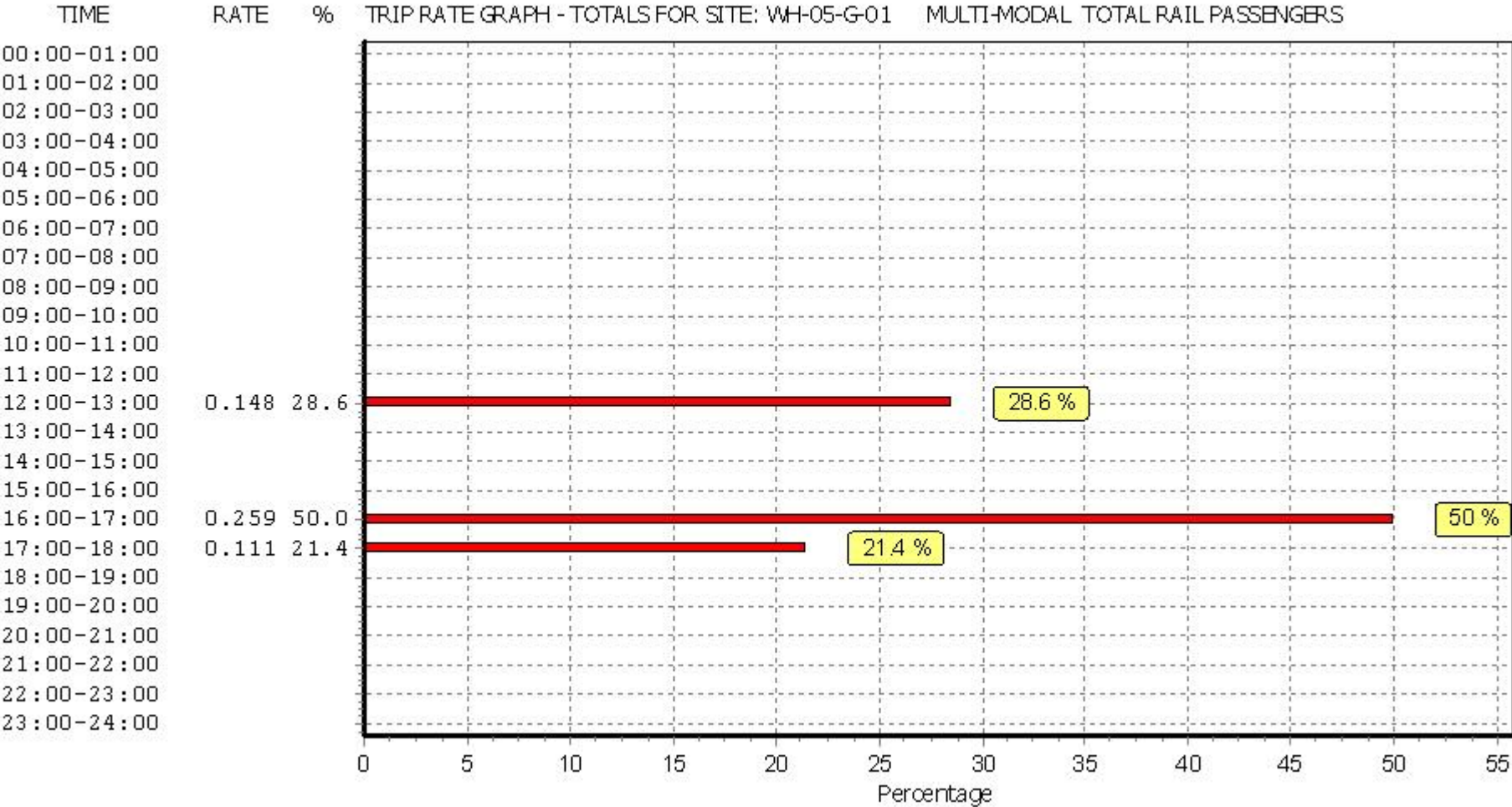
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



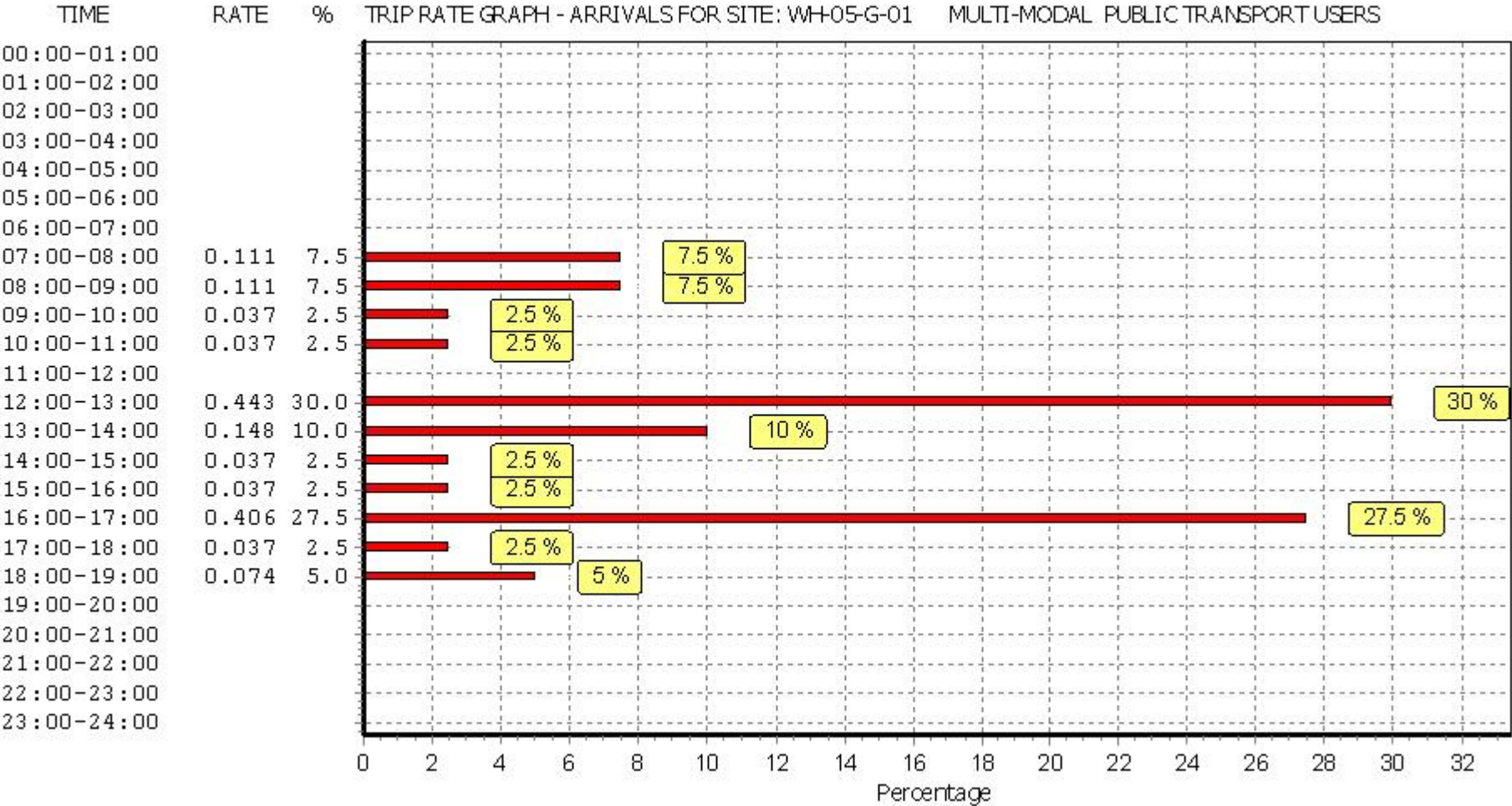
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

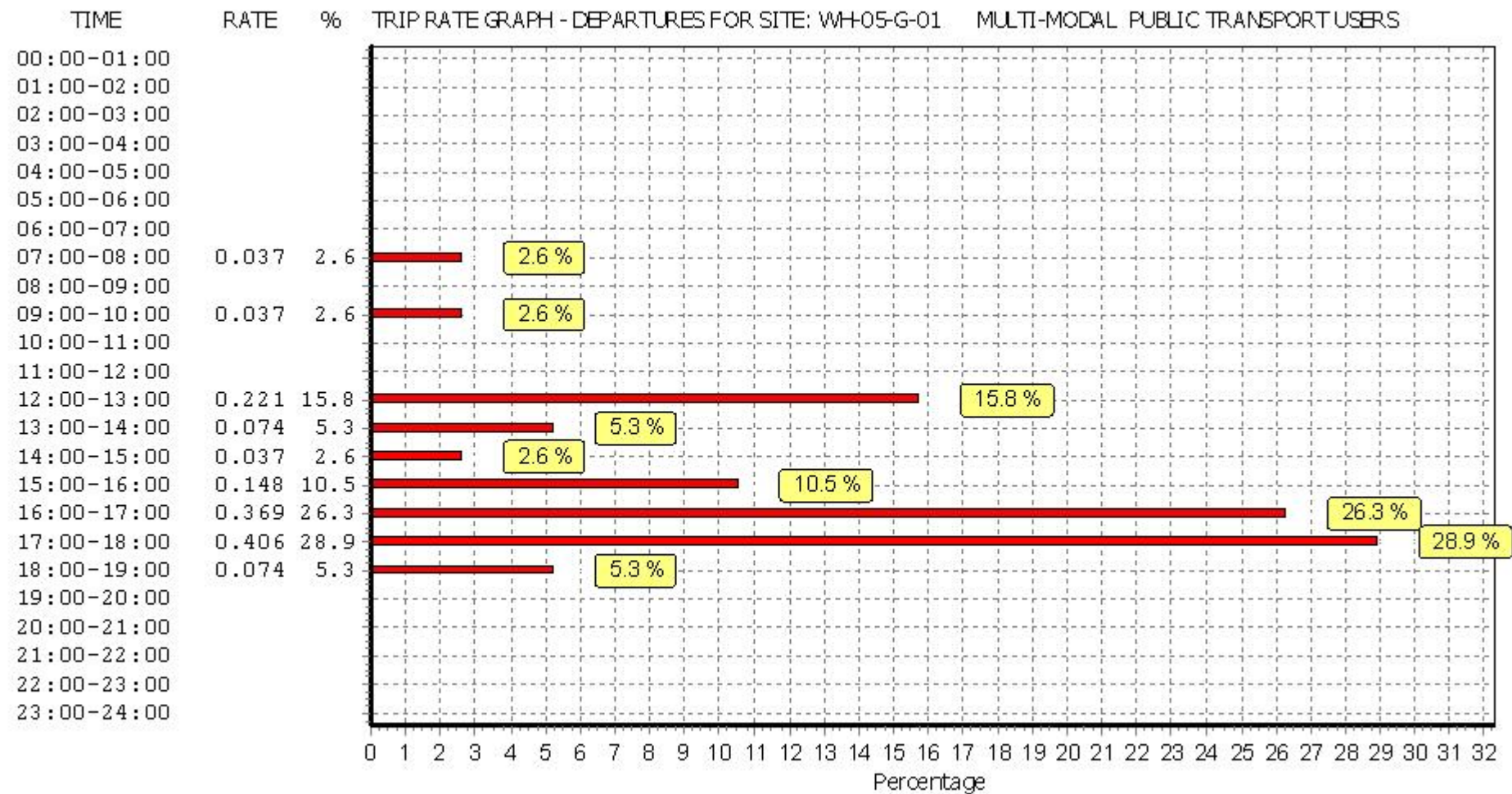
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.111	1	2709	0.037	1	2709	0.148
08:00 - 09:00	1	2709	0.111	1	2709	0.000	1	2709	0.111
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.443	1	2709	0.221	1	2709	0.664
13:00 - 14:00	1	2709	0.148	1	2709	0.074	1	2709	0.222
14:00 - 15:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
15:00 - 16:00	1	2709	0.037	1	2709	0.148	1	2709	0.185
16:00 - 17:00	1	2709	0.406	1	2709	0.369	1	2709	0.775
17:00 - 18:00	1	2709	0.037	1	2709	0.406	1	2709	0.443
18:00 - 19:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.478			1.403			2.881

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

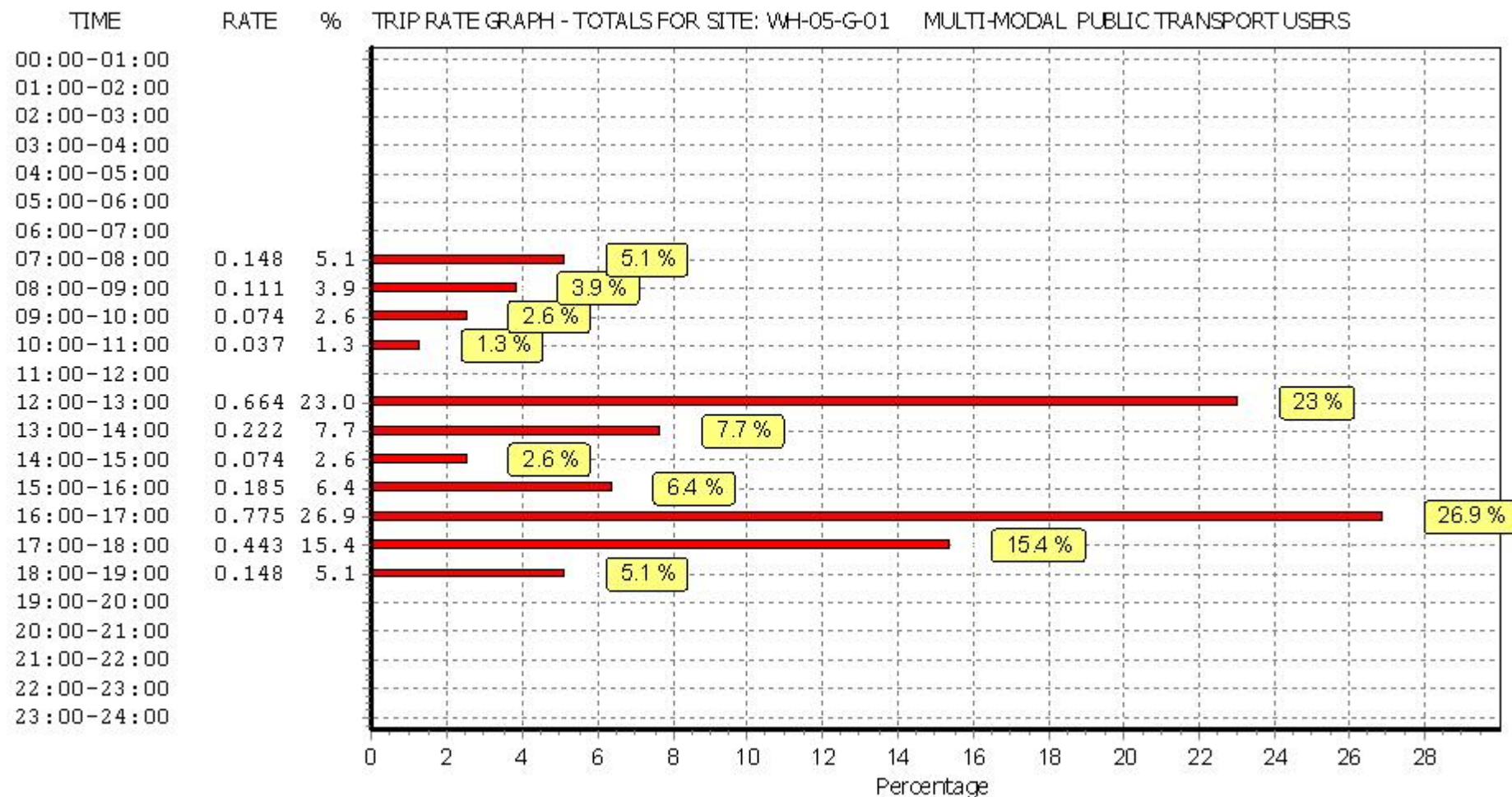
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL TOTAL PEOPLE

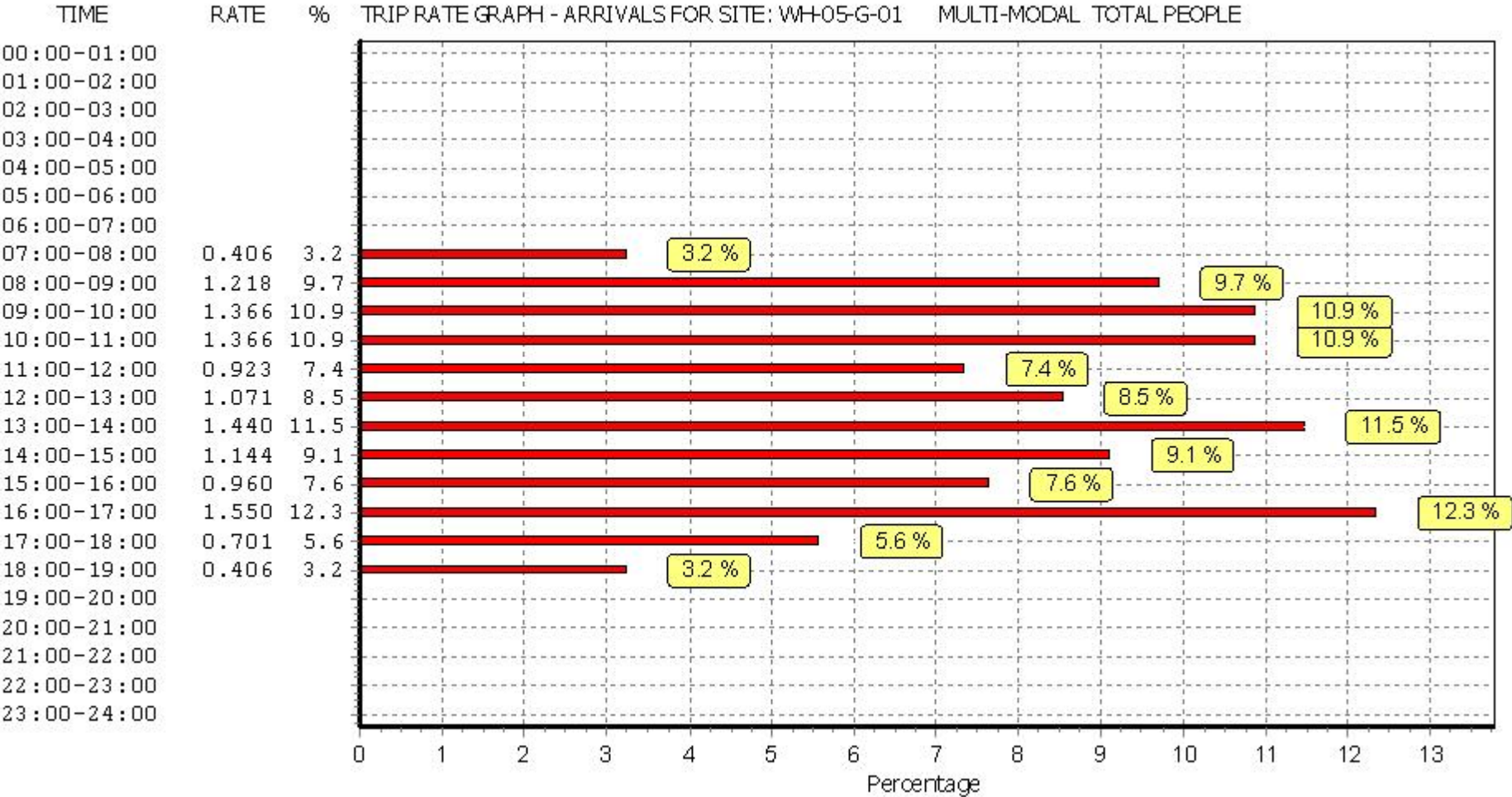
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

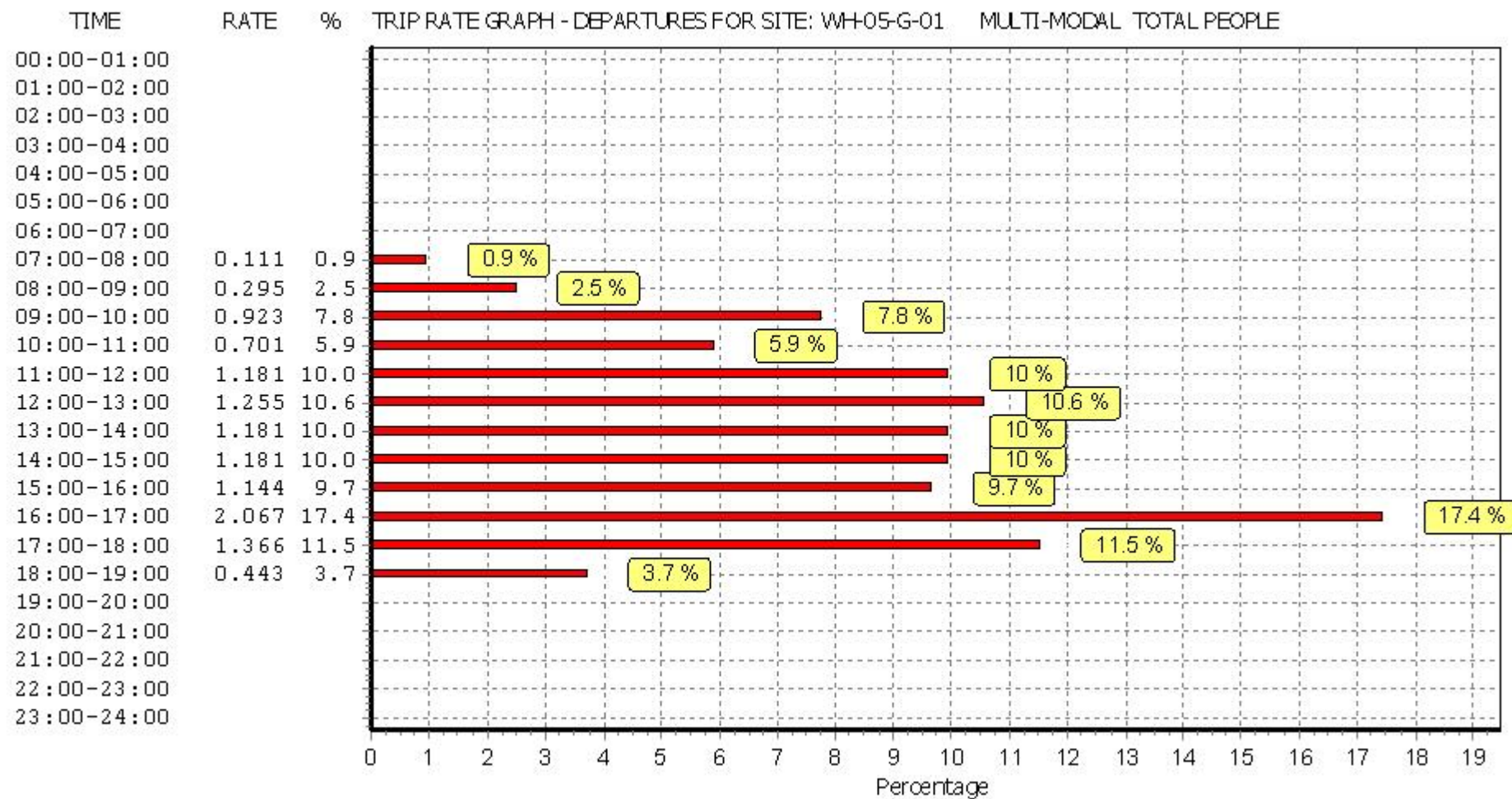
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.406	1	2709	0.111	1	2709	0.517
08:00 - 09:00	1	2709	1.218	1	2709	0.295	1	2709	1.513
09:00 - 10:00	1	2709	1.366	1	2709	0.923	1	2709	2.289
10:00 - 11:00	1	2709	1.366	1	2709	0.701	1	2709	2.067
11:00 - 12:00	1	2709	0.923	1	2709	1.181	1	2709	2.104
12:00 - 13:00	1	2709	1.071	1	2709	1.255	1	2709	2.326
13:00 - 14:00	1	2709	1.440	1	2709	1.181	1	2709	2.621
14:00 - 15:00	1	2709	1.144	1	2709	1.181	1	2709	2.325
15:00 - 16:00	1	2709	0.960	1	2709	1.144	1	2709	2.104
16:00 - 17:00	1	2709	1.550	1	2709	2.067	1	2709	3.617
17:00 - 18:00	1	2709	0.701	1	2709	1.366	1	2709	2.067
18:00 - 19:00	1	2709	0.406	1	2709	0.443	1	2709	0.849
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.551			11.848			24.399

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

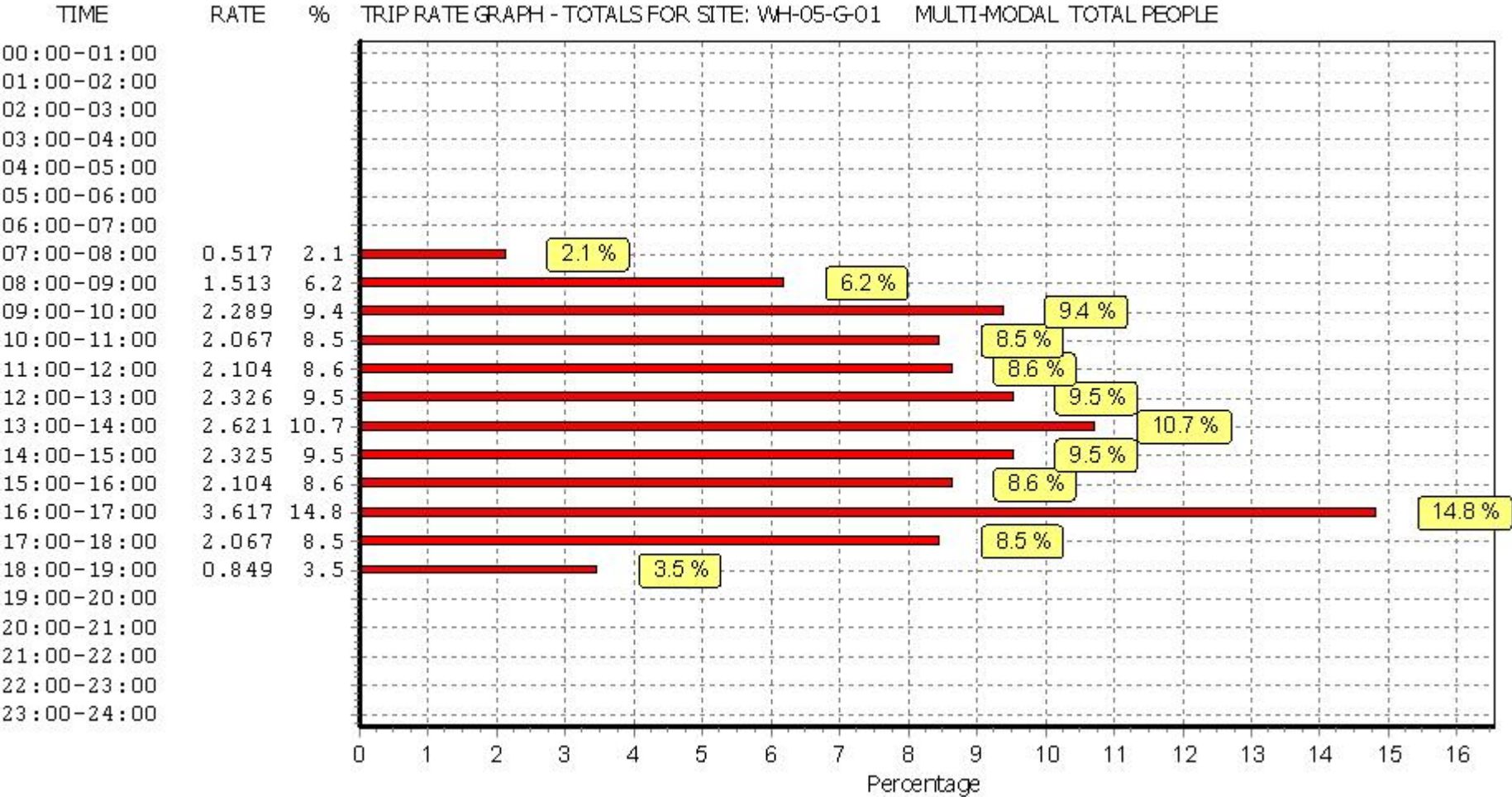
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL LGVS

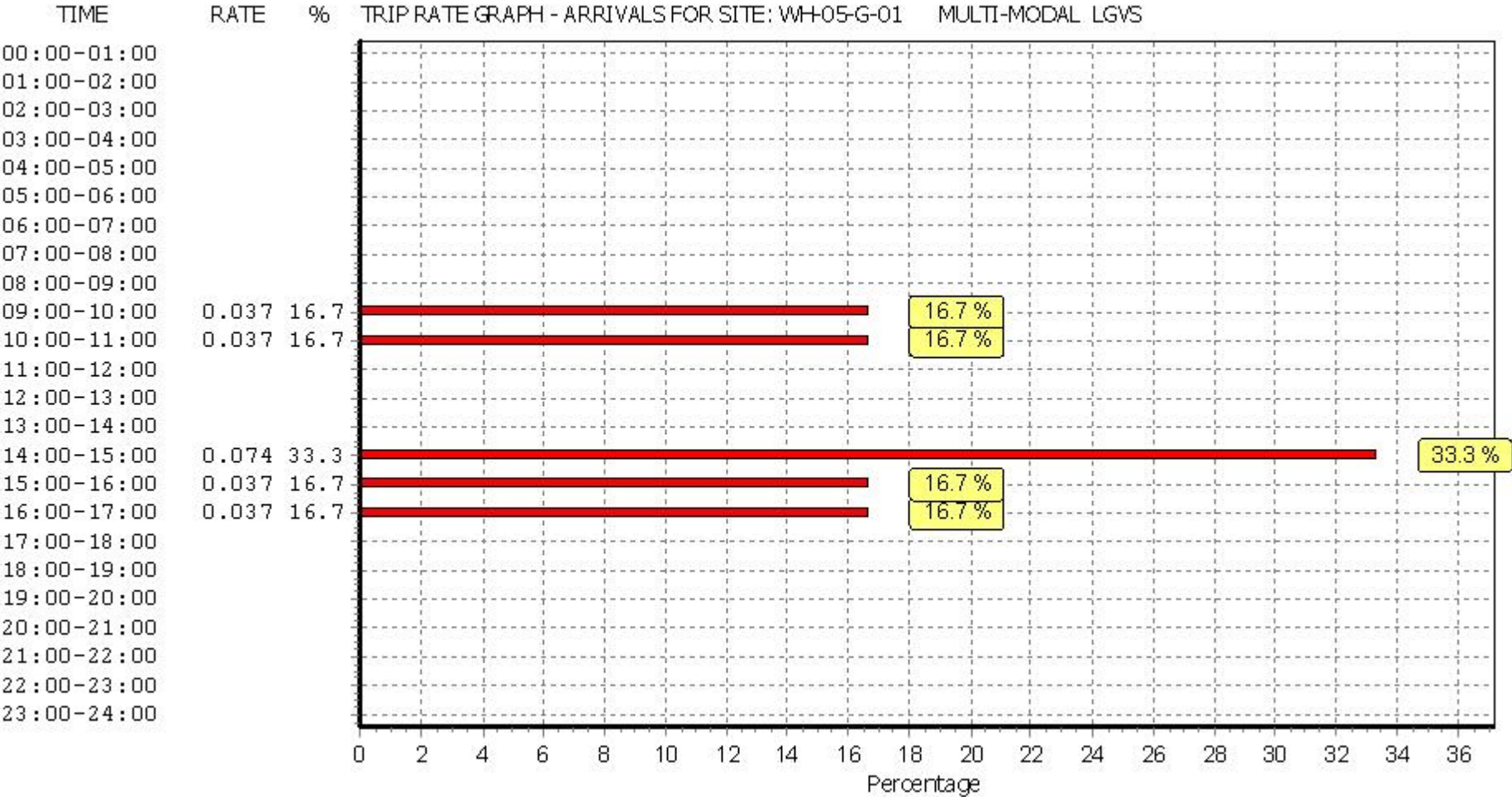
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

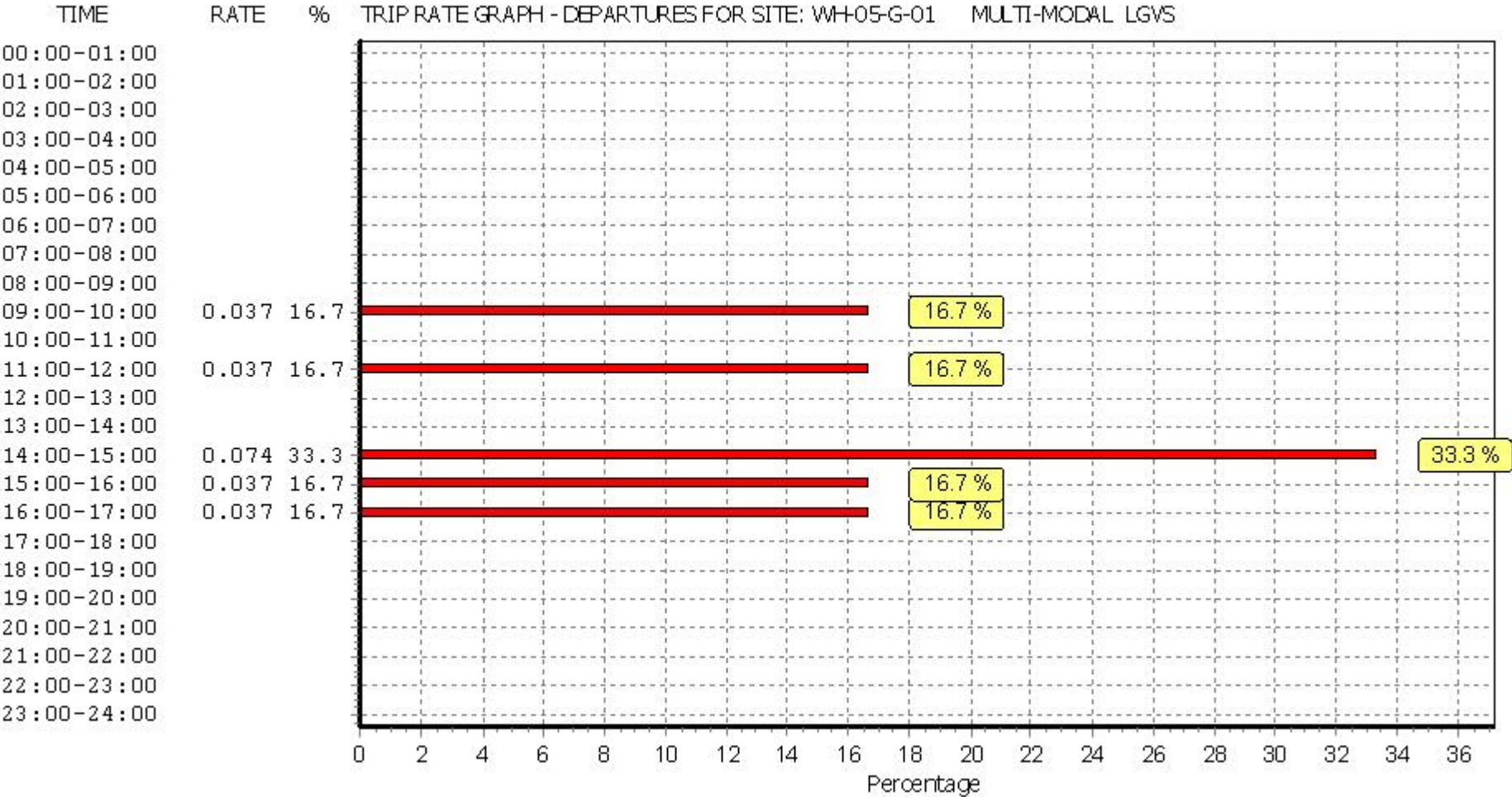
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
12:00 - 13:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
15:00 - 16:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
16:00 - 17:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
17:00 - 18:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222			0.222			0.444

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.

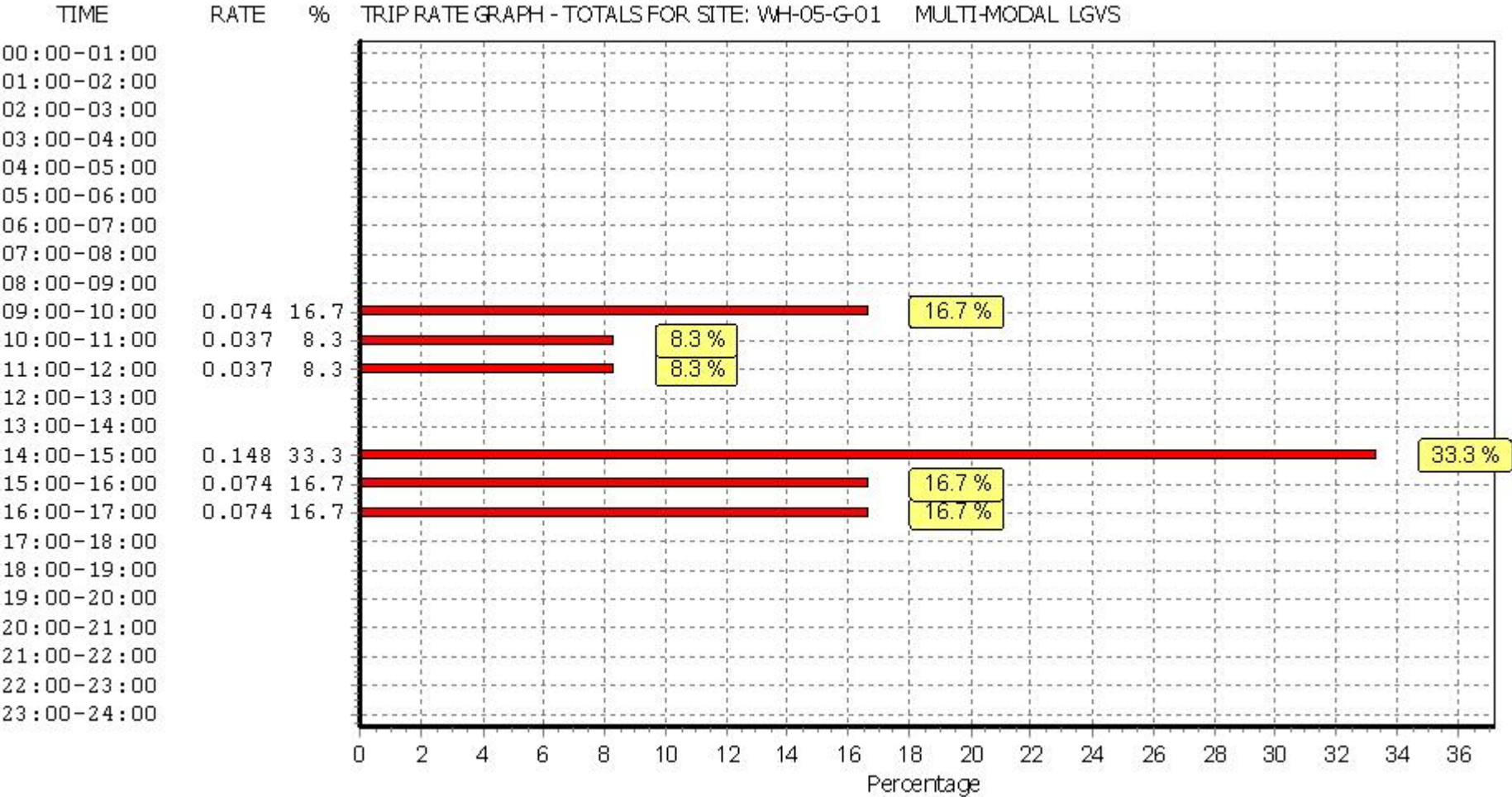
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MULTI-MODAL MOTOR CYCLES

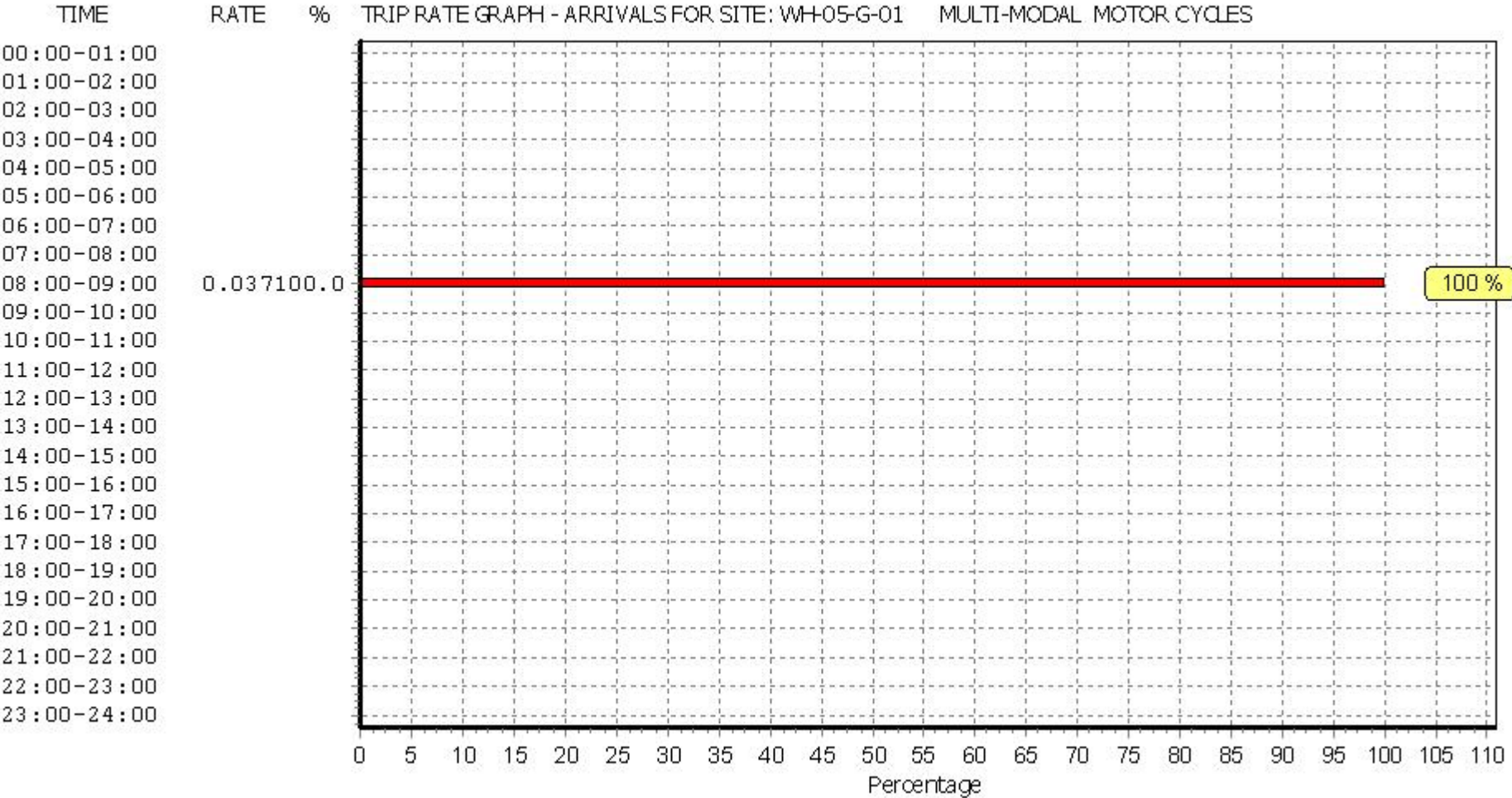
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

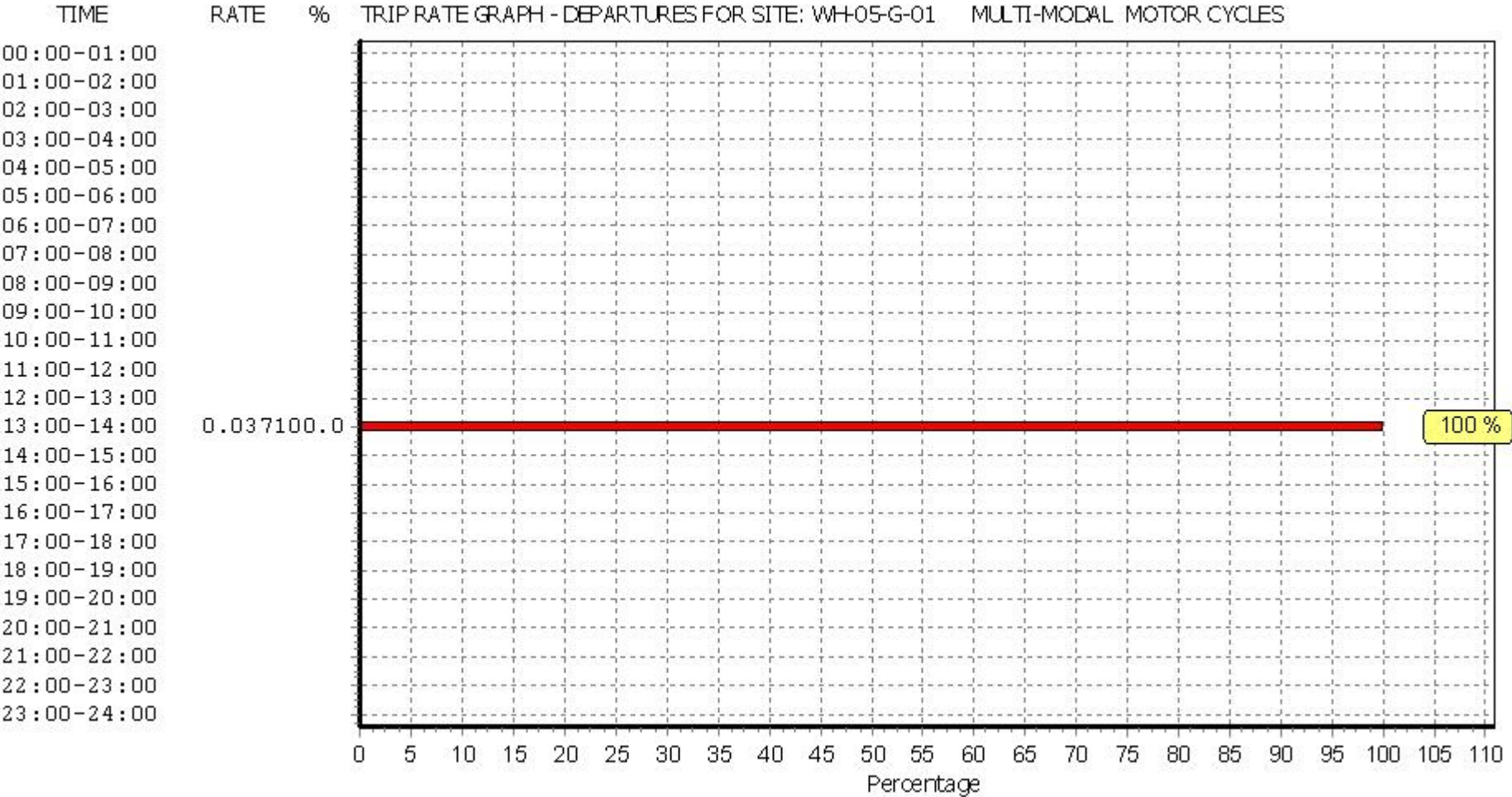
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
09:00 - 10:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
10:00 - 11:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
13:00 - 14:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
16:00 - 17:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
17:00 - 18:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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

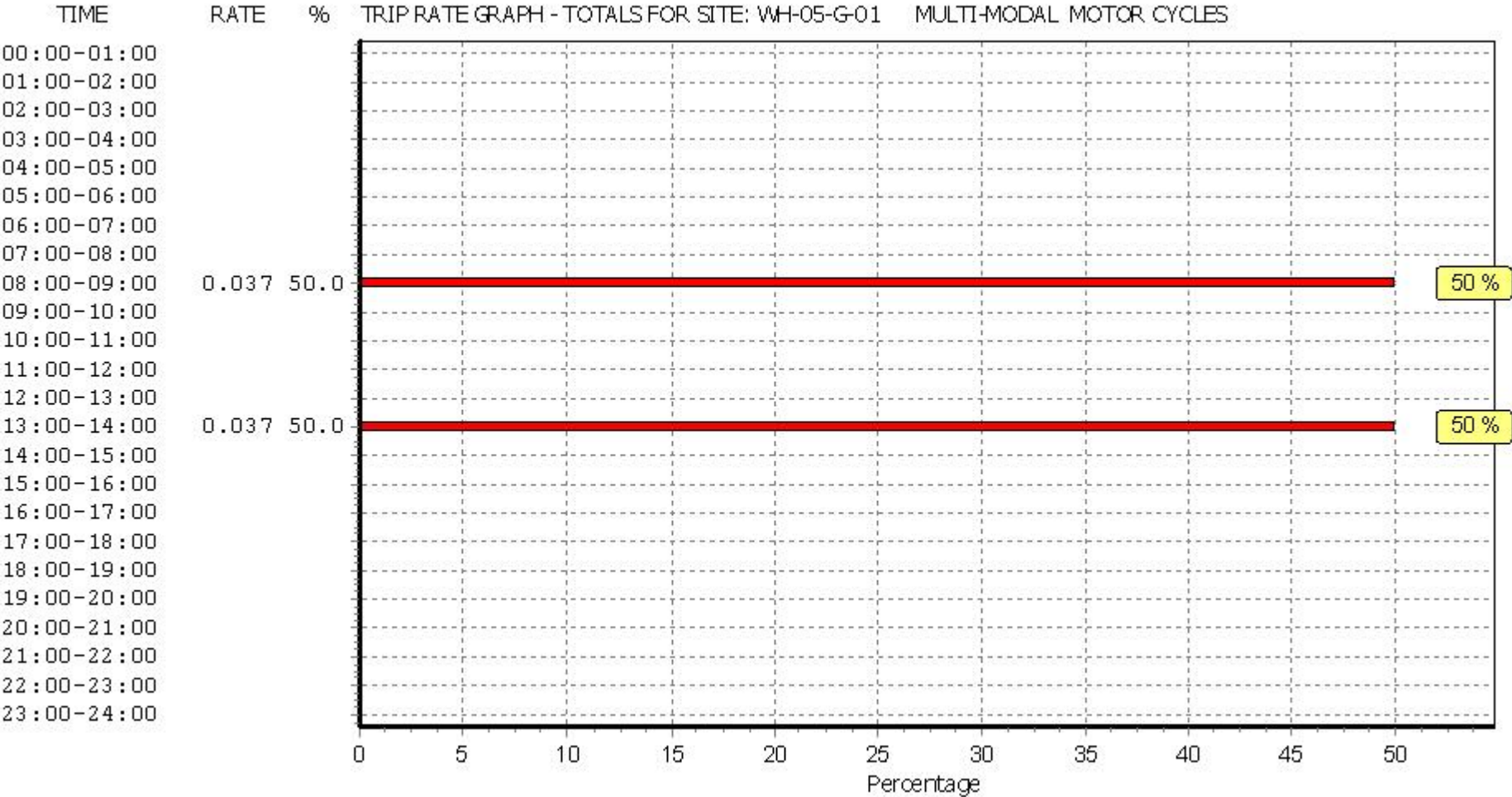
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

Calculation Reference: AUDIT-720101-190808-0847

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	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: 629 to 2329 (units: sqm)
 Range Selected by User: 210 to 2329 (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
Friday	1 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	2
---------------------	---

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

Selected Location Sub Categories:

Built-Up Zone	1
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:

D2	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	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
250,001 to 500,000	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	2 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	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Edge of Town Centre High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2329 sqm	
	Survey date: FRIDAY	09/05/14	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/Q - COMMUNITY CENTRE

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	629	0.318	1	629	0.000	1	629	0.318
08:00 - 09:00	2	1479	0.845	2	1479	0.034	2	1479	0.879
09:00 - 10:00	2	1479	0.609	2	1479	0.406	2	1479	1.015
10:00 - 11:00	2	1479	0.778	2	1479	0.710	2	1479	1.488
11:00 - 12:00	2	1479	0.507	2	1479	0.879	2	1479	1.386
12:00 - 13:00	2	1479	0.473	2	1479	0.507	2	1479	0.980
13:00 - 14:00	2	1479	0.439	2	1479	0.507	2	1479	0.946
14:00 - 15:00	2	1479	0.338	2	1479	0.642	2	1479	0.980
15:00 - 16:00	2	1479	0.304	2	1479	0.338	2	1479	0.642
16:00 - 17:00	2	1479	0.338	2	1479	0.237	2	1479	0.575
17:00 - 18:00	2	1479	0.778	2	1479	0.507	2	1479	1.285
18:00 - 19:00	2	1479	0.541	2	1479	0.169	2	1479	0.710
19:00 - 20:00	2	1479	0.304	2	1479	1.014	2	1479	1.318
20:00 - 21:00	2	1479	0.000	2	1479	0.237	2	1479	0.237
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		6.572			6.187			12.759	

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.

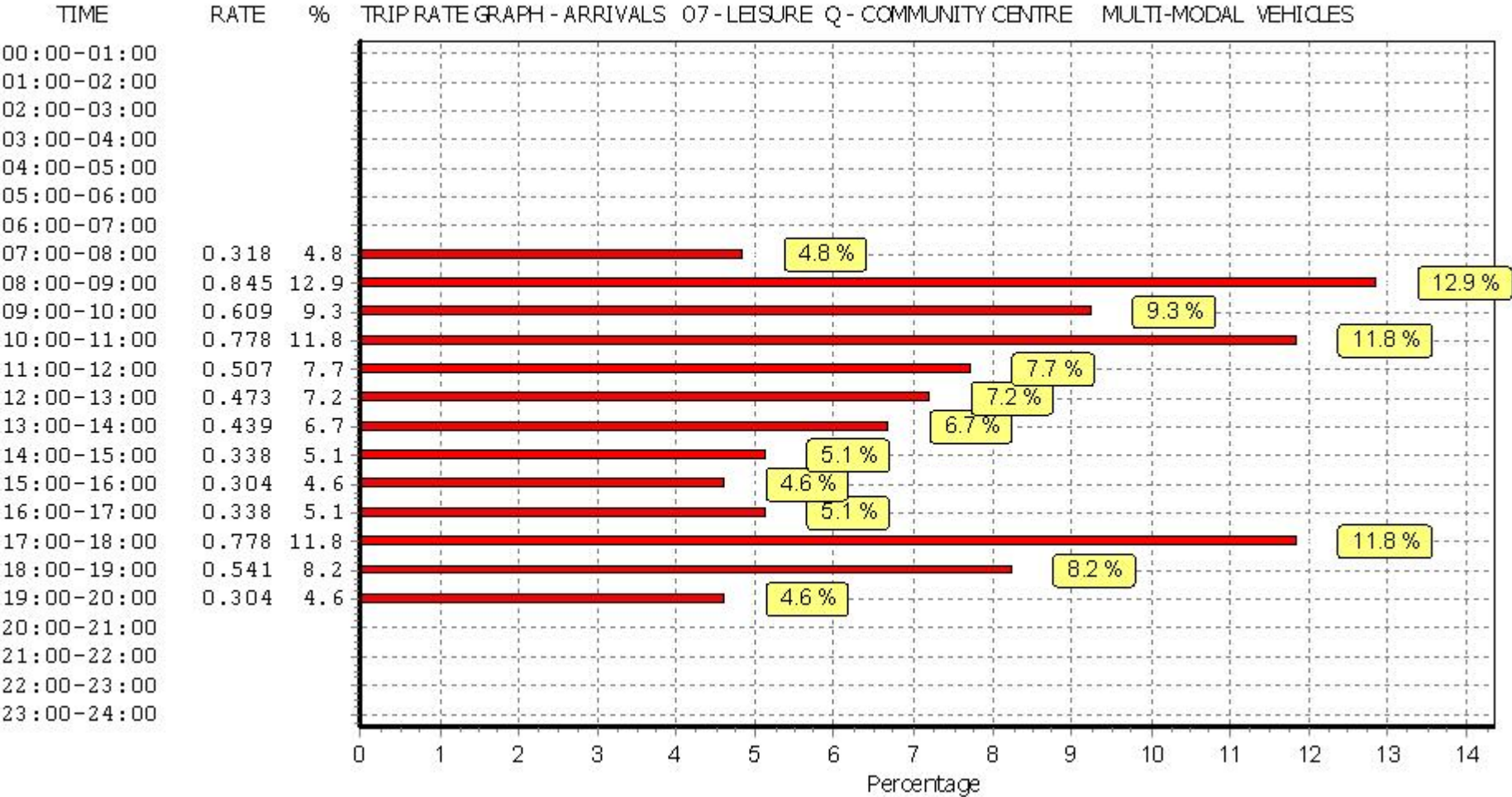
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

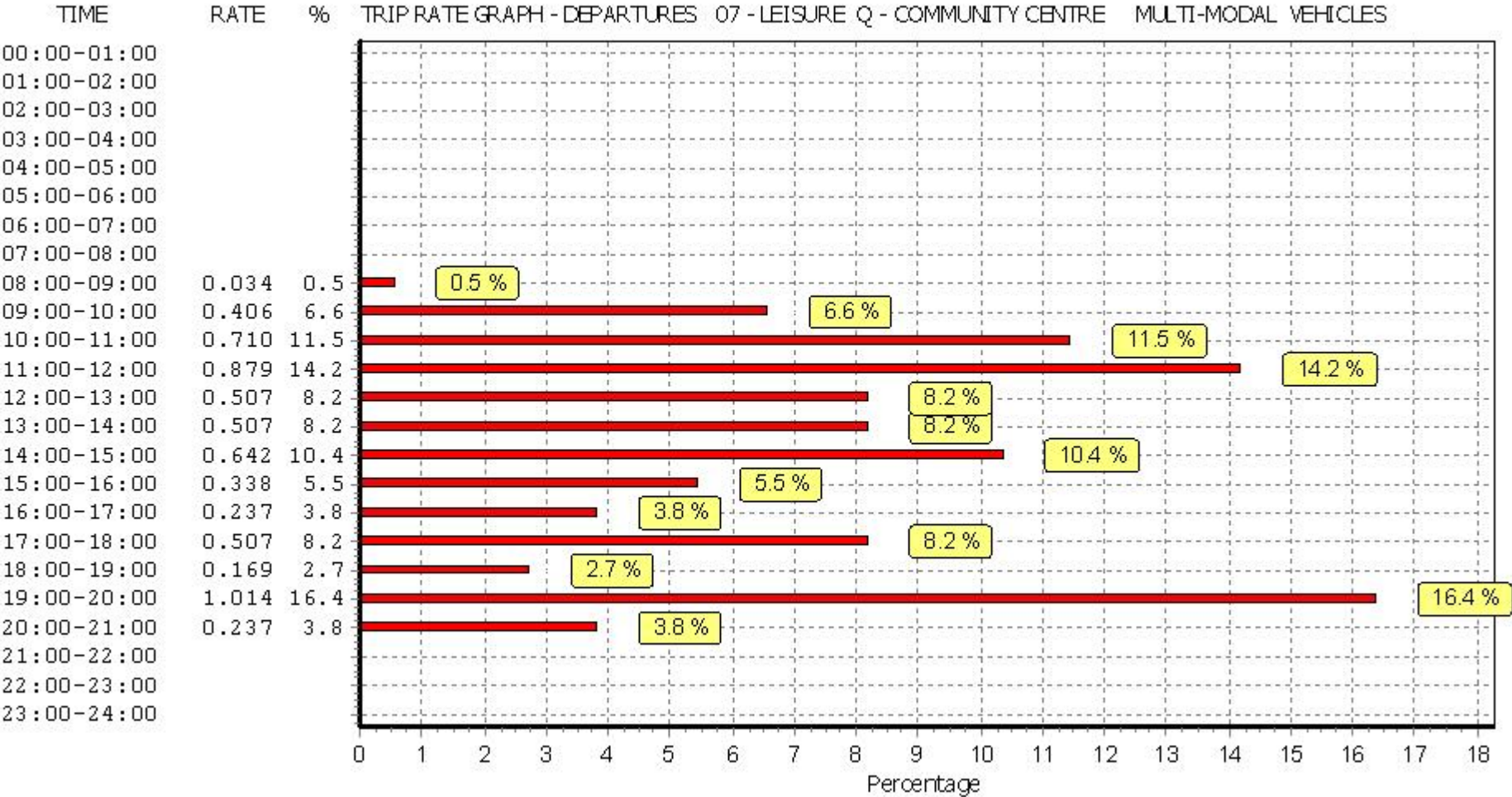
Parameter summary

Trip rate parameter range selected:	629 - 2329 (units: sqm)
Survey date date range:	01/01/11 - 07/06/18
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

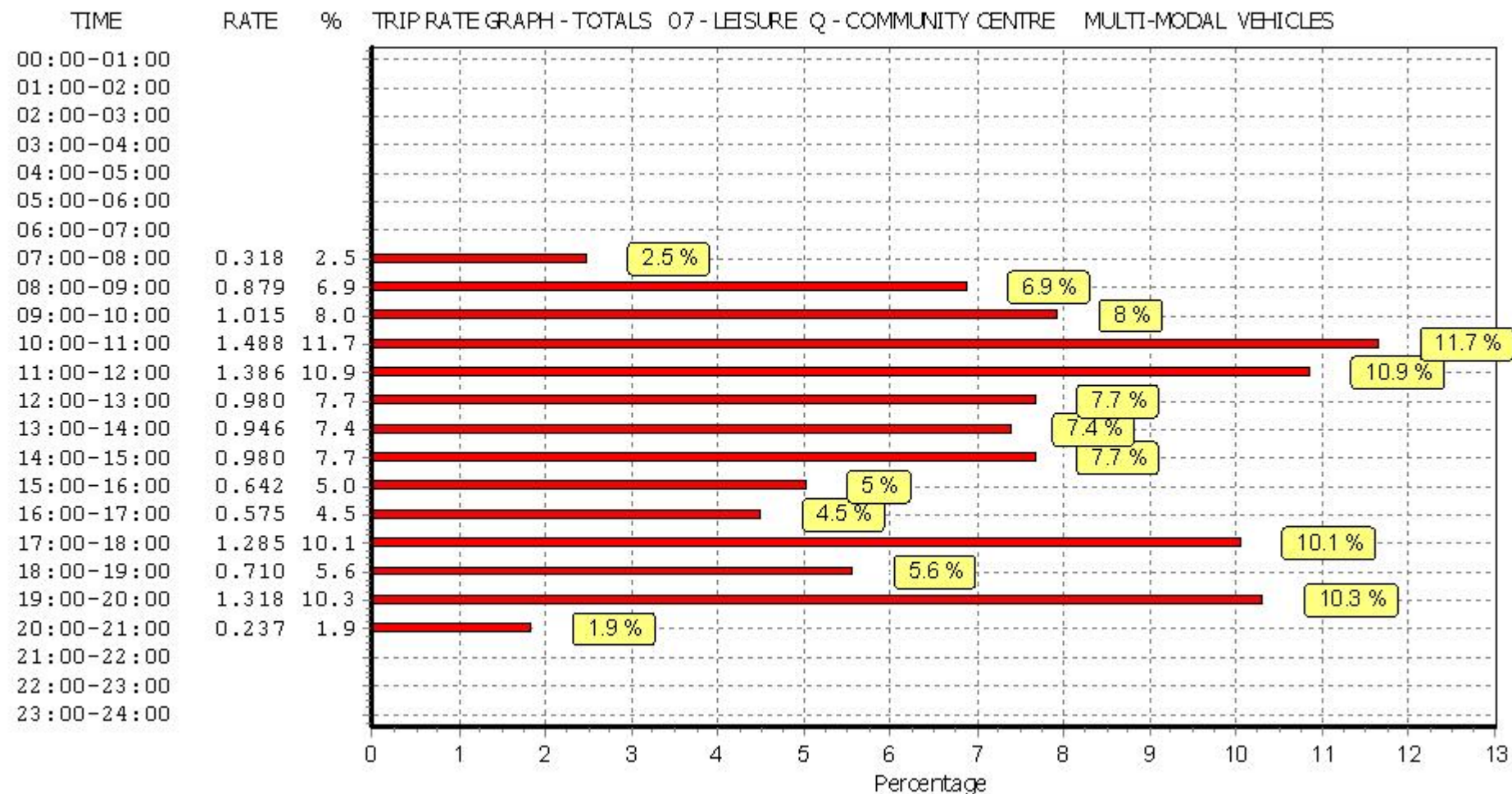
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TAXIS

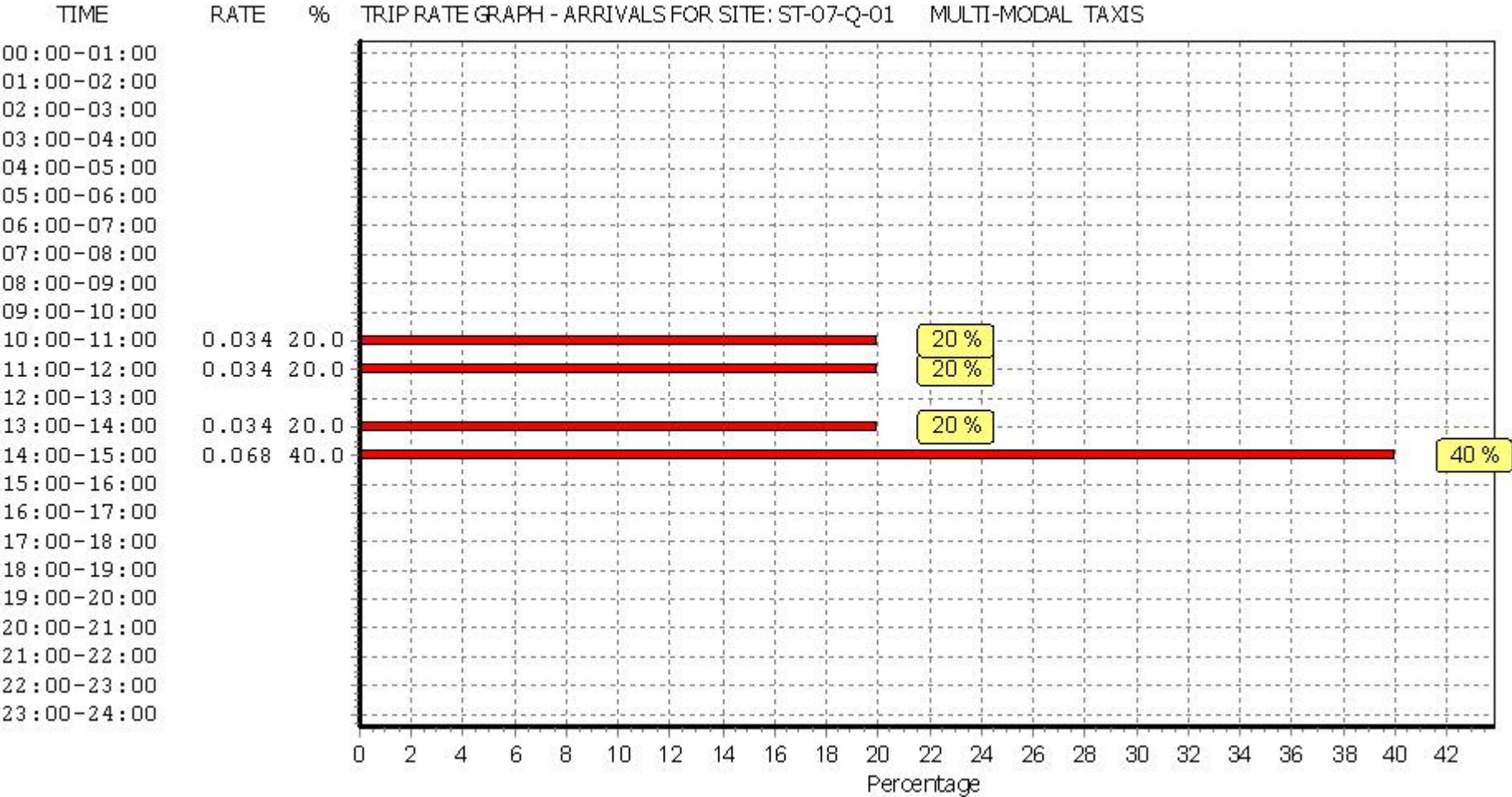
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

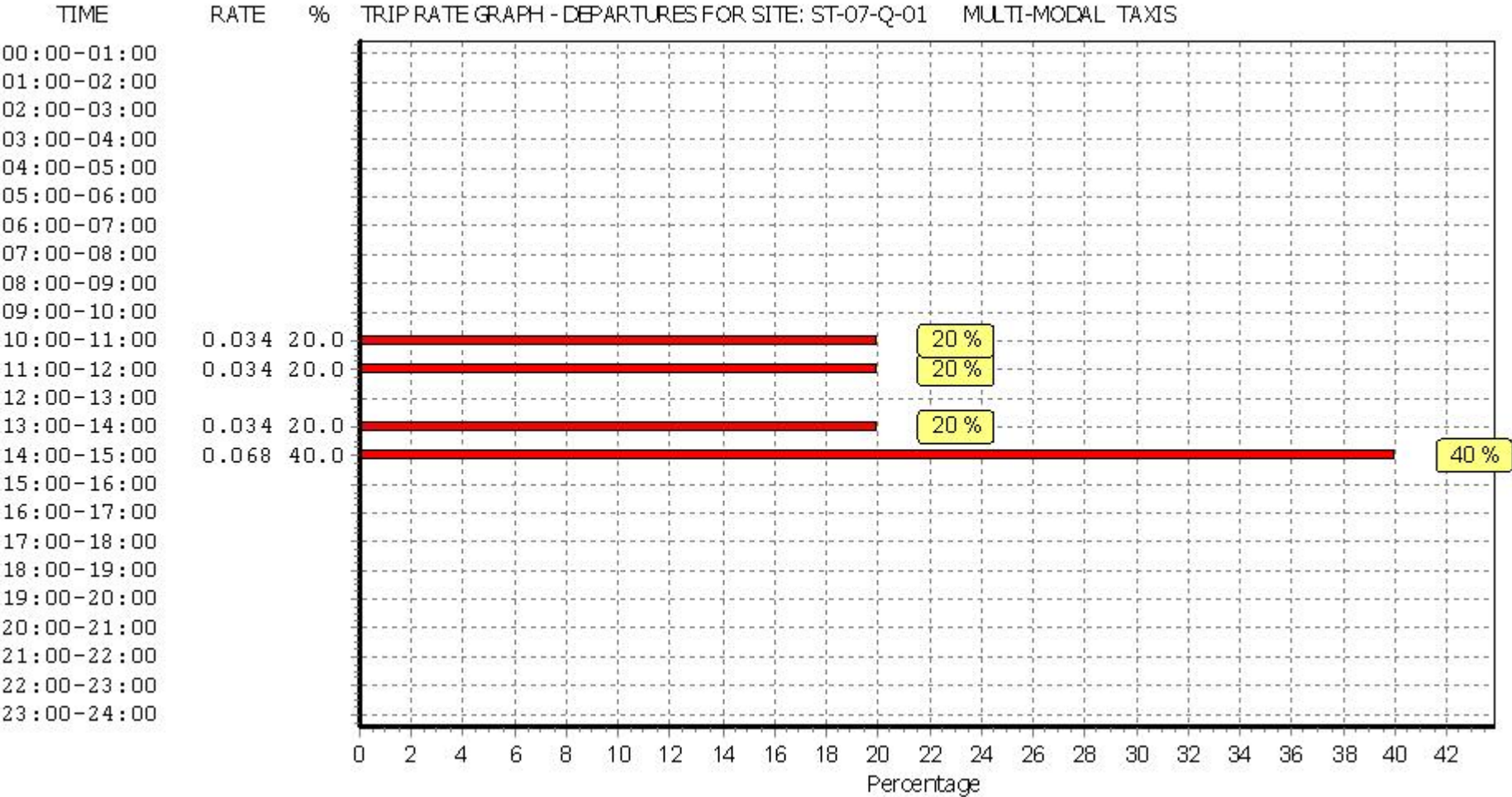
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
10:00 - 11:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
11:00 - 12:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
12:00 - 13:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
13:00 - 14:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
14:00 - 15:00	2	1479	0.068	2	1479	0.068	2	1479	0.136
15:00 - 16:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
16:00 - 17:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
20:00 - 21:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.170			0.340

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

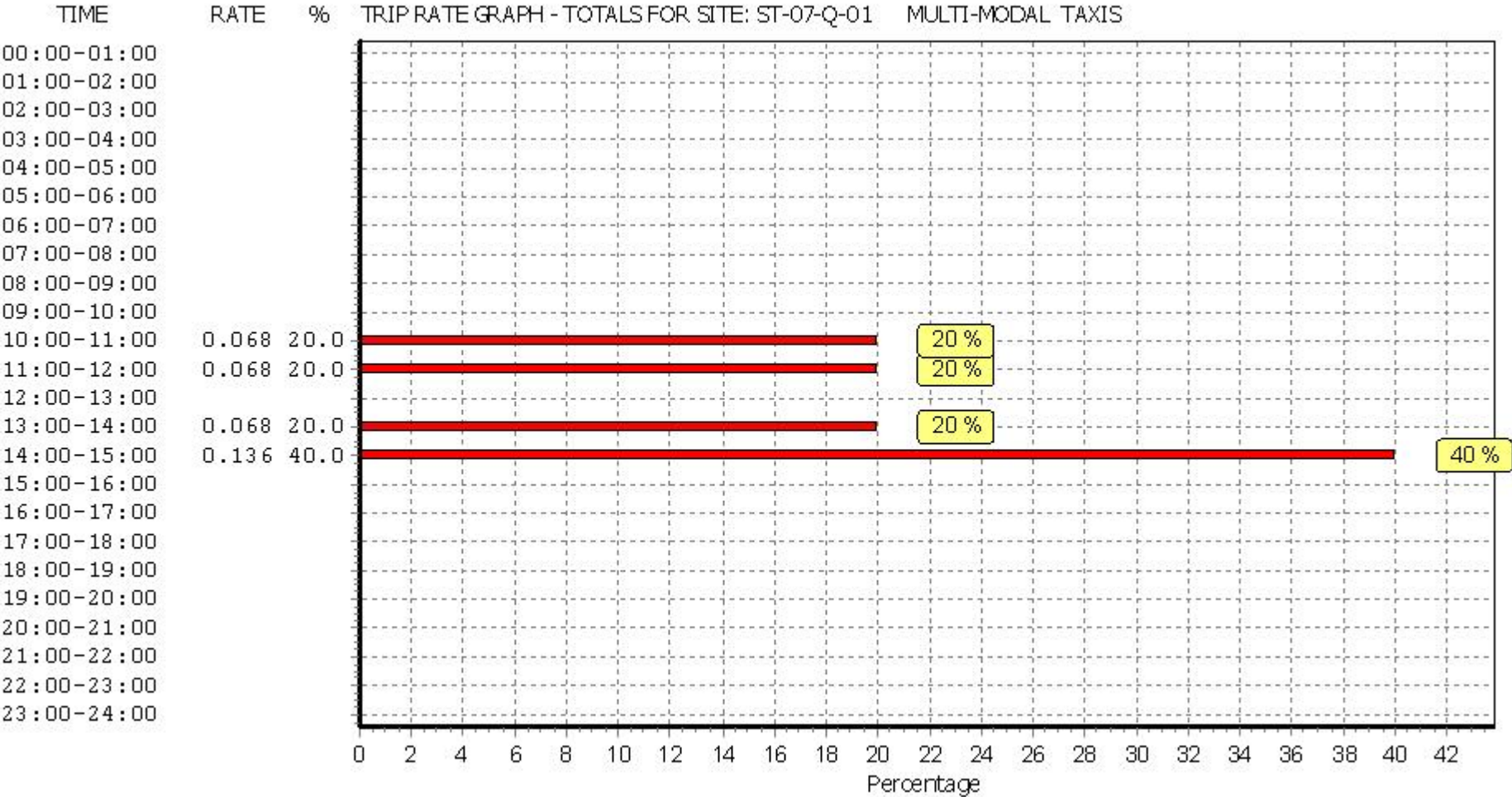
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL PSVS

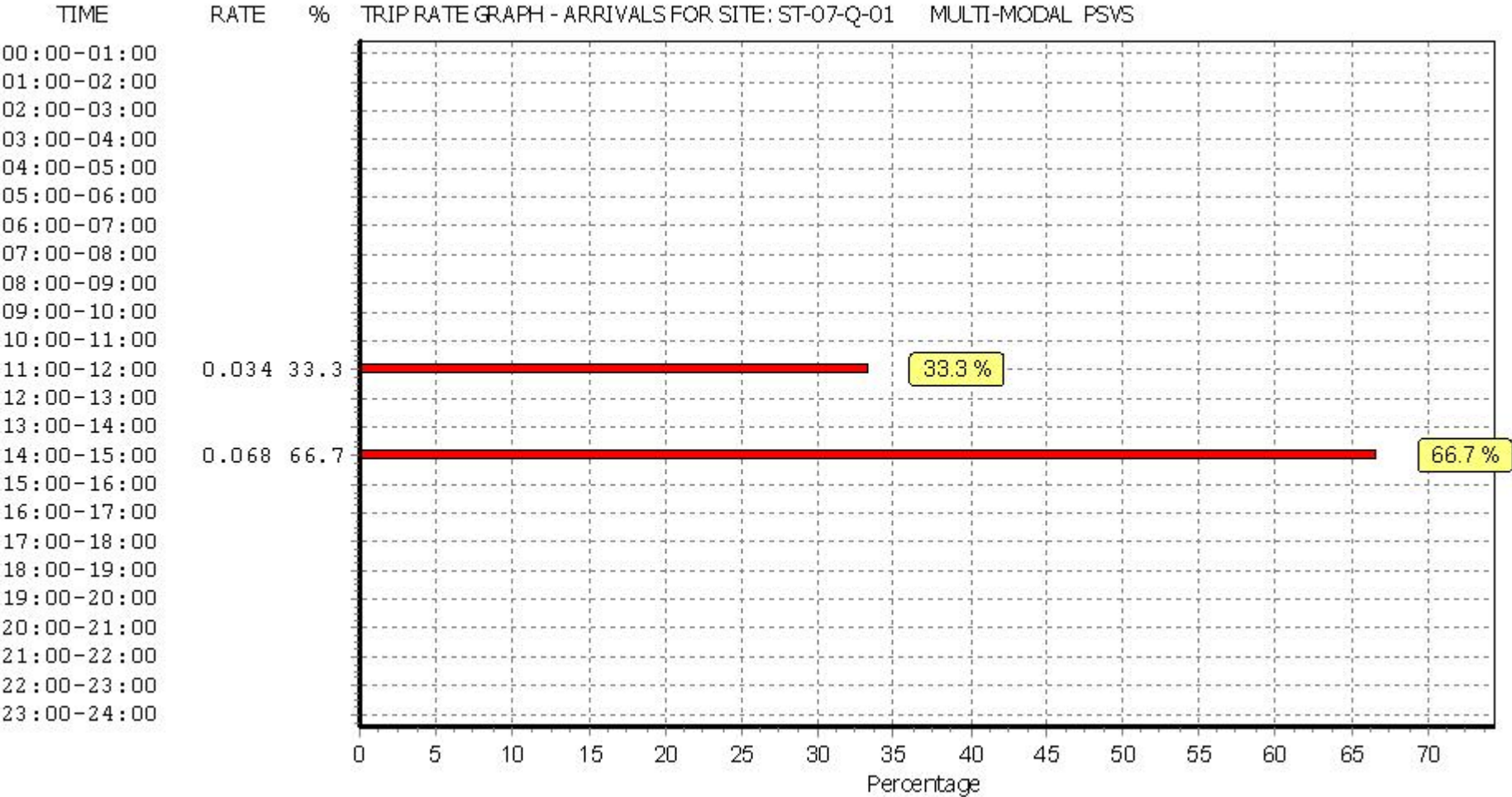
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

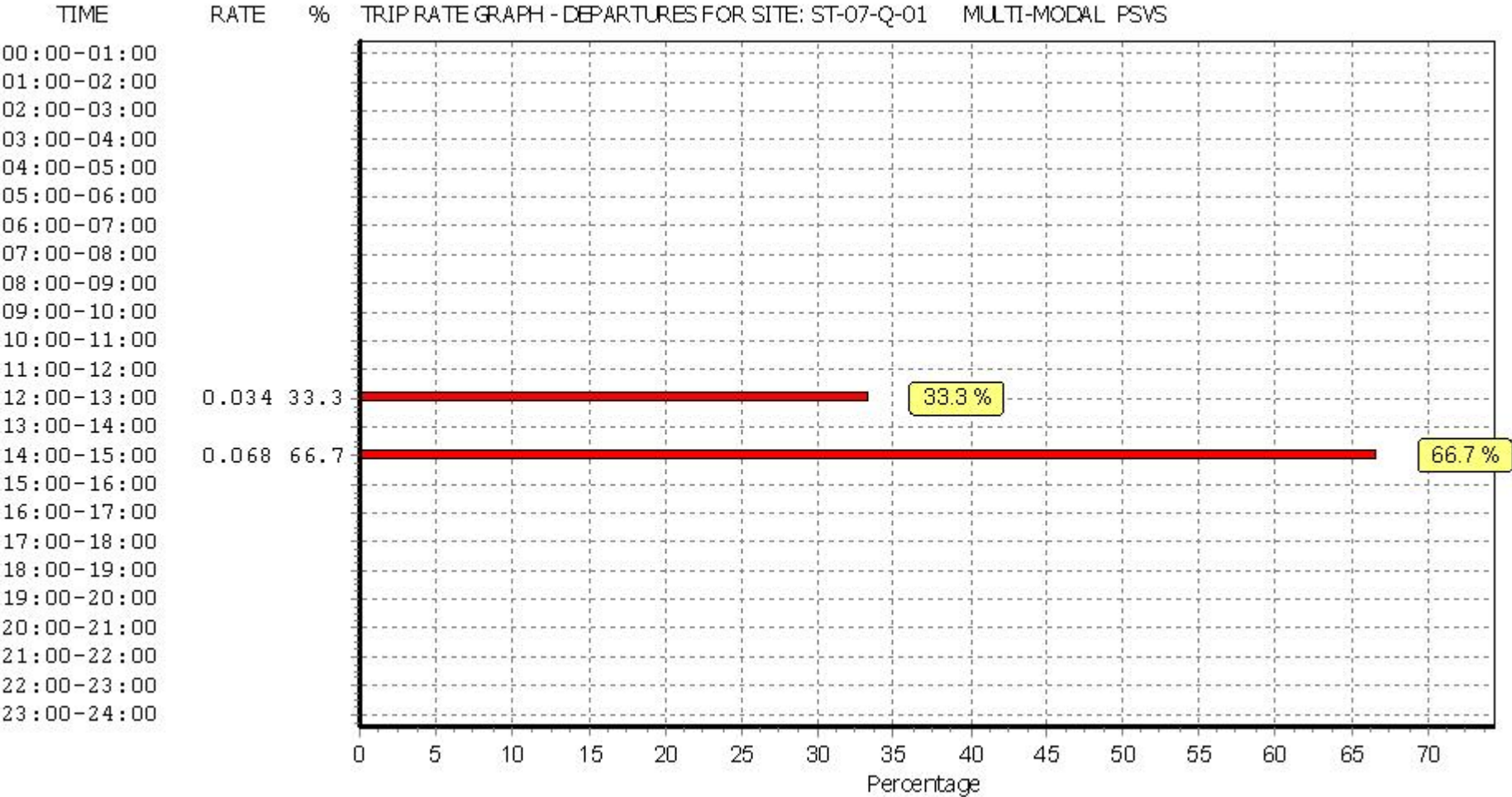
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
10:00 - 11:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
11:00 - 12:00	2	1479	0.034	2	1479	0.000	2	1479	0.034
12:00 - 13:00	2	1479	0.000	2	1479	0.034	2	1479	0.034
13:00 - 14:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
14:00 - 15:00	2	1479	0.068	2	1479	0.068	2	1479	0.136
15:00 - 16:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
16:00 - 17:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
20:00 - 21:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.102			0.204

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

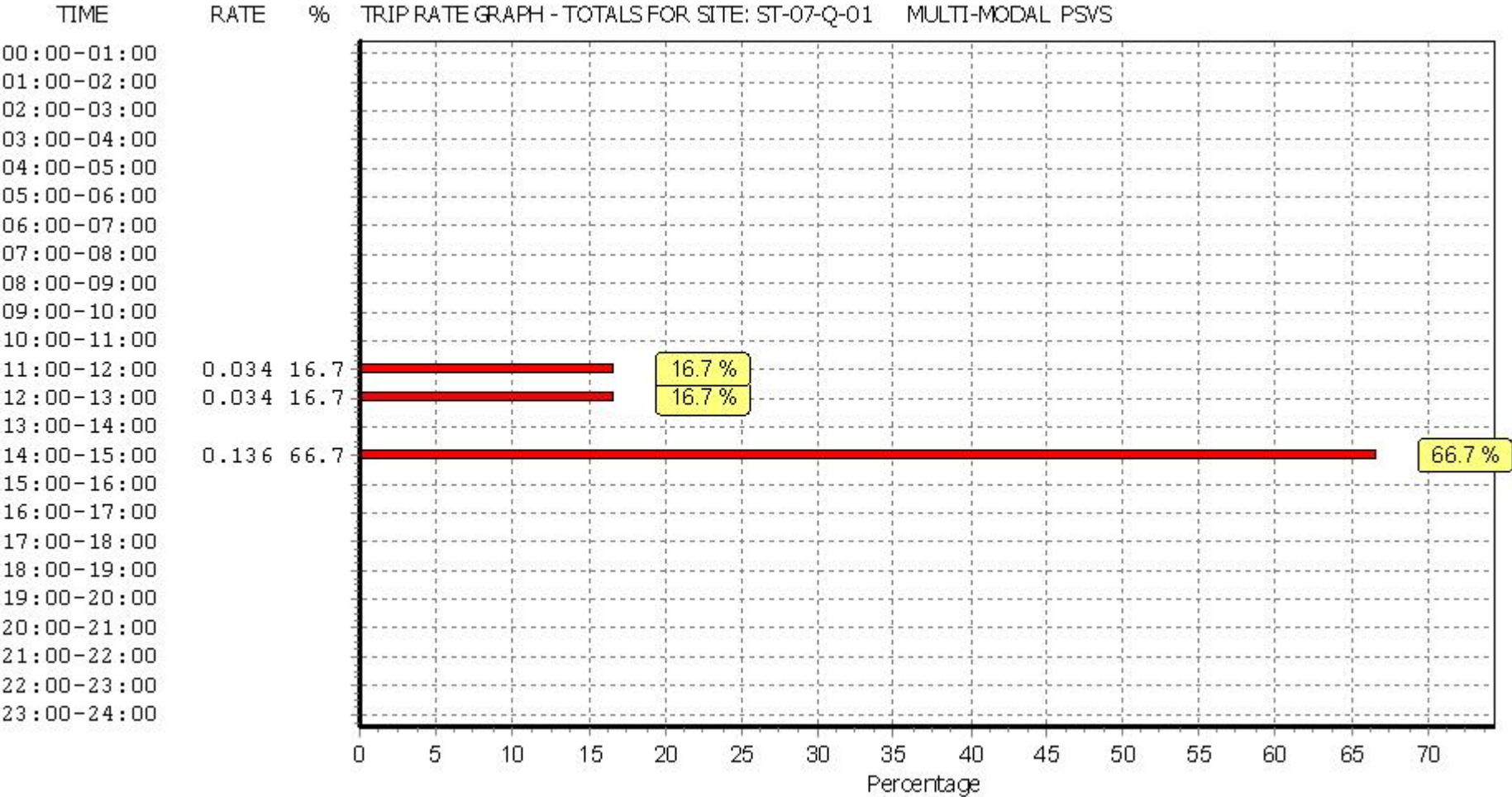
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL CYCLISTS

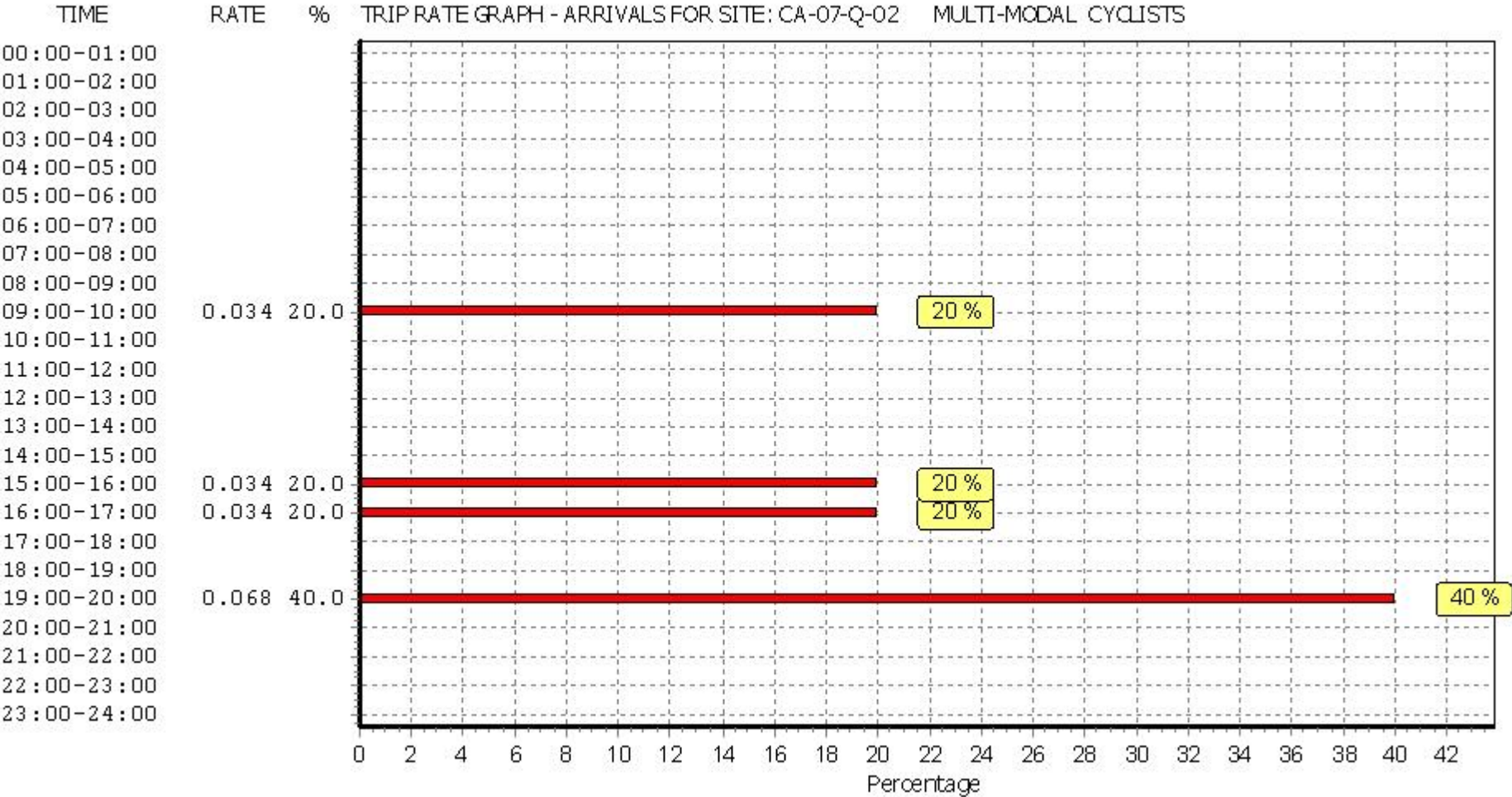
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

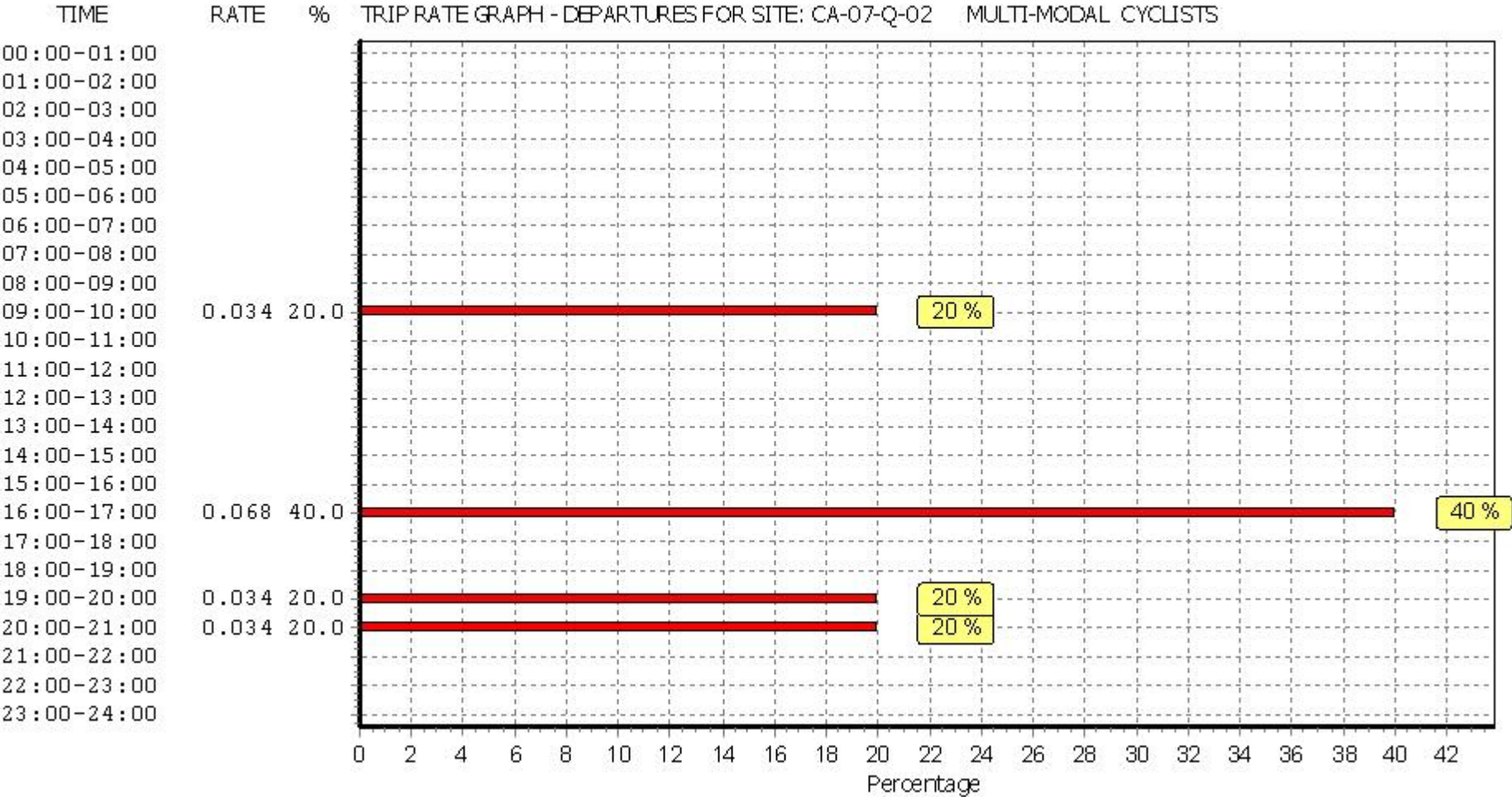
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
10:00 - 11:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
11:00 - 12:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
12:00 - 13:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
13:00 - 14:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
14:00 - 15:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
15:00 - 16:00	2	1479	0.034	2	1479	0.000	2	1479	0.034
16:00 - 17:00	2	1479	0.034	2	1479	0.068	2	1479	0.102
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.068	2	1479	0.034	2	1479	0.102
20:00 - 21:00	2	1479	0.000	2	1479	0.034	2	1479	0.034
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.170			0.340

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

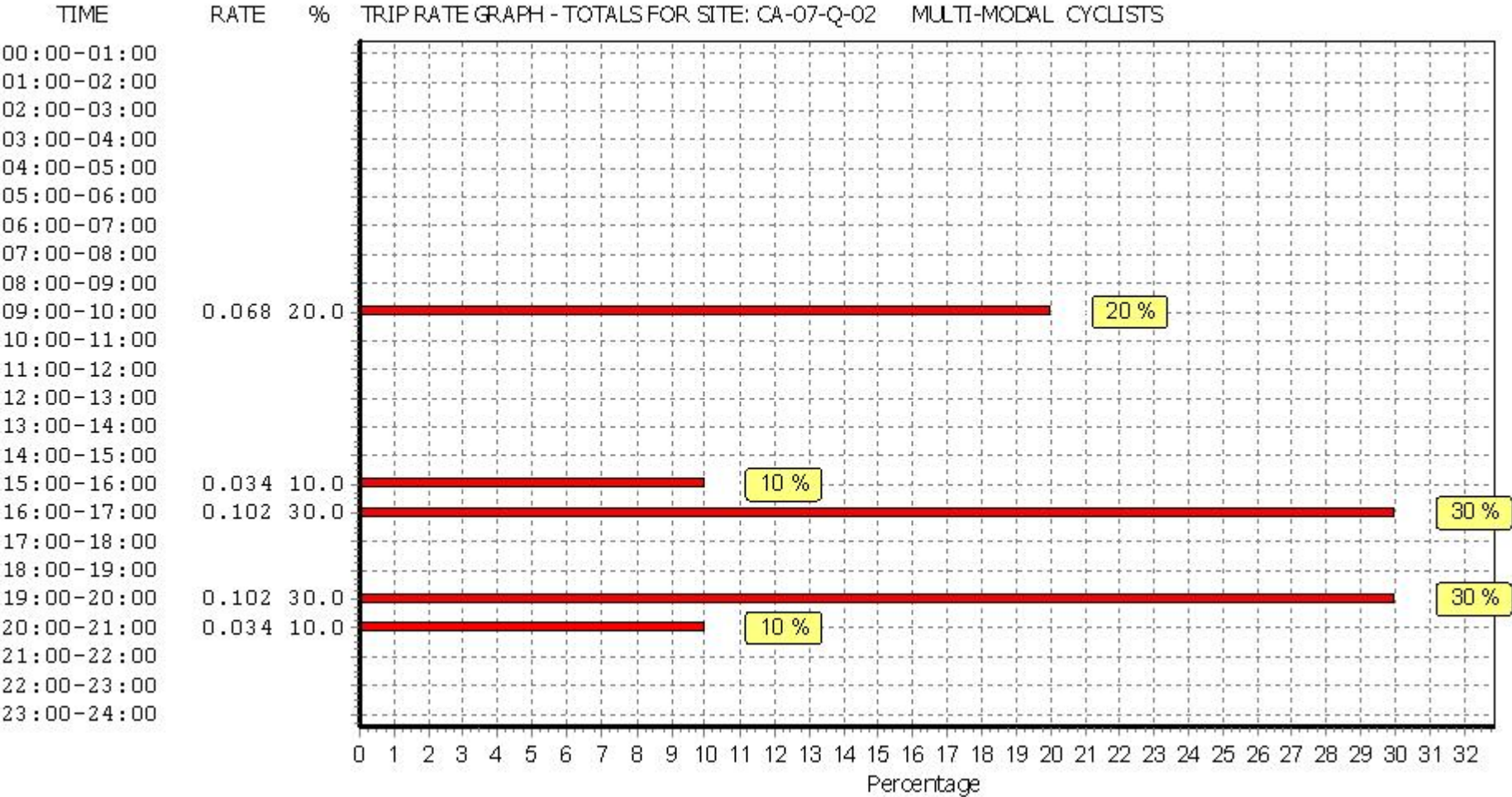
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

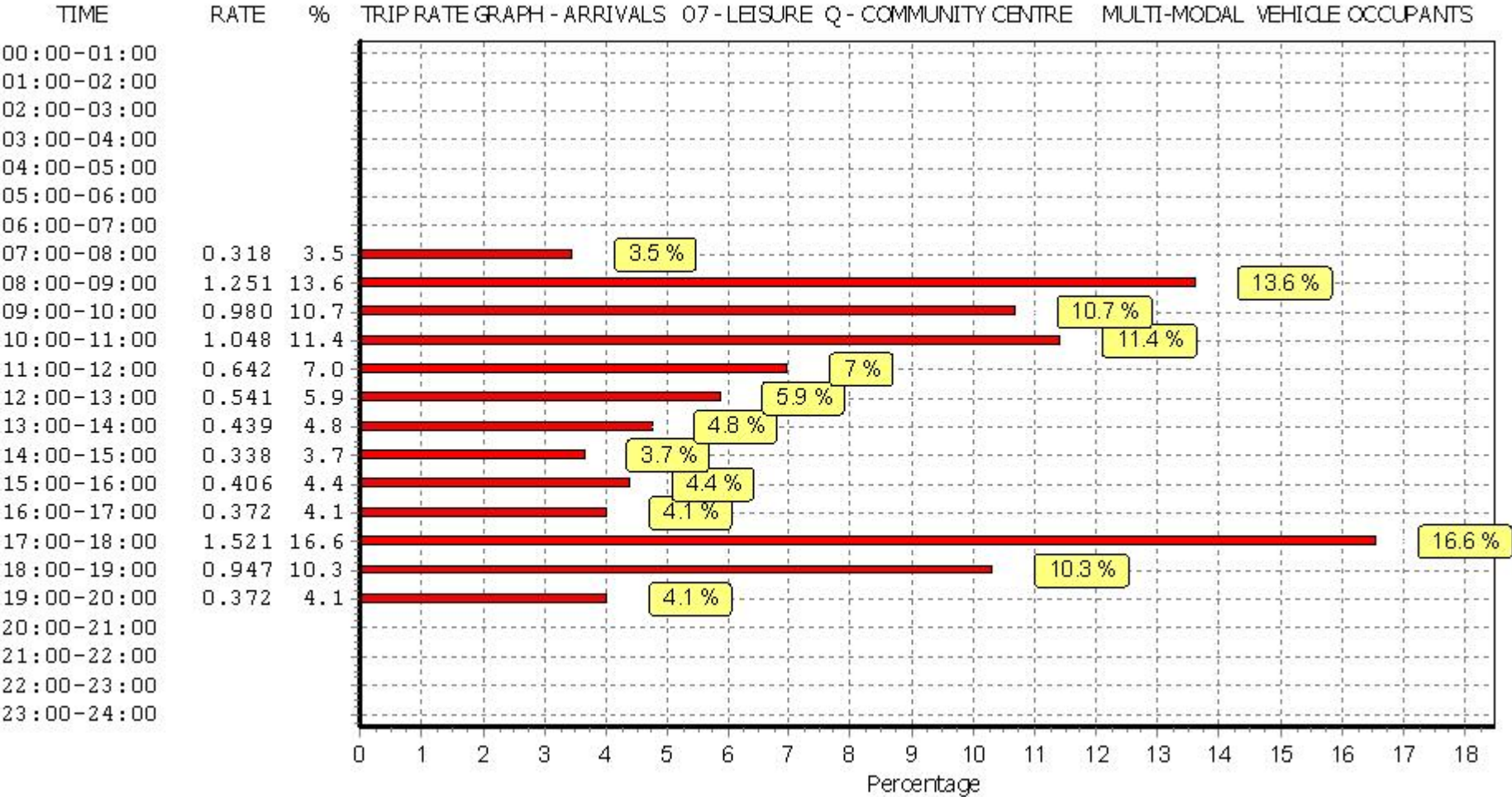
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

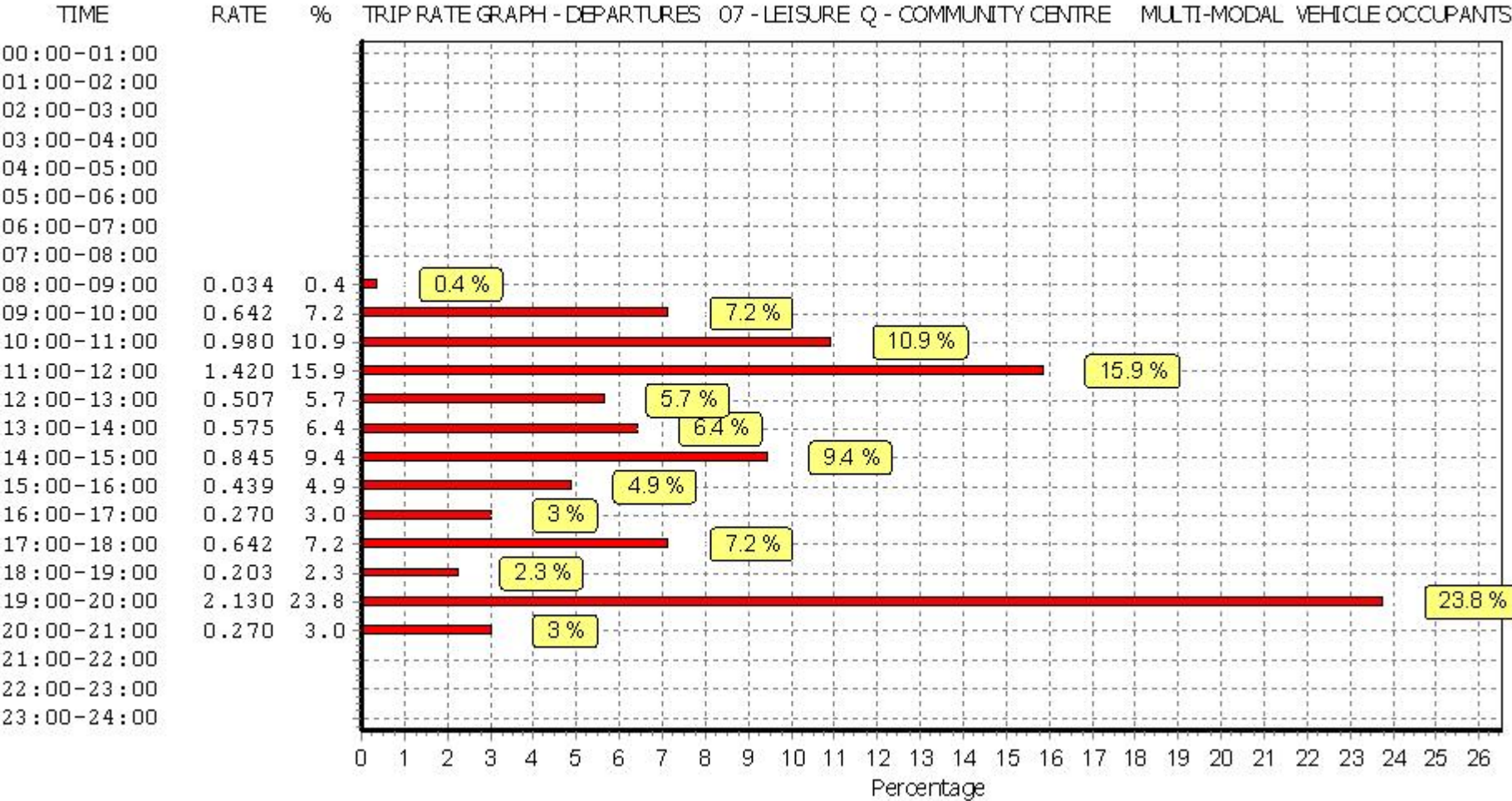
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.318	1	629	0.000	1	629	0.318
08:00 - 09:00	2	1479	1.251	2	1479	0.034	2	1479	1.285
09:00 - 10:00	2	1479	0.980	2	1479	0.642	2	1479	1.622
10:00 - 11:00	2	1479	1.048	2	1479	0.980	2	1479	2.028
11:00 - 12:00	2	1479	0.642	2	1479	1.420	2	1479	2.062
12:00 - 13:00	2	1479	0.541	2	1479	0.507	2	1479	1.048
13:00 - 14:00	2	1479	0.439	2	1479	0.575	2	1479	1.014
14:00 - 15:00	2	1479	0.338	2	1479	0.845	2	1479	1.183
15:00 - 16:00	2	1479	0.406	2	1479	0.439	2	1479	0.845
16:00 - 17:00	2	1479	0.372	2	1479	0.270	2	1479	0.642
17:00 - 18:00	2	1479	1.521	2	1479	0.642	2	1479	2.163
18:00 - 19:00	2	1479	0.947	2	1479	0.203	2	1479	1.150
19:00 - 20:00	2	1479	0.372	2	1479	2.130	2	1479	2.502
20:00 - 21:00	2	1479	0.000	2	1479	0.270	2	1479	0.270
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.175			8.957			18.132

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

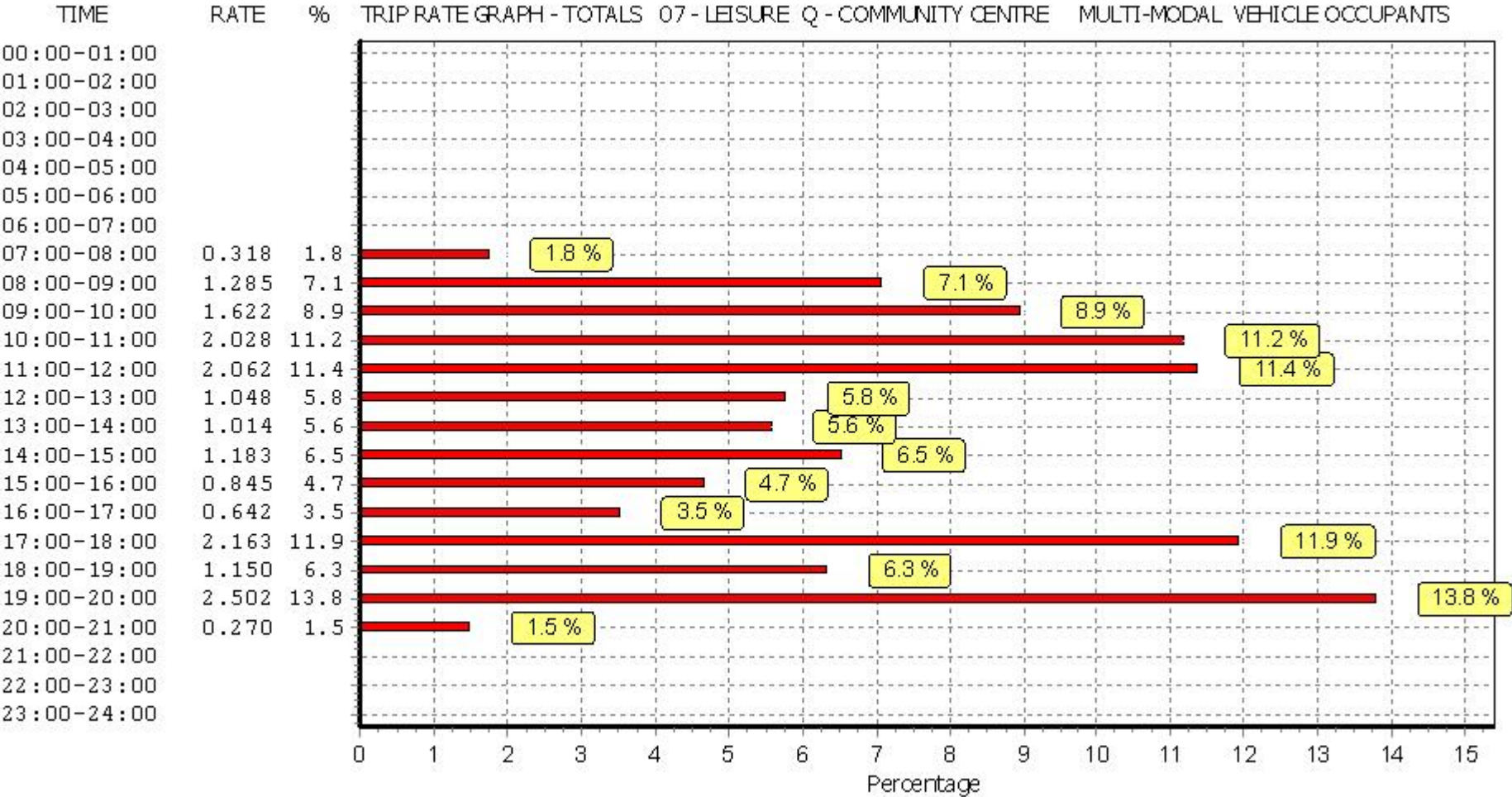
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL PEDESTRIANS

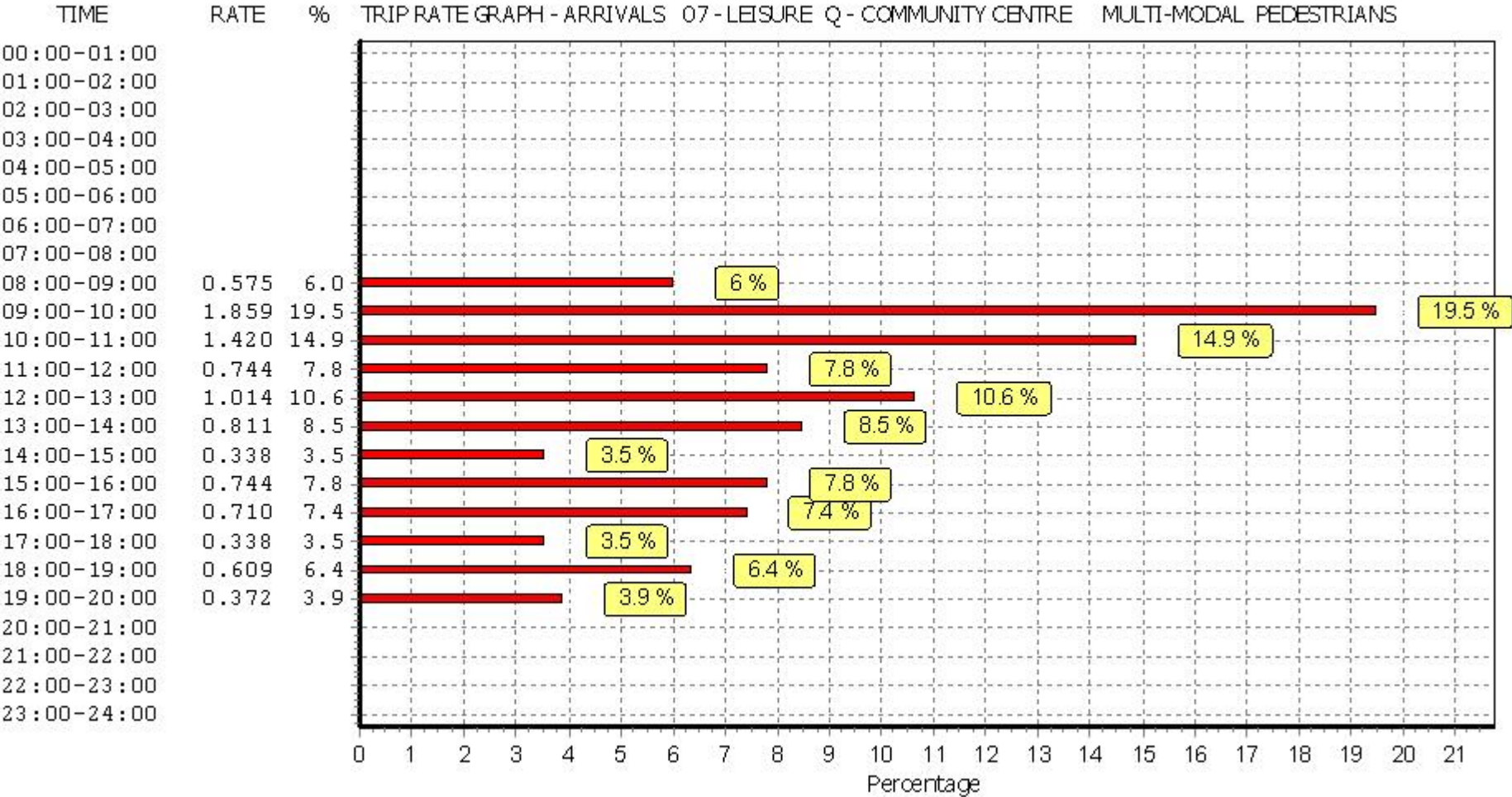
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

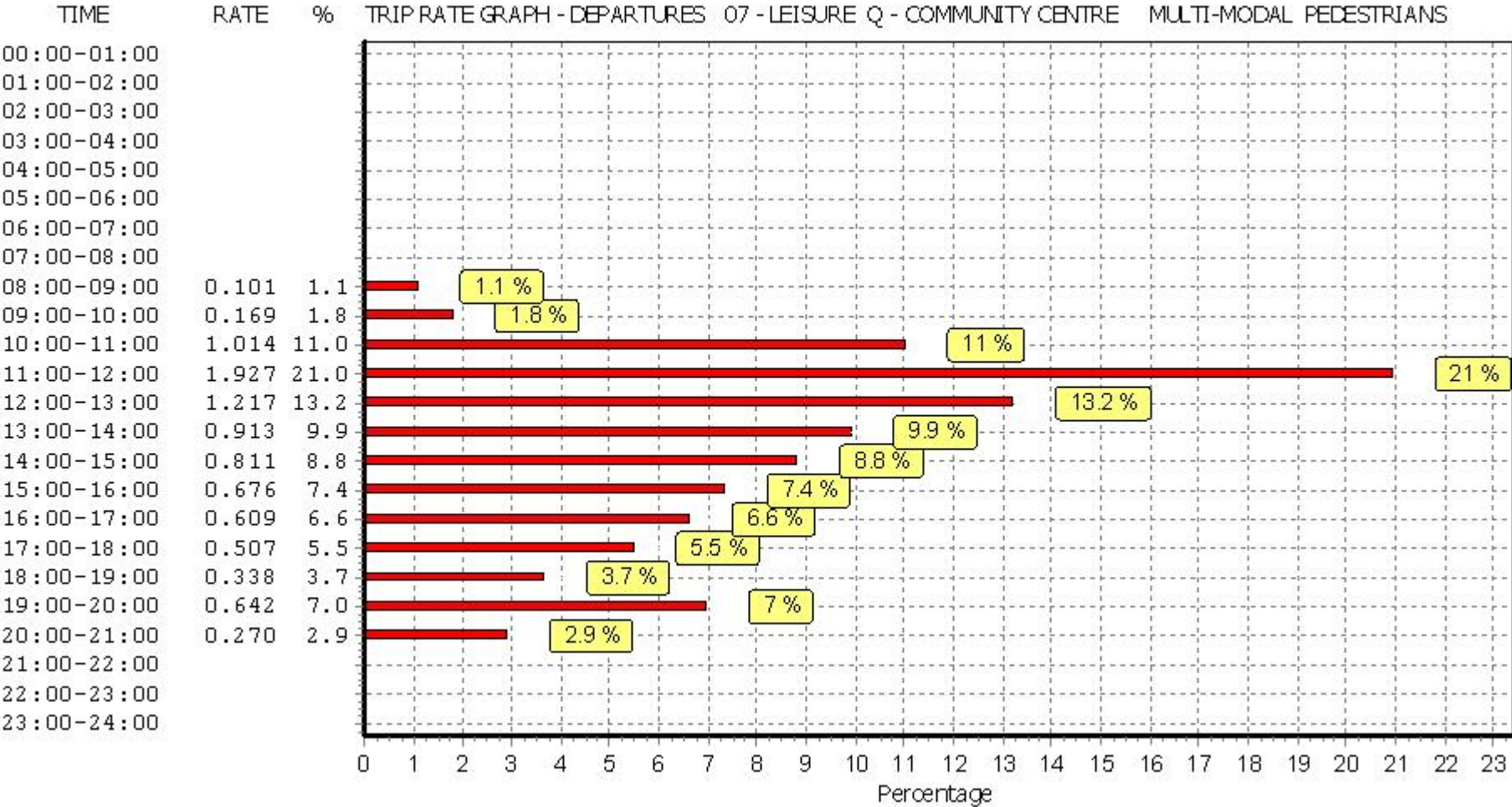
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.575	2	1479	0.101	2	1479	0.676
09:00 - 10:00	2	1479	1.859	2	1479	0.169	2	1479	2.028
10:00 - 11:00	2	1479	1.420	2	1479	1.014	2	1479	2.434
11:00 - 12:00	2	1479	0.744	2	1479	1.927	2	1479	2.671
12:00 - 13:00	2	1479	1.014	2	1479	1.217	2	1479	2.231
13:00 - 14:00	2	1479	0.811	2	1479	0.913	2	1479	1.724
14:00 - 15:00	2	1479	0.338	2	1479	0.811	2	1479	1.149
15:00 - 16:00	2	1479	0.744	2	1479	0.676	2	1479	1.420
16:00 - 17:00	2	1479	0.710	2	1479	0.609	2	1479	1.319
17:00 - 18:00	2	1479	0.338	2	1479	0.507	2	1479	0.845
18:00 - 19:00	2	1479	0.609	2	1479	0.338	2	1479	0.947
19:00 - 20:00	2	1479	0.372	2	1479	0.642	2	1479	1.014
20:00 - 21:00	2	1479	0.000	2	1479	0.270	2	1479	0.270
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		9.534			9.194			18.728	

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

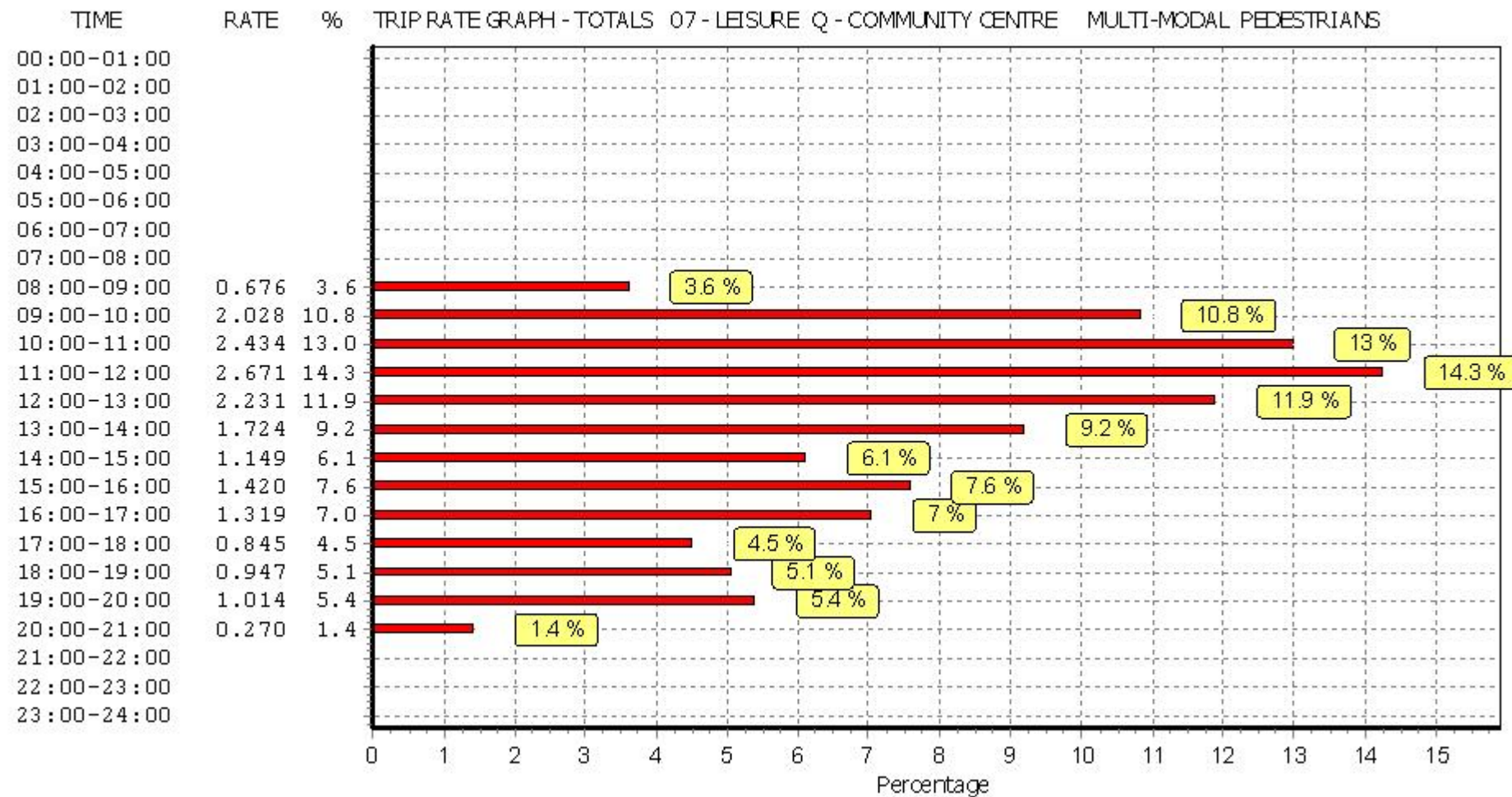
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL BUS/TRAM PASSENGERS

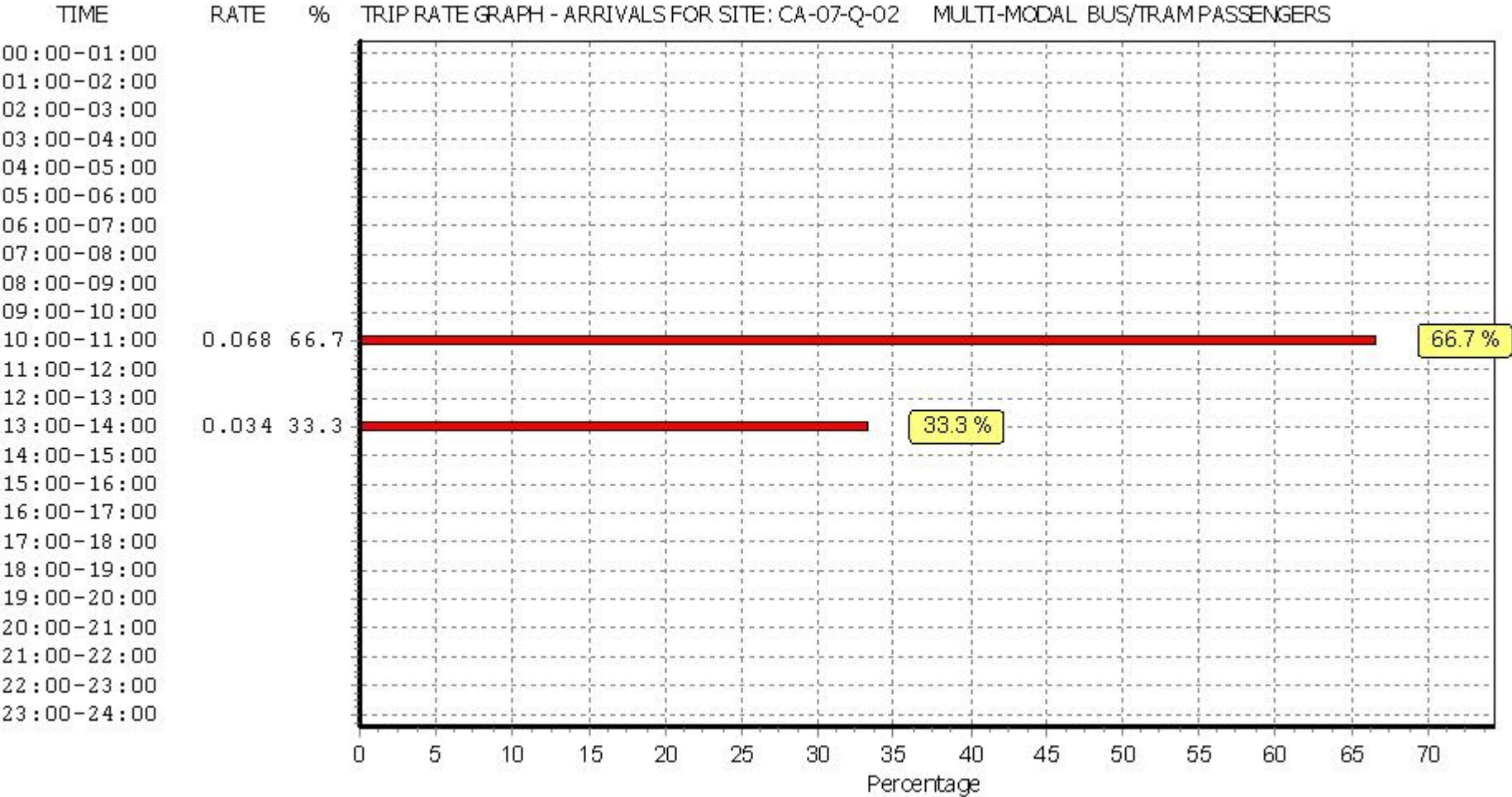
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

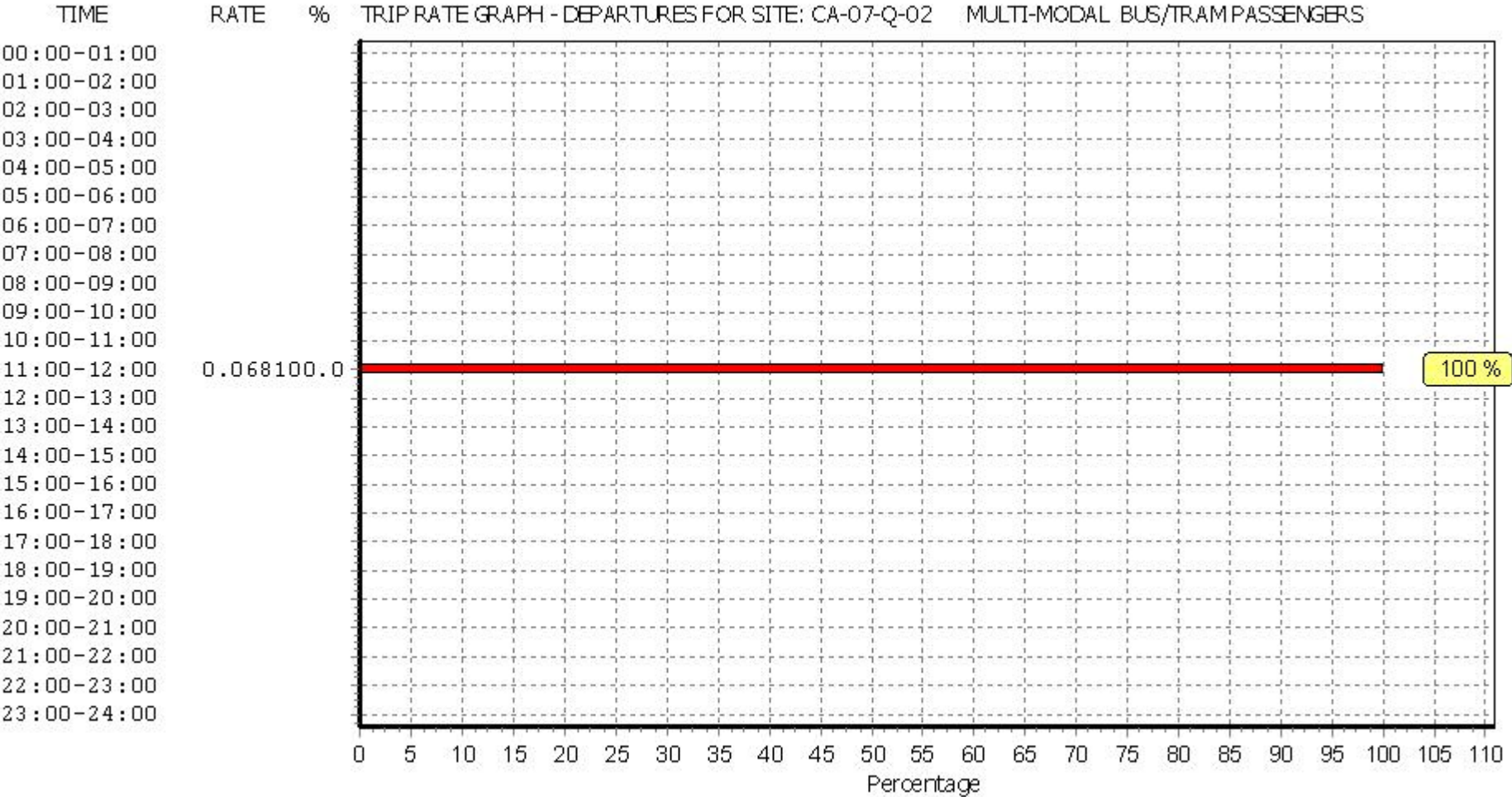
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
10:00 - 11:00	2	1479	0.068	2	1479	0.000	2	1479	0.068
11:00 - 12:00	2	1479	0.000	2	1479	0.068	2	1479	0.068
12:00 - 13:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
13:00 - 14:00	2	1479	0.034	2	1479	0.000	2	1479	0.034
14:00 - 15:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
15:00 - 16:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
16:00 - 17:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
20:00 - 21:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.068			0.170

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

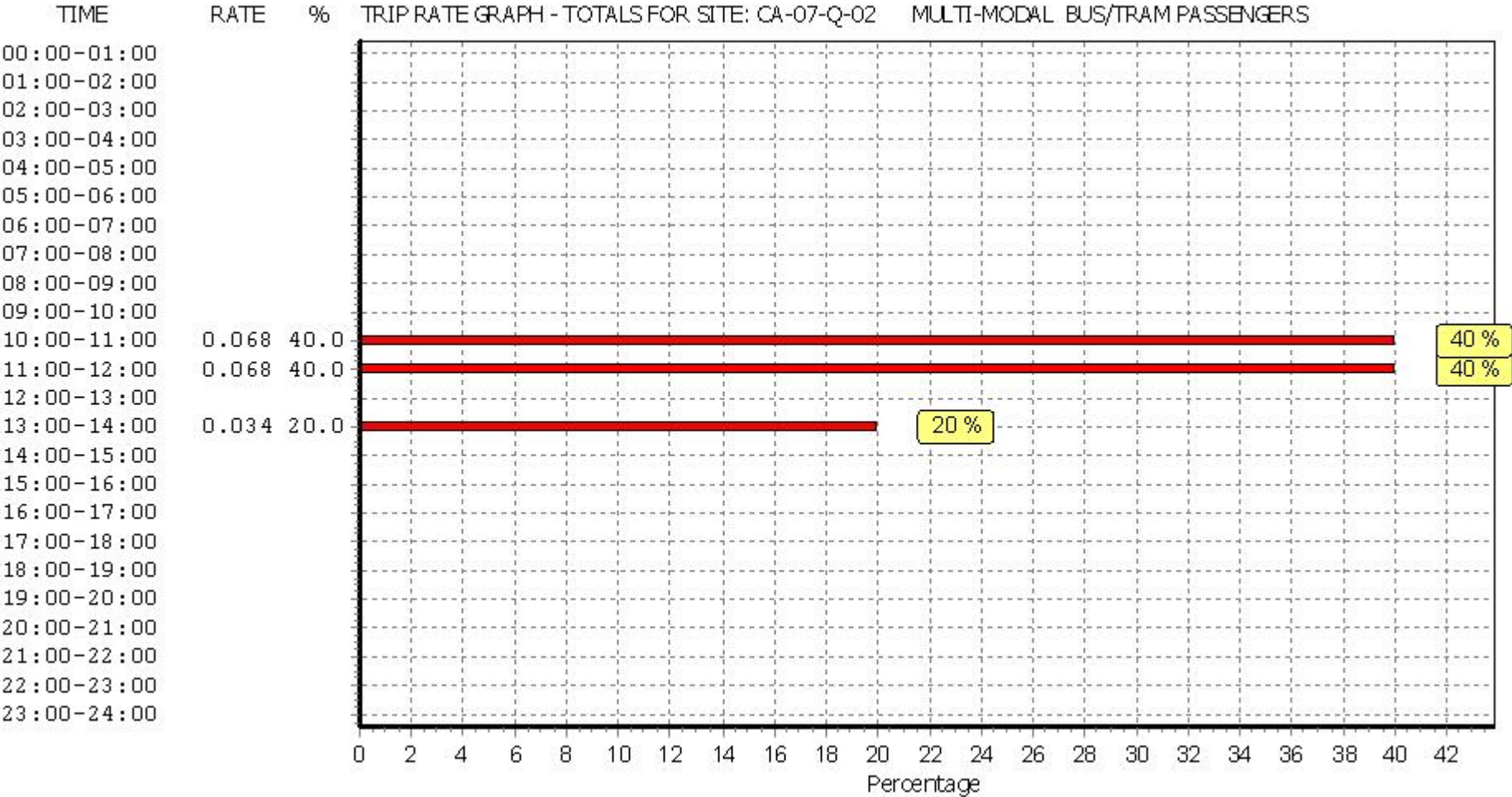
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL PUBLIC TRANSPORT USERS

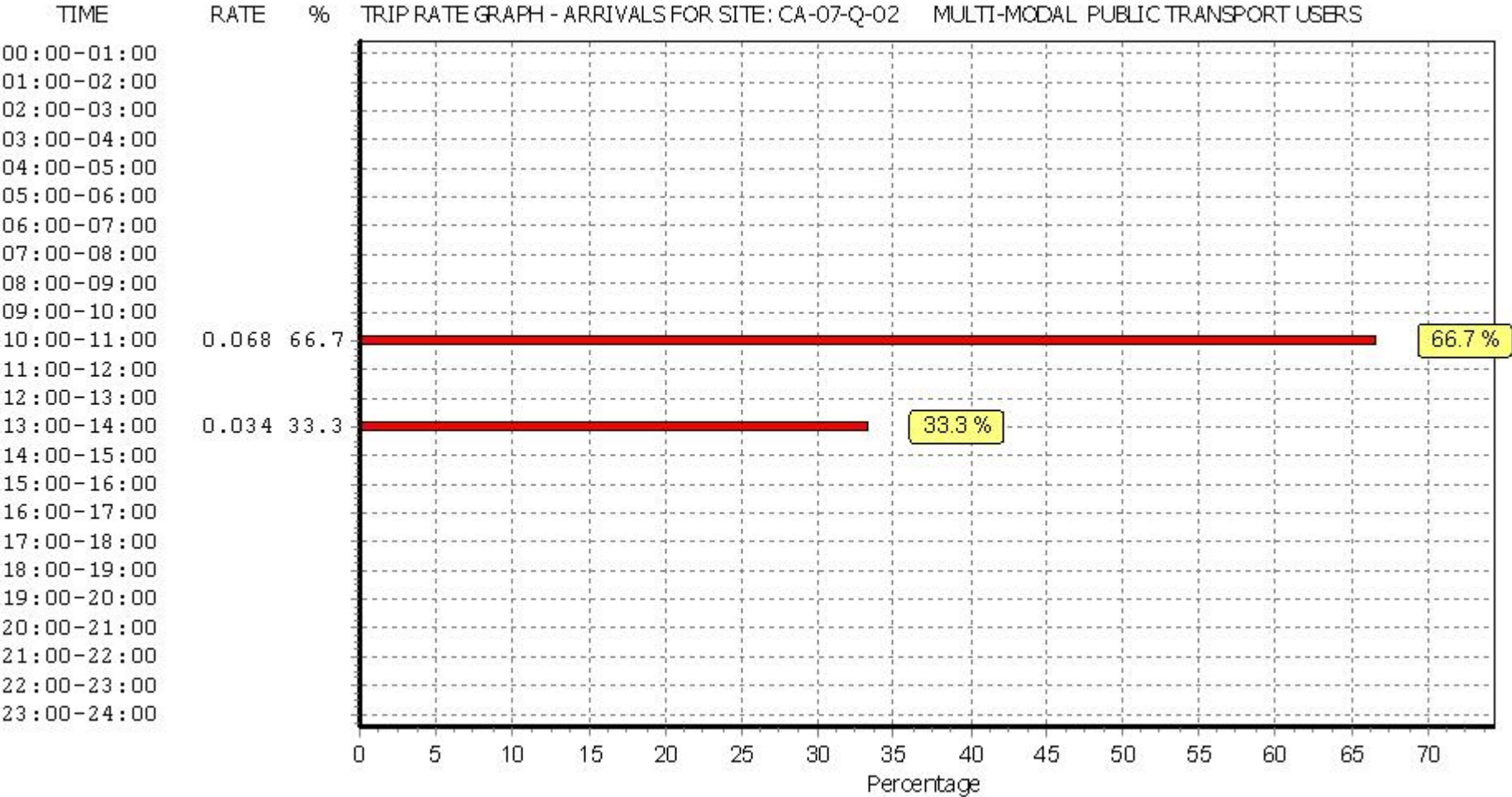
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

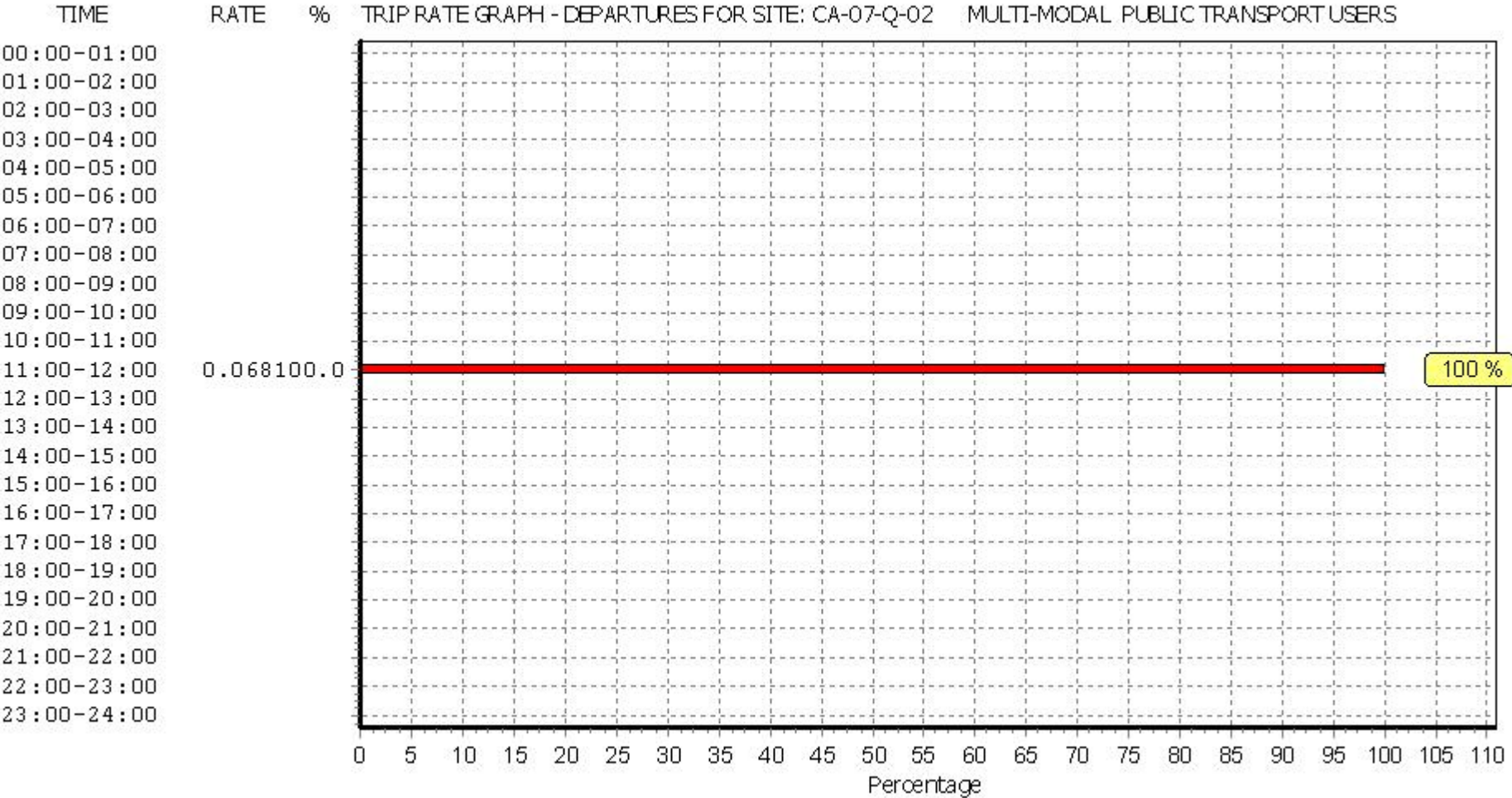
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
10:00 - 11:00	2	1479	0.068	2	1479	0.000	2	1479	0.068
11:00 - 12:00	2	1479	0.000	2	1479	0.068	2	1479	0.068
12:00 - 13:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
13:00 - 14:00	2	1479	0.034	2	1479	0.000	2	1479	0.034
14:00 - 15:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
15:00 - 16:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
16:00 - 17:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
20:00 - 21:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.102			0.068			0.170	

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

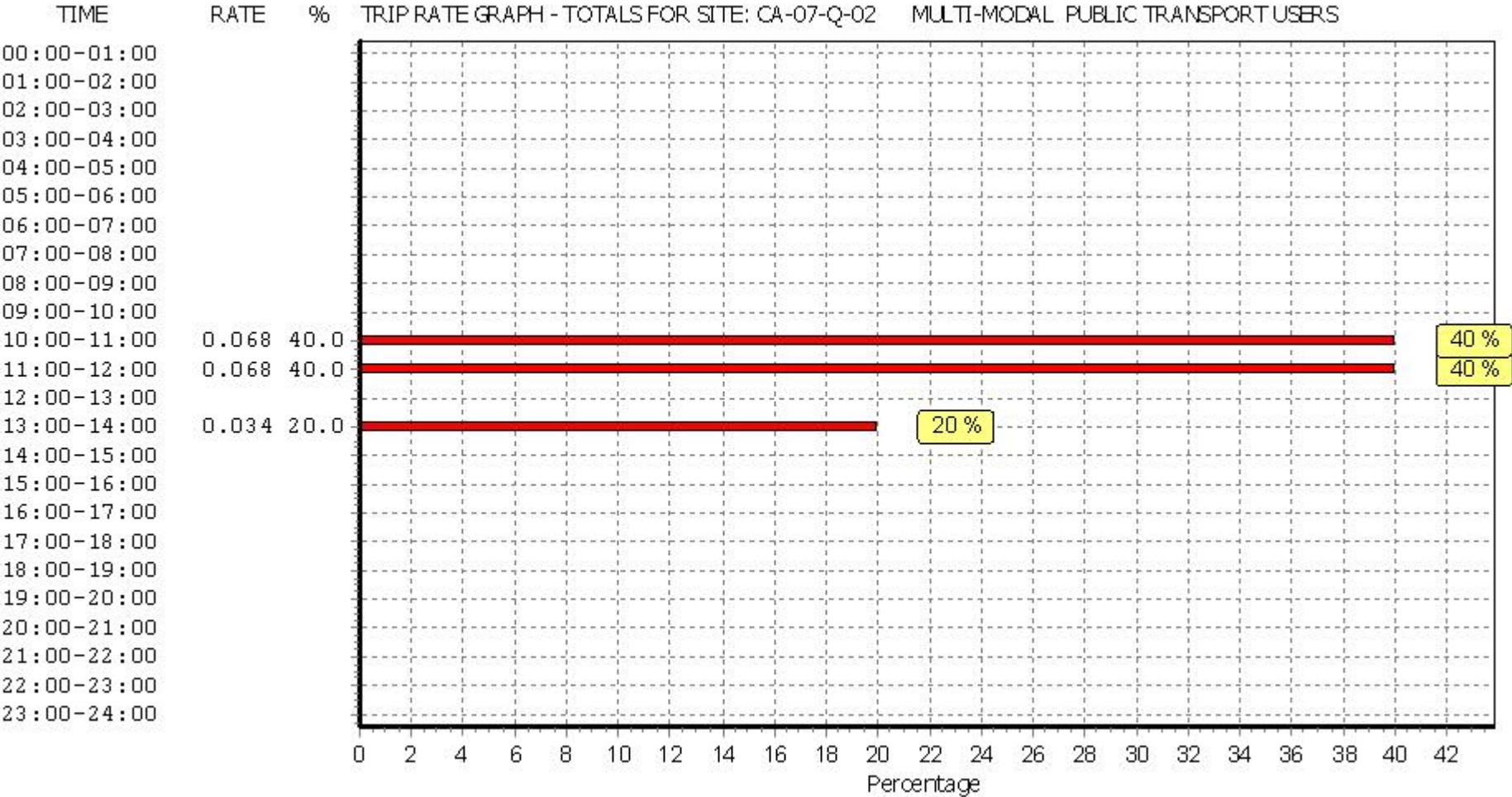
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL PEOPLE

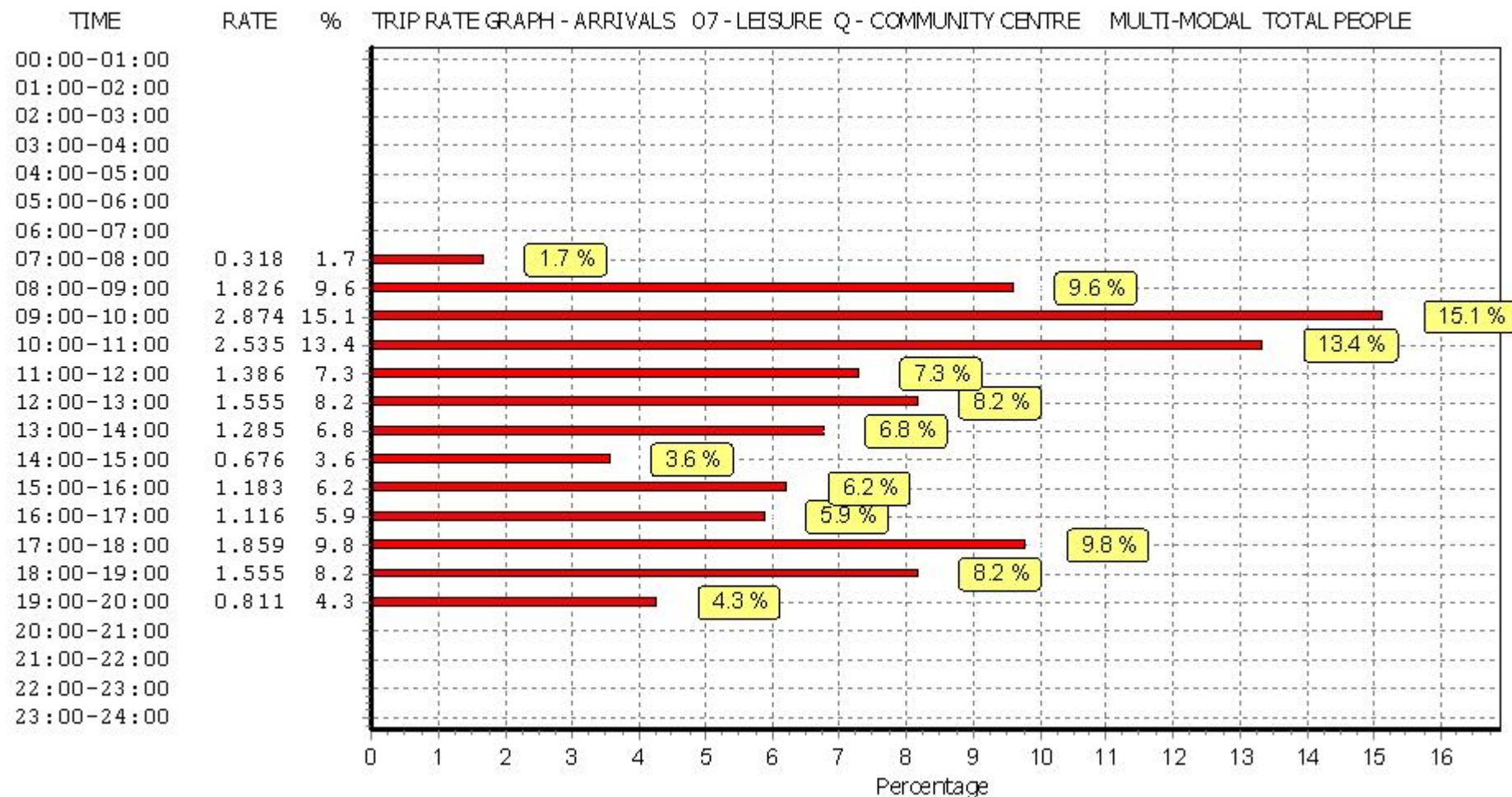
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

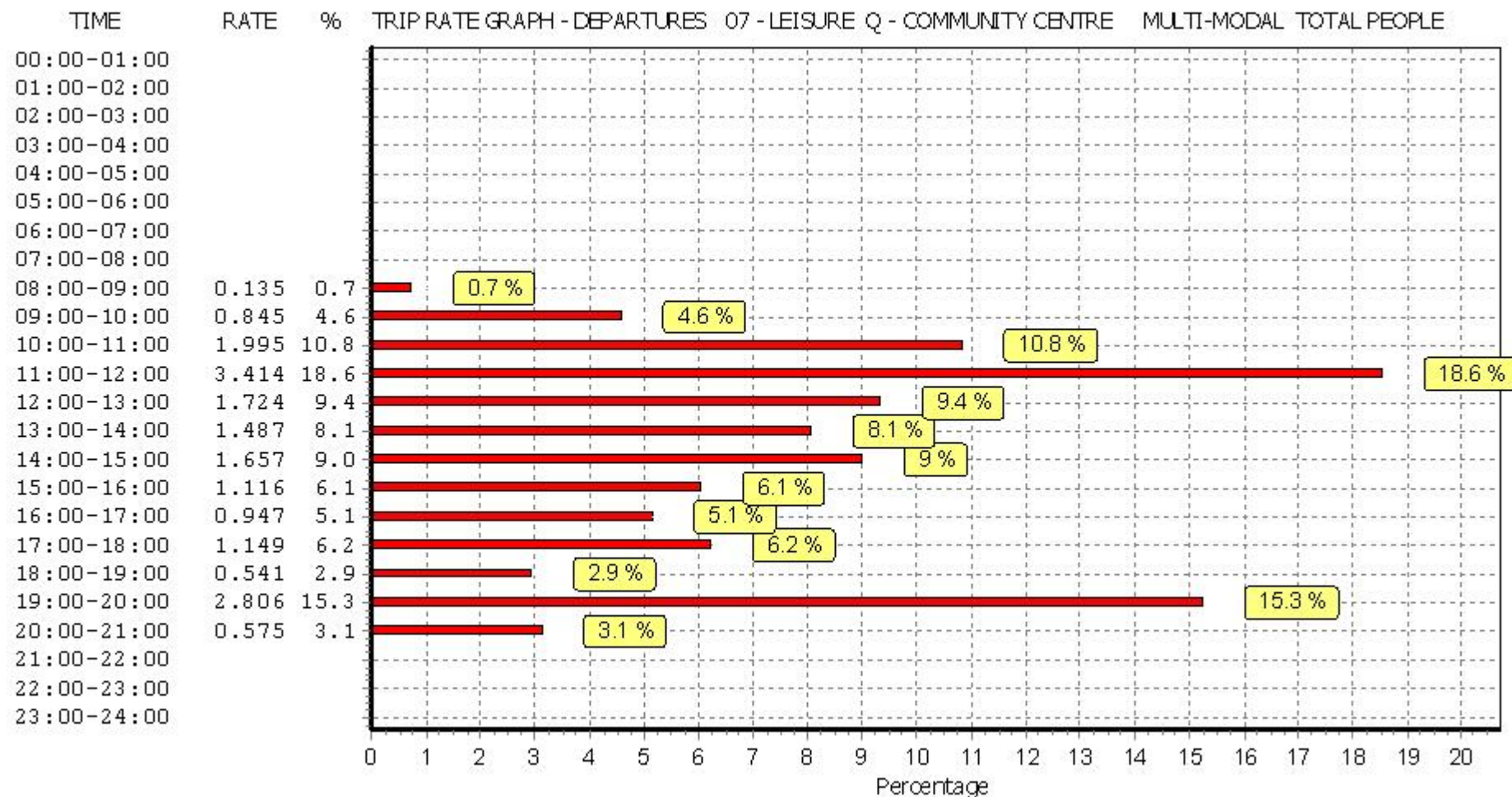
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.318	1	629	0.000	1	629	0.318
08:00 - 09:00	2	1479	1.826	2	1479	0.135	2	1479	1.961
09:00 - 10:00	2	1479	2.874	2	1479	0.845	2	1479	3.719
10:00 - 11:00	2	1479	2.535	2	1479	1.995	2	1479	4.530
11:00 - 12:00	2	1479	1.386	2	1479	3.414	2	1479	4.800
12:00 - 13:00	2	1479	1.555	2	1479	1.724	2	1479	3.279
13:00 - 14:00	2	1479	1.285	2	1479	1.487	2	1479	2.772
14:00 - 15:00	2	1479	0.676	2	1479	1.657	2	1479	2.333
15:00 - 16:00	2	1479	1.183	2	1479	1.116	2	1479	2.299
16:00 - 17:00	2	1479	1.116	2	1479	0.947	2	1479	2.063
17:00 - 18:00	2	1479	1.859	2	1479	1.149	2	1479	3.008
18:00 - 19:00	2	1479	1.555	2	1479	0.541	2	1479	2.096
19:00 - 20:00	2	1479	0.811	2	1479	2.806	2	1479	3.617
20:00 - 21:00	2	1479	0.000	2	1479	0.575	2	1479	0.575
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		18.979			18.391			37.370	

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

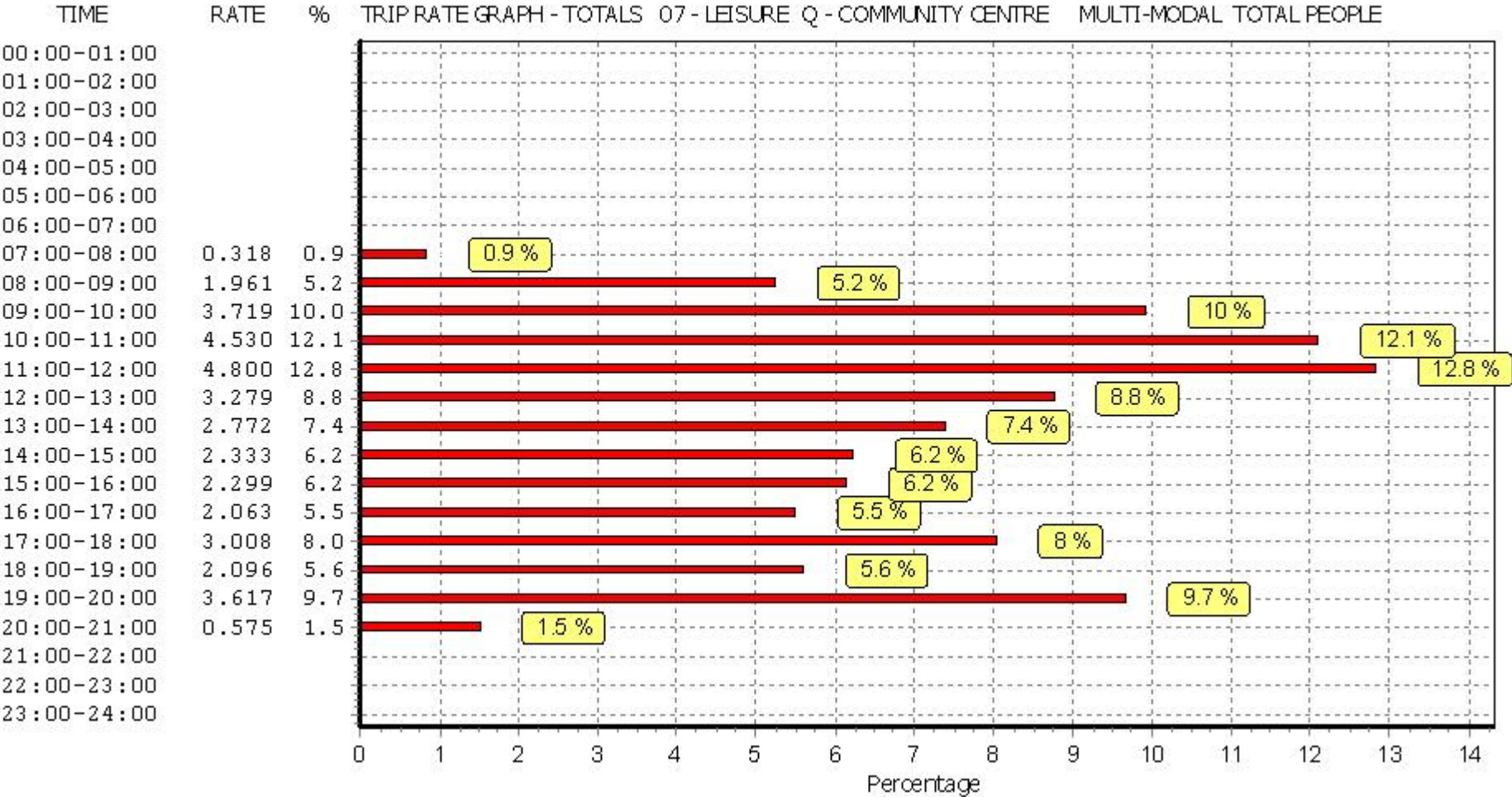
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL CARS

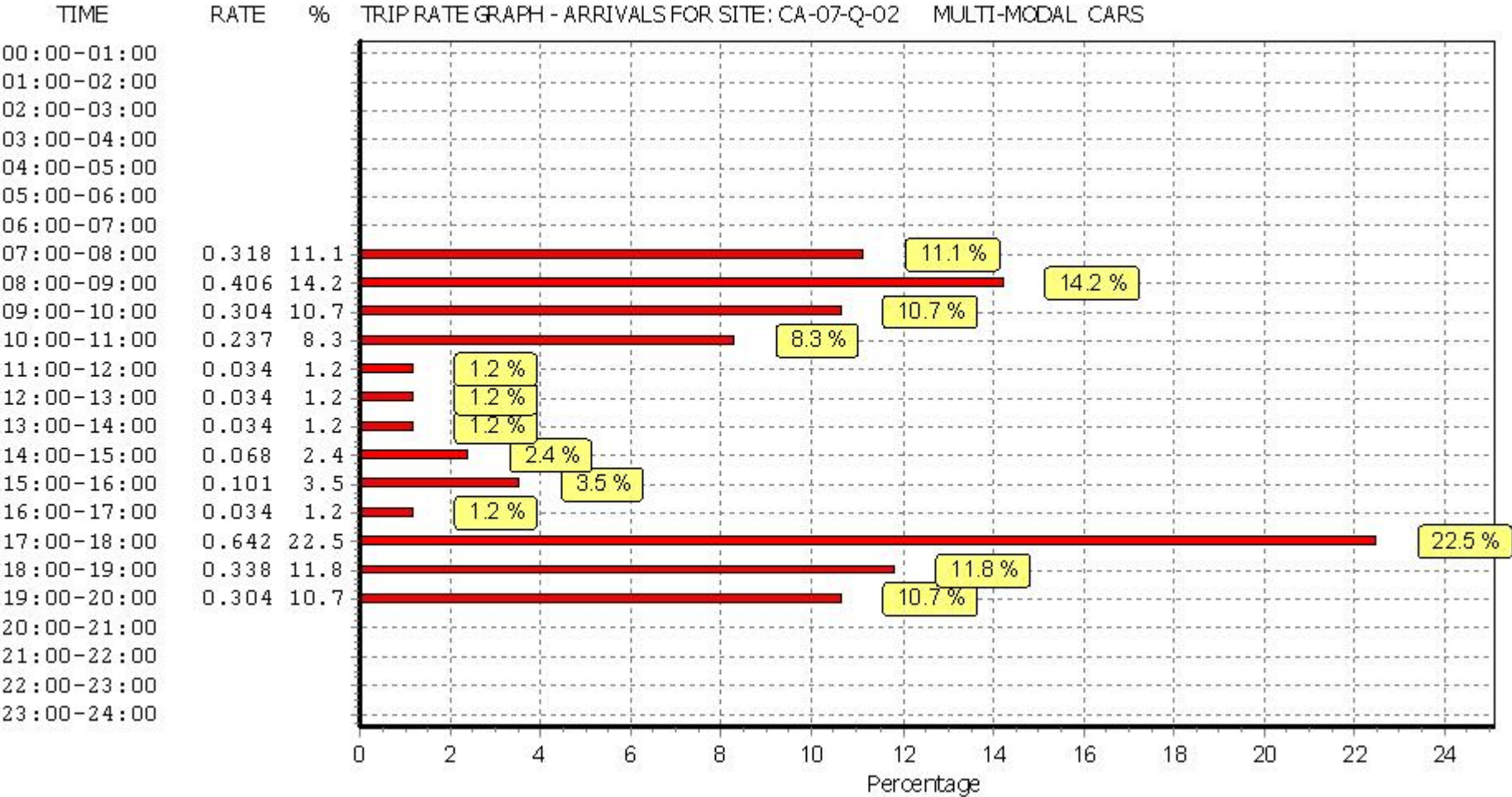
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

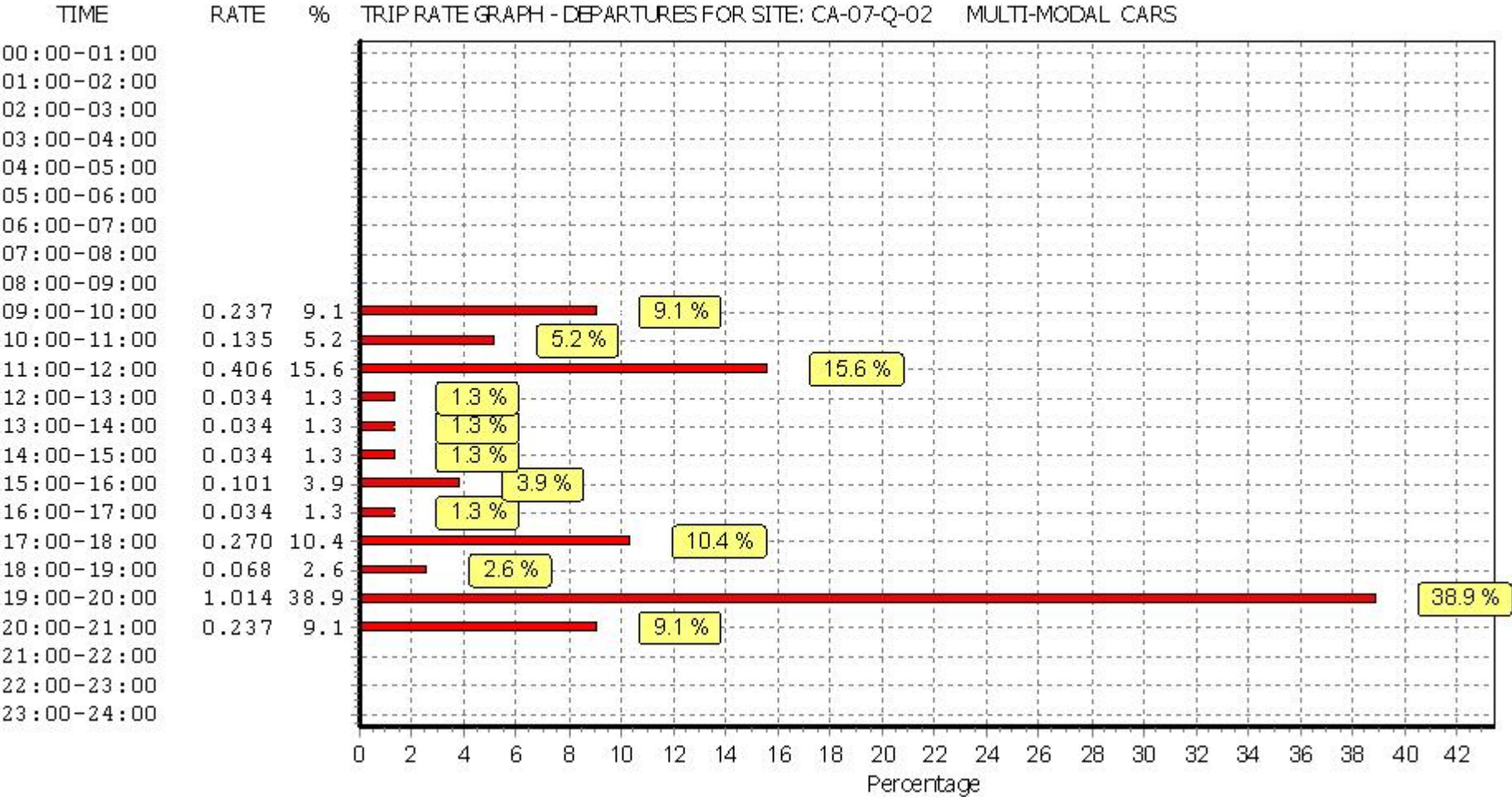
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.318	1	629	0.000	1	629	0.318
08:00 - 09:00	2	1479	0.406	2	1479	0.000	2	1479	0.406
09:00 - 10:00	2	1479	0.304	2	1479	0.237	2	1479	0.541
10:00 - 11:00	2	1479	0.237	2	1479	0.135	2	1479	0.372
11:00 - 12:00	2	1479	0.034	2	1479	0.406	2	1479	0.440
12:00 - 13:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
13:00 - 14:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
14:00 - 15:00	2	1479	0.068	2	1479	0.034	2	1479	0.102
15:00 - 16:00	2	1479	0.101	2	1479	0.101	2	1479	0.202
16:00 - 17:00	2	1479	0.034	2	1479	0.034	2	1479	0.068
17:00 - 18:00	2	1479	0.642	2	1479	0.270	2	1479	0.912
18:00 - 19:00	2	1479	0.338	2	1479	0.068	2	1479	0.406
19:00 - 20:00	2	1479	0.304	2	1479	1.014	2	1479	1.318
20:00 - 21:00	2	1479	0.000	2	1479	0.237	2	1479	0.237
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.854			2.604			5.458	

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

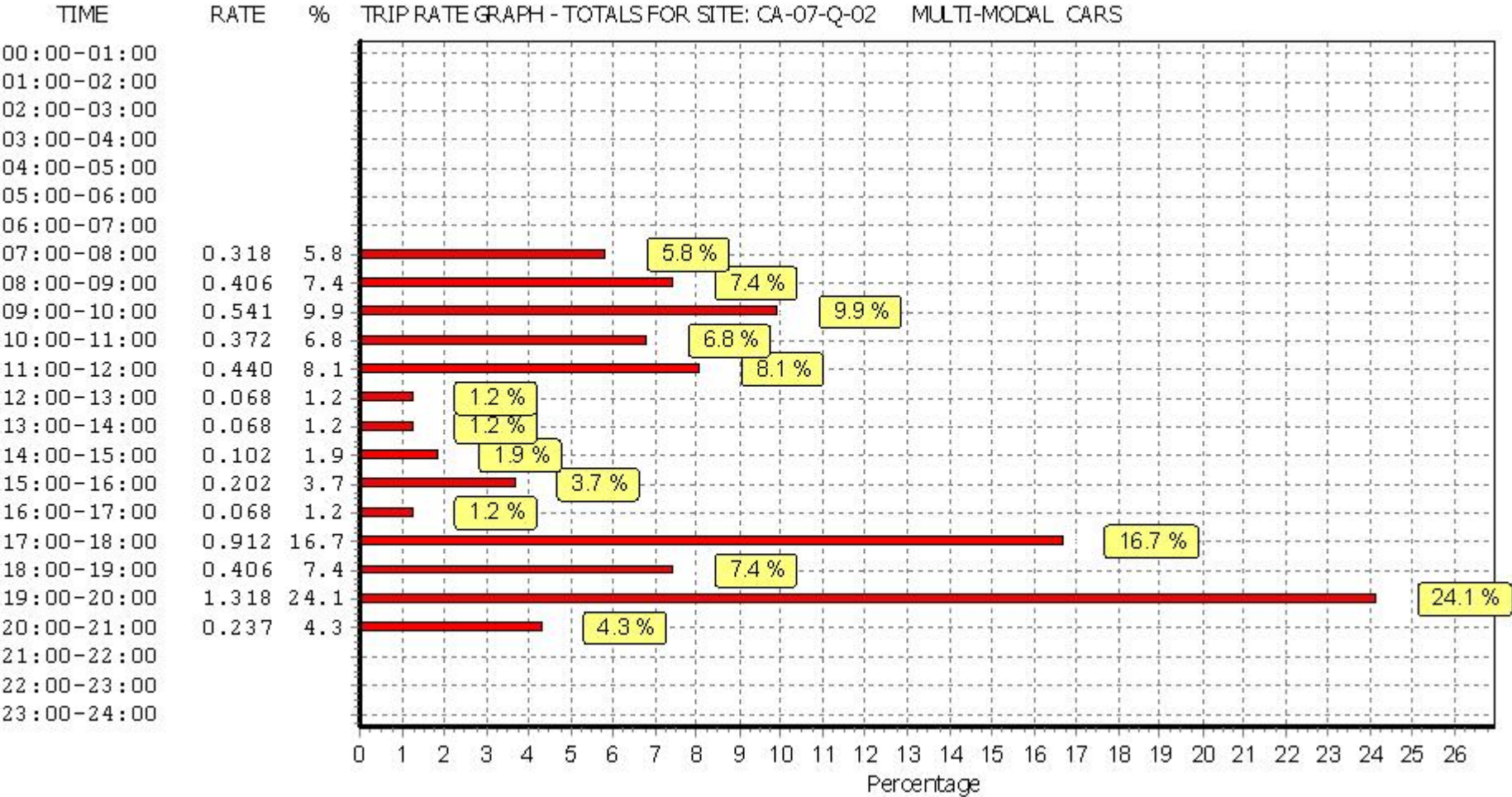
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL LGVS

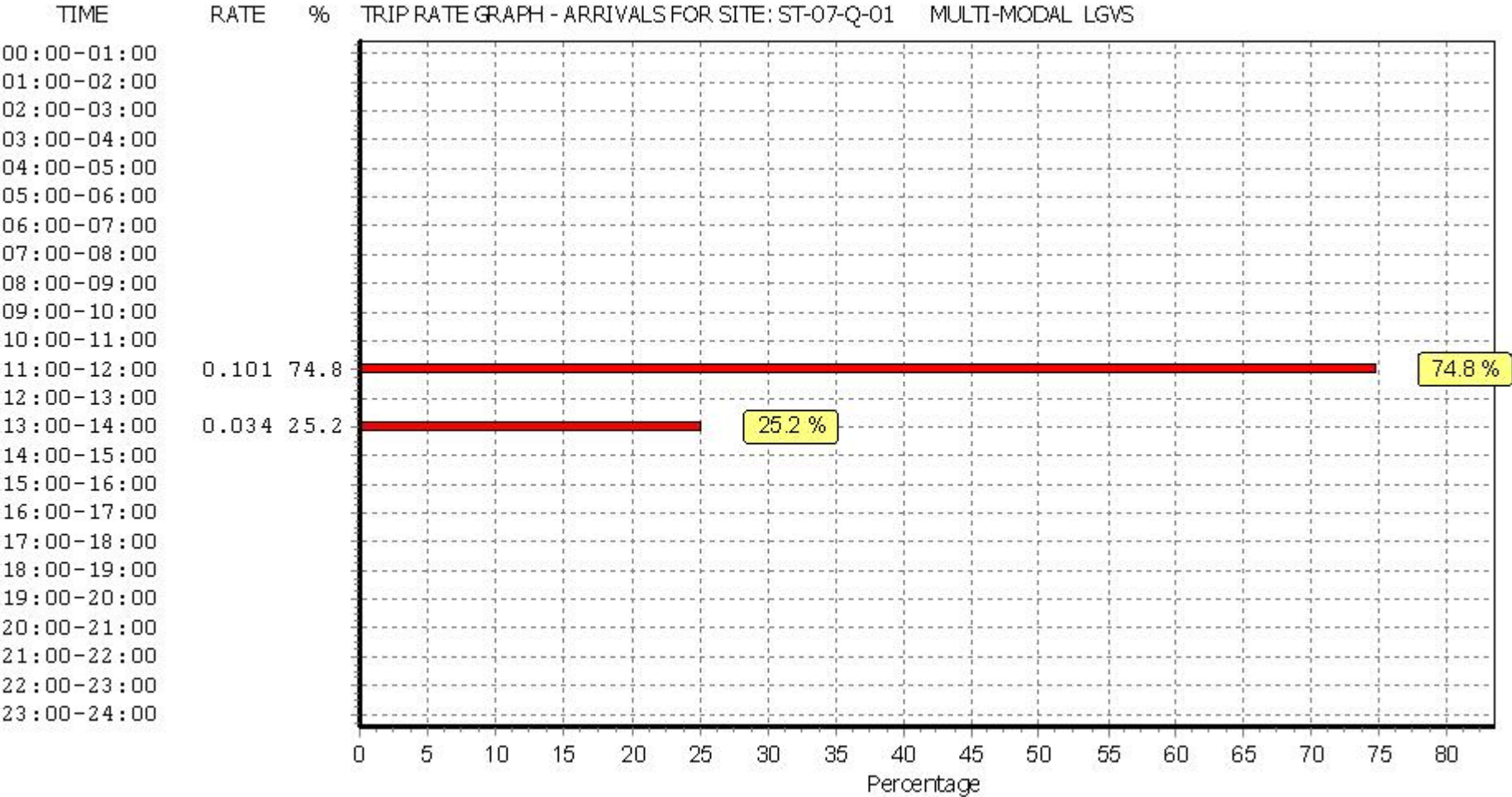
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

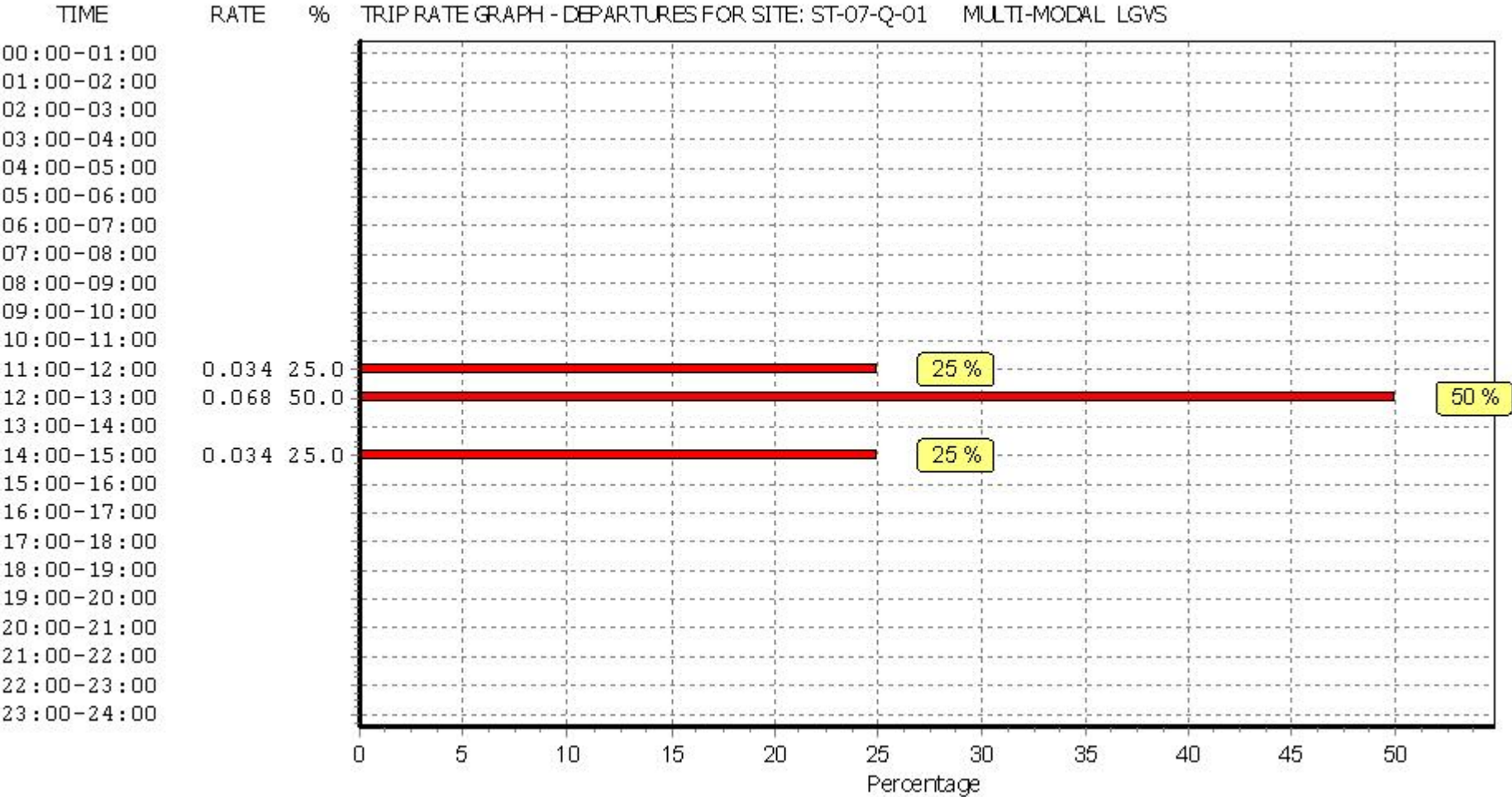
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
10:00 - 11:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
11:00 - 12:00	2	1479	0.101	2	1479	0.034	2	1479	0.135
12:00 - 13:00	2	1479	0.000	2	1479	0.068	2	1479	0.068
13:00 - 14:00	2	1479	0.034	2	1479	0.000	2	1479	0.034
14:00 - 15:00	2	1479	0.000	2	1479	0.034	2	1479	0.034
15:00 - 16:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
16:00 - 17:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
20:00 - 21:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.136			0.271

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

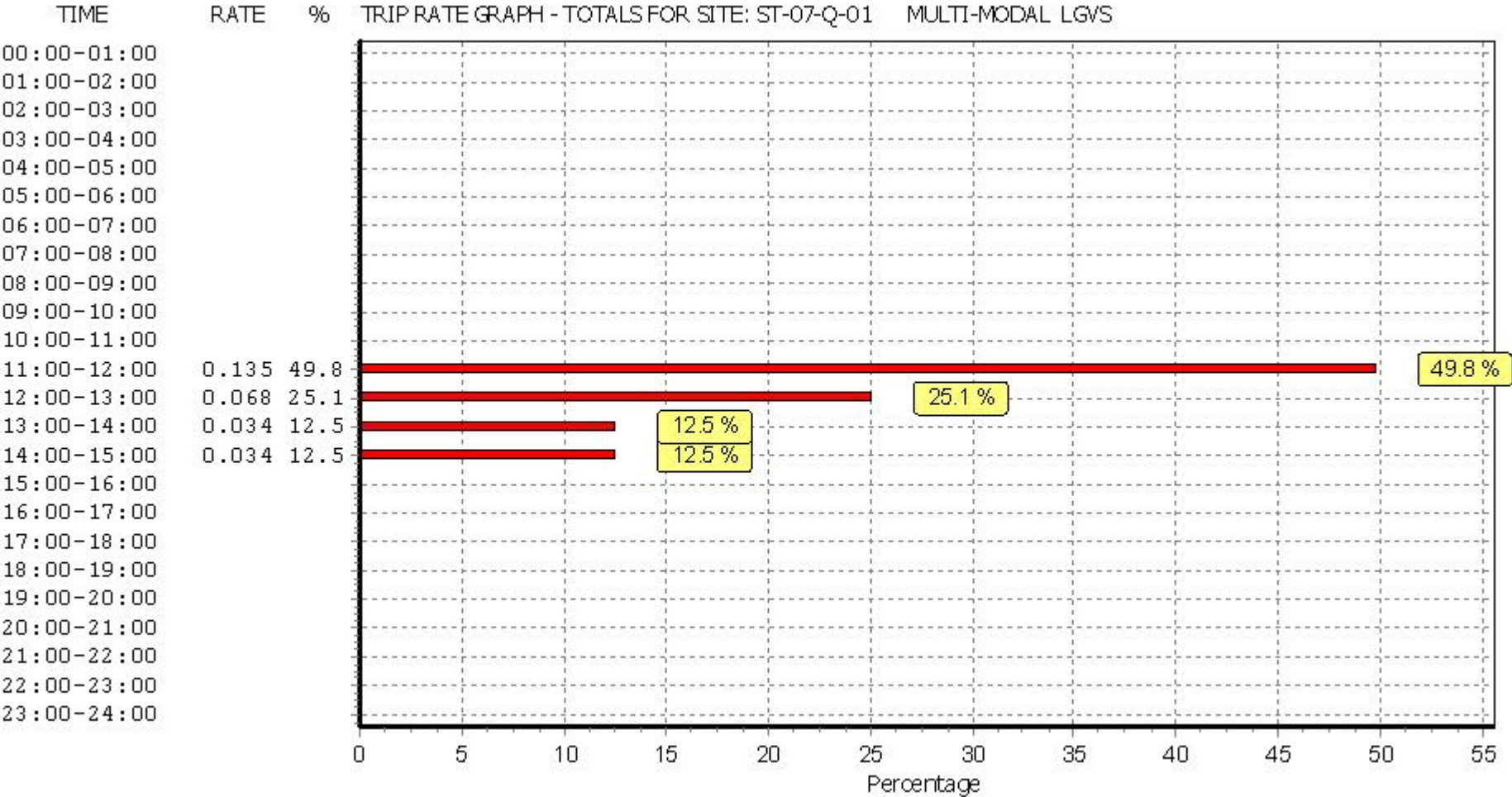
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL MOTOR CYCLES

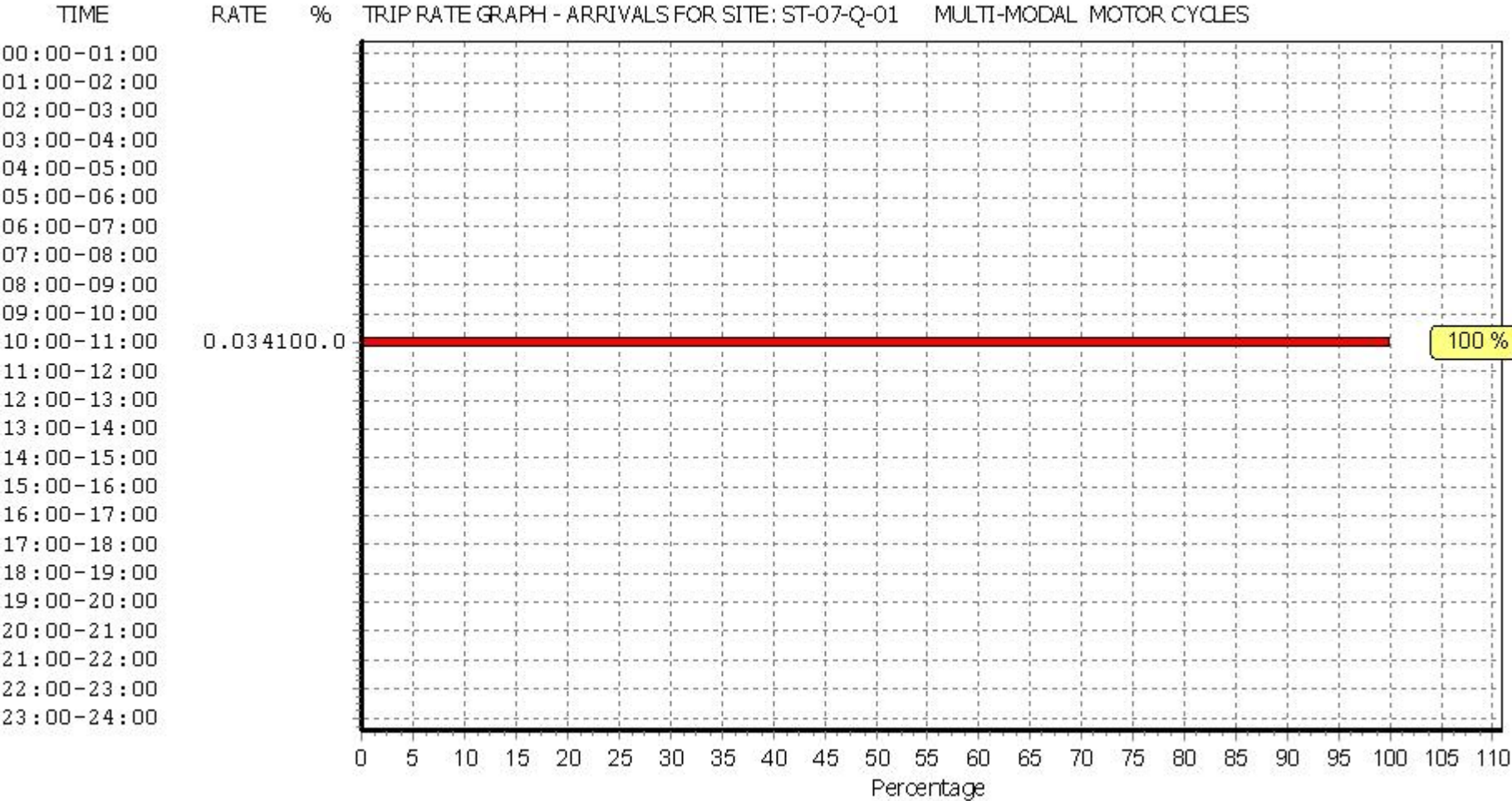
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

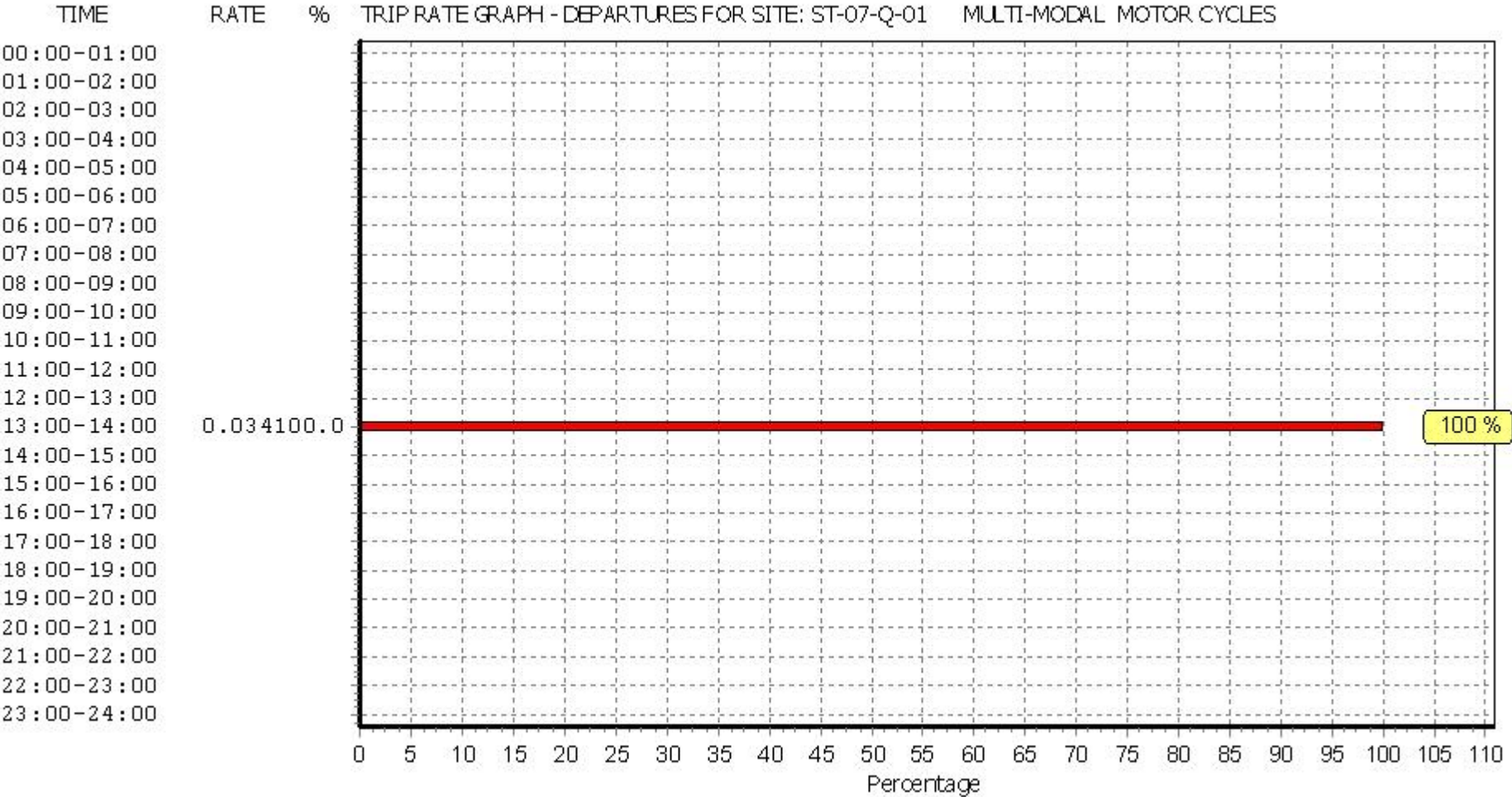
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	629	0.000	1	629	0.000	1	629	0.000
08:00 - 09:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
09:00 - 10:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
10:00 - 11:00	2	1479	0.034	2	1479	0.000	2	1479	0.034
11:00 - 12:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
12:00 - 13:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
13:00 - 14:00	2	1479	0.000	2	1479	0.034	2	1479	0.034
14:00 - 15:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
15:00 - 16:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
16:00 - 17:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
17:00 - 18:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
18:00 - 19:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
19:00 - 20:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
20:00 - 21:00	2	1479	0.000	2	1479	0.000	2	1479	0.000
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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

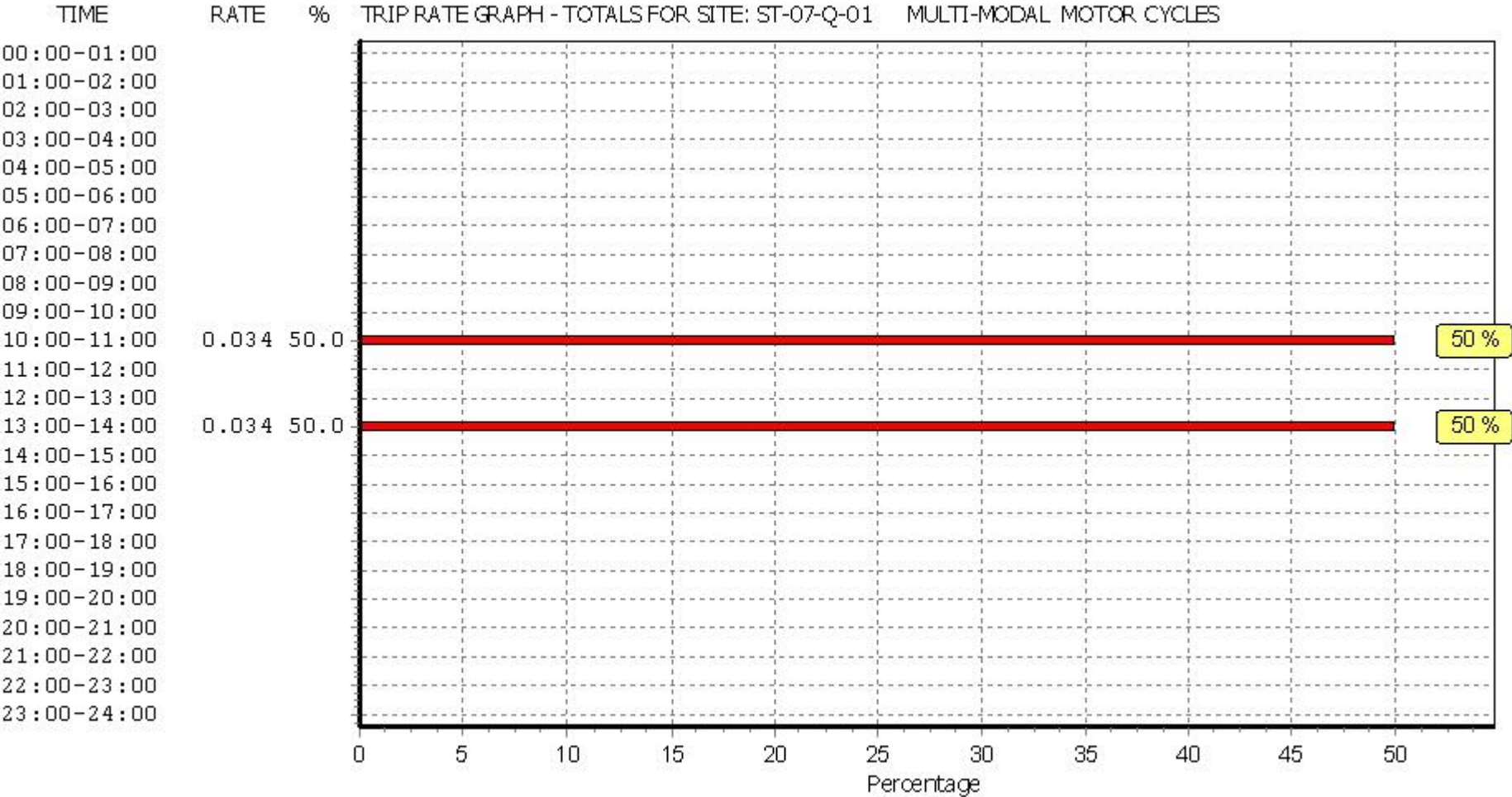
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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