



Dukesbridge House, Reading

Transport Statement

On behalf of **Lipman Properties**

L I P M A N
P R O P E R T I E S

Project Ref: 46110/ 5501 | Rev: AA | Date: April 2019

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN
T: +44 (0)118 950 0761 E: PBA.reading@stantec.com

Document Control Sheet

Project Name: Dukesbridge House, Reading

Project Ref: 46110/ 5501

Report Title: Transport Statement

Doc Ref:

Date: April 2019

	Name	Position	Signature	Date
Prepared by:	Chloe Duggan	Graduate Transport Planner	CD	April 2019
Reviewed by:	Joe House	Senior Engineer	JH	April 2019
Approved by:	Dan Townsend	Associate	DT	April 2019
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	09 07 20	Revised development description	JH	DT	DT

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction	1
1.1	Introduction	1
2	Dukesbridge House.....	2
2.1	Introduction	2
2.2	The Dukesbridge House Site	2
2.3	Dukesbridge house Current Land Use	2
3	Development Proposals	3
3.1	Overview.....	3
3.2	Development Schedule	3
3.3	Site Access	3
3.4	Cycle Parking	3
3.5	Car Parking Provision.....	4
3.6	Refuse and Delivery	4
4	Access Options	5
4.1	Introduction	5
4.2	Public Transport	5
4.3	Walking and Cycling	6
4.4	Private Car.....	7
4.5	Local Facilities and Amenities	8
5	Multi Modal Trip Generation.....	10
5.1	Introduction	10
5.2	Existing Office Trip Generation	10
5.3	Proposed Residential Trip Generation	11
5.4	Net Trip Impact	12
6	Summary & Conclusions.....	14
6.1	Overview.....	14
6.2	Conclusions	14
6.3	Recommendation	14

Figures

Figure 2-1 Site Location	2
Figure 4-1 Reading Cycle Map (Source RBC)	7

Tables

Table 3-1 Development Schedule	3
Table 3-2 Bin Provision	4
Table 4-1 Local Bus Services	5
Table 5-1 Existing Multi-Modal Office Trip Rate	10
Table 5-2 MSOA Reading 011 Mode Share	10
Table 5-3 Existing Office Person Trip Mode Share	11
Table 5-4 Residential General Permitted Development Person Trip Rates	11
Table 5-5 MSOA Reading 011 Mode Share	12
Table 5-6 Residential Person Trip Mode Share	12
Table 5-7 Net Difference of Office Use to Residential Use	12

Appendices

Appendix A	Site Masterplan
Appendix B	Residential TRICS Output

This page is intentionally blank

1 Introduction

1.1 Introduction

- 1.1.1 This Transport Statement (TS) supports a planning application by Lipman Properties for the redevelopment of Dukesbridge House, Duke Street, Reading. The General Permitted Development (GPD) application seeks permission for circa 76 residential units. The proposed site layout is enclosed under **Appendix A**.
- 1.1.2 Dukesbridge House is a 4 storey (with a further basement/undercroft car park) 2050sqm office building currently providing 19 car parking spaces on the lower ground level of the building.

2 Dukesbridge House

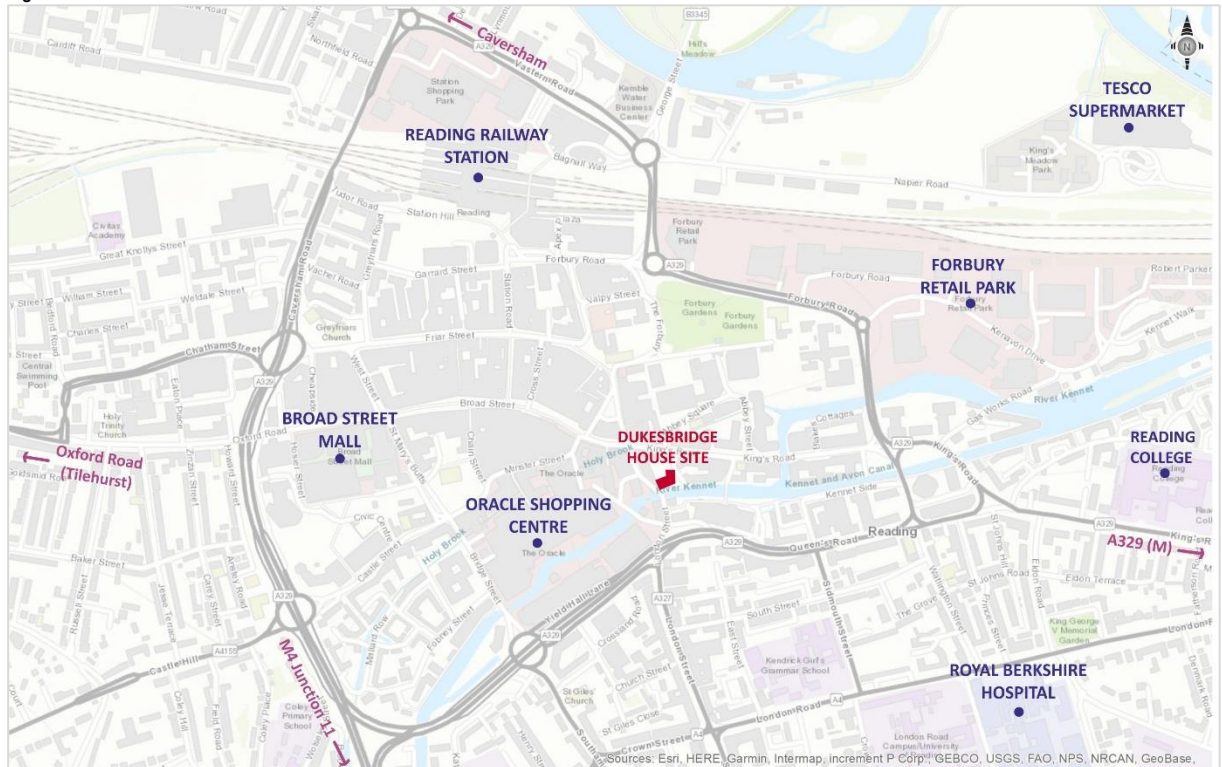
2.1 Introduction

- 2.1.1 This chapter describes the Dukesbridge House site and its current uses and the surrounding areas.

2.2 The Dukesbridge House Site

- 2.2.1 The Dukesbridge House site fronts the River Kennet, with the Duke Street/London Street running to the west. The site is located in the centre of Reading with a vast assortment of amenities and facilities within walking distance with The Oracle shopping centre to the east, and approximately 500m south of Reading Railway Station. The site's location in a local context can be seen in **Figure 2-1**.

Figure 2-1 Site Location



2.3 Dukesbridge house Current Land Use

- 2.3.1 The building comprises of retail accommodation (262 sqm), a basement nightclub and a waterside-self contained office (2050sqm) arranged over basement, ground and four upper floors.
- 2.3.2 The office accommodation is highly divisible; benefiting from a large reception area and central corridor access, with additional lift access available.
- 2.3.3 There are 19 car parking spaces within the site accessed via a ramped section to a semi undercroft beneath the main building footprint. The access is located to the rear of Dukesbridge House from Kings Road.

3 Development Proposals

3.1 Overview

- 3.1.1 This chapter presents the main elements of the proposed redevelopment of Dukesbridge House and focuses on the land use and parameters most relevant to transport appraisal. The proposed site layout is illustrated on **SHP Drawing 5016 27 P** and is attached as **Appendix A** and should be reviewed in conjunction with reading this chapter.

3.2 Development Schedule

- 3.2.1 The development proposals for Dukesbridge House are for change of use of building from Class B1(a) (offices) and Class C3 (dwelling houses) to comprise 76 dwellings. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. The GPD schedule is set out below in **Table 3-1**.

Table 3-1 Development Schedule

Unit Type	Basement	Ground Floor	1 st Floor	2 nd Floor	3 rd Floor	Number of Units
Studio	1	1	1	1	0	4
1 Bedroom Flat	11	16	16	16	11	70
2 Bedroom Flat	2	0	0	0	0	2
Total	14	17	17	17	11	76

3.3 Site Access

- 3.3.1 The primary pedestrian access into the proposed building will be off the site's main frontage with Dukes Street/ London Street would be retained. A secondary access will be to the rear via the courtyard area.
- 3.3.2 The site currently has one vehicular access through Highbridge Wharf, this access's the associated car park, this would be retained for cyclists, servicing and deliveries.

3.4 Cycle Parking

- 3.4.1 40 cycle parking spaces will be provided as part of the development in secure and sheltered and secure space. The level of provision is in accordance with the standards set out in RBC's adopted Revised Parking Standards and Design (2011).
- 0.5 Spaces per studio / one bedroom unit = 37 cycle spaces
 - 1 Spaces per two bedroom unit = 2 cycle space
- 3.4.2 The cycle parking spaces will be in the form of Sheffield stands located within the rear courtyard, which will be secure, covered and lit.

3.5 Car Parking Provision

- 3.5.1 Due to the highly sustainable location of the site zero parking will be provided for residents of Dukesbridge House. Furthermore, future residents will not be eligible for a parking permit in any of the Controlled Parking Zones (CPZ) in Reading.

3.6 Refuse and Delivery

- 3.6.1 The current servicing for the site is currently through the existing vehicle access and into the forecourt where the refuse store is stationed. The bin storage area will be relocated from the centre of the courtyard to the south boundary of the courtyard.
- 3.6.2 RBC recommends the following provision of 1100L bins based on the following ratios:
- Green Recycling at weekly collection: one 1100L bin per 10 flats
 - Black General waste at weekly collection: one 1100L bin per 10 flats
- 3.6.3 As shown from **Table 3-2**, based on the provision of 76 units, it is recommended that eight 1100L Black landfill bins and eight Green 1100L recycling bins are provided at the site for waste associated with residential units.

Table 3-2 Bin Provision

Number of Units	Bin Type	Collection	Number of 1100L Bins
76	General Waste	Weekly	8
	Recycling Waste	Weekly	8
Total	-	-	16

4 Access Options

4.1 Introduction

4.1.1 This chapter considers the existing site accessibility across the modes for Dukesbridge House. The section covers:

- Public transport services including rail and bus;
- Access for pedestrians and cyclists; and
- Private car.

4.1.2 The section also sets out the wide-ranging local facilities and amenities surrounding Dukesbridge House, reducing the resilience on car travel.

4.2 Public Transport

Bus

4.2.1 As the site is located within the centre of Reading, there is good provision of Public Transport available in the vicinity of the site. The site is located 200m away from Market Place and 150m from Kings Road bus stops, which provides access to the majority of Reading bus services. The destinations and location of the bus stops are provided in **Table 4-1**.

4.2.2 Kings Road (A329) offers access to a number of bus services along a major bus route. Bus stops are located on both sides of the carriageway, with dedicated bus lanes allowing for bus priority in both eastbound and westbound directions. These also have dedicated bus signal timings at junctions and recent improvements have also been made to the provision of lanes through the Watlington Street/Kings Road/Queens Road gyratory system.

Table 4-1 Local Bus Services

Bus Stop	Bus Service	Destination	Week Day Peak Hour Frequency (per hour)	Weekend Frequency (per hour)
Kings Road (MH)	3 Leopard	Reading – Aborfield - Wokingham	1	1
	3b Leopard	Reading - Bracknell	1	1
	10 Leopard	Reading – Spencer's Wood	1	1
	9	Central Reading – Shinfield Park	1	1
	10a	Central Reading – Thames Valley Science Park	1	2
	19a	Central Reading – Loddon Bridge	-	1
	21 Claret	Central Reading – Lower Earley	5	4
Kings Road (ME)	Lion 4/ X4	Reading - Wokingham/ Bracknell	2	2
	Purple 17	Wokingham Road - Central Reading - Tiehurst	7	7
	Emerald 5	Central Reading - Northumberland Avenue	7	3

Bus Stop	Bus Service	Destination	Week Day Peak Hour Frequency (per hour)	Weekend Frequency (per hour)
Market Place (MC)	Emerald 6/ 6a	Central Reading - Whitley Wood/ Tesco depot	7	3
	500	Loddon Bridge Park and Ride	4	-
	60	Mere oak Park and Ride	1	2
	40-60 Greenwave	Kennet Island/ Green Park/ Madejski Stadium/ RIBP	1-5	1-2
	11 Bronze	Central Reading – Coley Park	3	2
	52/ 52a/ 52b	Central Reading - Madejski Stadium	8	-

Rail

- 4.2.3 Reading railway station is approximately a six-minute walk or a three-minute cycle north of the site, and is operated by Great Western Railway. The station has bicycle parking for 344 spaces, a taxi rank and the 'Rail Air' coach service to Heathrow Airport. Key national rail services from reading station are provided below with the, frequency and journey times.
- 4.2.4 Reading station is an important interchange hub and is operated by network rail. The station benefits from extensive bus, walking and cycling connections from the site, as previously described.
- 4.2.5 The level of service to key destinations is as follows:
- London Paddington (28 minute journey time) – up to 10 trains per hour in peak periods;
 - Basingstoke (25 minutes journey time) – up to 4 trains per hour in peak periods; and
 - Didcot Parkway (13 minutes journey time) – up to 6 trains per hour in peak periods.
- 4.2.6 In addition to these local key destinations, Reading Station offers a number of regional services: To Bristol and South Wales on the Great Western Mainline, and 'Cross Country' services to Oxford, Birmingham, Manchester and Newcastle to the north, as well as further destinations on the south coast of England.
- 4.2.7 Reading Station is also due for future development as part of CrossRail. It will become the western terminus of the CrossRail network, with trains leaving from Reading in December 2019. This will offer an increased level of connection to locations through London, reducing commuter times to major London employment destinations and increasing convenience by removing the need to change at London Paddington for London Underground Services.

4.3 Walking and Cycling

- 4.3.1 London Street has pedestrian access in the form of a designated footway on both sides of the Highway. Additionally, parts of Broad Street, Union Street and Chain Street are Pedestrian Zones, these are located to the east of the site. The site is located within a walking distance to numerous amenities.
- 4.3.2 The application site's proximity to Reading Town Centre makes it an attractive option to easily walk or cycle to key locations for a number of journey purposes. Reading Station can be

reached in 9 minutes on foot and in 4 minutes via bicycle whilst the Oracle Shopping Centre is accessible in 2 minutes and 1 minute respectively. A number of employment, retail and leisure opportunities are also located within similar reach, within the Town Centre.

- 4.3.3 A Brompton hire station is located 550m to the north of the site, adjacent to Reading Train Station. Users hire the bikes on an hourly basis for as little as £3.50, increasing accessibility by active modes of travel.
- 4.3.4 Dukesbridge House is within close proximity routes within the National Cycle Network. Route four provides a continuous route into the City of London and can be reached within 150ft south of the site. Further destinations along the NCN includes Route five, connecting Reading to Oxford and also linking to Route four to the north of the site along the River Thames.
- 4.3.5 Having excellent pedestrian links to this key destination further enhances the sustainability of the proposed redevelopment of Dukesbridge House.

Figure 4-1 Reading Cycle Map (Source RBC)



4.4 Private Car

Local Highway Network

- 4.4.1 The site has vehicular access from Highbridge Wharf, this is accessed only off King's Road. King's Road is two-way, with a speed limit of 30mph which transitions into a 20mph zone west of the junction with Highbridge Wharf.

- 4.4.2 Kings Road leads to Minster Street to the west and has restricted access during peak hours and is only accessible to cars from 11:00 - 16:00. During the restricted hours of 16:00 – 11:00 all traffic must turn south onto Dukes Street/London Street and are then required to turn east bound onto Queens Road.
- 4.4.3 There are options to exit westbound or eastbound onto King's Road. Westbound traffic would utilise Duke Steet/London Street before being required to turn eastbound along Queen's Road (due to the restricted movements). The southern section of the Inner Distribution Road (IDR). Eastbound traffic on Kings Road would turn north onto the A329, the eastern section of the IDR, this section has a speed limit of 30mph.
- 4.4.4 The IDR links Reading town centre with the major corridors of A33, A329, A4 which in Turn give access to the M4 at Junctions 10, 11 and 12. Queen's Road forms a section of the A329, which runs between Thame in Oxfordshire and Virginia Water in Surrey.
- 4.4.5 There are a number of local car parks within walking distance of the site, with the closest being the Queen's road multi-storey car park approximately 350m south east of the site (circa 4-minute walk). The Queens Road car park is operated by NCP and has a provision of 700 spaces including disabled parking. It is open 24 hours operating for short and long stay, with a number of tariffs available. Alternatively, The Oracle shopping centre provides a large car park with good accessibility to the local amenities.

Strategic Highway Network

- 4.4.6 The M4 J11 is located approximately a 7.7km drive from the site. The M4 runs between London and South Wales, it also provides access to the M25 to the east and the M5 to the west.

4.5 Local Facilities and Amenities

- 4.5.1 Duke Street/ London Street has pedestrian access in the form of a designated footway on both sides of the Highway. Additionally, parts of Broad Street, Union Street and Chain Street are Pedestrian Zones, these are located to the east of the site. The site is located within a walking distance to numerous amenities. These include a variety of;
- Banks;
 - Post Office;
 - Restaurants and bars;
 - Take-away's;
 - Barbers and Hairdressers;
 - Food stores;
 - Shopping malls;
 - Parks; and
 - A library.
- 4.5.2 There are also numerous employment areas in the vicinity of the site.

Food Retail

- 4.5.3 There are local convenience stores such as Today's Express which is located on the ground level of the Dukesbridge Court building adjacent to Dukesbridge House. There is also a wide range of supermarkets such as Tesco Express, Sainsburys and Marks & Spencer's within close proximity to the site. Additionally, supermarkets further afield such as Asda and Tesco, provide online shopping and delivery to site. The delivery strategy for the site is provided within **Section 3.6**.

Leisure and Recreation

- 4.5.4 Vue cinema is located 250m to the south of the site and provides a good leisure activity, additionally Forbury gardens is within a five-minute walk of the site (400m) and occasionally provides festivals and local activities within the grounds.
- 4.5.5 For larger recreational areas, Kings Meadow is 950m to the north of the site and provides large football pitches and a skatepark. A further 1.1km from the site Christchurch Meadows offers a large playing area with four outdoor tennis courts and has good connections to Caversham.

Education

- 4.5.6 There is a wide range of education facilities around the site within walking and cycling distance. Katesgrove Primary school is within a 10-minute walk from the site, similarly to The Abbey School which is 12-minutes' walk from the site. Reading School is located 1.5km southeast of the site reachable within a 19-minutes' walk or a 8-minute cycle. For further education, Reading College is within 14-minutes' walk to the north of the site, additionally University of Reading provides two campuses within the centre of Reading: London Road campus and Whiteknights campus within 1.1km and 2.1km retrospectively.

Health and Medical

- 4.5.7 The closest GP surgery is London Street Surgery located within a four-minute walk from the site. To the west of the site within a seven-minute walk, Reading Walk-in-Health Centre provides non-urgent medical treatments and is open 08:00 – 20:00 seven days a week and can be reached within a seven-minutes' walk. Royal Berkshire Hospital is located 850m south east of the site.

5 Multi Modal Trip Generation

5.1 Introduction

- 5.1.1 This section of the TS sets out the methodology used to determine the proposed trip generation of the site as well as the predicted net difference based upon the existing office use and the proposed GPD of 76 residential units.

5.2 Existing Office Trip Generation

- 5.2.1 **Table 5-1** sets out the multi-modal trip generation for the existing 2050 sqm office space at Dukesbridge House extracted from the survey database TRICS to calculate the trip rate of the existing office building.

- Main Land Use: Employment Office
- Selected Areas: England (excluding Greater London)
- Location Types: Town centre, Edge of Town Centre
- Selected Survey Days: Monday - Friday
- Area: up to 5000 sqm

Table 5-1 Existing Multi-Modal Office Trip Rate

Office B1 Use	Trip Rates Per 100sqm GIA			Total People Trip Rate Per 2050sqm GIA		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	3.03	0.17	3.20	62	3	66
PM Peak Hour (17:00 – 18:00)	0.14	2.56	2.70	3	56	59

* Note may not sum due to rounding.

- 5.2.2 The 2011 Census Travel to Work data was used to obtain the mode share for person trips travelling to MSOA covering the site for work purposes (**Table 5-2**) which has then been applied to the number of total people trips to and from the site to calculate the person trips by mode for the existing office use (**Table 5-3**).

Table 5-2 MSOA Reading 011 Mode Share

Train	Bus	Taxi	Motor-cycle	Car	Car Passenger	Bicycle	On Foot
17%	18%	0%	1%	38%	4%	4%	18%

* Note may not sum due to rounding.

Table 5-3 Existing Office Person Trip Mode Share

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	11	1	12	1	10	11
Cyclist	2	0	3	0	2	2
Bus	11	1	12	1	10	11
Rail	10	0	11	0	9	10
Car Driver	24	1	25	1	21	23
Car Passenger	2	0	2	0	2	2
Other	0	0	0	0	0	0
Total	61	3	65	3	55	58

* Note may not sum due to rounding.

5.3 Proposed Residential Trip Generation

5.3.1 The proposed residential development trip generation has been calculated based on surveys of comparable sites within the TRICS database. For the proposed trip rate proposals, the following parameters have been used in the selection of TRICS sites to calculate an estimated trip rate;

- Main Land Use: Private Residential
- Selected Areas: England (excluding Greater London)
- Location Types: Town Centre, Edge of Town Centre
- Selected Survey days: Monday – Friday
- Number of Dwellings: 6 - 80

5.3.2 A full TRICS report is presented in **Appendix B** and **Table 5-2** provides the total person trip rates and generation for the AM (08:00-09:00) and PM peak hours (17:00-18:00).

Table 5-4 Residential General Permitted Development Person Trip Rates

Residential C3 Use	Per 100sqm GIA			Trip Generation for 76 Units		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.11	0.37	0.48	9	28	37
PM Peak Hour (17:00 – 18:00)	0.45	0.33	0.78	35	25	60

* Note may not sum due to rounding.

5.3.3 The 2011 Census Travel to Work data was used to obtain the mode share for the MSOA covering the site (**Table 5-3**) which has then been applied to the number of total people trips to and from the site to calculate the person trips by mode for residential use (**Table 5-4**).

Table 5-5 MSOA Reading 011 Mode Share

Train	Bus	Taxi	Motor-cycle	Car	Car Passenger	Bicycle	On Foot
20%	12%	0%	0%	29%	3%	4%	31%

* Note may not sum due to rounding.

Table 5-6 Residential Person Trip Mode Share

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	3	9	11	11	8	19
Cyclist	0	1	1	1	1	2
Bus	1	3	4	4	3	7
Rail	2	6	7	7	5	12
Car Driver	2	8	11	10	7	17
Car Passenger	0	1	1	1	1	2
Other	0	0	0	0	0	0
Total	8	28	37	35	25	59

* Note may not sum due to rounding.

5.4 Net Trip Impact

5.4.1 The above sections demonstrate that the proposed development is expected to generate lower multi-modal trips when compared to the existing office use, although there is a slight increase in rail users.

5.4.2 The net difference between the multimodal results is summarised in [Table 5-5](#).

Table 5-7 Net Difference of Office Use to Residential Use

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	-16	8	-9	10	-9	1
Cyclist	-2	1	-1	1	-1	0
Bus	-6	3	-4	4	-4	0
Rail	-5	6	-1	7	-2	5
Car Driver	-16	7	-8	9	-9	0
Car Passenger	-2	1	-1	1	-1	0
Other	0	0	0	0	0	0
Total	-48	25	-23	32	-26	6

* Note may not sum due to rounding.

- 5.4.3 Above presents the net reduction in people trips to and from the site, and although there is a shift in trips, increasing AM departures and PM arrivals, overall there is a reduction of 17 two-way trips across both AM and PM peak times.

6 Summary & Conclusions

6.1 Overview

6.1.1 This TS is considered to have delivered on its purpose and objectives by:

- Confirming the likely impact of the proposed development at Dukesbridge House on the surrounding highway network compared to the proposed residential scheme;
- Outlining the suitability of the development proposals in terms of access for pedestrians and cyclists with associated parking and refuse servicing; and
- Describing how access and movement could be achieved for all modes, with an emphasis on encouraging sustainable travel alternatives.

6.2 Conclusions

6.2.1 It is therefore considered that transport principles are clearly set out for RBC as to demonstrate the proposals would:

- a) Capitalise on the extensive sustainable travel opportunities available to the application site situated on Dukes Street, including a major bus corridor and cycle route which provides access to Reading Town Centre, Reading Railway Station and the University Campuses;
- b) Provide a development layout that would ensure safe access for all residents, staff and visitors, including for refuse collection and delivery vehicles;
- c) Absence of car parking at the site to discourage the use of single occupancy car use;
- d) Provide cycle parking provision that reflects RBC standards; and
- e) Have a material net reduction in multi-modal trips in comparison to the consented position, with a reduction in single-occupancy vehicle traffic in peak periods, as well as across the day.

6.3 Recommendation

6.3.1 Based on the findings of this TS and conclusions set out above, it is recommended that the development proposals be considered positively from a transport perspective with no material impact on the local highway network, when RBC considers the planning application in the round.

Appendix A Site Masterplan

Appendix B Residential TRICS Output

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-85 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-51 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 15/05/18
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	1
	Thursday	2
	Friday	1
Main Location Types selected	Town Centre	2
	Edge of Town Centre	2
Population <1 Mile ranges selected	10,001 to 15,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	50,001 to 75,000	1
	75,001 to 100,000	1
	125,001 to 250,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-706701-190405-0420

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 51 (units:)
 Range Selected by User: 6 to 85 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 15/05/18

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
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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	2
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:

Residential Zone	1
Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

C3 4 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:

10,001 to 15,000 1 days
25,001 to 50,000 3 days

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

Population within 5 miles:

50,001 to 75,000 1 days
75,001 to 100,000 1 days
125,001 to 250,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 3 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 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CB-03-C-01	Site area:	0.21 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	40
Location:	CARLISLE	Housing density:	667
Postcode:	CA1 1SR	Total Bedrooms:	80
Main Location Type:	Town Centre	Survey Date:	12/06/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	43
Site(2):	EX-03-C-01	Site area:	0.07 hect
Development Name:	FLATS	Number of dwellings:	6
Location:	SOUTHEND-ON-SEA	Housing density:	200
Postcode:	SS0 7QE	Total Bedrooms:	10
Main Location Type:	Edge of Town Centre	Survey Date:	22/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	10
Site(3):	GM-03-C-03	Site area:	0.05 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	20
Location:	MANCHESTER	Housing density:	400
Postcode:	M1 3QF	Total Bedrooms:	30
Main Location Type:	Town Centre	Survey Date:	14/10/11
Sub-Location Type:	Built-Up Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	14
Site(4):	NF-03-C-01	Site area:	0.42 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	51
Location:	KING'S LYNN	Housing density:	232
Postcode:	PE30 1NQ	Total Bedrooms:	122
Main Location Type:	Edge of Town Centre	Survey Date:	11/12/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	45

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.111	0.368	0.479
1700-1800	0.453	0.325	0.778

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.085	4	29	0.111	4	29	0.196
08:00 - 09:00	4	29	0.060	4	29	0.120	4	29	0.180
09:00 - 10:00	4	29	0.085	4	29	0.077	4	29	0.162
10:00 - 11:00	4	29	0.103	4	29	0.103	4	29	0.206
11:00 - 12:00	4	29	0.145	4	29	0.085	4	29	0.230
12:00 - 13:00	4	29	0.077	4	29	0.111	4	29	0.188
13:00 - 14:00	4	29	0.103	4	29	0.137	4	29	0.240
14:00 - 15:00	4	29	0.085	4	29	0.085	4	29	0.170
15:00 - 16:00	4	29	0.068	4	29	0.068	4	29	0.136
16:00 - 17:00	4	29	0.171	4	29	0.085	4	29	0.256
17:00 - 18:00	4	29	0.137	4	29	0.145	4	29	0.282
18:00 - 19:00	4	29	0.162	4	29	0.128	4	29	0.290
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.281			1.255			2.536

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.

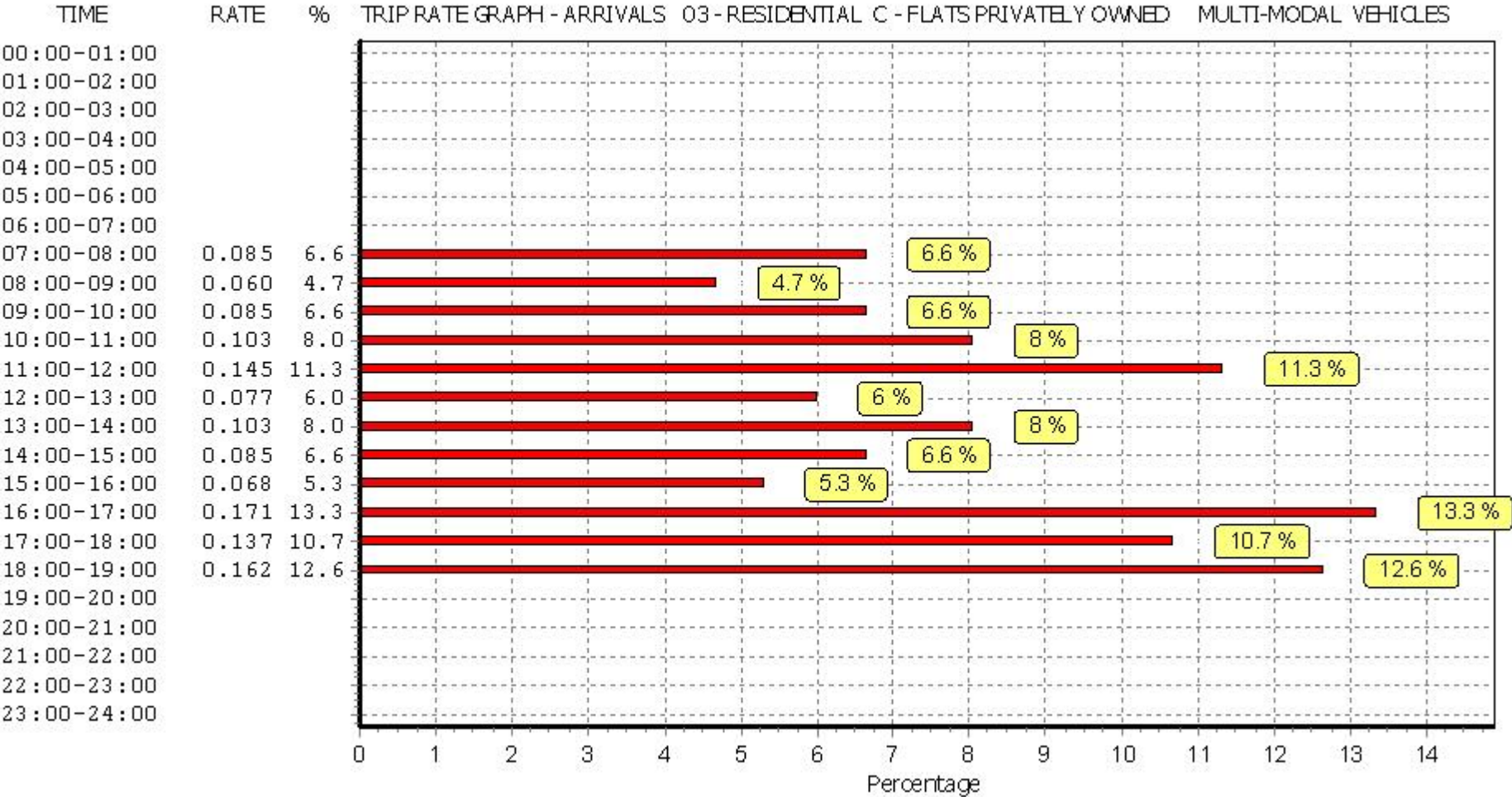
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence 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.]

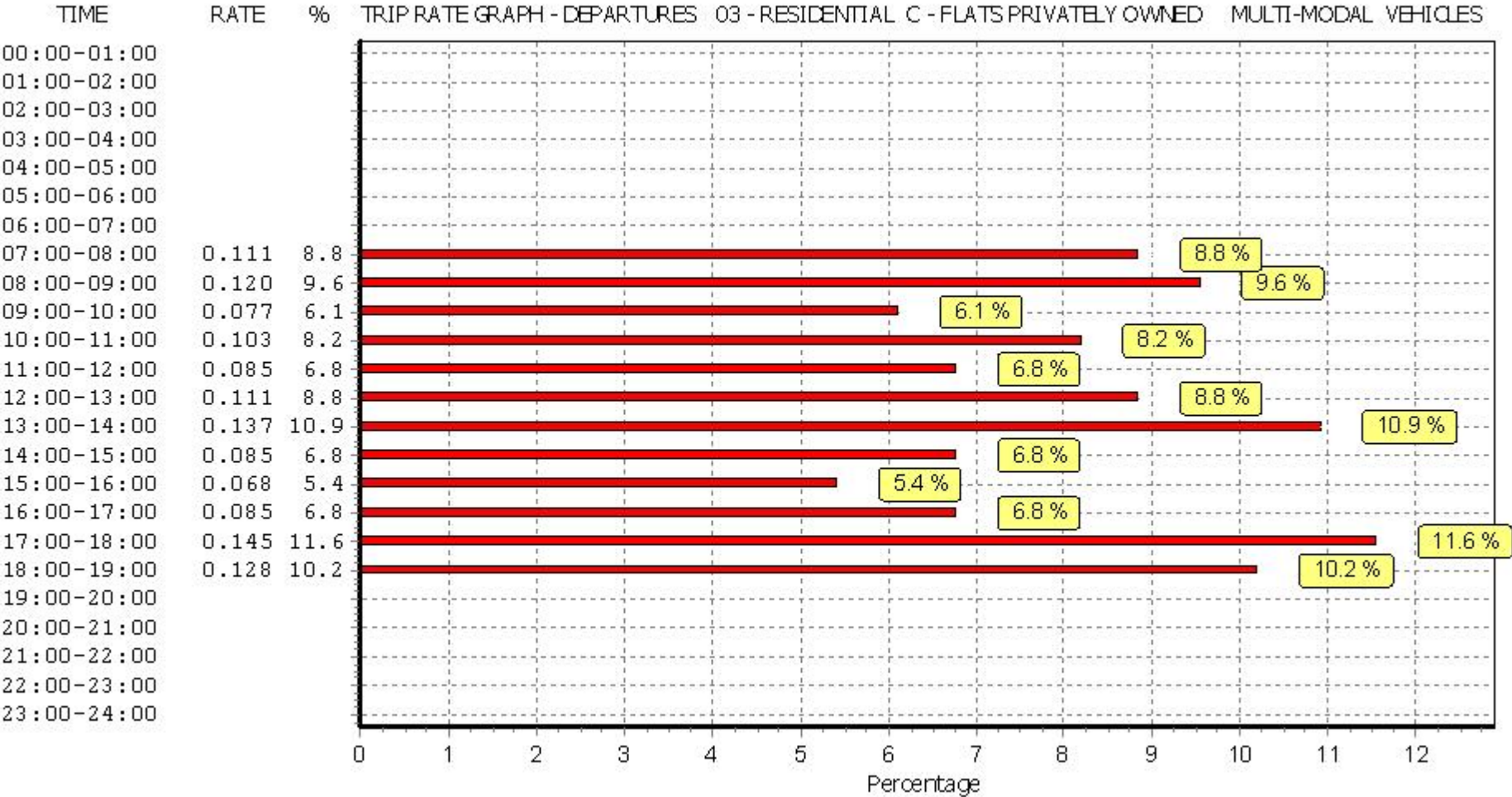
Parameter summary

Trip rate parameter range selected:	6 - 51 (units:)
Survey date date range:	01/01/11 - 15/05/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

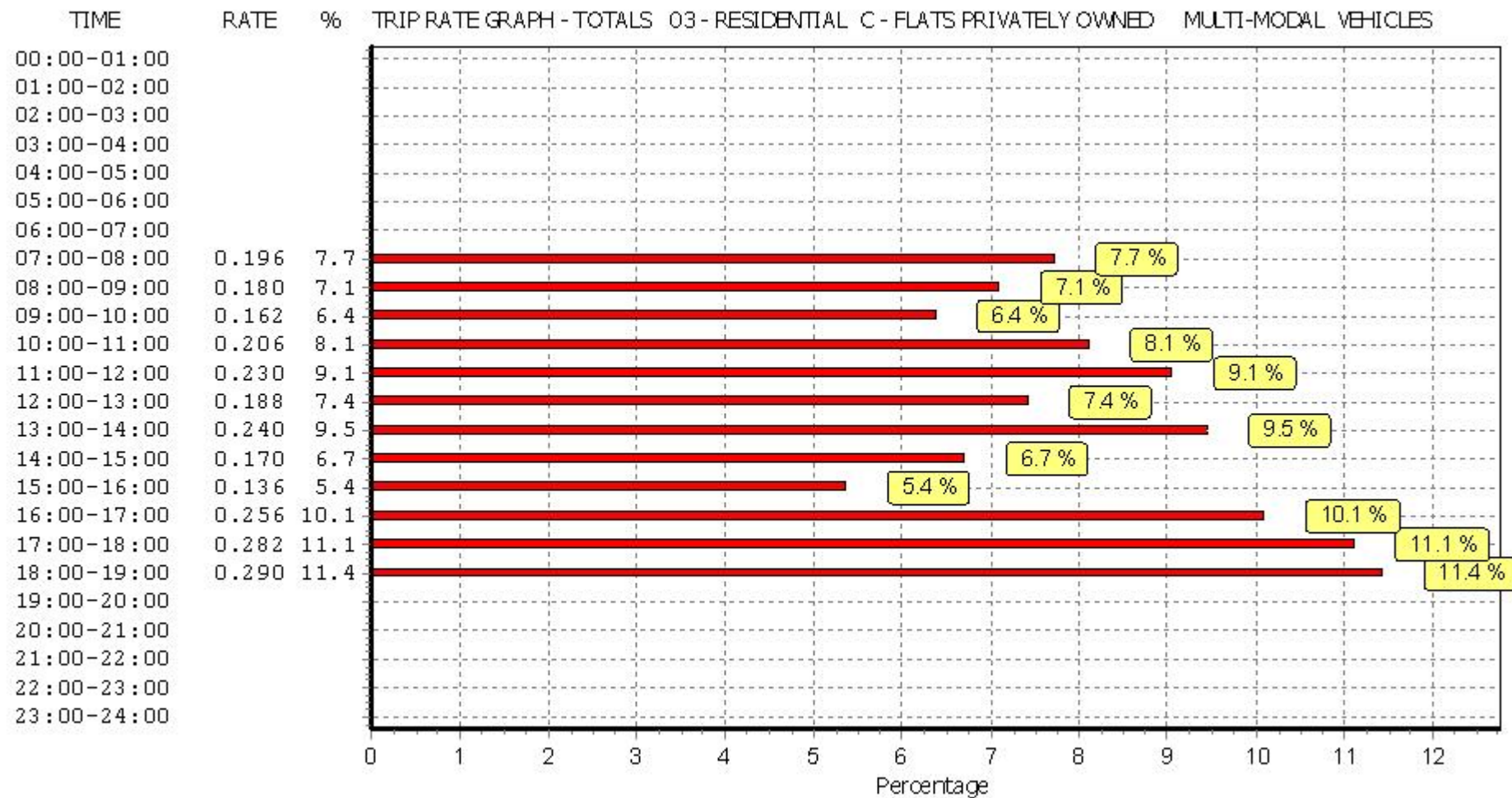
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

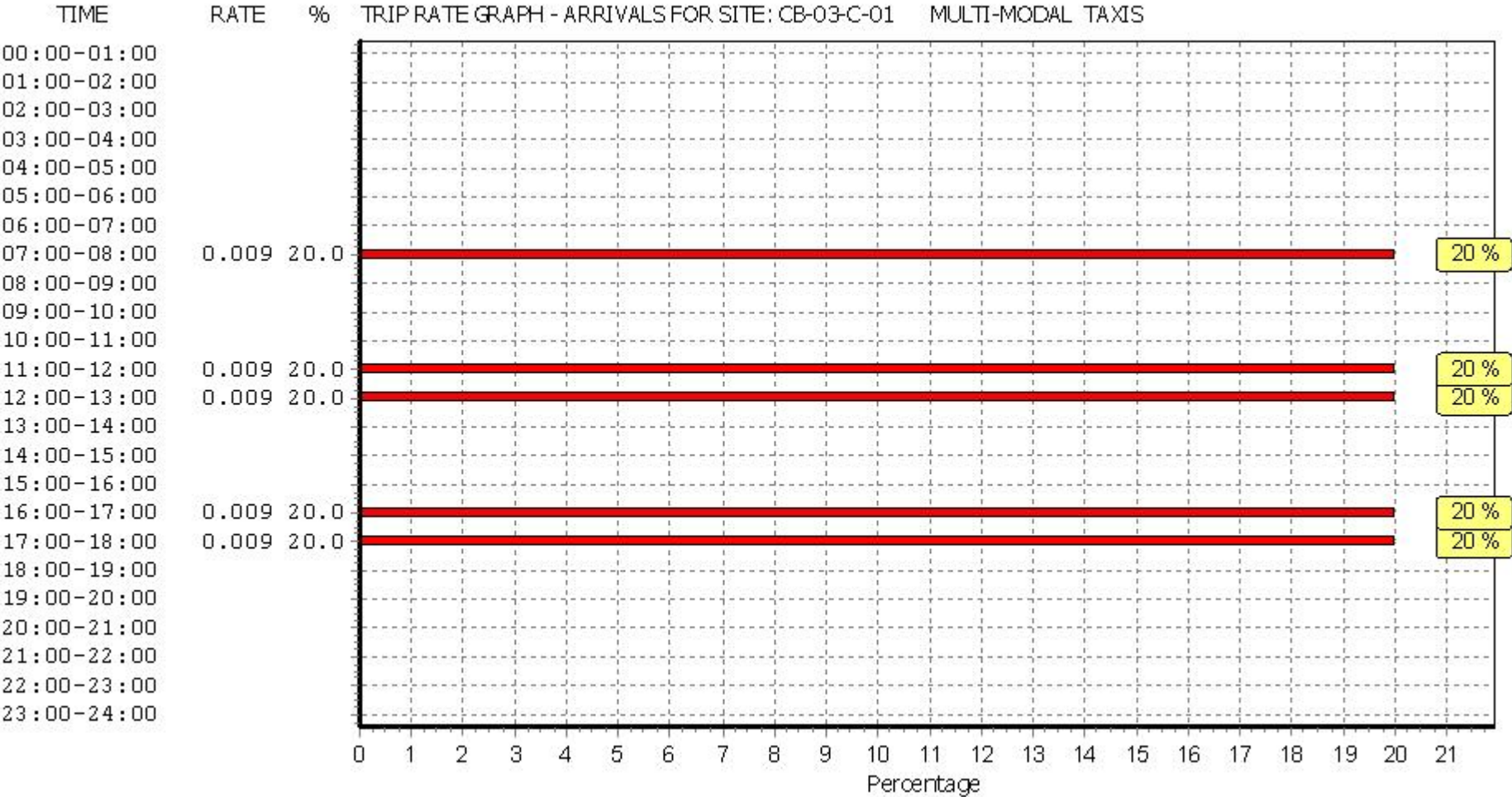
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

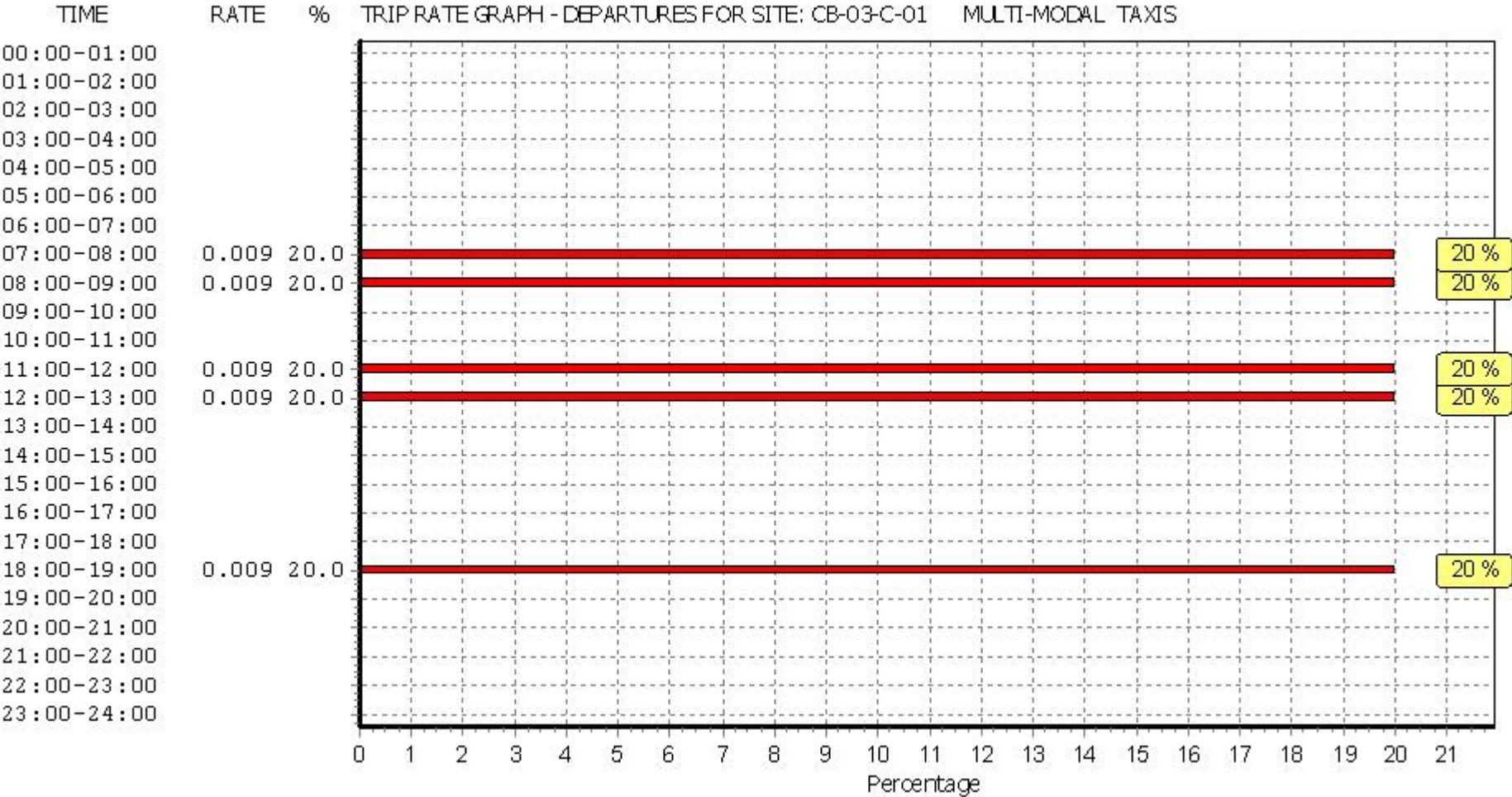
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.009	4	29	0.009	4	29	0.018
08:00 - 09:00	4	29	0.000	4	29	0.009	4	29	0.009
09:00 - 10:00	4	29	0.000	4	29	0.000	4	29	0.000
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.009	4	29	0.009	4	29	0.018
12:00 - 13:00	4	29	0.009	4	29	0.009	4	29	0.018
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.000	4	29	0.000	4	29	0.000
16:00 - 17:00	4	29	0.009	4	29	0.000	4	29	0.009
17:00 - 18:00	4	29	0.009	4	29	0.000	4	29	0.009
18:00 - 19:00	4	29	0.000	4	29	0.009	4	29	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.045			0.045			0.090		

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.

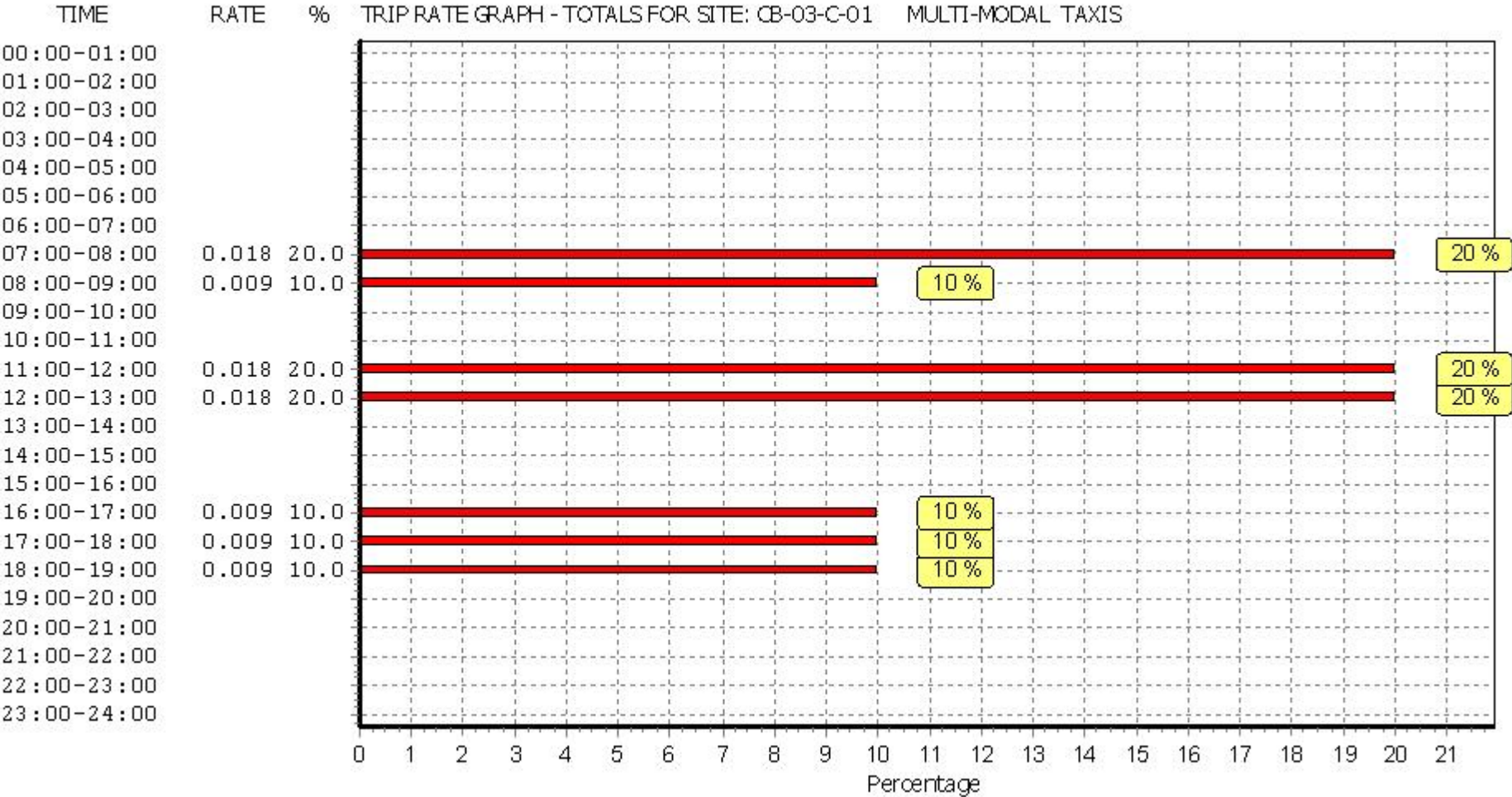
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



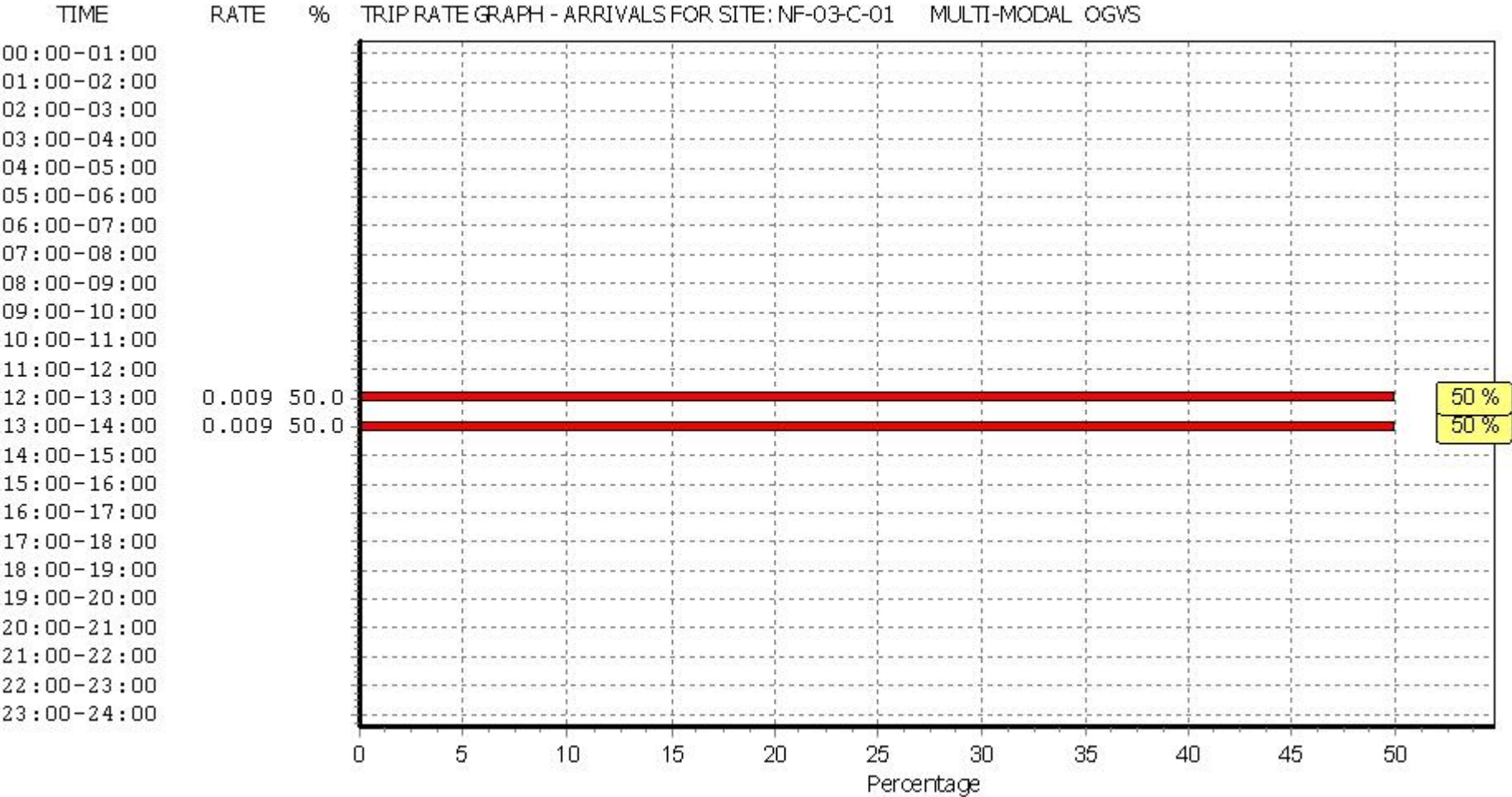
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

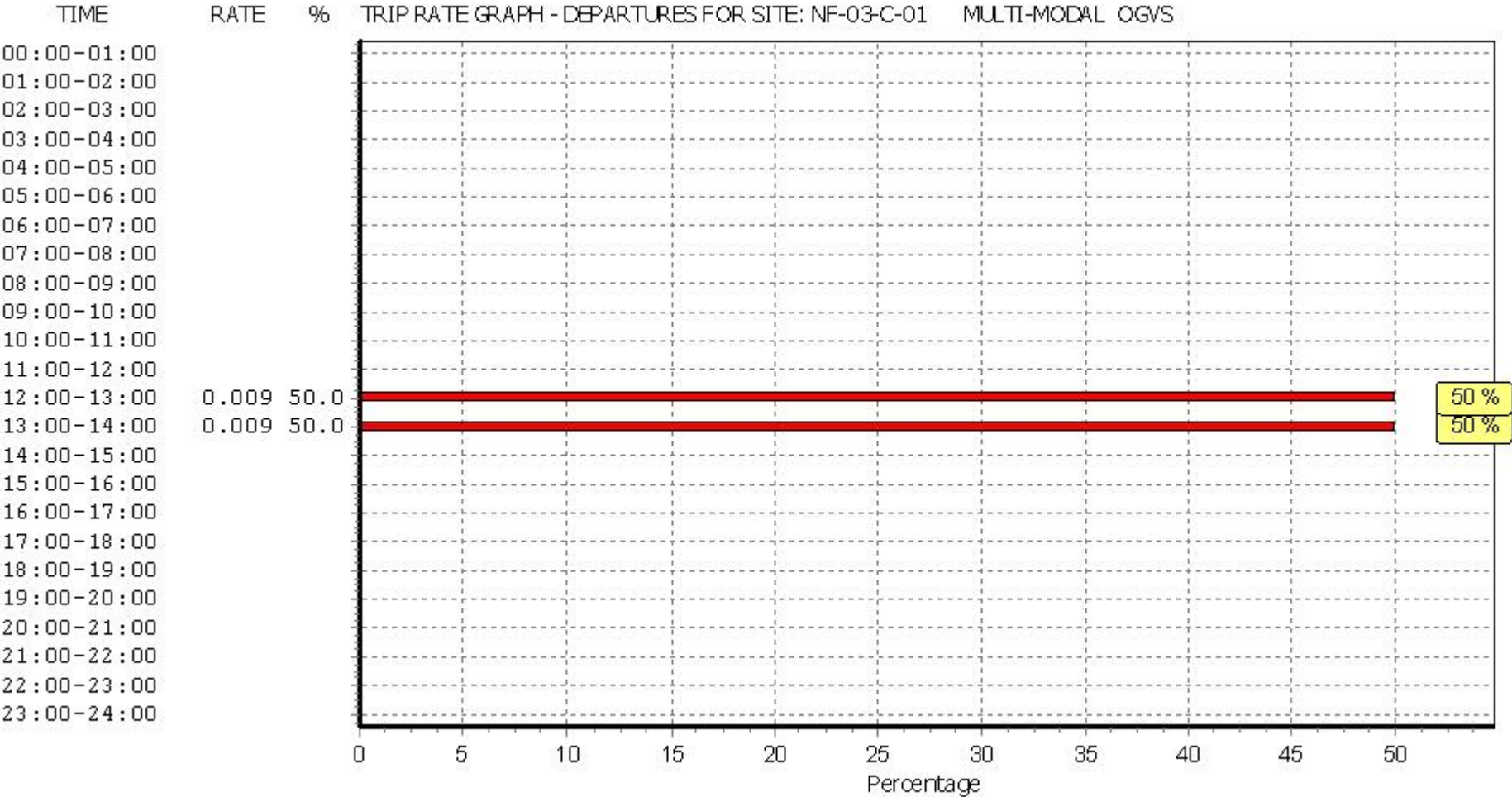
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.000	4	29	0.000	4	29	0.000
09:00 - 10:00	4	29	0.000	4	29	0.000	4	29	0.000
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.009	4	29	0.009	4	29	0.018
13:00 - 14:00	4	29	0.009	4	29	0.009	4	29	0.018
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.000	4	29	0.000	4	29	0.000
16:00 - 17:00	4	29	0.000	4	29	0.000	4	29	0.000
17:00 - 18:00	4	29	0.000	4	29	0.000	4	29	0.000
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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.

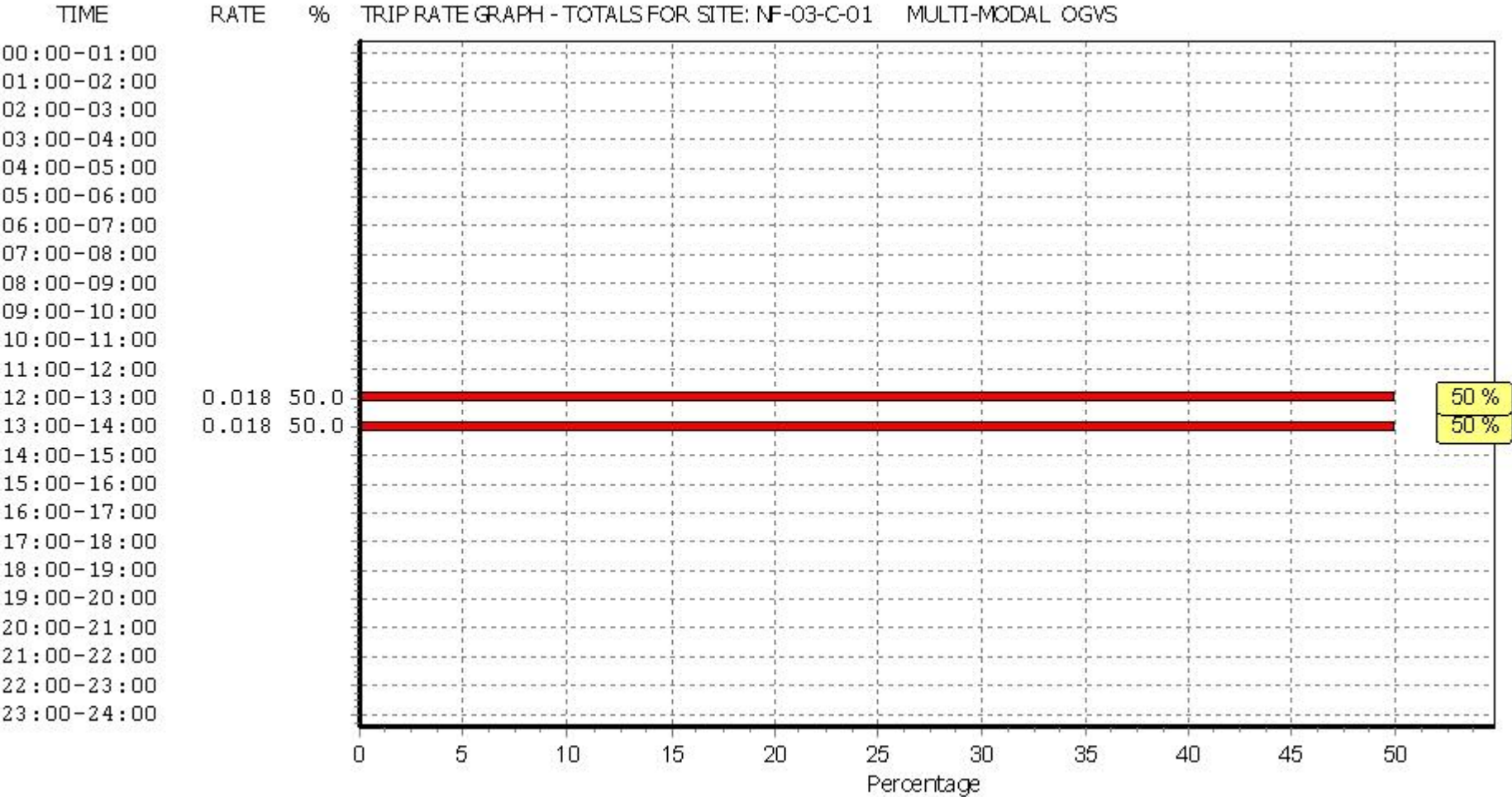
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



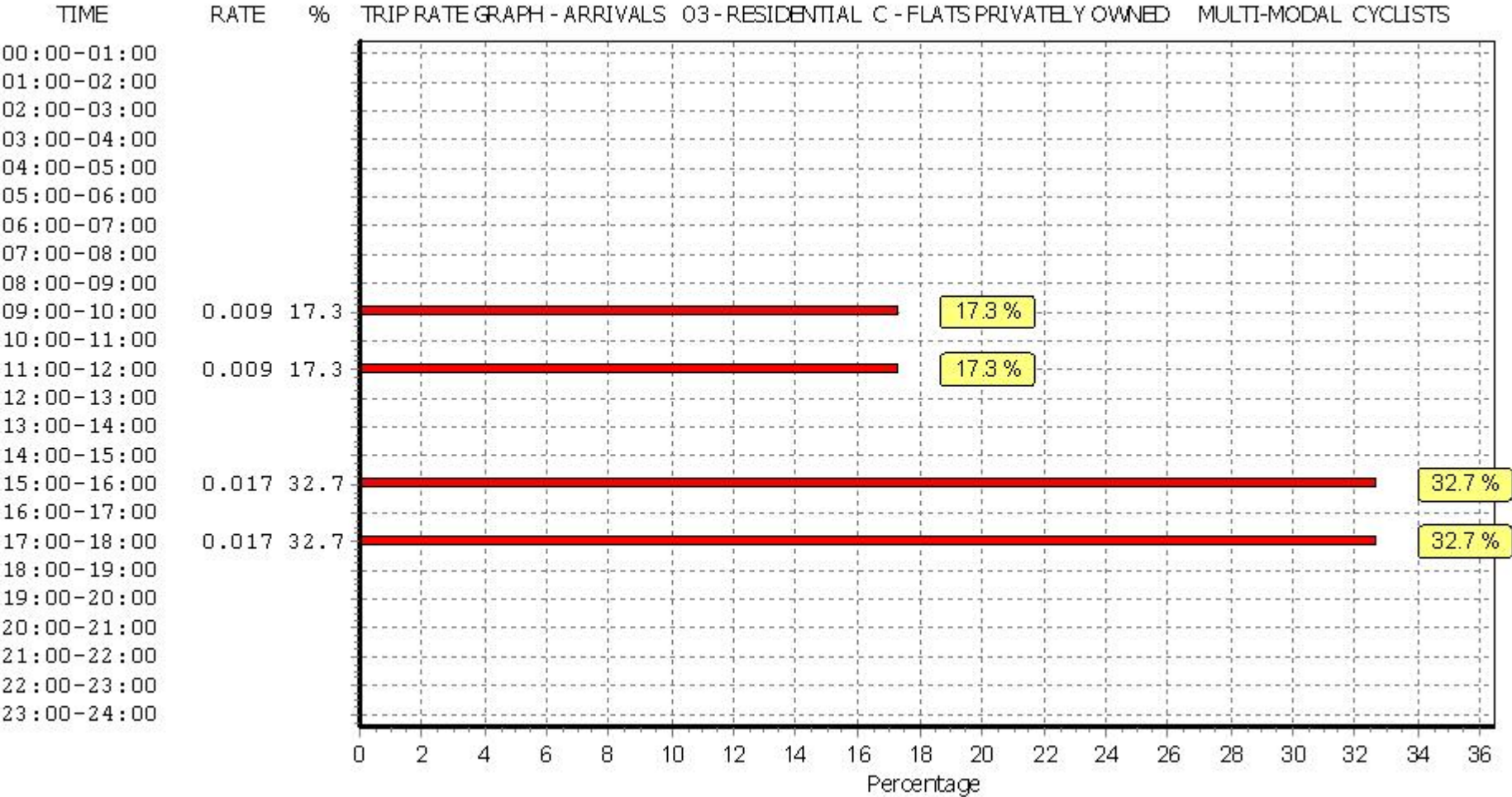
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

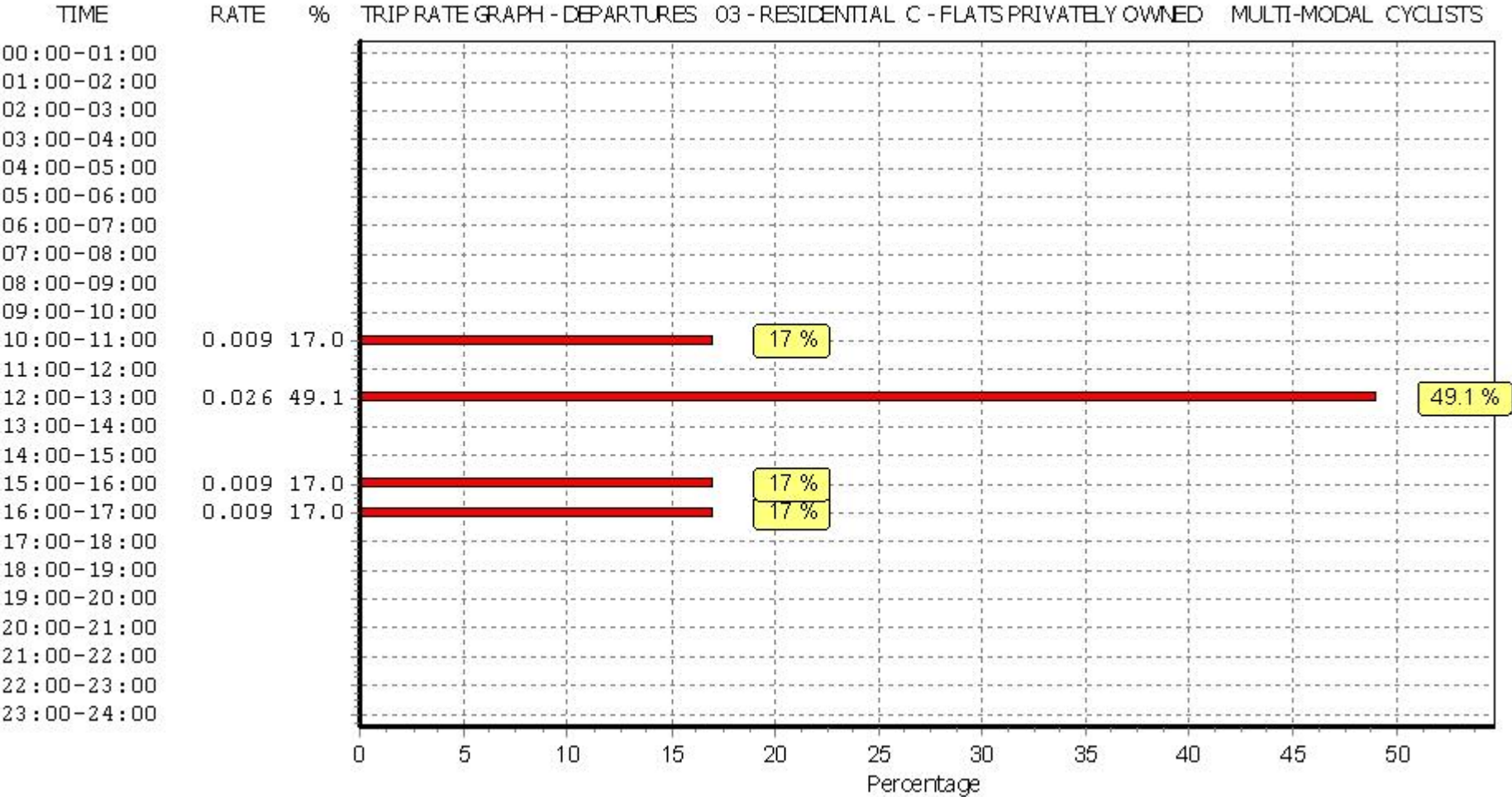
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.000	4	29	0.000	4	29	0.000
09:00 - 10:00	4	29	0.009	4	29	0.000	4	29	0.009
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.000	4	29	0.026	4	29	0.026
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.000	4	29	0.000
15:00 - 16:00	4	29	0.017	4	29	0.009	4	29	0.026
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.017	4	29	0.000	4	29	0.017
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.052			0.053			0.105		

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.

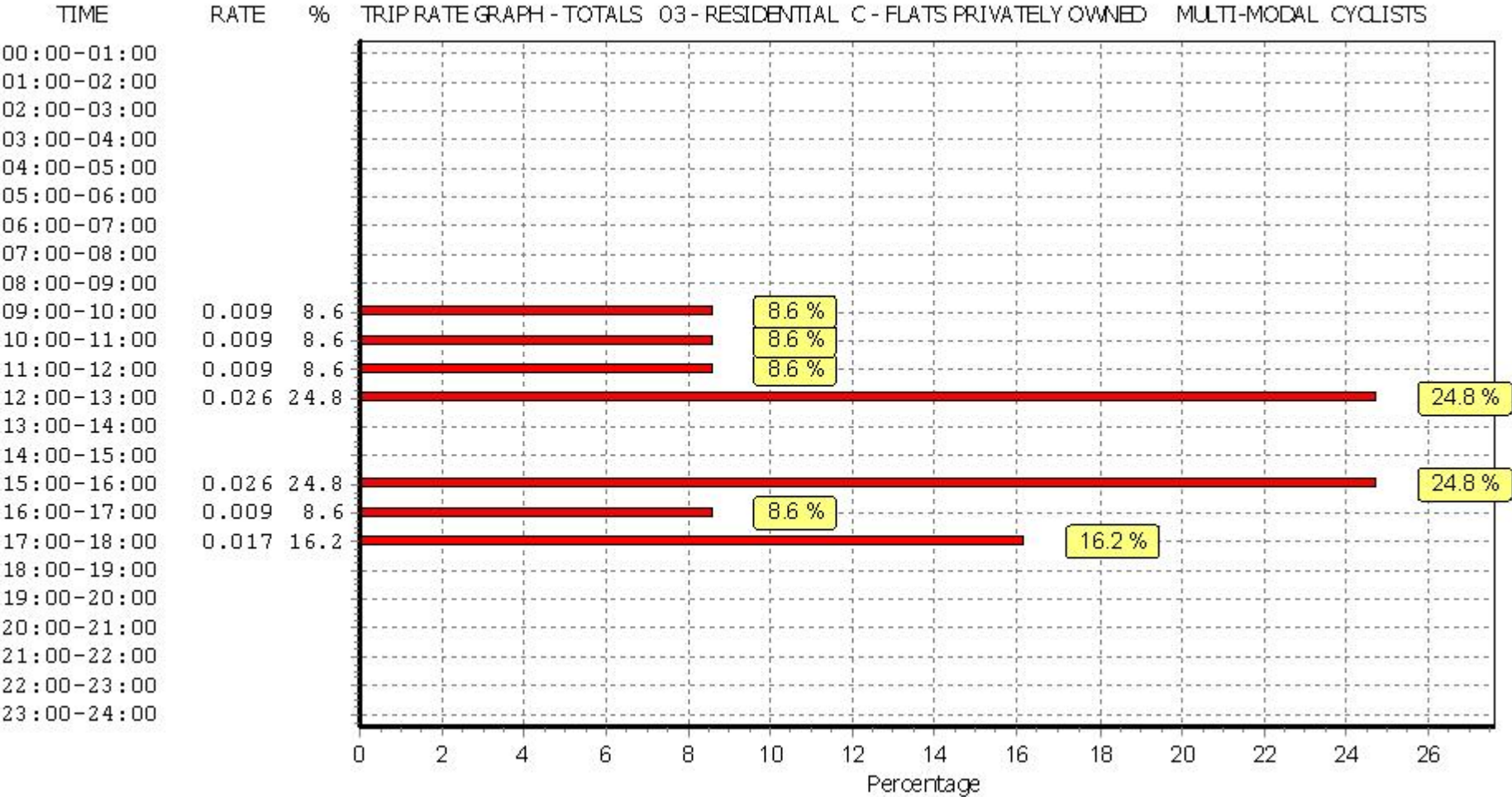
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



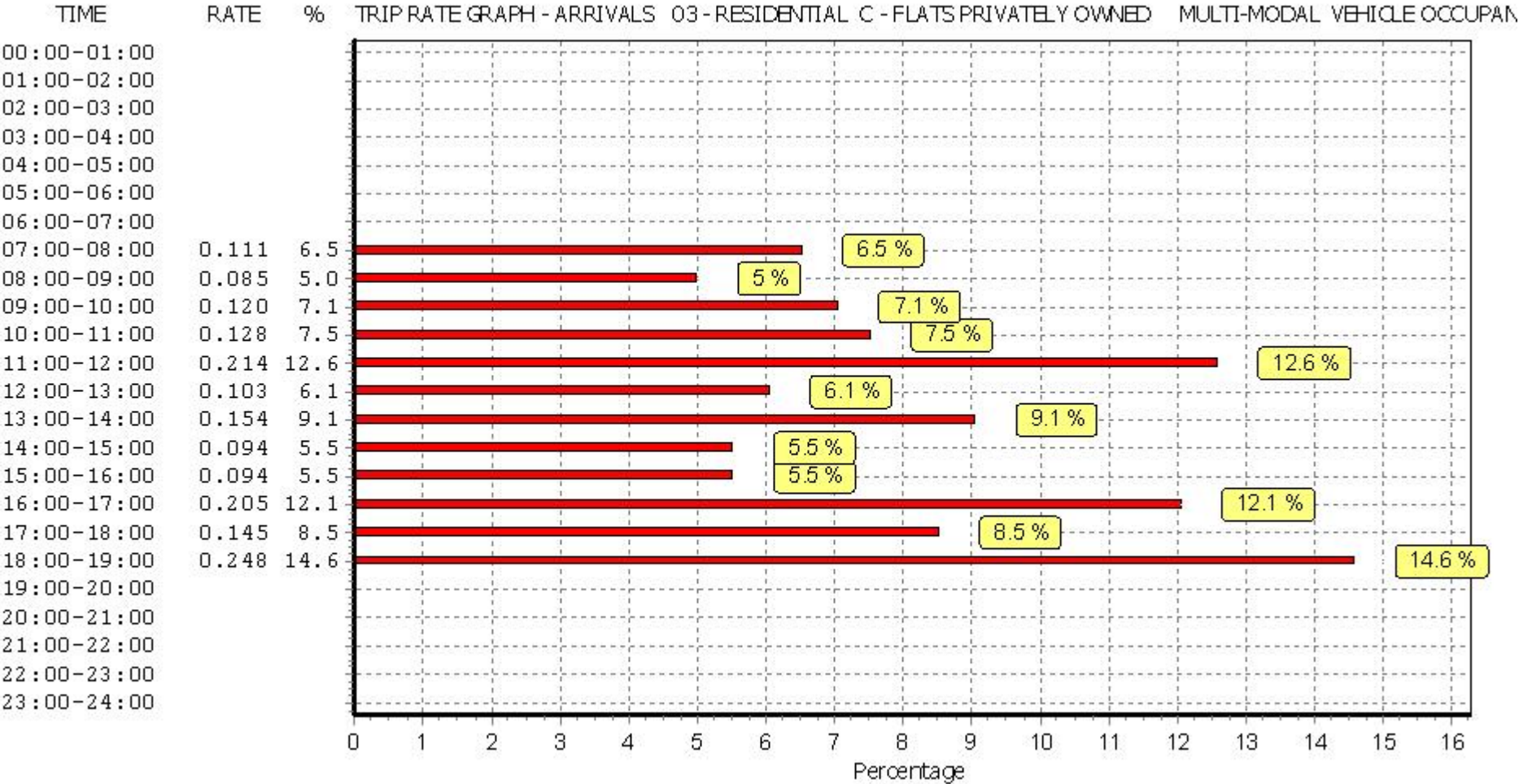
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

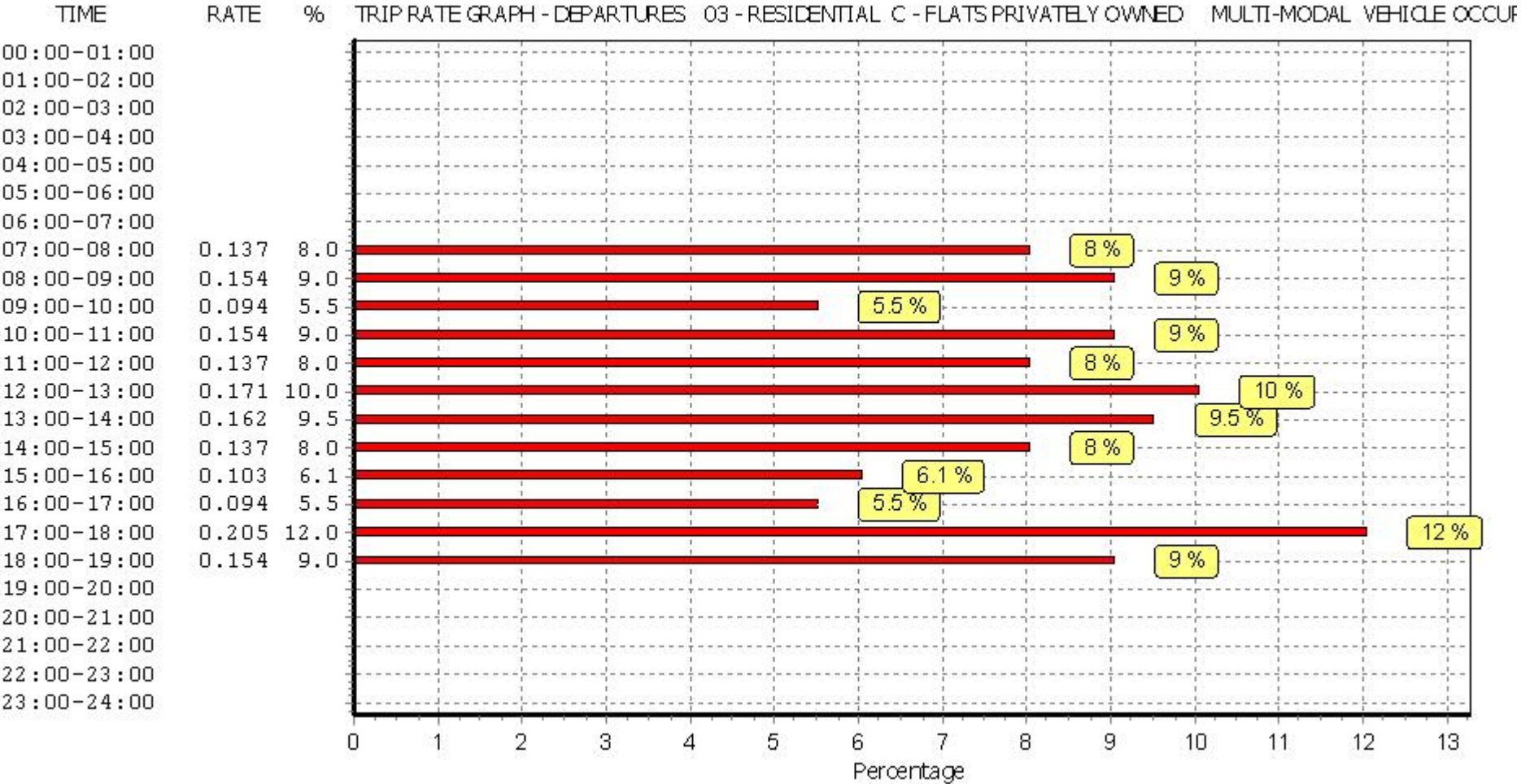
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.111	4	29	0.137	4	29	0.248
08:00 - 09:00	4	29	0.085	4	29	0.154	4	29	0.239
09:00 - 10:00	4	29	0.120	4	29	0.094	4	29	0.214
10:00 - 11:00	4	29	0.128	4	29	0.154	4	29	0.282
11:00 - 12:00	4	29	0.214	4	29	0.137	4	29	0.351
12:00 - 13:00	4	29	0.103	4	29	0.171	4	29	0.274
13:00 - 14:00	4	29	0.154	4	29	0.162	4	29	0.316
14:00 - 15:00	4	29	0.094	4	29	0.137	4	29	0.231
15:00 - 16:00	4	29	0.094	4	29	0.103	4	29	0.197
16:00 - 17:00	4	29	0.205	4	29	0.094	4	29	0.299
17:00 - 18:00	4	29	0.145	4	29	0.205	4	29	0.350
18:00 - 19:00	4	29	0.248	4	29	0.154	4	29	0.402
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.701			1.702			3.403

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.

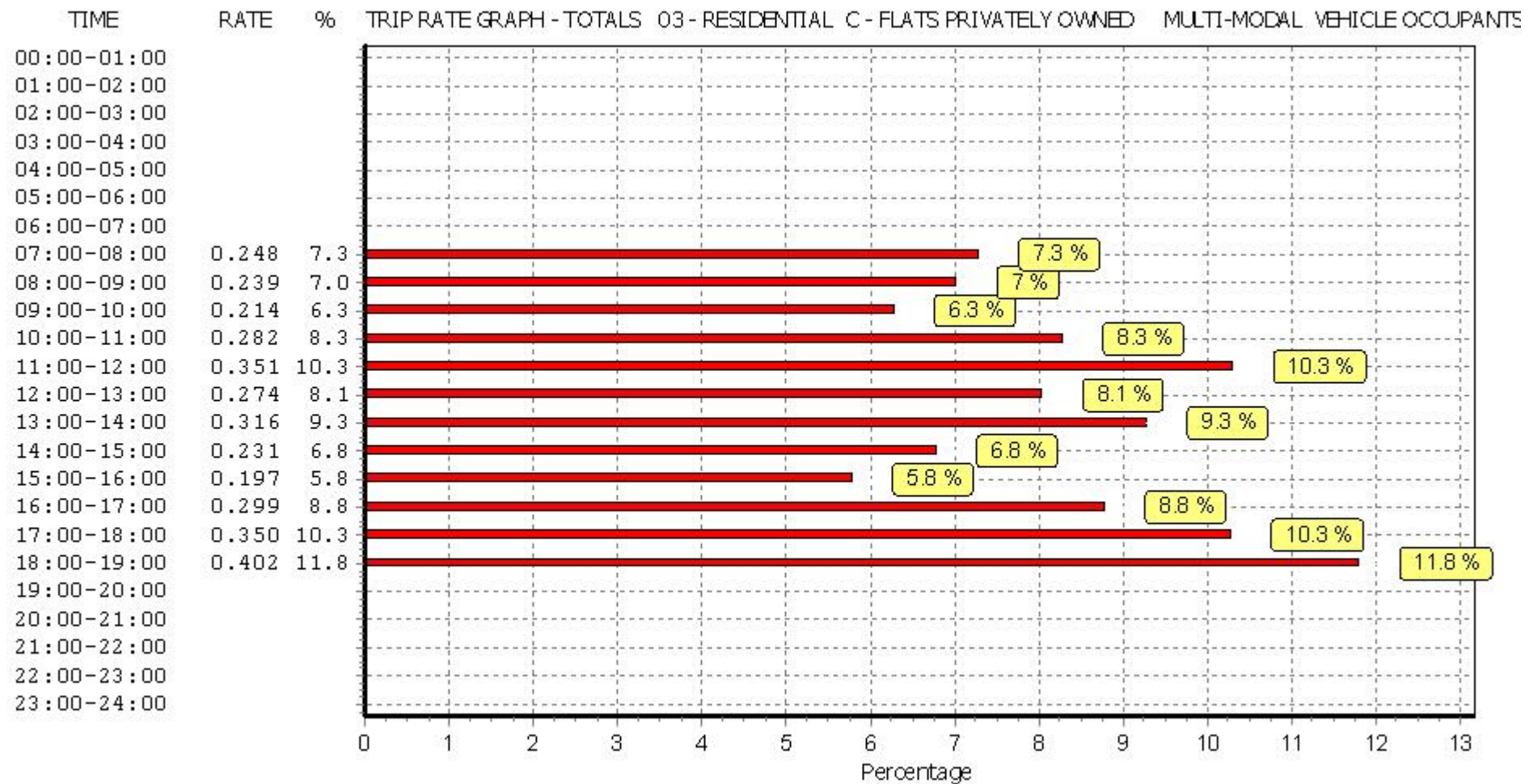
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



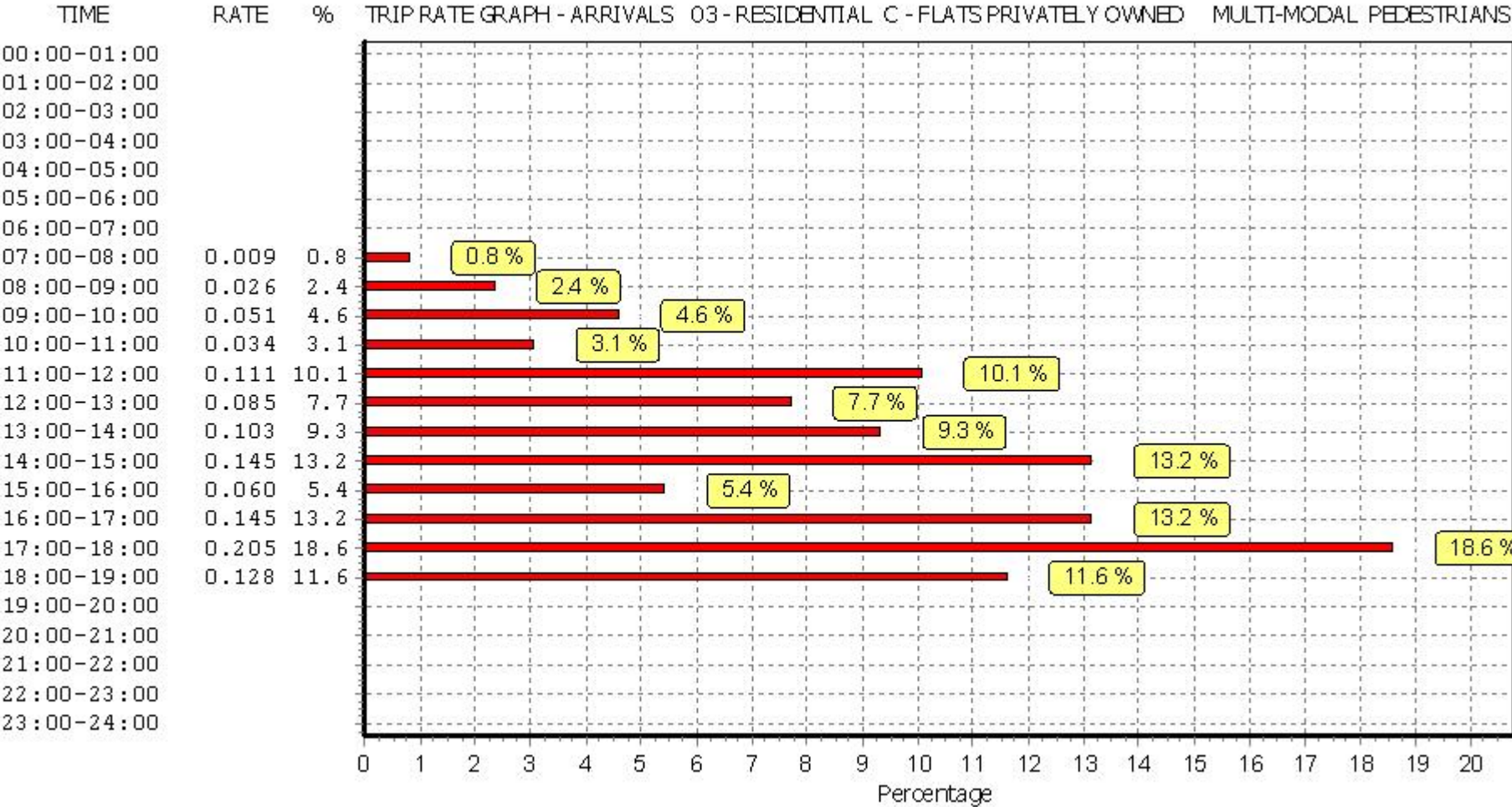
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

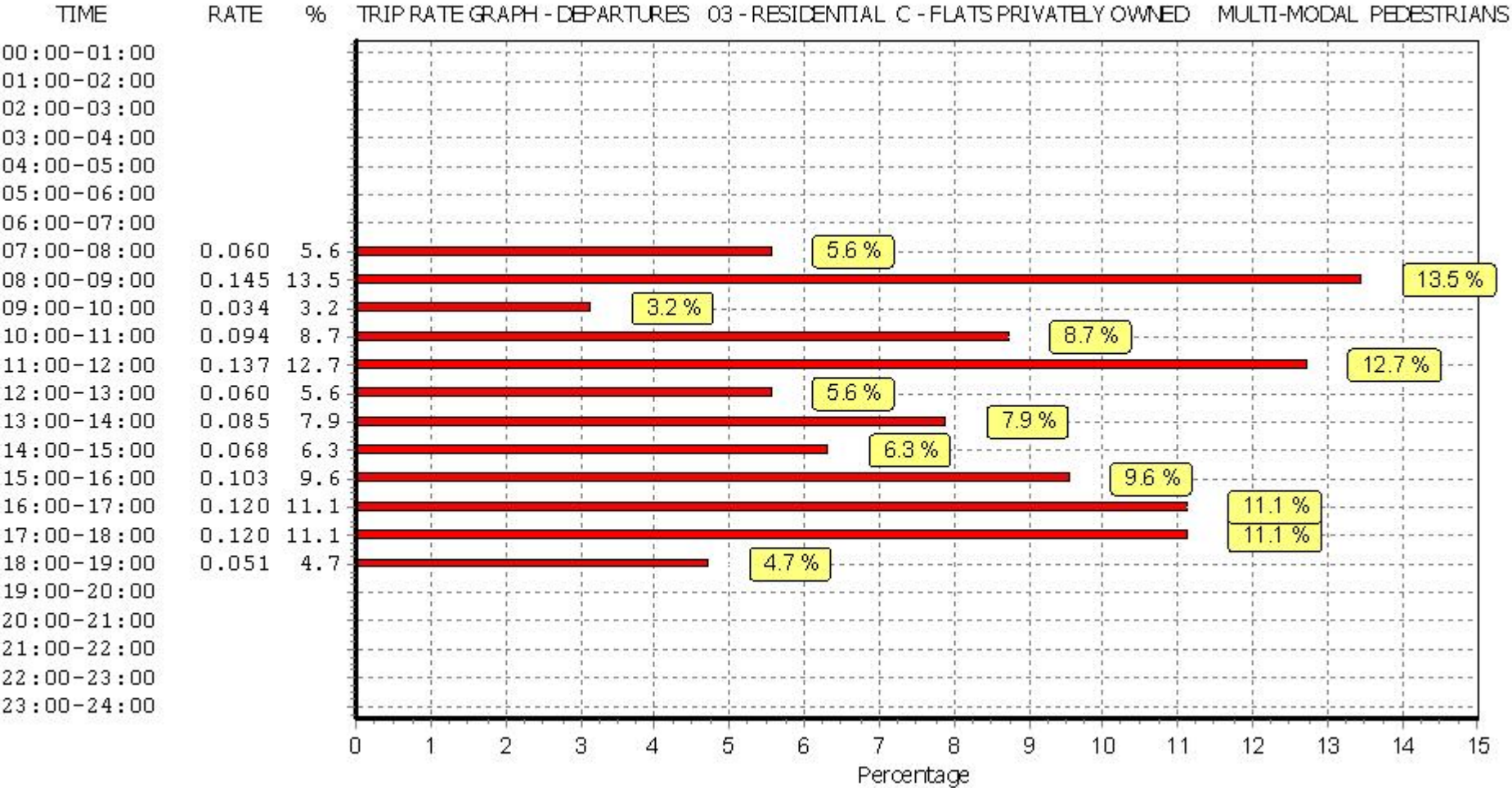
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.009	4	29	0.060	4	29	0.069
08:00 - 09:00	4	29	0.026	4	29	0.145	4	29	0.171
09:00 - 10:00	4	29	0.051	4	29	0.034	4	29	0.085
10:00 - 11:00	4	29	0.034	4	29	0.094	4	29	0.128
11:00 - 12:00	4	29	0.111	4	29	0.137	4	29	0.248
12:00 - 13:00	4	29	0.085	4	29	0.060	4	29	0.145
13:00 - 14:00	4	29	0.103	4	29	0.085	4	29	0.188
14:00 - 15:00	4	29	0.145	4	29	0.068	4	29	0.213
15:00 - 16:00	4	29	0.060	4	29	0.103	4	29	0.163
16:00 - 17:00	4	29	0.145	4	29	0.120	4	29	0.265
17:00 - 18:00	4	29	0.205	4	29	0.120	4	29	0.325
18:00 - 19:00	4	29	0.128	4	29	0.051	4	29	0.179
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.102			1.077			2.179		

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.

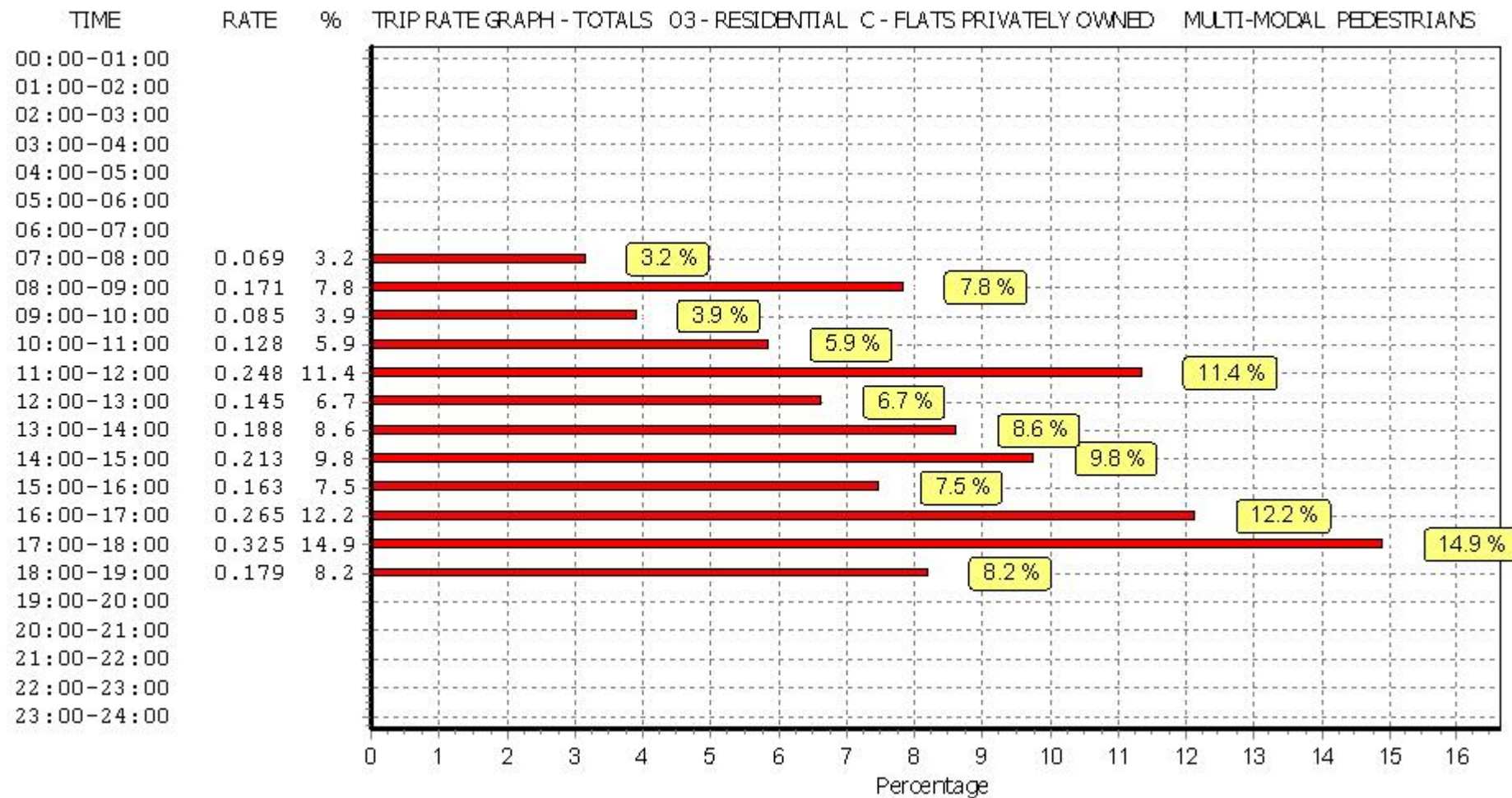
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



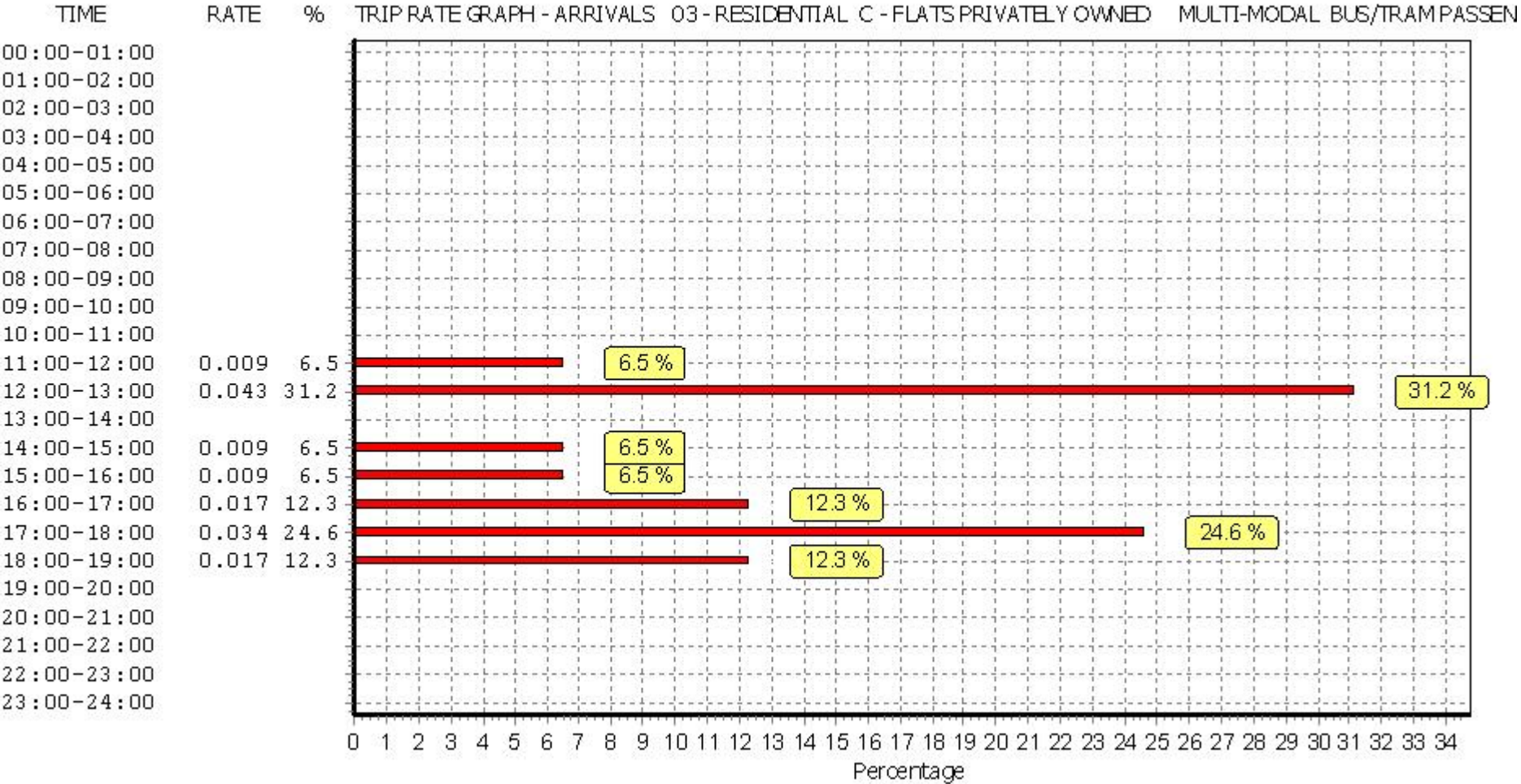
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

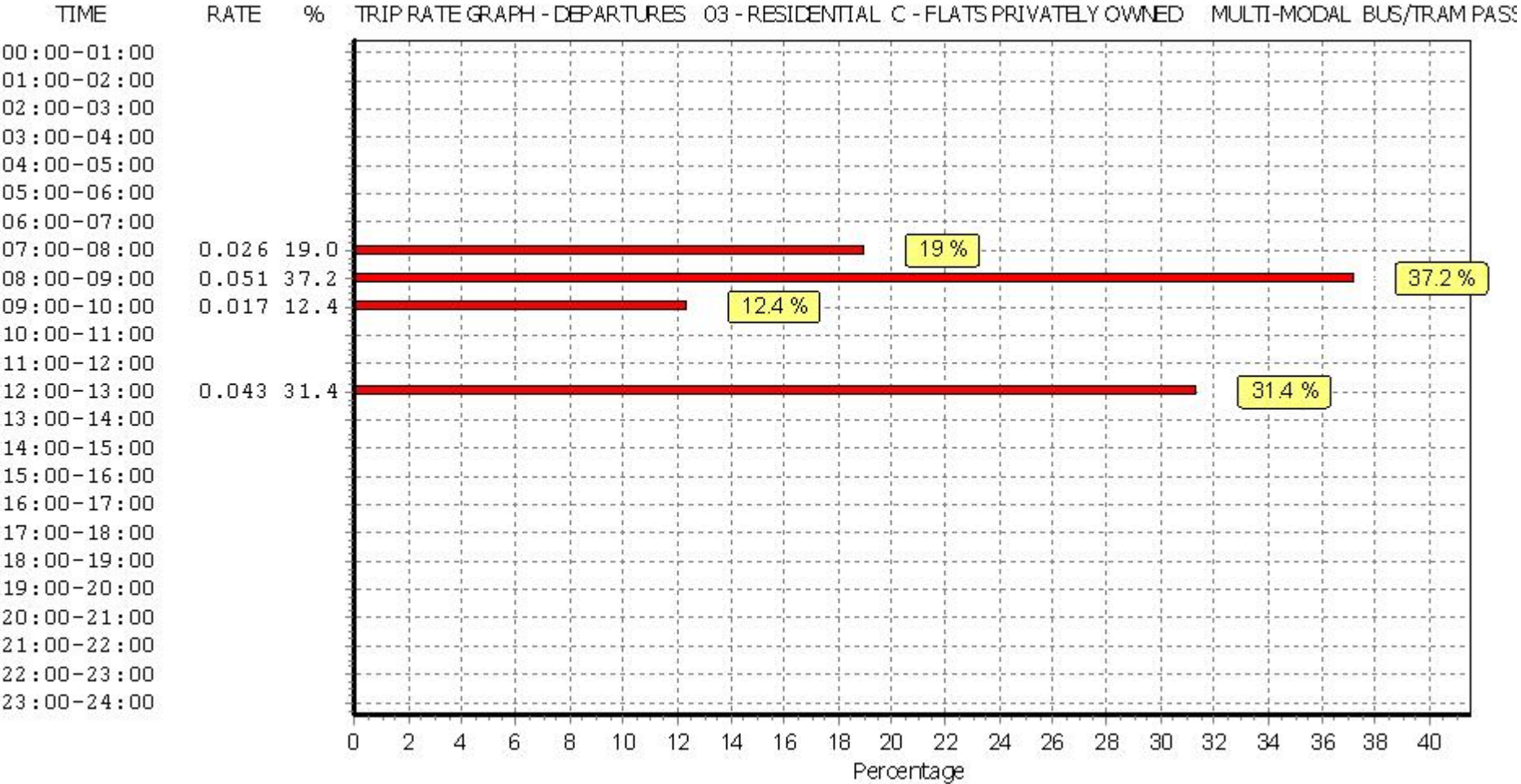
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.026	4	29	0.026
08:00 - 09:00	4	29	0.000	4	29	0.051	4	29	0.051
09:00 - 10:00	4	29	0.000	4	29	0.017	4	29	0.017
10:00 - 11:00	4	29	0.000	4	29	0.000	4	29	0.000
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.043	4	29	0.043	4	29	0.086
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.009	4	29	0.000	4	29	0.009
15:00 - 16:00	4	29	0.009	4	29	0.000	4	29	0.009
16:00 - 17:00	4	29	0.017	4	29	0.000	4	29	0.017
17:00 - 18:00	4	29	0.034	4	29	0.000	4	29	0.034
18:00 - 19:00	4	29	0.017	4	29	0.000	4	29	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.138			0.137			0.275		

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.

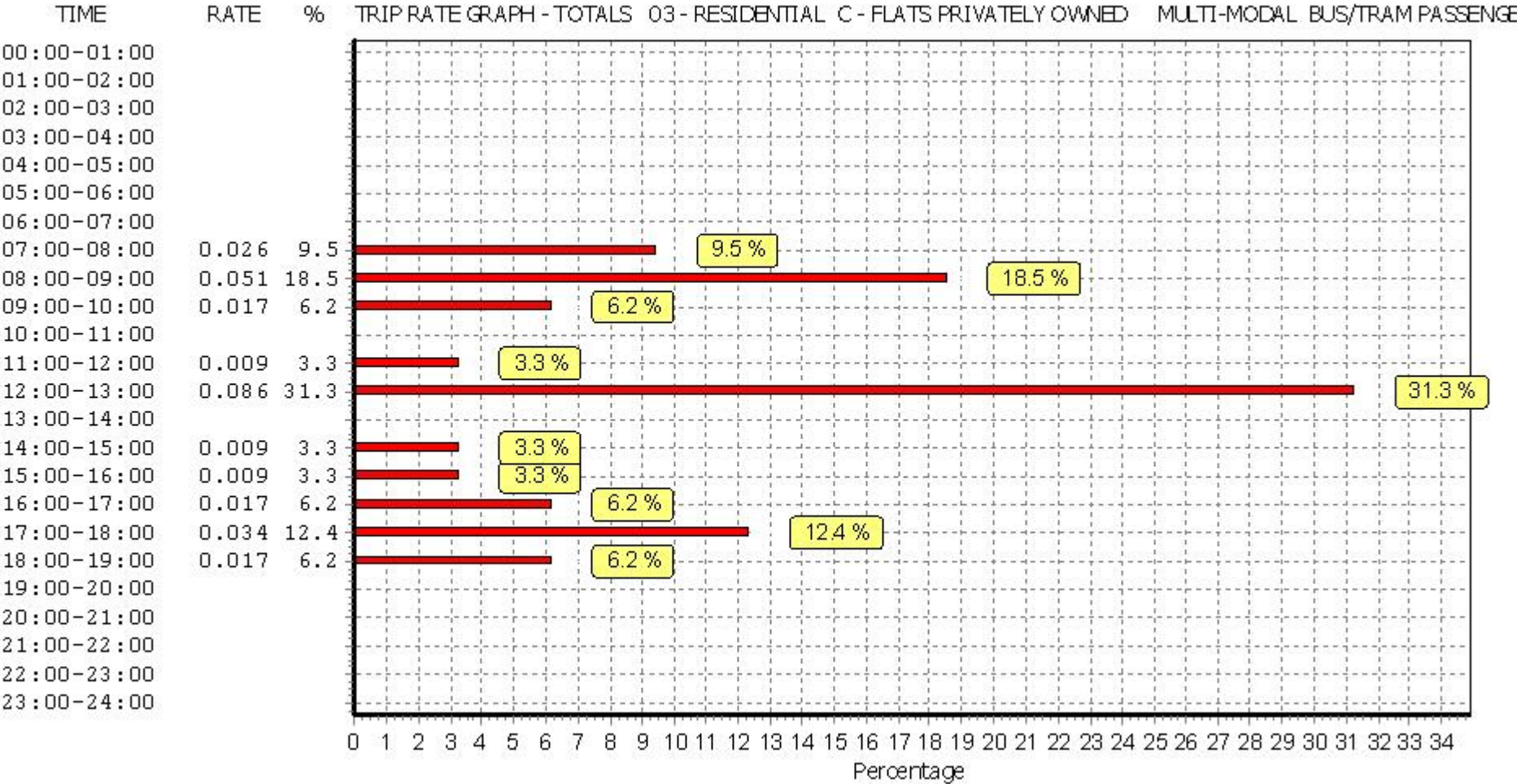
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



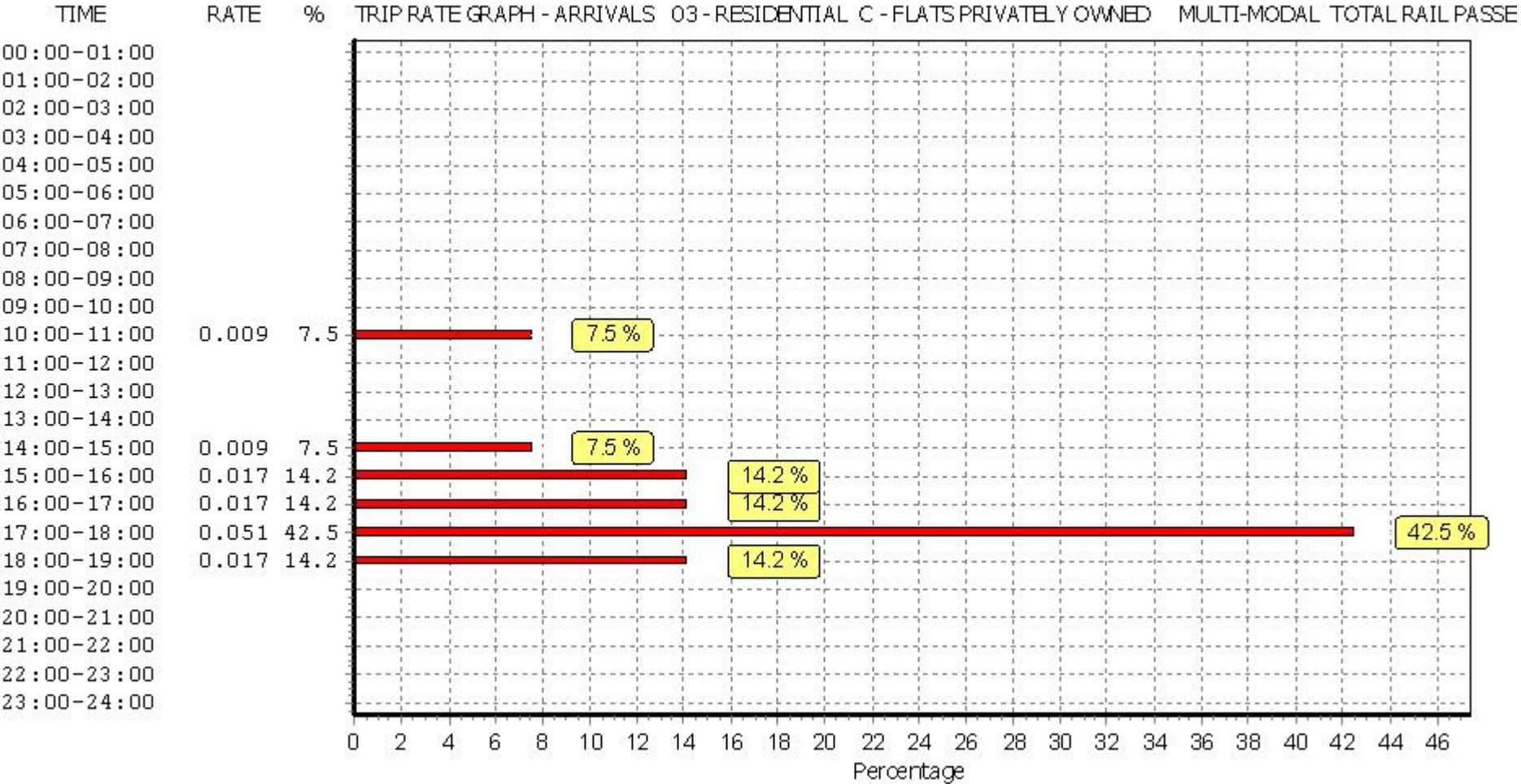
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

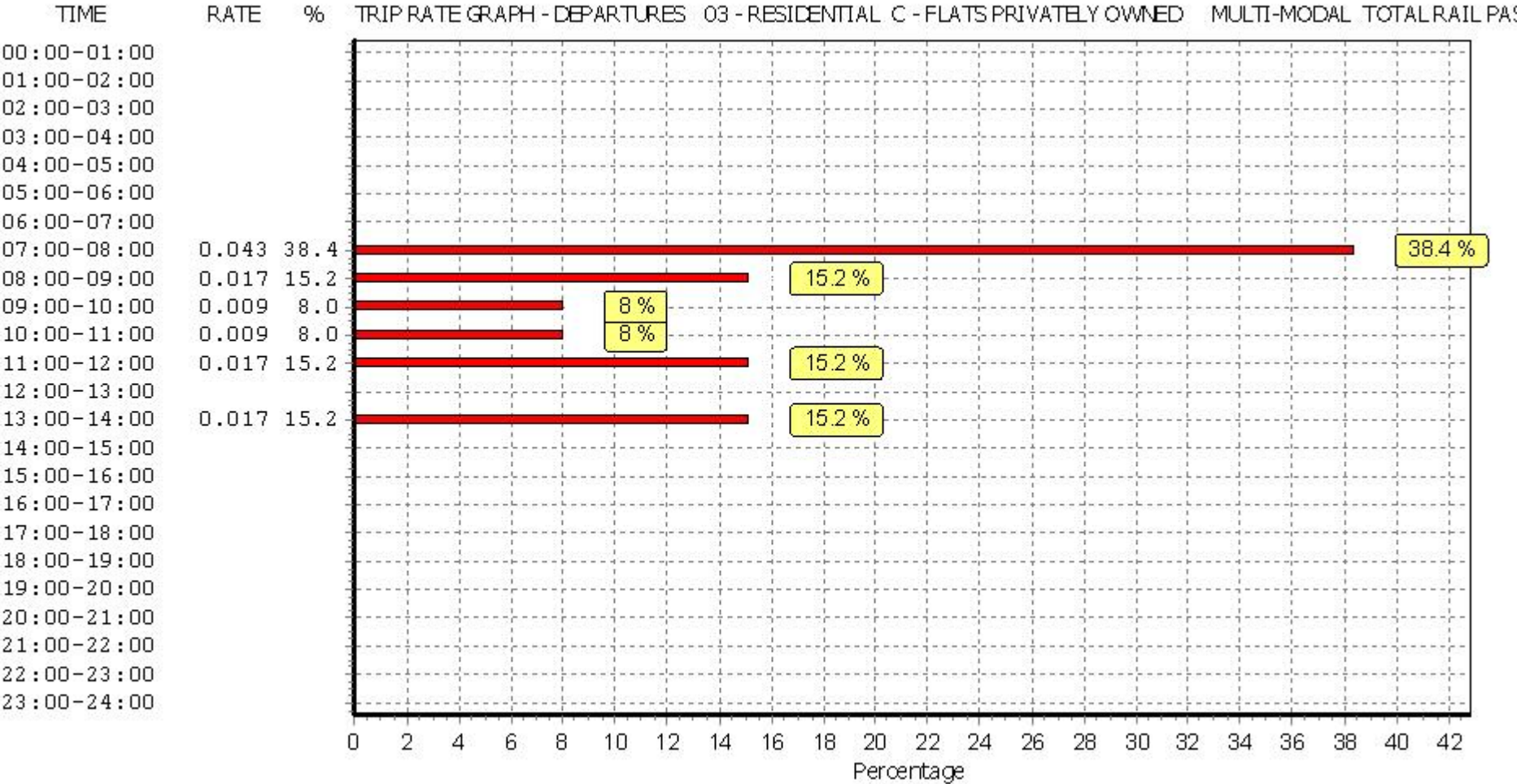
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.043	4	29	0.043
08:00 - 09:00	4	29	0.000	4	29	0.017	4	29	0.017
09:00 - 10:00	4	29	0.000	4	29	0.009	4	29	0.009
10:00 - 11:00	4	29	0.009	4	29	0.009	4	29	0.018
11:00 - 12:00	4	29	0.000	4	29	0.017	4	29	0.017
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.000	4	29	0.017	4	29	0.017
14:00 - 15:00	4	29	0.009	4	29	0.000	4	29	0.009
15:00 - 16:00	4	29	0.017	4	29	0.000	4	29	0.017
16:00 - 17:00	4	29	0.017	4	29	0.000	4	29	0.017
17:00 - 18:00	4	29	0.051	4	29	0.000	4	29	0.051
18:00 - 19:00	4	29	0.017	4	29	0.000	4	29	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.120			0.112			0.232		

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.

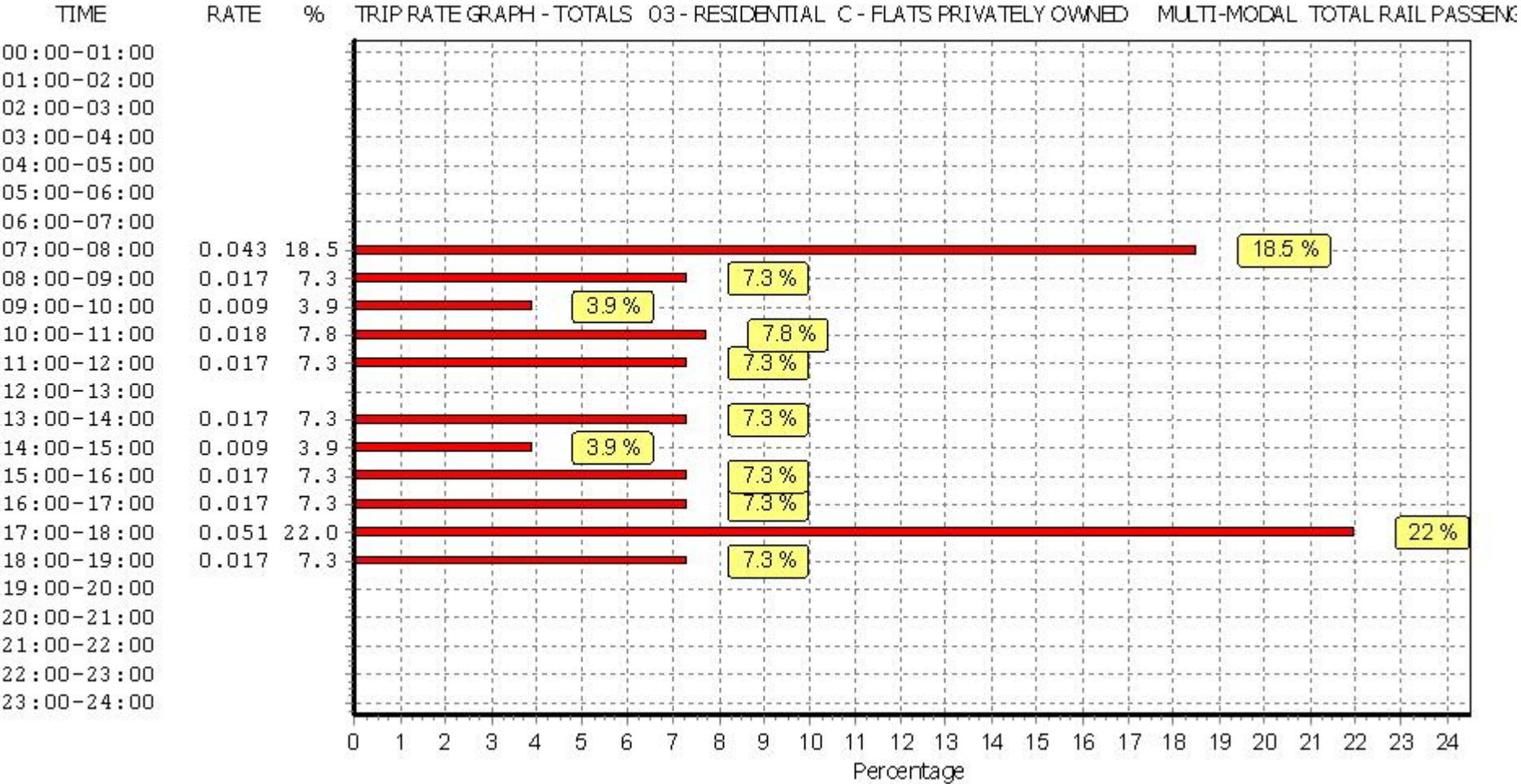
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



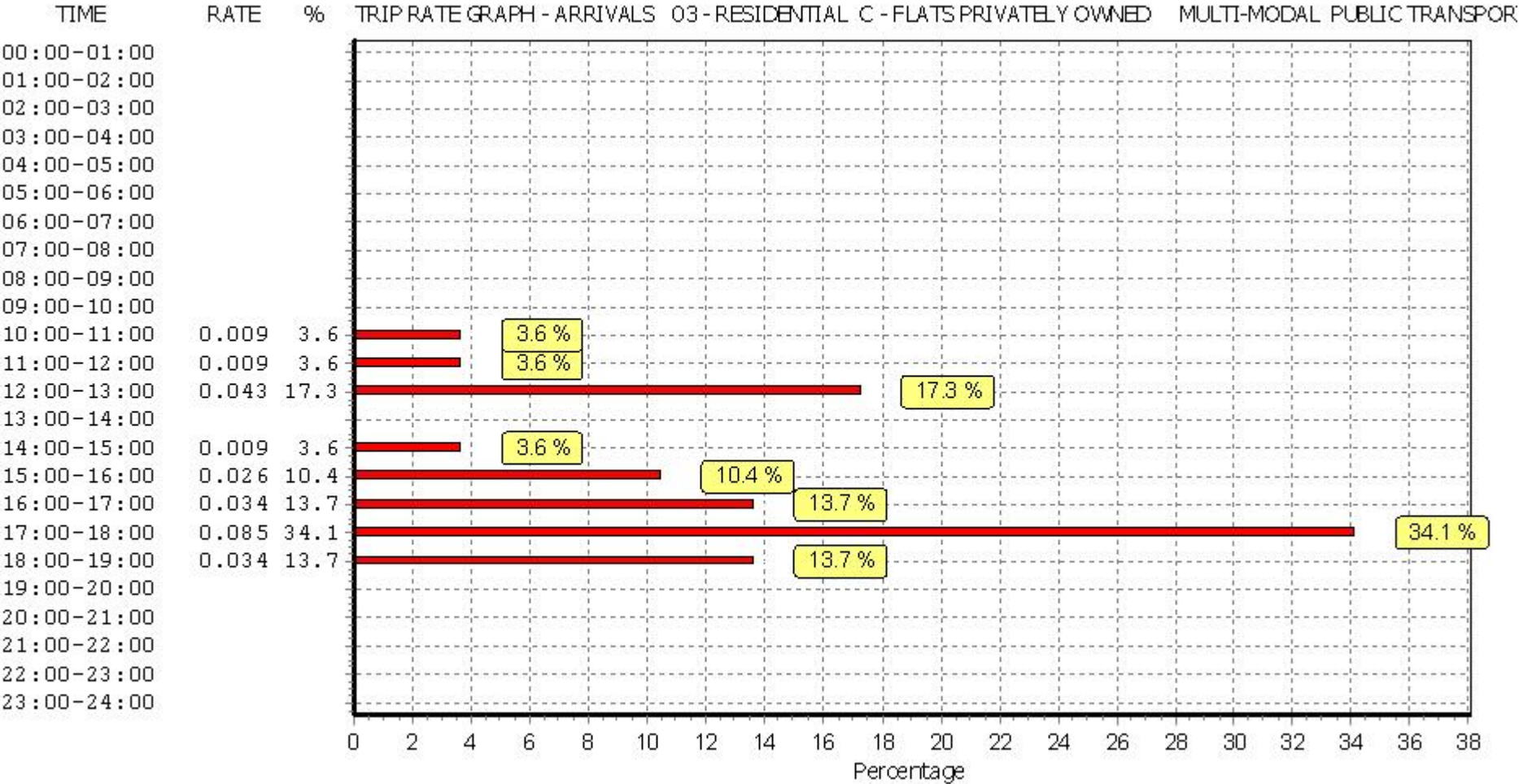
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

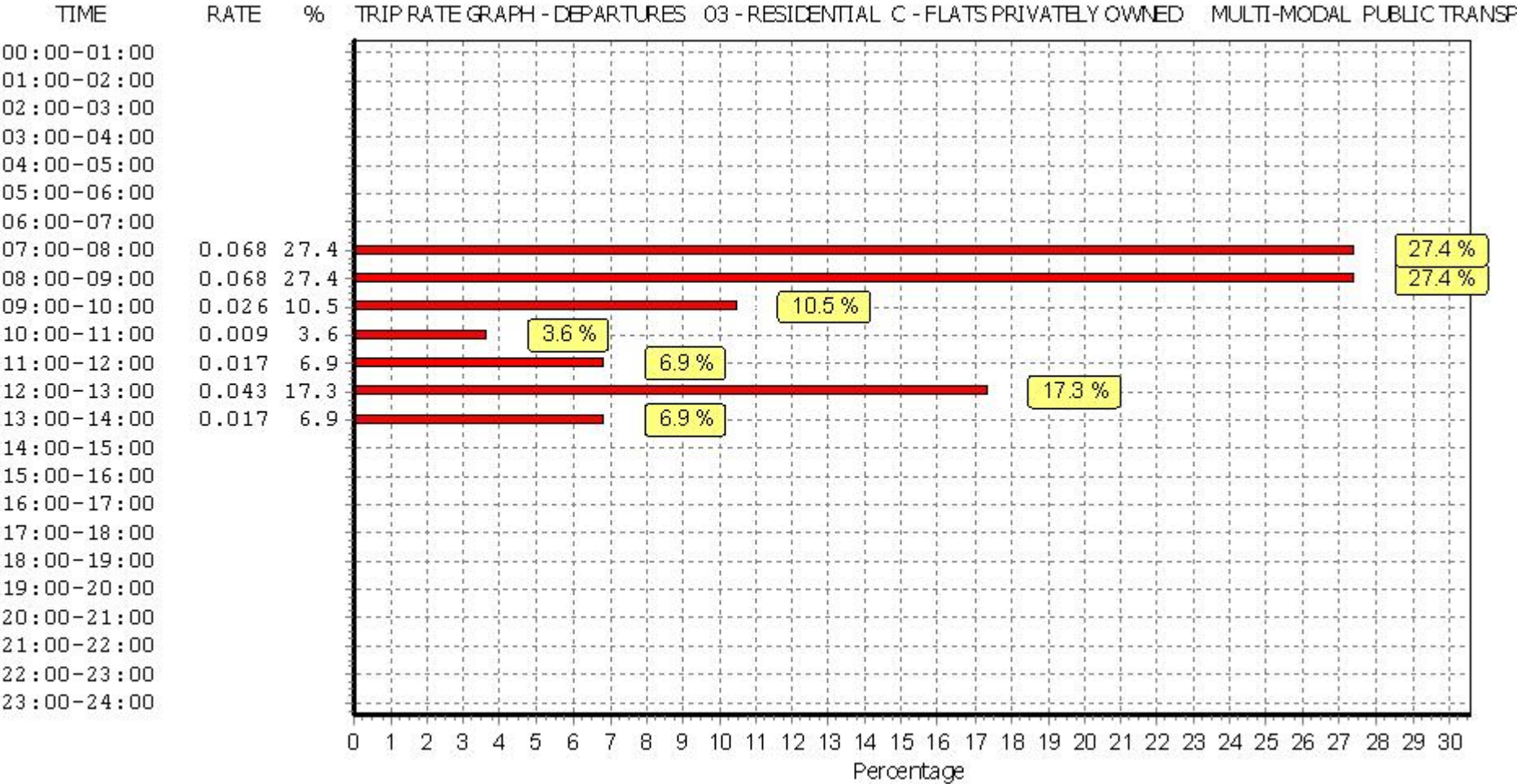
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.000	4	29	0.068	4	29	0.068
08:00 - 09:00	4	29	0.000	4	29	0.068	4	29	0.068
09:00 - 10:00	4	29	0.000	4	29	0.026	4	29	0.026
10:00 - 11:00	4	29	0.009	4	29	0.009	4	29	0.018
11:00 - 12:00	4	29	0.009	4	29	0.017	4	29	0.026
12:00 - 13:00	4	29	0.043	4	29	0.043	4	29	0.086
13:00 - 14:00	4	29	0.000	4	29	0.017	4	29	0.017
14:00 - 15:00	4	29	0.009	4	29	0.000	4	29	0.009
15:00 - 16:00	4	29	0.026	4	29	0.000	4	29	0.026
16:00 - 17:00	4	29	0.034	4	29	0.000	4	29	0.034
17:00 - 18:00	4	29	0.085	4	29	0.000	4	29	0.085
18:00 - 19:00	4	29	0.034	4	29	0.000	4	29	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.249			0.248			0.497		

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.

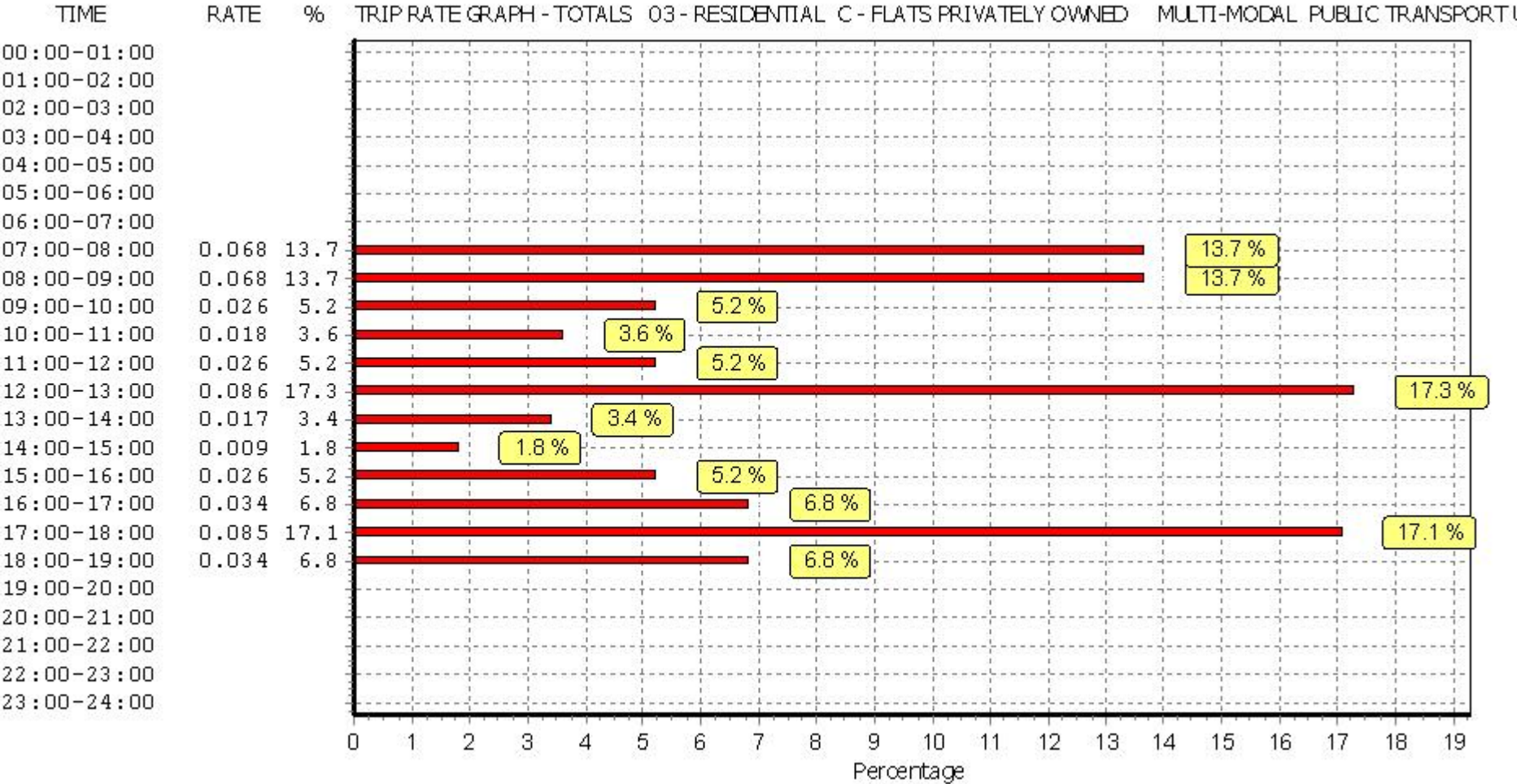
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



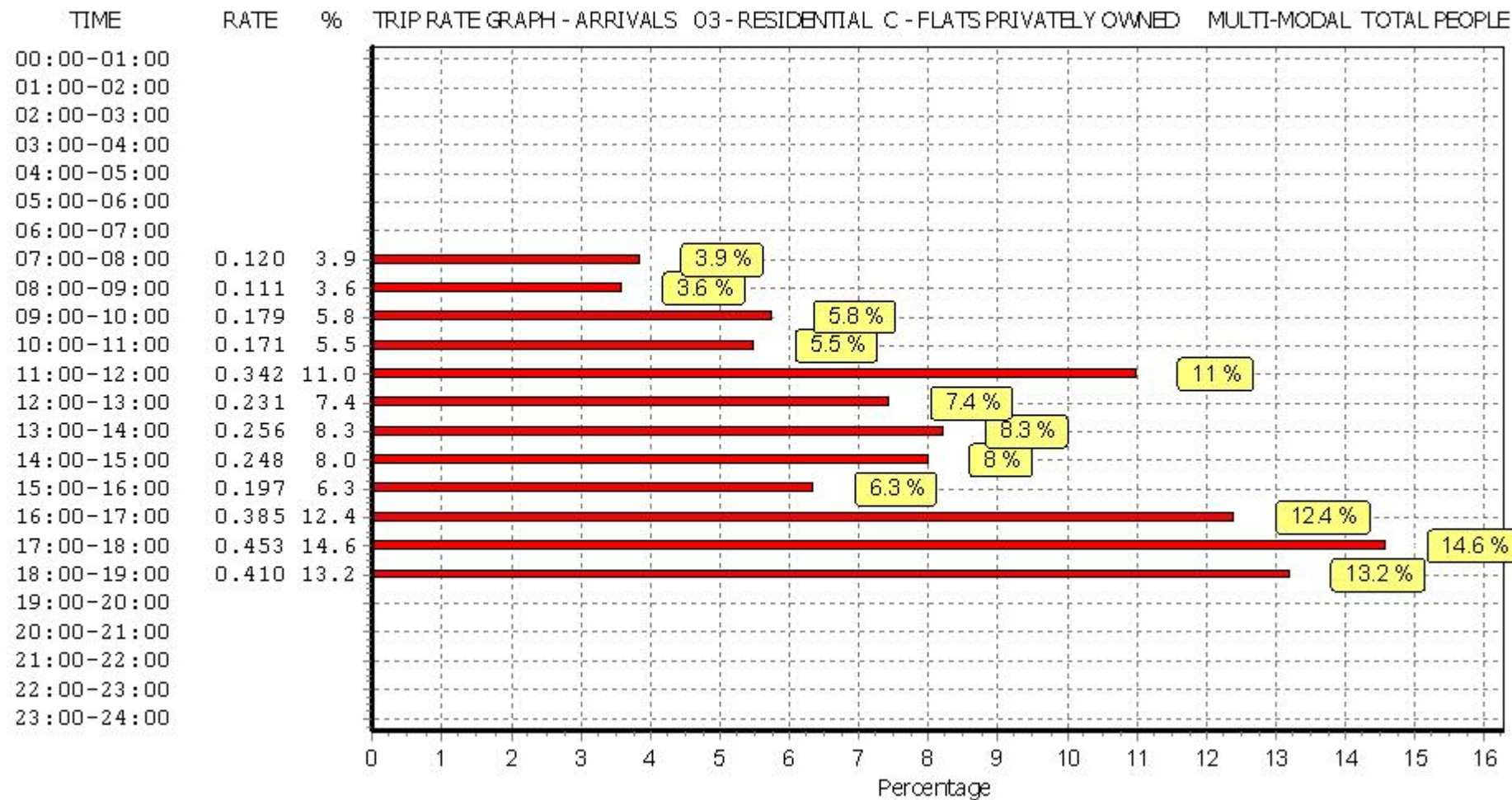
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

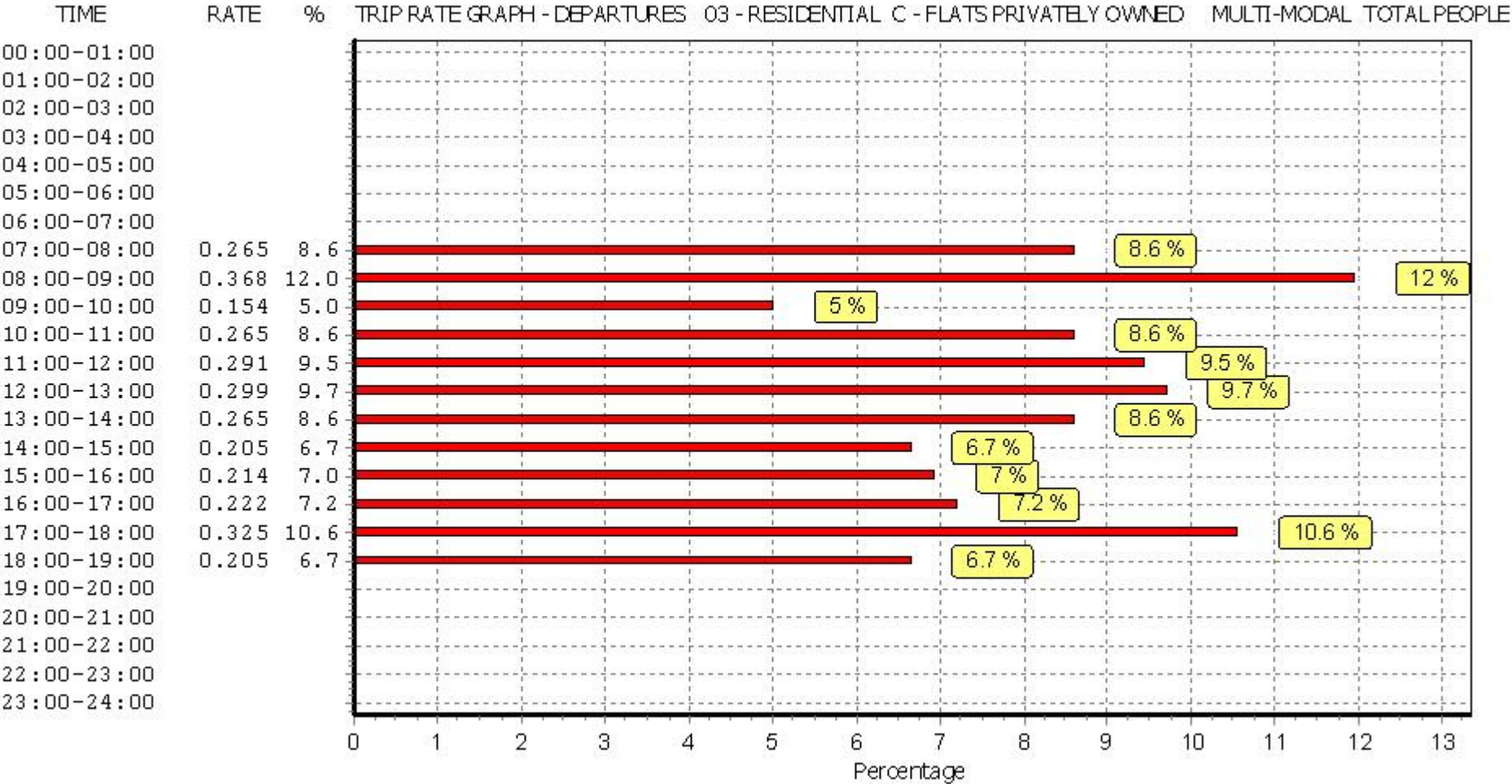
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.120	4	29	0.265	4	29	0.385
08:00 - 09:00	4	29	0.111	4	29	0.368	4	29	0.479
09:00 - 10:00	4	29	0.179	4	29	0.154	4	29	0.333
10:00 - 11:00	4	29	0.171	4	29	0.265	4	29	0.436
11:00 - 12:00	4	29	0.342	4	29	0.291	4	29	0.633
12:00 - 13:00	4	29	0.231	4	29	0.299	4	29	0.530
13:00 - 14:00	4	29	0.256	4	29	0.265	4	29	0.521
14:00 - 15:00	4	29	0.248	4	29	0.205	4	29	0.453
15:00 - 16:00	4	29	0.197	4	29	0.214	4	29	0.411
16:00 - 17:00	4	29	0.385	4	29	0.222	4	29	0.607
17:00 - 18:00	4	29	0.453	4	29	0.325	4	29	0.778
18:00 - 19:00	4	29	0.410	4	29	0.205	4	29	0.615
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.103			3.078			6.181

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.

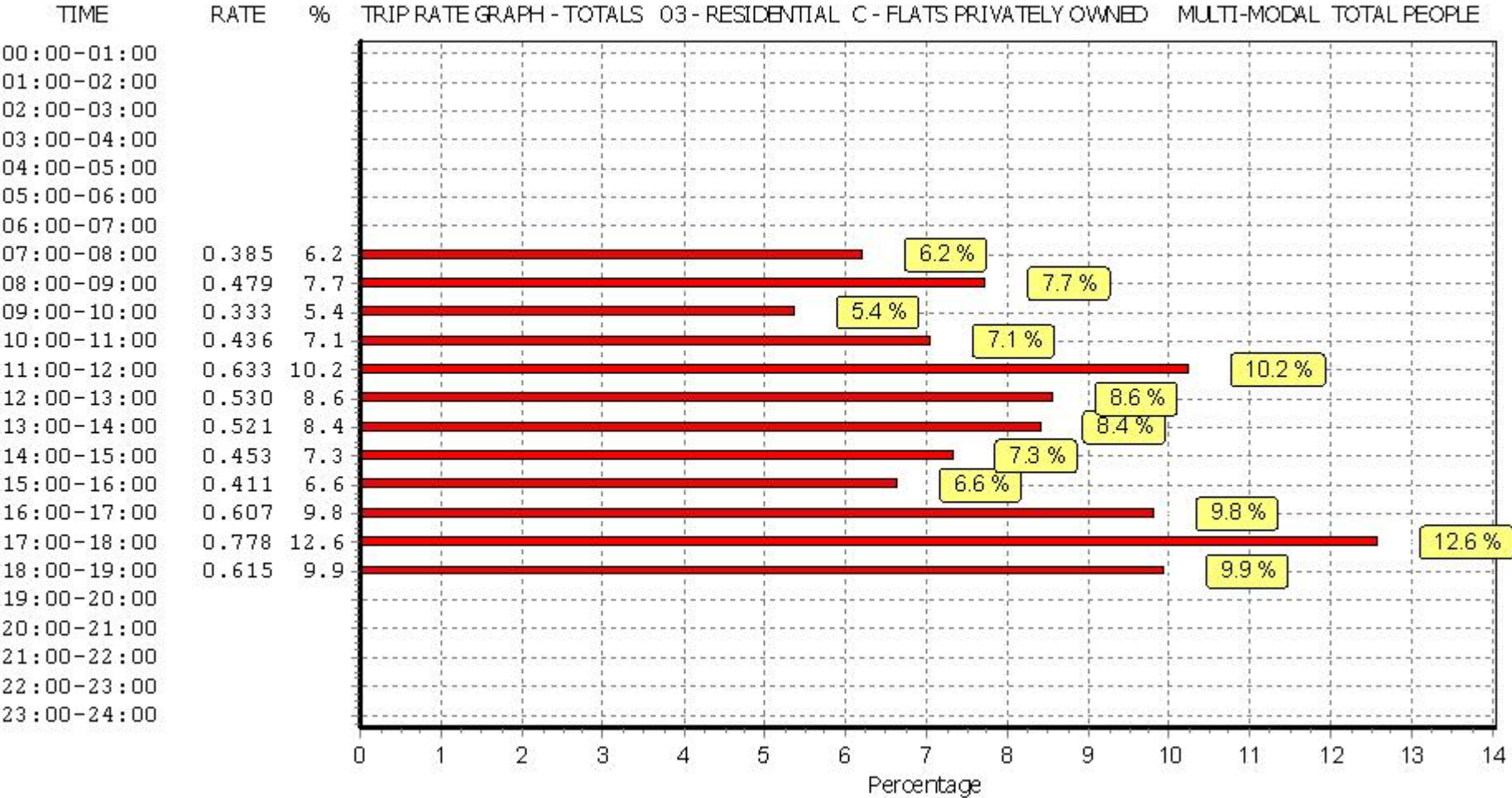
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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