



now part of



Units 1 and 2, Wesley Gate

Transport Statement – Permitted Development

On behalf of
Wesley Gate Ltd

Project Ref: 44104/5501 | Rev: Final | Date: September 2019

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Document Control Sheet

Project Name: Units 1 and 2, Wesley Gate – Permitted Development

Project Ref: 44104/5501

Report Title: Transport Statement

Doc Ref: Final

Date: August 2019

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
V1	10.09.19	Updated car park layout and refuse vehicle tracking.	JM	BB	DT

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1 Introduction

1.1 Introduction

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Wesley Gate Ltd to support the Permitted Development for the conversion of Unit 1 and 2 Wesley Gate, Queen's Rd, Reading RG1 4AP to 15 residential homes.
- 1.1.2 A copy of the proposed site masterplans is enclosed within **Appendix A**.

2 Wesley Gate

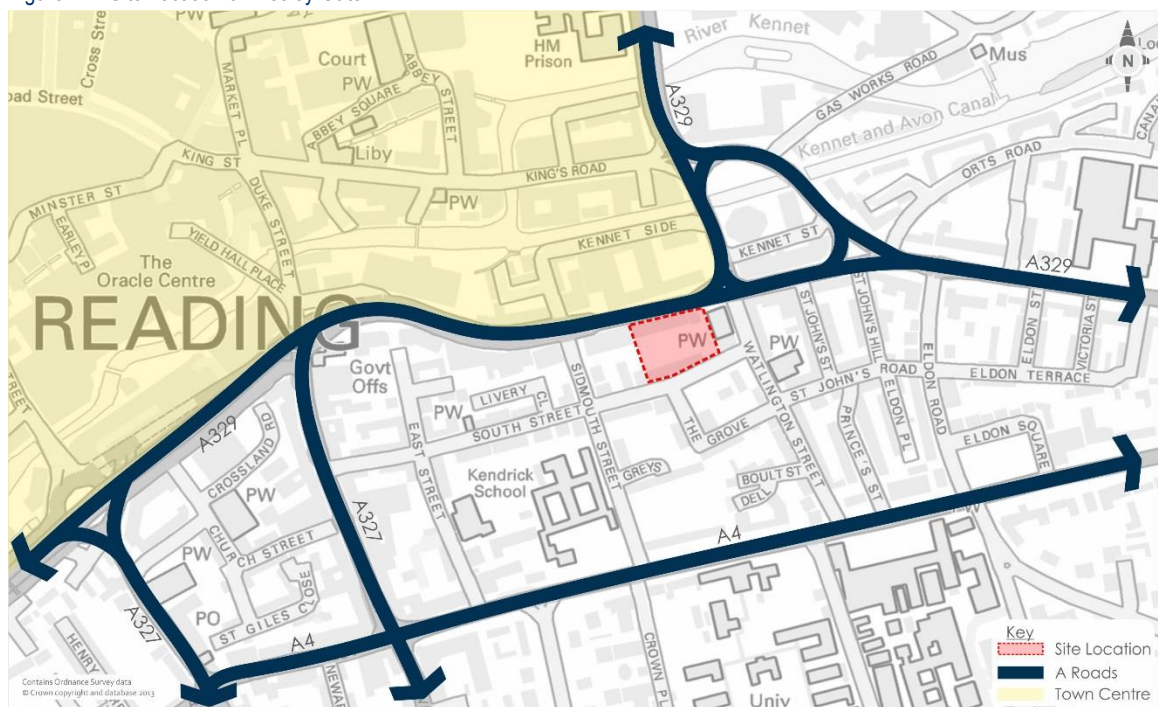
2.1 Introduction

- 2.1.1 This section describes the broad site characteristics relevant to the transport connections including the location and current use associated with the site.

2.2 Site Location

- 2.2.1 The site consists of a three-storey office building known as Wesley Gate, Wesley Gate is formed of four individual units, this application refers to units 1 and 2. The site is located on Queen's Road, which runs to the north of the site. It is bounded to the east by Wesley Methodist Church, to the south by residential properties and to the west by offices. The site's location in a local context can be seen in **Figure 2-1**.

Figure 2-1: Site Location of Wesley Gate



- 2.2.2 The site is located south-east of the town centre with a vast assortment of amenities and facilities within a walking distance. Reading Railway Station is located a 1.1 km walk away.

2.3 Local Highway Network

- 2.3.1 Queen's Road outside the development has a speed limit of 30 mph. The site faces the Inner Distribution Road (IDR) which links Reading with 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.

2.4 Planning History

- 2.4.1 The site currently is a three-storey commercial office building with a GFA of 1,252 sqm. The onsite car park provides 30 car parking spaces and one blue badge space.

2.5 Site Access

- 2.5.1 The site currently has one vehicular access, along Queen's Road. The access is through an archway between what is currently known as unit 2 and unit 3, Wesley Gate.
- 2.5.2 It is worth noting that vehicles accessing the site have an opportunity to from an eastbound and westbound direction. Eastbound there are three lanes and westbound one lane, meaning a turn right into the site will only occur over one lane.

2.6 Servicing and Delivery

- 2.6.1 Currently the site is serviced through the archway between units 2 and 3, this archway is at a height of 5.06m. The bins allocated at the current offices, are located inside the archway against the wall that borders unit 3.

3 Site Accessibility

3.1 Introduction

- 3.1.1 This section sets out the sustainable accessibility options for the site in terms of access via walking, cycling and public transport.

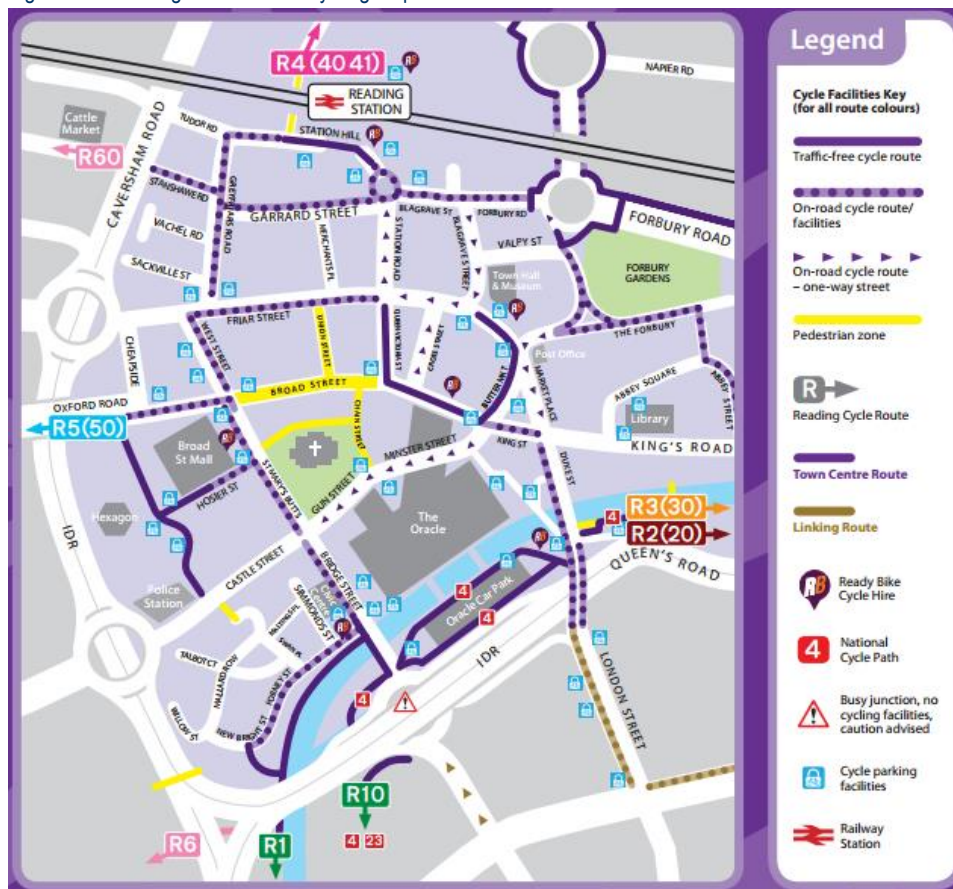
3.2 Walking Accessibility

- 3.2.1 Wesley Gate has pedestrian access on Queen's Road in the form of a designated footway, additionally there are signalised crossing points 50m to the east and 110m to the west.
- 3.2.2 Reading Town centre is located close to the site with The Oracle located a 450m walk away, approximately a six-minute walk. Broad Street is a main pedestrianised road and the high street in Reading. Reading town centre provides access to amenities such as;
- Banks;
 - Post Office;
 - Restaurants and bars;
 - Food stores;
 - Shopping Malls;
 - Parks; and
 - Library.

3.3 Cycling Accessibility

- 3.3.1 The site is located close to national cycle routes and approximately a 4-minute cycle journey to Reading Railway Station. The national cycle routes include Route 4, a long-distance route between London and Fishguard and Route 5 a long distance route between Reading and Holyhead. These are located a minute and a 4 minute away respectively.
- 3.3.2 Cycle facilities within Reading town centre including cycle parking can be seen in **Figure 3-1**.

Figure 3-1: Reading Town Centre Cycling Map



(Source: RBC, Cycle Map, 2019)

3.4 Public Transport

Bus

- 3.4.1 **Table 3-1** shows the local bus services around the site by bus stop, the frequencies on a weekday and weekend are also shown. The bus services are run by Reading Buses, Courtney Buses and Thames Travel.

Table 3-1: Local Bus Services

Bus Stop	Service	Destination	Weekday Frequency (per hour)		Saturday Frequency (per hour)	Sunday Frequency (per hour)
			AM	PM		
Eldon Road (W bound)	17	Wokingham Road to Tilehurst via Central Reading and Oxford Road	8	8	4-8	3-6
	13	Woodley to Reading (anticlockwise around Woodley)	2	2	2	1

Bus Stop	Service	Destination	Weekday Frequency (per hour)		Saturday Frequency (per hour)	Sunday Frequency (per hour)
			AM	PM		
	14	Woodley to Reading (clockwise around Woodley)	2	2	2	1
	X4/4	Bracknell to Reading via Wokingham, Winnersh and Earley	4	3-4	3	2
Huntley and Palmers (E bound)	X4	Reading to Bracknell via Earley, Winnersh and Wokingham	4	3-4	3	2
	4	Reading to Bracknell via Earley, Winnersh and Wokingham	4	3-4	3	2
	17	Tilehurst to Wokingham Road via Central Reading	8	8	4-8	3-6
	500	Reading to Winnersh Triangle P&R	4	4	4	N/A
London Street Foot (S bound)	11	Central Reading to Coley park via Katesgrove Lane and Roundhead	3	3	2-3	2-3
	21	Central Reading to Earley via U of R and ASDA	4-5	4	3-4	2-3
	5	Central Reading to Whitley Wood along Basingstoke Road	7	7	1-6	1-3
	6/6a	Central Reading to Whitley Wood via Basingstoke Road (61 to Worton Grange)	7	7	3-6	1-3
Eldon Road (S bound)	9	Central Reading to Whitley Wood via Royal Berkshire Hospital	1	1	1	N/A

Bus Stop	Service	Destination	Weekday Frequency (per hour)		Saturday Frequency (per hour)	Sunday Frequency (per hour)
			AM	PM		
	3	Central Reading to Wokingham via Royal Berkshire Hospital, Shinfield and Aborfield Garrison	3-4	3-4	3	1
	10	Central Reading to Spencers Wood via Royal Berkshire Hospital and Shinfield	1	1	1	1

Source: Reading Buses (August 2019)

- 3.4.2 The local bus infrastructure provides a wide range of services to key employment areas and the wider local area.

National Rail

- 3.4.3 Reading railway station is located 1.1km walk away which is approximately a 15-minute walk time or a 4-minute cycle ride. Reading station is situated on the Great Western Main Line, which provides access to key destinations including London Paddington and London Waterloo, as well as local services to Newbury, Swindon, Oxford, Basingstoke and Twyford. A summary of the services, frequency and journey time are provided in **Table 3-2**.

Table 3-2: Key Direct Destinations from Reading Station

Destination	Services per hour		Journey Time (mins)
	Peak (07:00-08:00)	Off-Peak (12:00-13:00)	
M Maidenhead	7	4	14
Slough	5	5-6	13-25
Basingstoke	3-4	3	22-30
Oxford	5-6	4	23
London Paddington	13-16	9	28- 59
London Waterloo	15	11	60- 82
Swindon	4	5	26-31
Southampton	2	2	50-80
Bath Spa	2	2	56
London Gatwick	8	5	61-110
Cardiff Central	2	2	98
Birmingham	2	2	95

Source: National Rail, August 2019

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

4 Development Proposals

4.1 Development Proposals

- 4.1.1 It is proposed that Unit 1 and Unit 2 within Wesley Gate are converted to provide 15 new residential homes (mixture of studio, one bed and two bed apartments).
- 4.1.2 A copy of the proposed site plans are enclosed within **Appendix A**.

4.2 Site Access

- 4.2.1 It is proposed that the existing vehicle, pedestrian and cyclist access on Queen's Road is retained.

4.3 Cycle Parking Provision

- 4.3.1 RBC's current cycle parking provision is based on 0.5 cycle parking space per unit. The development will provide 8 bike lockers cycle parking space on-site. These will be located south of the car parking, within a secure locked room.

4.4 Car Parking Provision

- 4.4.1 The proposed site will provide 7 car parking spaces including one disabled bay. It is considered that this provision is adequate for the proposed development, due to the good accessibility options for walking, cycling and public transport.

4.5 Servicing and Delivery

- 4.5.1 It is proposed that all servicing and delivery for the site will occur within the proposed site boundary. The bin store proposed at the development is located in the south of the development in the car park opposite the disabled parking space. PBA Drawing **44104\5501\005A** demonstrates the of a refuse vehicle to site, and location of the waste collection point this can be seen in **Appendix B**.

5 Trip Generation

5.1 Introduction

5.1.1 This chapter provides a comparison between the current and proposed trip generation of the site. As no traffic surveys were undertaken at the site the trip generation has been calculated through Trip Rate Information Computer System (TRICS) database.

5.2 Current Trip Generation

5.2.1 To provide an estimate of the current trip generation for the site the TRICS database has been used in the calculations. The following parameters have been used in the selection of TRICS sites to calculate an estimated trip rate;

- Main Land Use: Employment
- Sub Land Use: Office
- Regions: England (Excluding Greater London)
- Location Types: Edge of Town Centre
- Selected Survey Days: Tuesday to Thursday
- GFA: 0 to 4000 sqm

5.2.2 The TRICS database generated six comparable sites. Further analysis of these sites highlighted that site HF-02-A-03 had a lower AM and PM departure trip rate than the remaining, therefore this site was de-selected.

5.2.3 A cross test on these five selected sites indicated that that for the arrival trips rates in the AM and PM peak hours have a variation 6.2% and 9.4% respectively; and the departure trip rates has a variation of 1.2% and 1.7% respectively. This indicates that the sites used are of similar means.

5.2.4 A full TRICS output for the five remaining sites has been enclosed in **Appendix C. Table 5-1** provides a summary of the calculated AM and PM peak hour trip rates.

Table 5-1: Current Trip Rates (626 sqm)

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	2-Way	Arrive	Depart	2-Way
Vehicles	Trip Rates (per 100 sqm)	2.586	0.244	2.830	0.244	1.836	2.080
	Trip Generation (626 sqm)	16	2	18	2	12	13

5.3 Proposed Trip Generation

5.3.1 The proposed trip generation for the site has been calculated usage of the TRICS database. The following parameters have been used in the selection of TRICS sites to calculate an estimated trip rate for the redevelopment;

- Main Land Use: Residential
- Sub Land Use: Flats Privately Owned (C3)
- Regions: England (Excluding Greater London)
- Location Types: Edge of Town Centre, Suburban Area, Edge of Town
- Selected Survey Days: Tuesday to Thursday
- Number of Dwellings: 10 to 50 units

- 5.3.2 The TRICS database highlighted nine comparable sites. Further analysis of the nine sites showed that the site CB-03-C-02 had a higher PM departure trip rate than the remaining eight, therefore this site was de-selected.
- 5.3.3 A cross test on these eight selected sites indicated that that for the arrival trips rates in the AM and PM peak hours have a variation 10.2% and 7.5% respectively; and the departure trip rates has a variation of 5.7% and 1.5% respectively. This indicates that the sites used are of similar means.
- 5.3.4 A full TRICS output for the remaining sites has been enclosed in **Appendix C** and **Table 5-2** provides a summary of the calculated AM and PM peak hour trip rates.

Table 5-2: Proposed Trip Generation (15 units)

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	2-Way	Arrive	Depart	2-Way
Vehicles	Trip Rates (per unit)	0.059	0.277	0.336	0.259	0.068	0.327
	Trip Generation (15 units)	1	4	5	4	1	5

- 5.3.5 **Table 5-2** shows that the proposed C3 residential flats would generate approximately five two-way vehicle movements to the site during both the AM and PM peak hours.

5.4 Net-Difference

- 5.4.1 **Table 5-3** shows the net-difference between the existing and proposed vehicle trip generations for the site.

Table 5-3: Net Difference for Vehicle journeys to the site

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Existing	16	2	18	2	12	13
Proposed	1	4	5	4	1	5
Net-Difference	-15	+2	-13	+2	-11	-8

- 5.4.2 **Table 5-3** shows that the proposed development will result in a reduction of 13 and 8 two-way trips in the AM and PM peak hours respectively.

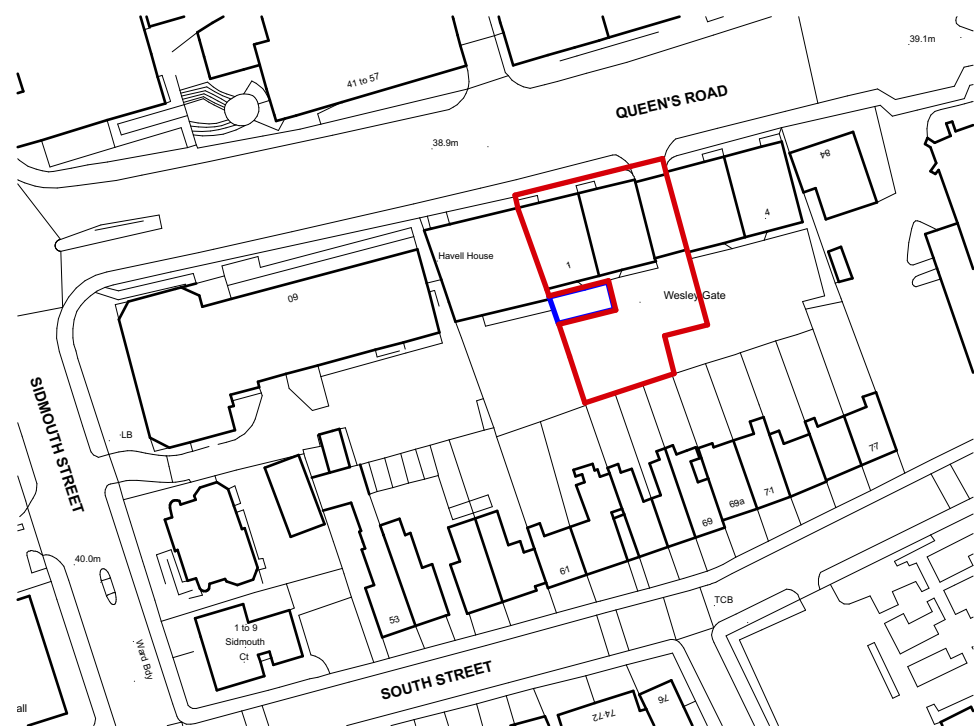
6 Conclusion

6.1 Overview

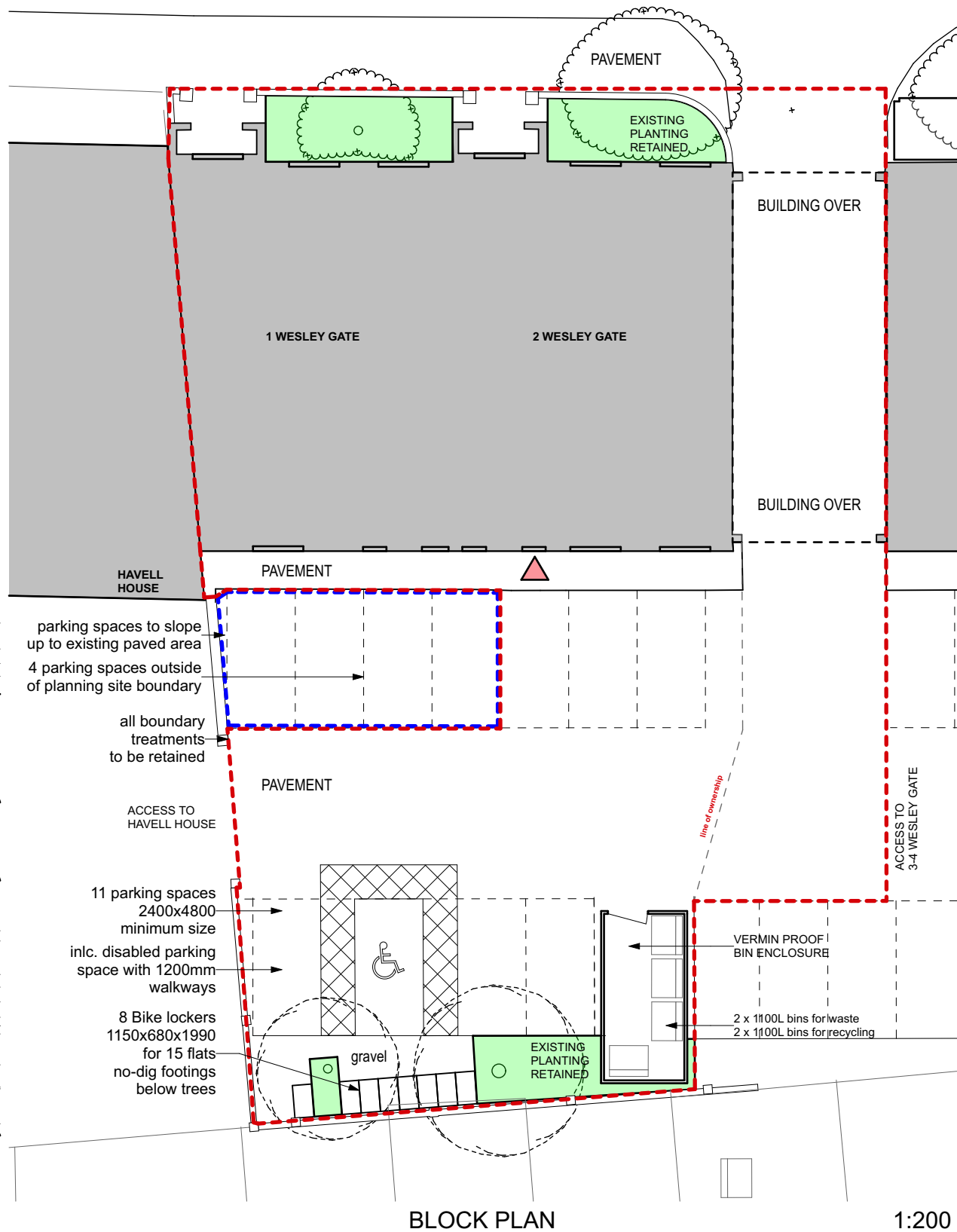
6.1.1 This Transport Statement is considered to suitably address the highway matters for the proposal to convert the existing offices into 15 residential apartments, by specifically demonstrating that;

- The site is located, with good access to the town centre services and amenities, as well as good connections into local public transport services and regional services;
- A suitable level of car and cycle parking for the context of the site;
- The proposed layout has been designed to accommodate servicing and delivery vehicles onsite; and
- The proposals result in one additional vehicle trip in the AM and PM peak hours respectively, when compared to the consented 15 apartment scheme.

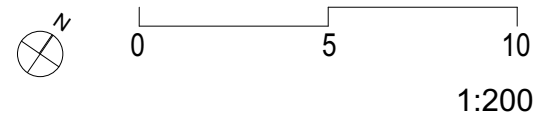
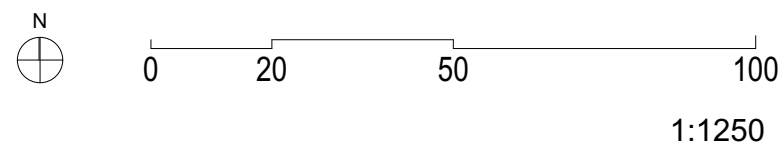
Appendix A Masterplan



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SITE LOCATION PLAN 1:1250



BLOCK PLAN 1:200



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DESIGN COORDINATION WITH OTHERS AND
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P4 0909'19 PLANNING ISSUE

Client

WESLEY GATE LIMITED

Job title

**1-2 WESLEY GATE,
QUEENS ROAD,
READING, RG1 4AP**

Drawing title

**SITE LOCATION /
BLOCK PLAN**

Scale @ Drawing Size	Date	Drawn	Checked
1:1250, 1:200	JUN'19	FM	HW

@ A3

Status

PLANNING



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29 Castle Street
Reading
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Project

Drawing

Revision

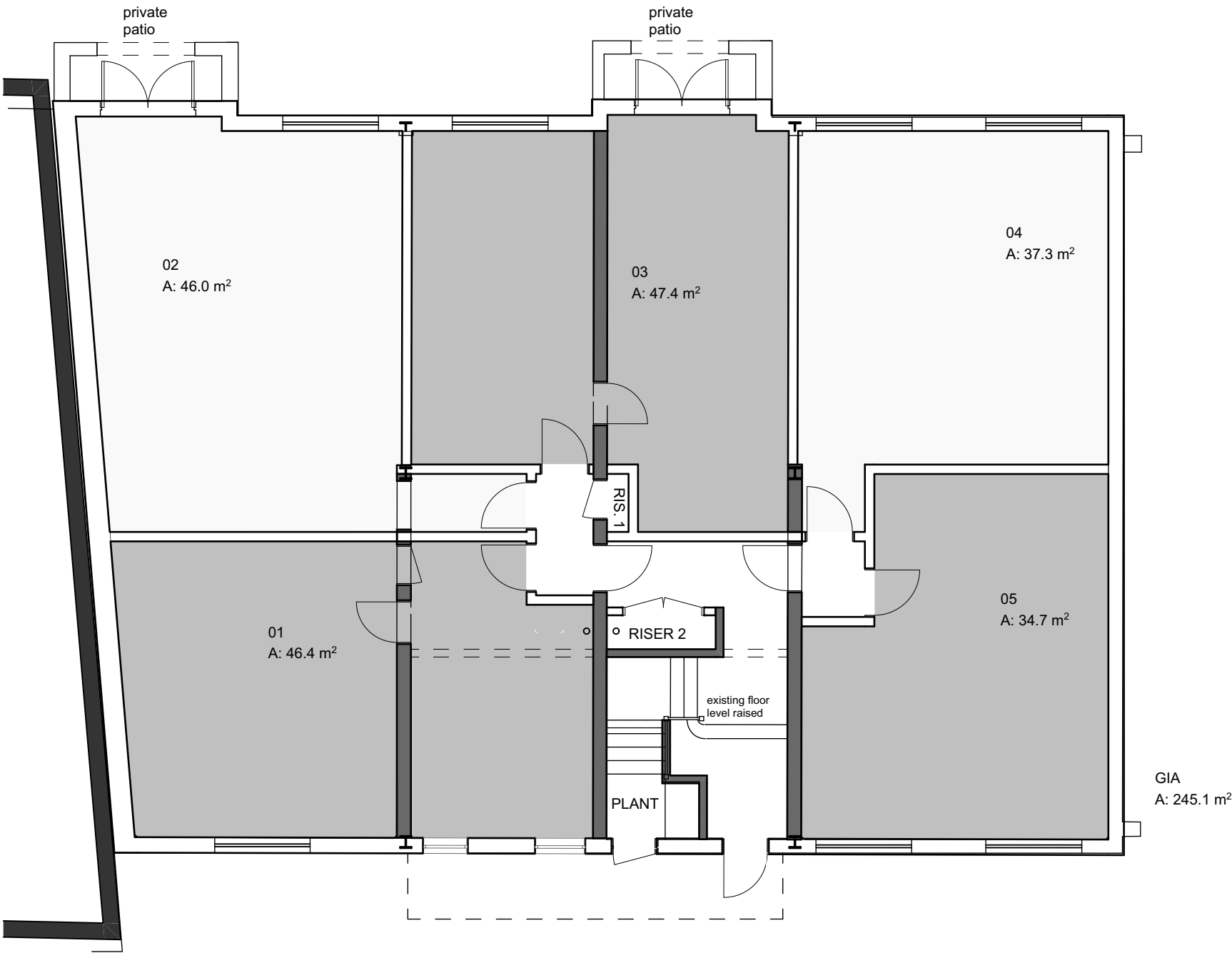
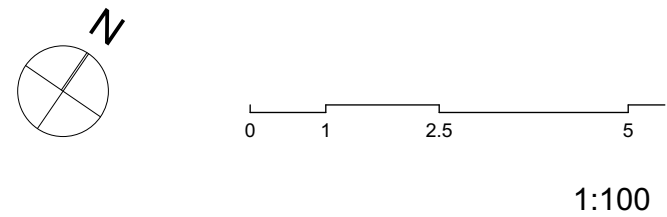
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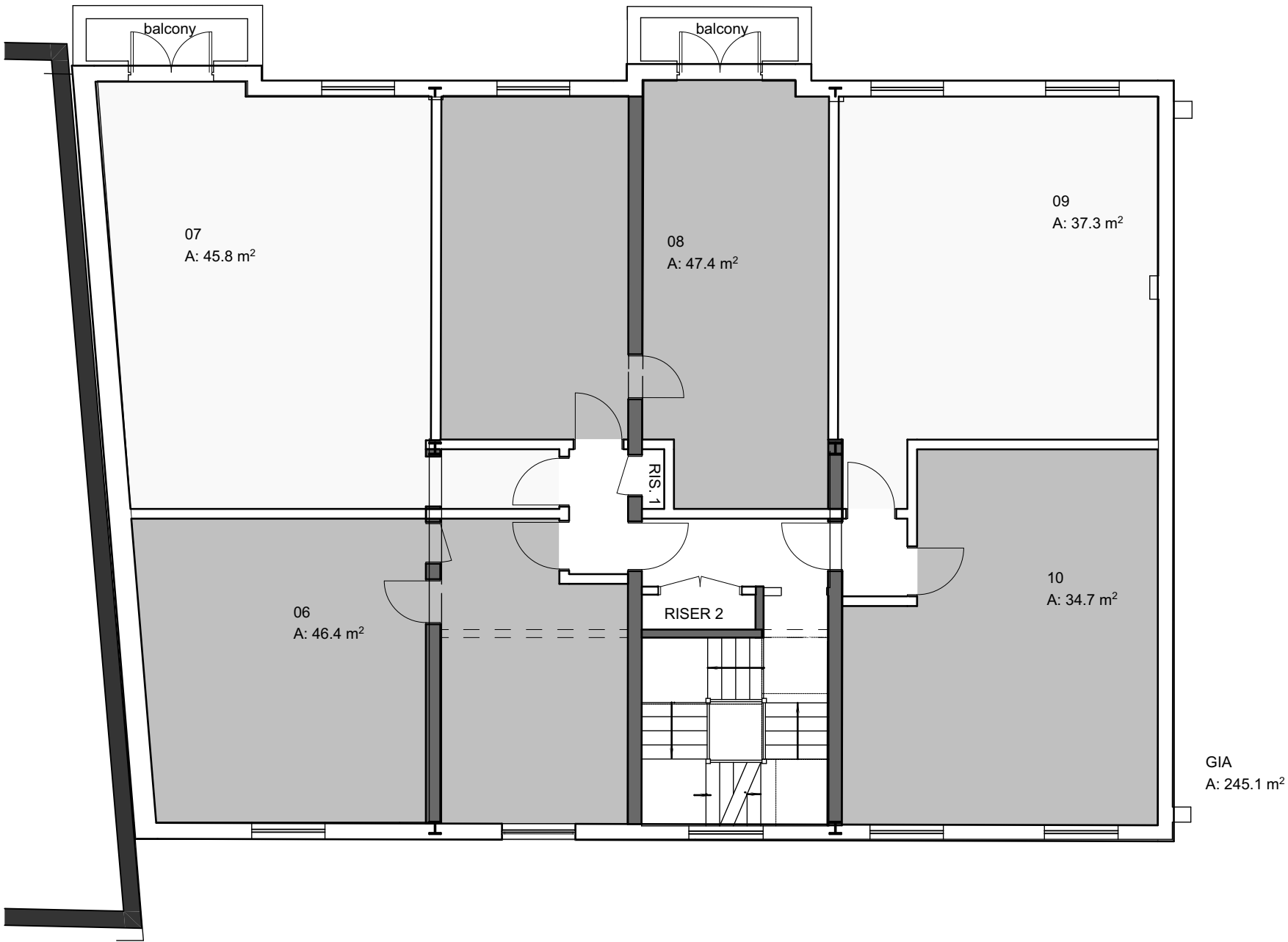
05 FLAT
number,
indicative area
A: 0.7 m²

KEY 1:100



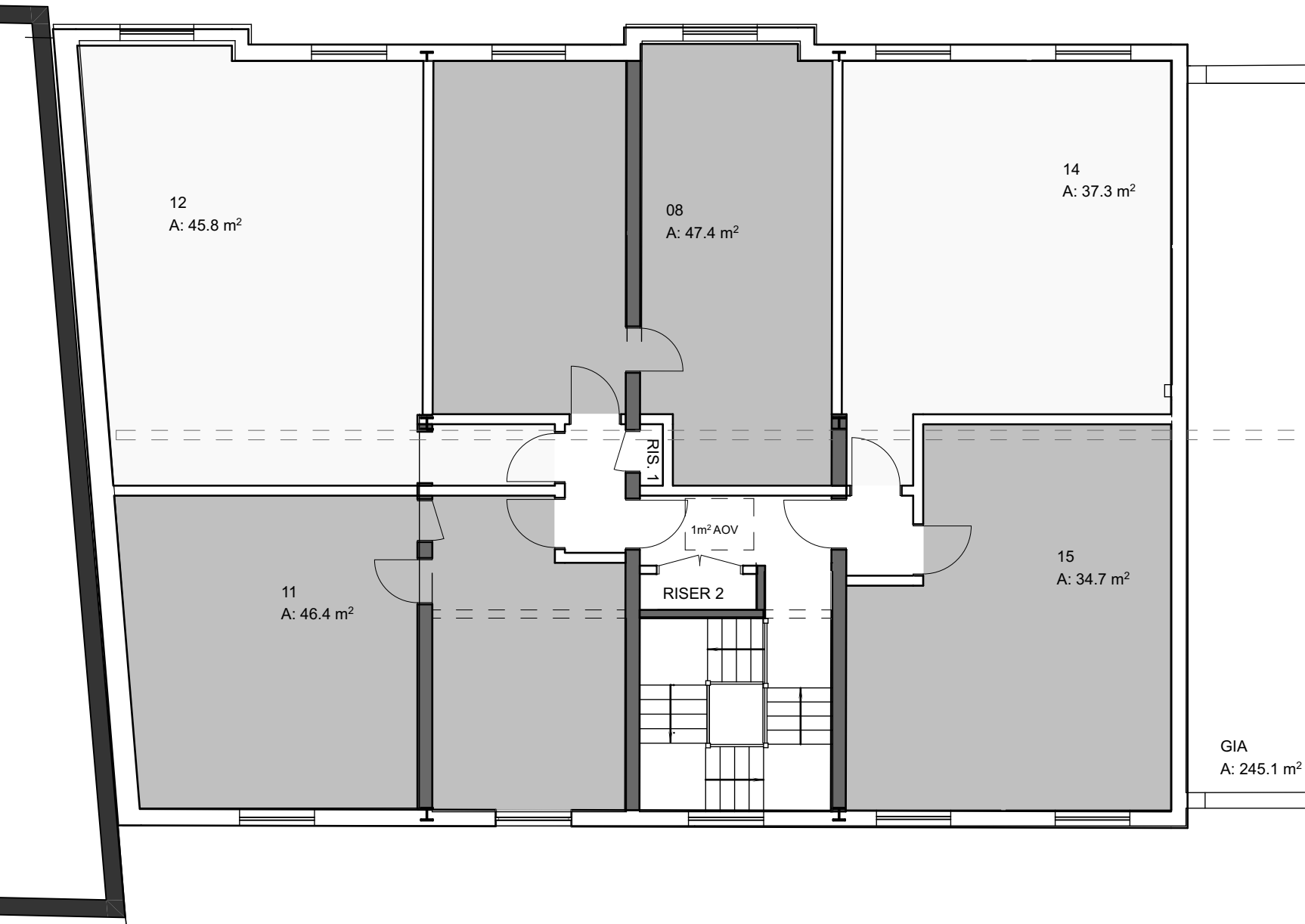
GROUND FLOOR LAYOUT

1:100



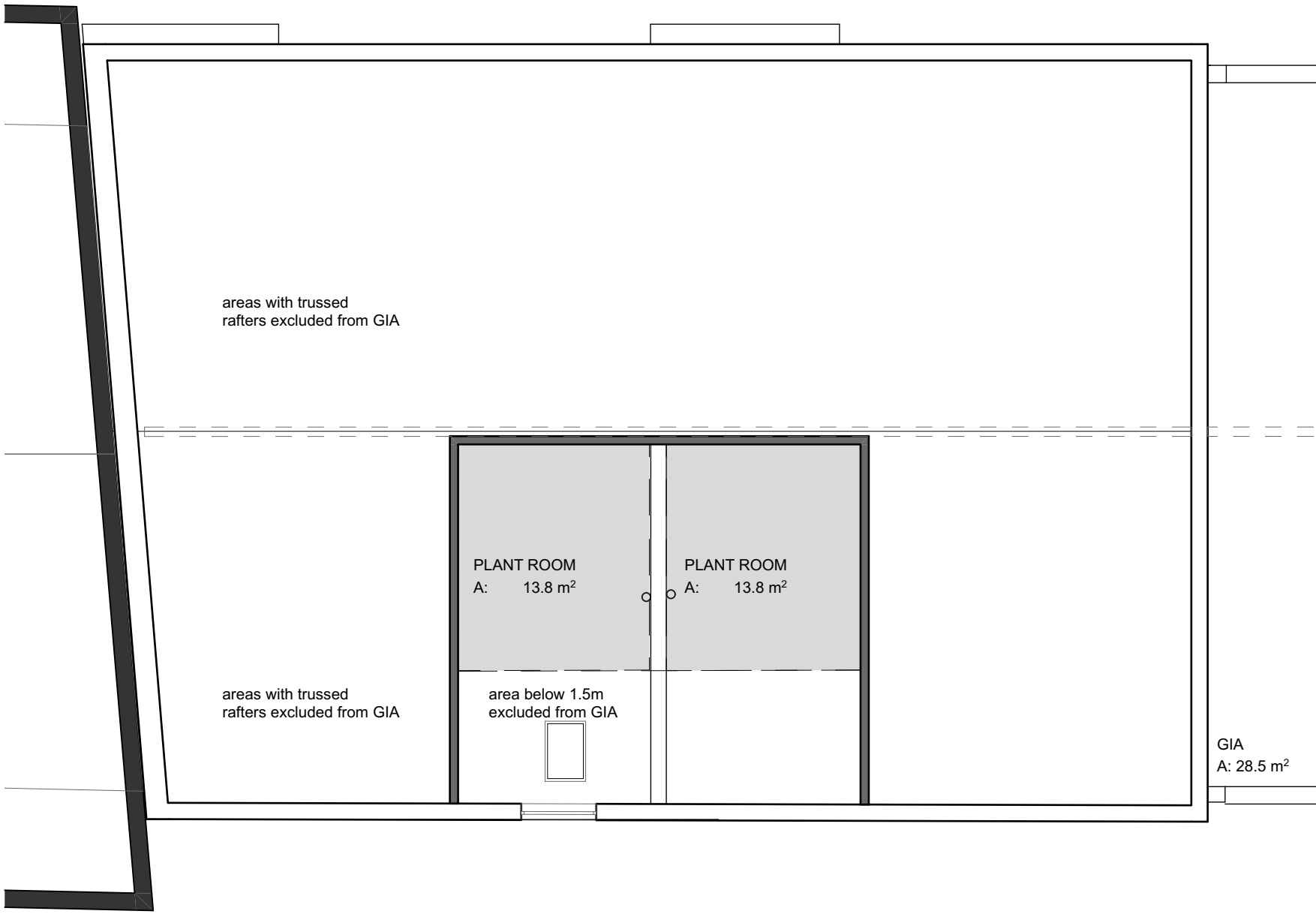
FIRST FLOOR LAYOUT

1:100



SECOND FLOOR LAYOUT

1:100



THIRD FLOOR LAYOUT

1:100

P3 0309'19 PLANNING ISSUE

Client

WESLEY GATE LIMITED

Job title

1-2 WESLEY GATE,
QUEENS ROAD,
READING, RG1 4AP

Drawing title

PROPOSED PLANS (PD)

Scale @ Drawing Size Date Drawn Checked
1:100@ A2 JUN'19 FM HW

Status

PLANNING



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Project

Drawing

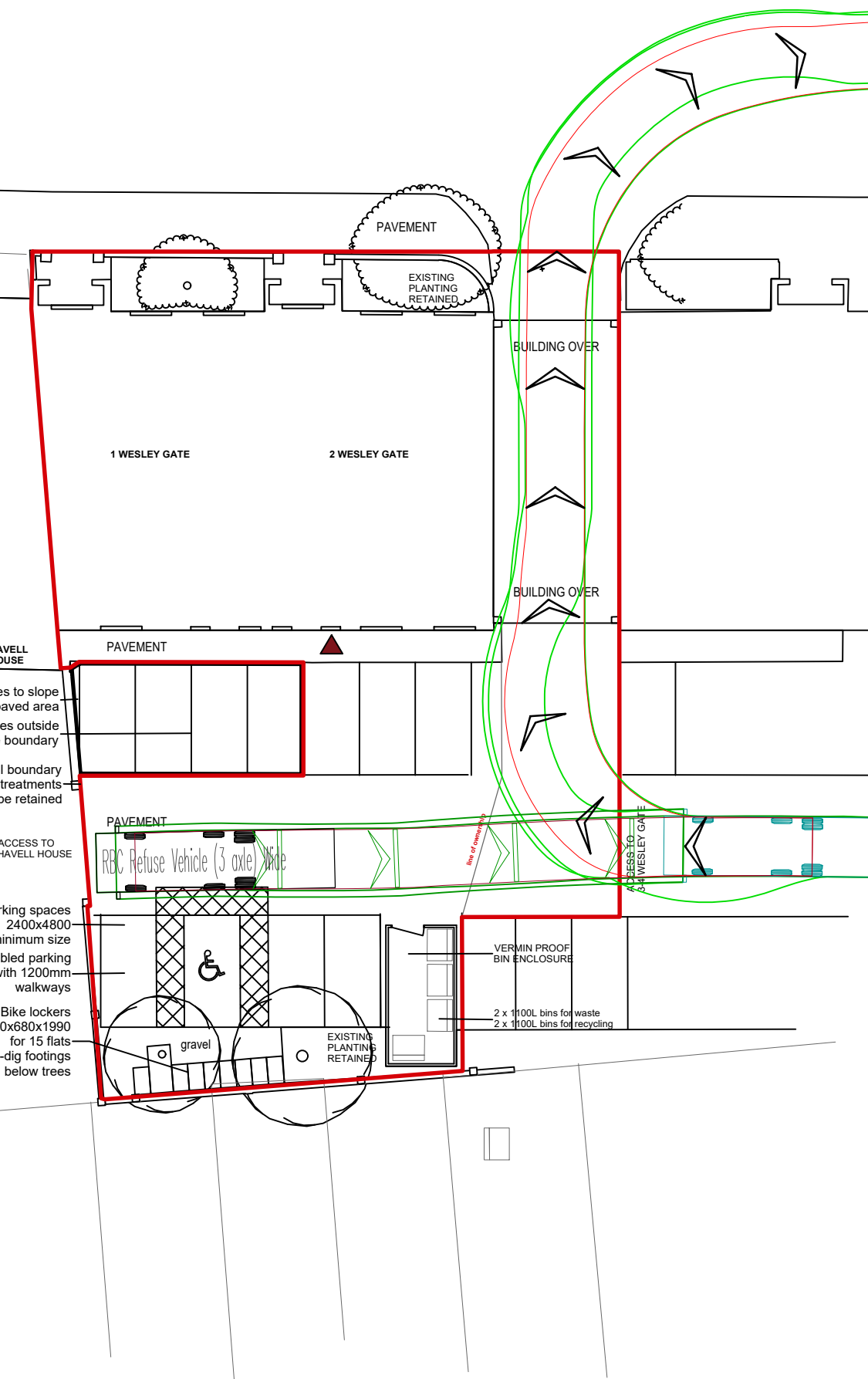
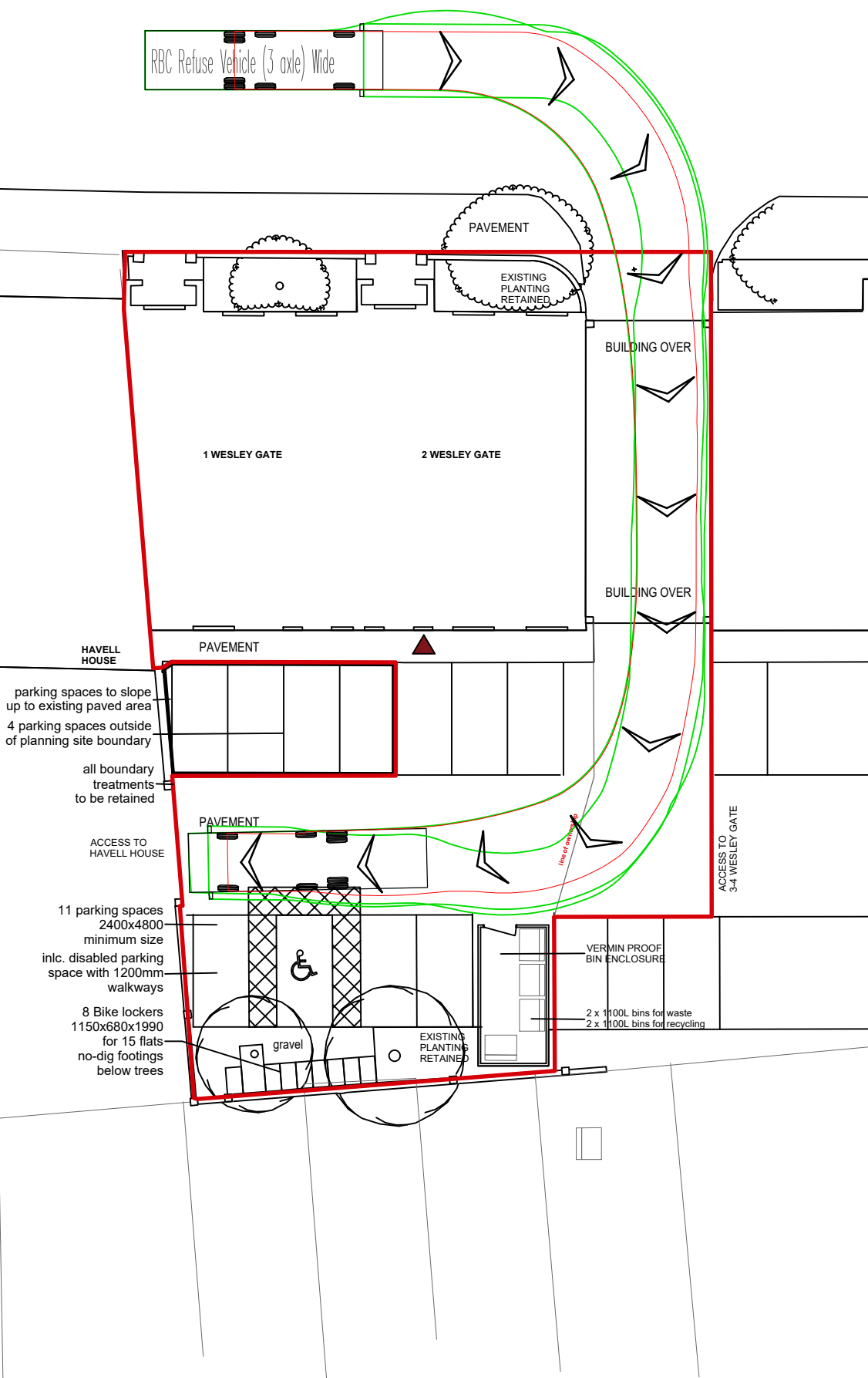
Revision

2737 026P3

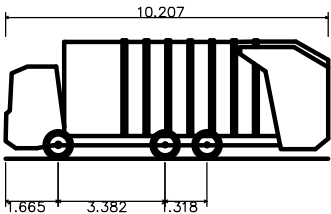
Appendix B PBA Drawings

INBOUND

OUTBOUND



VEHICLE TRACKING PROFILE:



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

Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED CAR PARK LAYOUT & TRACKNG	10.09.19	JM	BB	DT

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status	FOR INFORMATION
----------------------	-----------------

WESLEY GATE UNITS 1 AND 2
READING
SWEPT PATH ANALYSIS
RBC REFUSE VEHICLE

Client	
Architect	
Date of 1st Issue	02.09.19
Designed	JM
Drawn	JM
A3 Scale	1:250
Checked	BB
Approved	DT
Drawing Number	44104-5500-005
Revision	A

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Appendix C TRICS Output

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	10-50 DWELLS	
Actual Trip Rate Calculation Parameter Range	14-44 DWELLS	
Date Range	Minimum: 01/01/08	Maximum: 03/12/16
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	3
	Wednesday	4
	Thursday	1
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	6
	Edge of Town	1
Population <1 Mile ranges selected	1,001 to 5,000	2
	10,001 to 15,000	2
	20,001 to 25,000	3
	25,001 to 50,000	1
Population <5 Mile ranges selected	50,001 to 75,000	3
	100,001 to 125,000	1
	125,001 to 250,000	3
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	6
PTAL Rating	No PTAL Present	8

Calculation Reference: AUDIT-706701-190822-0835

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 14 to 44 (units:)
Range Selected by User: 10 to 50 (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: 01/01/08 to 03/12/16

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	3 days
Wednesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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
1.1 to 1.5	6 days

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

Travel Plan:

No 8 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 8 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CA-03-C-02	Site area:	0.51 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	44
Location:	PETERBOROUGH	Housing density:	116
Postcode:	PE3 9TN	Total Bedrooms:	88
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/10/11
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	44
Site(2):	DC-03-C-01	Site area:	0.18 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	27
Location:	WEYMOUTH	Housing density:	159
Postcode:	DT4 0UH	Total Bedrooms:	43
Main Location Type:	Edge of Town Centre	Survey Date:	08/07/08
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	30
Site(3):	HC-03-C-02	Site area:	0.22 hect
Development Name:	FLATS	Number of dwellings:	16
Location:	BASINGSTOKE	Housing density:	229
Postcode:	RG21 8FP	Total Bedrooms:	16
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/10/10
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	25
Site(4):	OX-03-C-01	Site area:	0.13 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	14
Location:	OXFORD	Housing density:	350
Postcode:	OX4 2ER	Total Bedrooms:	28
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/10/10
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	17
Site(5):	RI-03-C-01	Site area:	0.72 hect
Development Name:	FLATS	Number of dwellings:	20
Location:	HULL	Housing density:	167
Postcode:	HU5 5SB	Total Bedrooms:	44
Main Location Type:	Edge of Town	Survey Date:	13/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	22
Site(6):	SC-03-C-02	Site area:	0.24 hect
Development Name:	FLATS	Number of dwellings:	36
Location:	WOKING	Housing density:	240
Postcode:	GU22 7RT	Total Bedrooms:	72
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/07/08
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	36
Site(7):	SF-03-C-03	Site area:	0.60 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	30
Location:	BURY ST EDMUNDS	Housing density:	300
Postcode:	IP32 6BT	Total Bedrooms:	42
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	40
Site(8):	ST-03-C-01	Site area:	0.27 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	33
Location:	STOKE-ON-TRENT	Housing density:	367
Postcode:	ST1 5PW	Total Bedrooms:	66
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/11/08
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	36

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.059	0.277	0.336
1700-1800	0.259	0.068	0.327

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.036	0.691	8	28	0.173	3.282	8	28	0.209	3.973
08:00 - 09:00	8	28	0.059	1.123	8	28	0.277	5.268	8	28	0.336	6.391
09:00 - 10:00	8	28	0.077	1.468	8	28	0.118	2.245	8	28	0.195	3.713
10:00 - 11:00	8	28	0.091	1.727	8	28	0.114	2.159	8	28	0.205	3.886
11:00 - 12:00	8	28	0.073	1.382	8	28	0.068	1.295	8	28	0.141	2.677
12:00 - 13:00	8	28	0.082	1.555	8	28	0.073	1.382	8	28	0.155	2.937
13:00 - 14:00	8	28	0.073	1.382	8	28	0.077	1.468	8	28	0.150	2.850
14:00 - 15:00	8	28	0.073	1.382	8	28	0.095	1.814	8	28	0.168	3.196
15:00 - 16:00	8	28	0.118	2.245	8	28	0.073	1.382	8	28	0.191	3.627
16:00 - 17:00	8	28	0.109	2.073	8	28	0.082	1.555	8	28	0.191	3.628
17:00 - 18:00	8	28	0.259	4.923	8	28	0.068	1.295	8	28	0.327	6.218
18:00 - 19:00	8	28	0.159	3.023	8	28	0.082	1.555	8	28	0.241	4.578
19:00 - 20:00	2	15	0.333	6.333	2	15	0.200	3.800	2	15	0.533	10.133
20:00 - 21:00	2	15	0.100	1.900	2	15	0.033	0.633	2	15	0.133	2.533
21:00 - 22:00	2	15	0.133	2.533	2	15	0.100	1.900	2	15	0.233	4.433
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.775	33.740			1.633	31.033			3.408	64.773

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

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

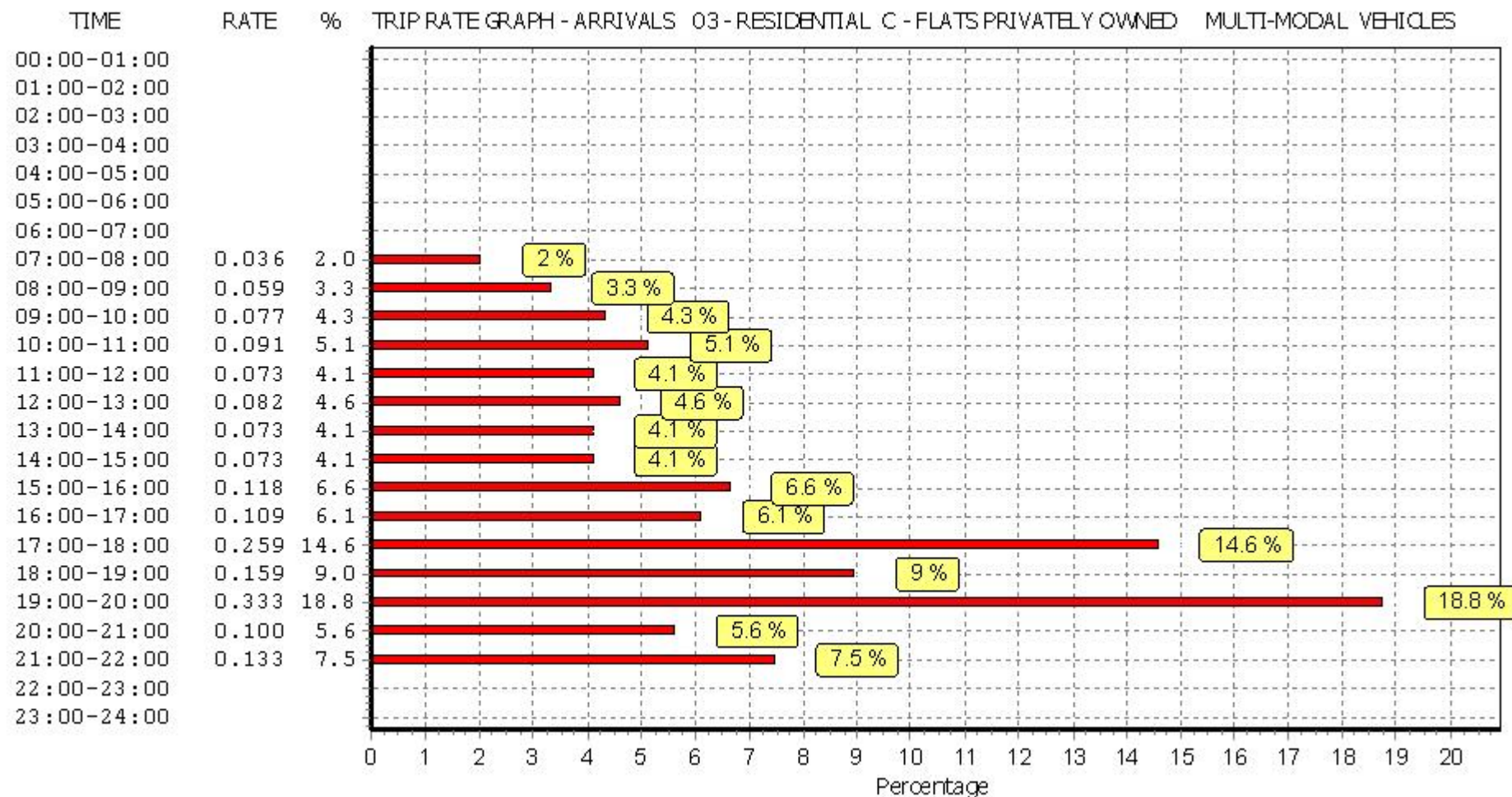
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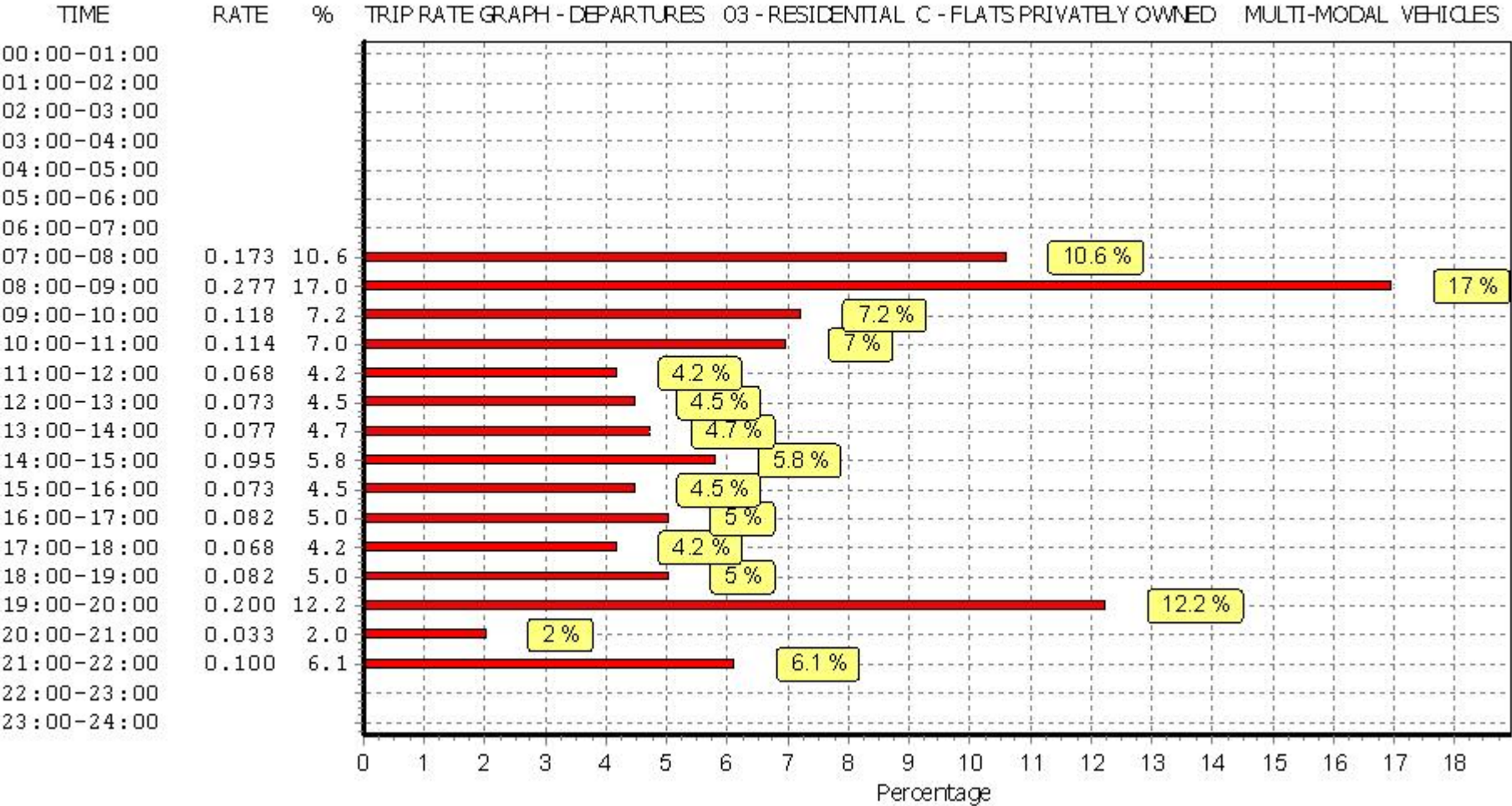
Parameter summary

Trip rate parameter range selected:	14 - 44 (units:)
Survey date date range:	01/01/08 - 03/12/16
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

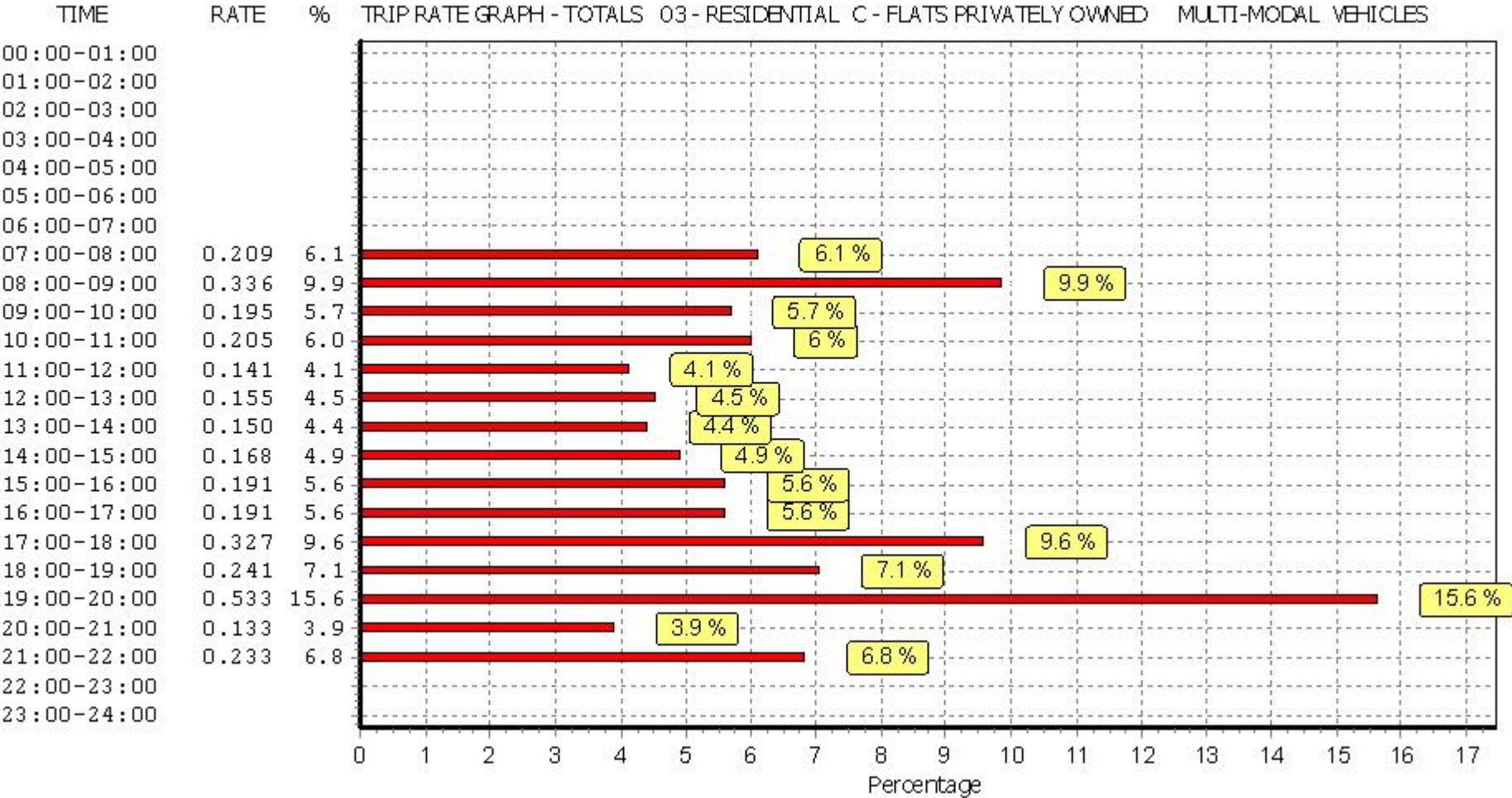
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

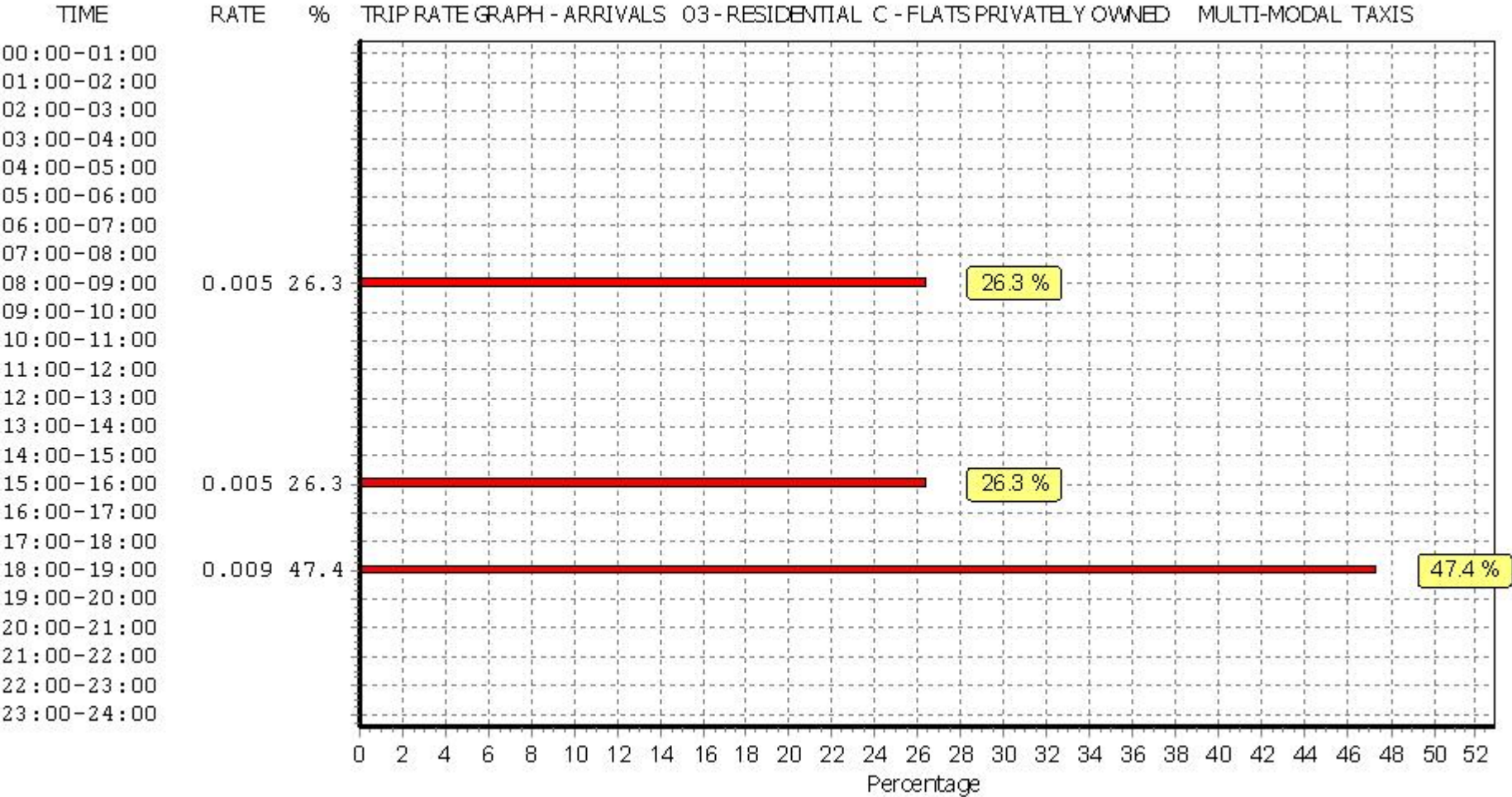
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

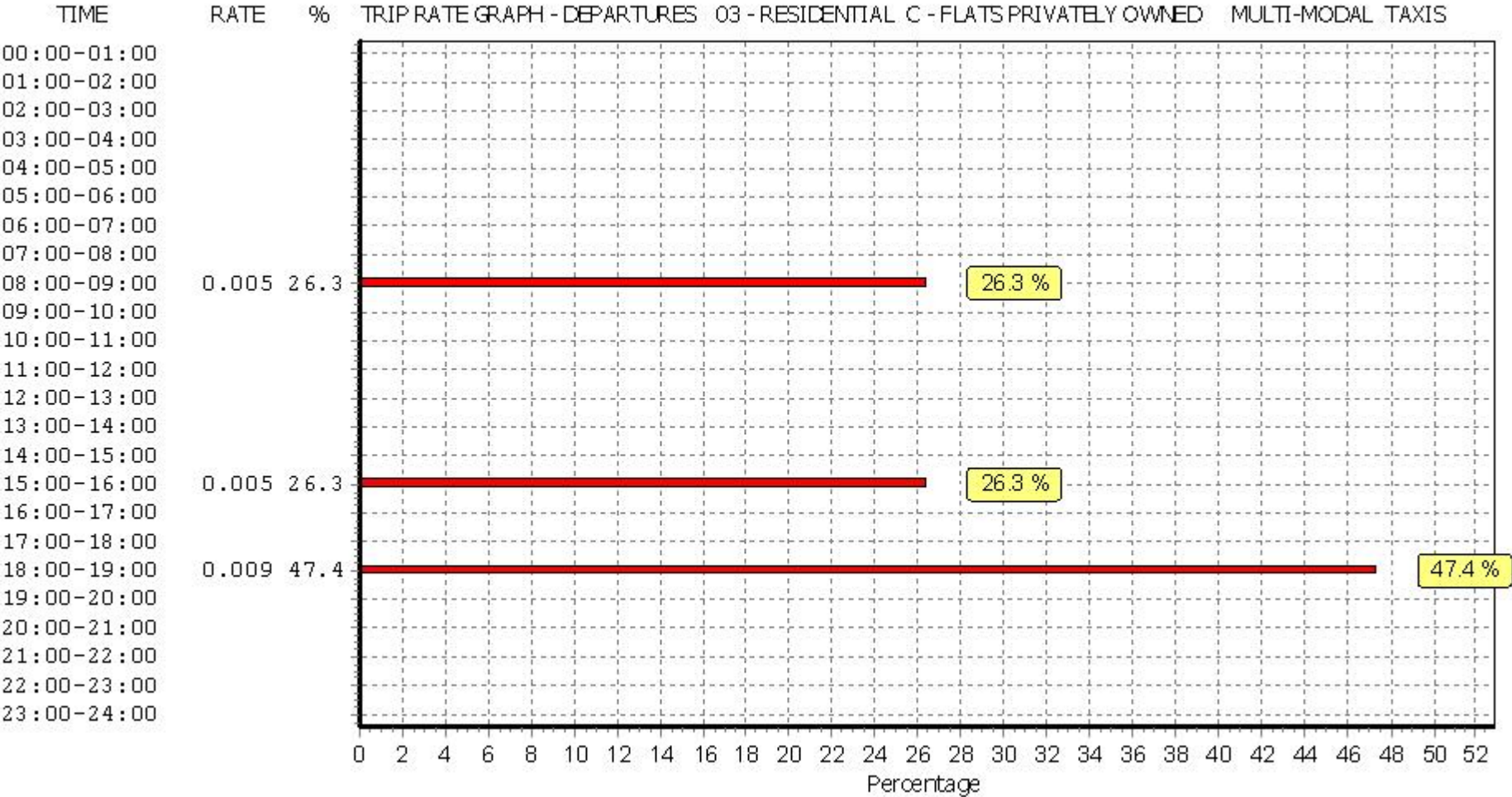
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
08:00 - 09:00	8	28	0.005	0.086	8	28	0.005	0.086	8	28	0.010	0.172
09:00 - 10:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
10:00 - 11:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
11:00 - 12:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
12:00 - 13:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
13:00 - 14:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
14:00 - 15:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
15:00 - 16:00	8	28	0.005	0.086	8	28	0.005	0.086	8	28	0.010	0.172
16:00 - 17:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
17:00 - 18:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
18:00 - 19:00	8	28	0.009	0.173	8	28	0.009	0.173	8	28	0.018	0.346
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.019	0.345			0.019	0.345			0.038	0.690

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

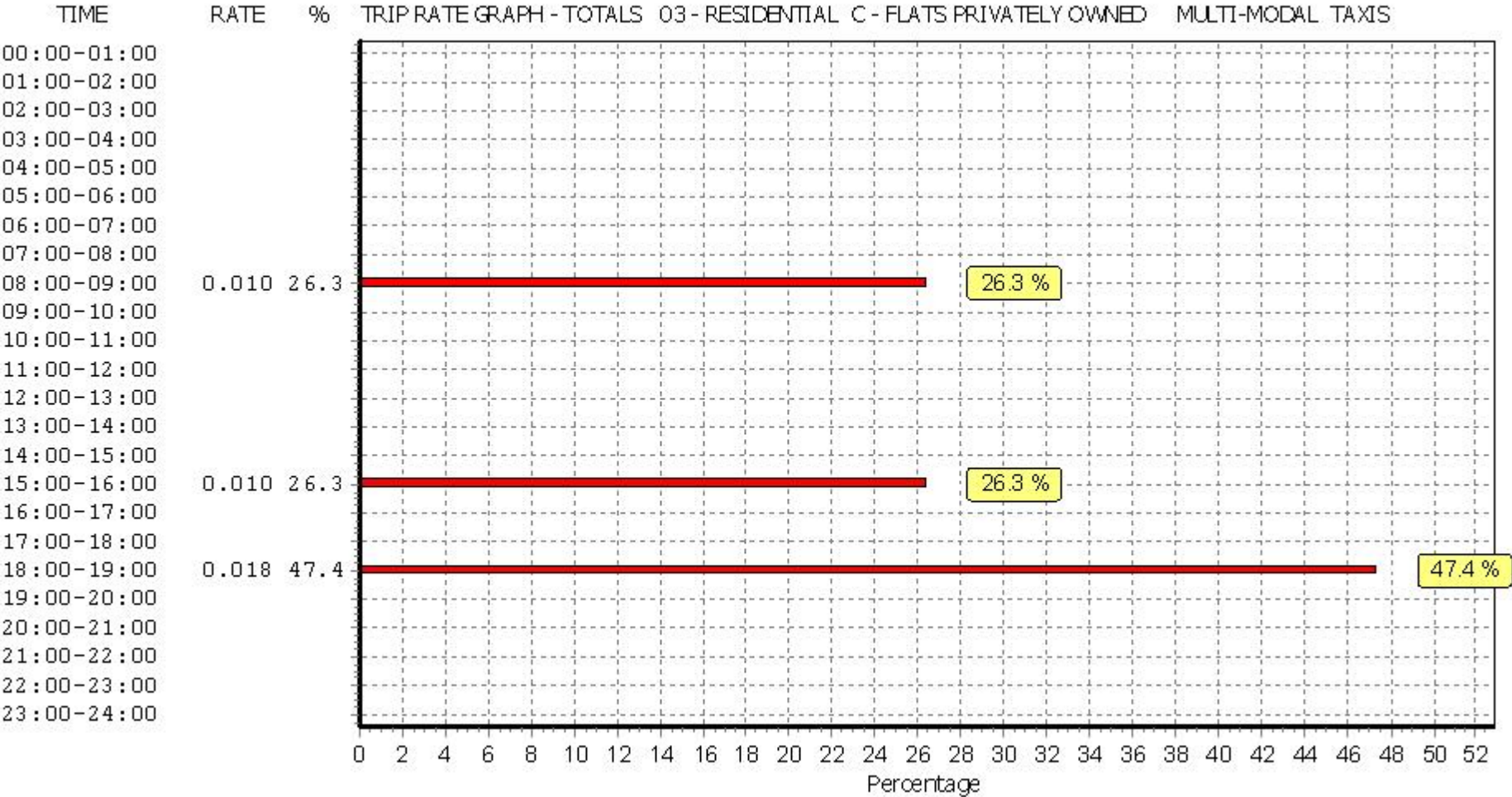
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

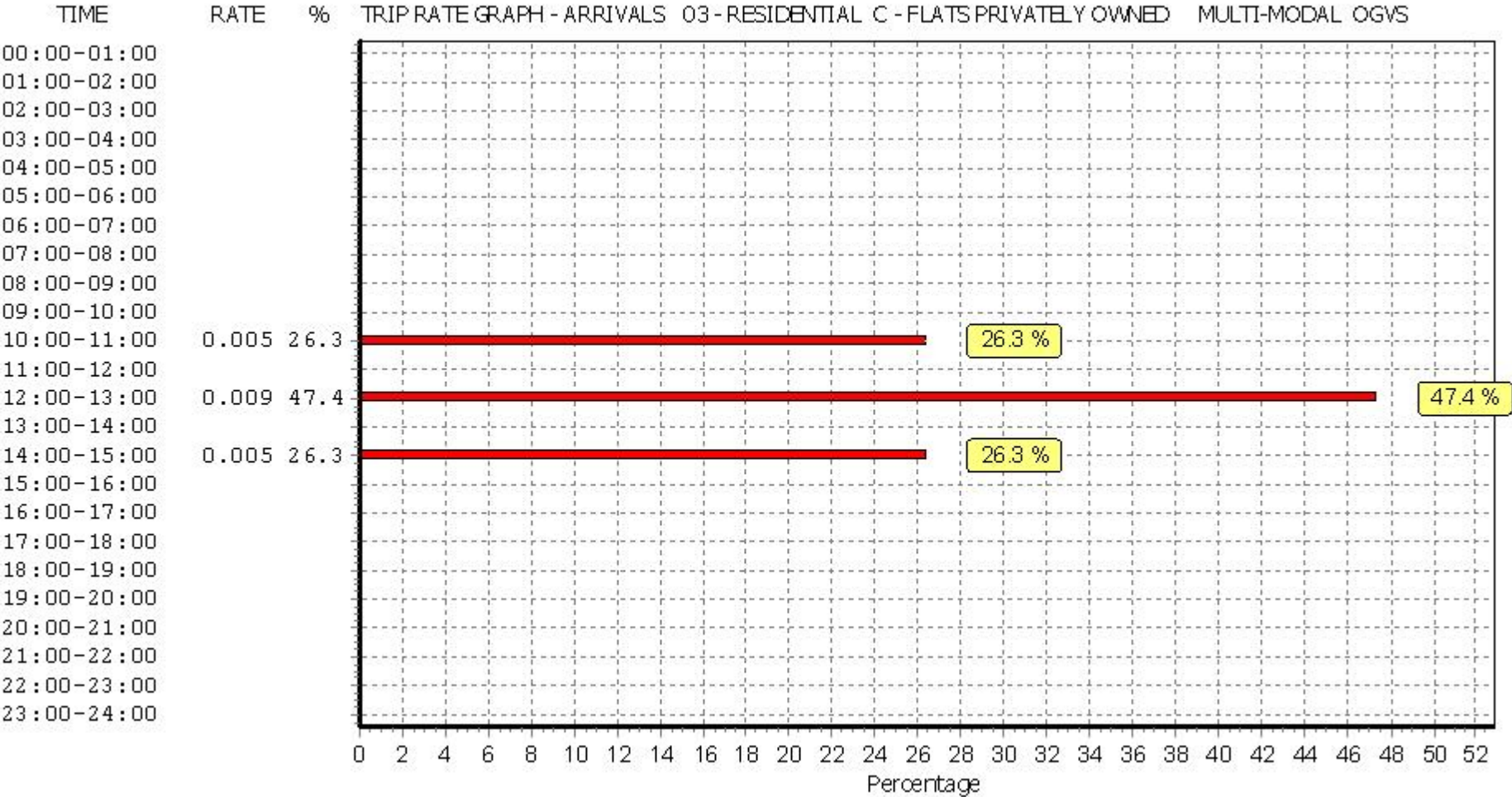
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

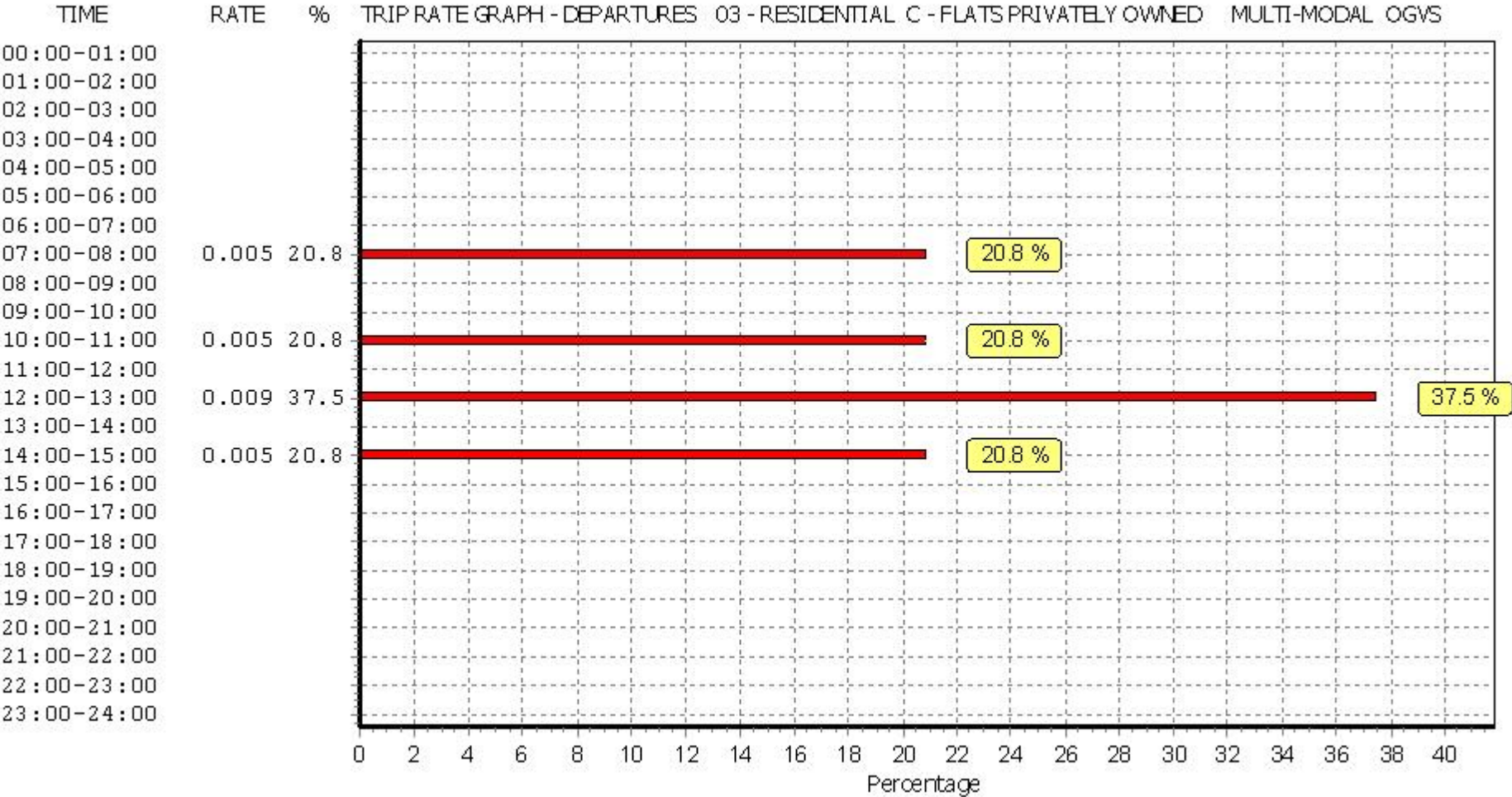
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
08:00 - 09:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
09:00 - 10:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
10:00 - 11:00	8	28	0.005	0.086	8	28	0.005	0.086	8	28	0.010	0.172
11:00 - 12:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
12:00 - 13:00	8	28	0.009	0.173	8	28	0.009	0.173	8	28	0.018	0.346
13:00 - 14:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
14:00 - 15:00	8	28	0.005	0.086	8	28	0.005	0.086	8	28	0.010	0.172
15:00 - 16:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
16:00 - 17:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
17:00 - 18:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
18:00 - 19:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.019	0.345			0.024	0.431			0.043	0.776

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.

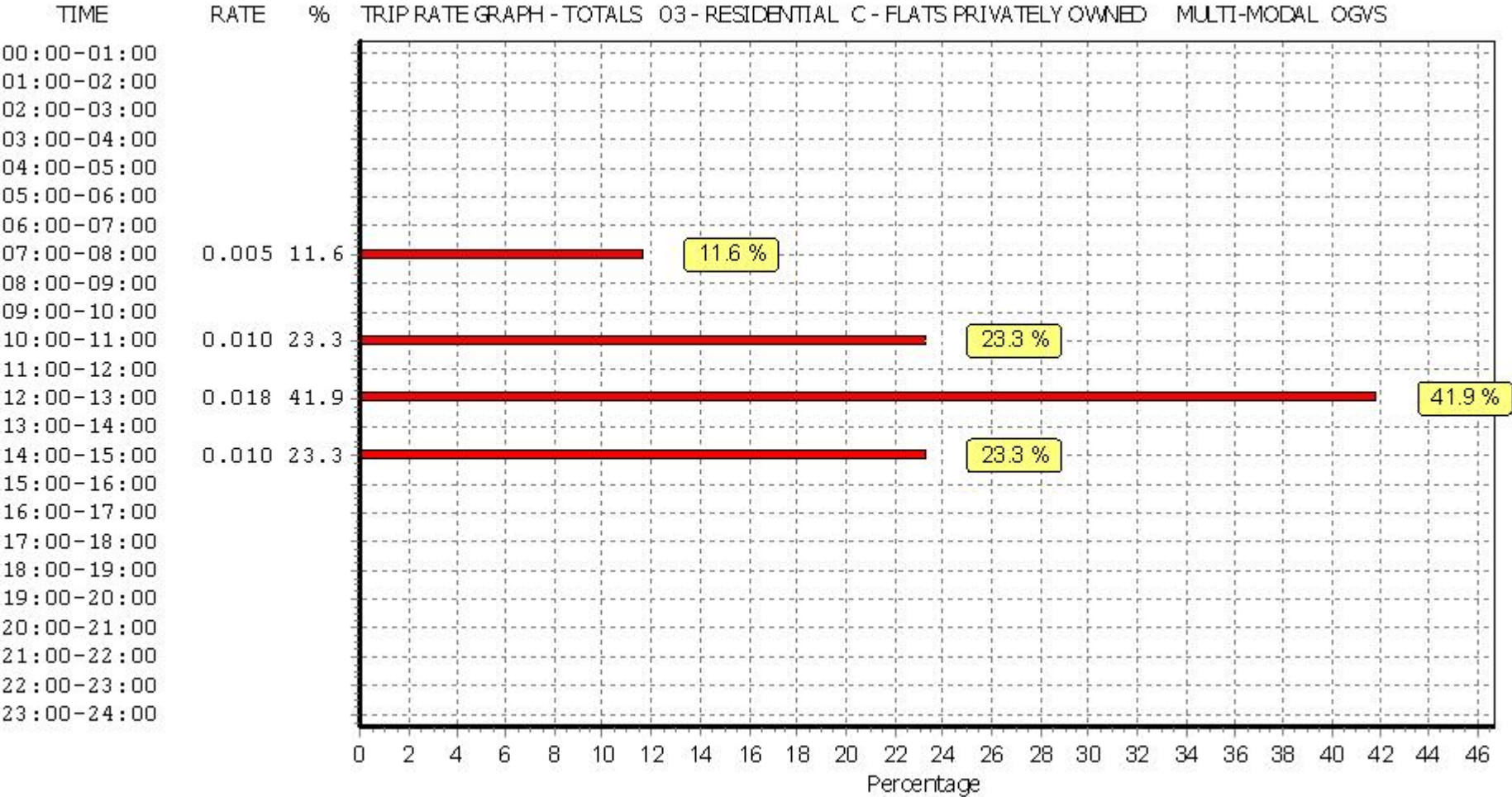
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

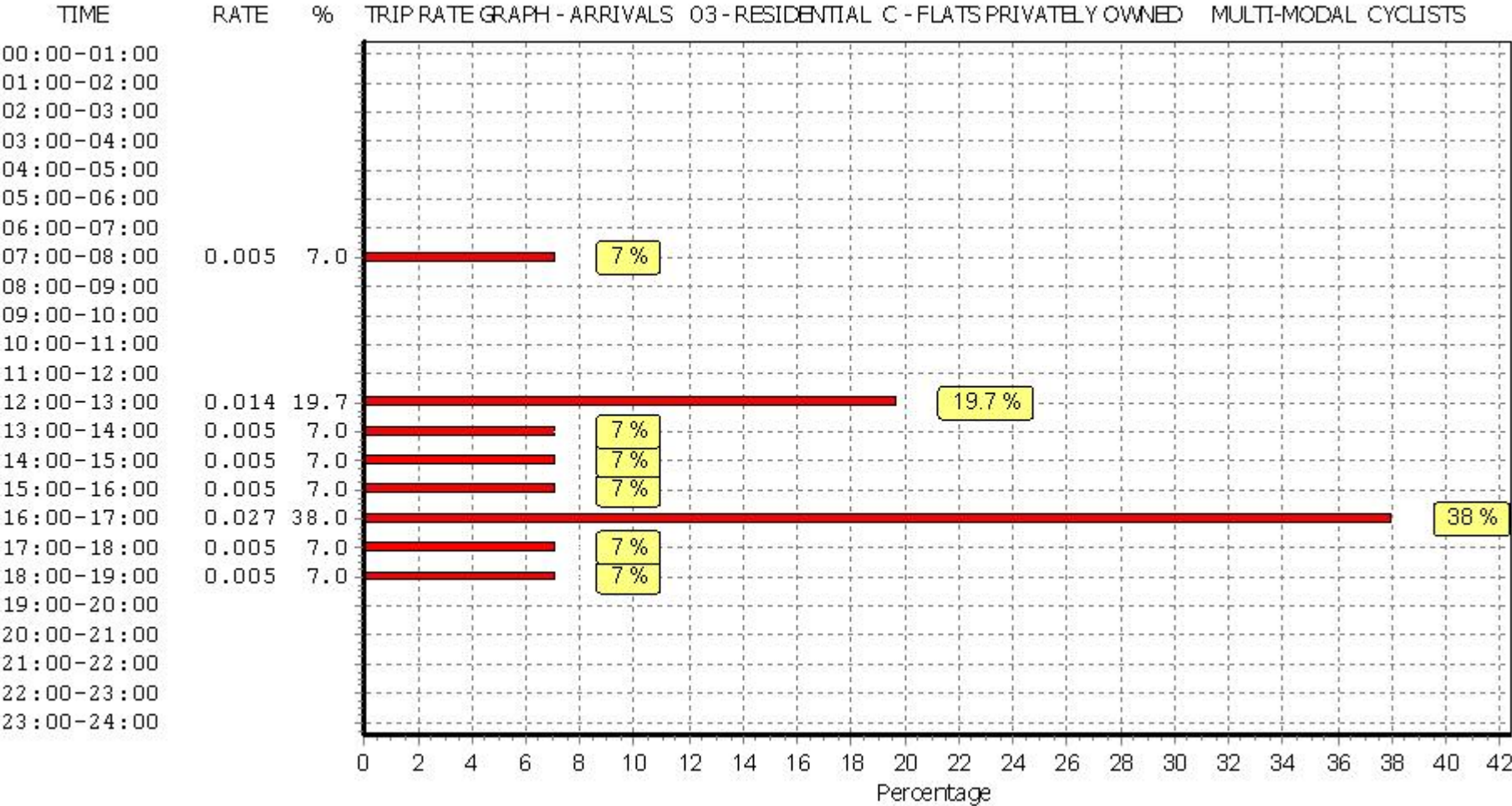
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

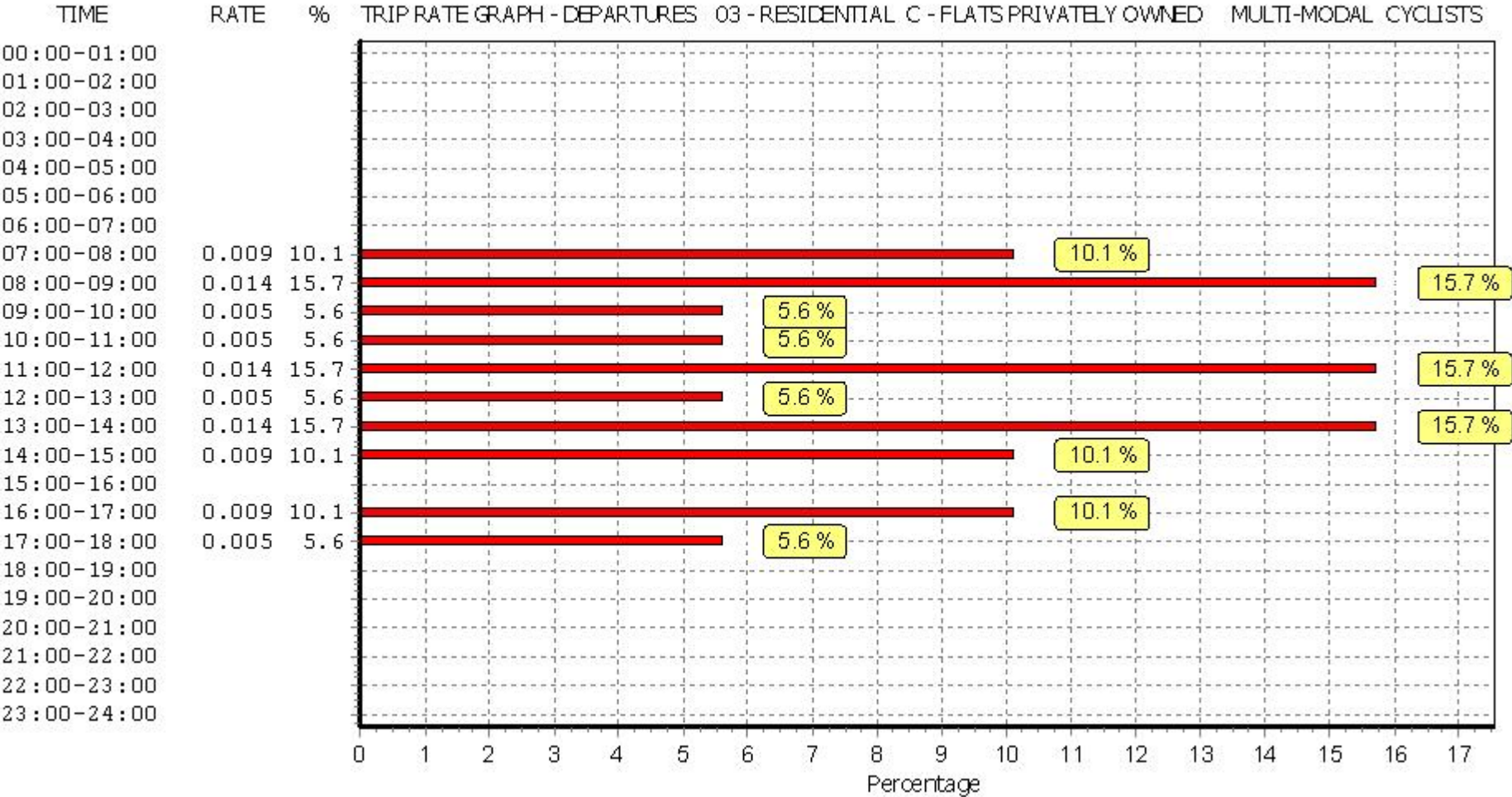
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.005	0.086	8	28	0.009	0.173	8	28	0.014	0.259
08:00 - 09:00	8	28	0.000	0.000	8	28	0.014	0.259	8	28	0.014	0.259
09:00 - 10:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
10:00 - 11:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
11:00 - 12:00	8	28	0.000	0.000	8	28	0.014	0.259	8	28	0.014	0.259
12:00 - 13:00	8	28	0.014	0.259	8	28	0.005	0.086	8	28	0.019	0.345
13:00 - 14:00	8	28	0.005	0.086	8	28	0.014	0.259	8	28	0.019	0.345
14:00 - 15:00	8	28	0.005	0.086	8	28	0.009	0.173	8	28	0.014	0.259
15:00 - 16:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
16:00 - 17:00	8	28	0.027	0.518	8	28	0.009	0.173	8	28	0.036	0.691
17:00 - 18:00	8	28	0.005	0.086	8	28	0.005	0.086	8	28	0.010	0.172
18:00 - 19:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.071	1.293			0.089	1.640			0.160	2.933

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.

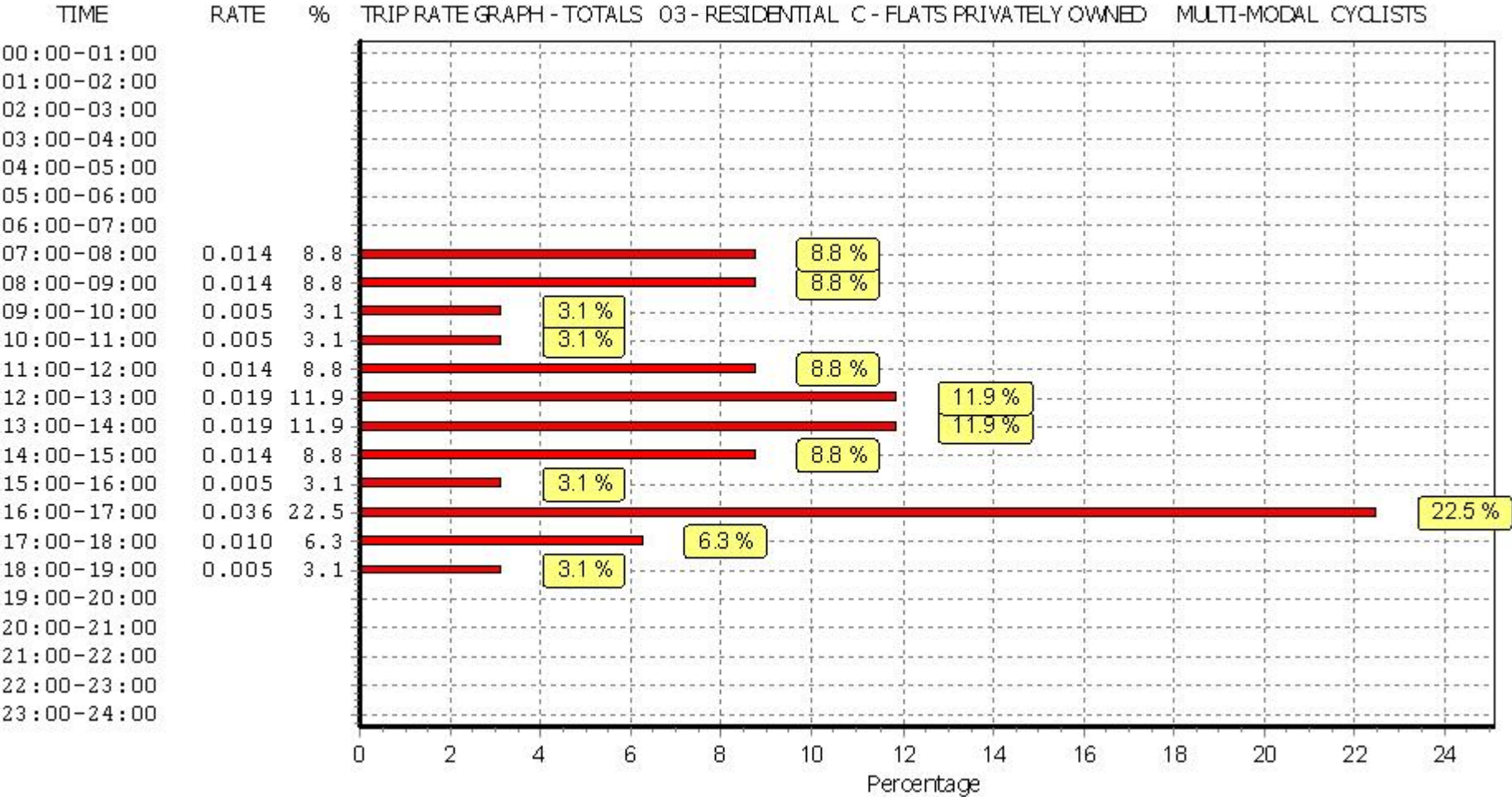
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

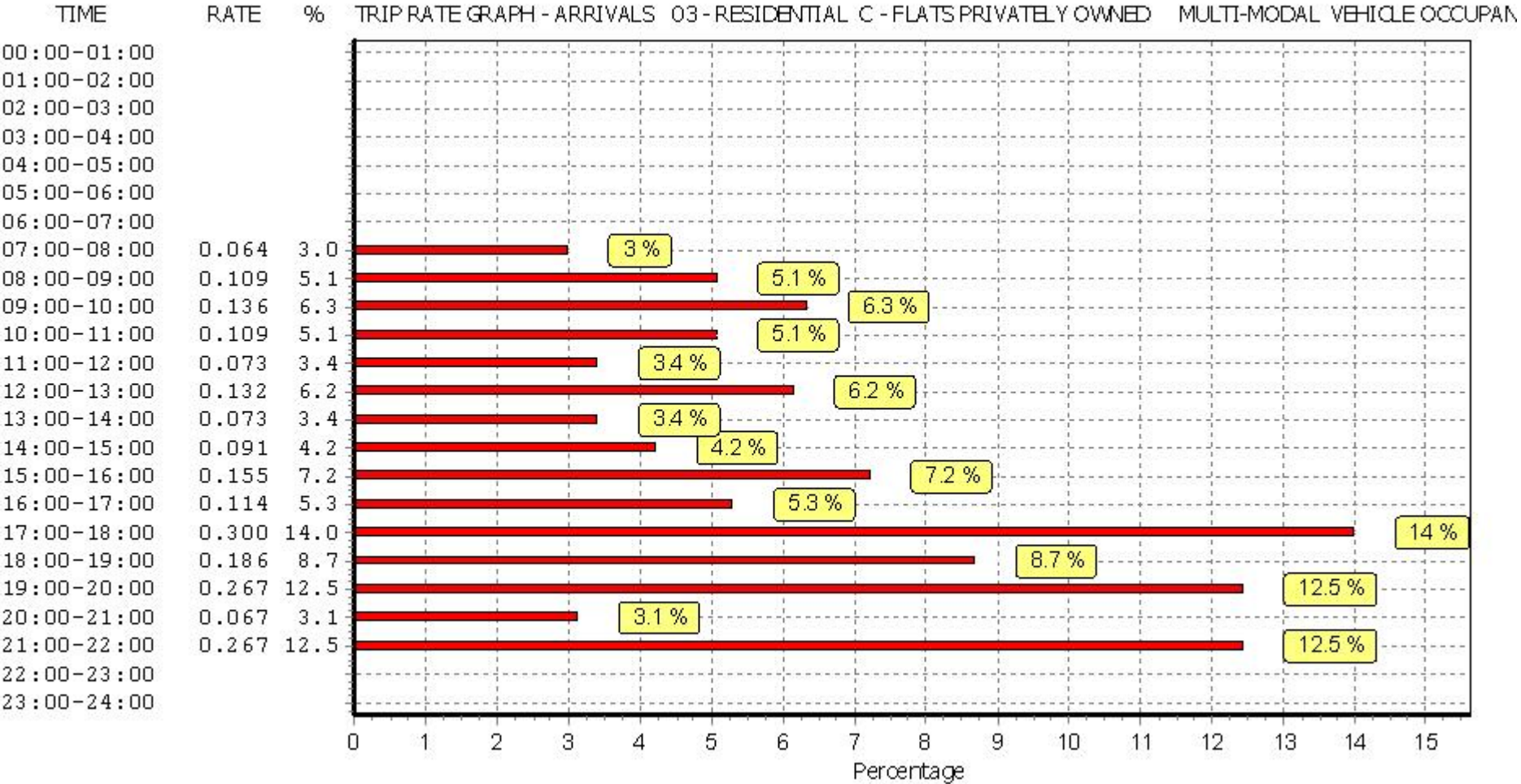
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

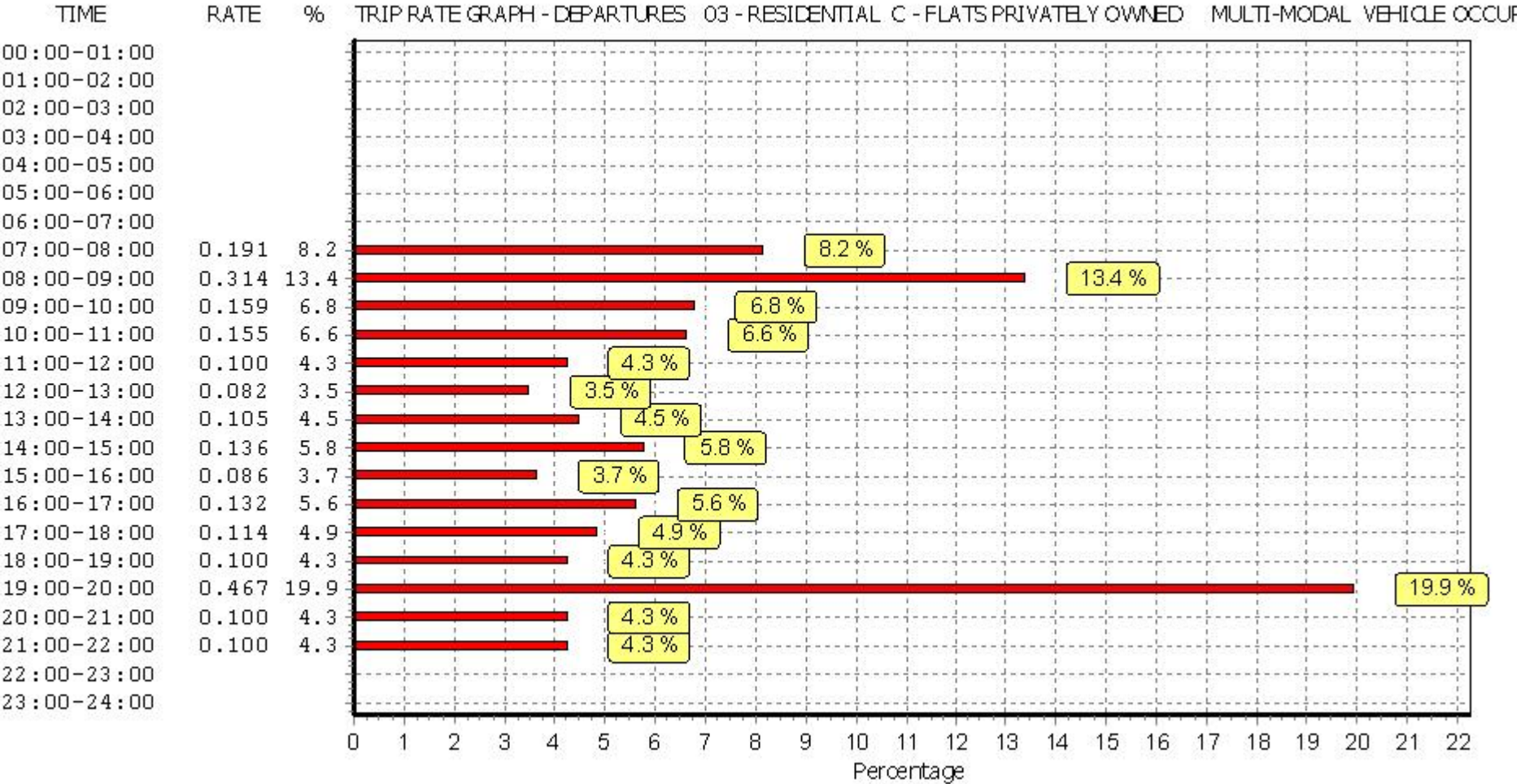
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.064	1.209	8	28	0.191	3.627	8	28	0.255	4.836
08:00 - 09:00	8	28	0.109	2.073	8	28	0.314	5.959	8	28	0.423	8.032
09:00 - 10:00	8	28	0.136	2.591	8	28	0.159	3.023	8	28	0.295	5.614
10:00 - 11:00	8	28	0.109	2.073	8	28	0.155	2.936	8	28	0.264	5.009
11:00 - 12:00	8	28	0.073	1.382	8	28	0.100	1.900	8	28	0.173	3.282
12:00 - 13:00	8	28	0.132	2.505	8	28	0.082	1.555	8	28	0.214	4.060
13:00 - 14:00	8	28	0.073	1.382	8	28	0.105	1.986	8	28	0.178	3.368
14:00 - 15:00	8	28	0.091	1.727	8	28	0.136	2.591	8	28	0.227	4.318
15:00 - 16:00	8	28	0.155	2.936	8	28	0.086	1.641	8	28	0.241	4.577
16:00 - 17:00	8	28	0.114	2.159	8	28	0.132	2.505	8	28	0.246	4.664
17:00 - 18:00	8	28	0.300	5.700	8	28	0.114	2.159	8	28	0.414	7.859
18:00 - 19:00	8	28	0.186	3.541	8	28	0.100	1.900	8	28	0.286	5.441
19:00 - 20:00	2	15	0.267	5.067	2	15	0.467	8.867	2	15	0.734	13.934
20:00 - 21:00	2	15	0.067	1.267	2	15	0.100	1.900	2	15	0.167	3.167
21:00 - 22:00	2	15	0.267	5.067	2	15	0.100	1.900	2	15	0.367	6.967
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.143	40.679			2.341	44.449			4.484	85.128

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

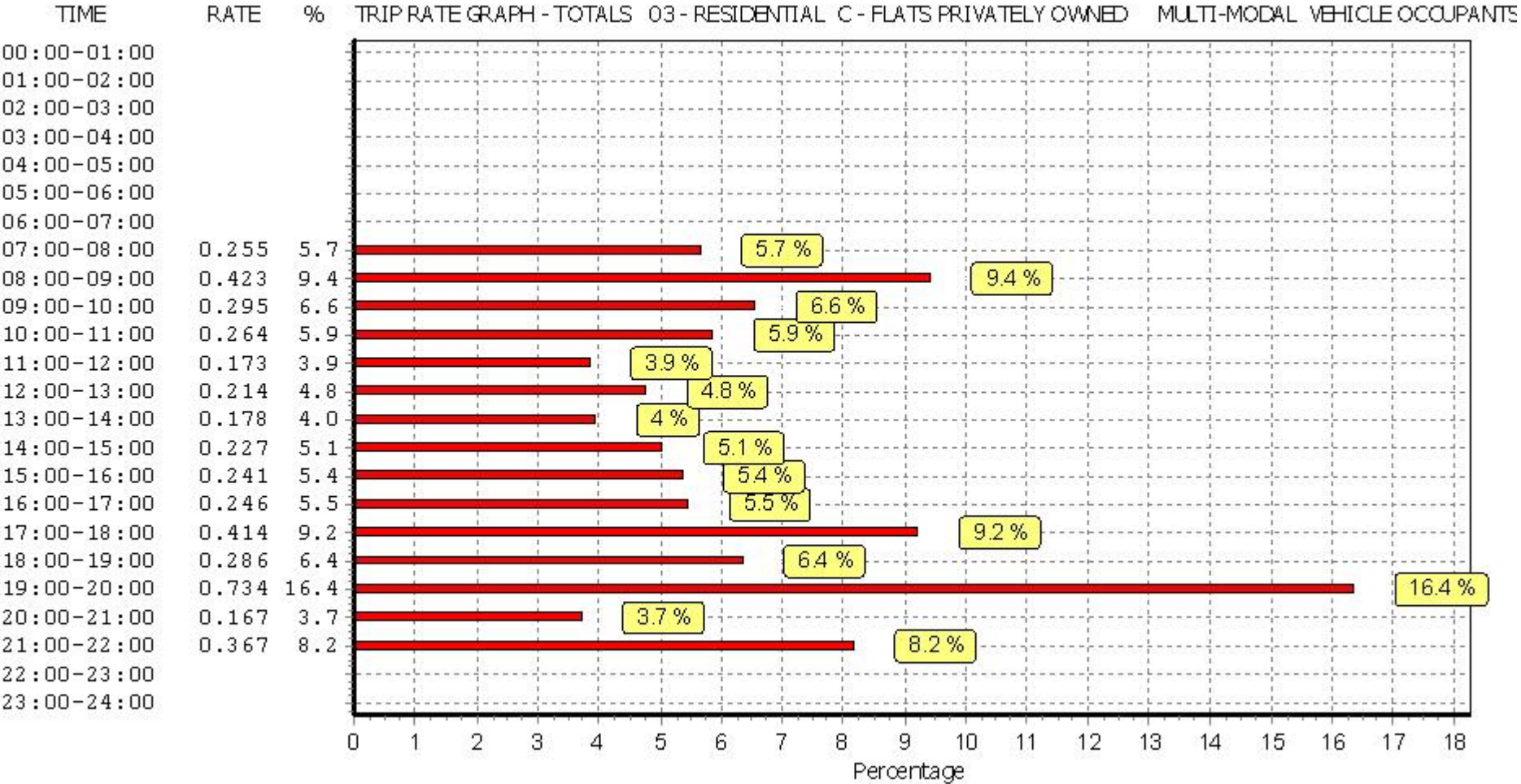
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

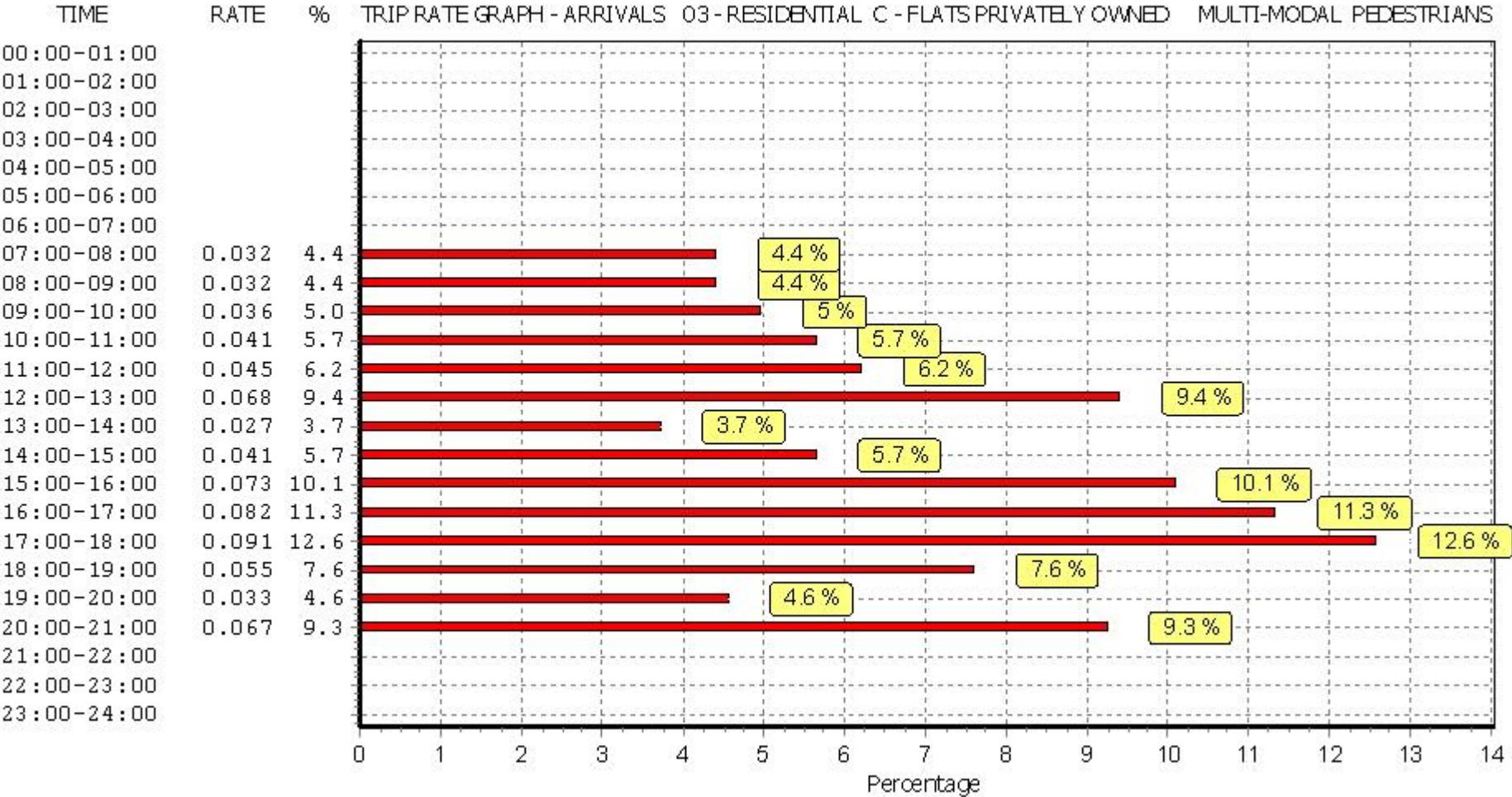
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

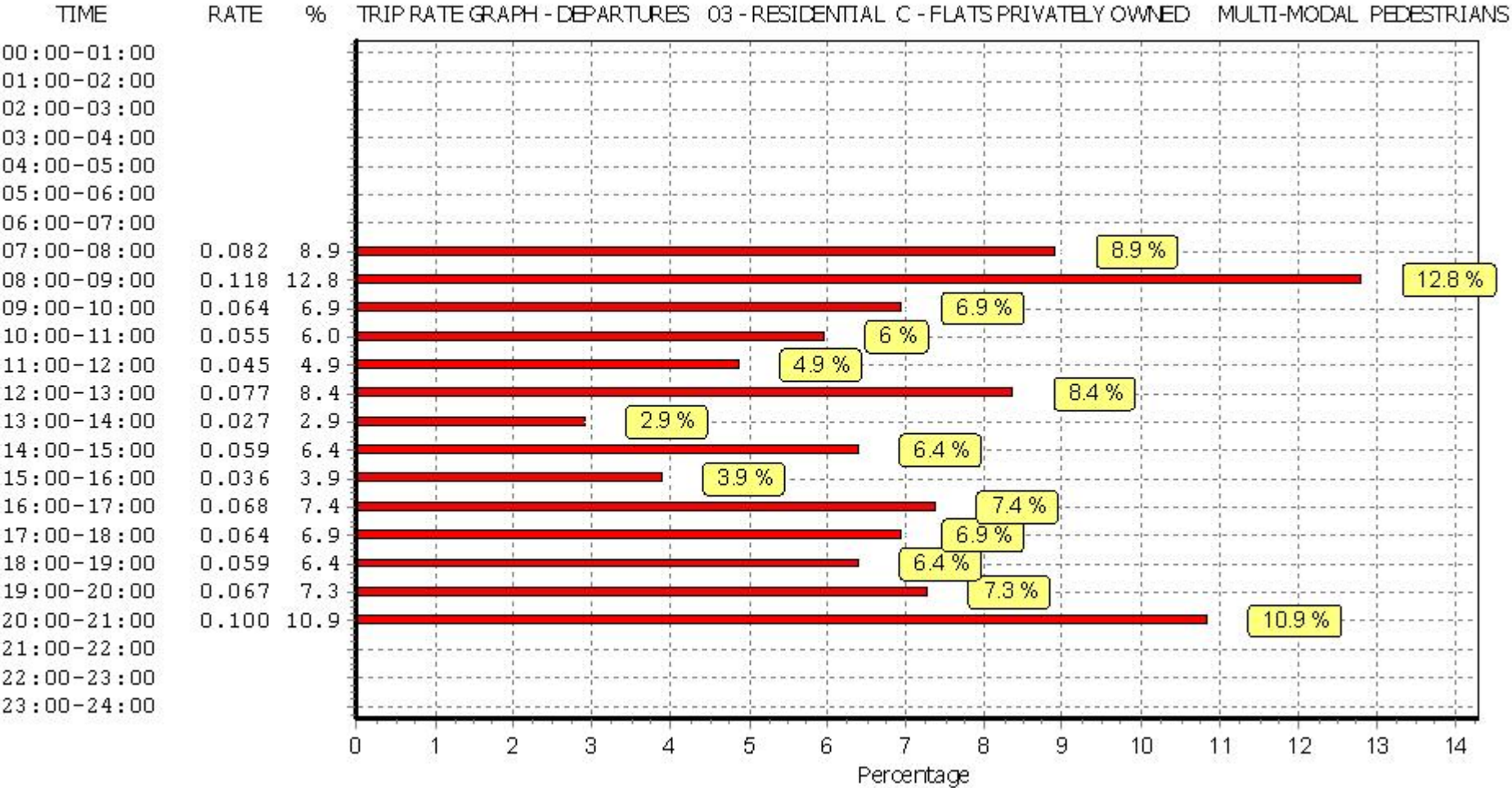
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.032	0.605	8	28	0.082	1.555	8	28	0.114	2.160
08:00 - 09:00	8	28	0.032	0.605	8	28	0.118	2.245	8	28	0.150	2.850
09:00 - 10:00	8	28	0.036	0.691	8	28	0.064	1.209	8	28	0.100	1.900
10:00 - 11:00	8	28	0.041	0.777	8	28	0.055	1.036	8	28	0.096	1.813
11:00 - 12:00	8	28	0.045	0.864	8	28	0.045	0.864	8	28	0.090	1.728
12:00 - 13:00	8	28	0.068	1.295	8	28	0.077	1.468	8	28	0.145	2.763
13:00 - 14:00	8	28	0.027	0.518	8	28	0.027	0.518	8	28	0.054	1.036
14:00 - 15:00	8	28	0.041	0.777	8	28	0.059	1.123	8	28	0.100	1.900
15:00 - 16:00	8	28	0.073	1.382	8	28	0.036	0.691	8	28	0.109	2.073
16:00 - 17:00	8	28	0.082	1.555	8	28	0.068	1.295	8	28	0.150	2.850
17:00 - 18:00	8	28	0.091	1.727	8	28	0.064	1.209	8	28	0.155	2.936
18:00 - 19:00	8	28	0.055	1.036	8	28	0.059	1.123	8	28	0.114	2.159
19:00 - 20:00	2	15	0.033	0.633	2	15	0.067	1.267	2	15	0.100	1.900
20:00 - 21:00	2	15	0.067	1.267	2	15	0.100	1.900	2	15	0.167	3.167
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.723	13.732			0.921	17.503			1.644	31.235

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.

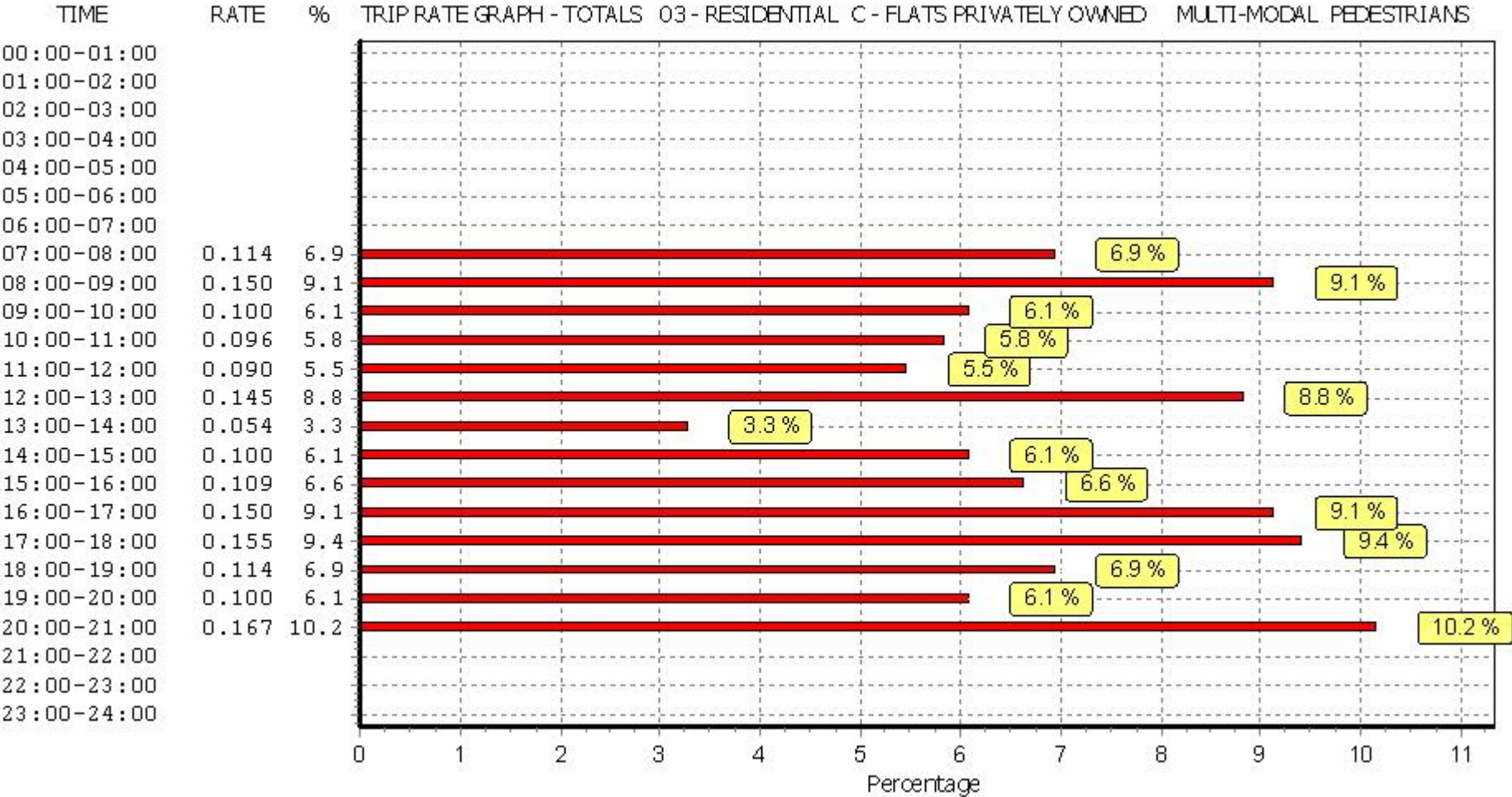
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

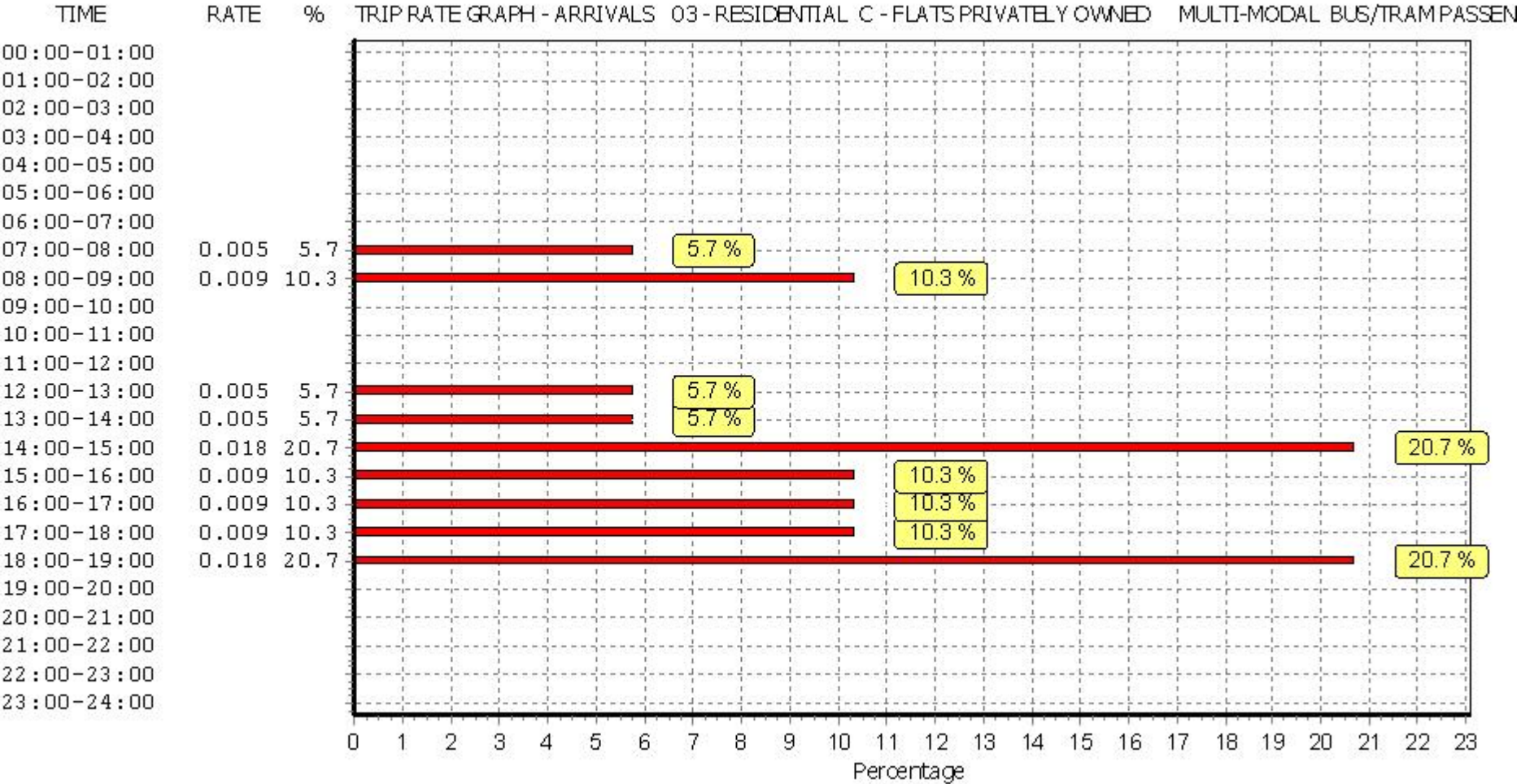
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

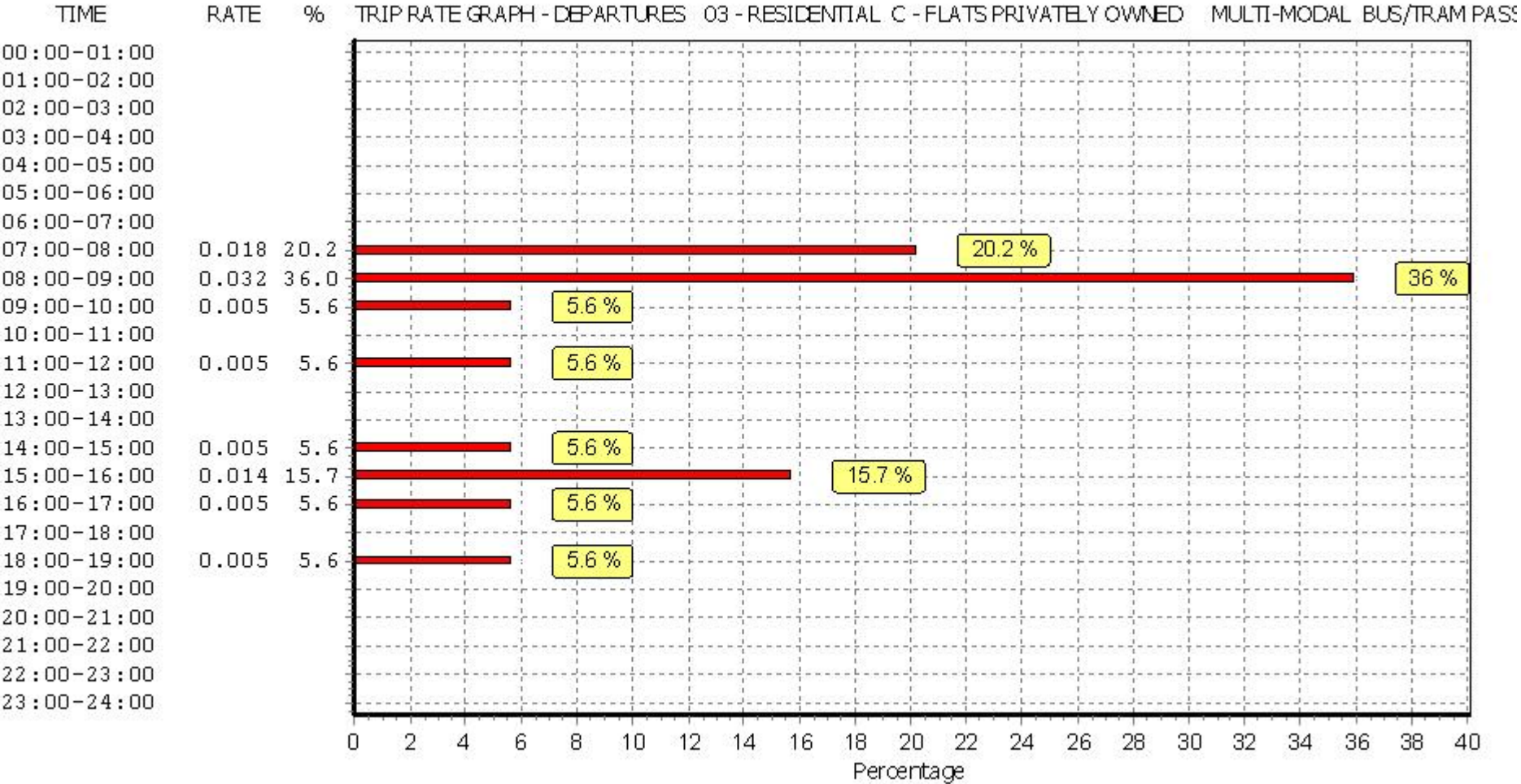
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.005	0.086	8	28	0.018	0.345	8	28	0.023	0.431
08:00 - 09:00	8	28	0.009	0.173	8	28	0.032	0.605	8	28	0.041	0.778
09:00 - 10:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
10:00 - 11:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
11:00 - 12:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
12:00 - 13:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
13:00 - 14:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
14:00 - 15:00	8	28	0.018	0.345	8	28	0.005	0.086	8	28	0.023	0.431
15:00 - 16:00	8	28	0.009	0.173	8	28	0.014	0.259	8	28	0.023	0.432
16:00 - 17:00	8	28	0.009	0.173	8	28	0.005	0.086	8	28	0.014	0.259
17:00 - 18:00	8	28	0.009	0.173	8	28	0.000	0.000	8	28	0.009	0.173
18:00 - 19:00	8	28	0.018	0.345	8	28	0.005	0.086	8	28	0.023	0.431
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.087	1.640			0.089	1.639			0.176	3.279

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.

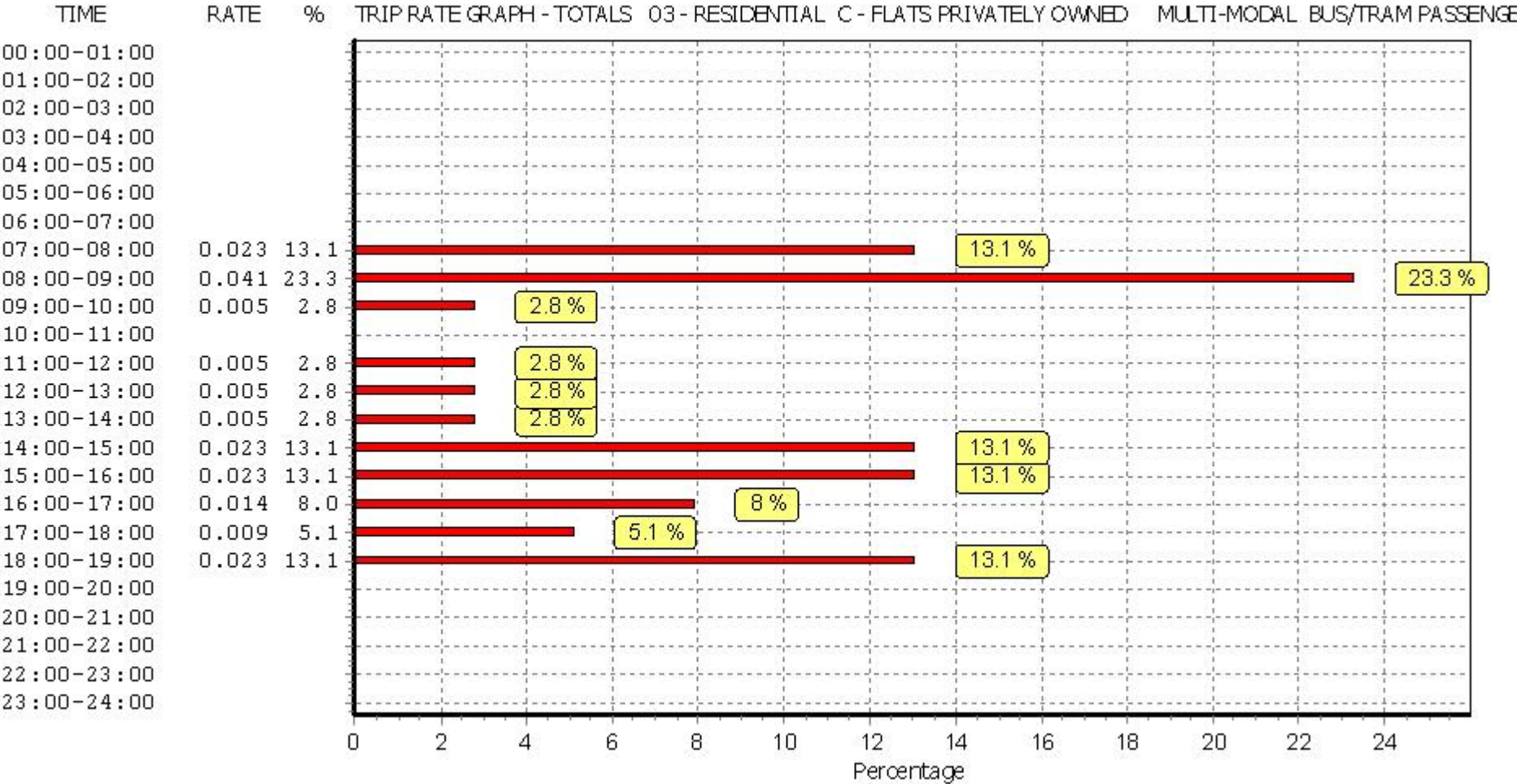
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

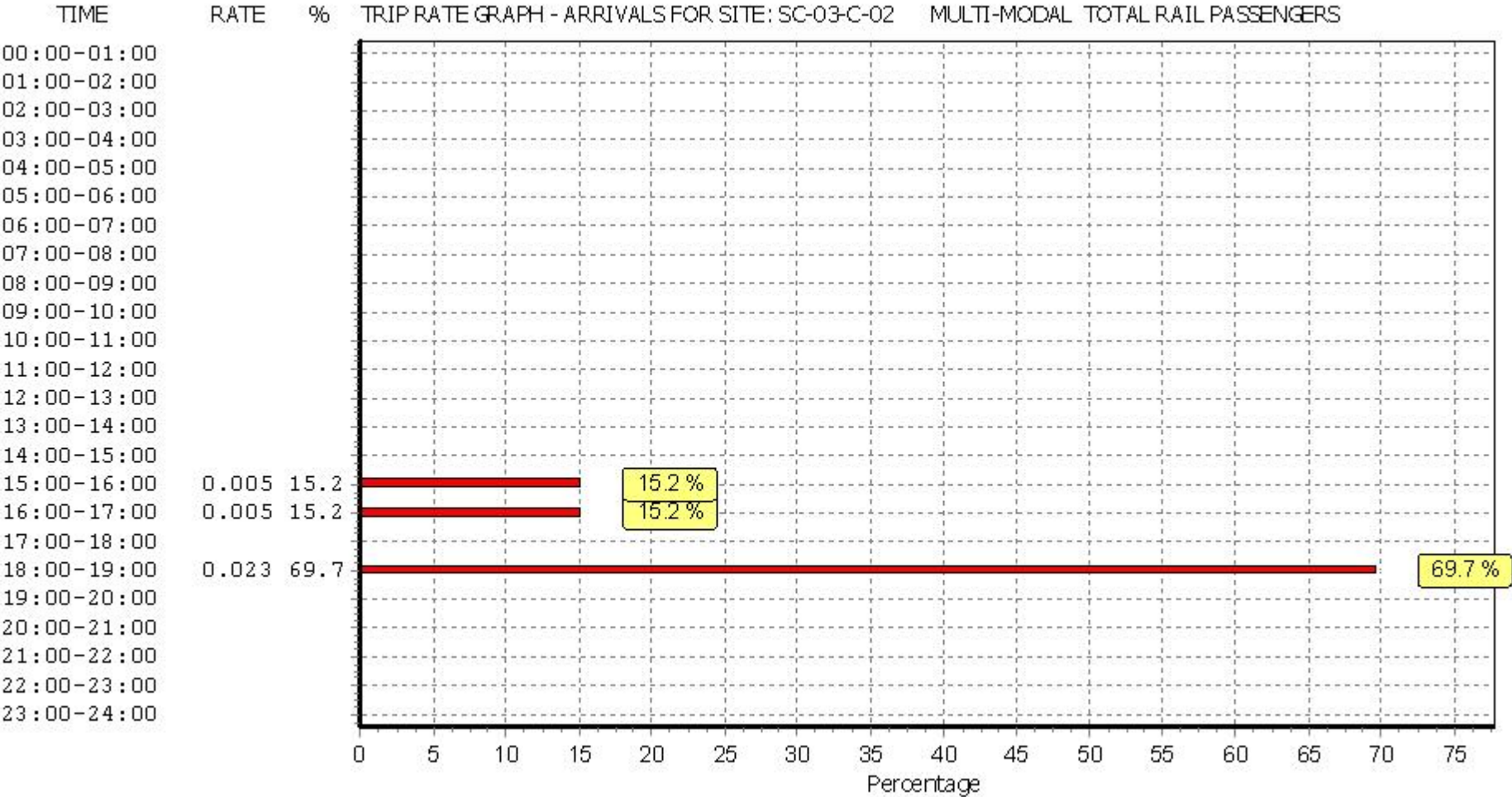
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

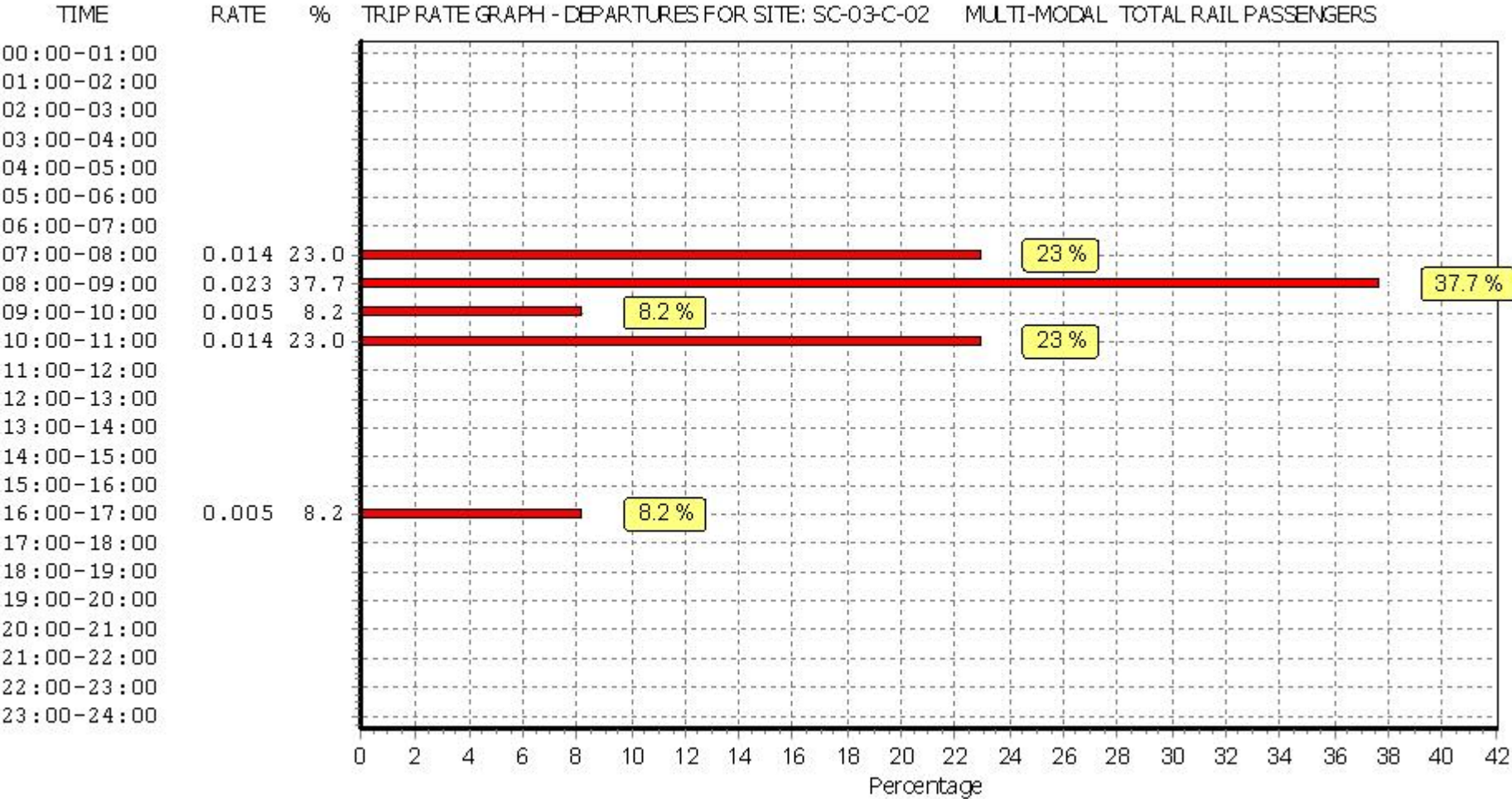
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.000	0.000	8	28	0.014	0.259	8	28	0.014	0.259
08:00 - 09:00	8	28	0.000	0.000	8	28	0.023	0.432	8	28	0.023	0.432
09:00 - 10:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
10:00 - 11:00	8	28	0.000	0.000	8	28	0.014	0.259	8	28	0.014	0.259
11:00 - 12:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
12:00 - 13:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
13:00 - 14:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
14:00 - 15:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
15:00 - 16:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
16:00 - 17:00	8	28	0.005	0.086	8	28	0.005	0.086	8	28	0.010	0.172
17:00 - 18:00	8	28	0.000	0.000	8	28	0.000	0.000	8	28	0.000	0.000
18:00 - 19:00	8	28	0.023	0.432	8	28	0.000	0.000	8	28	0.023	0.432
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.033	0.604			0.061	1.122			0.094	1.726

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.

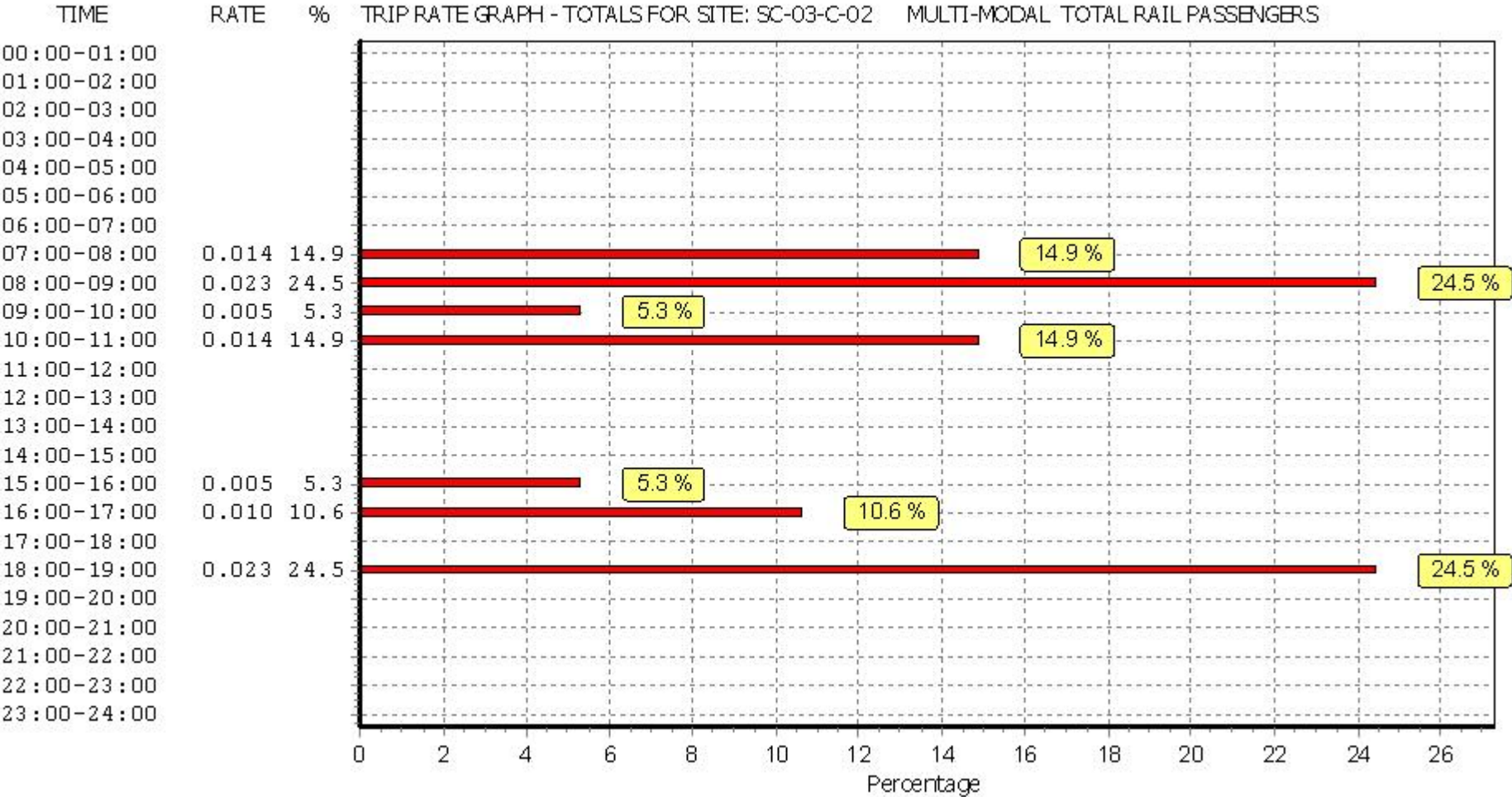
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

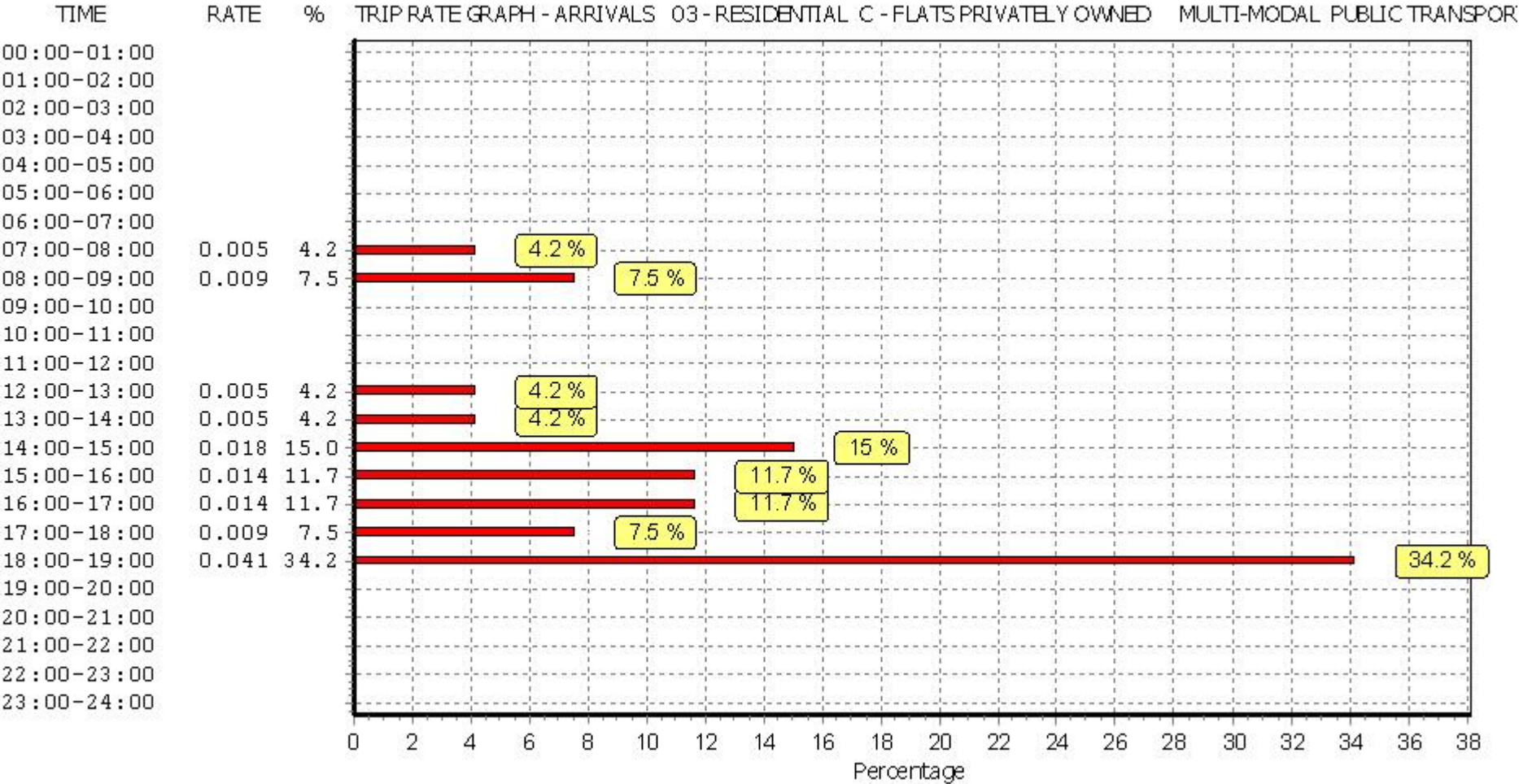
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

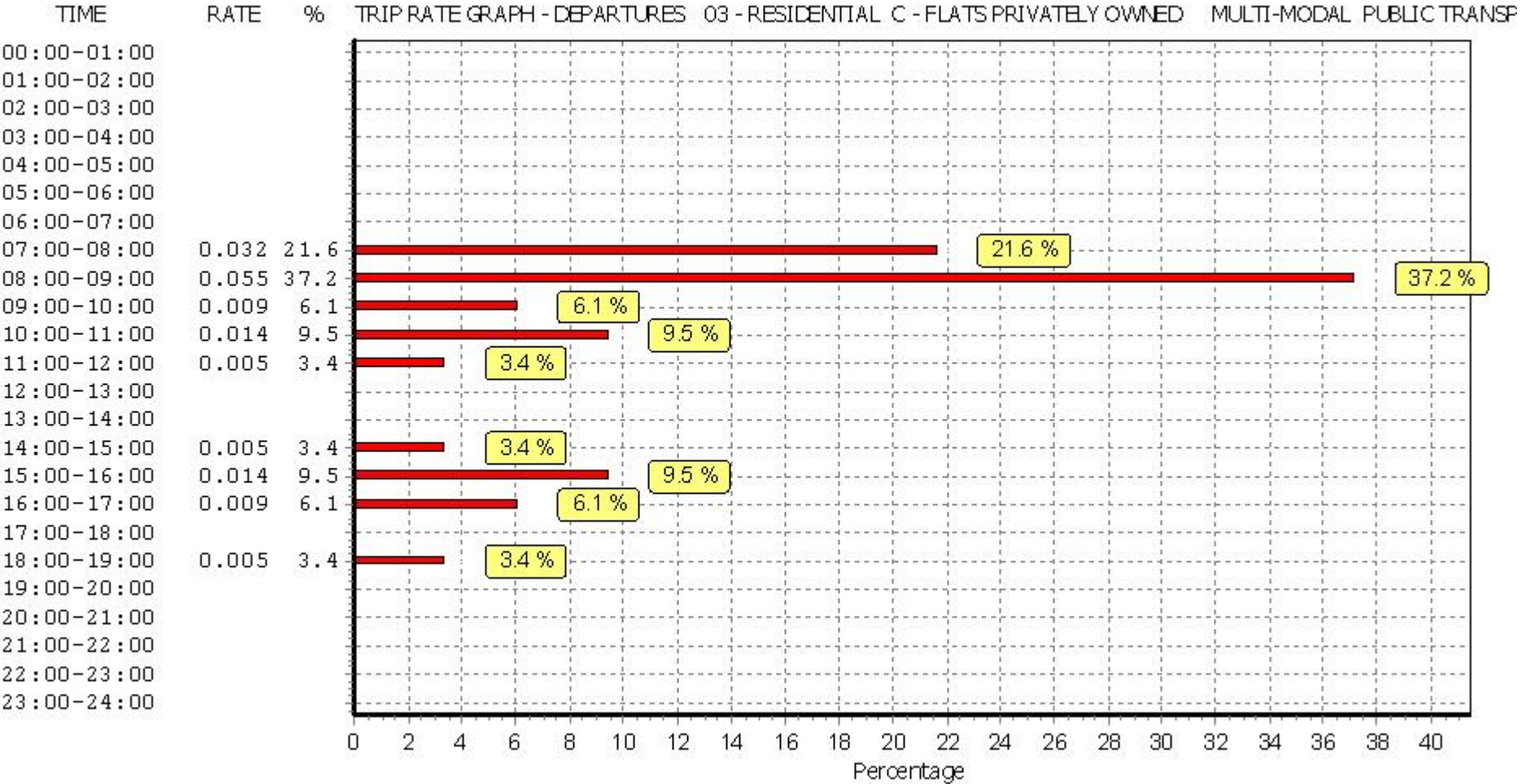
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.005	0.086	8	28	0.032	0.605	8	28	0.037	0.691
08:00 - 09:00	8	28	0.009	0.173	8	28	0.055	1.036	8	28	0.064	1.209
09:00 - 10:00	8	28	0.000	0.000	8	28	0.009	0.173	8	28	0.009	0.173
10:00 - 11:00	8	28	0.000	0.000	8	28	0.014	0.259	8	28	0.014	0.259
11:00 - 12:00	8	28	0.000	0.000	8	28	0.005	0.086	8	28	0.005	0.086
12:00 - 13:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
13:00 - 14:00	8	28	0.005	0.086	8	28	0.000	0.000	8	28	0.005	0.086
14:00 - 15:00	8	28	0.018	0.345	8	28	0.005	0.086	8	28	0.023	0.431
15:00 - 16:00	8	28	0.014	0.259	8	28	0.014	0.259	8	28	0.028	0.518
16:00 - 17:00	8	28	0.014	0.259	8	28	0.009	0.173	8	28	0.023	0.432
17:00 - 18:00	8	28	0.009	0.173	8	28	0.000	0.000	8	28	0.009	0.173
18:00 - 19:00	8	28	0.041	0.777	8	28	0.005	0.086	8	28	0.046	0.863
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.120	2.244			0.148	2.763			0.268	5.007

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.

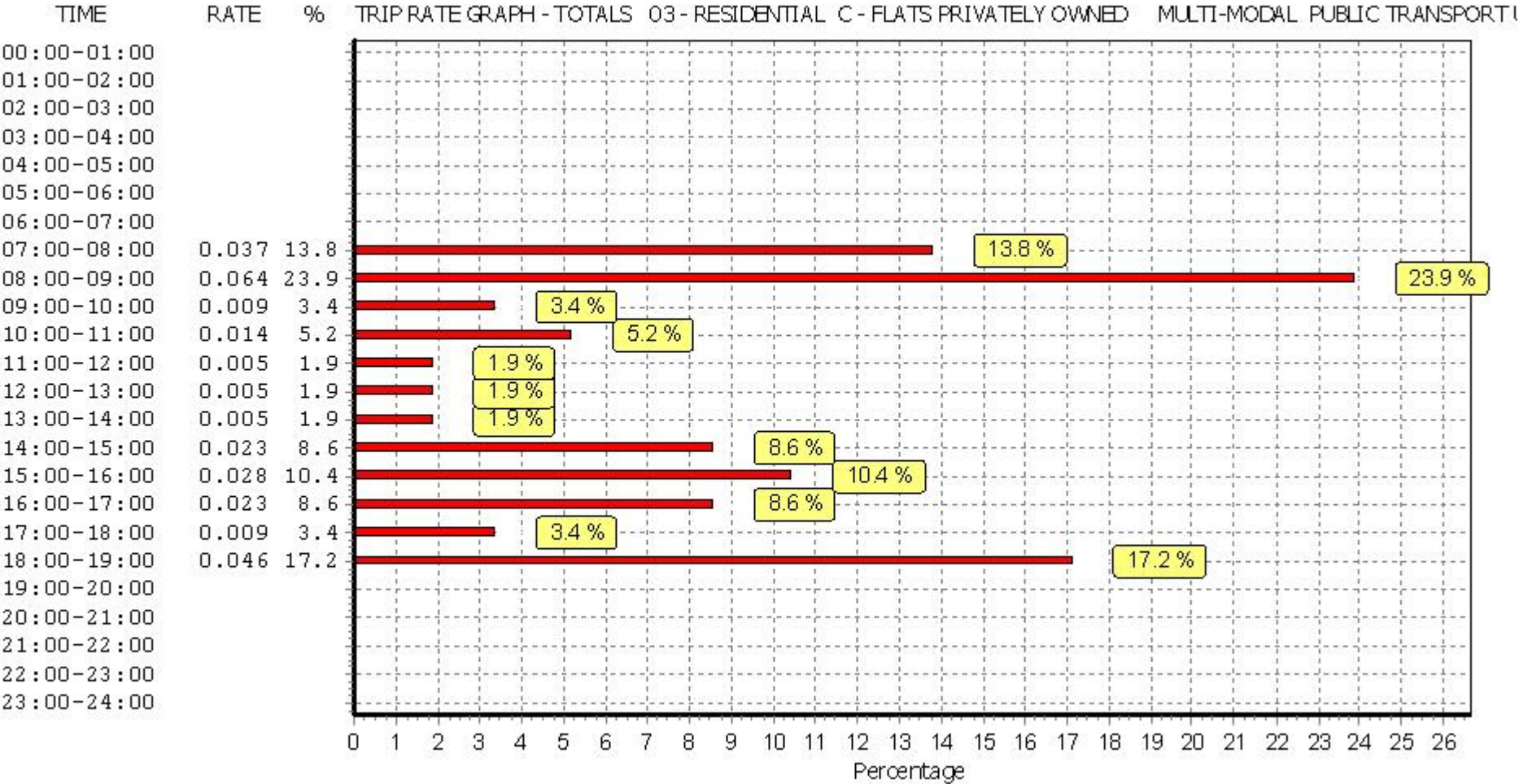
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

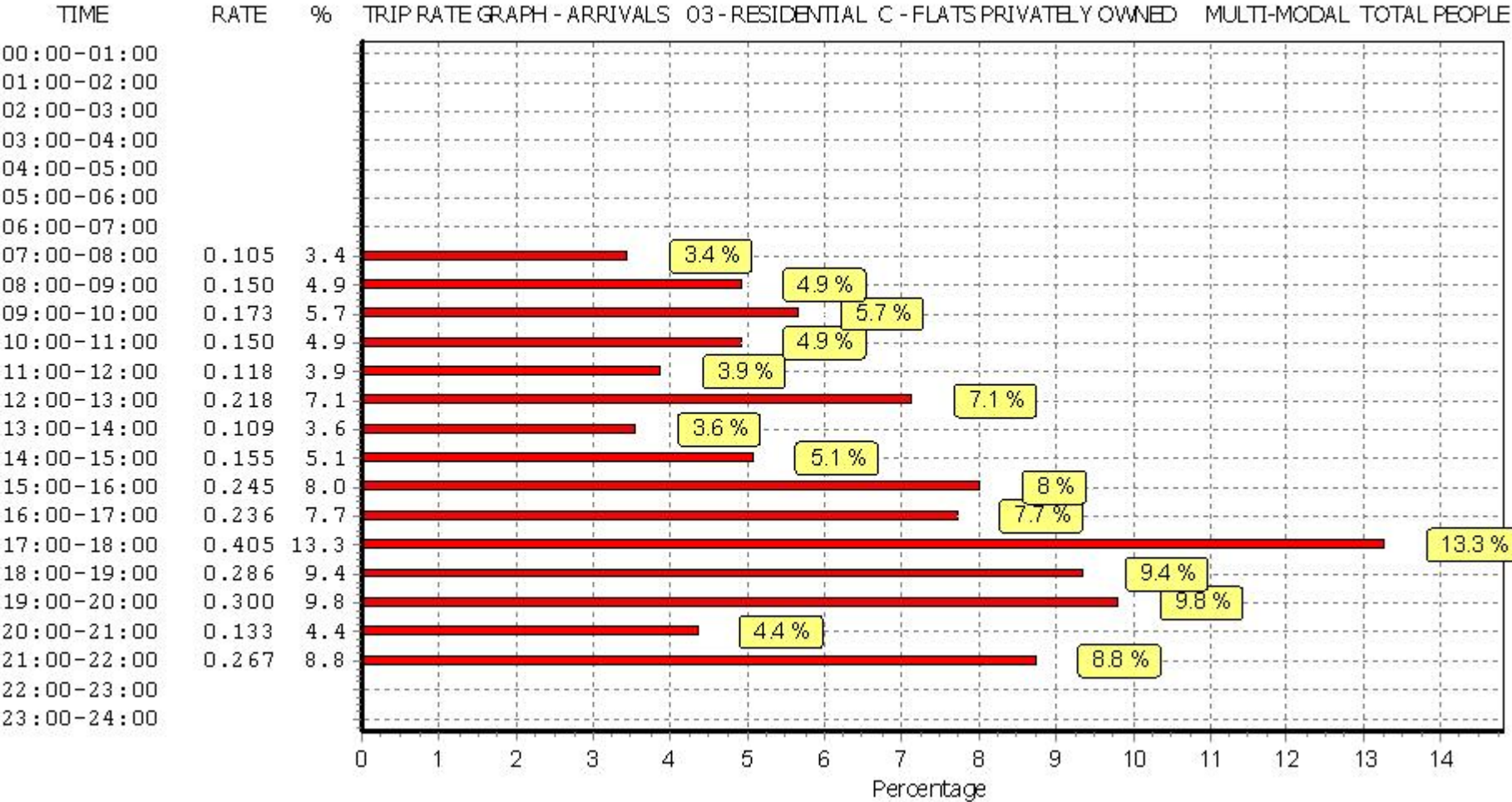
Estimated TRIP rate value per 19 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

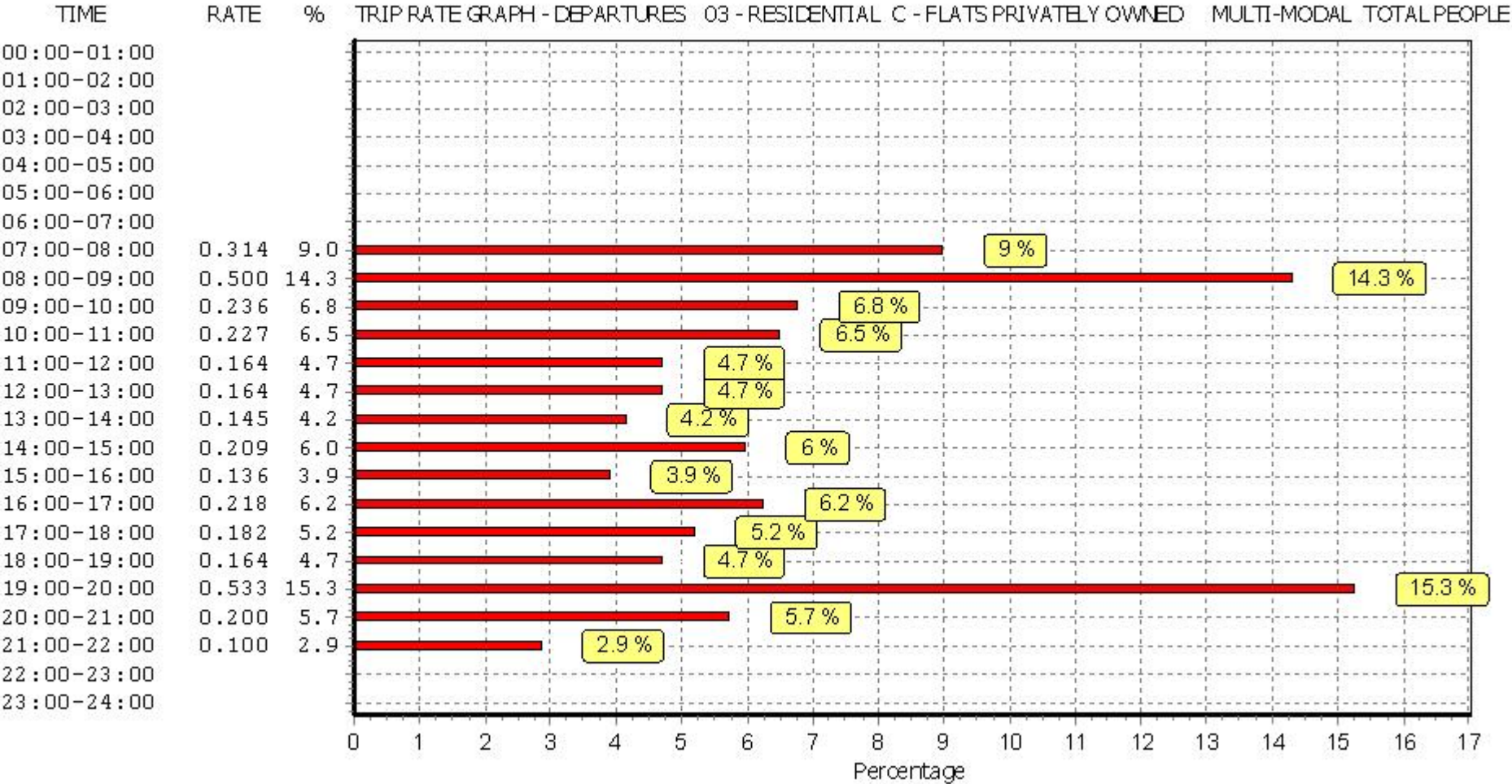
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	28	0.105	1.986	8	28	0.314	5.959	8	28	0.419	7.945
08:00 - 09:00	8	28	0.150	2.850	8	28	0.500	9.500	8	28	0.650	12.350
09:00 - 10:00	8	28	0.173	3.282	8	28	0.236	4.491	8	28	0.409	7.773
10:00 - 11:00	8	28	0.150	2.850	8	28	0.227	4.318	8	28	0.377	7.168
11:00 - 12:00	8	28	0.118	2.245	8	28	0.164	3.109	8	28	0.282	5.354
12:00 - 13:00	8	28	0.218	4.145	8	28	0.164	3.109	8	28	0.382	7.254
13:00 - 14:00	8	28	0.109	2.073	8	28	0.145	2.764	8	28	0.254	4.837
14:00 - 15:00	8	28	0.155	2.936	8	28	0.209	3.973	8	28	0.364	6.909
15:00 - 16:00	8	28	0.245	4.664	8	28	0.136	2.591	8	28	0.381	7.255
16:00 - 17:00	8	28	0.236	4.491	8	28	0.218	4.145	8	28	0.454	8.636
17:00 - 18:00	8	28	0.405	7.686	8	28	0.182	3.455	8	28	0.587	11.141
18:00 - 19:00	8	28	0.286	5.441	8	28	0.164	3.109	8	28	0.450	8.550
19:00 - 20:00	2	15	0.300	5.700	2	15	0.533	10.133	2	15	0.833	15.833
20:00 - 21:00	2	15	0.133	2.533	2	15	0.200	3.800	2	15	0.333	6.333
21:00 - 22:00	2	15	0.267	5.067	2	15	0.100	1.900	2	15	0.367	6.967
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.050	57.949			3.492	66.356			6.542	124.305

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

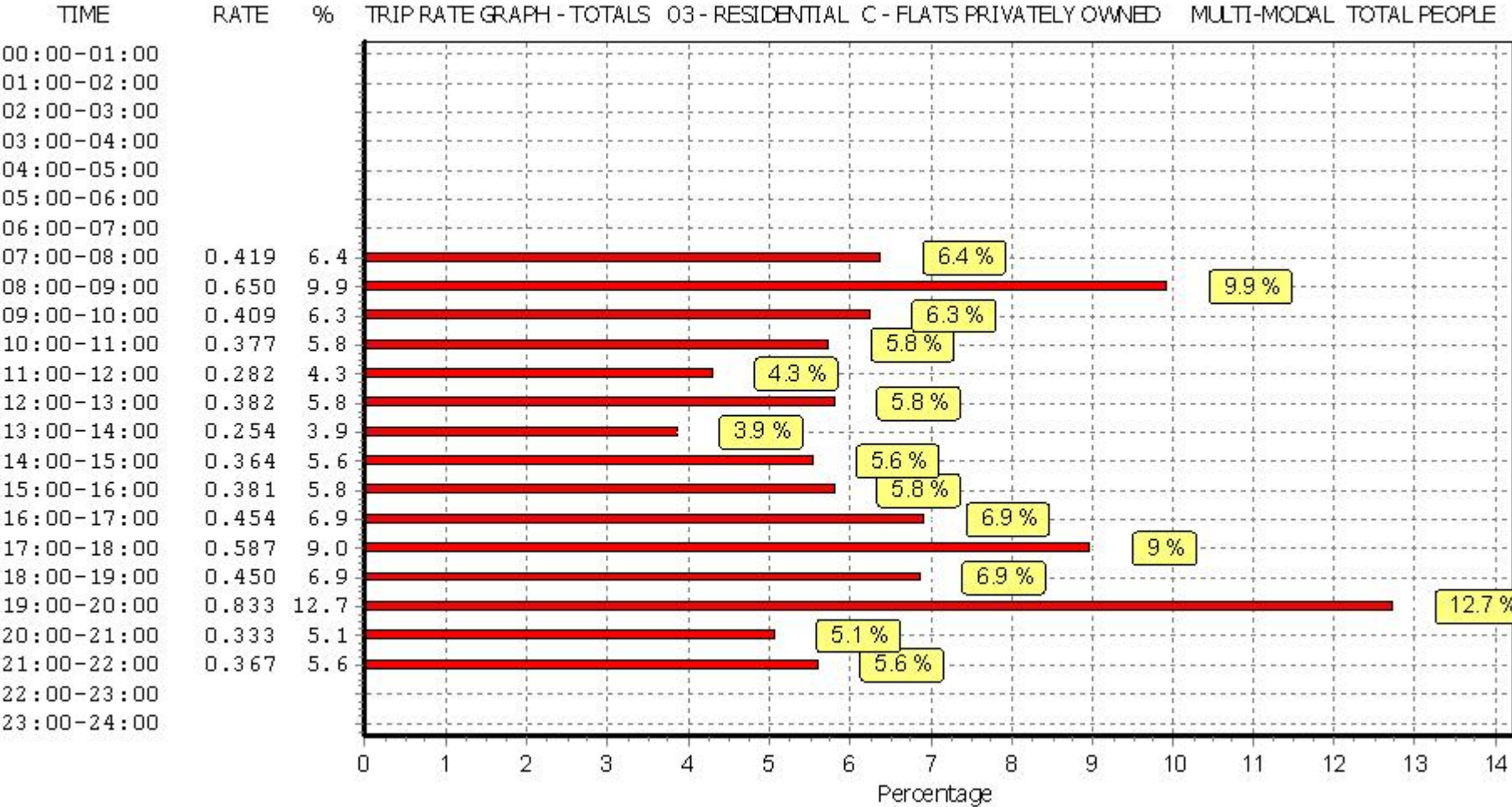
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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