



**S2 ESTATES
71-73 CAVERSHAM ROAD
READING**

TRANSPORT STATEMENT

OCTOBER 2019



the journey is the reward

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Reading
Transport Statement**

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1 Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of S2 Estates to accompany a planning application to provide a new residential-led mixed use development at 71-73 Caversham Road, Reading. The application site is located just outside the Reading Central Core Area, around 500m from Reading train station.
- 1.2 The site is currently occupied by 1,258 sqm Gross Floor Area (GFA) of non-food retail floor space and three office units located on two floors with a combined floorspace of 442 sqm GFA. The site is currently provided with 16 car parking spaces.
- 1.3 The proposals consist of the development of 44 apartments and associated parking, access and landscaping works. The office units and a reduced quantum of non-food retail floor space (239 sqm GFA) are to be retained as part of the development proposals.
- 1.4 The site has frontage onto Northfield Road to the north and Caversham Road to the east. The site takes vehicular access from Northfield Road where there are separate gated accesses to the non-food retail and office units respectively.
- 1.5 This TS has been produced in accordance with the Department for Transport (DfT) Guidance on Transport Assessment (GTA) published March 2007. Although the GTA has been withdrawn, it is still a widely used point of reference in the absence of a replacement document.
- 1.6 This TS seeks to demonstrate to the Reading Borough Council (RBC), as Highway Authority, that highways and transportation matters have been appropriately considered and addressed. On 5th July 2019, Reading Borough Council provided a response to a pre-application submission that included feedback from the Highways Department, which has been taken into consideration in this TS.
- 1.7 The scope of the report is set out below:
 - Site location and existing conditions;
 - Development proposals;
 - Trip generation assessment; and
 - Summary and conclusions.

2 Site Location and Existing Conditions

- 2.1 This section considers the application site location and the accessibility to local transport infrastructure. The site in relation to the regional and local highway network is illustrated in **Figures 2.1 and 2.2**.

Existing Site Description

- 2.2 The site is located close to the town centre with excellent accessibility to local amenities and public transport services, as outlined in this section. The site fronts onto Caversham Road (A329) to the east and Northfield Road to the north and is in a predominantly commercial area with some residential development to the west.
- 2.3 Caversham Road, Northfield Road and the surrounding road network are in a controlled parking zone, restricting on-street parking.
- 2.4 At its junction with Caversham Road, Northfield Road is a left in, left out priority junction. Northfield Road is subject to a 20mph speed limit and provides access to a number of commercial and residential properties.
- 2.5 The western end of Northfield Road is restricted to one-way eastbound only vehicle access. Vehicles accessing the site from the west can do so via Swansea Road, which has a '7.5 tonne except for access' weight restriction.
- 2.6 Approximately 90m to the north of the Northfield Road, Caversham Road meets Vastern Road (A329) and the A4155 at a roundabout junction. From here, the A4155 heads northwards over the River Thames to Caversham, whilst the A329 forms a ring road around Reading eventually meeting the A33, to the south of the site. The A33 continues south to provide access to the M4 at junction 11, approximately 5.5km from the site.

Local Pedestrian Infrastructure

- 2.7 Caversham Road benefits from having footways with street lighting on both sides of the road, with dropped kerb crossing points and controlled crossing facilities opposite the site.
- 2.8 To the north of the application site, Caversham Road approaches a roundabout junction, which provides access to the A4155 Caversham Road to the north west and the A329 Vastern Road to the east. The A4155 and Vastern Road have footways of good width on both sides of the road with controlled crossing facilities on the Vastern Road approach to the roundabout.

- 2.9 To the east of its junction with Caversham Road, Vastern Road meets Trooper Potts Way, which has footways on both side of the road and provides access to the north side of Reading rail station, which is approximately 550m or a 7-minute walk (based on a walking speed of 80m/minute) from the site
- 2.10 Caversham Road southbound provides pedestrian access to Reading town centre, via Tudor Road which has footways on both sides of the road. To the east of Caversham Road, Tudor Drive meets Greyfriars Road, which has footways on both sides of the road and heads south to Friar Street and Reading town centre. The junction of Greyfriars Road and Friar Street has controlled crossings on all arms and is a walking distance of around 630m or an 8-minute walk from the site.
- 2.11 At its junction with Greyfriars Road, Tudor Road leads into Station Hill, which provides pedestrian access to the main entrance of Reading rail station and is around 600m total distance / 8-minutes' walk from the site using this route.
- 2.12 Heading north west from its roundabout junction with Caversham Road and Vastern Road, the A4155 Caversham Road has a local centre. From the site, this can also be accessed from the western end of Northfield Road via Swansea Road, which has footways on both sides of the road and is in a 20mph zone in the vicinity of E P Collier Primary School and Nursery.

Local Cycle Infrastructure

- 2.13 There are several routes through the town centre which are suitable for use by cyclists, complemented by cycle parking facilities in numerous locations. On-road cycle routes as well as traffic-free cycle routes are present, both of which enable bicycle access to the town centre and beyond from the application site.
- 2.14 **Appendix A** includes a map showing the local cycle routes in and around Reading. Northfield Road is designated as an on-road cycle route, which continues west towards Swansea Road and Cardiff Road, providing access to the Richfield Trading Estate and beyond this a traffic-free cycle route on Cow Lane/Richfield Avenue.

Accessibility to Public Transport

- 2.15 The site benefits from excellent access to public transport services and **Tables 2.2 – 2.4** describe the nearest accessible bus stops and rail station, with detail on corresponding services.

Bus Services

- 2.16 The nearest bus stops to the site are located within a 1-minute walk on Caversham Road, with additional services available at other stops on the A4155 Caversham Road and Reading Station North Interchange. **Table 2.2** provides a summary of bus stops and associated facilities that are accessible to the site, whilst **Table 2.3** summarises the bus route information.

Stop Location / Name	Distance from Site (m)	Walking Time in Minutes (80m/minute)	Service(s)	Bus Stop Facilities
A329 Caversham Road / Fire Station (Northbound)	27	<1	22S, 23S, 29, 42 Buzz, F10, F11, F12, F13, F14	Raised kerb
A329 Caversham Road / Fire Station (Southbound)	60	<1	22 pink, 23 berry, 24 berry, 25 pink, 25S, 27, 29, 42 Buzz, F10, F11, F12, F13, F14	Bin, raised kerb
A4155 Caversham Road / Swansea Road (Northbound)	240	3	22 pink, 24 berry, 42 Buzz, 800, F10, F11, F12, X38 River Rapids, X39 River Rapids, X40 River Rapids	Raised kerb
A4155 Caversham Road / Swansea Road (Southbound)	230	3	22 pink, 23 berry, 27, 42 Buzz, 81, 800, F10, F11, F12, X38 River Rapids, X39 River Rapids, X40 River Rapids	Bin, raised kerb
Station North Interchange (Stop NA)	450	6	23 berry, 24 berry, 25 pink, 25S, 800, X38 River Rapids, X39 River Rapids, X40 River Rapids	Bus shelter, seating, raised kerb, bus layby
Station North Interchange (Stop NB)	450	6	22 pink, 24 berry, 25 pink, 800	Bus shelter, seating, raised kerb, bus layby
Station North Interchange (Stop NC)	450	6	22 pink, 23 berry	Bus shelter, seating, raised kerb, bus layby
Station North Interchange (Stop NE)	500	6	TVP	Bus shelter, seating, raised kerb, bus layby

Table 2.2: Bus Stops Accessible from Application Site.

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
22 pink	Reading Friar Street – Caversham Library – Caversham Heights	3 per hour (05:40 – 23:29)	1 per hour (05:58 – 00:15)	1 every 2 hours (09:15 – 17:48)
22S	Caversham Road Fire Station – Caversham Heights Richmond Road – Emmer Green – Sonning Common	1 inbound and 1 outbound service (Schooldays only)	No Service	No Service
23 berry	Reading Friar Street – Caversham Park Village – Emmer Green – Caversham Library – Reading Friar Street	Every 30 minutes (05:30 – 00:00)	Every 30 minutes (06:30 – 00:00)	1 per hour (08:45 – 23:15)
23S	Caversham Road Fire Station – Lower Caversham – Caversham Park Village – Emmer Green – Sonning Common	1 inbound and 1 outbound service (Schooldays only)	No Service	No Service
24 berry	Reading Friar Street – Caversham Library – Emmer Green – Henley Road County Boundary – Reading Friar Street	Every 30 minutes (05:15 – 23:42)	Every 30 minutes (06:05 – 23:42)	1 per hour (09:00 – 19:41)
25 pink	Reading Friar Street – Emmer Green – Peppard Common The Unicorn PH	2 per hour (05:25 – 20:27) (School holidays only)	1 per hour (06:40 – 20:00)	1 every 2 hours (08:05 – 18:27)
25S	Reading Friar Street – Lower Caversham – Henley Road – Emmer	1 inbound and 1 outbound service	No Service	No Service

	Green – Sonning Common – Peppard Common The Unicorn PH	(Schooldays only)		
27	Reading Friar Street – Reading Forbury Road – Lower Caversham	1 per hour (06:56 – 20:28)	1 per hour (06:30 – 20:28)	1 per hour (08:48 – 18:57)
29	Lower Caversham – Blagrace Street – Reading Station Road – Friar Street	2 per hour (06:37 – 23:23)	1 per hour (06:37 – 23:23)	1 per hour (08:58 – 19:10)
42 Buzz	Kenavon Drive – Forbury Road – Minister Street – St Marys Butts – Greyfriars Road – Leisure Centre	2 per hour (08:30 – 16:46)	2 per hour (07:00 – 18:46)	No Service
81	Caversham Heights – Caversham Library – The Mount – University of Reading – Whiteknights – University of Reading – Whitley – Maiden Erlegh – Burmershe Sports Centre – Woodley (Bulmershe School)	1 inbound and 1 outbound service (Schooldays only)	No Service	No Service
800	High Wycombe Station – High Wycombe Bus Station – Cressex Marlow Road – High Wycombe Coachway – Marlow Wiltshire Road – Marlow West Street – Medmenham – Henley-on-Thames Hart Street – Lower Shiplake – Binfield Heath – Bridge Street Caversham – Reading Friar Street	2 per hour (05:25 – 00:20)	1 per hour (06:40 – 00:20)	1 per hour (07:45 – 22:33)
F10	Sonning Common – Chalkhouse Green – Emmer Green – Caversham Church Street – Caversham Road Fire Station – Madejski Stadium	No Service	No Service	1 inbound and 1 outbound service (Reading FC matches only)
F11	Emmer Green – Caversham Church Street – Caversham Road Fire Station – Madejski Stadium	No Service	No Service	1 inbound and 1 outbound service (Reading FC matches only)
F12	Emmer Green – Caversham Library – Caversham Road Fire Station – Madejski Stadium	No Service	No Service	1 inbound and 1 outbound service (Reading FC matches only)
F13	Caversham Park Village – Emmer Green – Henley Road County Boundary – Lower Caversham – Madejski Stadium	No Service	No Service	1 inbound and 1 outbound service (Reading FC matches only)
F14	Henley-on-Thames Hart Street – Lower Shiplake – Shiplake – Binfield Heath – Dunsden Green – Henley Road County Boundary – Lower Caversham – Madejski Stadium	No Service	No Service	1 inbound and 1 outbound service (Reading FC matches only)
TVP	Winnersh Triangle Railway Station – Reading Station North Interchange – Reading Market place – Thames Valley Park	Every 6 minutes (06:45 – 19:38)	No Service	No Service
X38 River Rapids	Oxford Westgate – Oxford St Aldates – Nuneham Courtenay – Berinsfield A4074 Layby – Shillingford – Benson – Crowmarsh Gifford – Wallingford Market Place – Nuffield – Nettlebed – Henley-on-Thames Hart Street – Lower Shiplake – Henley Road County Boundary – Caversham Church Street – Reading Friar Street	1 per hour (06:15 – 20:51)	1 per hour (06:59 – 20:10)	No Service
X39 River Rapids	Reading Station Road – Caversham Heights – Cane End Horsepond Road – Cholsey & Wallingford Railway Station – Wallingford Market Place – Crowmarsh Gifford – Benson – Shillingford – Berinsfield A4074 Layby – Nuneham Courtenay – Oxford Westgate	1 per hour (06:10 – 20:04)	1 per hour (06:15 – 20:25)	No Service
X40 River Rapids	Reading Station Road – Caversham Heights – Cane End Horsepond Road – Woodcote – Wallingford Market Place – Crowmarsh Gifford – Benson – Shillingford – Berinsfield A4074 Layby – Nuneham Courtenay – Oxford Westgate – Oxford St Aldates	2 per hour (05:25 – 23:59)	2 per hour (06:20 – 00:27)	1 per hour (08:17 – 23:59)

Table 2.3: Bus Routes Accessible from Application Site

- 2.17 Table 2.3 shows that the site is well located for access to regular bus routes with six services offering half-hourly services or better available from bus stops on Caversham Road, which are within 2 minutes-walk of the site access with further bus services available from the A4155 Caversham Road and Station North Interchange.

Rail Services

- 2.18 Reading rail station is served by CrossCountry, GWR and South Western Railway, where rail services extend to London, Bristol, Cardiff, Oxford, Gatwick Airport, Basingstoke, Southampton, Plymouth, Newcastle and Bournemouth as well as numerous stops in between. **Table 2.4** summarises these rail services and weekday and weekend peak frequencies from Reading.

Station Served	Destination	Peak Frequency		
		Weekday	Saturday	Sunday
Reading – Reading West – Mortimer – Bramley (Hampshire) - Basingstoke	Basingstoke	4 per hour	4 per hour	2 per hour
Reading – Theale – Thatcham – Newbury – Klinbury – Hungerford - Bedwyn	Bedwyn	1 per hour	1 per hour	1 every 2 hours
Reading – Basingstoke – Winchester – Southampton Airport Parkway – Southampton Central – Brockenhurst - Bournemouth	Bournemouth	1 per hour	1 per hour	1 per hour
Reading – Didcot Parkway – Swindon (Wilts) – Bristol Parkway	Bristol Parkway	2 per hour	1 per hour	1 per hour
Reading – Didcot Parkway – Swindon (Wilts) – Chippenham – Bath Spa – Bristol Temple Meads	Bristol Temple Meads	2 per hour	2 per hour	2 per hour
Reading – Didcot Parkway – Swindon (Wilts) – Bristol Parkway – Newport (South Wales) – Cardiff Central	Cardiff Central	2 per hour	1 per hour	1 per hour
Reading – Didcot Parkway – Swindon (Wilts) – Kemble – Stroud (Gloucs) – Stonehouse – Gloucester – Cheltenham Spa	Cheltenham Spa	1 every 2 hours	1 every 2 hours	1 every 2 hours
Reading – Tilehurst – Pangbourne – Goring & Streatley – Cholsey – Didcot Parkway	Didcot Parkway	7 per hour	4 per hour	4 per hour
Reading - Twyford – Maidenhead – Slough – Langley (Berks) – Iver – West Drayton – Hayes & Harlington – Southall – Ealing Broadway	Ealing Broadway	4 per hour	4 per hour	3 per hour
Reading – Wokingham – Blackwater – North Camp – Guildford – Dorking (Deepdene) – Reigate – Redhill – Gatwick Airport	Gatwick Airport	1 per hour	1 per hour	1 per hour
Reading – Didcot Parkway – Oxford – Hanborough – Charlbury – Kingham – Moreton-in-Marsh – Honeybourne – Evesham – Pershore – Worcester Shrub Hill – Worcester Foregate Street – Malvern Link – Great Malvern	Great Malvern	1 per hour	1 per hour	1 per hour
Reading – Oxford – Hanborough – Charlbury – Kingham – Moreton-in-Marsh – Honeybourne – Evesham – Pershore – Worcester Shrub Hill – Worcester Foregate Street – Malvern Link – Great Malvern – Colwall – Ledbury – Hereford	Hereford	1 per hour	1 every 2 hours	1 every 2 hours
Reading – Twyford – Maidenhead – Slough – London Paddington	London Paddington	18 per hour	11 per hour	9 per hour

Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot (Berks) – Sunningdale – Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond (London) - Clapham Junction – London Waterloo	London Waterloo	15 per hour	10 per hour	7 per hour
Reading – Oxford – Banbury – Leamington Spa – Coventry – Birmingham International – Birmingham New Street – Wolverhampton – Stafford – Stoke-on-Trent – Macclesfield – Stockport – Manchester Piccadilly	Manchester Piccadilly	1 per hour	1 per hour	1 per hour
Reading – Reading West – Theale – Aldermaston – Midgham – Thatcham – Newbury Racecourse - Newbury	Newbury	3 per hour	3 per day	2 per hour
Reading – Oxford – Banbury – Leamington Spa – Birmingham New Street – Derby – Sheffield – Doncaster – York – Darlington – Durham - Newcastle	Newcastle	1 per hour	1 per hour	1 per hour
Reading – Didcot Parkway - Oxford	Oxford	5 per hour	4 per hour	3 per hour
Reading – Newbury – Pewsey – Castle Cary – Taunton – Exeter St David's Dawlish – Teignmouth – Newton Abbot – Torquay - Paignton	Paignton	3 per day	1 per day	1 per day
Reading – Exeter St David's – Newton Abbot – Plymouth – Liskeard – Bodmin Parkway – St Austell – Truro – Redruth - Penzance	Penzance	2 per hour	1 per hour	1 every 2 hours
Reading – Exeter St David's - Plymouth	Plymouth	2 per hour	1 per hour	1 per hour
Reading – Wokingham – Crowthorne – Sandhurst (Berks) – Blackwater – Farnborough North – North Camp – Ash – Guildford – Shalford (Surrey) – Dorking West – Dorking (Deepdene) – Betchworth – Reigate - Redhill	Redhill	2 per hour	2 per hour	2 per hour
Reading – Basingstoke – Winchester – Southampton Airport Parkway – Southampton Central	Southampton Central	2 per hour	2 per hour	1 per hour
Reading – Swindon (Wilts) – Bristol Parkway – Newport (South Wales) – Cardiff Central – Bridgend – Port Talbot Parkway – Neath - Swansea	Swansea	1 per hour	1 per hour	1 per hour
Reading – Taunton	Taunton	3 per hour	2 per hour	2 per hour
Reading – Swindon (Wilts) – Chippenham – Bath Spa – Bristol Temple Meads – Weston-super-Mare	Weston-super-Mare	1 per hour	1 per hour	1 per hour
Reading – Oxford – Hanborough – Charlbury – Kingham – Moreton-in-Marsh – Evesham – Worcester Shrub Hill – Worcester Foregate Street	Worcester Foregate Street	2 per hour	1 per hour	1 per hour
Reading – Oxford – Banbury – Leamington Spa – Birmingham New Street – Tamworth – Burton-on-Trent – Derby – Chesterfield – Sheffield – Doncaster - York	York	1 per hour	1 per hour	1 per hour

Table 2.4: Rail Services Available from Reading Station

- 2.19 The accessibility of site can be measured based on how close it is to public transport and how frequent services are in the area. This is output as an Accessibility Index, which is required for the sustainability assessment and has been calculated using the PTAL (Public Transport Access Level) methodology. PTAL is commonly used in London but is used to a lesser extent outside of London.

- 2.20 The calculated AI value translates to a PTAL rating between zero and six, where the highest value represents the best connectivity. Using this methodology, the site has an AI value of 23, which is a PTAL of five and translates to a Very Good level of accessibility to public transport rating. The results of this assessment are included in **Appendix B**.

Local Services and Amenities

- 2.21 Due to the proximity of the site to Reading town centre, there is a wide selection of services and amenities available to residents within a reasonable walking distance, as shown in **Table 2.1**.
- 2.22 The location of the site provides convenient access to existing public services and local amenities. For some amenities, such as restaurants and banks, there are a number within a suitable walking distance and therefore **Table 2.1** identifies the nearest of each type to the site.

Amenity	Distance	Walk Time in Minutes (80m/minutes)
Gym	30m	<1
Cozze Restaurant	100m	<1
Great Bingham's Mead Business Park	200m	3
EP Collier Primary School and Nursery	240m	3
Grazeley Tiny Tots Pre School	250m	3
Convenience store	270m	3
Station Shopping Park	300m	4
Cash point	350m	4
Café	350m	4
Take away	350m	4
Pub	350m	4
New Hope Centre Church	350m	4
ALDI Supermarket	350m	4
Barbers	400m	5
Richfield Trading Estate	450m	6
Reading Railway Station	550m	7
Health Club and Spa	550m	7
Fairview Community Centre	550m	7
Pharmacy	600m	8
Bank	650m	8
Reading Museum	750m	9
Rowing Club	750m	9
Post Office	750m	9
Reading Walk-in Health Centre	800m	10
Christchurch Meadow Public Swimming Pool	800m	10
Kings Meadow	850m	11
Tennis courts	850m	11
Kings Meadow Play Park	950m	12

Table 2.1: Local Services and Amenities

3 Development Proposals

Proposed Scheme

- 3.1 The proposals consist of the development of a new seven-storey building with 44 apartments and associated parking, access and landscaping works. The office units and a reduced quantum of non-food retail floor space (239 sqm) are to be retained as part of the development proposals. The proposed ground floor plan is shown in **Appendix C**.
- 3.2 The apartments will comprise 17 one-bedroom units, 24 two-bedroom units with three units accommodating three bedrooms. A reduced quantum of non-food retail floor space with a GFA of 239 sqm will be retained on the ground floor with frontage onto Caversham Road. At the opposite end of the site, there are three existing units with office space on the ground and first floors with a combined floorspace of 442 sqm. These office units are to be retained as part of the proposals to redevelop the site.
- 3.3 The development proposes 23 car parking spaces on the site, which will be allocated to the residential, office and retail uses.

Site Access Arrangements

- 3.4 The development proposes to consolidate the existing vehicular accesses to the site into a single dropped kerb access. This will provide access to the parking spaces for the development. In the vicinity of the proposed site access, Northfield Way is subject to a speed limit of 20mph and **Figure 3.1** shows 2.4m x 25m visibility splays to accord the Manual for Streets (MfS) requirements.
- 3.5 Pedestrian access to the residential units will be via an entrance from Northfield Way, set back from the footway. As is currently the case, pedestrians will be able to access the office units from the car park. Pedestrian access to the retail units will be from Caversham Road.
- 3.6 The cycle store for residents will be accessed from Northfield Way. Additional cycle parking for the office and retail uses and visitors will be accessed from Northfield Way and the development car park.

Parking

- 3.7 Car parking will be arranged in an 'L' shape within the site with 16 residential parking spaces (including two disabled spaces) located on the eastern side of the site access and along the southern boundary of the site with eight office / commercial parking spaces (including one disabled space) located adjacent to the offices. All standard car parking spaces will 2.4m wide by 4.8m long with a 6m forecourt depth. The disabled spaces will be 1.2m wider than the standard spaces. **Figure 3.2** shows the swept path of a car accessing selected spaces in the car park.
- 3.8 As shown in the proposed ground floor plan in **Appendix C**, three of the parking spaces (bays 1, 5 and 15) will be enabled for electric vehicle charging.
- 3.9 The development will provide 44 cycle parking spaces for residents, located in a covered storage area on the ground floor and secured by controlled entry points. Also proposed are five Sheffield stands providing 10 cycle parking spaces for the other uses and visitors, which will be located in an external but covered area of the car park.
- 3.10 Parking requirements have been taken from the Reading Borough Council Revised Parking Standards and Design and are based on accessibility zones. The site is in Zone 2, which is the primary core area. The standards have been considered against proposed parking provision for cars and cycles, as set out in **Table 3.1**.

Parking Type	SPG Standard	Requirement	Proposed Provision
Car Parking (Residential)	A requirement of one car parking space per 1-2 bed flat and 1.5 car parking spaces per 3+ bed flat	46	16
Car Parking (Offices)	A maximum of one car parking space per 100 sqm	4	8
Car Parking (Non-Food Retail)	A maximum of one car parking space per 50 sqm	5	
Car Parking Total		55	24
Disabled Parking	3 disabled spaces or 5% of capacity, whichever is greater	3	3
Cycle Parking (Residential)	Minimum of 0.5 cycle parking space per 1-2 bed flat and 1 cycle parking space per 3+ bed flat	24	44
Cycle Parking (Offices)	Minimum of one cycle parking space per 200 sqm	2	10
Cycle Parking (Non-Food Retail)	Minimum of one cycle parking space per 6 staff and one cycle parking space per 200 sqm	2	
Cycle Parking Total		28	54

Table 3.1: Proposed Development Parking

- 3.11 **Table 3.1** shows that the proposed cycle parking provision exceeds minimum requirements with each household having access to a cycle parking space in a secure cycle store. Car parking provision for the offices and non-food retail elements of the development are within maximum standards and the disabled parking requirement has been met by the proposals.
- 3.12 Residential parking provision is proposed at a ratio of 0.35 spaces per dwelling, which is below the Council's requirements. However, in their consultation response on the pre-application submission (at which time the proposed ratio was 0.29 spaces per dwelling), RBC said that 'given the site's close proximity to the centre of Reading, and it's easy access to public transport connections and the facilities in the town centre, a lower parking provision can be considered'.

Servicing and Deliveries

- 3.13 The proposed reduction in retail floor space will mean less demand for deliveries to the site. To maximise land use on the site, it is proposed that servicing and deliveries will take place from Northfield Road. To allow for this, a new loading bay is proposed along the site frontage, which will require a rearrangement of the on-street parking bays but without any net loss in parking.
- 3.14 **Figure 3.3** shows the layout of an 11m loading bay on Northfield Road. This has been achieved by utilising the site frontage made available by consolidating the points of access to the site. Along the site frontage, the on-street parking bays can accommodate up to four cars.
- 3.15 To accommodate the loading bay it is proposed that this parking area be reduced from around 21m to 17m to accommodate up to the three cars with a new bay marked out in front of the office buildings, to bring the overall provision in front of the site back up to four on-street parking spaces (i.e. no net loss in on-street parking).
- 3.16 A 10m rigid HGV is likely to be the largest vehicle that is anticipated to deliver to the site and **Figures 3.4 and 3.5** show the swept path of 10m rigid HGV entering and leaving the loading bay. Inbound deliveries will be via Swansea Road, as the western end of Northfield Road is restricted to one-way eastbound only for vehicles with outbound deliveries using Caversham Road.
- 3.17 Refuse vehicles currently service the existing residential and commercial properties on Northfield Road and so would be able to incorporate the development site into the collection schedule, utilising the loading bay proposed for Northfield Road.

4 Trip Generation Assessment

- 4.1 This section of the TS considers the level of existing and proposed trip generation and assesses the net impact of the development scheme.
- 4.2 As the existing office provision will be retained in the development scheme, resulting in no change in trip generation, this is not considered further in this section.

Existing Trip Generation

- 4.3 The existing trip generation of the site upon which to consider the net impact of the development scheme, is based on 1,258 sqm GFA of non-food retail floor space.
- 4.4 To establish the estimated trip generation of the existing use, the TRICS (Trip Rate Information Computer System) database has been interrogated to identify developments that are similar to the proposed, with comparable trip rates.
- 4.5 The TRICS output is included in **Appendix D** with multi modal trip rates based on a 'Other Individual Non-Food Superstore' category for sites with a GFA of less than 2,000 sqm located in England excluding Greater London. **Table 4.1** provides a summary of the weekday arrivals and departures for the AM and PM peak hours of 08:00 to 09:00 and 17:00 to 18:00 respectively and the daily trip generation, with the full output in **Appendix E**.

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	2	1	17	19	162	168
Pedestrians	0	0	3	4	27	29
Public Transport	0	0	1	1	8	8
Cyclists	0	0	0	0	2	1

Table 4.1: Existing Trip Generation – 1,258 sqm Non-Food Retail

Proposed Trip Generation

- 4.6 The trip generation of the proposed development upon which to consider the net impact, is based on the provision of 44 dwellings and 239 sqm GFA of retained non-food retail floor space.

- 4.7 The TRICS output is included in **Appendix D** with multi modal trip rates for residential based on a 'Flats Privately Owned' category for sites with less than 100 dwellings located in England excluding Greater London. The TRICS output for the retail non-food retail element is the same as the existing trip generation. **Tables 4.2 & 4.3** provide a summary of the weekday arrivals and departures for the AM and PM peak hours of 08:00 to 09:00 and 17:00 to 18:00 respectively and the daily trip generation for the residential and non-food retail elements of the development with **Table 4.4** showing the total development trip generation (excluding offices). The full output for proposed trip generation is in **Appendix E**.

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	3	8	7	4	56	57
Pedestrians	1	4	5	4	33	35
Public Transport	1	4	2	0	10	11
Cyclists	0	0	1	0	2	2

Table 4.2: Proposed Development Trip Generation – 44 Apartments

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	3	4	31	32
Pedestrians	0	0	1	1	5	5
Public Transport	0	0	0	0	2	2
Cyclists	0	0	0	0	0	0

Table 4.3: Proposed Development Trip Generation – 239 sqm Non-Food Retail

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	3	9	10	8	87	89
Pedestrians	1	4	5	5	38	40
Public Transport	1	4	3	0	11	12
Cyclists	0	0	1	0	2	2

Table 4.4: Proposed Development Total Trip Generation

Net Trip Generation

- 4.8 The net change in trip generation associated with the redevelopment of the site is shown in **Table 4.5**.

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	7	-7	-11	-75	-79
Pedestrians	1	4	3	1	11	12
Public Transport	1	4	2	0	3	4
Cyclists	0	0	1	0	0	1

Table 4.5: Proposed Development Total Trip Generation

- 4.9 **Tables 4.5** shows that if 1,258 sqm of non-food retail was to be replaced by 44 apartments and 239 sqm of non-food retail, it is estimated that the site would generate an additional eight vehicle trips in the AM peak hour and 18 less vehicle trips during the PM peak hour. As a result of the redevelopment of the site, public transport trips are estimated to increase by up to five during weekday peak hours with active modes (pedestrians and cyclists), increasing by five trips during weekday peak hours. This change in activity is unlikely to result in any noticeable effect on the operation of the local transport network.

Servicing and Delivery Trip Generation

- 4.10 **Table 4.6** identifies the total vehicle trip generation of the proposed development. To establish what part of this relates to servicing and delivery vehicles, TRICS trip rates for Servicing Vehicles (**Appendix D**) have been used with the resulting trip generation summarised in **Table 4.6**, with the full output in **Appendix E**.

Mode	Residential (44 apartments)		Non-Food Retail (239 sqm)		Total	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Servicing Vehicles	2	2	1	1	3	3

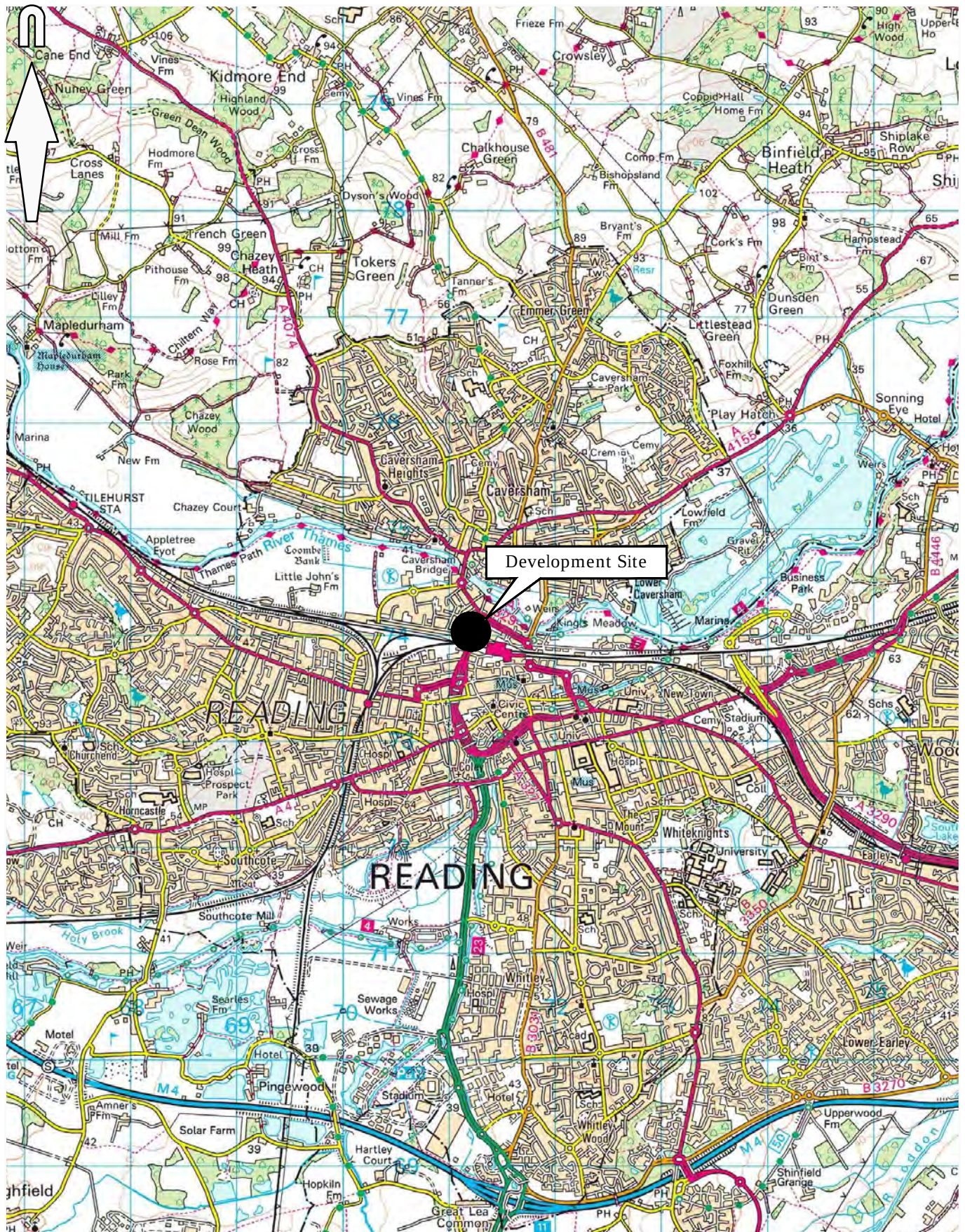
Table 4.6: Proposed Development Daily Servicing and Delivery Vehicle Trip Generation

- 4.11 **Table 4.6** shows that three servicing vehicles per day are estimated to require access to the proposed development. In their consultation response on the pre-application submission, RBC commented that 'all new developments will be required to provide a turning area for vehicles that will regularly need to enter the site'. However, given the requirement for service vehicle to access the site will not be regular, it is considered that the proposed loading bay on Northfield Way is sufficient to service the proposed development and that a turning area within the site is not needed.

5 Summary and Conclusions

- 5.1 This Transport Statement (TS) has been prepared on behalf of S2 Estates to accompany a planning application to provide a new residential-led mixed use development at 71-73 Caversham Road, Reading.
- 5.2 The application site is located just outside the Reading Central Core Area, a 550m walk from Reading train station. The location of the site provides convenient access to a wide range of existing public services and local amenities, within reasonable walking distance.
- 5.3 The site is well located for access to regular bus services with six routes offering half-hourly services or better available from bus stops on Caversham Road, which are within 2 minutes-walk of the site access with further bus services available from the A4155 Caversham Road and Station North Interchange.
- 5.4 Reading rail station is served by CrossCountry, GWR and South Western Railway, where rail services extend to London, Bristol, Cardiff, Oxford, Gatwick Airport, Basingstoke, Southampton, Plymouth, Newcastle and Bournemouth as well as numerous stops in between.
- 5.5 The accessibility of the site to public transport has been rated as Very Good, based on a PTAL assessment.
- 5.6 The site is currently occupied by 1,258 sqm Gross Floor Area (GFA) of non-food retail floor space and three office units located on two floors with a combined floorspace of 442 sqm GFA. The site is currently provided with 16 car parking spaces.
- 5.7 The proposals consist of the development of 44 apartments and associated parking, access and landscaping works. The office units and a reduced quantum of non-food retail floor space (239 sqm GFA) are to be retained as part of the development proposals.
- 5.8 The development proposes 23 car parking spaces on the site, which will be allocated to the residential and office uses. Car parking provision for the offices and non-food retail elements (8 spaces) of the development are within maximum standards and the disabled parking requirement has been met by the proposals. Residential parking provision (16 spaces) is below the Council's requirements. However, in their consultation response on the pre-application submission, RBC said that a lower parking provision can be considered given the site's close proximity to the centre of Reading.

- 5.9 The proposed cycle parking provision exceeds minimum requirements with each household having access to a cycle parking space in a secure cycle store. Also proposed are five Sheffield stands providing 10 cycle parking spaces for the other uses and visitors, which will be located in an external but covered area of the car park.
- 5.10 The development proposes to consolidate the existing vehicular accesses to the site into a single dropped kerb access.
- 5.11 The proposed reduction in retail floor space will mean less demand for deliveries to the site. To maximise land use on the site, it is proposed that servicing and deliveries will take place from Northfield Road. To allow for this, a new loading bay is proposed along the site frontage, which will require a rearrangement of the on-street parking bays but without any net loss in parking.
- 5.12 If 1,258 sqm GFA of non-food retail was to be replaced by 44 apartments and 239 sqm of non-food retail, it is estimated that the site would generate an additional eight vehicle trips in the AM peak hour and 18 less vehicle trips during the PM peak hour. As a result of the redevelopment of the site, public transport trips are estimated to increase by up to five during weekday peak hours with active modes (pedestrians and cyclists), increasing by five trips during weekday peak hours. This change in activity is unlikely to result in any noticeable effect on the operation of the local transport network.
- 5.13 Based on the findings in this TS, the location of the site, near to the centre of Reading, provides convenient access to a wide range of existing public services and local amenities and the development proposals are unlikely to result in any adverse impacts on the operation of the local transport network. Therefore, it is considered that there is no reason why the scheme should be resisted on transport grounds.



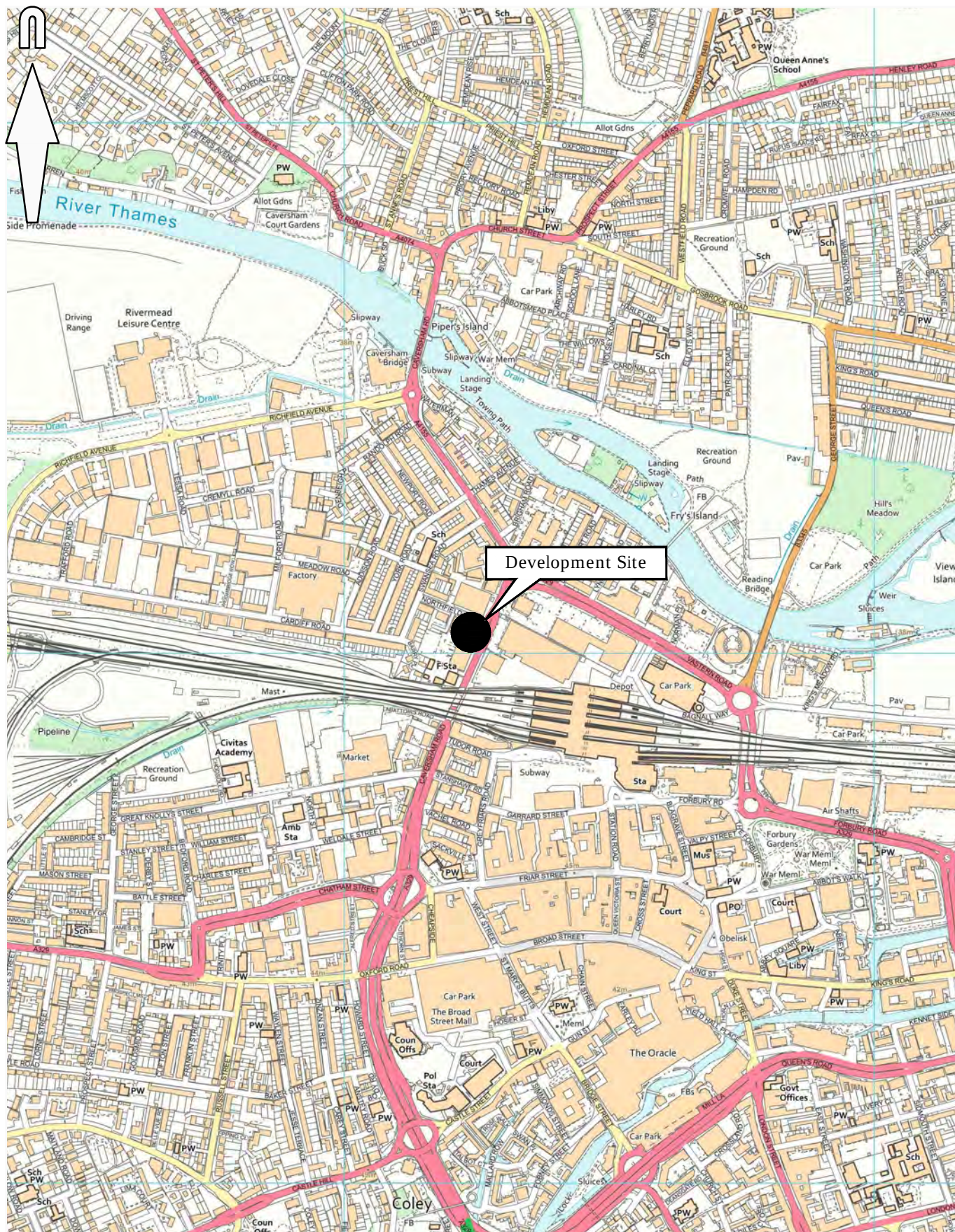
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 2.1



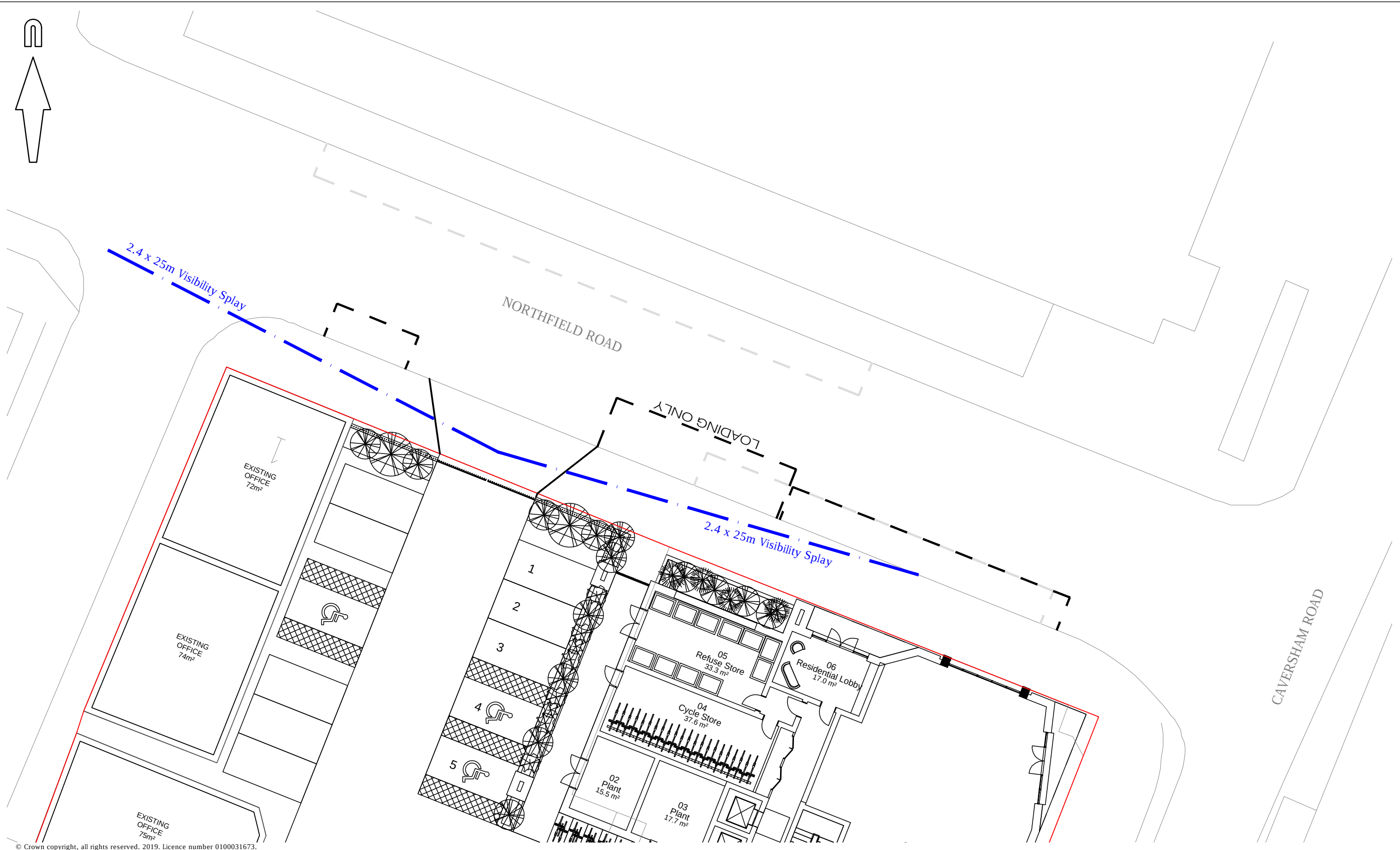
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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 2.2



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client

S2 ESTATES

project

71 - 73 CAVERSHAM ROAD, READING

title

VISIBILITY SPLAYS AT ACCESS

scale

1:200 @ A3

date

SEPTEMBER 2019

drawing number

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TS FIGURES

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suitability

rev.

P1

FIGURE 3.1



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SWEPT PATH ANALYSIS
MEDIUM CAR USING CAR PARK

scale

1:200 @ A3

date

SEPTEMBER 2019

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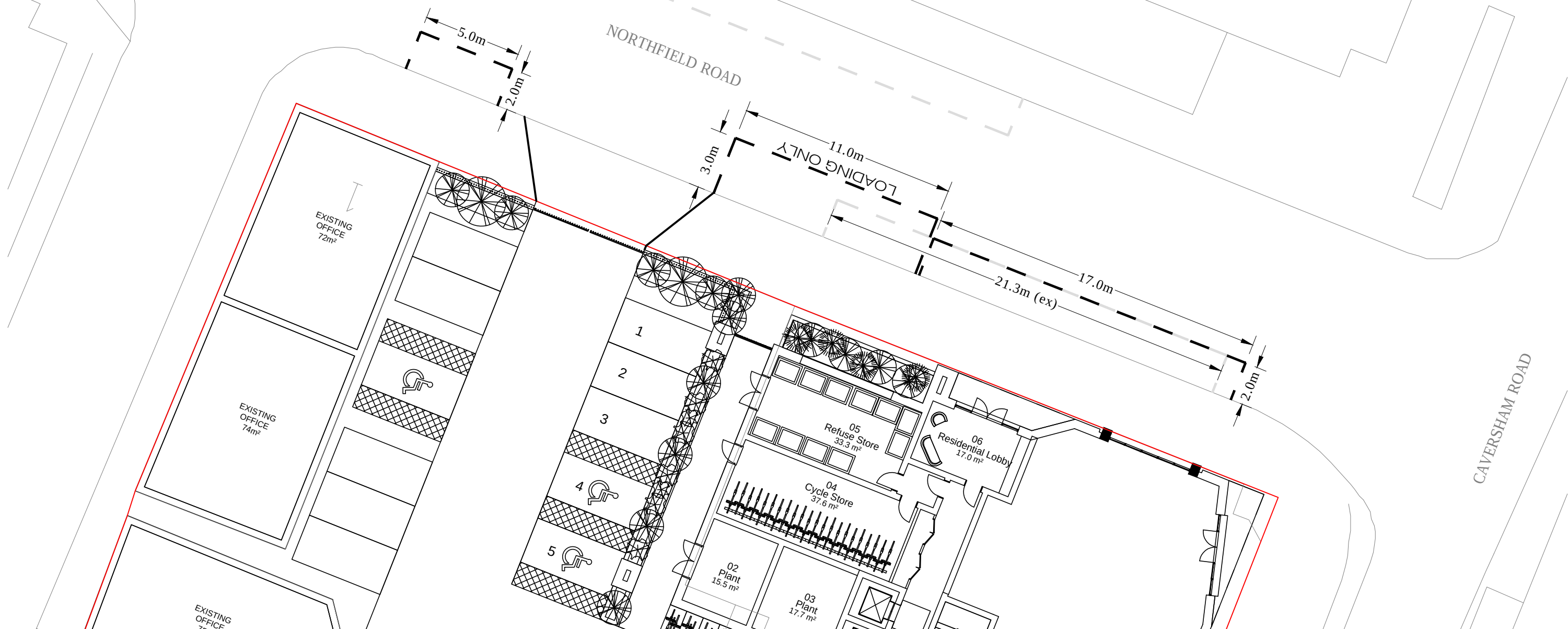
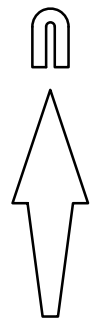
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FIGURE 3.2



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S2 ESTATES

project

71 - 73 CAVERSHAM ROAD, READING

title

LOADING BAY LAYOUT

scale

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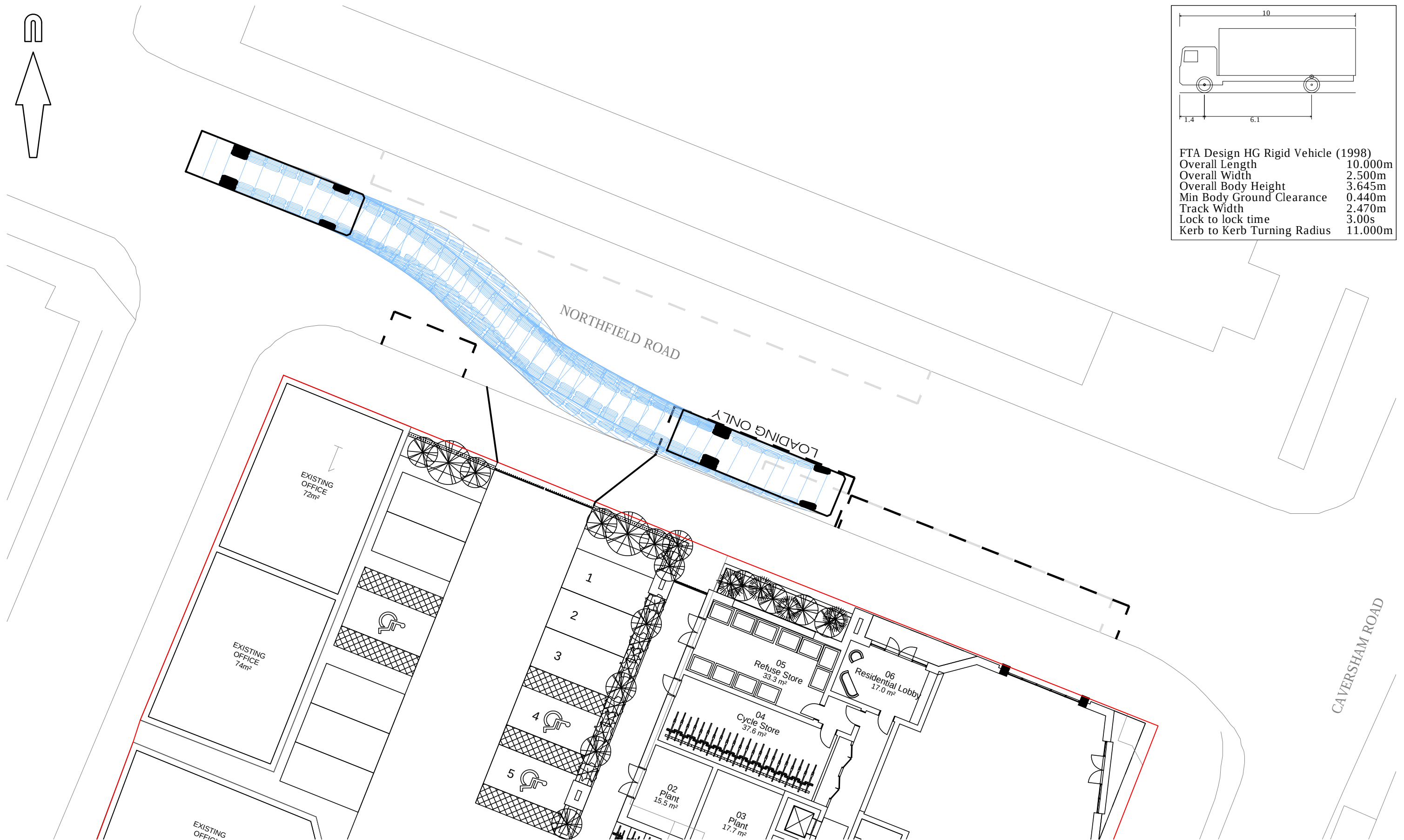
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FIGURE 3.3



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



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S2 ESTATES

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71 - 73 CAVERSHAM ROAD, READING

title

SWEPT PATH ANALYSIS
10M RIGID ENTERING LOADING BAY

scale

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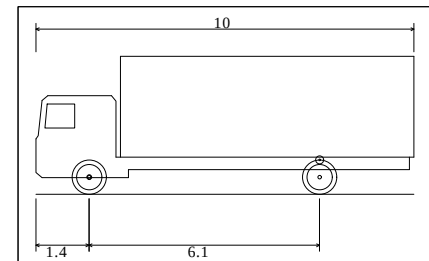
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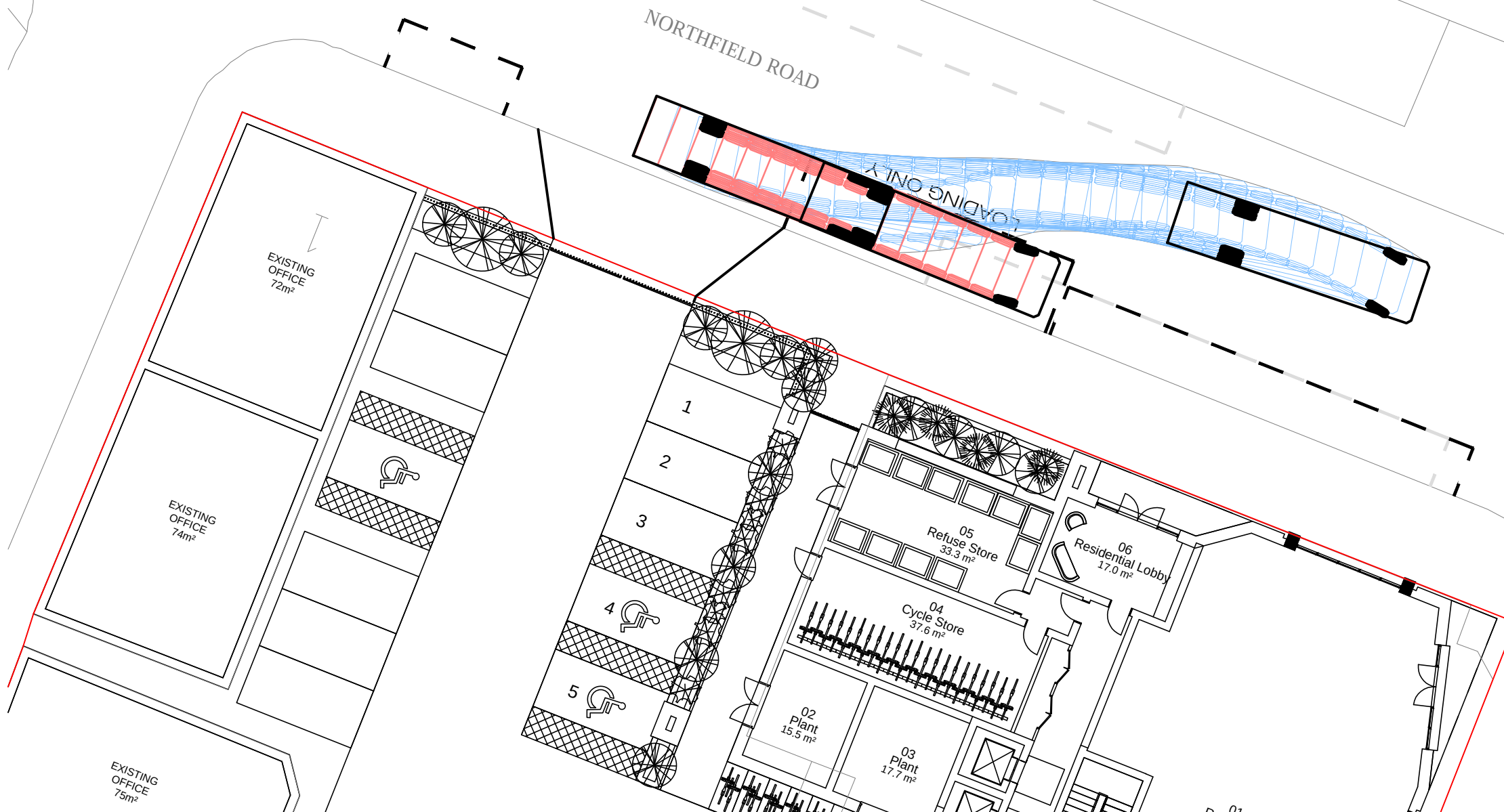
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P2

FIGURE 3.4



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
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S2 ESTATES

project

71 - 73 CAVERSHAM ROAD, READING

title

SWEPT PATH ANALYSIS
10M RIGID EXITING LOADING BAY

scale

1:200 @ A3

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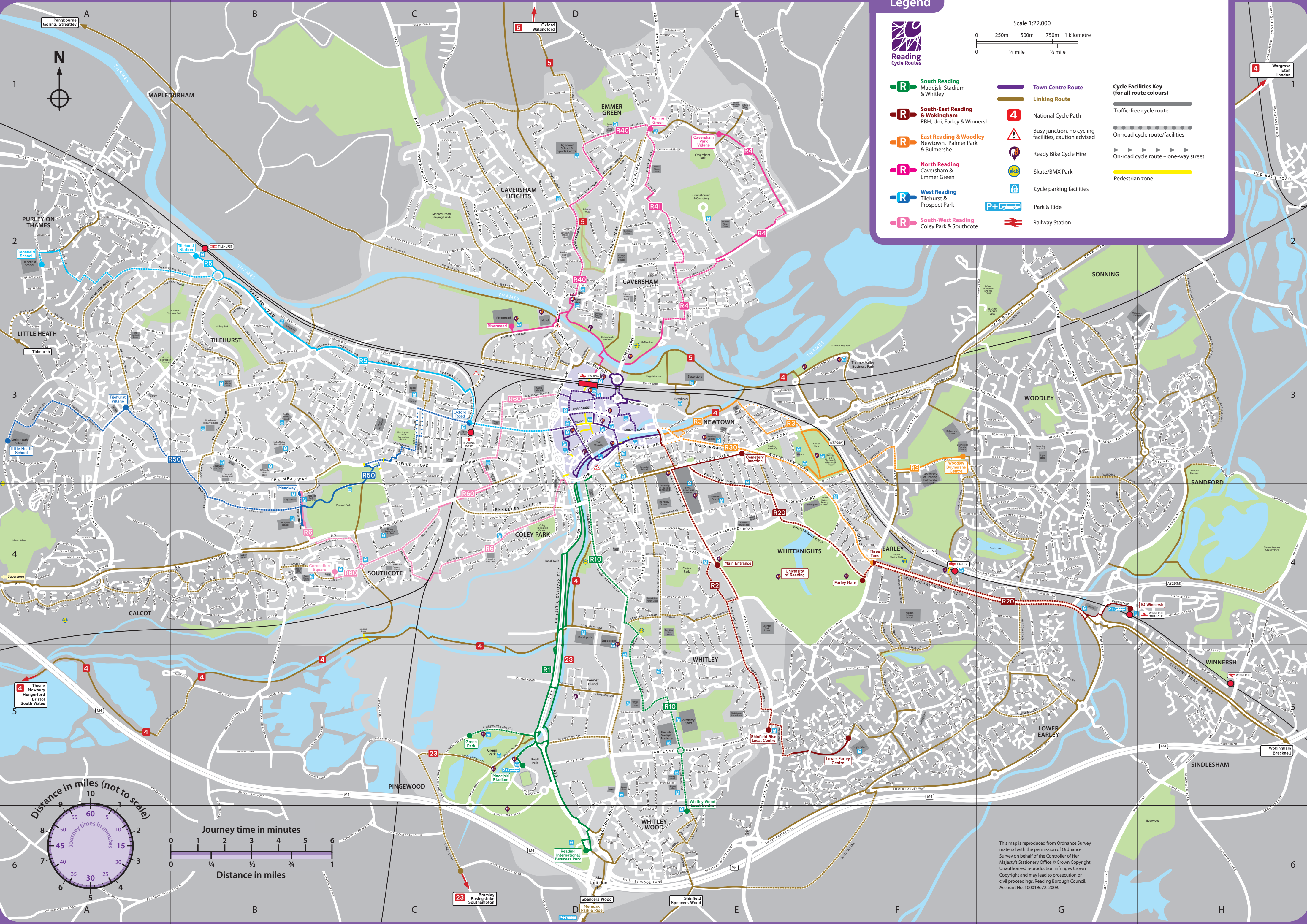
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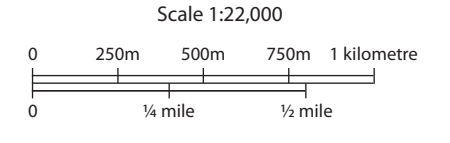
P2

FIGURE 3.5

APPENDIX A: Cycle Route Map



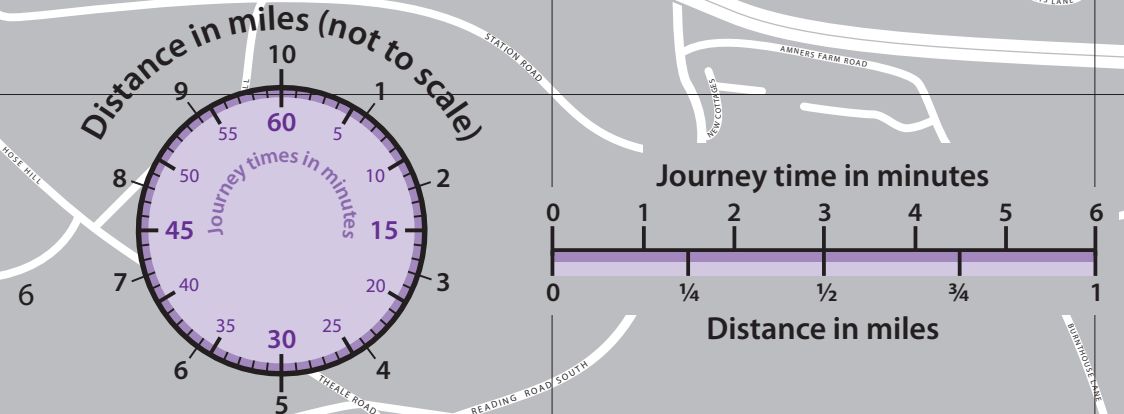
Legend



- South Reading**
Madejski Stadium & Whitley
- South-East Reading & Wokingham**
RBH, Uni, Earley & Winnersh
- East Reading & Woodley**
Newtown, Palmer Park & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South-West Reading**
Coley Park & Southcote

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

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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APPENDIX B: PTAL Assessment

S2CavershamRoad.1

Site Name: 71 - 73 Caversham Road

Project Code: S2 Caversham Road

Date: 11/09/2019

Assessor Name: Isabelle Collins

PTAL Calculator (Manual)

Parameters

Walk Speed (metres/min)	80
Bus reliability (mins)	2
Peak hour services	

Stop	Route	Distance (metres)	Frequency (v/h)	Weight	Walk Time (mins)	Service Wait Time (SWT) (mins)	Access Time (mins)	Equivalent Doorstep Frequency (EDF)	Accessibility Index
A329 Caversham Road / Fire Station (Northbound)	42	100	1	0.5	1.25	32.00	33.25	0.90	0.45
A329 Caversham Road / Fire Station (Southbound)	22	140	2	0.5	1.75	17.00	18.75	1.60	0.80
A329 Caversham Road / Fire Station (Southbound)	23	140	2	0.5	1.75	17.00	18.75	1.60	0.80
A329 Caversham Road / Fire Station (Southbound)	24	140	4	1	1.75	9.50	11.25	2.67	2.67
A329 Caversham Road / Fire Station (Southbound)	25	140	2	0.5	1.75	17.00	18.75	1.60	0.80
A329 Caversham Road / Fire Station (Southbound)	29	140	2	0.5	1.75	17.00	18.75	1.60	0.80
A4155 Caversham Road / Swansea Road (Southbound)	800	250	1	0.5	3.13	32.00	35.13	0.85	0.43
A4155 Caversham Road / Swansea Road (Southbound)	X38	250	1	0.5	3.13	32.00	35.13	0.85	0.43
A4155 Caversham Road / Swansea Road (Southbound)	X40	250	1	0.5	3.13	32.00	35.13	0.85	0.43
Station North Interchange (Stop NE)	TVP	550	11	0.5	6.88	4.73	11.60	2.59	1.29
Accessibility Index									8.89

S2CavershamRoad.1

Site Name: 71 - 73 Caversham Road

Project Code: S2 Caversham Road

Date: 11/09/2019

Assessor Name: Isabelle Collins

PTAL Calculator (Manual)

Parameters

Walk Speed (metres/min)	80
Rail reliability (mins)	0.75
Peak hour services	

Station	Route	Direction	Distance (metres)	Frequency (v/h)	Weight	Walk Time (mins)	Service Wait Time (SWT) (mins)	Access Time (mins)	Equivalent Doorstep Frequency (EDF)	Accessibility Index
Reading	Bournemouth - Manchester Picadilly	North	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Manchester Picadilly - Bournemouth	South	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Didcot Parkway - London Paddington	East	550	3	1	6.88	10.75	17.63	1.70	1.70
Reading	London Paddington - Didcot Parkway	West	550	2	0.5	6.88	15.75	22.63	1.33	0.66
Reading	Weston-super-Mare - London Paddington	East	550	2	0.5	6.88	15.75	22.63	1.33	0.66
Reading	Reading - Moreton-in-Marsh	North	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Reading - Guildford	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Birmingham New Street - Southampton Central	South	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	London Paddington - Great Malvern	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Moreton-in-Marsh - London Paddington	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	London Paddington - Bristol Temple Meads	West	550	2	0.5	6.88	15.75	22.63	1.33	0.66
Reading	Reading - Bedwyn	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Reading - London Paddington	East	550	3	0.5	6.88	10.75	17.63	1.70	0.85
Reading	Plymouth - London Paddington	East	550	2	0.5	6.88	15.75	22.63	1.33	0.66
Reading	Oxford - London Paddington	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Reading - Basingstoke	South	550	2	0.5	6.88	15.75	22.63	1.33	0.66
Reading	Reading - Gatwick Airport	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	London Paddington - Cardiff Central	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Reading - London Waterloo	East	550	3	0.5	6.88	10.75	17.63	1.70	0.85
Reading	London Paddington - Newbury	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Southampton Central - Newcastle	North	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	London Paddington - Hereford	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Swansea - London Paddington	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	London Paddington - Swansea	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Reading - Redhill	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Reading - Newbury	West	550	1	0.5	6.88	30.75	37.63	0.80	0.40
Reading	Worcester Shrub Hill - London Paddington	East	550	1	0.5	6.88	30.75	37.63	0.80	0.40
									Accessibility Index	14.29

S2CavershamRoad.1

Site Name: 71 - 73 Caversham Road Project Code: S2 Caversham Road Date: 11/09/2019

Assessor Name: Isabelle Collins

Total Site Accessibility Index = 23.19
Site PTAL Level = 5

	PTAL	Range of Index	Description
	1a (Low)	0.1 - 2.5	Very poor
	1b	2.51 - 5	Very poor
	2	5.01 - 10	Poor
	3	10.1 - 15	Moderate
	4	15.01 - 20	Good
	5	20.01 - 25	Very Good
	6a	25.01 - 40	Excellent
	6b (High)	40.01 +	Excellent

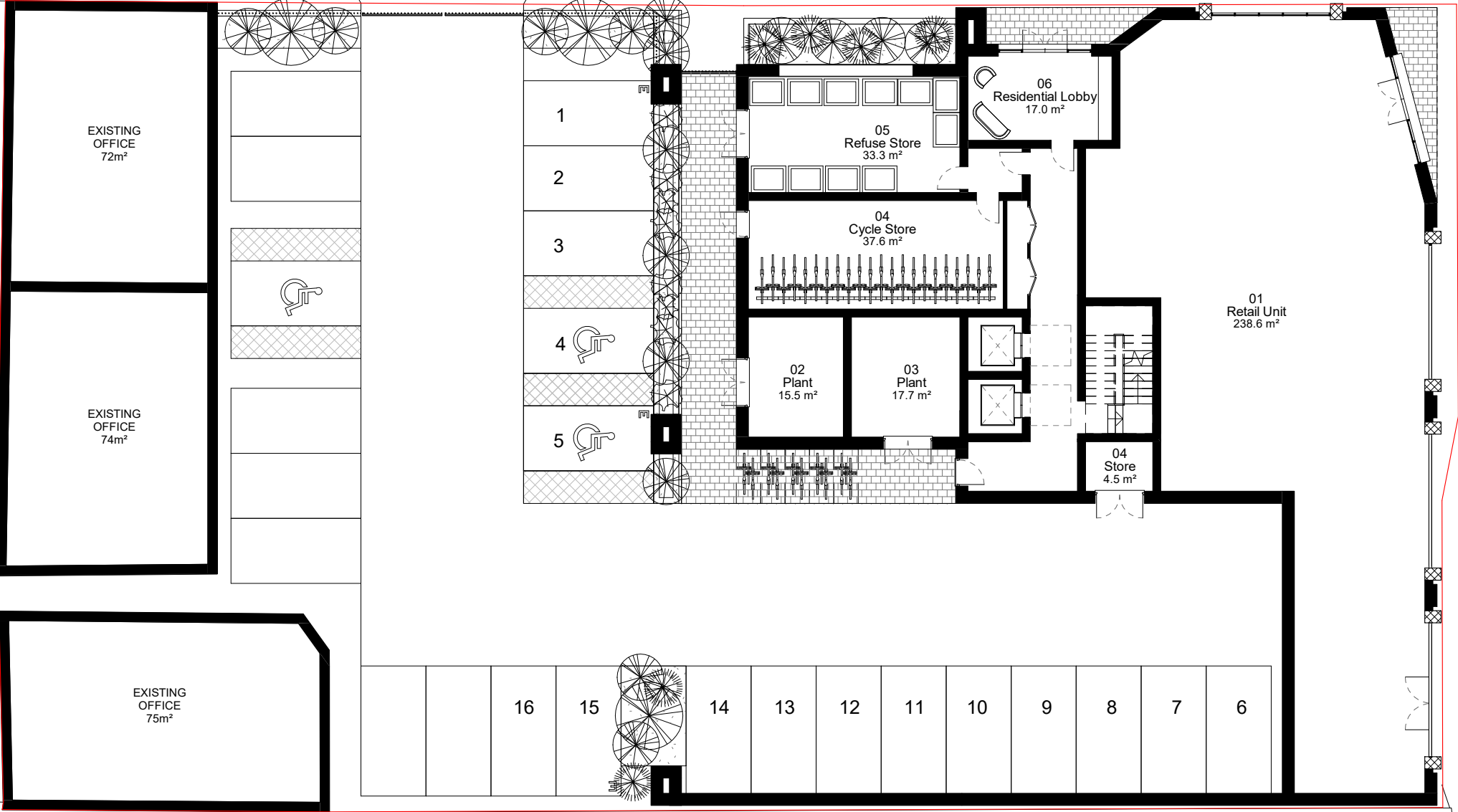
APPENDIX C: Proposed Ground Floor Plan

Northfield Road

Notes

Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
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P1 06.09.19 Issue for Planning DXC DEC

Rev	Date	Description	Drawn	Chkd

Drawing Status
PLANNING

Client
S2 Estates



Project
Caversham Road, Reading

Drawing Title
Proposed Ground Floor Plan

Scale @A3	1 : 200	Job Ref.	01662
Drawing No.	P01	Revision.	P1
Scale Bar			

APPENDIX D: TRICS Output

Calculation Reference: AUDIT-807401-190809-0850

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1000 to 1600 (units: sqm)
 Range Selected by User: 500 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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	1

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

Selected Location Sub Categories:

Retail Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

A1	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS		CAMBRIDGESHIRE
	BACK LANE			
	CAMBOURNE			
	GREAT CAMBOURNE			
	Town Centre			
	Retail Zone			
	Total Gross floor area:	1068 sqm		
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL	
2	CH-01-G-02	MAGNET		CHESHIRE
	KING EDWARD STREET			
	MACCLESFIELD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1000 sqm		
	Survey date: MONDAY	06/11/17	Survey Type: MANUAL	
3	LN-01-G-01	PETS AT HOME		LINCOLNSHIRE
	TRITTON ROAD			
	LINCOLN			
	TRITTON RETAIL PARK			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1600 sqm		
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.300	1	1000	0.200	1	1000	0.500
08:00 - 09:00	3	1223	0.191	3	1223	0.109	3	1223	0.300
09:00 - 10:00	3	1223	1.363	3	1223	0.818	3	1223	2.181
10:00 - 11:00	3	1223	1.309	3	1223	0.845	3	1223	2.154
11:00 - 12:00	3	1223	1.063	3	1223	1.009	3	1223	2.072
12:00 - 13:00	3	1223	0.872	3	1223	1.063	3	1223	1.935
13:00 - 14:00	3	1223	0.927	3	1223	1.172	3	1223	2.099
14:00 - 15:00	3	1223	1.063	3	1223	0.763	3	1223	1.826
15:00 - 16:00	3	1223	0.791	3	1223	0.845	3	1223	1.636
16:00 - 17:00	3	1223	1.254	3	1223	0.900	3	1223	2.154
17:00 - 18:00	3	1223	1.390	3	1223	1.527	3	1223	2.917
18:00 - 19:00	2	1334	1.462	2	1334	2.136	2	1334	3.598
19:00 - 20:00	2	1334	0.900	2	1334	1.499	2	1334	2.399
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		12.885			13.324			26.209	

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.

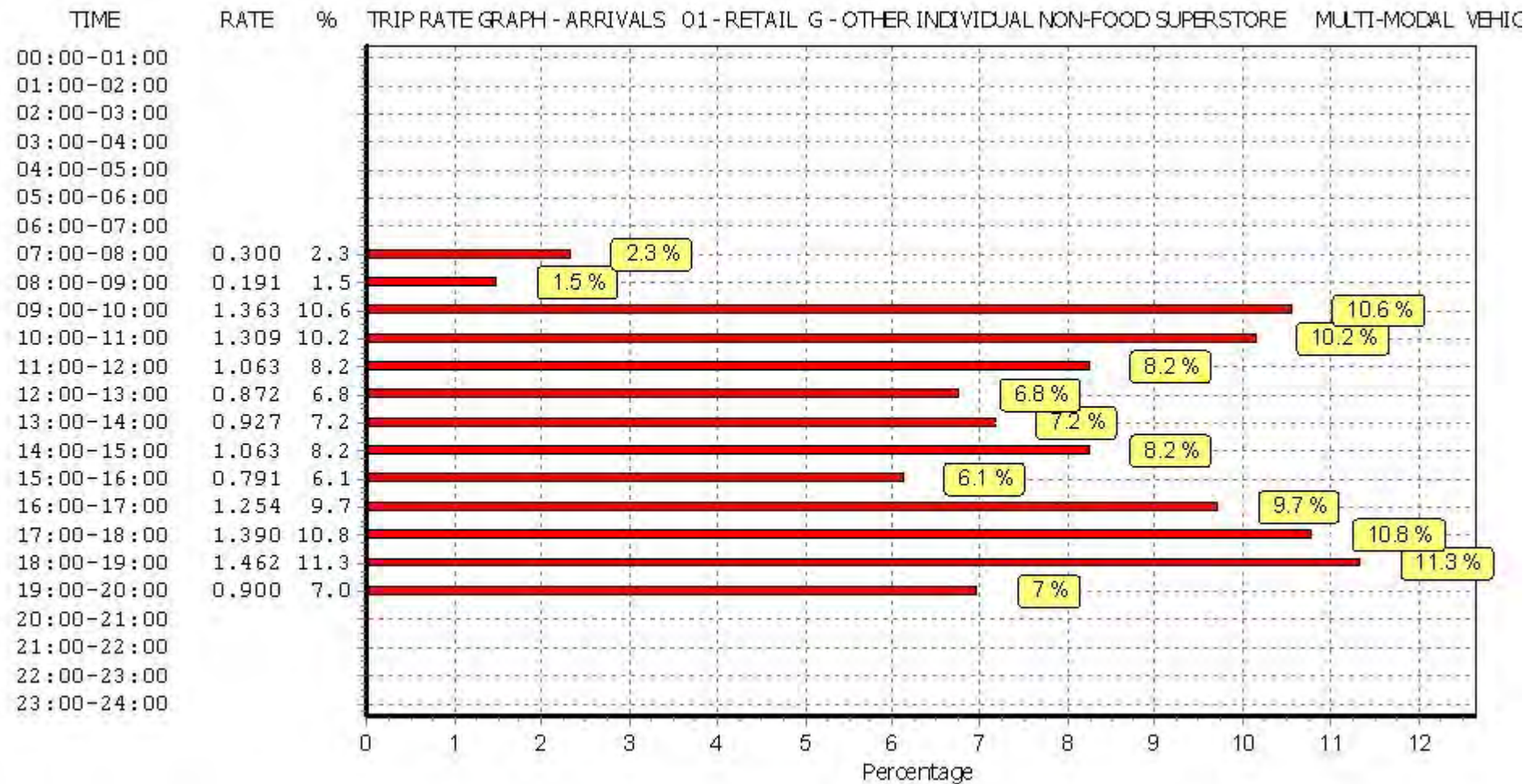
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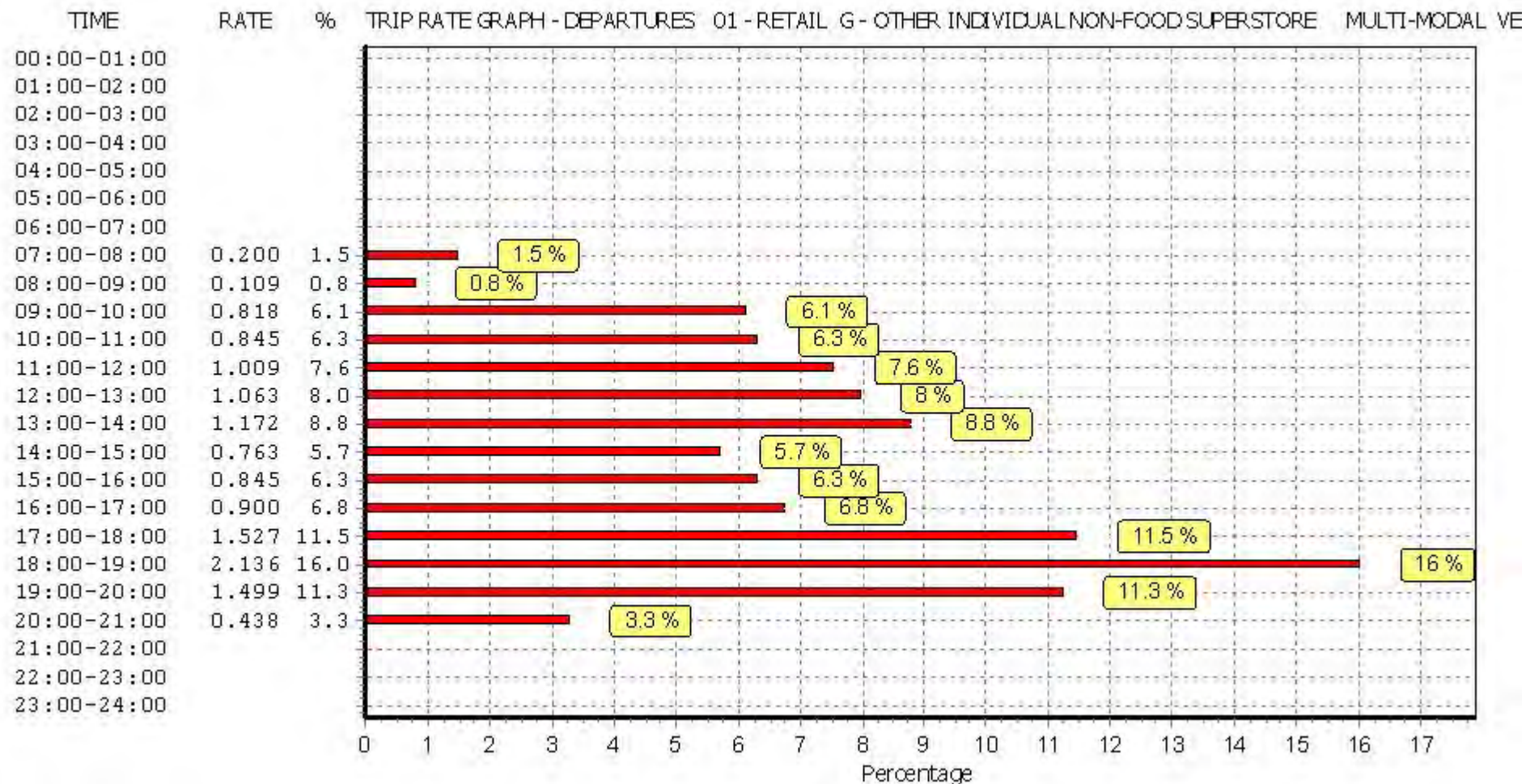
Parameter summary

Trip rate parameter range selected:	1000 - 1600 (units: sqm)
Survey date date range:	01/01/11 - 07/06/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

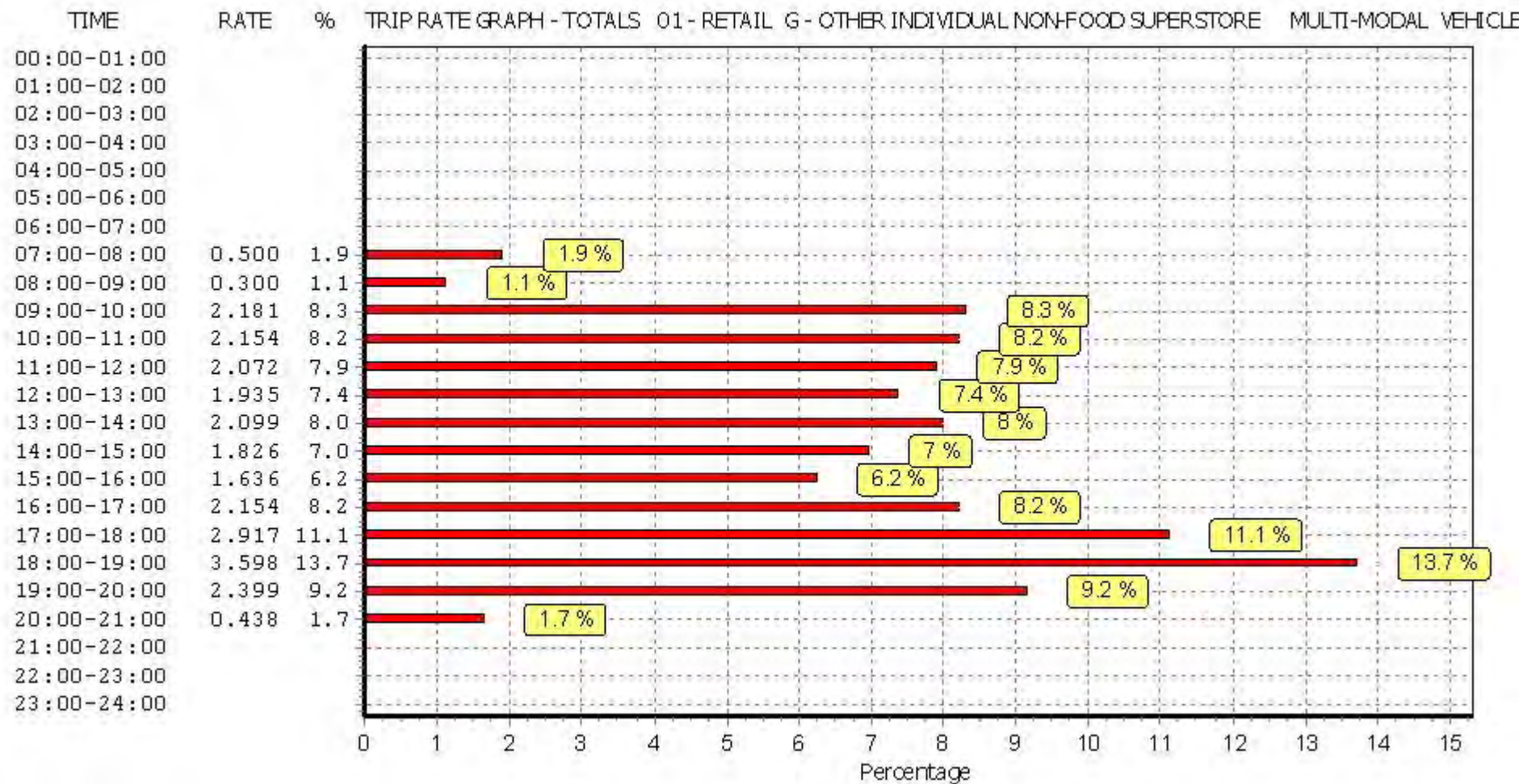
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



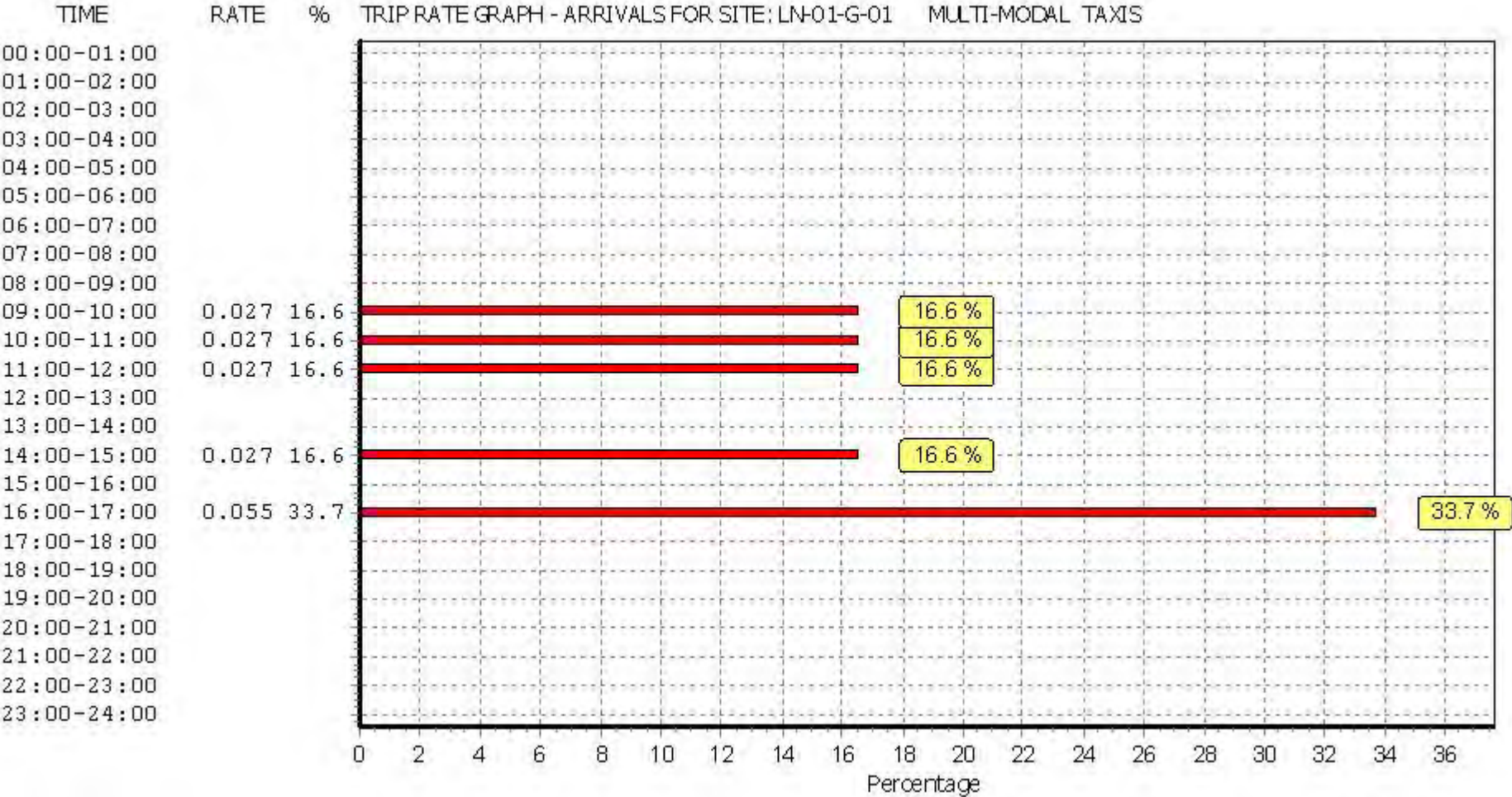
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

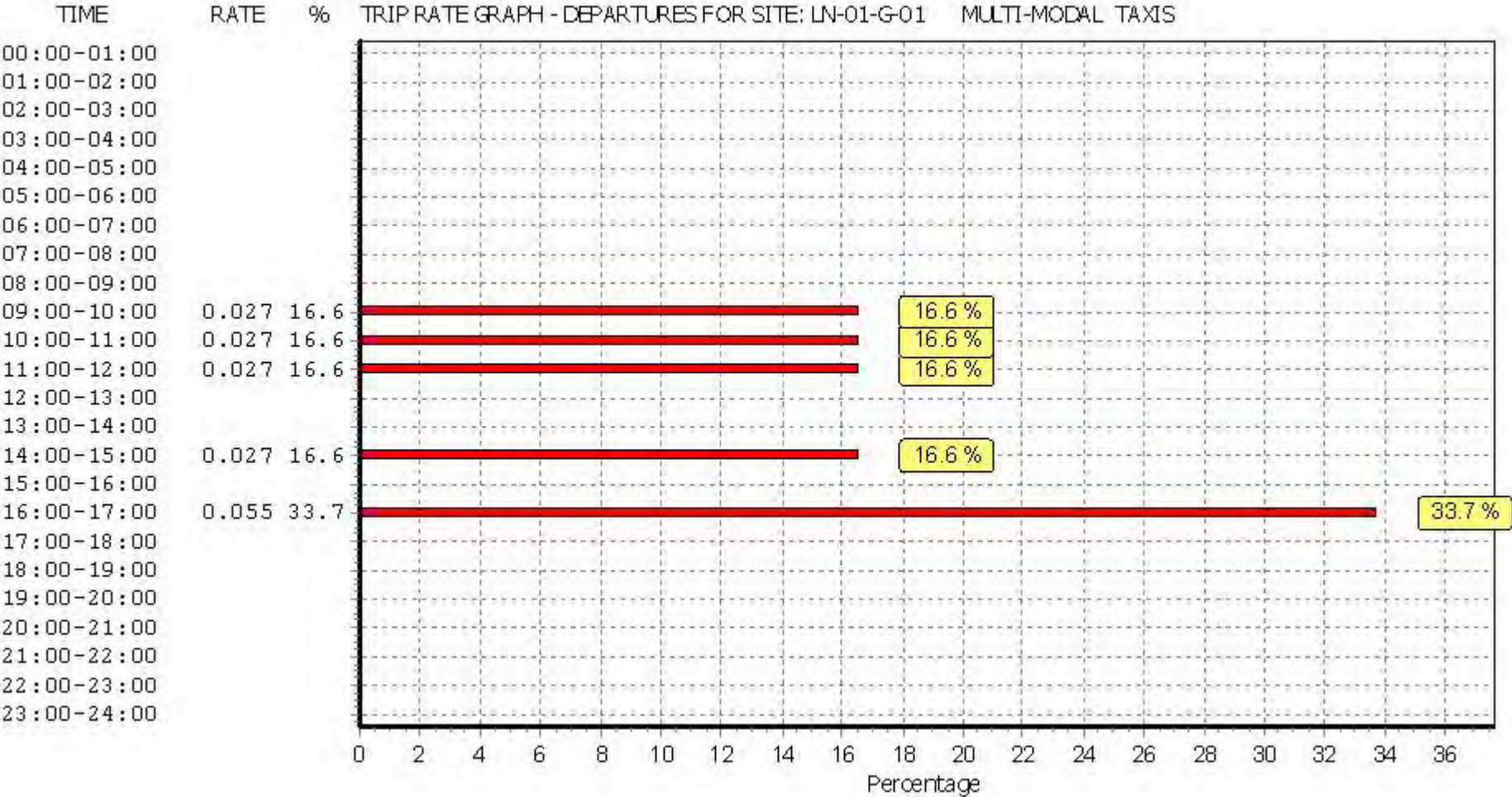
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
09:00 - 10:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
10:00 - 11:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
11:00 - 12:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
12:00 - 13:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
13:00 - 14:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
14:00 - 15:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
15:00 - 16:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
16:00 - 17:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
17:00 - 18:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
18:00 - 19:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.163			0.163			0.326

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.

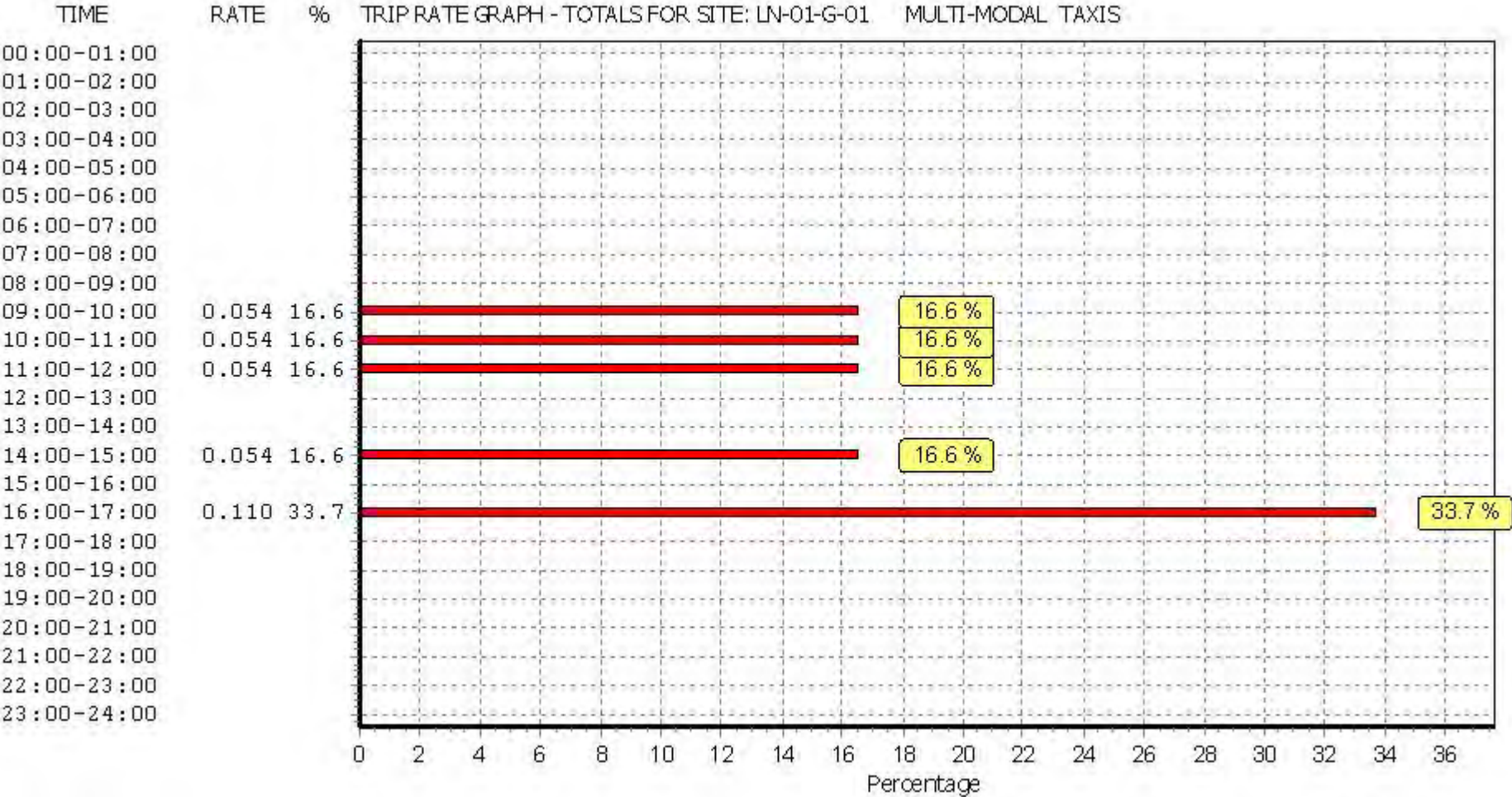
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



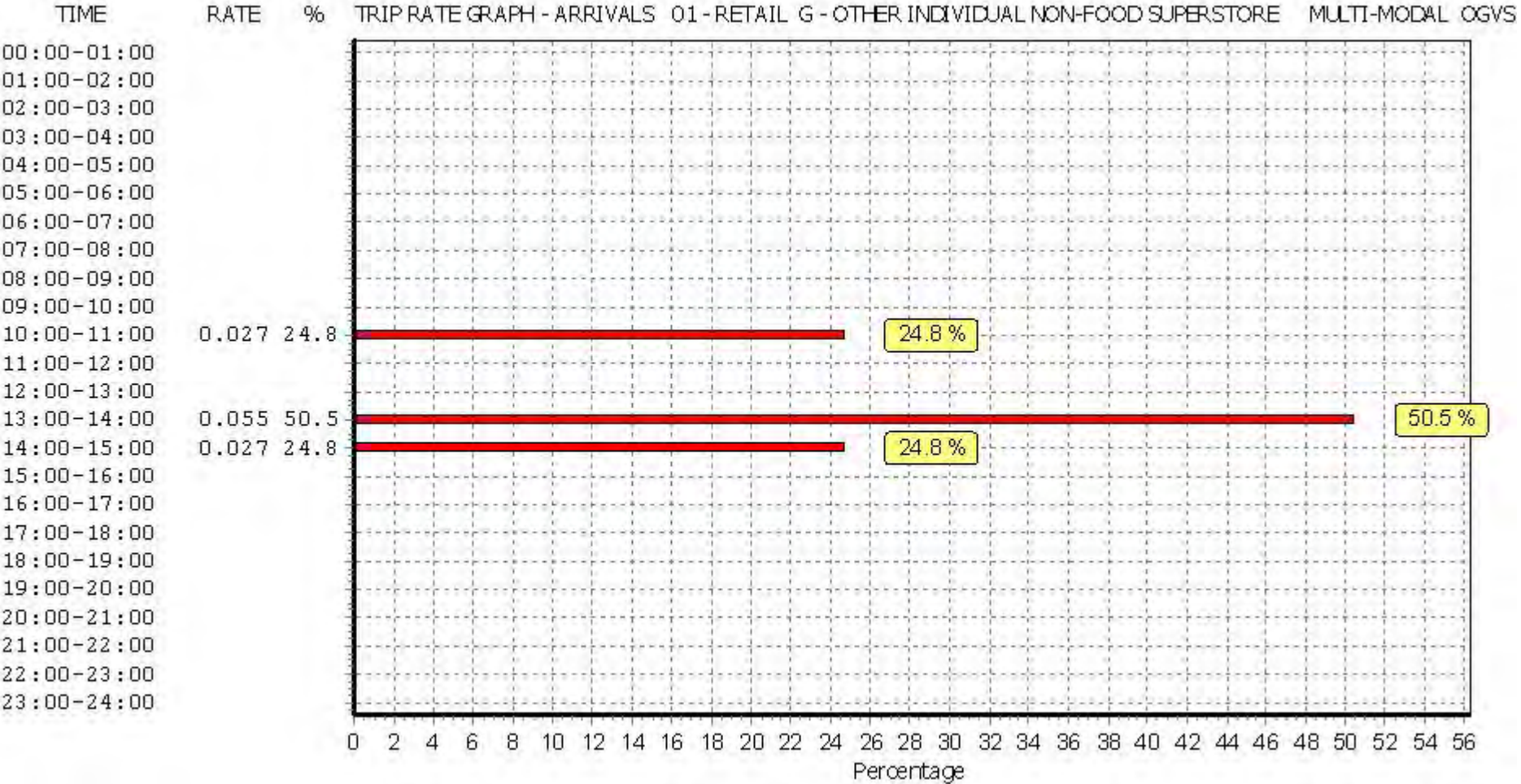
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

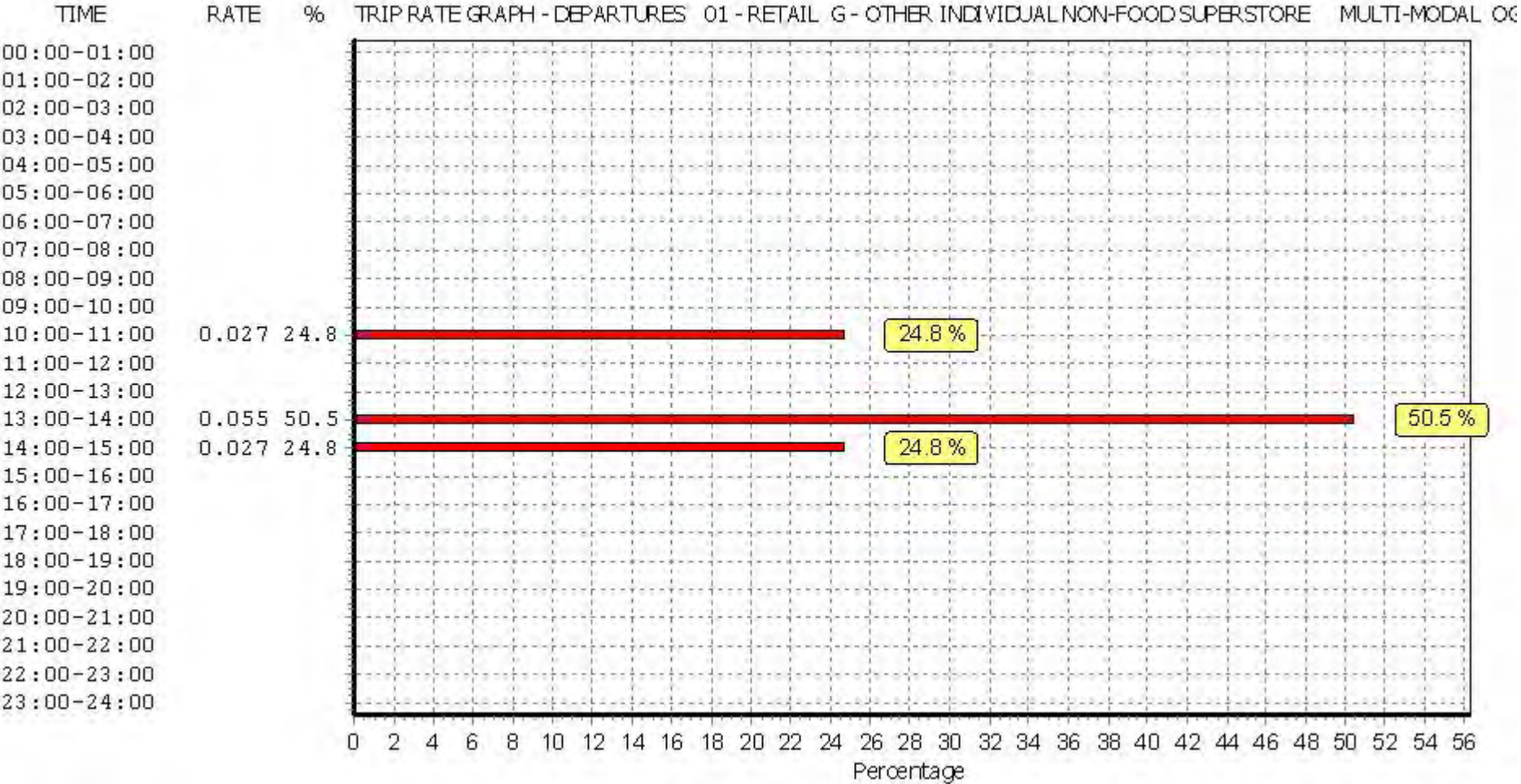
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
09:00 - 10:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
10:00 - 11:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
11:00 - 12:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
12:00 - 13:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
13:00 - 14:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
14:00 - 15:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
15:00 - 16:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
16:00 - 17:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
17:00 - 18:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
18:00 - 19:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.109			0.218

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.

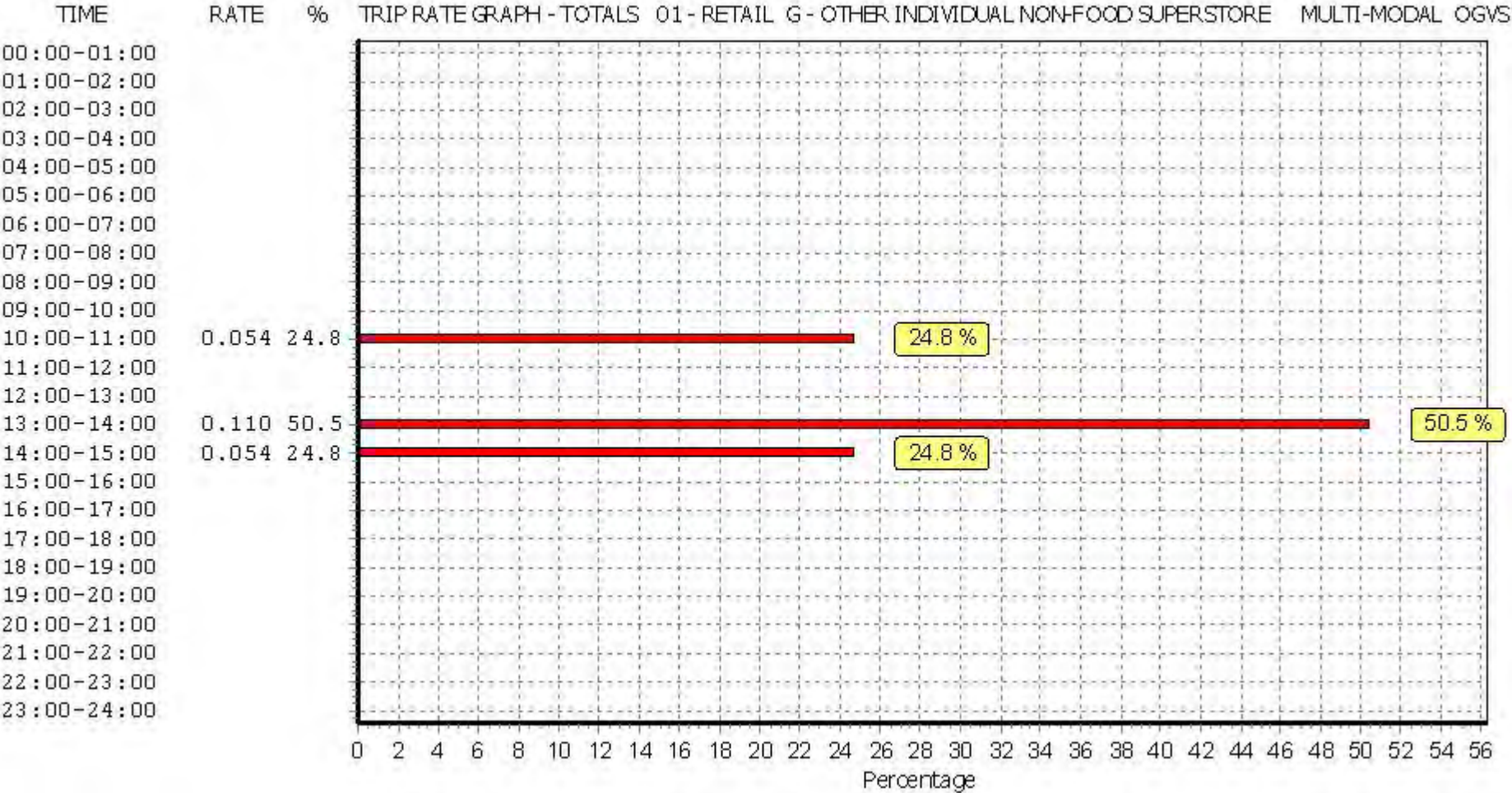
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



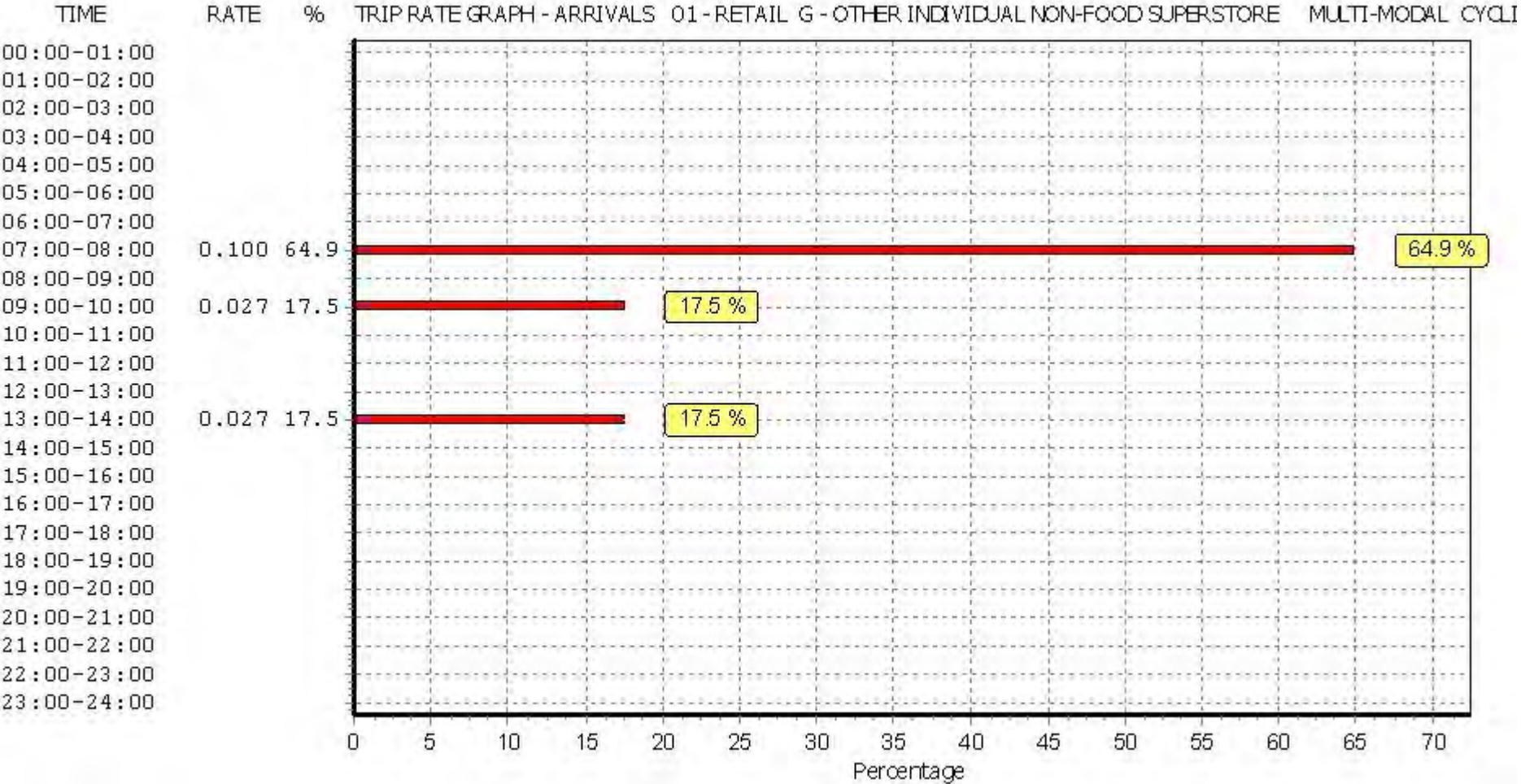
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

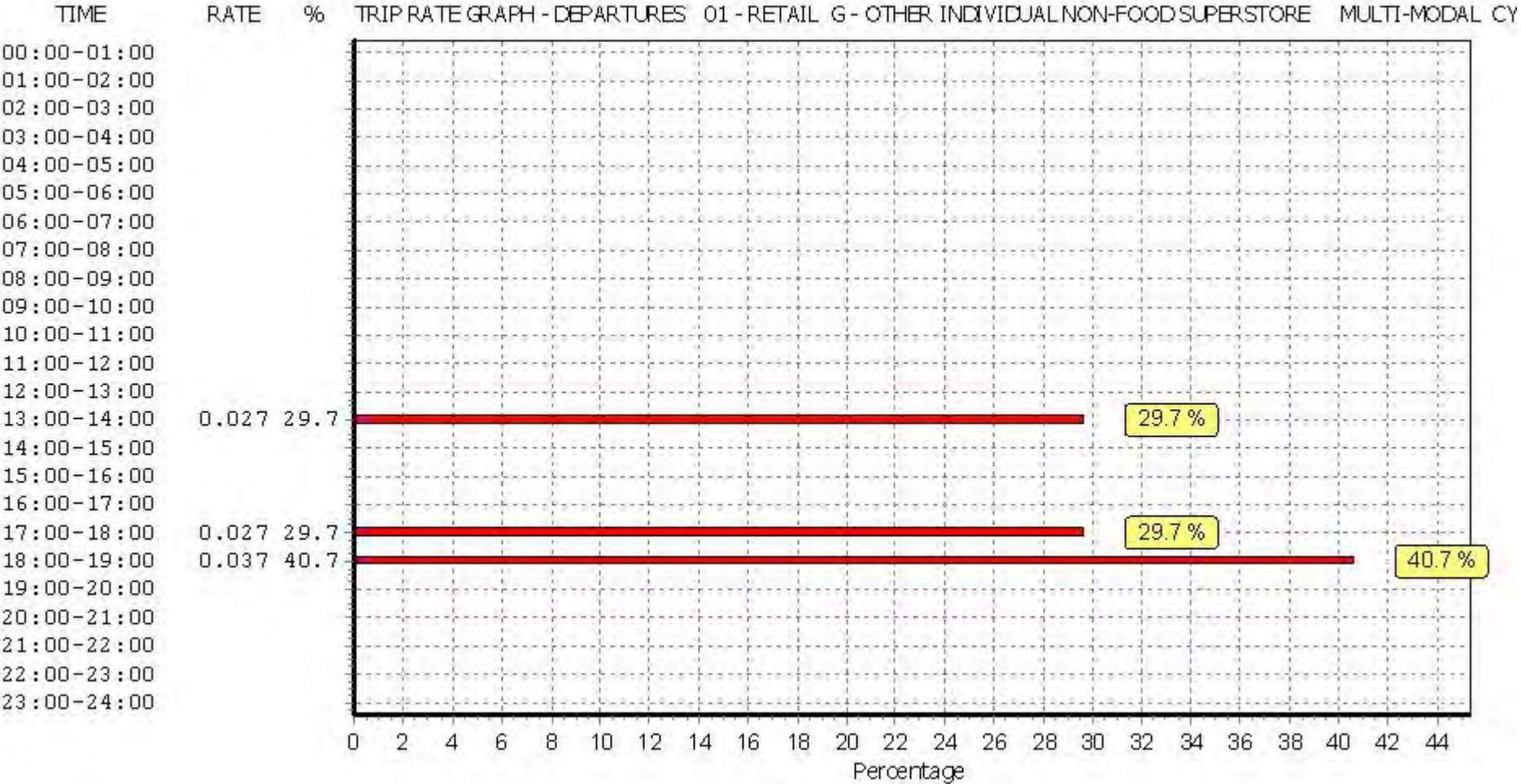
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.100	1	1000	0.000	1	1000	0.100
08:00 - 09:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
09:00 - 10:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
10:00 - 11:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
11:00 - 12:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
12:00 - 13:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
13:00 - 14:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
14:00 - 15:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
15:00 - 16:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
16:00 - 17:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
17:00 - 18:00	3	1223	0.000	3	1223	0.027	3	1223	0.027
18:00 - 19:00	2	1334	0.000	2	1334	0.037	2	1334	0.037
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.091			0.245

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.

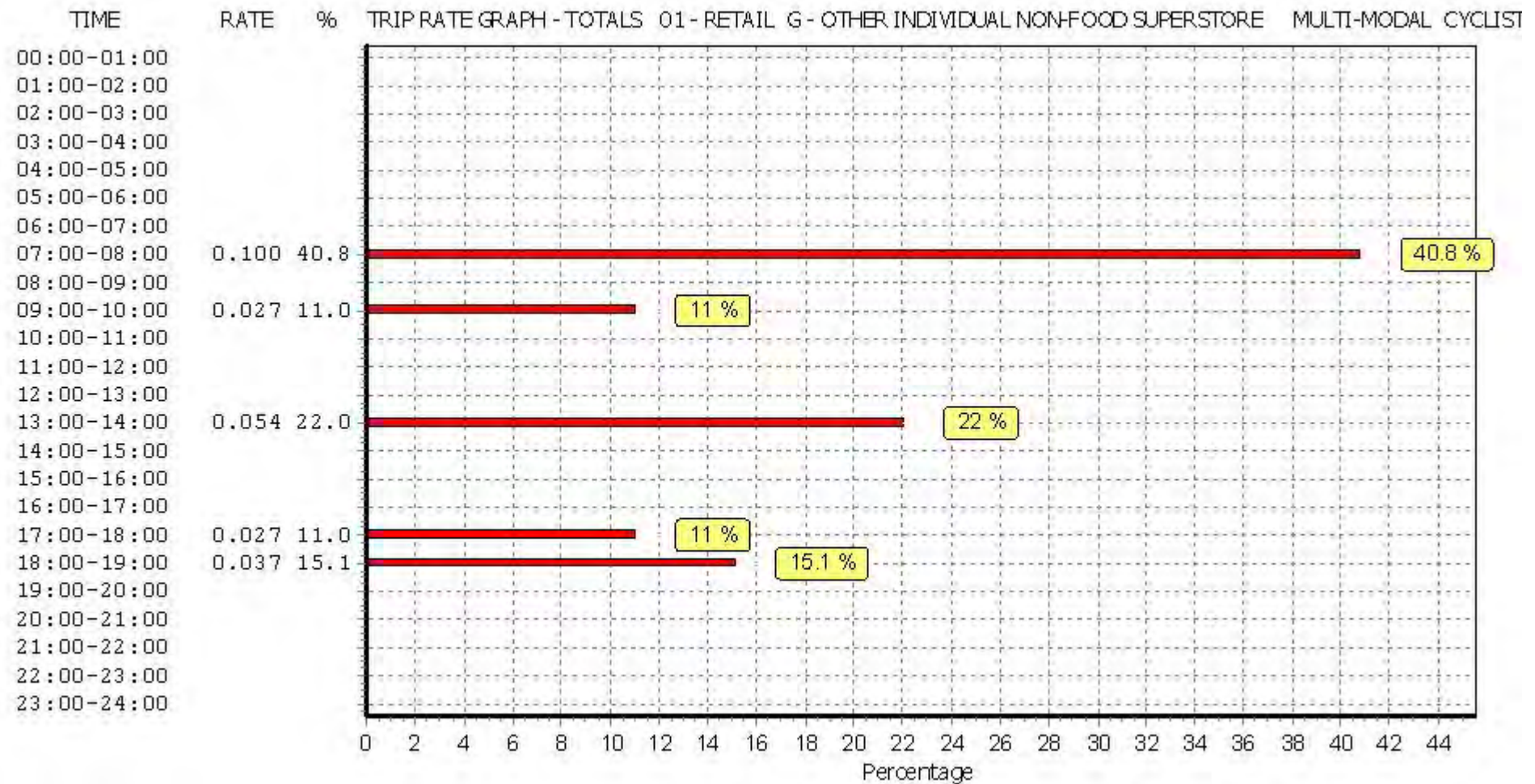
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



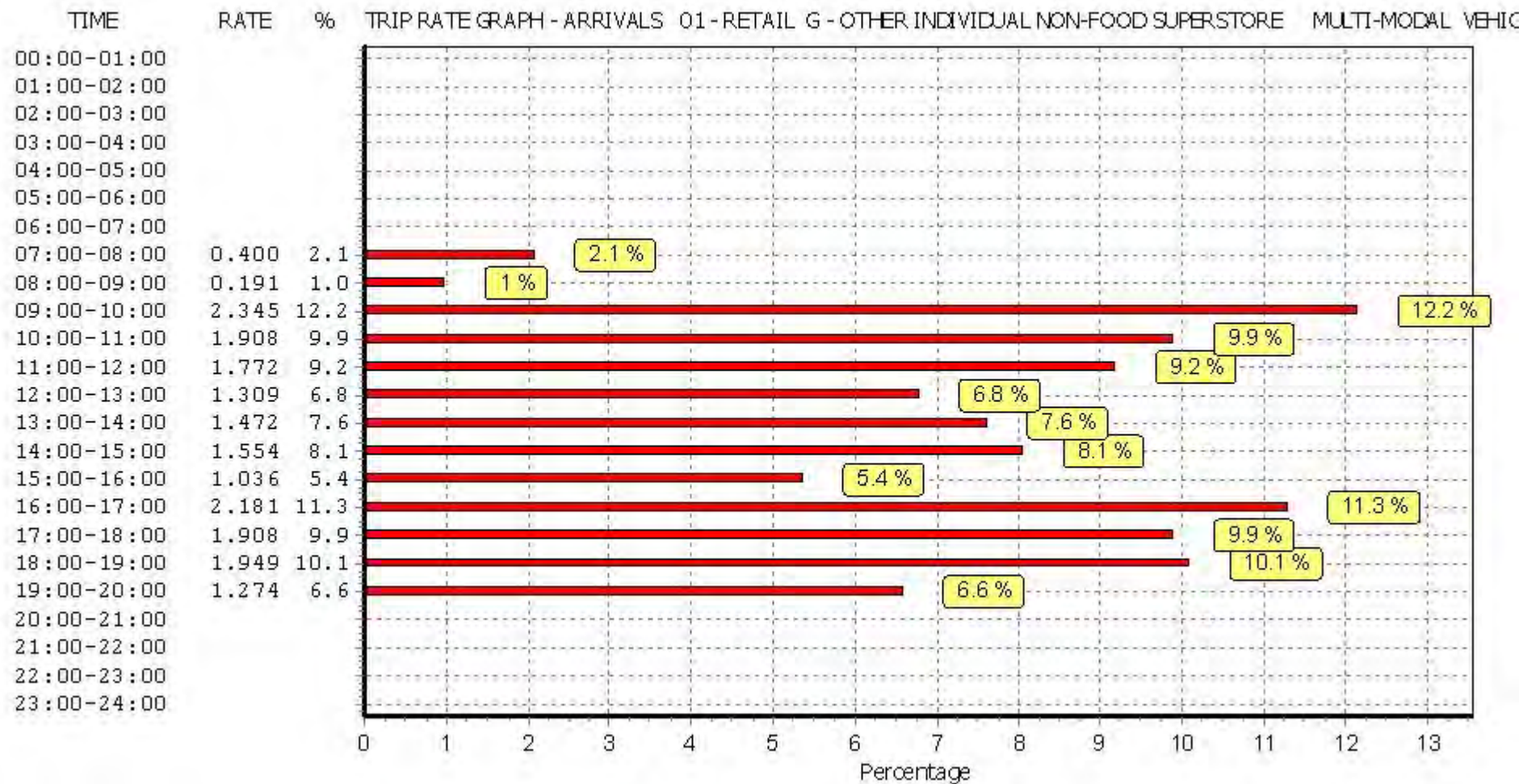
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

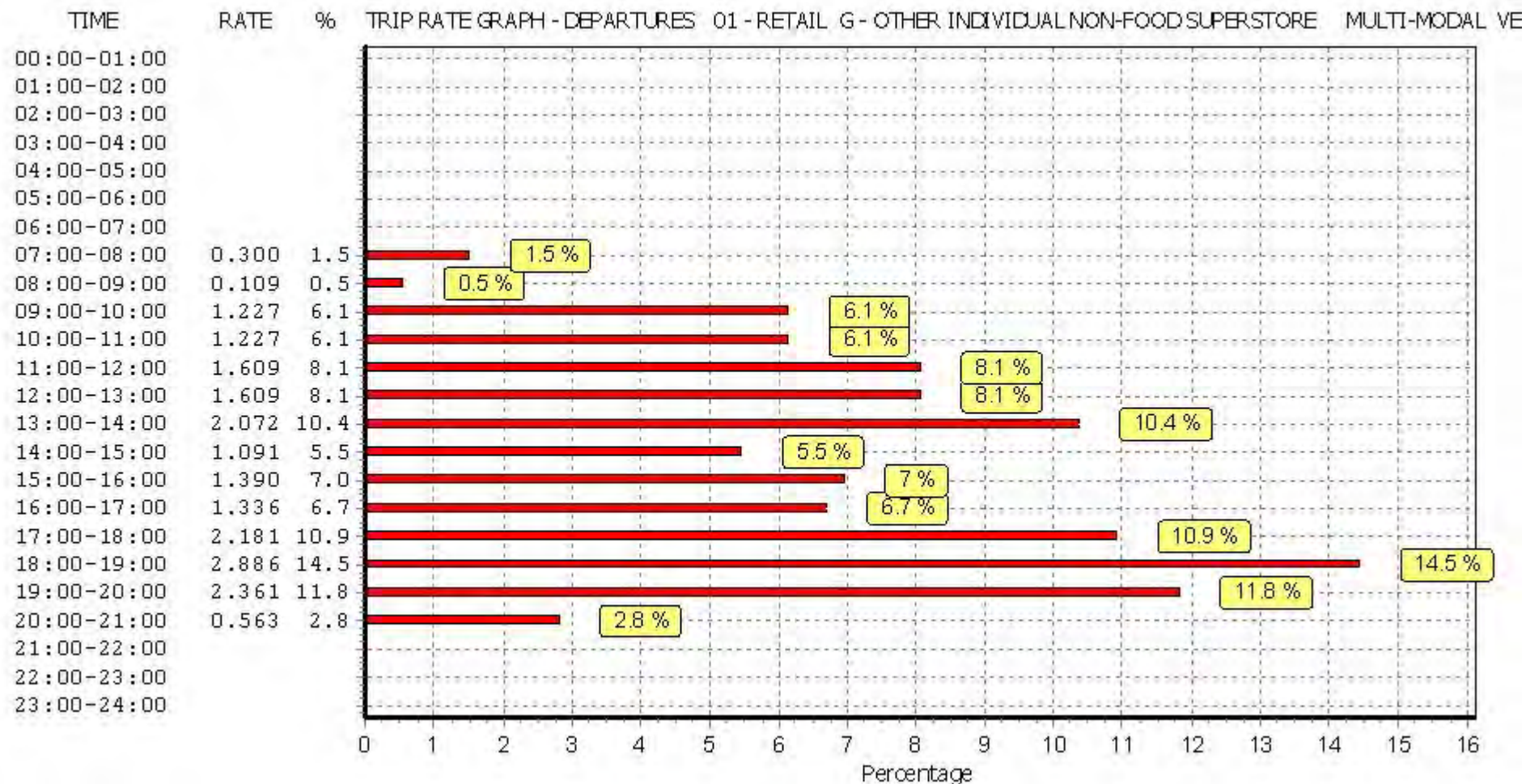
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.400	1	1000	0.300	1	1000	0.700
08:00 - 09:00	3	1223	0.191	3	1223	0.109	3	1223	0.300
09:00 - 10:00	3	1223	2.345	3	1223	1.227	3	1223	3.572
10:00 - 11:00	3	1223	1.908	3	1223	1.227	3	1223	3.135
11:00 - 12:00	3	1223	1.772	3	1223	1.609	3	1223	3.381
12:00 - 13:00	3	1223	1.309	3	1223	1.609	3	1223	2.918
13:00 - 14:00	3	1223	1.472	3	1223	2.072	3	1223	3.544
14:00 - 15:00	3	1223	1.554	3	1223	1.091	3	1223	2.645
15:00 - 16:00	3	1223	1.036	3	1223	1.390	3	1223	2.426
16:00 - 17:00	3	1223	2.181	3	1223	1.336	3	1223	3.517
17:00 - 18:00	3	1223	1.908	3	1223	2.181	3	1223	4.089
18:00 - 19:00	2	1334	1.949	2	1334	2.886	2	1334	4.835
19:00 - 20:00	2	1334	1.274	2	1334	2.361	2	1334	3.635
20:00 - 21:00	1	1600	0.000	1	1600	0.563	1	1600	0.562
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.299			19.960			39.259

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

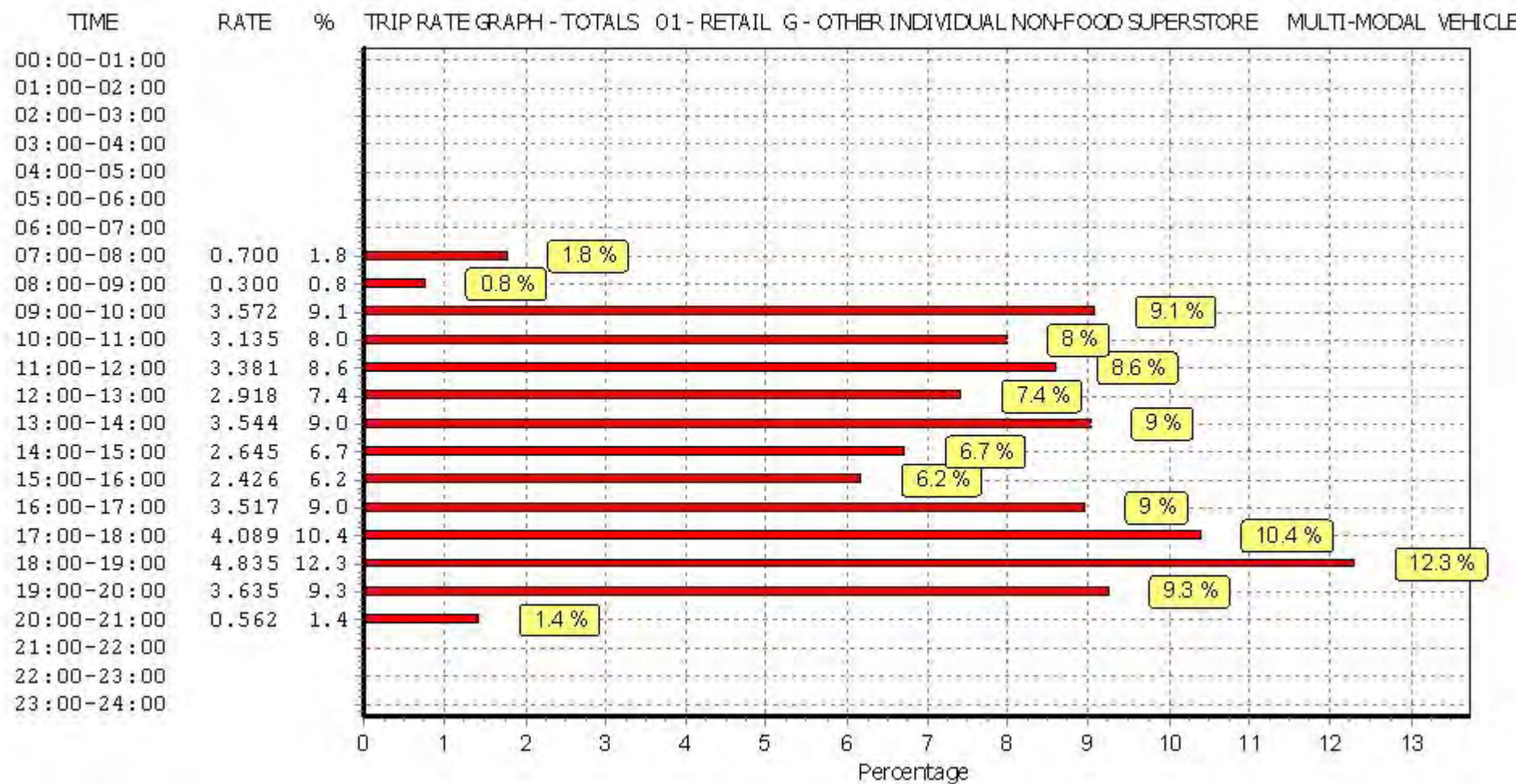
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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.



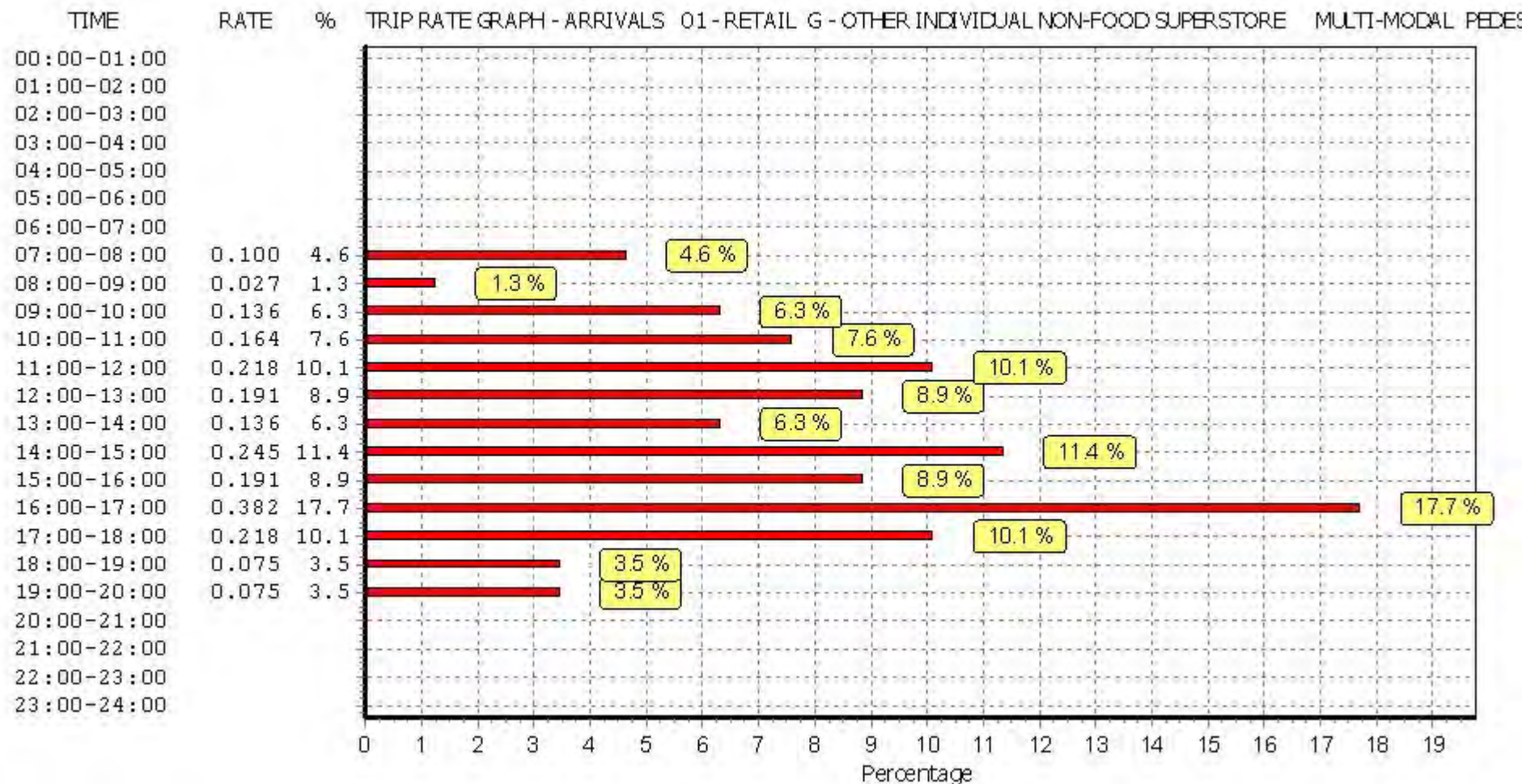
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

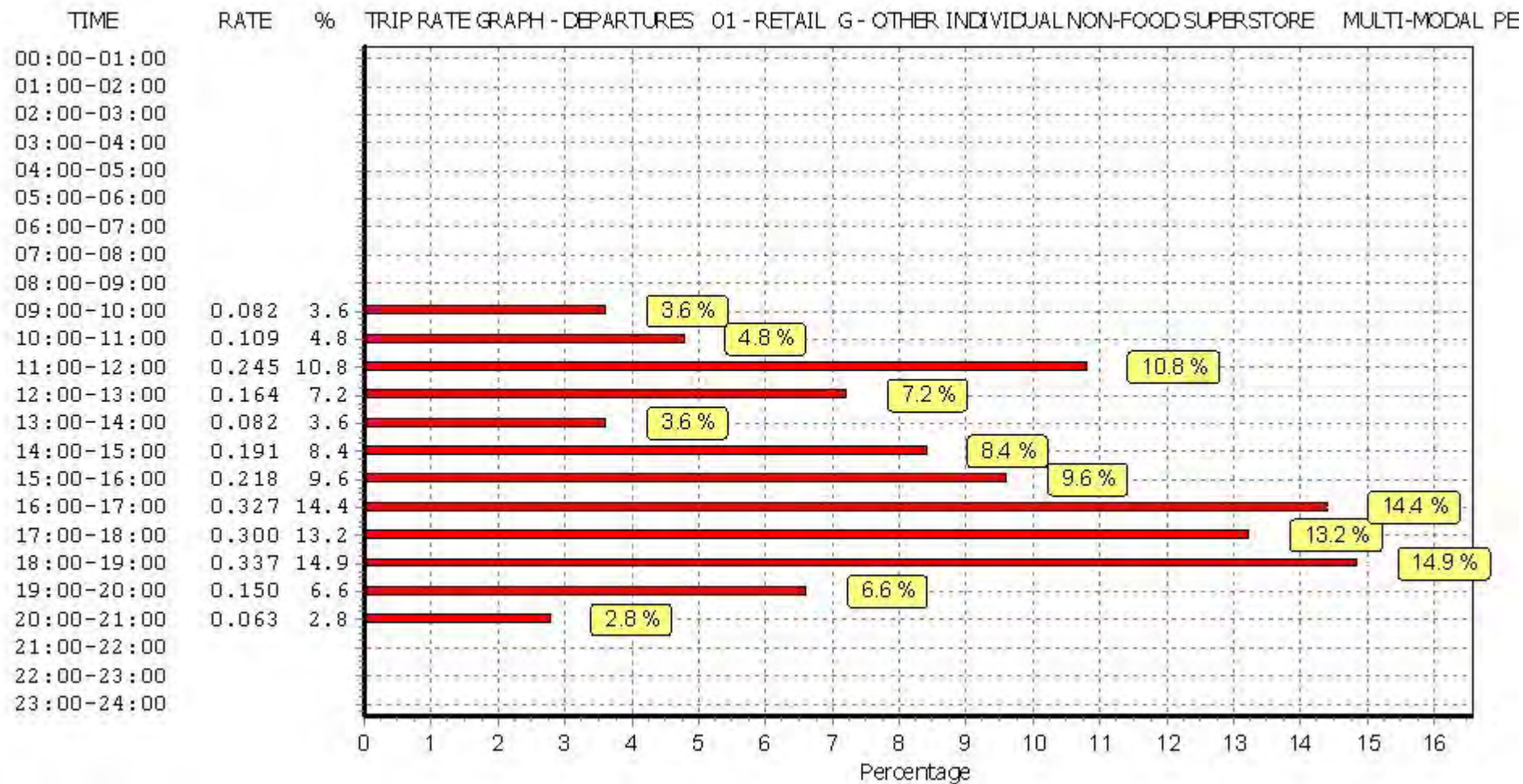
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.100	1	1000	0.000	1	1000	0.100
08:00 - 09:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
09:00 - 10:00	3	1223	0.136	3	1223	0.082	3	1223	0.218
10:00 - 11:00	3	1223	0.164	3	1223	0.109	3	1223	0.273
11:00 - 12:00	3	1223	0.218	3	1223	0.245	3	1223	0.463
12:00 - 13:00	3	1223	0.191	3	1223	0.164	3	1223	0.355
13:00 - 14:00	3	1223	0.136	3	1223	0.082	3	1223	0.218
14:00 - 15:00	3	1223	0.245	3	1223	0.191	3	1223	0.436
15:00 - 16:00	3	1223	0.191	3	1223	0.218	3	1223	0.409
16:00 - 17:00	3	1223	0.382	3	1223	0.327	3	1223	0.709
17:00 - 18:00	3	1223	0.218	3	1223	0.300	3	1223	0.518
18:00 - 19:00	2	1334	0.075	2	1334	0.337	2	1334	0.412
19:00 - 20:00	2	1334	0.075	2	1334	0.150	2	1334	0.225
20:00 - 21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.158			2.267			4.425

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.

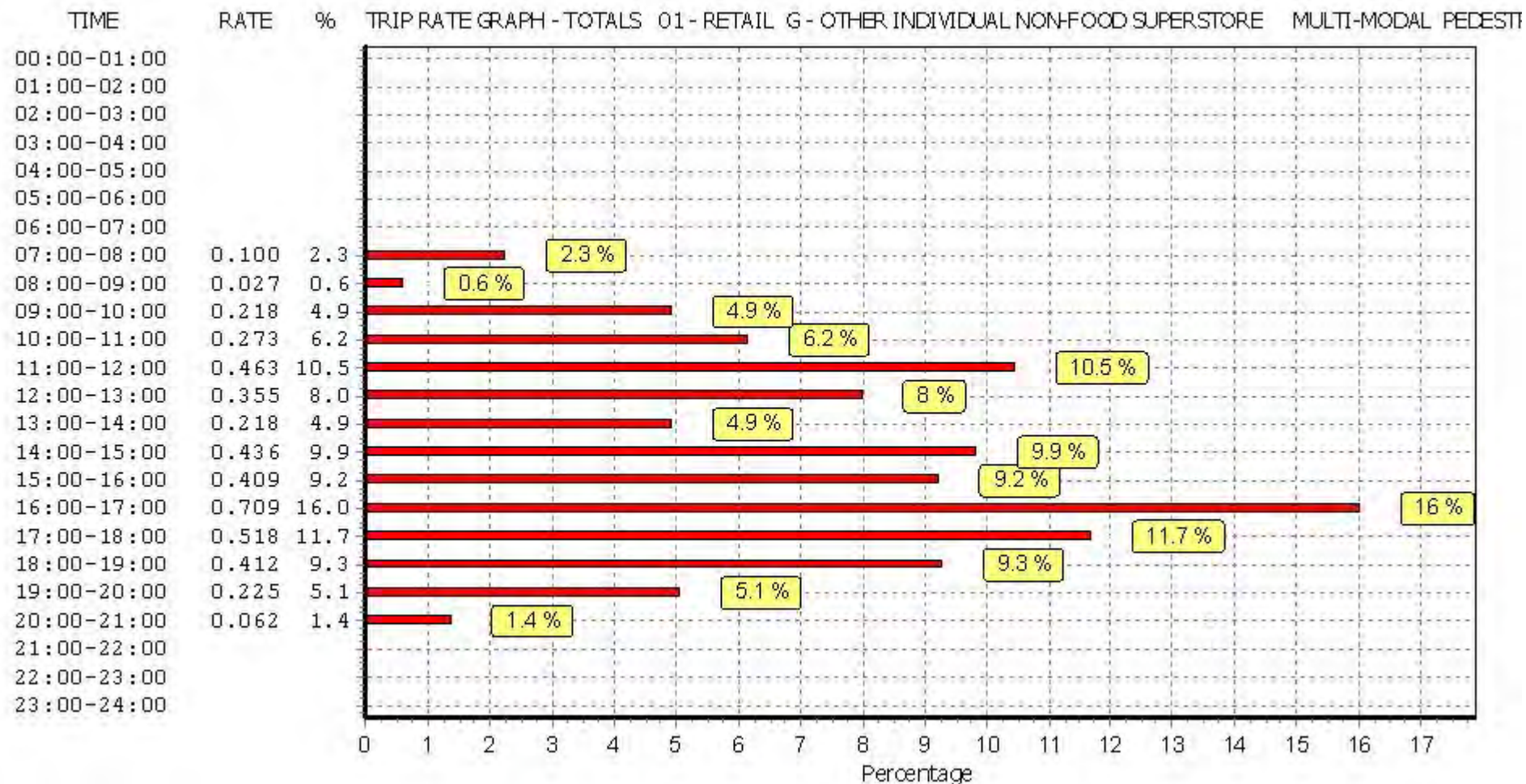
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



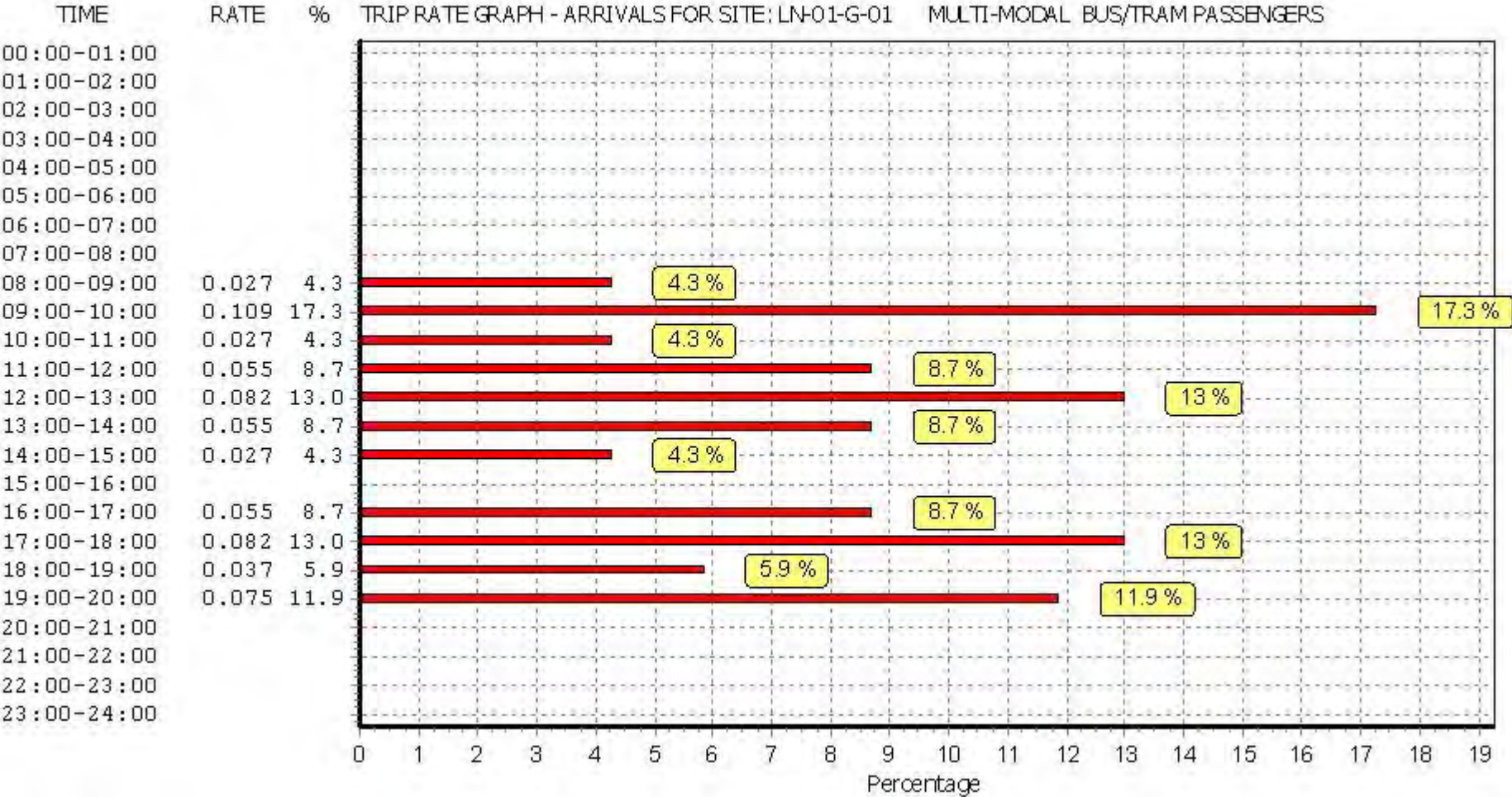
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

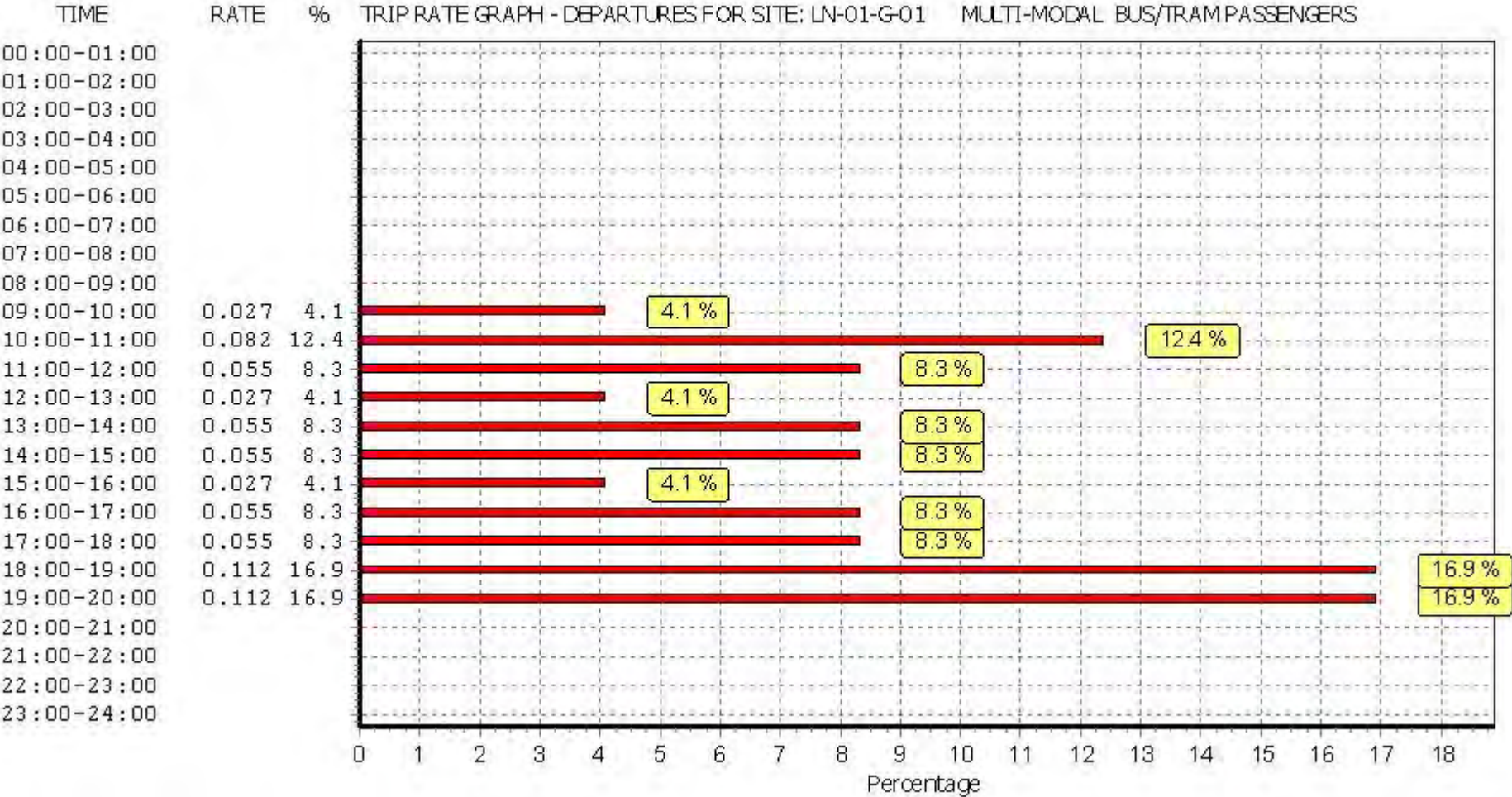
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
09:00 - 10:00	3	1223	0.109	3	1223	0.027	3	1223	0.136
10:00 - 11:00	3	1223	0.027	3	1223	0.082	3	1223	0.109
11:00 - 12:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
12:00 - 13:00	3	1223	0.082	3	1223	0.027	3	1223	0.109
13:00 - 14:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
14:00 - 15:00	3	1223	0.027	3	1223	0.055	3	1223	0.082
15:00 - 16:00	3	1223	0.000	3	1223	0.027	3	1223	0.027
16:00 - 17:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
17:00 - 18:00	3	1223	0.082	3	1223	0.055	3	1223	0.137
18:00 - 19:00	2	1334	0.037	2	1334	0.112	2	1334	0.149
19:00 - 20:00	2	1334	0.075	2	1334	0.112	2	1334	0.187
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631			0.662			1.293

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.

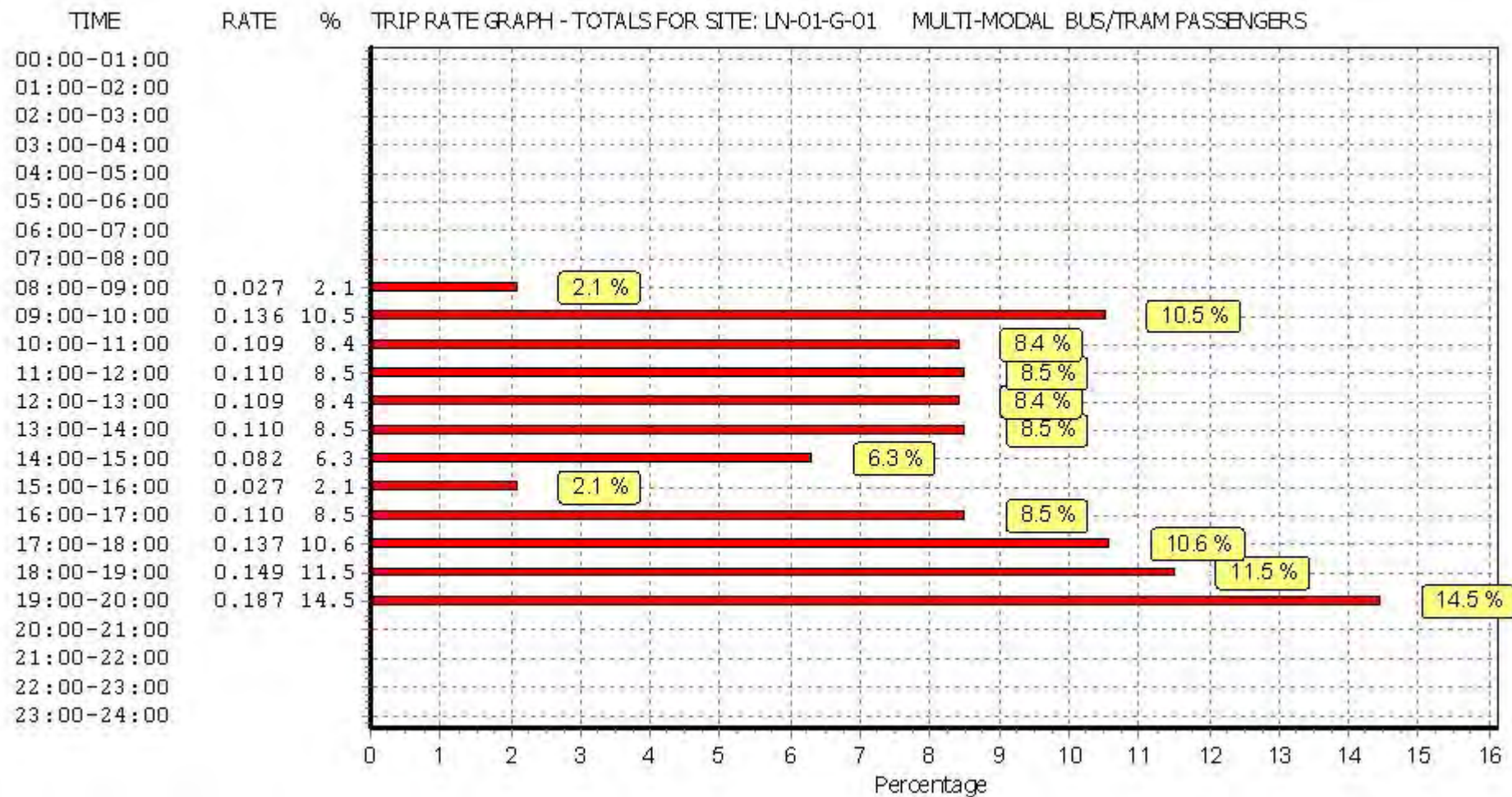
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



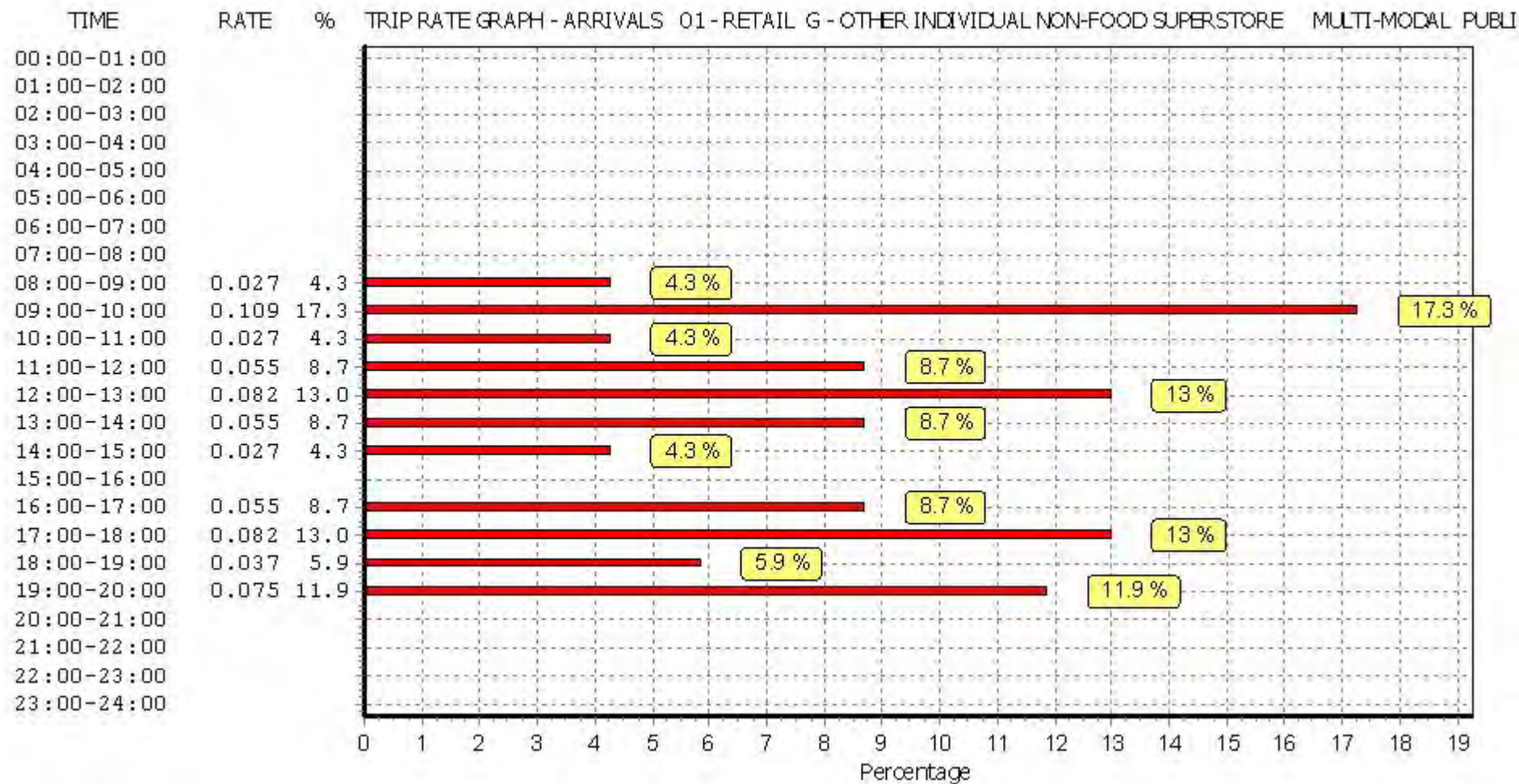
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

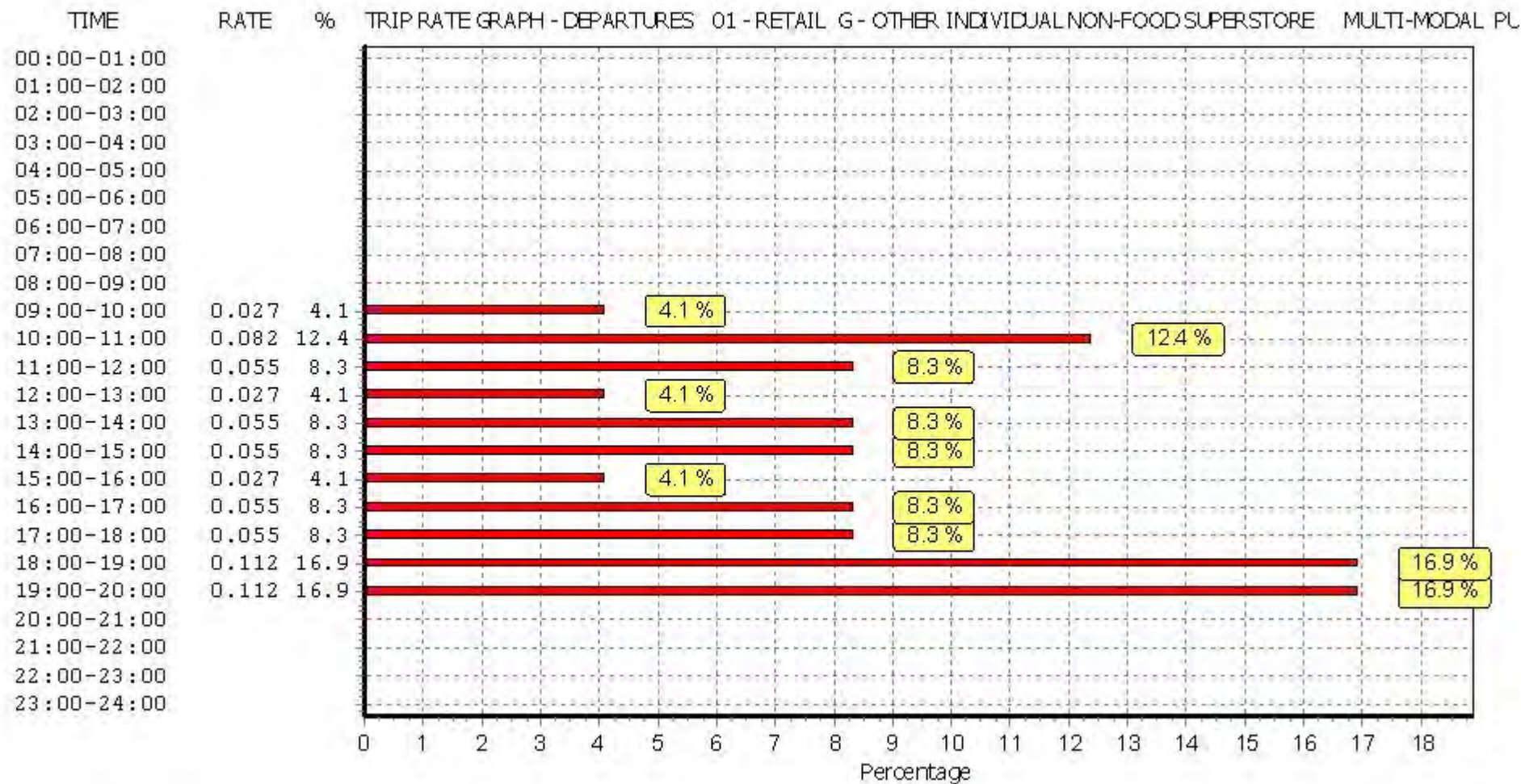
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
09:00 - 10:00	3	1223	0.109	3	1223	0.027	3	1223	0.136
10:00 - 11:00	3	1223	0.027	3	1223	0.082	3	1223	0.109
11:00 - 12:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
12:00 - 13:00	3	1223	0.082	3	1223	0.027	3	1223	0.109
13:00 - 14:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
14:00 - 15:00	3	1223	0.027	3	1223	0.055	3	1223	0.082
15:00 - 16:00	3	1223	0.000	3	1223	0.027	3	1223	0.027
16:00 - 17:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
17:00 - 18:00	3	1223	0.082	3	1223	0.055	3	1223	0.137
18:00 - 19:00	2	1334	0.037	2	1334	0.112	2	1334	0.149
19:00 - 20:00	2	1334	0.075	2	1334	0.112	2	1334	0.187
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631			0.662			1.293

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.

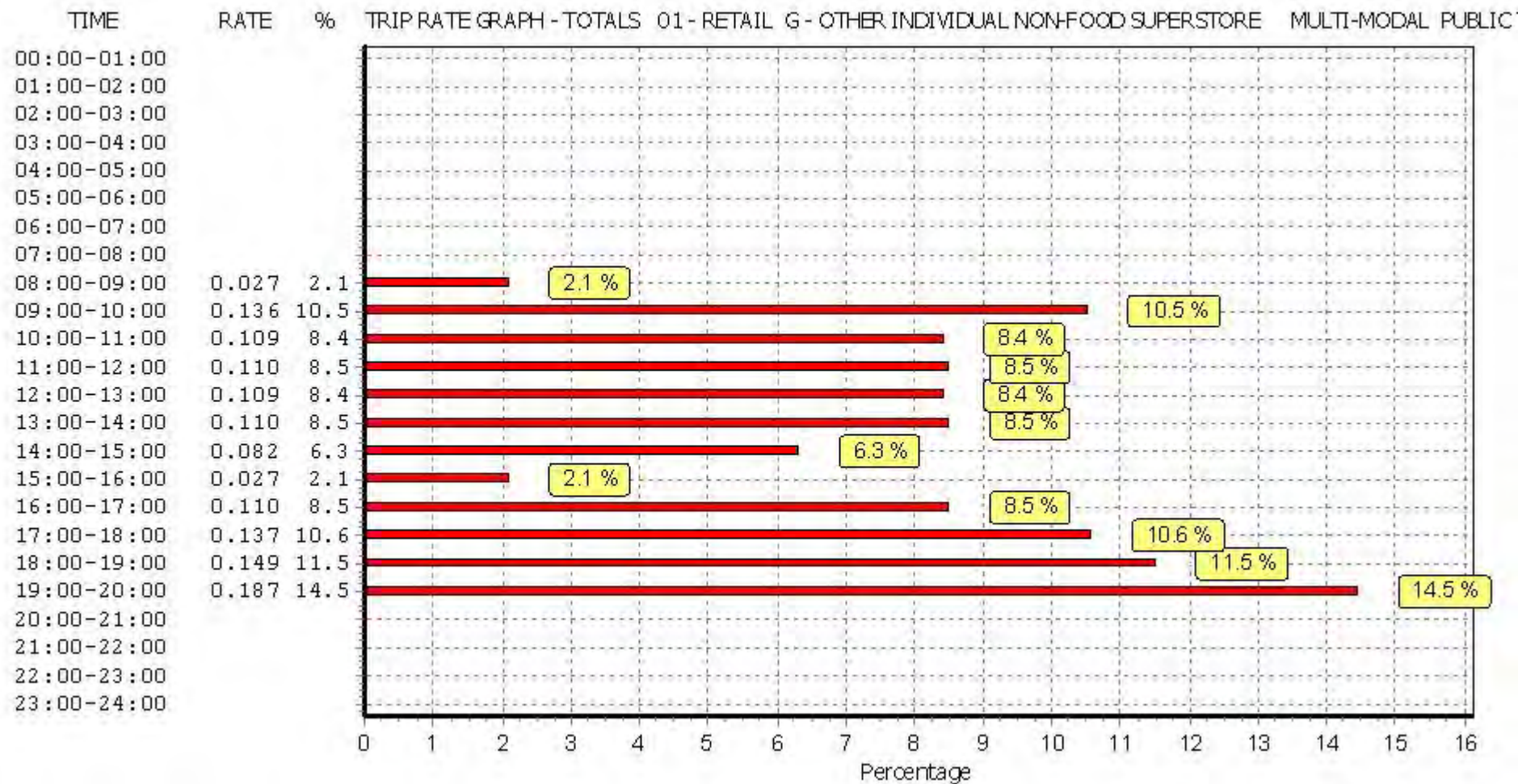
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



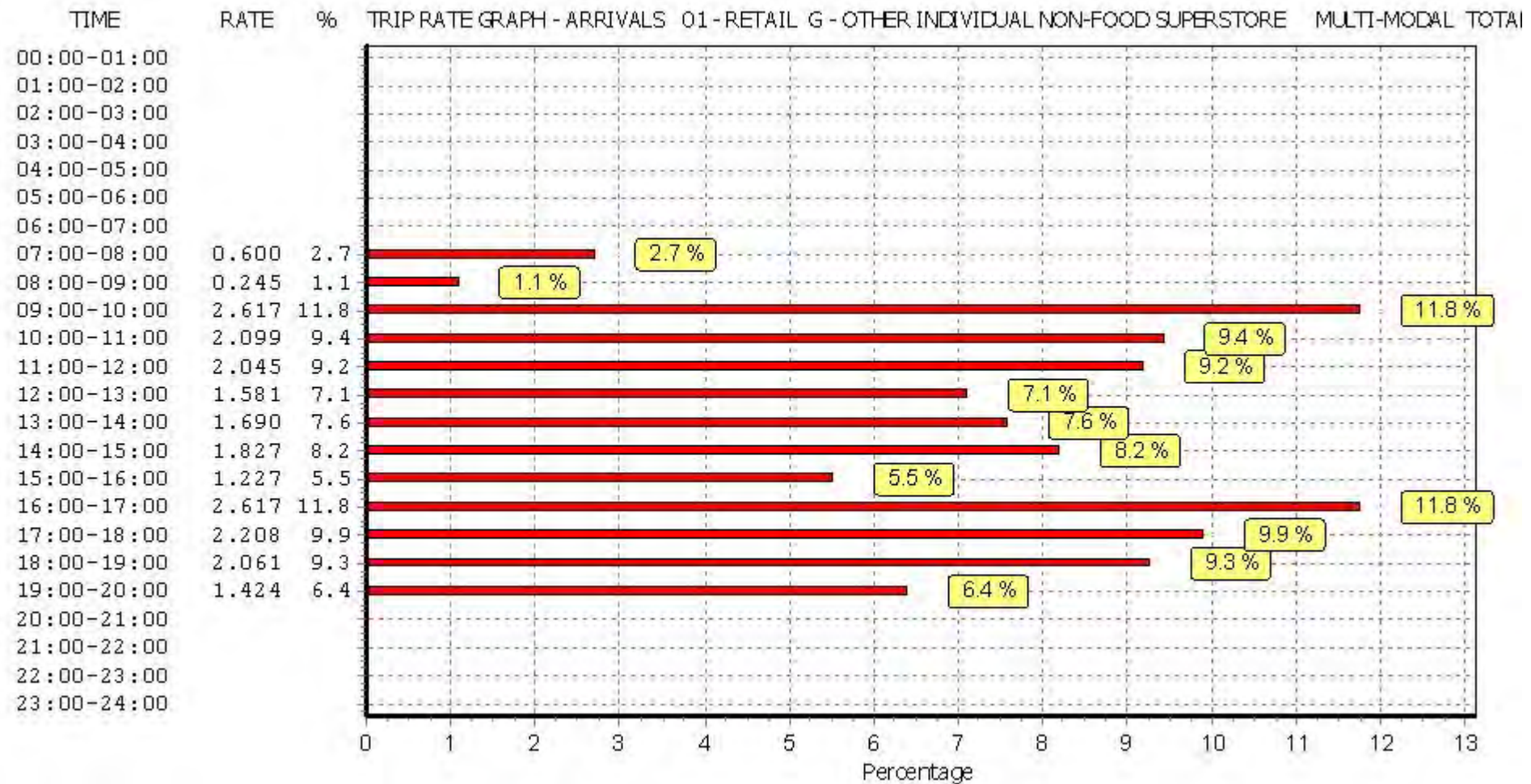
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

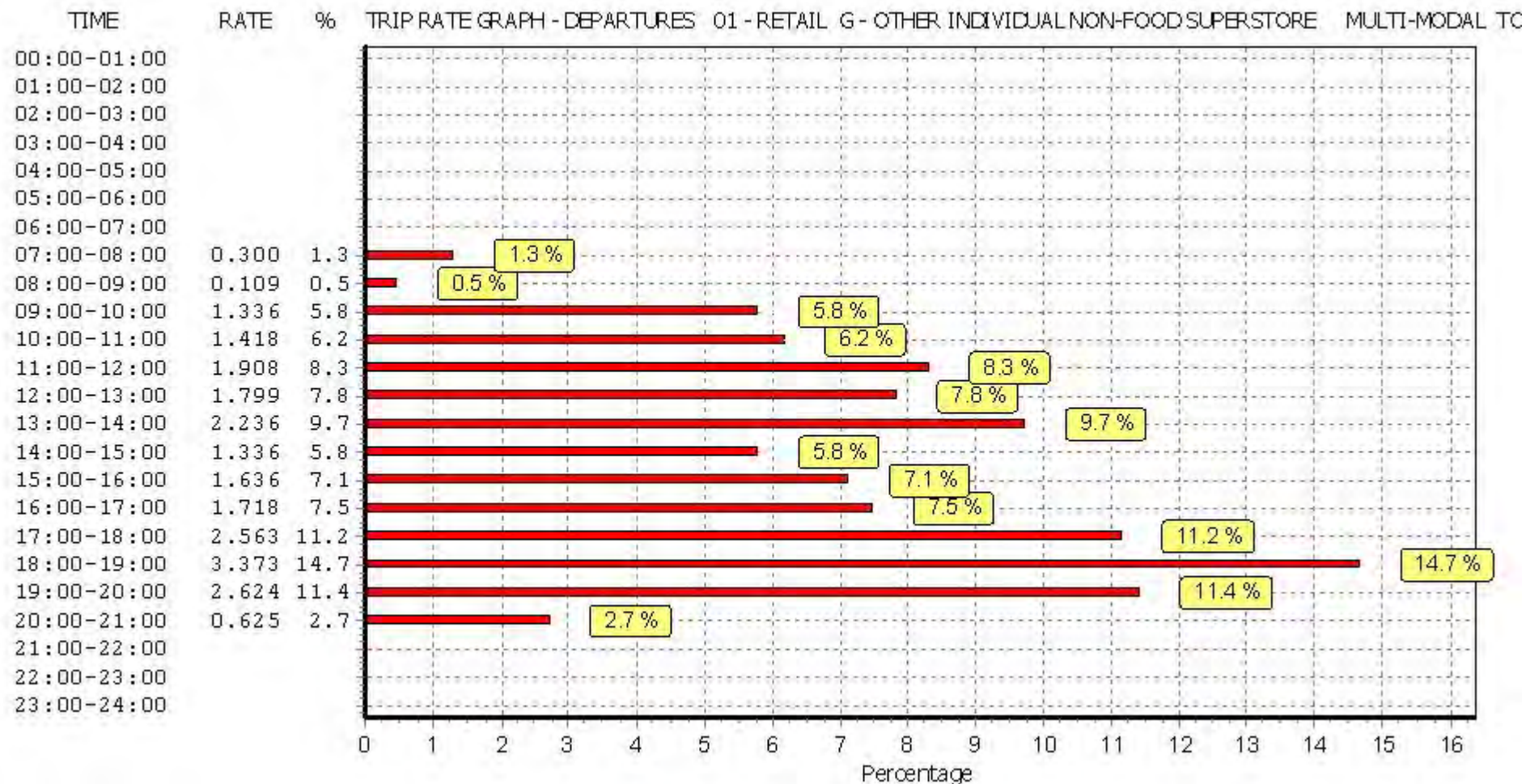
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.600	1	1000	0.300	1	1000	0.900
08:00 - 09:00	3	1223	0.245	3	1223	0.109	3	1223	0.354
09:00 - 10:00	3	1223	2.617	3	1223	1.336	3	1223	3.953
10:00 - 11:00	3	1223	2.099	3	1223	1.418	3	1223	3.517
11:00 - 12:00	3	1223	2.045	3	1223	1.908	3	1223	3.953
12:00 - 13:00	3	1223	1.581	3	1223	1.799	3	1223	3.380
13:00 - 14:00	3	1223	1.690	3	1223	2.236	3	1223	3.926
14:00 - 15:00	3	1223	1.827	3	1223	1.336	3	1223	3.163
15:00 - 16:00	3	1223	1.227	3	1223	1.636	3	1223	2.863
16:00 - 17:00	3	1223	2.617	3	1223	1.718	3	1223	4.335
17:00 - 18:00	3	1223	2.208	3	1223	2.563	3	1223	4.771
18:00 - 19:00	2	1334	2.061	2	1334	3.373	2	1334	5.434
19:00 - 20:00	2	1334	1.424	2	1334	2.624	2	1334	4.048
20:00 - 21:00	1	1600	0.000	1	1600	0.625	1	1600	0.625
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	22.241			22.981			45.222		

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

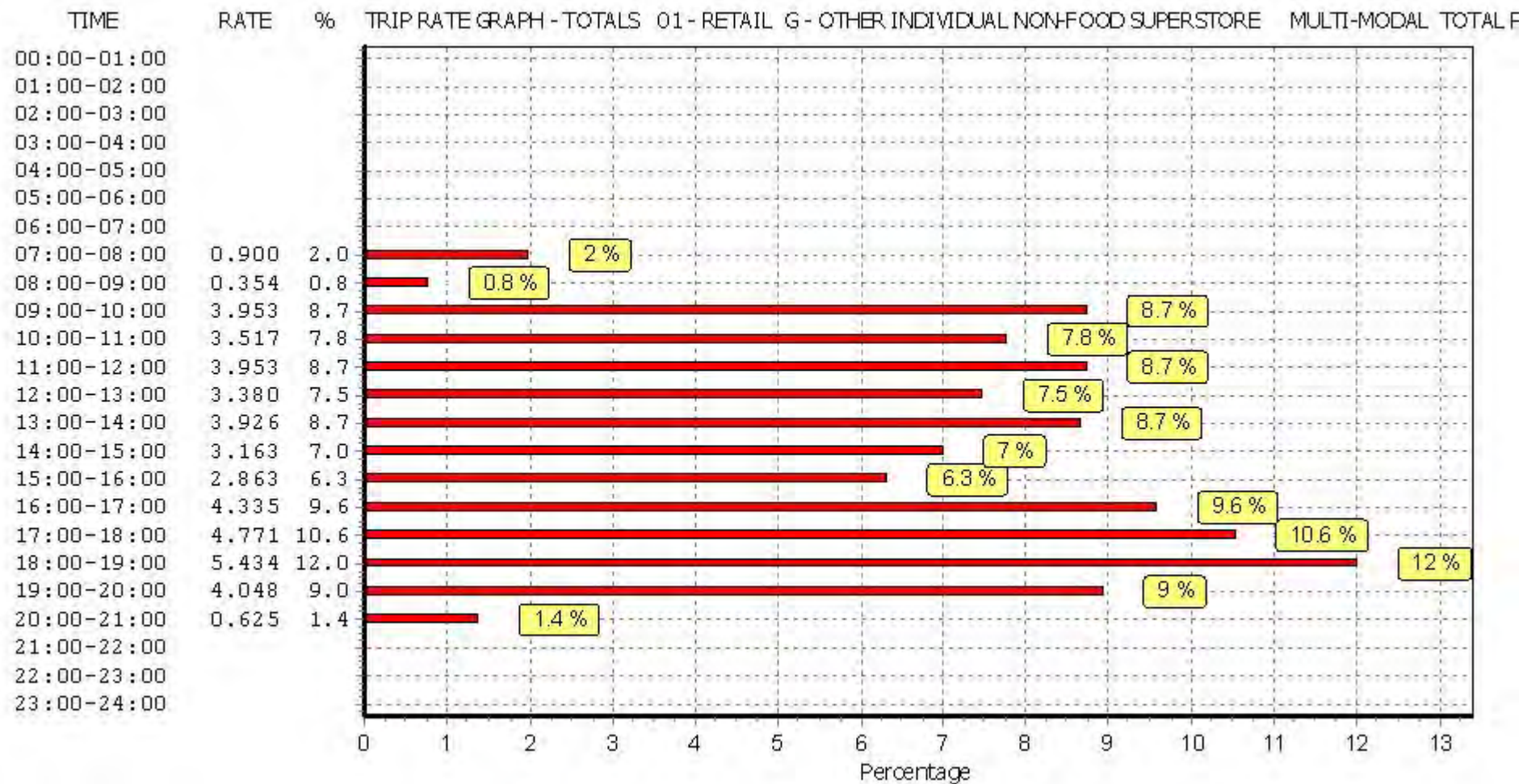
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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.



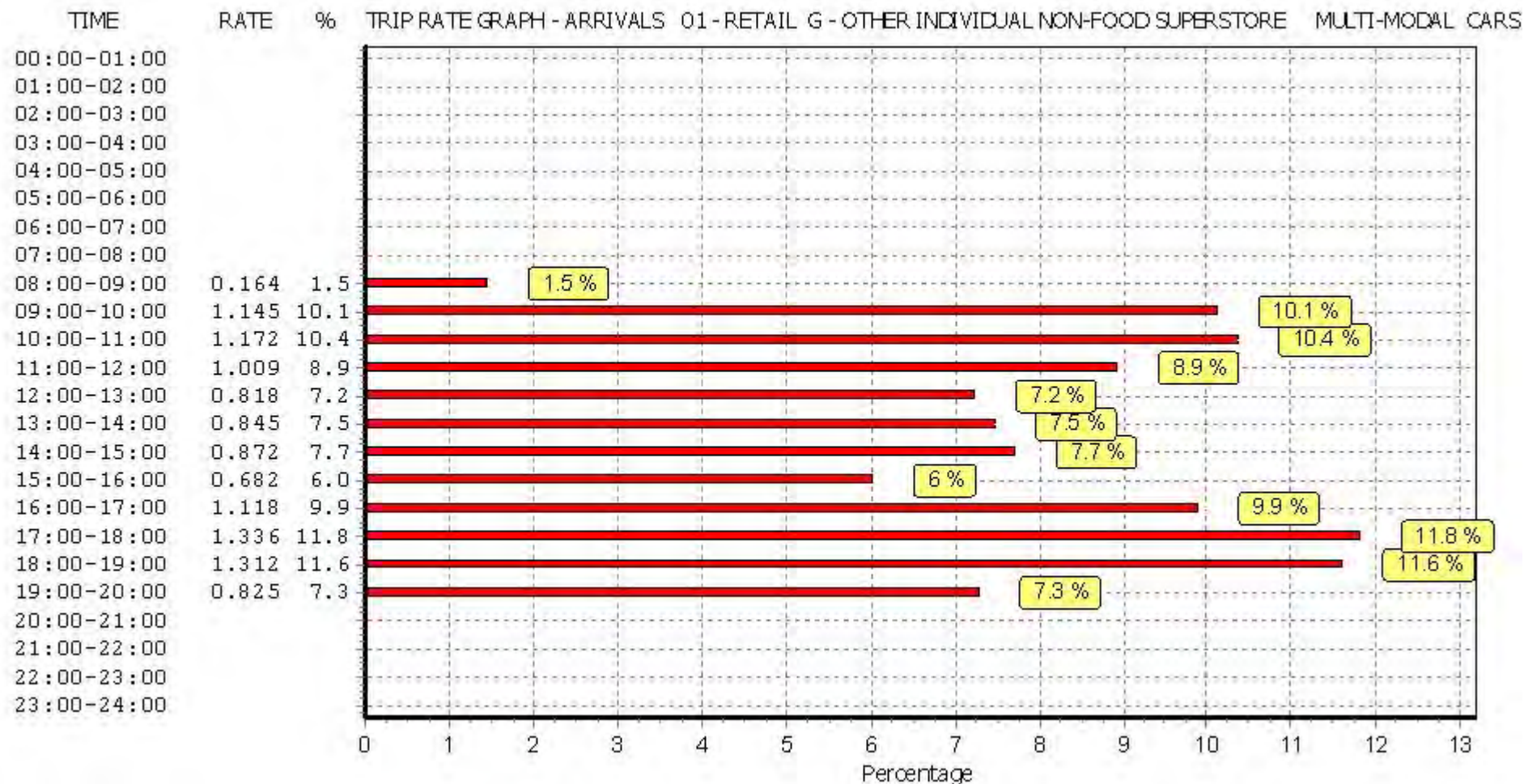
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

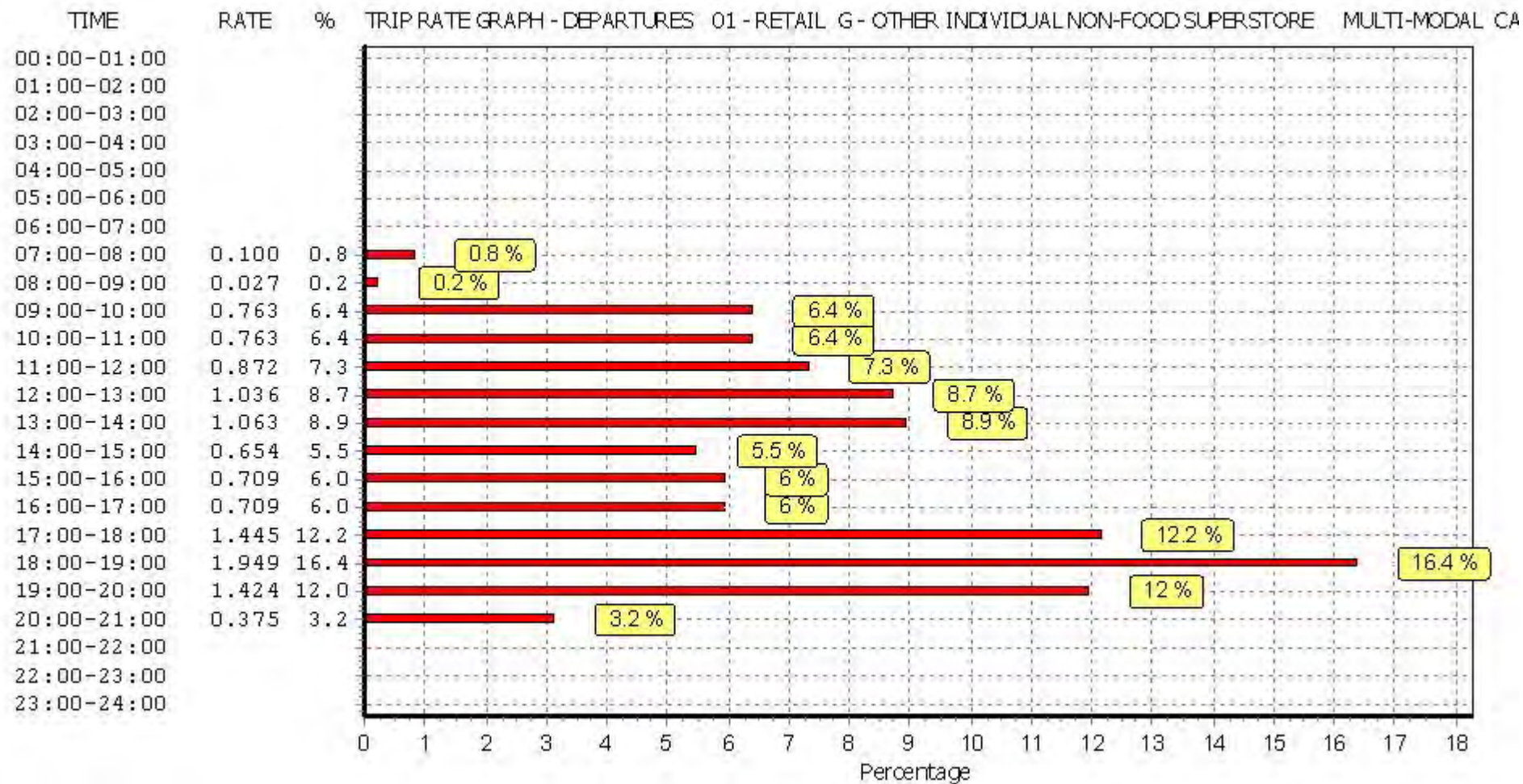
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.100	1	1000	0.100
08:00 - 09:00	3	1223	0.164	3	1223	0.027	3	1223	0.191
09:00 - 10:00	3	1223	1.145	3	1223	0.763	3	1223	1.908
10:00 - 11:00	3	1223	1.172	3	1223	0.763	3	1223	1.935
11:00 - 12:00	3	1223	1.009	3	1223	0.872	3	1223	1.881
12:00 - 13:00	3	1223	0.818	3	1223	1.036	3	1223	1.854
13:00 - 14:00	3	1223	0.845	3	1223	1.063	3	1223	1.908
14:00 - 15:00	3	1223	0.872	3	1223	0.654	3	1223	1.526
15:00 - 16:00	3	1223	0.682	3	1223	0.709	3	1223	1.391
16:00 - 17:00	3	1223	1.118	3	1223	0.709	3	1223	1.827
17:00 - 18:00	3	1223	1.336	3	1223	1.445	3	1223	2.781
18:00 - 19:00	2	1334	1.312	2	1334	1.949	2	1334	3.261
19:00 - 20:00	2	1334	0.825	2	1334	1.424	2	1334	2.249
20:00 - 21:00	1	1600	0.000	1	1600	0.375	1	1600	0.375
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.298			11.889			23.187

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.

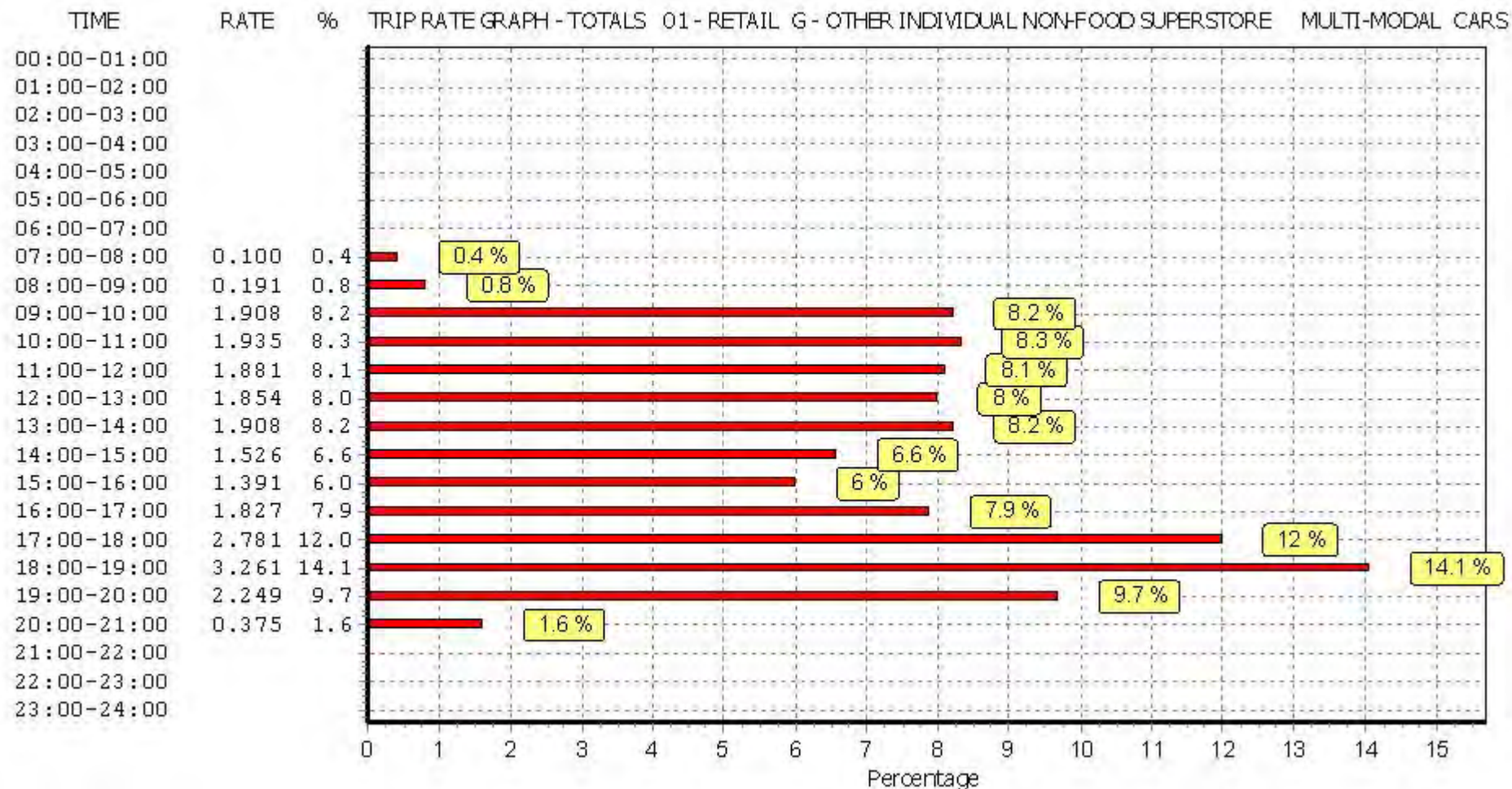
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



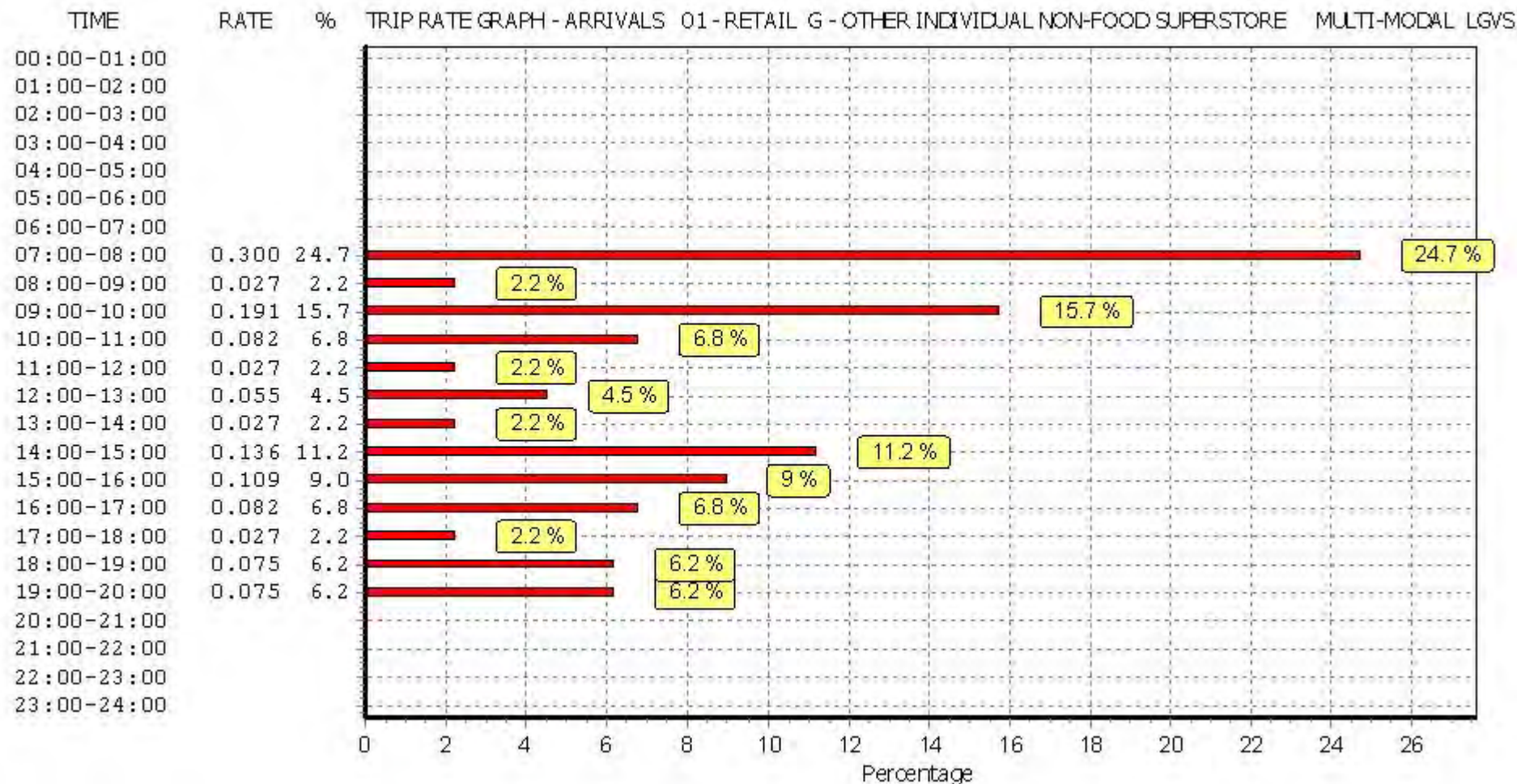
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

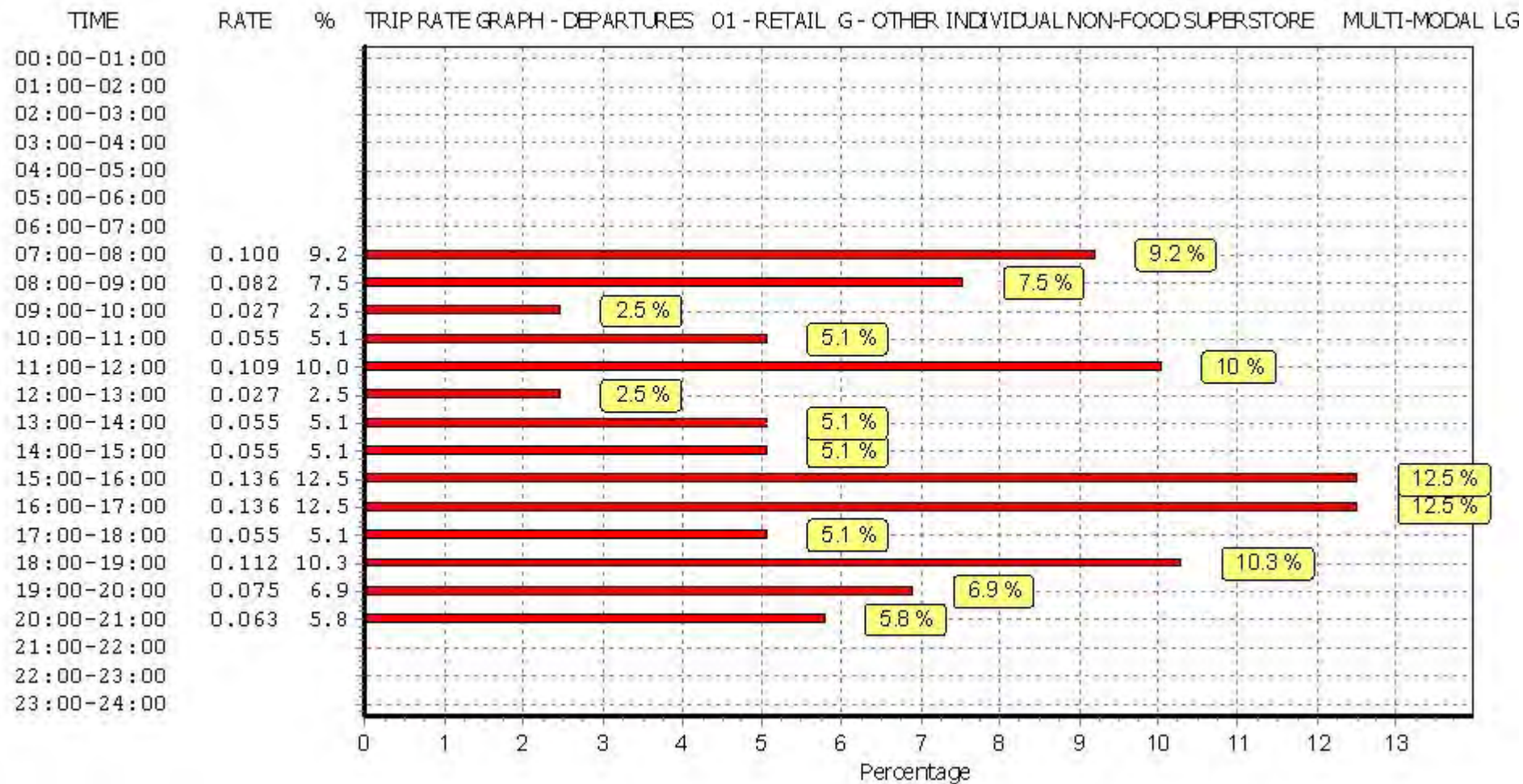
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.300	1	1000	0.100	1	1000	0.400
08:00 - 09:00	3	1223	0.027	3	1223	0.082	3	1223	0.109
09:00 - 10:00	3	1223	0.191	3	1223	0.027	3	1223	0.218
10:00 - 11:00	3	1223	0.082	3	1223	0.055	3	1223	0.137
11:00 - 12:00	3	1223	0.027	3	1223	0.109	3	1223	0.136
12:00 - 13:00	3	1223	0.055	3	1223	0.027	3	1223	0.082
13:00 - 14:00	3	1223	0.027	3	1223	0.055	3	1223	0.082
14:00 - 15:00	3	1223	0.136	3	1223	0.055	3	1223	0.191
15:00 - 16:00	3	1223	0.109	3	1223	0.136	3	1223	0.245
16:00 - 17:00	3	1223	0.082	3	1223	0.136	3	1223	0.218
17:00 - 18:00	3	1223	0.027	3	1223	0.055	3	1223	0.082
18:00 - 19:00	2	1334	0.075	2	1334	0.112	2	1334	0.187
19:00 - 20:00	2	1334	0.075	2	1334	0.075	2	1334	0.150
20:00 - 21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.213			1.086			2.299		

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.

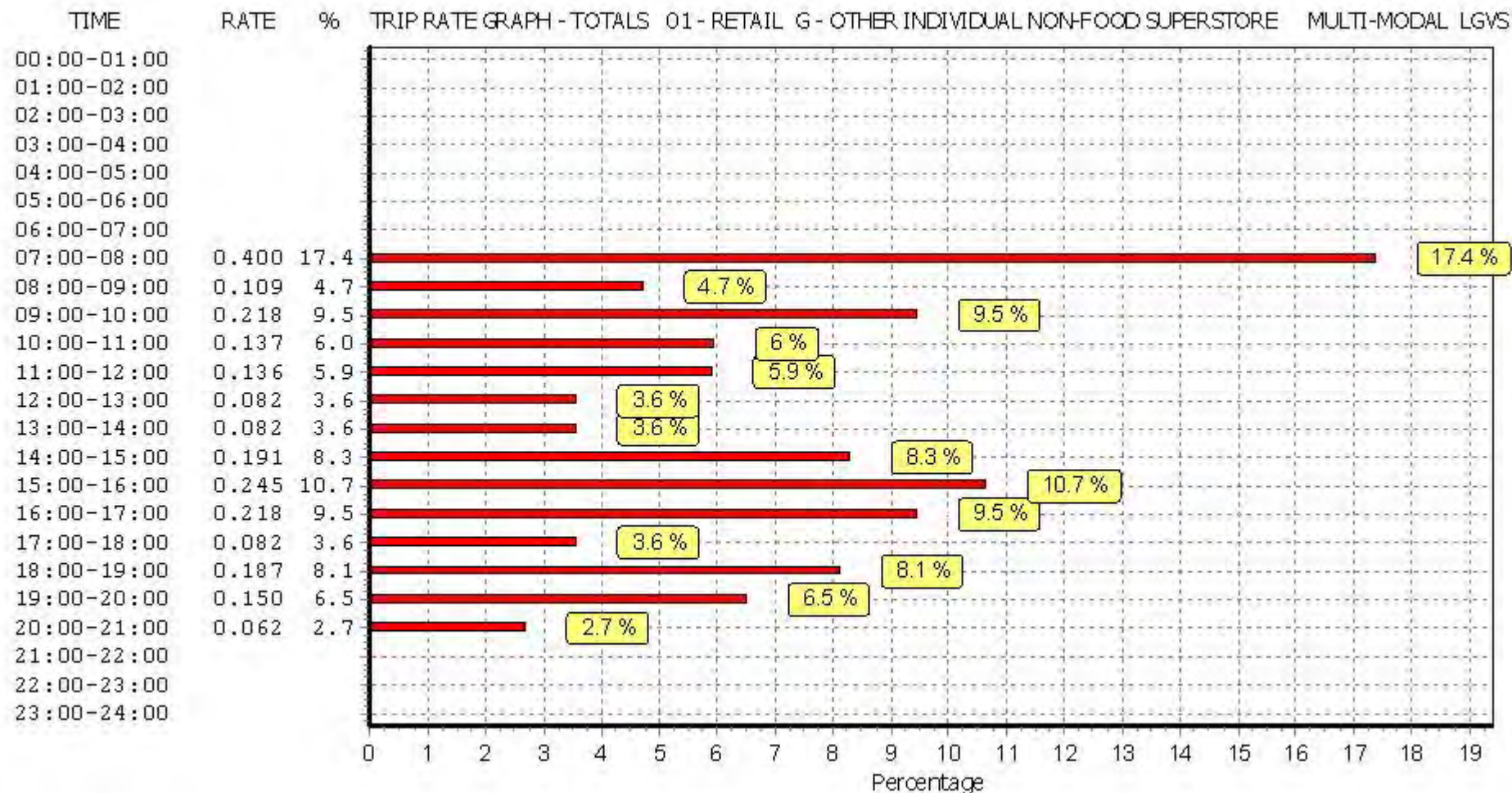
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



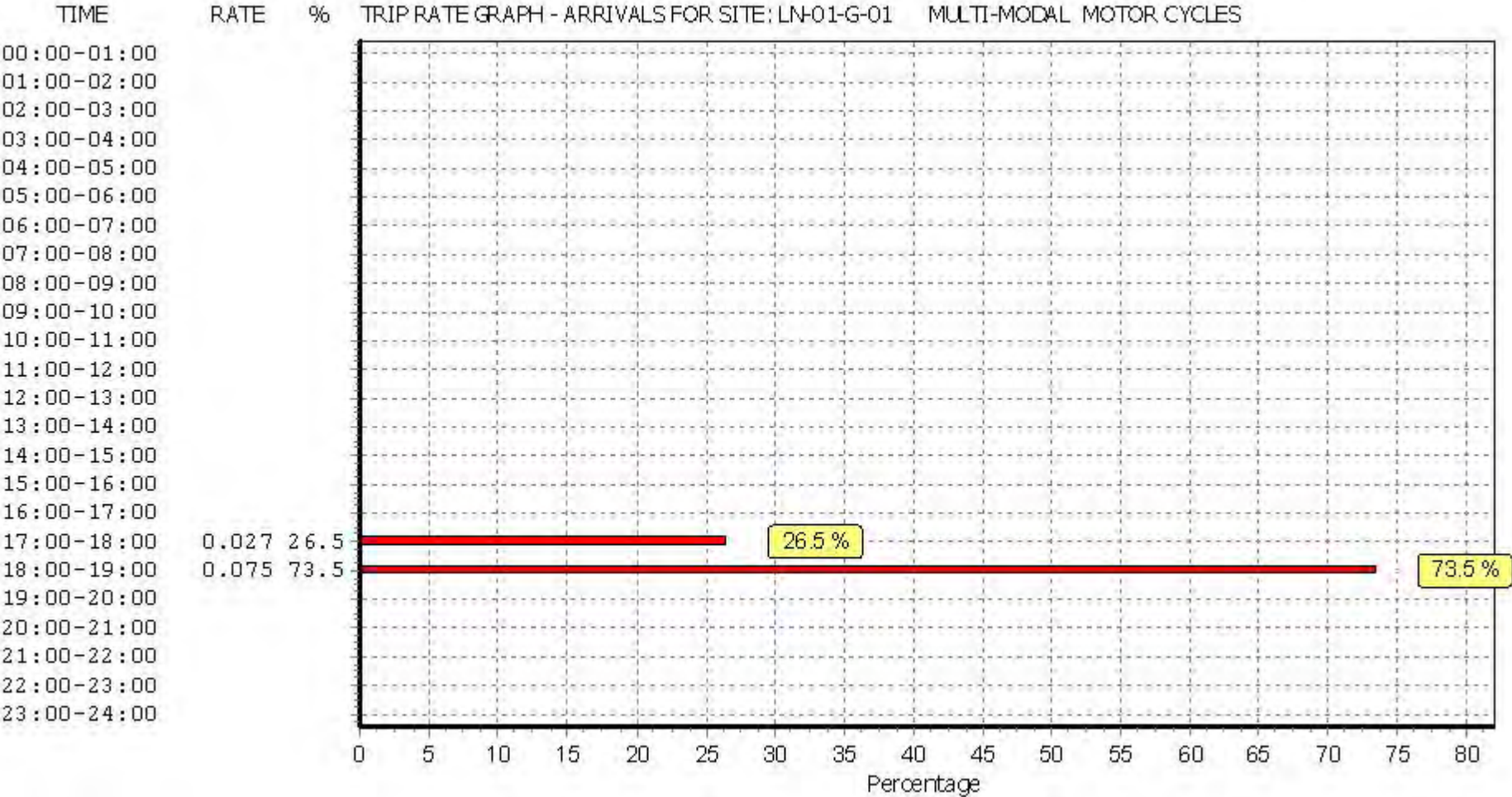
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

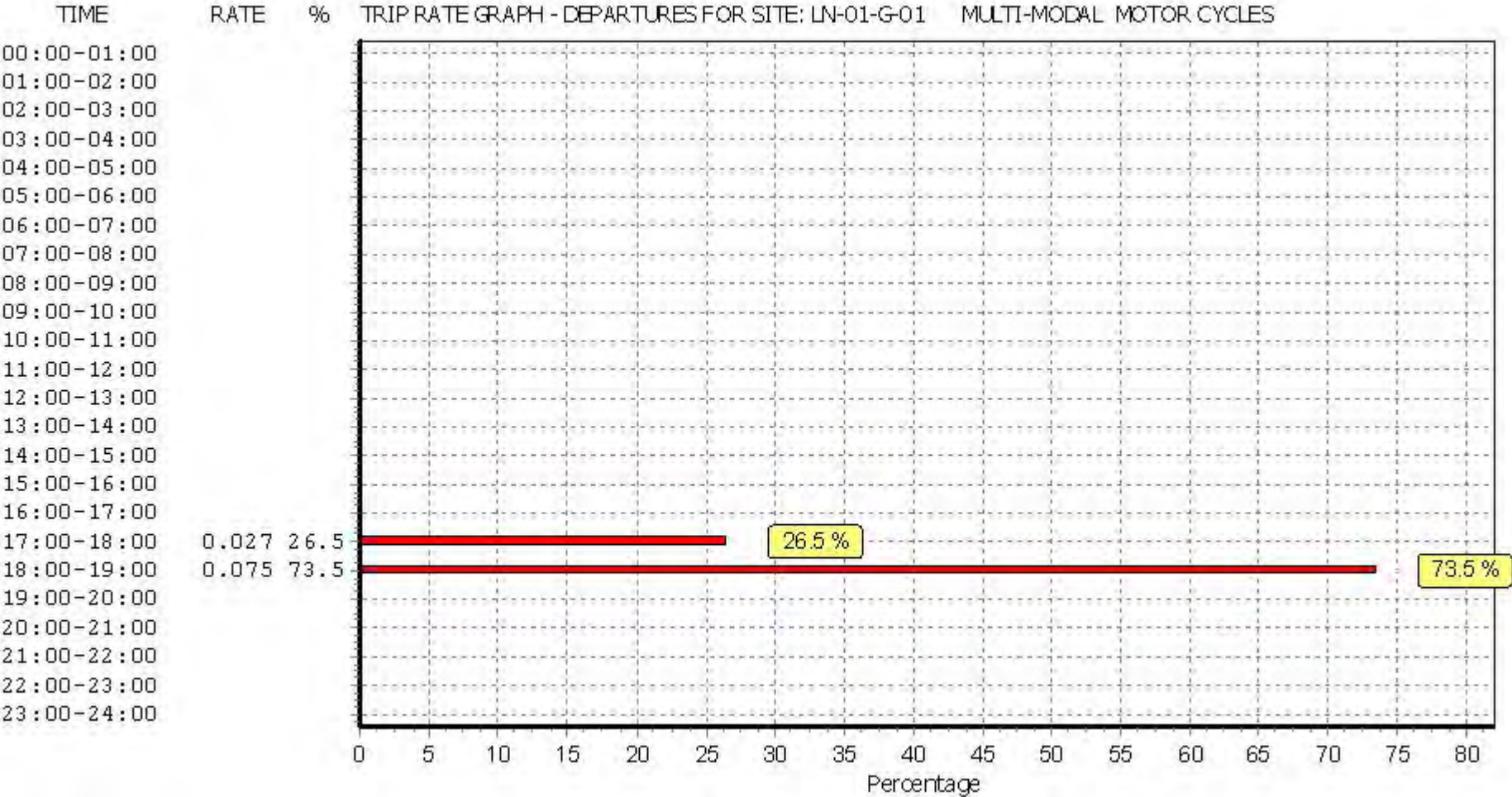
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
09:00 - 10:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
10:00 - 11:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
11:00 - 12:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
12:00 - 13:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
13:00 - 14:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
14:00 - 15:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
15:00 - 16:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
16:00 - 17:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
17:00 - 18:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
18:00 - 19:00	2	1334	0.075	2	1334	0.075	2	1334	0.150
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.102			0.102			0.204		

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

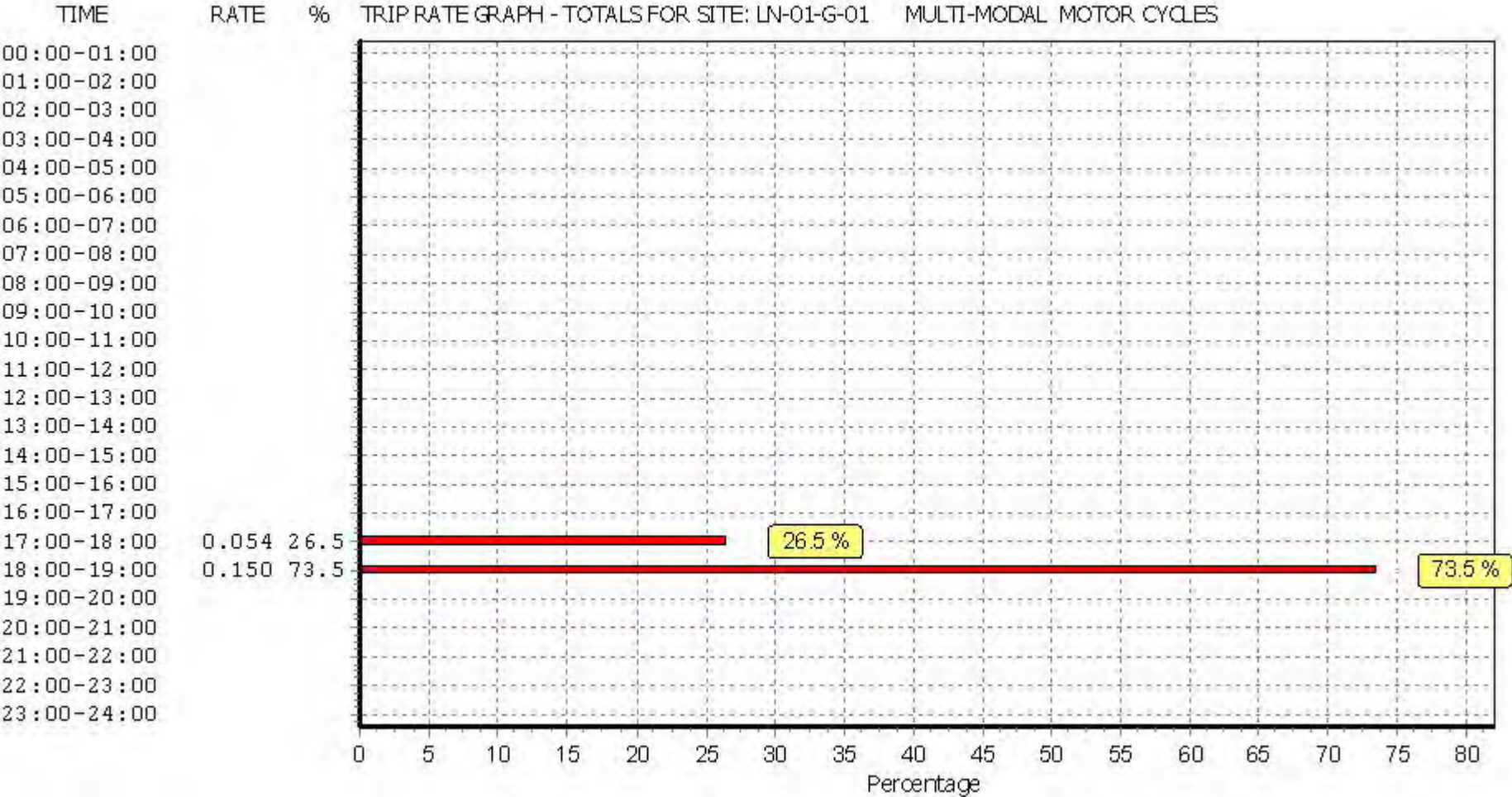
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



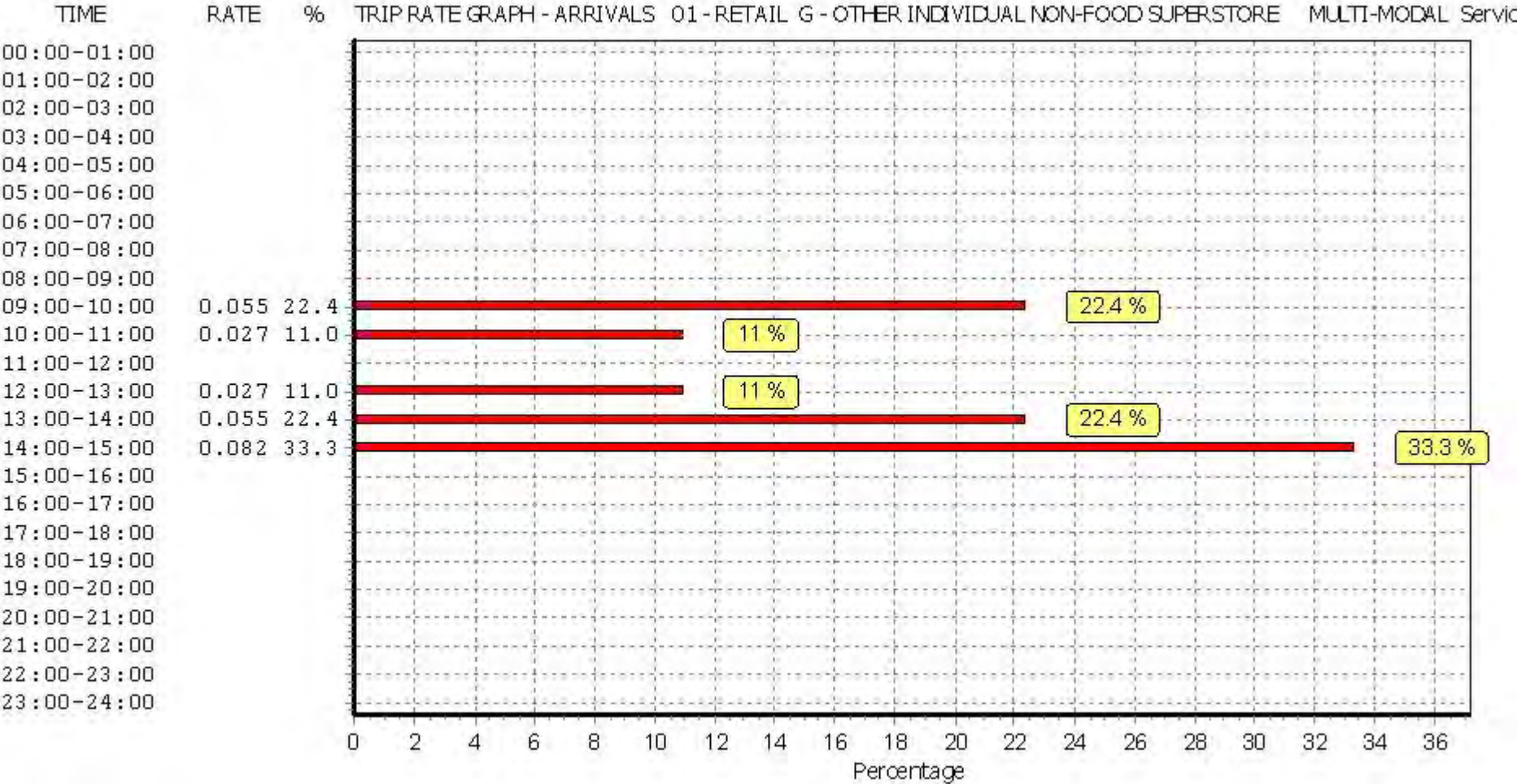
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

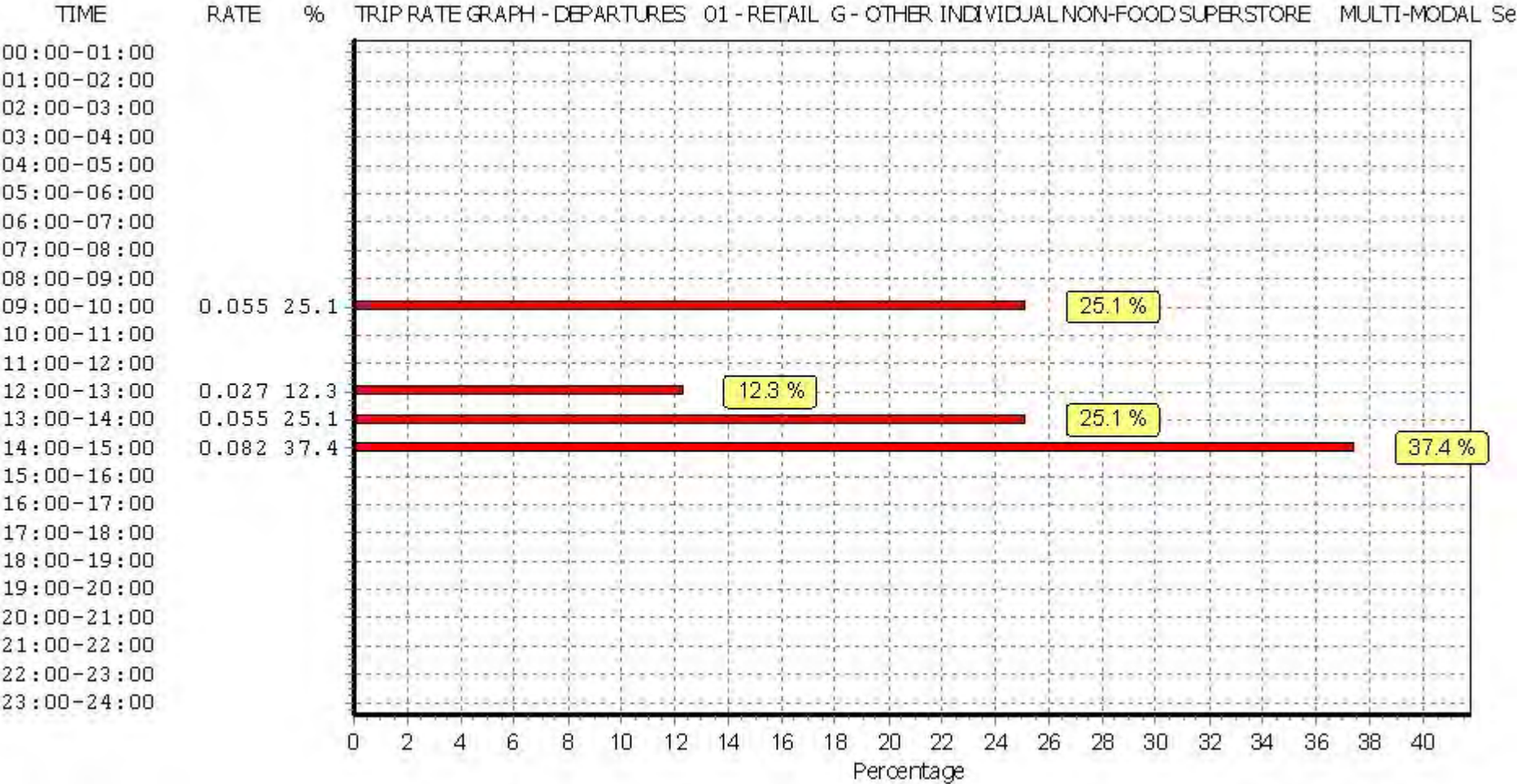
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
09:00 - 10:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
10:00 - 11:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
11:00 - 12:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
12:00 - 13:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
13:00 - 14:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
14:00 - 15:00	3	1223	0.082	3	1223	0.082	3	1223	0.164
15:00 - 16:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
16:00 - 17:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
17:00 - 18:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
18:00 - 19:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.246			0.219			0.465

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.

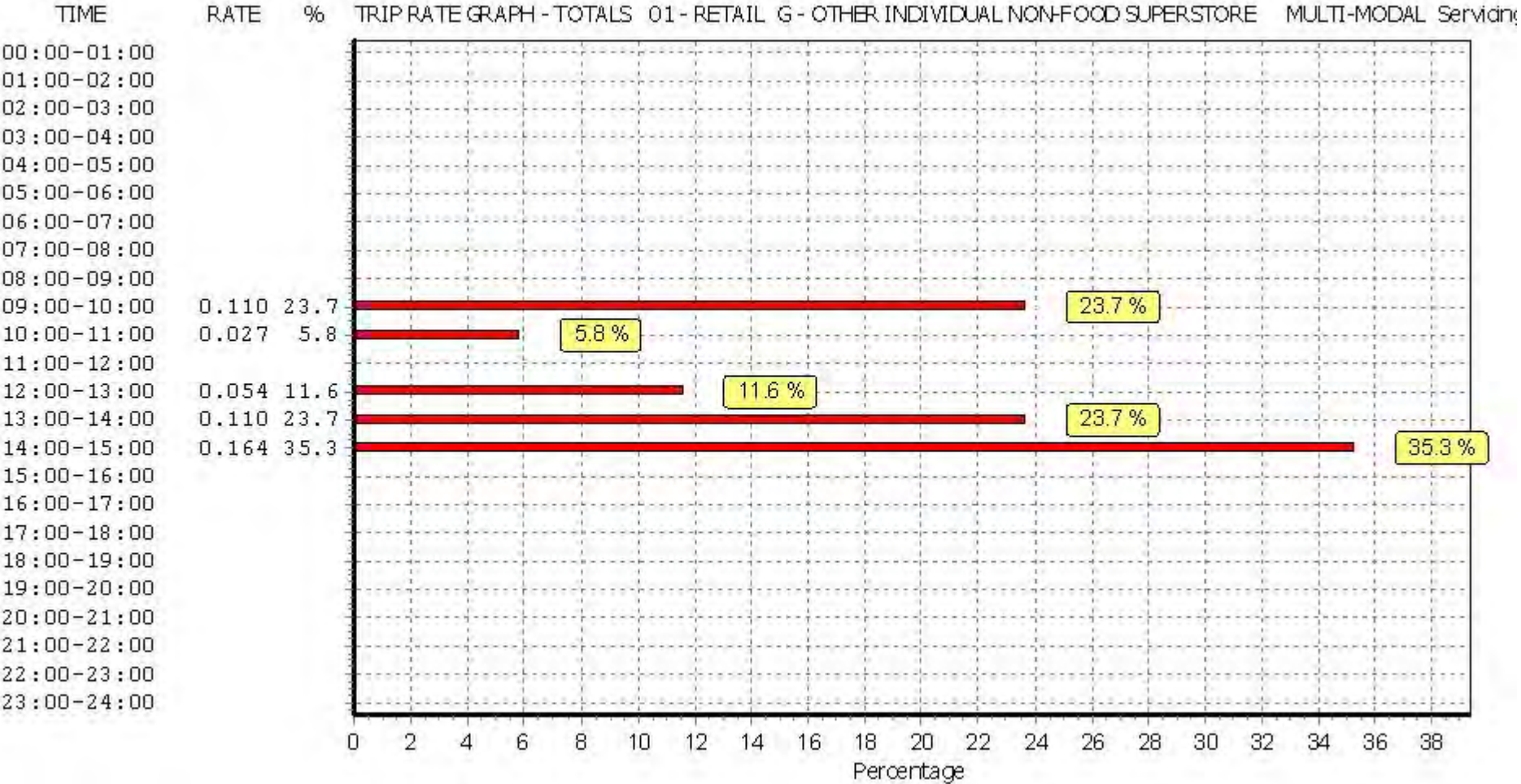
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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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Calculation Reference: AUDIT-807401-190809-0842

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	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 94 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Thursday	3 days
Friday	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:

Town Centre	2
Edge of Town Centre	6

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	5

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:

10,001 to 15,000 1 days
 15,001 to 20,000 1 days
 25,001 to 50,000 6 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
 75,001 to 100,000 1 days
 125,001 to 250,000 2 days
 250,001 to 500,000 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 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:

Yes 1 days
 No 7 days

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

PTAL Rating:

No PTAL Present 8 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
2	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
6	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
7	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
8	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.058	8	56	0.136	8	56	0.194
08:00 - 09:00	8	56	0.058	8	56	0.190	8	56	0.248
09:00 - 10:00	8	56	0.074	8	56	0.089	8	56	0.163
10:00 - 11:00	8	56	0.094	8	56	0.114	8	56	0.208
11:00 - 12:00	8	56	0.096	8	56	0.092	8	56	0.188
12:00 - 13:00	8	56	0.143	8	56	0.121	8	56	0.264
13:00 - 14:00	8	56	0.121	8	56	0.123	8	56	0.244
14:00 - 15:00	8	56	0.085	8	56	0.094	8	56	0.179
15:00 - 16:00	8	56	0.080	8	56	0.067	8	56	0.147
16:00 - 17:00	8	56	0.150	8	56	0.074	8	56	0.224
17:00 - 18:00	8	56	0.156	8	56	0.100	8	56	0.256
18:00 - 19:00	8	56	0.163	8	56	0.103	8	56	0.266
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.278			1.303			2.581

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

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

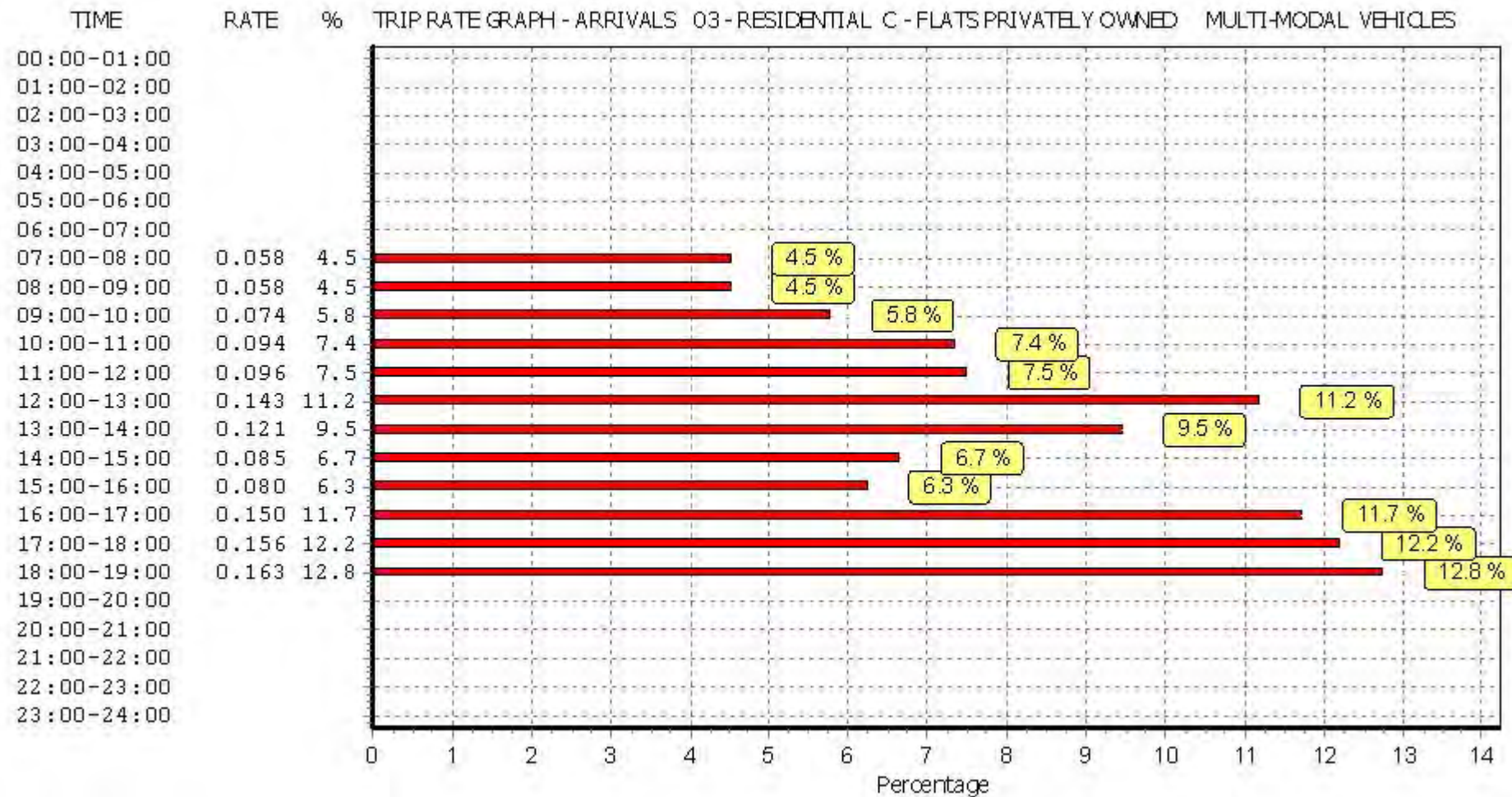
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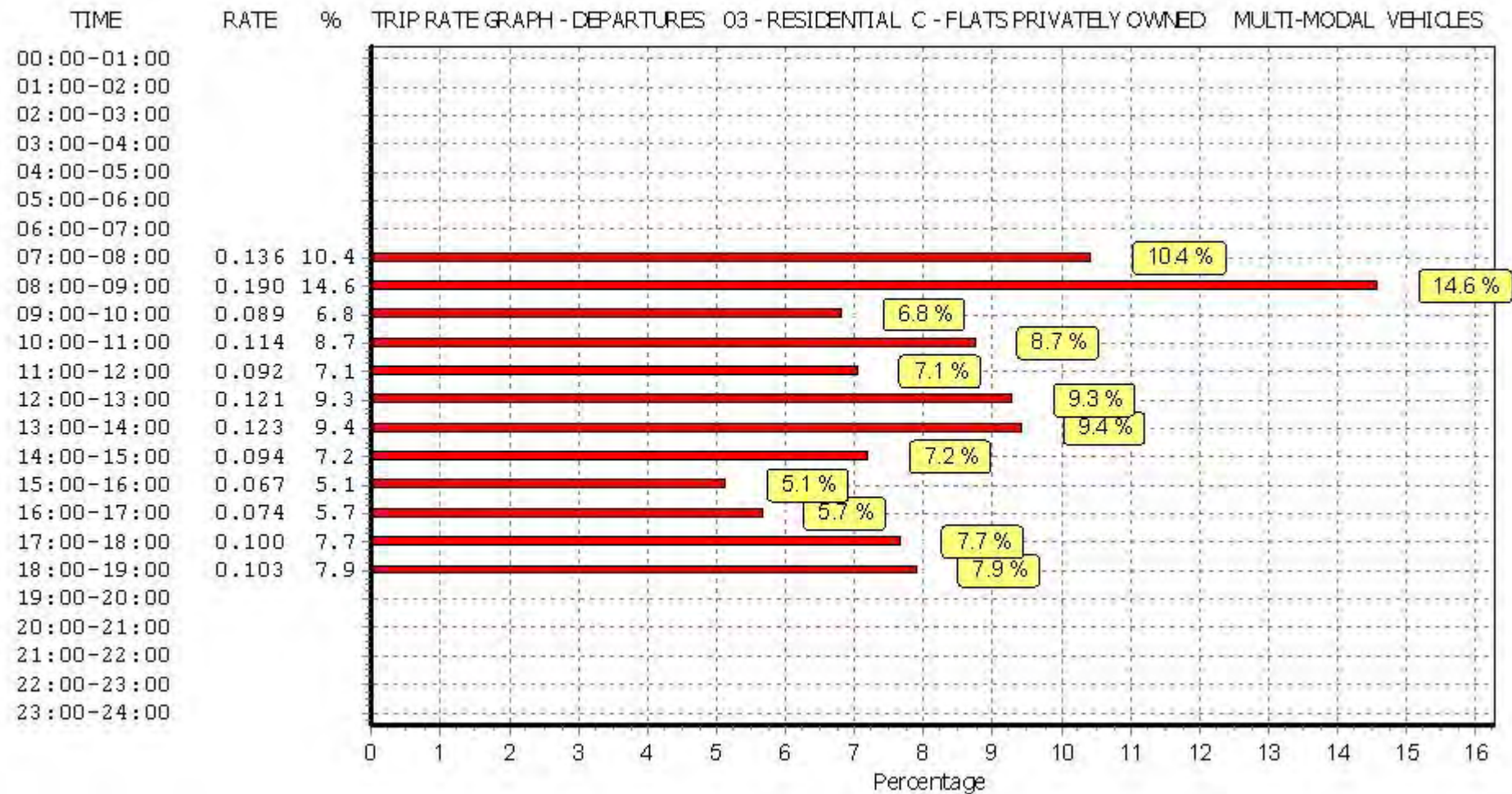
Parameter summary

Trip rate parameter range selected:	6 - 94 (units:)
Survey date date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

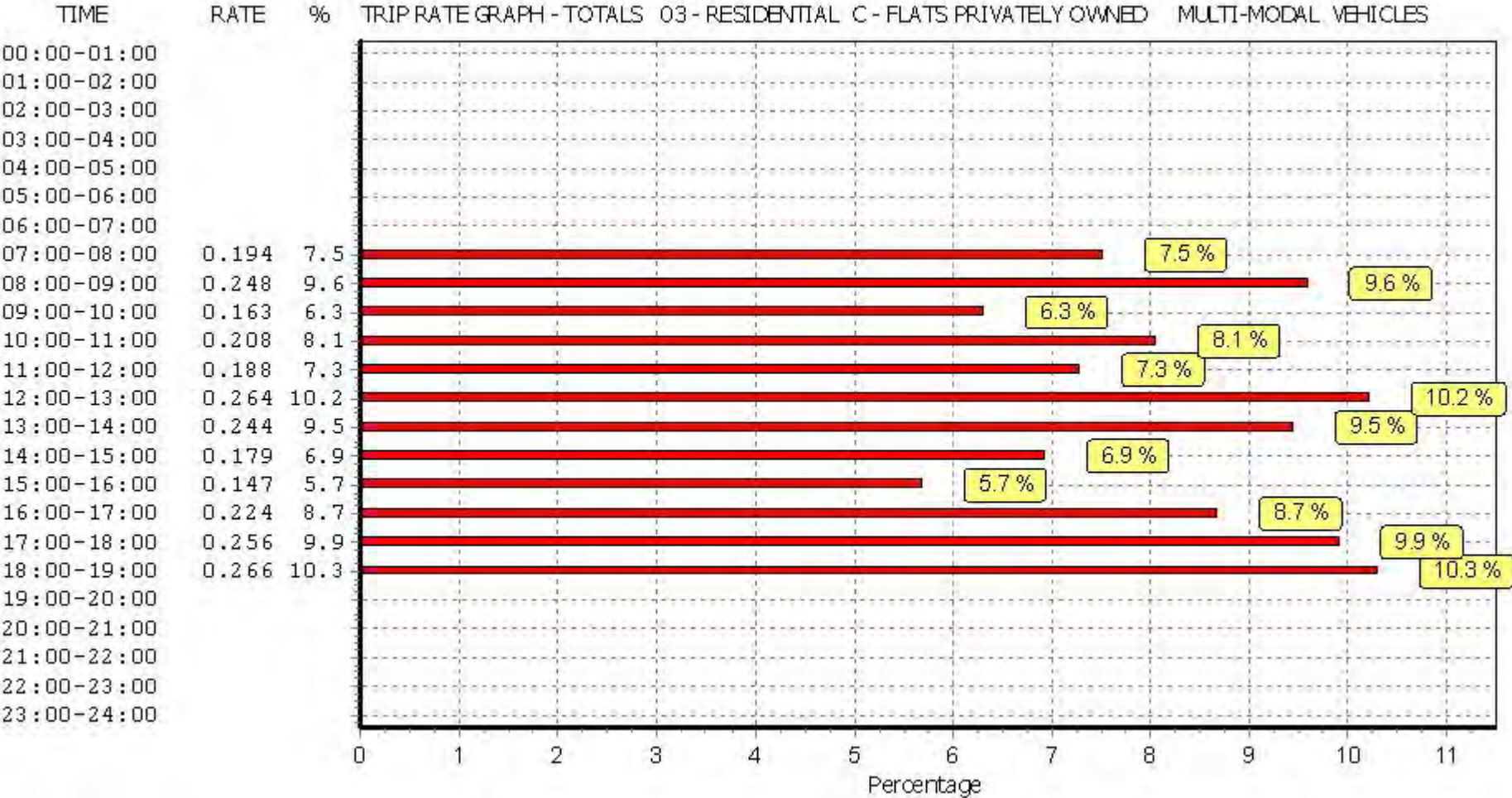
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

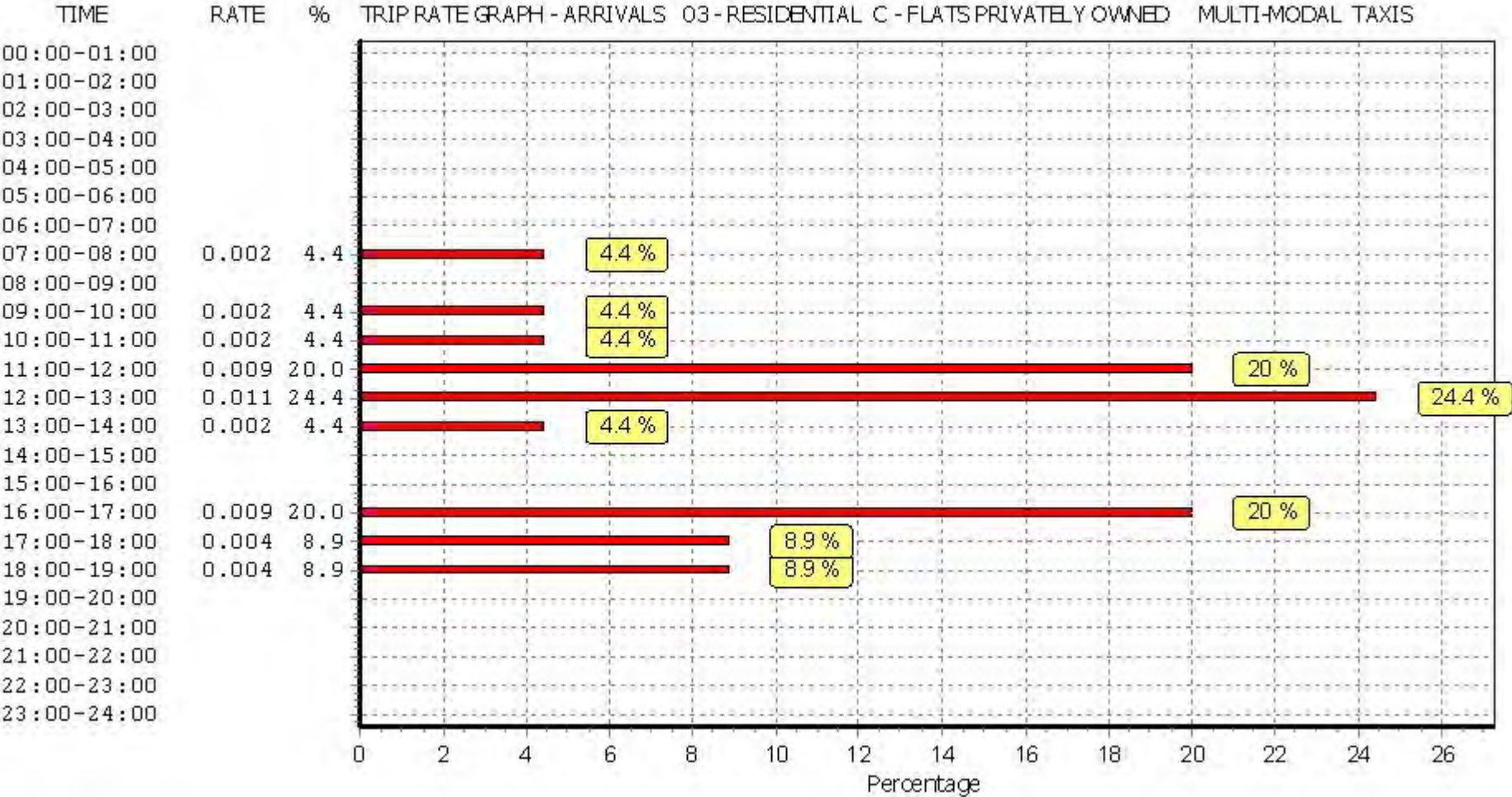
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

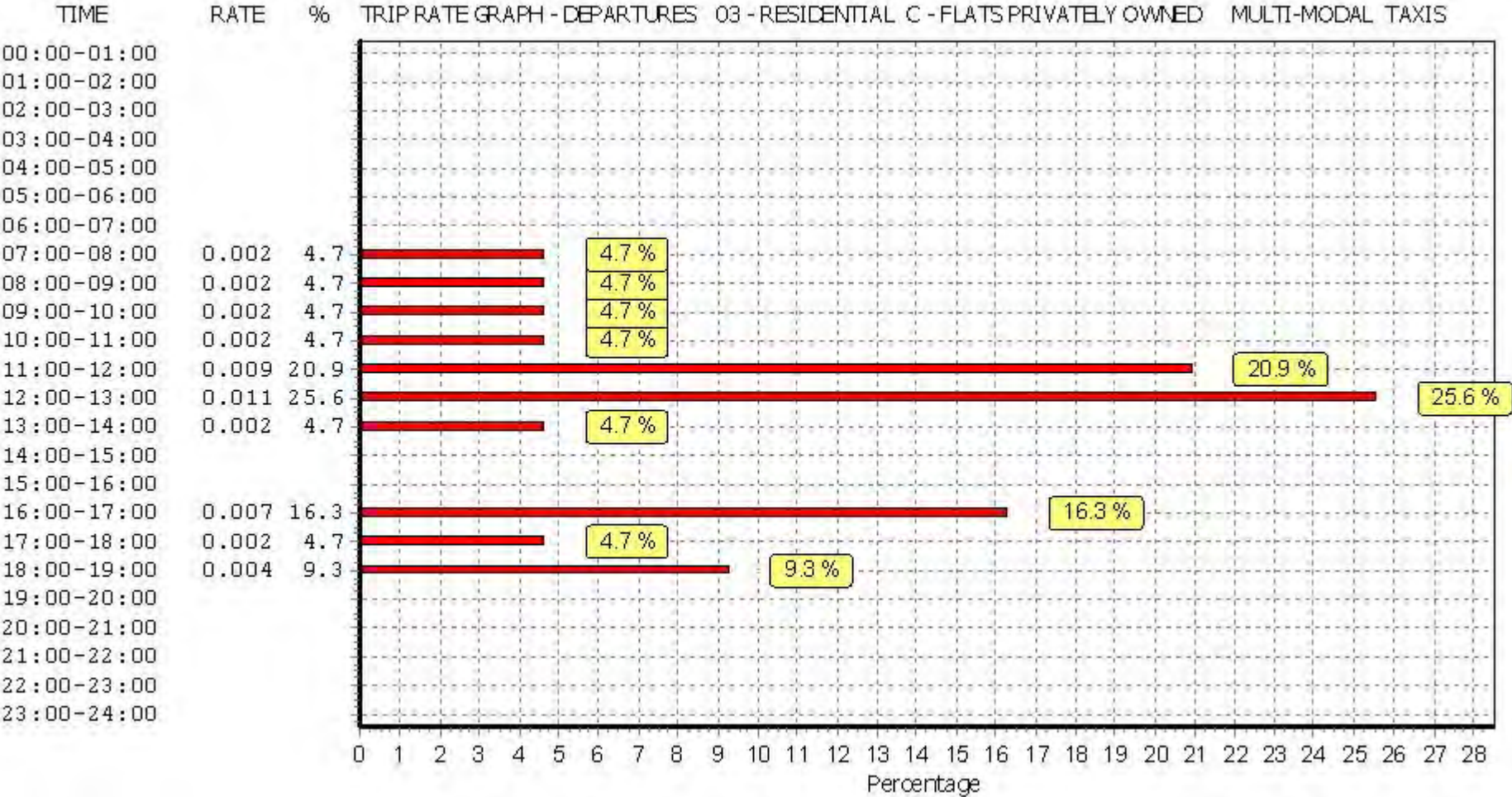
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.002	8	56	0.004
08:00 - 09:00	8	56	0.000	8	56	0.002	8	56	0.002
09:00 - 10:00	8	56	0.002	8	56	0.002	8	56	0.004
10:00 - 11:00	8	56	0.002	8	56	0.002	8	56	0.004
11:00 - 12:00	8	56	0.009	8	56	0.009	8	56	0.018
12:00 - 13:00	8	56	0.011	8	56	0.011	8	56	0.022
13:00 - 14:00	8	56	0.002	8	56	0.002	8	56	0.004
14:00 - 15:00	8	56	0.000	8	56	0.000	8	56	0.000
15:00 - 16:00	8	56	0.000	8	56	0.000	8	56	0.000
16:00 - 17:00	8	56	0.009	8	56	0.007	8	56	0.016
17:00 - 18:00	8	56	0.004	8	56	0.002	8	56	0.006
18:00 - 19:00	8	56	0.004	8	56	0.004	8	56	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.043			0.088

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.

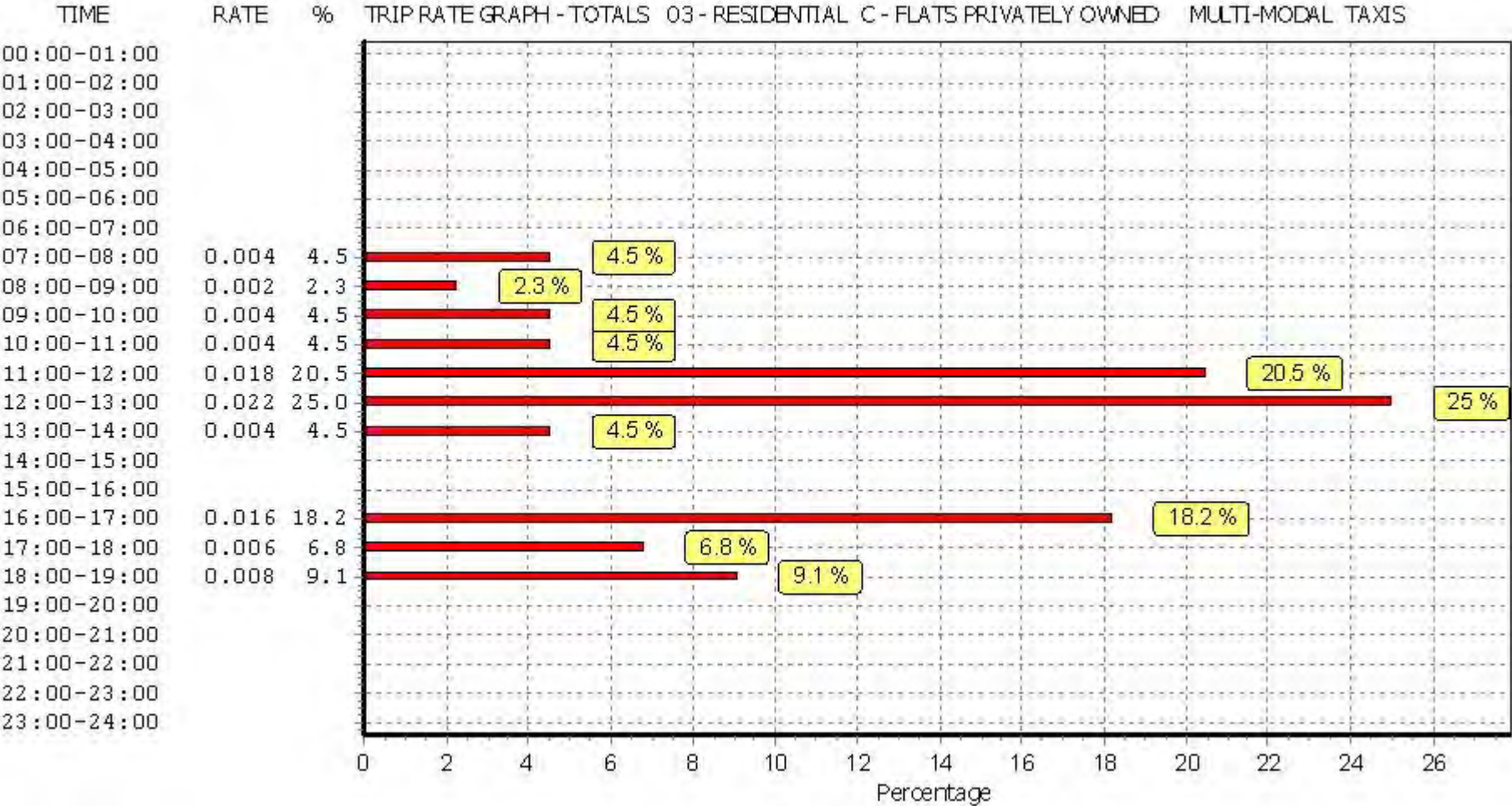
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

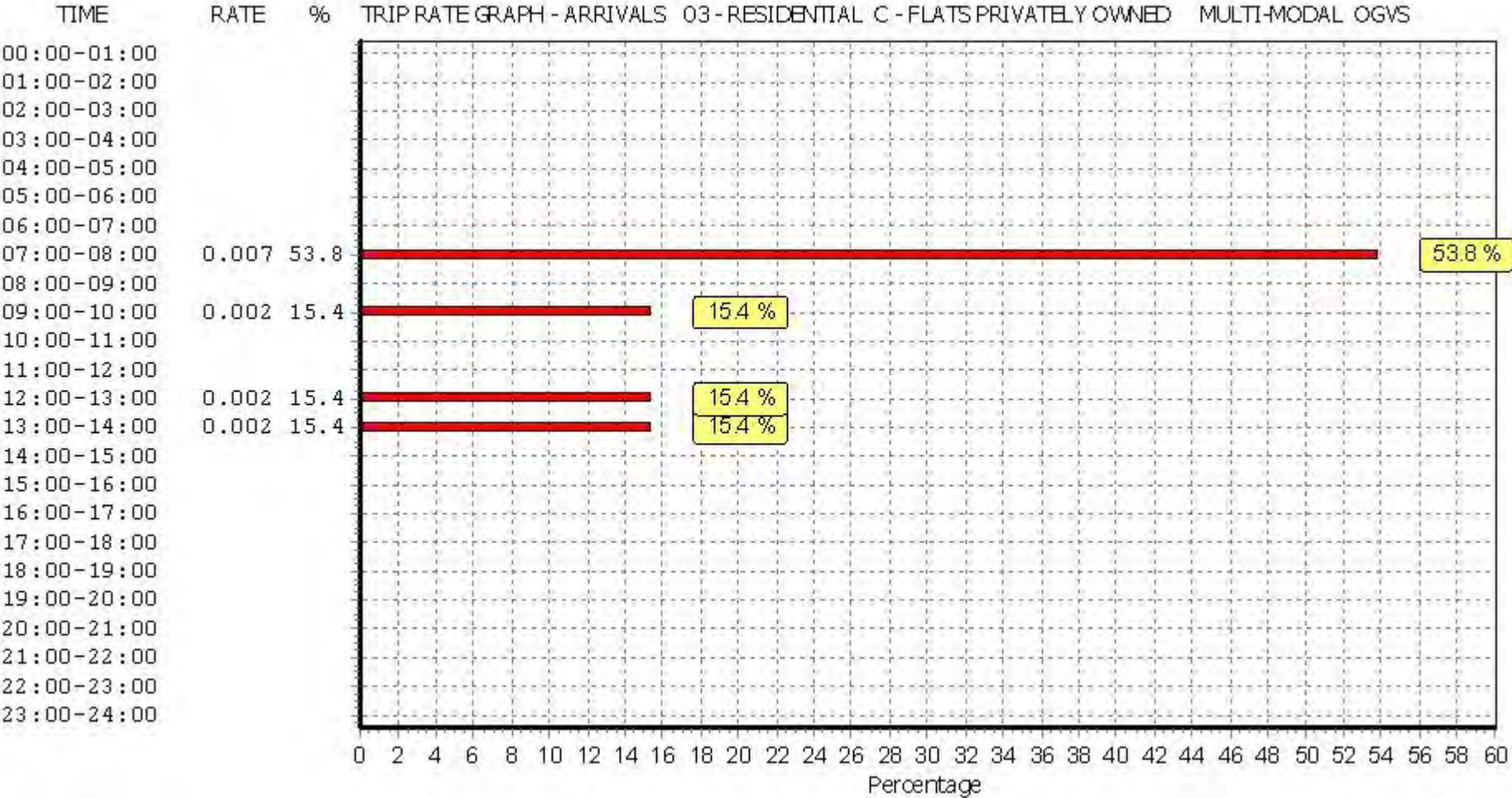
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

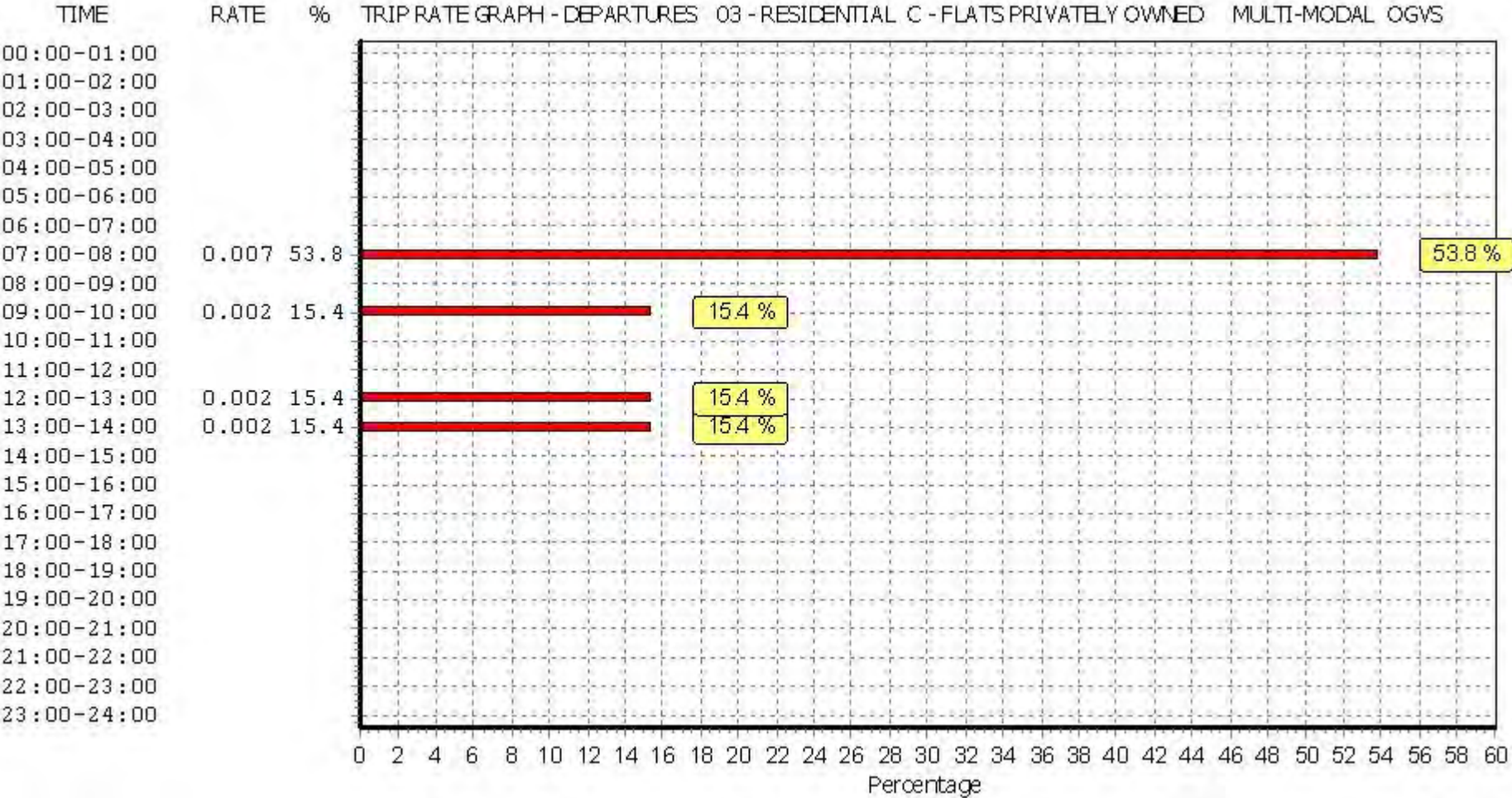
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.007	8	56	0.007	8	56	0.014
08:00 - 09:00	8	56	0.000	8	56	0.000	8	56	0.000
09:00 - 10:00	8	56	0.002	8	56	0.002	8	56	0.004
10:00 - 11:00	8	56	0.000	8	56	0.000	8	56	0.000
11:00 - 12:00	8	56	0.000	8	56	0.000	8	56	0.000
12:00 - 13:00	8	56	0.002	8	56	0.002	8	56	0.004
13:00 - 14:00	8	56	0.002	8	56	0.002	8	56	0.004
14:00 - 15:00	8	56	0.000	8	56	0.000	8	56	0.000
15:00 - 16:00	8	56	0.000	8	56	0.000	8	56	0.000
16:00 - 17:00	8	56	0.000	8	56	0.000	8	56	0.000
17:00 - 18:00	8	56	0.000	8	56	0.000	8	56	0.000
18:00 - 19:00	8	56	0.000	8	56	0.000	8	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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.

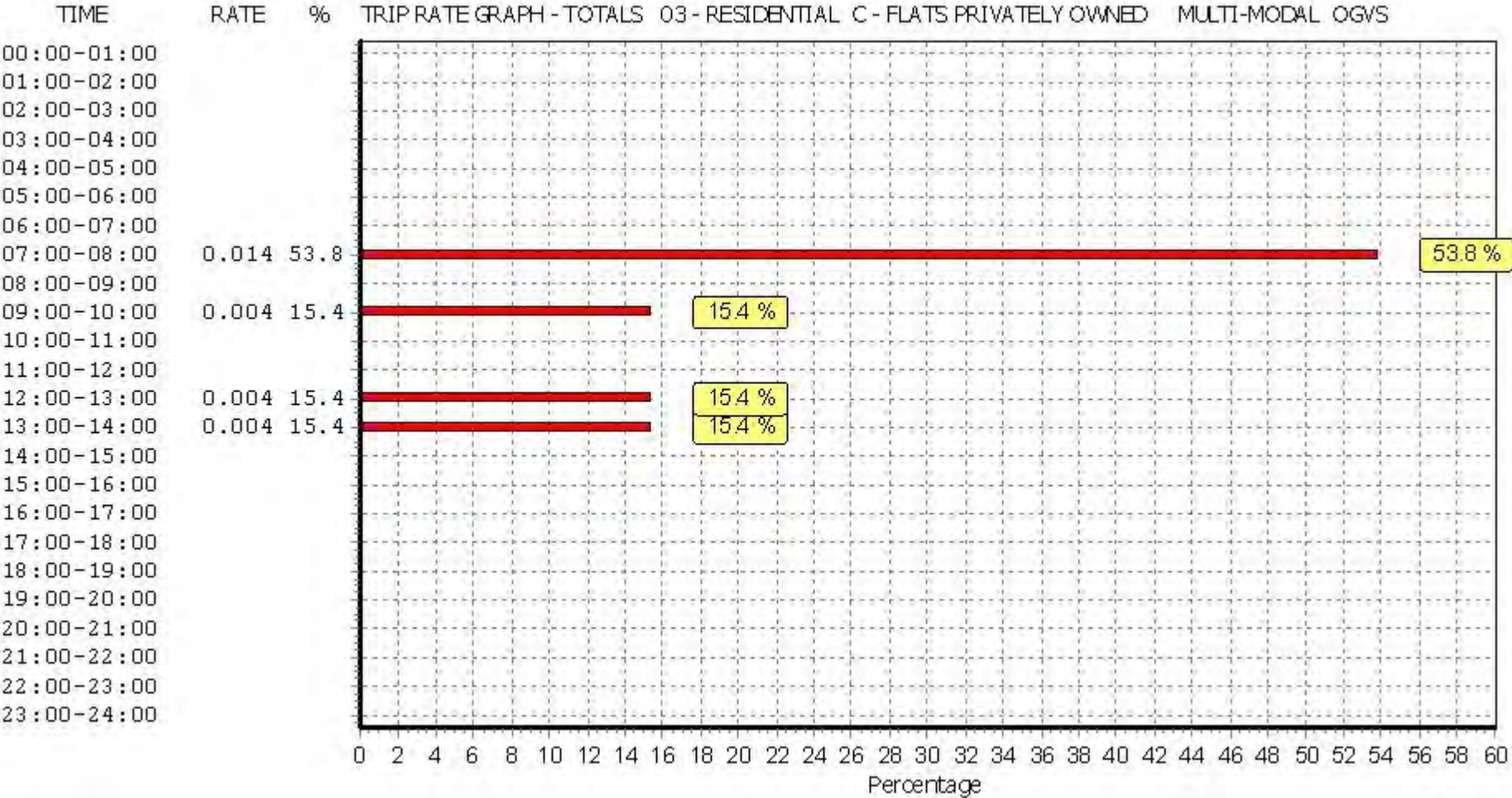
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

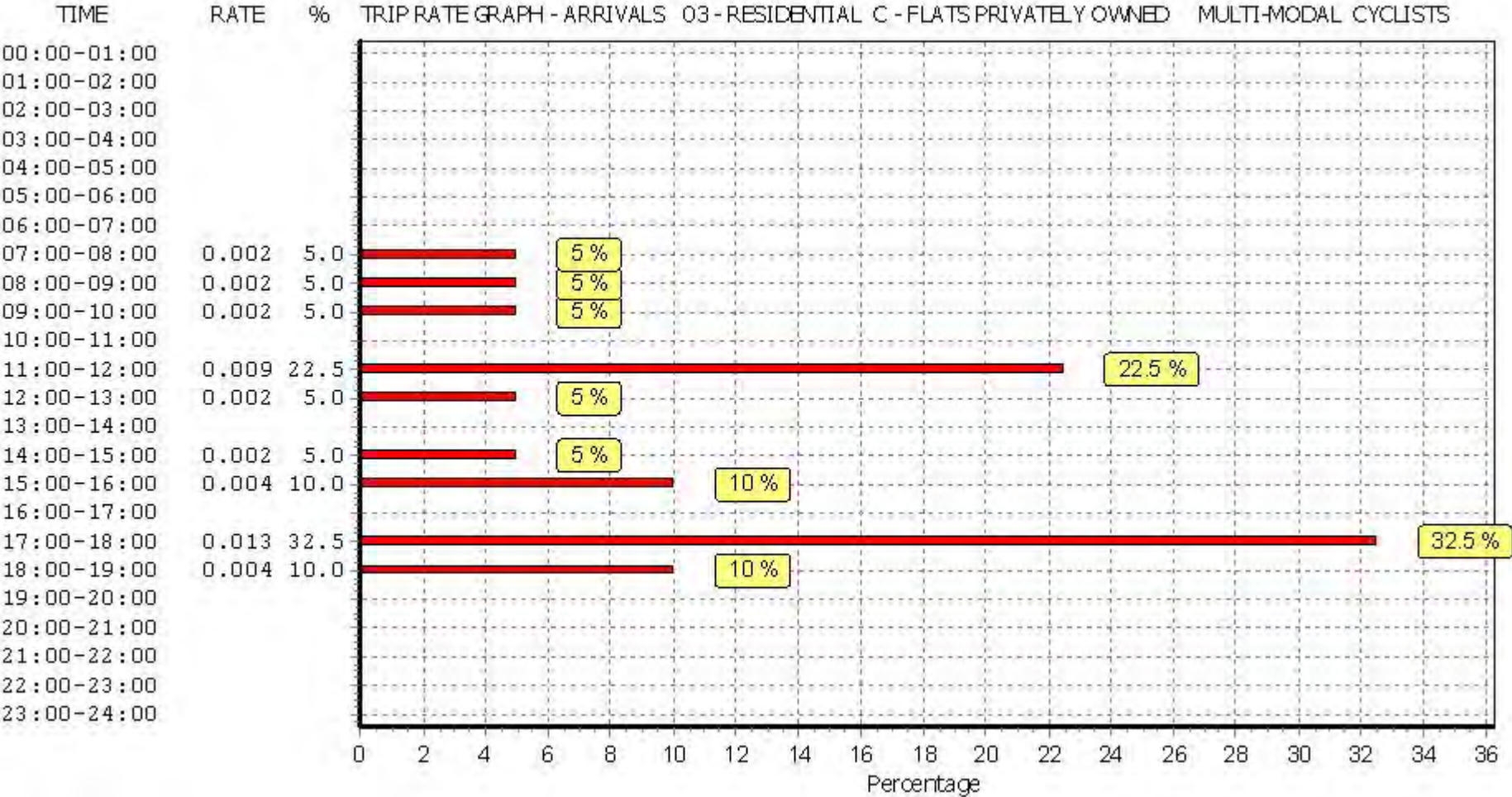
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

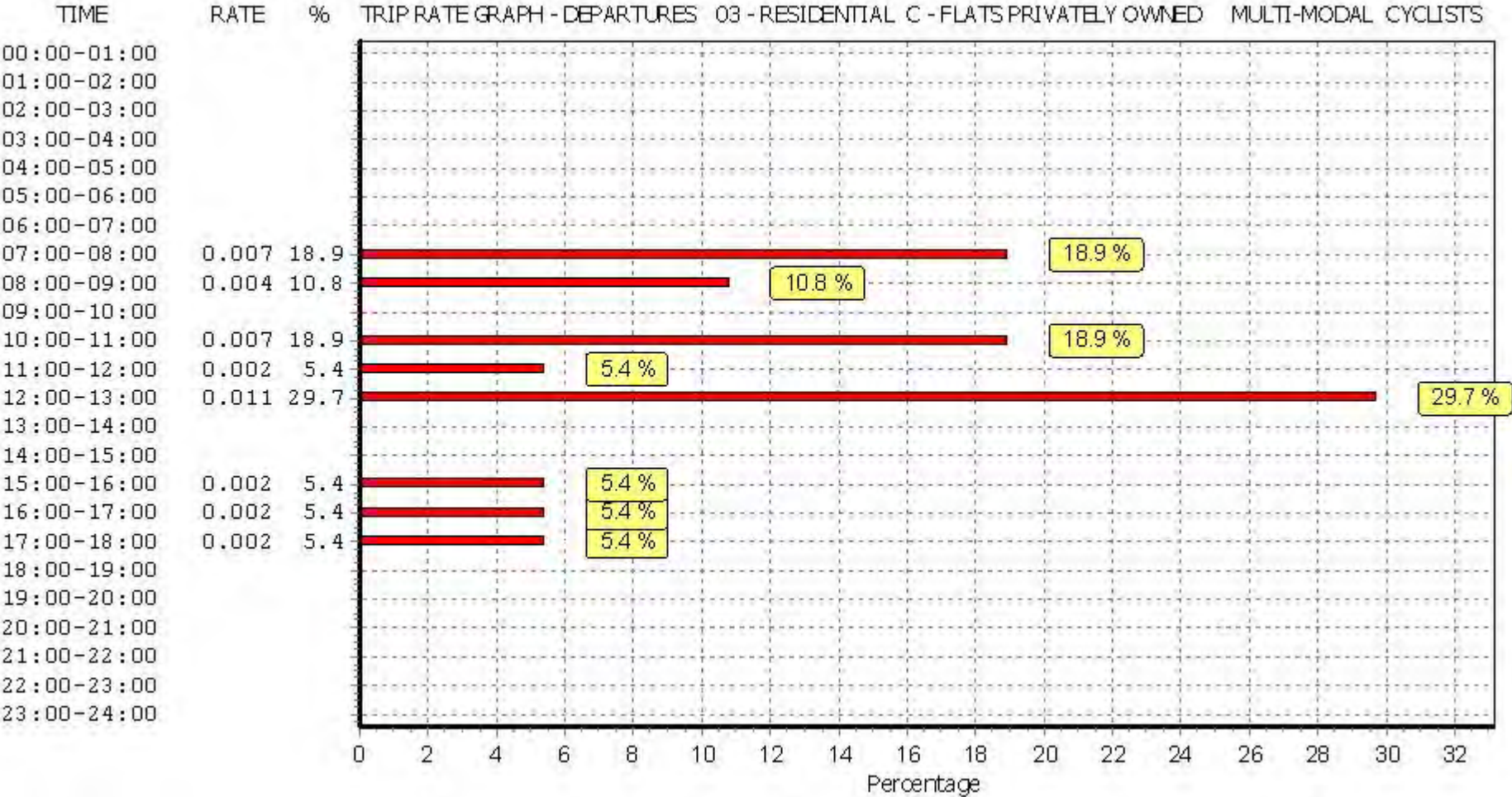
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.007	8	56	0.009
08:00 - 09:00	8	56	0.002	8	56	0.004	8	56	0.006
09:00 - 10:00	8	56	0.002	8	56	0.000	8	56	0.002
10:00 - 11:00	8	56	0.000	8	56	0.007	8	56	0.007
11:00 - 12:00	8	56	0.009	8	56	0.002	8	56	0.011
12:00 - 13:00	8	56	0.002	8	56	0.011	8	56	0.013
13:00 - 14:00	8	56	0.000	8	56	0.000	8	56	0.000
14:00 - 15:00	8	56	0.002	8	56	0.000	8	56	0.002
15:00 - 16:00	8	56	0.004	8	56	0.002	8	56	0.006
16:00 - 17:00	8	56	0.000	8	56	0.002	8	56	0.002
17:00 - 18:00	8	56	0.013	8	56	0.002	8	56	0.015
18:00 - 19:00	8	56	0.004	8	56	0.000	8	56	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.037			0.077

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.

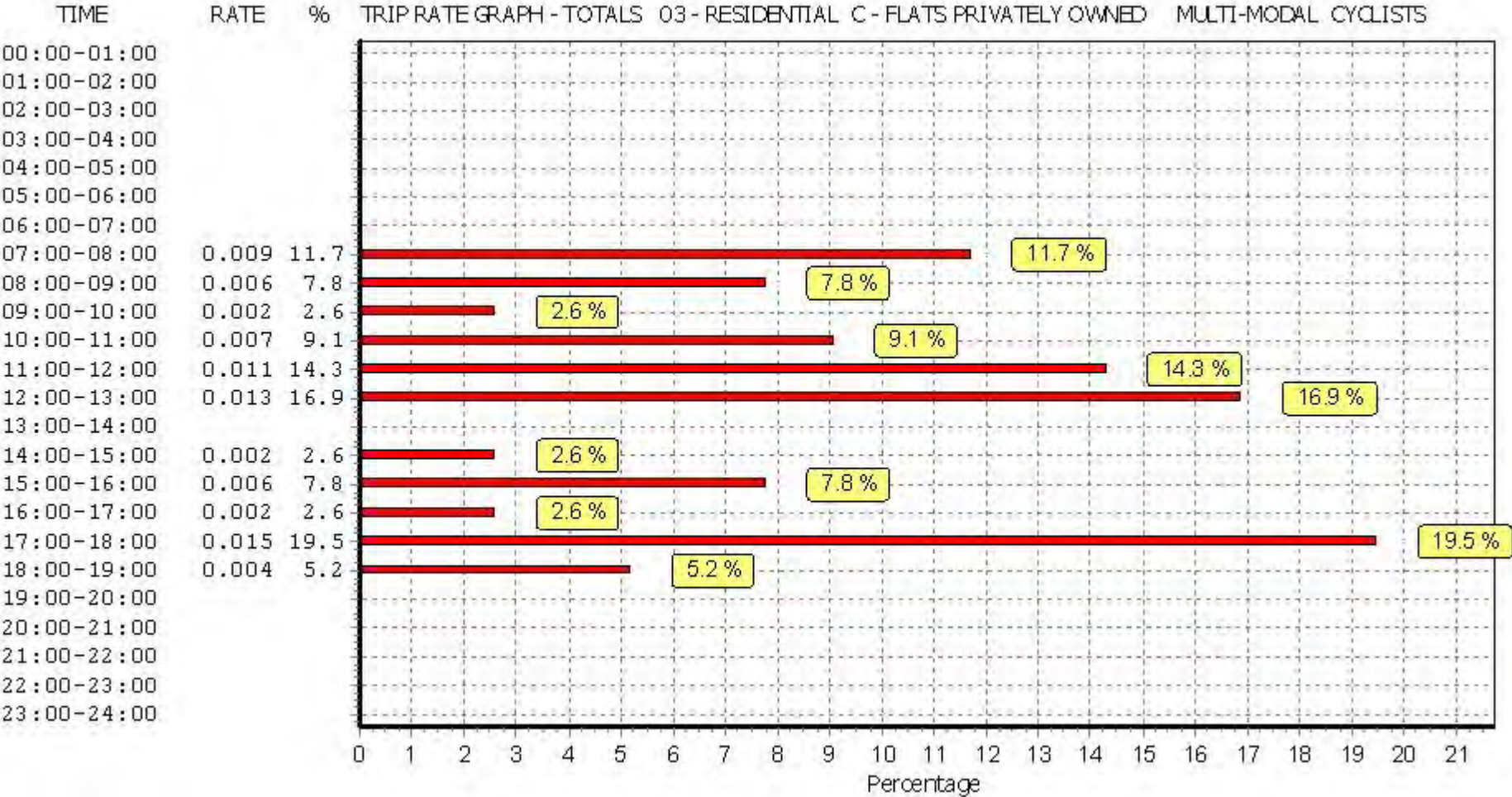
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

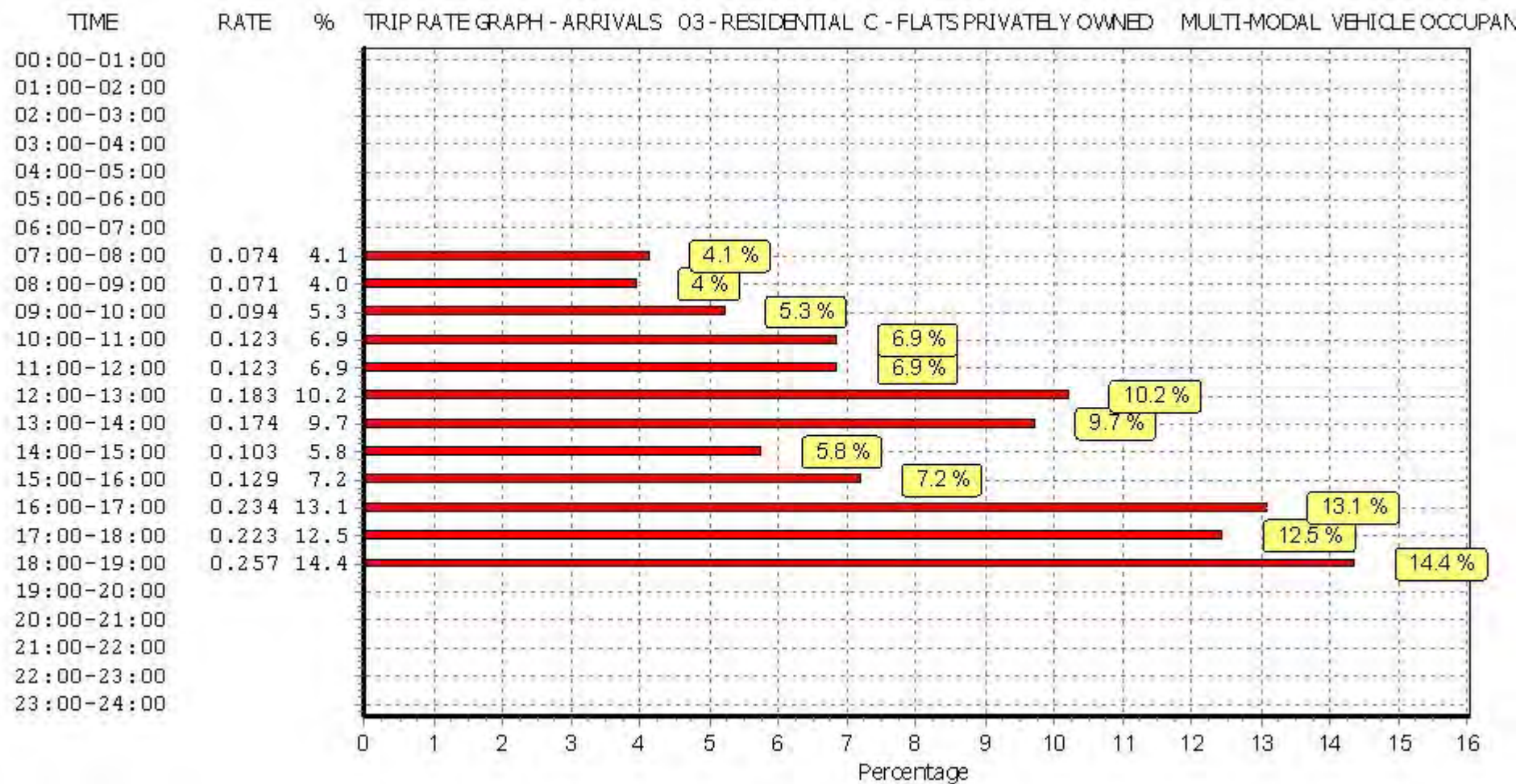
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

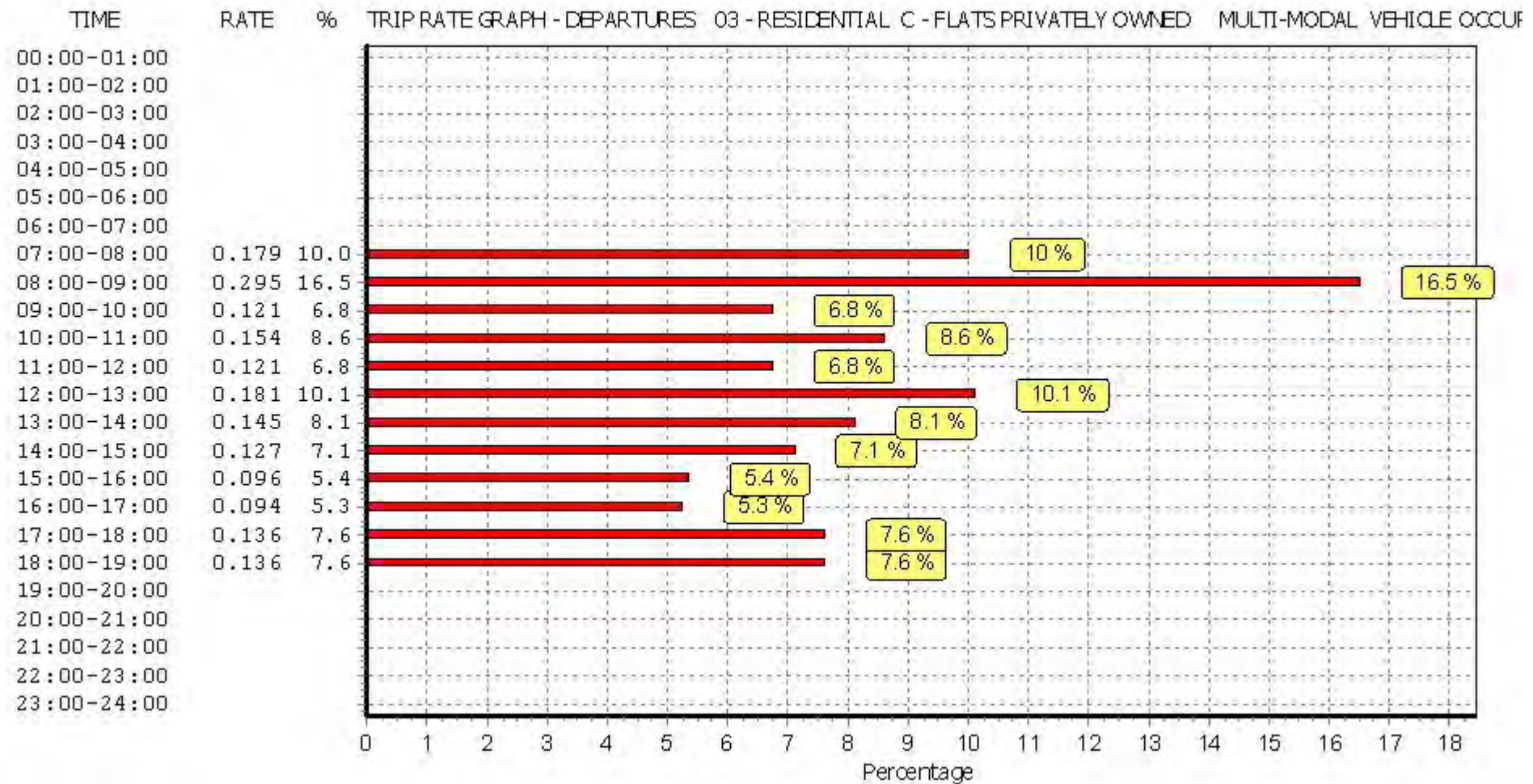
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.074	8	56	0.179	8	56	0.253
08:00 - 09:00	8	56	0.071	8	56	0.295	8	56	0.366
09:00 - 10:00	8	56	0.094	8	56	0.121	8	56	0.215
10:00 - 11:00	8	56	0.123	8	56	0.154	8	56	0.277
11:00 - 12:00	8	56	0.123	8	56	0.121	8	56	0.244
12:00 - 13:00	8	56	0.183	8	56	0.181	8	56	0.364
13:00 - 14:00	8	56	0.174	8	56	0.145	8	56	0.319
14:00 - 15:00	8	56	0.103	8	56	0.127	8	56	0.230
15:00 - 16:00	8	56	0.129	8	56	0.096	8	56	0.225
16:00 - 17:00	8	56	0.234	8	56	0.094	8	56	0.328
17:00 - 18:00	8	56	0.223	8	56	0.136	8	56	0.359
18:00 - 19:00	8	56	0.257	8	56	0.136	8	56	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.788			1.785			3.573		

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.

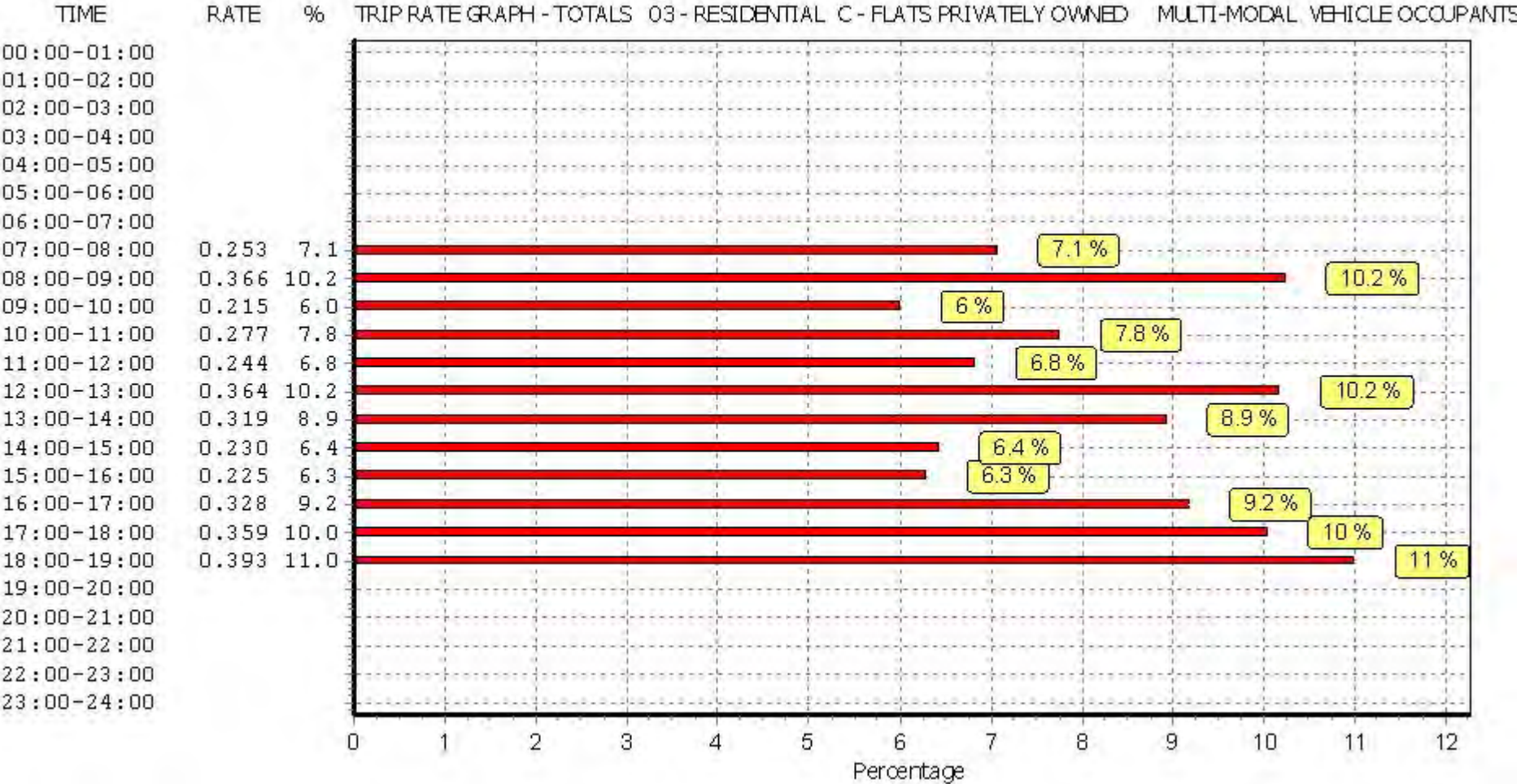
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

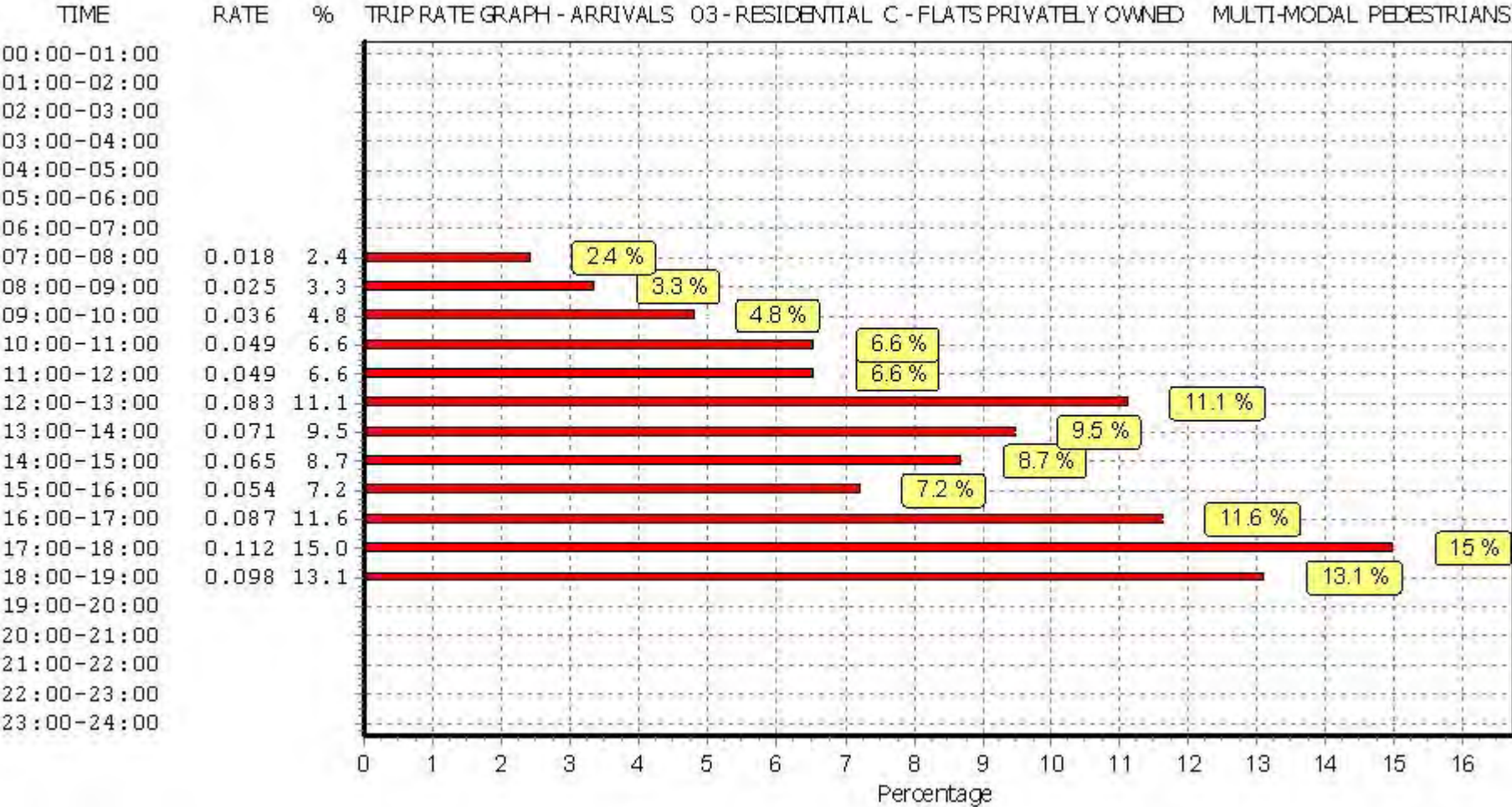
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

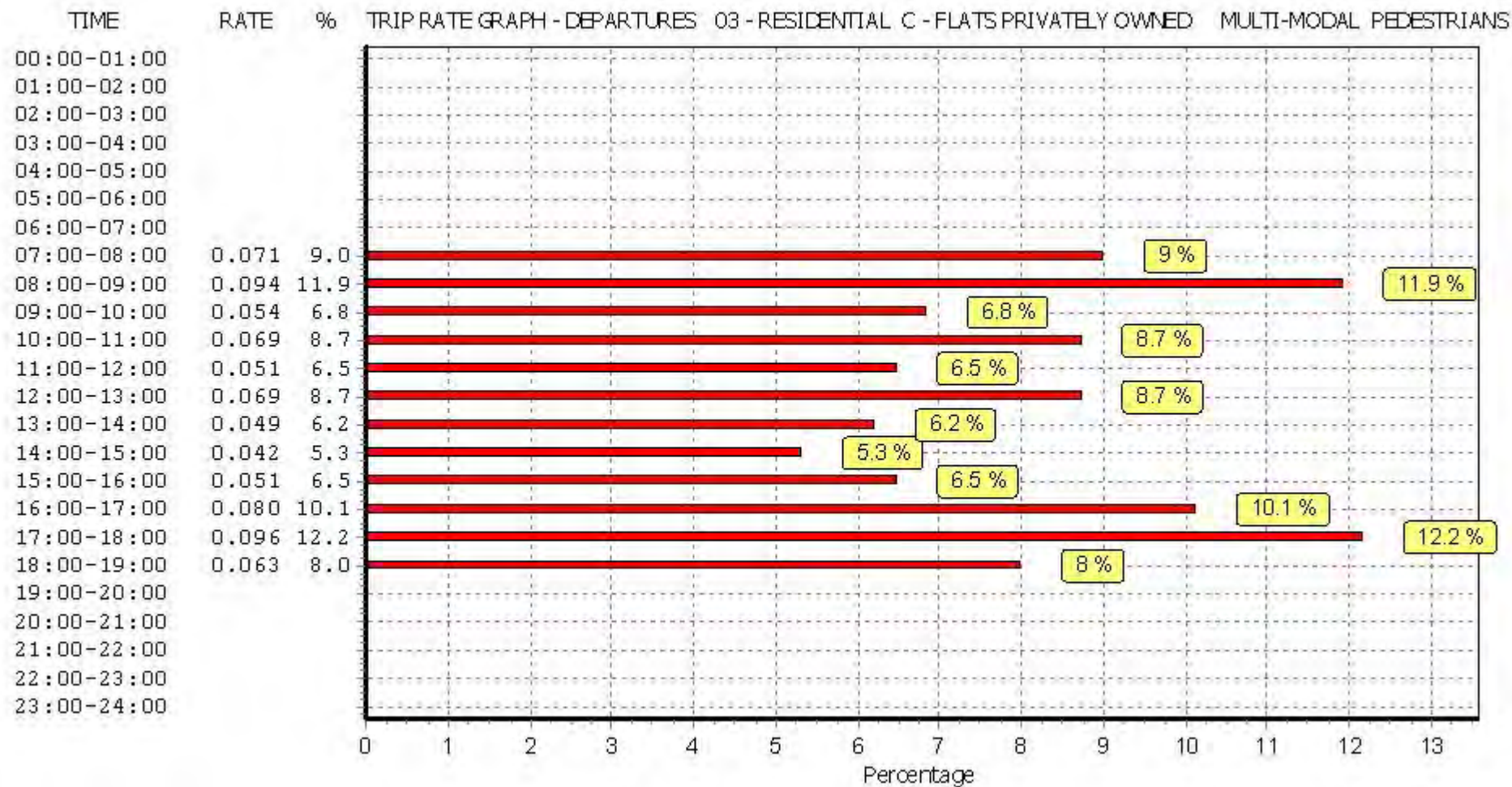
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.018	8	56	0.071	8	56	0.089
08:00 - 09:00	8	56	0.025	8	56	0.094	8	56	0.119
09:00 - 10:00	8	56	0.036	8	56	0.054	8	56	0.090
10:00 - 11:00	8	56	0.049	8	56	0.069	8	56	0.118
11:00 - 12:00	8	56	0.049	8	56	0.051	8	56	0.100
12:00 - 13:00	8	56	0.083	8	56	0.069	8	56	0.152
13:00 - 14:00	8	56	0.071	8	56	0.049	8	56	0.120
14:00 - 15:00	8	56	0.065	8	56	0.042	8	56	0.107
15:00 - 16:00	8	56	0.054	8	56	0.051	8	56	0.105
16:00 - 17:00	8	56	0.087	8	56	0.080	8	56	0.167
17:00 - 18:00	8	56	0.112	8	56	0.096	8	56	0.208
18:00 - 19:00	8	56	0.098	8	56	0.063	8	56	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.747			0.788			1.535		

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.

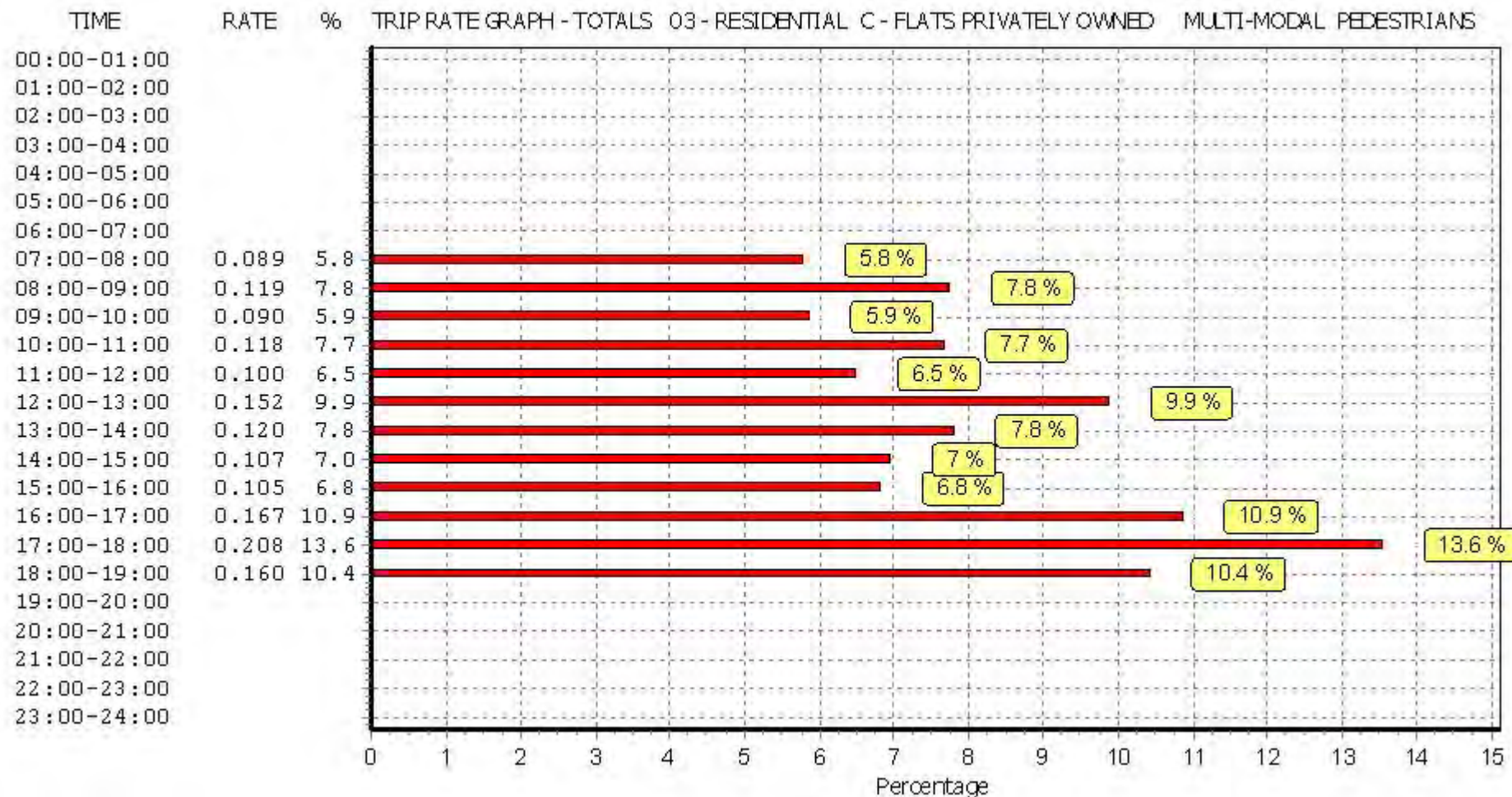
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

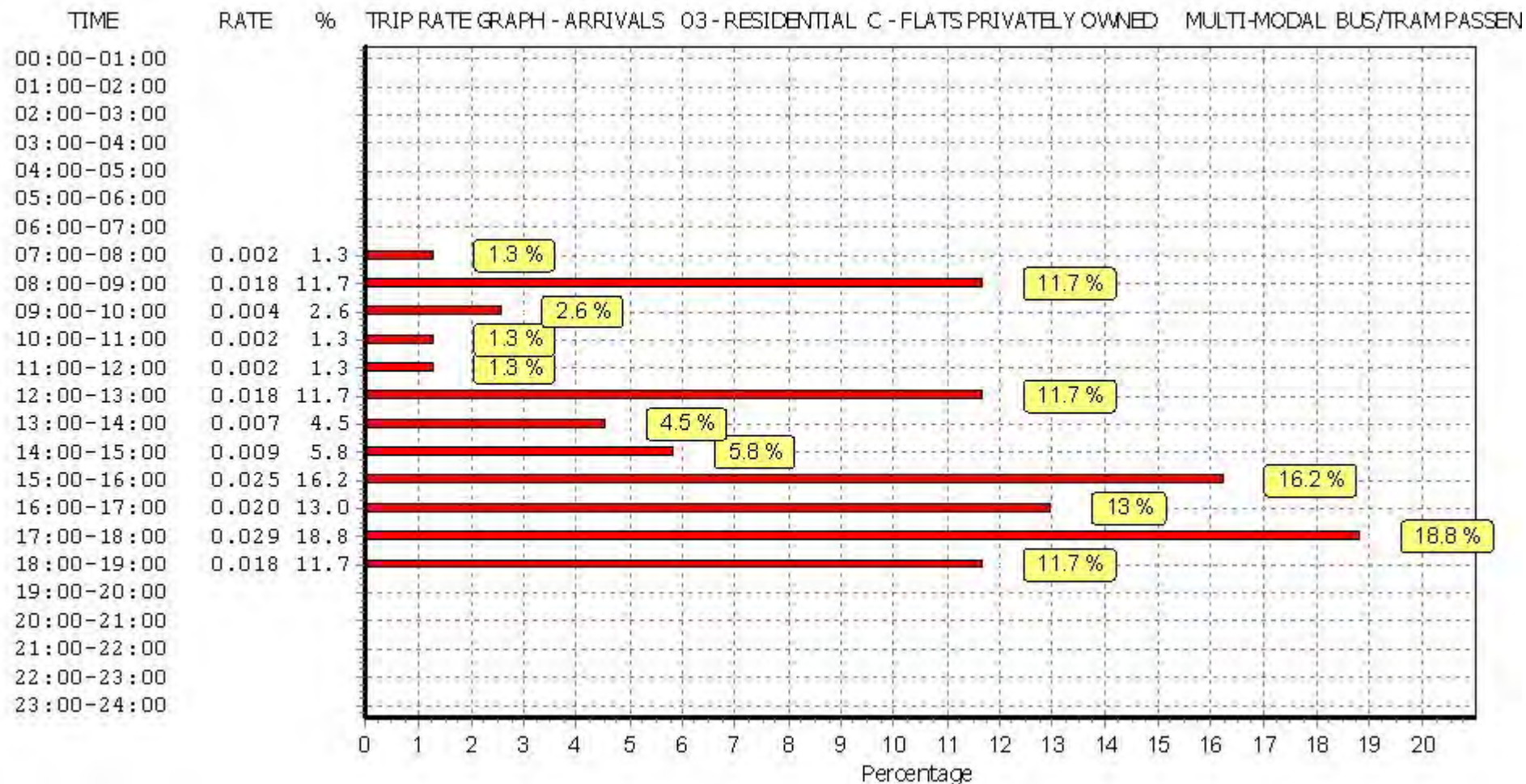
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

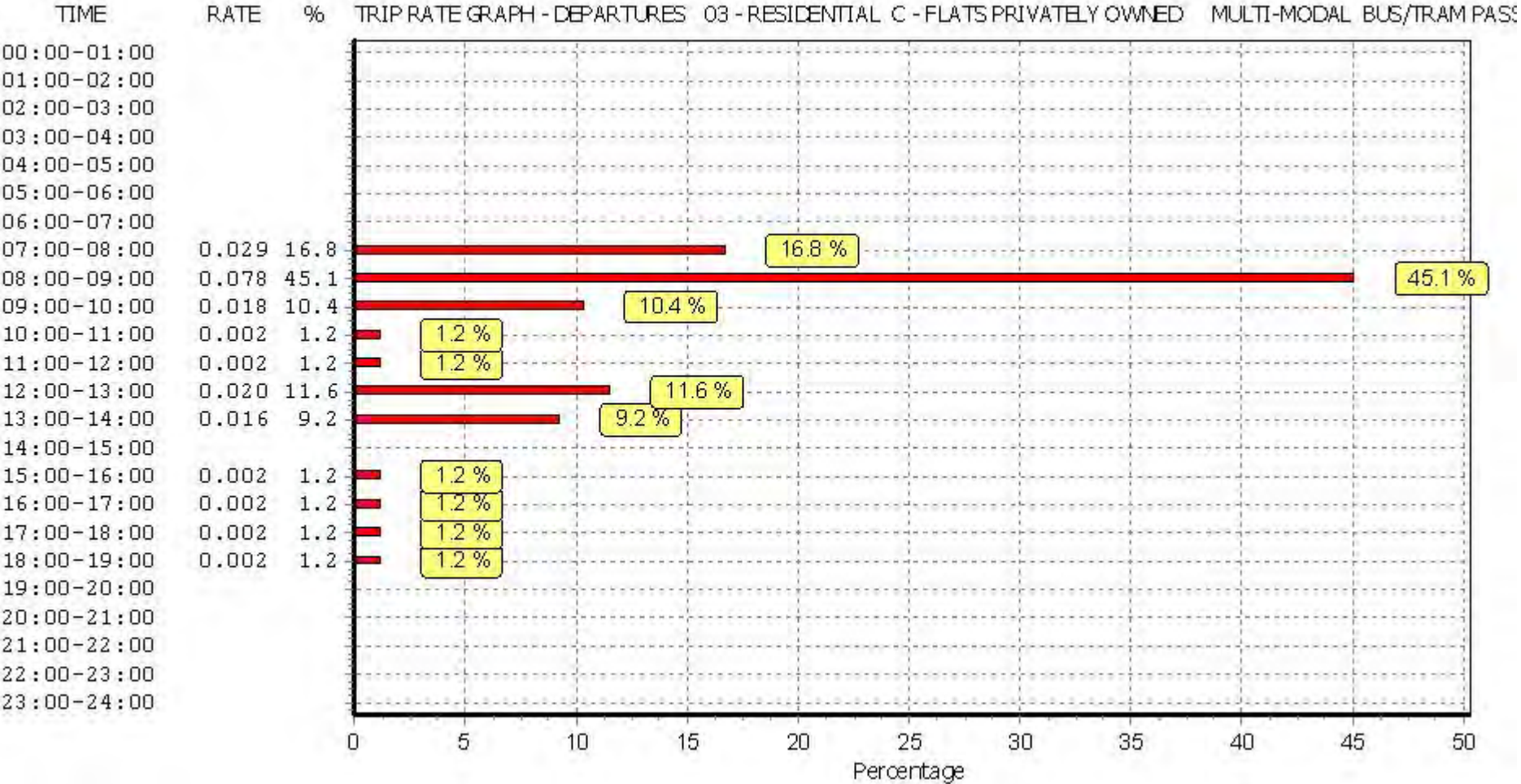
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.029	8	56	0.031
08:00 - 09:00	8	56	0.018	8	56	0.078	8	56	0.096
09:00 - 10:00	8	56	0.004	8	56	0.018	8	56	0.022
10:00 - 11:00	8	56	0.002	8	56	0.002	8	56	0.004
11:00 - 12:00	8	56	0.002	8	56	0.002	8	56	0.004
12:00 - 13:00	8	56	0.018	8	56	0.020	8	56	0.038
13:00 - 14:00	8	56	0.007	8	56	0.016	8	56	0.023
14:00 - 15:00	8	56	0.009	8	56	0.000	8	56	0.009
15:00 - 16:00	8	56	0.025	8	56	0.002	8	56	0.027
16:00 - 17:00	8	56	0.020	8	56	0.002	8	56	0.022
17:00 - 18:00	8	56	0.029	8	56	0.002	8	56	0.031
18:00 - 19:00	8	56	0.018	8	56	0.002	8	56	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.173			0.327

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.

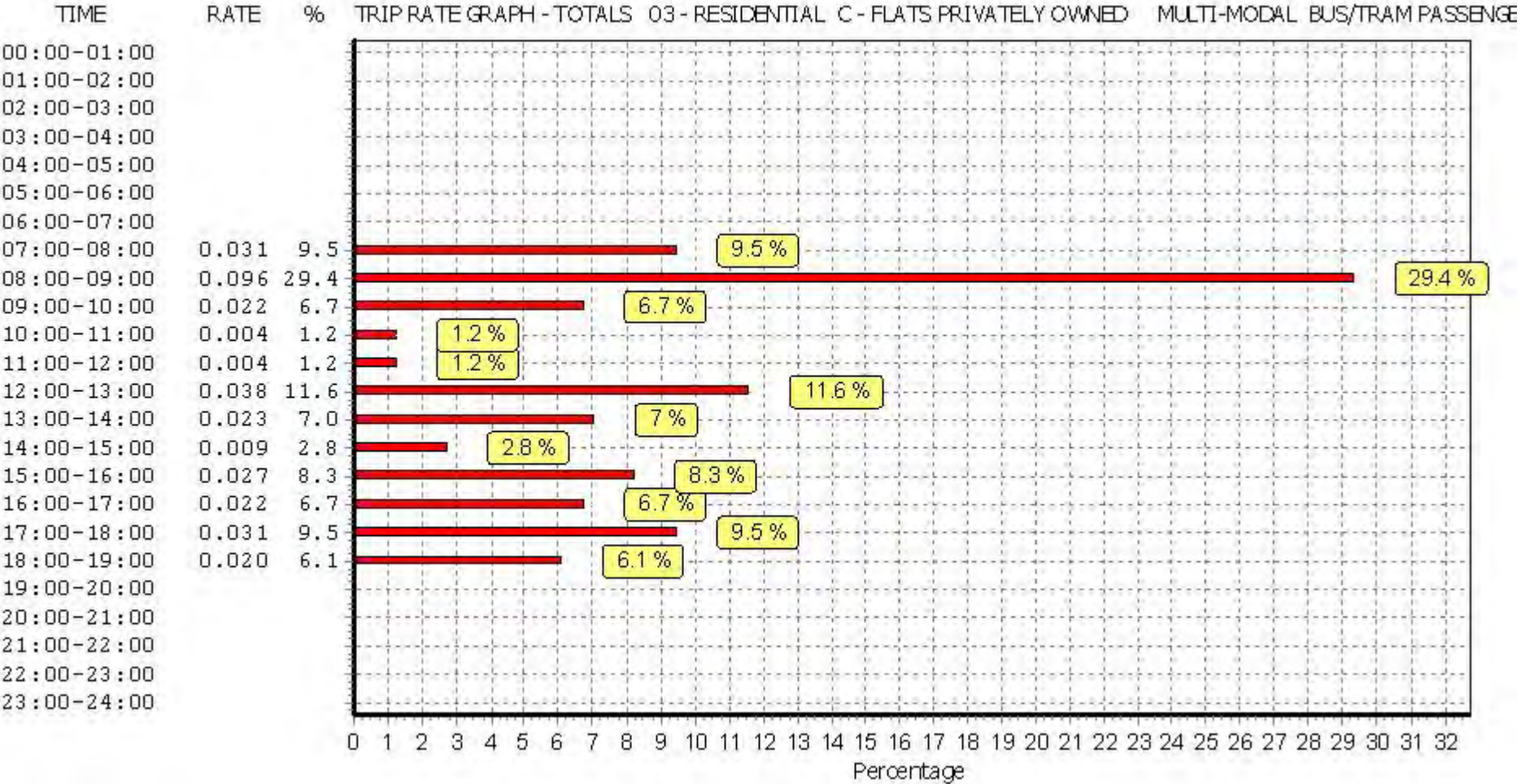
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

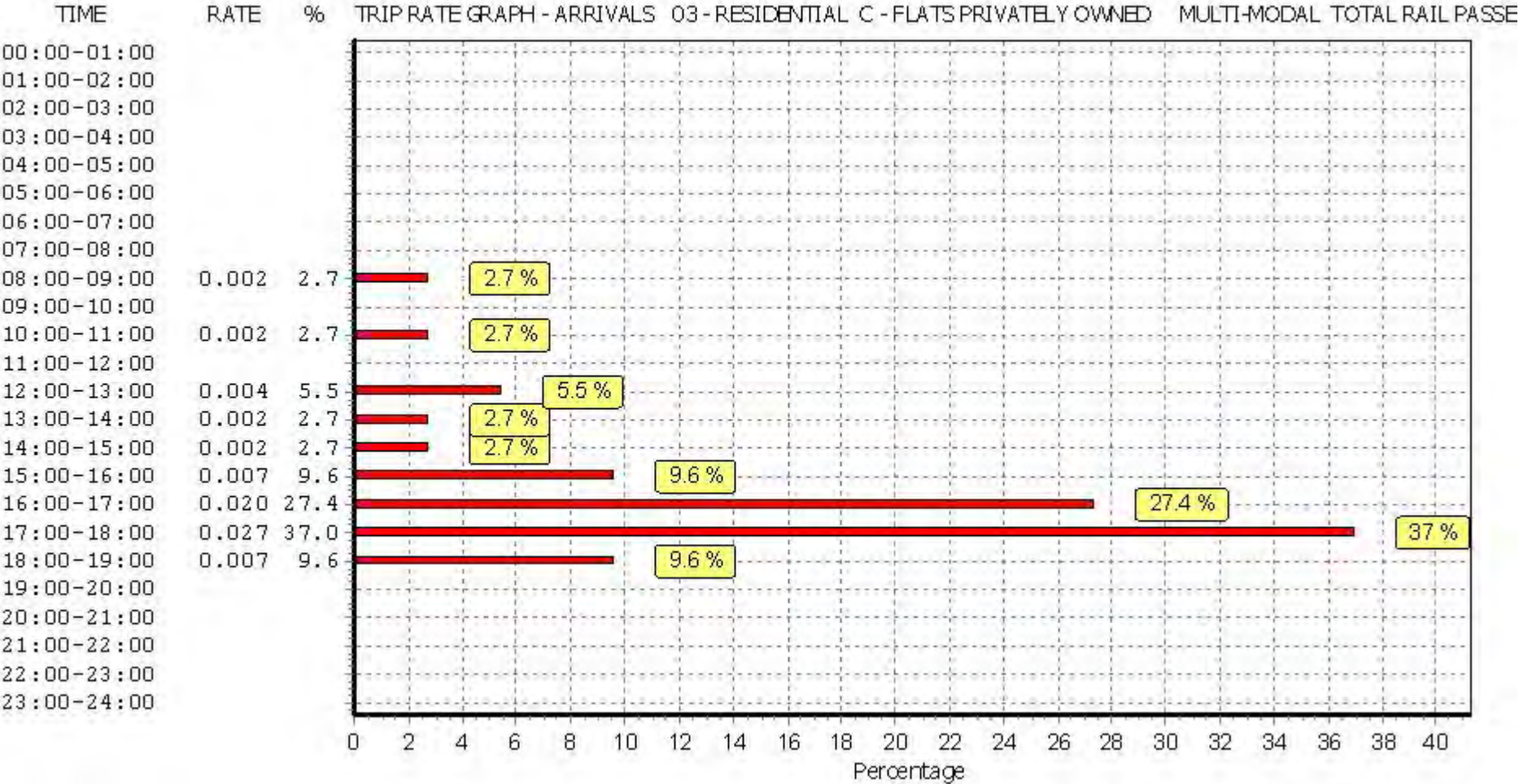
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

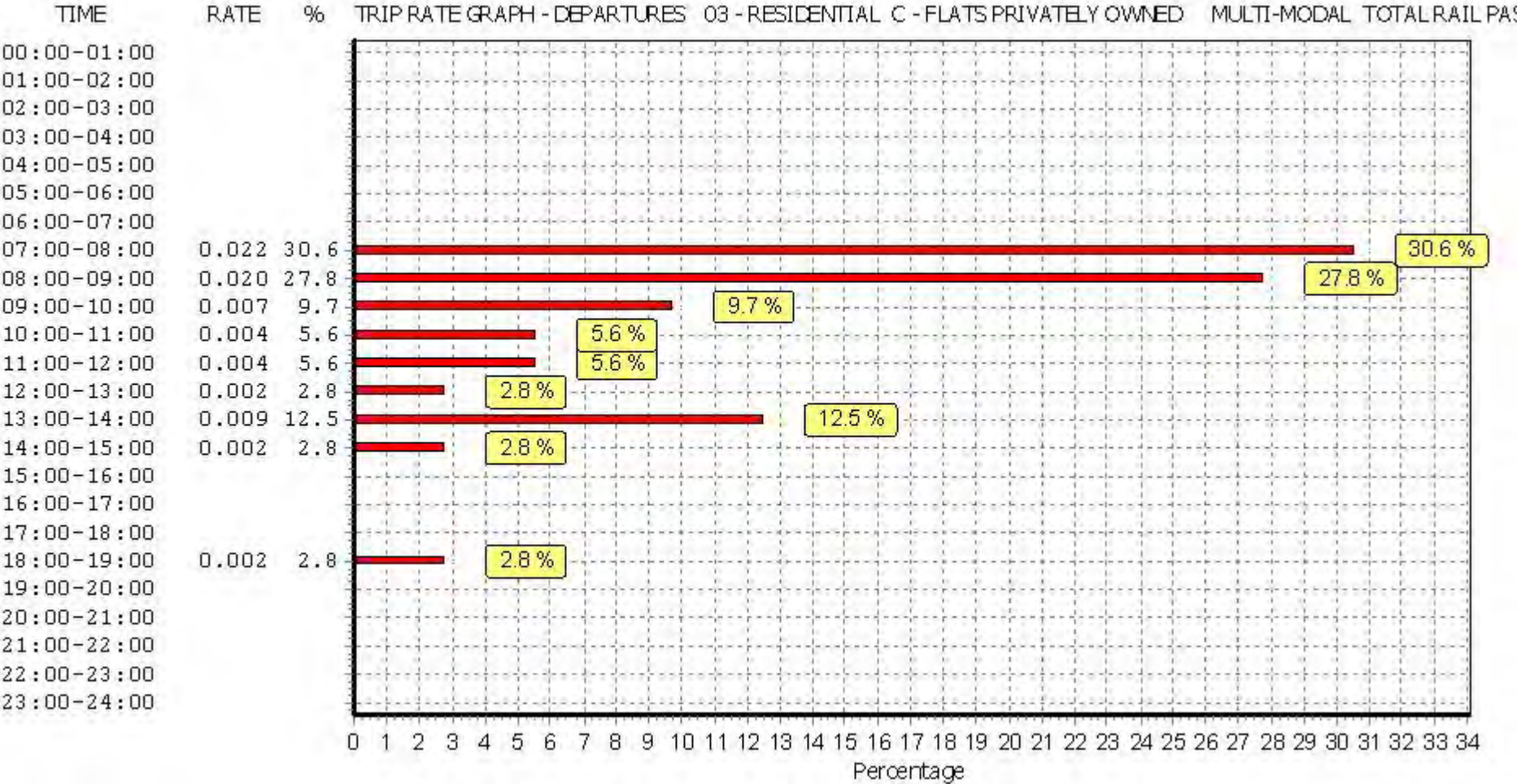
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.000	8	56	0.022	8	56	0.022
08:00 - 09:00	8	56	0.002	8	56	0.020	8	56	0.022
09:00 - 10:00	8	56	0.000	8	56	0.007	8	56	0.007
10:00 - 11:00	8	56	0.002	8	56	0.004	8	56	0.006
11:00 - 12:00	8	56	0.000	8	56	0.004	8	56	0.004
12:00 - 13:00	8	56	0.004	8	56	0.002	8	56	0.006
13:00 - 14:00	8	56	0.002	8	56	0.009	8	56	0.011
14:00 - 15:00	8	56	0.002	8	56	0.002	8	56	0.004
15:00 - 16:00	8	56	0.007	8	56	0.000	8	56	0.007
16:00 - 17:00	8	56	0.020	8	56	0.000	8	56	0.020
17:00 - 18:00	8	56	0.027	8	56	0.000	8	56	0.027
18:00 - 19:00	8	56	0.007	8	56	0.002	8	56	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.073			0.072			0.145		

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.

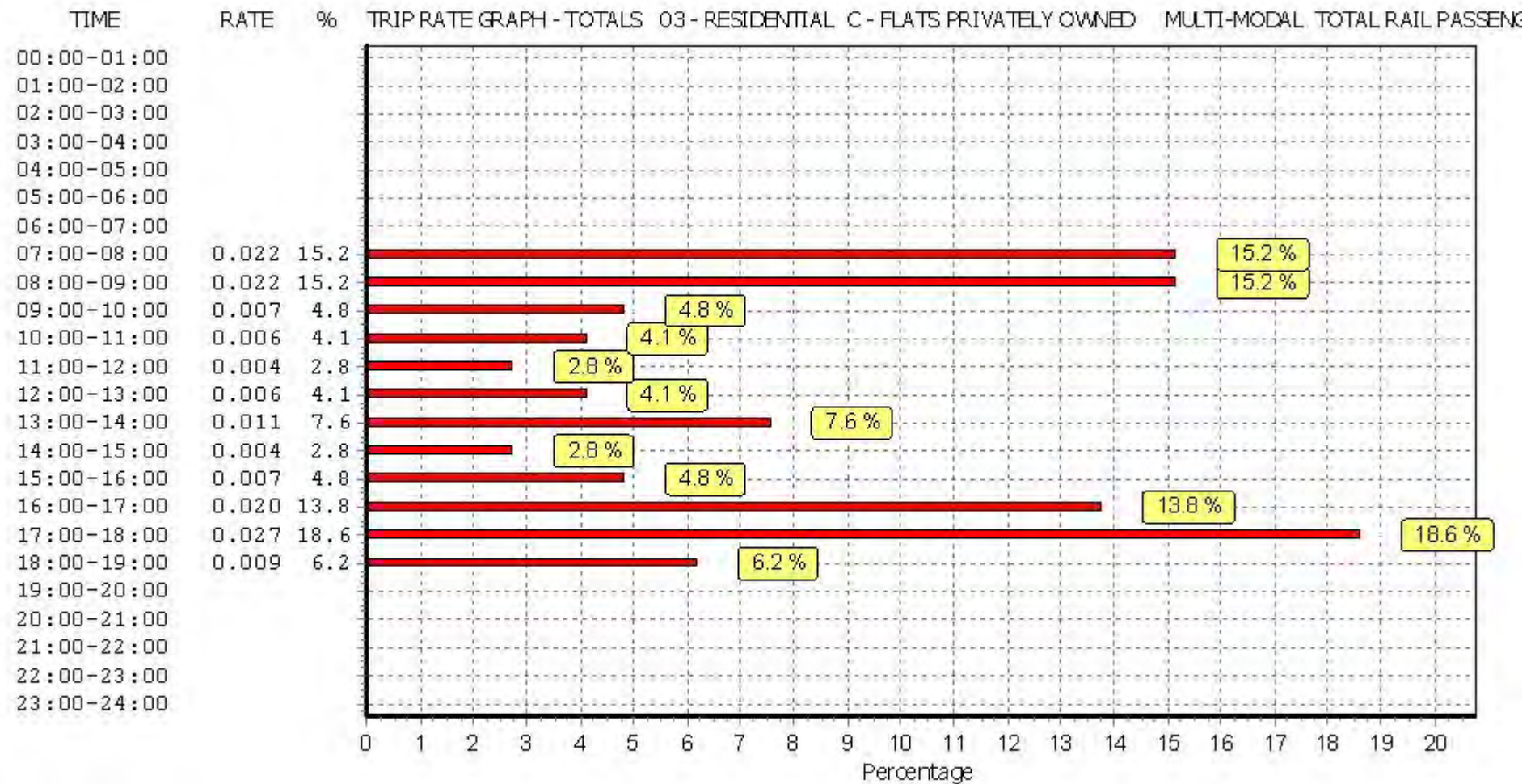
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

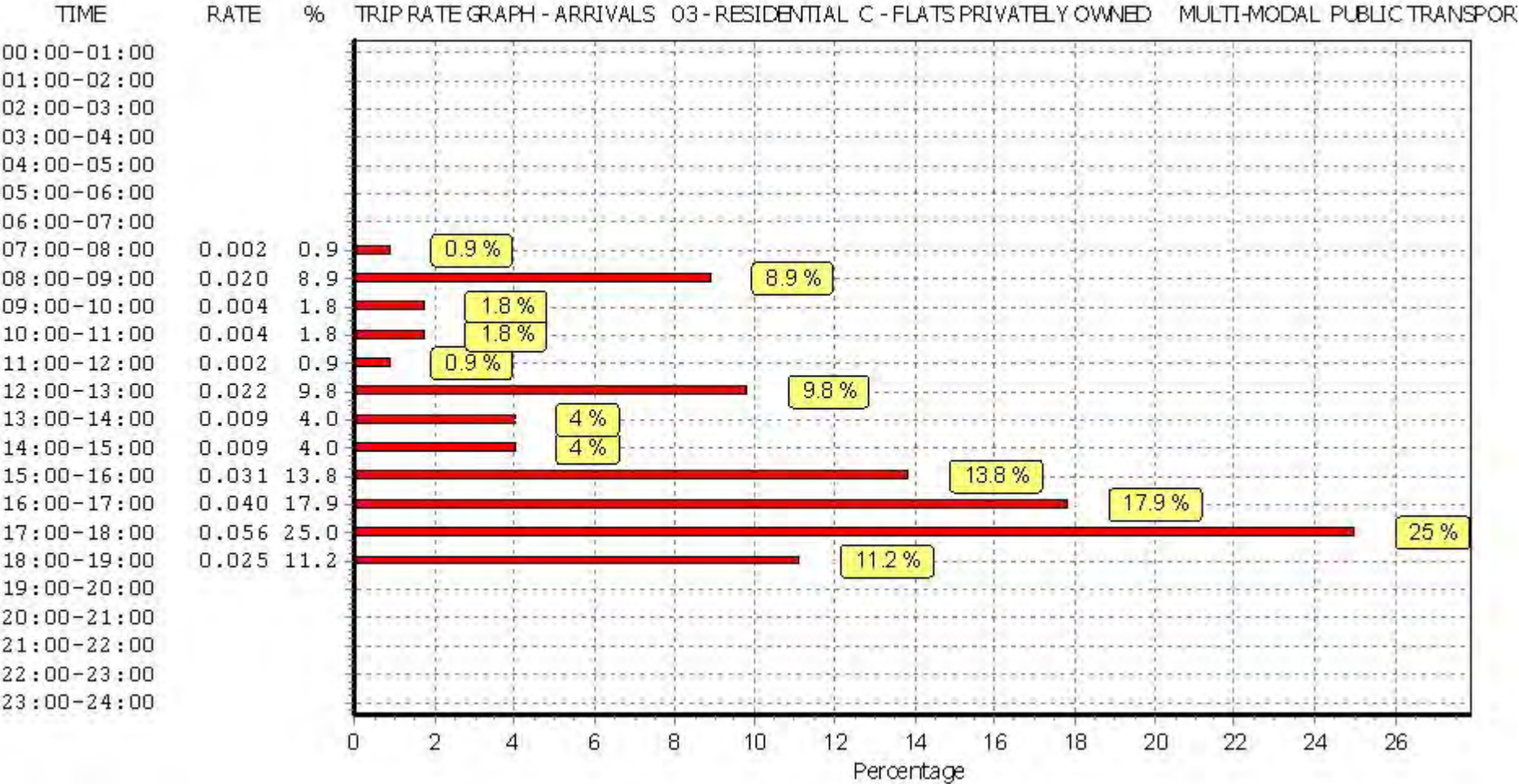
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

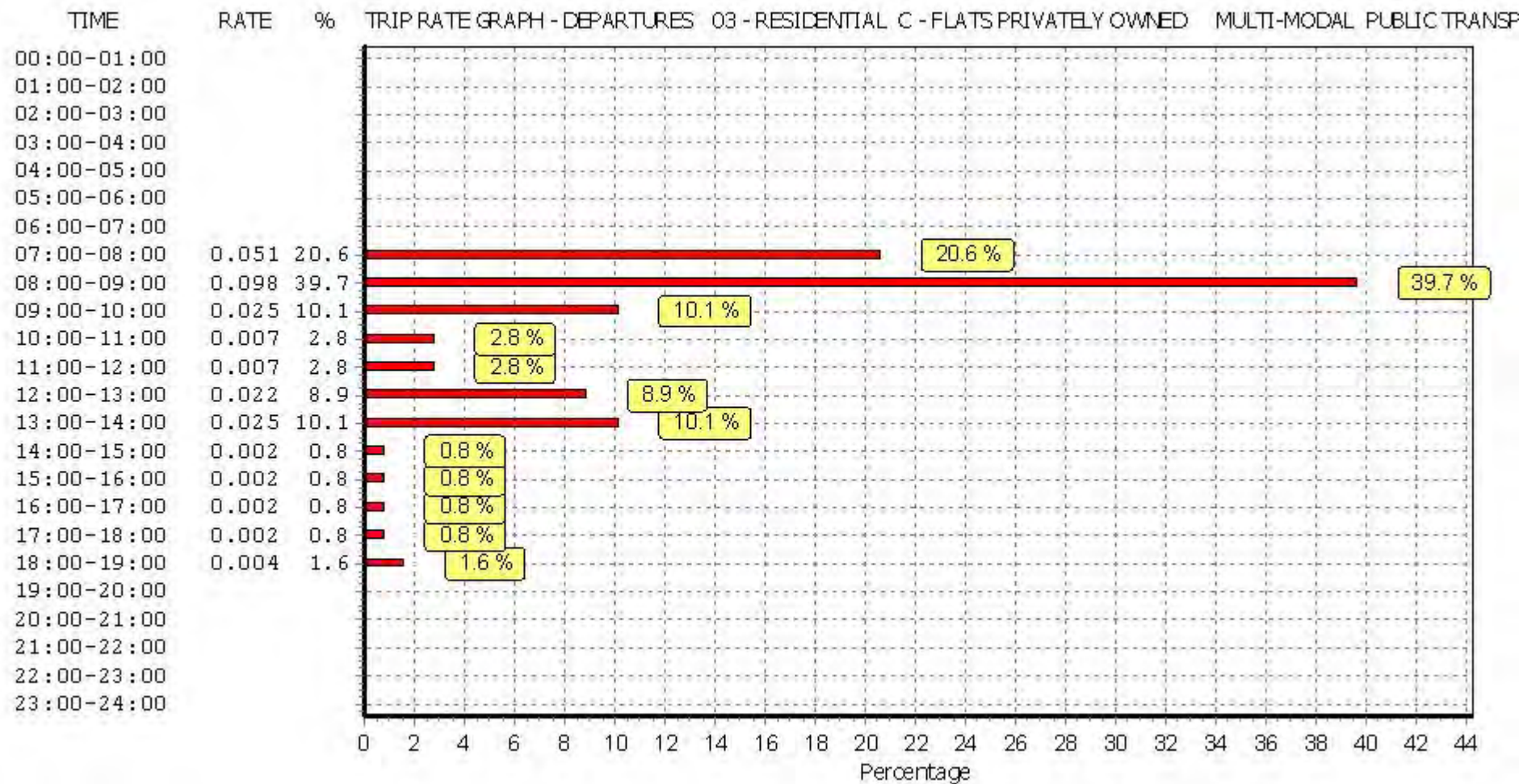
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.002	8	56	0.051	8	56	0.053
08:00 - 09:00	8	56	0.020	8	56	0.098	8	56	0.118
09:00 - 10:00	8	56	0.004	8	56	0.025	8	56	0.029
10:00 - 11:00	8	56	0.004	8	56	0.007	8	56	0.011
11:00 - 12:00	8	56	0.002	8	56	0.007	8	56	0.009
12:00 - 13:00	8	56	0.022	8	56	0.022	8	56	0.044
13:00 - 14:00	8	56	0.009	8	56	0.025	8	56	0.034
14:00 - 15:00	8	56	0.009	8	56	0.002	8	56	0.011
15:00 - 16:00	8	56	0.031	8	56	0.002	8	56	0.033
16:00 - 17:00	8	56	0.040	8	56	0.002	8	56	0.042
17:00 - 18:00	8	56	0.056	8	56	0.002	8	56	0.058
18:00 - 19:00	8	56	0.025	8	56	0.004	8	56	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.224			0.247			0.471		

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.

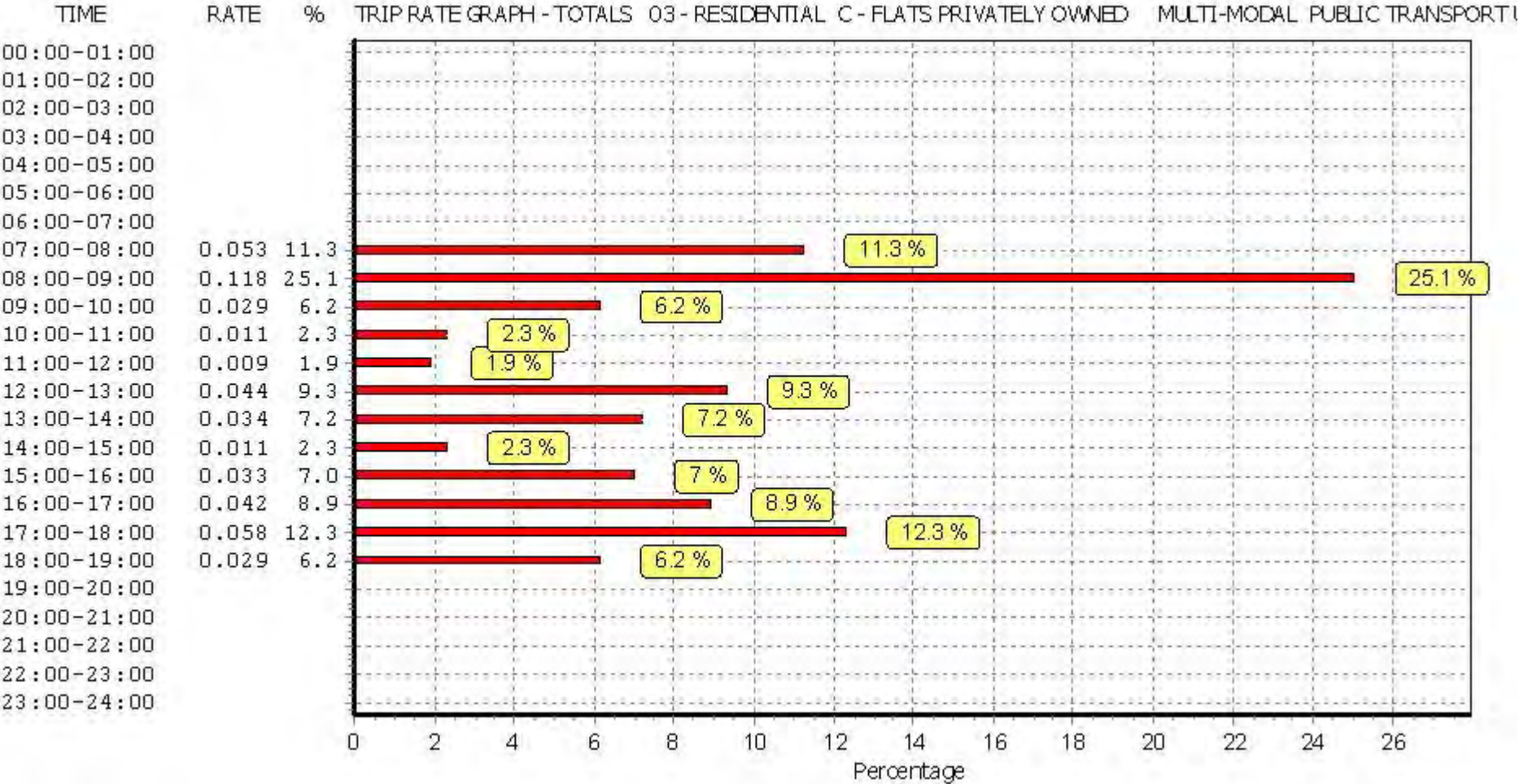
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

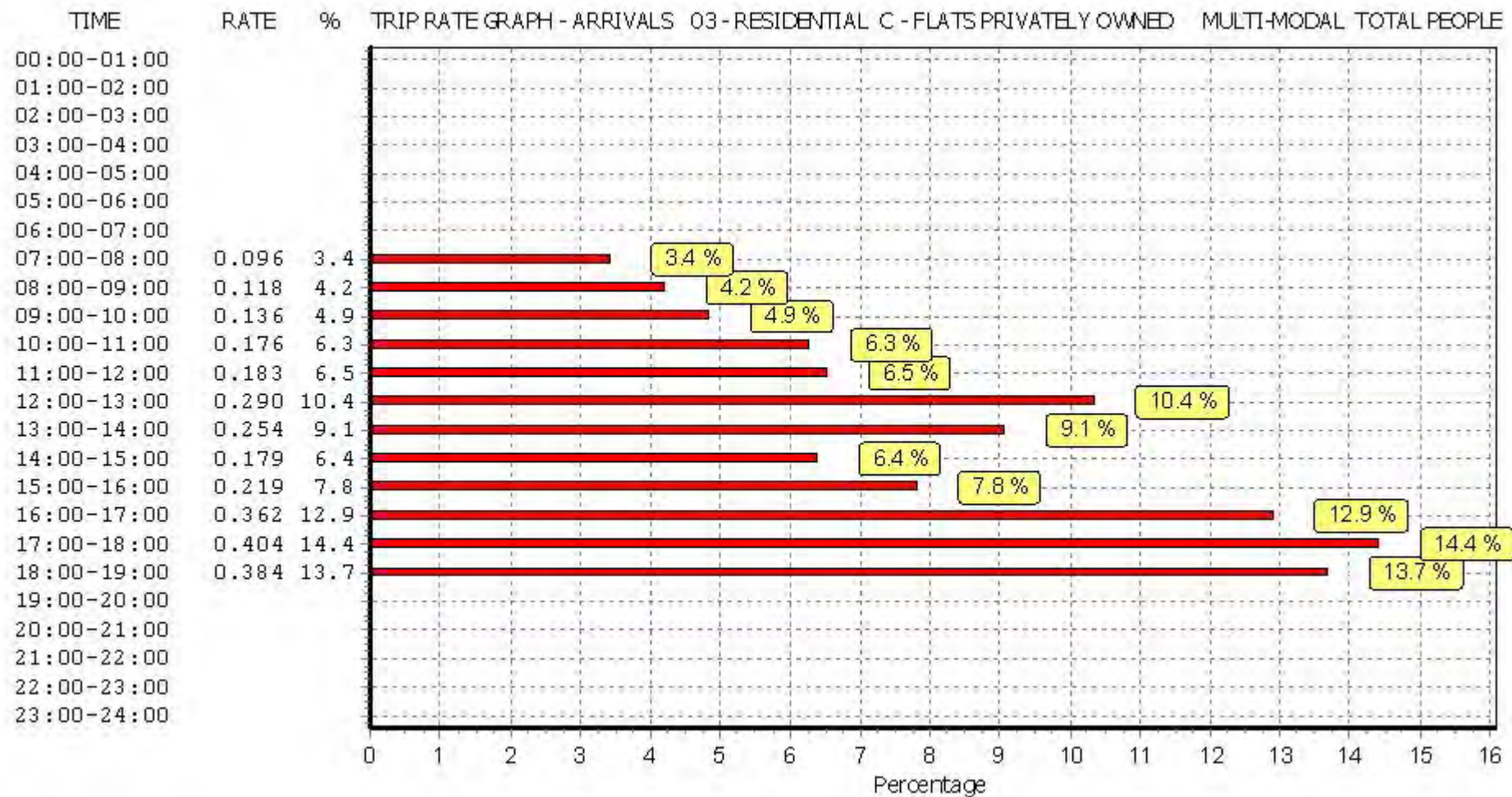
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

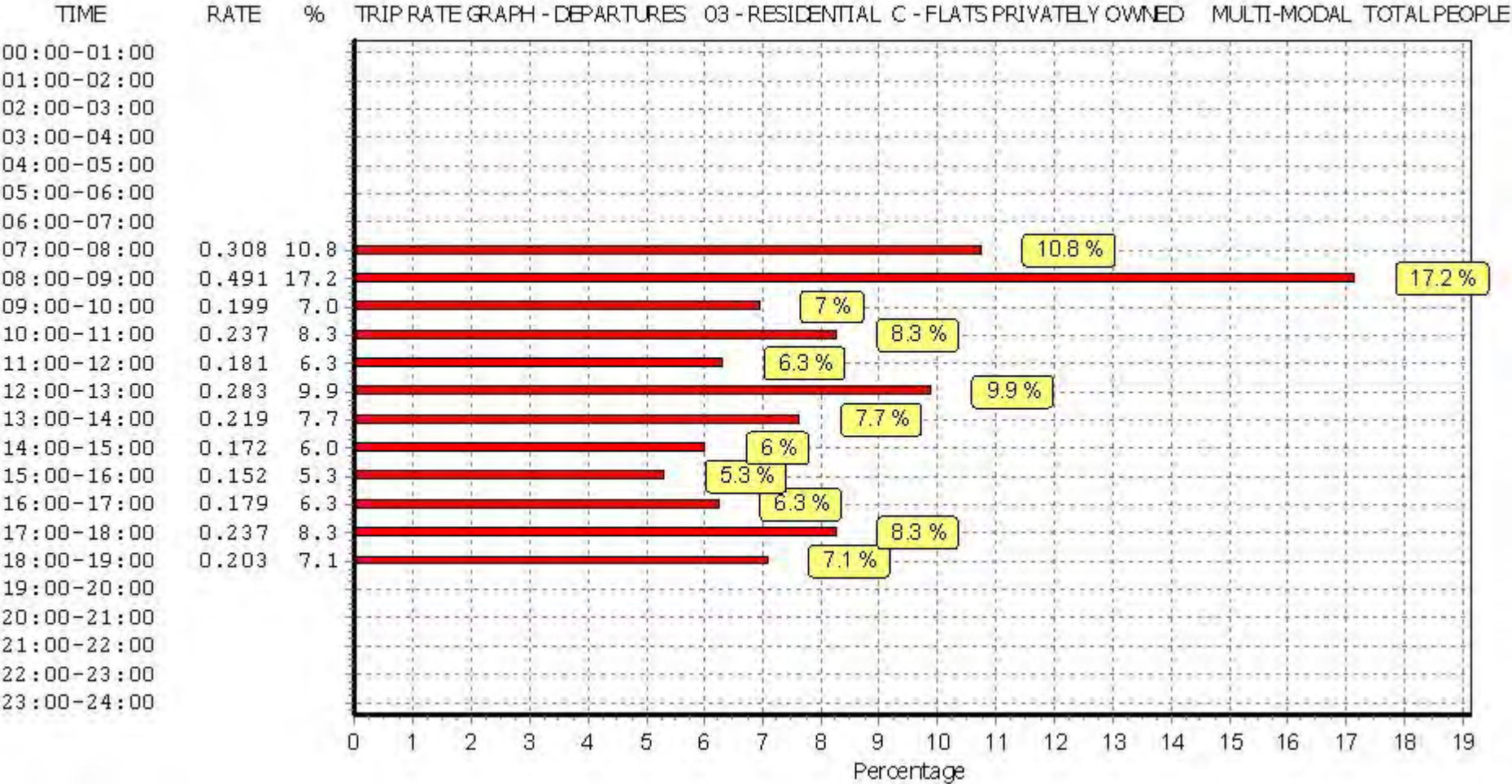
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.096	8	56	0.308	8	56	0.404
08:00 - 09:00	8	56	0.118	8	56	0.491	8	56	0.609
09:00 - 10:00	8	56	0.136	8	56	0.199	8	56	0.335
10:00 - 11:00	8	56	0.176	8	56	0.237	8	56	0.413
11:00 - 12:00	8	56	0.183	8	56	0.181	8	56	0.364
12:00 - 13:00	8	56	0.290	8	56	0.283	8	56	0.573
13:00 - 14:00	8	56	0.254	8	56	0.219	8	56	0.473
14:00 - 15:00	8	56	0.179	8	56	0.172	8	56	0.351
15:00 - 16:00	8	56	0.219	8	56	0.152	8	56	0.371
16:00 - 17:00	8	56	0.362	8	56	0.179	8	56	0.541
17:00 - 18:00	8	56	0.404	8	56	0.237	8	56	0.641
18:00 - 19:00	8	56	0.384	8	56	0.203	8	56	0.587
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.801			2.861			5.662		

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.

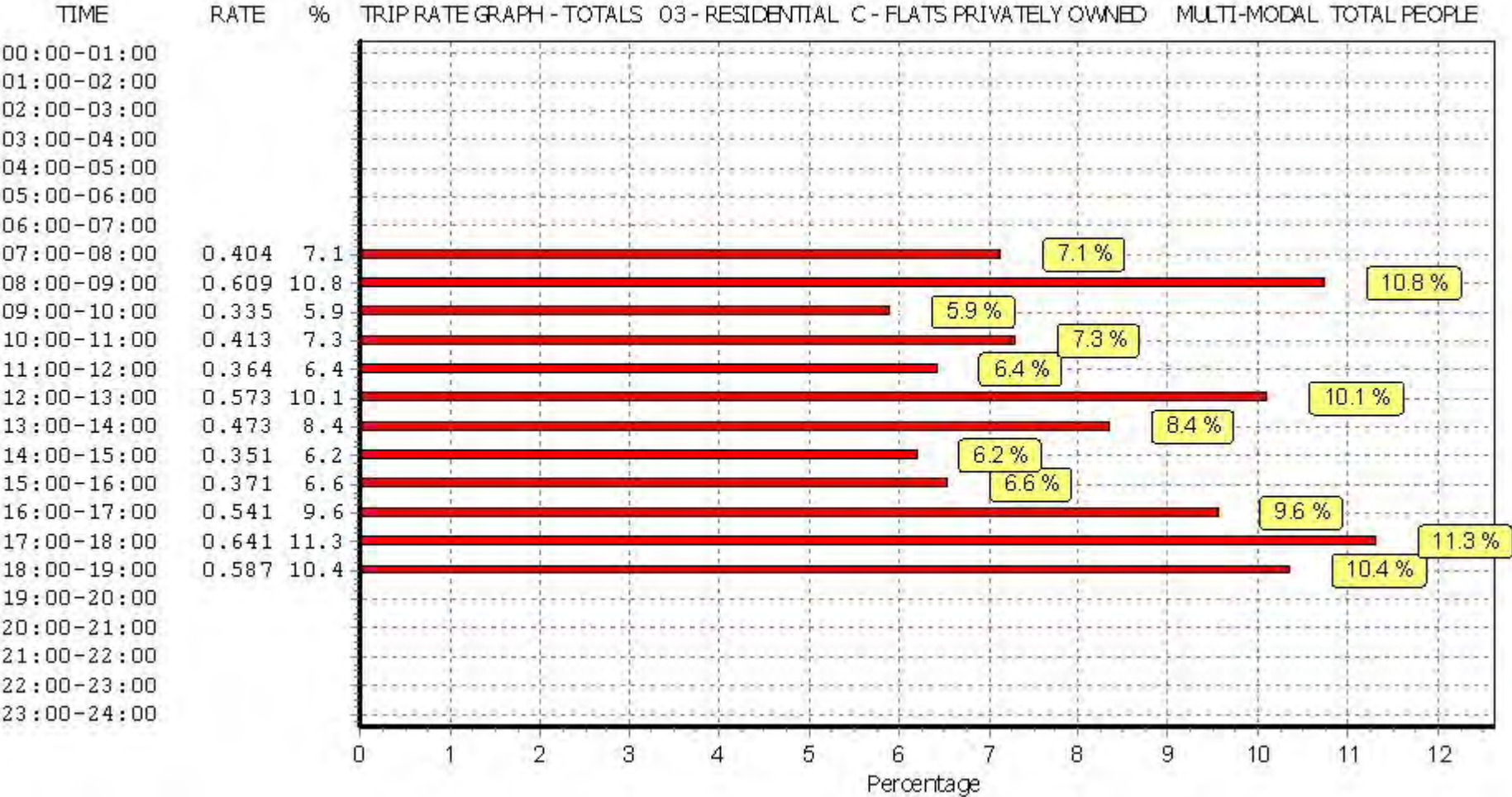
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

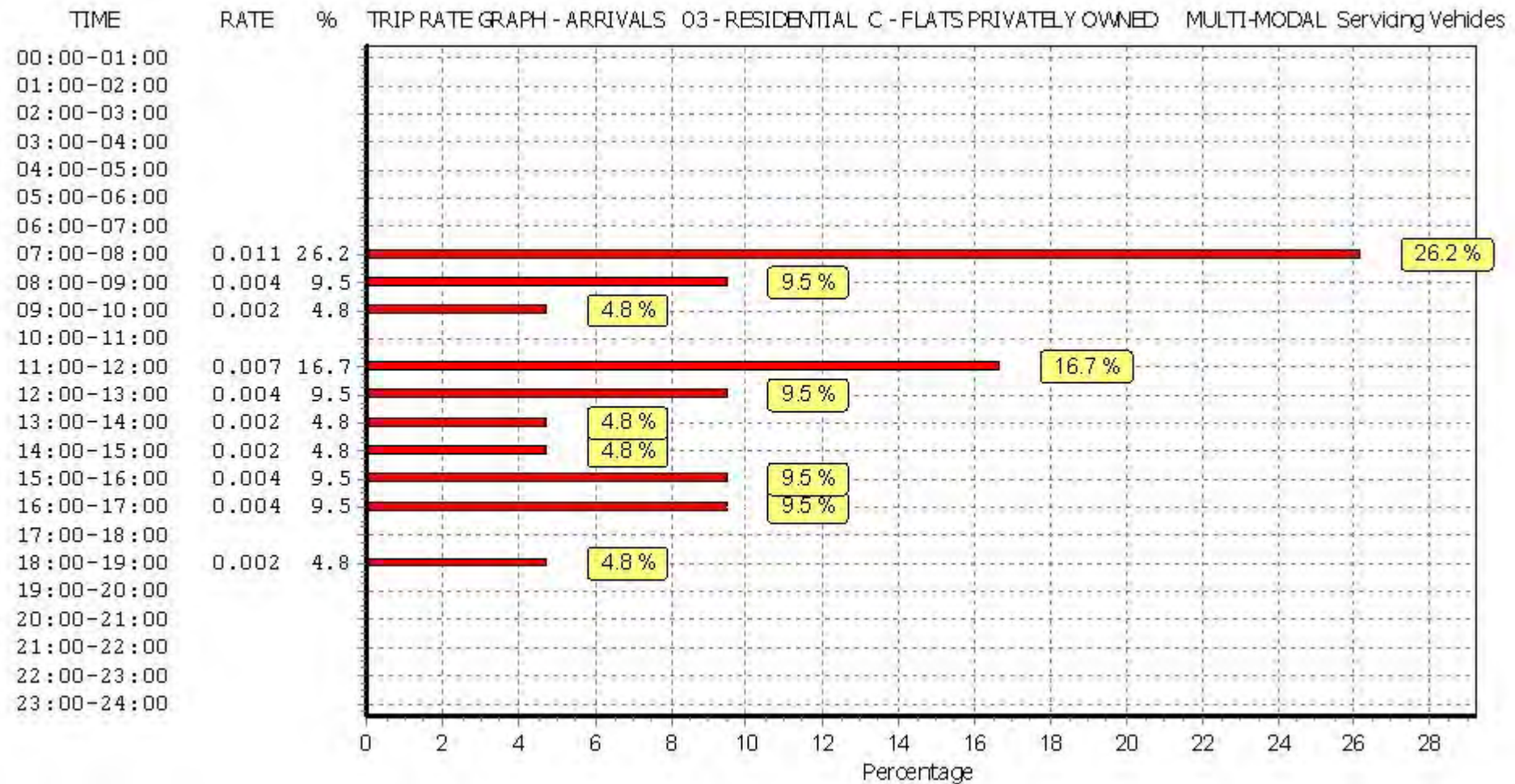
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

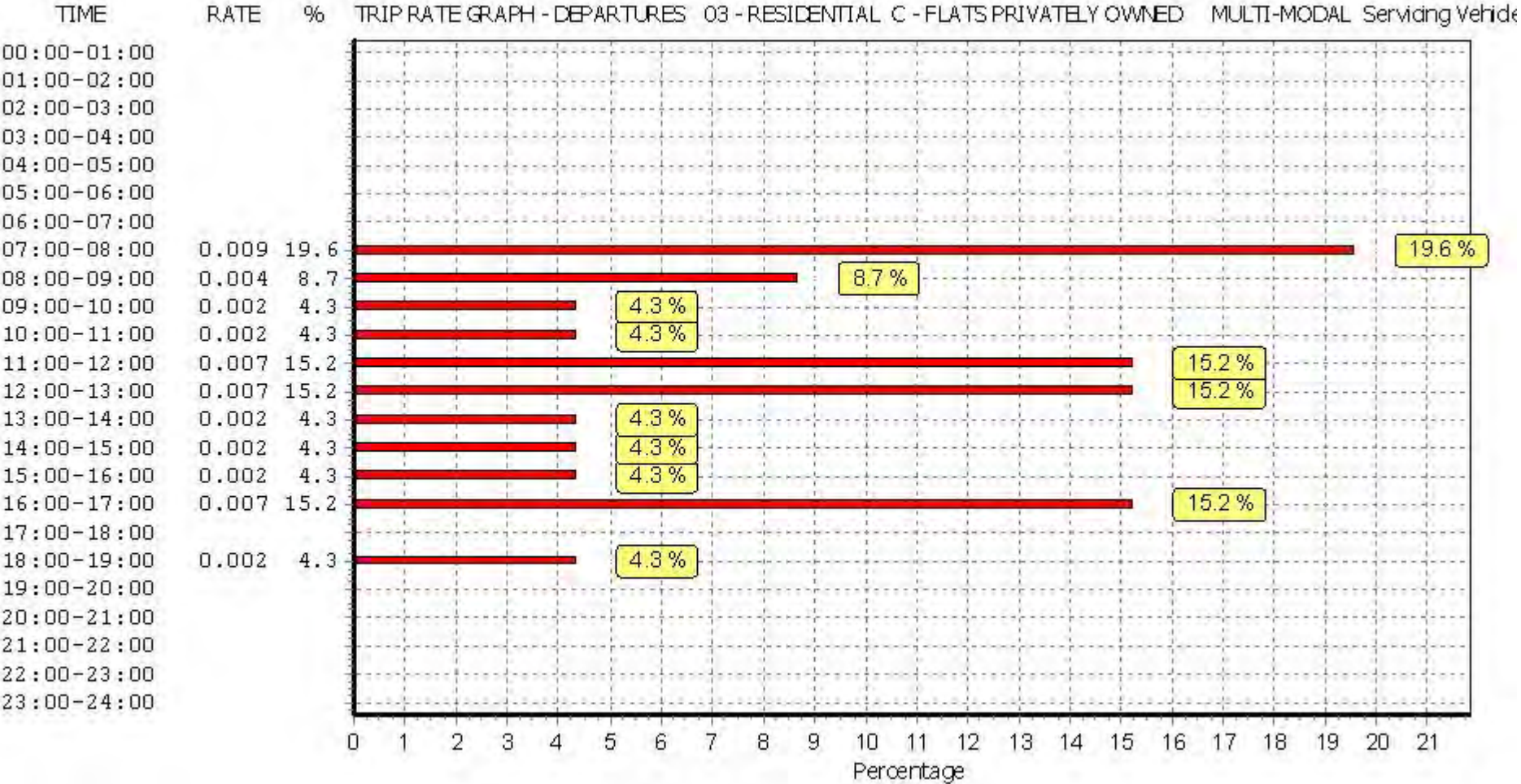
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	56	0.011	8	56	0.009	8	56	0.020
08:00 - 09:00	8	56	0.004	8	56	0.004	8	56	0.008
09:00 - 10:00	8	56	0.002	8	56	0.002	8	56	0.004
10:00 - 11:00	8	56	0.000	8	56	0.002	8	56	0.002
11:00 - 12:00	8	56	0.007	8	56	0.007	8	56	0.014
12:00 - 13:00	8	56	0.004	8	56	0.007	8	56	0.011
13:00 - 14:00	8	56	0.002	8	56	0.002	8	56	0.004
14:00 - 15:00	8	56	0.002	8	56	0.002	8	56	0.004
15:00 - 16:00	8	56	0.004	8	56	0.002	8	56	0.006
16:00 - 17:00	8	56	0.004	8	56	0.007	8	56	0.011
17:00 - 18:00	8	56	0.000	8	56	0.000	8	56	0.000
18:00 - 19:00	8	56	0.002	8	56	0.002	8	56	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.042			0.046			0.088		

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.

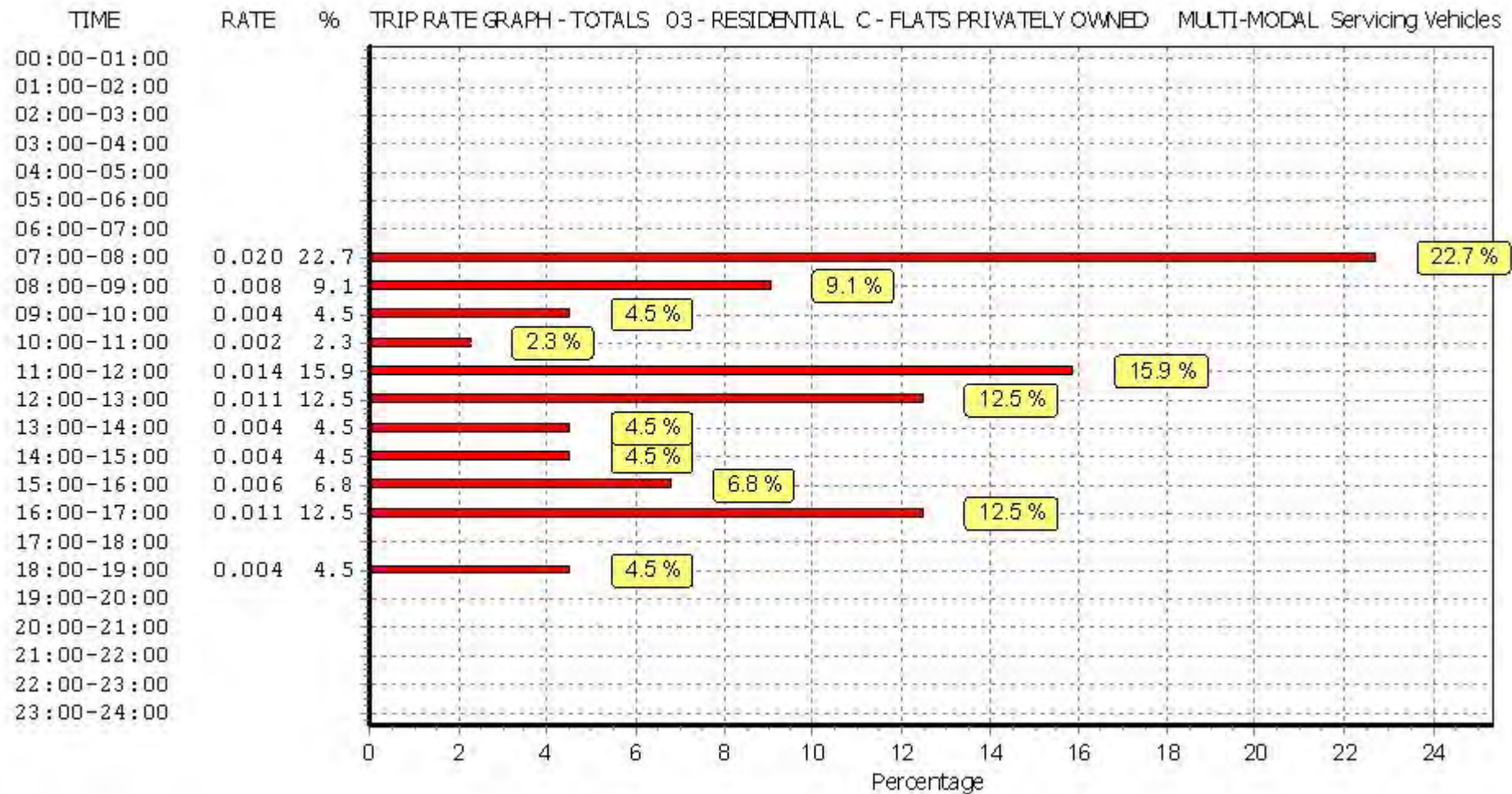
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

APPENDIX E: Trip Generation Assessment

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	1,258	sqm
Application Site:	Caversham Road	

Development Scenario:	Existing A1
Trip Rate for:	Vehicles

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT			
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.		
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00													
06:00-07:00													
07:00-08:00	1	1000	0.3	1	1000	0.2	1	1000	0.5	4	3		
08:00-09:00	3	1223	0.191	3	1223	0.109	3	1223	0.3	2	1		
09:00-10:00	3	1223	1.363	3	1223	0.818	3	1223	2.181	17	10		
10:00-11:00	3	1223	1.309	3	1223	0.845	3	1223	2.154	16	11		
11:00-12:00	3	1223	1.063	3	1223	1.009	3	1223	2.072	13	13		
12:00-13:00	3	1223	0.872	3	1223	1.063	3	1223	1.935	11	13		
13:00-14:00	3	1223	0.927	3	1223	1.172	3	1223	2.099	12	15		
14:00-15:00	3	1223	1.063	3	1223	0.763	3	1223	1.826	13	10		
15:00-16:00	3	1223	0.791	3	1223	0.845	3	1223	1.636	10	11		
16:00-17:00	3	1223	1.254	3	1223	0.9	3	1223	2.154	16	11		
17:00-18:00	3	1223	1.39	3	1223	1.527	3	1223	2.917	17	19		
18:00-19:00	2	1334	1.462	2	1334	2.136	2	1334	3.598	18	27		
19:00-20:00	2	1334	0.9	2	1334	1.499	2	1334	2.399	11	19		
20:00-21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438	0	6		
21:00-22:00										0	0		
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			12.885				13.324				26.209	162	168

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	1,258	sqm
Application Site:	Caversham Road	

Development Scenario:	Existing A1
Trip Rate for:	Pedestrians

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	1	1000	0.1	1	1000	0	1	1000	0.1	1	0
08:00-09:00	3	1223	0.027	3	1223	0	3	1223	0.027	0	0
09:00-10:00	3	1223	0.136	3	1223	0.082	3	1223	0.218	2	1
10:00-11:00	3	1223	0.164	3	1223	0.109	3	1223	0.273	2	1
11:00-12:00	3	1223	0.218	3	1223	0.245	3	1223	0.463	3	3
12:00-13:00	3	1223	0.191	3	1223	0.164	3	1223	0.355	2	2
13:00-14:00	3	1223	0.136	3	1223	0.082	3	1223	0.218	2	1
14:00-15:00	3	1223	0.245	3	1223	0.191	3	1223	0.436	3	2
15:00-16:00	3	1223	0.191	3	1223	0.218	3	1223	0.409	2	3
16:00-17:00	3	1223	0.382	3	1223	0.327	3	1223	0.709	5	4
17:00-18:00	3	1223	0.218	3	1223	0.3	3	1223	0.518	3	4
18:00-19:00	2	1334	0.075	2	1334	0.337	2	1334	0.412	1	4
19:00-20:00	2	1334	0.075	2	1334	0.15	2	1334	0.225	1	2
20:00-21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062	0	1
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			2.158				2.267				4.425
											27
											29

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	1,258	sqm
Application Site:	Caversham Road	

Development Scenario:	Existing A1
Trip Rate for:	Cyclists

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	1	1000	0.1	1	1000	0	1	1000	0.1	1	0
08:00-09:00	3	1223	0	3	1223	0	3	1223	0	0	0
09:00-10:00	3	1223	0.027	3	1223	0	3	1223	0.027	0	0
10:00-11:00	3	1223	0	3	1223	0	3	1223	0	0	0
11:00-12:00	3	1223	0	3	1223	0	3	1223	0	0	0
12:00-13:00	3	1223	0	3	1223	0	3	1223	0	0	0
13:00-14:00	3	1223	0.027	3	1223	0.027	3	1223	0.054	0	0
14:00-15:00	3	1223	0	3	1223	0	3	1223	0	0	0
15:00-16:00	3	1223	0	3	1223	0	3	1223	0	0	0
16:00-17:00	3	1223	0	3	1223	0	3	1223	0	0	0
17:00-18:00	3	1223	0	3	1223	0.027	3	1223	0.027	0	0
18:00-19:00	2	1334	0	2	1334	0.037	2	1334	0.037	0	0
19:00-20:00	2	1334	0	2	1334	0	2	1334	0.000	0	0
20:00-21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000	0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.154				0.091				0.245
											2
											1

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	1,258	sqm
Application Site:	Caversham Road	

Development Scenario:	Existing A1
Trip Rate for:	Public Transport Users

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	1	1000	0	1	1000	0	1	1000	0	0	0
08:00-09:00	3	1223	0.027	3	1223	0	3	1223	0.027	0	0
09:00-10:00	3	1223	0.109	3	1223	0.027	3	1223	0.136	1	0
10:00-11:00	3	1223	0.027	3	1223	0.082	3	1223	0.109	0	1
11:00-12:00	3	1223	0.055	3	1223	0.055	3	1223	0.11	1	1
12:00-13:00	3	1223	0.082	3	1223	0.027	3	1223	0.109	1	0
13:00-14:00	3	1223	0.055	3	1223	0.055	3	1223	0.11	1	1
14:00-15:00	3	1223	0.027	3	1223	0.055	3	1223	0.082	0	1
15:00-16:00	3	1223	0	3	1223	0.027	3	1223	0.027	0	0
16:00-17:00	3	1223	0.055	3	1223	0.055	3	1223	0.11	1	1
17:00-18:00	3	1223	0.082	3	1223	0.055	3	1223	0.137	1	1
18:00-19:00	2	1334	0.037	2	1334	0.112	2	1334	0.149	0	1
19:00-20:00	2	1334	0.075	2	1334	0.112	2	1334	0.187	1	1
20:00-21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000	0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.631				0.662				1.293
											8
											8

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	239	sqm
Application Site:	Caversham Road	

Development Scenario:	Proposed A1
Trip Rate for:	Vehicles

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT			
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.		
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00													
06:00-07:00													
07:00-08:00	1	1000	0.3	1	1000	0.2	1	1000	0.5	1	0		
08:00-09:00	3	1223	0.191	3	1223	0.109	3	1223	0.3	0	0		
09:00-10:00	3	1223	1.363	3	1223	0.818	3	1223	2.181	3	2		
10:00-11:00	3	1223	1.309	3	1223	0.845	3	1223	2.154	3	2		
11:00-12:00	3	1223	1.063	3	1223	1.009	3	1223	2.072	3	2		
12:00-13:00	3	1223	0.872	3	1223	1.063	3	1223	1.935	2	3		
13:00-14:00	3	1223	0.927	3	1223	1.172	3	1223	2.099	2	3		
14:00-15:00	3	1223	1.063	3	1223	0.763	3	1223	1.826	3	2		
15:00-16:00	3	1223	0.791	3	1223	0.845	3	1223	1.636	2	2		
16:00-17:00	3	1223	1.254	3	1223	0.9	3	1223	2.154	3	2		
17:00-18:00	3	1223	1.39	3	1223	1.527	3	1223	2.917	3	4		
18:00-19:00	2	1334	1.462	2	1334	2.136	2	1334	3.598	3	5		
19:00-20:00	2	1334	0.9	2	1334	1.499	2	1334	2.399	2	4		
20:00-21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438	0	1		
21:00-22:00										0	0		
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			12.885				13.324				26.209	31	32

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE			
Calculation Factor:	100	sqm	
Size:	239	sqm	
Application Site:	Caversham Road		

Development Scenario:	Proposed A1
Trip Rate for:	Pedestrians

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT			
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.		
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00													
06:00-07:00													
07:00-08:00	1	1000	0.1	1	1000	0	1	1000	0.1	0	0		
08:00-09:00	3	1223	0.027	3	1223	0	3	1223	0.027	0	0		
09:00-10:00	3	1223	0.136	3	1223	0.082	3	1223	0.218	0	0		
10:00-11:00	3	1223	0.164	3	1223	0.109	3	1223	0.273	0	0		
11:00-12:00	3	1223	0.218	3	1223	0.245	3	1223	0.463	1	1		
12:00-13:00	3	1223	0.191	3	1223	0.164	3	1223	0.355	0	0		
13:00-14:00	3	1223	0.136	3	1223	0.082	3	1223	0.218	0	0		
14:00-15:00	3	1223	0.245	3	1223	0.191	3	1223	0.436	1	0		
15:00-16:00	3	1223	0.191	3	1223	0.218	3	1223	0.409	0	1		
16:00-17:00	3	1223	0.382	3	1223	0.327	3	1223	0.709	1	1		
17:00-18:00	3	1223	0.218	3	1223	0.3	3	1223	0.518	1	1		
18:00-19:00	2	1334	0.075	2	1334	0.337	2	1334	0.412	0	1		
19:00-20:00	2	1334	0.075	2	1334	0.15	2	1334	0.225	0	0		
20:00-21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062	0	0		
21:00-22:00										0	0		
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			2.158				2.267				4.425	5	5

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	239	sqm
Application Site:	Caversham Road	

Development Scenario:	Proposed A1
Trip Rate for:	Cyclists

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	1	1000	0.1	1	1000	0	1	1000	0.1	0	0
08:00-09:00	3	1223	0	3	1223	0	3	1223	0	0	0
09:00-10:00	3	1223	0.027	3	1223	0	3	1223	0.027	0	0
10:00-11:00	3	1223	0	3	1223	0	3	1223	0	0	0
11:00-12:00	3	1223	0	3	1223	0	3	1223	0	0	0
12:00-13:00	3	1223	0	3	1223	0	3	1223	0	0	0
13:00-14:00	3	1223	0.027	3	1223	0.027	3	1223	0.054	0	0
14:00-15:00	3	1223	0	3	1223	0	3	1223	0	0	0
15:00-16:00	3	1223	0	3	1223	0	3	1223	0	0	0
16:00-17:00	3	1223	0	3	1223	0	3	1223	0	0	0
17:00-18:00	3	1223	0	3	1223	0.027	3	1223	0.027	0	0
18:00-19:00	2	1334	0	2	1334	0.037	2	1334	0.037	0	0
19:00-20:00	2	1334	0	2	1334	0	2	1334	0.000	0	0
20:00-21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000	0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.154				0.091				0
											0

G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE		
Calculation Factor:	100	sqm
Size:	239	sqm
Application Site:	Caversham Road	

Development Scenario:	Proposed A1
Trip Rate for:	Public Transport Users

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	No. Days	Ave. sqm	Trip Rate	Arr.	Dep.
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00											
07:00-08:00	1	1000	0	1	1000	0	1	1000	0	0	0
08:00-09:00	3	1223	0.027	3	1223	0	3	1223	0.027	0	0
09:00-10:00	3	1223	0.109	3	1223	0.027	3	1223	0.136	0	0
10:00-11:00	3	1223	0.027	3	1223	0.082	3	1223	0.109	0	0
11:00-12:00	3	1223	0.055	3	1223	0.055	3	1223	0.11	0	0
12:00-13:00	3	1223	0.082	3	1223	0.027	3	1223	0.109	0	0
13:00-14:00	3	1223	0.055	3	1223	0.055	3	1223	0.11	0	0
14:00-15:00	3	1223	0.027	3	1223	0.055	3	1223	0.082	0	0
15:00-16:00	3	1223	0	3	1223	0.027	3	1223	0.027	0	0
16:00-17:00	3	1223	0.055	3	1223	0.055	3	1223	0.11	0	0
17:00-18:00	3	1223	0.082	3	1223	0.055	3	1223	0.137	0	0
18:00-19:00	2	1334	0.037	2	1334	0.112	2	1334	0.149	0	0
19:00-20:00	2	1334	0.075	2	1334	0.112	2	1334	0.187	0	0
20:00-21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000	0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.631				0.662				1.293
											2
											2

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED			
Calculation Factor:	1	Dwells	
Size:	44	Dwells	
Application Site:	Caversham Road		

Development Scenario:	<i>Proposed Residential</i>
Trip Rate for:	<i>Vehicles</i>

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	Arr.	Dep.
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	56	0.058	8	56	0.136	8	56	0.194	3	6
08:00-09:00	8	56	0.058	8	56	0.19	8	56	0.248	3	8
09:00-10:00	8	56	0.074	8	56	0.089	8	56	0.163	3	4
10:00-11:00	8	56	0.094	8	56	0.114	8	56	0.208	4	5
11:00-12:00	8	56	0.096	8	56	0.092	8	56	0.188	4	4
12:00-13:00	8	56	0.143	8	56	0.121	8	56	0.264	6	5
13:00-14:00	8	56	0.121	8	56	0.123	8	56	0.244	5	5
14:00-15:00	8	56	0.085	8	56	0.094	8	56	0.179	4	4
15:00-16:00	8	56	0.08	8	56	0.067	8	56	0.147	4	3
16:00-17:00	8	56	0.15	8	56	0.074	8	56	0.224	7	3
17:00-18:00	8	56	0.156	8	56	0.1	8	56	0.256	7	4
18:00-19:00	8	56	0.163	8	56	0.103	8	56	0.266	7	5
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			1.278			1.303			2.581	56	57

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED			
Calculation Factor:	1	Dwells	
Size:	44	Dwells	
Application Site:	Caversham Road		

Development Scenario:	<i>Proposed Residential</i>
Trip Rate for:	<i>Pedestrians</i>

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	Arr.	Dep.
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	56	0.018	8	56	0.071	8	56	0.089	1	3
08:00-09:00	8	56	0.025	8	56	0.094	8	56	0.119	1	4
09:00-10:00	8	56	0.036	8	56	0.054	8	56	0.09	2	2
10:00-11:00	8	56	0.049	8	56	0.069	8	56	0.118	2	3
11:00-12:00	8	56	0.049	8	56	0.051	8	56	0.1	2	2
12:00-13:00	8	56	0.083	8	56	0.069	8	56	0.152	4	3
13:00-14:00	8	56	0.071	8	56	0.049	8	56	0.12	3	2
14:00-15:00	8	56	0.065	8	56	0.042	8	56	0.107	3	2
15:00-16:00	8	56	0.054	8	56	0.051	8	56	0.105	2	2
16:00-17:00	8	56	0.087	8	56	0.08	8	56	0.167	4	4
17:00-18:00	8	56	0.112	8	56	0.096	8	56	0.208	5	4
18:00-19:00	8	56	0.098	8	56	0.063	8	56	0.16	4	3
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.747				0.788				1.535
											33
											35

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED			
Calculation Factor:	1	Dwells	
Size:	44	Dwells	
Application Site:	Caversham Road		

Development Scenario:	<i>Proposed Residential</i>
Trip Rate for:	<i>Cyclists</i>

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	Arr.	Dep.
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	56	0.002	8	56	0.007	8	56	0.009	0	0
08:00-09:00	8	56	0.002	8	56	0.004	8	56	0.006	0	0
09:00-10:00	8	56	0.002	8	56	0	8	56	0.002	0	0
10:00-11:00	8	56	0	8	56	0.007	8	56	0.007	0	0
11:00-12:00	8	56	0.009	8	56	0.002	8	56	0.011	0	0
12:00-13:00	8	56	0.002	8	56	0.011	8	56	0.013	0	0
13:00-14:00	8	56	0	8	56	0	8	56	0	0	0
14:00-15:00	8	56	0.002	8	56	0	8	56	0.002	0	0
15:00-16:00	8	56	0.004	8	56	0.002	8	56	0.006	0	0
16:00-17:00	8	56	0	8	56	0.002	8	56	0.002	0	0
17:00-18:00	8	56	0.013	8	56	0.002	8	56	0.015	1	0
18:00-19:00	8	56	0.004	8	56	0	8	56	0.004	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.040				0.037				0.077
											2
											2

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED			
Calculation Factor:	1	Dwells	
Size:	44	Dwells	
Application Site:	Caversham Road		

Development Scenario:	<i>Proposed Residential</i>
Trip Rate for:	<i>Public Transport Users</i>

Time Range	ARRIVALS			DEPARTURES			TOTALS			DEVELOPMENT	
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	Arr.	Dep.
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	56	0.002	8	56	0.051	8	56	0.053	0	2
08:00-09:00	8	56	0.02	8	56	0.098	8	56	0.118	1	4
09:00-10:00	8	56	0.004	8	56	0.025	8	56	0.029	0	1
10:00-11:00	8	56	0.004	8	56	0.007	8	56	0.011	0	0
11:00-12:00	8	56	0.002	8	56	0.007	8	56	0.009	0	0
12:00-13:00	8	56	0.022	8	56	0.022	8	56	0.044	1	1
13:00-14:00	8	56	0.009	8	56	0.025	8	56	0.034	0	1
14:00-15:00	8	56	0.009	8	56	0.002	8	56	0.011	0	0
15:00-16:00	8	56	0.031	8	56	0.002	8	56	0.033	1	0
16:00-17:00	8	56	0.04	8	56	0.002	8	56	0.042	2	0
17:00-18:00	8	56	0.056	8	56	0.002	8	56	0.058	2	0
18:00-19:00	8	56	0.025	8	56	0.004	8	56	0.029	1	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.224			0.247			0.471	10	11

Servicing Vehicles	Weekday Morning Peak 0800-0900		Weekday Evening Peak 1700-1800		Weekday	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Proposed A1	0.000	0.000	0.000	0.000	0.246	0.219
Proposed C3	0.004	0.004	0.000	0.000	0.042	0.046

A1 existing A1 proposed C3
1258 239 44

Servicing Vehicles	Weekday Morning Peak 0800-0900		Weekday Evening Peak 1700-1800		Weekday	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Proposed A1	0	0	0	0	1	1
Proposed C3	0	0	0	0	2	2
Total Proposed	0	0	0	0	3	3

