

Project Reading Metropolitan

LPA ref 182252

From Francesca Whitfield/Adrian Cole

Date 3 October 2019

Third Transport Addendum

Project No. 23061101

Background

1. Hermes Property Unit Trust submitted an outline planning application in December 2019 for the redevelopment of the Reading Metropolitan site.
2. On 3 September 2019, Reading Borough Council's (RBC's) Transport Development Control Group provided further comments on the application. These are shown in Table 1 of this note, alongside the applicant's response. Further information/clarification has been provided where requested by RBC.

Next Steps

3. Based upon the information contained in this report and the information previously submitted to RBC, it is considered that all the comments raised by the RBC Transport Development Control Group (except for the outstanding response from Network Rail) have now been satisfactorily addressed.
4. The applicant is willing for further details to be controlled by planning conditions and/or S278 obligations, where appropriate.

Table 1: Response to RBC Comments

Topic	RBC Comment	Response
Cycle links	A signalized pedestrian crossing is located on Caversham Road adjacent to the site south of Northfield Road, the proposals include an upgrade to the current pedestrian crossing to include a signal-controlled crossing for cyclists. The principle of this is deemed acceptable given that this will improve access to the north and west for cyclists. A revised design has also been submitted (drawing ref 23061101-SDG-HGN-100-DR-D-01008, sheet 8 of 11) which shows the full extent of the crossing and the applicant has stated that the details of the proposed changes can be controlled as part of the S278 highways agreement. However, it is noted that the central island width varies between 2 and 2.5m in width however following the introduction of cycles this should be increased to 3m in width. Given that this will need to utilize the footway on one or both sides of Caversham Road this will need to be included with the submitted drawings to ensure the design is acceptable and deliverable and that any additional land can be secured. This must be illustrated on a revised plan.	Please refer to updated Drawing 23061101-SDG-HGN-100-DR-D-01011 Sheet 8 at Appendix A, which shows the enhancements requested by RBC can be delivered within highway land and land controlled by the applicant. The applicant is willing to offer up for adoption for the small additional elements of land needed for this enhancement

Topic	RBC Comment	Response
Cycle links	The applicant has previously stated that they are satisfied that the low volume of expected traffic and associated speeds does not require dedicated provision for cyclists within the site apart from the contra-flow lane at the western end. New dedicated cycle facilities are required to fit together existing parts of the cycle network to make it a comprehensive network that allows residents of Reading to utilize cycling as an alternative mode of travel. This is also an important aspect for the development given that the vast majority of residents will be reliant on alternative modes. The modal share of trips highlights that the development will generate 581 cycle movements and 3,701 pedestrian movements per day and this does not account for the 3,149 movements that would be by train and would require pedestrian movements to the station to the south. It should also be stressed that these figures are solely generated by the development and do not include movements that would only be travelling through the development. An east / west dedicated cycle link through the site would provide connectivity to the north / south link to the east of the site connecting access to the town centre to the south and Christchurch Meadows to the north as well providing access to the west and north via the Northfield Road crossing connecting the site with schools, leisure, Caversham Centre, commercial buildings. The applicant has submitted revised drawings now illustrated an advisory cycle lane for east and west flows however the drawings would leave an available carriageway width of 2.2m which would be insufficient. Local Transport Note 02/08 states the following regarding the removal of centre lines and the introduction of advisory cycle lanes at paragraphs 5.3.1 and 5.3.3: <i>5.3.1 Removing the centre line can reduce traffic speeds, but the technique is not suitable for all roads. Some authorities have chosen to remove the centre line and create a single, wide two-way general purpose traffic lane with advisory cycle lanes on either side (see Figure 5.2). When oncoming motor vehicles need to pass each other, they can momentarily encroach upon the cycle lanes.</i> <i>5.3.3 The technique is suitable for roads wide enough to accommodate two 1.5 metre cycle lanes and a central general traffic lane of at least 3.5 metres (i.e. an overall carriageway width of at least 6.5 metres). It is best suited to locations where there are few heavy goods vehicles and general traffic flows are low. If carriageway width exceeds 6.5 metres, the additional space can be used to increase the width of the cycle lanes, but they need to be clearly indicated, otherwise motorists may confuse them with general purpose lanes.</i>	Please refer to updated Drawing 23061101-SDG-HGN-100-DR-D-01011 Sheet 9 attached at Appendix A. This shows the carriageway of The Avenue widened to an overall width of 6.5 metres to comply with the advice given in Local Transport Note 02/08.

Topic	RBC Comment	Response
	It should also be noted that Local Transport Note 02/08 and the Sustrans Design Manual within Section 9 of Streets and Roads states that a dividing strip 0.5m min in width (1m preferred) should be provided between car parking spaces and cycle lane. This has not been provided on the submitted scheme.	Widening the carriageway to 7.5m is likely to encourage higher traffic speeds. Therefore, provision of a 6.5m carriageway is appropriate for this location
Cycle links	The submitted drawings also do not identify how the existing shared footway / cycleway along Caversham Road will link with the proposed cycle facility within the development. There would appear to be a gap prior to the commencement of the advisory cycle lane, this should also be addressed by way of amended plans. Providing a dedicated cycle route through the site would comply with the requirements of the NPPF which states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. Revised drawings should therefore be provided that include the provision of a dedicated east / west cycle lane that are to the required standards.	The updated drawings show how the existing shared footway / cycleway on Caversham Road will link in with the proposed new east-west facility
Site Access	Tracking diagrams have been submitted that confirm that vehicles will be able to enter and exit the site in forward gear and this is deemed acceptable in principle. However, although updated tracking diagrams had been provided no tracking has been provided for a 10m rigid exiting the site, this should therefore be provided.	Please refer to updated Drawing 23061101-SDG-HGN-100-DR-D-01011 Sheet 12 at Appendix A
Site Access	It was identified at the pre-application stage that conflict could occur at the eastern boundary of the site and the service area for the adjacent retail park, located to the north. It was requested that the Transport Assessment should provide a detailed review of the visibility associated with the proposed Trooper Potts Way access and the service road. The visibility at the service access has been identified as being 2.4 x 9m to the south which would equate to a speed of 10mph, which the developer has identified would be implemented. However, it should be confirmed how this speed would be enforced to ensure this speed is complied with given that the speed would be on a private road. In addition, I note Department for Transport Circular 01/2013, Setting Local Speed Limits which states the following: <i>19. Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low</i>	Please see the analysis at Table 4. We have provided updated estimates of traffic associated with the existing lawful use using the TRICS data contained at Appendix B. From this analysis, it is evident that the levels of traffic generated by the proposals would be less than those of the existing lawful use.

Topic	RBC Comment	Response
	<i>for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.</i> <i>Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.</i> As set out previously if the number of trips generated by the proposed development was comparable to the previous use then the Highway Authority would have no objection however no data has been provided to compare these uses. The applicant has stipulated that this could be dealt with by way of a condition / S278 Agreement but I fail to see how a condition could address this Highway Safety aspect and the road network is not currently adopted that would facilitate a S278 Agreement. In any case even if it were an adopted road then the Highway Authority would only consent to a speed limit of 20mph which would result in the visibility splay at the access being insufficient. I am not satisfied that the above has been fully addressed and therefore further information is required.	Therefore, it is considered that the proposed highway layout is satisfactory
Site Access	An existing access currently exists to the south west corner of the site and this is to be retained as an access to network rail but will be restricted access through bollard control. It has been confirmed that access to this road from Caversham Road will only be provided to Network Rail vehicles as and when required. A tracking diagram has also been provided demonstrating that vehicles with a length of up to 8m are able to wait for entry without obstructing pedestrian movement. Furthermore, vehicles with a length of up to 10m can wait for entry without obstructing vehicles using the nearside southbound lane on Caversham Road. It also states that the applicant does not expect vehicles above 10m to use the Network Rail access point. However, as previously stated it must be confirmed by Network Rail what type of vehicle would use this access this has still not been provided to the Highway Authority it has only been stated by the applicant that this is the case. In addition, the submitted drawings still only identify an 8m long 7.5t box van, as has previously been stated the layout should ensure that no vehicles obstruct the footway or carriageway. Historically no gate existed at this access point and therefore no obstruction should be introduced which would cause a hazard to pedestrians and be detrimental to Highway Safety.	Network Rail response to be forwarded ASAP

Topic	RBC Comment	Response																																																																									
Trip Rate and Traffic Impact Assessment	The proposed development has been assessed against the 2011 application however as was stated at the pre-application stage the development should be assessed against the existing use on the site. It has been stated within the Transport Assessment Addendum that a comparison to the existing use on the site was provided in paragraph 5.40 in the Transport Assessment which states that ‘the lawful existing use is estimated to generate approximately 34 two-way trips in the AM peak hour and 46 in the PM peak hour’. Although this is stated I can find no information to identify where this figure comes from. The applicant has now referred to paragraph 3.24 of the 2011 Transport Assessment but still this is solely a statement and as such the background data to confirm this trip rate should be provided, if this is based on TRICS data then an updated TRICS analysis should be undertaken given that the data referred to is 10 years old.	Please see the updated analysis at Table 4. Using up to date TRICS data (contained at Appendix B), the table demonstrates that the traffic activity associated with the existing lawful use would be higher than that established as part of the Certificate of Lawfulness (LPA ref 12/00101)																																																																									
Cycle Parking	A revised drawing has been submitted illustrating exactly how many cycle spaces will be provided within each cycle store and a table provided identifying how this relates to the number of units in each plot. This confirms that cycle parking in excess of the Councils standards is provided but the table below does not include the provision of 90 spaces provided in the basement for Block A which is included on the drawing. It should therefore be confirmed who this cycle parking would be allocated to. Table 6: Residential Cycle Parking <table><tr><th>Residential Block</th><th colspan="2">Number of units</th><th>Minimum Required Number of spaces</th><th>Number of Cycle Parking Spaces to be provided</th></tr><tr><th></th><th>C3 Residential Flat 1-2 bed</th><th>C3 Residential Flat 3+ bed</th><th></th><th></th></tr><tr><td>A</td><td>150</td><td></td><td>75</td><td>100</td></tr><tr><td>B</td><td>90</td><td></td><td>45</td><td>46</td></tr><tr><td>C</td><td>56</td><td></td><td>28</td><td>42</td></tr><tr><td>D</td><td>81</td><td>4</td><td>45</td><td>68</td></tr><tr><td>E</td><td>87</td><td>2</td><td>46</td><td>68</td></tr><tr><td>F</td><td>73</td><td>4</td><td>41</td><td>68</td></tr><tr><td>G</td><td>59</td><td></td><td>30</td><td>44</td></tr><tr><td>J</td><td>45</td><td></td><td>23</td><td>34</td></tr><tr><td>Total</td><td>641</td><td>10</td><td>331</td><td>470</td></tr></table> In addition, the table below confirms that 83 cycle spaces are required and are to be provided for the office use however the drawings only illustrate the provision of 46 spaces located adjacent to the residential entrance for Block B. This cycle parking is not only insufficient but also is not conveniently located to either office facility and therefore is not acceptable. Table 4.6: Comparison of minimum cycle parking spaces requirement with proposed <table><tr><th>Land Use</th><th>Minimum cycle parking spaces required</th><th>Proposed cycle parking spaces</th></tr><tr><td>B1 Office</td><td>83</td><td>83</td></tr><tr><td>C3 Residential Flat 1-2 bed</td><td>321</td><td>481</td></tr><tr><td>C3 Residential Flat 3+ bed</td><td>6</td><td>9</td></tr><tr><td>Unallocated</td><td>-</td><td>47</td></tr><tr><td>Total</td><td>410</td><td>620</td></tr></table>	Residential Block	Number of units		Minimum Required Number of spaces	Number of Cycle Parking Spaces to be provided		C3 Residential Flat 1-2 bed	C3 Residential Flat 3+ bed			A	150		75	100	B	90		45	46	C	56		28	42	D	81	4	45	68	E	87	2	46	68	F	73	4	41	68	G	59		30	44	J	45		23	34	Total	641	10	331	470	Land Use	Minimum cycle parking spaces required	Proposed cycle parking spaces	B1 Office	83	83	C3 Residential Flat 1-2 bed	321	481	C3 Residential Flat 3+ bed	6	9	Unallocated	-	47	Total	410	620	Please refer to the updated TP Bennett drawings contained at Appendix A and to Tables 5 and 6 which show the allocation of long-stay cycle parking. 150 long-stay cycle parking spaces are provided for the office uses, which considerably exceeds the RBC minimum requirement for 83 spaces. The cycle parking for Block A has been relocated to the basement, which is closer and has
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Topic	RBC Comment	Response
	Revised office cycle parking should therefore be submitted to address the above.	direct access to the office lifts.
Servicing	I am happy that adequate on-site turning facilities are provided to ensure vehicles can enter and exit in forward gear without excessive reversing which would be contrary to Manual for Streets. However, on Drawing 23061101-SDG-HGN-100-DR-D-01008 sheet 4 of 11 (top right insert) the tracking diagram still identifies that vehicles have to drive through adjacent parking bays and along areas of footway. This service area is therefore not acceptable and must be revised to allow for adequate access.	Please refer to updated 23061101-SDG-HGN-100-DR-D-01011 Sheet 4 in Appendix A, which demonstrates that this movement is possible.
	Point 4.30 states that '<i>No servicing will be undertaken from nearby public highways, such as Caversham Road</i>' however refuse stores and commercial units are accessed directly from Caversham Road which will only encourage on street servicing. The closest bay would be between 26m and 54m on The Avenue, located to the north of blocks G and H. A secondary servicing bay has been provided at the southern end of the proposed building adjacent to the office unit and this is deemed acceptable. However, I still have concern regarding the potential for on street servicing along Caversham Road, the applicant should therefore contribute £5,000 towards a Traffic Regulation Order and implementation of such order to upgrade the restriction so that no loading / unloading can take place.	The applicant is willing to make this contribution, which can be secured as part of the legal obligations

Comparison of Trip Generation with Permitted Lawful Use

5. RBC considers that as the extant permission from the 2011 Transport Assessment has now expired, the site trip generation should be compared to the existing use.
6. As noted on RBC's website (LPA Ref 12/00101), the Certificate of Lawfulness granted for the site confirms the existing use as a maximum of 7,494 m² gross internal area (GIA) for the distribution of parcels with the remainder of the site being ancillary to this use.
7. Although not currently on RBC's website, the traffic generation associated with the lawful use was reported at paragraph 3.24 of the 2011 Transport Assessment, which states that *"The former Royal Mail sorting office which was located on the site up to June 2009 was estimated to generate around 34 two-way trips via its only entrance from Vastern Road in the AM Peak and around 46 in the PM Peak. These figures have been deduced from the 'existing' trip generation of the site which was agreed with Reading Borough Council as part of RMG's relocation to Gillette Way."*
8. At the request of RBC, the trip generation of existing lawful uses has also been estimated with reference to the TRICS database assuming a B8 parcels depot use. Table 2 details the sites selected with the full data contained at Appendix B.

Table 2: TRICS Sites Used

Location	Survey Date	Floorspace (m ²)
Hounslow, Greater London	04 May 2017	3,860
Norfolk, East Anglia	25 October 2012	1,600

9. Table 3 estimates the traffic generation of the existing lawful use based upon the average trip rates from the selected TRICS sites.

Table 3: Vehicle Trip Generation of Existing Lawful Use – TRICS methodology applied to 7,494 m²

Trip rate per 100 m ² g/a	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Multi-modal vehicles	0.440	0.623	1.063	0.605	0.568	1.173
Trips	33	47	80	45	43	88

10. Table 4 compares the traffic generation of the proposed development with that of the existing lawful use (as estimated from the TRICS database) and with the historically accepted figures. The table shows that the traffic generated by the proposed scheme will be slightly lower than the historically accepted figures and significantly lower than the TRICS estimates.

Table 4: Change in traffic generation

	AM Peak (08:00-09:00) – two-way	PM Peak (17:00-18:00) – two-way
Existing Use – historic accepted figures	34	46
Proposed Use	33	48
Change	-1	-2
Existing Use – from TRICS	80	88
Proposed Use	33	48
Change	-47	-40

Allocation of Long-Stay Cycle Parking – Residential and Office Uses

11. Table 5 sets out the updated allocation of long-stay cycle parking for the residential uses. Within each block, the provision exceeds the RBC minimum requirements.

Table 5: Allocation of Long-Stay Residential Cycle Parking

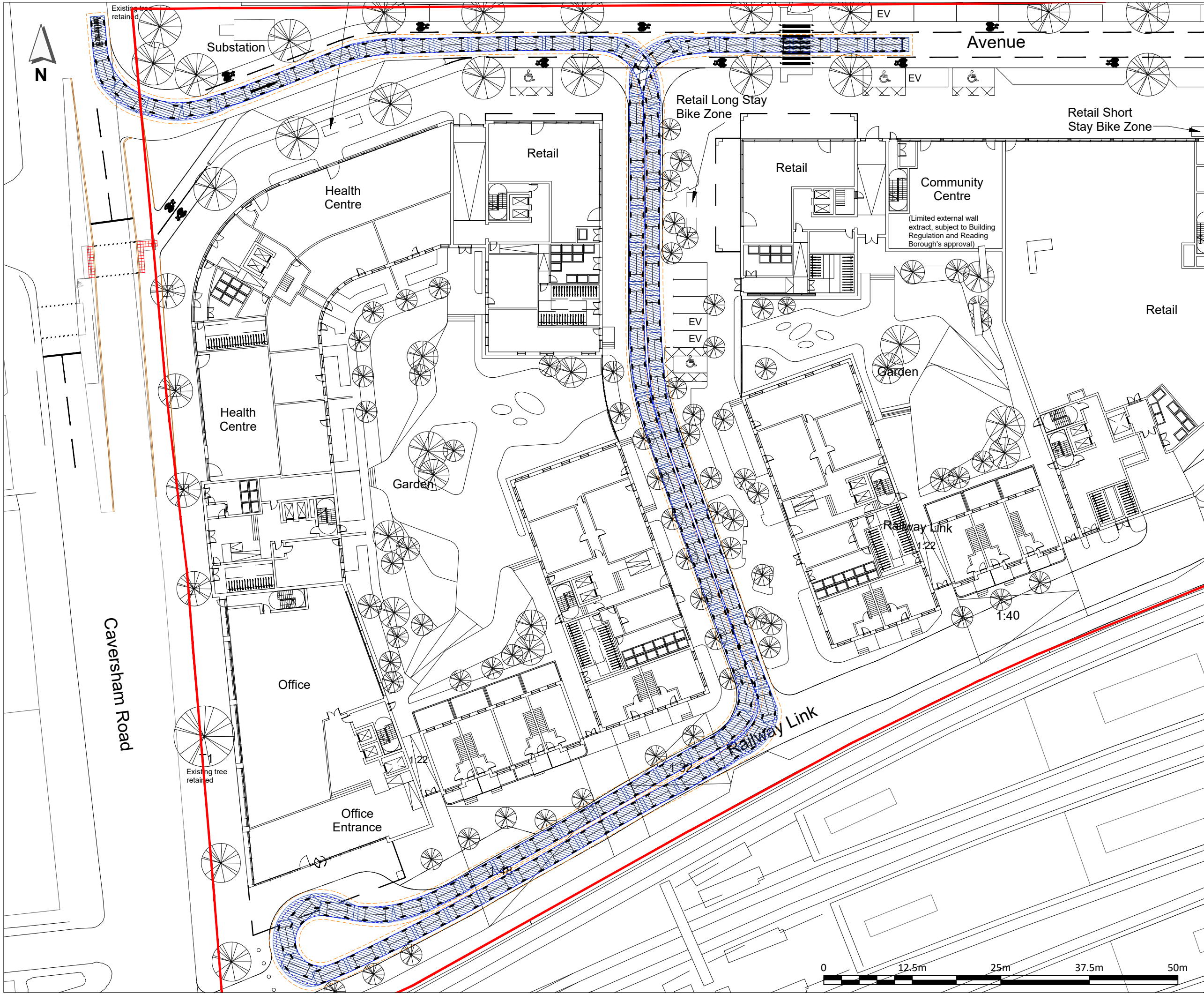
Block	Number of Units		Minimum Required Number of Spaces	Proposed Cycle Parking Spaces	Location
	1-2 bed flats	3 bed flats			
A	150	0	75	100	Basement
B	90	0	45	46	Basement
C	56	0	28	42	Ground Floor
D	81	4	45	68	Ground Floor
E	87	2	46	68	Ground Floor
F	73	4	41	68	Ground Floor
G	59	0	30	44	Ground Floor
H	45	0	23	34	Ground Floor
TOTAL	641	10	333	470	

12. Table 6 sets out the updated allocation of long-stay cycle parking for the office uses. Within each block, the provision exceeds the RBC minimum requirements.

Table 6: Allocation of Long-Stay Office Parking

Block	Floorspace (m ² gfa)	Minimum Required Number of Spaces	Proposed Cycle Parking Spaces	Location
A	10,065	51	90	Basement
H	6,509	33	60	Basement
TOTAL	16,574	84	150	

Appendix A: Updated Site Layout Plans and Swept Path Analysis



- NOTES:**
1. THIS DRAWING IS BASED ON 'A11113C2050P7.DWG' PROVIDED BY TP BENNETT ON 15.08.19.
 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

Standard Design Vehicle (SDV)

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

Hatched Body Envelope
500mm Offset Envelope
Wheel Tracks

P0	30SEP19	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: HERMES PROPERTY UNIT TRUST

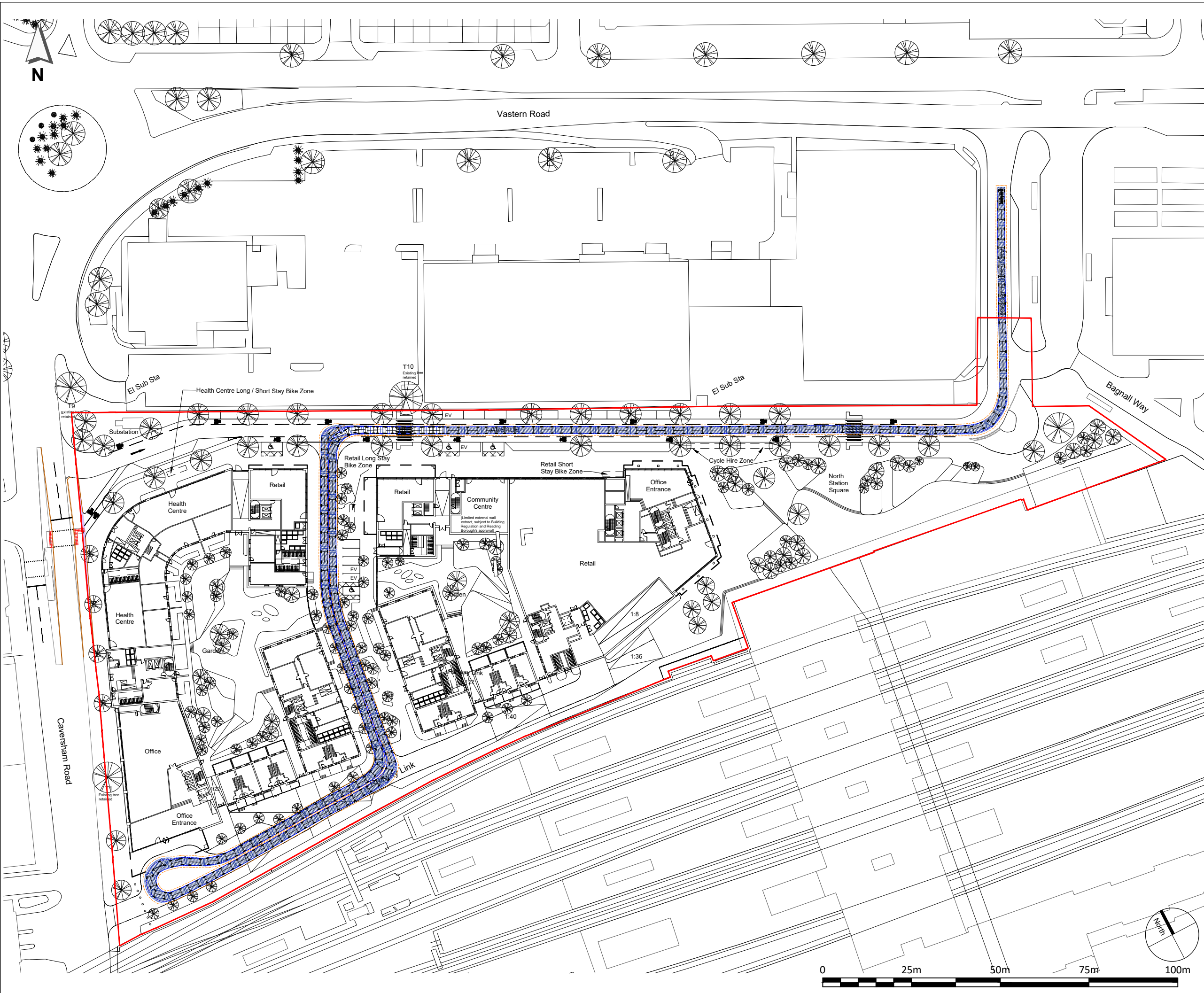
Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 1 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:500	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01011



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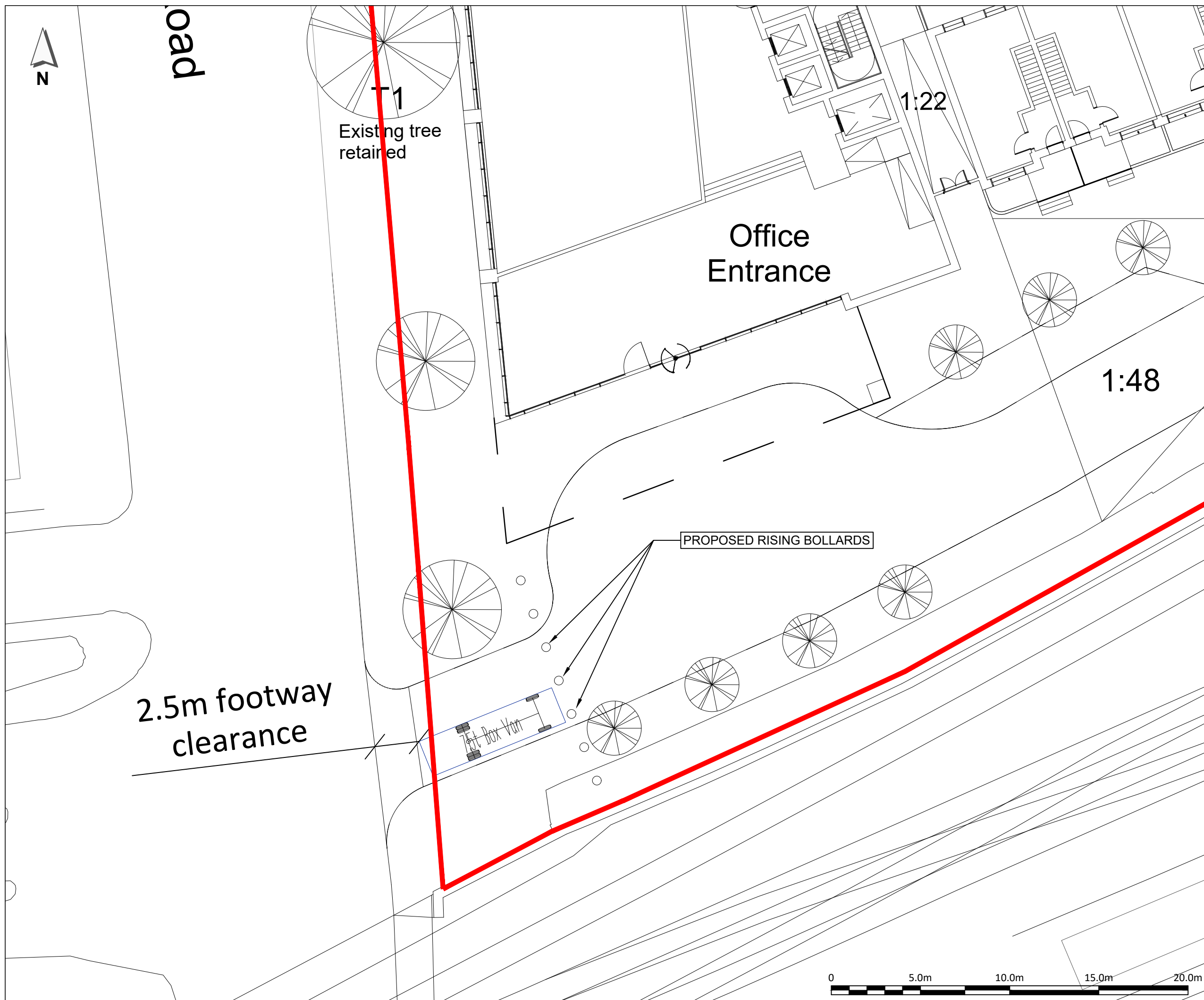
Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 2 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:1000	Suitability: S2	Rev: P0
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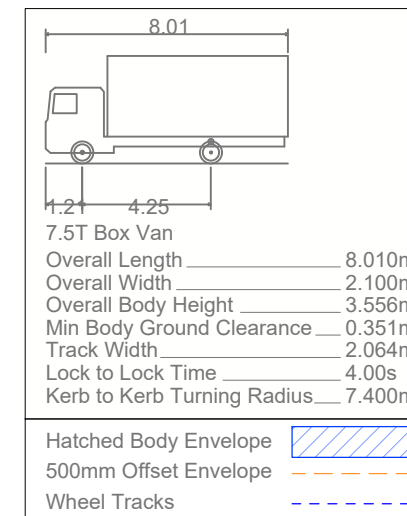
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PO	30SEP19	ORIGINAL ISSUE	AAZ	CJM	AKC
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Client: **HERMES PROPERTY UNIT TRUST**

Project Title: **READING METROPOLITAN**

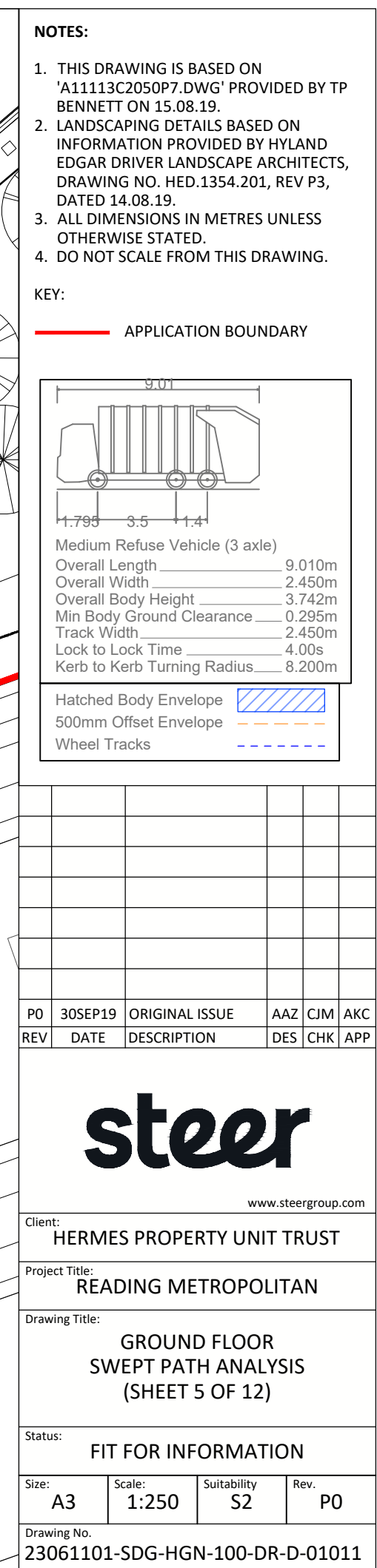
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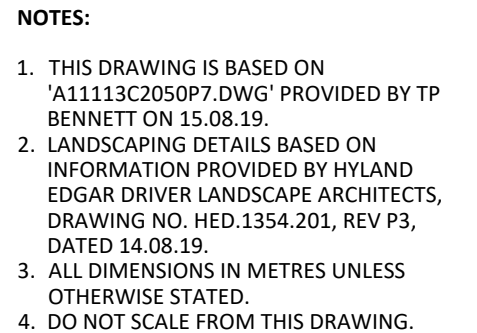
GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 3 OF 12)

Status:	FIT FOR INFORMATION
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Size: A3	Scale: 1:200	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01011





FTA Design hg Rigid Vehicle (1998)

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

Hatched Body Envelope	
500mm Offset Envelope	-----
Wheel Tracks	-----

P0	30SEP19	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: **HERMES PROPERTY UNIT TRUST**

Project Title: **READING METROPOLITAN**

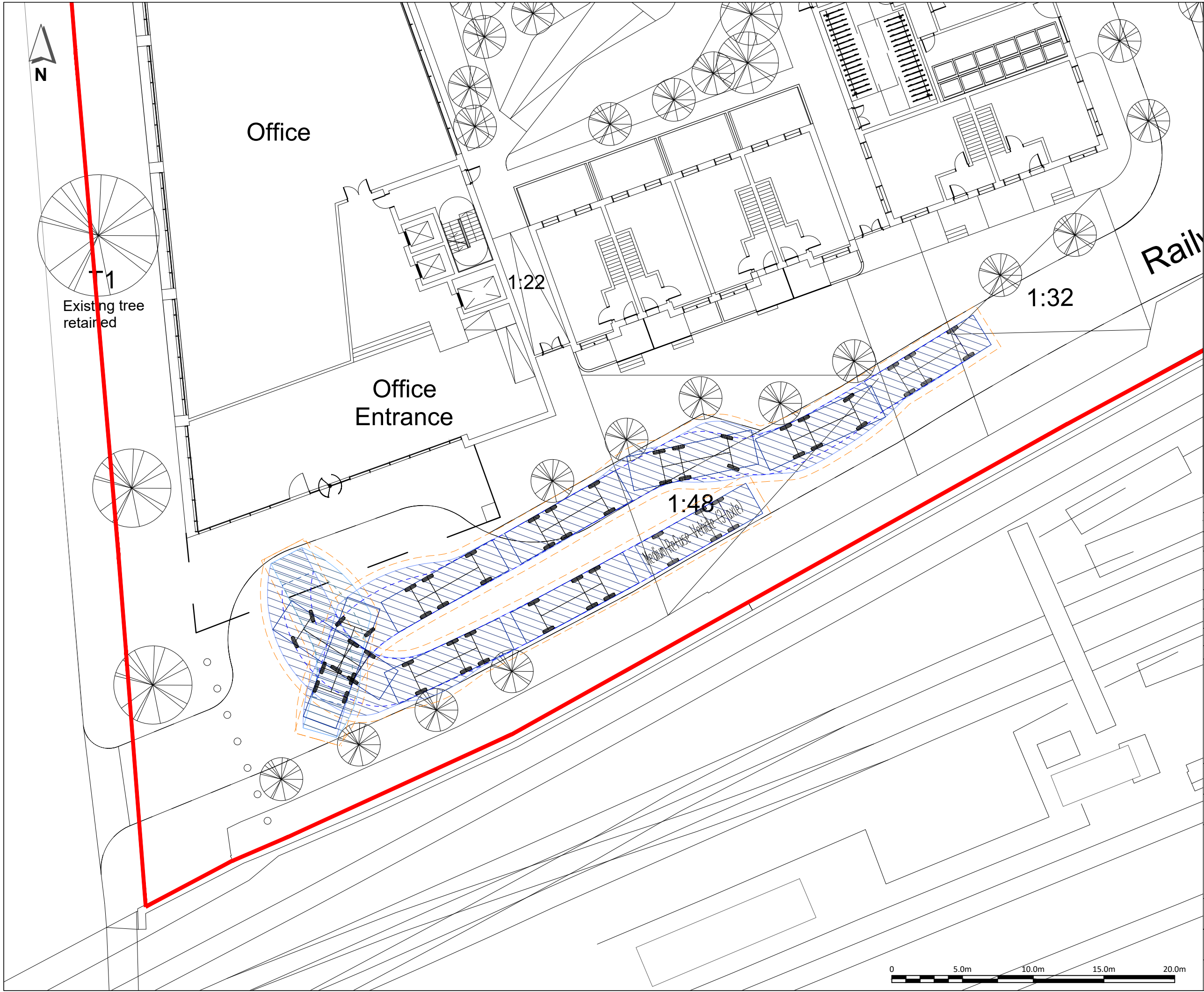
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**GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 6 OF 12)**

Status: **FIT FOR INFORMATION**

Size:	Scale:	Suitability	Rev.
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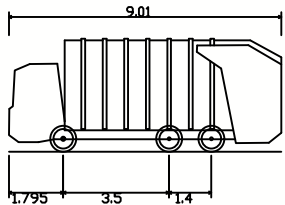
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- NOTES:**
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KEY:

APPLICATION BOUNDARY



Medium Refuse Vehicle (3 axle)

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

Hatched Body Envelope
500mm Offset Envelope
Wheel Tracks

PO	30SEP19	ORIGINAL ISSUE	AAZ	CJM	AKCC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Drawing Title: GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 7 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01011



Trooper Potts Way

FORWARD SIGHT STOPPING DISTANCE (SSD = 25m)
FOR PROPOSED 20MPH ROAD

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

SPEED CUSHIONS

2.4m

2.4m x 25m VISIBILITY SPLAY
FOR 20MPH ROAD

INDICATIVE TIGER CROSSING

NOTES:

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4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

P0	13SEP19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

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Client: HERMES PROPERTY UNIT TRUST

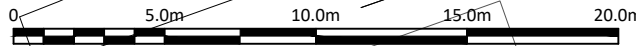
Project Title: READING METROPOLITAN

Drawing Title: TRAFFIC CALMING AND
VEHICLE VISIBILITY SPLAYS
(SHEET 10 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01011





Health Centre Long / Short Stay Bike Zone

2.4m x 25m VISIBILITY SPLAY
FOR 20MPH ROAD

T10
Existing tree
retained

EV

EV

Retail Long Stay
Bike Zone

Retail

Retail

Com
Ce

(Limited ex
extract, sub
Regulation
Borough's a

INDICATIVE TIGER CROSSING

NOTES:

1. THIS DRAWING IS BASED ON 'A11113C2050P7.DWG' PROVIDED BY TP BENNETT ON 15.08.19.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
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KEY:

— APPLICATION BOUNDARY

PO	30SEP19	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client:
HERMES PROPERTY UNIT TRUST

Project Title:
READING METROPOLITAN

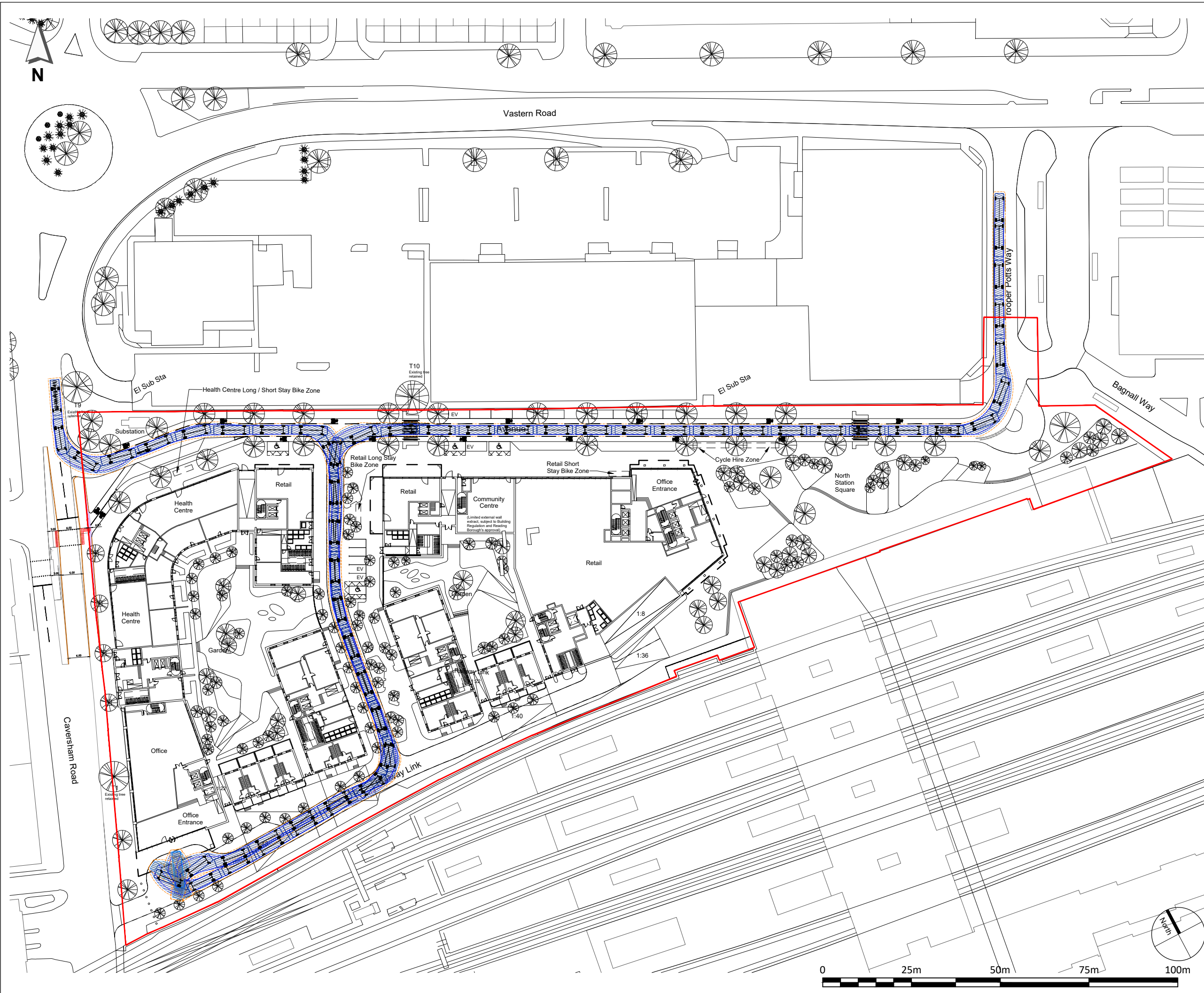
Drawing Title:
TRAFFIC CALMING AND
VEHICLE VISIBILITY SPLAYS
(SHEET 11 OF 12)

Status:
FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01011

\\glp01d-ws\share\hcn\proj\23061101-SDG-HGN-100-DR-D-01011-011



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

KEY:

APPLICATION BOUNDARY

FTA Design hg Rigid Vehicle (1998)

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

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	13SEP19	ORIGINAL ISSUE	AAZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

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Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 12 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:1000	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01011



CLIENT	
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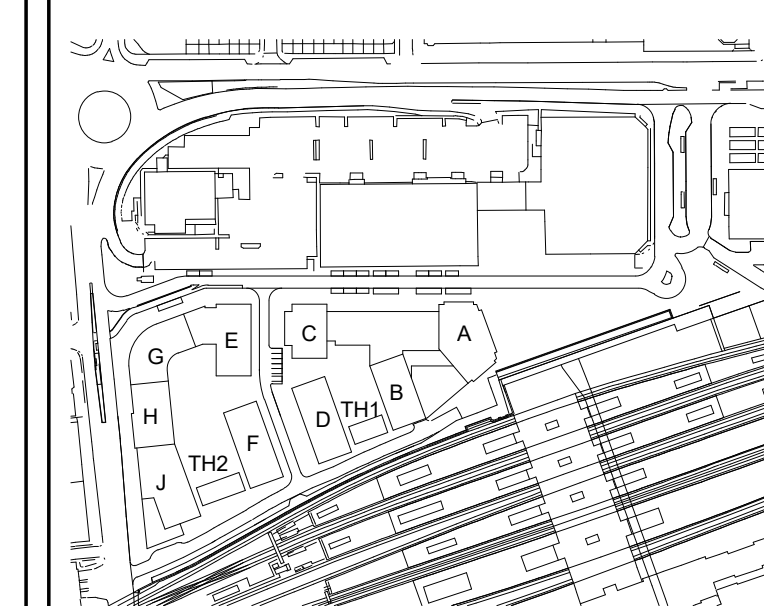
Hermes Property Unit Trust

STRUCTURAL ENGINEER

	SERVICES ENGINEER
--	-------------------

CONSULTANT	
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KEY PLAN



NOTES:
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- | | | | |
|---|--------------------|---|------------------------|
|  | 1 Bed |  | Resi Entr B |
|  | 2 Bed |  | Resi Entr C |
|  | 3 Bed |  | Resi Entr D |
|  | Car Park |  | Resi Entr E |
|  | Community Centre |  | Resi Entr F |
|  | DP (Duplex) |  | Resi Entr G |
|  | Health Centre |  | Resi Entr H |
|  | Office |  | Retail |
|  | Office Entrance |  | TH (Town House) |
|  | Office WC |  | Shared Ownership 1 Bed |
|  | Plant |  | Shared Ownership 2 Bed |
|  | Refuse |  | Social Rented 1 Bed |
|  | Resi Cycle Parking |  | Social Rented 2 Bed |
|  | Resi Entr A | | |

P8	03-10-19	Widen Ave width to 6.5m, kerb line adjusted according to the relevant tracking (by Stow)	CH	NS
P7	15-08-19	Landscape amended to reviewed refuse truck swept path.	KT	BS
P6	09-08-19	Refuse areas added.	KT	BS
P5	02-08-19	Dock stairs, trees amended, T9 & T10 tree added.	KT	NS
P4	05-07-19	Revised landscaping to reflect current landscape plan	CH	NS
P3	04-03-19	Change flexible A112/3 or D1 use to Health Centre and Community use	CH	NS
P2	15-02-19	Revised room colour and room label included. Revised CH legend	CH	NS
P1	14-12-18	Issue for outline planning application	CH	NS
N1	Date	Comments	Drawn	Checked

[illegible]

Planning

Planning

tp bennett

architecture
interiors
planning

One America Street London SE1 ONE UK +44 (0) 20 7208 2000 www.tpbenett.com

Project	
---------	--

A11113 Caversham Road
Reading Metropolitan

Drawing Title	
---------------	--

Illustrative Scheme GA - Site Plan
Ground Floor

Drawn	Date	Scale @ A1	Alt. Ref.
FC	03/12/2018	1 : 500	

tp bennett: Project No.	Series	Zone	Drawing Number	Rev.
A11113	C	2	050	P8

P8

MM Model Ref: A11113.TPB.00.ZZ.M3.A.0001.S0.P01.2



CLIENT

Hermes Property Unit Trust

STRUCTURAL ENGINEER

SERVICES ENGINEER

COST CONSULTANT

KEY PLAN

NOTES

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Shared Ownership 1 Bed

Shared Ownership 2 Bed

Social Rented 1 Bed

Social Rented 2 Bed

P10 03-10-2019

Wider Ave with 10.5m, turn the adjusted according to the proposed building (the client and revised plan for the new road)

NS

P9 15-08-2019

Landscape amended to reviewed refuse truck sweep path

KT

BS

P8 02-08-2019

Door way, trees removed, T9 & T10 tree added. Being garden added

KT

NS

P7 19-07-2019

Tree position updated

NS

NS

P6 16-07-2019

Tree on middle ground in landscape

NS

NS

P5 09-07-2019

Indicative pedestrian crossings added + bike numbers NS updated

NS

NS

P4 08-07-2019

Landscape updated to reflect landscape plan (Refuse and bike numbers updated)

NS

NS

P3 04-03-2019

Change Reside A1023 or D1 use to Health Centre and Community use

CH

NS

P2 15-02-2019

Planned open colour and room label included. Affordable housing unit shown. Revised layout

CH

NS

P1 14-12-2018

Issue for outline planning application

CH

NS

No.

Date

Comments

Drawn

Checked

Revise

Planning

tp bennett

architecture

interiors

planning

One America Street London SE1 1NE UK

+44 (0) 20 7258 2000 www.tpbenett.com

Project

A11113 Caversham Road

Reading Metropolitan

Client Title

Illustrative Scheme GA

Ground Floor Plan

Drawn

Date

Scale @ A3

Alt Ref

LB

07/07/2017

As

Unpublished

tp bennett Project No.

Series

Zone

Drawing Number

Rev

A11113

C

2

100

P10

Appendix B: TRICS Data

Calculation Reference: AUDIT-720101-190927-0957

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
04	EAST ANGLIA	
	NF NORFOLK	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: 1600 to 3860 (units: sqm)
 Range Selected by User: 1600 to 15583 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 26/04/19

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

Selected survey days:

Thursday 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of 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:

Commercial Zone	2
-----------------	---

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

Secondary Filtering selection:

Use Class:

B8	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
------------------	--------

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	HO-02-G-05 FOREST ROAD FELTHAM	DPD & DPD LOCAL	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Commercial Zone		
	Total Gross floor area:		3860 sqm
	Survey date: THURSDAY		04/05/17
2	NF-02-G-01 BARKER STREET NORWICH	PARCELFORCE	NORFOLK
	Edge of Town Centre Commercial Zone		
	Total Gross floor area:		1600 sqm
	Survey date: THURSDAY		25/10/12
	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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.078	1	3860	0.052	1	3860	0.130
05:30 - 06:00	1	3860	0.130	1	3860	0.052	1	3860	0.182
06:00 - 06:30	2	2730	0.238	2	2730	0.128	2	2730	0.366
06:30 - 07:00	2	2730	0.311	2	2730	0.110	2	2730	0.421
07:00 - 07:30	2	2730	0.293	2	2730	0.256	2	2730	0.549
07:30 - 08:00	2	2730	0.238	2	2730	0.513	2	2730	0.751
08:00 - 08:30	2	2730	0.165	2	2730	0.348	2	2730	0.513
08:30 - 09:00	2	2730	0.275	2	2730	0.275	2	2730	0.550
09:00 - 09:30	2	2730	0.275	2	2730	0.256	2	2730	0.531
09:30 - 10:00	2	2730	0.165	2	2730	0.330	2	2730	0.495
10:00 - 10:30	2	2730	0.128	2	2730	0.256	2	2730	0.384
10:30 - 11:00	2	2730	0.183	2	2730	0.147	2	2730	0.330
11:00 - 11:30	2	2730	0.073	2	2730	0.110	2	2730	0.183
11:30 - 12:00	2	2730	0.073	2	2730	0.183	2	2730	0.256
12:00 - 12:30	2	2730	0.147	2	2730	0.147	2	2730	0.294
12:30 - 13:00	2	2730	0.110	2	2730	0.110	2	2730	0.220
13:00 - 13:30	2	2730	0.128	2	2730	0.073	2	2730	0.201
13:30 - 14:00	2	2730	0.110	2	2730	0.092	2	2730	0.202
14:00 - 14:30	2	2730	0.147	2	2730	0.110	2	2730	0.257
14:30 - 15:00	2	2730	0.147	2	2730	0.092	2	2730	0.239
15:00 - 15:30	2	2730	0.183	2	2730	0.110	2	2730	0.293
15:30 - 16:00	2	2730	0.147	2	2730	0.110	2	2730	0.257
16:00 - 16:30	2	2730	0.275	2	2730	0.110	2	2730	0.385
16:30 - 17:00	2	2730	0.348	2	2730	0.256	2	2730	0.604
17:00 - 17:30	2	2730	0.330	2	2730	0.275	2	2730	0.605
17:30 - 18:00	2	2730	0.275	2	2730	0.293	2	2730	0.568
18:00 - 18:30	2	2730	0.201	2	2730	0.238	2	2730	0.439
18:30 - 19:00	2	2730	0.183	2	2730	0.201	2	2730	0.384
19:00 - 19:30	1	1600	0.000	1	1600	0.250	1	1600	0.250
19:30 - 20:00	1	1600	0.063	1	1600	0.188	1	1600	0.250
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.418			5.671			11.089

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.

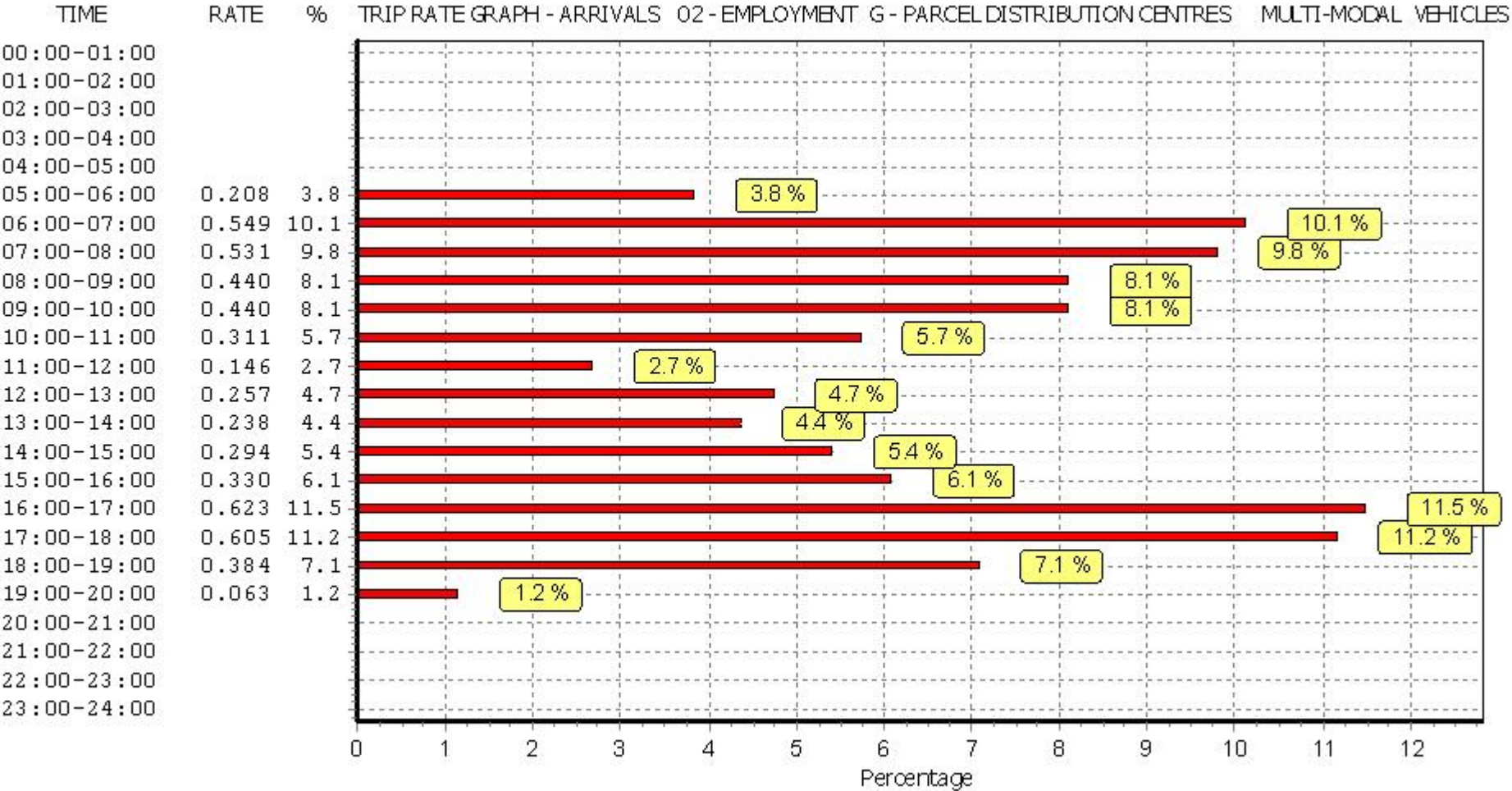
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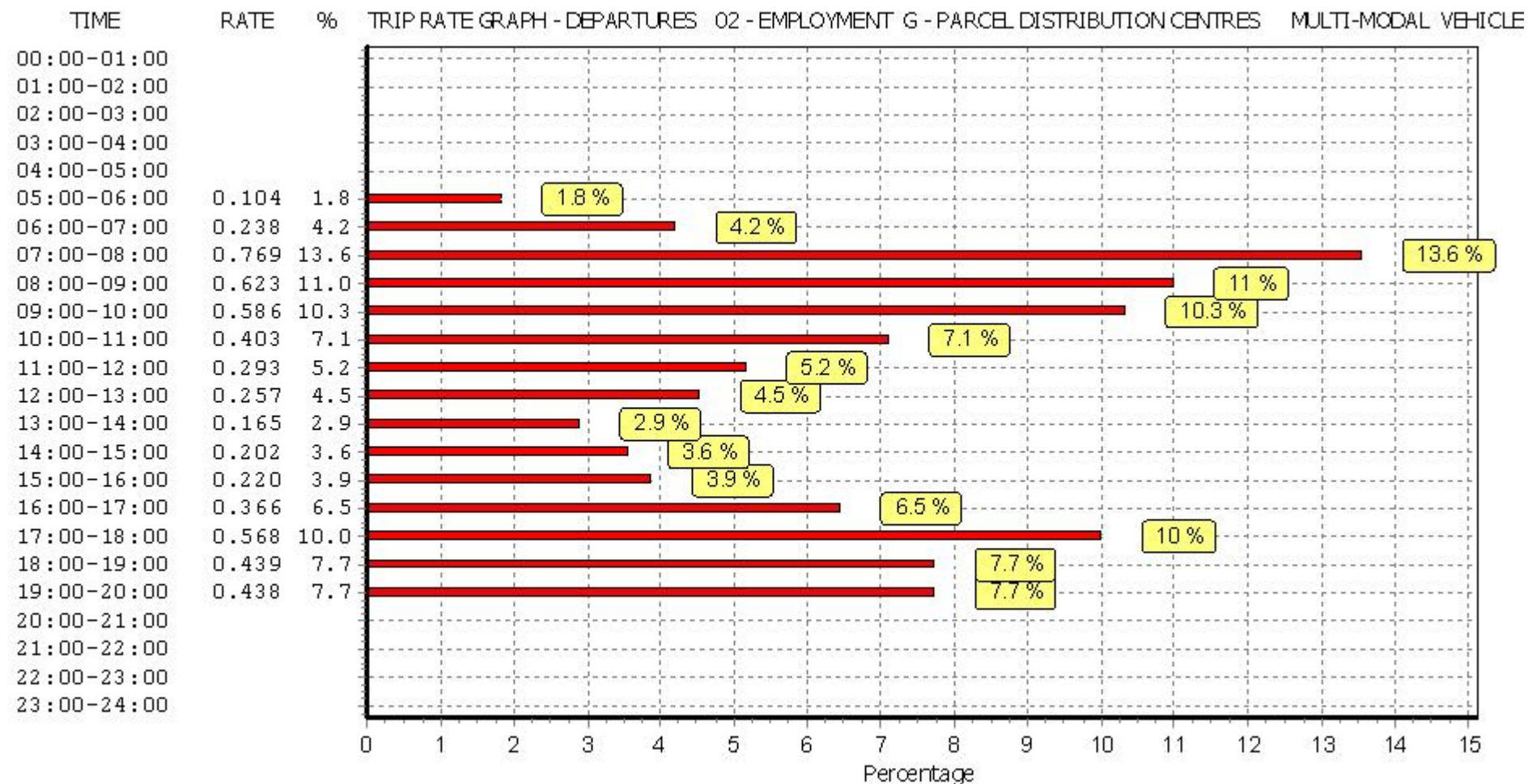
Parameter summary

Trip rate parameter range selected:	1600 - 3860 (units: sqm)
Survey date date range:	01/01/11 - 26/04/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

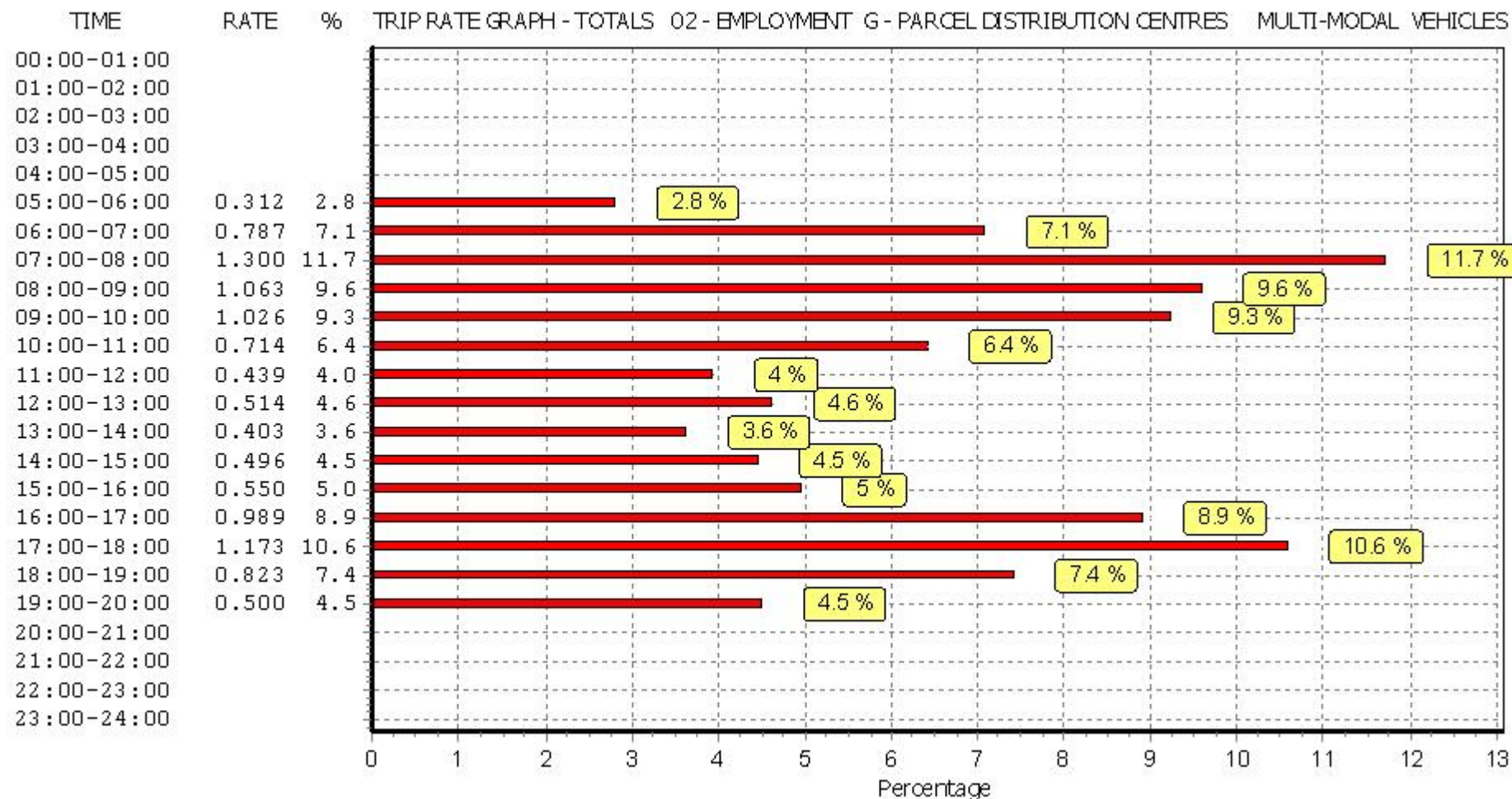
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TAXIS

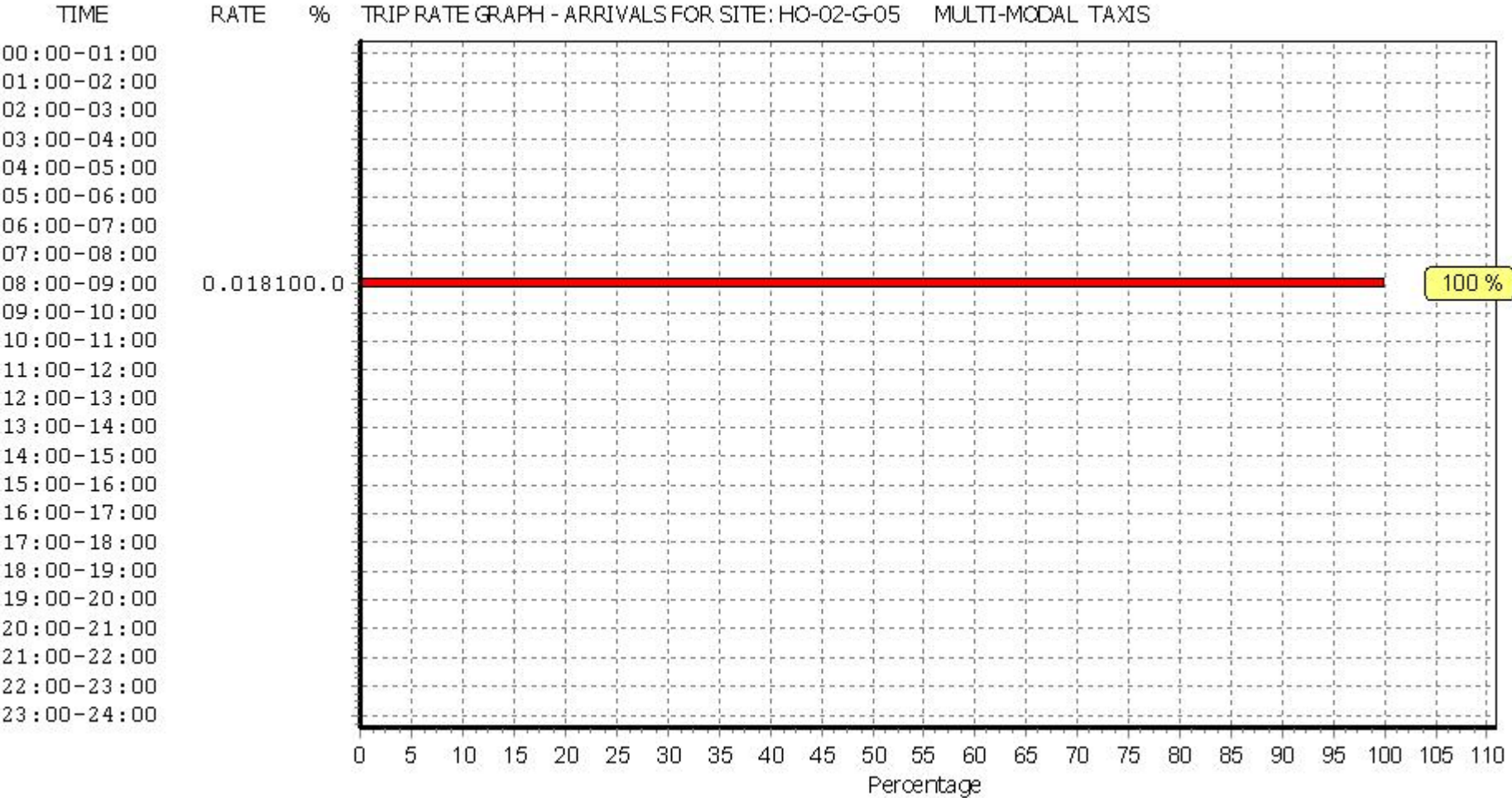
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

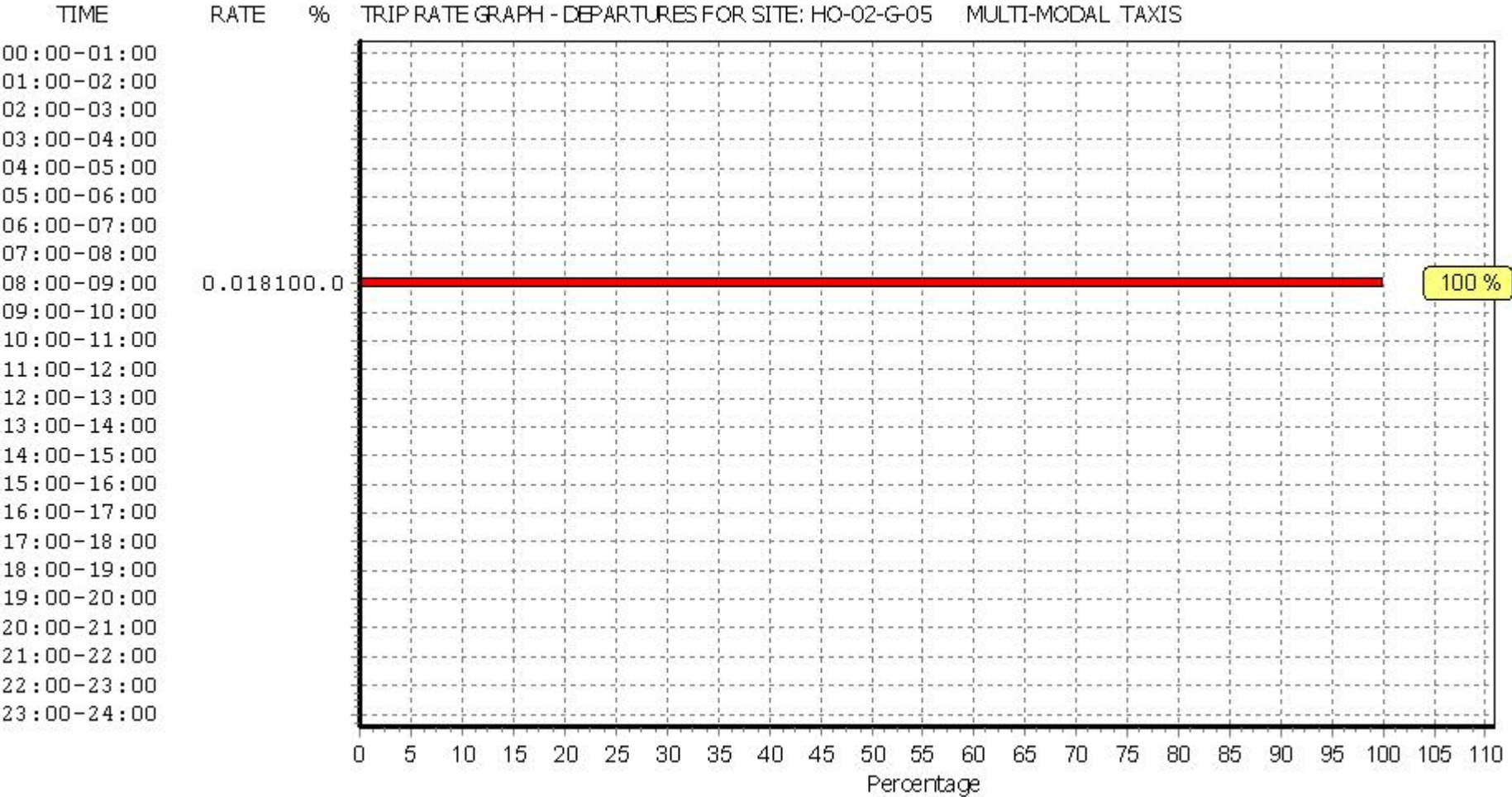
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.000	1	3860	0.000	1	3860	0.000
05:30 - 06:00	1	3860	0.000	1	3860	0.000	1	3860	0.000
06:00 - 06:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
06:30 - 07:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
07:00 - 07:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
07:30 - 08:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:00 - 08:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:30 - 09:00	2	2730	0.018	2	2730	0.018	2	2730	0.036
09:00 - 09:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
09:30 - 10:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
10:00 - 10:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
10:30 - 11:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:00 - 11:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:30 - 12:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:00 - 12:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:30 - 13:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
13:00 - 13:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
13:30 - 14:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:00 - 14:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:30 - 15:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
15:00 - 15:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
15:30 - 16:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:00 - 16:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:30 - 17:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:00 - 17:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:30 - 18:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
18:00 - 18:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
18:30 - 19:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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

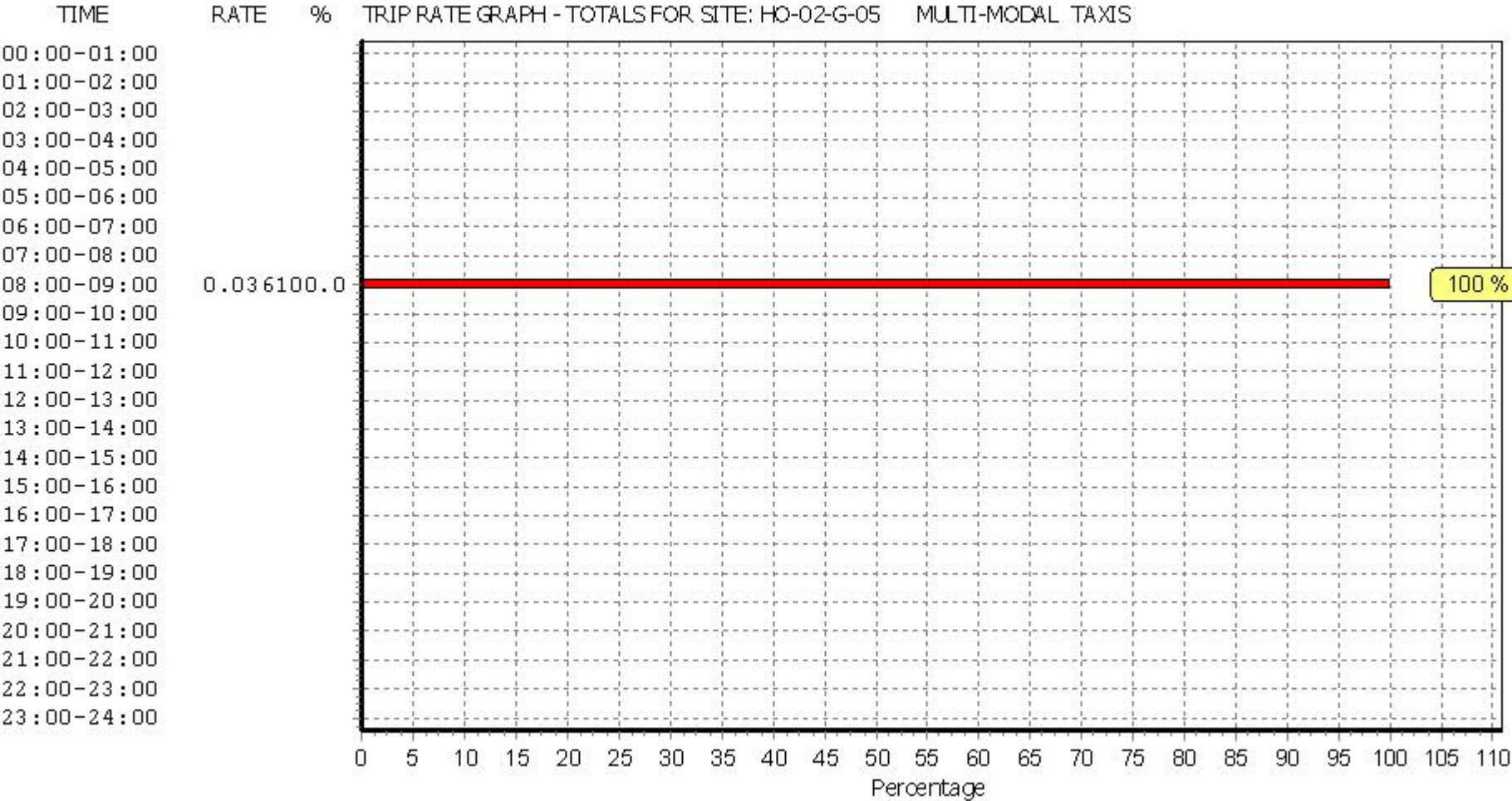
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL OGVS

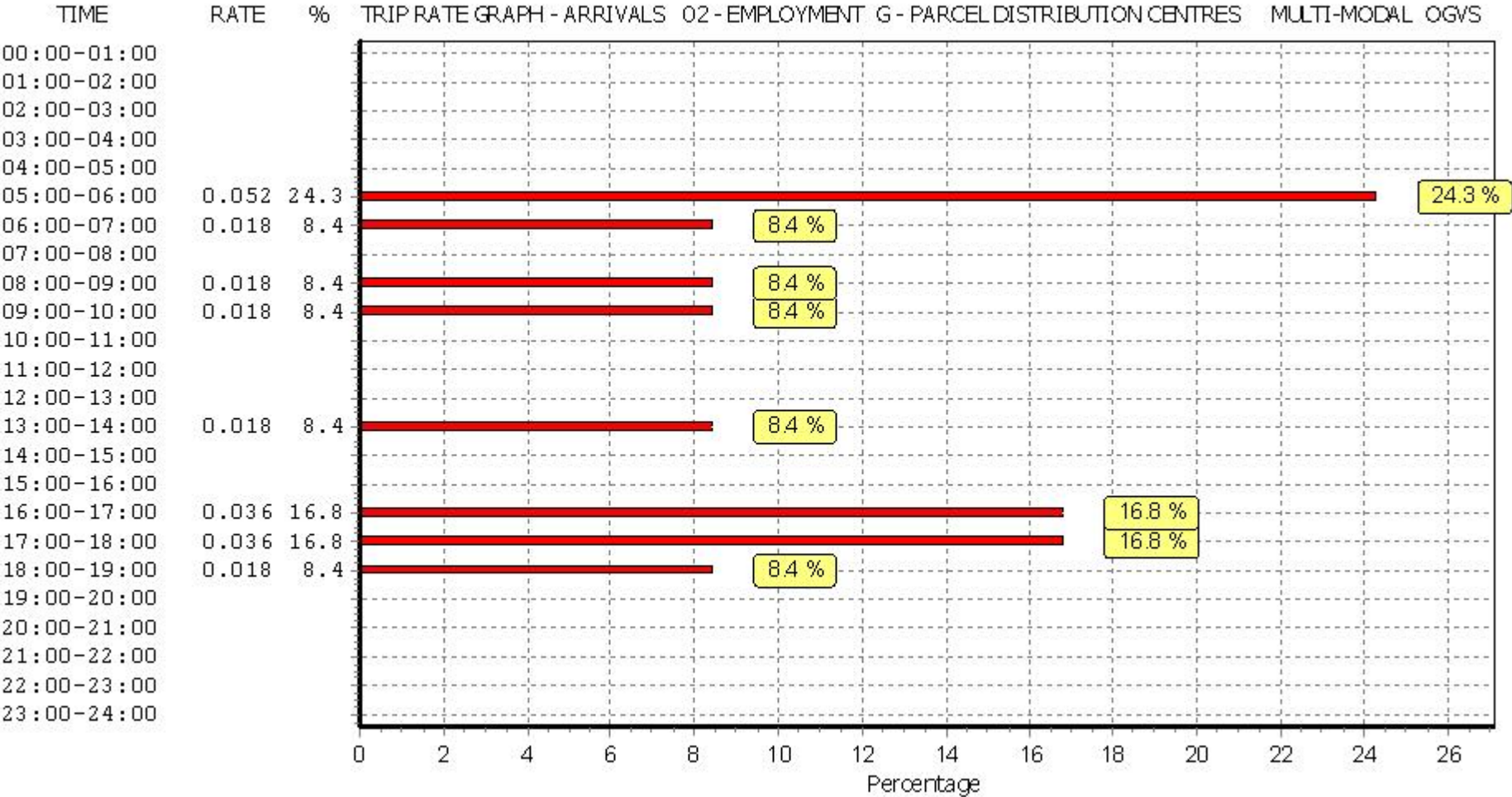
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

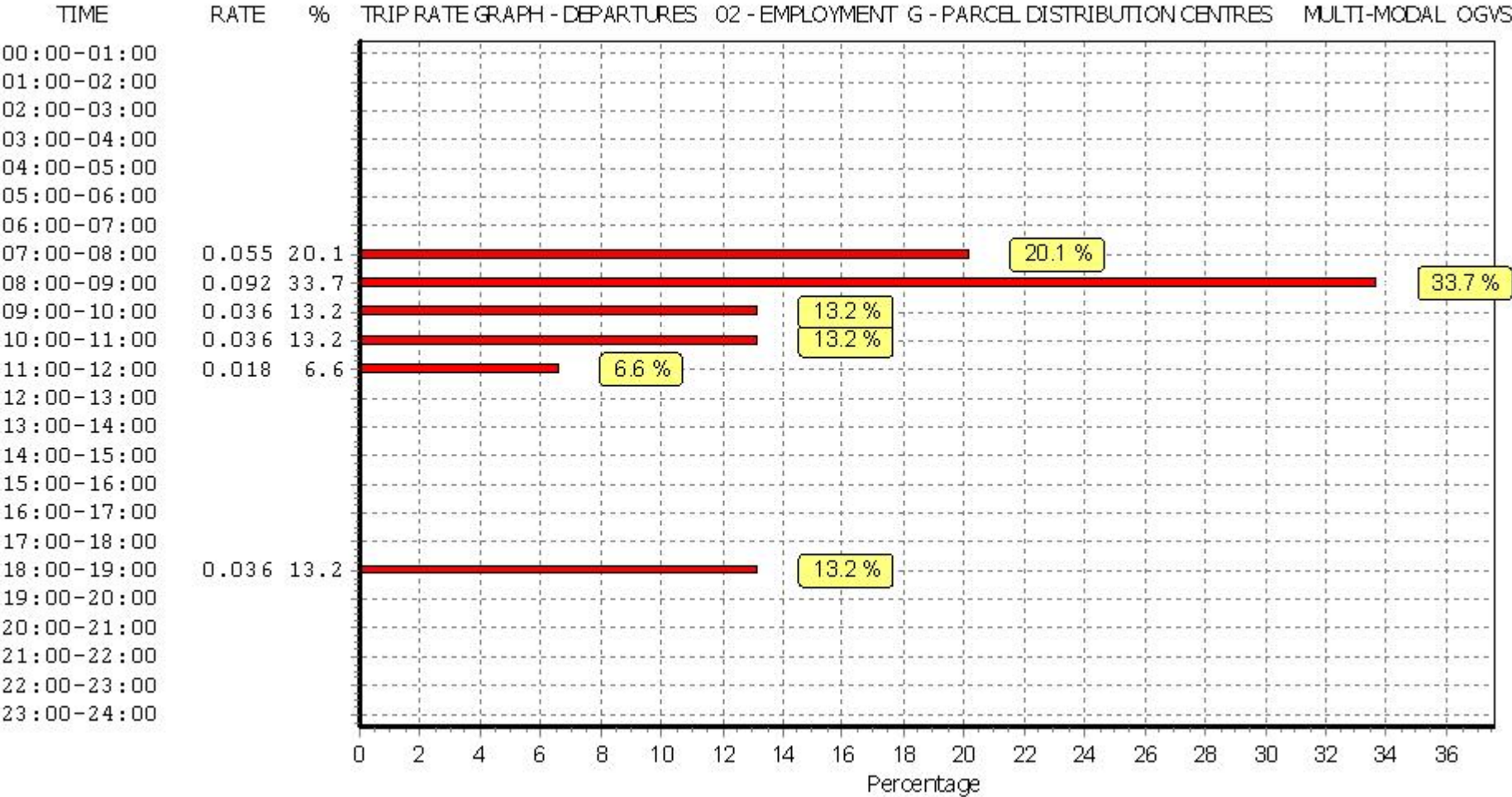
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.026	1	3860	0.000	1	3860	0.026
05:30 - 06:00	1	3860	0.026	1	3860	0.000	1	3860	0.026
06:00 - 06:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
06:30 - 07:00	2	2730	0.018	2	2730	0.000	2	2730	0.018
07:00 - 07:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
07:30 - 08:00	2	2730	0.000	2	2730	0.037	2	2730	0.037
08:00 - 08:30	2	2730	0.018	2	2730	0.037	2	2730	0.055
08:30 - 09:00	2	2730	0.000	2	2730	0.055	2	2730	0.055
09:00 - 09:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
09:30 - 10:00	2	2730	0.018	2	2730	0.018	2	2730	0.036
10:00 - 10:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
10:30 - 11:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
11:00 - 11:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
11:30 - 12:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:00 - 12:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:30 - 13:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
13:00 - 13:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
13:30 - 14:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:00 - 14:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:30 - 15:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
15:00 - 15:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
15:30 - 16:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:00 - 16:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
16:30 - 17:00	2	2730	0.018	2	2730	0.000	2	2730	0.018
17:00 - 17:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
17:30 - 18:00	2	2730	0.018	2	2730	0.000	2	2730	0.018
18:00 - 18:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
18:30 - 19:00	2	2730	0.018	2	2730	0.018	2	2730	0.036
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.214			0.273			0.487

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.

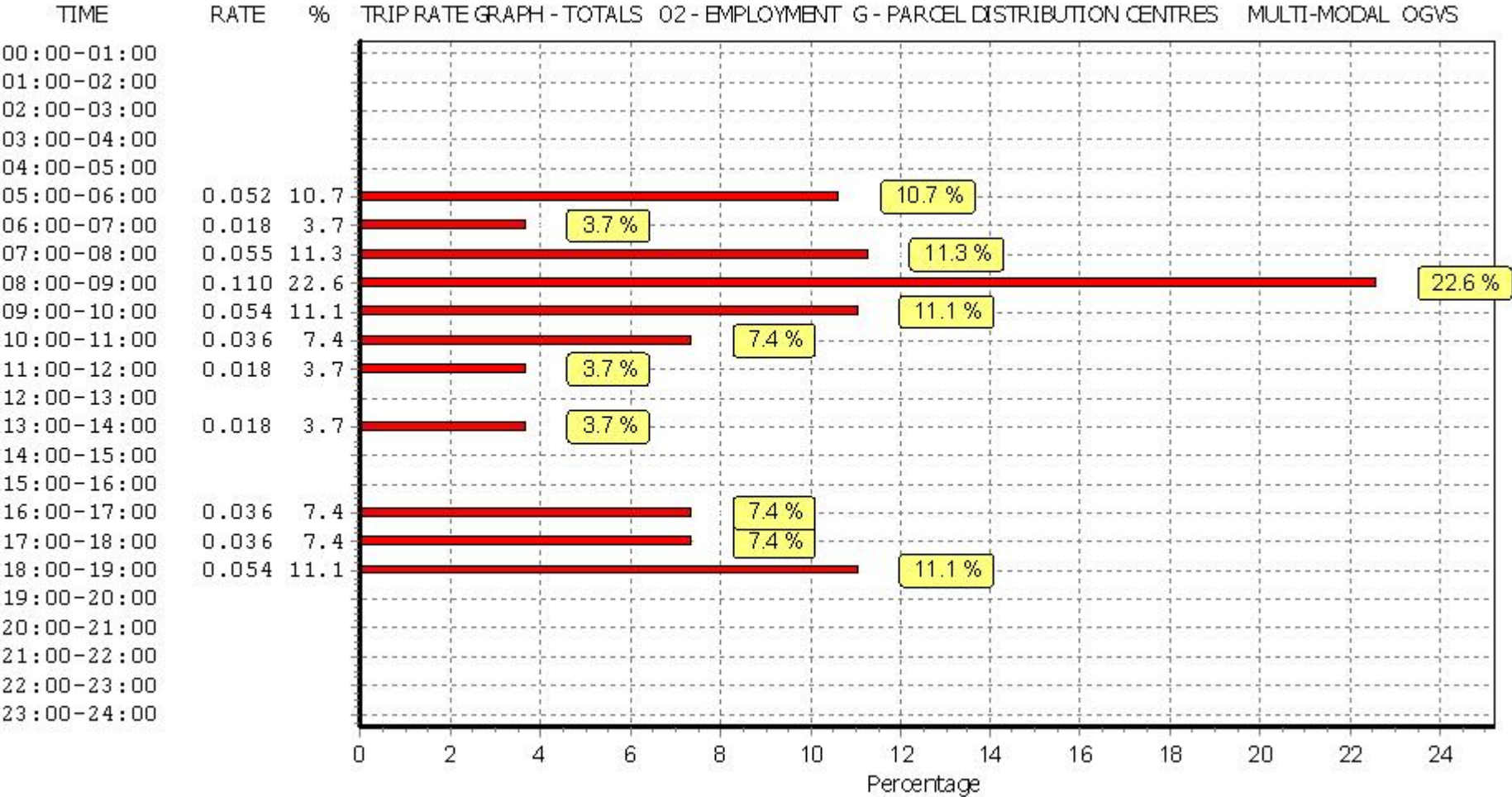
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL CYCLISTS

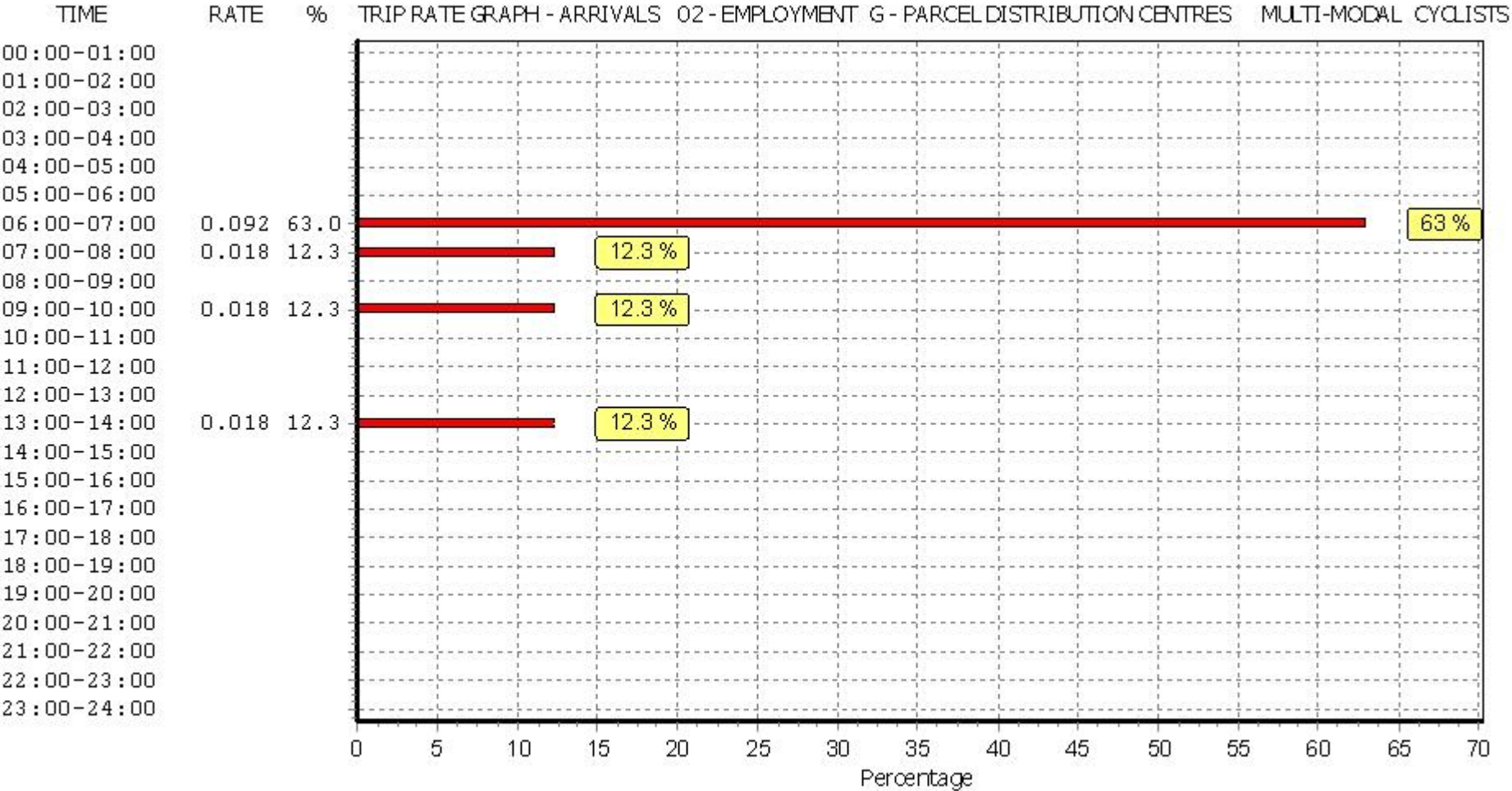
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

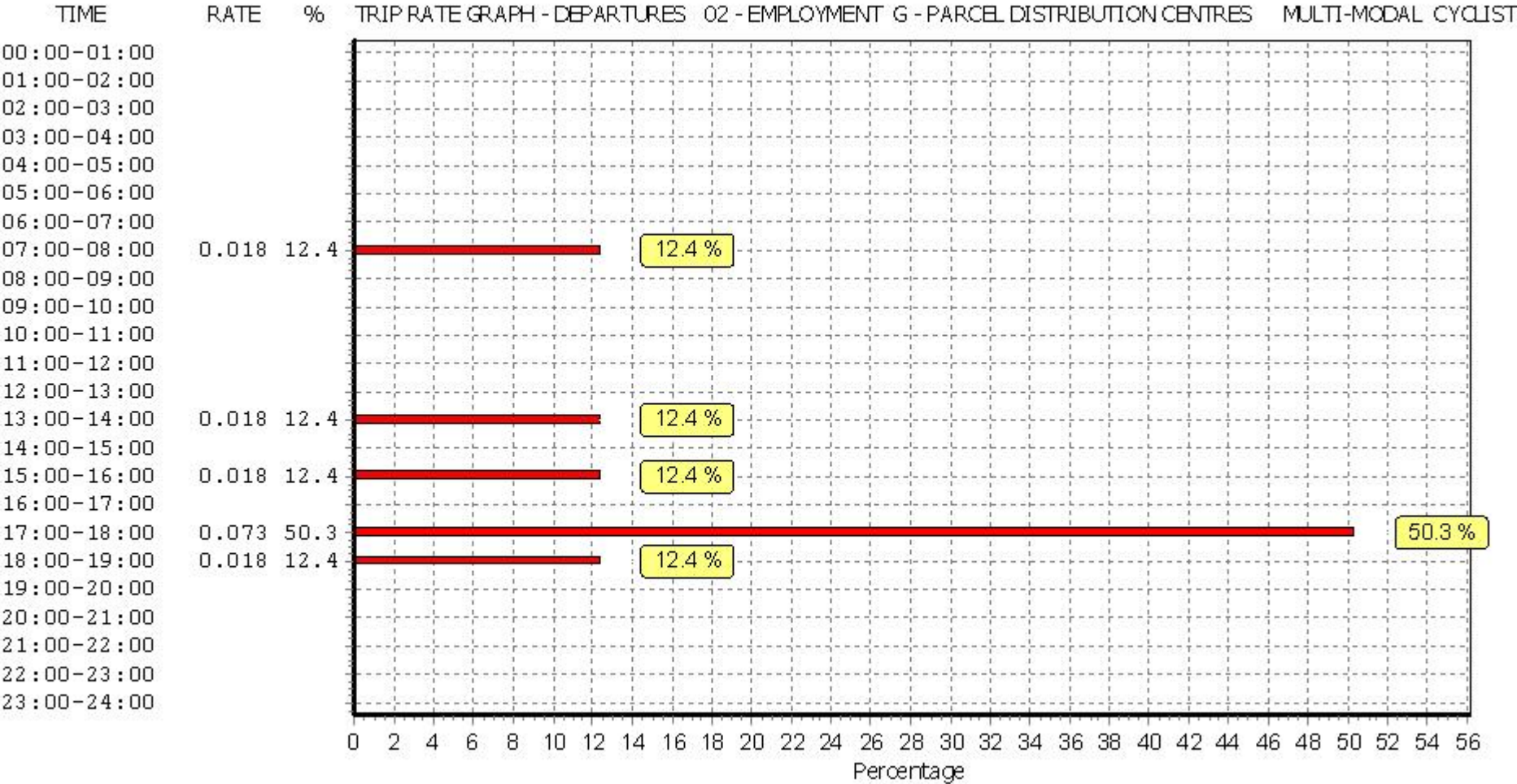
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.000	1	3860	0.000	1	3860	0.000
05:30 - 06:00	1	3860	0.000	1	3860	0.000	1	3860	0.000
06:00 - 06:30	2	2730	0.037	2	2730	0.000	2	2730	0.037
06:30 - 07:00	2	2730	0.055	2	2730	0.000	2	2730	0.055
07:00 - 07:30	2	2730	0.018	2	2730	0.018	2	2730	0.036
07:30 - 08:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:00 - 08:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:30 - 09:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
09:00 - 09:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
09:30 - 10:00	2	2730	0.018	2	2730	0.000	2	2730	0.018
10:00 - 10:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
10:30 - 11:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:00 - 11:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:30 - 12:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:00 - 12:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:30 - 13:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
13:00 - 13:30	2	2730	0.018	2	2730	0.018	2	2730	0.036
13:30 - 14:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:00 - 14:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:30 - 15:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
15:00 - 15:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
15:30 - 16:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:00 - 16:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:30 - 17:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:00 - 17:30	2	2730	0.000	2	2730	0.055	2	2730	0.055
17:30 - 18:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
18:00 - 18:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
18:30 - 19:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.146			0.145			0.291

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.

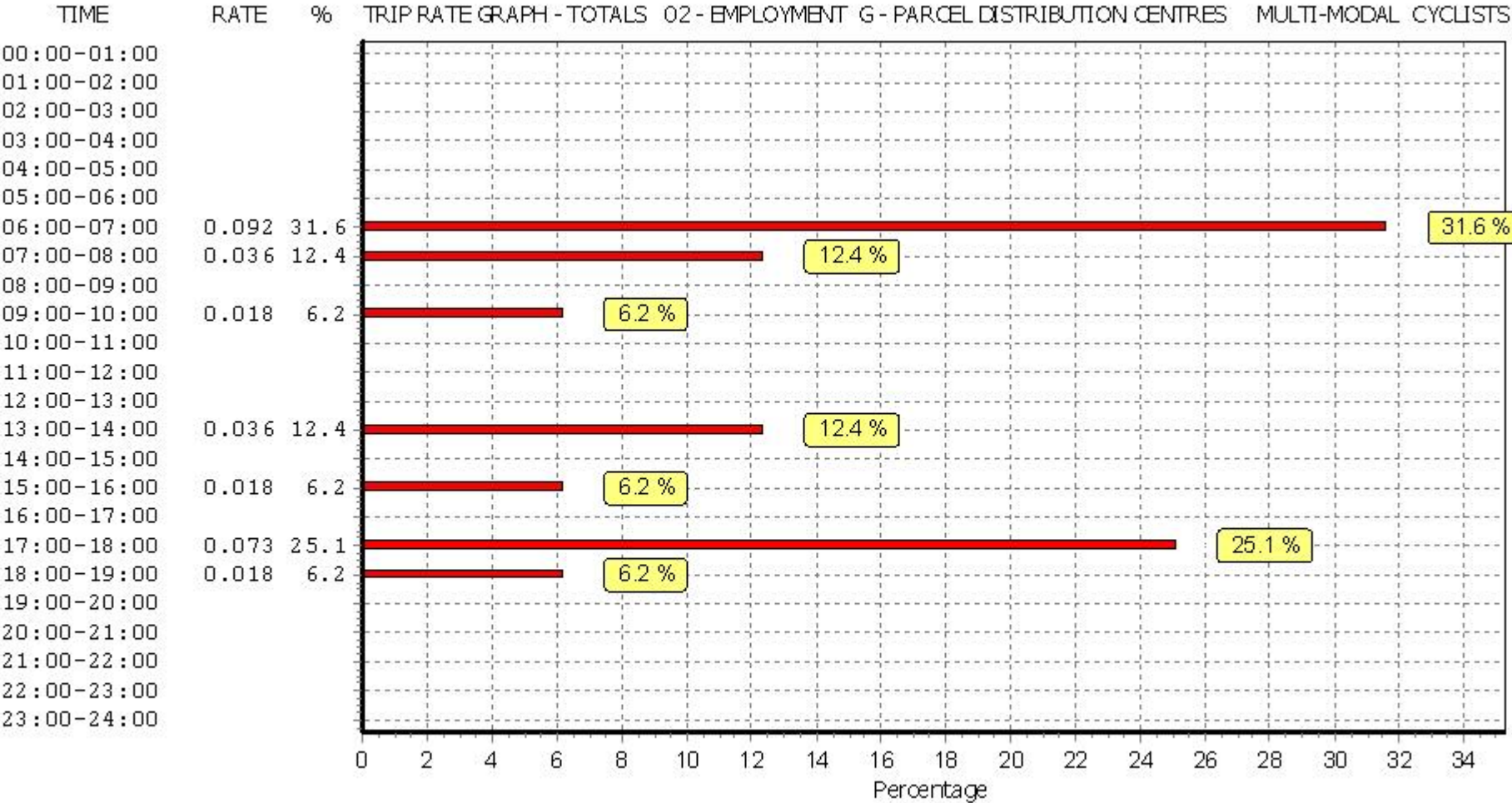
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL VEHICLE OCCUPANTS

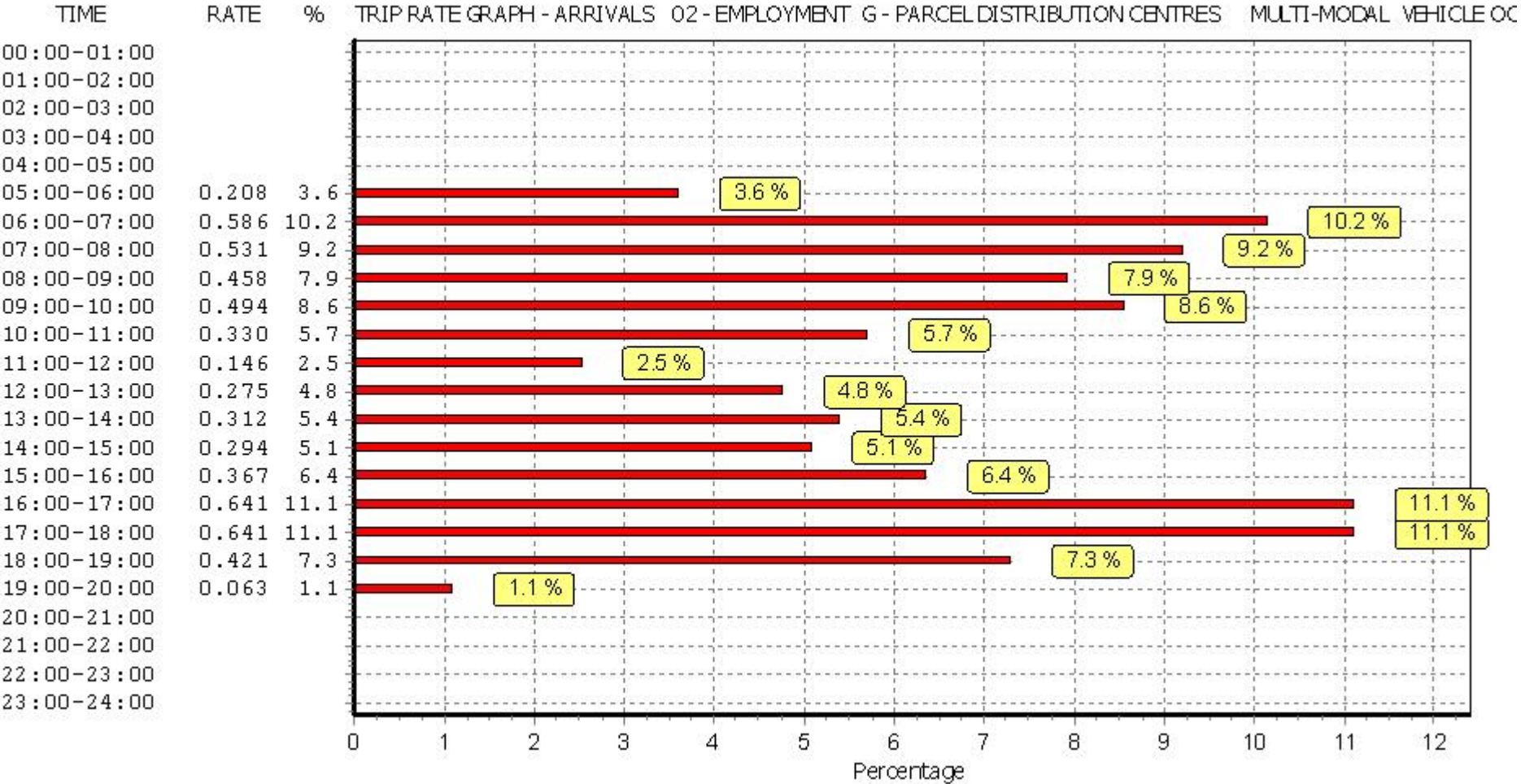
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

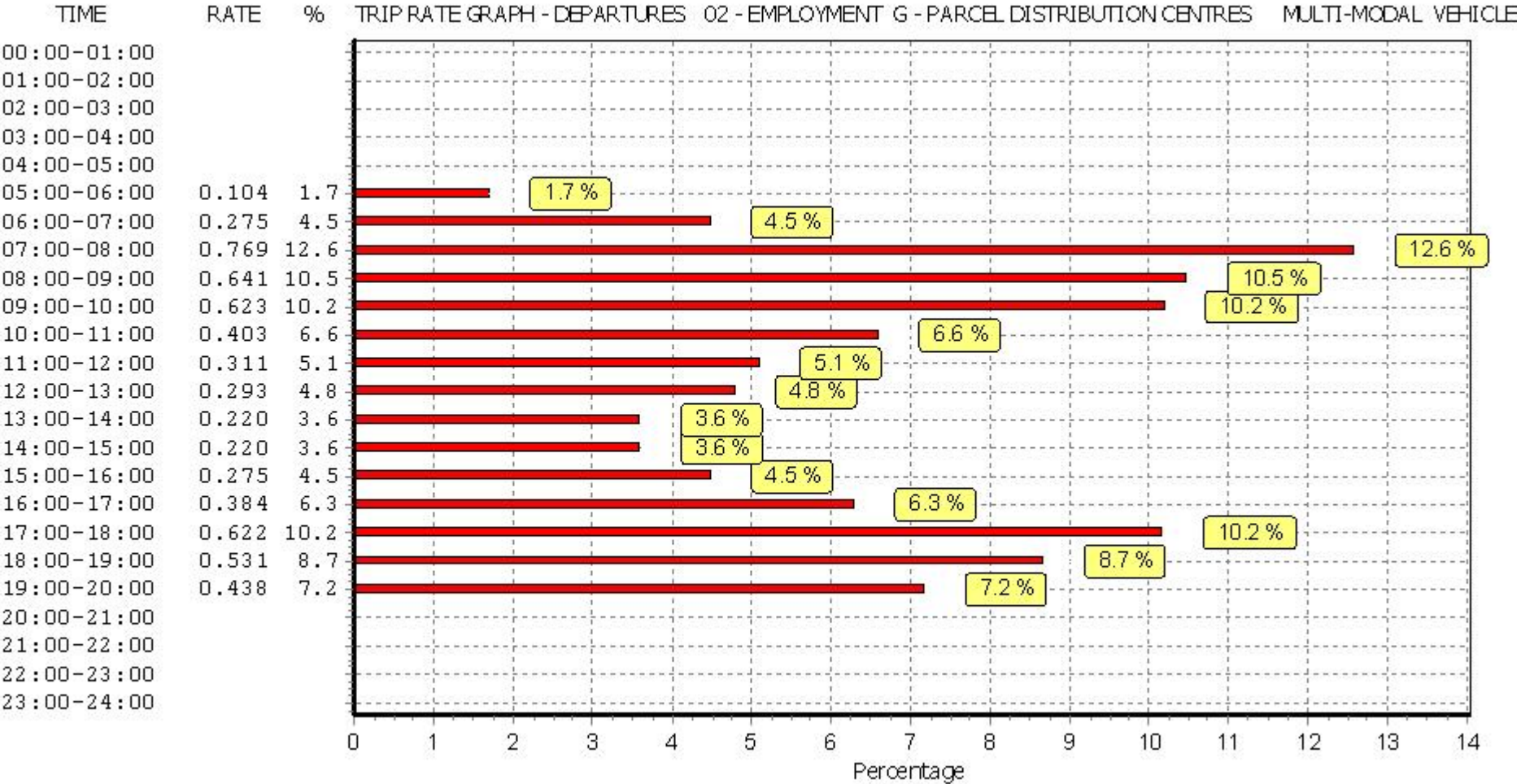
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.078	1	3860	0.052	1	3860	0.130
05:30 - 06:00	1	3860	0.130	1	3860	0.052	1	3860	0.182
06:00 - 06:30	2	2730	0.256	2	2730	0.147	2	2730	0.403
06:30 - 07:00	2	2730	0.330	2	2730	0.128	2	2730	0.458
07:00 - 07:30	2	2730	0.293	2	2730	0.256	2	2730	0.549
07:30 - 08:00	2	2730	0.238	2	2730	0.513	2	2730	0.751
08:00 - 08:30	2	2730	0.165	2	2730	0.348	2	2730	0.513
08:30 - 09:00	2	2730	0.293	2	2730	0.293	2	2730	0.586
09:00 - 09:30	2	2730	0.293	2	2730	0.275	2	2730	0.568
09:30 - 10:00	2	2730	0.201	2	2730	0.348	2	2730	0.549
10:00 - 10:30	2	2730	0.147	2	2730	0.256	2	2730	0.403
10:30 - 11:00	2	2730	0.183	2	2730	0.147	2	2730	0.330
11:00 - 11:30	2	2730	0.073	2	2730	0.110	2	2730	0.183
11:30 - 12:00	2	2730	0.073	2	2730	0.201	2	2730	0.274
12:00 - 12:30	2	2730	0.147	2	2730	0.165	2	2730	0.312
12:30 - 13:00	2	2730	0.128	2	2730	0.128	2	2730	0.256
13:00 - 13:30	2	2730	0.165	2	2730	0.128	2	2730	0.293
13:30 - 14:00	2	2730	0.147	2	2730	0.092	2	2730	0.239
14:00 - 14:30	2	2730	0.147	2	2730	0.128	2	2730	0.275
14:30 - 15:00	2	2730	0.147	2	2730	0.092	2	2730	0.239
15:00 - 15:30	2	2730	0.220	2	2730	0.128	2	2730	0.348
15:30 - 16:00	2	2730	0.147	2	2730	0.147	2	2730	0.294
16:00 - 16:30	2	2730	0.275	2	2730	0.128	2	2730	0.403
16:30 - 17:00	2	2730	0.366	2	2730	0.256	2	2730	0.622
17:00 - 17:30	2	2730	0.330	2	2730	0.311	2	2730	0.641
17:30 - 18:00	2	2730	0.311	2	2730	0.311	2	2730	0.622
18:00 - 18:30	2	2730	0.238	2	2730	0.293	2	2730	0.531
18:30 - 19:00	2	2730	0.183	2	2730	0.238	2	2730	0.421
19:00 - 19:30	1	1600	0.000	1	1600	0.250	1	1600	0.250
19:30 - 20:00	1	1600	0.063	1	1600	0.188	1	1600	0.250
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		5.766			6.109			11.875	

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.

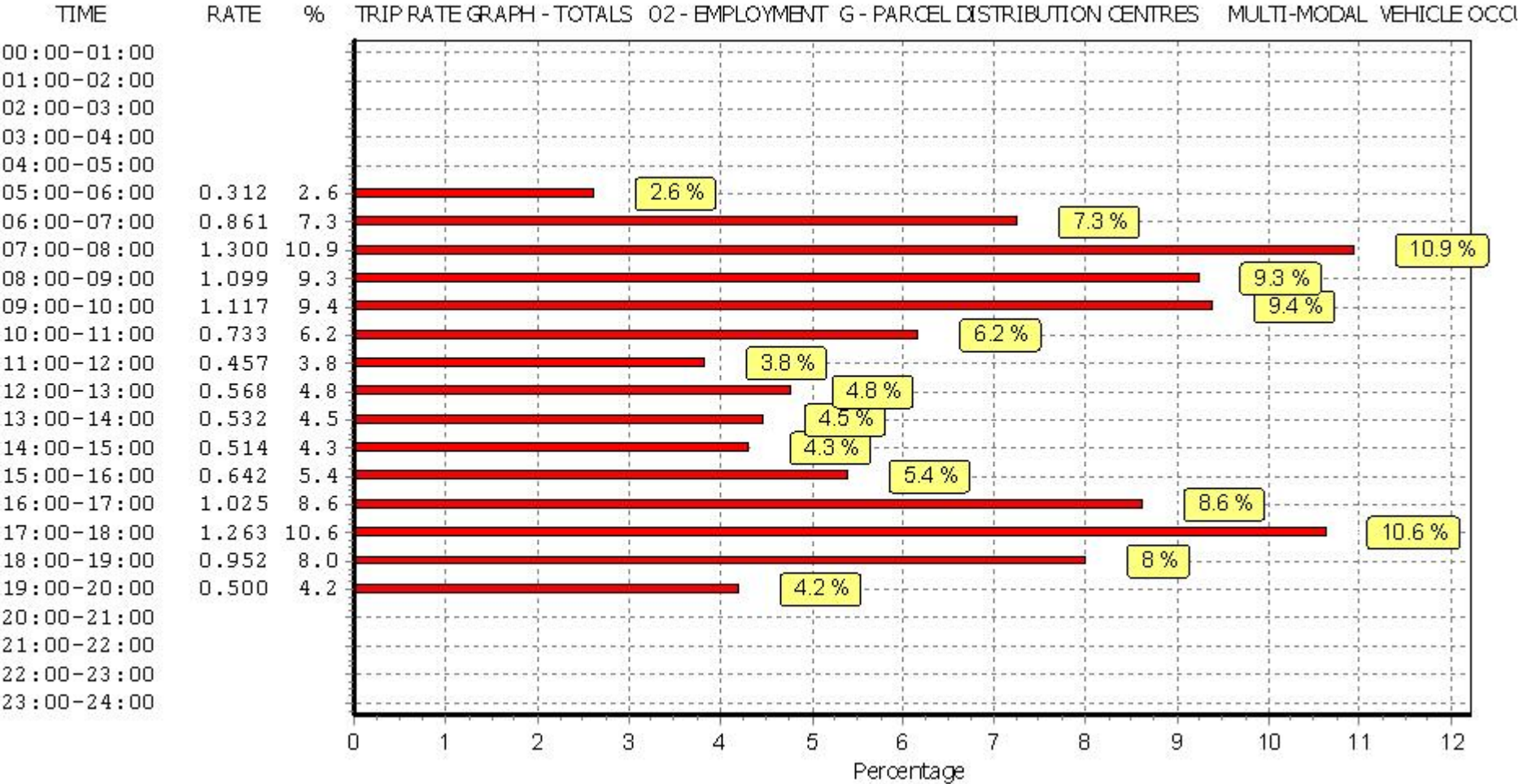
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PEDESTRIANS

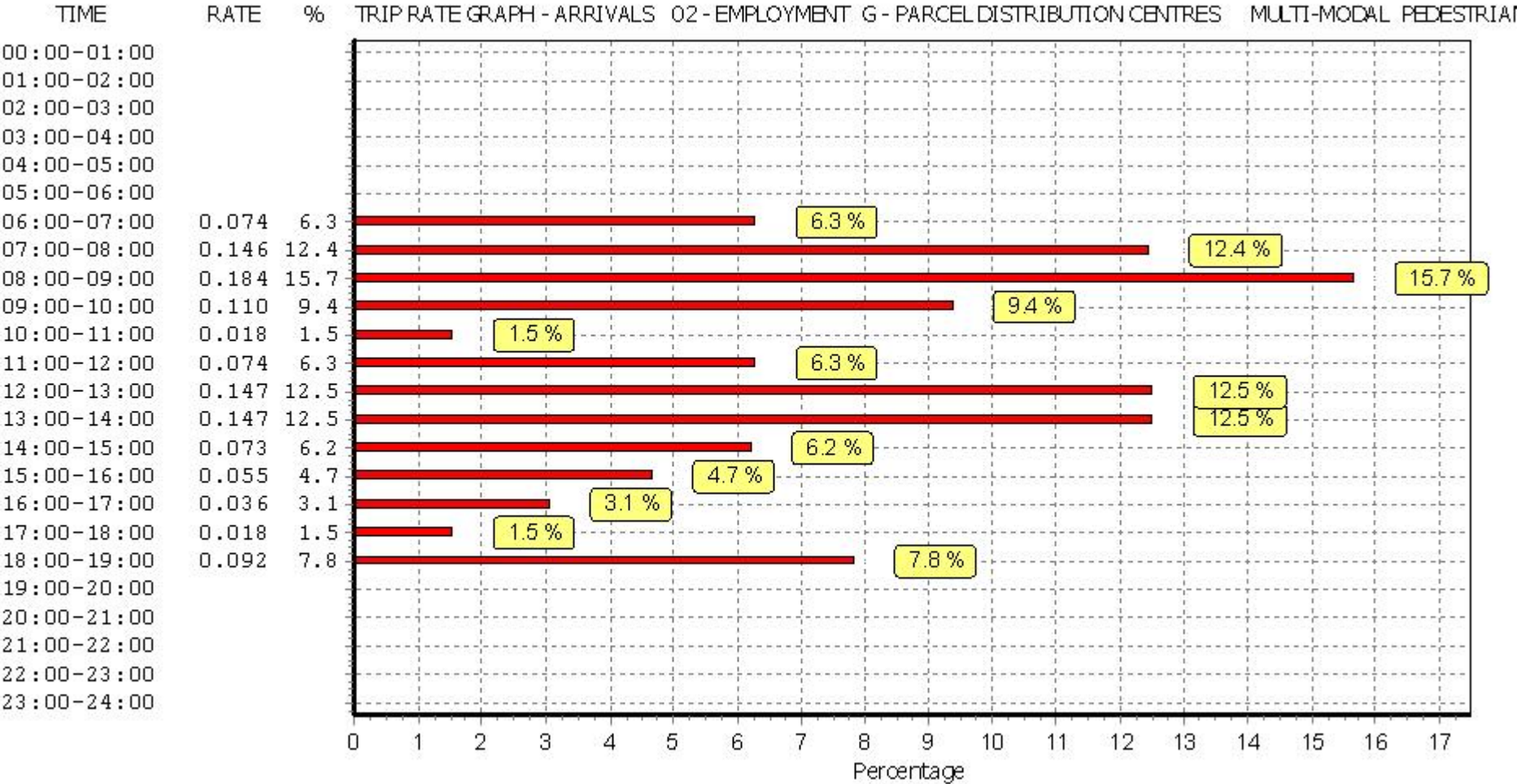
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

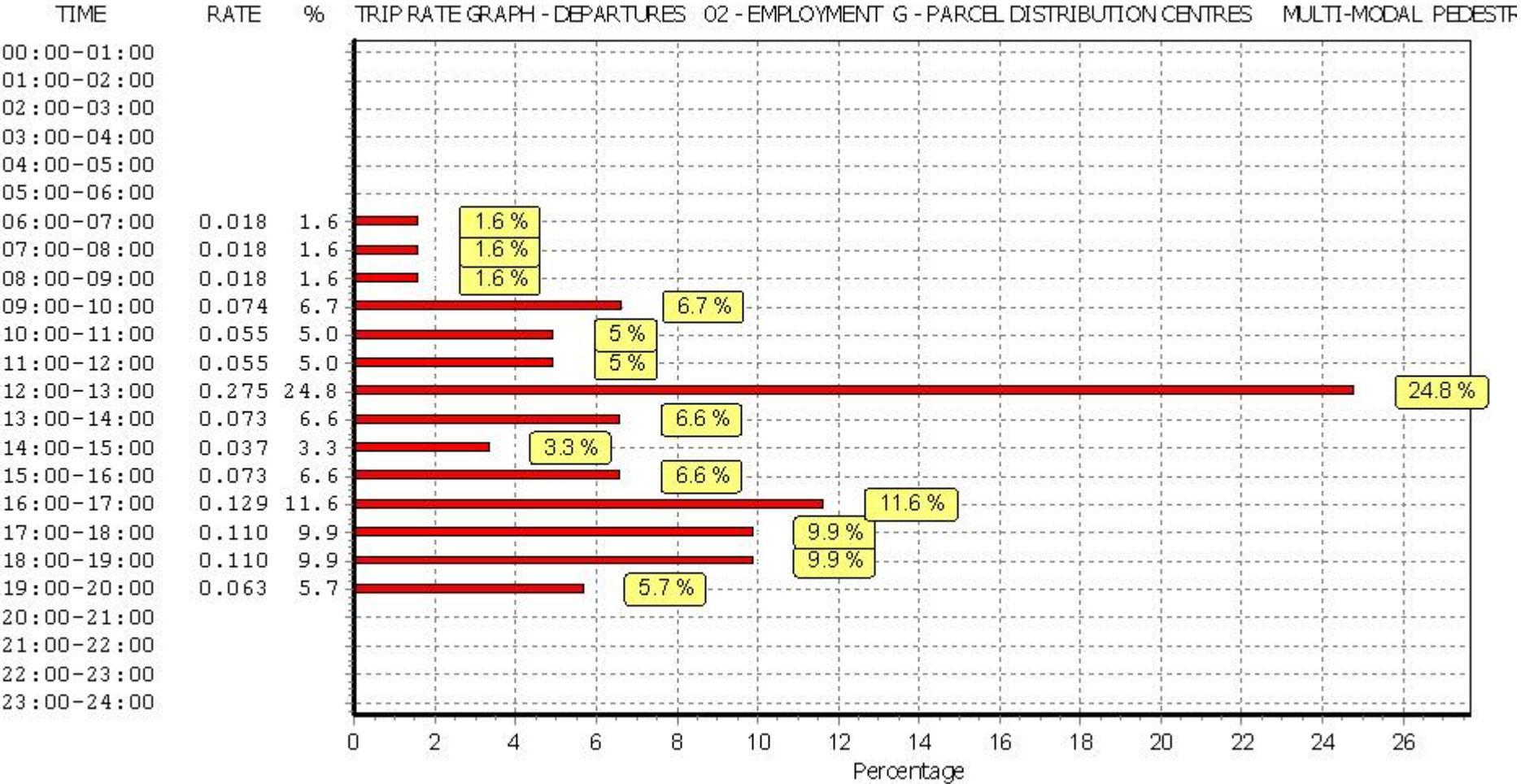
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.000	1	3860	0.000	1	3860	0.000
05:30 - 06:00	1	3860	0.000	1	3860	0.000	1	3860	0.000
06:00 - 06:30	2	2730	0.037	2	2730	0.000	2	2730	0.037
06:30 - 07:00	2	2730	0.037	2	2730	0.018	2	2730	0.055
07:00 - 07:30	2	2730	0.073	2	2730	0.018	2	2730	0.091
07:30 - 08:00	2	2730	0.073	2	2730	0.000	2	2730	0.073
08:00 - 08:30	2	2730	0.092	2	2730	0.018	2	2730	0.110
08:30 - 09:00	2	2730	0.092	2	2730	0.000	2	2730	0.092
09:00 - 09:30	2	2730	0.037	2	2730	0.037	2	2730	0.074
09:30 - 10:00	2	2730	0.073	2	2730	0.037	2	2730	0.110
10:00 - 10:30	2	2730	0.018	2	2730	0.018	2	2730	0.036
10:30 - 11:00	2	2730	0.000	2	2730	0.037	2	2730	0.037
11:00 - 11:30	2	2730	0.037	2	2730	0.018	2	2730	0.055
11:30 - 12:00	2	2730	0.037	2	2730	0.037	2	2730	0.074
12:00 - 12:30	2	2730	0.037	2	2730	0.128	2	2730	0.165
12:30 - 13:00	2	2730	0.110	2	2730	0.147	2	2730	0.257
13:00 - 13:30	2	2730	0.092	2	2730	0.073	2	2730	0.165
13:30 - 14:00	2	2730	0.055	2	2730	0.000	2	2730	0.055
14:00 - 14:30	2	2730	0.055	2	2730	0.000	2	2730	0.055
14:30 - 15:00	2	2730	0.018	2	2730	0.037	2	2730	0.055
15:00 - 15:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
15:30 - 16:00	2	2730	0.055	2	2730	0.055	2	2730	0.110
16:00 - 16:30	2	2730	0.018	2	2730	0.037	2	2730	0.055
16:30 - 17:00	2	2730	0.018	2	2730	0.092	2	2730	0.110
17:00 - 17:30	2	2730	0.018	2	2730	0.073	2	2730	0.091
17:30 - 18:00	2	2730	0.000	2	2730	0.037	2	2730	0.037
18:00 - 18:30	2	2730	0.092	2	2730	0.055	2	2730	0.147
18:30 - 19:00	2	2730	0.000	2	2730	0.055	2	2730	0.055
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.174			1.107			2.281	

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.

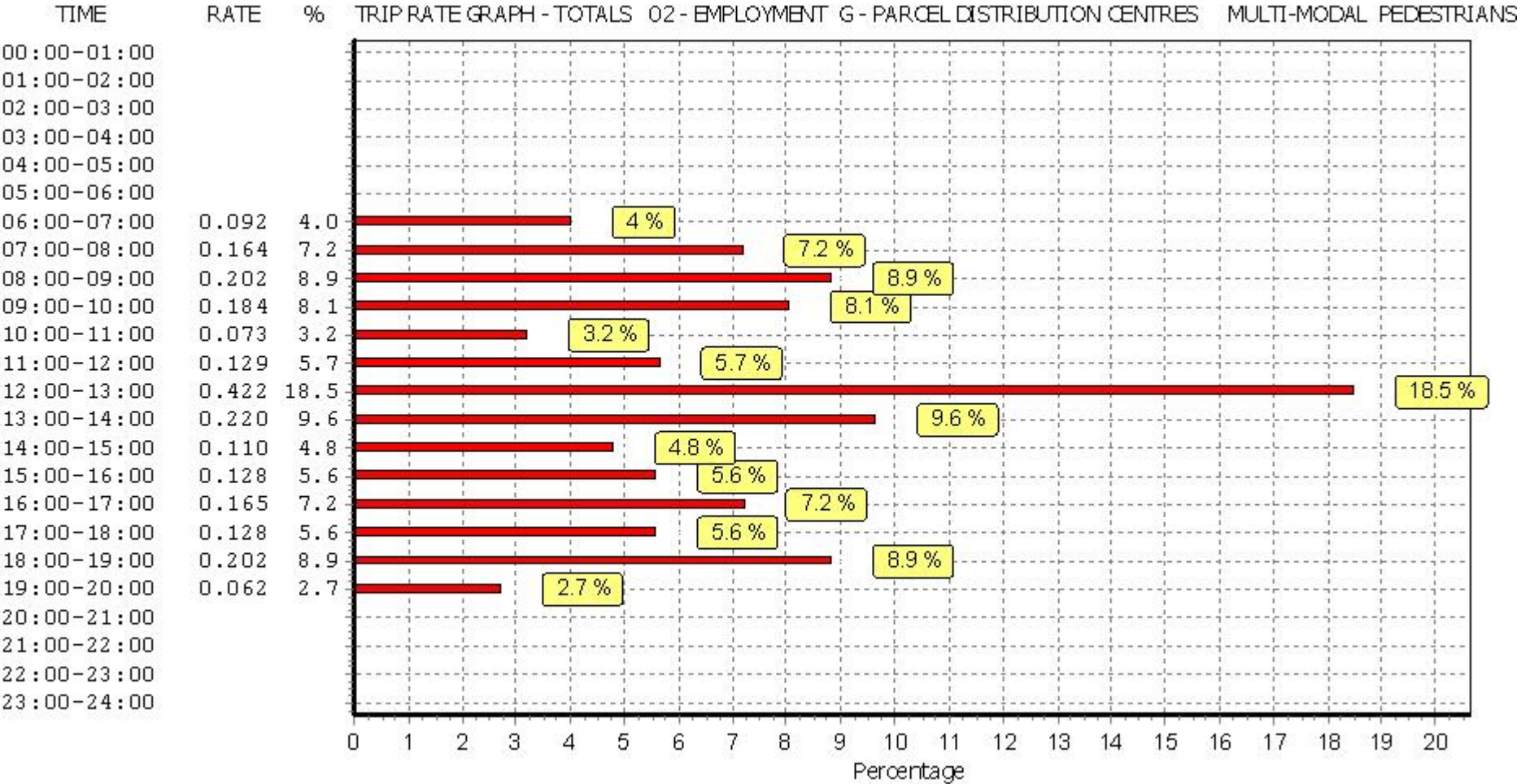
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL BUS/TRAM PASSENGERS

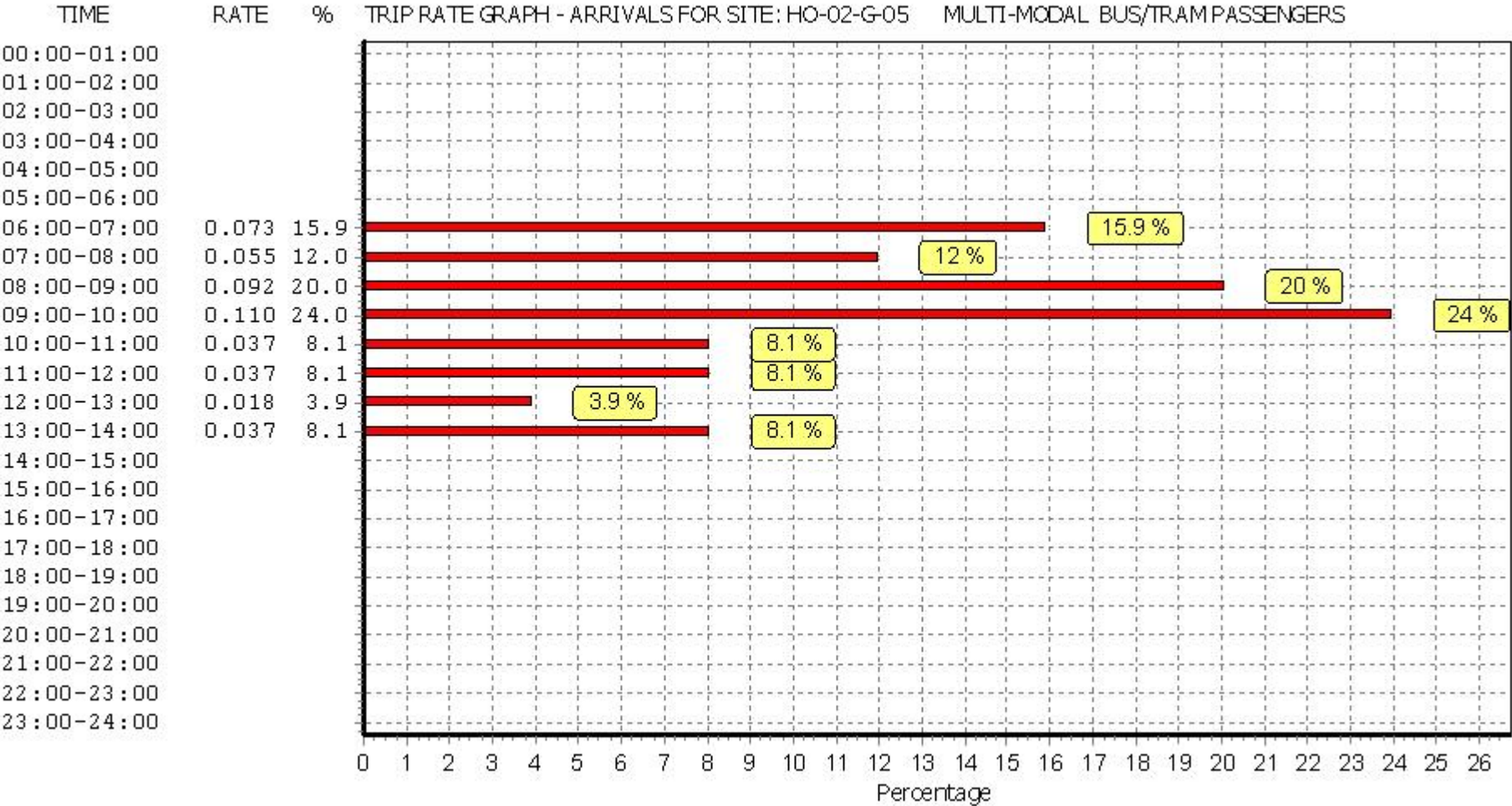
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

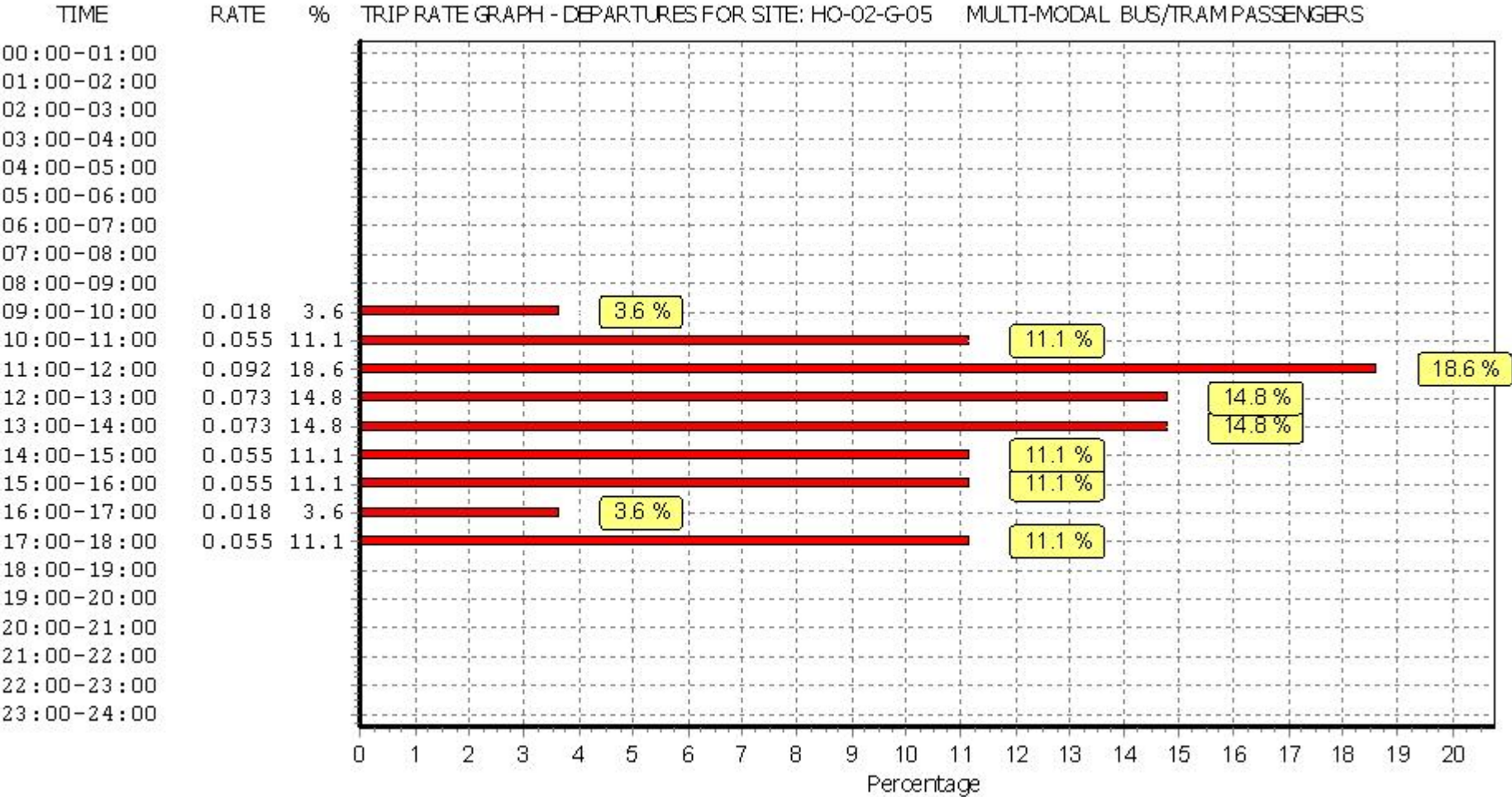
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.000	1	3860	0.000	1	3860	0.000
05:30 - 06:00	1	3860	0.000	1	3860	0.000	1	3860	0.000
06:00 - 06:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
06:30 - 07:00	2	2730	0.055	2	2730	0.000	2	2730	0.055
07:00 - 07:30	2	2730	0.055	2	2730	0.000	2	2730	0.055
07:30 - 08:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:00 - 08:30	2	2730	0.037	2	2730	0.000	2	2730	0.037
08:30 - 09:00	2	2730	0.055	2	2730	0.000	2	2730	0.055
09:00 - 09:30	2	2730	0.073	2	2730	0.018	2	2730	0.091
09:30 - 10:00	2	2730	0.037	2	2730	0.000	2	2730	0.037
10:00 - 10:30	2	2730	0.037	2	2730	0.055	2	2730	0.092
10:30 - 11:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:00 - 11:30	2	2730	0.000	2	2730	0.055	2	2730	0.055
11:30 - 12:00	2	2730	0.037	2	2730	0.037	2	2730	0.074
12:00 - 12:30	2	2730	0.018	2	2730	0.055	2	2730	0.073
12:30 - 13:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
13:00 - 13:30	2	2730	0.037	2	2730	0.055	2	2730	0.092
13:30 - 14:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
14:00 - 14:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:30 - 15:00	2	2730	0.000	2	2730	0.055	2	2730	0.055
15:00 - 15:30	2	2730	0.000	2	2730	0.037	2	2730	0.037
15:30 - 16:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
16:00 - 16:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:30 - 17:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
17:00 - 17:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:30 - 18:00	2	2730	0.000	2	2730	0.055	2	2730	0.055
18:00 - 18:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
18:30 - 19:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.459			0.494			0.953

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.

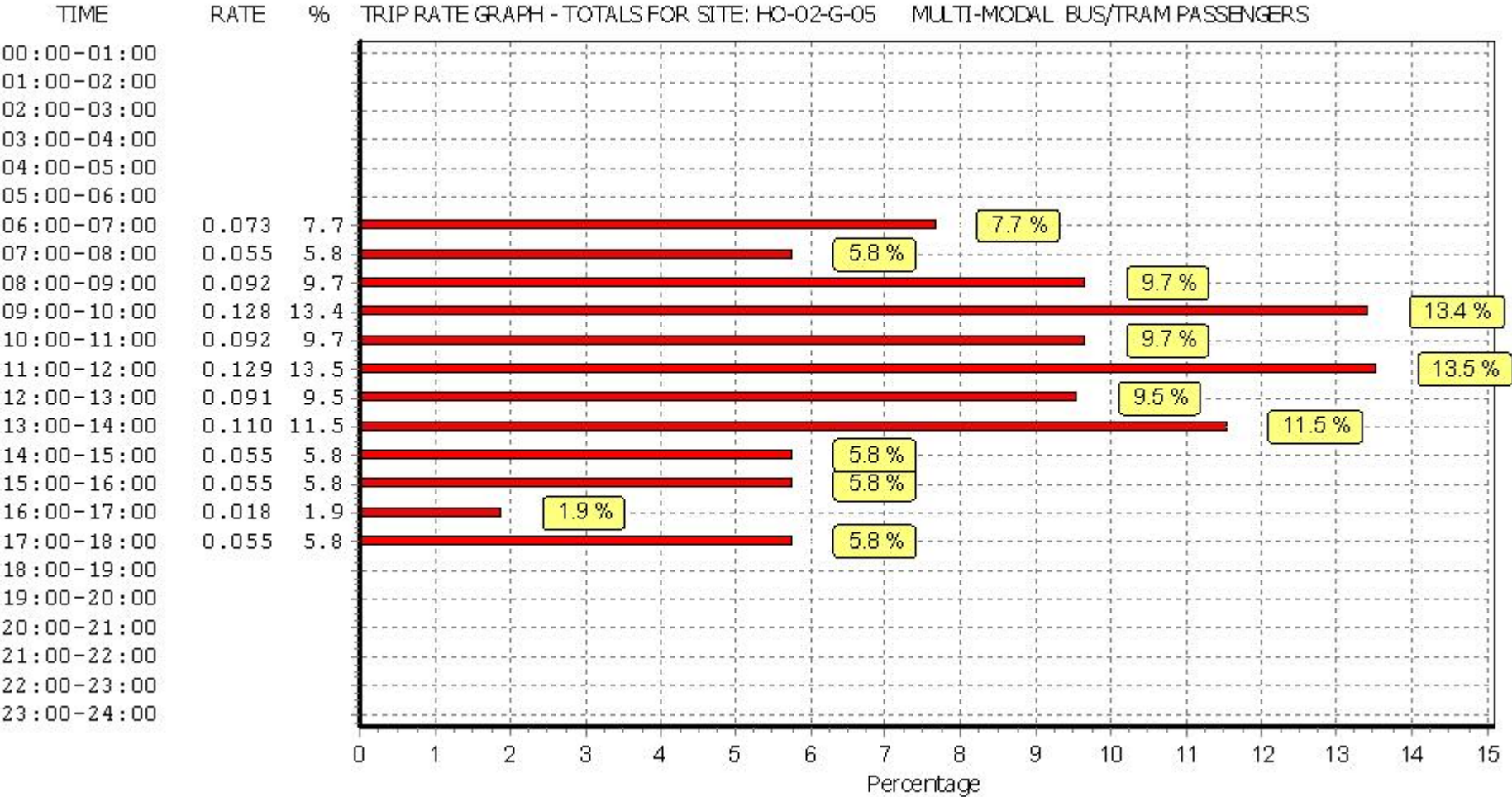
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TOTAL RAIL PASSENGERS

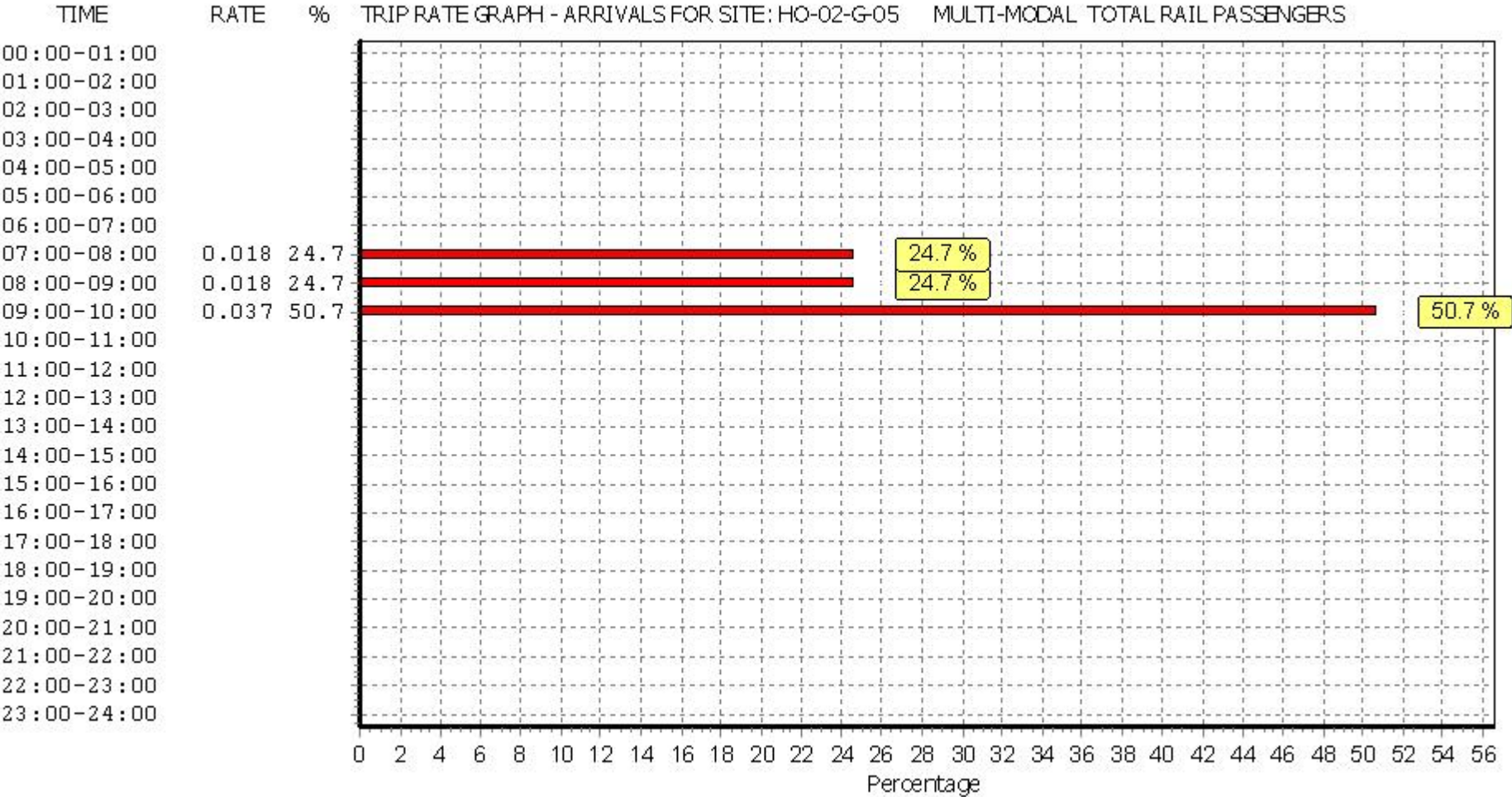
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

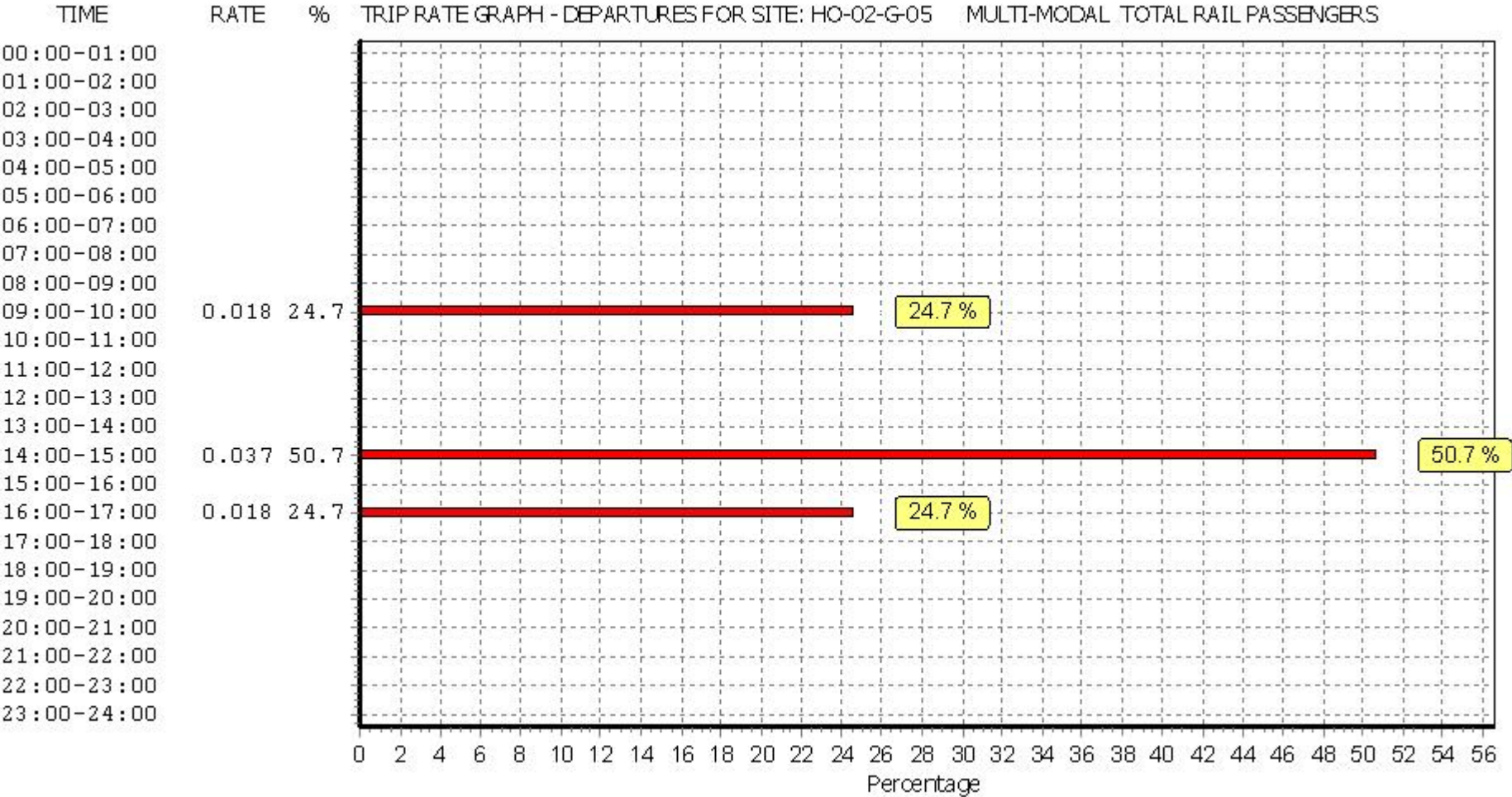
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.000	1	3860	0.000	1	3860	0.000
05:30 - 06:00	1	3860	0.000	1	3860	0.000	1	3860	0.000
06:00 - 06:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
06:30 - 07:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
07:00 - 07:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
07:30 - 08:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:00 - 08:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
08:30 - 09:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
09:00 - 09:30	2	2730	0.037	2	2730	0.000	2	2730	0.037
09:30 - 10:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
10:00 - 10:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
10:30 - 11:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:00 - 11:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:30 - 12:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:00 - 12:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
12:30 - 13:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
13:00 - 13:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
13:30 - 14:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:00 - 14:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:30 - 15:00	2	2730	0.000	2	2730	0.037	2	2730	0.037
15:00 - 15:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
15:30 - 16:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
16:00 - 16:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
16:30 - 17:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:00 - 17:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:30 - 18:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
18:00 - 18:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
18:30 - 19:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.073			0.073			0.146

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.

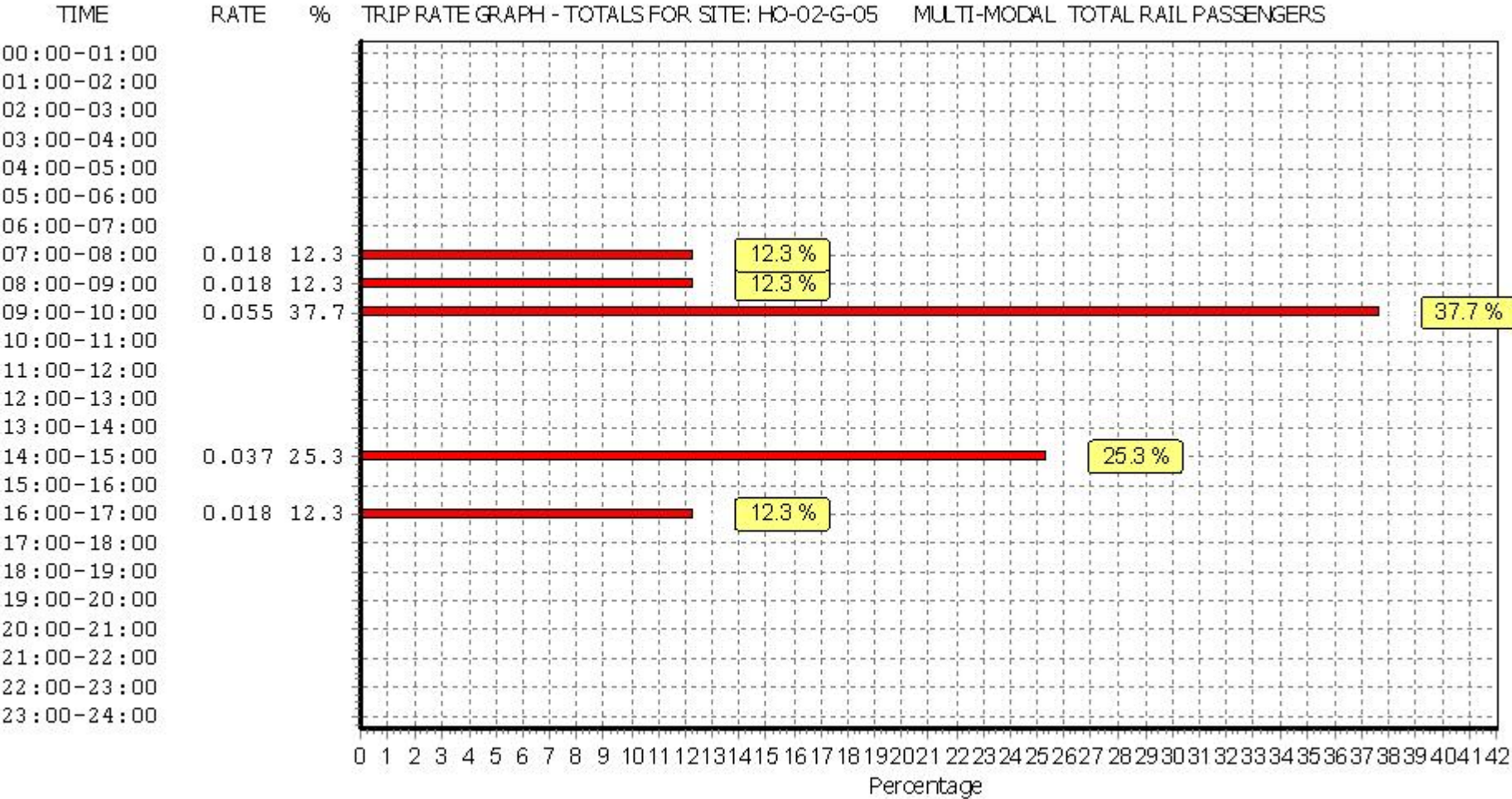
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PUBLIC TRANSPORT USERS

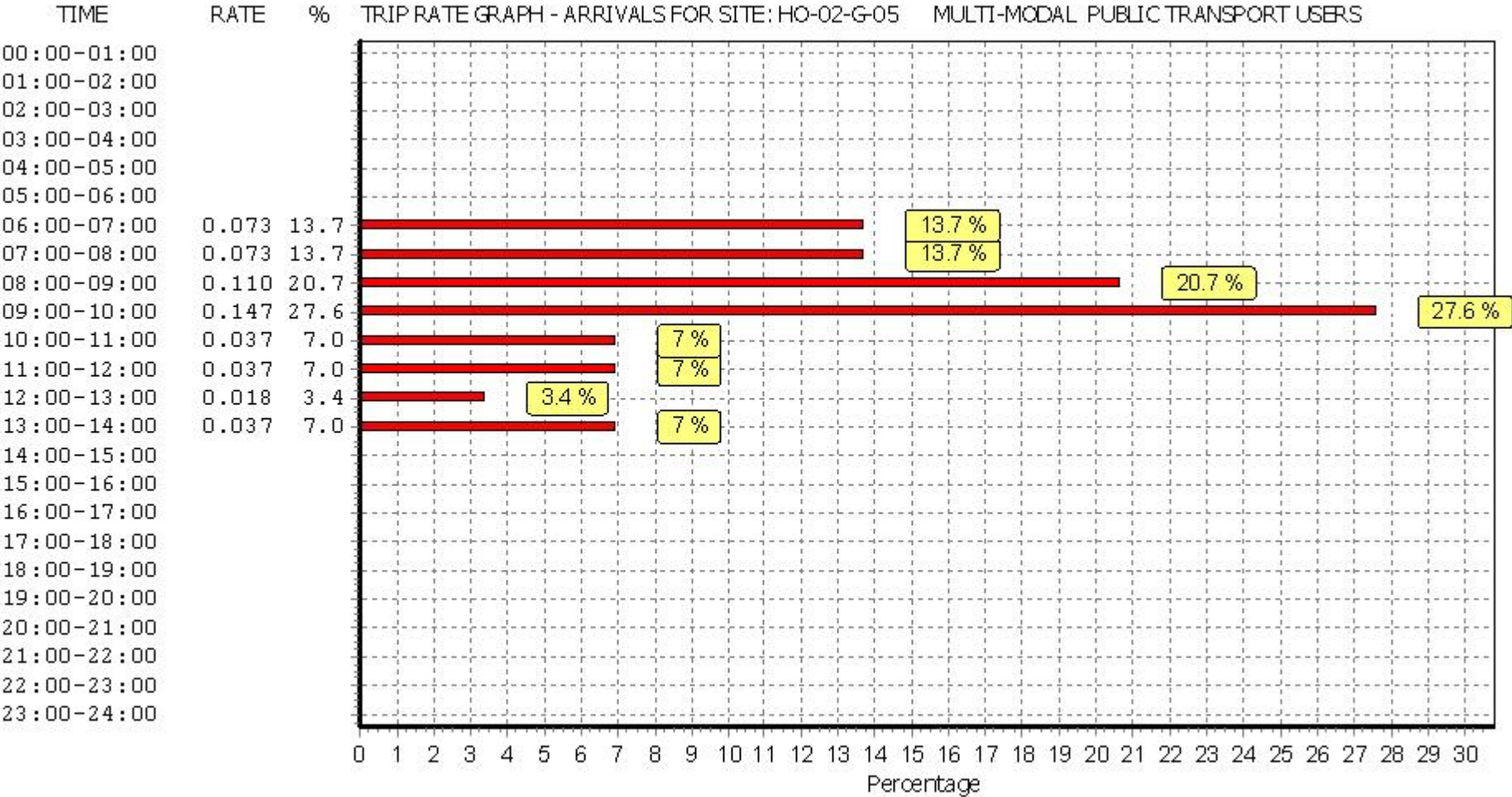
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

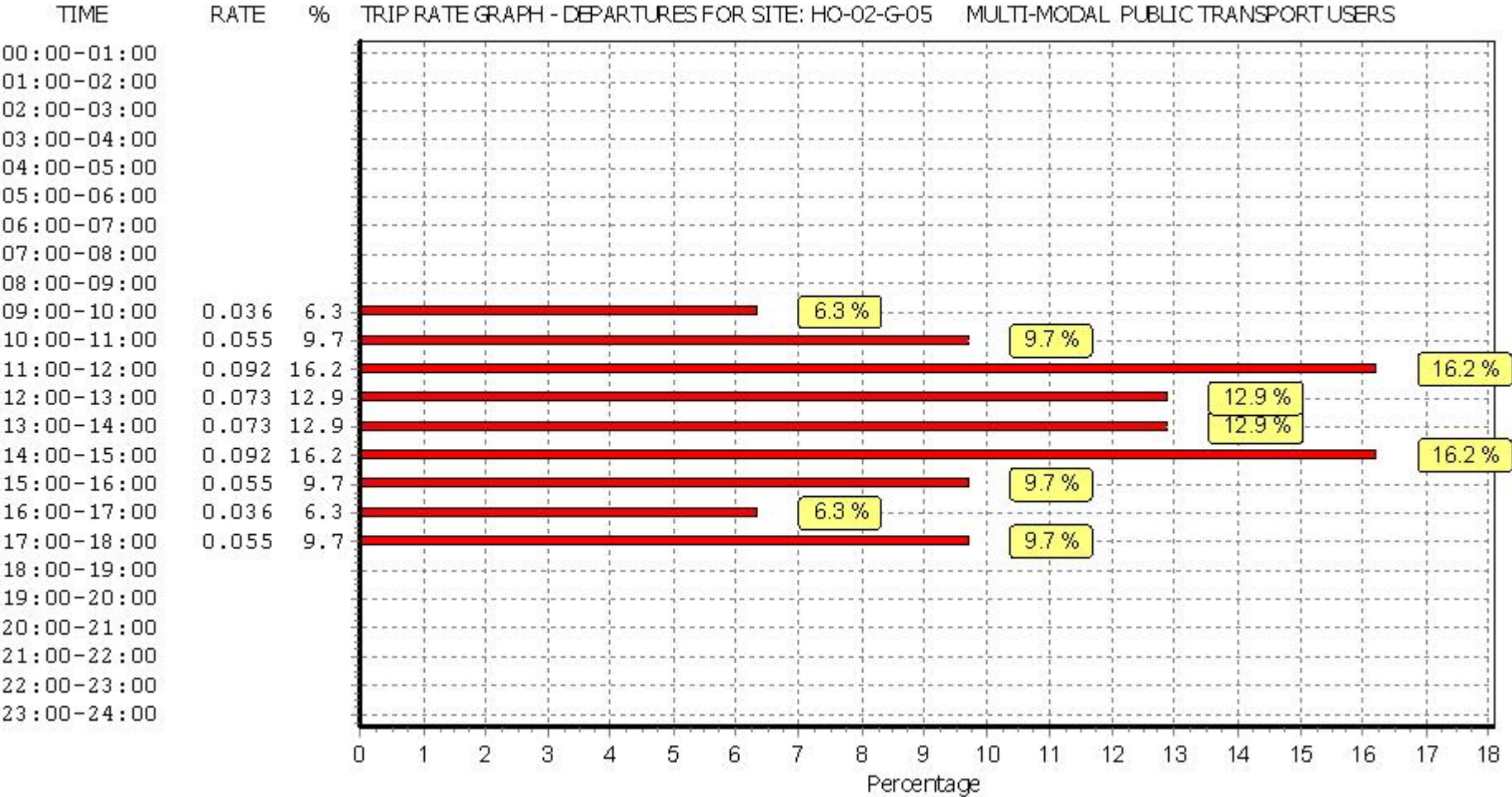
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.000	1	3860	0.000	1	3860	0.000
05:30 - 06:00	1	3860	0.000	1	3860	0.000	1	3860	0.000
06:00 - 06:30	2	2730	0.018	2	2730	0.000	2	2730	0.018
06:30 - 07:00	2	2730	0.055	2	2730	0.000	2	2730	0.055
07:00 - 07:30	2	2730	0.073	2	2730	0.000	2	2730	0.073
07:30 - 08:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
08:00 - 08:30	2	2730	0.055	2	2730	0.000	2	2730	0.055
08:30 - 09:00	2	2730	0.055	2	2730	0.000	2	2730	0.055
09:00 - 09:30	2	2730	0.110	2	2730	0.018	2	2730	0.128
09:30 - 10:00	2	2730	0.037	2	2730	0.018	2	2730	0.055
10:00 - 10:30	2	2730	0.037	2	2730	0.055	2	2730	0.092
10:30 - 11:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
11:00 - 11:30	2	2730	0.000	2	2730	0.055	2	2730	0.055
11:30 - 12:00	2	2730	0.037	2	2730	0.037	2	2730	0.074
12:00 - 12:30	2	2730	0.018	2	2730	0.055	2	2730	0.073
12:30 - 13:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
13:00 - 13:30	2	2730	0.037	2	2730	0.055	2	2730	0.092
13:30 - 14:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
14:00 - 14:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
14:30 - 15:00	2	2730	0.000	2	2730	0.092	2	2730	0.092
15:00 - 15:30	2	2730	0.000	2	2730	0.037	2	2730	0.037
15:30 - 16:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
16:00 - 16:30	2	2730	0.000	2	2730	0.018	2	2730	0.018
16:30 - 17:00	2	2730	0.000	2	2730	0.018	2	2730	0.018
17:00 - 17:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
17:30 - 18:00	2	2730	0.000	2	2730	0.055	2	2730	0.055
18:00 - 18:30	2	2730	0.000	2	2730	0.000	2	2730	0.000
18:30 - 19:00	2	2730	0.000	2	2730	0.000	2	2730	0.000
19:00 - 19:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
19:30 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.532			0.567			1.099

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.

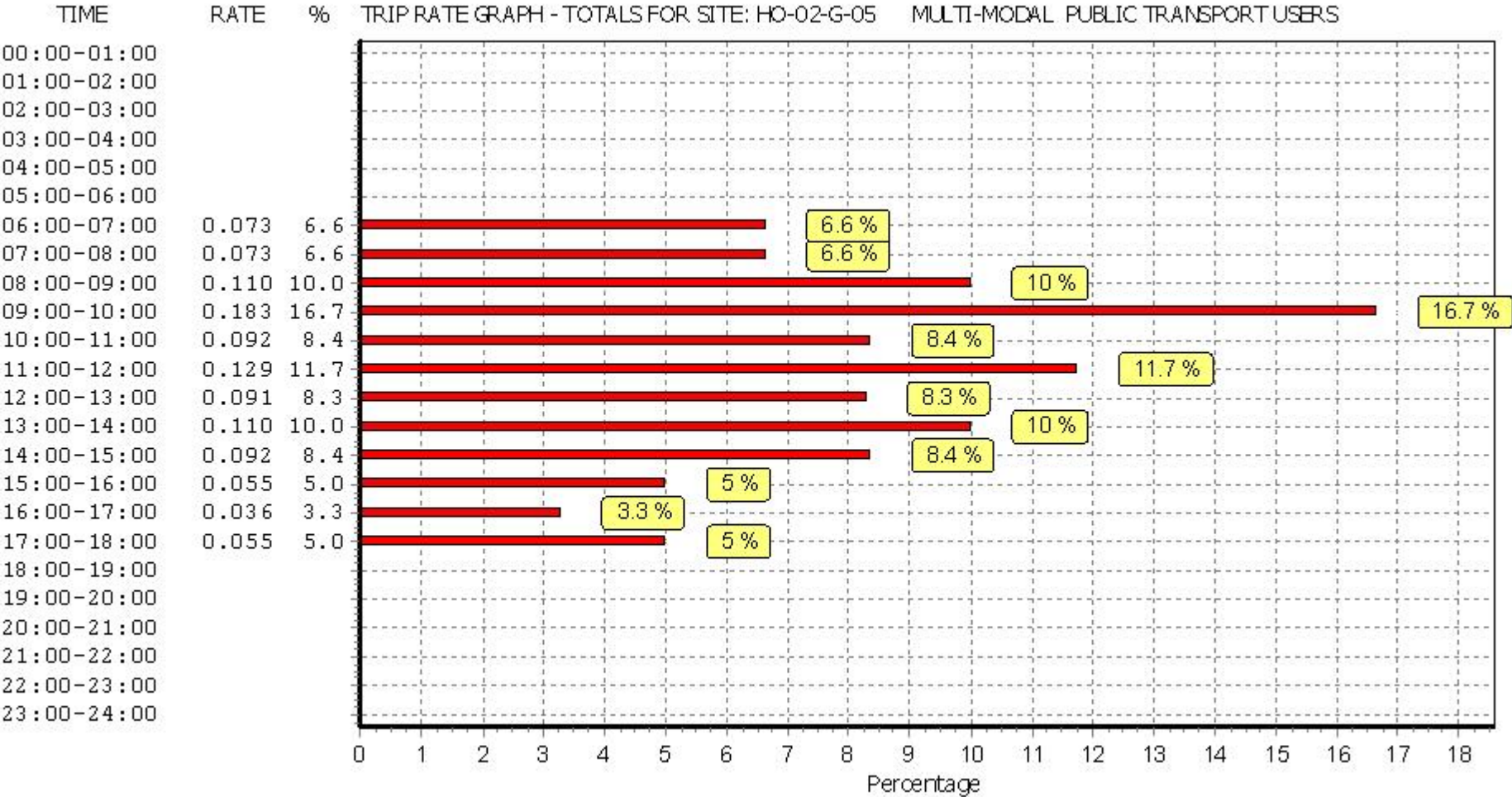
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TOTAL PEOPLE

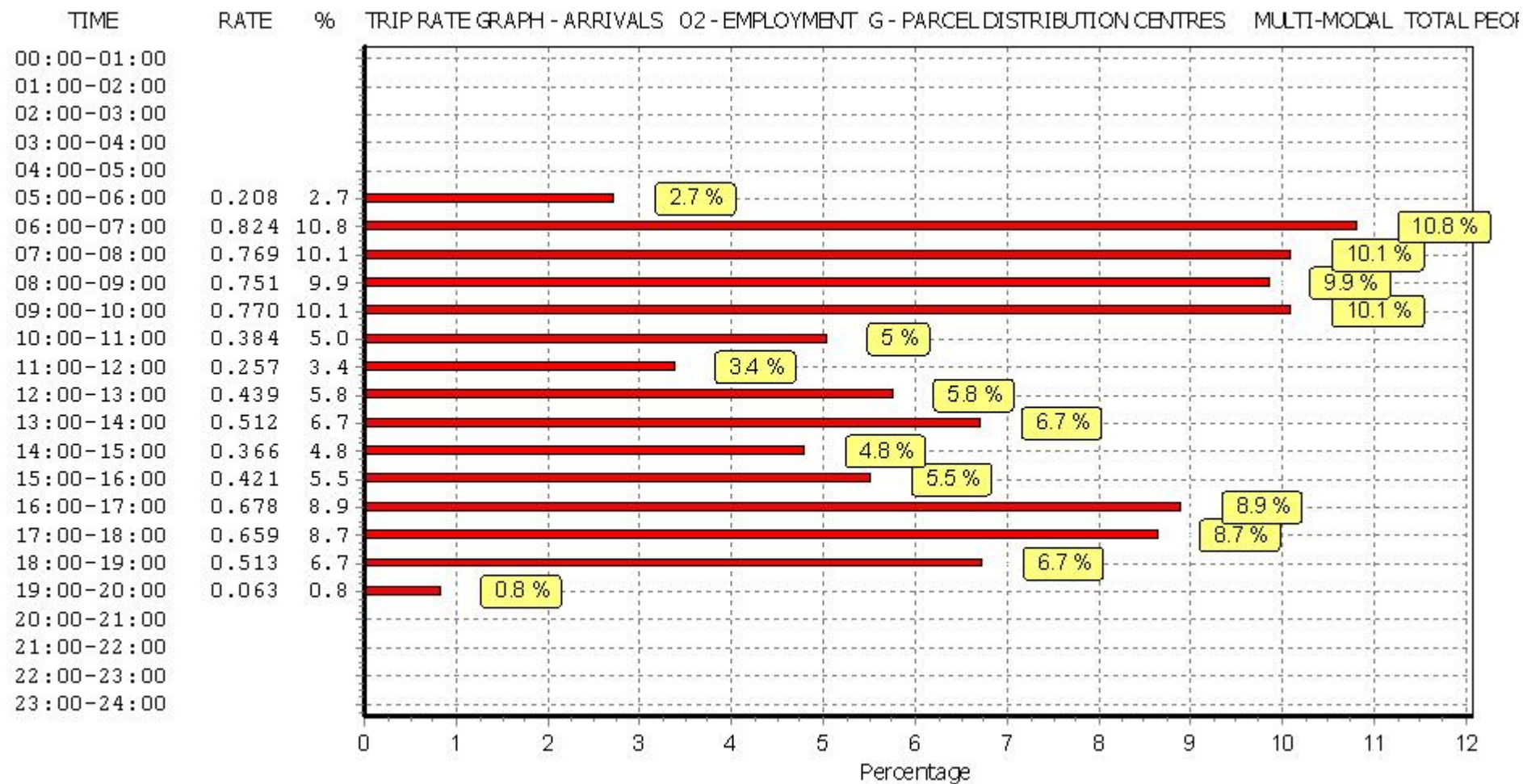
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

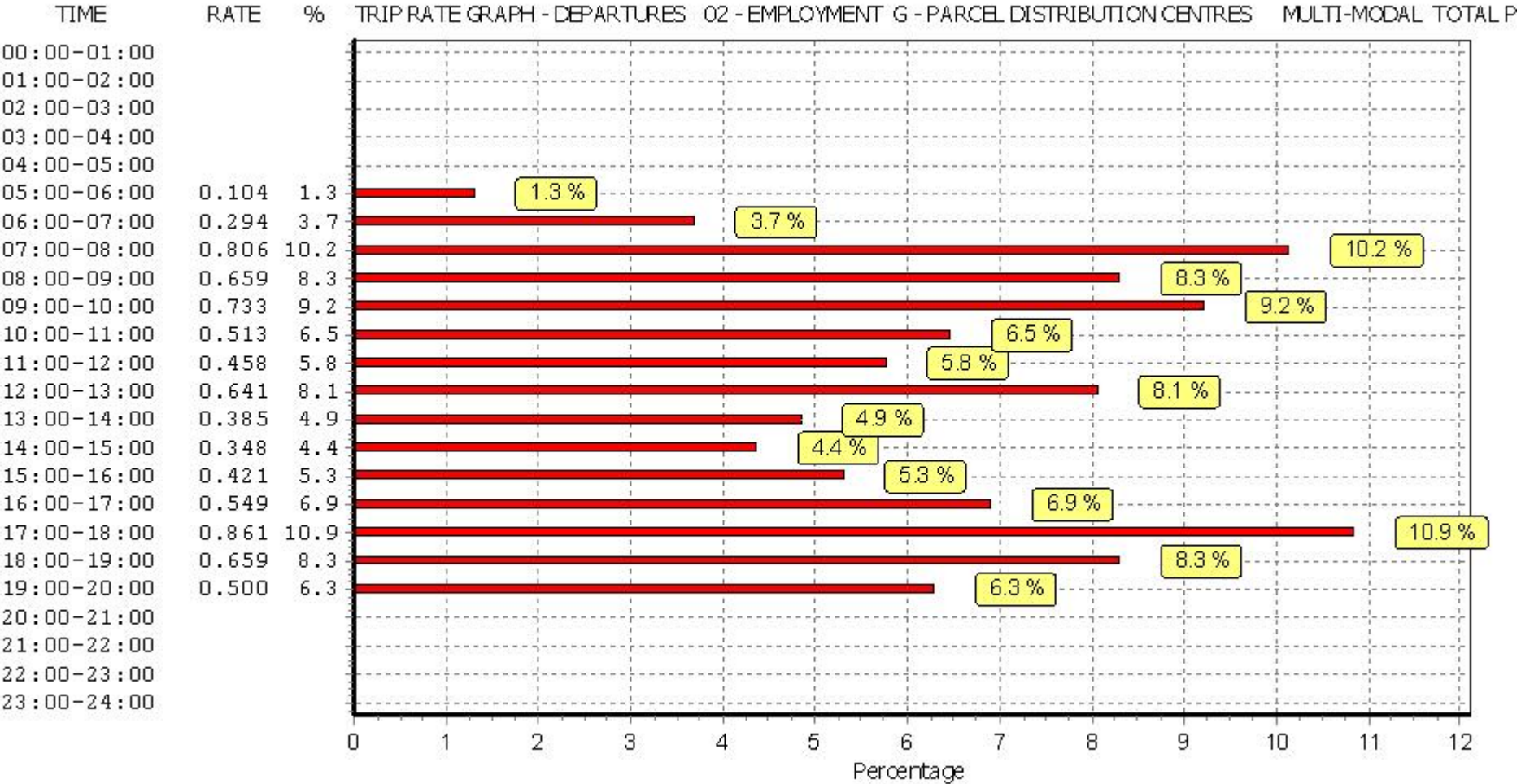
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3860	0.078	1	3860	0.052	1	3860	0.130
05:30 - 06:00	1	3860	0.130	1	3860	0.052	1	3860	0.182
06:00 - 06:30	2	2730	0.348	2	2730	0.147	2	2730	0.495
06:30 - 07:00	2	2730	0.476	2	2730	0.147	2	2730	0.623
07:00 - 07:30	2	2730	0.458	2	2730	0.293	2	2730	0.751
07:30 - 08:00	2	2730	0.311	2	2730	0.513	2	2730	0.824
08:00 - 08:30	2	2730	0.311	2	2730	0.366	2	2730	0.677
08:30 - 09:00	2	2730	0.440	2	2730	0.293	2	2730	0.733
09:00 - 09:30	2	2730	0.440	2	2730	0.330	2	2730	0.770
09:30 - 10:00	2	2730	0.330	2	2730	0.403	2	2730	0.733
10:00 - 10:30	2	2730	0.201	2	2730	0.330	2	2730	0.531
10:30 - 11:00	2	2730	0.183	2	2730	0.183	2	2730	0.366
11:00 - 11:30	2	2730	0.110	2	2730	0.183	2	2730	0.293
11:30 - 12:00	2	2730	0.147	2	2730	0.275	2	2730	0.422
12:00 - 12:30	2	2730	0.201	2	2730	0.348	2	2730	0.549
12:30 - 13:00	2	2730	0.238	2	2730	0.293	2	2730	0.531
13:00 - 13:30	2	2730	0.311	2	2730	0.275	2	2730	0.586
13:30 - 14:00	2	2730	0.201	2	2730	0.110	2	2730	0.311
14:00 - 14:30	2	2730	0.201	2	2730	0.128	2	2730	0.329
14:30 - 15:00	2	2730	0.165	2	2730	0.220	2	2730	0.385
15:00 - 15:30	2	2730	0.220	2	2730	0.201	2	2730	0.421
15:30 - 16:00	2	2730	0.201	2	2730	0.220	2	2730	0.421
16:00 - 16:30	2	2730	0.293	2	2730	0.183	2	2730	0.476
16:30 - 17:00	2	2730	0.385	2	2730	0.366	2	2730	0.751
17:00 - 17:30	2	2730	0.348	2	2730	0.440	2	2730	0.788
17:30 - 18:00	2	2730	0.311	2	2730	0.421	2	2730	0.732
18:00 - 18:30	2	2730	0.330	2	2730	0.366	2	2730	0.696
18:30 - 19:00	2	2730	0.183	2	2730	0.293	2	2730	0.476
19:00 - 19:30	1	1600	0.000	1	1600	0.250	1	1600	0.250
19:30 - 20:00	1	1600	0.063	1	1600	0.250	1	1600	0.312
20:00 - 20:30	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:30 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		7.613			7.931			15.544	

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

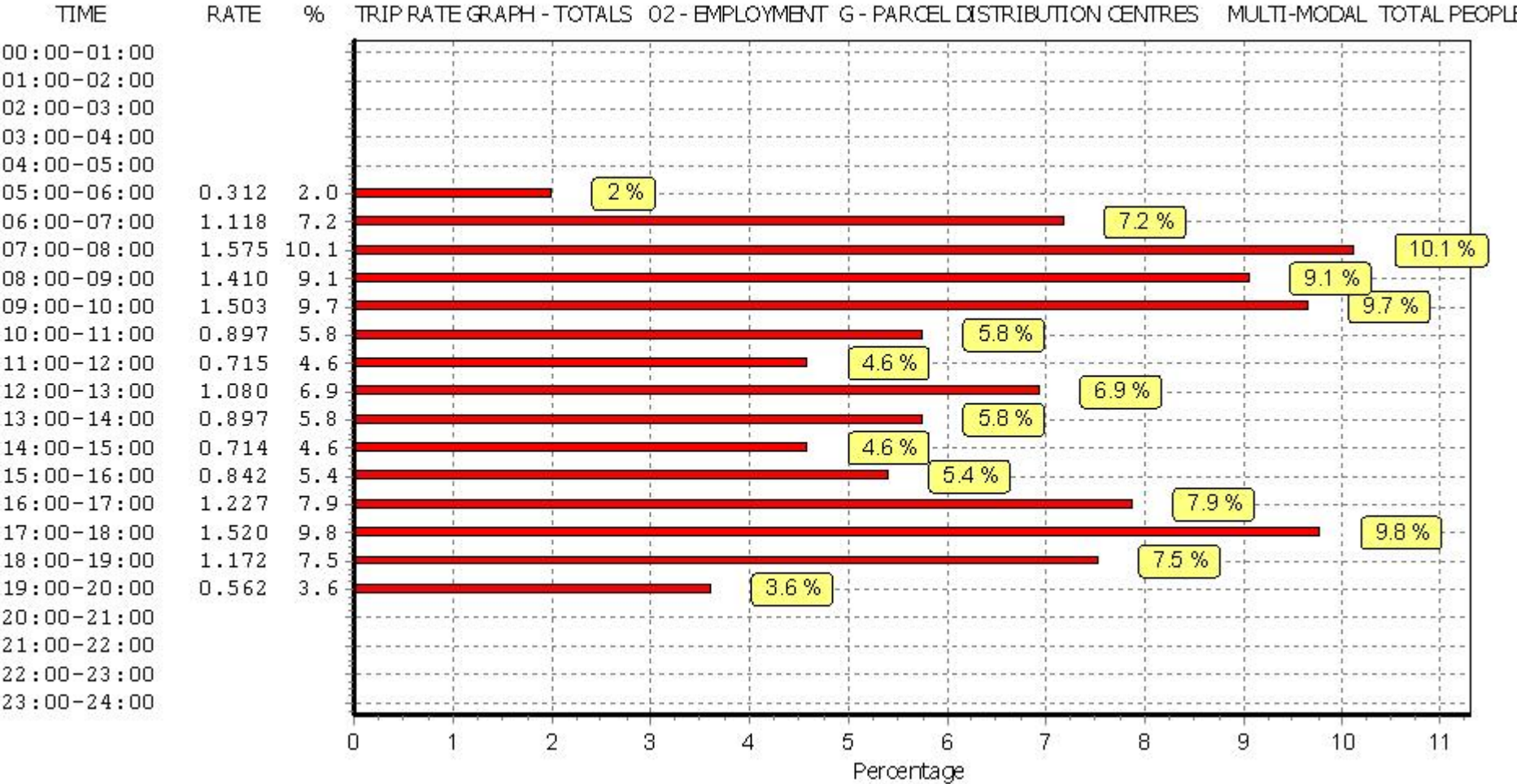
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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