



Greyfriars Church, Reading

Transport Statement

November 2017

Doc. No. 1715REP01

Helix Transport Consultants Limited

16 Springfield Court, Stonehouse, Gloucestershire, GL10 2JF.

Tel: 01453 822625

www.helixtc.co.uk

Helix Transport Consultants Limited, Registered in England and Wales No 07359661.

Greyfriars Church, Reading

Transport Statement

November 2017

Doc. No. 1715REP01

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Description	Date	Signed
A	Draft	6/11/17	JH
B	Issue 1	17/11/17	JH
C	Issue 2	30/12/18	JH

Contents

1	Introduction	5
2	Policy Context	6
2.1	National Planning Policy	6
2.2	Local Planning Policy	6
2.3	Policy Summary & Conclusion	7
3	Description of Site and the Surrounding Transport Network	9
3.1	Site Description	9
3.2	Local Pedestrian Network	9
3.3	Local Cycle Network	9
3.4	Local Bus Network	10
3.5	Local Rail Network	11
3.6	Local Highway Network	11
3.7	Highway Safety	12
4	Proposed Development	13
4.1	Proposed Development	13
4.2	Access Arrangement	14
4.3	Parking	14
4.4	Servicing	15
4.5	Construction Traffic	15
5	Trip Generation & Impact Assessment	16
5.1	Description	16
5.2	Trip Generation	16
5.3	Impact Assessment	18
6	Travel Plan	19
6.1	Context	19
6.2	The Travel Plan	19
6.3	Accessibility Index	23
7	Summary and Conclusion	25

Figures

1715DWG01	-	Site Location Plan
1715DWG02	-	Extract from the Reading Cycle Maps
1715DWG03	-	Extract from the Reading Bus Maps
1715DWG04	-	Recorded Road Traffic Accidents
1715DWG05	-	Existing Site Layout
1715DWG06	-	Proposed Site Layout
GRE-4 002/01	-	Existing Site Survey Plan; JBKS Architects
GRE-4 103/010	-	Proposed Site Plan; JBKS Architects

Appendices

Appendix A	-	TRICS Data
------------	---	------------

1 Introduction

- 1.1.1 Helix Transport Consultants Ltd are appointed by Greyfriars Church to prepare a Transport Statement examining the transport implications of their redevelopment proposals.
- 1.1.2 The redevelopment proposals will involve the:
- demolition of the existing bookshop, coffee shop, foyer(s) / circulatory areas and the rebuilding of more generously proportioned areas, which fulfil the same function;
 - removal of the existing temporary (portacabin) offices, in order to accommodate a new covered walkway;
 - reconfiguration of 2-4 Sackville Street to create a reception and prayer space area, on the ground floor. Second and third floor areas are to be refurbished, but will remain offices;
 - creation of new floor space to better accommodate the existing admin function and the hosting of religion based community groups / teaching; and,
 - new residential accommodation in the form of 1 x 5-bed flat, 1x 2-bed flat and 1 x 1 bed flat. This accommodation is intended to be occupied by members of the clergy and/or students studying at the church.
- 1.1.3 The purpose of this report is to provide the planning and highway authorities with an assessment of the relevant traffic and transportation issues.
- 1.1.4 The following sections report on the: policy context (Chapter 2); the transport network (Chapter 3); the proposed development (Chapter 4); and the likely trip generation and impact of the proposals (Chapter 5).

2 Policy Context

2.1 National Planning Policy

2.1.1 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012. Section 4 of NPPF, Promoting Sustainable Transport, states the following:

Para 29 – ‘... The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.’

Para 30 – ‘Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

Para 32 – ‘All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.’

Para 34 – ‘Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.’

2.2 Local Planning Policy

2.2.1 Relevant local policy can be found in the Reading Borough Local Development Framework; Sites and Detailed Policies Document October 2012

DM12: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS

In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

- Development will only be permitted where:-
- Accesses and works to the highway comply with the adopted standards of the Transport Authority;
- The development would not have a material detrimental impact on the functioning of the transport network;
- The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
- The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and
- For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.

2.3 Policy Summary & Conclusion

2.3.1 Transport planning policy seeks to ensure that development will not create road safety problems, or cause significant congestion on the transport network.

2.3.2 When a proposed development is likely to result in a significant number of new trips, the policies require that these are located where the need to travel will be minimised, and the use of sustainable transport modes can be maximised.

- 2.3.3 This report concludes that, by being located in a highly accessible location, and without creating likely road safety or congestion issues, the proposed development conforms to the policy requirement.

3 Description of Site and the Surrounding Transport Network

3.1 Site Description

3.1.1 The site is located on the eastern side of central Reading, around 300m southwest of the Reading Train Station. The location of the site is shown on the attached drawing 1715DWG01.

3.1.2 The site is bound by: residential dwellings off Sackville St. to the north; commercial development off Greyfriars Road and Friars St. to the east and south; and, the A329 dual carriageway to the west.

3.1.3 Access to the site is achieved off Friar St. or Sackville St. The principal site access, off Friar St, takes the form of a simple priority T-junction. This is located approximately 25m to the east of the A329 junction.

3.1.4 The capacity of the site's main car park, accessed off Friar St, is estimated to be 18 vehicles. This number is considered to reflect the practical maximum that the car park can accommodate before blocking-in becomes an issue.

3.1.5 A further access off Friar Street, located approximately 55m from the A329 junction, is available for pedestrians only.

3.1.6 A second all-mode access point is available off Sackville St. This also takes the form of a simple priority T-junction.

3.2 Local Pedestrian Network

3.2.1 The site benefits from its position within central Reading, and with that comes a comprehensive network of lit footways with both controlled and un-controlled crossing opportunities.

3.2.2 Local footways generally meet or exceed the recommended minimum width and are considered to be in a very good state of repair.

3.3 Local Cycle Network

3.3.1 The Reading Borough Council publications, Cycle Routes in Central Reading and Reading Cycle Routes Network, show how the site is well positioned to access the network of radial routes emanating from central Reading. This is illustrated on the enclosed drawing 1715DWG02.

3.3.2 Provision for cyclists in the immediate vicinity of the site include, cycle advance stop lines, Bus & Cycle Only lanes, traffic free lanes and secure cycle parking facilities.

3.4 **Local Bus Network**

3.4.1 With bus stops situated just 80m from the main pedestrian access, the site is very well placed to access the local bus network.

3.4.2 The drawing 1715DWG03 attached to this report provides an extract of the central Reading bus stop map, showing the site in relation to the comprehensive network of bus services available to site users.

3.5 **Local Rail Network**

3.5.1 The southern entrance to the Reading Train Station lies around a 500m walk from the site. Pedestrians can access the station via the existing network of footways.

3.5.2 Alternatively, train service users may choose to travel between the station and the site by cycle, following the recommended route via Greyfriars Road and station Hill, or by bus, via the various pink routes which offer the site a 5 minute shuttle service.

3.5.3 The Reading Train Station acts as a gateway to the national network, with direct access to numerous local and inter-city train services. A recent investment of around £900M has substantially improved the station.

3.5.4 In addition to the above, the current Reading Central Area Action Plan identifies a potential future Mass Rapid Transit scheme passing the site. When realised, this scheme will further enhance the site's non-car accessibility.

3.6 **Local Highway Network**

3.6.1 The principal vehicular access to the site is taken from a short road link, which is accessed via a simple priority T-junction off Friar Street. The junction with Friar St. is relatively wide, with an entry radius of around 6m and an exit radius of around 12m. The geometry allows for a vehicle to exit the main carriageway while another exits the site; however, the road quickly narrows to a single lane of approximately 3.0m width.

3.6.2 Beyond the single lane section the access link widens to provide a turning area, before travelling into the gated car park area. This gated entrance is around 3.5m wide.

3.6.3 At the point where access to the site is taken, Friar St. is a two-way road measuring approximately 9.5m wide. Zig-zag markings, associated with the nearby zebra crossings, and double yellow lines prevent on-street parking anywhere near the site.

3.6.4 Immediately west of the site, Friar St. forms an arm of the grade-separated A329 roundabout junction.

3.6.5 The A329 forms part of the principal north-south link through Reading and provides access to the M4 junction 11, which lies around 6Km to the south of the site.

3.6.6 To the west, beyond the A329 grade-separated roundabout junction, Chatham St. and Oxford Rd provide the main route westward towards Didcot.

3.6.7 Immediately east of the site Friar St. forms part of central Reading's one-way system, which incorporates contra-flow bus & Cycle Only lanes and on-street waiting and loading restrictions.

- 3.6.8 A second vehicle access is available off Sackville St. This gated access, which takes the form of a dropped kerb crossing, is around 2.5m wide and is shared with the Greyfriars Day Nursey.
- 3.6.9 Sackville St. is a residential cul-de-sac measuring approximately 7.3m in width. On-street parking is permitted along both sides of the street for most of its length. This parking is restricted to permit holders only.
- 3.7 **Highway Safety**
- 3.7.1 Best practice recommends a review of recorded Road Traffic Accident (RTA) data over the most recent 3 year period, or 5 year period if an area is thought to have a poor accident record. This is in order to determine whether there are any clusters or patterns indicative of a specific problem with the existing highway layout.
- 3.7.2 A review of the road traffic accident data available on the *crashmap.co.uk* website, reveals that there has been no recorded accidents at the site accesses during the most recent 5 year period.
- 3.7.3 There have, however, been a number of accidents reported near to the site access. Three occurred on Friar St, to the immediate west of the site access. Two of these appear to have occurred on the zebra crossing across the westbound carriageway. Two further incidents have occurred on Friar Street, to the immediate east of the site access. Of these five incidents, four were slight and one was severe.
- 3.7.4 The RTA locations are shown on the attached drawing 1715DWG04.
- 3.7.5 As indicated, two accidents occurred on one zebra crossing. In this location inter-visibility is very good, the junction is lit and has the appropriate warning apparatus. Under the circumstances it appears that driver error was the most likely cause.
- 3.7.6 Apart from the two incidents discussed above, there is no obvious clustering or causation pattern of accidents near to the site.
- 3.7.7 Given the above, it is concluded that there are no existing road safety issues that development on the site might exacerbate.

4 Proposed Development

4.1 Proposed Development

4.1.1 The proposed development will comprise the:

- demolition of the existing bookshop, coffee shop, foyer(s) / circulatory areas and the rebuilding of more generously proportioned areas, which fulfil the same function;
- removal of the existing temporary (portacabin) offices, in order to accommodate a new covered walkway;
- reconfiguration of 2-4 Sackville St. to create a reception and prayer space area, on the ground floor. Second and third floor areas are to be refurbished, but will remain offices;
- creation of new floor space to better accommodate the existing admin function and the hosting of religion based community groups / teaching; and,
- new residential accommodation in the form of 1 x 5-bed flat, 1x 2-bed flat and 1 x 1 bed flat. This accommodation is intended to be occupied by members of the clergy and/or students studying at the church.

4.1.2 A principal purpose of the proposed redevelopment is to address the current cramped conditions for the church's activities occurring outside of the main church services.

4.1.3 JBKS architects drawings GRE-4 002/01 and GRE-4 103/010 show the before and after development scenario's. Copies of these drawings are attached for easy reference.

4.1.4 In addition to the church's administration functions, the areas outside of the historic building are home to a number of activities, centred around the Anglican community, these range from religious teaching to hosting community groups and selling beverages and books.

4.1.5 The following table summarises the proposed and existing gross floor areas, for the various site activities. Drawing 1715DWG05 and 1715DWG06, attached to this report, illustrate the existing and proposed division of space on the site.

Table 4.1 – Comparison of development Quantity Before and After Proposed Redevelopment

Description	Existing	Proposed
Coffee & bookshops, foyer and circulatory space	746 sqm (GFA)	807 sqm (GFA)
Office space, meeting spaces and prayer space (outside of main church)	299 sqm (GFA)	1,285 sqm (GFA)
Residential accommodation	-	1 x 5-bed shared 1 x 2-bed apartment 1 x 1-bed apartment

4.2 Access Arrangement

4.2.1 There are no proposed alterations to the access off Sackville St.

4.2.2 While there are no proposed alterations to the ‘bell-mouth’ layout of the access off Friar Street, the access road will be redesigned to fit within an altered car-park layout. The new access road will pass through a gated opening 4.8m wide. The gate is to be set-back 10m from the carriageway edge.

4.2.3 One distinct advantage of the proposed alterations to the Friars St. access is that it will eliminate the current potential for queues to form on Friar St. as a consequence of vehicles exiting the site to block vehicles entering the site.

4.3 Parking

4.3.1 For this town centre (Zone 1) location the current adopted parking standards, set out in the Revised Parking Standards and Design, Supplementary Planning Document (2011), allow for:

- 0 car parking spaces for a Place of Worship
- 1 car parking space for 3+ Flat
- 0.5 car parking spaces for 1-2 bed flat

4.3.2 According to the above, the proposed additional development on the site requires 2 parking spaces.

4.3.3 In terms of cycle / moped parking, the adopted guidance recommends:

- 1 cycle parking space per 50sqm for a Place of Worship

- 1 cycle parking space per 50sqm for a Place of Worship
- 1 cycle parking space for 3+ Flat
- 0.5 cycle parking spaces for 1-2 bed flat

4.3.4 According to the above, the proposed additional development on the site requires 5 cycle parking spaces.

4.3.5 In addition, the adopted guidance recommends that parking courts with up to 200 spaces, should assign 2 spaces for disabled drivers.

4.3.6 The proposed re-development meets the adopted parking guidance by providing 20 spaces (2 more than currently available). Of the proposed spaces 2 are to be designated for the use of disabled drivers.

4.3.7 3 Sheffield-type cycle parking stands, providing 6 cycle parking spaces, will be located in a prominent area with good natural surveillance.

4.4 **Servicing**

4.4.1 Servicing and refuse collection currently occur off Sackville St. There are no proposed changes to this current arrangement.

4.5 **Construction Traffic**

4.5.1 The hours of operation during site construction and the routing of construction traffic will be discussed at the appropriate time. It is expected that a construction management plan will be secured by planning condition.

5 Trip Generation & Impact Assessment

5.1 Description

- 5.1.1 The proposed new floor space on the site falls into either: the existing D1 – Non-residential institution (Place of Worship); or, C3 – Dwelling. The purpose and implications of the redevelopment proposals are set out below.
- 5.1.2 Additional covered foyer / circulatory space is to be provided in order to connect the two main buildings on the site. This element of the overall scheme is not expected to generate more traffic, in its own right, but will instead create a more pleasant environment for people who would chose to go to the site in any case.
- 5.1.3 Additional office space is to be provided. The purpose of this element of the proposals is to create a less cramped environment for the administration functions of the church. While the ancillary office space is due to grow, the tasks, and therefore personnel, and therefore travel demand, is expected to remain unchanged.
- 5.1.4 Additional meeting and prayer space will address both the existing cramped conditions, and difficulties with organising and sharing the current space between the various groups who meet on the site, during the week. While there are no expectations that the current number of groups, or frequency of meetings, or number of attendees will significantly grow as a result of the redevelopment proposals, this is a possibility.
- 5.1.5 New residential accommodation is to be provided for members of the ministry and/or students studying at the church. These individuals would, otherwise, travel to the site from elsewhere; therefore, the overall effect will be a net-reduction in trips to the church. Notwithstanding, the magnitude of this effect is considered negligible.
- 5.1.6 By far the busiest time on the site occurs on a Sunday. Outside of the main service the church does not host groups, or carry out administrative functions on a Sunday. Given that the proposed redevelopment will not increase the capacity of the main church building, the proposed redevelopment is not expected to have any bearing on the level of activity during the site's busy Sunday period.

5.2 Trip Generation

- 5.2.1 In order to quantify the potential additional trips onto the network, resulting from the proposed redevelopment, an assessment has been carried out using survey information contained in the TRICS database.
- 5.2.2 Multi-modal survey information has been obtained for comparable land-uses, in town centre locations, within England. It should be noted that there is very little

survey information for Places of Worship within the TRICS database. Just one survey is considered to be comparable. The following tables summarise the TRICS derived trip rates.

Table 5.1 – Proposed Development Trip Generation Rates

Period / Mode		Total People		Vehicles		Cyclist		Pedestrians		PT Users		Other	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Place of Worship													
AM Peak (08:00-09:00)	Trip Rate / 100sqm	0.222	0.000	0.222	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000
	% Mode Share			100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PM Peak (17:00-18:00)	Trip Rate / 100sqm	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	% Mode Share			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Private Flats													
AM Peak (08:00-09:00)	Trip Rate / 100sqm	0.095	0.45	0.044	0.113	0.004	0.013	0.03	0.144	0.015	0.127	0.002	0.053
	% Mode Share			46%	25%	4%	3%	32%	32%	16%	28%	2%	12%
PM Peak (17:00-18:00)	Trip Rate / 100sqm	0.372	0.183	0.107	0.066	0.012	0.002	0.128	0.082	0.086	0.011	0.039	0.022
	% Mode Share			29%	36%	3%	1%	34%	45%	23%	6%	10%	12%

5.2.3 Applying the above trip generation rates to the proposed development quantity of 3 flats and 986sqm additional 'D1 - Place of Worship' space, produces the following estimate of weekday peak hour trips.

Table 5.2 – Proposed Development Trips

Period	Total People		Vehicles		Cyclist		Pedestrians		PT Users		Other	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Place of Worship												
AM Peak (08:00-09:00)	2	0	0	0	0	0	0	0	0	0	2	0
PM Peak (17:00-18:00)	0	0	0	0	0	0	0	0	0	0	0	0
Private Flats												
AM Peak (08:00-09:00)	0	1	0	0	0	0	0	0	0	0	0	0
PM Peak (17:00-18:00)	1	1	0	0	0	0	0	0	0	0	0	0

5.3 **Impact Assessment**

5.3.1 According to the above there may be an increase in weekday peak hour trips of 3 people movements in the AM peak and 2 people movements in the PM peak.

5.3.2 The above assessment takes the simplistic view that the new gross floor area will be for new activities, and that normal residential trip rates apply. In this way, the resulting assessment is considered to be very robust.

5.3.3 Given the above, the estimated impact on Reading's Transport Networks is considered to be negligible.

5.3.4 For the reasons given in section 5.1, the proposed redevelopment is not expected to have any significant effect on a Sunday, the site's busiest period.

6 Travel Plan

6.1 Context

6.1.1 The proposed development falls well below the transport impact threshold where a Travel Plan is required as part of the planning application process.

6.1.2 Nevertheless, the applicant intends to instigate and manage a Travel Plan unilaterally, outside of the of the planning process, in pursuance of the BREEAM requirements.

6.1.3 Accordingly, this chapter also includes an assessment of the site's Accessibility Index (AI) using Transport for London's (TfL's) Public Transport Assessment Level (PTAL) method, as adopted and requested under BREEAM.

6.1.4 This Travel Plan should be reads in conjunction with the rest of this Transport Statement document, which provides details of: the site's proximity to local service / amenities; the local walk, cycle and public transport infrastructure; the likely trip generation to / from the site; and, measured designed to encourage the use of non-car travel.

6.2 The Travel Plan

Introduction

6.2.1 A Travel Plan is a package of measures, aimed at promoting sustainable travel, with the emphasis on reducing the reliance on single car occupancy car travel, car parking and car use in general. It is tailored to the specific circumstances of the site and its users, taking into account factors such as current modal split, the size and location of the site, the different types of users, facilities and services. The Plan is an ongoing process of monitoring, a dynamic process that will grow and develop with time to reflect changes in user characteristics and the requirements of the organisation implementing the plan.

Aims

6.2.2 The purpose of the Travel Plan is to increase awareness of more sustainable travel options available to the development and to encourage their use, with the objective of ultimately reducing the reliance on car use. The predominant indicator of the success of the Travel Plan is the modal split and specifically, the proportion of single-occupancy car.

6.2.3 Accordingly, the Travel Plan's ultimate aim is to limit the proportion of car-based trips to and from the proposed development, particularly single occupancy trips. This would be achieved by:

- improving access to the proposed development by various modes of travel as opposed to the private car;
- reducing reliance on the private car as the preferred mode of travel to access the development; and
- reducing the proportion of development-related car traffic on the highway network, during the day, and in particular during peak periods of travel.

6.2.4 It is anticipated that improving the attractiveness and accessibility of alternative modes of transport to the private vehicle would encourage users, which would have otherwise travelled by car, to use more sustainable and alternative means of transport.

Objectives

6.2.5 The broad objectives of the Travel Plan will be:

- to limit the potential proportion of private car travel, especially single occupancy journeys and short journeys;
- to maximise the proportion of journeys undertaken by other modes (public transport, cycling, walking), in particular local trips;
- to reduce the need to travel;
- to promote the physical fitness of residents through the promotion of non-car travel for regular journeys;
- to provide travel guidance and raise awareness and use of sustainable travel; and
- to minimise CO2 emissions from vehicular travel.

6.2.6 The travel plan recommends a set of measures setting out the types of process to be adopted to reduce the dependence on the private car and presents a series of actions to taken.

Travel Initiatives

6.2.7 The future of any travel plan is heavily dependent on the future occupier and their commitment to it. To enable the travel plan to be implemented and meet its aims of reducing the dependence of the private car, a package of measures is identified below, which is considered to be a minimum requisite for the travel plan to work.

6.2.8 A number of travel initiatives which should have benefit to future occupants of the proposed development can be promoted without needing to gauge travel behaviour of residents and it is possible to undertake a number of measures early on in the

development timescale to give travel choice to the first occupants of the residential dwellings.

- 6.2.9 Upon estate completion travel patterns of residents can be determined by way of standard travel questionnaire, which can identify other measures for which contributions or actions may be necessary.

Travel Plan Co-ordinator

- 6.2.10 A travel plan co-ordinator role will assigned to a suitable member of the Greyfriars Church staff.

- 6.2.11 The principal task of the co-ordinator will be to engage with future visitors and residents and:

- explain the travel choices available to them;
- Promoting the Travel Plan; and
- Distributing publicity and disseminating information on local car clubs, bicycle user groups, public transport and other non-car modes.

Walking / Cycling

- 6.2.12 The walking and cycling opportunities are described in the Transport Statement. Chapter. These modes of travel are facilitated within the proposed design, and by the inclusion of cycle parking stands.

Bus / Public Transport

- 6.2.13 The site is very well placed to attract trips by public transport. Section 6.3 demonstrates that the accessibility to public transport is excellent.

Travel Information Packs

- 6.2.14 The applicant will oversee that upon occupation each dwelling will be provided with a comprehensive travel information pack, which will provide details of all transportation services available to residents of the new dwellings. The information pack will include details (including timetables) about bus, tube and railway services in the vicinity.

- 6.2.15 In addition to the information relating to bus services, the pack will also include cycle and walking route maps, details and contacts relating to the car club, and any other information or website addresses deemed relevant at the time of distribution.

Communication of the Travel Plan

- 6.2.16 All households will be made aware of the Plan and the co-ordinator's role through:

- The on-site notice boards; and,
- residents' welcome packs.

Promotion and Publicity

6.2.17 The co-ordinator will ensure that a sustainable transport information board will be installed on-site and regularly updated.

6.2.18 This information board is to be located in a public area.

Internet Access

6.2.19 The development infrastructure will afford each new dwelling with broadband internet access, facilitating home working and access to real-time travel information.

6.2.20 The travel plan co-ordinator will instigate the inclusion of how-to-get-here information on the Greyfriars Church website.

Travel Plan Targets and Monitoring

6.2.21 The predominant indicator of the success of the plan is mode split and, more specifically, the proportion of single-occupancy car trips.

6.2.22 It is proposed that a travel patterns questionnaire survey would be distributed to new occupiers by the co-ordinator to indicate how travel is undertaken by residents.

6.2.23 It is further proposed that regular visitors to the Church, such as those attending regular workshops, will be requested to provide travel pattern information.

6.2.24 Travel Plan targets could take a number of formats:

- vehicle trip reduction;
- observed level of car parking;
- modal split;
- modal shift;
- uptake of measures; or
- single occupancy vehicle (SOV) travel

6.2.25 The questionnaire surveys will assist in identifying a number of these parameters, such as modal split and uptake of measures, whilst records can be maintained by the co-ordinator such as the use of on-site parking.

6.3 **Accessibility Index**

6.3.1 The following spreadsheet provides the Accessibility Index (AI) calculations for the site. This is based on the Transport for London's (TfL's) Public Transport Accessibility Level (PTAL) methodology.

6.3.2 As can be seen the site is very well placed to attract non-car travel. The equivalent PTAL score for the calculated AI is 6a - Excellent. The maximum BREEAM credit for the proposed development is 3. This could be achieved with an AI score around 5 times smaller (equivalent PTAL score of 2 – Poor).

Table 7.1

**Existing Public Transport Accessibility Index (TfL PTAL Method): off-peak period
Greyfriars Church**

POI	Mode	Bus Route (Stop) or Rail Line (Station)	Congestion Factor	Walk Distance (metres)	Walk Time (minutes)	Scheduled Frequency (per hour)	Average Waiting Time (minutes)	Access Time (minutes)	Equivalent Doorstep Frequency	
			k	D	a = D / 80	f	b = k*(0.5* 60) / f	t = a + b	EDF = 30 / t	
Greyfriars Church	Bus*	17	2.00	250	3.13	8	5.75	8.88	3.38	
		U1	2.00	100	1.25	4	9.50	10.75	2.79	
		Jet Black	2.00	300	3.75	2	17.00	20.75	1.45	
		2,2a	2.00	60	0.75	2	17.00	17.75	1.69	
		3,3b,10	2.00	200	2.50	5	8.00	10.50	2.86	
		4,X4	2.00	270	3.38	4	9.50	12.88	2.33	
		5	2.00	60	0.75	7	6.29	7.04	4.26	
		6,6a	2.00	60	0.75	6	7.00	7.75	3.87	
		7	2.00	60	0.75	1	32.00	32.75	0.92	
		9	2.00	200	2.50	1	32.00	34.50	0.87	
		11	2.00	200	2.50	3	12.00	14.50	2.07	
		13	2.00	450	5.63	2	17.00	22.63	1.33	
		14	2.00	450	5.63	2	17.00	22.63	1.33	
		15,17T,15a	2.00	270	3.38	4	9.50	12.88	2.33	
		16,16S	2.00	200	2.50	4	9.50	12.00	2.50	
		19a	2.00	200	2.50	1	32.00	34.50	0.87	
		19b	2.00	200	2.50	1	32.00	34.50	0.87	
		21,21a	2.00	60	0.75	4	9.50	10.25	2.93	
		22,22S	2.00	100	1.25	2	17.00	18.25	1.64	
		23,23S	2.00	100	1.25	2	17.00	18.25	1.64	
		24	2.00	100	1.25	2	17.00	18.25	1.64	
		25,25S	2.00	100	1.25	1	32.00	33.25	0.90	
		26,26T,26L	2.00	270	3.38	5	8.00	11.38	2.64	
		27,29	2.00	60	0.75	1	32.00	32.75	0.92	
		33,33S	2.00	200	2.50	4	9.50	12.00	2.50	
		40	2.00	270	3.38	0.1	302.00	305.38	0.10	
		42,42a	2.00	150	1.88	2	17.00	18.88	1.59	
		50a	2.00	200	2.50	3	12.00	14.50	2.07	
		53,53a,53b,53x	2.00	200	2.50	6	7.00	9.50	3.16	
		60,60a,60b,60c,60e,60h,60m,60x	2.00	200	2.50	4	9.50	12.00	2.50	
		500	2.00	200	2.50	4	9.50	12.00	2.50	
		702,703	2.00	450	5.63	1	32.00	37.63	0.80	
	Rail	GWR Thames Valley/Cotswolds (1)	0.75	500	6	6	5.75	12.00	2.50	
		GWR Mainline (2a)	0.75	500	6	2	15.75	22.00	1.36	
		GWR Mainline (2b)	0.75	500	6	2	15.75	22.00	1.36	
		GWR Mainline (2c)	0.75	500	6	2	15.75	22.00	1.36	
		GWR Cheltenham Direct (3)	0.75	500	6	0.5	60.75	67.00	0.45	
		Cross Country Inter-city (4)	0.75	500	6	2	15.75	22.00	1.36	
		SWR London Metro and Suburban (5)	0.75	500	6	2	15.75	22.00	1.36	
	Accessibility Index (the EDF of all but the most accessible route for both bus and train would be halved in arriving at the Accessibility Index)									39.4
	PTAL									6
	BREEAM Category: Business: Offices/Industrial, Multi-residential, Other building type 1									
	BREEAM: TRA01 credits achieved									3

Bus

* - Excludes a number of services operating restricted hours

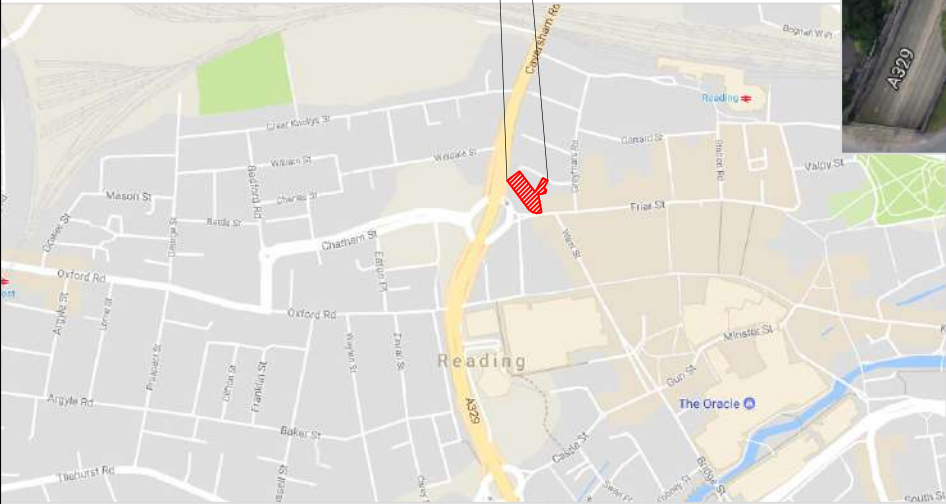
Rail

(1) London Paddington to Oxford (direct)	2	Slough, Reading (8tpd Monday - Friday, 10tpd Saturday and 16tpd Sunday) and Oxford. (For extension services see Peak / Limited services below)
(1) London Paddington to Didcot Parkway	2	Ealing Broadway, Southall (London Bound Only), Hayes and Harlington, West Drayton, Iver, Langley, Slough, Maidenhead, Twyford, Reading, Tilehurst, Pangbourne, Goring and Streatley, Cholsey and Didcot Parkway
(1) London Paddington to Reading	2	Ealing Broadway, Southall (Reading Bound Only), Hayes and Harlington, West Drayton, Slough, Burnham, Taplow, Maidenhead, Twyford and Reading
(2a) London Paddington to Cardiff Central and Swansea	2	GWR Mainline (South Wales): Reading, Didcot Parkway (1tph), Swindon, Bristol Parkway, Newport and Cardiff Central. 1tph extends to Swansea calling at Bridgend, Port Talbot Parkway, Neath and Swansea. Didcot Parkway is served by the trains to Cardiff Central
(2b) London Paddington to Bristol Temple Meads	2	GWR Mainline (West of England / Bristol): Reading, Didcot Parkway (1tph off-peak), Swindon, Chippenham, Bath Spa and Bristol Temple Meads. Some services are extended to Weston-super-Mare and Taunton during peak periods, limited services are extended to Exeter St Davids, Paignton, Plymouth and Penzance.
(2c) London Paddington to Plymouth/Penzance	1	GWR Mainline (Westcoast): Reading, Newbury, Pewsey, Westbury, Castle Cary, Taunton, Tiverton Parkway, Exeter St Davids, Newton Abbot, Totnes, Plymouth, Liskeard, Bodmin Parkway, Lostwithiel, Par, St Austell, Truro, Redruth, Camborne, Hayle, St Erth and Penzance.
(3) London Paddington to Cheltenham Spa	0.5	Reading, Didcot Parkway, Swindon, Kemble, Stroud, Stonehouse, Gloucester and Cheltenham Spa
(4) Reading to Newcastle	1	Oxford, Banbury, Leamington Spa, Birmingham New Street, Derby, Sheffield, Doncaster, York, Darlington and Durham; 1tp2h runs from Southampton Central calling at Southampton Airport Parkway, Winchester, Basingstoke, Reading, then as above.
(4) Bournemouth to Manchester Piccadilly	1	Brockenhurst, Southampton Central, Southampton Airport Parkway, Winchester, Basingstoke, Reading, Oxford, Banbury, Leamington Spa, Coventry, Birmingham International, Birmingham New Street, Wolverhampton, Stafford, Stoke-on-Trent, Macclesfield and Stockport
(5) London Waterloo to Reading	2	Clapham Junction, Richmond, Twickenham, Feltham, Staines, Egham, Virginia Water, Longcross (limited service), Sunningdale, Ascot, Martins Heron, Bracknell, Wokingham, Winnersh, Winnersh Triangle, Earley

7 Summary and Conclusion

- 7.1.1 This Transport Statement (TS) has been prepared in order to examine the traffic and transportation issues associated with the proposed redevelopment at Greyfriars Church, Reading.
- 7.1.2 The proposals will create an additional 1,047sqm of D1 Land Use Class – ‘Place of Worship’ Gross Floor Area. The intended purpose of this additional space is to create a more generous foyer / circulatory area (+61 sqm), and to address the existing cramped conditions under which general administration and group hosting occurs (+986sqm).
- 7.1.3 In addition to the above, the proposals will also create one 5-bed, one 2-bed and one 1-bed flat. These flats are due to be occupied by members of the clergy and / or students studying at the church.
- 7.1.4 This report provides a robust assessment of the potential increase in travel demand during the busiest periods on the transport network. It is concluded that the impact of the proposed development is insignificant.
- 7.1.5 Proposed modifications to the site’s main car park layout and access are expected to make a positive contribution to the safe operation of the car park and adjacent highway, when compared with the current arrangement.
- 7.1.6 The proposed alternations to the overall provision of parking are considered to be entirely consistent with the current adopted guidelines.
- 7.1.7 The site is in a highly sustainable location which offers visitors a range of non-car travel options.
- 7.1.8 It is concluded that there are no valid highways or transportation reasons to prevent this proposed development.

Drawings



Helix Transport Consultants

18 Springfield Court, Stonehouse, Gloucestershire, GL10 2JF
Tel: +44 (0)1452 822825

Notes

Attribution: Map data (c) 2017 Google
Image data (c) 2017 Google

Key



Rev	By	Chkd	Apprv	Date	Description

Client

Greyfriars Church

Project

Greyfriars Church
Reading

Drawing

Site Location Plan

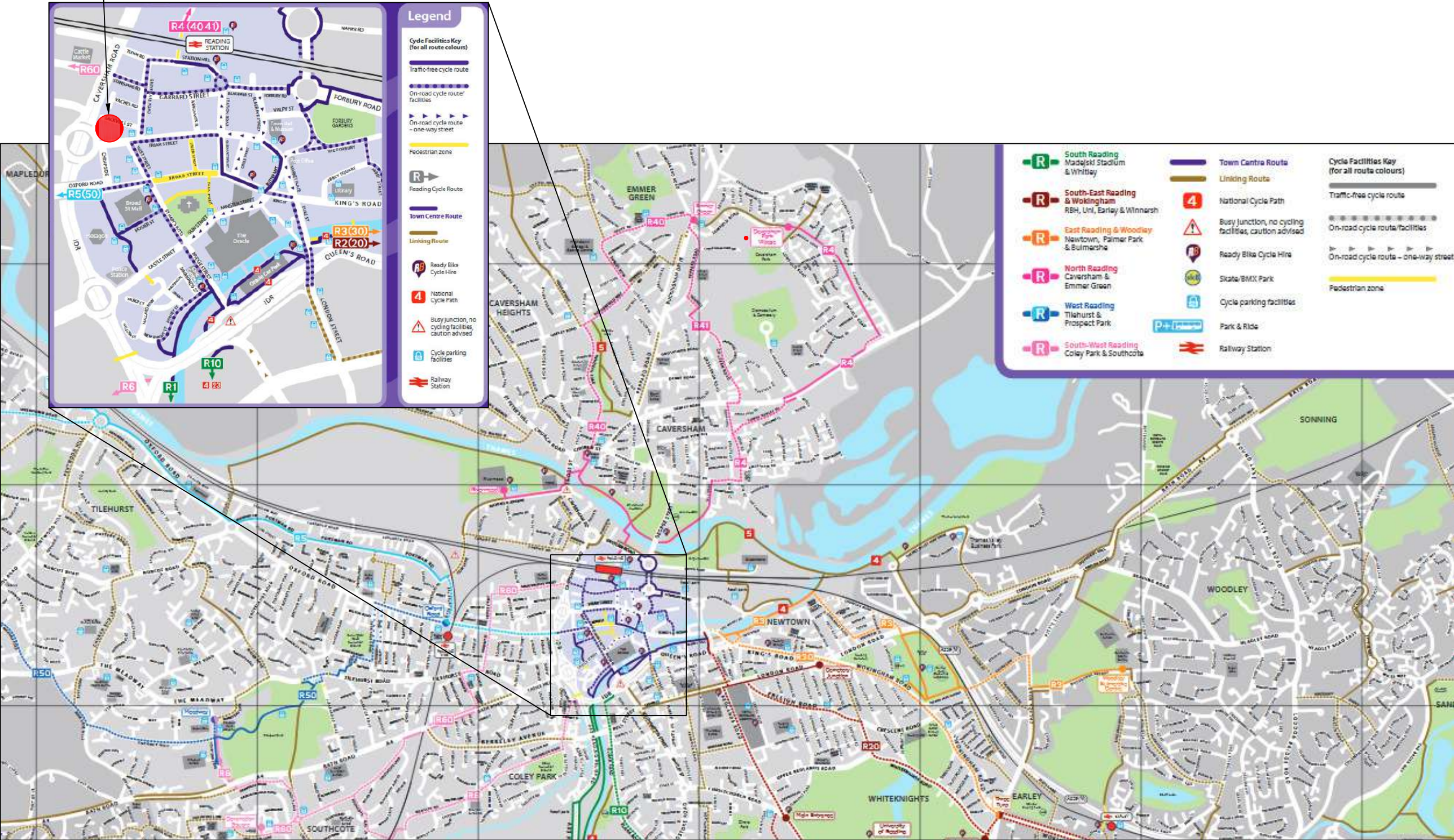
Drawn by: JH	Date: 03/11/2017
Checked by: JH	Date: 03/11/2017
Approved by: JH	Date: 03/11/2017

Drawing No.	Revision
1715DWG01	

Drawing Scale: NTS

For Information

Site



Rev	By	Chkd	Apprvd	Date	Description
-----	----	------	--------	------	-------------

Client
Greyfriars Church

Project
Greyfriars Church
Reading

Drawing
Extract from the
Reading Cycle Maps

Drawn by: JH	Date: 03/11/2017
Checked by: JH	Date: 03/11/2017
Approved by: JH	Date: 03/11/2017

Drawing No.	Revision
1715DWG02	

For Information

Drawing Scale: NTS

where to catch your bus in **Central Reading**Reading**buses**

route

jet black	1
lime	2 2a
leopard	3
leopard	X3
lion	4, X4
emerald	5
emerald	6 6a
scarlet	9
bronze	11
leopard	10
orange	12
orange	13 14
sky blue	15 15a
sky blue	16
purple	17
purple	17
nineteens	19a 19b 19c
claret	21 21a
pink	22
pink	23
pink	24
pink	25
yellow	26
pink	27
shuttle	29
royal blue	33 33a
Western Trench park & ride	500
Recess park & ride	60
greenwave	40-60
community link	18 28

towards

Theale / Thatcham / Newbury
Burghfield / Mortimer / Tadley
RBH / Arborfield / Wokingham
Shinfield Park (Direct)
College / Wokingham / Bracknell
Northumberland Ave
Whitley Wood / Tesco depot
RBH / Shinfield Park
Coley Park
RBH / Spencers Wood
College / Woodley Centre
College / Woodley Centre / Woodley / Woodley Green
Tilehurst / Dee Park / IKEA
Purley
College / Wokingham Road (Three Tuns)
College / Tilehurst (Water Tower)
RBH / UoR / Woodley or Lower Earley
UoR / Lower Earley
Caversham Heights
Caversham Park
Emmer Green
Sonning Common / Peppard Common
Calcot
Lower Caversham via Caversham Centre
Lower Caversham
Turnhams Farm / Tilehurst
Winnersh Triangle park & ride
Mere oak park & ride
Kennet Island / Green Park / Madejski Stadium / RIBP
Purley / Tilehurst Triangle / Caversham / Calcot / Tesco (Napier Road)

your bus stops

EP FP CA CQ
EP FP CA CQ
CR FM SA MA MF
EP FP
CT FN EO ME
MI CR CU SC MC
MI CR CU SC MC
CR FM SA MA MF
MI CR FM EO MC
CR FM SA MA MF
EM MF
EM MF
FE CX
FE CX
CY FN EO ME
MG MM CN CW
CR FM SA MA MF
CR CU EK MA
FL EL NA
FJ EL NA
FL EL NA
FJ EL NA
EK FP CA CQ
FJ EL
FJ EL
FE CB CQ
MQ CS FM EO MC
CS SD MC
CS SD MC
EP FP CA CB CQ
CU NF NG MP

see map

railair

operated by First

Heathrow Airport

For Information

Rev	By	Chkd	Apprv	Date	Description
-----	----	------	-------	------	-------------

Client

Greyfriars Church

Project

Greyfriars Church
Reading

Drawing

Extract from the
Reading Bus Maps

Drawn by: JH Date: 03/11/2017

Checked by: JH Date: 03/11/2017

Approved by: JH Date: 03/11/2017

Drawing No. Revision

1715DWG03

Drawing Scale: NTS

Notes

Based on information provided by CrashMap. See appendix A of the main report 1711REP01 for further details.

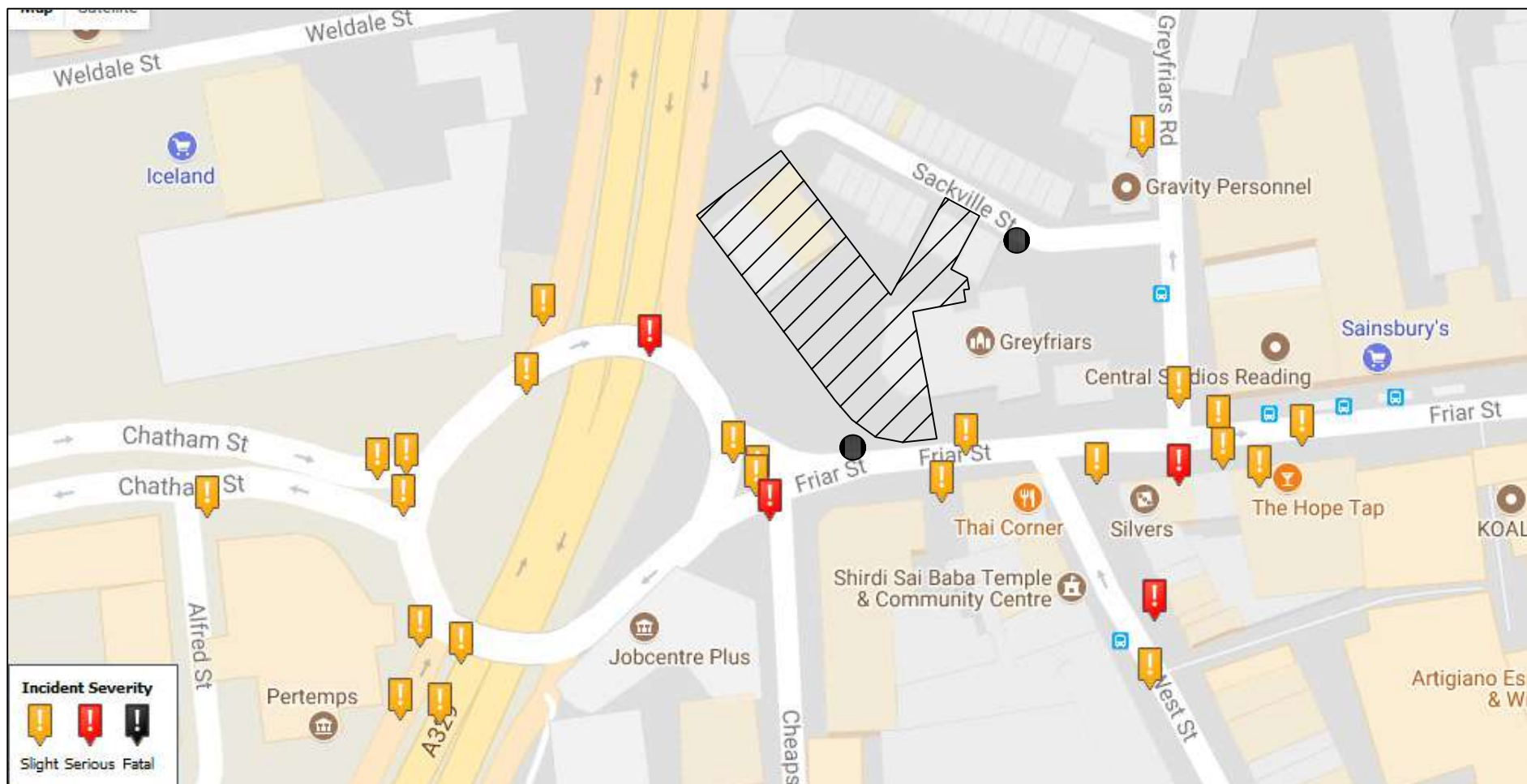
Key



Site



Site access points



Incident Severity



Slight Serious Fatal

Rev	By	Chkd	Apprv	Date	Description

Client

Greyfriars Church

Project

Greyfriars Church
Reading

Drawing

**Recorded Road Traffic
Accidents**

Drawn by: JH Date: 03/11/2017

Checked by: JH Date: 03/11/2017

Approved by: JH Date: 03/11/2017

Drawing No. 1711DWG04 Revision

Drawing Scale: NTS

For Information

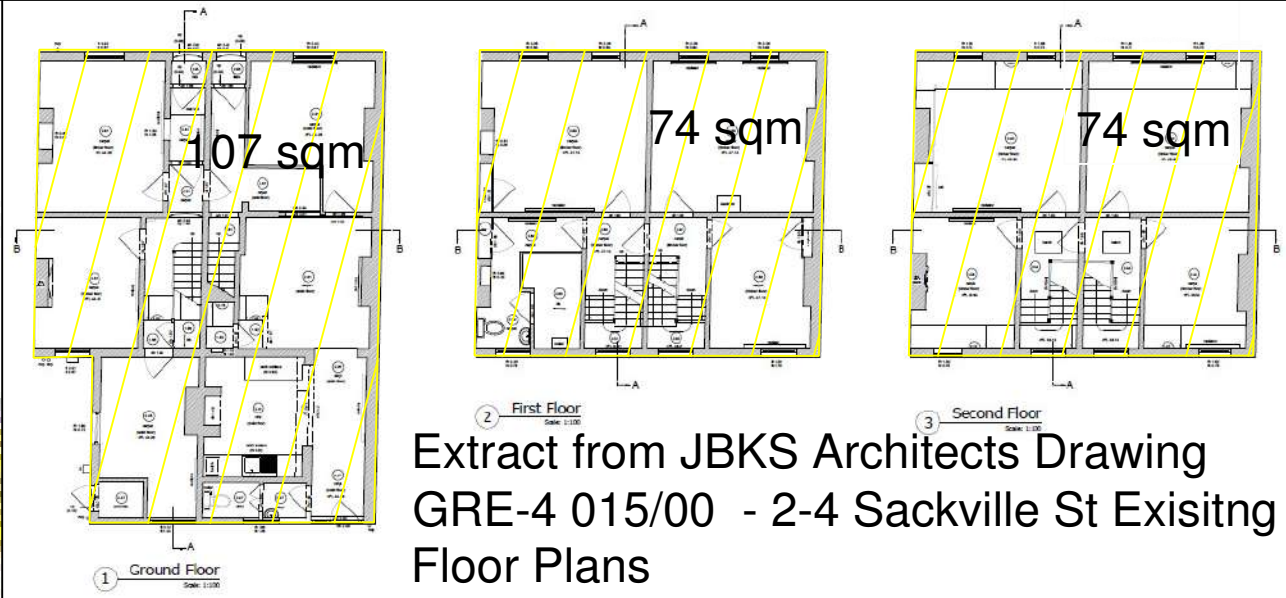
Key



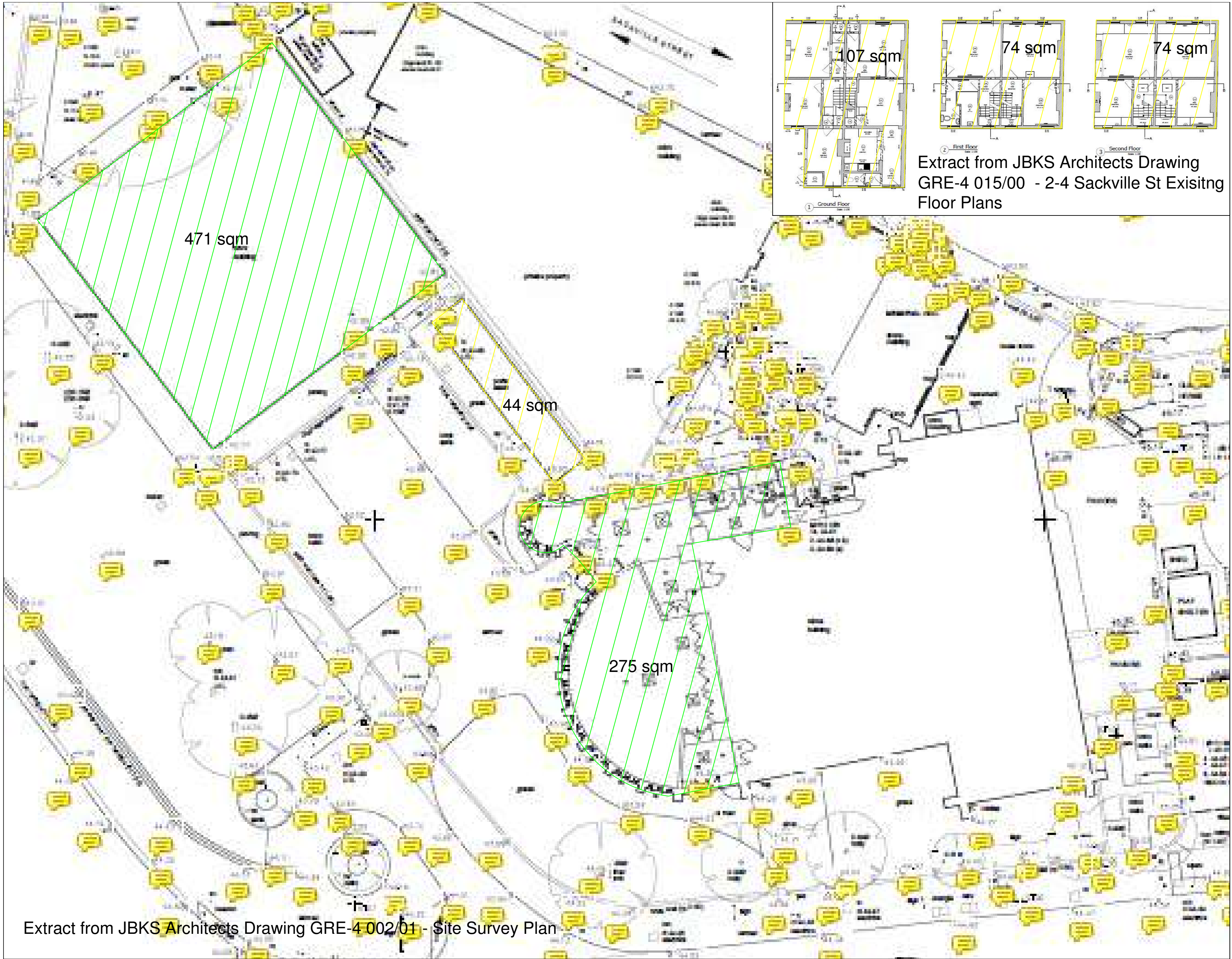
Existing Office / Meeting Space



Existing Foyer / Circulatory / Book & Coffee shop space



Extract from JBKS Architects Drawing
GRE-4 015/00 - 2-4 Sackville St Existing
Floor Plans



Extract from JBKS Architects Drawing GRE-4 002/01 - Site Survey Plan

Rev	By	Chkd	Apprvd	Date	Description
-----	----	------	--------	------	-------------

Client

Greyfriars Church

Project

Greyfriars Church
Reading

Drawing

Exisiting Site Layout

Drawn by: JH Date: 03/11/2017

Checked by: JH Date: 03/11/2017

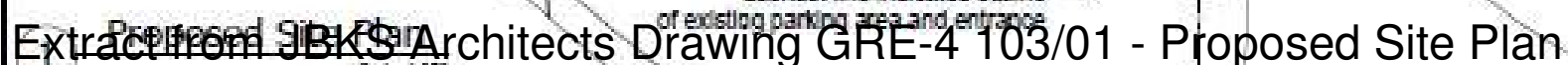
Approved by: JH Date: 03/11/2017

Drawing No. Revision

1715DWG05

For Information

Drawing Scale: 1:200 @ A2



Extract from JBKS Architects Drawing GRE-4 OPT1-111/08 - First & Second Proposed Church Centre Option 1

For Information

Key

 Proposed Office / Meeting Space Proposed Foyer / Circulatory / Book & Coffee shop space

-	-	-	-	-	-
Rev	By	Chkd	Apprvd	Date	Description

Client

Greyfriars Church

Project

Greyfriars Church
Reading

Drawing

Existing Site Layout

Drawn by: JH

Date: 03/11/2017

Checked by: JH

Date: 03/11/2017

Approved by: .||

Date: 03/11/2017

Drawing No.

Revision

1715DWG06

Drawing Scale: 1:200 @ A2

Appendix A

Trip Generation Data

TRICS 7.4.3

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 07 - LEISURE
 Category T - PLACE OF WORSHIP
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

1	GREATER LONDON	
	BM	BROMLEY
3	SOUTH WEST	
	DC	DORSET

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

Parameter: Gross floor area
 Actual Range: 450 to 1000 (units: sqm)
 Range Selected by User: 240 to 2355 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 09/04/17

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

Selected survey days:

Wednesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall

Selected Locations:

Town Centre	2
Edge of Town Centre	0
Suburban Area (PPS6 Out of Cen	0
Edge of Town	0
Neighbourhood Centre (PPS6 Lo	0
Free Standing (PPS6 Out of Tow	0
Not Known	0

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free

Selected Location Sub Categories:

Industrial Zone	0
Commercial Zone	0
Development Zone	0
Residential Zone	0
Retail Zone	0
Built-Up Zone	1
Village	0
Out of Town	0
High Street	1
No Sub Category	0

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial

Secondary Filtering selection:

Use Class:

D1 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

Population within 1 mile:

5,001 to 10,000 1 days

15,001 to 20,000 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

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:

1.1 to 1.5 2 days

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

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of

PTAL Rating:

No PTAL Present 1 days

3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1	BM-07-T-01 PUMP LANE HAYES Town Centre Built-Up Zone Total Gross floor area: Survey date:	MOSQUE FRIDAY	BROMLEY 1000 sqm 15/07/2016 Survey Type: MANUAL
2	DC-07-T-02 HIGH WEST STREET DORCHESTER Town Centre High Street Total Gross floor area: Survey date:	CHURCH WEDNESDAY	DORSET 450 sqm 26/03/2014 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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0.222	1	450	0.222	1	450	0.444
08:00-09:00		1	450	0.222	1	450	0	1	450	0.222
09:00-10:00		1	450	0.222	1	450	0.444	1	450	0.666
10:00-11:00		1	450	0.667	1	450	0.444	1	450	1.111
11:00-12:00		2	725	1.172	2	725	0.069	2	725	1.241
12:00-13:00		2	725	11.172	2	725	0.414	2	725	11.586
13:00-14:00		2	725	7.724	2	725	14.483	2	725	22.207
14:00-15:00		2	725	7.931	2	725	12.897	2	725	20.828
15:00-16:00		2	725	0.138	2	725	0.345	2	725	0.483
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			29.47			29.318			58.788	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: TAXIS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0.222	1	450	0.222	1	450	0.444
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0.207	2	725	0.207	2	725	0.414
13:00-14:00		2	725	0.207	2	725	0.207	2	725	0.414
14:00-15:00		2	725	0	2	725	0	2	725	0
15:00-16:00		2	725	0.138	2	725	0.138	2	725	0.276
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.774			0.774			1.548	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0	2	725	0	2	725	0
13:00-14:00		2	725	0	2	725	0	2	725	0
14:00-15:00		2	725	0	2	725	0	2	725	0
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:				0			0			0

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: PSVS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0.222	1	450	0.222	1	450	0.444
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0	2	725	0	2	725	0
13:00-14:00		2	725	0	2	725	0	2	725	0
14:00-15:00		2	725	0.069	2	725	0.069	2	725	0.138
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:				0.291			0.291			0.582

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	0.207	2	725	0	2	725	0.207
12:00-13:00		2	725	0.276	2	725	0	2	725	0.276
13:00-14:00		2	725	0.138	2	725	0.414	2	725	0.552
14:00-15:00		2	725	0.138	2	725	0.414	2	725	0.552
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.759			0.828			1.587	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0.444	1	450	0.444	1	450	0.888
08:00-09:00		1	450	0.222	1	450	0	1	450	0.222
09:00-10:00		1	450	0.444	1	450	0.222	1	450	0.666
10:00-11:00		1	450	0.444	1	450	0.222	1	450	0.666
11:00-12:00		2	725	1.448	2	725	0.069	2	725	1.517
12:00-13:00		2	725	13.448	2	725	0.069	2	725	13.517
13:00-14:00		2	725	8.966	2	725	16.414	2	725	25.38
14:00-15:00		2	725	9.034	2	725	14.966	2	725	24
15:00-16:00		2	725	0	2	725	0.414	2	725	0.414
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			34.45			32.82			67.27	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	1.556	1	450	0.444	1	450	2
10:00-11:00		1	450	0.889	1	450	0.444	1	450	1.333
11:00-12:00		2	725	2.138	2	725	0.345	2	725	2.483
12:00-13:00		2	725	16.897	2	725	0.552	2	725	17.449
13:00-14:00		2	725	7.103	2	725	22.138	2	725	29.241
14:00-15:00		2	725	12.138	2	725	16.414	2	725	28.552
15:00-16:00		2	725	0.345	2	725	0.621	2	725	0.966
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			41.066			40.958			82.024	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	1.586	2	725	0.207	2	725	1.793
12:00-13:00		2	725	11.172	2	725	0.345	2	725	11.517
13:00-14:00		2	725	8	2	725	16.414	2	725	24.414
14:00-15:00		2	725	4.207	2	725	8.138	2	725	12.345
15:00-16:00		2	725	0	2	725	0.483	2	725	0.483
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			24.965			25.587			50.552	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: TOTAL RAIL PASSENGERS

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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0.069	2	725	0	2	725	0.069
13:00-14:00		2	725	0.345	2	725	0.069	2	725	0.414
14:00-15:00		2	725	0	2	725	0.069	2	725	0.069
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.414			0.138			0.552	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: COACH PASSENGERS

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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	1.778	1	450	1.778
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0	2	725	0	2	725	0
13:00-14:00		2	725	0	2	725	0	2	725	0
14:00-15:00		2	725	0.552	2	725	0	2	725	0.552
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.552			1.778			2.33	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	1.778	1	450	1.778
11:00-12:00		2	725	1.586	2	725	0.207	2	725	1.793
12:00-13:00		2	725	11.241	2	725	0.345	2	725	11.586
13:00-14:00		2	725	8.345	2	725	16.483	2	725	24.828
14:00-15:00		2	725	4.759	2	725	8.207	2	725	12.966
15:00-16:00		2	725	0	2	725	0.483	2	725	0.483
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			25.931			27.503			53.434	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	450	0.444	1	450	0.444	1	450	0.888
08:00-09:00		1	450	0.222	1	450	0	1	450	0.222
09:00-10:00		1	450	2	1	450	0.667	1	450	2.667
10:00-11:00		1	450	1.333	1	450	2.444	1	450	3.777
11:00-12:00		2	725	5.379	2	725	0.621	2	725	6
12:00-13:00		2	725	41.862	2	725	0.966	2	725	42.828
13:00-14:00		2	725	24.552	2	725	55.448	2	725	80
14:00-15:00		2	725	26.069	2	725	40	2	725	66.069
15:00-16:00		2	725	0.345	2	725	1.517	2	725	1.862
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			102.206			102.107			204.313	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: CARS

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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	1.034	2	725	0	2	725	1.034
12:00-13:00		2	725	10.897	2	725	0.138	2	725	11.035
13:00-14:00		2	725	7.379	2	725	14.345	2	725	21.724
14:00-15:00		2	725	7.793	2	725	12.69	2	725	20.483
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			27.103			27.173			54.276	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: LGVS

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	450	0.222	1	450	0.222	1	450	0.444
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0	2	725	0	2	725	0
13:00-14:00		2	725	0	2	725	0	2	725	0
14:00-15:00		2	725	0	2	725	0	2	725	0
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.222			0.222			0.444	

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

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	450	0	1	450	0	1	450	0
08:00-09:00		1	450	0	1	450	0	1	450	0
09:00-10:00		1	450	0	1	450	0	1	450	0
10:00-11:00		1	450	0	1	450	0	1	450	0
11:00-12:00		2	725	0	2	725	0	2	725	0
12:00-13:00		2	725	0	2	725	0	2	725	0
13:00-14:00		2	725	0.069	2	725	0	2	725	0.069
14:00-15:00		2	725	0.069	2	725	0.138	2	725	0.207
15:00-16:00		2	725	0	2	725	0	2	725	0
16:00-17:00		1	450	0	1	450	0	1	450	0
17:00-18:00		1	450	0	1	450	0	1	450	0
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.138			0.138				0.276

Parameter summary

Trip rate parameter range selected: 450 - 1000 (units: sqm)

Survey date range: 01/01/09 - 09/04/17

Number of weekdays (Monday-Friday): 2

Number of Saturdays: 0

Number of Sundays: 0

Surveys automatically removed from selection: 0

Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range

TRICS 7.4.3

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

1	GREATER LONDON		
	HM	HAMMERSMI	1 days
	HO	HOUNSLOW	2 days
	IS	ISLINGTON	3 days
	KI	KINGSTON	2 days
	KN	KENSINGTON	3 days
	SK	SOUTHWARK	2 days
	WH	WANDSWORT	1 days
2	SOUTH EAST		
	EX	ESSEX	2 days
4	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
8	NORTH WEST		
	GM	GREATER MAI	2 days
9	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	FS	FLINTSHIRE	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
	SA	SOUTH AYRSH	1 days
	SR	STIRLING	2 days
14	LEINSTER		
	KD	KILDARE	1 days
	LU	LOUTH	3 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	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 294 (units:)
 Range Selected by User: 6 to 493 (units:)

Public Transport Provision:
 Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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

Selected survey days:
 Monday 6 days
 Tuesday 4 days
 Wednesday 7 days
 Thursday 8 days
 Friday 6 days

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

Selected survey types:
 Manual count 31 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	6
Edge of Town Centre	25
Suburban Area (PPS6 Out of Cen	0
Edge of Town	0
Neighbourhood Centre (PPS6 Loc	0
Free Standing (PPS6 Out of Town	0
Not Known	0

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:

Industrial Zone	0
Commercial Zone	0
Development Zone	2
Residential Zone	15
Retail Zone	0
Built-Up Zone	10
Village	0
Out of Town	0
High Street	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	30 days

This data displays the number of which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
25,001 to 50,000	10 days
50,001 to 100,000	3 days
100,001 or More	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	14 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	4 days
0.6 to 1.0	11 days
1.1 to 1.5	16 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 4 days
No 27 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 17 days
2 Poor 2 days
3 Moderate 1 days
5 Very Good 2 days
6a Excellent 6 days
6b (High) Excellent 3 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01	BLOCK OF FLA CUMBRIA KING STREET	
		CARLISLE Town Centre Built-Up Zone	
		Total Number of dwellings:	40
		Survey date: THURSDAY	12/06/2014 Survey Type: MANUAL
2	EX-03-C-01	FLATS WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone	ESSEX
		Total Number of dwellings:	6
		Survey date: TUESDAY	22/10/2013 Survey Type: MANUAL
3	EX-03-C-02	BLOCK OF FLATS WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone	ESSEX
		Total Number of dwellings:	94
		Survey date: TUESDAY	22/10/2013 Survey Type: MANUAL
4	FS-03-C-01	BLOCK OF FLATS WREXHAM STREET	FLINTSHIRE
		MOLD Edge of Town Centre Built-Up Zone	
		Total Number of dwellings:	30
		Survey date: MONDAY	06/07/2009 Survey Type: MANUAL
5	GM-03-C-02	BLOCK OF FLATS WHITWORTH STREET W.	GREATER MANCHESTER
		MANCHESTER Town Centre Built-Up Zone	
		Total Number of dwellings:	154
		Survey date: THURSDAY	13/10/2011 Survey Type: MANUAL
6	GM-03-C-03	BLOCK OF FLATS FAIRFIELD STREET	GREATER MANCHESTER
		MANCHESTER Town Centre Built-Up Zone	
		Total Number of dwellings:	20
		Survey date: FRIDAY	14/10/2011 Survey Type: MANUAL
7	HI-03-C-01	FLATS SHORE STREET	HIGHLAND

8	INVERNESS Town Centre Residential Zone Total Number of dwellings: 38 Survey date: WEDNESDAY 20/05/2009 Survey Type: MANUAL HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM VANSTON PLACE	
	FULHAM Town Centre High Street Total Number of dwellings: 42 Survey date: WEDNESDAY 16/07/2014 Survey Type: MANUAL HO-03-C-02 BLOCK OF FLATS HOUNSLOW HIGH STREET	
10	BRENTFORD Town Centre Built-Up Zone Total Number of dwellings: 86 Survey date: WEDNESDAY 03/09/2014 Survey Type: MANUAL HO-03-C-03 BLOCKS OF FLATS HOUNSLOW COMMERCE ROAD	
	BRENTFORD Edge of Town Centre Development Zone Total Number of dwellings: 150 Survey date: FRIDAY 18/11/2016 Survey Type: MANUAL IS-03-C-04 BLOCK OF FLATS ISLINGTON CITY ROAD	
12	ISLINGTON Edge of Town Centre Development Zone Total Number of dwellings: 157 Survey date: THURSDAY 14/07/2016 Survey Type: MANUAL IS-03-C-05 BLOCK OF FLATS ISLINGTON LEVER STREET	
	FINSBURY Edge of Town Centre Built-Up Zone Total Number of dwellings: 15 Survey date: WEDNESDAY 29/06/2016 Survey Type: MANUAL IS-03-C-06 BLOCK OF FLATS ISLINGTON CALEDONIAN ROAD	
14	HOLLOWAY Edge of Town Centre Residential Zone Total Number of dwellings: 14 Survey date: MONDAY 27/06/2016 Survey Type: MANUAL KD-03-C-01 BLOCK OF FLATS KILDARE STATION ROAD	
	KILDARE Edge of Town Centre Residential Zone Total Number of dwellings: 32 Survey date: FRIDAY 22/05/2009 Survey Type: MANUAL KI-03-C-02 BLOCK OF FLATS KINGSTON SOPWITH WAY	
15		

16	KINGSTON UPON THAMES Edge of Town Centre No Sub Category Total Number of dwellings: 132 Survey date: MONDAY 14/06/2010 Survey Type: MANUAL KI-03-C-03 BLOCK OF FLATS PORTSMOUTH ROAD KINGSTON
17	SURBITON Edge of Town Centre Residential Zone Total Number of dwellings: 20 Survey date: MONDAY 11/07/2016 Survey Type: MANUAL KN-03-C-01 BLOCKS OF FLATS UXBRIDGE STREET KENSINGTON AND CHELSEA
18	NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 15/10/2009 Survey Type: MANUAL KN-03-C-02 BLOCK OF FLATS BECKFORD CLOSE KENSINGTON AND CHELSEA
19	SOUTH KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings: 294 Survey date: TUESDAY 15/06/2010 Survey Type: MANUAL KN-03-C-03 BLOCK OF FLATS ALLEN STREET KENSINGTON AND CHELSEA
20	KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings: 72 Survey date: FRIDAY 11/05/2012 Survey Type: MANUAL LU-03-C-01 BLOCKS OF FLATS DONORE ROAD LOUTH
21	DROGHEDA Edge of Town Centre Residential Zone Total Number of dwellings: 52 Survey date: THURSDAY 12/09/2013 Survey Type: MANUAL LU-03-C-02 BLOCK OF FLATS NICHOLAS STREET LOUTH
22	DUNDALK Edge of Town Centre Residential Zone Total Number of dwellings: 33 Survey date: MONDAY 16/09/2013 Survey Type: MANUAL LU-03-C-03 BLOCK OF FLATS NICHOLAS STREET LOUTH
23	DUNDALK Edge of Town Centre Residential Zone Total Number of dwellings: 20 Survey date: MONDAY 16/09/2013 Survey Type: MANUAL MG-03-C-01 BLOCK OF FLATS MALL ROAD MONAGHAN

24	MONAGHAN Edge of Town Centre No Sub Category Total Number of dwellings: 28 Survey date: FRIDAY 06/09/2013 Survey Type: MANUAL NF-03-C-01 BLOCKS OF FLATS NORFOLK PAGE STAIR LANE
25	KING'S LYNN Edge of Town Centre Built-Up Zone Total Number of dwellings: 51 Survey date: THURSDAY 11/12/2014 Survey Type: MANUAL SA-03-C-01 BLOCK OF FLATS SOUTH AYRSHIRE RACECOURSE ROAD
26	AYR Edge of Town Centre Residential Zone Total Number of dwellings: 51 Survey date: TUESDAY 16/09/2014 Survey Type: MANUAL SF-03-C-01 BLOCKS OF FLATS SUFFOLK STATION HILL
27	BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total Number of dwellings: 85 Survey date: THURSDAY 18/12/2014 Survey Type: MANUAL SK-03-C-01 BLOCK OF FLATS SOUTHWARK PARK STREET
28	SOUTHWARK Edge of Town Centre Built-Up Zone Total Number of dwellings: 53 Survey date: FRIDAY 19/09/2014 Survey Type: MANUAL SK-03-C-02 BLOCK OF FLATS SOUTHWARK LAMB WALK
29	BERMONDSEY Edge of Town Centre Built-Up Zone Total Number of dwellings: 29 Survey date: THURSDAY 23/04/2015 Survey Type: MANUAL SR-03-C-01 FLATS STIRLING FORTH SIDE WAY
30	STIRLING Edge of Town Centre No Sub Category Total Number of dwellings: 80 Survey date: WEDNESDAY 18/06/2014 Survey Type: MANUAL SR-03-C-02 FLATS STIRLING ROSEBERRY TERRACE
31	STIRLING Edge of Town Centre Residential Zone Total Number of dwellings: 48 Survey date: WEDNESDAY 18/06/2014 Survey Type: MANUAL WH-03-C-01 BLOCKS OF FLATS WANDSWORTH AMIES STREET

CLAPHAM JUNCTION

Edge of Town Centre

Residential Zone

Total Number of dwellings:

30

Survey date: WEDNESDAY

09/05/2012 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

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.024	31	64	0.075	31	64	0.099
08:00-09:00		31	64	0.044	31	64	0.113	31	64	0.157
09:00-10:00		31	64	0.051	31	64	0.061	31	64	0.112
10:00-11:00		31	64	0.048	31	64	0.064	31	64	0.112
11:00-12:00		31	64	0.057	31	64	0.056	31	64	0.113
12:00-13:00		31	64	0.066	31	64	0.054	31	64	0.12
13:00-14:00		31	64	0.059	31	64	0.065	31	64	0.124
14:00-15:00		31	64	0.051	31	64	0.063	31	64	0.114
15:00-16:00		31	64	0.065	31	64	0.049	31	64	0.114
16:00-17:00		31	64	0.08	31	64	0.061	31	64	0.141
17:00-18:00		31	64	0.107	31	64	0.066	31	64	0.173
18:00-19:00		31	64	0.089	31	64	0.065	31	64	0.154
19:00-20:00		7	97	0.056	7	97	0.052	7	97	0.108
20:00-21:00		7	97	0.044	7	97	0.038	7	97	0.082
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.841			0.882			1.723	

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

Calculation Factor: 1 DWELLS

Count Type: TAXIS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.004	31	64	0.004	31	64	0.008
08:00-09:00		31	64	0.005	31	64	0.005	31	64	0.01
09:00-10:00		31	64	0.004	31	64	0.004	31	64	0.008
10:00-11:00		31	64	0.003	31	64	0.003	31	64	0.006
11:00-12:00		31	64	0.005	31	64	0.005	31	64	0.01
12:00-13:00		31	64	0.002	31	64	0.002	31	64	0.004
13:00-14:00		31	64	0.004	31	64	0.004	31	64	0.008
14:00-15:00		31	64	0.002	31	64	0.002	31	64	0.004
15:00-16:00		31	64	0.004	31	64	0.003	31	64	0.007
16:00-17:00		31	64	0.006	31	64	0.006	31	64	0.012
17:00-18:00		31	64	0.006	31	64	0.005	31	64	0.011
18:00-19:00		31	64	0.006	31	64	0.007	31	64	0.013
19:00-20:00		7	97	0.004	7	97	0.006	7	97	0.01
20:00-21:00		7	97	0.009	7	97	0.009	7	97	0.018
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.064			0.065			0.129	

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

Calculation Factor: 1 DWELLS

Count Type: OGVS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.001	31	64	0.001	31	64	0.002
08:00-09:00		31	64	0.001	31	64	0	31	64	0.001
09:00-10:00		31	64	0.003	31	64	0.002	31	64	0.005
10:00-11:00		31	64	0.001	31	64	0.002	31	64	0.003
11:00-12:00		31	64	0.001	31	64	0	31	64	0.001
12:00-13:00		31	64	0.002	31	64	0.001	31	64	0.003
13:00-14:00		31	64	0.002	31	64	0.004	31	64	0.006
14:00-15:00		31	64	0.002	31	64	0.001	31	64	0.003
15:00-16:00		31	64	0.001	31	64	0.001	31	64	0.002
16:00-17:00		31	64	0.001	31	64	0.001	31	64	0.002
17:00-18:00		31	64	0.001	31	64	0.001	31	64	0.002
18:00-19:00		31	64	0	31	64	0	31	64	0
19:00-20:00		7	97	0	7	97	0	7	97	0
20:00-21:00		7	97	0	7	97	0	7	97	0
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.016			0.014			0.03	

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

Calculation Factor: 1 DWELLS

Count Type: PSVS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0	31	64	0	31	64	0
08:00-09:00		31	64	0	31	64	0	31	64	0
09:00-10:00		31	64	0	31	64	0	31	64	0
10:00-11:00		31	64	0.001	31	64	0.001	31	64	0.002
11:00-12:00		31	64	0.001	31	64	0.001	31	64	0.002
12:00-13:00		31	64	0	31	64	0	31	64	0
13:00-14:00		31	64	0	31	64	0	31	64	0
14:00-15:00		31	64	0	31	64	0	31	64	0
15:00-16:00		31	64	0.001	31	64	0	31	64	0.001
16:00-17:00		31	64	0	31	64	0.001	31	64	0.001
17:00-18:00		31	64	0	31	64	0	31	64	0
18:00-19:00		31	64	0	31	64	0	31	64	0
19:00-20:00		7	97	0	7	97	0	7	97	0
20:00-21:00		7	97	0	7	97	0	7	97	0
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.003			0.003			0.006	

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

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.004	31	64	0.011	31	64	0.015
08:00-09:00		31	64	0.004	31	64	0.013	31	64	0.017
09:00-10:00		31	64	0.003	31	64	0.007	31	64	0.01
10:00-11:00		31	64	0.004	31	64	0.005	31	64	0.009
11:00-12:00		31	64	0.004	31	64	0.003	31	64	0.007
12:00-13:00		31	64	0.003	31	64	0.005	31	64	0.008
13:00-14:00		31	64	0.004	31	64	0.002	31	64	0.006
14:00-15:00		31	64	0.002	31	64	0.001	31	64	0.003
15:00-16:00		31	64	0.002	31	64	0.002	31	64	0.004
16:00-17:00		31	64	0.002	31	64	0.002	31	64	0.004
17:00-18:00		31	64	0.012	31	64	0.002	31	64	0.014
18:00-19:00		31	64	0.012	31	64	0.007	31	64	0.019
19:00-20:00		7	97	0.021	7	97	0.009	7	97	0.03
20:00-21:00		7	97	0.009	7	97	0	7	97	0.009
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.086			0.069				0.155

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

Calculation Factor: 1 DWELLS

Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.025	31	64	0.09	31	64	0.115
08:00-09:00		31	64	0.046	31	64	0.166	31	64	0.212
09:00-10:00		31	64	0.061	31	64	0.075	31	64	0.136
10:00-11:00		31	64	0.057	31	64	0.079	31	64	0.136
11:00-12:00		31	64	0.066	31	64	0.073	31	64	0.139
12:00-13:00		31	64	0.078	31	64	0.073	31	64	0.151
13:00-14:00		31	64	0.08	31	64	0.077	31	64	0.157
14:00-15:00		31	64	0.064	31	64	0.078	31	64	0.142
15:00-16:00		31	64	0.102	31	64	0.065	31	64	0.167
16:00-17:00		31	64	0.104	31	64	0.073	31	64	0.177
17:00-18:00		31	64	0.147	31	64	0.089	31	64	0.236
18:00-19:00		31	64	0.115	31	64	0.08	31	64	0.195
19:00-20:00		7	97	0.074	7	97	0.075	7	97	0.149
20:00-21:00		7	97	0.057	7	97	0.044	7	97	0.101
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			1.076			1.137			2.213	

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

Calculation Factor: 1 DWELLS

Count Type: PEDESTRIANS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.019	31	64	0.052	31	64	0.071
08:00-09:00		31	64	0.03	31	64	0.144	31	64	0.174
09:00-10:00		31	64	0.039	31	64	0.082	31	64	0.121
10:00-11:00		31	64	0.042	31	64	0.063	31	64	0.105
11:00-12:00		31	64	0.056	31	64	0.059	31	64	0.115
12:00-13:00		31	64	0.078	31	64	0.058	31	64	0.136
13:00-14:00		31	64	0.067	31	64	0.074	31	64	0.141
14:00-15:00		31	64	0.065	31	64	0.057	31	64	0.122
15:00-16:00		31	64	0.098	31	64	0.063	31	64	0.161
16:00-17:00		31	64	0.101	31	64	0.085	31	64	0.186
17:00-18:00		31	64	0.128	31	64	0.082	31	64	0.21
18:00-19:00		31	64	0.099	31	64	0.056	31	64	0.155
19:00-20:00		7	97	0.074	7	97	0.041	7	97	0.115
20:00-21:00		7	97	0.082	7	97	0.056	7	97	0.138
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.978			0.972			1.95	

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

Calculation Factor: 1 DWELLS

Count Type: BUS/TRAM PASSENGERS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.003	31	64	0.044	31	64	0.047
08:00-09:00		31	64	0.009	31	64	0.073	31	64	0.082
09:00-10:00		31	64	0.008	31	64	0.027	31	64	0.035
10:00-11:00		31	64	0.007	31	64	0.015	31	64	0.022
11:00-12:00		31	64	0.008	31	64	0.014	31	64	0.022
12:00-13:00		31	64	0.012	31	64	0.019	31	64	0.031
13:00-14:00		31	64	0.011	31	64	0.012	31	64	0.023
14:00-15:00		31	64	0.009	31	64	0.015	31	64	0.024
15:00-16:00		31	64	0.025	31	64	0.009	31	64	0.034
16:00-17:00		31	64	0.032	31	64	0.014	31	64	0.046
17:00-18:00		31	64	0.043	31	64	0.006	31	64	0.049
18:00-19:00		31	64	0.029	31	64	0.009	31	64	0.038
19:00-20:00		7	97	0.035	7	97	0.009	7	97	0.044
20:00-21:00		7	97	0.013	7	97	0.007	7	97	0.02
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.244			0.273				0.517

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL RAIL PASSENGERS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.005	31	64	0.052	31	64	0.057
08:00-09:00		31	64	0.006	31	64	0.055	31	64	0.061
09:00-10:00		31	64	0.004	31	64	0.019	31	64	0.023
10:00-11:00		31	64	0.003	31	64	0.014	31	64	0.017
11:00-12:00		31	64	0.005	31	64	0.013	31	64	0.018
12:00-13:00		31	64	0.006	31	64	0.012	31	64	0.018
13:00-14:00		31	64	0.009	31	64	0.009	31	64	0.018
14:00-15:00		31	64	0.009	31	64	0.003	31	64	0.012
15:00-16:00		31	64	0.007	31	64	0.003	31	64	0.01
16:00-17:00		31	64	0.016	31	64	0.007	31	64	0.023
17:00-18:00		31	64	0.043	31	64	0.006	31	64	0.049
18:00-19:00		31	64	0.035	31	64	0.004	31	64	0.039
19:00-20:00		7	97	0.056	7	97	0.003	7	97	0.059
20:00-21:00		7	97	0.019	7	97	0.001	7	97	0.02
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.223			0.201				0.424

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

Calculation Factor: 1 DWELLS

Count Type: COACH PASSENGERS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0	31	64	0	31	64	0
08:00-09:00		31	64	0	31	64	0	31	64	0
09:00-10:00		31	64	0	31	64	0	31	64	0
10:00-11:00		31	64	0	31	64	0.001	31	64	0.001
11:00-12:00		31	64	0.005	31	64	0.001	31	64	0.006
12:00-13:00		31	64	0	31	64	0	31	64	0
13:00-14:00		31	64	0	31	64	0	31	64	0
14:00-15:00		31	64	0	31	64	0	31	64	0
15:00-16:00		31	64	0.001	31	64	0	31	64	0.001
16:00-17:00		31	64	0	31	64	0	31	64	0
17:00-18:00		31	64	0	31	64	0	31	64	0
18:00-19:00		31	64	0	31	64	0	31	64	0
19:00-20:00		7	97	0	7	97	0	7	97	0
20:00-21:00		7	97	0	7	97	0	7	97	0
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.006			0.002			0.008	

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

Calculation Factor: 1 DWELLS

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Days	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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		31	64	0.008	31	64	0.096	31	64	0.104
08:00-09:00		31	64	0.015	31	64	0.127	31	64	0.142
09:00-10:00		31	64	0.012	31	64	0.046	31	64	0.058
10:00-11:00		31	64	0.01	31	64	0.029	31	64	0.039
11:00-12:00		31	64	0.018	31	64	0.027	31	64	0.045
12:00-13:00		31	64	0.017	31	64	0.03	31	64	0.047
13:00-14:00		31	64	0.02	31	64	0.021	31	64	0.041
14:00-15:00		31	64	0.018	31	64	0.018	31	64	0.036
15:00-16:00		31	64	0.032	31	64	0.011	31	64	0.043
16:00-17:00		31	64	0.048	31	64	0.021	31	64	0.069
17:00-18:00		31	64	0.086	31	64	0.011	31	64	0.097
18:00-19:00		31	64	0.064	31	64	0.013	31	64	0.077
19:00-20:00		7	97	0.091	7	97	0.012	7	97	0.103
20:00-21:00		7	97	0.032	7	97	0.009	7	97	0.041
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.471			0.471			0.942	

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

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		31	64	0.056	31	64	0.249	31	64	0.305
08:00-09:00		31	64	0.095	31	64	0.45	31	64	0.545
09:00-10:00		31	64	0.115	31	64	0.209	31	64	0.324
10:00-11:00		31	64	0.112	31	64	0.176	31	64	0.288
11:00-12:00		31	64	0.144	31	64	0.161	31	64	0.305
12:00-13:00		31	64	0.175	31	64	0.167	31	64	0.342
13:00-14:00		31	64	0.171	31	64	0.173	31	64	0.344
14:00-15:00		31	64	0.149	31	64	0.154	31	64	0.303
15:00-16:00		31	64	0.234	31	64	0.141	31	64	0.375
16:00-17:00		31	64	0.255	31	64	0.181	31	64	0.436
17:00-18:00		31	64	0.372	31	64	0.183	31	64	0.555
18:00-19:00		31	64	0.29	31	64	0.156	31	64	0.446
19:00-20:00		7	97	0.259	7	97	0.137	7	97	0.396
20:00-21:00		7	97	0.181	7	97	0.109	7	97	0.29
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			2.608			2.646				5.254

Parameter summary

Trip rate parameter range selected: 6 - 294 (units:)
 Survey date date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 31
 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.