

TECHNICAL NOTE

Job Name: No 1. Reading, 29-35 Station Road
Job No: 43102
Note No: TN001 - REV A
Date: 18th March 2019
Prepared By: J House / P Brady
Subject: Response to RBC Highways

1. Introduction

- 1.1. This technical note has been prepared by Peter Brett Associates (PBA) now part of Stantec to respond to Reading Borough Council (RBC) local highway Authority response received on 13th March 2019. This is in response to the Full Planning Application for the demolition of the existing vacant 6-storey retail and office building at 29 Station Road and the erection of a replacement basement and 23-storey building to provide flexible retail (Class A1, A2, A3, A4 or A5) use at part ground floor level, a 135-bedroom hotel (Class C1) at 1st to 16th floors and offices (Class B1a) at 17th to 21st floors.

2. Servicing and Delivery Management

RBC Comment

- 2.1. *"There are no agreed timescales to remove the taxi horseshoe rank outside the 'old' front entrance of the station, facing the town centre. Therefore, current queueing/waiting of taxi's will continue on Garrard Street until the temporary arrangements cease. I am concerned that the proposed development does not allow for the efficient delivery of goods and will intensify the number of large deliveries to the site which may cause considerable congestion and inconvenience to other road users if larger vehicles are unable to access the service bay."*

PBA Response

- 2.2. The site has existing delivery rights to the rear from Garrard Street which have been continually utilised with the taxi rank in place. Nonetheless the temporary taxi rank along Garrard Street has always been subject to the completion of the Station and Station Hill improvements works which offer multiply new interchange and pick up areas.
- 2.3. The primary delivery vehicles that will require access to the rear service yard will be for Linen/Food/Beverage deliveries associated to the proposed hotel and would typically be via LGV's and medium sized vehicles such as 7.5t Box Van. Further to this the office proposal will generate your typical courier deliveries throughout the daily period, which again are more LGV based than OGV. These vehicles swept paths are illustrated on **PBA Dwg 43102/5501/001C** which show a 7.5t Box Van and 7.5t Panel Van accessing the rear service yard.
- 2.4. The only conflict created by these vehicles reversing into the loading area is with the single taxi bay at the very eastern end of Garrard Street at the crossover to Station Road. However, this space directly feeds the main taxi rank outside the 'old' station front therefore the space is continually active and once the taxi has moved onto the pickup point the remaining queuing taxis would allow the vehicles to make its manoeuvre into to rear service yard as is the case now.

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- 2.5. A refuse vehicle is expected to be the largest vehicle accessing the rear of the site for servicing operations. With respect to refuse access, the proposals put forward to reverse off Garrard Street would be infrequent and reflects the existing operations currently being carried by adjacent occupiers including Novotel and Garrard House. In addition these types of operation as per now are likely to be carried out at times when the taxi rank is not heavily used.
- 2.6. For a robust review, we provided the swept path of a large 12.5m articulated lorry accessing the rear service yard to illustrate that in the event that a larger OGV access was needed it could access within the confines of the road extents. These types of vehicles are not generally utilised for town centre servicing of such land uses. In addition, given the very low likelihood of such a vehicle requiring access and that the taxis are actively moving along Garrard Street, and not waiting for long periods of time, if required the OGV and taxis would easily be able to manage the road space and allow the vehicle to make the manoeuvre.
- 2.7. The existing sites permitted use would have created a degree of servicing and deliveries however in part some of these would have been operated directly from Station Road. Therefore, whilst across the local network there wouldn't appear to be a significant impact on the level of servicing and deliveries movements, as the proposed development is suggesting all servicing and deliveries are to be via the rear service bay at site level the vehicle trips could in part be considered as new to Garrard Street.
- 2.8. To provide an understanding of the level of servicing and delivery vehicles that may be generated by the development proposal an assessment has been carried out using TRICs to derive daily trip rates for LGVs and OGVs for the proposed hotel. The resulting trip generation for a 140-bed town centre hotel per day is summarised in the table below. The full TRICs output is contained within **Appendix A**.

Land Use Class	Per 100 m ²	Daily		
		Arrivals	Departures	Two -Way
Hotel (140 Beds)	LGV	2	1	3
	OGV	2	2	4
	Total	4	3	7

- 2.9. The TRICs assessment for the hotel estimates that there would be 2 OGVs arrivals across an operational day that would typically be a medium goods deliveries or refuse vehicles, rather than a large OGV.
- 2.10. As the TRICs database has limited LGV and OGVs surveys for town centre retail and office developments we have sought to utilise the Transport for London Kerbside Loading guidance (July 2009). The guidance provides the typical number of servicing and delivery visit to businesses. This suggest:
- A3 Café/Restaurants (assumed use of the proposed ground floor) - an upper limit of 17 visits would be carried out across a weekly period, or alternatively **3 arrivals** per day based on a 7 days a week opening and a.
 - B1 Office - an upper limit of 50-80 visits would be carried out across a weekly period, or alternatively **10 to 16 arrivals** per day based on a 5 day working week. These visits would typically be associated to courier's and office supplies deliveries and may vary dependent on the occupier.

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- 2.11. As a combined development, the three land uses proposed could generate upto 23 daily delivery and servicing arrival trips with the majority of trips undertaken by LGV rather than larger HGVs. In addition, it should be noted that although the office development would be traditionally operated between 7am and 7pm, the other two land uses hotel and retail can be serviced out of these hours.
- 2.12. The current site, Novotel, and Garrard House are all serviced to the rear via Garrard Street with the taxi rank in situ. The new development will continue to utilise the rear servicing area and the type of vehicles that will serve the land uses in the main are LGV and small/medium OGV's which even with the combined usage will be infrequent throughout a normal working day. The current taxi rank has no material bearing on the sites current and future servicing capabilities, given the level of usage, the type of vehicles and the nature of the ranks operation which can support periodic use of sections if required by servicing vehicles possess no safety or operational disbenefits to the taxis or the sites servicing.

RBC Comment

- 2.13. *"there is concern that any obstruction of the service road may cause considerable congestion on Garrard Street if vehicles are unable to freely enter and leave the service area. It is requested that additional swept path analysis diagrams are submitted to address this"*

PBA Response

- 2.14. During periods when an LGV is stationary in the sites loading area, the proposed widening to the service road provides sufficient width to allow for passing LGV movements. PBA drawings **43102/5501/006** and **007** illustrate the inbound and outbound LGV swept paths respectively. These show various LGV types accessing and exiting the Novotel and Ibis servicing and delivery area in a forward gear whilst a 7.5t Box Van is servicing the application site.
- 2.15. For the larger 7.5t vehicles, when driving into the service road they would need to utilise part of the temporary taxi bays on Garrard Street.

RBC Comment

"The site visit has also identified that Garrard House has a canopy which overhangs the service road. It is evident that delivery/service vehicles have collided with the canopy in the past as damage can be seen on the corner. The applicant is requested to confirm that the canopy will be removed to facilitate the widening of the service road as it is not clear from the elevation plans. Further, it should be noted that there is a pedestrian entrance on the side elevation of Garrard Street (the single door as shown in the image below). The proposed widening of the service road will remove the pedestrian footway and the door would open out directly onto the service road. Can the applicant provide further information to clarify whether this door would be removed as it is not clear on the submitted plans"

PBA Response

- 2.16. The service road to the rear is fully within the sites ownership boundary. To facilitate the widening of the rear service road the canopy at the Garrard House entrance would be removed.
- 2.17. The main pedestrian entrance into the adjacent Garrard House is directly from Garrard Street or to the rear via their associated parking courtyard. The access door along the eastern wall of Garrard House which opens onto the service road is an emergency exit only and will be retained. Space will be retained between the widened service road and Garrard House so the door can still open without going into the road.

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Appendix A – Hotel TRICs Output

Calculation Reference: AUDIT-706701-190501-0551

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: 2227 to 3600 (units: sqm)
 Range Selected by User: 2227 to 3600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 26/09/16

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	1 days
Wednesday	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 number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
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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:

Built-Up Zone	2
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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:

C1	2 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-06-A-08	IBIS	GREATER MANCHESTER
	PORTLAND STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
2	WL-06-A-02	HOLIDAY INN EXPRESS	WILTSHIRE
	BRIDGE STREET		
	SWINDON		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2227 sqm	
	Survey date: WEDNESDAY	27/11/13	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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.120	2	2914	0.360	2	2914	0.480
08:00 - 09:00	2	2914	0.326	2	2914	1.064	2	2914	1.390
09:00 - 10:00	2	2914	0.292	2	2914	0.669	2	2914	0.961
10:00 - 11:00	2	2914	0.292	2	2914	0.481	2	2914	0.773
11:00 - 12:00	2	2914	0.240	2	2914	0.360	2	2914	0.600
12:00 - 13:00	2	2914	0.189	2	2914	0.137	2	2914	0.326
13:00 - 14:00	2	2914	0.257	2	2914	0.189	2	2914	0.446
14:00 - 15:00	2	2914	0.120	2	2914	0.086	2	2914	0.206
15:00 - 16:00	2	2914	0.172	2	2914	0.137	2	2914	0.309
16:00 - 17:00	2	2914	0.309	2	2914	0.154	2	2914	0.463
17:00 - 18:00	2	2914	0.292	2	2914	0.120	2	2914	0.412
18:00 - 19:00	2	2914	0.223	2	2914	0.172	2	2914	0.395
19:00 - 20:00	2	2914	0.292	2	2914	0.292	2	2914	0.584
20:00 - 21:00	2	2914	0.206	2	2914	0.103	2	2914	0.309
21:00 - 22:00	2	2914	0.051	2	2914	0.034	2	2914	0.085
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.381			4.358			7.739

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.*

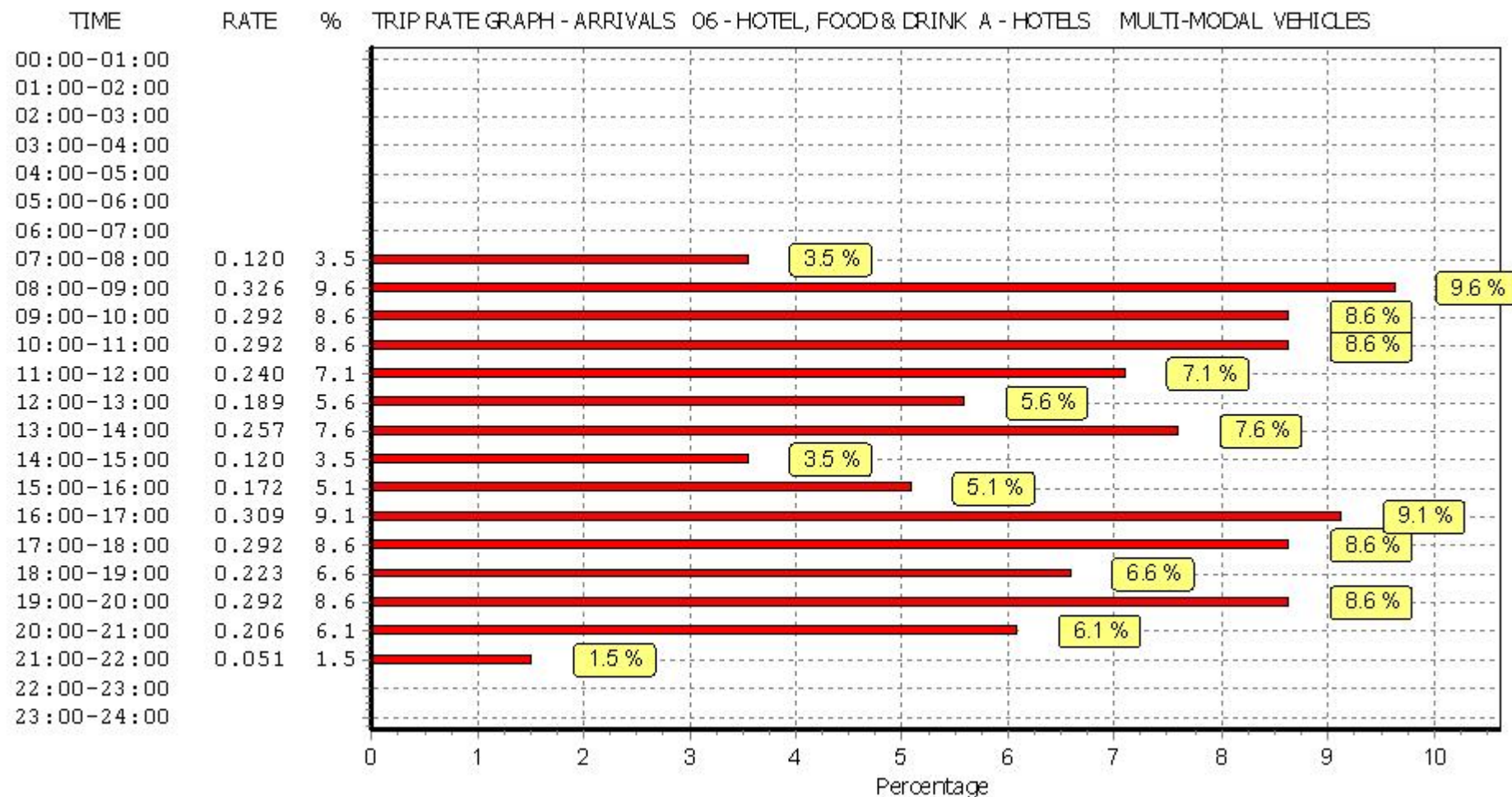
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Parameter summary

Trip rate parameter range selected:	2227 - 3600 (units: sqm)
Survey date date range:	01/01/11 - 26/09/16
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 of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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



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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TAXIS

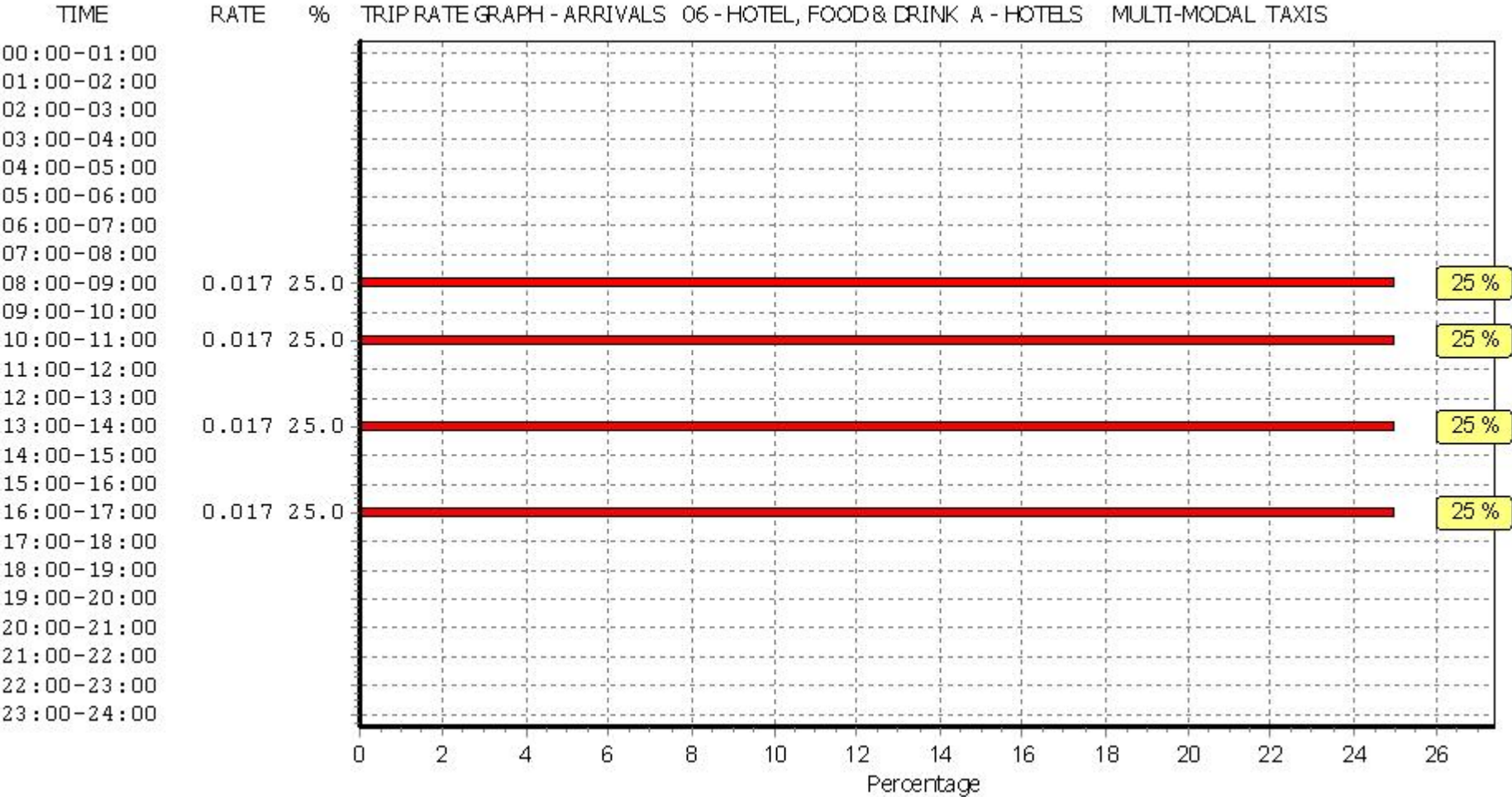
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

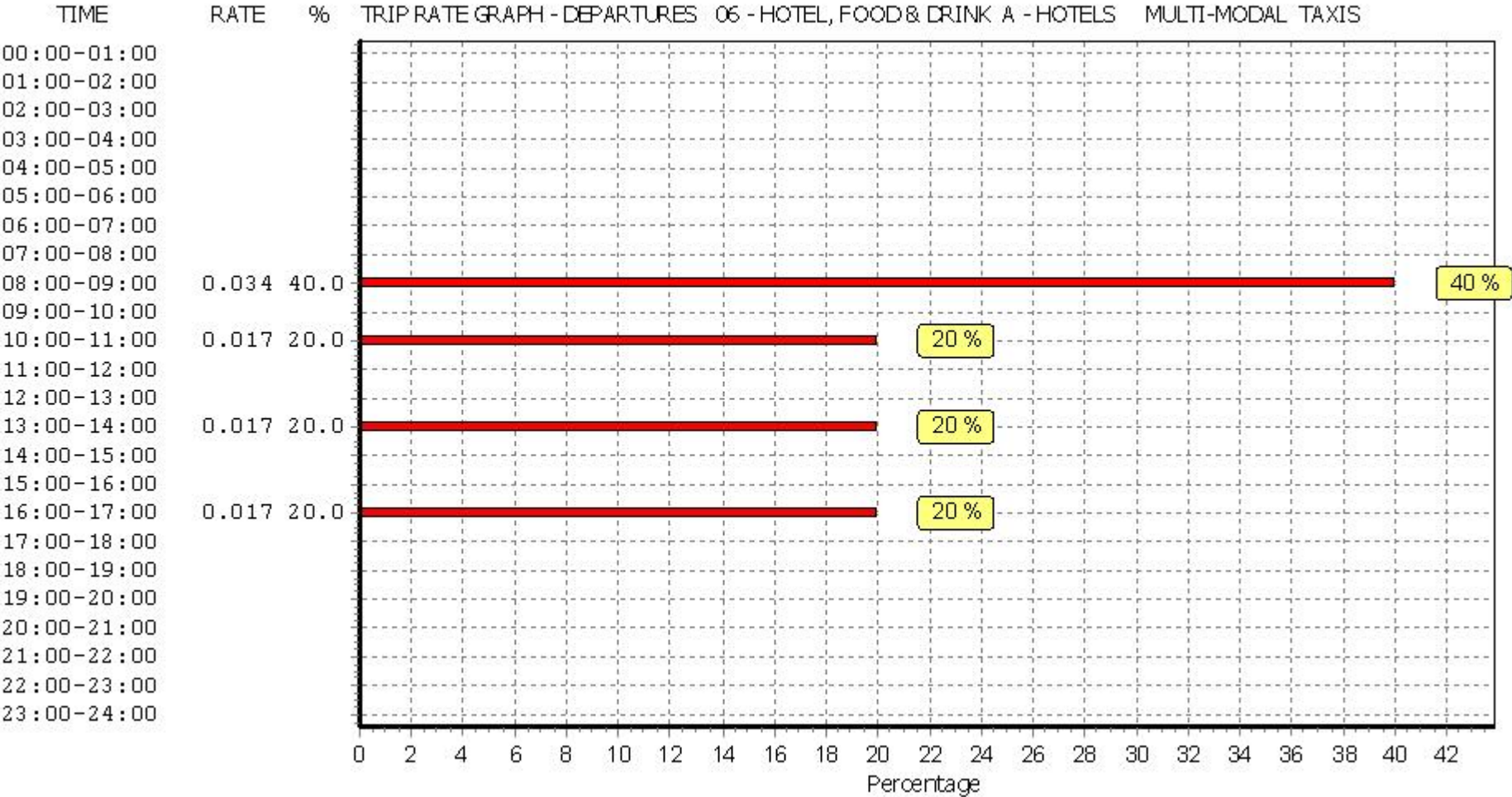
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
08:00 - 09:00	2	2914	0.017	2	2914	0.034	2	2914	0.051
09:00 - 10:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
10:00 - 11:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
11:00 - 12:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
12:00 - 13:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
13:00 - 14:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
14:00 - 15:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
15:00 - 16:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
16:00 - 17:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
17:00 - 18:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
18:00 - 19:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
19:00 - 20:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
20:00 - 21:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
21:00 - 22:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.085			0.153

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

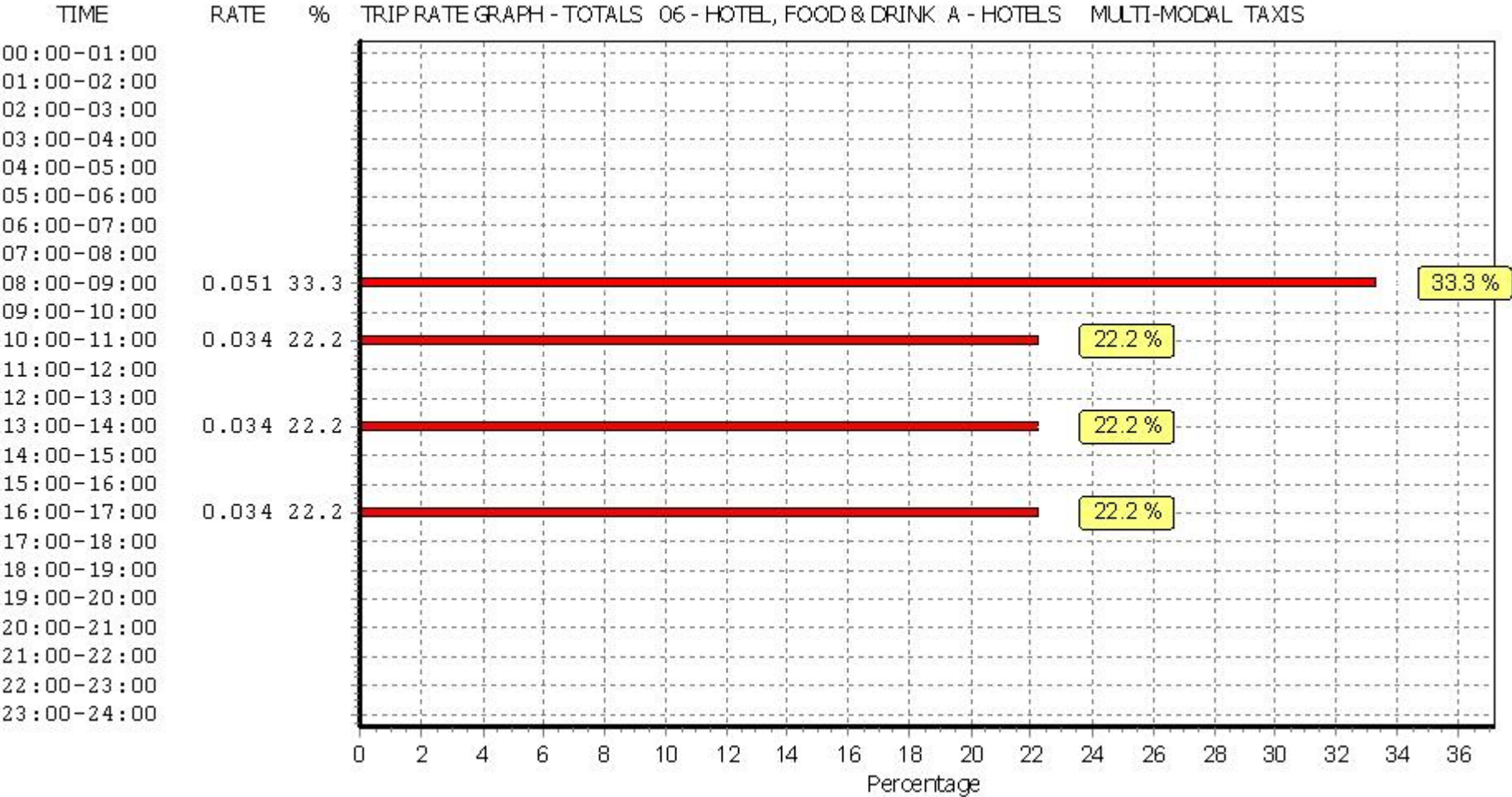
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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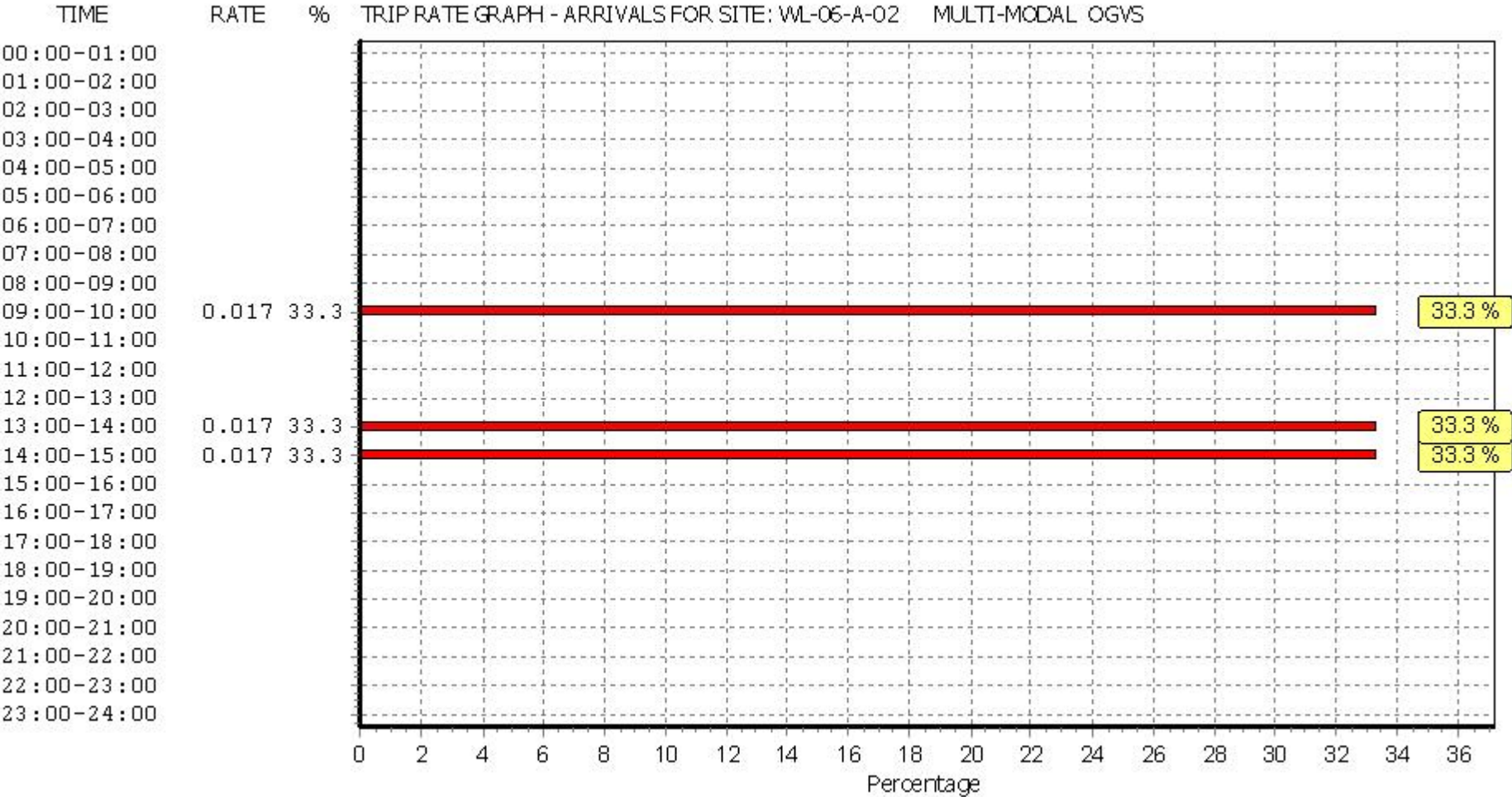
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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

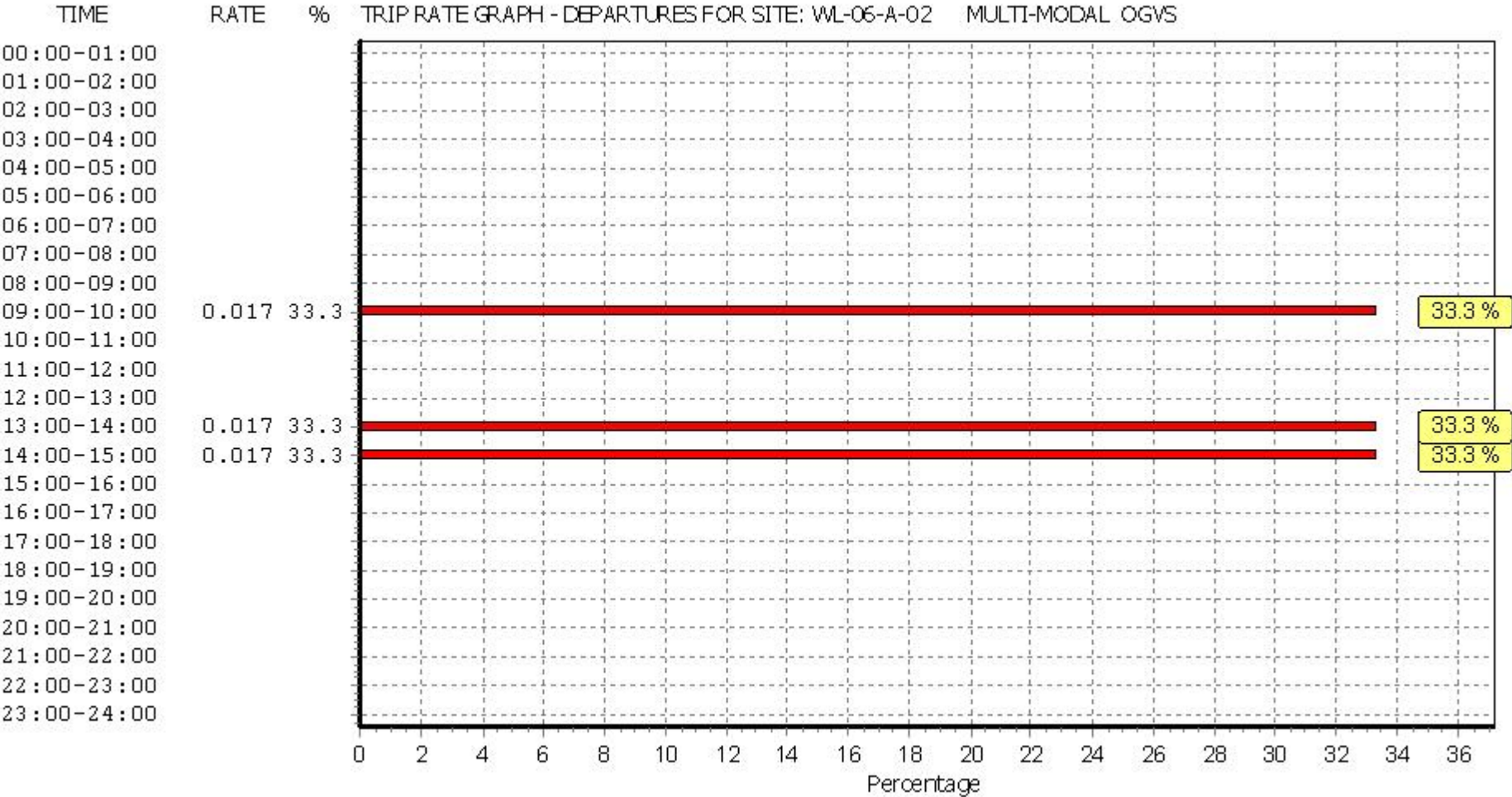
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
08:00 - 09:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
09:00 - 10:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
10:00 - 11:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
11:00 - 12:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
12:00 - 13:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
13:00 - 14:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
14:00 - 15:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
15:00 - 16:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
16:00 - 17:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
17:00 - 18:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
18:00 - 19:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
19:00 - 20:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
20:00 - 21:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
21:00 - 22:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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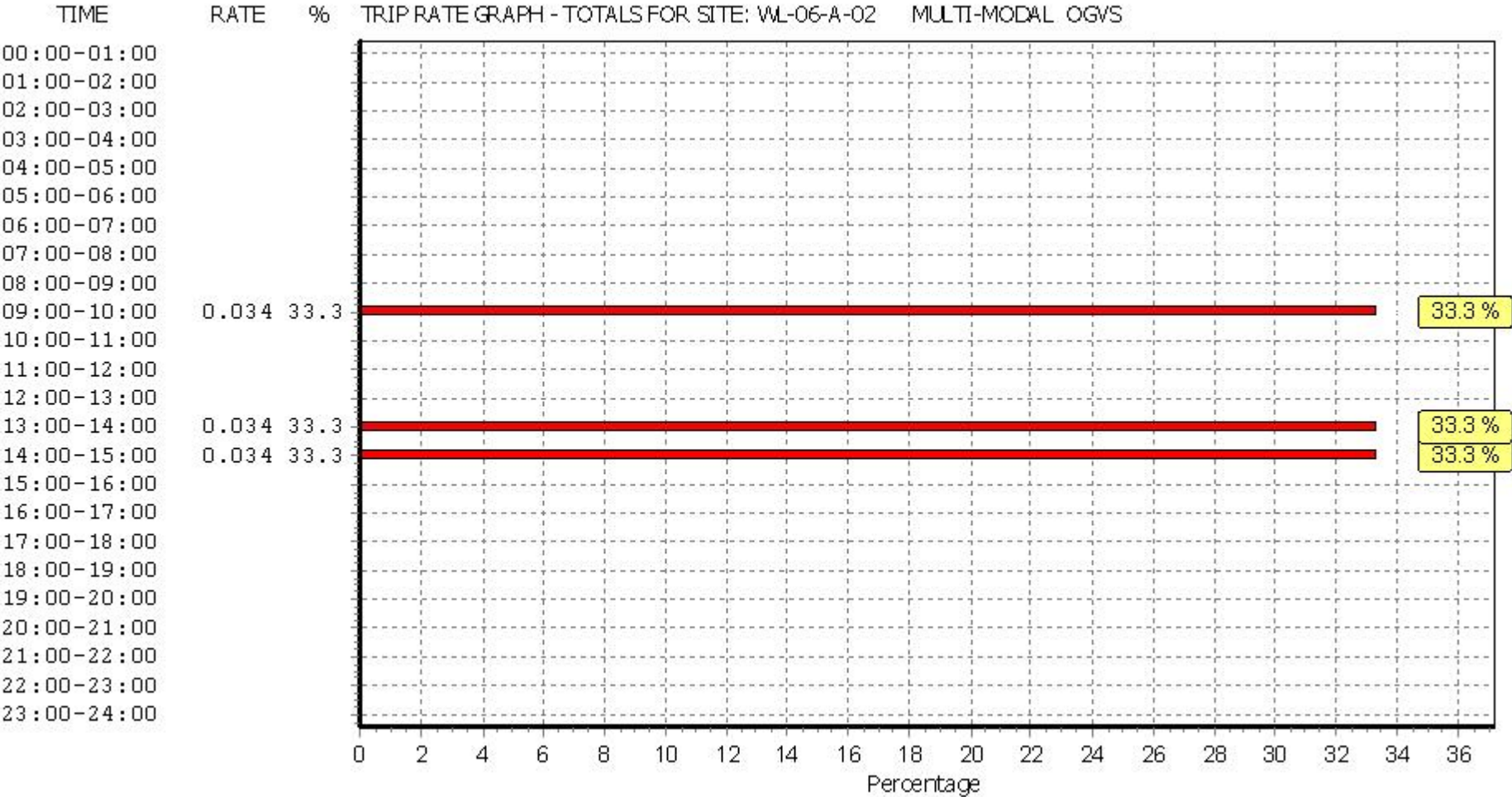
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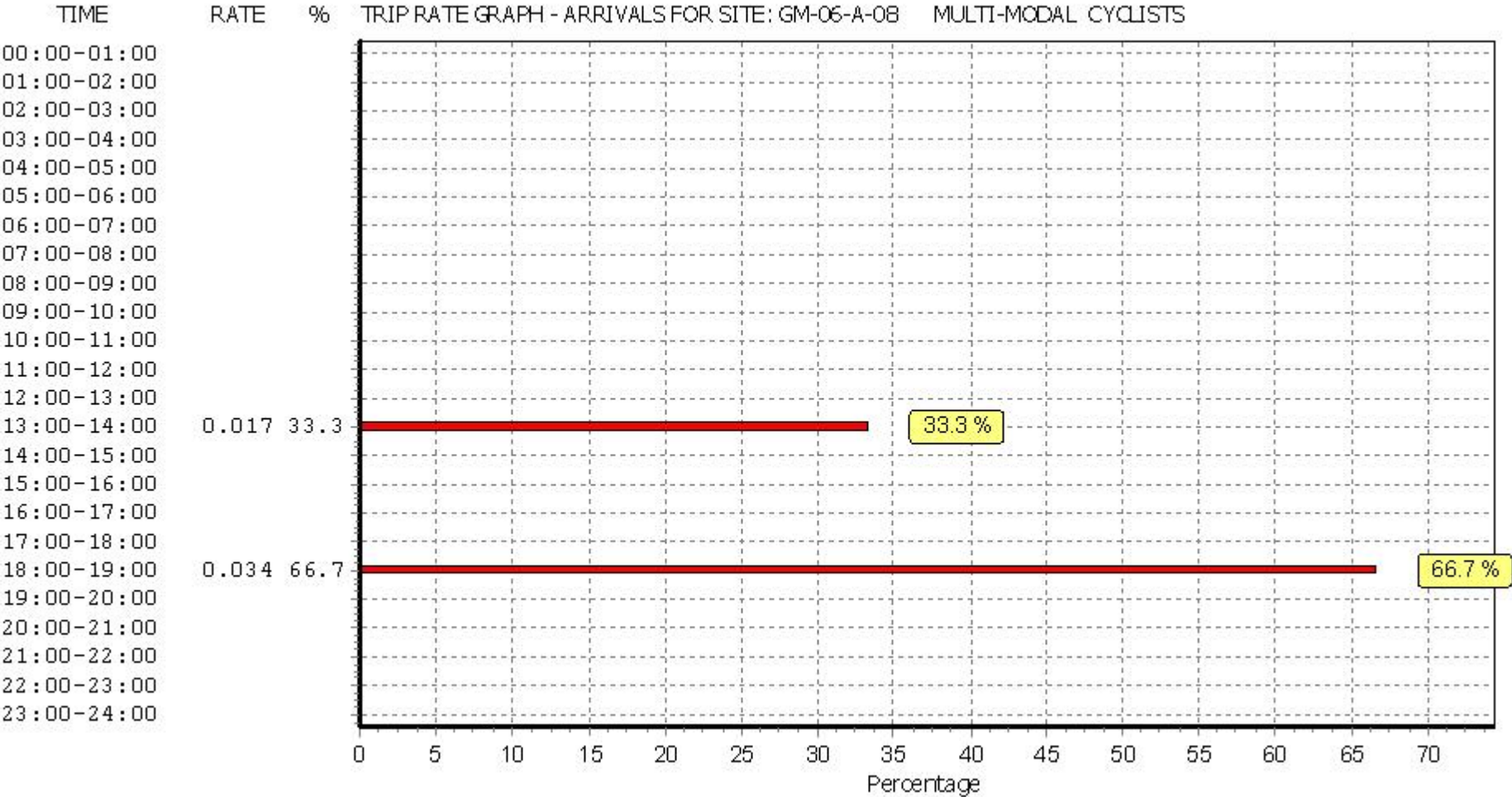
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

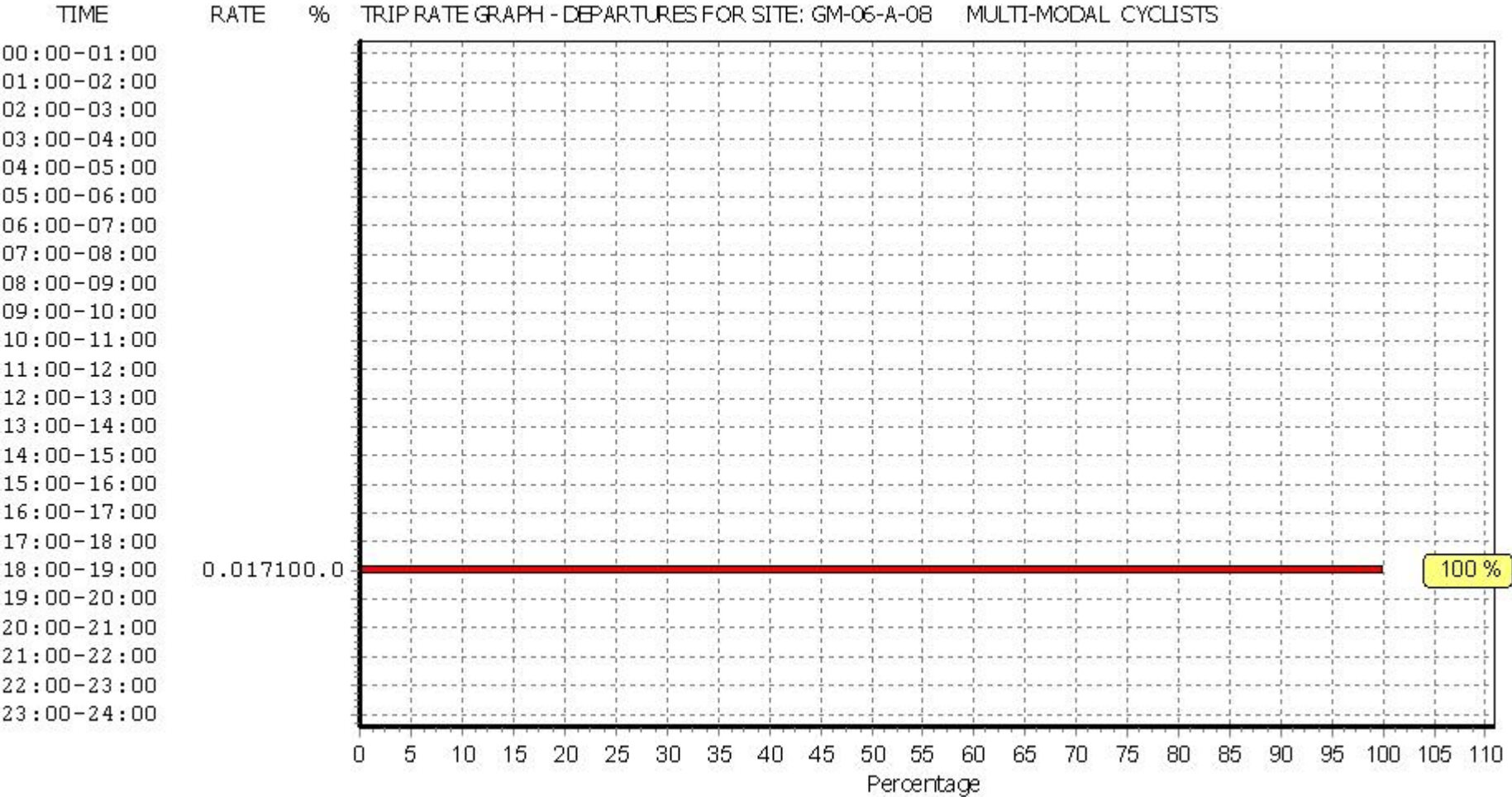
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
08:00 - 09:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
09:00 - 10:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
10:00 - 11:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
11:00 - 12:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
12:00 - 13:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
13:00 - 14:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
14:00 - 15:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
15:00 - 16:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
16:00 - 17:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
17:00 - 18:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
18:00 - 19:00	2	2914	0.034	2	2914	0.017	2	2914	0.051
19:00 - 20:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
20:00 - 21:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
21:00 - 22:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.017			0.068

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.

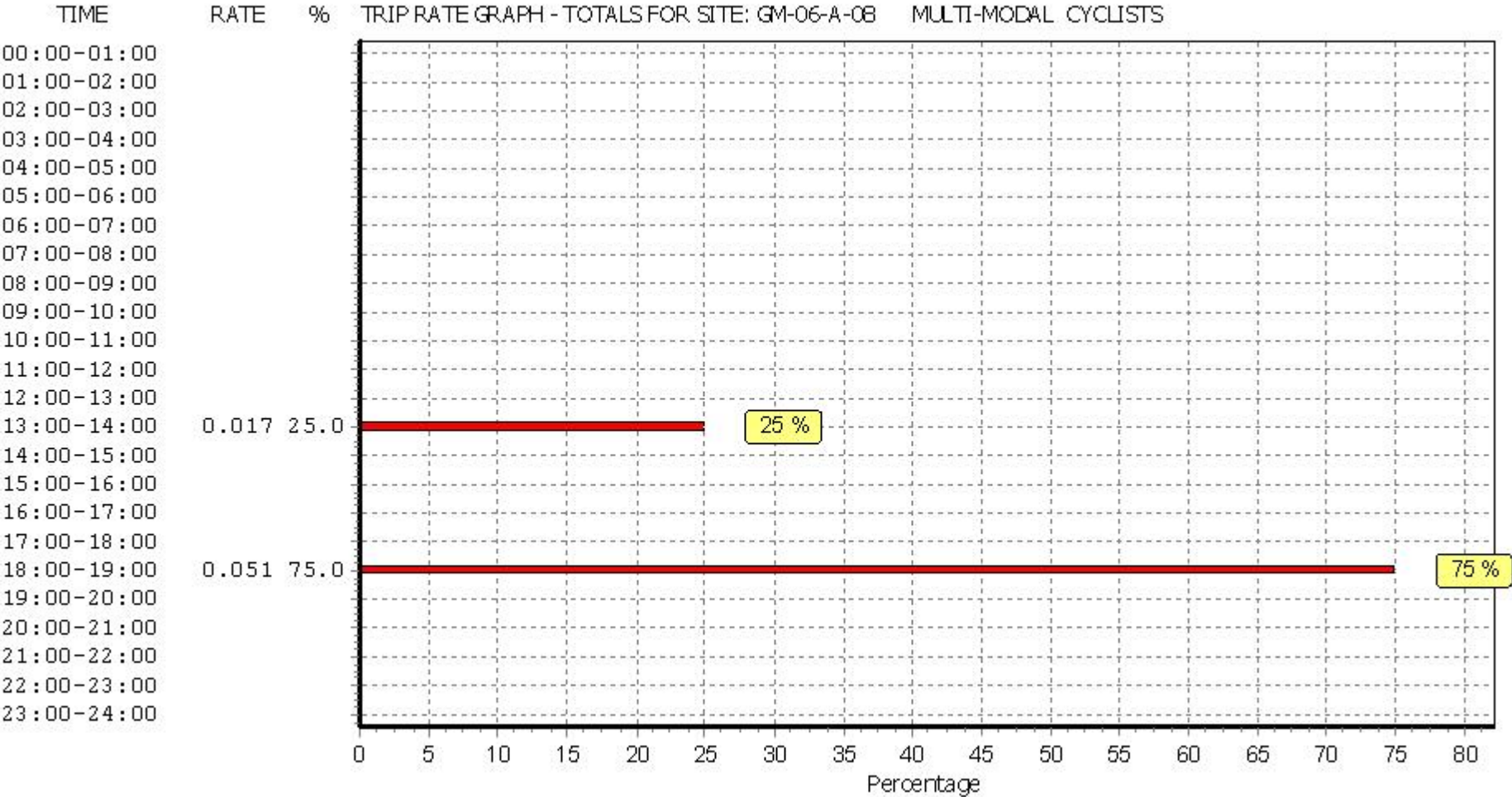
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



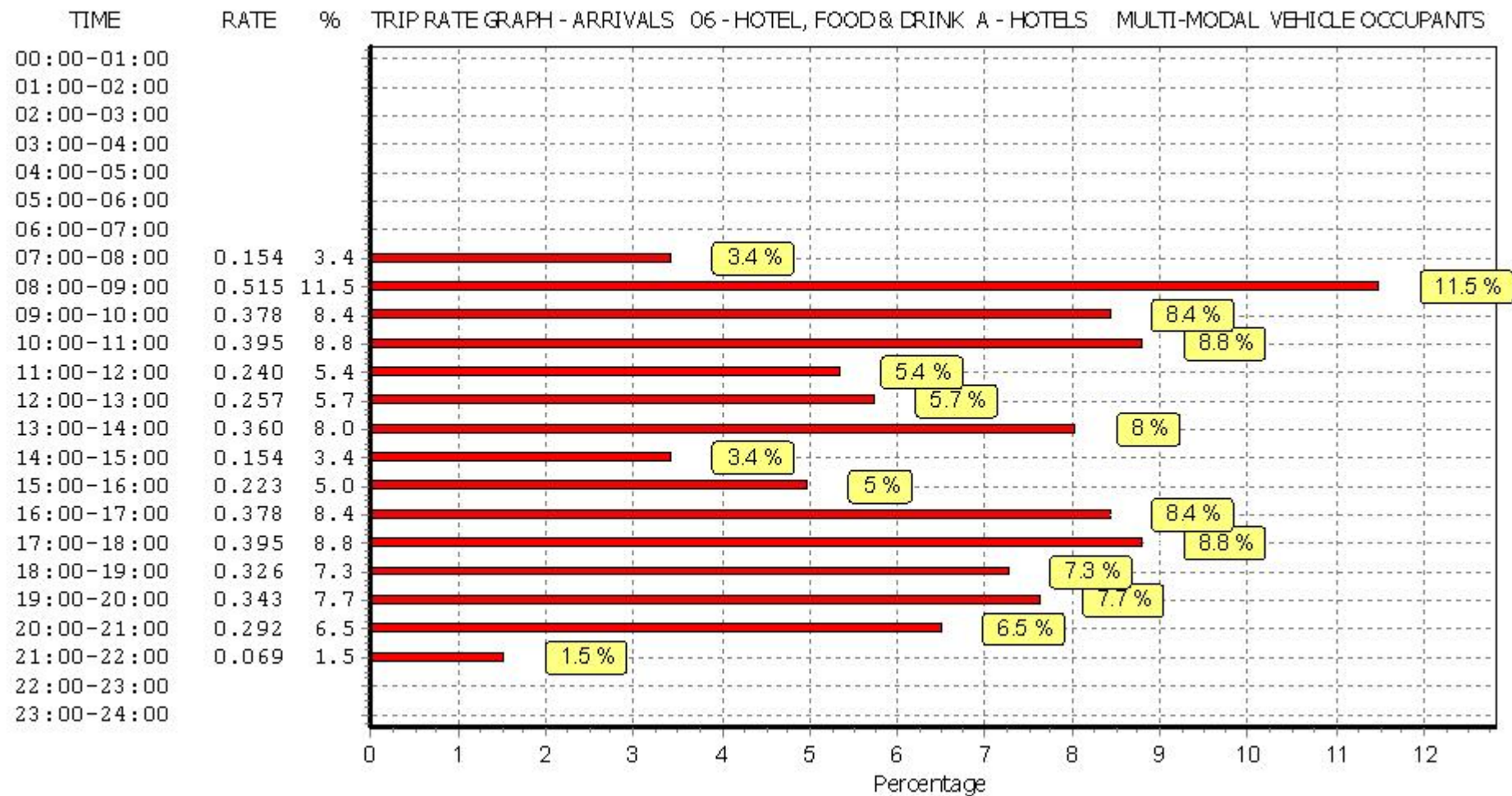
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

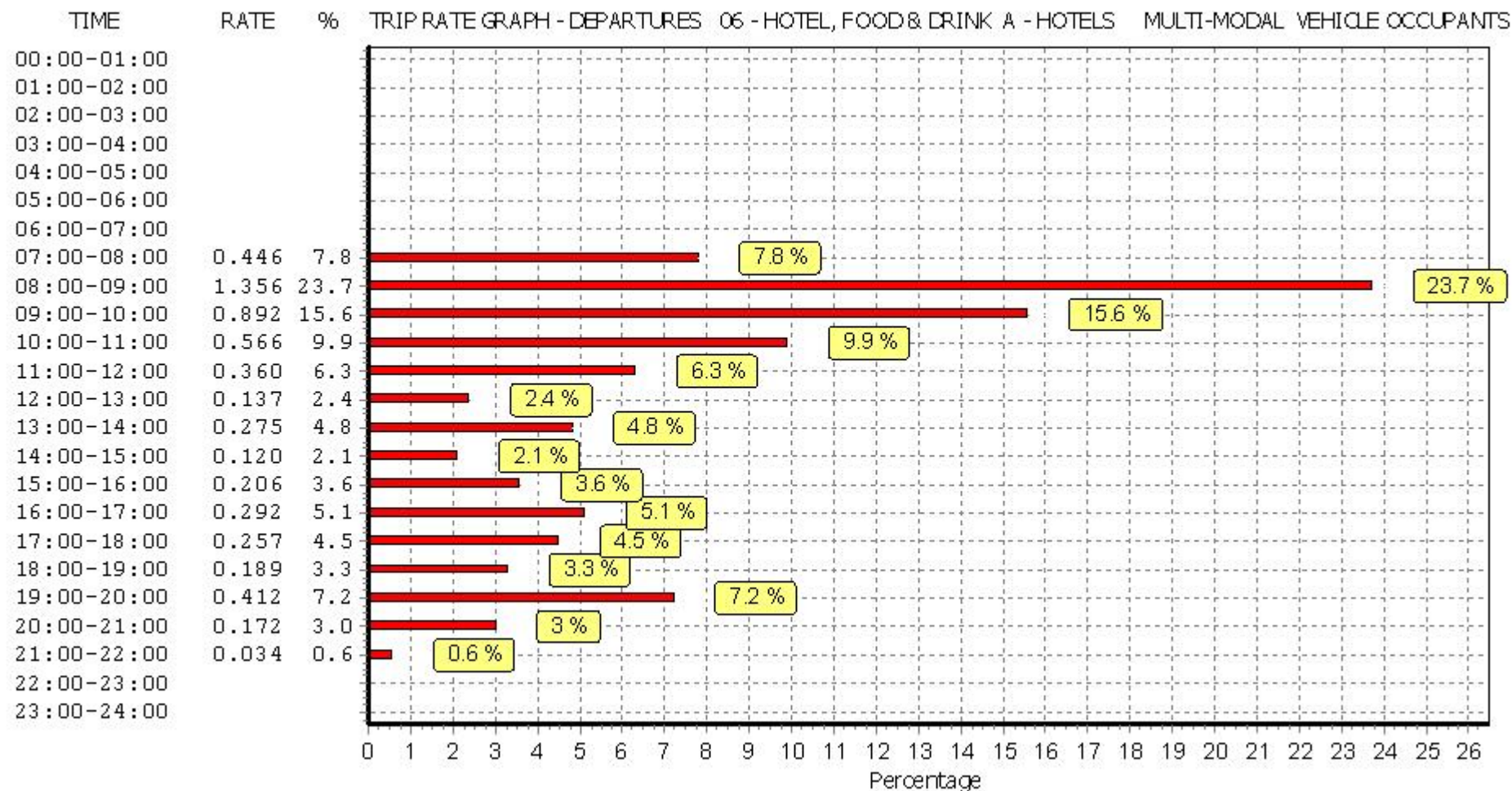
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.154	2	2914	0.446	2	2914	0.600
08:00 - 09:00	2	2914	0.515	2	2914	1.356	2	2914	1.871
09:00 - 10:00	2	2914	0.378	2	2914	0.892	2	2914	1.270
10:00 - 11:00	2	2914	0.395	2	2914	0.566	2	2914	0.961
11:00 - 12:00	2	2914	0.240	2	2914	0.360	2	2914	0.600
12:00 - 13:00	2	2914	0.257	2	2914	0.137	2	2914	0.394
13:00 - 14:00	2	2914	0.360	2	2914	0.275	2	2914	0.635
14:00 - 15:00	2	2914	0.154	2	2914	0.120	2	2914	0.274
15:00 - 16:00	2	2914	0.223	2	2914	0.206	2	2914	0.429
16:00 - 17:00	2	2914	0.378	2	2914	0.292	2	2914	0.670
17:00 - 18:00	2	2914	0.395	2	2914	0.257	2	2914	0.652
18:00 - 19:00	2	2914	0.326	2	2914	0.189	2	2914	0.515
19:00 - 20:00	2	2914	0.343	2	2914	0.412	2	2914	0.755
20:00 - 21:00	2	2914	0.292	2	2914	0.172	2	2914	0.464
21:00 - 22:00	2	2914	0.069	2	2914	0.034	2	2914	0.103
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	4.479			5.714			10.193		

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.



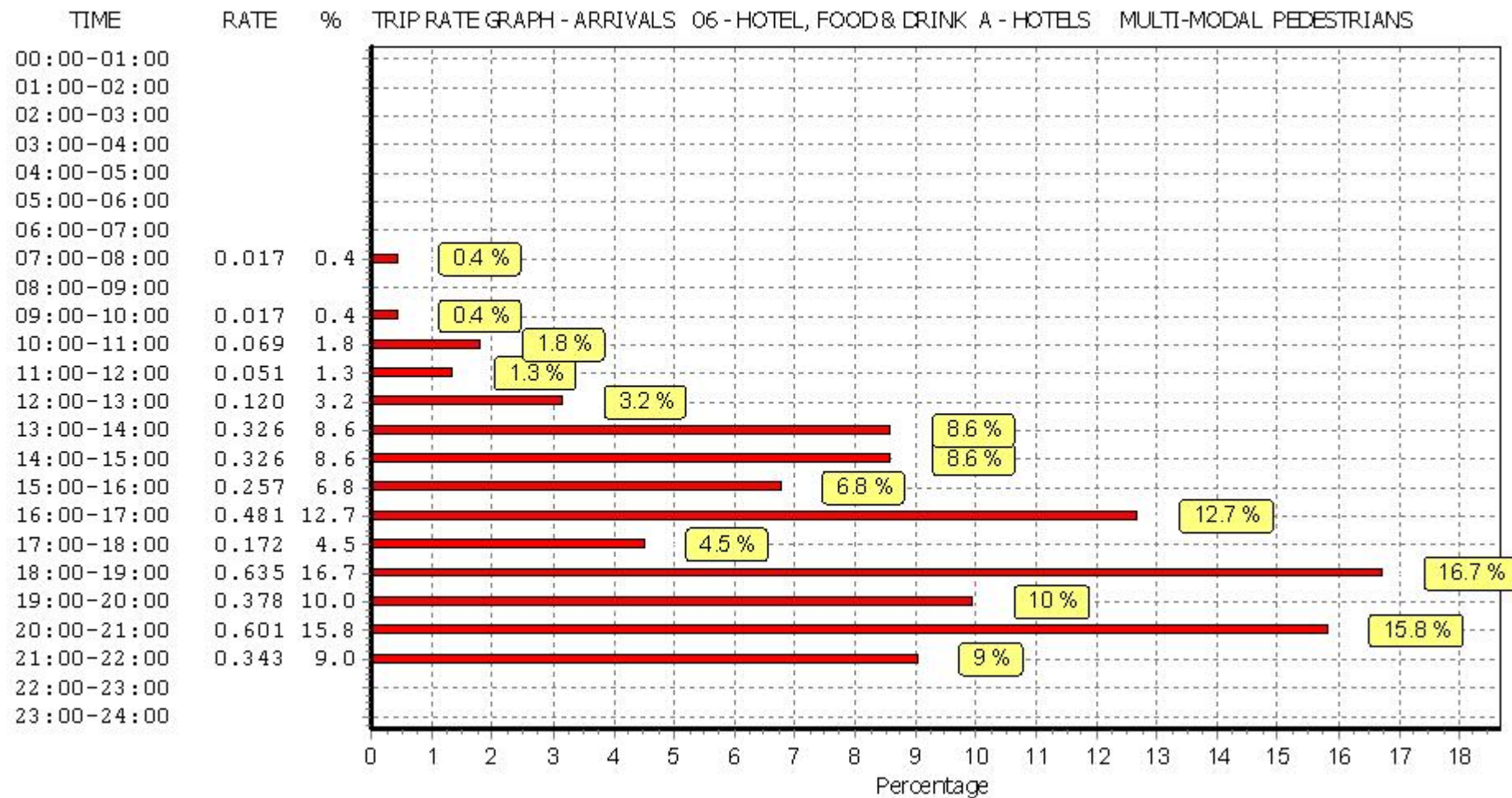
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

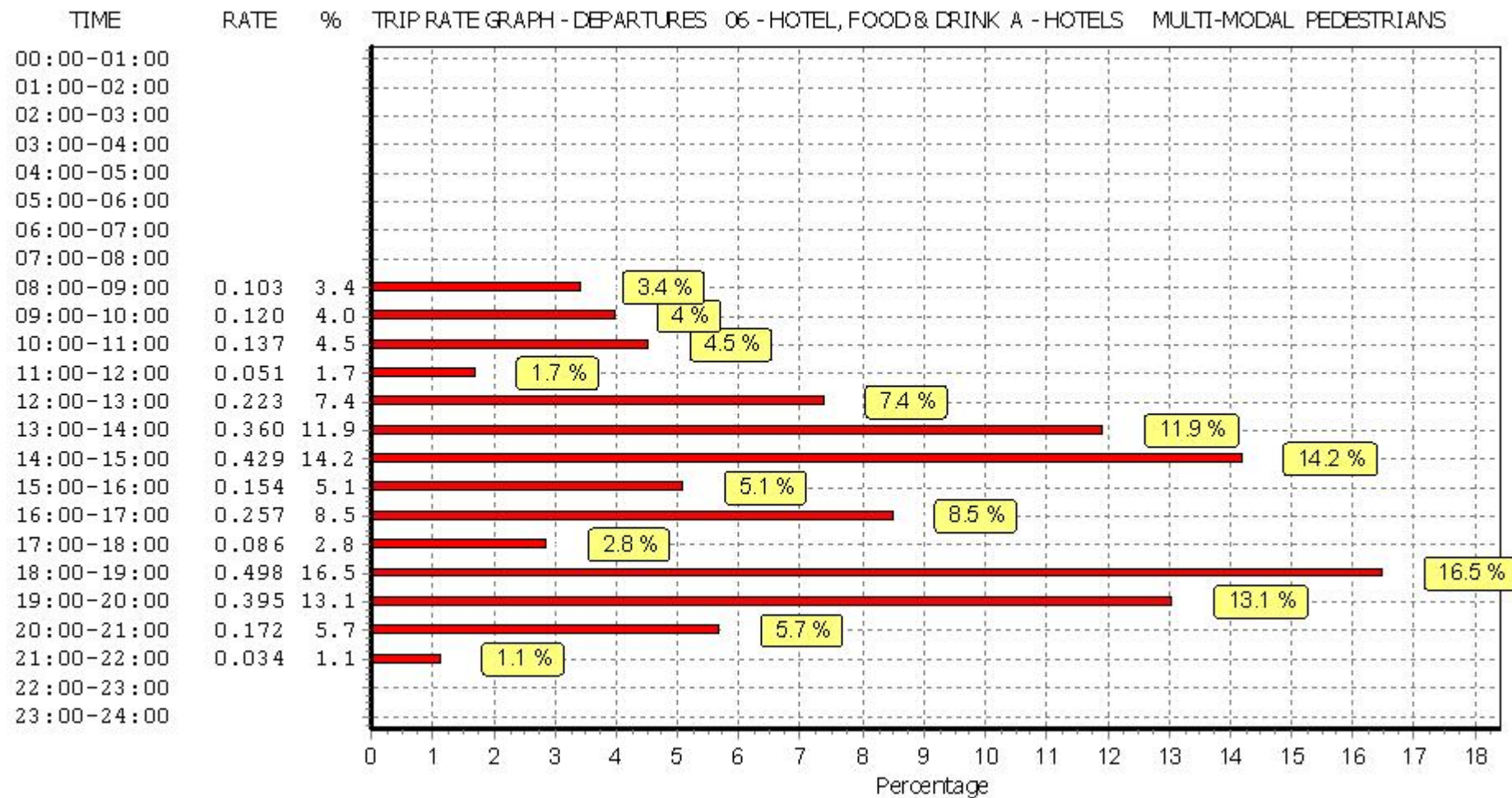
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
08:00 - 09:00	2	2914	0.000	2	2914	0.103	2	2914	0.103
09:00 - 10:00	2	2914	0.017	2	2914	0.120	2	2914	0.137
10:00 - 11:00	2	2914	0.069	2	2914	0.137	2	2914	0.206
11:00 - 12:00	2	2914	0.051	2	2914	0.051	2	2914	0.102
12:00 - 13:00	2	2914	0.120	2	2914	0.223	2	2914	0.343
13:00 - 14:00	2	2914	0.326	2	2914	0.360	2	2914	0.686
14:00 - 15:00	2	2914	0.326	2	2914	0.429	2	2914	0.755
15:00 - 16:00	2	2914	0.257	2	2914	0.154	2	2914	0.411
16:00 - 17:00	2	2914	0.481	2	2914	0.257	2	2914	0.738
17:00 - 18:00	2	2914	0.172	2	2914	0.086	2	2914	0.258
18:00 - 19:00	2	2914	0.635	2	2914	0.498	2	2914	1.133
19:00 - 20:00	2	2914	0.378	2	2914	0.395	2	2914	0.773
20:00 - 21:00	2	2914	0.601	2	2914	0.172	2	2914	0.773
21:00 - 22:00	2	2914	0.343	2	2914	0.034	2	2914	0.377
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.793			3.019			6.812	

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.

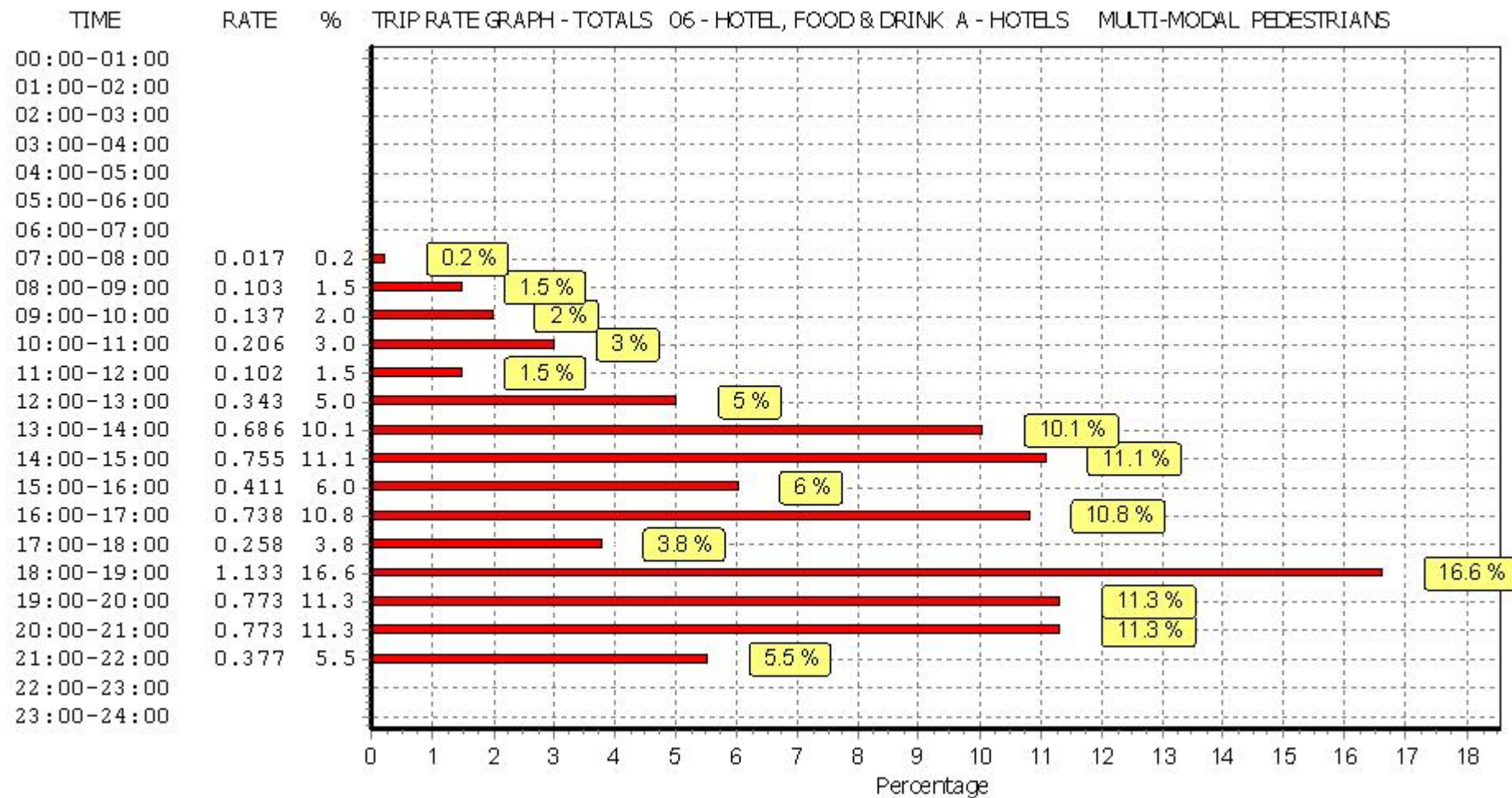
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



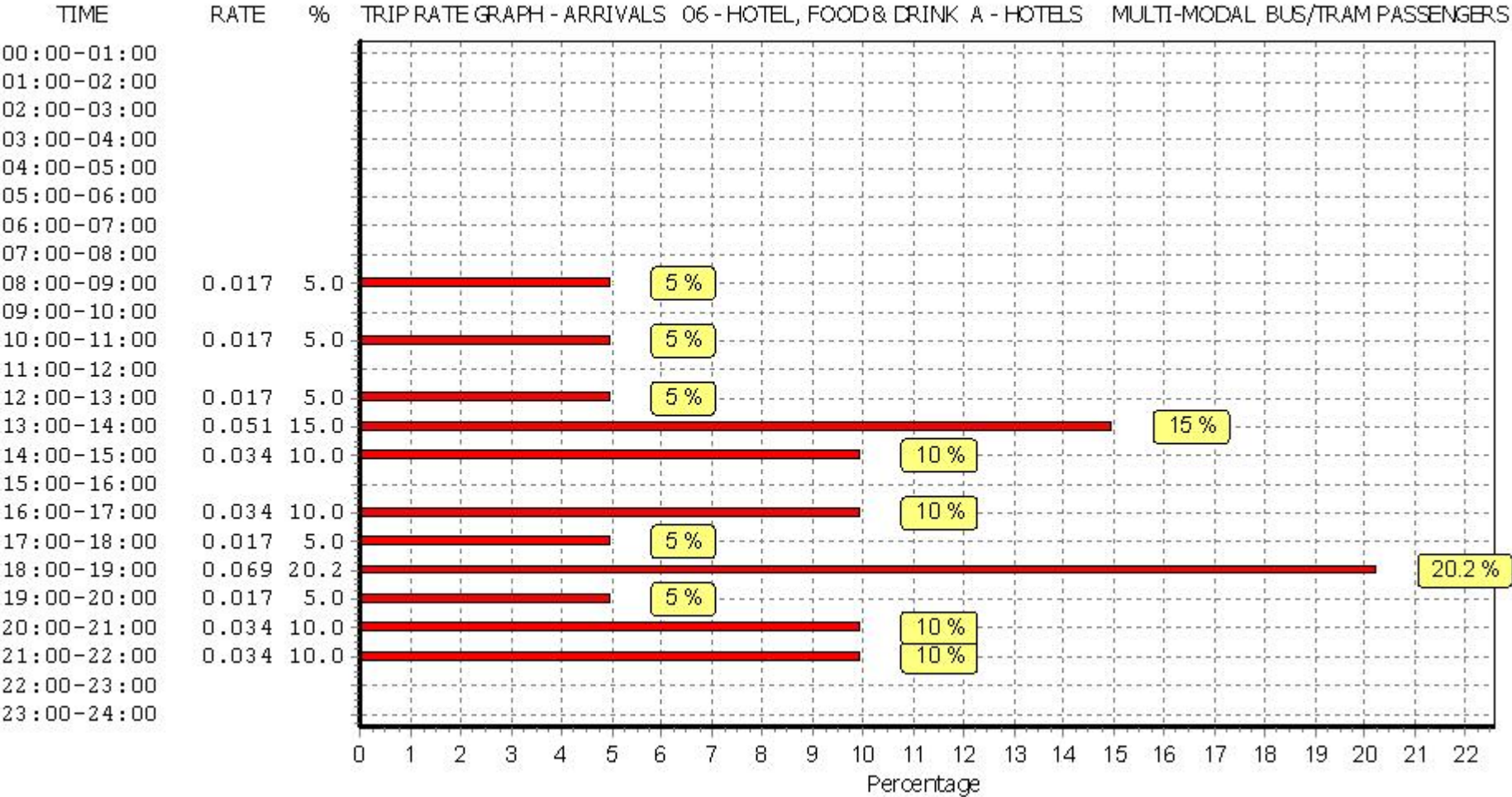
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

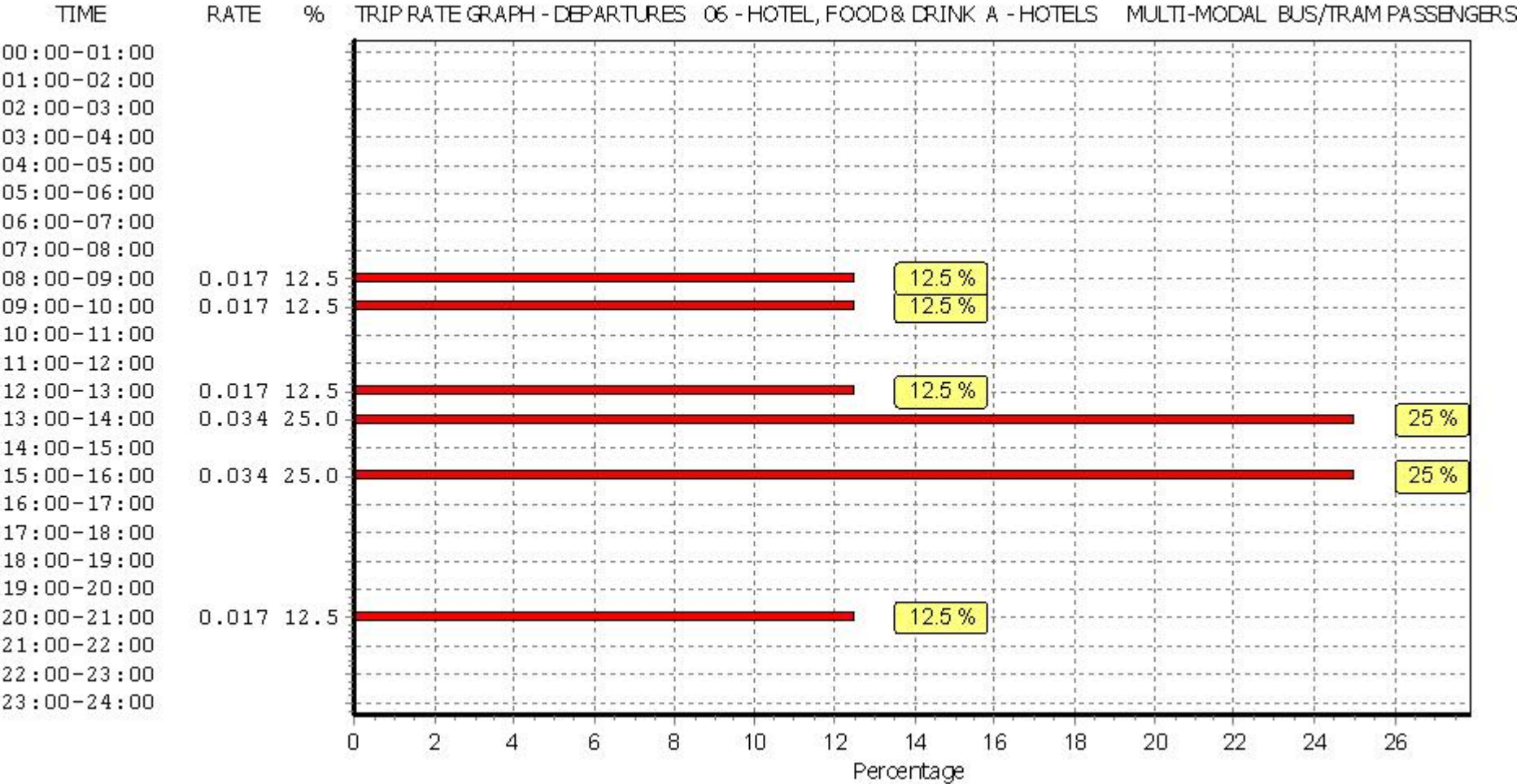
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
08:00 - 09:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
09:00 - 10:00	2	2914	0.000	2	2914	0.017	2	2914	0.017
10:00 - 11:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
11:00 - 12:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
12:00 - 13:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
13:00 - 14:00	2	2914	0.051	2	2914	0.034	2	2914	0.085
14:00 - 15:00	2	2914	0.034	2	2914	0.000	2	2914	0.034
15:00 - 16:00	2	2914	0.000	2	2914	0.034	2	2914	0.034
16:00 - 17:00	2	2914	0.034	2	2914	0.000	2	2914	0.034
17:00 - 18:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
18:00 - 19:00	2	2914	0.069	2	2914	0.000	2	2914	0.069
19:00 - 20:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
20:00 - 21:00	2	2914	0.034	2	2914	0.017	2	2914	0.051
21:00 - 22:00	2	2914	0.034	2	2914	0.000	2	2914	0.034
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.341			0.136			0.477		

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.

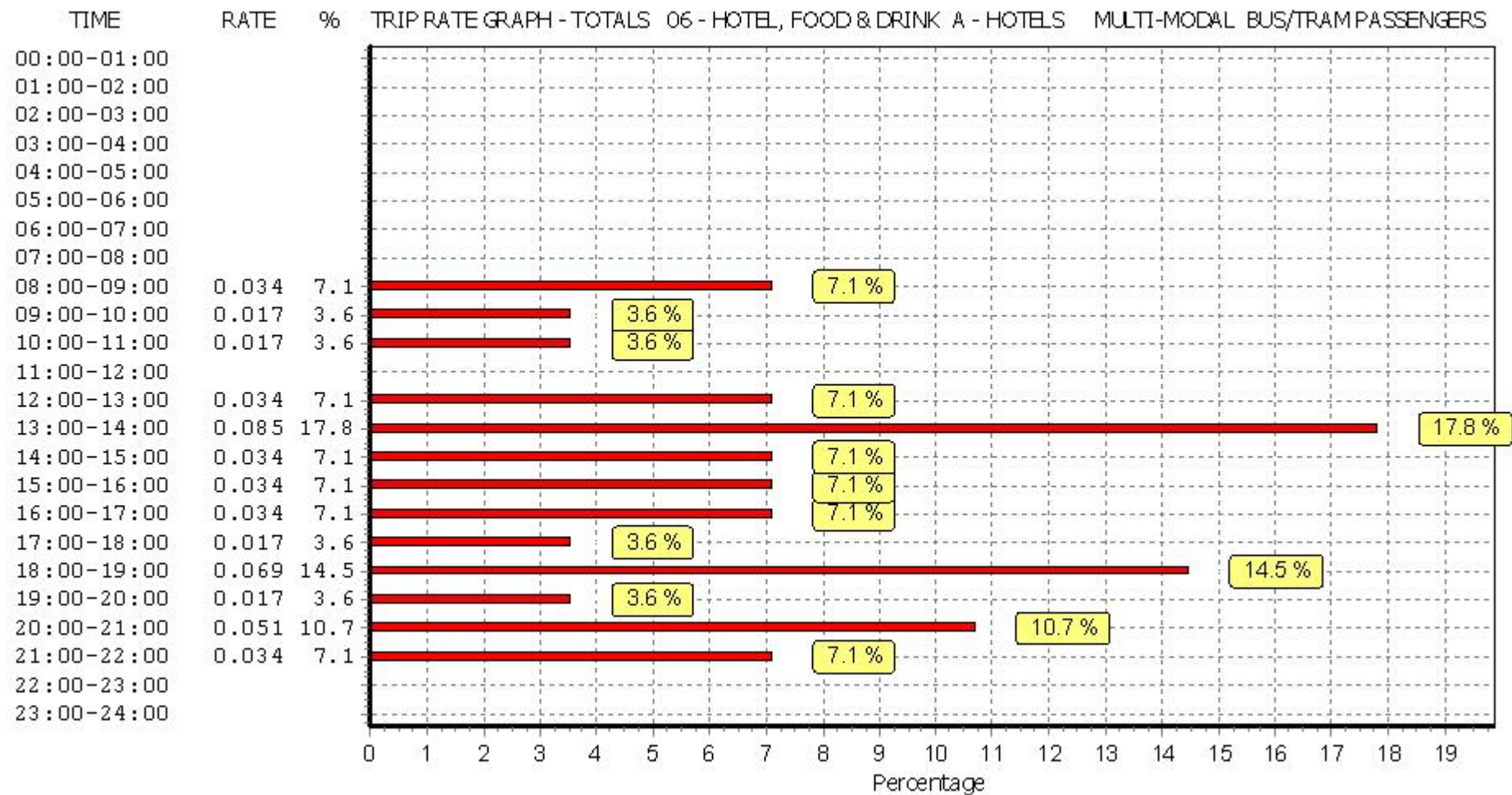
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



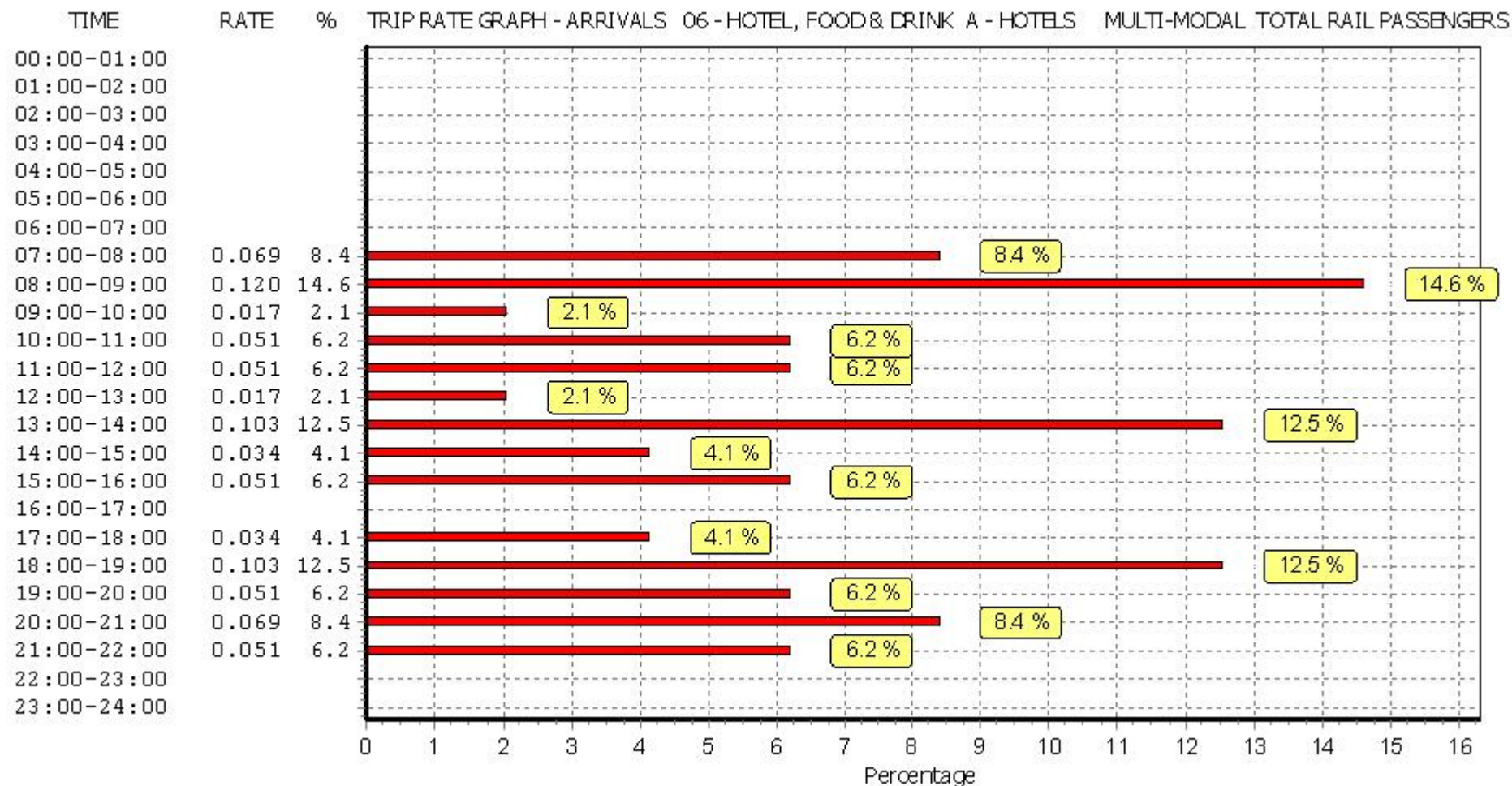
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

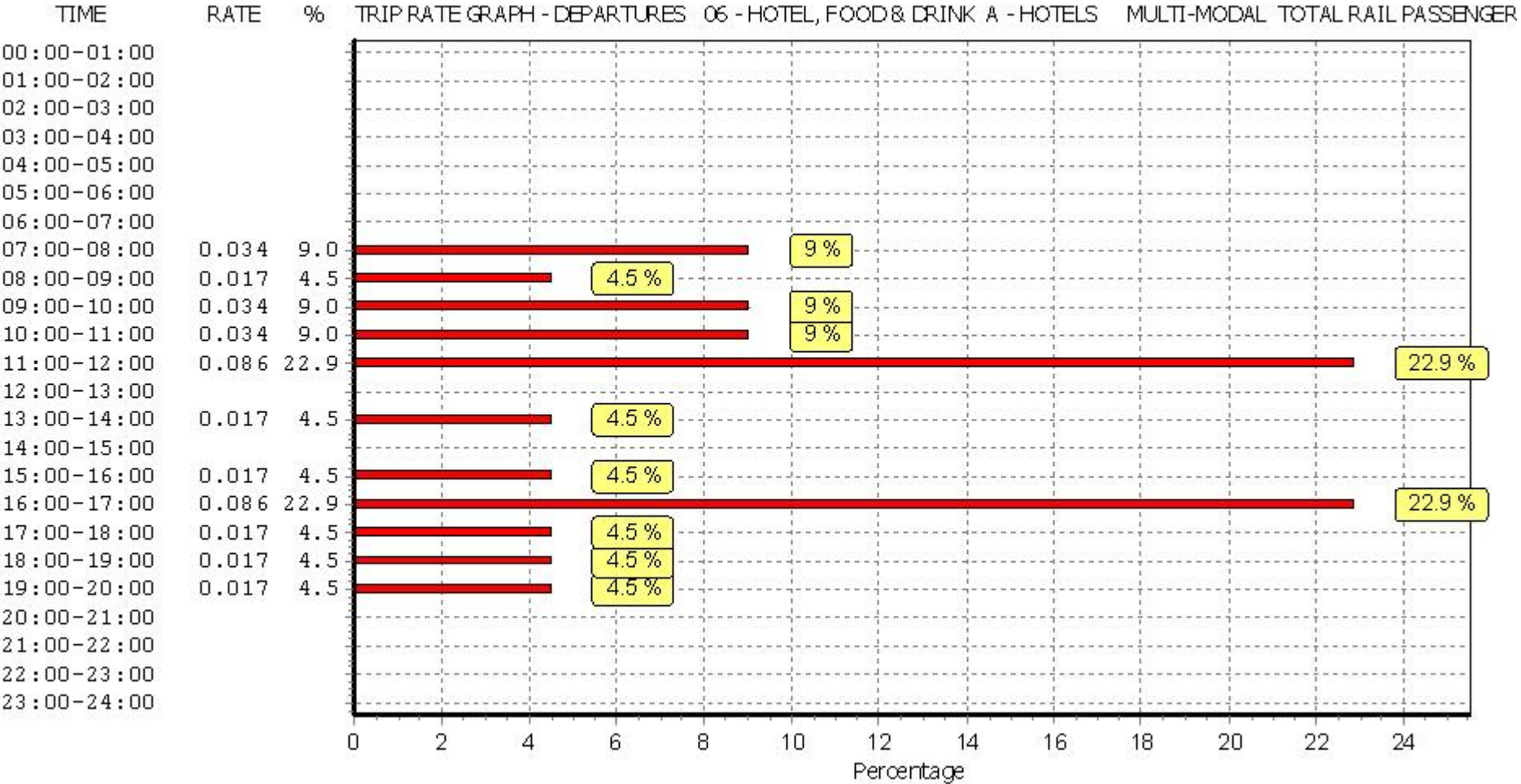
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.069	2	2914	0.034	2	2914	0.103
08:00 - 09:00	2	2914	0.120	2	2914	0.017	2	2914	0.137
09:00 - 10:00	2	2914	0.017	2	2914	0.034	2	2914	0.051
10:00 - 11:00	2	2914	0.051	2	2914	0.034	2	2914	0.085
11:00 - 12:00	2	2914	0.051	2	2914	0.086	2	2914	0.137
12:00 - 13:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
13:00 - 14:00	2	2914	0.103	2	2914	0.017	2	2914	0.120
14:00 - 15:00	2	2914	0.034	2	2914	0.000	2	2914	0.034
15:00 - 16:00	2	2914	0.051	2	2914	0.017	2	2914	0.068
16:00 - 17:00	2	2914	0.000	2	2914	0.086	2	2914	0.086
17:00 - 18:00	2	2914	0.034	2	2914	0.017	2	2914	0.051
18:00 - 19:00	2	2914	0.103	2	2914	0.017	2	2914	0.120
19:00 - 20:00	2	2914	0.051	2	2914	0.017	2	2914	0.068
20:00 - 21:00	2	2914	0.069	2	2914	0.000	2	2914	0.069
21:00 - 22:00	2	2914	0.051	2	2914	0.000	2	2914	0.051
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.821			0.376			1.197	

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.

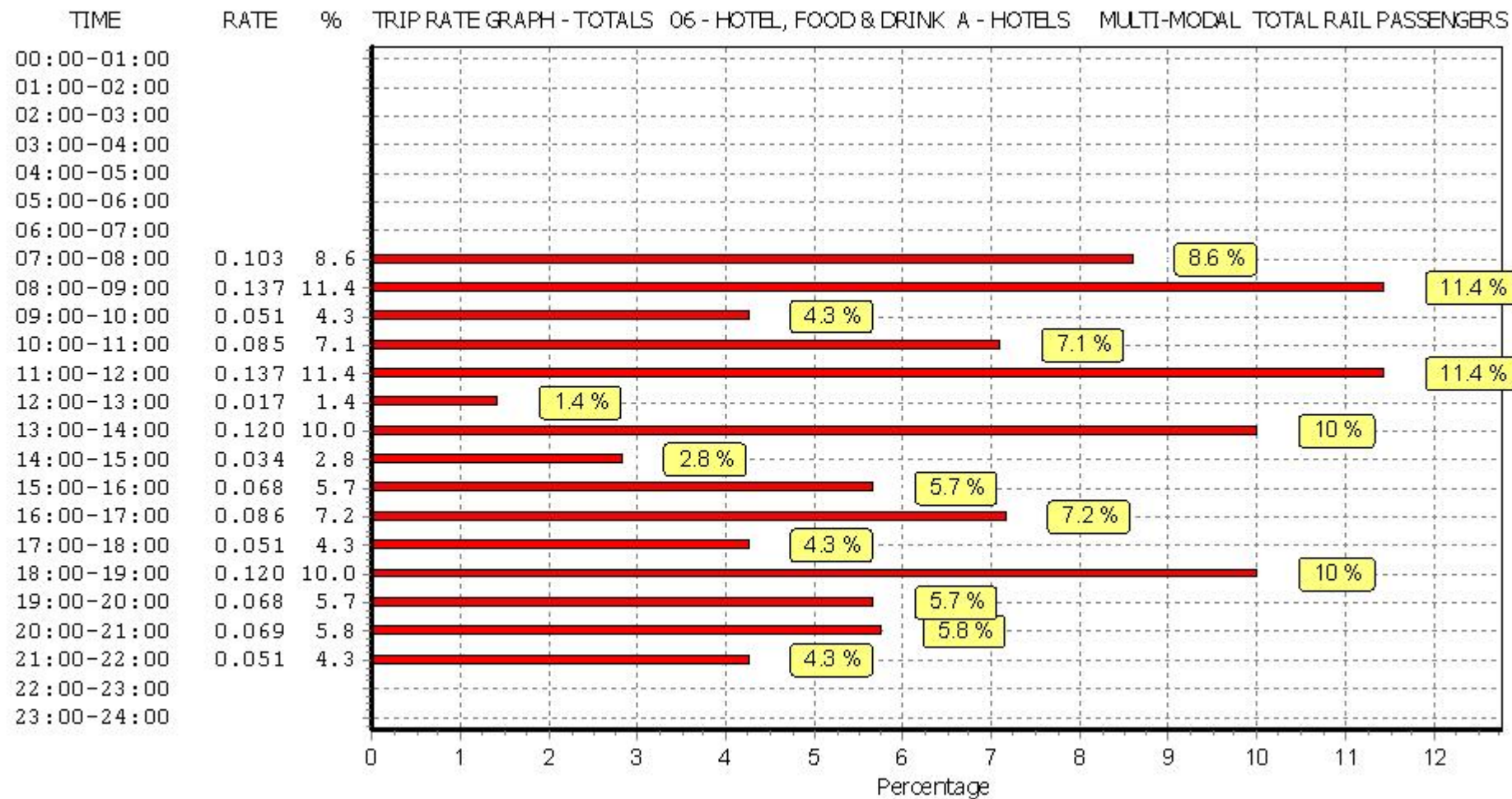
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



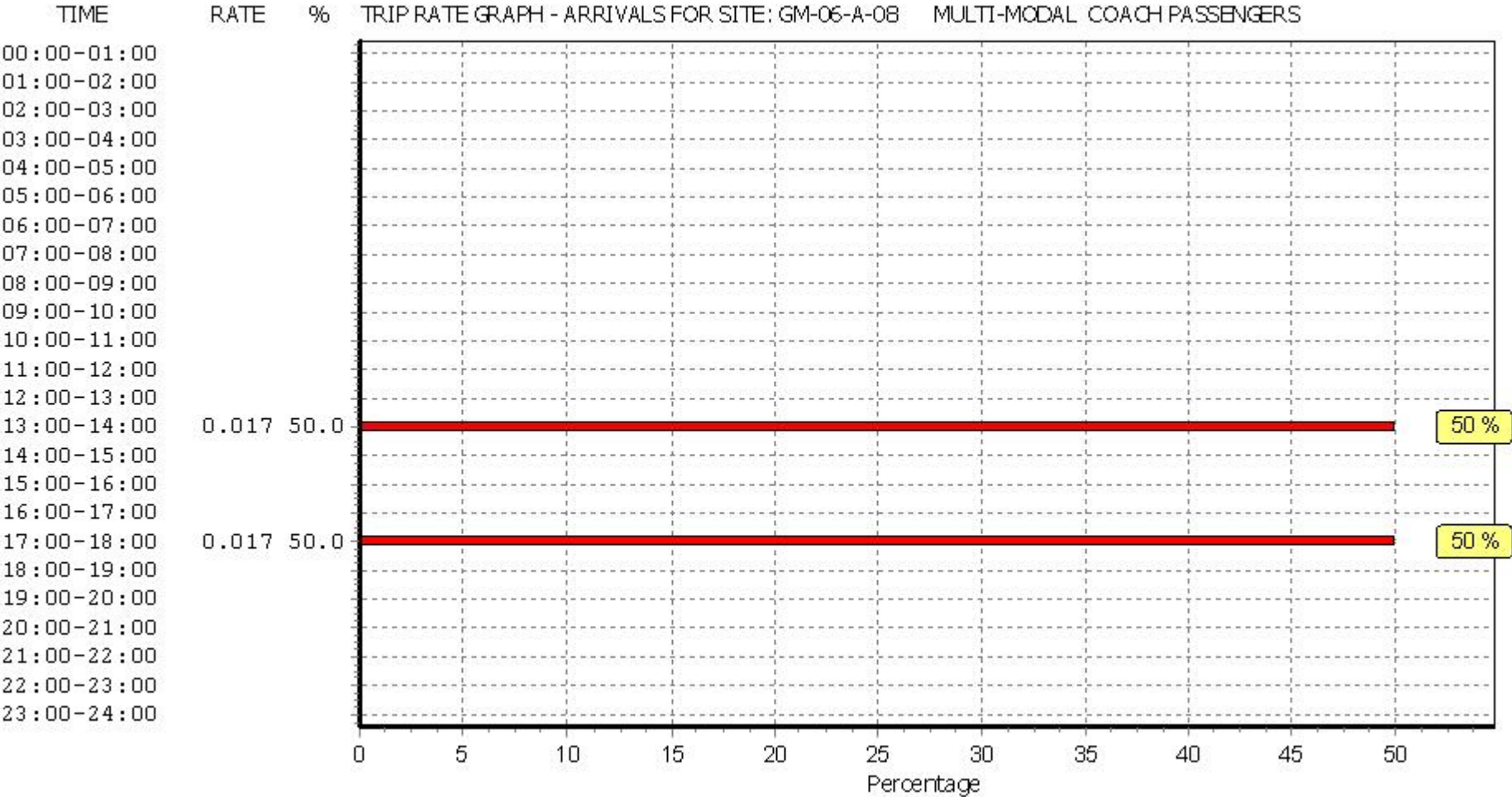
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

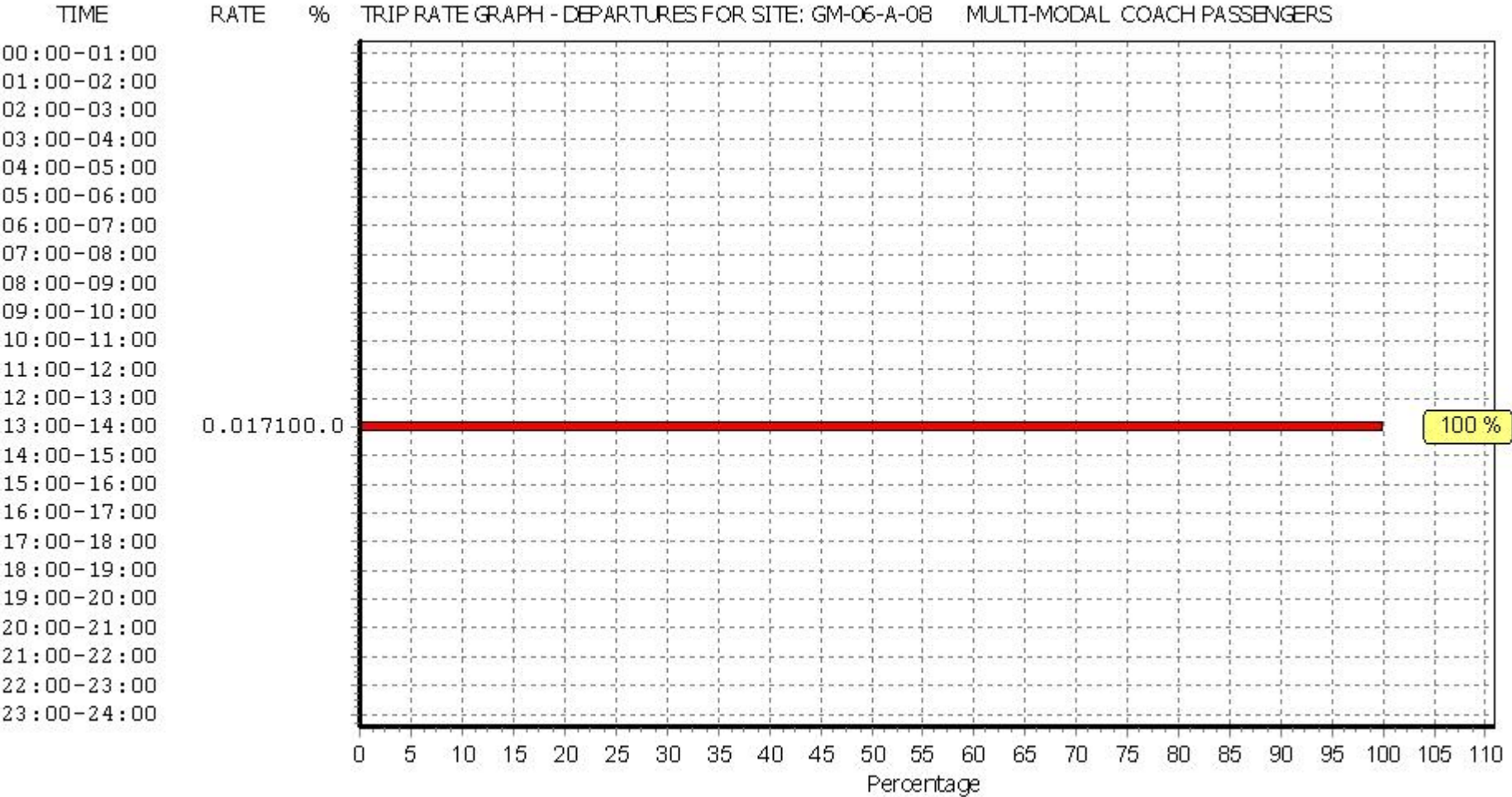
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
08:00 - 09:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
09:00 - 10:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
10:00 - 11:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
11:00 - 12:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
12:00 - 13:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
13:00 - 14:00	2	2914	0.017	2	2914	0.017	2	2914	0.034
14:00 - 15:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
15:00 - 16:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
16:00 - 17:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
17:00 - 18:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
18:00 - 19:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
19:00 - 20:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
20:00 - 21:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
21:00 - 22:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.017			0.051

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.

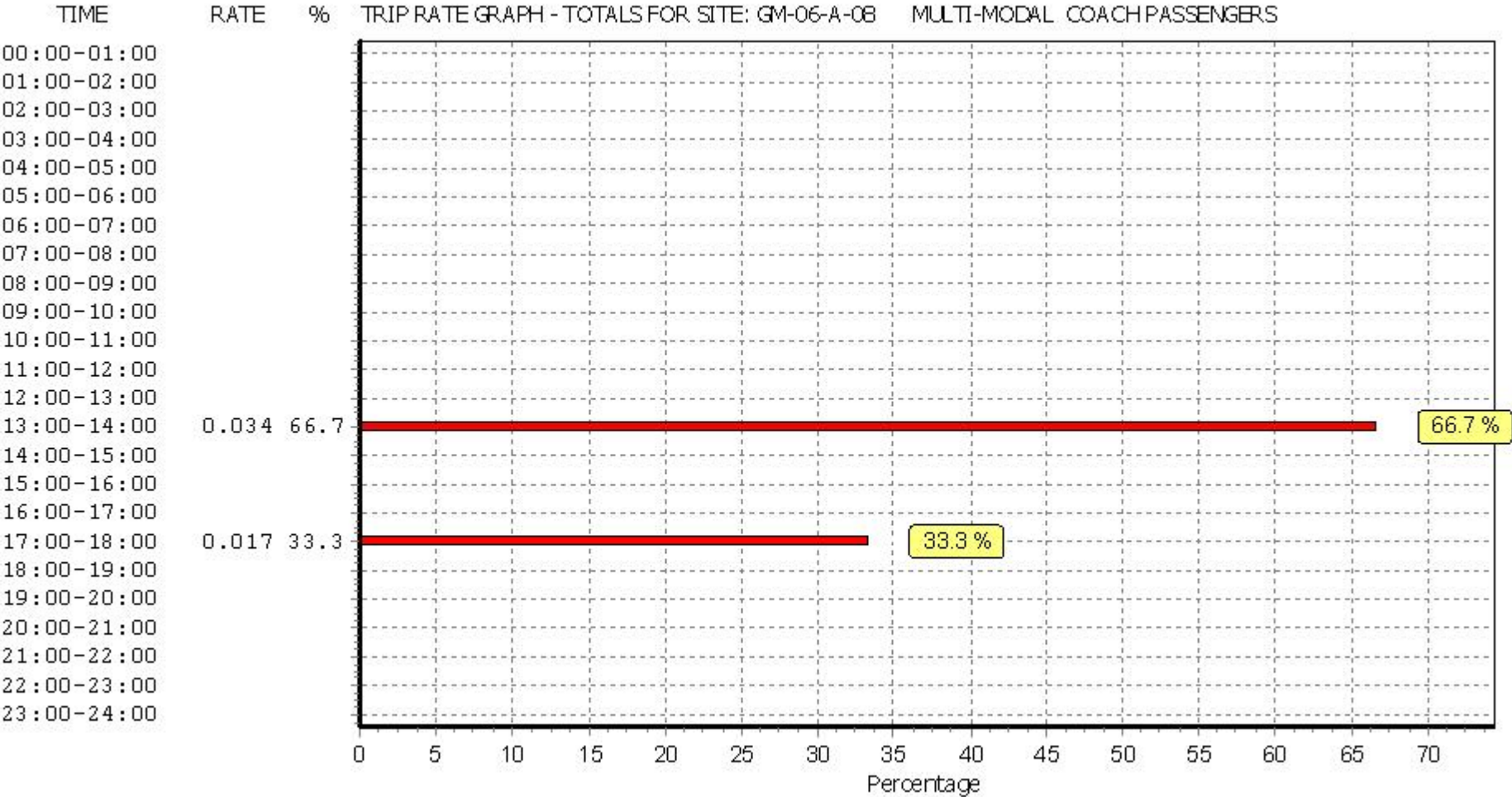
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



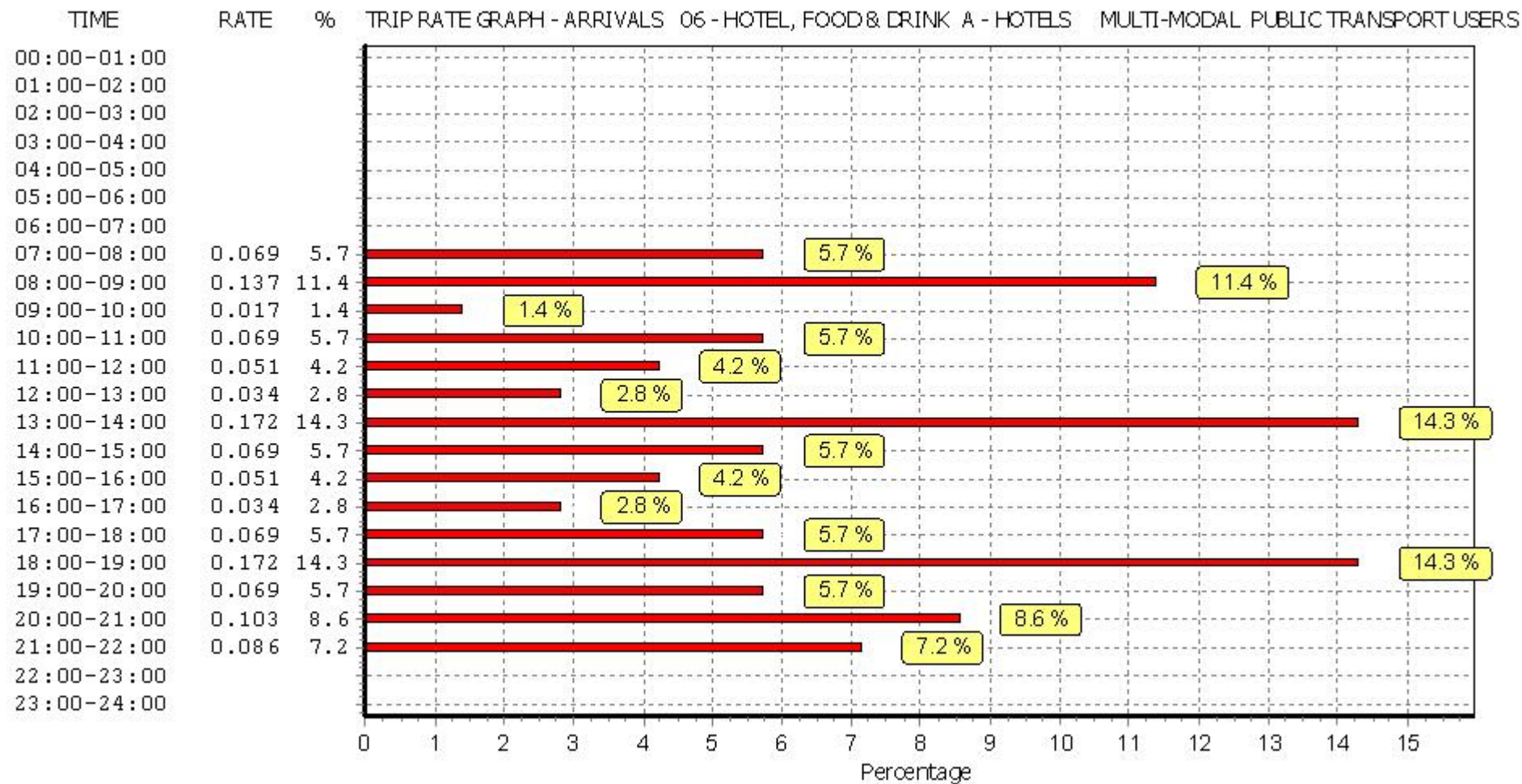
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.069	2	2914	0.034	2	2914	0.103
08:00 - 09:00	2	2914	0.137	2	2914	0.034	2	2914	0.171
09:00 - 10:00	2	2914	0.017	2	2914	0.051	2	2914	0.068
10:00 - 11:00	2	2914	0.069	2	2914	0.034	2	2914	0.103
11:00 - 12:00	2	2914	0.051	2	2914	0.086	2	2914	0.137
12:00 - 13:00	2	2914	0.034	2	2914	0.017	2	2914	0.051
13:00 - 14:00	2	2914	0.172	2	2914	0.069	2	2914	0.241
14:00 - 15:00	2	2914	0.069	2	2914	0.000	2	2914	0.069
15:00 - 16:00	2	2914	0.051	2	2914	0.051	2	2914	0.102
16:00 - 17:00	2	2914	0.034	2	2914	0.086	2	2914	0.120
17:00 - 18:00	2	2914	0.069	2	2914	0.017	2	2914	0.086
18:00 - 19:00	2	2914	0.172	2	2914	0.017	2	2914	0.189
19:00 - 20:00	2	2914	0.069	2	2914	0.017	2	2914	0.086
20:00 - 21:00	2	2914	0.103	2	2914	0.017	2	2914	0.120
21:00 - 22:00	2	2914	0.086	2	2914	0.000	2	2914	0.086
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.202			0.530			1.732

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.

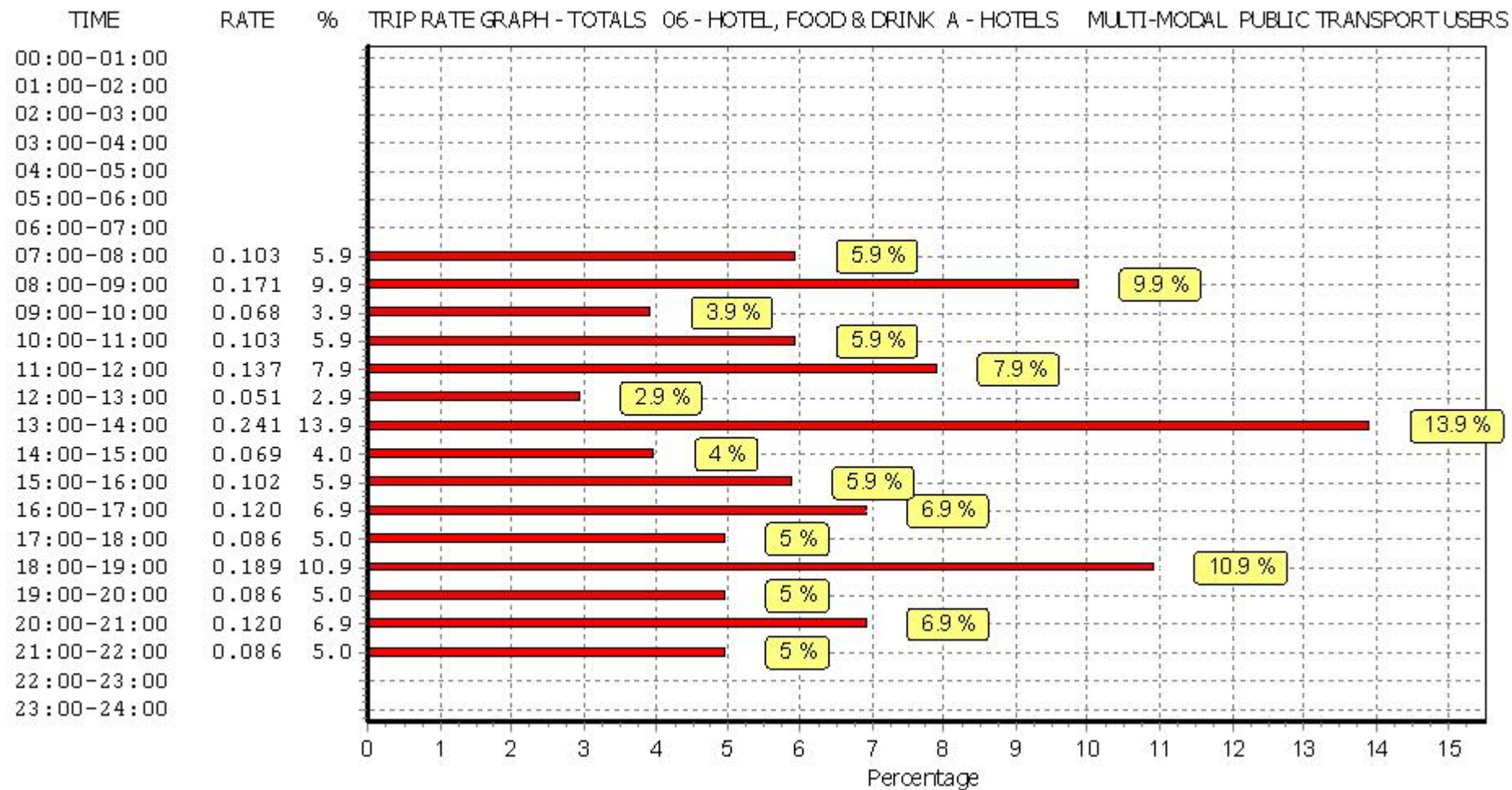
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



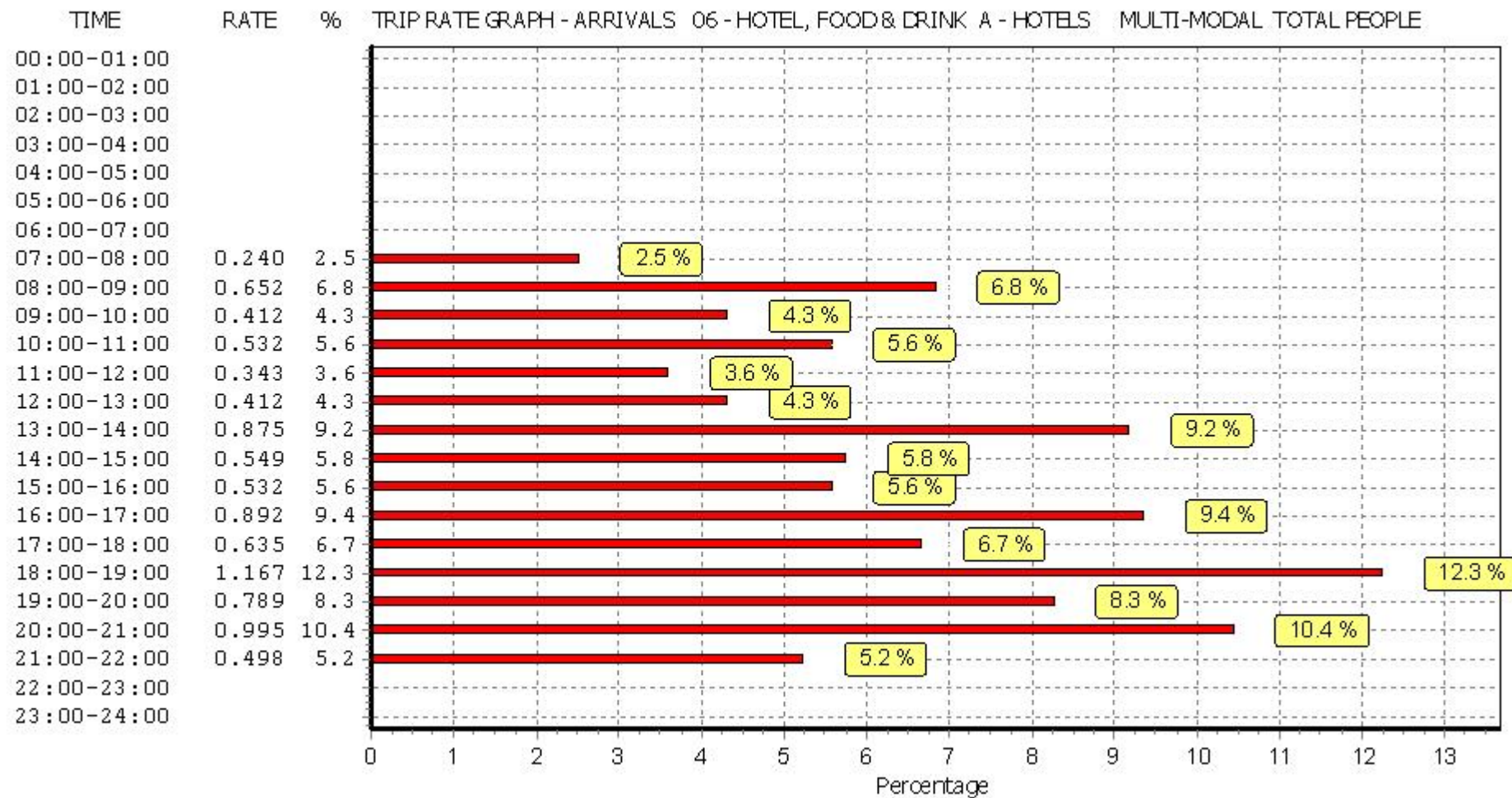
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.240	2	2914	0.481	2	2914	0.721
08:00 - 09:00	2	2914	0.652	2	2914	1.493	2	2914	2.145
09:00 - 10:00	2	2914	0.412	2	2914	1.064	2	2914	1.476
10:00 - 11:00	2	2914	0.532	2	2914	0.738	2	2914	1.270
11:00 - 12:00	2	2914	0.343	2	2914	0.498	2	2914	0.841
12:00 - 13:00	2	2914	0.412	2	2914	0.378	2	2914	0.790
13:00 - 14:00	2	2914	0.875	2	2914	0.704	2	2914	1.579
14:00 - 15:00	2	2914	0.549	2	2914	0.549	2	2914	1.098
15:00 - 16:00	2	2914	0.532	2	2914	0.412	2	2914	0.944
16:00 - 17:00	2	2914	0.892	2	2914	0.635	2	2914	1.527
17:00 - 18:00	2	2914	0.635	2	2914	0.360	2	2914	0.995
18:00 - 19:00	2	2914	1.167	2	2914	0.721	2	2914	1.888
19:00 - 20:00	2	2914	0.789	2	2914	0.824	2	2914	1.613
20:00 - 21:00	2	2914	0.995	2	2914	0.360	2	2914	1.355
21:00 - 22:00	2	2914	0.498	2	2914	0.069	2	2914	0.567
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.523			9.286			18.809

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.

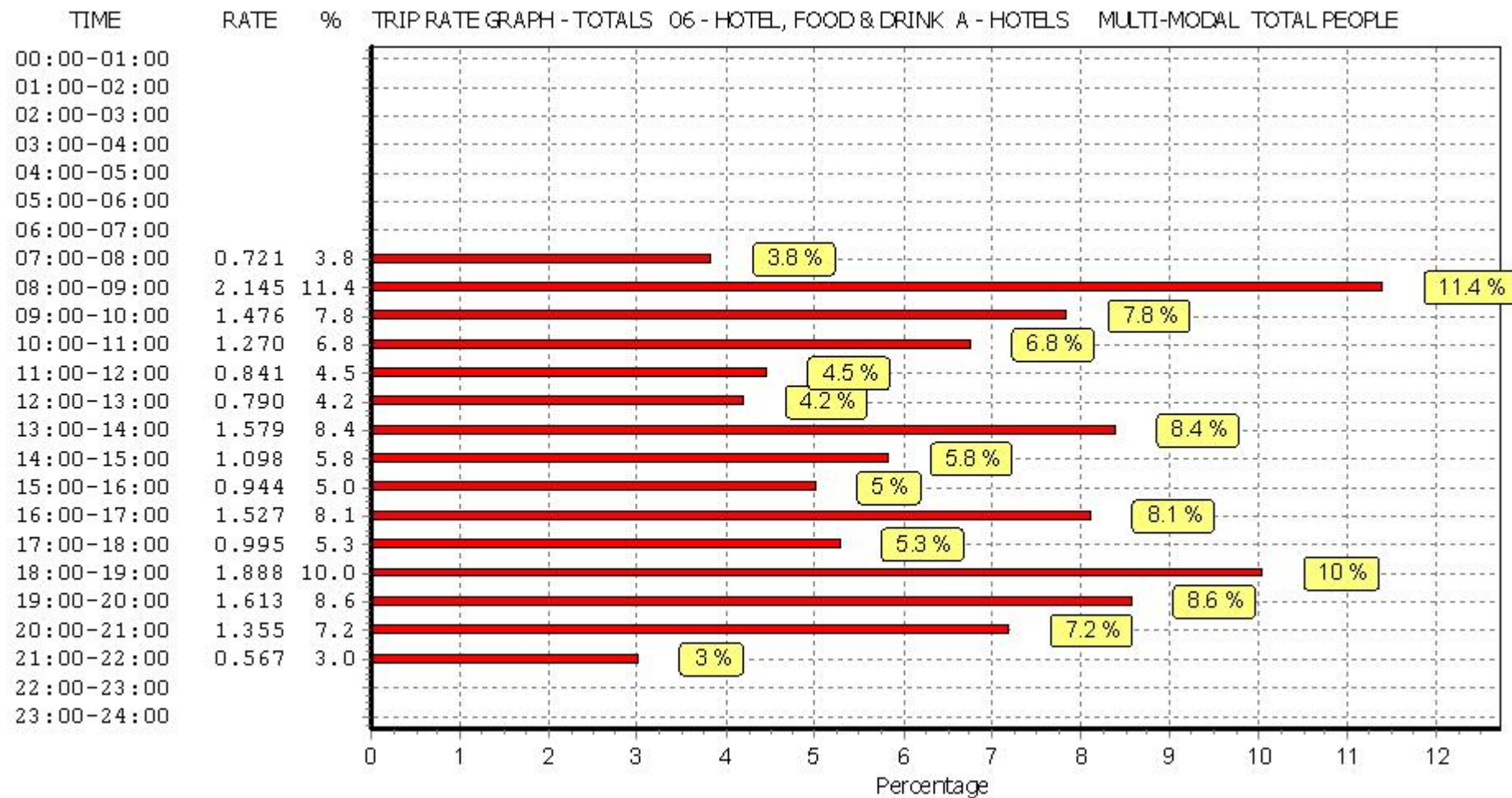
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CARS

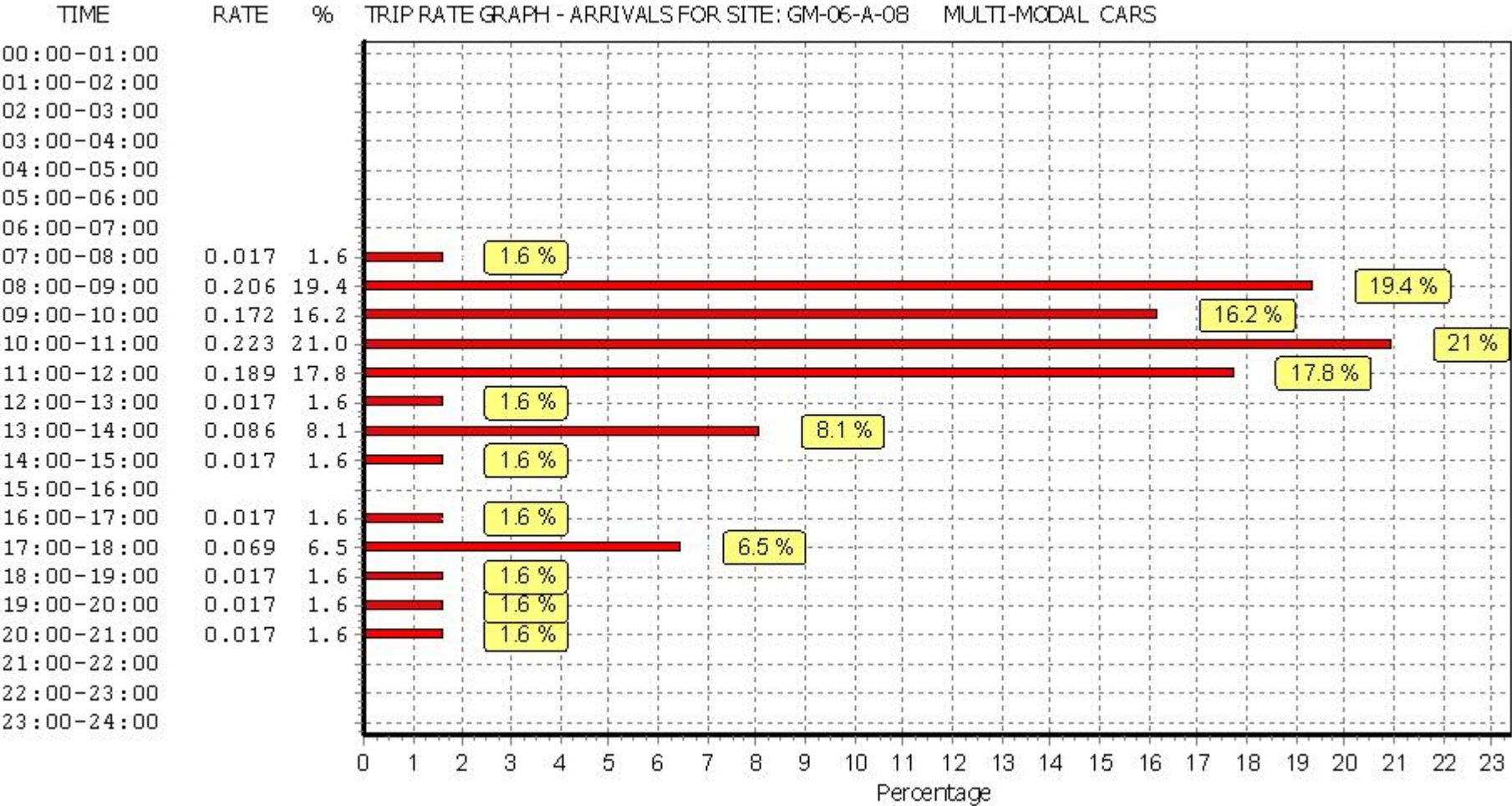
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

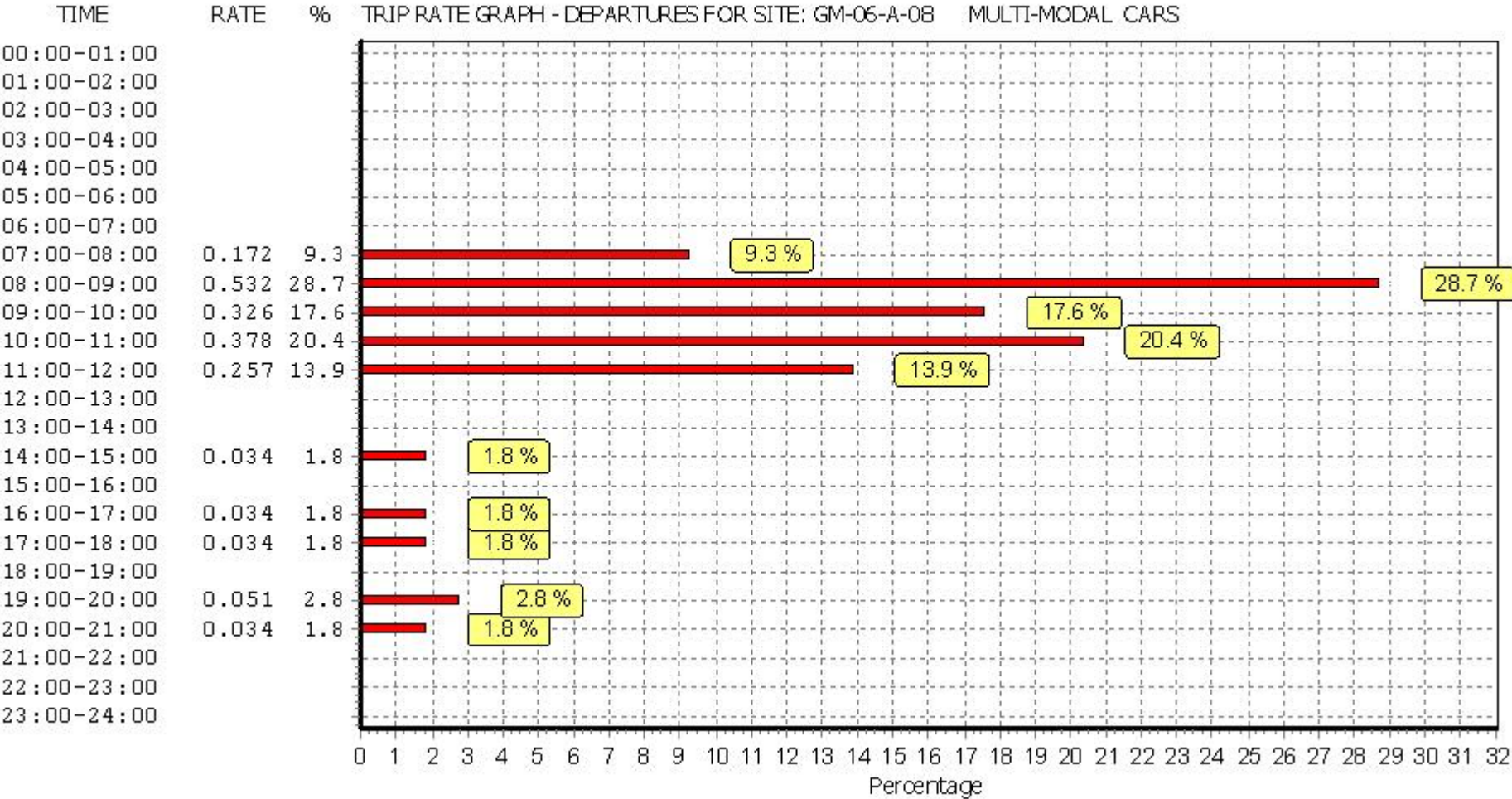
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.017	2	2914	0.172	2	2914	0.189
08:00 - 09:00	2	2914	0.206	2	2914	0.532	2	2914	0.738
09:00 - 10:00	2	2914	0.172	2	2914	0.326	2	2914	0.498
10:00 - 11:00	2	2914	0.223	2	2914	0.378	2	2914	0.601
11:00 - 12:00	2	2914	0.189	2	2914	0.257	2	2914	0.446
12:00 - 13:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
13:00 - 14:00	2	2914	0.086	2	2914	0.000	2	2914	0.086
14:00 - 15:00	2	2914	0.017	2	2914	0.034	2	2914	0.051
15:00 - 16:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
16:00 - 17:00	2	2914	0.017	2	2914	0.034	2	2914	0.051
17:00 - 18:00	2	2914	0.069	2	2914	0.034	2	2914	0.103
18:00 - 19:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
19:00 - 20:00	2	2914	0.017	2	2914	0.051	2	2914	0.068
20:00 - 21:00	2	2914	0.017	2	2914	0.034	2	2914	0.051
21:00 - 22:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.064			1.852			2.916

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.

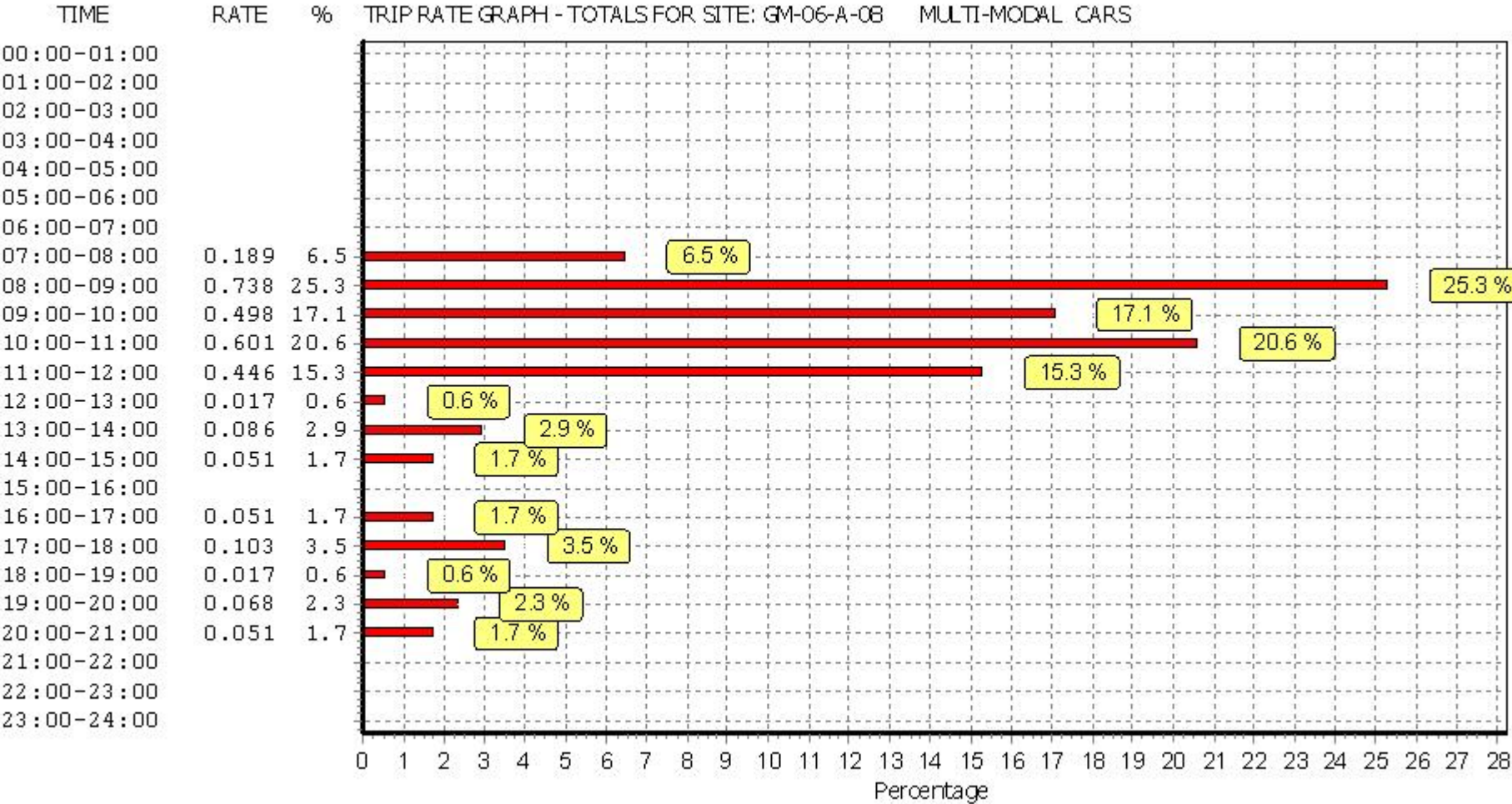
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



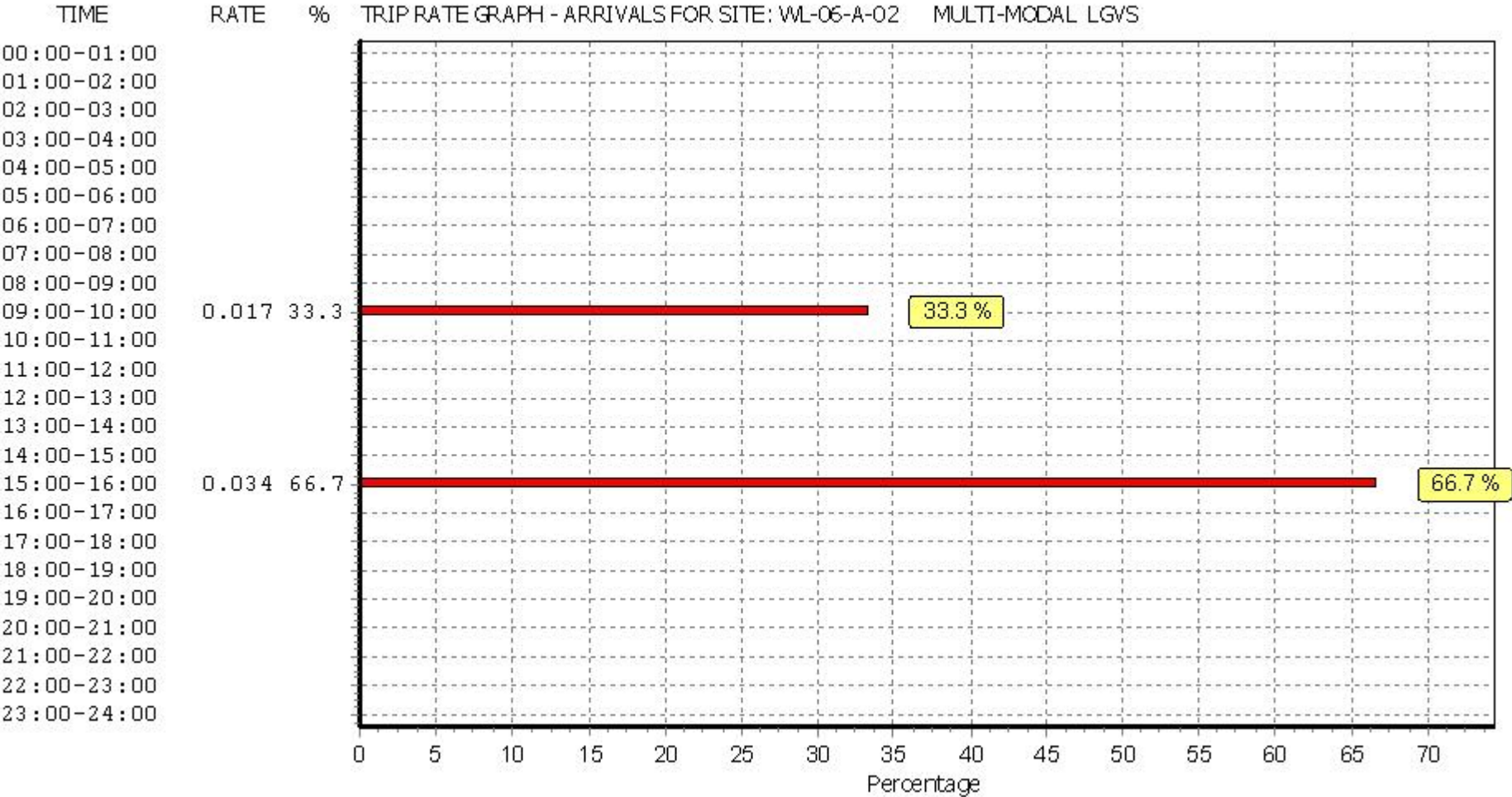
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

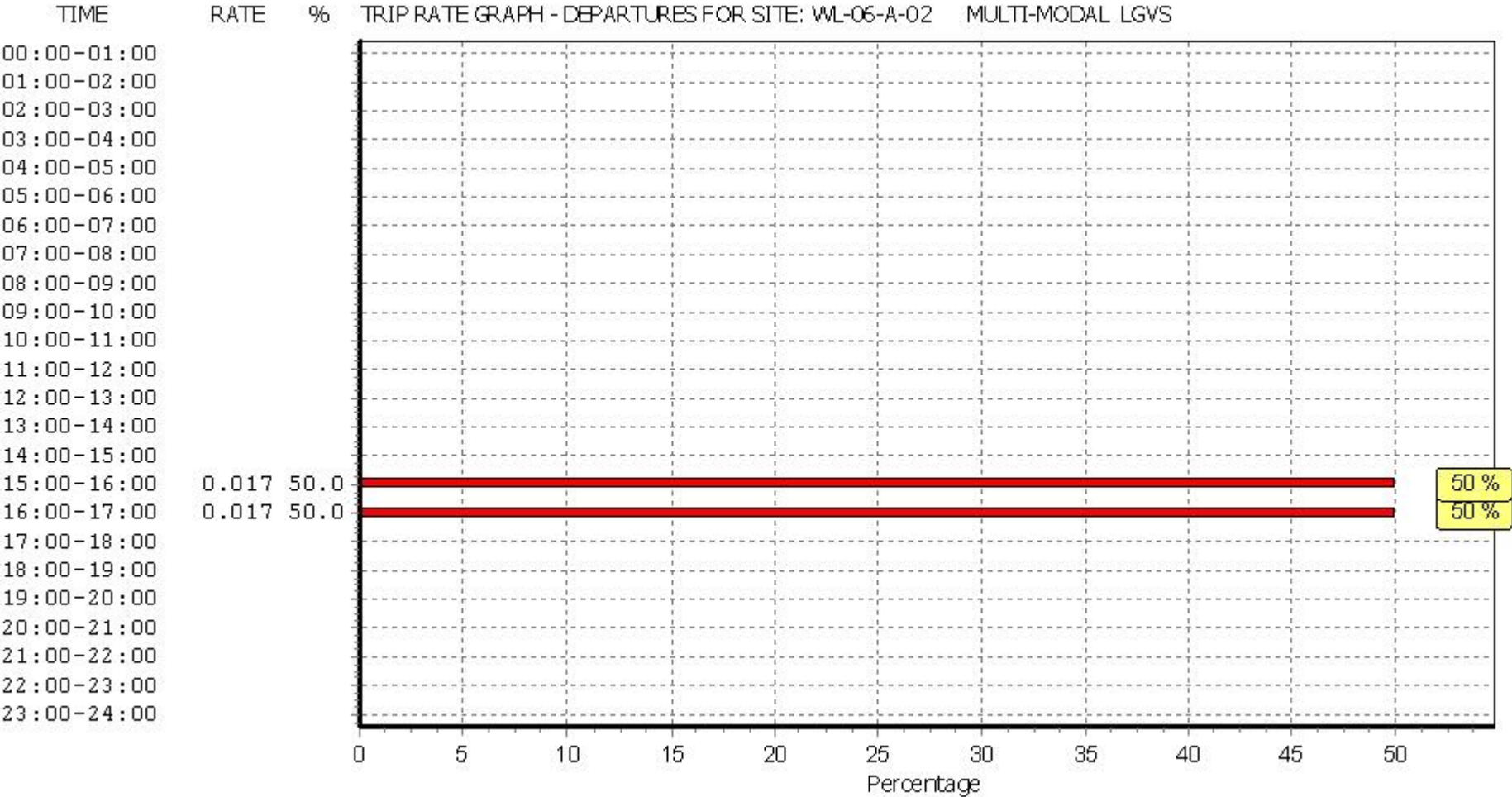
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
08:00 - 09:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
09:00 - 10:00	2	2914	0.017	2	2914	0.000	2	2914	0.017
10:00 - 11:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
11:00 - 12:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
12:00 - 13:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
13:00 - 14:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
14:00 - 15:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
15:00 - 16:00	2	2914	0.034	2	2914	0.017	2	2914	0.051
16:00 - 17:00	2	2914	0.000	2	2914	0.017	2	2914	0.017
17:00 - 18:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
18:00 - 19:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
19:00 - 20:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
20:00 - 21:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
21:00 - 22:00	2	2914	0.000	2	2914	0.000	2	2914	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.034			0.085

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.

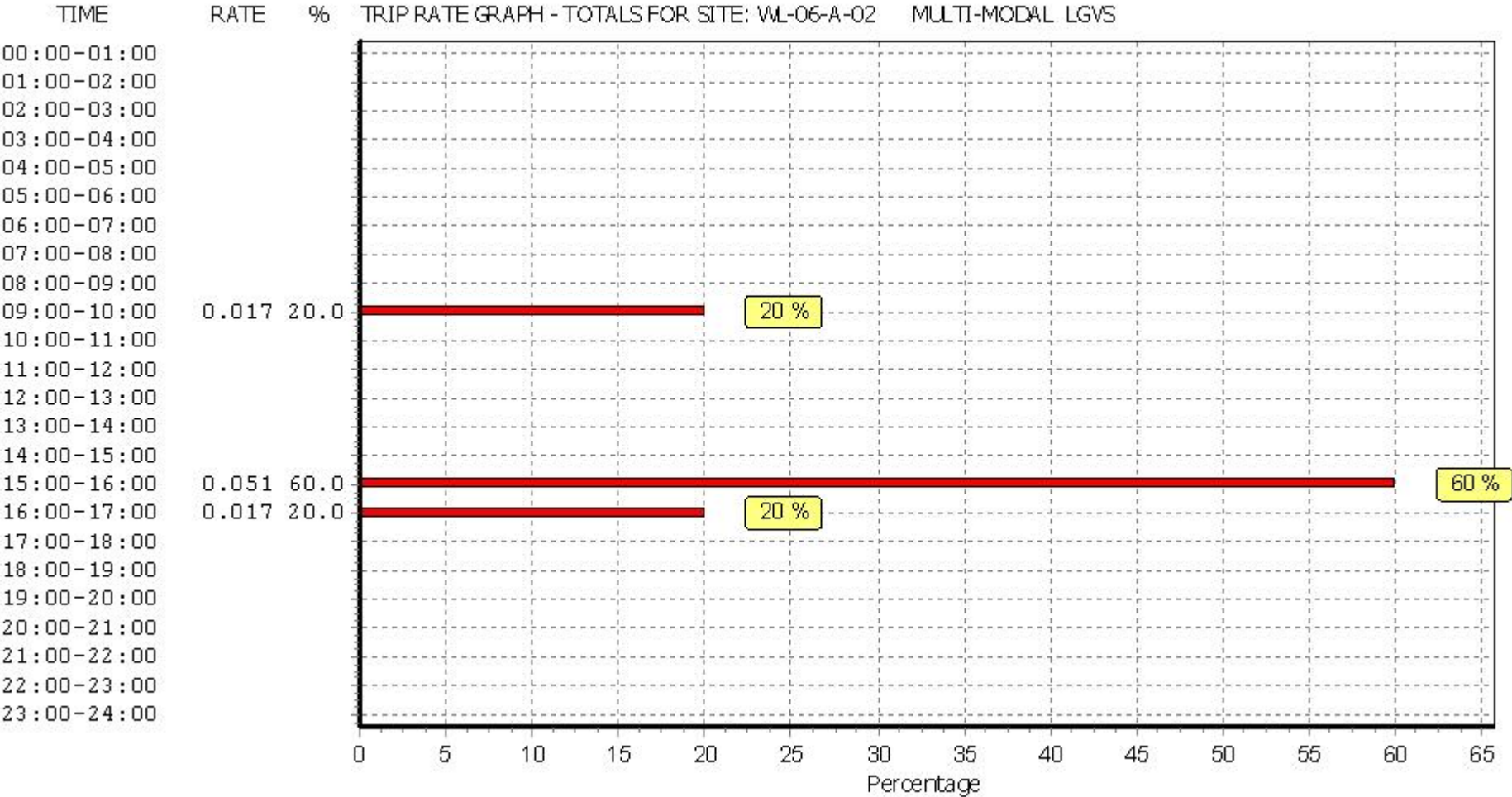
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

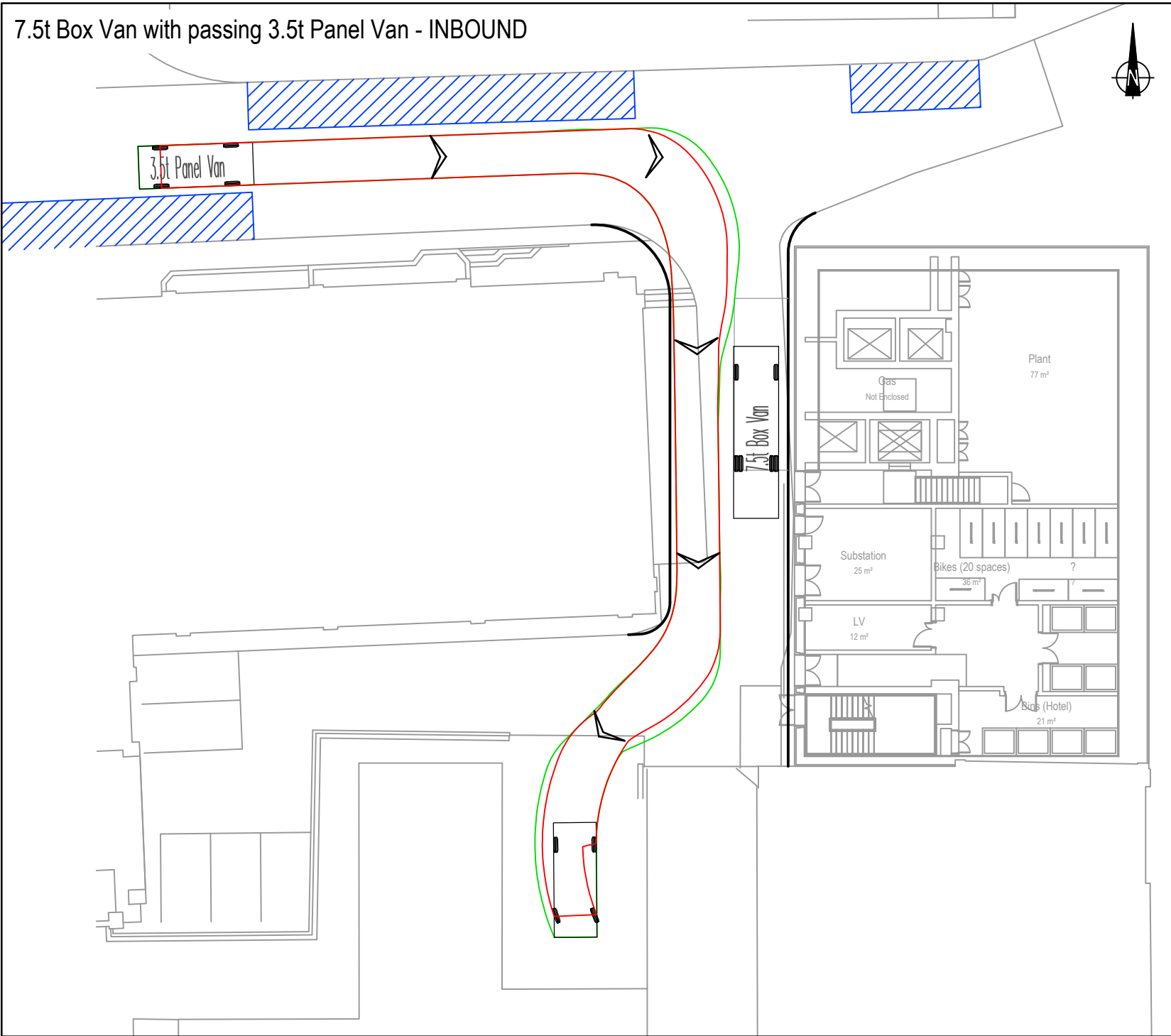


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

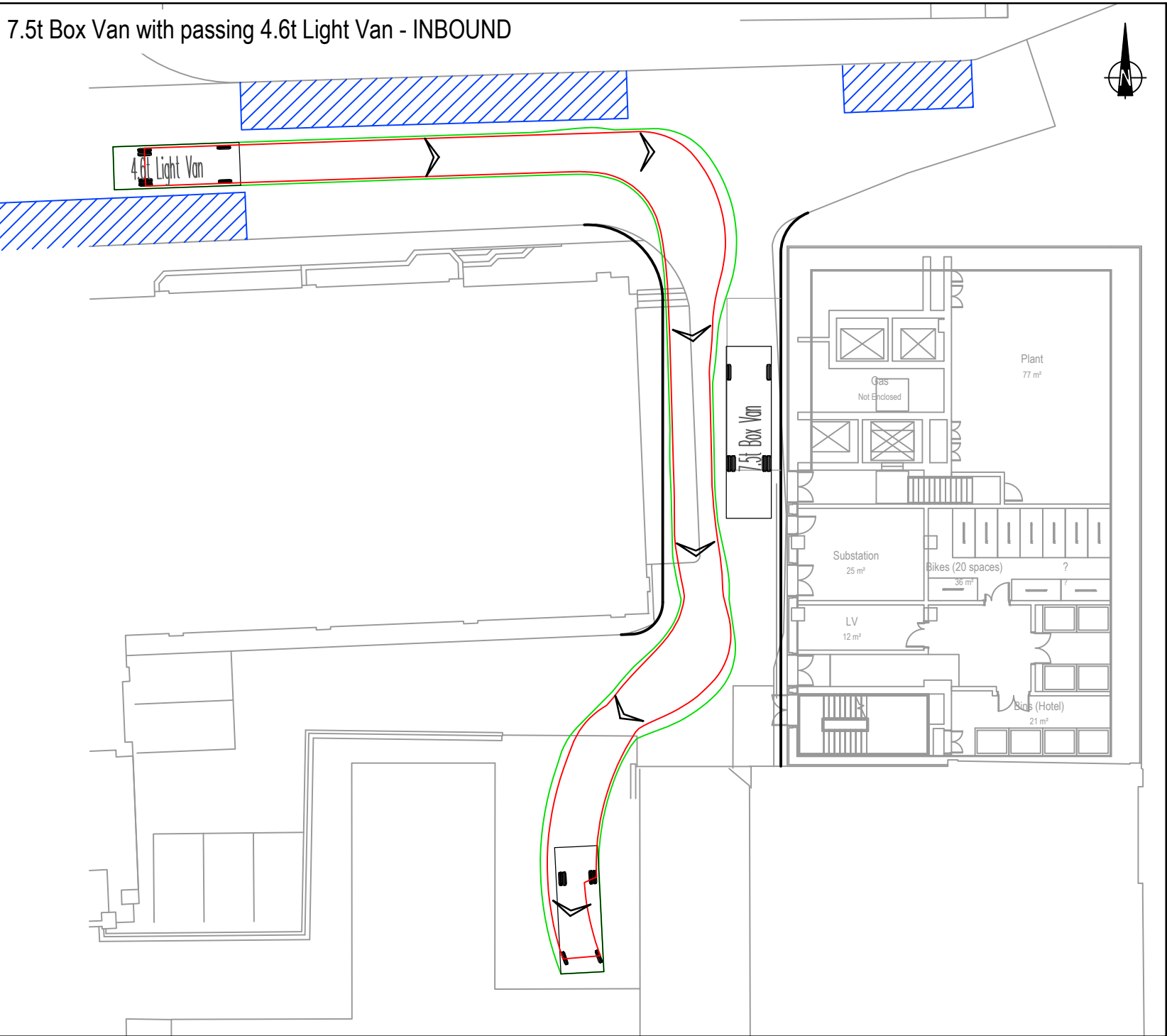
TECHNICAL NOTE

Appendix B – Swept Path Analysis

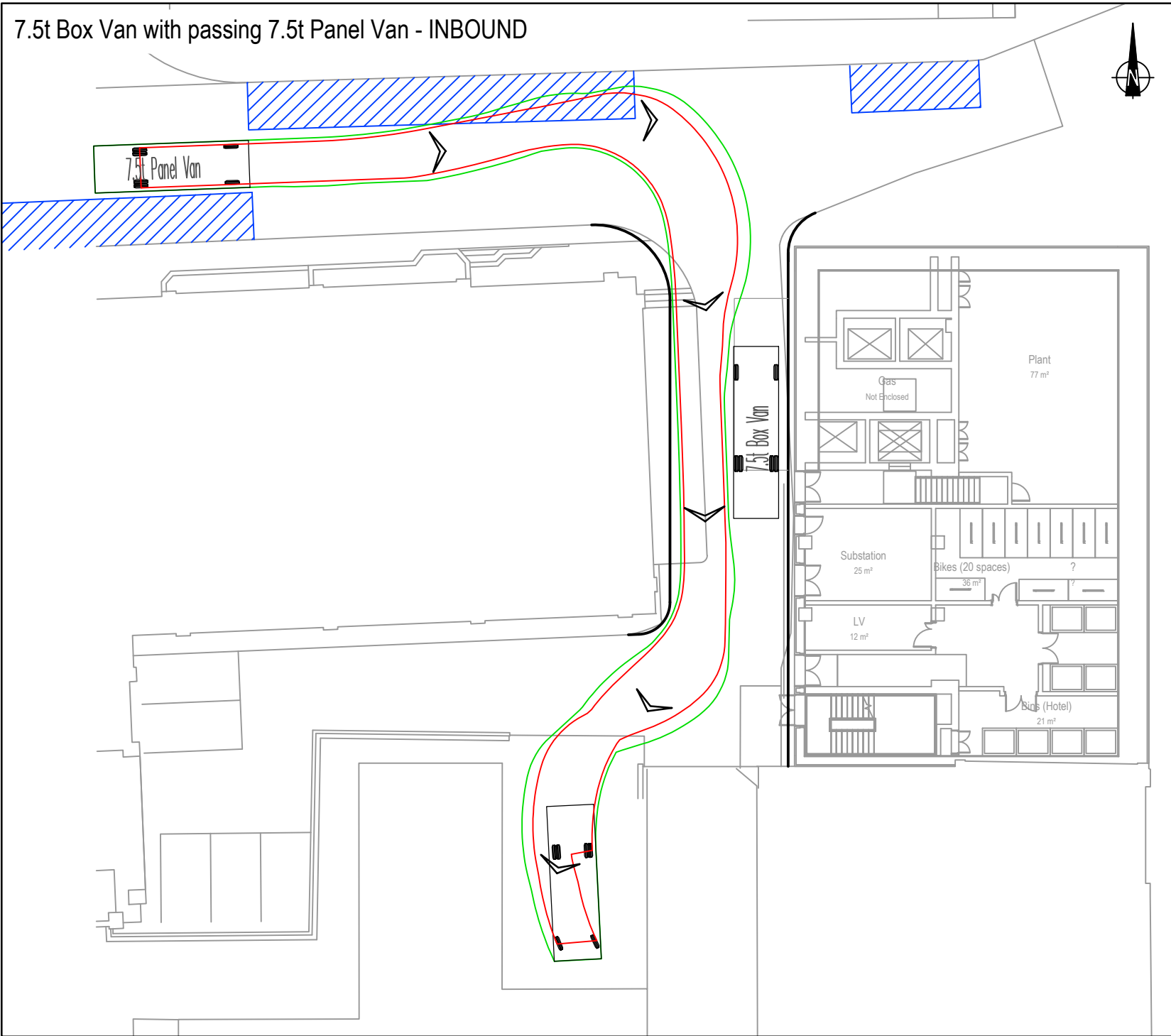
7.5t Box Van with passing 3.5t Panel Van - INBOUND



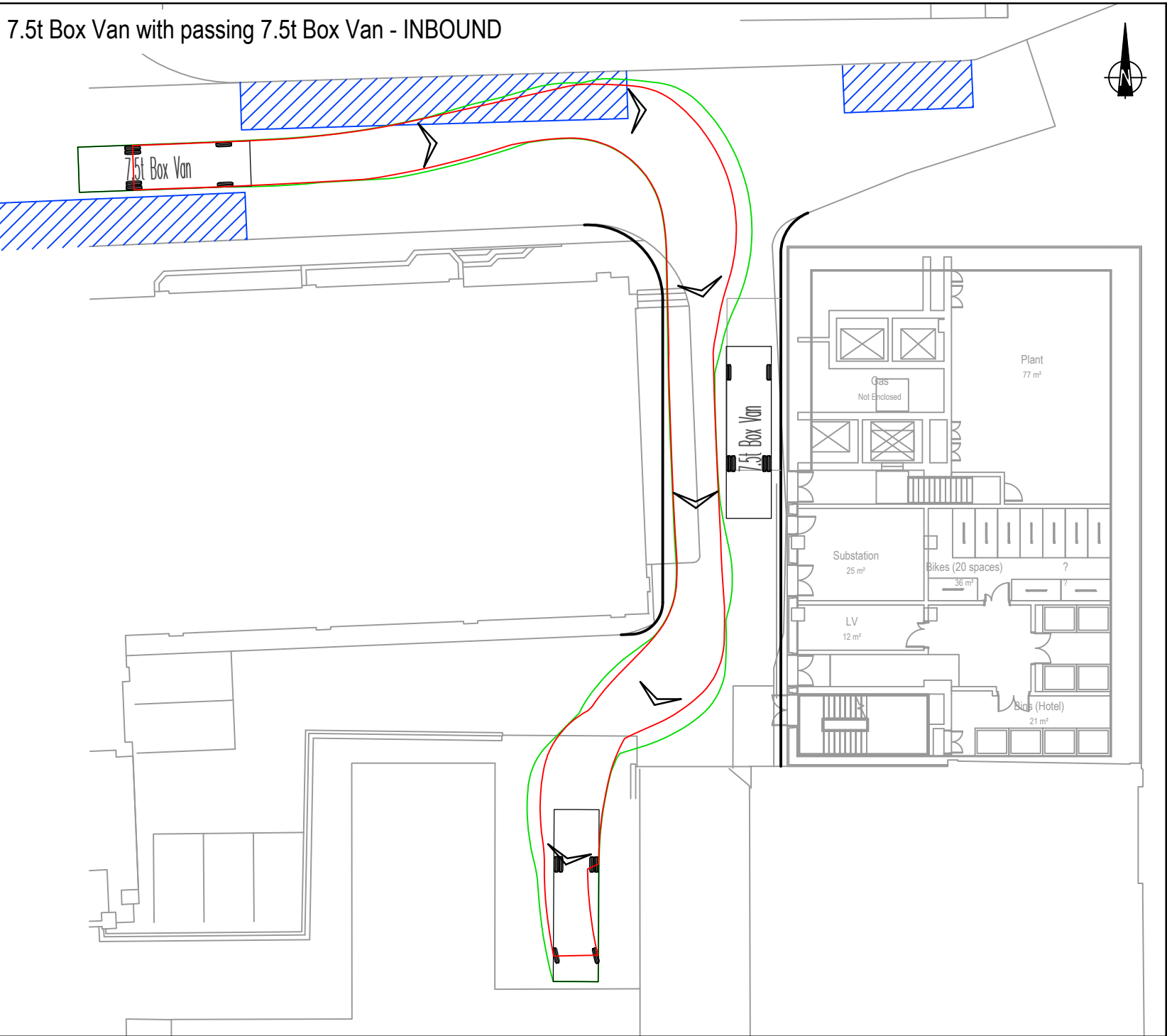
7.5t Box Van with passing 4.6t Light Van - INBOUND



7.5t Box Van with passing 7.5t Panel Van - INBOUND



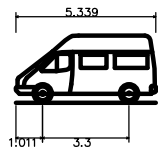
7.5t Box Van with passing 7.5t Box Van - INBOUND



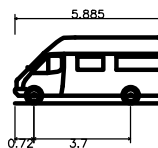
KEY

- EXISTING ON-STREET PARKING
- PROPOSED KERB-LINE

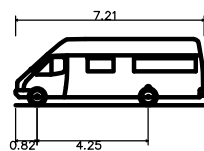
VEHICLE PROFILE



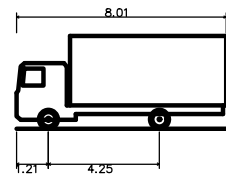
3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.526m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.544m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Mark	Revision	Date	Drawn	Chkd	Appd
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SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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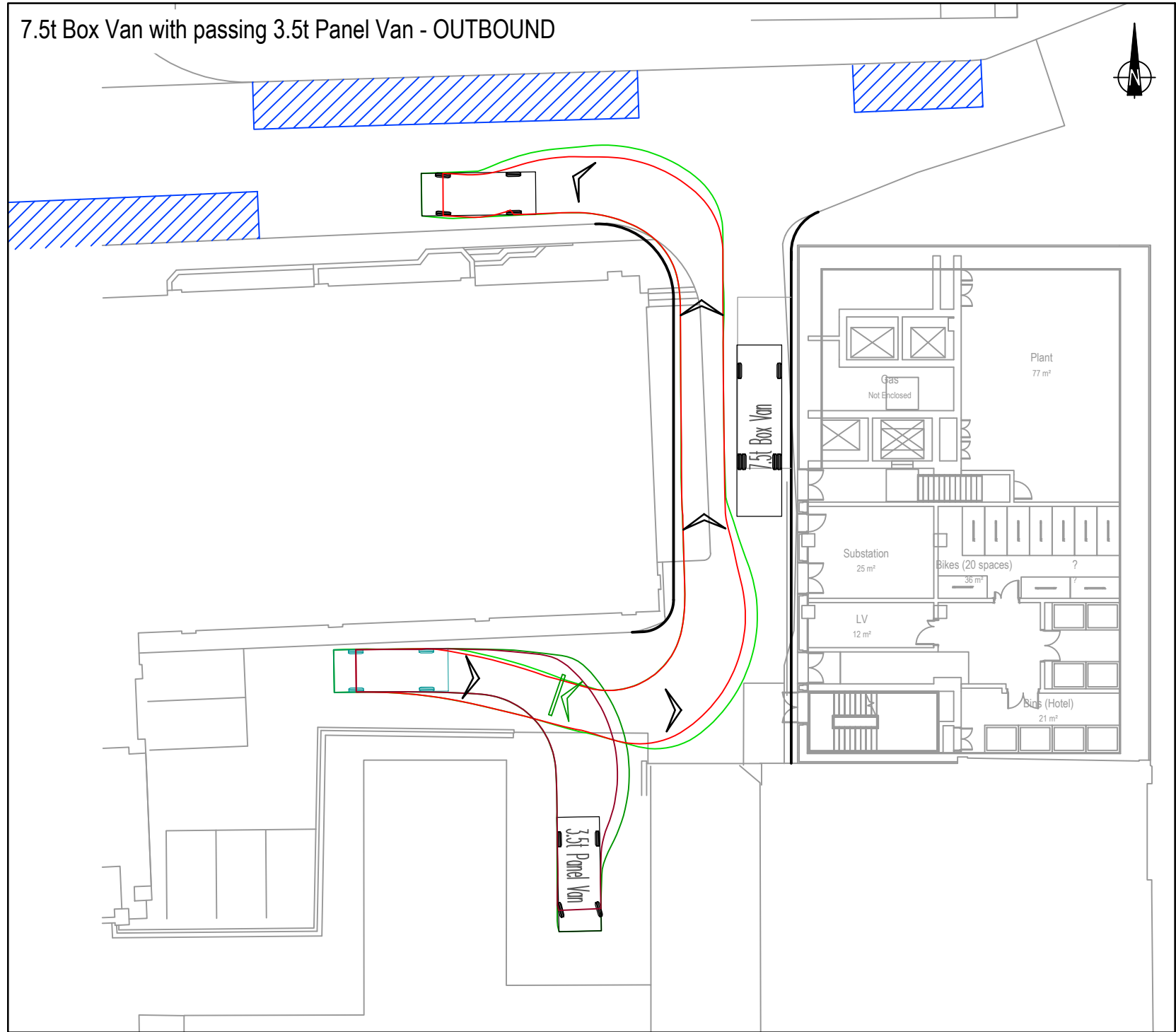
Drawing Issue Status

FOR INFORMATION

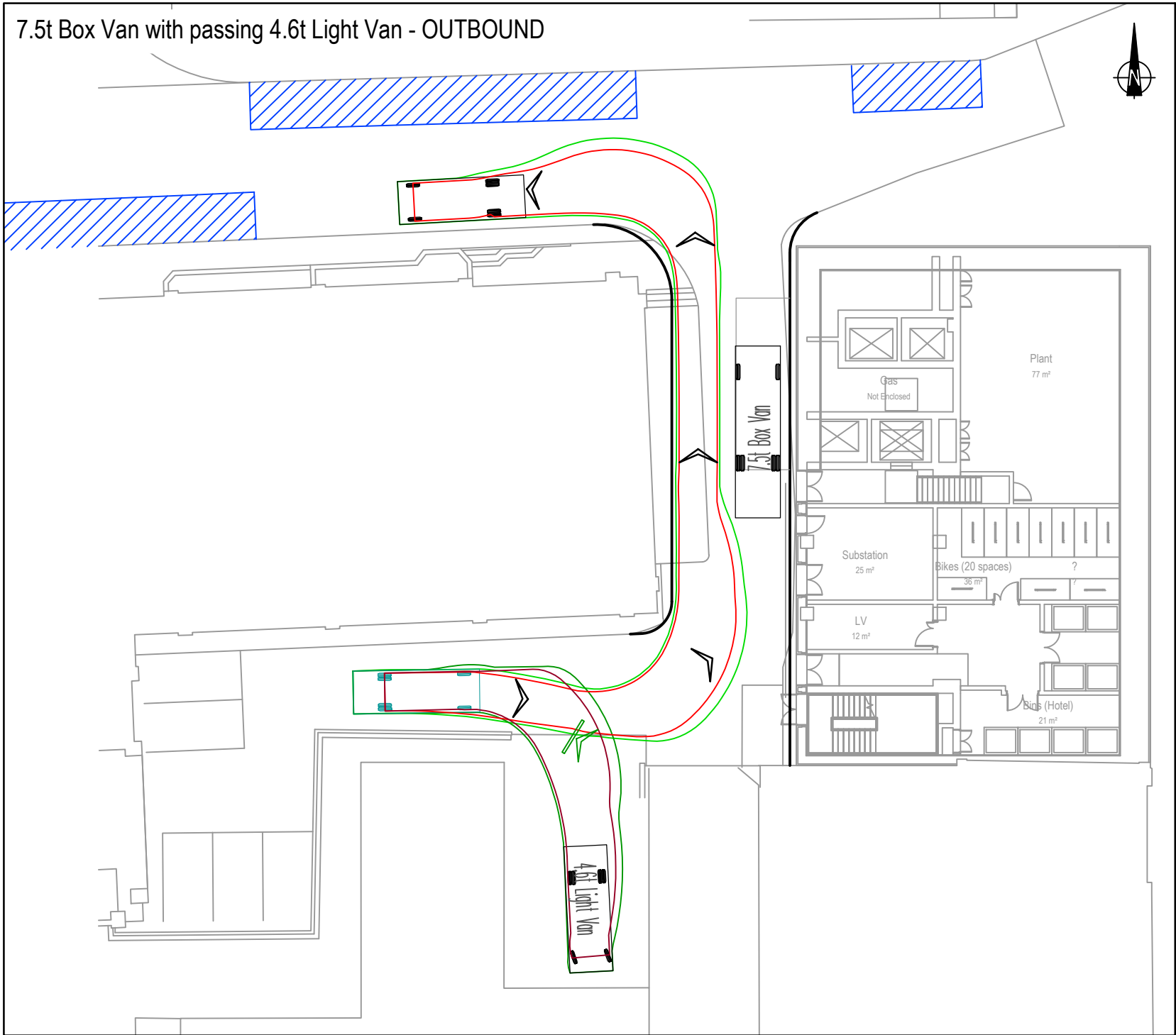
STATION ROAD, READING
NEIGHBOURING SERVICE AREA ACCESS
SWEEP PATH ANALYSIS
INBOUND

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Date of 1st Issue	Designed	Drawn	
23.04.19	-	AL	
A2 Scale	Checked	Approved	
1:250	JH	PB	
Drawing Number		Revision	
43102_5501_006			

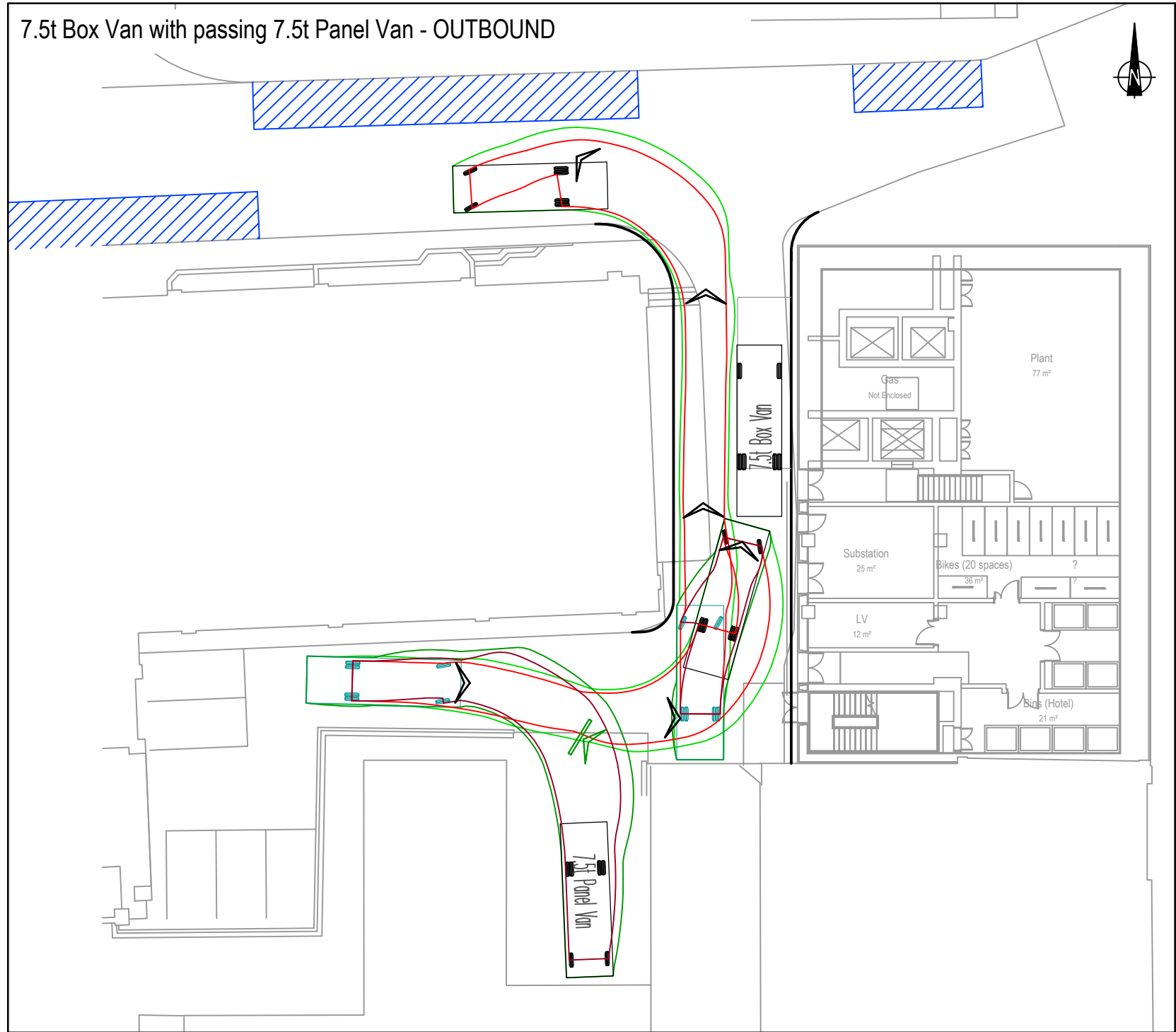
7.5t Box Van with passing 3.5t Panel Van - OUTBOUND



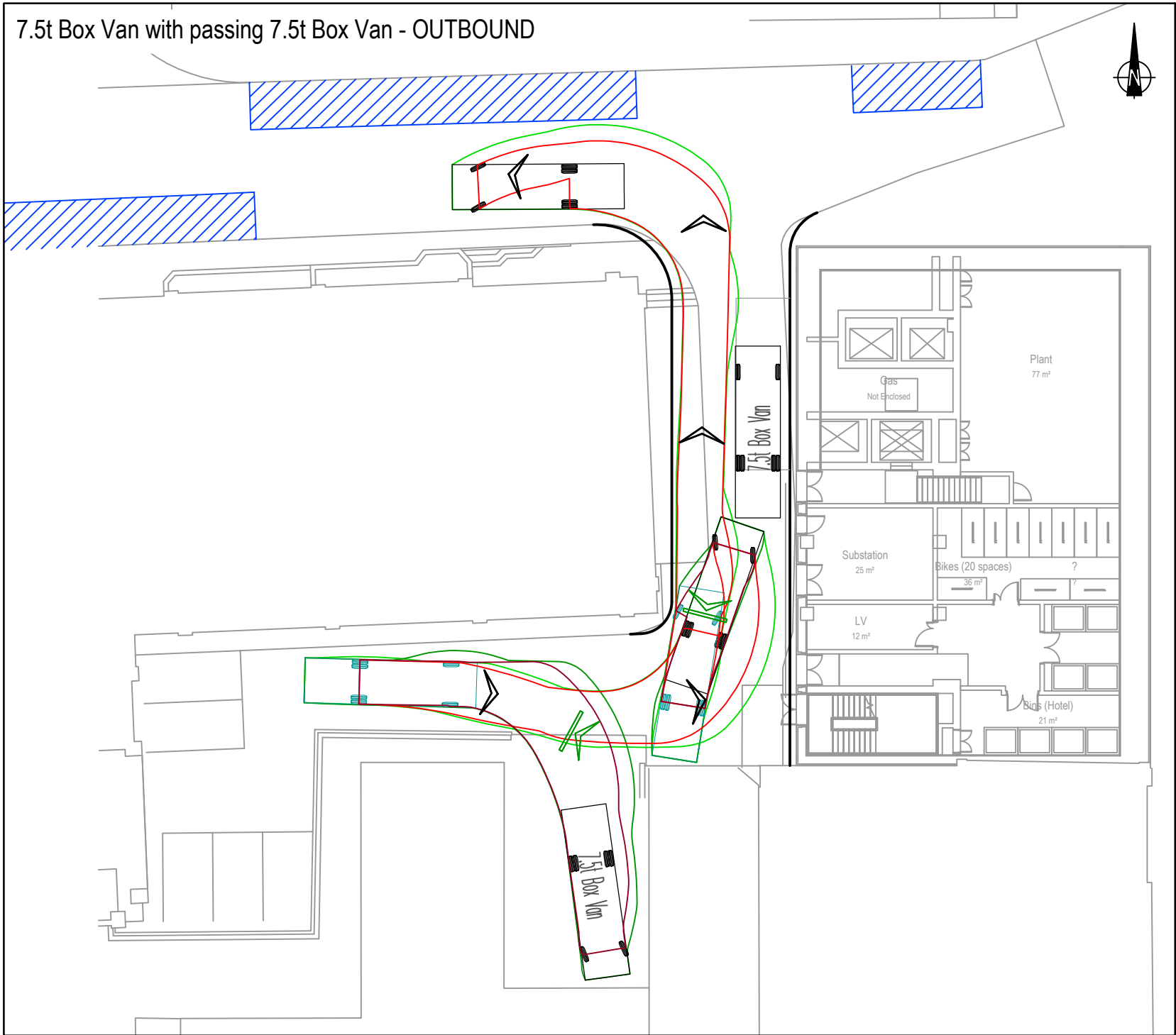
7.5t Box Van with passing 4.6t Light Van - OUTBOUND



7.5t Box Van with passing 7.5t Panel Van - OUTBOUND



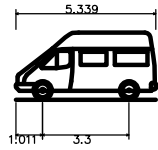
7.5t Box Van with passing 7.5t Box Van - OUTBOUND



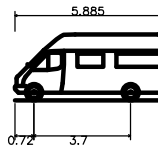
KEY

- EXISTING ON-STREET PARKING
- PROPOSED KERB-LINE

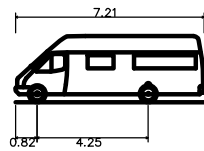
VEHICLE PROFILE



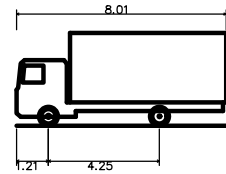
3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.192m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.544m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.956m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status

FOR INFORMATION					
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STATION ROAD, READING
NEIGHBOURING SERVICE AREA ACCESS
SWEEP PATH ANALYSIS
OUTBOUND

Client

Date of 1st Issue	Designed	Drawn
23.04.19	-	AL

A2 Scale	Checked	Approved
1:250	JH	PB

Drawing Number	Revision
43102_5501_007	

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