



TRANSPORT STATEMENT

THE QUAD, ARKWRIGHT ROAD, READING

Client: Headoffice³



i-Transport

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i-Transport LLP
Centurion House
129 Deansgate
Manchester
M3 3WR
Tel: 0161 830 2172
Fax: 0161 830 2173
www.i-transport.co.uk

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QUALITY MANAGEMENT

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SECTION 1 INTRODUCTION

1.1 Introduction

- 1.1.1 i-Transport LLP has been commissioned by Headoffice³ to produce a Transport Statement to support a planning application for the conversion of 'The Quad' office building located at 14 Arkwright Road, into 37 residential apartments.

1.2 Policy

- 1.2.1 This Transport Statement (TS) has been produced to set out the transport implications of the proposed residential conversion, taking into account relevant national and local planning policy guidance.
- 1.2.2 At a national level, the National Planning Policy Framework (NPPF) states that development proposals should provide satisfactory access for all users; be accessible and sustainable; and ensure that off-site traffic impacts are not severe, with any significant effects to be mitigated.
- 1.2.3 At a local level, this TS takes into account published guidance from Reading Borough Council (RBC) specifically 'Residential Conversions: Supplementary Planning Document' and 'Revised Parking Standards and Design: Supplementary Planning Document', referenced within Section 2 of this report in relation to parking standards relevant to the proposed development.

1.3 Report Structure

- 1.3.1 Following this introductory section, the report will include the following sections:
- Section 2 details the existing use, development proposals and level of car and cycle parking proposed to support the residential development.
 - Section 3 provides a description of the existing highway conditions.
 - Section 4 provides an audit of the existing sustainable transport modes in the vicinity of the site and the accessibility to key facilities.
 - Section 5 reviews the impact of the development of the local highway network and demonstrates that the proposals can be accommodated within the existing network.

- Section 6 provides a summary and conclusion of the report.

SECTION 2 DEVELOPMENT PROPOSALS

2.1 Site Location

2.1.1 The site is located at 14 Arkwright Road, Reading. The site is approximately 2.1km south of Reading town centre and is located within the Tunbridge Jones Industrial Park. A site location plan can be found in Appendix A.

2.1.2 To the east of the site the area is largely residential in nature, to the south and north the surrounding area is predominantly industrial in nature. To the west the A33 runs north to south providing a key route to/from Reading Town Centre.

2.2 Existing Use

2.2.1 The site is currently allocated for B1 office use. The current office layout provides 1,892sqm of floorspace, split over three floors.

2.2.2 The site currently has a total of 69 off-road parking spaces, with access to the car park for both vehicles and pedestrians taken directly from Arkwright Road.

2.3 Development Proposals

2.3.1 The proposals involve the conversion of the existing office building into 37 residential apartments, comprising 32no. one-bed apartments and 5no. two-bedroom apartments.

2.3.2 The total GFA (Gross Floor Area) of the proposed residential redevelopment is 1,899sqm, with 766sqm on the ground floor, 776sqm on the first floor and 357sqm on the second floor.

2.4 Access Arrangements and Servicing

2.4.1 No changes to the existing access are proposed as part of the redevelopment. The site is currently accessed from the southern end of Arkwright Road which leads into the existing car park for the site.

2.4.2 Under previous tenants the site was used to provide HGV parking. The access and site are therefore able to accommodate large HGVs.

2.4.3 Notwithstanding this however, swept-path analysis has been carried out to demonstrate that suitable access and servicing arrangements can be provided using the existing access and car parking layout. In this regard Appendix B contains swept-path analysis that demonstrates safe and suitable access is possible for a large car, an 11.2m Refuse Collection Vehicle (RCV) and a 12m rigid HGV, and that all likely vehicles that would use the car park or that might be required to service the apartments, can safely and efficiently enter and egress in a forward gear.

2.5 Parking Provision

2.5.1 Reading Borough Council's 'Revised Parking Standards and Design: Supplementary Planning Document' outlines the car and cycle parking provision requirements for residential developments. Parking provision guidance is available for C3 residential land use for dwellings of 1-2 bedrooms.

2.5.2 The development site sits within the area defined as Zone 2 'Primary Core Area'

2.5.3 Table 2.1 outlines the parking requirements for a residential development of 1 and 2-bedroom apartments located in Zone 3.

Table 2.1: Reading Borough Council Residential Parking Provision Requirements

Land Use	Parking Provision	Requirement
Zone 2 - C3 Dwelling Flat 1-2 Bed	1 spaces per dwelling + 1 space per 4 dwellings for visitor parking	37 + 9 visitor (46 Total)

Source: Revised Parking Standards and Design: Supplementary Planning Documents (2011) – Reading Borough Council

2.5.4 The above table demonstrates that to comply with the parking standards SPD, a total of 46-spaces should be provided. The existing parking provision of 46-spaces at the site, would therefore be in line with the requirements of the SPD.

2.6 Cycle Provision

2.6.1 Minimum cycle parking standards for residential developments are outlined in the Revised Parking Standards and Design SPD. Table 2.2 below summarises the cycle parking requirements for the proposed land use.

Table 2.2: Residential Cycle Parking Minimum Standards

Land Use	Cycle Parking Provision	Requirement
Zone -1-4 – C3 Flat 1-2 Bed	0.5	19

Source: Revised Parking Standards and Design: Supplementary Planning Documents (2011) – Reading Borough Council

2.6.2 The SPD states that if no individual secure facilities are associated with a property, then dedicated cycle parking is required. This can be in the form of communal cycle parking.

2.6.3 The RBC 'Residential Conversions: Supplementary Planning Document' states that:

'the provision of outdoor cycle storage should have a secure, covered and convenient location. The storage area should be lockable with provision to secure bicycles within it'

2.6.4 The scheme will be provided with a total of 19-cycle spaces, located adjacent to the bin storage area in an overlooked and observed part of the site, as demonstrated on the site layout plan, included as Appendix C to this report.

SECTION 3 EXISTING HIGHWAY CONDITIONS

3.1 Surrounding Highway Network

Arkwright Road

- 3.1.1 Arkwright Road is a two-way single carriageway approximately 6.4m wide and 430m in length. It is subject to a 30mph speed limit and street lighting is provided along its entire length.
- 3.1.2 Footways of varying width are present on both sides of Arkwright Road. The footway on the eastern side is dedicated to pedestrians and runs for the full length of the street. On the western side, the footway is shared with frontage parking, frontage access to, and off-street parking associated with adjacent units.
- 3.1.3 At the southern end, adjacent to the proposed redevelopment site, Arkwright Road, terminates in a turning circle (approximate 20m diameter).
- 3.1.4 Traffic Regulation Orders (TROs) are present along the eastern side of the carriageway in the form of single yellow lines restricting parking between 8am to 6.30pm, Monday to Saturday. This TRO extends to include the turning circle at the southern end of Arkwright Road.
- 3.1.5 To the north, Arkwright Road meets Cradock Road at a simple priority T-junction (Cradock Road as the major arm).
- 3.1.6 The numerous activities along Arkwright Road result in a high demand for on-street parking, with evidence of on-footway parking. Whilst it is recognised this behaviour occurs, this is an existing issue and enforcement of the existing TROs would practically address this non-compliant parking behaviour.
- 3.1.7 The proposed scheme will not exacerbate this, as sufficient off-street parking will be provided (as detailed in Section 2.3).

Cradock Road

- 3.1.8 Cradock Road is a two-way single carriageway approximately 6.5m wide, subject to a 30mph speed limit. It runs east to west, meeting Basingstoke Road to the east and connects to roads within Tunbridge Jones Industrial Park to the west.

- 3.1.9 Footways of c.1.5m are present on both sides, separated from the carriageway by 1m grassed verges. Street lighting is provided along its entire length.

Basingstoke Road

- 3.1.10 Basingstoke Road (B3031) is a two-way single carriageway of varying width. At its junction with Cradock Road it is c.8m wide.
- 3.1.11 In this area Basingstoke Road is subject to a 30mph speed limit and runs on a north – south alignment. To the north, it provides a route towards Reading Town Centre, and to the south it connects through Whitely onwards to Junction 11 of the M4 Motorway.
- 3.1.12 Footways are provided on either side of Basingstoke Road, as well as pedestrian crossing facilities in the form of a pelican signal-controlled crossing to the north of the junction of Cradock Road.
- 3.1.13 Cycle facilities are present, in the form of a segregated (off-road) cycle path on the eastern footway to the south of the Cradock Road junction (RBC Route R10). To the north, on-street cycle lanes are present in both northbound and southbound directions.

SECTION 4 EXISTING SUSTAINABLE TRANSPORT ACCESSIBILITY

4.1 Introduction

4.1.1 This section of the report outlines the existing walking, cycling and public transport facilities available within the vicinity of the site.

4.1.2 The accessibility of the site to key services and facilities has also been assessed for the proposed residents of the site, outlining a range of local services, employment locations, primary health, education and leisure facilities.

4.2 Walking and Cycling

Walking

4.2.1 An extensive network of footways are present in the local area, including along Arkwright Road and Cradock Road in the immediate vicinity of the development. These footways provide connections to further pedestrian provision along Basingstoke Road, to the key facilities in the local area and to the bus stops on Basingstoke Road.

4.2.2 A signal-controlled pelican crossing is provided on Basingstoke Road 30m to the north of the junction with Cradock Road, providing a safe crossing point across Basingstoke Road, convenient for access to local facilities and bus stops.

4.2.3 Pedestrian access to facilities and services along Basingstoke Road to the south, benefits from a further signal-controlled crossing facility at the junction of Basingstoke Road with Rose Kiln Lane.

Cycling

4.2.4 A copy of the RBC cycle map is provided in Appendix D. This shows the local and national cycle routes within the vicinity of the site and throughout Reading. The 'South Reading – R10' cycle route runs along Basingstoke Road to the east of the site. This route is largely an on-road, signposted cycle route which connects to Whitley Wood in the south and to Reading Town Centre in the north.

- 4.2.5 National Cycle Route 4, accessed c.700m to the west of the site, runs along the River Kennet and connects to routes towards Reading Town Centre in the north and provides a route onwards to the west. National Cycle Route 23, also accessed c.700m to the west of the site, runs north to south along the A33 to the southwest of the site, connecting to Green Park in the south and connects to routes towards Reading Town Centre in the north.

Public Transport

- 4.2.6 The nearest bus stops to the site are located on B3031 Basingstoke Road, approximately 450m from the site. Table 4.1 summarises the bus routes and frequency of services operating from these stops.
- 4.2.7 The Reading Bus Network Map, included in Appendix E, illustrates the bus services within the vicinity of the site and throughout Reading,

Table 4.1: Existing Local Bus Provision from Basingstoke Road

Bus Service	Route	Frequency of Service					
		Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
Emerald 6 / 6a	Reading - Whitley – Whitley Road	8 mins	20 mins	10 mins	20 mins	20 mins	30 mins
7	Reading – Whitley – Swallowfield – Riseley – Fleet	60 mins	60 mins	60 mins	60 mins	4 a day	-
154	Reading – Whitley – Beech Hill	1 a day*	-	-	-	-	-

Source: Traveline

*Thursday Only

- 4.2.8 Table 4.1 demonstrates that the bus stops closest to the site are very well served by high frequency bus routes into Reading Town Centre to the north, and to Whitley and onwards to Fleet in the south.
- 4.2.9 The Emerald 6 Service provides a frequency of up to every 8 minutes on weekdays, 10-minutes on a Saturday and 20-minutes on a Sunday. This service provides average journey times of 10 minutes to Reading Town Centre, 13-minutes to Reading Railway Station, and 8-minutes to Whitley Wood.
- 4.2.10 This route also serves local stops along Basingstoke Road serving local education, retail, employment and leisure facilities.

4.2.11 The number 7 bus route provides an additional service to Reading Town Centre and Railway Station at an hourly frequency on weekdays and on a Saturday. Bus route 7 also provides a route to Swallowfield, Riseley and Fleet to the south with average journey times of 15-minutes to Swallowfield, 19-minutes to Riseley and 43-minutes to Fleet.

4.2.12 The existing public transport services therefore provide the site with a high level of accessibility.

4.3 **Accessibility of the Site**

4.3.1 A number of local facilities can be found within close proximity to the site, with additional facilities provided within the centre of Reading.

4.3.2 Figure 4.1 illustrates the key facilities within the vicinity of the site. Table 4.2 provides a summary of these key facilities, the distance to each as measured from the site, and potential accessibility by sustainable modes of transport to each.

4.3.3 The Institution of Highways and Transportation document 'Guidelines for Providing for Journeys on Foot' outlines that the preferred maximum walking distance for commuting, school trips and other trips is 2km. The Department for Transport's guidance on cycling (LTN 2/08 Cycle Infrastructure Design) details that many utility cycle journeys are under three miles (5km) and for commuter journeys the trip distance is not uncommon to be over five miles (8km).

4.3.4 The following accessibility appraisal is based on an assumed 2km walking catchment from the site, a 5km cycle catchment and assumes that a facility is accessible by public transport if it can be accessed via the local bus services close to the site.

Table 4.2: Key Local Facilities and Services

Uses	Destination	Distance from Application Site	Accessible by Walk (W)/Cycle (C)/Public Transport (PT)
Education – Primary	The Palmer Academy	680m	W/C
	Whitley Park Primary School	1.1km	W/C
	New Christ Church CE Primary School	1.2km	W/C
	The Abbey Junior School	1.3km	W/C
	Katesgrove Primary School	1.9km	W/C/PT
Education – Secondary	Reading Girls School	900m	W/C
	Leighton Park School	2.5km	C
	Kendrick School	1.9km	W/C/PT
	The Abbey School	1.8km	W/C/PT
	Reading School	2.4km	C
	John Madejski Academy	2.0km	W/C/PT
Health	Long Barn Lane Surgery	550m	W/C
	Milman Road Health Centre	1.2km	W/C
	Whitley Villa Surgery	1.1km	W/C/PT
	Lloyds Pharmacy	800m	W/C
	Basingstoke Road Pharmacy	500m	W/C
	Berkshire CDS	1.2km	W/C
	Highgrove Dental	1.2km	W/C
Retail	Whitley Local	350m	W/C
	Morrisons	800m	W/C
	Aldi	800m	W/C
	Brunel Retail Park	650m	W/C
	Tesco Express	1.1km	W/C
	Post Office and Premier Store	1.0km	W/C
Employment	Tunbridge Jones Industrial Park	100m	W/C
	Brunel Retail Park	650m	W/C
	Robert Cort Industrial Estate	850m	W/C
	Basingstoke Road Industrial Estate	2.0km	W/C/PT
	Green Park Business Park	2.7km	C
	Royal Berkshire Hospital	2.3km	C
	University of Reading	1.9km	W/C
	Reading Town Centre	2.1km	W/C/PT
Leisure	Long Barn Lane Recreation Ground	500m	W/C
	Waterloo Meadows	1.3km	W/C
	PureGym Reading	950m	W/C

	Academy Sport	1.7km	W/C
	Cintra Park	1.2km	W/C
	Reading Town Centre	2.1km	W/C/PT
	Reading Link Retail Park	1.7km	W/C

4.3.5 Table 4.2 demonstrates that a wide range of facilities are available within an acceptable walking distance of the site, including primary and secondary education, health services, retail, employment, and leisure facilities. Further facilities are available in the wider area that are accessible either by bus or by cycle.

4.3.6 Additionally, Reading Town Centre is approximately 2.1km to the north of the site and offers a range of retail, leisure, employment, and health facilities. Reading Town Centre is just outside the suggested 2km walking catchment but given the range of facilities on offer within the Town Centre it is likely that future residents of the development would be more willing to travel the 2km distance to access the Town Centre facilities on foot, by cycle or indeed by bus. The number 6 and 7 bus routes provide a direct route into Reading Town Centre and serve bus stops 450m from the site at a frequency of up to 8 minutes on weekdays. The frequency of services and short journey times make using public transport to access facilities within Reading a feasible and attractive sustainable transport mode.

4.4 Summary

4.4.1 Overall it can be concluded that the site is accessible by a wide range of sustainable transport modes. There is an extensive combination of pedestrian, cycling and public transport infrastructure located within the vicinity of the site, allowing future residents access to local facilities by sustainable modes.

SECTION 5 DEVELOPMENT IMPACT

5.1 Trip Generation

5.1.1 As the application site is currently consented for B1 Office use, the traffic impact of the proposals will be identified by comparing the current traffic generation of the existing site, to the proposed future trip generation.

Existing Use

5.1.2 As no existing traffic data is available for the application site, the potential trip generation for the current permitted use has been determined using the TRICS trip rate database (version 7.5.1) for B1-Office.

5.1.3 TRICS sites were filtered to provide the most representative trip rates for the site. This included:

- Land Use – Employment; Sub Land Use – Office;
- Edge of Town Centre only;
- GFA 1000 – 3000sqm;
- Weekdays only;
- All sites, excluding Greater London, Ireland and Northern Ireland.

5.1.4 The trip rates derived from TRICS using the parameters above and the resultant trip generation are set out in Table 5.1 below, using the existing total GFA of 1,892sqm. The full TRICS output used to derive the following existing trips are presented in Appendix F.

Table 5.1: Existing Use Trip Rates and Resultant Trip Generation

	TRICS Trip Rates (trips/hour/100sqm)			
	Arrivals	Departures	Two-Way	Generation Two-way
AM Peak	2.000	0.214	2.214	42
PM Peak	0.298	1.625	1.923	36

5.1.5 The above table demonstrates a two-way trip generation of 42 trips in the AM peak, and 36 in the PM Peak for the existing use of the building as offices.

Proposed Development

5.1.6 The trip generation for the proposed use has been derived from sites in the TRICS database defined as 'privately-owned flats'. TRICS sites were filtered to provide the most representative trip rates for the site. This included:

- Land Use – Residential; Sub Land Use – Flats Privately Owned;
- Edge of Town Centre only;
- 10-100 dwellings;
- Weekdays only;
- All sites excluding Greater London, Ireland and Northern Ireland.

5.1.7 The trip rates and subsequent trip generation are provided in Table 5.2 below. The full TRICS output used to derive the proposed trip rates are presented in Appendix F.

Table 5.2: Proposed Residential Trip Rate and Resultant Trip Generation

	TRICS Trip Rates (trips/hour/apartment)			
	Arrivals	Departures	Two-Way	Generation Two-way (37 Flats)
AM Peak	0.051	0.147	0.198	7
PM Peak	0.175	0.102	0.277	10

5.1.8 The above table demonstrates a two-way trip generation of 7 trips in the AM peak, and 10 in the PM Peak for the existing use.

5.2 Impact of the Development

5.2.1 The level of traffic associated with the residential development proposal is therefore less than the traffic that is likely to be generated by the existing office use. As can be seen from Table 5.3, the scheme proposals would result in a reduction of -35 trips in the AM peak and -26 trips in the PM peak.

Table 5.3: Comparison of Current (B1 office) and Proposed (C3 Residential) Trip Generation

Land Use	Current Trip Generation	Proposed Trip Generation	Net Change
AM Peak	42	7	-35
PM Peak	36	10	-26

5.2.2 It can also be seen that even in the unlikely event that a vehicle movement relating to each apartment occurred in a peak hour period, this robust level of traffic generation would be no worse than the existing. In reality, residential trips take place over a wider time period as well as involving multiple occupancy trips or trips by sustainable modes.

5.2.3 Given the scheme proposals would therefore result in a reduction in vehicle movements it can be concluded that the scheme proposals will have a net positive impact.

SECTION 6 SUMMARY AND CONCLUSION

6.1 Summary

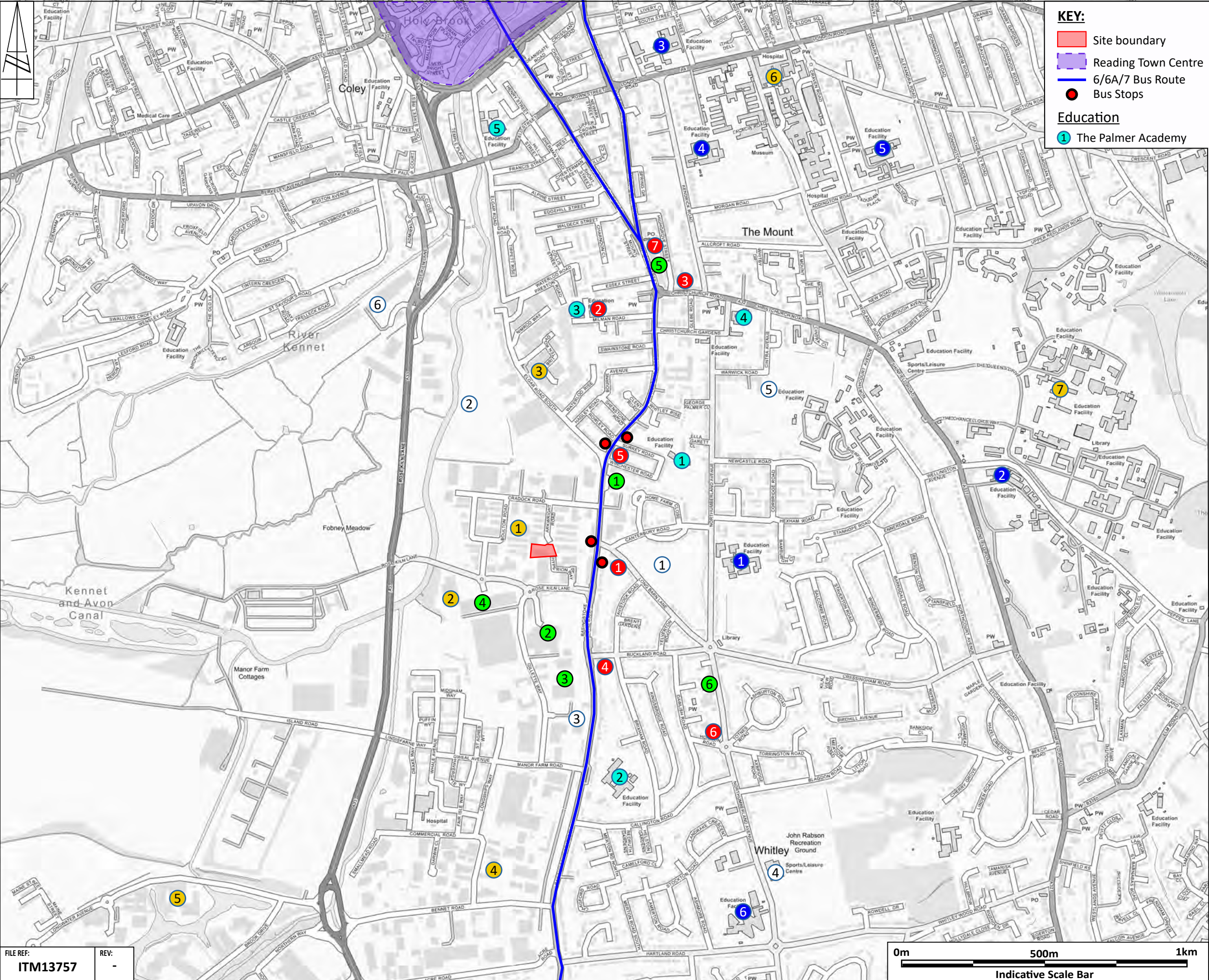
- 6.1.1 i-Transport LLP has been commissioned by Headoffice³ to prepare a Transport Statement in support of an outline/full planning application for the conversion of an existing office building, 'The Quad', into 37 residential flats. The site is located off Arkwright Road, Reading.
- 6.1.2 The site will be accessed via the existing access of Arkwright Road which provides suitable access and servicing arrangements for the proposed development.
- 6.1.3 There are currently 69-parking spaces provided within the site. The existing parking provision will reduce to 46-spaces as a result of the conversion to a residential development. The proposed parking provision meets the standards for residential flats as outlined by Reading Borough Council's Revised Parking Standards and Design: Supplementary Planning Document'. Proposed cycle provision will also be compliant with the standards set out in this SPD.
- 6.1.4 This report has shown that the proposed residents will be able to access a range of local facilities and services by sustainable transport modes, with good walking and cycling provision within the vicinity of the site and high frequency of bus services along Basingstoke Road to the east of the site.
- 6.1.5 The forecast traffic generation has been determined for the proposed residential development. This report identifies that the proposal will generate limited two-way trips in either peak hour. Compared to the traffic generation from the existing use of the site as an office, the proposed future residential trip generation is lower, reducing the impact of the site on the surrounding network during network peak periods. Therefore, the traffic impact of the proposed residential development will be largely positive.

6.2 Conclusion

- 6.2.1 The proposed residential development can be safely accessed via the existing access. The forecast traffic impact of the residential development is not considered to be detrimental to the operation of the surrounding highway network.

- 6.2.2 The existing parking provision will remain unchanged and meets the requirements set out by Reading Borough Council for both vehicles and cycles.
- 6.2.3 The site is located in a sustainable and accessible location close to high frequency bus routes. A range of local facilities are available within walking distance for future residents, along with further facilities in the wider area which can be accessed by cycle or bus.
- 6.2.4 It is therefore concluded that the development proposals accord with the principles set out in the NPPF and that there are no transport related reasons why planning permission should not be granted.

FIGURES



KEY:

- Site boundary
- Reading Town Centre
- 6/6A/7 Bus Route
- Bus Stops

Education

- 1 The Palmer Academy

- 2 Whitley Park Primary School
- 3 New Christ Church CE Primary School
- 4 The Abbey Junior School
- 5 Katesgrove Primary School
- 1 Reading Girls School
- 2 Leighton Park School
- 3 Kendrick School
- 4 The Abbey School
- 5 Reading School
- 6 John Madejski Academy

Health

- 1 Long Barn Lane Surgery
- 2 Milman Road Health Centre
- 3 Whitley Villa Surgery
- 4 Lloyds Pharmacy
- 5 Basingstoke Road Pharmacy
- 6 Berkshire CDS
- 7 Highgrove Dental Care

Leisure

- 1 Long Barn Lane Recreation Ground
- 2 Waterloo Meadows
- 3 Pure Gym Reading
- 4 Academy Sport
- 5 Cintra Park
- 6 Reading Link Retail Park

Retail

- 1 Whitley Local
- 2 Morrisons
- 3 Aldi
- 4 Brunel Retail Park
- 5 Tesco Express & Local Shops
- 6 Post Office & Premier Store

Employment

- 1 Tunbridge Jones Industrial Estate
- 2 Brunel Retail Park
- 3 Robert Cort Industrial Estate
- 4 Basingstoke Road Industrial Estate
- 5 Green Park Business Park
- 6 Royal Berkshire Hospital
- 7 University of Reading



Centurion House, 129 Deansgate,
Manchester, M3 3WR
Tel: 0161 830 2172
Fax: 0161 830 2173
www.i-transport.co.uk

TITLE:
**ARKWRIGHT ROAD, READING
KEY FACILITIES PLAN**

FILE REF:
ITM13757

REV:
-



FIGURE No:
FIGURE 4.1

APPENDIX A

Site Location Plan

headoffice3 accepts no responsibility for any costs, losses or claims whatsoever arising from these drawings, specifications and related documents unless there is full compliance with the Client or any unauthorised user of the following:

1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies reported to the Project Manager.
2. Partial Service: Any discrepancies with site or other information is to be advised to the Designer and direction and / or approval is to be sought before the implementation of the detail.
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4. Do not scale this drawing.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to headoffice3.

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Notes

Scale might vary as red line plan has been extracted from an image provided by the Client on 13.04.2018.



Location plan
1 : 1250



Rev	Description	Date	Iss'd By	Chk'd By
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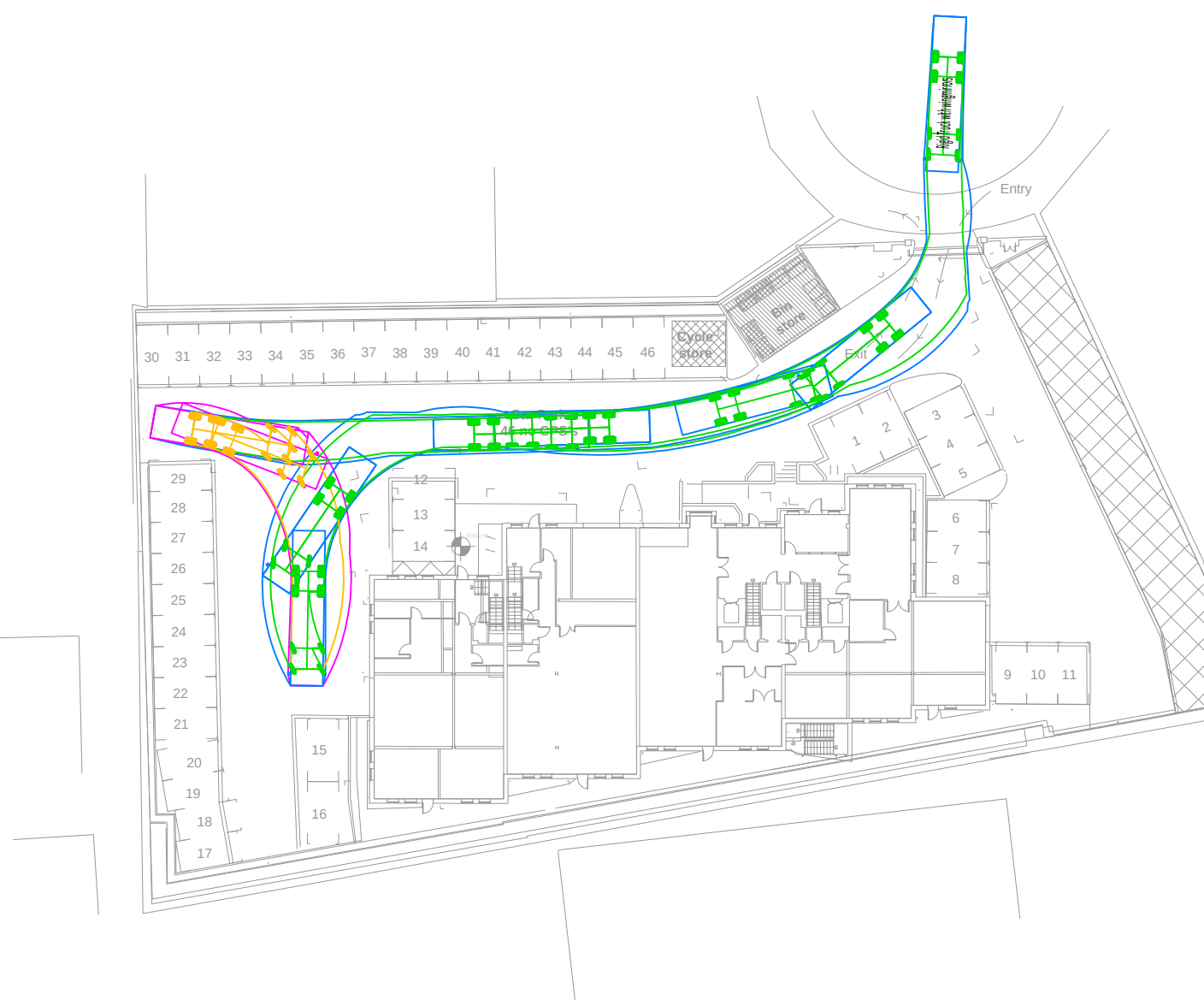
Cartelli House. 3 Hawthorn Park. Seacroft.
Leeds. LS14 1PQ
Tel: 01132 577777
www.headoffice3.com

Project Address 14 Arkwright Road Reading Berkshire RG2 0LS		
Client Woodridge Developments		
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Project The Quad, Reading		
Title Location Plan		
Scale at A3 1 : 1250	Drawn NMC	Status
Date 13/04/2018	Checked	
Drawing No. P(54116) - A-(00)-00-01	Revision	

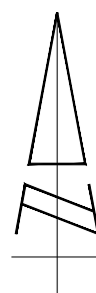
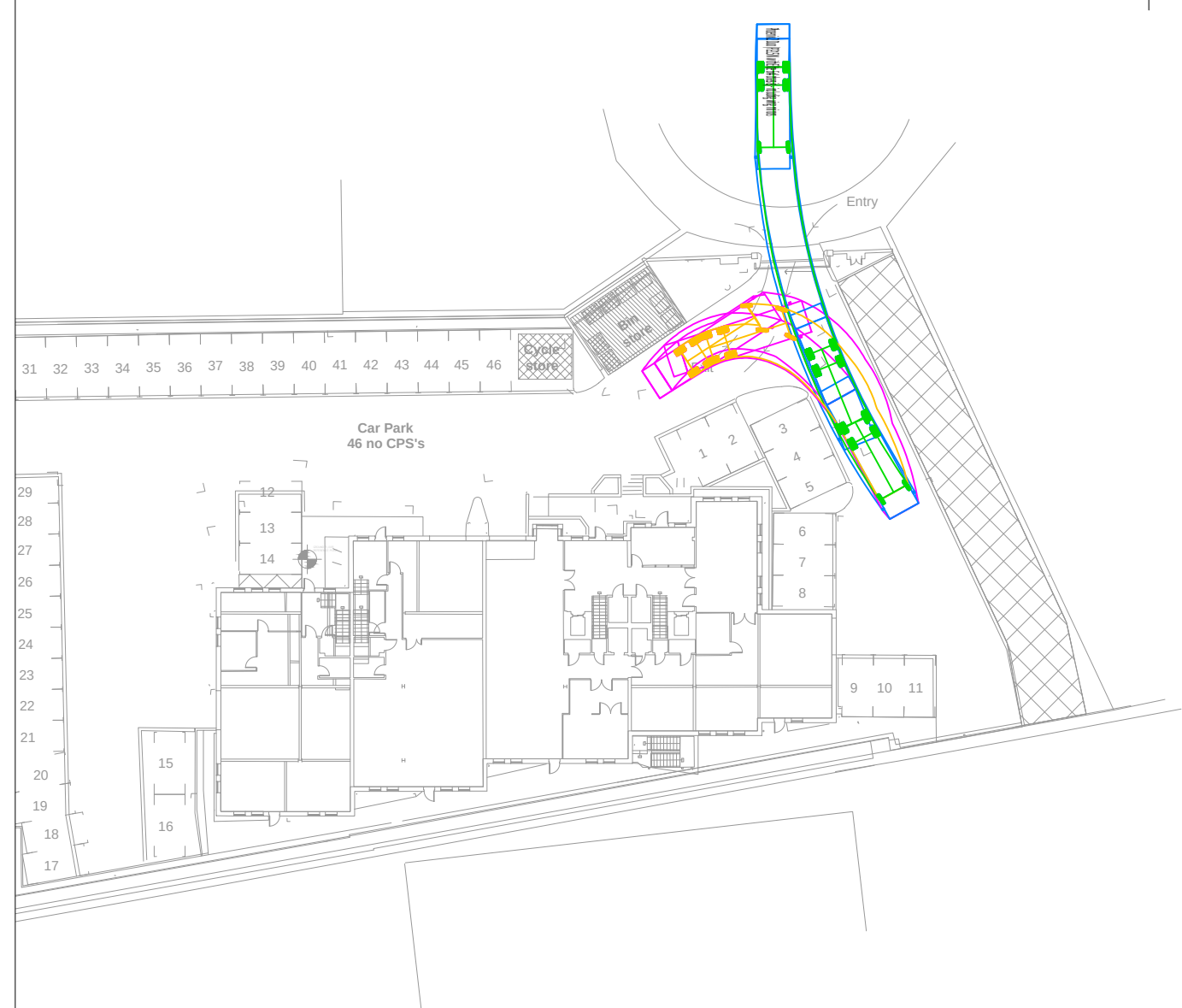
APPENDIX B

Swept Path Assessments

SWEPT PATH OF 12m RIGID

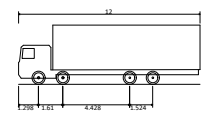


SWEPT PATH OF 11.2m REFUSE COLLECTION VEHICLE



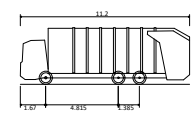
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Rigid Truck with wing mirrors
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

12.000m
2.500m
3.328m
0.412m
2.471m
6.00s
11.900m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) - including wing mirrors
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

11.200m
2.530m
3.751m
0.304m
2.500m
4.00s
9.500m



Centurion House, 129 Deansgate
Manchester, M3 3WR
Tel: 0161 830 2172
Fax: 0161 830 2173
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE & RIGID TRUCK	
PROJECT: ARKWRIGHT ROAD, READING	CLIENT: HEAD OFFICE3

SCALE @ A3: 1:500	CHECKED: AOA	APPROVED: O
FILE REF: ITM13757	DRAWN: JB	DATE: 02.05.18
DRAWING No: ITM13757-SK-001		
PROJECT No: ITM13757		REV:

APPENDIX C

Site Layout Plan

headoffice3 accepts no responsibility for any costs, losses or claims whatsoever arising from these drawings, specifications and related documents unless there is full compliance with the Client or any unauthorised user of the following:

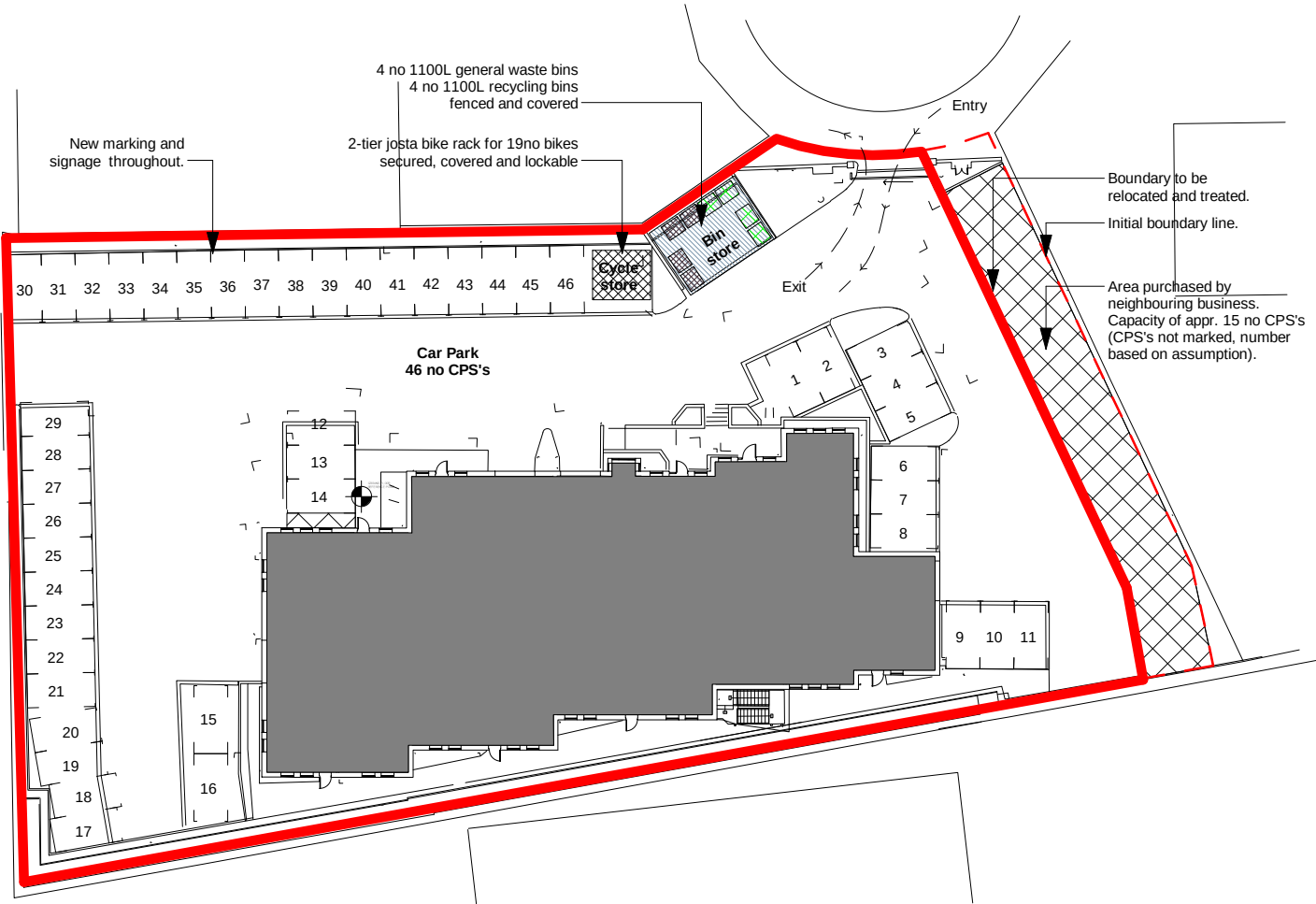
1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies reported to the Project Manager.
2. Partial Service: Any discrepancies with site or other information is to be advised to the Designer and direction and / or approval is to be sought before the implementation of the detail.
3. Block and site plans are reproduced under license from the Ordnance Survey.
4. Do not scale this drawing.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to headoffice3.

All the measurements are approximate and have to be checked on site. These diagrams are for reference purposes only. This is not a document valid for construction. The drawing is pending on structural calculations and product specifications.

Information contained on this drawing is the sole copyright of headoffice3 and is not to be reproduced without their permission.

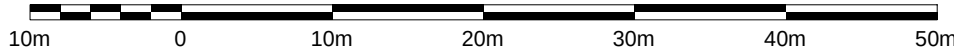
Notes

Red line has been extracted from an image provided by the Client on 13.04.2018.



Site plan
1 : 500

1:500



B	Updated to include car park layout / Drawing numbering and title amended.	01.05.18	NMC	SH
A	Cycle store added as per the transport surveyor comments.	26.04.18	NMC	

Rev	Description	Date	Iss'd By	Chk'd By
-----	-------------	------	----------	----------

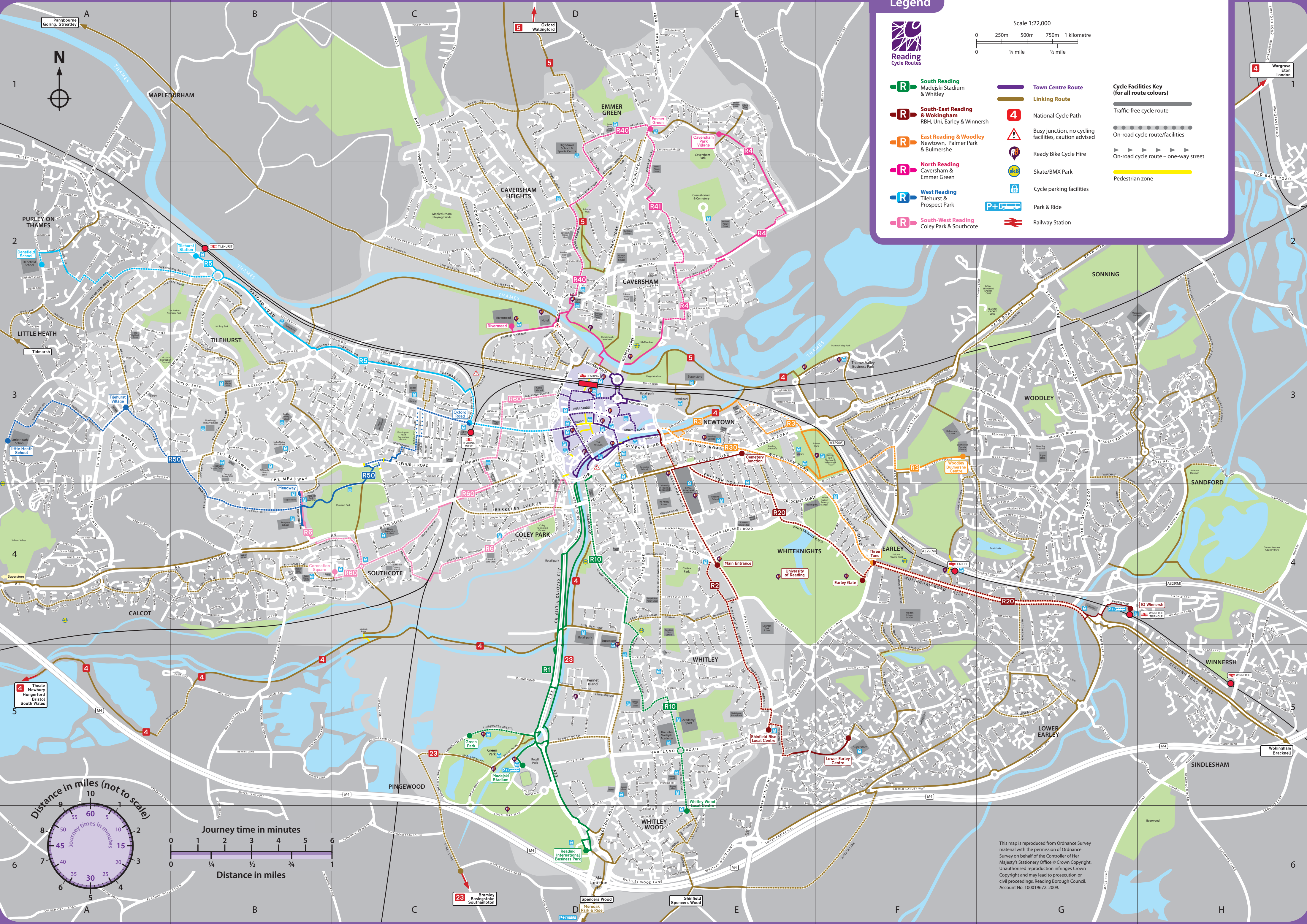


Cartelli House. 3 Hawthorn Park. Seacroft.
Leeds. LS14 1PQ
Tel: 01132 577777
www.headoffice3.com

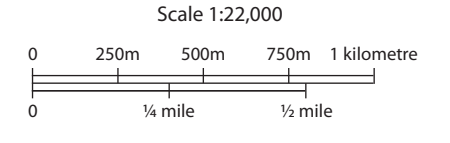
Project Address 14 Arkwright Road Reading Berkshire RG2 0LS		
Client Woodridge Developments		
Status PLANNING		
Project The Quad, Reading		
Title Proposed site plan		
Scale at A3 1 : 500	Drawn NMC	Status
Date 13/04/2018	Checked	
Drawing No. P(54116) - A-(10)-00-00	Revision B	

APPENDIX D

Reading Council Cycle Map



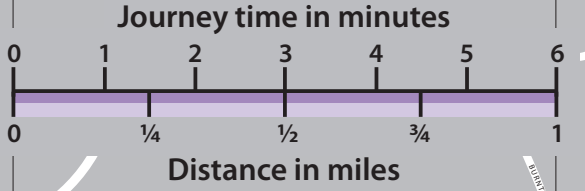
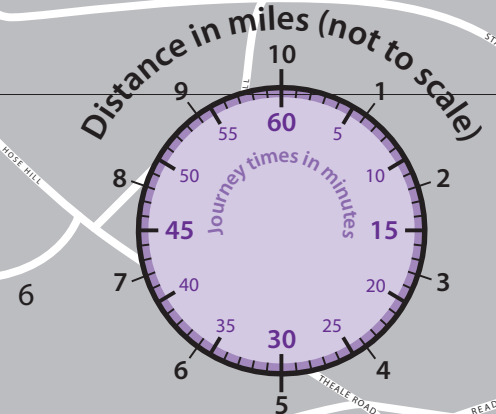
Legend



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

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

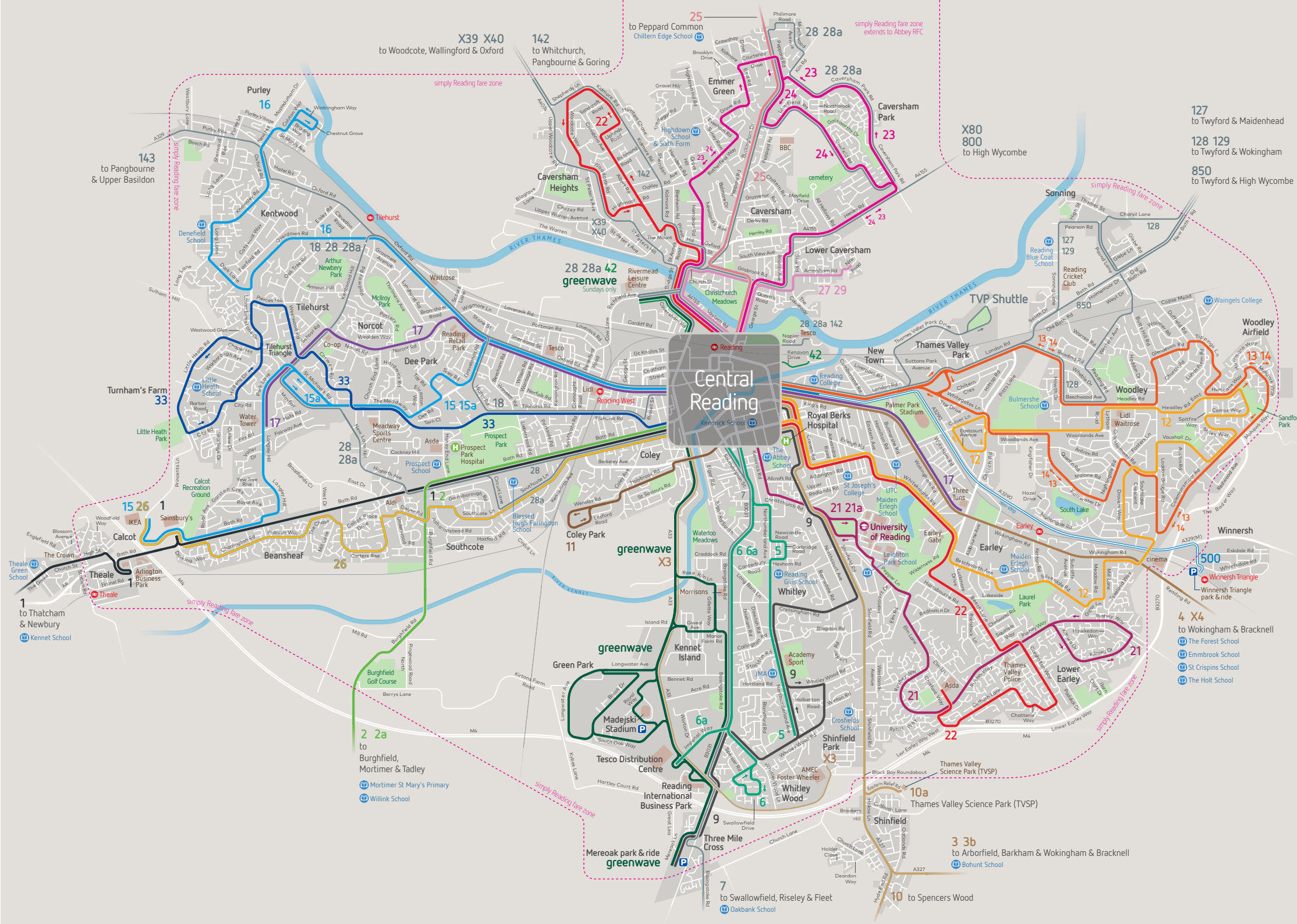
- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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APPENDIX E

Reading Bus Route Map



APPENDIX F

TRICS Output

Calculation Reference: AUDIT-236602-180420-0444

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	KC KENT	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	SW SWANSEA	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: 1469 to 2900 (units: sqm)
 Range Selected by User: 1000 to 3000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/05/17

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

Selected survey days:

Monday	3 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
---------------------	---

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:

Development Zone	1
Built-Up Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1	7 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	5 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	3 days
1.1 to 1.5	4 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	2 days
No	5 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03	OFFICES		BEDFORDSHIRE
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13	Survey Type: MANUAL	
2	ES-02-A-07	DISTRICT COUNCIL		EAST SUSSEX
	VICARAGE LANE			
	HAILSHAM			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2855 sqm		
	Survey date: THURSDAY	31/03/11	Survey Type: MANUAL	
3	GM-02-A-09	LEASED OFFICES		GREATER MANCHESTER
	NEW MOUNT STREET			
	MANCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
4	KC-02-A-09	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
5	KC-02-A-10	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2900 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
6	SW-02-A-02	OFFICE		SWANSEA
	KINGS ROAD			
	SWANSEA			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	2225 sqm		
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL	
7	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET			
	WORCESTER CITY COUNCIL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL	

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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	7	2207	0.660	7	2207	0.045	7	2207	0.705
08:00 - 09:00	7	2207	2.000	7	2207	0.214	7	2207	2.214
09:00 - 10:00	7	2207	1.340	7	2207	0.285	7	2207	1.625
10:00 - 11:00	7	2207	0.466	7	2207	0.408	7	2207	0.874
11:00 - 12:00	7	2207	0.304	7	2207	0.272	7	2207	0.576
12:00 - 13:00	7	2207	0.337	7	2207	0.350	7	2207	0.687
13:00 - 14:00	7	2207	0.460	7	2207	0.473	7	2207	0.933
14:00 - 15:00	7	2207	0.369	7	2207	0.453	7	2207	0.822
15:00 - 16:00	7	2207	0.246	7	2207	0.440	7	2207	0.686
16:00 - 17:00	7	2207	0.298	7	2207	1.625	7	2207	1.923
17:00 - 18:00	7	2207	0.214	7	2207	1.573	7	2207	1.787
18:00 - 19:00	7	2207	0.065	7	2207	0.401	7	2207	0.466
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.759			6.539			13.298

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.

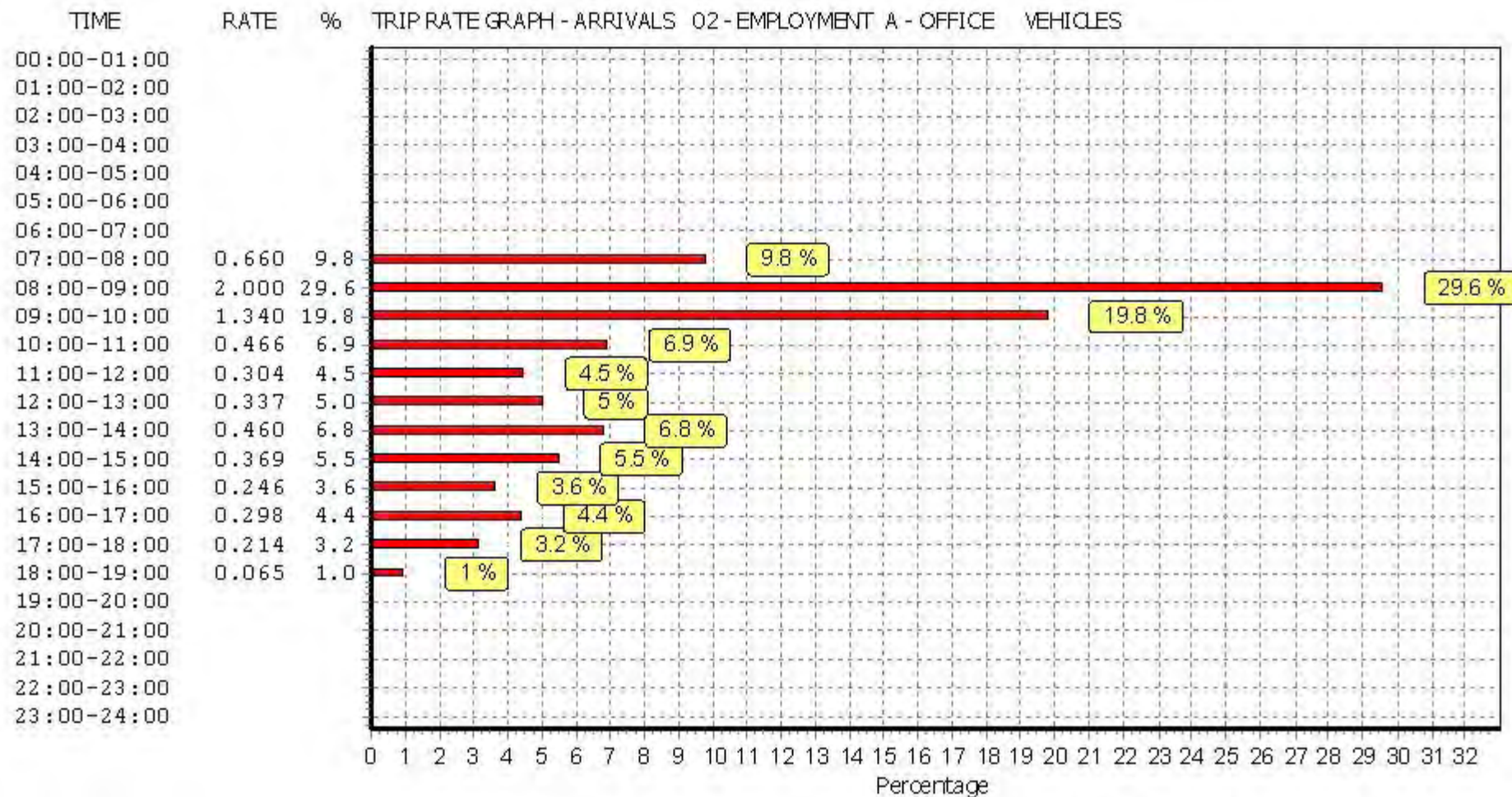
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Parameter summary

Trip rate parameter range selected:	1469 - 2900 (units: sqm)
Survey date date range:	01/01/10 - 23/05/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

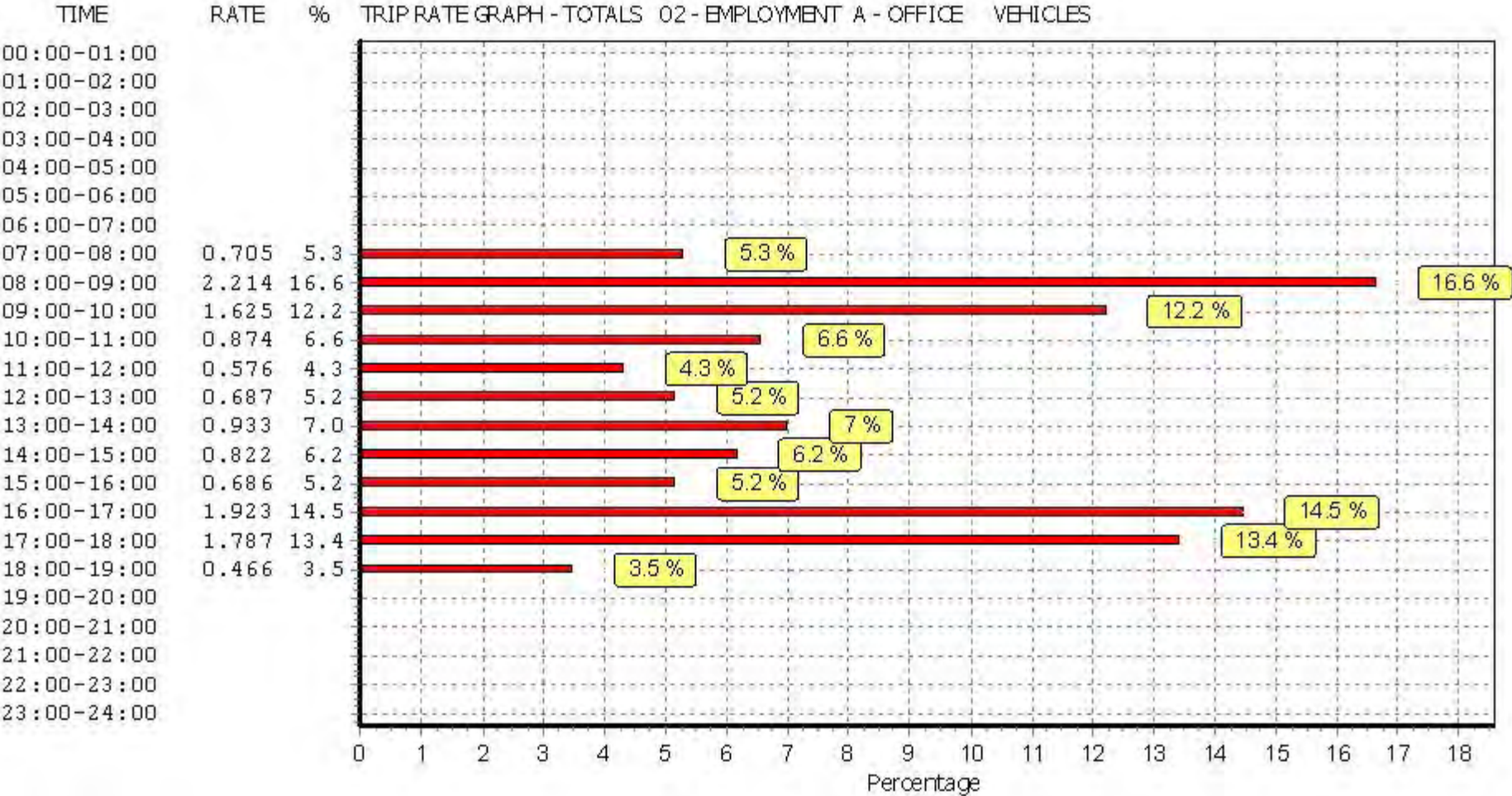
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	7	2207	0.000	7	2207	0.000	7	2207	0.000
08:00 - 09:00	7	2207	0.006	7	2207	0.006	7	2207	0.012
09:00 - 10:00	7	2207	0.013	7	2207	0.013	7	2207	0.026
10:00 - 11:00	7	2207	0.032	7	2207	0.032	7	2207	0.064
11:00 - 12:00	7	2207	0.006	7	2207	0.006	7	2207	0.012
12:00 - 13:00	7	2207	0.013	7	2207	0.013	7	2207	0.026
13:00 - 14:00	7	2207	0.013	7	2207	0.013	7	2207	0.026
14:00 - 15:00	7	2207	0.019	7	2207	0.019	7	2207	0.038
15:00 - 16:00	7	2207	0.019	7	2207	0.019	7	2207	0.038
16:00 - 17:00	7	2207	0.006	7	2207	0.006	7	2207	0.012
17:00 - 18:00	7	2207	0.013	7	2207	0.013	7	2207	0.026
18:00 - 19:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.140			0.280

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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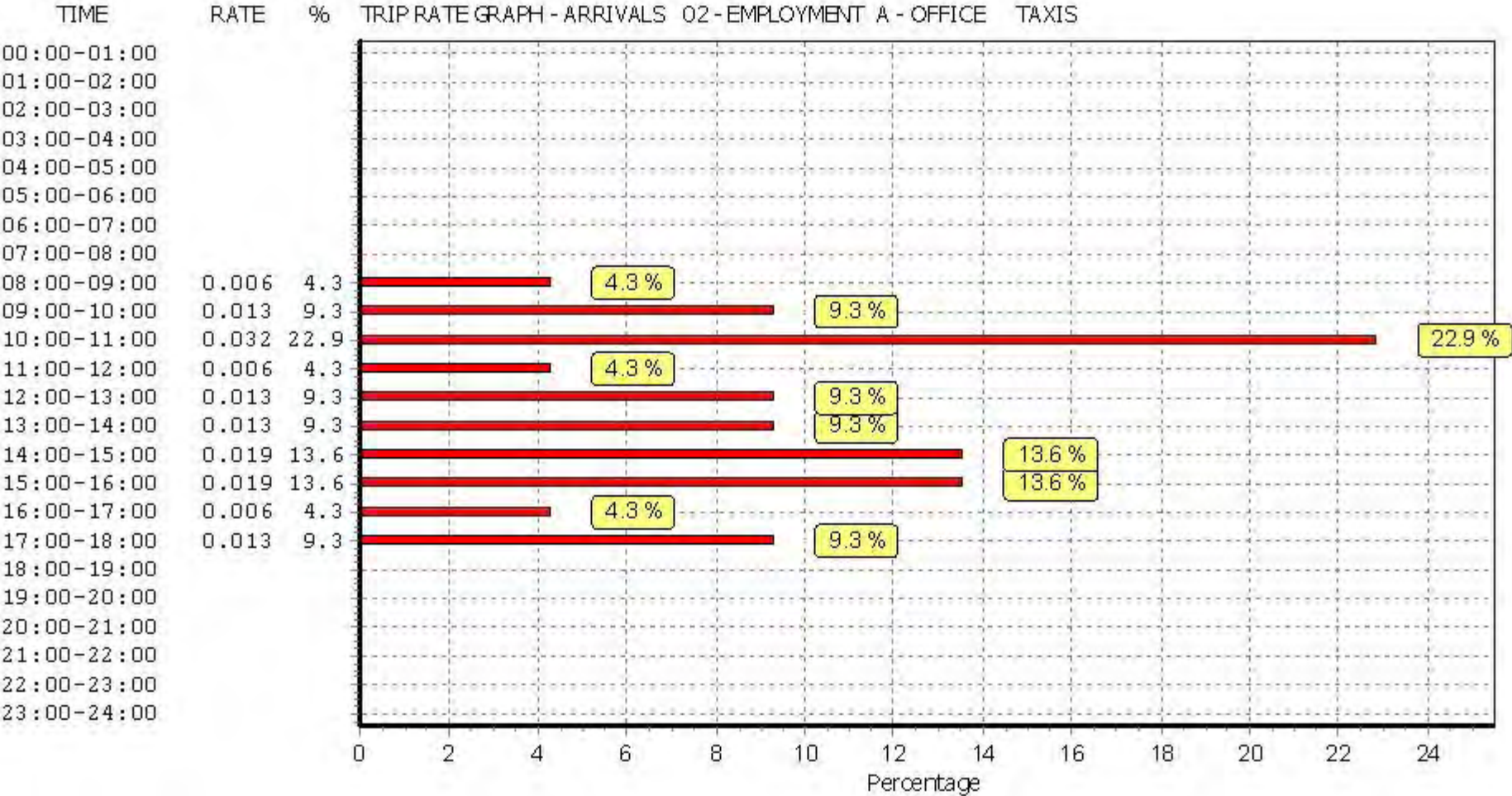
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Parameter summary

Trip rate parameter range selected:	1469 - 2900 (units: sqm)
Survey date range:	01/01/10 - 23/05/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

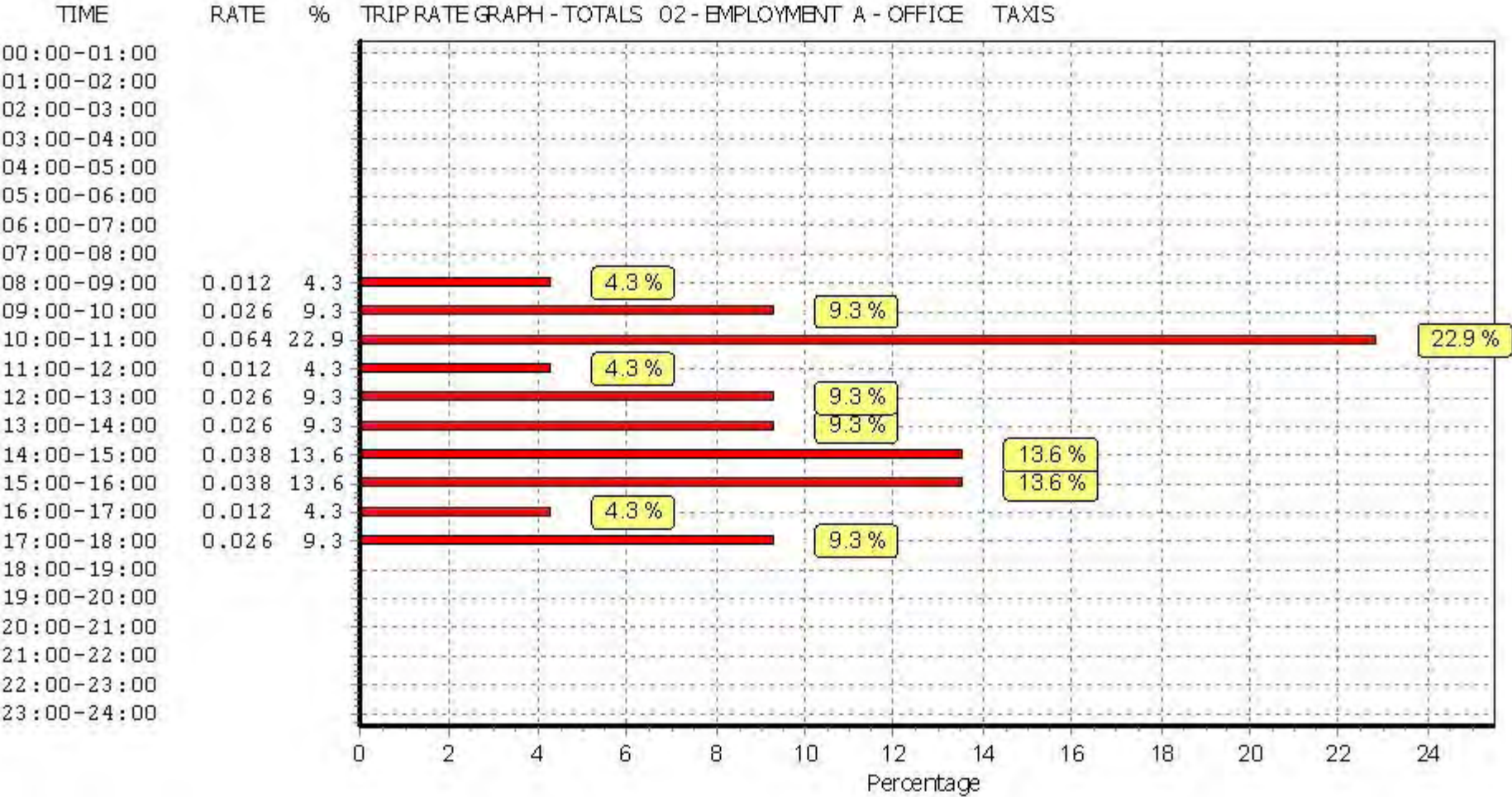
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	7	2207	0.000	7	2207	0.000	7	2207	0.000
08:00 - 09:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
09:00 - 10:00	7	2207	0.006	7	2207	0.006	7	2207	0.012
10:00 - 11:00	7	2207	0.013	7	2207	0.013	7	2207	0.026
11:00 - 12:00	7	2207	0.006	7	2207	0.006	7	2207	0.012
12:00 - 13:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
13:00 - 14:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
14:00 - 15:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
15:00 - 16:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
16:00 - 17:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
17:00 - 18:00	7	2207	0.013	7	2207	0.013	7	2207	0.026
18:00 - 19:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.038			0.076

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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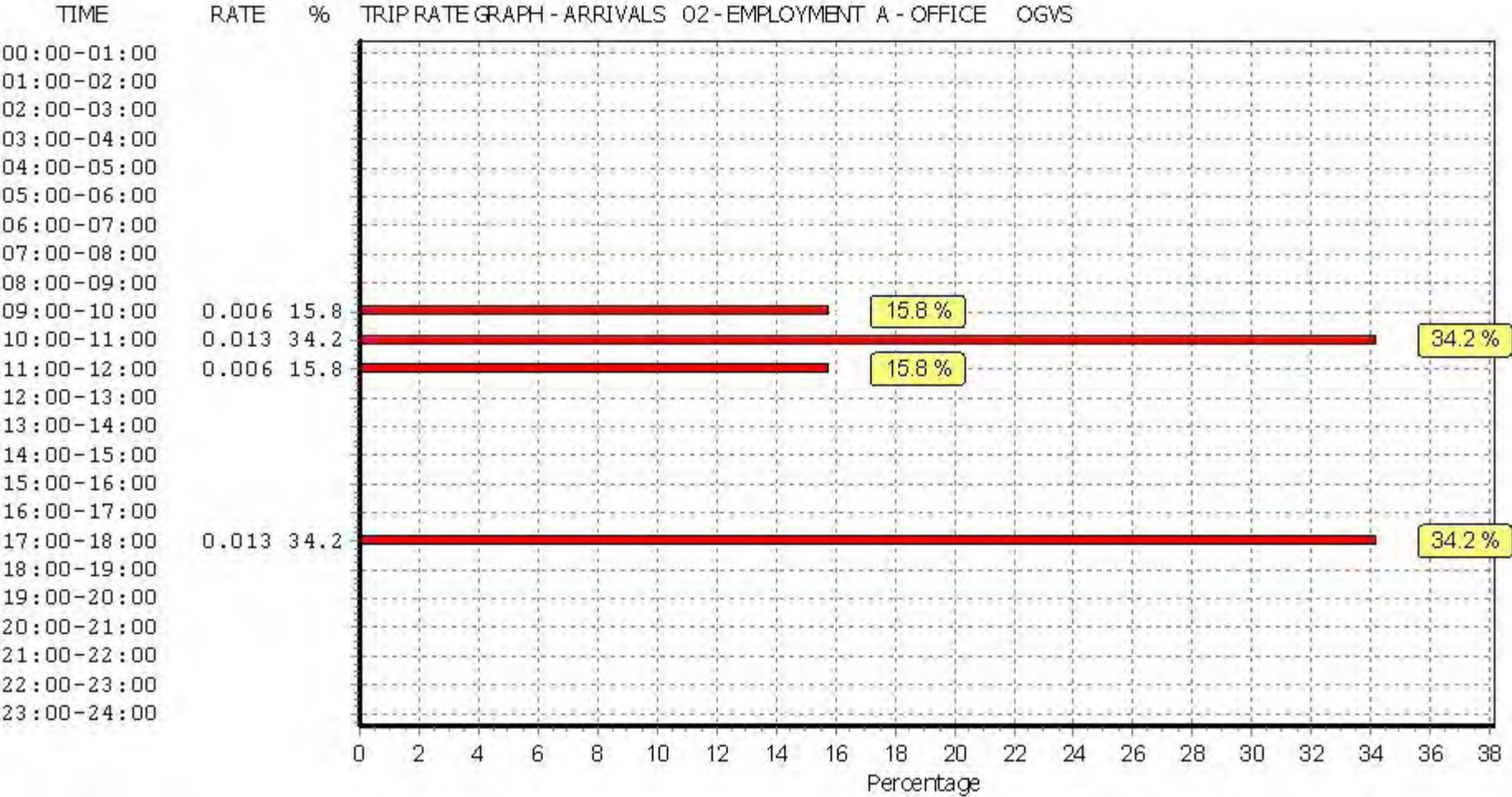
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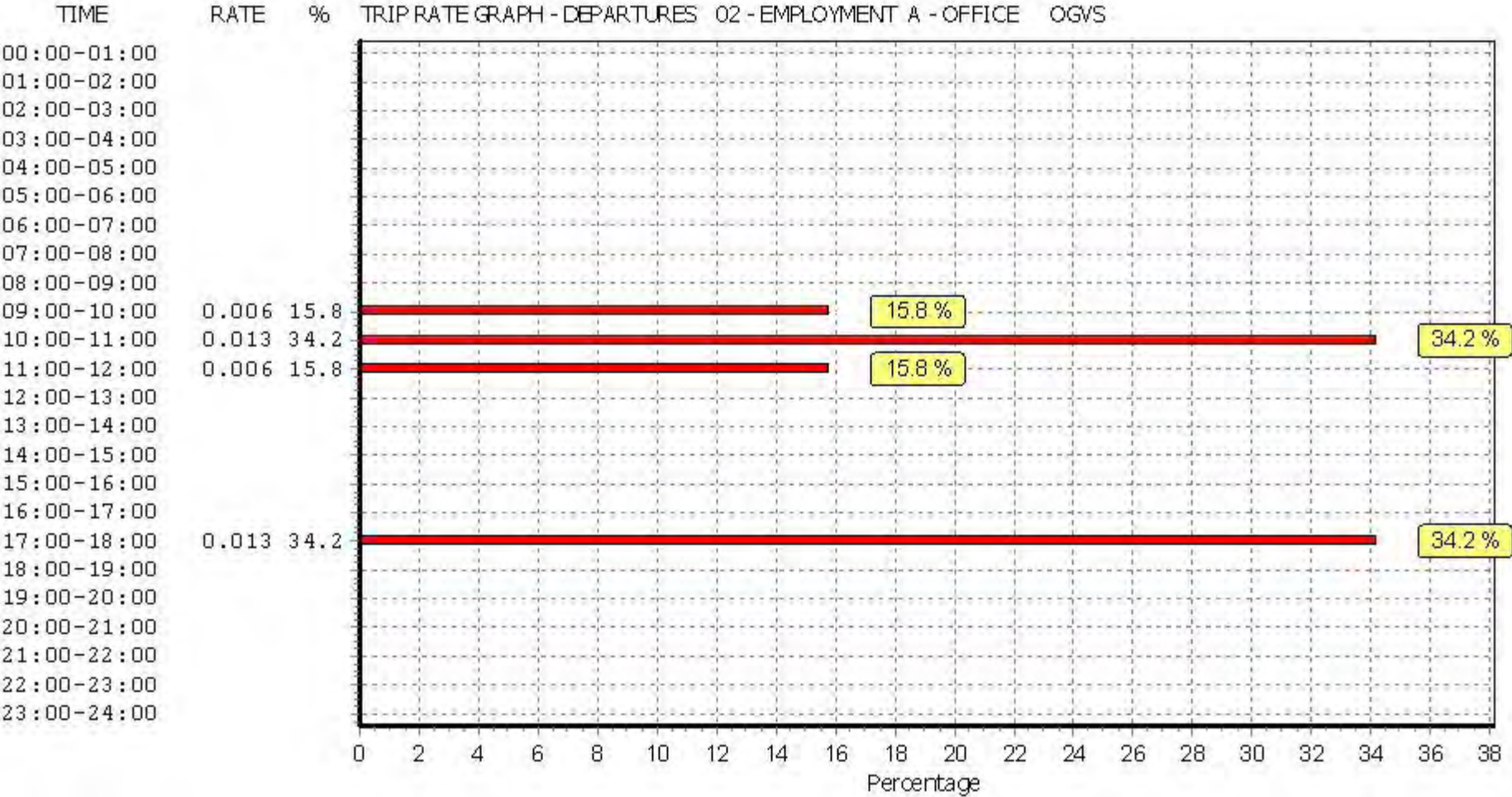
Parameter summary

Trip rate parameter range selected:	1469 - 2900 (units: sqm)
Survey date range:	01/01/10 - 23/05/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

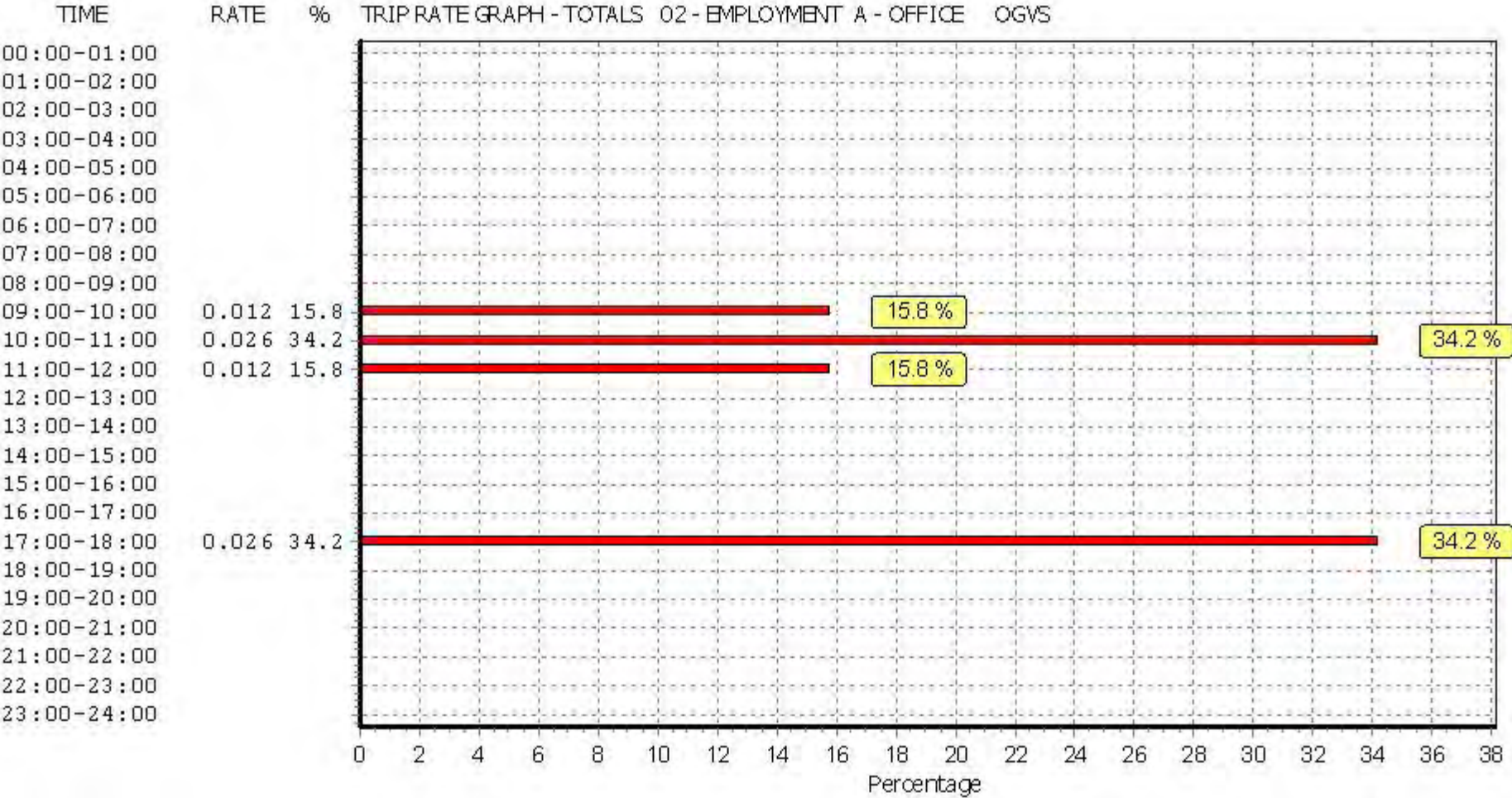
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS

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	6	2099	0.000	6	2099	0.000	6	2099	0.000
08:00 - 09:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
09:00 - 10:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
10:00 - 11:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
11:00 - 12:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
12:00 - 13:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
13:00 - 14:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
14:00 - 15:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
15:00 - 16:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
16:00 - 17:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
17:00 - 18:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
18:00 - 19:00	6	2099	0.000	6	2099	0.000	6	2099	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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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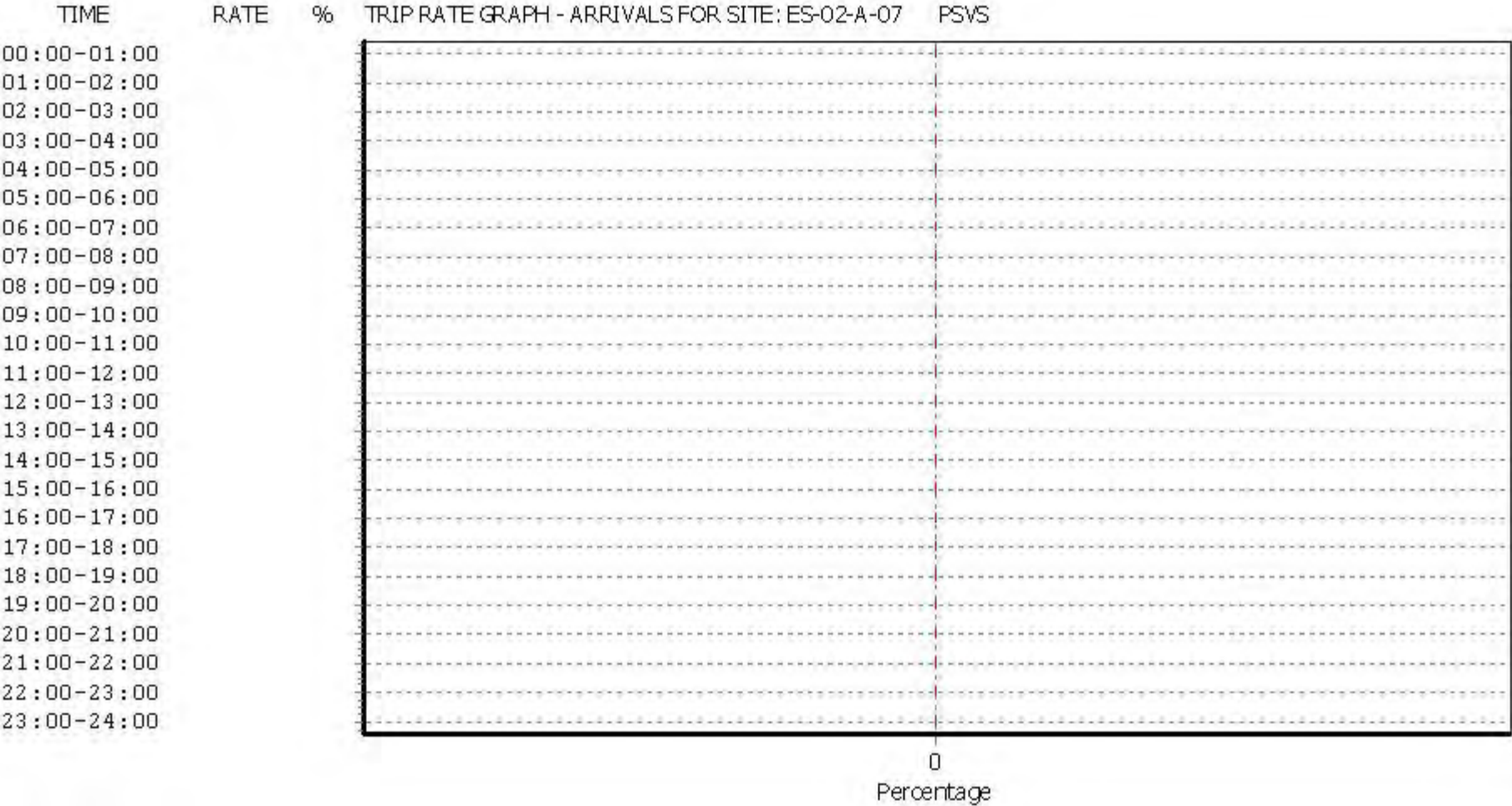
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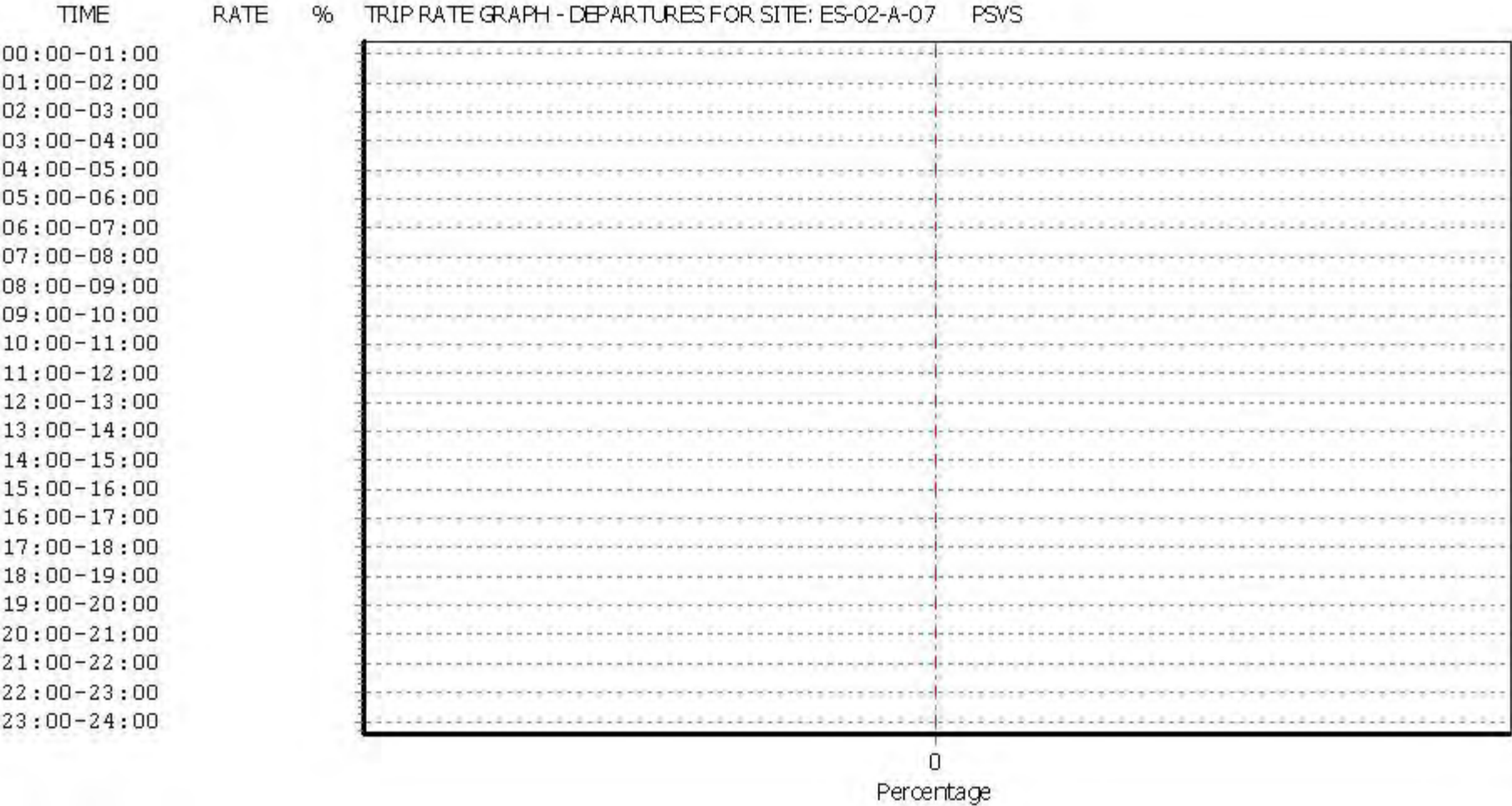
Parameter summary

Trip rate parameter range selected:	1469 - 2900 (units: sqm)
Survey date range:	01/01/10 - 23/05/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

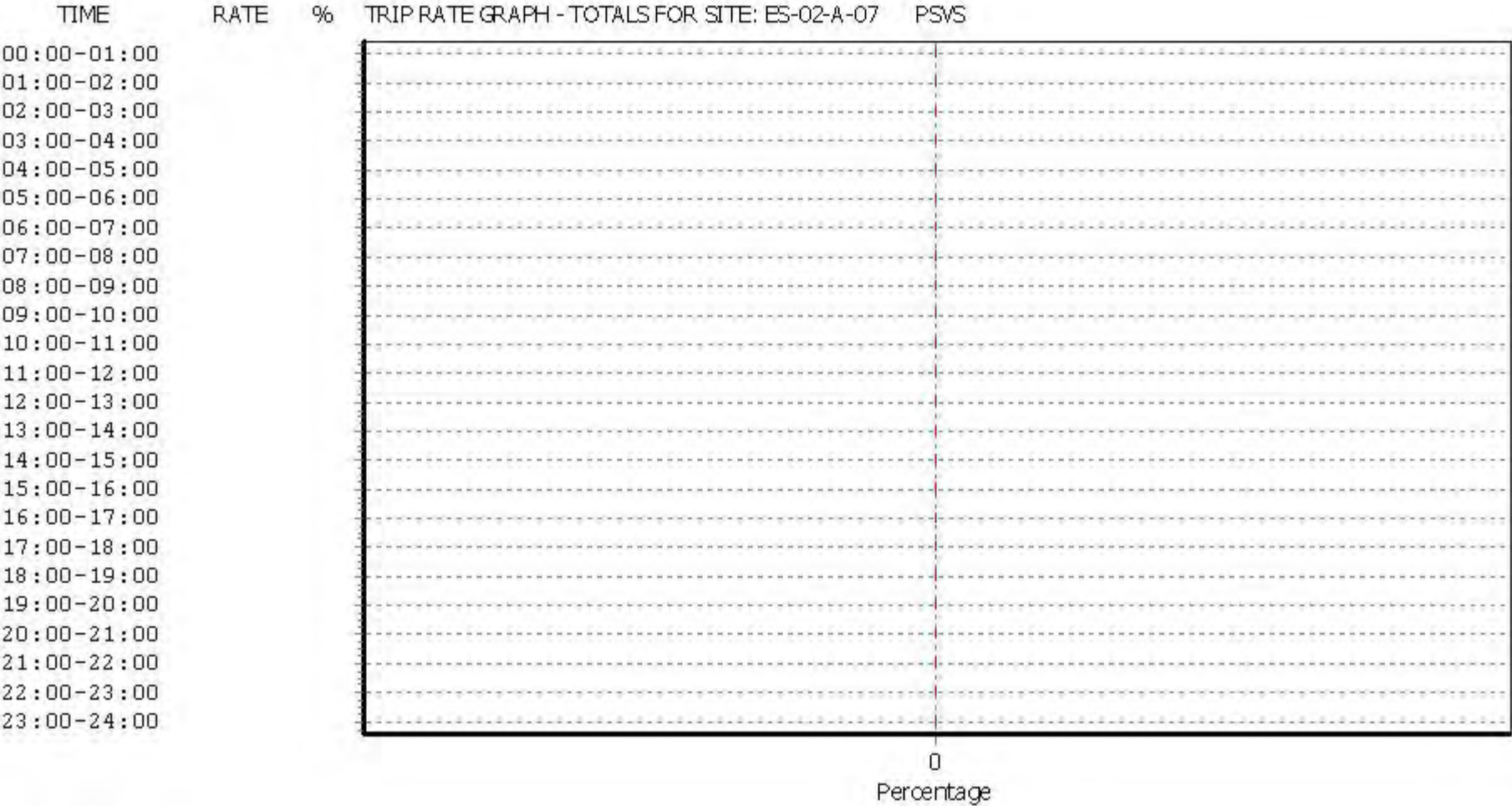
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	7	2207	0.006	7	2207	0.000	7	2207	0.006
08:00 - 09:00	7	2207	0.039	7	2207	0.000	7	2207	0.039
09:00 - 10:00	7	2207	0.006	7	2207	0.000	7	2207	0.006
10:00 - 11:00	7	2207	0.019	7	2207	0.006	7	2207	0.025
11:00 - 12:00	7	2207	0.006	7	2207	0.006	7	2207	0.012
12:00 - 13:00	7	2207	0.013	7	2207	0.006	7	2207	0.019
13:00 - 14:00	7	2207	0.013	7	2207	0.006	7	2207	0.019
14:00 - 15:00	7	2207	0.000	7	2207	0.000	7	2207	0.000
15:00 - 16:00	7	2207	0.006	7	2207	0.013	7	2207	0.019
16:00 - 17:00	7	2207	0.000	7	2207	0.026	7	2207	0.026
17:00 - 18:00	7	2207	0.006	7	2207	0.019	7	2207	0.025
18:00 - 19:00	7	2207	0.000	7	2207	0.026	7	2207	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.108			0.222

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

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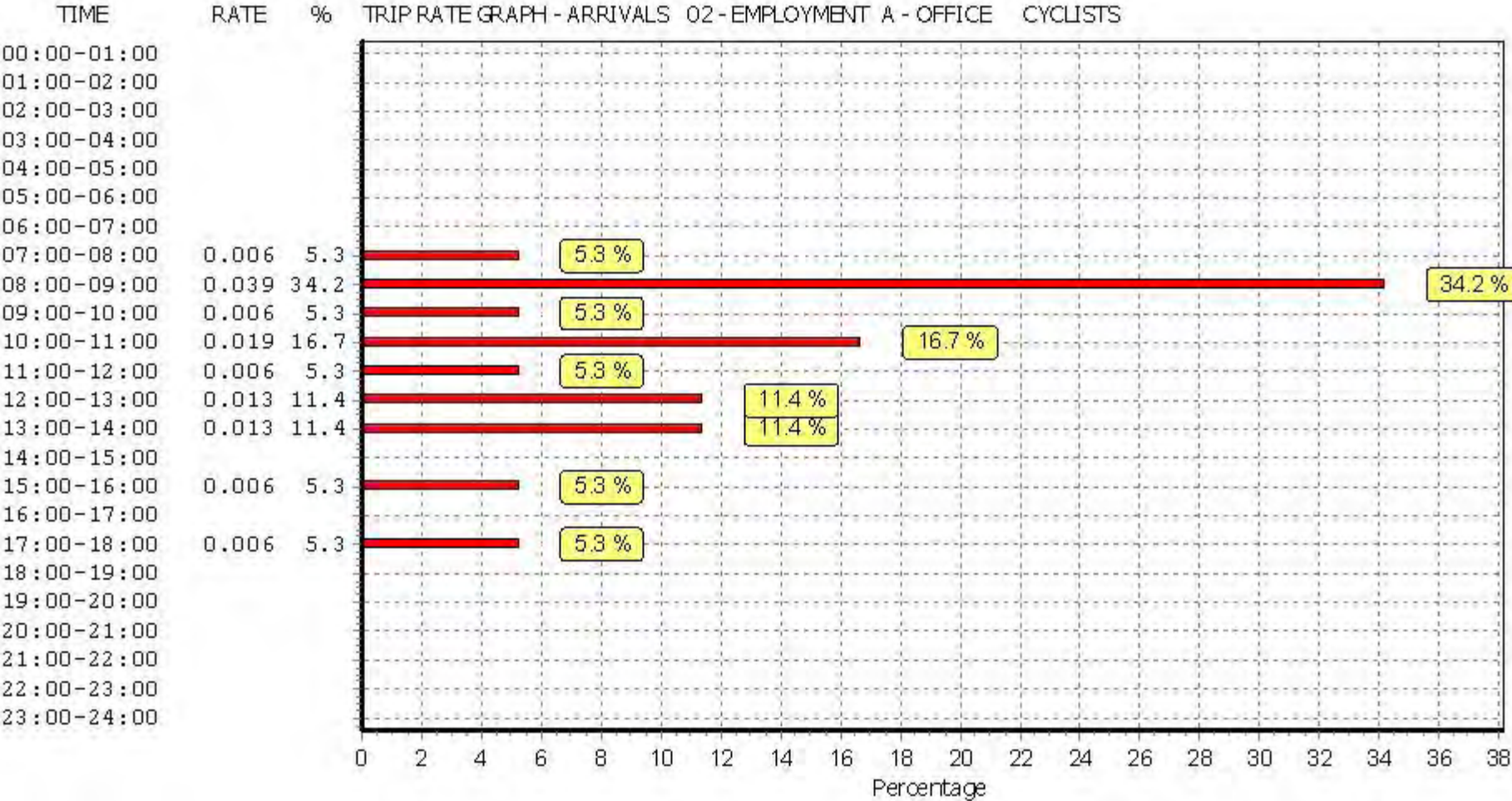
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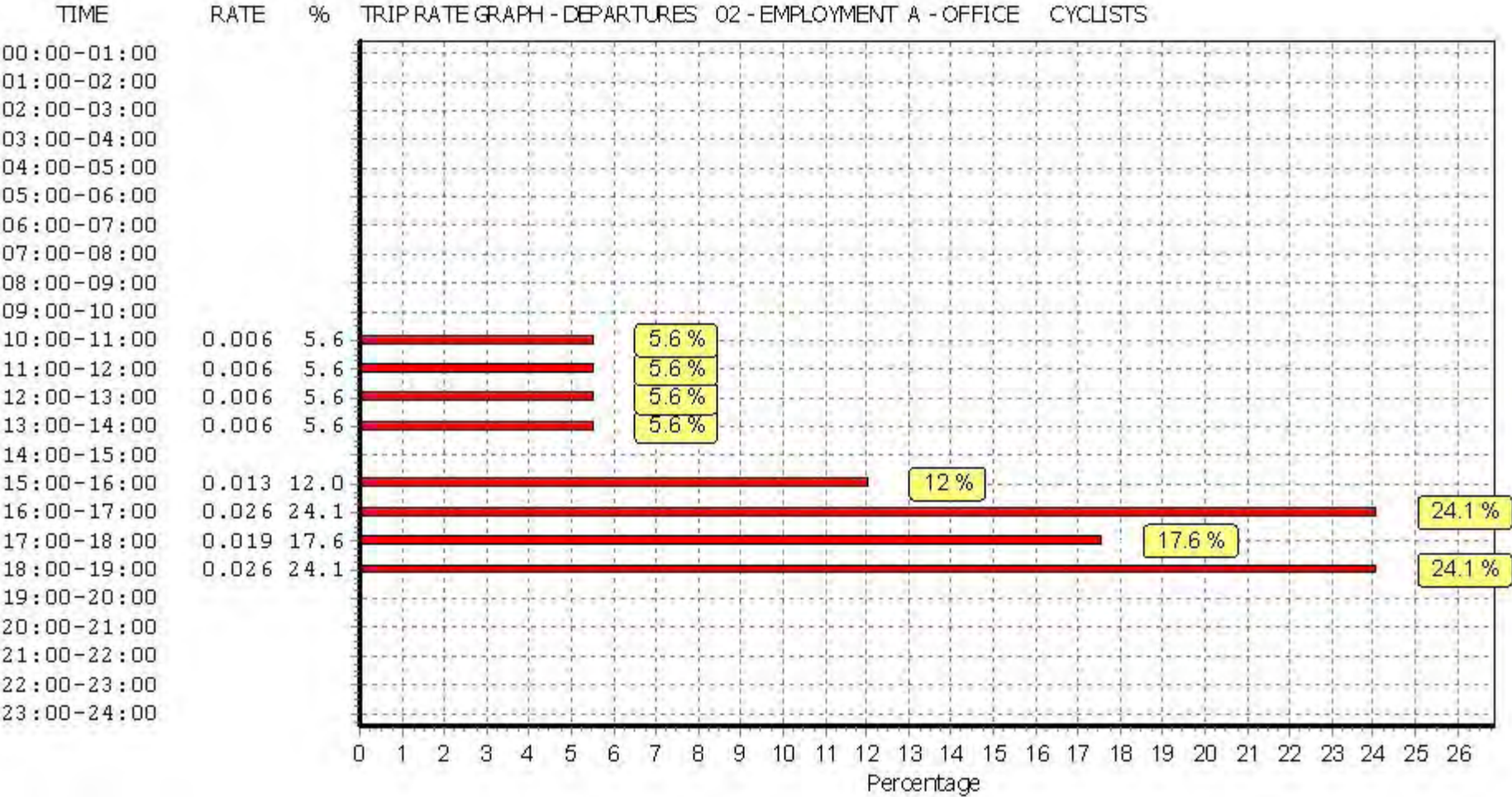
Parameter summary

Trip rate parameter range selected:	1469 - 2900 (units: sqm)
Survey date range:	01/01/10 - 23/05/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

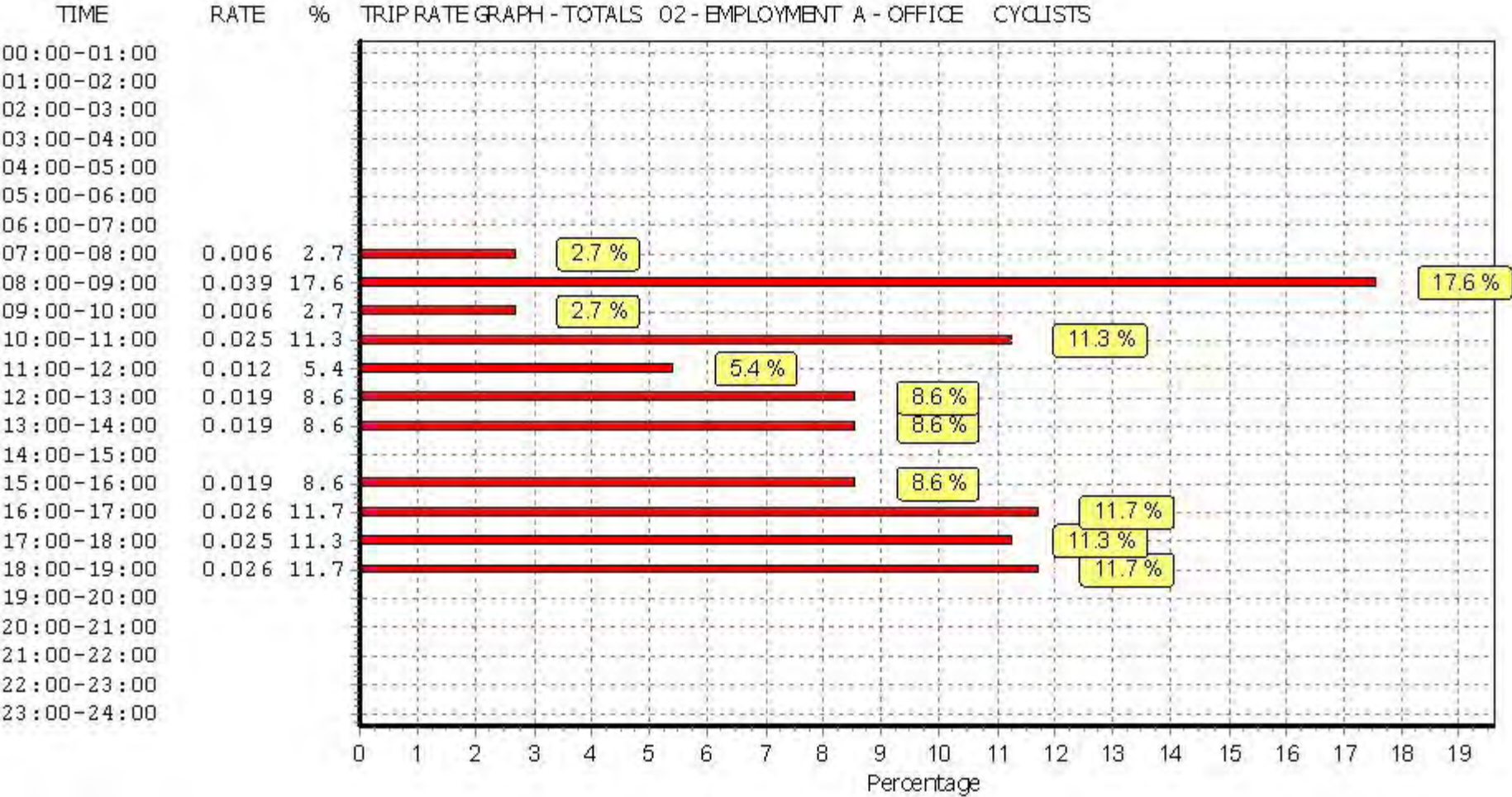
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Calculation Reference: AUDIT-236602-180420-0400

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 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: 27 to 94 (units:)
 Range Selected by User: 10 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/17

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
---------------------	---

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

C3

8 days

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

Population within 1 mile:

10,001 to 15,000

3 days

15,001 to 20,000

2 days

25,001 to 50,000

3 days

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

Population within 5 miles:

50,001 to 75,000

3 days

75,001 to 100,000

2 days

125,001 to 250,000

2 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

6 days

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

Travel Plan:

No

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	DV-03-C-01	BLOCK OF FLATS		DEVON
	BONHAY ROAD			
	EXETER			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL	
2	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
3	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
4	SA-03-C-01	BLOCK OF FLATS		SOUTH AYRSHIRE
	RACECOURSE ROAD			
	AYR			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL	
5	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	
6	SR-03-C-01	FLATS		STIRLING
	FORTH SIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	80		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
7	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
8	WM-03-C-04	BLOCKS OF FLATS		WEST MIDLANDS
	GILLQUART WAY			
	PARKSIDE			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	55		
	Survey date: FRIDAY	11/11/16	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
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.039	8	61	0.100	8	61	0.139
08:00 - 09:00	8	61	0.051	8	61	0.147	8	61	0.198
09:00 - 10:00	8	61	0.061	8	61	0.090	8	61	0.151
10:00 - 11:00	8	61	0.090	8	61	0.104	8	61	0.194
11:00 - 12:00	8	61	0.084	8	61	0.108	8	61	0.192
12:00 - 13:00	8	61	0.138	8	61	0.073	8	61	0.211
13:00 - 14:00	8	61	0.088	8	61	0.130	8	61	0.218
14:00 - 15:00	8	61	0.106	8	61	0.112	8	61	0.218
15:00 - 16:00	8	61	0.086	8	61	0.069	8	61	0.155
16:00 - 17:00	8	61	0.120	8	61	0.094	8	61	0.214
17:00 - 18:00	8	61	0.175	8	61	0.102	8	61	0.277
18:00 - 19:00	8	61	0.141	8	61	0.084	8	61	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.179			1.213			2.392		

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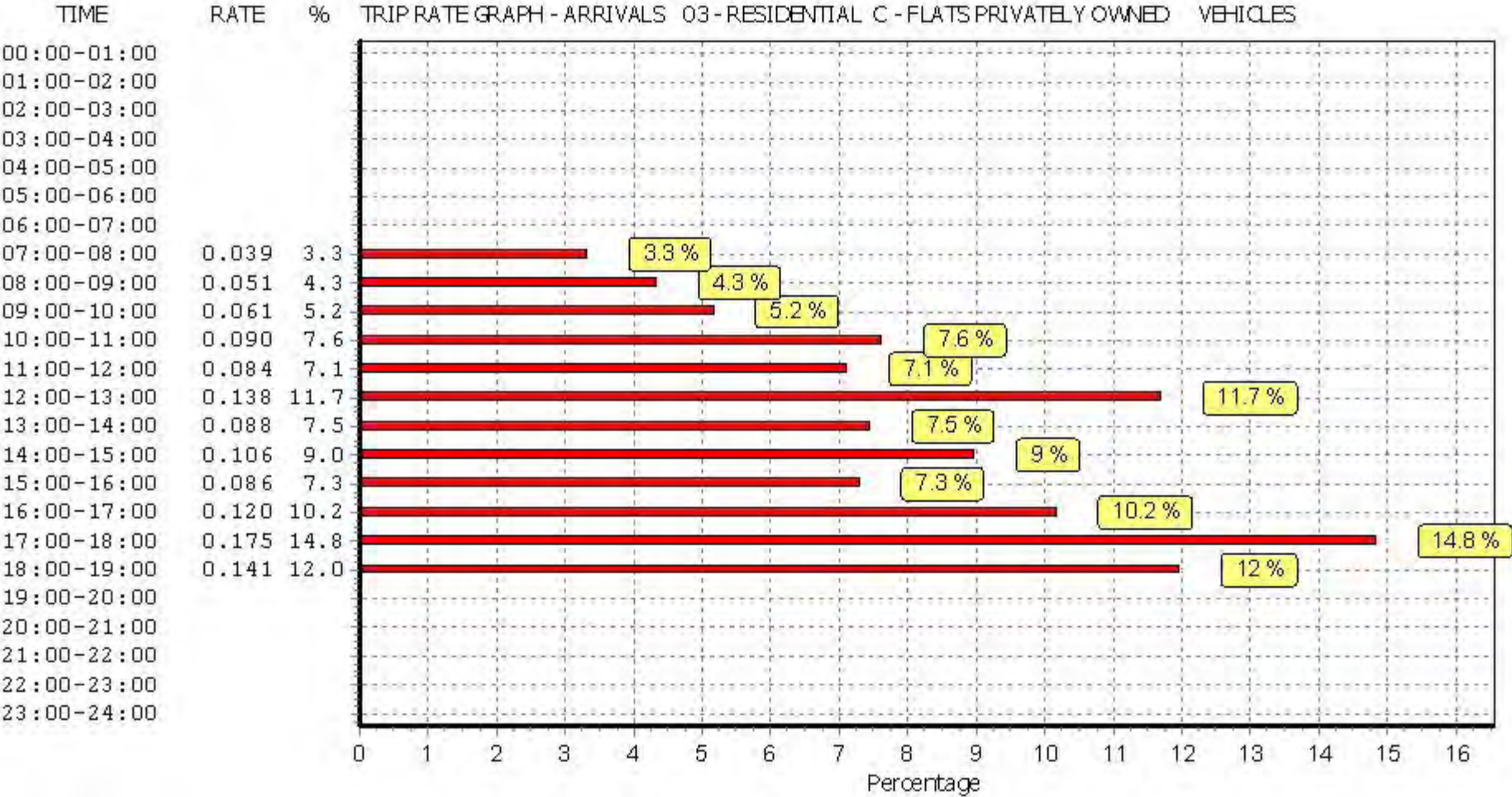
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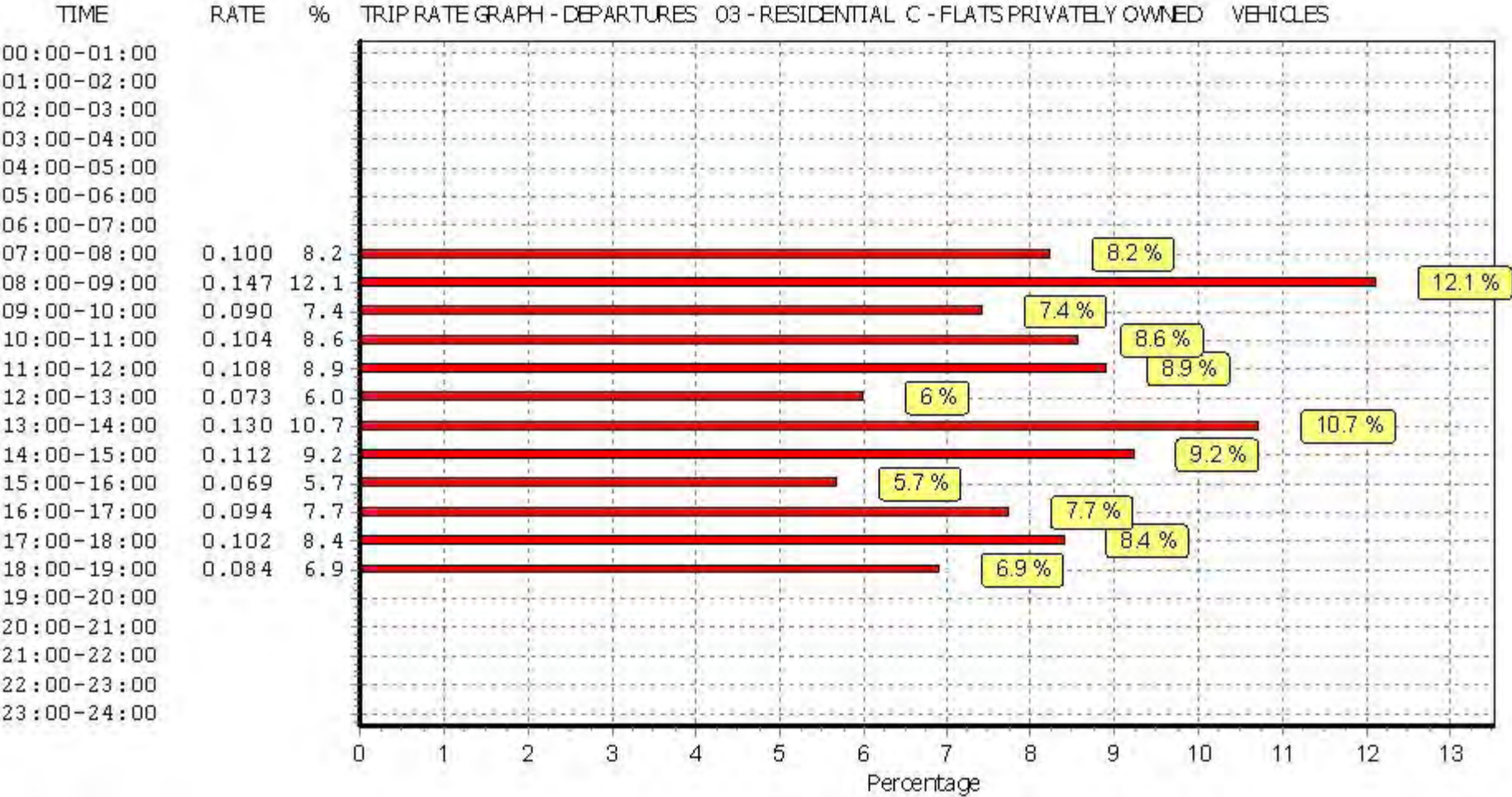
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

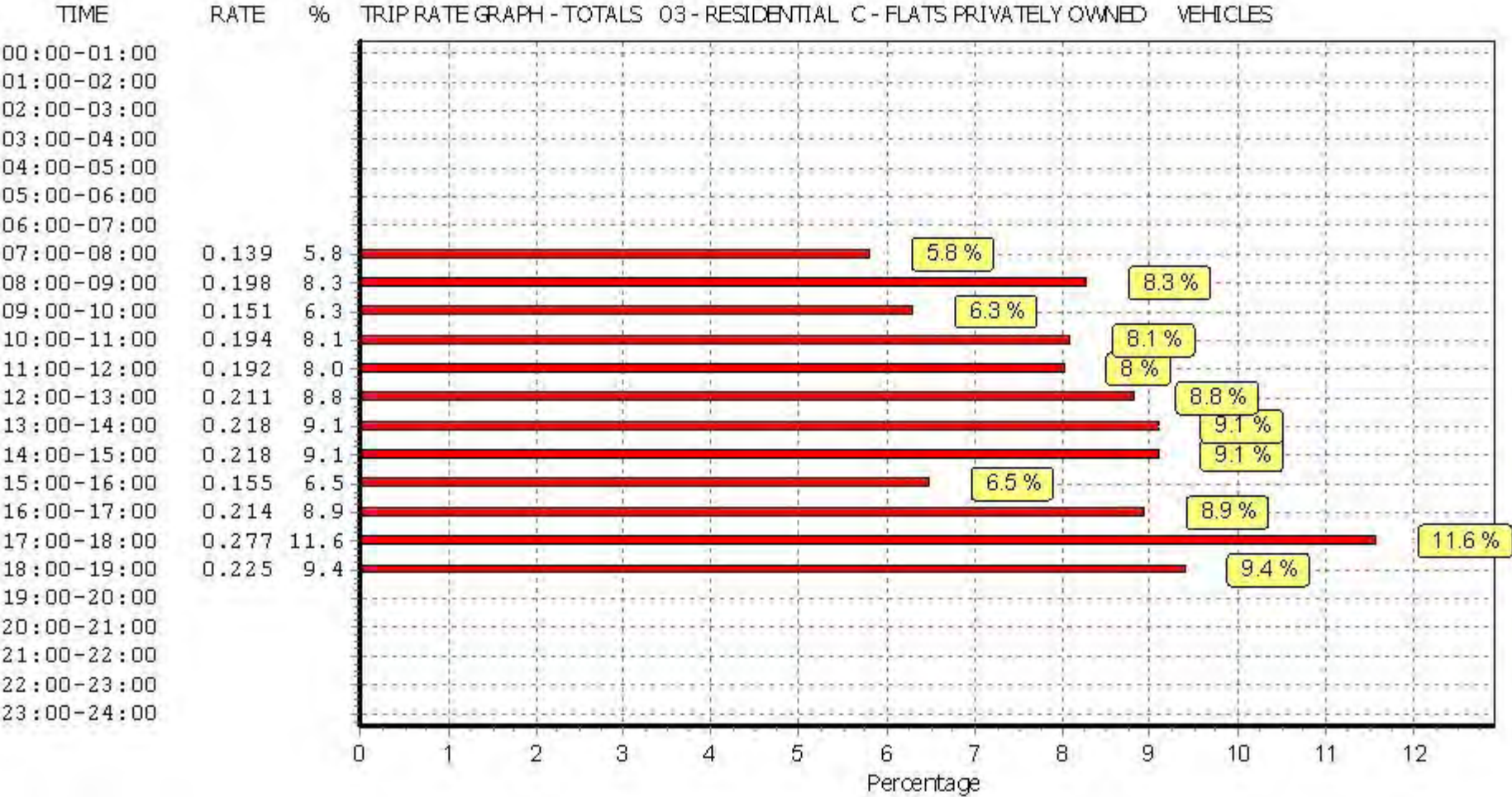
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.002	8	61	0.002	8	61	0.004
08:00 - 09:00	8	61	0.000	8	61	0.000	8	61	0.000
09:00 - 10:00	8	61	0.000	8	61	0.000	8	61	0.000
10:00 - 11:00	8	61	0.002	8	61	0.002	8	61	0.004
11:00 - 12:00	8	61	0.006	8	61	0.006	8	61	0.012
12:00 - 13:00	8	61	0.002	8	61	0.002	8	61	0.004
13:00 - 14:00	8	61	0.006	8	61	0.006	8	61	0.012
14:00 - 15:00	8	61	0.002	8	61	0.002	8	61	0.004
15:00 - 16:00	8	61	0.002	8	61	0.002	8	61	0.004
16:00 - 17:00	8	61	0.010	8	61	0.010	8	61	0.020
17:00 - 18:00	8	61	0.006	8	61	0.004	8	61	0.010
18:00 - 19:00	8	61	0.004	8	61	0.004	8	61	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.040			0.082

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.

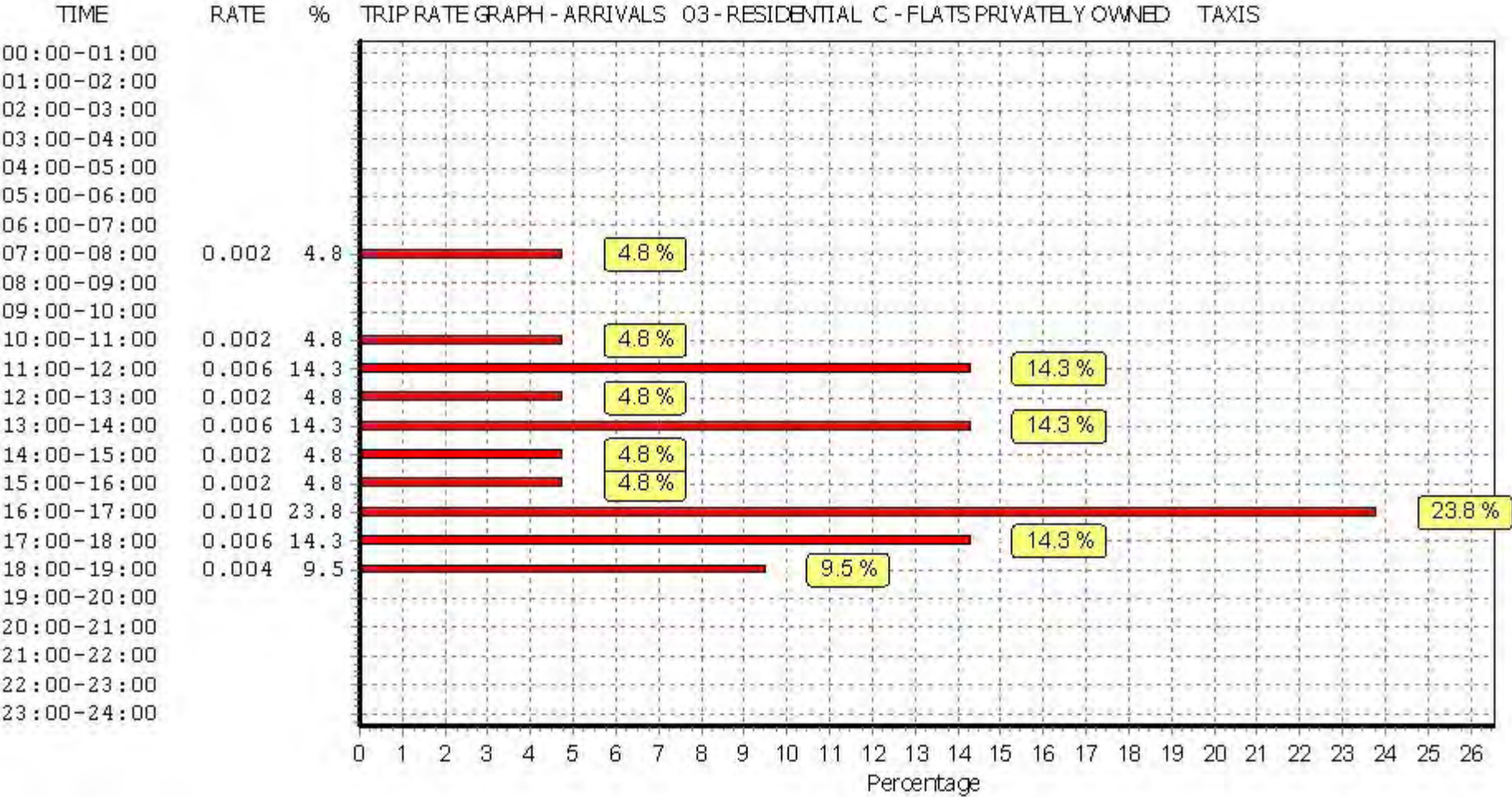
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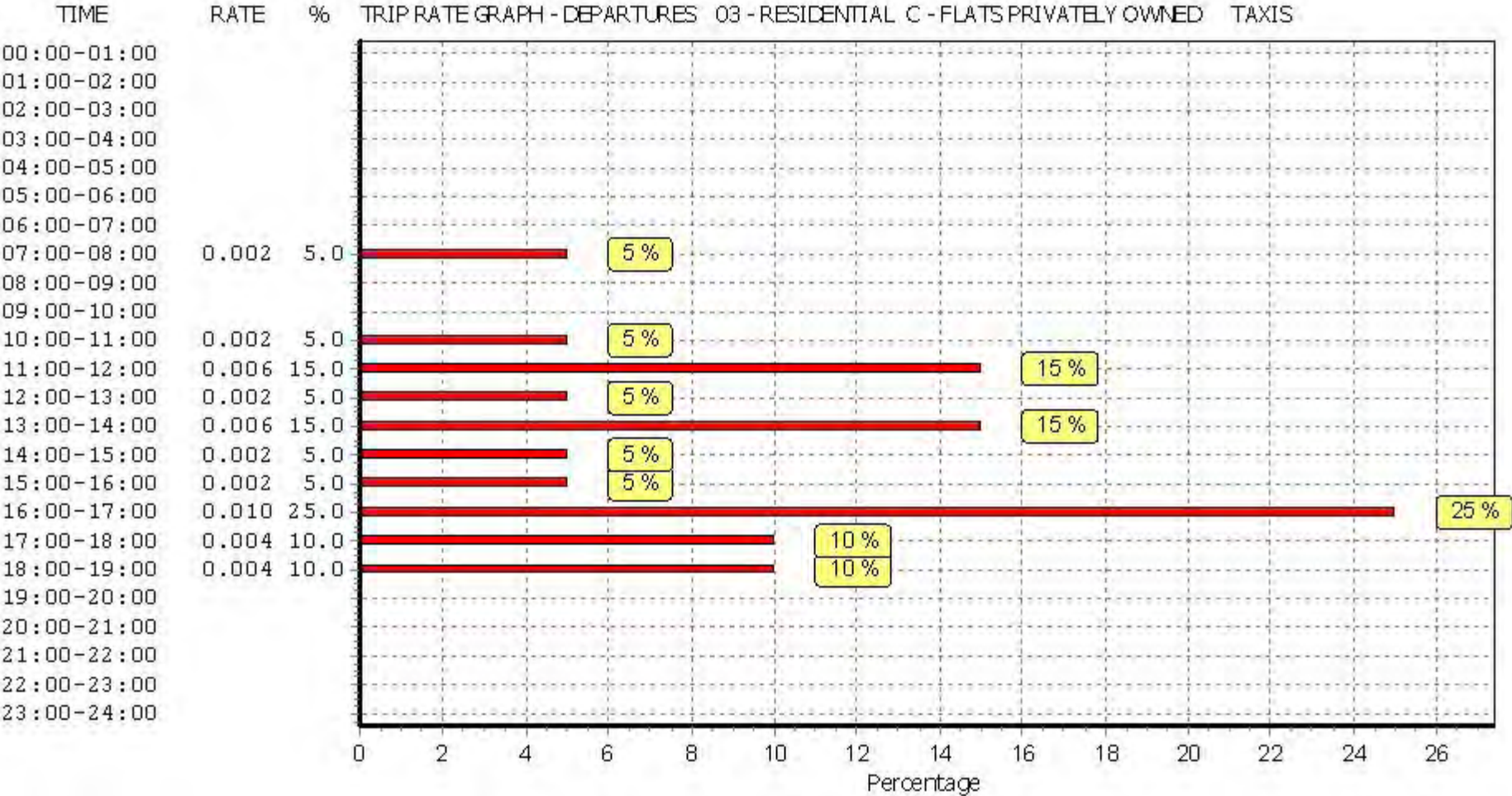
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

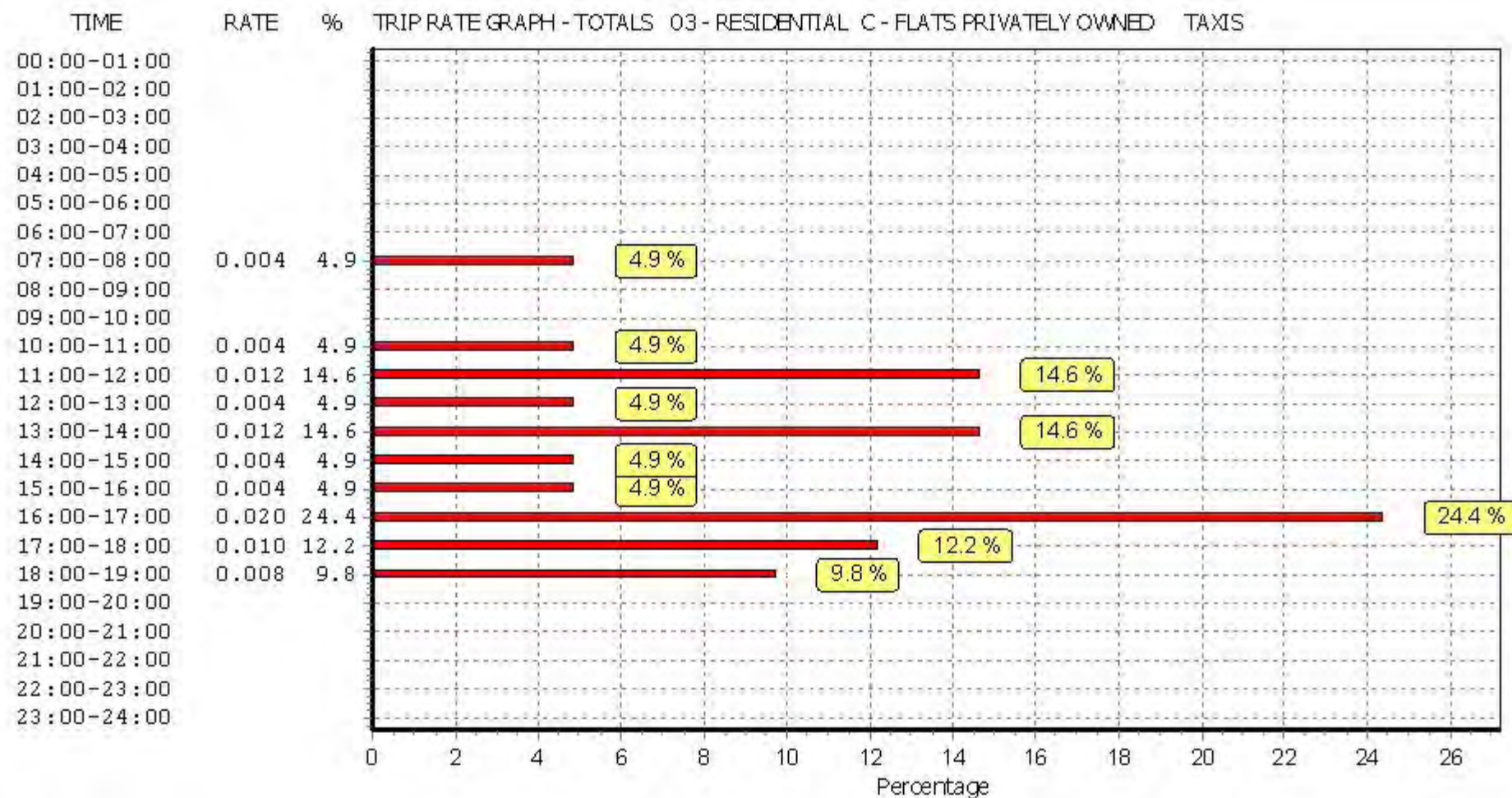
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.000	8	61	0.000	8	61	0.000
08:00 - 09:00	8	61	0.002	8	61	0.000	8	61	0.002
09:00 - 10:00	8	61	0.004	8	61	0.006	8	61	0.010
10:00 - 11:00	8	61	0.000	8	61	0.000	8	61	0.000
11:00 - 12:00	8	61	0.000	8	61	0.000	8	61	0.000
12:00 - 13:00	8	61	0.002	8	61	0.002	8	61	0.004
13:00 - 14:00	8	61	0.002	8	61	0.002	8	61	0.004
14:00 - 15:00	8	61	0.002	8	61	0.002	8	61	0.004
15:00 - 16:00	8	61	0.000	8	61	0.000	8	61	0.000
16:00 - 17:00	8	61	0.000	8	61	0.000	8	61	0.000
17:00 - 18:00	8	61	0.000	8	61	0.000	8	61	0.000
18:00 - 19:00	8	61	0.000	8	61	0.000	8	61	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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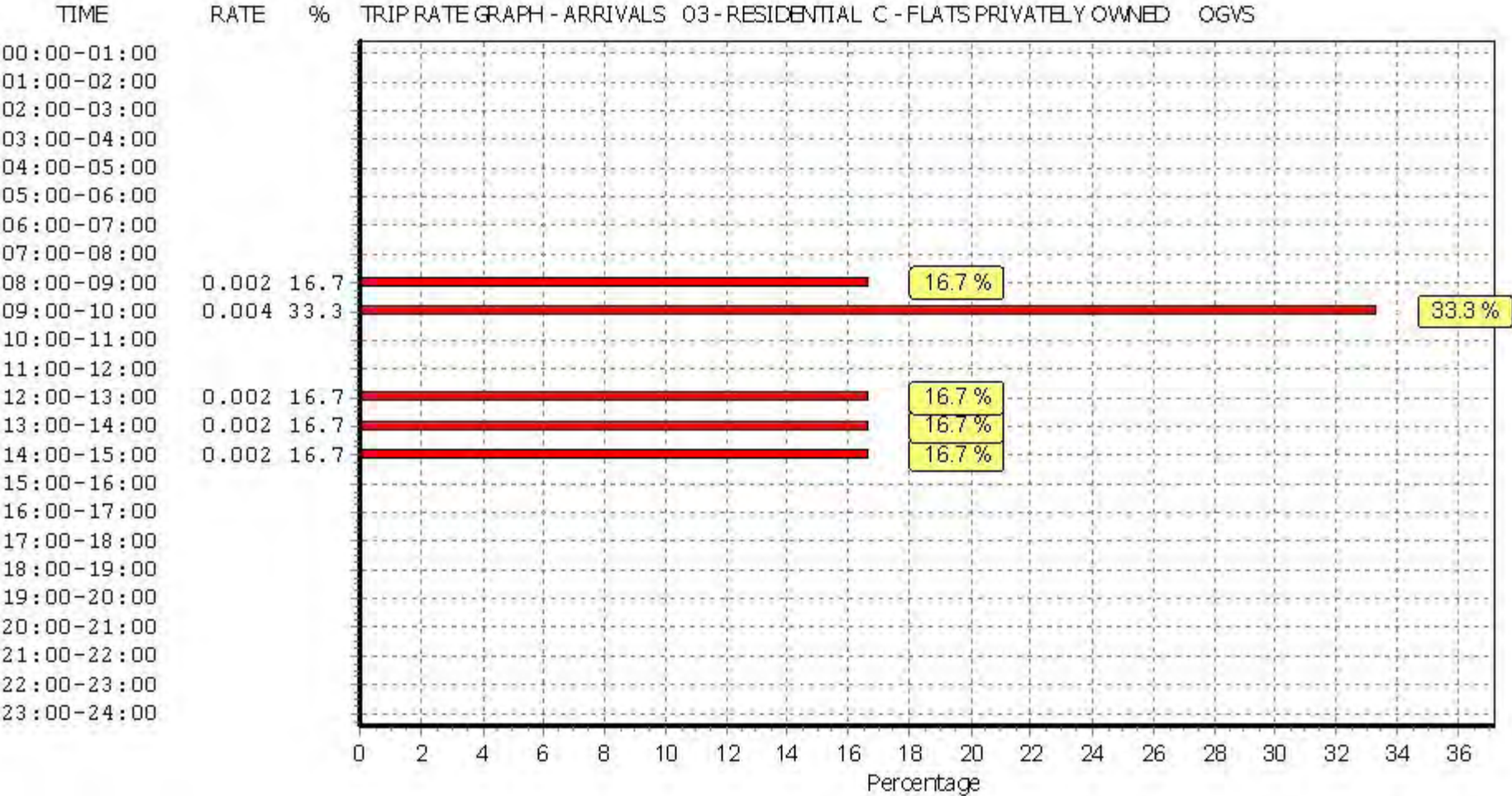
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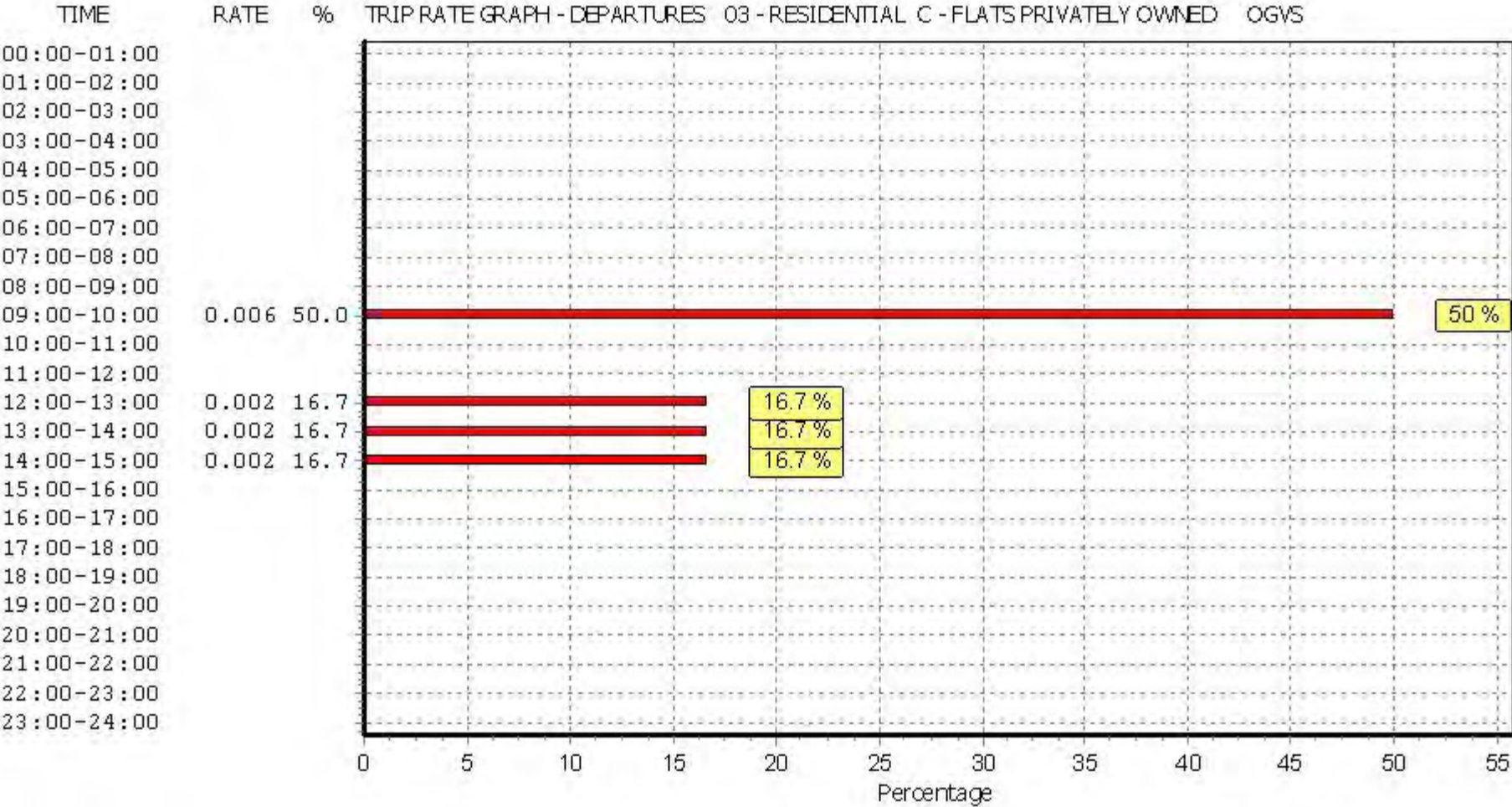
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

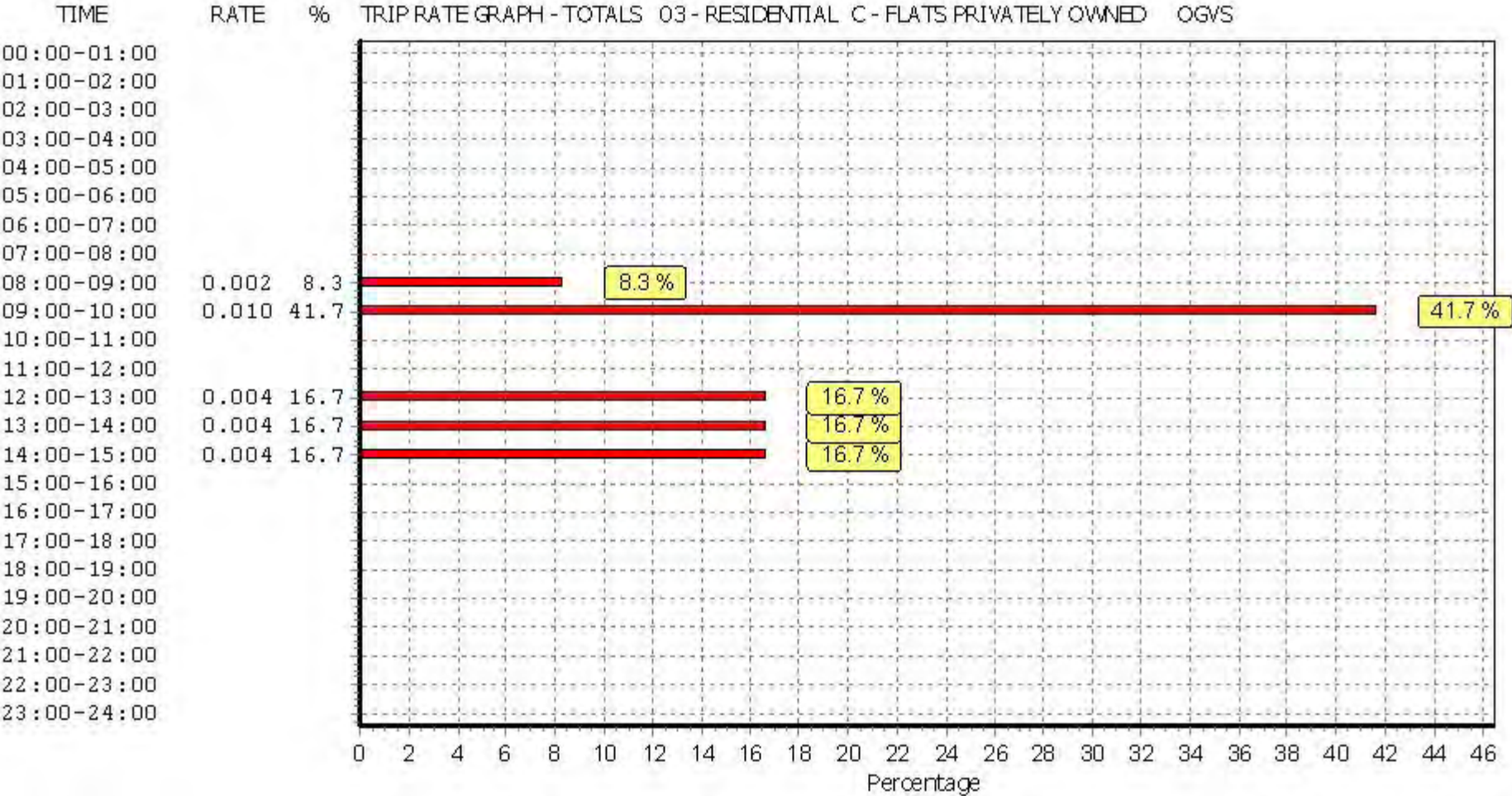
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.000	8	61	0.000	8	61	0.000
08:00 - 09:00	8	61	0.000	8	61	0.000	8	61	0.000
09:00 - 10:00	8	61	0.000	8	61	0.000	8	61	0.000
10:00 - 11:00	8	61	0.002	8	61	0.002	8	61	0.004
11:00 - 12:00	8	61	0.002	8	61	0.002	8	61	0.004
12:00 - 13:00	8	61	0.000	8	61	0.000	8	61	0.000
13:00 - 14:00	8	61	0.000	8	61	0.000	8	61	0.000
14:00 - 15:00	8	61	0.000	8	61	0.000	8	61	0.000
15:00 - 16:00	8	61	0.002	8	61	0.000	8	61	0.002
16:00 - 17:00	8	61	0.000	8	61	0.002	8	61	0.002
17:00 - 18:00	8	61	0.000	8	61	0.000	8	61	0.000
18:00 - 19:00	8	61	0.000	8	61	0.000	8	61	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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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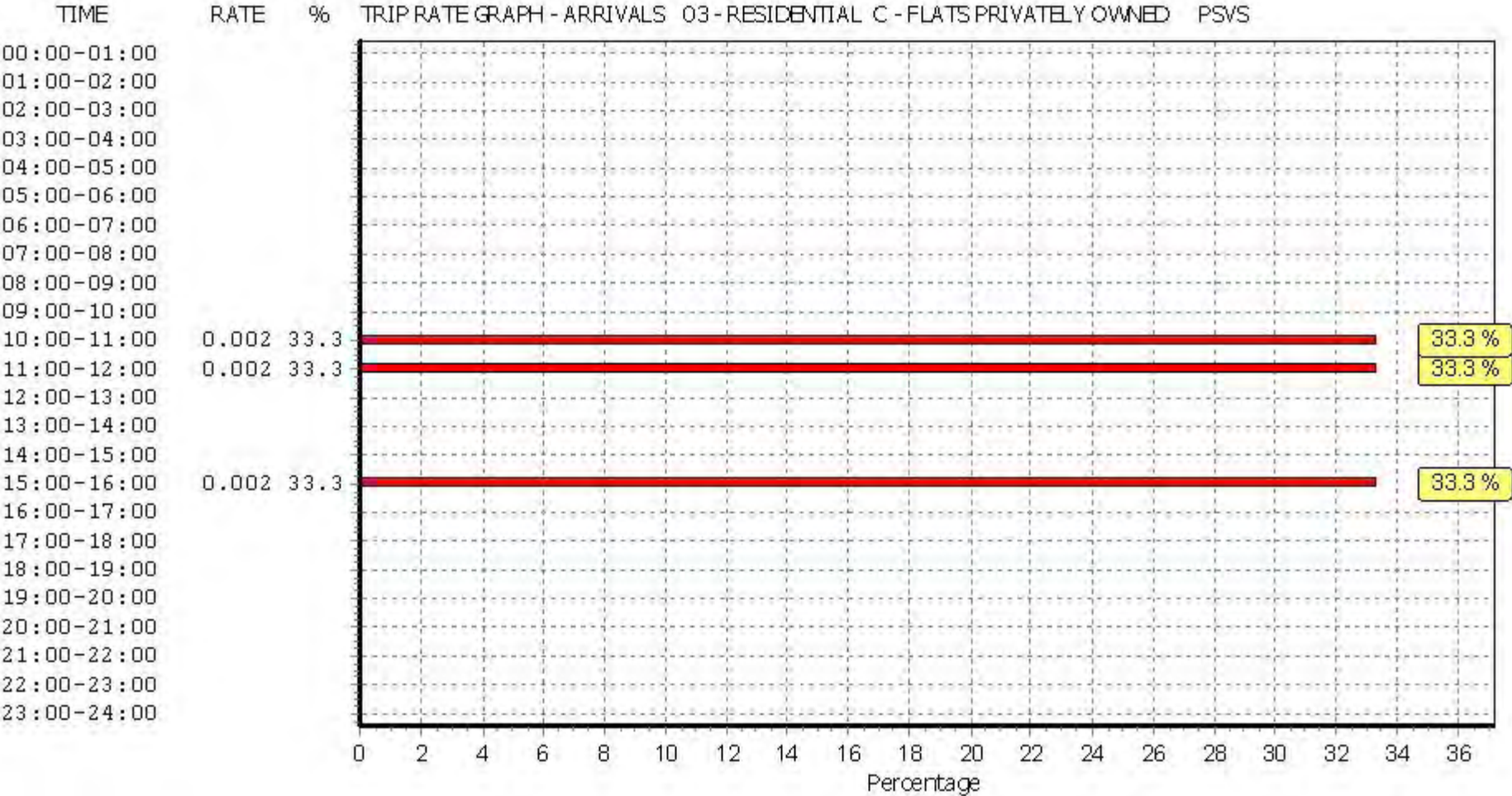
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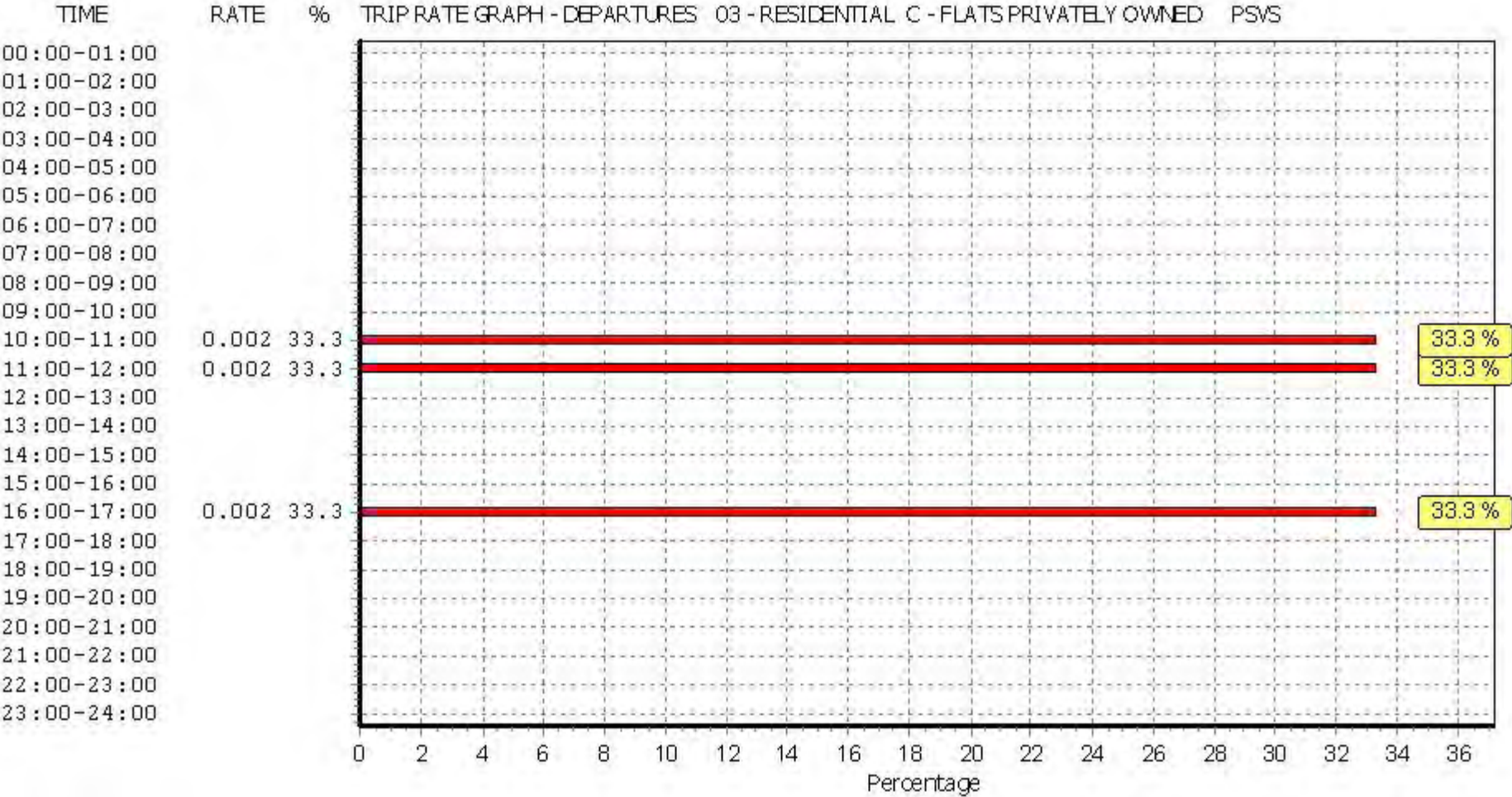
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

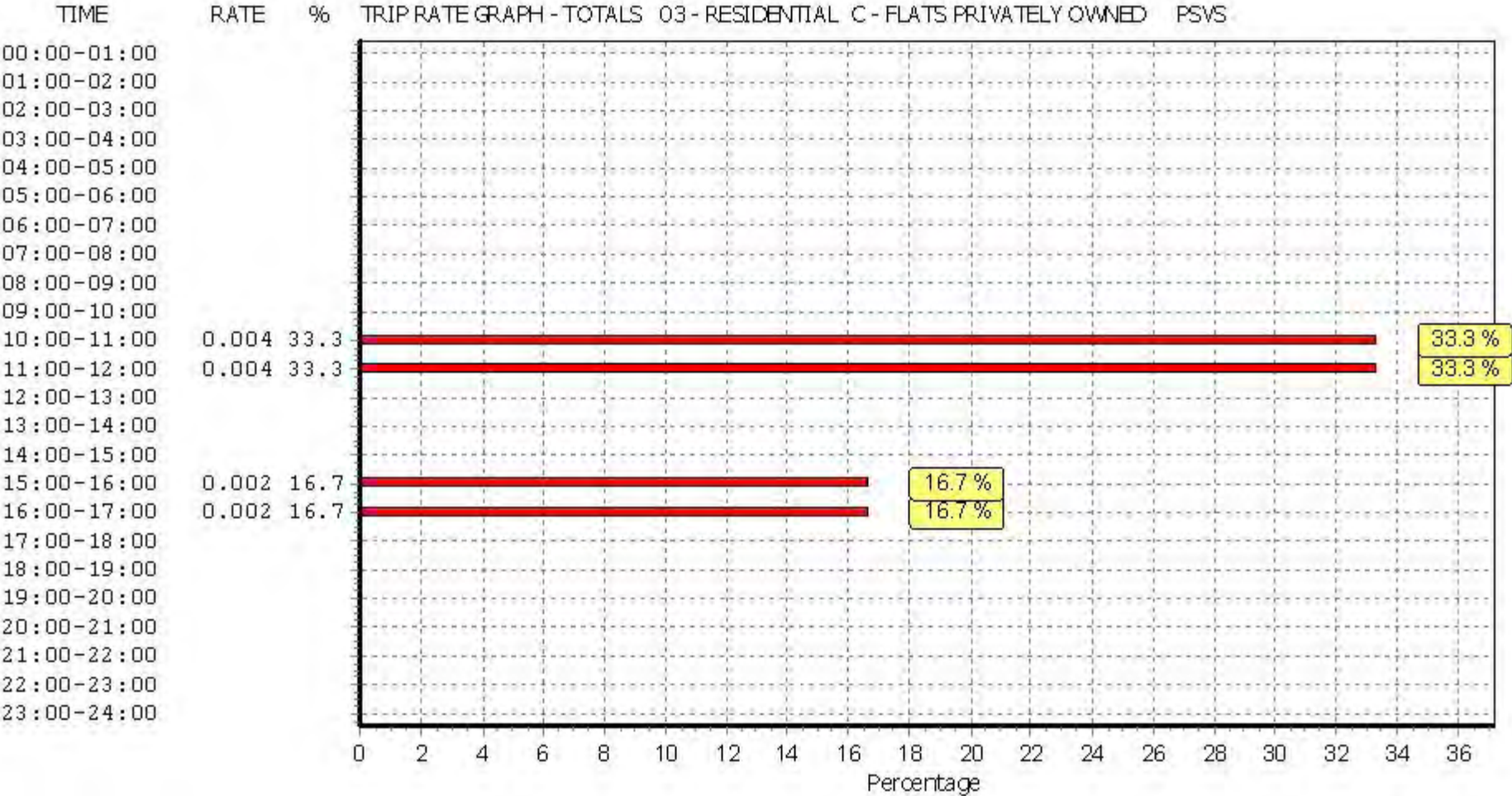
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.002	8	61	0.010	8	61	0.012
08:00 - 09:00	8	61	0.004	8	61	0.000	8	61	0.004
09:00 - 10:00	8	61	0.002	8	61	0.000	8	61	0.002
10:00 - 11:00	8	61	0.002	8	61	0.008	8	61	0.010
11:00 - 12:00	8	61	0.006	8	61	0.002	8	61	0.008
12:00 - 13:00	8	61	0.004	8	61	0.008	8	61	0.012
13:00 - 14:00	8	61	0.000	8	61	0.000	8	61	0.000
14:00 - 15:00	8	61	0.000	8	61	0.000	8	61	0.000
15:00 - 16:00	8	61	0.004	8	61	0.002	8	61	0.006
16:00 - 17:00	8	61	0.000	8	61	0.002	8	61	0.002
17:00 - 18:00	8	61	0.010	8	61	0.002	8	61	0.012
18:00 - 19:00	8	61	0.004	8	61	0.000	8	61	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.038			0.034			0.072		

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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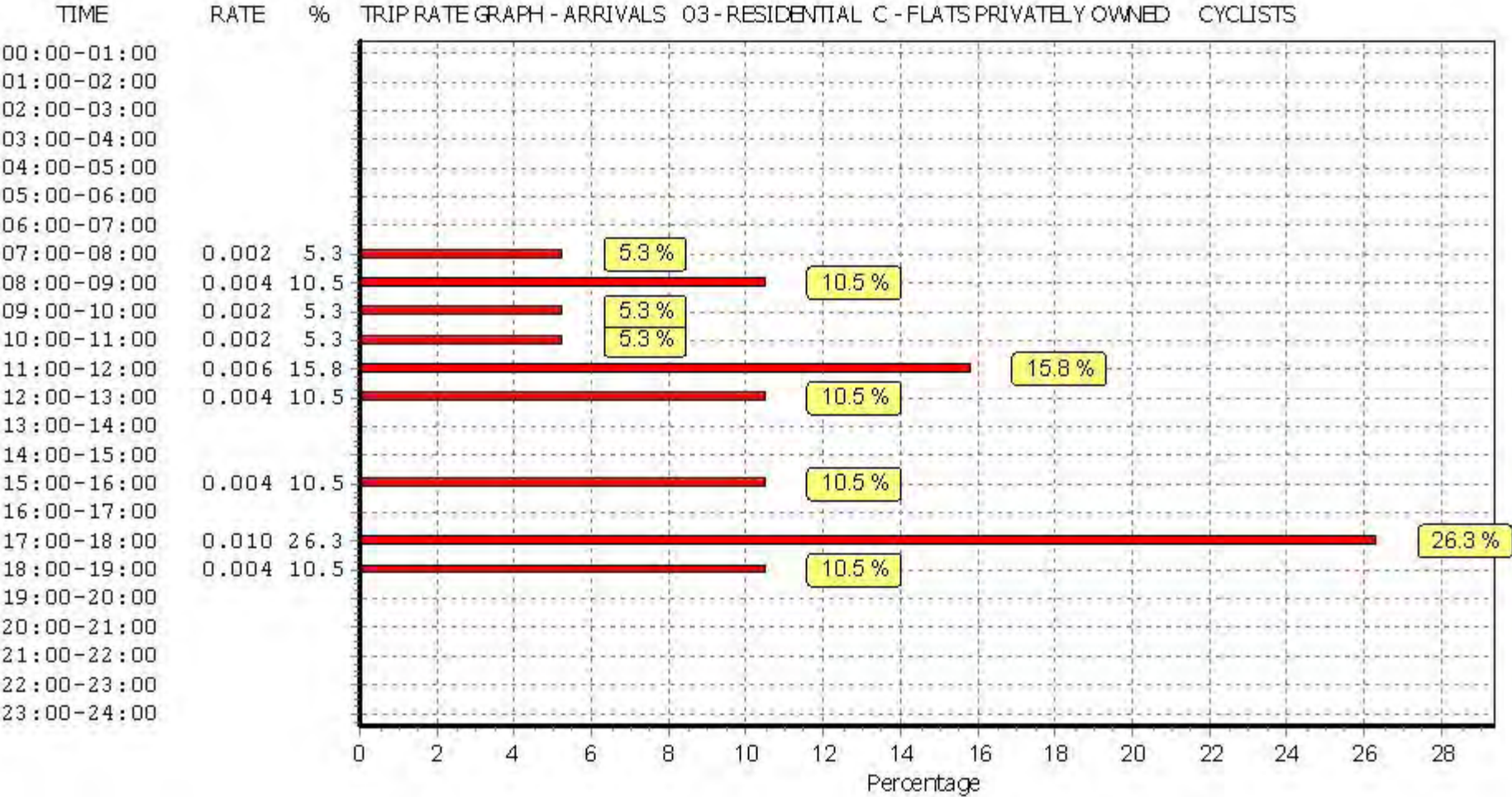
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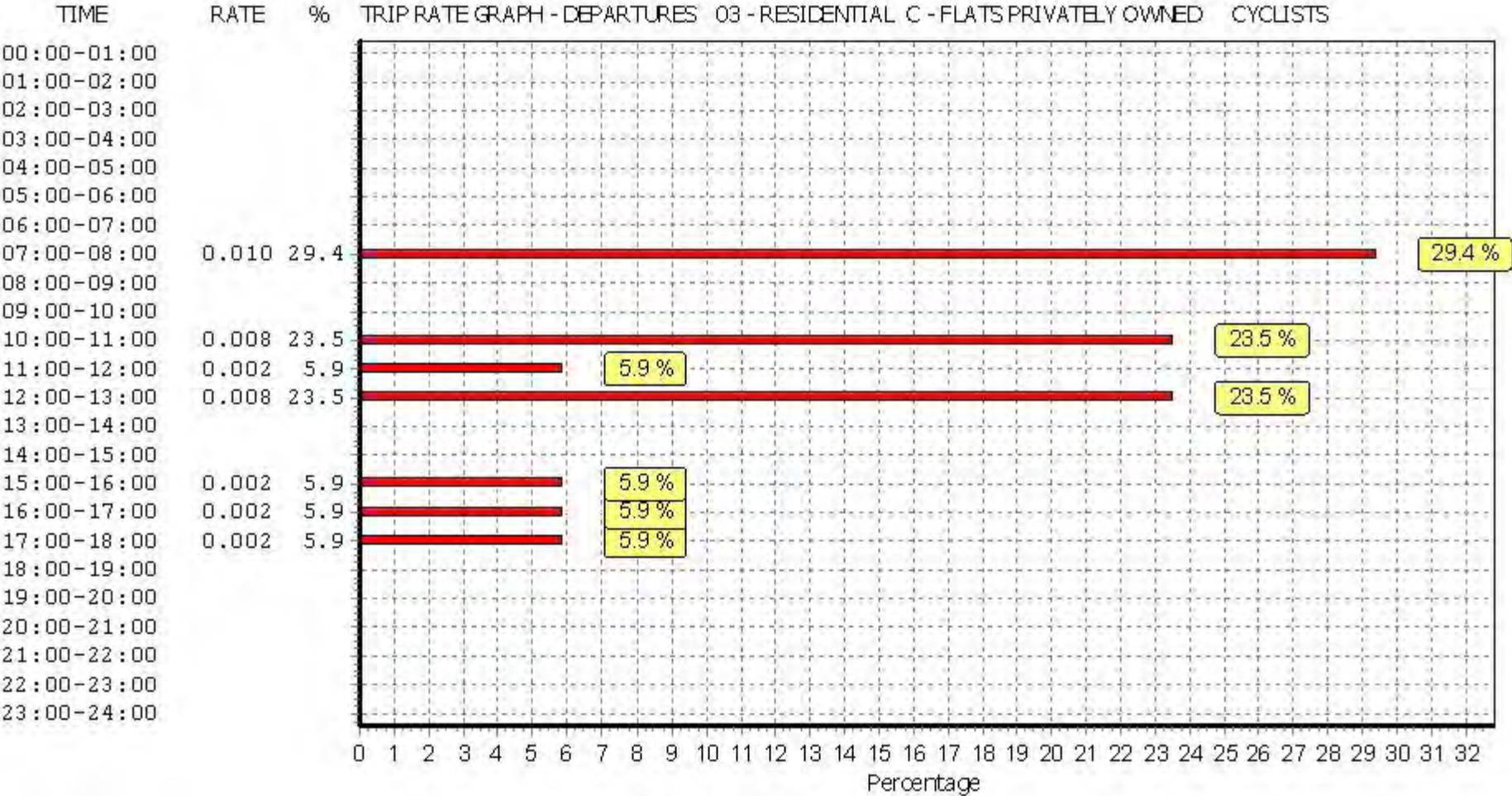
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

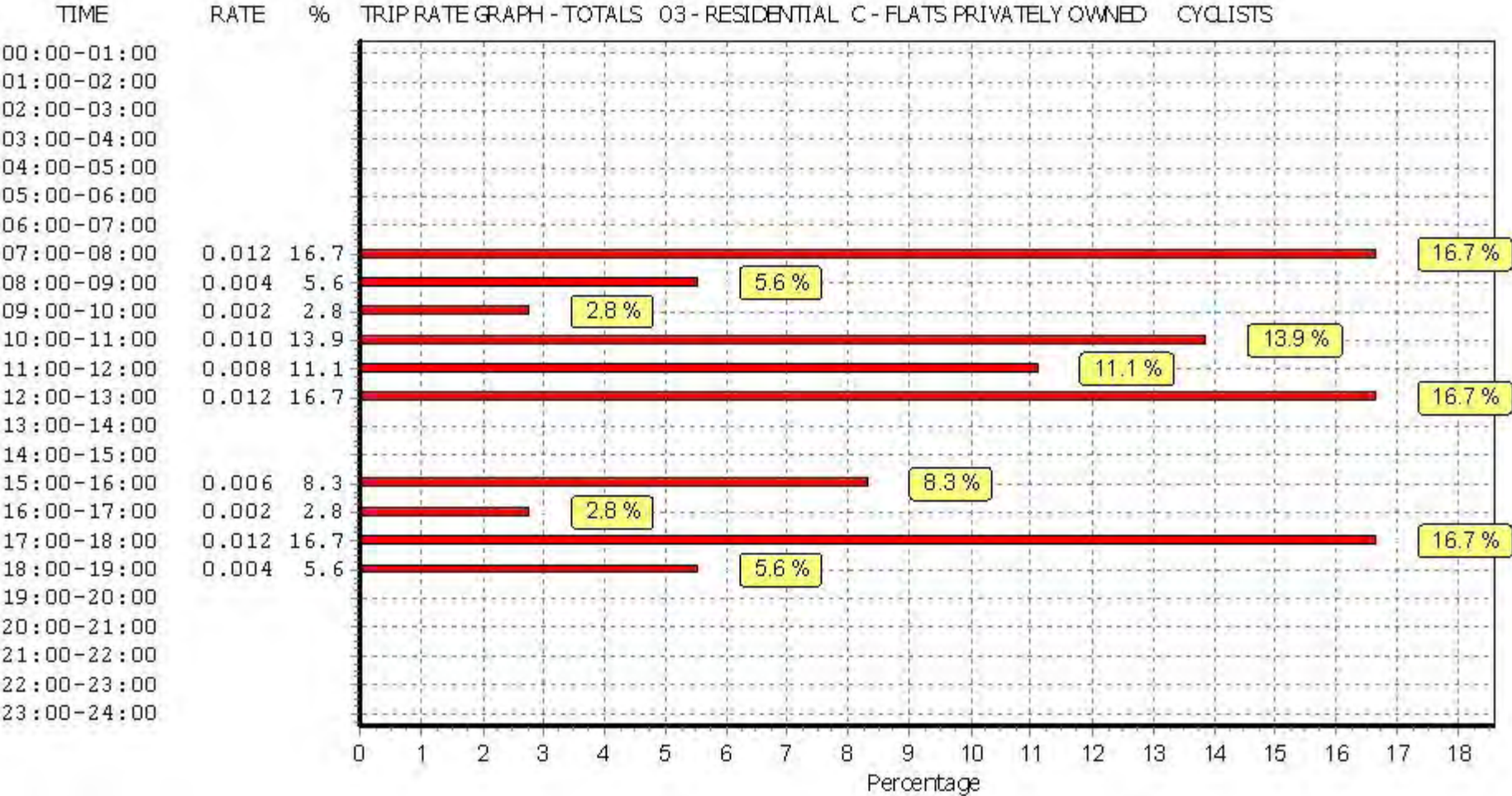
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.029	8	61	0.088	8	61	0.117
08:00 - 09:00	8	61	0.031	8	61	0.128	8	61	0.159
09:00 - 10:00	8	61	0.031	8	61	0.051	8	61	0.082
10:00 - 11:00	8	61	0.047	8	61	0.047	8	61	0.094
11:00 - 12:00	8	61	0.041	8	61	0.061	8	61	0.102
12:00 - 13:00	8	61	0.077	8	61	0.035	8	61	0.112
13:00 - 14:00	8	61	0.024	8	61	0.067	8	61	0.091
14:00 - 15:00	8	61	0.057	8	61	0.059	8	61	0.116
15:00 - 16:00	8	61	0.057	8	61	0.035	8	61	0.092
16:00 - 17:00	8	61	0.079	8	61	0.053	8	61	0.132
17:00 - 18:00	8	61	0.147	8	61	0.079	8	61	0.226
18:00 - 19:00	8	61	0.116	8	61	0.073	8	61	0.189
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.736			0.776			1.512

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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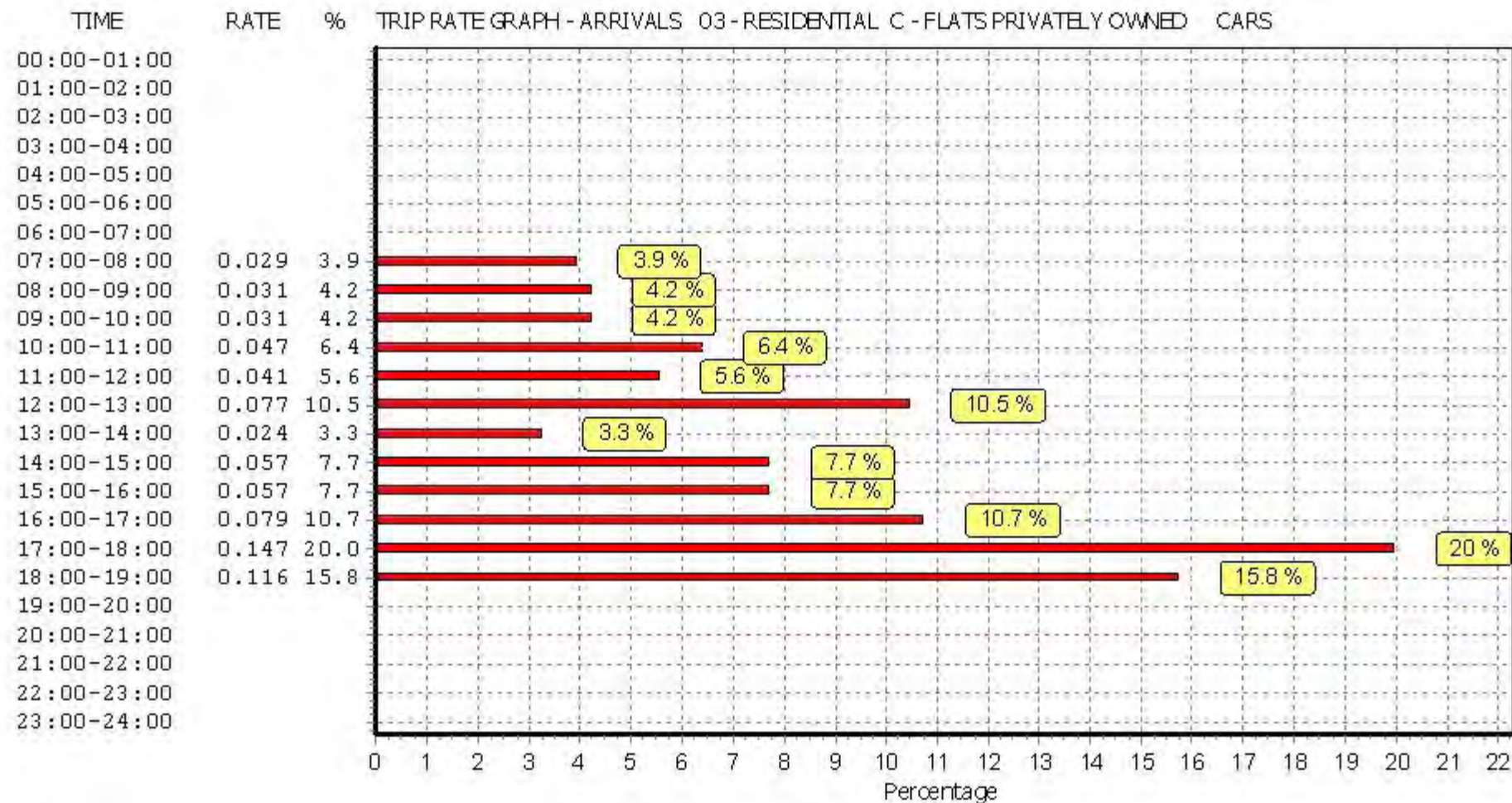
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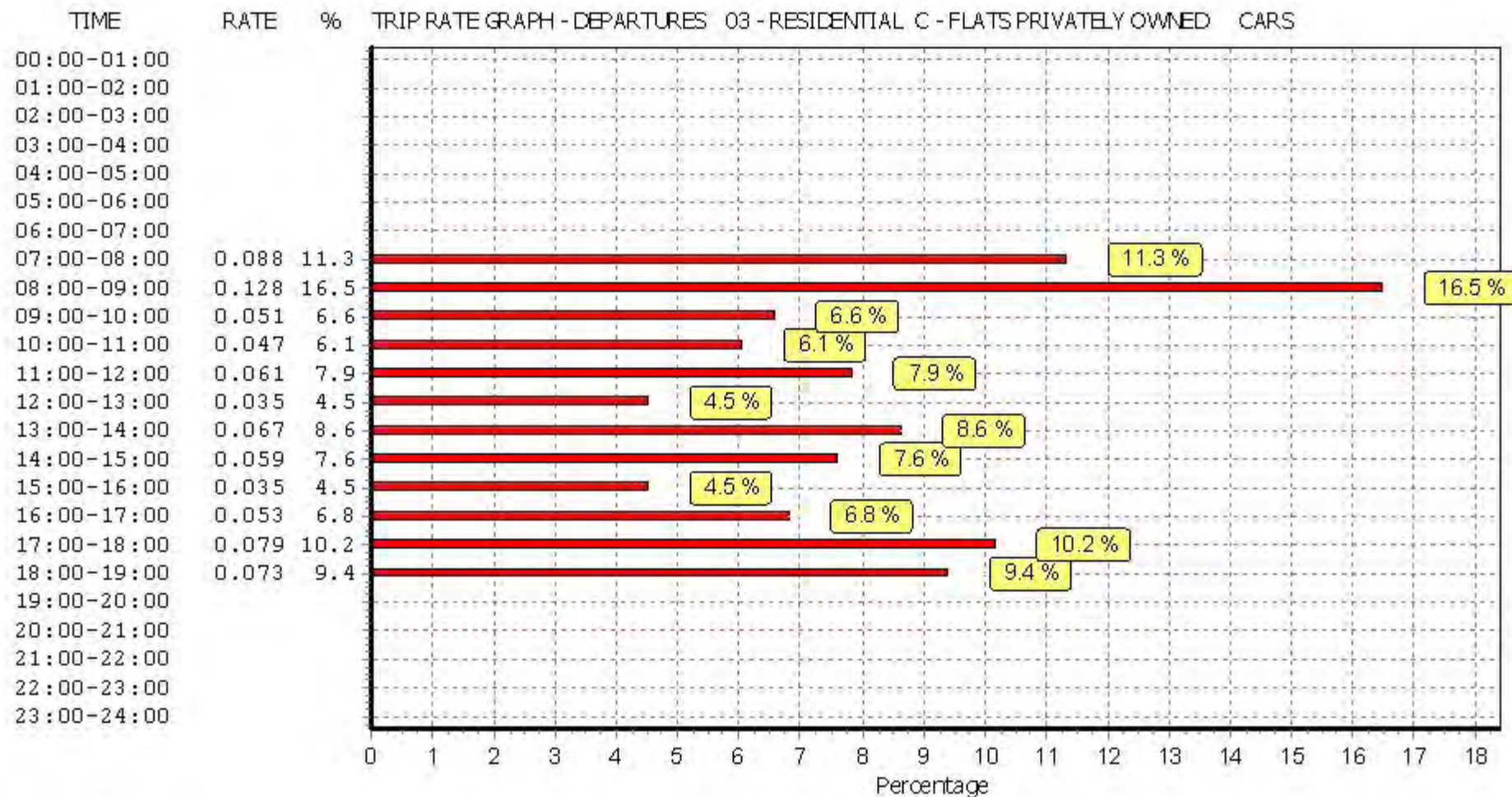
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

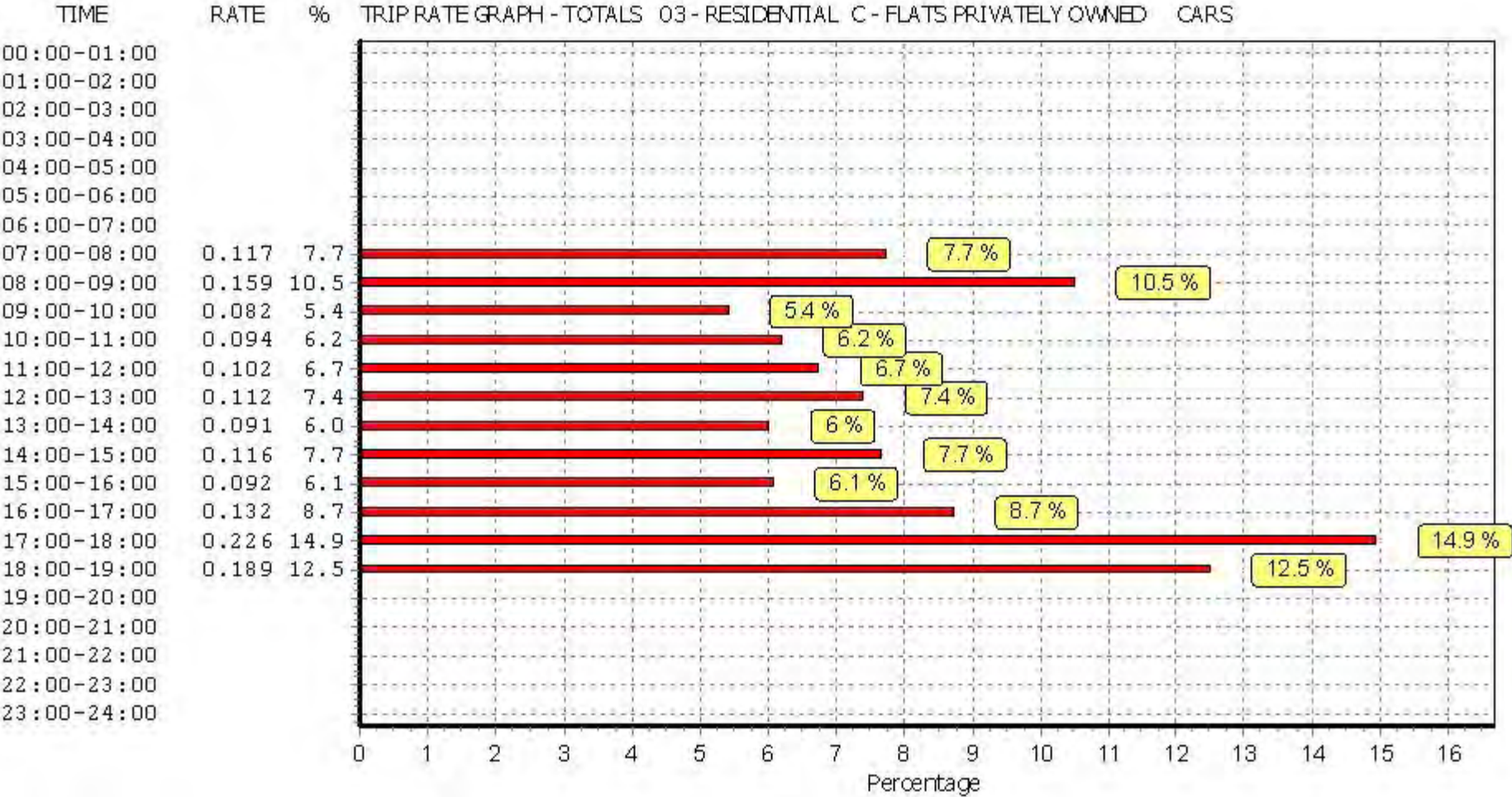
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	61	0.002	8	61	0.006	8	61	0.008
08:00 - 09:00	8	61	0.006	8	61	0.002	8	61	0.008
09:00 - 10:00	8	61	0.006	8	61	0.006	8	61	0.012
10:00 - 11:00	8	61	0.010	8	61	0.012	8	61	0.022
11:00 - 12:00	8	61	0.014	8	61	0.016	8	61	0.030
12:00 - 13:00	8	61	0.024	8	61	0.010	8	61	0.034
13:00 - 14:00	8	61	0.012	8	61	0.016	8	61	0.028
14:00 - 15:00	8	61	0.014	8	61	0.016	8	61	0.030
15:00 - 16:00	8	61	0.006	8	61	0.010	8	61	0.016
16:00 - 17:00	8	61	0.004	8	61	0.008	8	61	0.012
17:00 - 18:00	8	61	0.004	8	61	0.004	8	61	0.008
18:00 - 19:00	8	61	0.004	8	61	0.004	8	61	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.110			0.216

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.

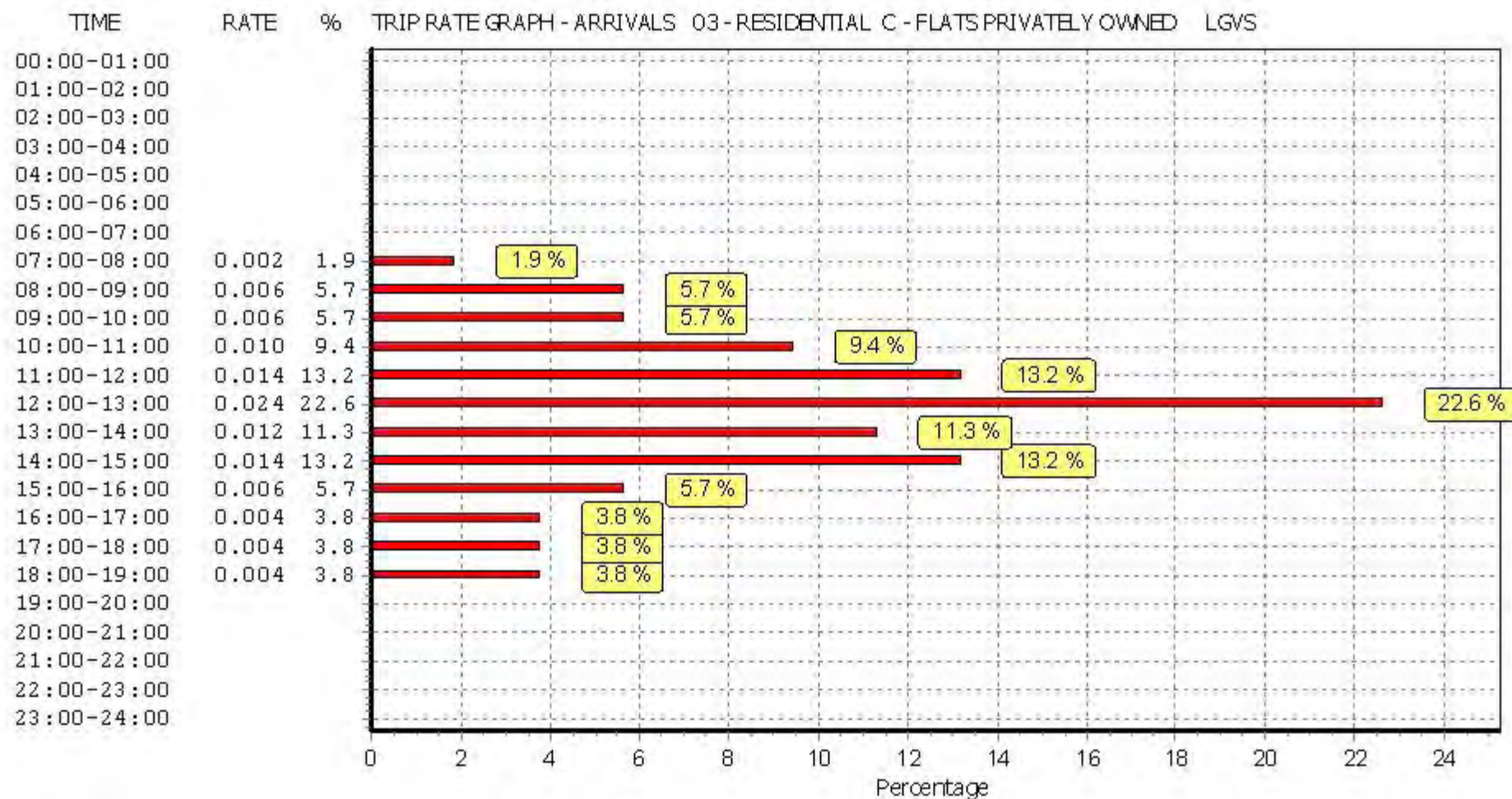
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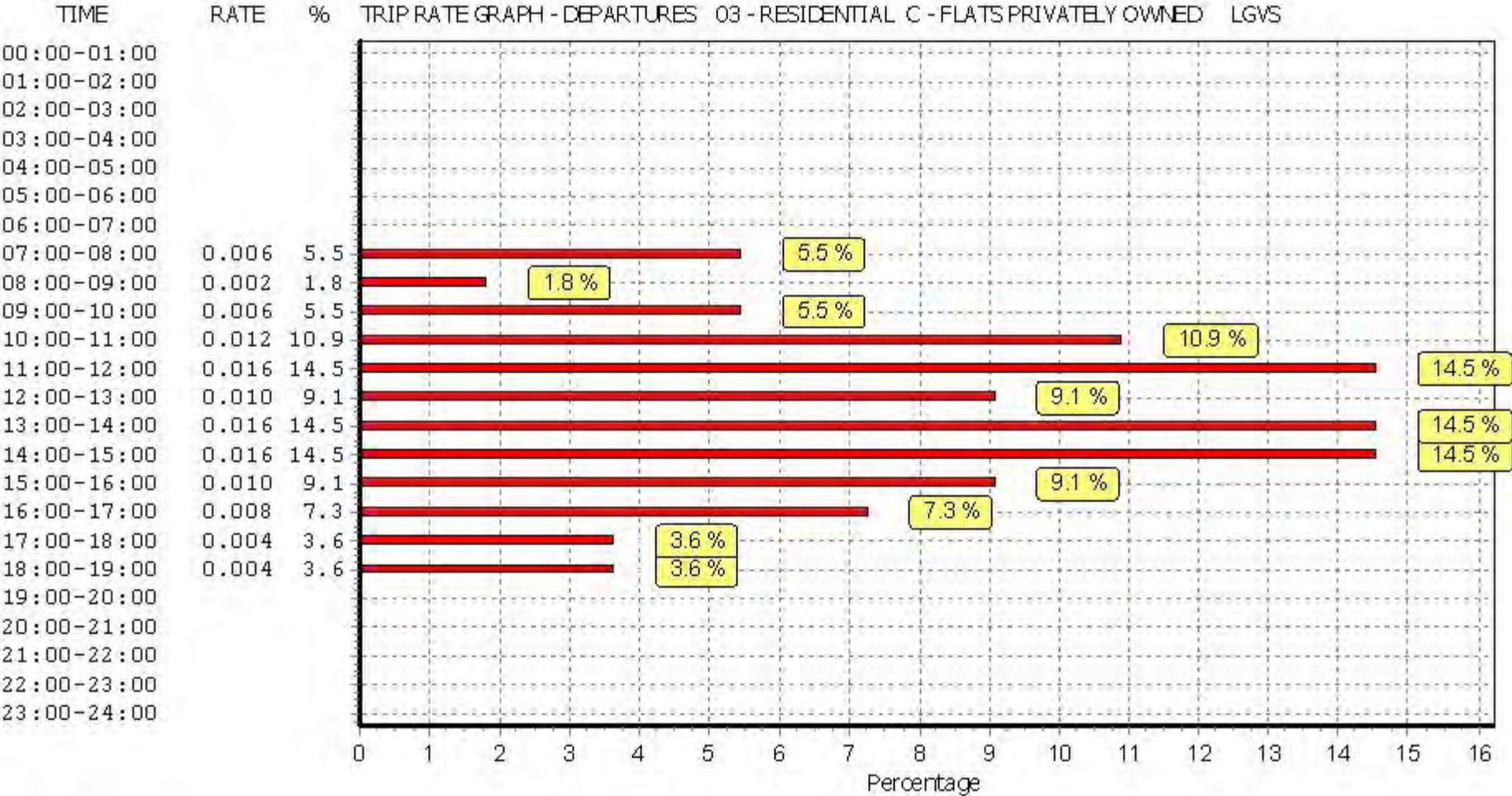
Parameter summary

Trip rate parameter range selected:	27 - 94 (units:)
Survey date range:	01/01/10 - 26/09/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

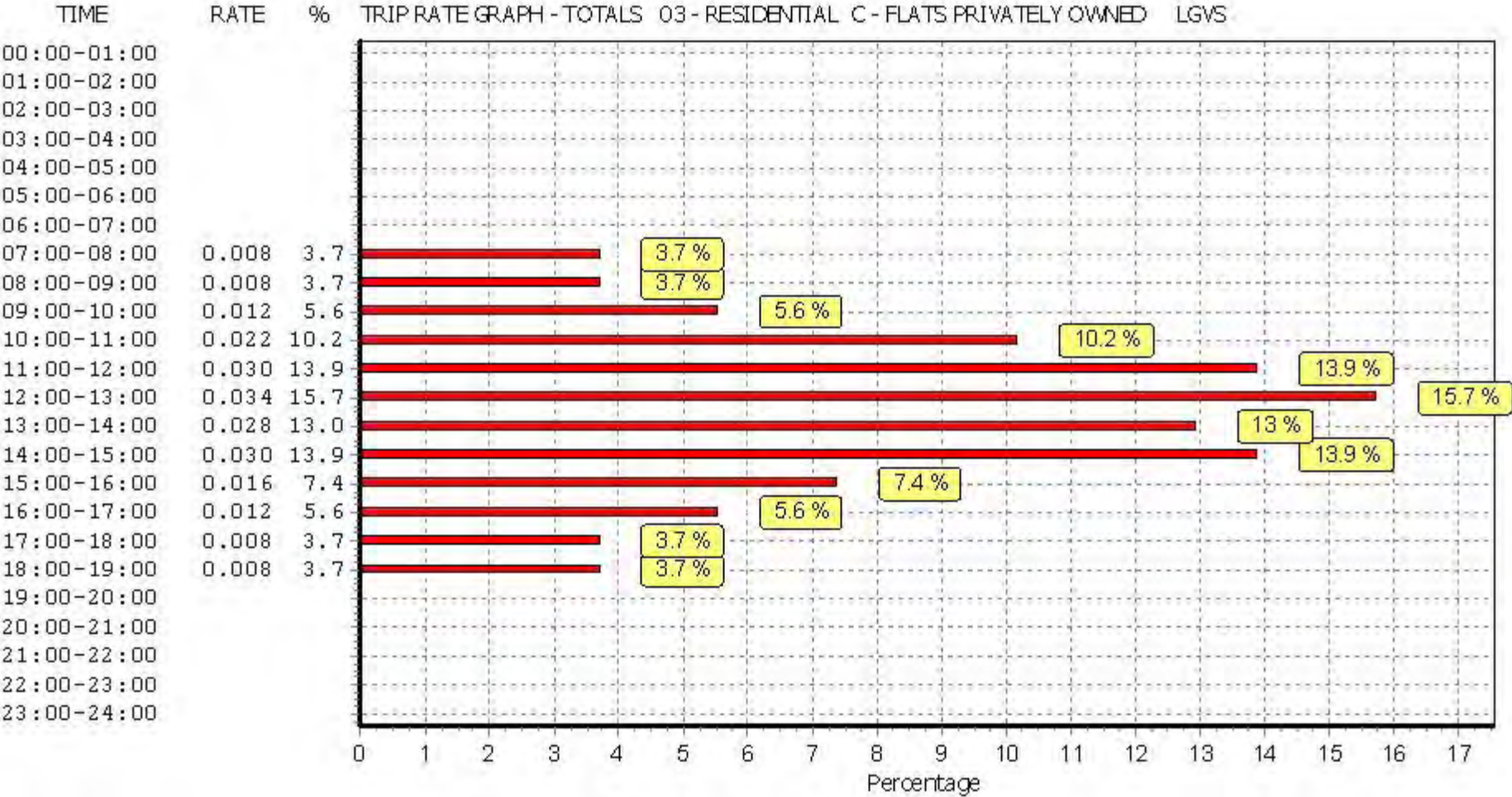
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MOTOR CYCLES
 Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
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06:00 - 07:00									
07:00 - 08:00	8	61	0.000	8	61	0.000	8	61	0.000
08:00 - 09:00	8	61	0.000	8	61	0.000	8	61	0.000
09:00 - 10:00	8	61	0.000	8	61	0.000	8	61	0.000
10:00 - 11:00	8	61	0.000	8	61	0.000	8	61	0.000
11:00 - 12:00	8	61	0.000	8	61	0.000	8	61	0.000
12:00 - 13:00	8	61	0.002	8	61	0.000	8	61	0.002
13:00 - 14:00	8	61	0.000	8	61	0.002	8	61	0.002
14:00 - 15:00	8	61	0.000	8	61	0.000	8	61	0.000
15:00 - 16:00	8	61	0.000	8	61	0.000	8	61	0.000
16:00 - 17:00	8	61	0.000	8	61	0.000	8	61	0.000
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19:00 - 20:00									
20:00 - 21:00									
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Total Rates:			0.002			0.002			0.004

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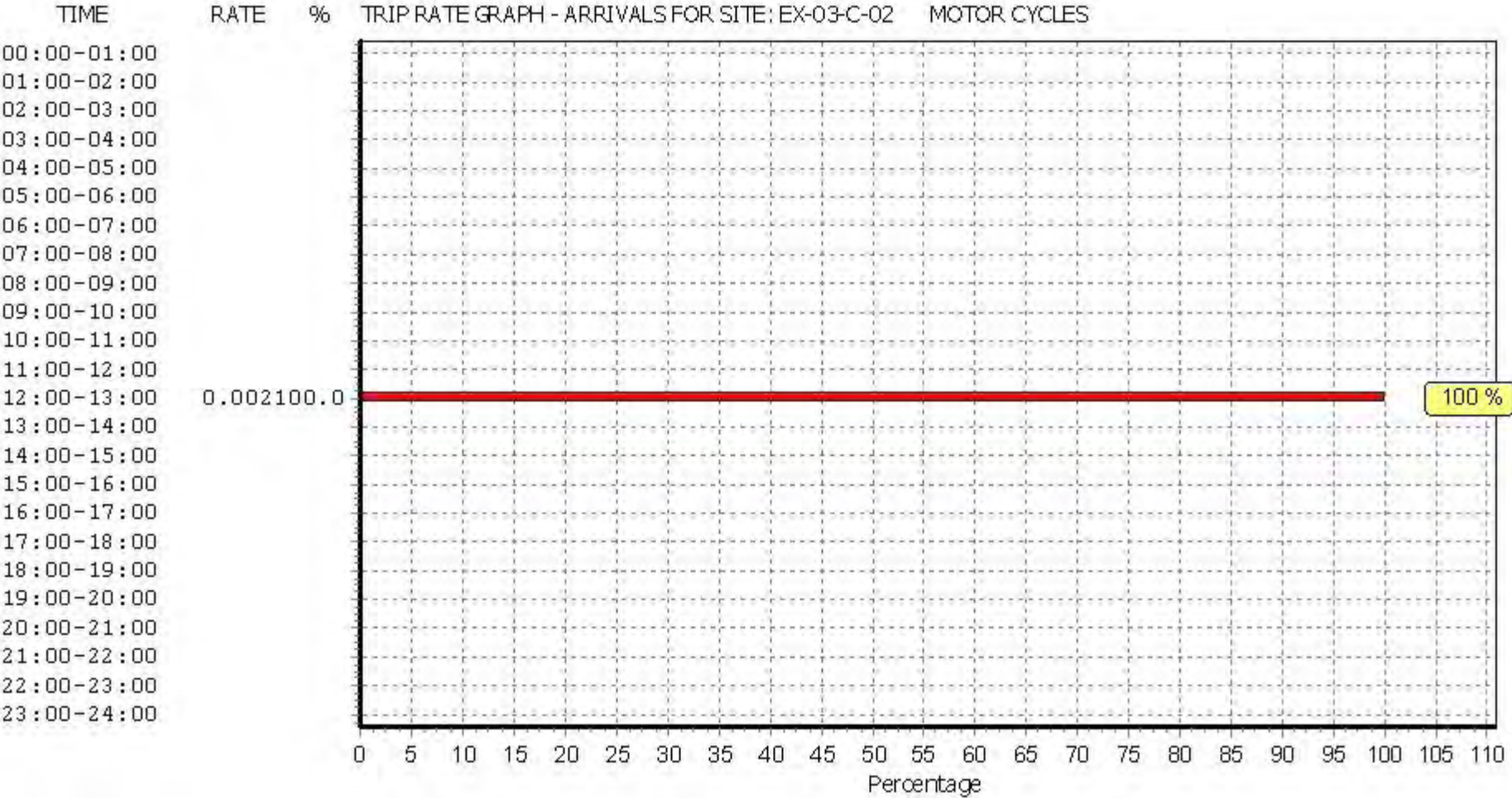
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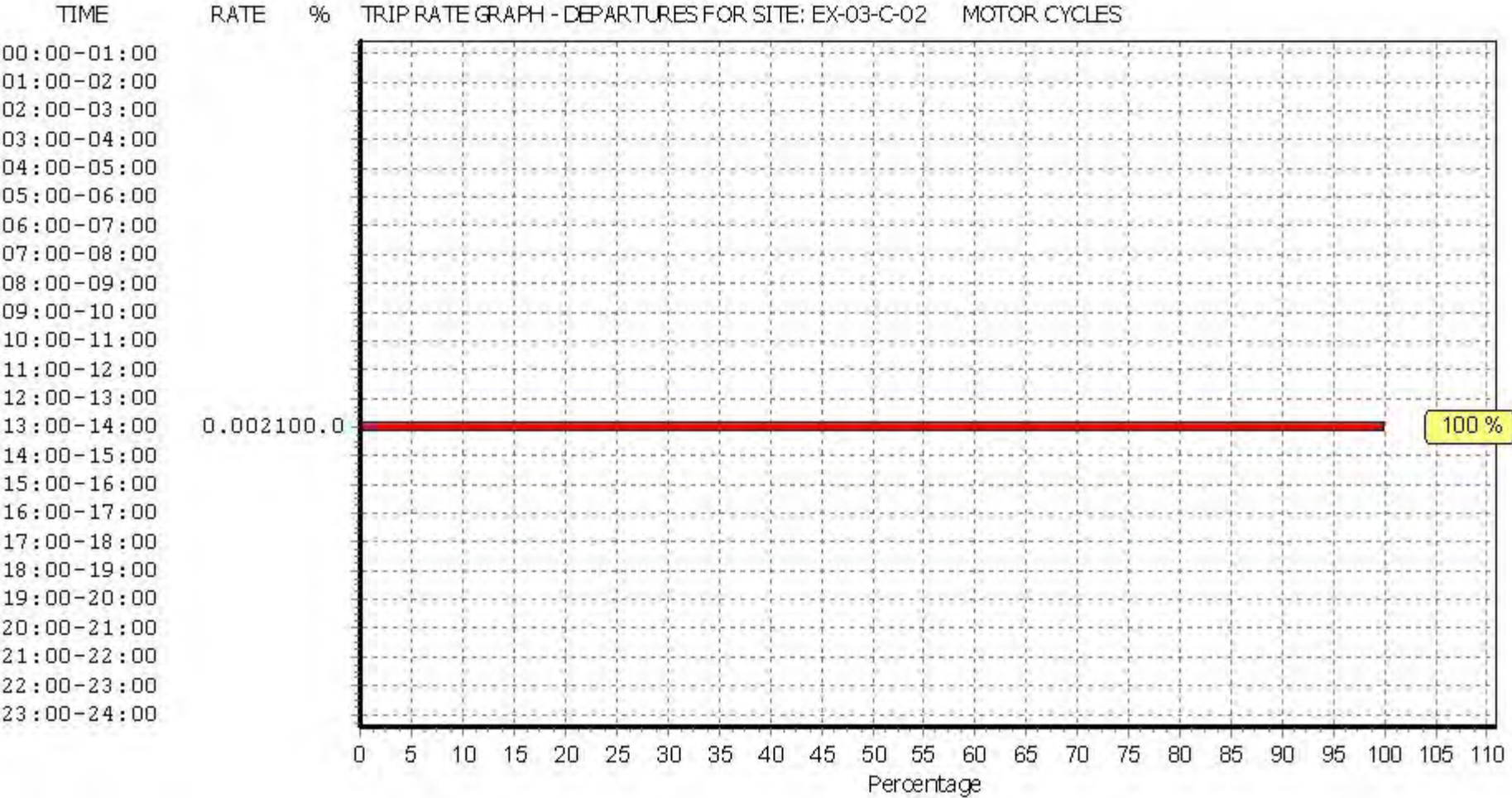
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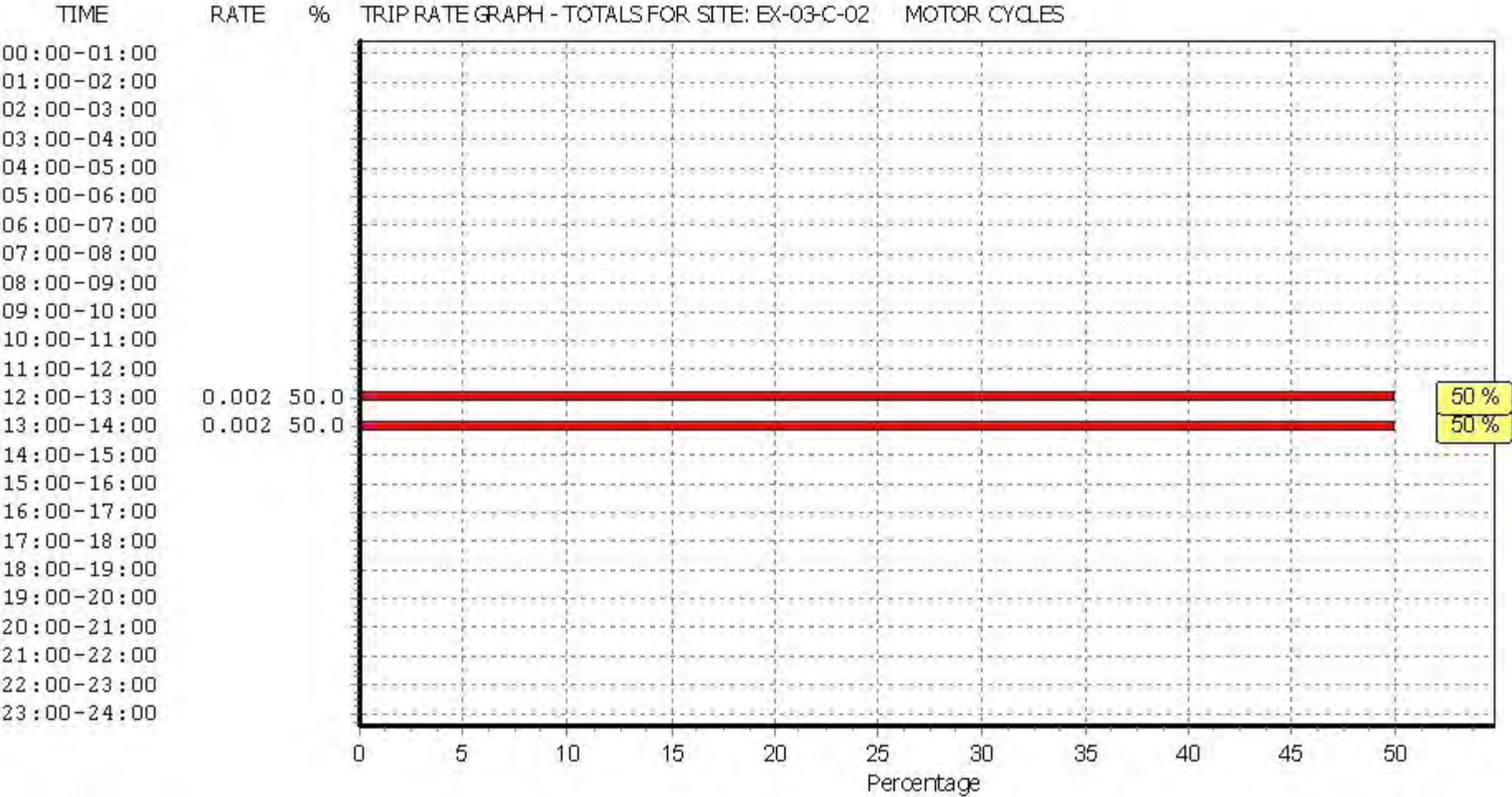
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E enquiries@i-transport.co.uk

W www.i-transport.co.uk

Grove House, Lutyens Close
Chineham Court, Basingstoke
Hampshire RG24 8AG

T 01256 338 640

F 01256 338 644

Centurion House
129 Deansgate
Manchester M3 3WR

T 0161 830 2172

F 0161 830 2173

85 Gresham Street
London
EC2V 7NQ

T 020 3705 9215

Park House
Park Square West
Leeds LS1 2PW

T 0113 357 1360

F 0113 357 1361