



TRANSPORT STATEMENT

Southampton Street, Reading

Prepared for: Vogue Assets Limited, C/O MacNiven Quays Limited
Issue 8: 13 June 2018
Ref: TR8170374/MB/DW/011

Document History

Issue	Date	Description	Prepared By	Checked By
1	15 Jun 17	First Issue	M Brain	J Birch
2	16 Jun 17	Amended to Clients Comments	M Brain	J Birch
3	16 Jun 17	Amended to Clients Comments	M Brain	J Birch
4	16 Nov 17	Amended to Revised Scheme	M Brain	J Birch
5	22 Nov 17	Amended to Clients Comment	M Brain	J Birch
6	7 Jun 18	Amended to Revised Scheme	M Brain	J Birch
7	8 Jun 18	Amended to Clients Comments	M Brain	J Birch
8	13 Jun 18	Amended Drawings	M Brain	J Birch

Glanville

Glanville Consultants is a multi-disciplinary engineering, design and surveying consultancy with the following expertise:

- Structural Engineering
- Civil Engineering
- Transport & Highways
- Geomatics (Land Surveying)
- Building Surveying
- CDM Consultants

For further advice contact:

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Offices also at:

3 Grovelands Business Centre
Boundary Way
Hemel Hempstead
Hertfordshire HP2 7TE

Telephone: 01235 515550
Fax: 01235 817799

Telephone: 01442 835999
Fax: 01442 258924

postbox@glanvillegroup.com
www.glanvillegroup.com

© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0	Introduction	1
2.0	Proposed Development	2
3.0	Trip Generation	4
4.0	Sustainability	6
5.0	Summary & Conclusion	8

Appendices

- Appendix A: Site Location Plan
- Appendix B: Proposed Site Layout
- Appendix C: Highways Pre-application Advice
- Appendix D: TRICS Output
- Appendix E: Cycle Map

1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Vogue Assets Limited, C/O MacNiven Quays Limited to accompany a detailed planning application for the redevelopment of an existing former public house (The Red Lion) and the adjoining property (No. 38 Southampton Street) to provide 11 No. residential dwellings, with associated landscaping and amenity space. The site is located on Southampton Street in Reading.
- 1.2 Due to the relatively small scale and nature of the proposal, it is appropriate for the application to be accompanied by a Transport Statement rather than a full Transport Assessment.
- 1.3 This report therefore describes the existing use of the site and scale of the proposed development. Matters pertaining to cycle parking, trip generation, servicing, and the accessibility of the site by means other than the private car are also given consideration.
- 1.4 This Transport Statement is prepared in accordance with Central Government policies set out in the *National Planning Policy Framework* (NPPF) (March 2012) and in line with guidance provided by the *National Planning Policy Guidance* (NPPG) *Travel Plans, Transport Assessments and Statements* (March 2014).

Existing Site

- 1.5 The development site is located on Southampton Street (A327) in Reading within Zone 2, the primary core area but on the periphery of Zone 1, the central core area. A plan showing the site's location is provided in Appendix A.
- 1.6 The site is bounded to the east by Southampton Street and all other sides by existing residential and employment development.
- 1.7 The site is currently occupied by a disused public house 'The Red Lion' and the adjoining 2 bed house (No. 38 Southampton Street). The site does not have a vehicular access or associated off-street car parking. The site has pedestrian access onto the southwestern footway of Southampton Street.
- 1.8 In the vicinity of the site, Southampton Street is a one-way (south to north) three lane road which is subject to a 30mph speed limit and street lit. Double yellow lines prohibit parking at any time, and loading during the peak hours, on both sides of the road.
- 1.9 The roads surrounding the site are within a parking permit zone. As such parking is only permitted in marked bays for short-term parking, pay and display, and permit holders only. Parking is prevented in all other areas via double yellow lines.

2.0 Proposed Development

2.1 The development proposals comprise the redevelopment of 'The Red Lion' former public house and the adjoining house (No. 38 Southampton Street), to provide 11 No. residential dwellings, with associated landscaping and amenity space. The development schedule is as follows:

- 8 x One Bed Flat; and
- 3 x Two Bed Flat.

2.2 The proposed development will be car free.

2.3 The proposed site layout is provided in Appendix B.

Access Arrangements

2.4 The development will provide access for pedestrians and cyclists directly from the southwestern footway of Southampton Street, no vehicular access will be provided.

Emergency Access and Servicing

2.5 The development site directly fronts Southampton Street and therefore deliveries, refuse collection and emergency access will be undertaken from the kerbside as was for the sites former uses as a public house and a residence, and as it is for the other existing properties on this road.

Parking

2.6 The relevant parking standards are provided in *Reading Borough Local Development Framework Revised Parking Standards and Design Supplementary Planning Document Final Adopted 31st October 2011 (SPD)*.

Car Parking

2.7 The proposed development will be car free, it will not provide any car parking spaces on site and the future residents will not be eligible to apply for residents parking permits.

2.8 For a residential development, the car parking standards suggest that development in Zone 2 should provide 1 space per 1-2 bed flat. This equates to 11 car parking spaces for the proposed 11 flats. However, for the reasons outlined below it is considered appropriate that the development is car free.

2.9 The roads surrounding the development are all subject to parking controls, which restrict the parking to short stay, pay and display or residents permit holder only. The development is in a highly sustainable location close to Reading town centre with access to a wide range of shops, services, schools, employment opportunities etc. It is also located within easy walking distance of bus stops offering a wide range of frequent bus services and Reading railway station. The provision of a car free development in this location will therefore not affect existing resident's ability to park or be detrimental to road safety and is therefore considered acceptable on transport grounds.

- 2.10 This matter is understood by Reading Borough Council when it provided pre-application advice for a similar scale of development at 'The Red Lion' (see Appendix C) which states:

"If the development does come forward without the provision of on-site parking, the applicant should be advised that the parking conditions and informative would be applied to prevent any further occupants of the new flats from obtaining a residents parking permit". And, "Given that the site is located within walking distance of the town centre where there are extensive parking controls preventing on-street parking it is unlikely that there would be a transport objection if a full application was submitted."

- 2.11 It is therefore considered that it is appropriate that the development is car free.

Cycle Parking

- 2.12 The parking SPD suggests that 1-2 bed flats should provide 0.5 spaces per unit. The development provides six covered cycle parking spaces located in the communal garden and private amenity areas.

3.0 Trip Generation

- 3.1 The development site currently comprises a public house and a 2 bed house, as such it already has an existing trip generation potential. The proposals will replace the existing use with a car free development for 11 new flats. The net trip generation of the redevelopment will therefore be the trip generation of the new flats minus the existing trip generation potential of the existing uses. However, to provide a robust assessment the following calculations consider only those trips generated by the new flats without subtracting those generated by the existing uses.
- 3.2 The TRICS database is the UK's national system of trip generation analysis. To determine appropriate person trip rates the TRICS database was interrogated using the following criteria:
- 03 – Residential;
 - C – Flats Privately Owned;
 - Multi Modal Trip Rate;
 - Regions - All in England Except Greater London;
 - Weekday Only; and
 - Edge of Town and Suburban Area Excluded.
- 3.3 The full TRICS report is provided in Appendix D and the average person trip rates are summarised in the table below.

Table 1: Person Trip Rates

Period	Person Trip Rates (per Flat)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.080	0.396	0.476
PM Peak (17:00 to 18:00)	0.469	0.209	0.678
Daily (07:00 to 19:00)	2.588	2.573	5.161

- 3.4 Using the trip rates in the table above, it is estimated that the 11 new flats will generate the number of person trips shown in the table below.

Table 2: Person Trip Generation – 11 Flats

Period	Trip Generation (Person)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1	4	5
PM Peak (17:00 to 18:00)	5	2	7
Daily (07:00 to 19:00)	28	28	56

- 3.5 The 2011 Census method of travel to work dataset QS701EW for the Lower Super Output Area LSOA in which the site is located, *E01016378: Reading 011D*, shows that a car free development in this location would be expected to have the modal split shown in Table 3.

Table 3: Modal Split

Mode	Share
Train	27%
Bus, minibus or coach	15%
Taxi	1%
Bicycle	7%
On foot	50%

- 3.6 Based on the modal split in Table 3 the development would be expected to have the following multi modal trip generation. It is noted that modes predicted to generate zero trips per hour have been omitted from the table.

Table 4: Multimodal Trip Generation – 11 Flats

Time Range	Trip Generation		
	In	Out	2-Way
	Train		
AM Peak (08:00 to 09:00)	0	1	1
PM Peak (17:00 to 18:00)	1	1	2
Daily (07:00 to 19:00)	8	8	16
	Bus, Minibus or Coach		
AM Peak (08:00 to 09:00)	0	1	1
PM Peak (17:00 to 18:00)	1	0	1
Daily (07:00 to 19:00)	4	4	8
	On Foot		
AM Peak (08:00 to 09:00)	0	2	2
PM Peak (17:00 to 18:00)	3	1	4
Daily (07:00 to 19:00)	14	14	28

- 3.7 It is evident from the assessment above that the proposed new flats will result in only a very modest level of trip generation for all modes during the peak hours and less over the course of the day. The existing walking, cycling and public transport infrastructure would therefore easily accommodate the predicted trip generation of the proposals.
- 3.8 In line with the commentary in paragraph 3.1, as the development is replacing an existing consented use and therefore the net trip generation of the development proposals will actually be lower than that stated above.

4.0 Sustainability

- 4.1 This section of the Transport Statement considers the accessibility of the site by more sustainable modes of transport.

Walking and Cycling

- 4.2 It is generally considered that up to 2km is a reasonable distance to walk to nearby facilities and amenities and 5km is a reasonable cycling distance. This distance is illustrative and approximate, will vary by individual depending on their own personal mobility and fitness, and will be influenced by their perception and prejudices towards such factors as local topography, their attitude towards particular travel modes and the cost and time of a journey.
- 4.3 The whole of Reading town centre is within 1km walking distance from the site. As such, a wide range of schools, employment opportunities, healthcare facilities, shops, supermarkets, pubs and restaurants are all within walking distance of the site.
- 4.4 The development site is located within an existing residential area, which provides a well-developed pedestrian environment including direct routes to the town centre.

Cycling

- 4.5 The Reading cycle routes network map included in Appendix E shows that Southampton Street as it runs past the site is located on a cycle 'linking route' which is formed by a shared use footway in the eastern side of the road. This linking route ties in with the cycle routes surrounding the site ensuring that the site is accessible by cycle.

Bus Services

- 4.6 The development site is located a 600m walk from the heart of Reading town centre and as such it benefits from access to over 30 bus routes many of which are frequent to a range of destinations within Reading and the surrounding areas. The development site is therefore highly accessible by bus.

Rail Services

- 4.7 The site is located a 1km walking distance from Reading rail station which provides 344 secure cycle parking spaces protected by CCTV. The off peak rail service and frequency information is provided in Table 5.

Table 5: Rail Services and Frequencies

Destination	Trains per Hour
Basingstoke	2
Bedwyn	1
Bournemouth	1
Bristol Temple Meads	1
Cheltenham Spa	1
Ealing Broadway	4
Gatwick Airport via Guildford	1
Great Malvern	1
London Paddington	9
London Waterloo	2
Moreton-in-Marsh	1
Newbury	1
Newcastle via Doncaster	1
Oxford	2
Penzance	1
Redhill	1
Southampton Central	1
Swansea	2
Weston-super-Mare	1

- 4.8 Given the above, it is considered that the site is in a highly sustainable location capable of supporting a car free development of the scale and nature proposed.

5.0 Summary & Conclusion

- 5.1 This report has been prepared to accompany a detailed planning application for the redevelopment of an existing former public house (The Red Lion) and the adjoining property (No. 38 Southampton Street) to provide 11 No. residential dwellings, with associated landscaping and amenity space. The site is located on Southampton Street in Reading. The main findings of the report are summarised below.
- The development will be car free; it will provide no on-site car parking and the future residents will not be eligible to apply for permits to park on the local roads.
 - Six secure covered cycle parking spaces will be provided in compliance with the prevailing local standard.
 - Refuse collection, deliveries and emergency access will be undertaken from the kerbside as it is for the existing properties on Southampton Street.
 - The proposed new flats will result in only a very modest level of trip generation for all modes during the peak hours and less over the course of the day. The existing walking, cycling and public transport infrastructure would therefore easily accommodate the predicted trip generation of the proposals.
 - The site is in a highly sustainable location with a wide range of facilities, amenities and public transport links are all within walking distance of the site.
- 5.2 It is concluded that the proposed development is in accordance with the *National Planning Policy Framework*, which is in favour of sustainable development and advises that ‘*development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe*’. In light of the evidence presented in this report, it is considered that the development’s transport impacts cannot be regarded as severe. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendices

Appendix A
Site Location Plan



Existing Site Plan

1 : 200

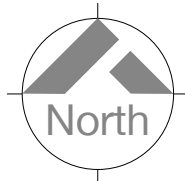
Notes

This drawing may be scaled for the purposes of Planning Applications, Land Registry and for Legal plans where the scale bar is used, and where it verifies that the drawing is an original or an accurate copy. It may not be scaled for construction purposes. Always refer to figured dimensions. All dimensions are to be checked on site. Discrepancies and/or ambiguities between this drawing and information given elsewhere must be reported immediately to this office for clarification before proceeding. All drawings are to be read in conjunction with the specification and all works to be carried out in accordance with latest British Standards / Codes of Practice.



C	17/11/17	IS	No. 38 added to scheme	NM
B	17/07/14	KW	Boundary Line	NM
A	17/07/12	KW	Block plan added	NM

Rev	Date	Init	Notes	Chkd
-----	------	------	-------	------



North

Client

Sats Ahluwalia

Drawing Originator



AWW inspired environments

London - 106 Weston Street, London, SE1 3QB 020 7160 6000
Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
Plymouth - East Quay House, Plymouth, PL4 0HN 01752 261 282

RIBA Chartered Practice www.aww-uk.com

Project Title

Red Lion

34-38 Southampton Street

Drawing Title

Existing Site Plan

Scale	Sheet	Drawn	Checked	Date
1 : 200	A3	KW	NM	09/17/16

Status	Project No.	
PLANNING	3717	
Drawing Reference	Drawing No.	Revision
BAR-AWW-A-DWG	200	C

Appendix B
Proposed Site Layout



Rev.	Item	date

PROJECT Residential Development at Red Lion 34-38 Southampton Street Reading RG1 2QL
DRAWING SITE PLAN - AS PROPOSED

CLIENT MacNiven Quays
SCALE 1:200 @ A3
DATE 01.05.2018
REV.

Appendix C
Highways Pre-application Advice

Memo

To: Daniel Murkin
From: Transport Development Control
Date: 5 December 2016
Re: Consultation on Planning Application

Application Number: 162081

Application Type: Pre Application Enquiry

Address: Red Lion Ph 34 Southampton Street Reading RG1 2QL

Proposal: Redevelop existing public house into 10no. residential units (9x1 bed and 1x2 bed flats) with mansard roof storey addition and two storey addition to existing rear extension.

This pre-application enquiry is for the redevelopment of the existing public house into 10no. residential units.

The site is located within the Zone 2, the primary core area but on the periphery of Zone 1, the central core area, which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs. In accordance with the adopted SPD, the development would be required to provide a parking provision of 1 space per flat.

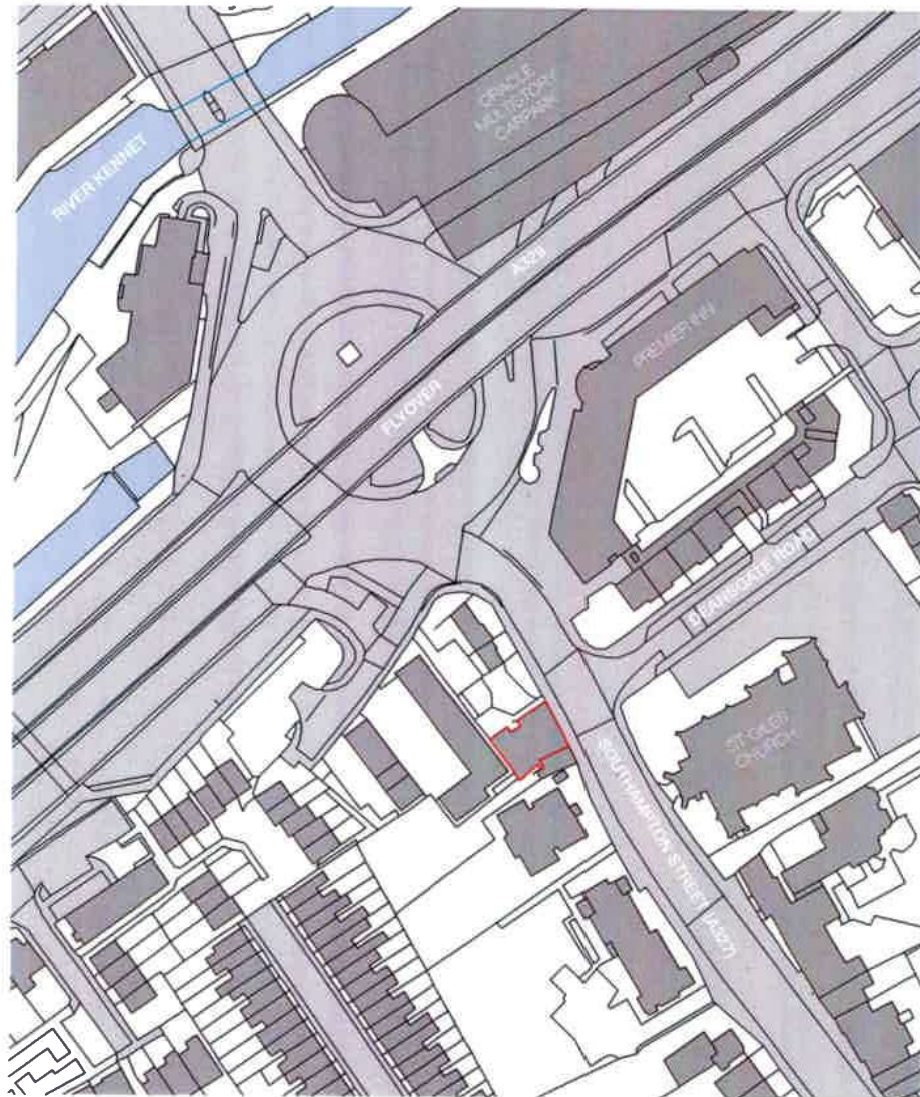
Southampton Street and the surrounding road network all have parking restrictions preventing on-street parking and there is currently no off-street parking associated with the pub. If the development does come forward without the provision of on-site parking, the applicant should be advised that the parking conditions and informative would be applied to prevent any future occupants of the new flats from obtaining a residents parking permit (including visitor parking permits) for the surrounding residential streets where parking is under considerable pressure.

In accordance with the Borough's Parking Standards and Design SPD, a minimum provision 0.5 cycle storage spaces should be provided per flat located in a conveniently located, lockable, covered store. Please refer to the Council's adopted Parking Standards and Design SPD Section 5 relating to cycle parking requirements.

Details of the bin storage and collection should also be submitted if a full application is submitted. Bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid the stationing of service vehicles on the carriageway for excessive periods.

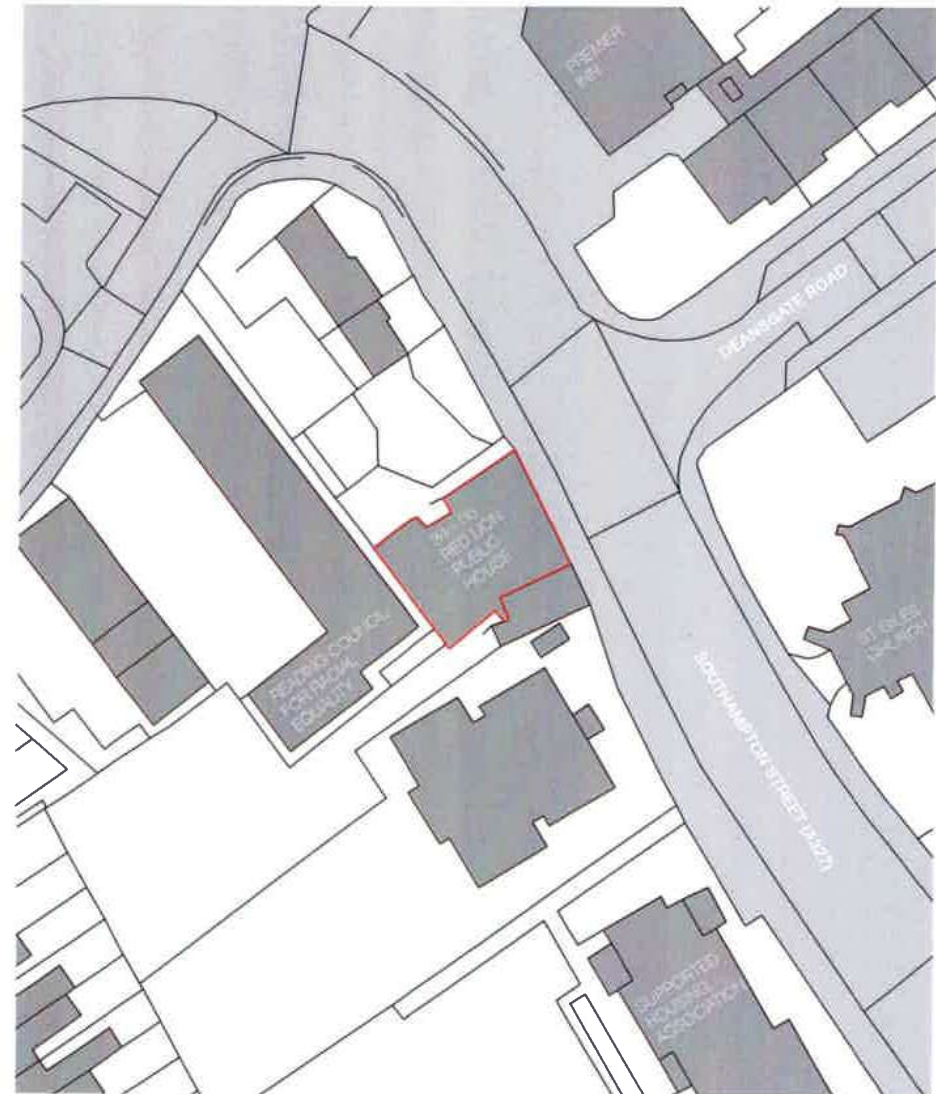
Given that the site is located within walking distance of the town centre where there are extensive parking controls preventing on-street parking, it is unlikely that would be a transport objection if a full application was submitted. However, the applicant should be aware that there would be significant transport implications constructing a new floor in this location. Any full application would be conditioned to ensure a Construction Method Statement is submitted and approved before any works commence on-site and any works

Existing Site



OS Map - Scale 1:1250 @A3

Site Location



OS Map - Scale 1:500 @A3

Appendix D
TRICS Output

Calculation Reference: AUDIT-225601-170612-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 154 (units:)
 Range Selected by User: 6 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 18/12/14

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

Selected survey days:

Tuesday	2 days
Thursday	4 days
Friday	1 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:

Town Centre	3
Edge of Town Centre	4

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	2
Built-Up Zone	5

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

Secondary Filtering selection:

Use Class:

C3

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®.

Population within 1 mile:

10,001 to 15,000

1 days

15,001 to 20,000

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

2 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

500,001 or More

2 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

5 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

7 days

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

PTAL Rating:

No PTAL Present

7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET	BLOCK OF FLATS	CUMBRIA
	CARLISLE Town Centre Built-Up Zone		
	Total Number of dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
2	EX-03-C-01 WESTCLIFF PARADE	FLATS	ESSEX
	WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
3	EX-03-C-02 WESTCLIFF PARADE	BLOCK OF FLATS	ESSEX
	WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone		
	Total Number of dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
4	GM-03-C-02 WHITWORTH STREET W.	BLOCK OF FLATS	GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone		
	Total Number of dwellings:	154	
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL
5	GM-03-C-03 FAIRFIELD STREET	BLOCK OF FLATS	GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone		
	Total Number of dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
6	NF-03-C-01 PAGE STAIR LANE	BLOCKS OF FLATS	NORFOLK
	KING'S LYNN Edge of Town Centre Built-Up Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
7	SF-03-C-01 STATION HILL	BLOCKS OF FLATS	SUFFOLK
	BURY ST EDMUNDS Edge of Town Centre Built-Up Zone		
	Total Number of dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.036	7	64	0.071	7	64	0.107
08:00 - 09:00	7	64	0.044	7	64	0.102	7	64	0.146
09:00 - 10:00	7	64	0.053	7	64	0.060	7	64	0.113
10:00 - 11:00	7	64	0.078	7	64	0.098	7	64	0.176
11:00 - 12:00	7	64	0.080	7	64	0.067	7	64	0.147
12:00 - 13:00	7	64	0.093	7	64	0.073	7	64	0.166
13:00 - 14:00	7	64	0.093	7	64	0.107	7	64	0.200
14:00 - 15:00	7	64	0.073	7	64	0.080	7	64	0.153
15:00 - 16:00	7	64	0.053	7	64	0.056	7	64	0.109
16:00 - 17:00	7	64	0.096	7	64	0.056	7	64	0.152
17:00 - 18:00	7	64	0.113	7	64	0.076	7	64	0.189
18:00 - 19:00	7	64	0.087	7	64	0.056	7	64	0.143
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.899			0.902			1.801

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.002	7	64	0.002	7	64	0.004
08:00 - 09:00	7	64	0.000	7	64	0.002	7	64	0.002
09:00 - 10:00	7	64	0.000	7	64	0.000	7	64	0.000
10:00 - 11:00	7	64	0.002	7	64	0.002	7	64	0.004
11:00 - 12:00	7	64	0.007	7	64	0.007	7	64	0.014
12:00 - 13:00	7	64	0.004	7	64	0.004	7	64	0.008
13:00 - 14:00	7	64	0.004	7	64	0.004	7	64	0.008
14:00 - 15:00	7	64	0.000	7	64	0.000	7	64	0.000
15:00 - 16:00	7	64	0.000	7	64	0.000	7	64	0.000
16:00 - 17:00	7	64	0.004	7	64	0.002	7	64	0.006
17:00 - 18:00	7	64	0.004	7	64	0.002	7	64	0.006
18:00 - 19:00	7	64	0.002	7	64	0.002	7	64	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.027			0.056

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.000	7	64	0.000	7	64	0.000
08:00 - 09:00	7	64	0.000	7	64	0.000	7	64	0.000
09:00 - 10:00	7	64	0.000	7	64	0.000	7	64	0.000
10:00 - 11:00	7	64	0.000	7	64	0.000	7	64	0.000
11:00 - 12:00	7	64	0.000	7	64	0.000	7	64	0.000
12:00 - 13:00	7	64	0.002	7	64	0.002	7	64	0.004
13:00 - 14:00	7	64	0.002	7	64	0.002	7	64	0.004
14:00 - 15:00	7	64	0.000	7	64	0.000	7	64	0.000
15:00 - 16:00	7	64	0.000	7	64	0.000	7	64	0.000
16:00 - 17:00	7	64	0.000	7	64	0.000	7	64	0.000
17:00 - 18:00	7	64	0.000	7	64	0.000	7	64	0.000
18:00 - 19:00	7	64	0.000	7	64	0.000	7	64	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL 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	7	64	0.000	7	64	0.000	7	64	0.000
08:00 - 09:00	7	64	0.000	7	64	0.000	7	64	0.000
09:00 - 10:00	7	64	0.000	7	64	0.000	7	64	0.000
10:00 - 11:00	7	64	0.000	7	64	0.000	7	64	0.000
11:00 - 12:00	7	64	0.000	7	64	0.000	7	64	0.000
12:00 - 13:00	7	64	0.000	7	64	0.000	7	64	0.000
13:00 - 14:00	7	64	0.000	7	64	0.000	7	64	0.000
14:00 - 15:00	7	64	0.000	7	64	0.000	7	64	0.000
15:00 - 16:00	7	64	0.000	7	64	0.000	7	64	0.000
16:00 - 17:00	7	64	0.000	7	64	0.000	7	64	0.000
17:00 - 18:00	7	64	0.000	7	64	0.000	7	64	0.000
18:00 - 19:00	7	64	0.000	7	64	0.000	7	64	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.

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.000	7	64	0.007	7	64	0.007
08:00 - 09:00	7	64	0.002	7	64	0.004	7	64	0.006
09:00 - 10:00	7	64	0.004	7	64	0.004	7	64	0.008
10:00 - 11:00	7	64	0.000	7	64	0.007	7	64	0.007
11:00 - 12:00	7	64	0.007	7	64	0.002	7	64	0.009
12:00 - 13:00	7	64	0.002	7	64	0.013	7	64	0.015
13:00 - 14:00	7	64	0.000	7	64	0.000	7	64	0.000
14:00 - 15:00	7	64	0.000	7	64	0.000	7	64	0.000
15:00 - 16:00	7	64	0.004	7	64	0.002	7	64	0.006
16:00 - 17:00	7	64	0.000	7	64	0.002	7	64	0.002
17:00 - 18:00	7	64	0.013	7	64	0.000	7	64	0.013
18:00 - 19:00	7	64	0.004	7	64	0.000	7	64	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.041			0.077

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

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

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.042	7	64	0.084	7	64	0.126
08:00 - 09:00	7	64	0.056	7	64	0.142	7	64	0.198
09:00 - 10:00	7	64	0.067	7	64	0.080	7	64	0.147
10:00 - 11:00	7	64	0.100	7	64	0.131	7	64	0.231
11:00 - 12:00	7	64	0.102	7	64	0.096	7	64	0.198
12:00 - 13:00	7	64	0.113	7	64	0.102	7	64	0.215
13:00 - 14:00	7	64	0.129	7	64	0.124	7	64	0.253
14:00 - 15:00	7	64	0.091	7	64	0.107	7	64	0.198
15:00 - 16:00	7	64	0.080	7	64	0.078	7	64	0.158
16:00 - 17:00	7	64	0.136	7	64	0.064	7	64	0.200
17:00 - 18:00	7	64	0.142	7	64	0.104	7	64	0.246
18:00 - 19:00	7	64	0.122	7	64	0.073	7	64	0.195
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.180			1.185			2.365	

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.009	7	64	0.031	7	64	0.040
08:00 - 09:00	7	64	0.016	7	64	0.153	7	64	0.169
09:00 - 10:00	7	64	0.029	7	64	0.118	7	64	0.147
10:00 - 11:00	7	64	0.053	7	64	0.062	7	64	0.115
11:00 - 12:00	7	64	0.080	7	64	0.076	7	64	0.156
12:00 - 13:00	7	64	0.104	7	64	0.107	7	64	0.211
13:00 - 14:00	7	64	0.102	7	64	0.076	7	64	0.178
14:00 - 15:00	7	64	0.102	7	64	0.058	7	64	0.160
15:00 - 16:00	7	64	0.073	7	64	0.091	7	64	0.164
16:00 - 17:00	7	64	0.167	7	64	0.144	7	64	0.311
17:00 - 18:00	7	64	0.198	7	64	0.098	7	64	0.296
18:00 - 19:00	7	64	0.124	7	64	0.022	7	64	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.057			1.036			2.093

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.000	7	64	0.024	7	64	0.024
08:00 - 09:00	7	64	0.002	7	64	0.042	7	64	0.044
09:00 - 10:00	7	64	0.004	7	64	0.022	7	64	0.026
10:00 - 11:00	7	64	0.002	7	64	0.009	7	64	0.011
11:00 - 12:00	7	64	0.007	7	64	0.007	7	64	0.014
12:00 - 13:00	7	64	0.013	7	64	0.020	7	64	0.033
13:00 - 14:00	7	64	0.004	7	64	0.004	7	64	0.008
14:00 - 15:00	7	64	0.007	7	64	0.002	7	64	0.009
15:00 - 16:00	7	64	0.033	7	64	0.009	7	64	0.042
16:00 - 17:00	7	64	0.042	7	64	0.009	7	64	0.051
17:00 - 18:00	7	64	0.033	7	64	0.002	7	64	0.035
18:00 - 19:00	7	64	0.009	7	64	0.000	7	64	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.150			0.306

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.000	7	64	0.027	7	64	0.027
08:00 - 09:00	7	64	0.004	7	64	0.053	7	64	0.057
09:00 - 10:00	7	64	0.000	7	64	0.016	7	64	0.016
10:00 - 11:00	7	64	0.002	7	64	0.007	7	64	0.009
11:00 - 12:00	7	64	0.002	7	64	0.009	7	64	0.011
12:00 - 13:00	7	64	0.004	7	64	0.016	7	64	0.020
13:00 - 14:00	7	64	0.002	7	64	0.011	7	64	0.013
14:00 - 15:00	7	64	0.007	7	64	0.002	7	64	0.009
15:00 - 16:00	7	64	0.009	7	64	0.000	7	64	0.009
16:00 - 17:00	7	64	0.020	7	64	0.011	7	64	0.031
17:00 - 18:00	7	64	0.082	7	64	0.004	7	64	0.086
18:00 - 19:00	7	64	0.024	7	64	0.000	7	64	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.156			0.312

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.000	7	64	0.000	7	64	0.000
08:00 - 09:00	7	64	0.000	7	64	0.000	7	64	0.000
09:00 - 10:00	7	64	0.000	7	64	0.000	7	64	0.000
10:00 - 11:00	7	64	0.000	7	64	0.000	7	64	0.000
11:00 - 12:00	7	64	0.000	7	64	0.000	7	64	0.000
12:00 - 13:00	7	64	0.000	7	64	0.000	7	64	0.000
13:00 - 14:00	7	64	0.000	7	64	0.000	7	64	0.000
14:00 - 15:00	7	64	0.000	7	64	0.000	7	64	0.000
15:00 - 16:00	7	64	0.000	7	64	0.000	7	64	0.000
16:00 - 17:00	7	64	0.000	7	64	0.000	7	64	0.000
17:00 - 18:00	7	64	0.000	7	64	0.000	7	64	0.000
18:00 - 19:00	7	64	0.000	7	64	0.000	7	64	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.

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.000	7	64	0.051	7	64	0.051
08:00 - 09:00	7	64	0.007	7	64	0.096	7	64	0.103
09:00 - 10:00	7	64	0.004	7	64	0.038	7	64	0.042
10:00 - 11:00	7	64	0.004	7	64	0.016	7	64	0.020
11:00 - 12:00	7	64	0.009	7	64	0.016	7	64	0.025
12:00 - 13:00	7	64	0.018	7	64	0.036	7	64	0.054
13:00 - 14:00	7	64	0.007	7	64	0.016	7	64	0.023
14:00 - 15:00	7	64	0.011	7	64	0.004	7	64	0.015
15:00 - 16:00	7	64	0.042	7	64	0.009	7	64	0.051
16:00 - 17:00	7	64	0.062	7	64	0.020	7	64	0.082
17:00 - 18:00	7	64	0.116	7	64	0.007	7	64	0.123
18:00 - 19:00	7	64	0.033	7	64	0.000	7	64	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.309			0.622

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.

Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	64	0.051	7	64	0.173	7	64	0.224
08:00 - 09:00	7	64	0.080	7	64	0.396	7	64	0.476
09:00 - 10:00	7	64	0.104	7	64	0.240	7	64	0.344
10:00 - 11:00	7	64	0.158	7	64	0.216	7	64	0.374
11:00 - 12:00	7	64	0.198	7	64	0.189	7	64	0.387
12:00 - 13:00	7	64	0.238	7	64	0.258	7	64	0.496
13:00 - 14:00	7	64	0.238	7	64	0.216	7	64	0.454
14:00 - 15:00	7	64	0.204	7	64	0.169	7	64	0.373
15:00 - 16:00	7	64	0.200	7	64	0.180	7	64	0.380
16:00 - 17:00	7	64	0.364	7	64	0.231	7	64	0.595
17:00 - 18:00	7	64	0.469	7	64	0.209	7	64	0.678
18:00 - 19:00	7	64	0.284	7	64	0.096	7	64	0.380
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.588			2.573			5.161

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.

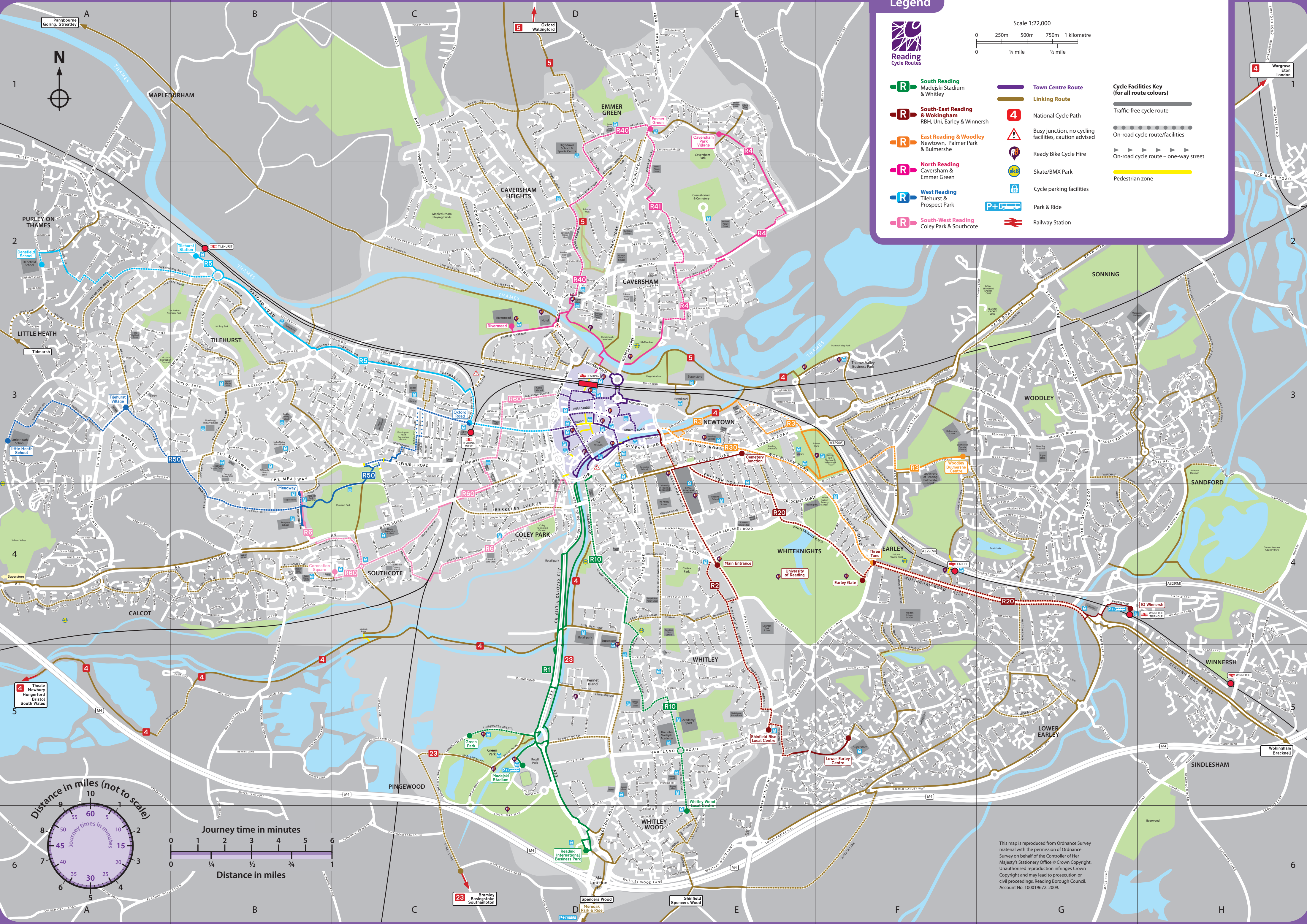
Parameter summary

Trip rate parameter range selected:	6 - 154 (units:)
Survey date range:	01/01/09 - 18/12/14
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

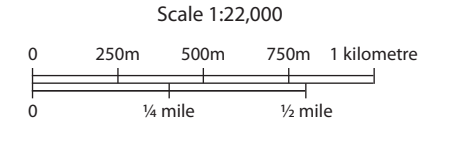
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix E

Cycle Map



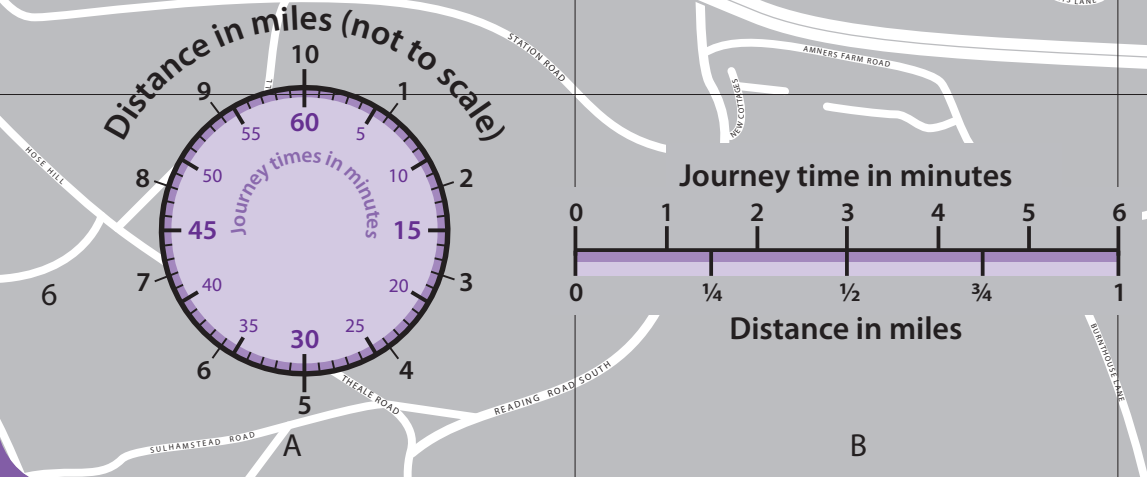
Legend



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



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Reading Borough Council. Account No. 100019672. 2009.



Cornerstone House, 62 Foxhall Road,
Didcot, Oxon OX11 7AD

Tel: (01235) 515550

Fax: (01235) 817799

Postbox@glanvillegroup.com

www.glanvillegroup.com

- Structural Engineering
- Civil Engineering
- Transport & Highways
- Geomatics (Land Surveying)
- Building Surveying
- CDM Consultants