

Land Adjacent to Tudor Court, RG30 2QS, Tilehurst

Transport Statement

On behalf of **Thames Valley Retirement Homes Ltd**

Project Ref: 40574/5501/TS002 | Rev: V2.0 | Date: March 2018



Document Control Sheet

Project Name: Land Adjacent Tudor Court, RG30 2QS, Tilehurst

Project Ref: 40574

Report Title: Transport Statement

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Date: March 2018

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
V1.0	March 2018	Draft for Client Submission	BH / SB	DT	PB
V2.0	March 2018	Final For Planning	BH	PB	PB
V3.0	March 2018	Final For Planning	SB	PB	PB

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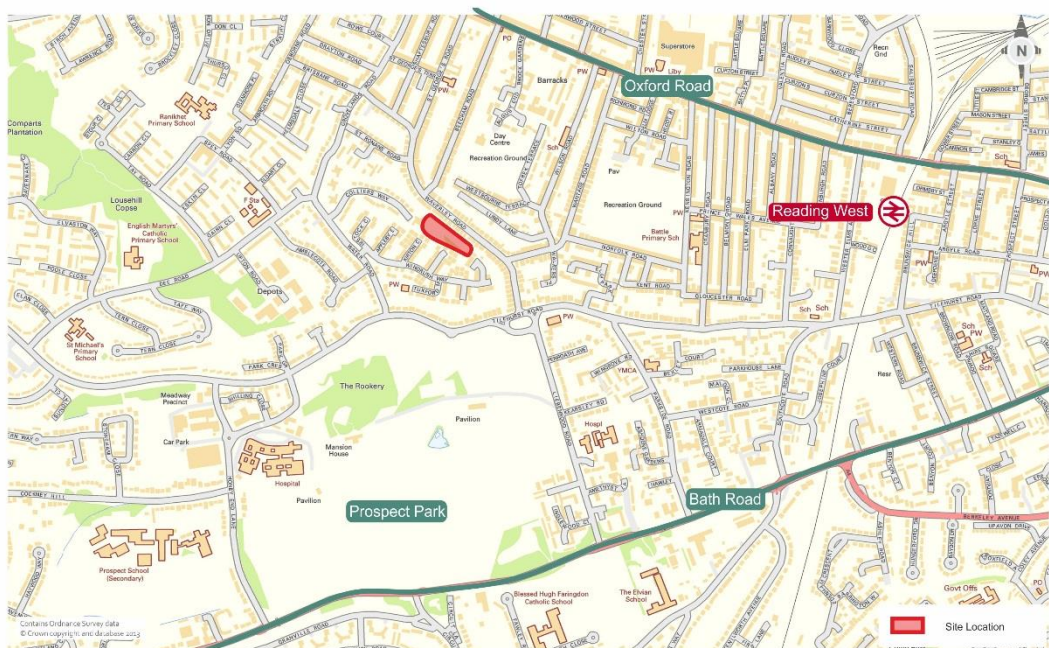
Appendix A	PBA Drawing 006B, 007B, 008B
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1 Introduction

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Thames Valley Retirement Homes Ltd to prepare a Transport Statement in support of an outline Planning Application for 14 residential apartments on land adjacent Tudor Court.
- 1.1.2 The existing site comprise of trees and scrub vegetation, amenity grassland and a pedestrian footway linking Colliers Way with Windrush Way. Residential homes surround the site with Tudor Court to the north-west of the site boundary.
- 1.1.3 The site is located adjacent to the Tudor Court at Colliers Way (RG30 2QS). The location of the site in context of the existing highway network is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan

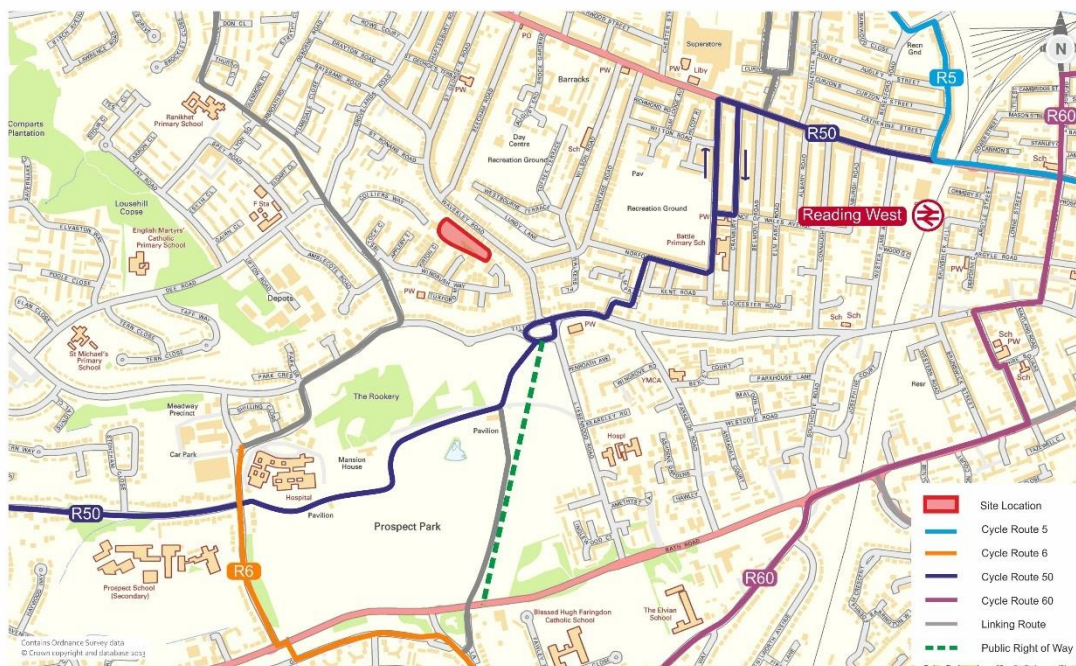


2 Existing Conditions

2.1 Walking and Cycling

- 2.1.1 This section sets out the walking and cycling opportunities related to the application site. Public rights of way (PROW) and local cycle routes are illustrated on **Figure 2.1**.

Figure 2.1: Walking and Cycling Opportunities



2.2 Rail Services

- 2.2.1 The nearest railway station is Reading West which is located approximately 1.5 miles away; a 30-minute walk or a 6-minute cycle.
- 2.2.2 A summary of the services to some key destination which can be accessed from Reading West is provided below in **Table 2-1**.

Table 2-1: Key Destinations from Reading West Station

Destination	Services per hour		Journey Time (mins)
	Peak	Off-Peak	
Reading	3	3	4
Basingstoke	2	2	22
Newbury	1	1	30

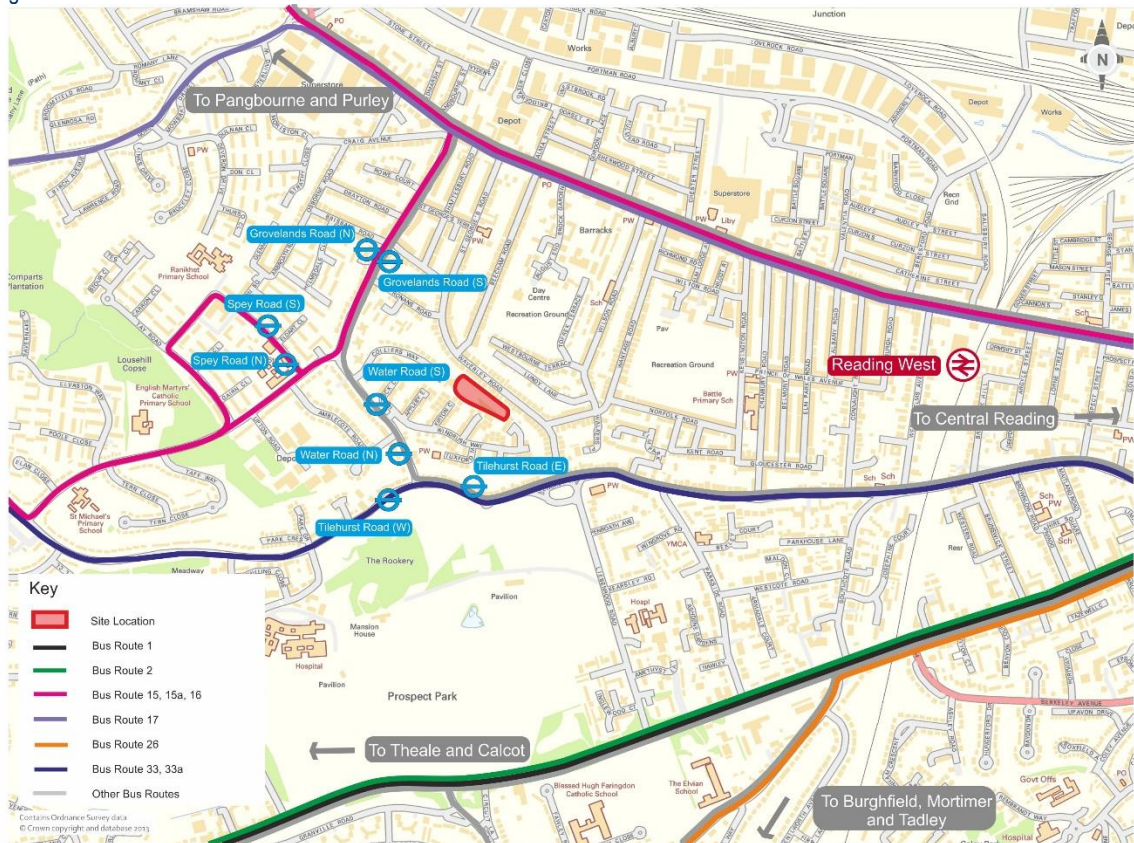
- 2.2.3 Reading station is a 4-minute train ride from Reading West and is situated on the Great Western Main Line, providing access to key destinations such as;

- London Paddington
- London Waterloo
- Newbury
- Swindon
- Oxford
- Basingstoke

2.3 Bus Services

2.3.1 The local bus routes in close proximity to the site are illustrated on **Figure 2-2**.

Figure 2.2: Local Bus Routes



2.3.2 There are three bus stops within 10 minutes' walk of the site, the service and frequency of the buses are provided below in **Table 2-2**.

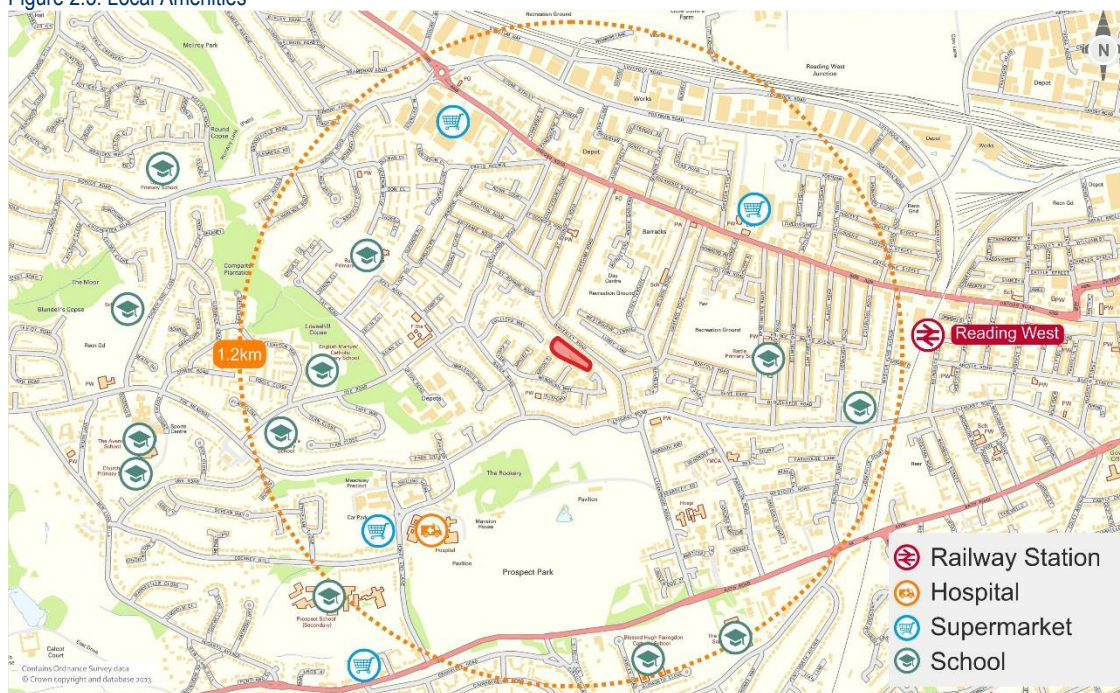
Table 2-2: Bus Services

Bus Stop	Service	Route Description	Service Details	
			Mon-Sat	Sun
Tilehurst Road	33	Turnhams Farm – Tilehurst Triangle – Central Reading	6 per hour	2 per hour
Dee Road Fire Station/Groveland Road	15/15a	Calcot IKEA – Tilehurst – Dee Park – Central Reading	4 per hour	2 per hour
Water Road	18	Rivermead Leisure Complex – Calcot Sainsbury's	4 per day	-

2.4 Local Amenities

2.4.1 Local amenities surrounding the site within 1.2km are illustrated on **Figure 2-3** below.

Figure 2.3: Local Amenities



2.4.2 Prospect Park Hospital is only 1km away from the site; a 12-minute walk or 4-minute cycle.

2.4.3 The closest supermarket is Asda which is 1.1km from the site; a 13-minute walk or a 5-minute cycle.

2.4.4 The local area consists of a number of nursery, primary and secondary schools within walking distance. Including academy's and catholic schools.

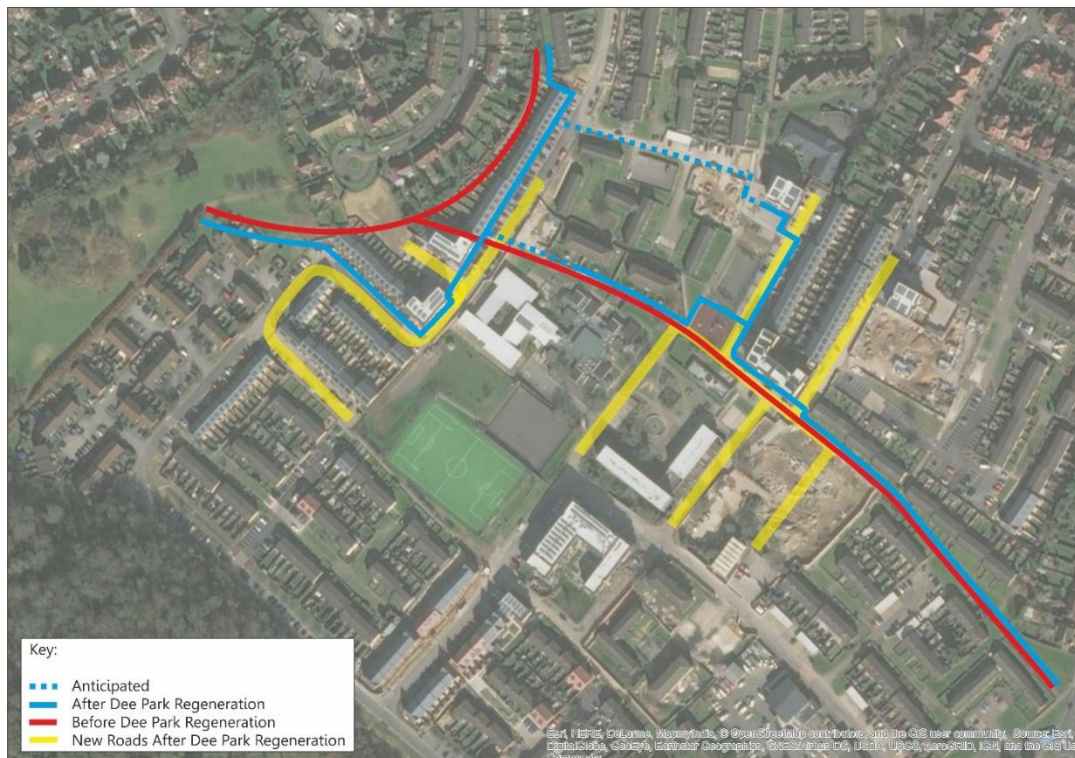
2.4.5 Prospect Secondary School is only 1.4km away from the site; an 18-minute walk or 6-minute cycle.

2.4.6 Wilson Primary School is only 1.0km away from the site; a 11-minute walk or 4-minute cycle.

2.5 Existing RBC Pedestrian & Cycle Design Options

- 2.5.1 To assess the proposed multi-modal access design, PBA have reviewed near-by estates to demonstrate multiple options for existing cross overs of the primary footway and cycle facilities which pass through these estate.
- 2.5.2 Analysis of the Dee Park Estate regeneration was undertaken by PBA to assess RBC consented pedestrian route diversions within the same ward to the development site. **Figure 3-1** demonstrates the pedestrian route prior to the regeneration, the anticipated new pedestrian route post regeneration, and the actual implemented pedestrian route post regeneration.

Figure 3-1: Dee Park Pedestrian Routes



- 2.5.3 **Figure 3-1** demonstrates Dee Park exhibited a direct pedestrian route through the estate. Post the regeneration of the site, this route has been heavily diverted in favour of creating new roads for the development site in agreement with RBC.
- 2.5.4 In the case of the application site at the land adjacent to Tudor Court, the proposed highway works do not alter the alignment and maintain the existing primary desire line and thus in no way does it seek to lessen the importance of the route.

Figure 3-2: Designated paths footway/cyclepaths severed by designated roads in Deveron Drive Estate



- 2.5.5 A more detailed assessment of the area within **Figure 3-2**, illustrates a number of occurrences within the Deveron Drive Estate where RBC have consented vehicle cross overs to sever existing footway and cycle facilities in favour of linking car parks within the estate.
- 2.5.6 **Table 3-2** demonstrates additional examples in the surrounding area where the presence of pedestrian and cyclists is denoted by a vehicle cross over and change of surface material.

Table 3-1: Examples of Designated Paths in the surrounding area

Designated Path Examples	
Don Close, Tilehurst, Reading	Strathy Close, Tilehurst, Reading
	

- 2.5.7 Through reviewing the surrounding area, it is clear that the extent of a number of the implemented cross overs are considerably larger than the width of that proposed as part of the development site.
- 2.5.8 Additionally, the reviewed estates exhibit a larger volume of residential units than of the development proposals. It is therefore expected that the level of vehicle traffic across the path of the consented schemes would be considerably greater than that of the vehicle cross over proposed at the application site.

3 Development Proposals

3.1 Development Proposals

- 3.1.1 The development proposals comprise of 14 residential apartments at land adjacent to Tudor Court with associated on-site parking and landscaping. The proposed site layout, prepared by JSA Architects is contained within **Appendix B**.

3.2 Proposed Access Arrangements

- 3.2.1 The development proposals seek to provide a multi-modal access point from Kirton Close, removing the existing residential unit at the end of the Close. Access to the existing driveways for the residential units in Kirton Close will be retained with no alterations to the existing turning head facility at the end of Kirton Close. The proposed highway works are illustrated within **PBA Drawing 40574/5501/007B** enclosed under **Appendix A**.

Vehicular Access

- 3.2.2 Vehicular access to the site will be undertaken via the proposed access point leading from Kirton Close measuring 7.5m. Exiting vehicles will benefit from the on-site turning head facility and egress via the same point as entrance.
- 3.2.3 The scheme is extremely flexible in terms of modification. As can be seen by **PBA Drawing 40574/5501/008B**, there are multiple options that could be considered.
- Option 1 Designated Path
 - Option 2 Designated Road
 - Option 3 Table Top
 - Option 4 Road Narrowing
- 3.2.4 The above offers multiple options, but all within the context of schemes already consented and implemented by RBC, where the need to consider a vehicle crossing the footway/cycleway was not deemed to affect the priority of the footpath/cycleway users and the mix of users was not deemed to be unsafe. The proposed crossing is substantially of less width than others locally and which would likely support higher crossing flows.
- 3.2.5 Given these arrangements have been approved and implemented, and are deemed not detrimental to the safety of pedestrians or cyclists, then the scheme proposed Option 1 as part of the development, allowing an access way across the path serving up to 18 spaces has less conflicts and is of a smaller scale from other as built opportunities nearby.

Servicing, Delivery and Emergency Vehicle Access

- 3.2.6 The turning head provided within the site has been designed to accommodate a 10.2m Refuse Vehicle and 10.0m Rigid Vehicle to enter and exit the proposed development in forward gear. This is shown on **PBA Drawing 40574/5501/006B** enclosed under **Appendix A**.
- 3.2.7 **PBA Drawing 40574/5501/006B** enclosed under **Appendix A** shows the swept path analysis of a fire tender, the proposed turning head will allow the fire tender within 45m of every residential home.

Pedestrian & Cycle Access

- 3.2.8 As set out in the Vehicular Access section, to retain the existing pedestrian footway link that runs along the southern border of the site boundary, a surface treatment to the existing footway that crosses the site access is proposed to create a vehicular cross over.
- 3.2.9 This design seeks to minimise the conflict between pedestrians, cyclists and vehicles by highlighting to all users that there is a change in environment and type of user at this point. This in turn does not assign priority to either user and seeks to create a safe environment for vehicles to enter the site whilst retaining the existing pedestrian route.

3.3 Vehicle and Cycle Parking

Vehicle Parking Provision

- 3.3.1 The application site seeks to provide on-site 18 car parking spaces which can be accessed by the proposed vehicular access point from Kirton Close. A breakdown of the allocation of parking spaces is confirmed in **Table 3-1**.

Table 3-1: Proposed Car Parking Provision

Type	Number of Spaces
Resident Car Parking	14
Visitor Car Parking	4
Total	18

- 3.3.2 The proposed development seeks to provide 14 resident parking spaces, equating to a 1.0 parking space per unit parking ratio. An additional 4 visitor parking spaces will be provided, this is based on additional 20% parking provision site wide which is double RBC's current standards for flats only at 1 per 10 units. If required, 1 visitor parking space could be modified to provide an on-site disabled parking space.
- 3.3.3 However, it should be noted that PBA have reviewed the 2011 Census Data to gain an understanding of the level of car or van availability for flat, maisonette or apartment style dwellings. For this assessment, the whole of Reading Borough was assessed. The findings are demonstrated in **Table 3-2**.

Table 3-2: Census Data Summary (Ref: DC4415EWla - Accommodation type by car or van availability by number of usual residents aged 17 or over in household)

Dwelling Type	No Cars or Vans	1 Car or Van	2 or more Cars or Vans	All Categories Total
Flat, maisonette or Apartments	9,022 (46%)	8,735 (45%)	1,815 (9%)	19,572

- 3.3.4 **Table 3-2** confirms that 46% of people living within the Reading Borough in flats, maisonette or apartment style accommodation do not own a car and 45% own 1 car. Given this, it can be assumed that the majority of future residents will either not own a car or will own a maximum of 1 car, as such only requiring a single space.
- 3.3.5 On this basis, the proposed parking provision of 14 resident parking spaces with an additional 4 visitor parking could be seen as an over provision of car parking for the application site. If the census data was utilised with 20% visitors the maximum demand would be 8 spaces.

Cycle Parking Provision

- 3.3.6 The development proposals seek to provide a total of 14 cycle parking within a secure cycle store. This equates to storage of 1 bicycle per unit.

4 Potential Trip Generation

4.1 Traffic Generation

- 4.1.1 The impact of the development proposal on the surrounding local highway network is considered in this section and has been predicted based on information from the Trip Rate Information Computer System (TRICS) database version 7.4.2.
- 4.1.2 The development proposals comprise of 14 residential units. The trip rates and resultant trip generation for the privately-owned flats are provided in **Table 4.1**.

Table 4.1: Trip Generation (14 Residential Units)

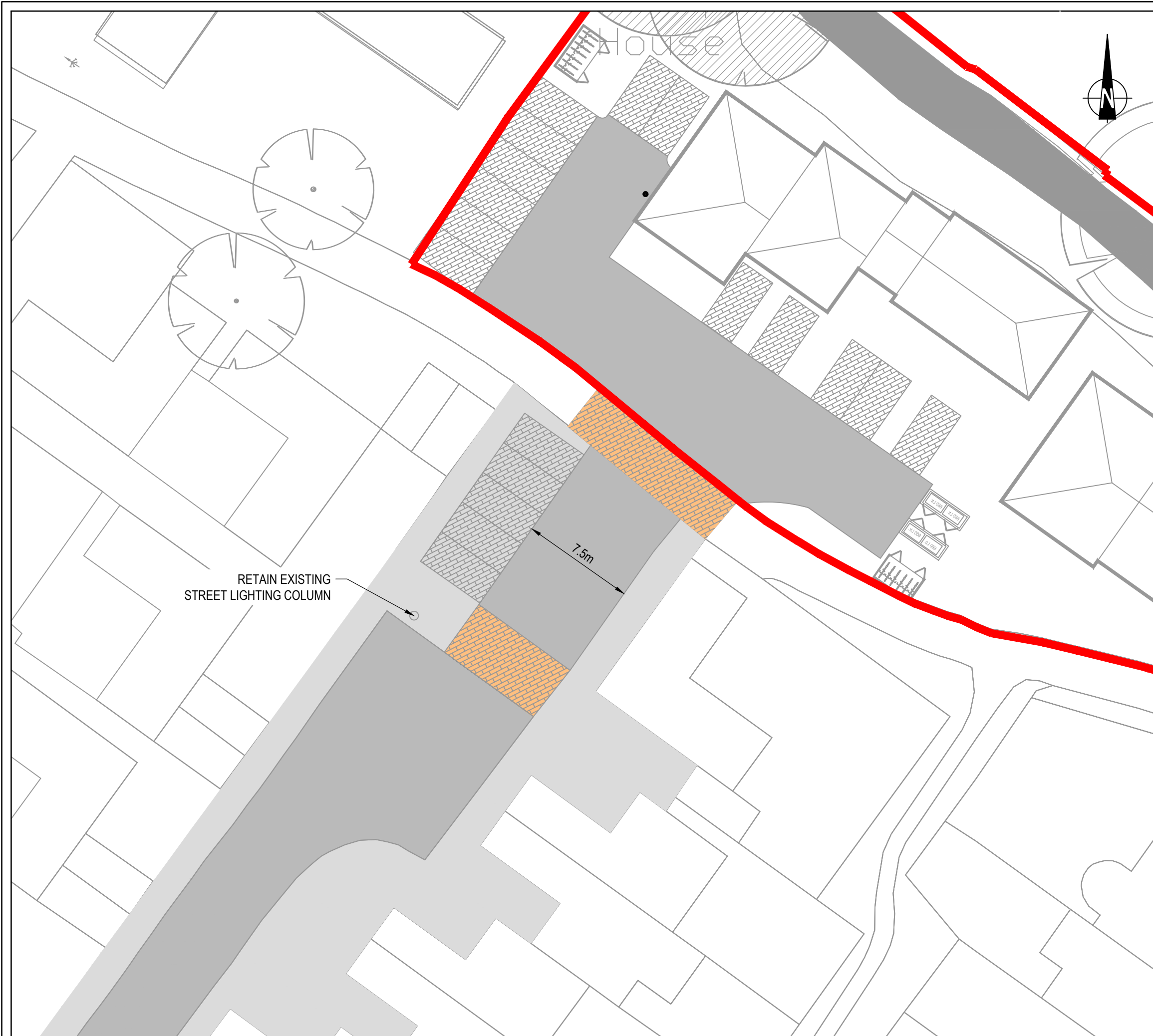
Trip Generation						
	Trip Rates			Trip Generation		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak Hour (08:00 – 09:00)	0.075	0.230	0.305	1	4	5
PM Peak Hour (17:00 – 18:00)	0.242	0.075	0.317	4	1	5

- 4.1.3 **Table 4-1** demonstrates that privately owned apartments are forecasted to generate 5 two-way vehicle trips in both the AM (08:00-09:00) and PM (17:00-18:00) peak hours, amounting to a non-material impact on the local highway network.
- 4.1.4 The full TRICS report for the trip rate calculations are enclosed in **Appendix C**.

5 Summary

- 5.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Thames Valley Retirement Homes Ltd to prepare a Transport Statement in support of an outline Planning Application for 14 residential apartments in Tilehurst, Reading.
- 5.1.2 The existing residential unit at the end of Kirton Close will be demolished to allow access to the proposed development. Kirton Close will be extended and a turning head will be provided at the end to accommodate servicing, delivery and emergency vehicles.
- 5.1.3 The proposed access cross over is a duplicate of schemes present in the local area which have been promoted by RBC. The site can support up to 18 car parking spaces, based on 1 space per unit and 4 visitors/disabled parking spaces if required. If the car ownership census data proportions are utilised, this process could reduce the parking provision to 8 spaces for the 14 units. Therefore, the proposed provision of 18 on-site spaces to serve the 14 units provides a higher parking ratio than the census data suggests is required.
- 5.1.4 Traffic generation has been forecast using available surveys within the TRICS database and demonstrates that privately owned apartments result in the highest vehicle trip generation and is considered to have a non-material impact on the local highway network, with a maximum of 5 two-way vehicles generated in the peak hours.
- 5.1.5 We conclude, that in light of the findings set out in this Transport Statement and the existing conditions of the site, the development is considered feasible and deliverable in transport terms.

Appendix A PBA Drawing 006B, 007B, 008B



KEY:

- SITE BOUNDARY
- EXISTING FOOTWAY/CYCLEWAY
- ASHFELT SURFACE
- PROPOSED BLOCK PAVING CAR PARKING SPACE
- PROPOSED BLOCK PAVING FOOTWAY/CYCLE

B	REVISED SITE LAYOUT	21/03/18	SB	PB
A	REVISED HIGHWAY LAYOUT	15/03/18	JM	BH
Mark	Revision	Date	Drawn	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR PLANNING

LAND ADJACENT TO TUDOR COURT,
TILEHURST, READING
ACCESS ARRANGEMENT

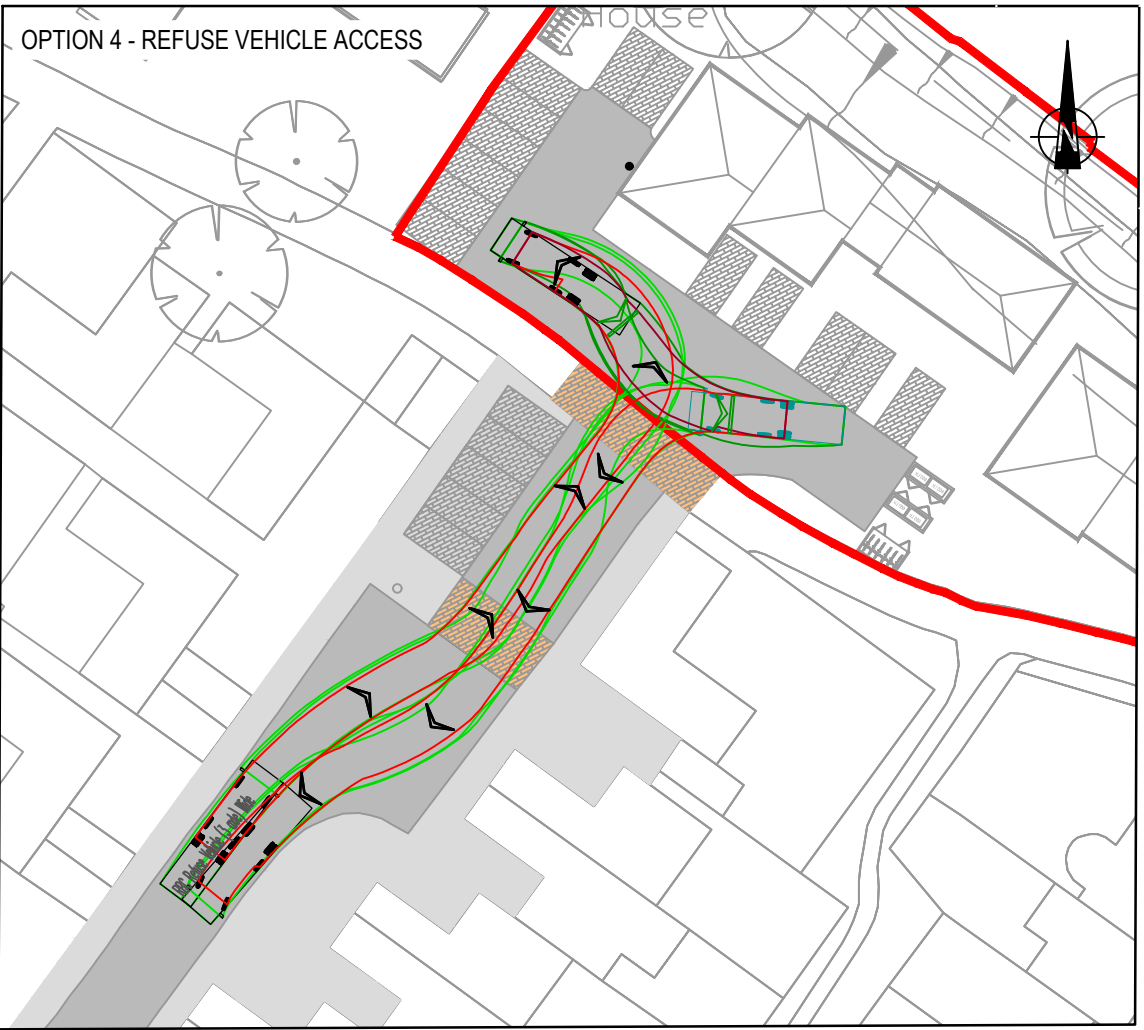
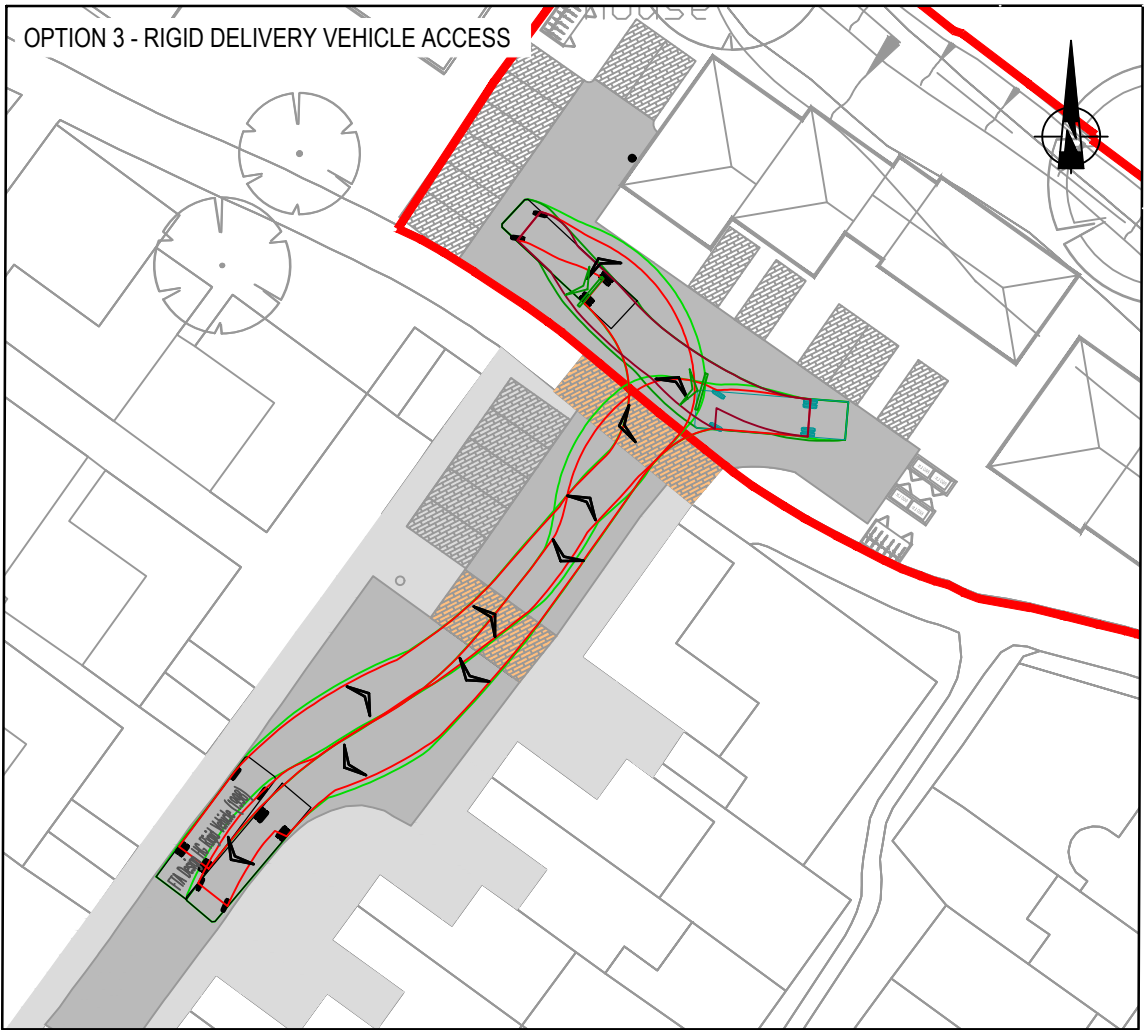
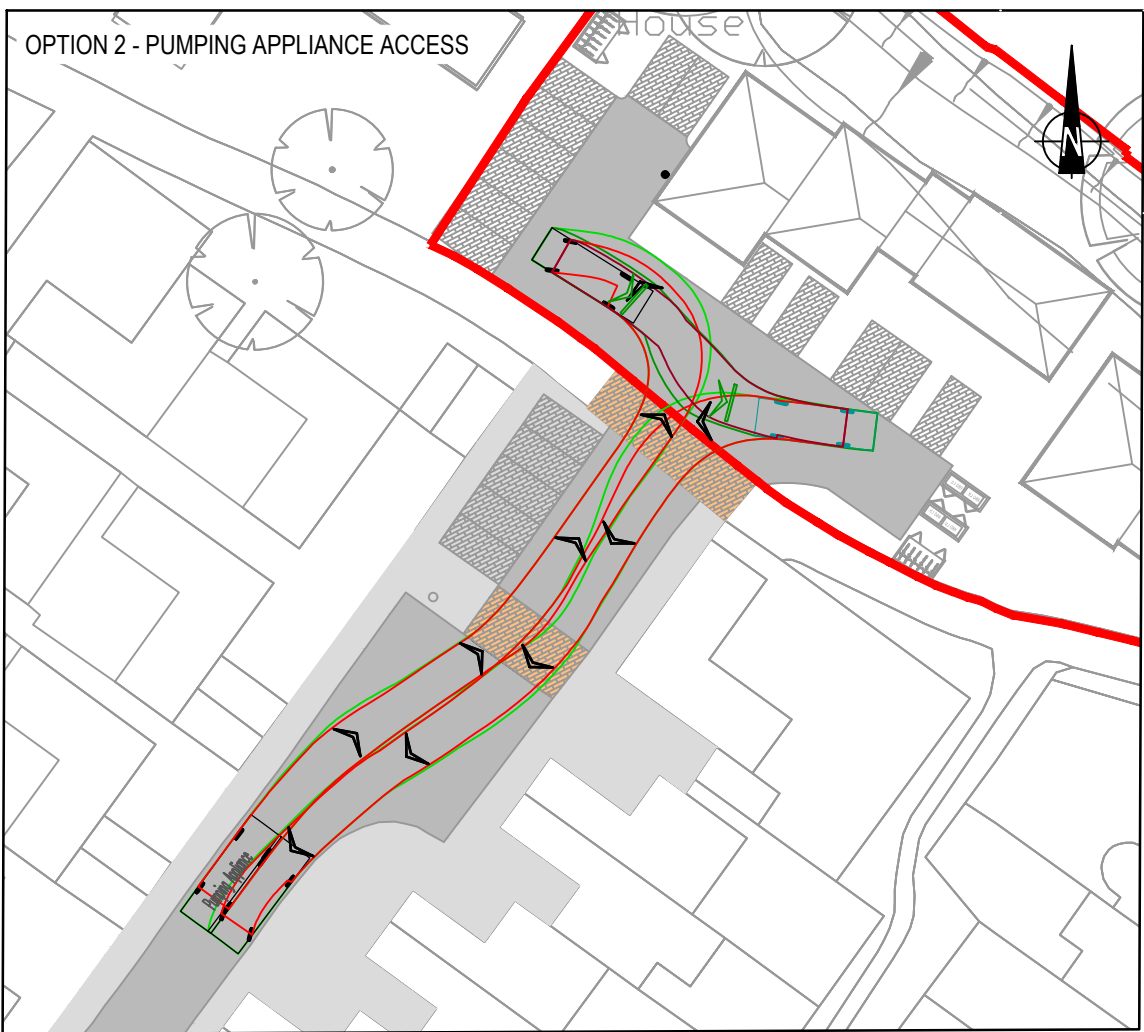
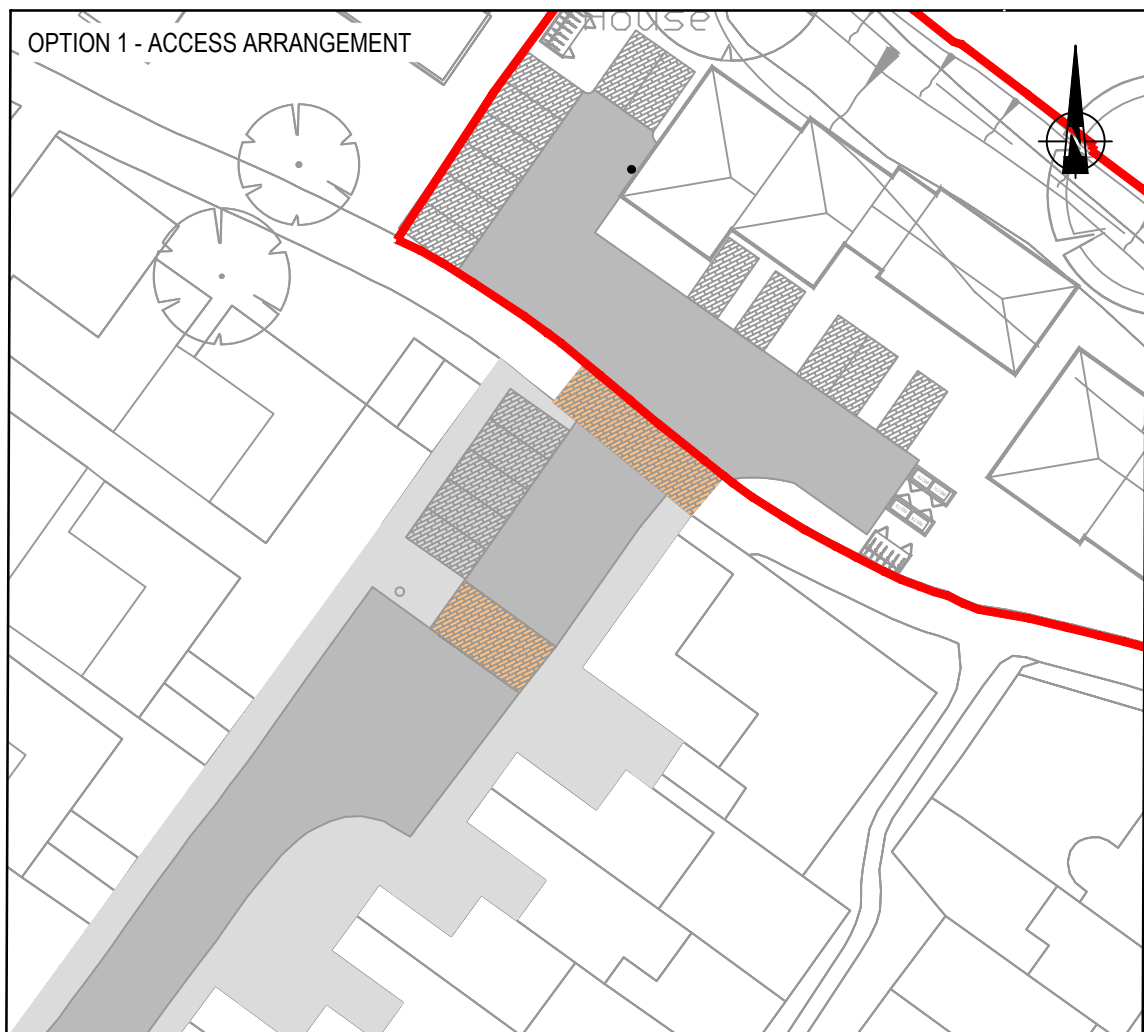
Client
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RETIREMENT
HOMES LTD**

Date of 1st Issue 12.01.18	Designed -	Drawn SB
A3 Scale 1:250	Checked -	Approved -

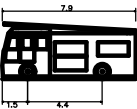
Drawing Number
40574/5501/007

Revision
B

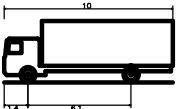
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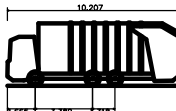
VEHICLE TRACKING PROFILE



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.750m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.545m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock-to-lock time 5.00s
Curb to Curb Turning Radius 11.000m



RBC Refuse Vehicle (3 axle) Wide
Overall Length 10.207m
Overall Width 2.530m
Overall Body Height 3.748m
Min Body Ground Clearance 0.300m
Track Width 2.480m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.600m

KEY:

- SITE BOUNDARY
- EXISTING FOOTWAY/CYCLEWAY
- ASHFELT SURFACE
- PROPOSED BLOCK PAVING CAR PARKING SPACE
- PROPOSED BLOCK PAVING FOOTWAY/CYCLE

B	REVISED SITE LAYOUT	21/03/18	SB	PB	PB
A	REVISED HIGHWAY LAYOUT AND VEHICLE SWEEP PATHS	13/03/18	JM	BH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

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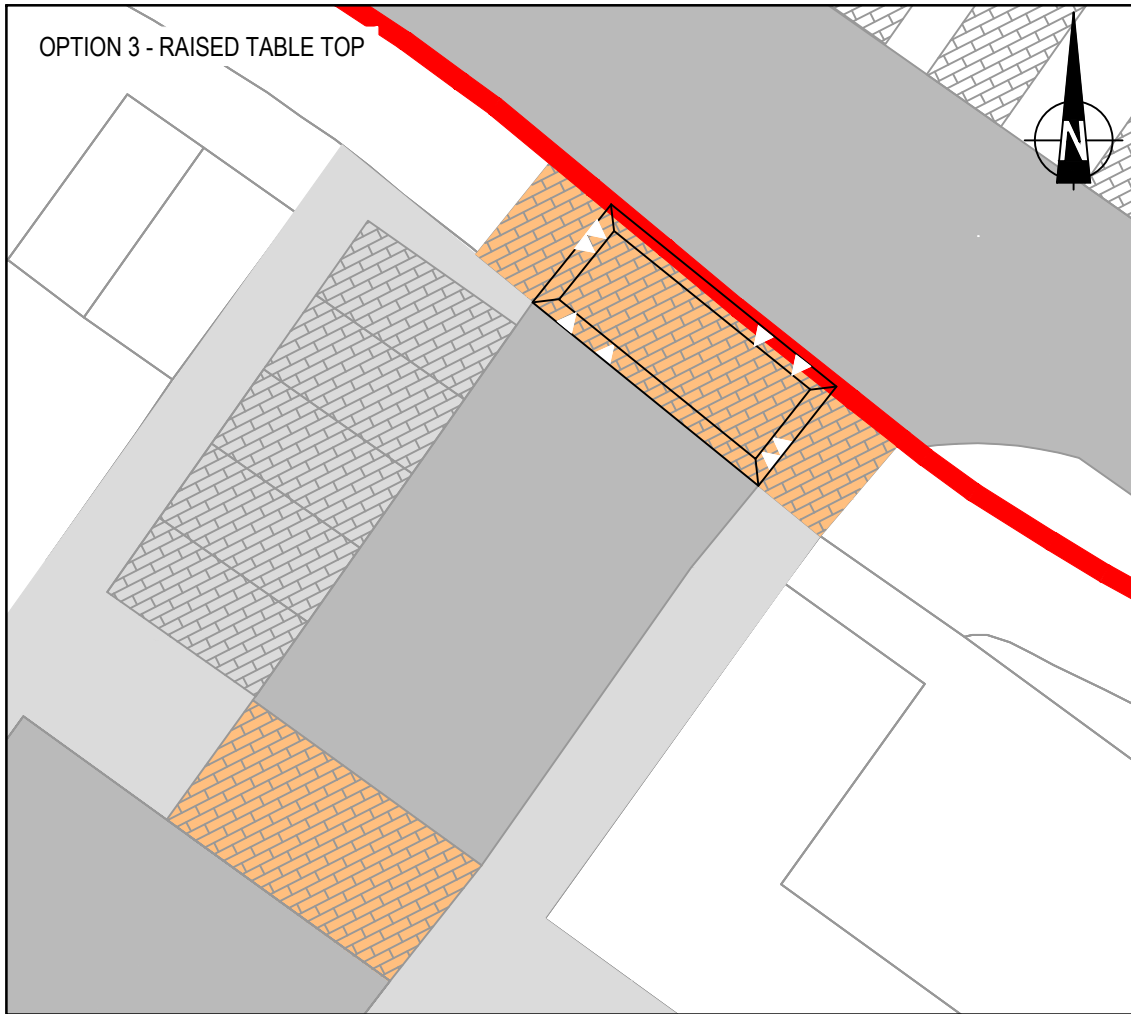
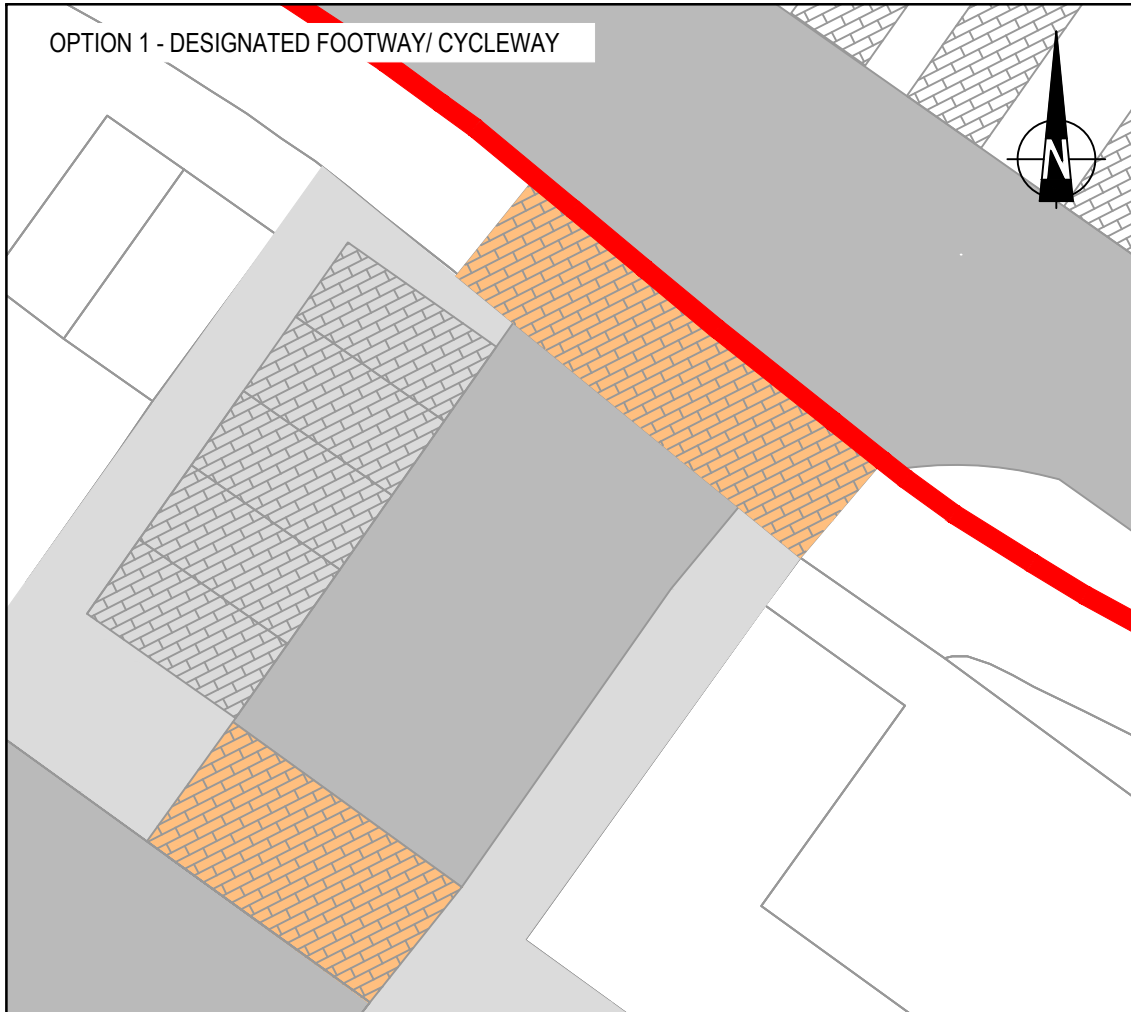
LAND ADJACENT TO TUDOR COURT,
TILEHURST, READING
VEHICLE SWEEP PATH ANALYSIS

Client
**THAMES VALLEY
RETIREMENT
HOMES LTD**

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KEY:

-  SITE BOUNDARY
-  EXISTING FOOTWAY/CYCLEWAY
-  ASHFELT SURFACE
-  PROPOSED BLOCK PAVING CAR PARKING SPACE
-  PROPOSED BLOCK PAVING FOOTWAY/CYCLE

B	REVISED SITE LAYOUT	21/03/18	SB	PB	PB
A	REVISED HIGHWAY LAYOUT OPTIONS	15/03/18	JM	BH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

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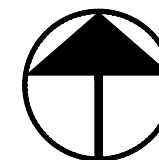
Drawing Issue Status	FOR PLANNING
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LAND ADJACENT TO TUDOR COURT,
TILEHURST, READING
POSSIBLE ACCESS ARRANGEMENTS

Client THAMES VALLEY RETIREMENT HOMES LTD		
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Appendix B Masterplan



jsa

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mail@jsaarchitects.com
www.jsaarchitects.com

KEY

-  Existing TPO Trees (Subject to Tree Survey)
-  Indicative Landscaping
-  Existing trees to be retained
-  Existing trees to be removed
-  Existing Building to be removed
-  Shared Surface / Path / Permeable Surface
-  Soft Landscaping / Rear Gardens
-  Existing buildings
-  The Proposal
-  The Proposed Bank
-  Pathway

15 Parking Spaces
3 Visitor Parking Spaces
18 Total Parking Spaces
1:1 Bike spaces

Accommodation Schedule

10 x 2 Bed Apartments @ 67m²
4 x 1 Bed Apartments @ 55m²

0 5 10 20 30m
1:500



K:\Projects\Residential Developers\The Cardiff Property\CPCW - Land at Colliers Way\2-FEASIBILITY\03-scheme\Drawings\CPCW- Scheme 3.dwg
3/20/2018A-Planning.cib

Subject to:
Full Site and Building Survey
Planning and Highways

Any easements, covenants and contractual agreements restricting, limiting or preventing potential development of the site to be brought to the immediate attention of jsa architects.

■ The Cardiff Property
Land at Colliers Way
■ Proposed Site Layout

■ Project CPCW
■ Dwg No/rev. SK-101C
■ Scale 1:500@A3
■ Date MAR 2018
■ Checked by AC

Appendix C TRICS Report

Calculation Reference: AUDIT-706701-170901-0937

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
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 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 33 (units:)
 Range Selected by User: 6 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 03/12/14

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:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days
Saturday	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	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	8
------------------	---

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:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
100,001 to 125,000	1 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	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
2	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	SPA ROAD			
	WEYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
3	DS-03-C-02	FLATS		DERBYSHIRE
	BURTON ROAD			
	NEW NORMANTON			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: SATURDAY	09/07/11		Survey Type: MANUAL
4	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
6	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	COWLEY			
	OXFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL
7	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-03-C-03 TOLLGATE LANE	BLOCKS OF FLATS	SUFFOLK
	BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	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
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	20	0.056	8	20	0.112	8	20	0.168
08:00 - 09:00	8	20	0.075	8	20	0.230	8	20	0.305
09:00 - 10:00	8	20	0.087	8	20	0.155	8	20	0.242
10:00 - 11:00	8	20	0.099	8	20	0.099	8	20	0.198
11:00 - 12:00	8	20	0.118	8	20	0.118	8	20	0.236
12:00 - 13:00	8	20	0.099	8	20	0.093	8	20	0.192
13:00 - 14:00	8	20	0.106	8	20	0.124	8	20	0.230
14:00 - 15:00	8	20	0.112	8	20	0.118	8	20	0.230
15:00 - 16:00	8	20	0.124	8	20	0.081	8	20	0.205
16:00 - 17:00	8	20	0.099	8	20	0.099	8	20	0.198
17:00 - 18:00	8	20	0.242	8	20	0.075	8	20	0.317
18:00 - 19:00	8	20	0.137	8	20	0.112	8	20	0.249
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.920			1.749			3.669	

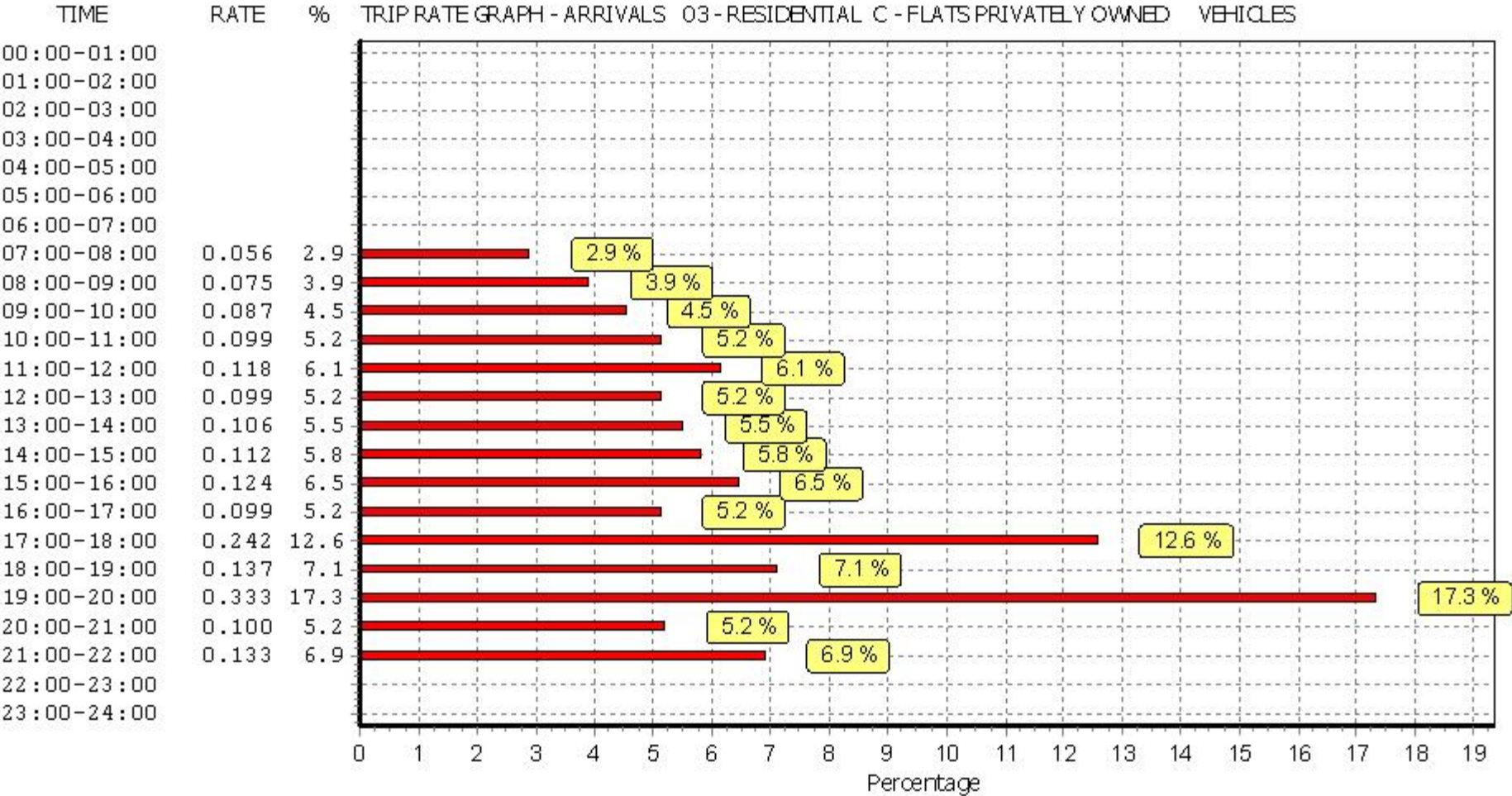
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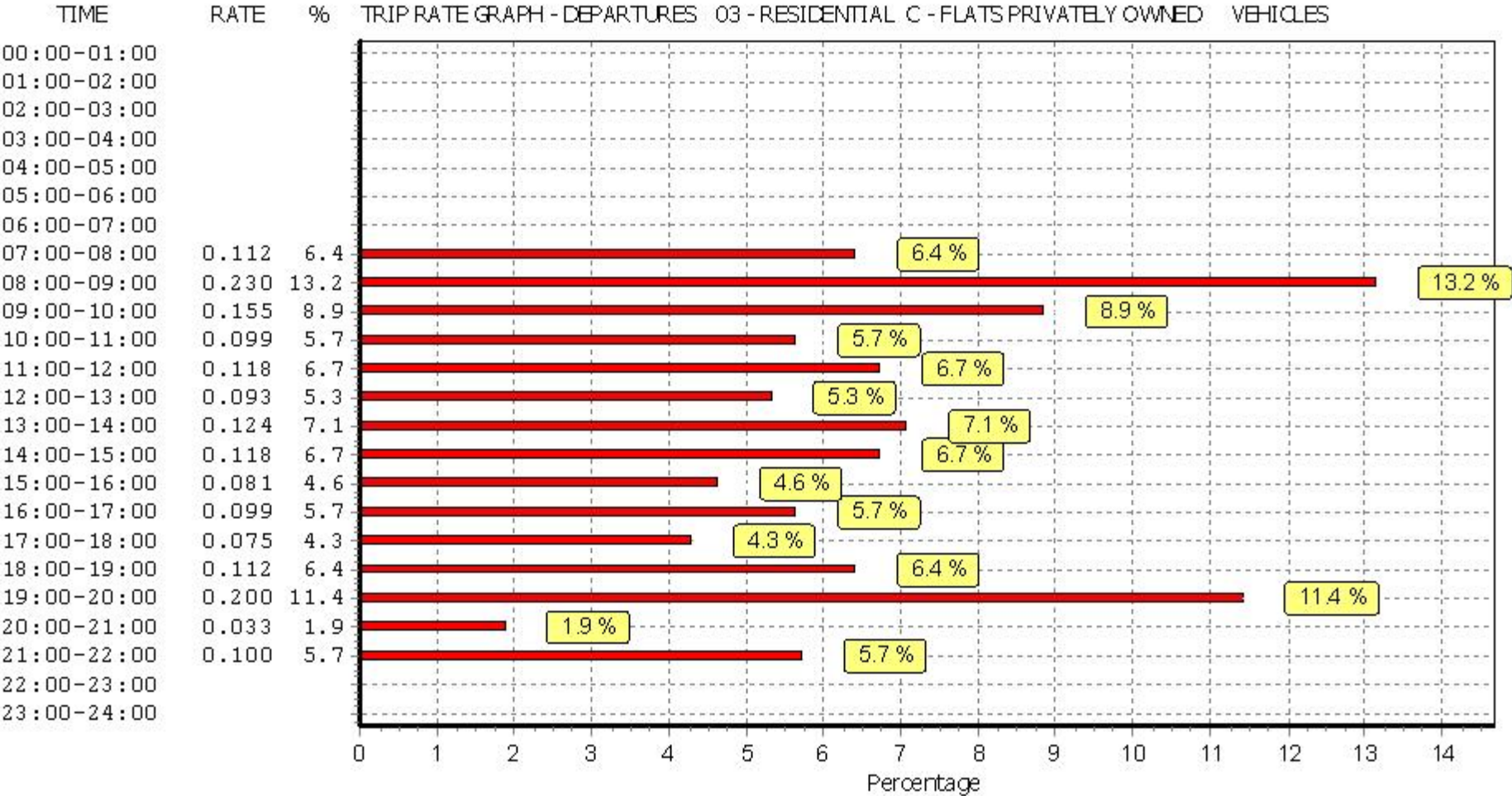
Parameter summary

Trip rate parameter range selected: 6 - 33 (units:)
 Survey date range: 01/01/09 - 03/12/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

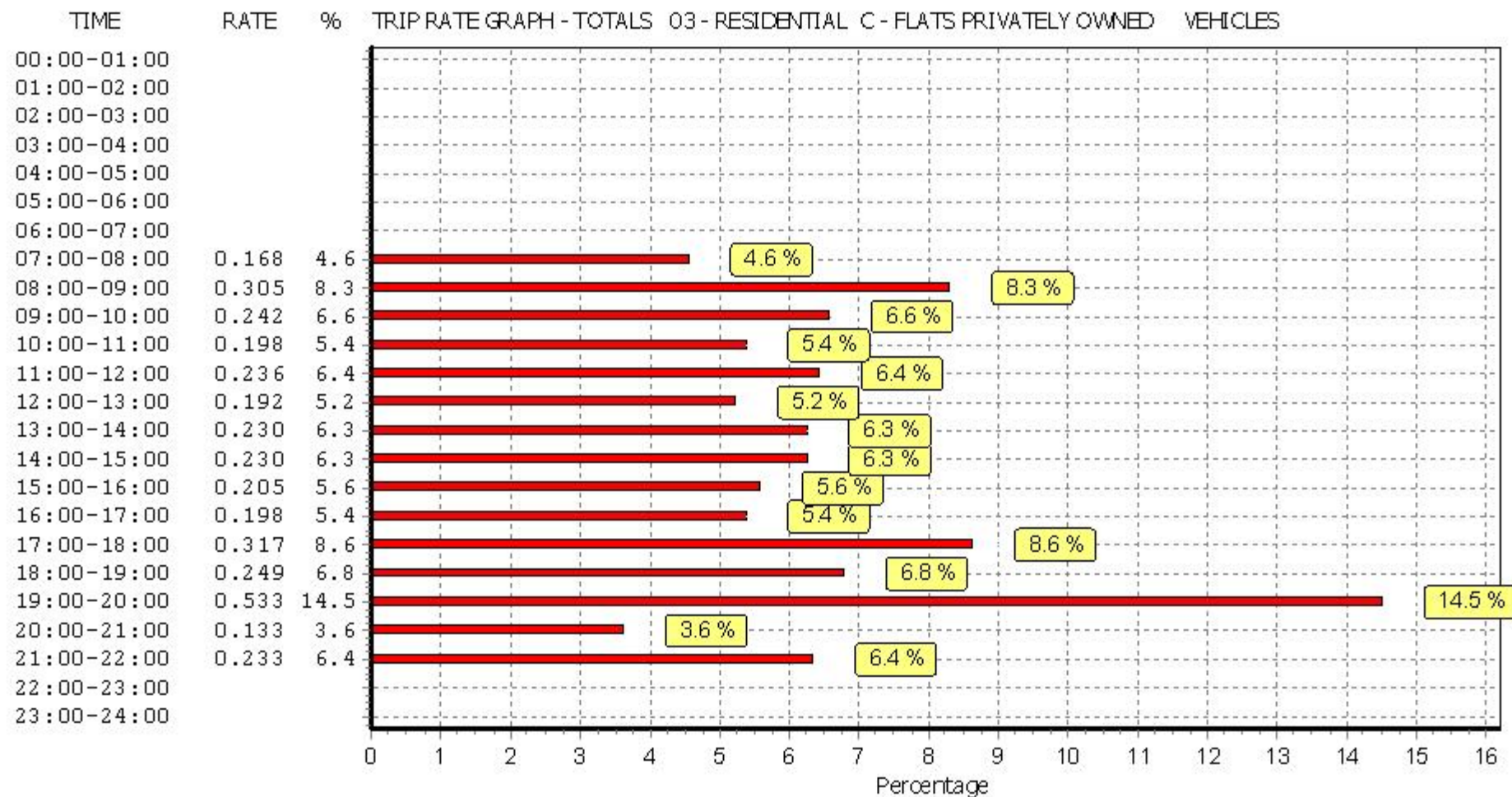
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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 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	20	0.000	8	20	0.000	8	20	0.000
08:00 - 09:00	8	20	0.000	8	20	0.000	8	20	0.000
09:00 - 10:00	8	20	0.000	8	20	0.000	8	20	0.000
10:00 - 11:00	8	20	0.000	8	20	0.000	8	20	0.000
11:00 - 12:00	8	20	0.000	8	20	0.000	8	20	0.000
12:00 - 13:00	8	20	0.000	8	20	0.000	8	20	0.000
13:00 - 14:00	8	20	0.000	8	20	0.000	8	20	0.000
14:00 - 15:00	8	20	0.000	8	20	0.000	8	20	0.000
15:00 - 16:00	8	20	0.000	8	20	0.000	8	20	0.000
16:00 - 17:00	8	20	0.006	8	20	0.006	8	20	0.012
17:00 - 18:00	8	20	0.000	8	20	0.000	8	20	0.000
18:00 - 19:00	8	20	0.000	8	20	0.000	8	20	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

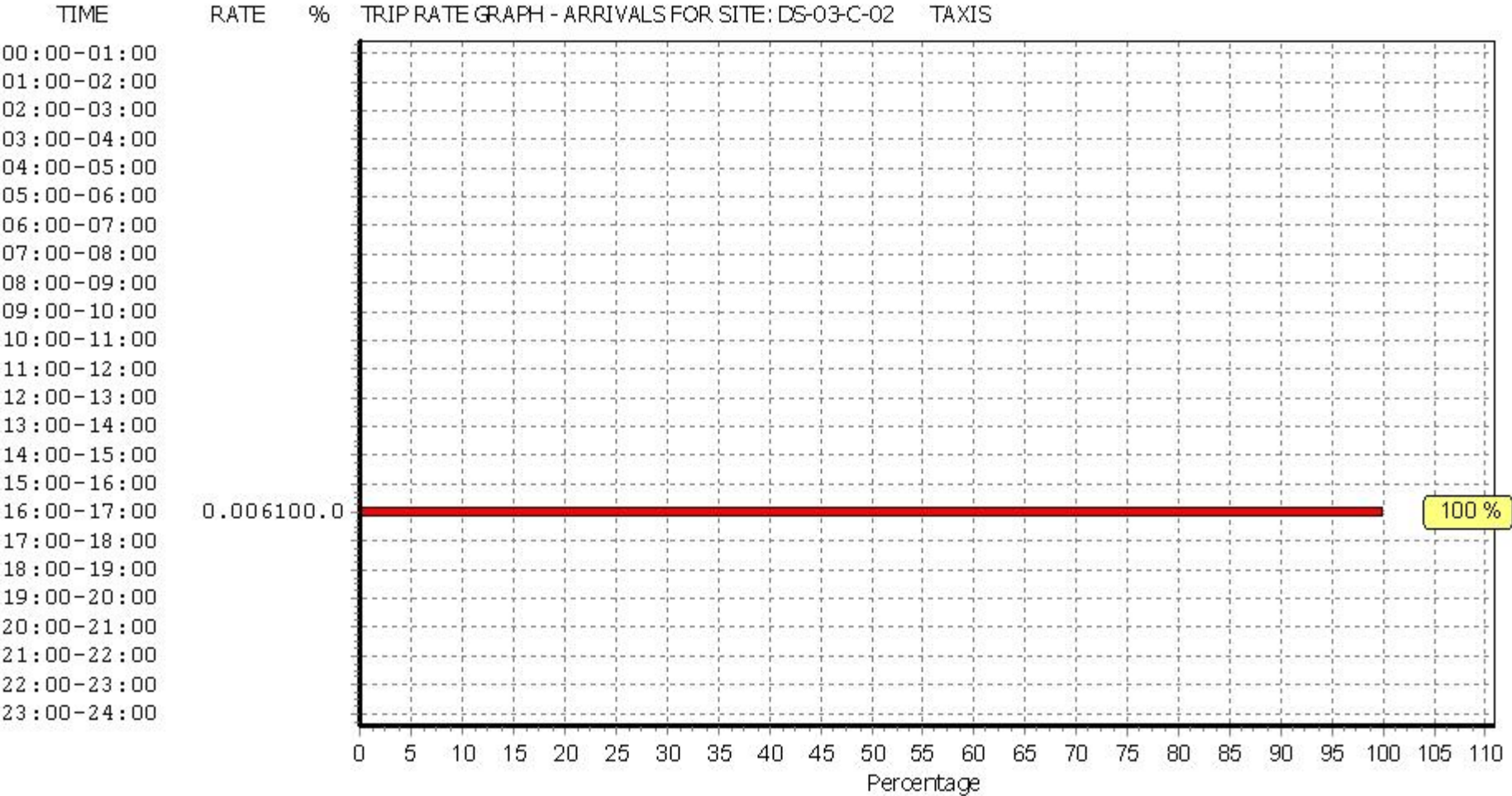
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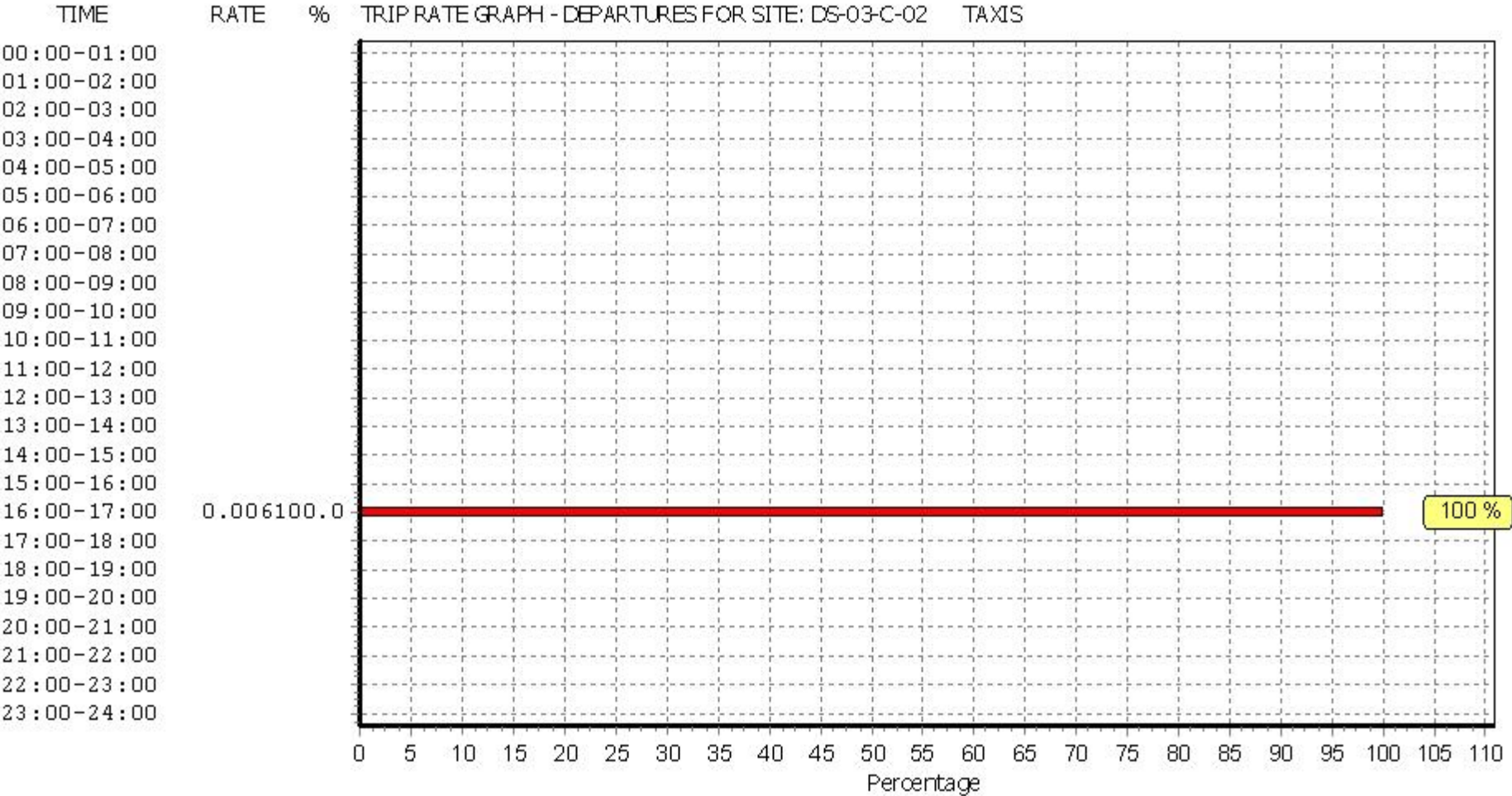
Parameter summary

Trip rate parameter range selected:	6 - 33 (units:)
Survey date range:	01/01/09 - 03/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

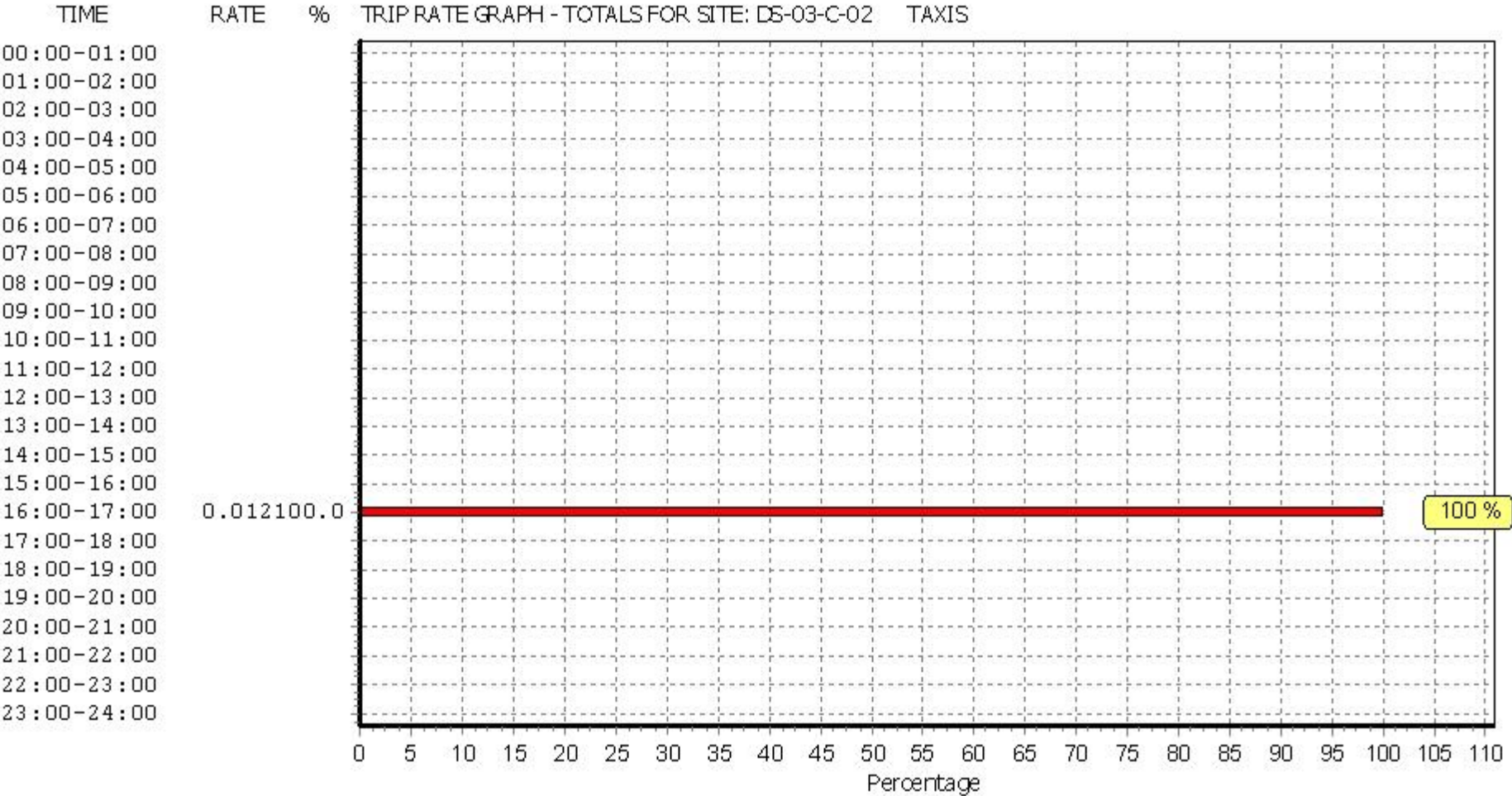
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	20	0.000	8	20	0.006	8	20	0.006
08:00 - 09:00	8	20	0.006	8	20	0.006	8	20	0.012
09:00 - 10:00	8	20	0.006	8	20	0.006	8	20	0.012
10:00 - 11:00	8	20	0.000	8	20	0.000	8	20	0.000
11:00 - 12:00	8	20	0.000	8	20	0.000	8	20	0.000
12:00 - 13:00	8	20	0.012	8	20	0.012	8	20	0.024
13:00 - 14:00	8	20	0.000	8	20	0.000	8	20	0.000
14:00 - 15:00	8	20	0.006	8	20	0.006	8	20	0.012
15:00 - 16:00	8	20	0.000	8	20	0.000	8	20	0.000
16:00 - 17:00	8	20	0.000	8	20	0.000	8	20	0.000
17:00 - 18:00	8	20	0.000	8	20	0.000	8	20	0.000
18:00 - 19:00	8	20	0.000	8	20	0.000	8	20	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.036			0.066

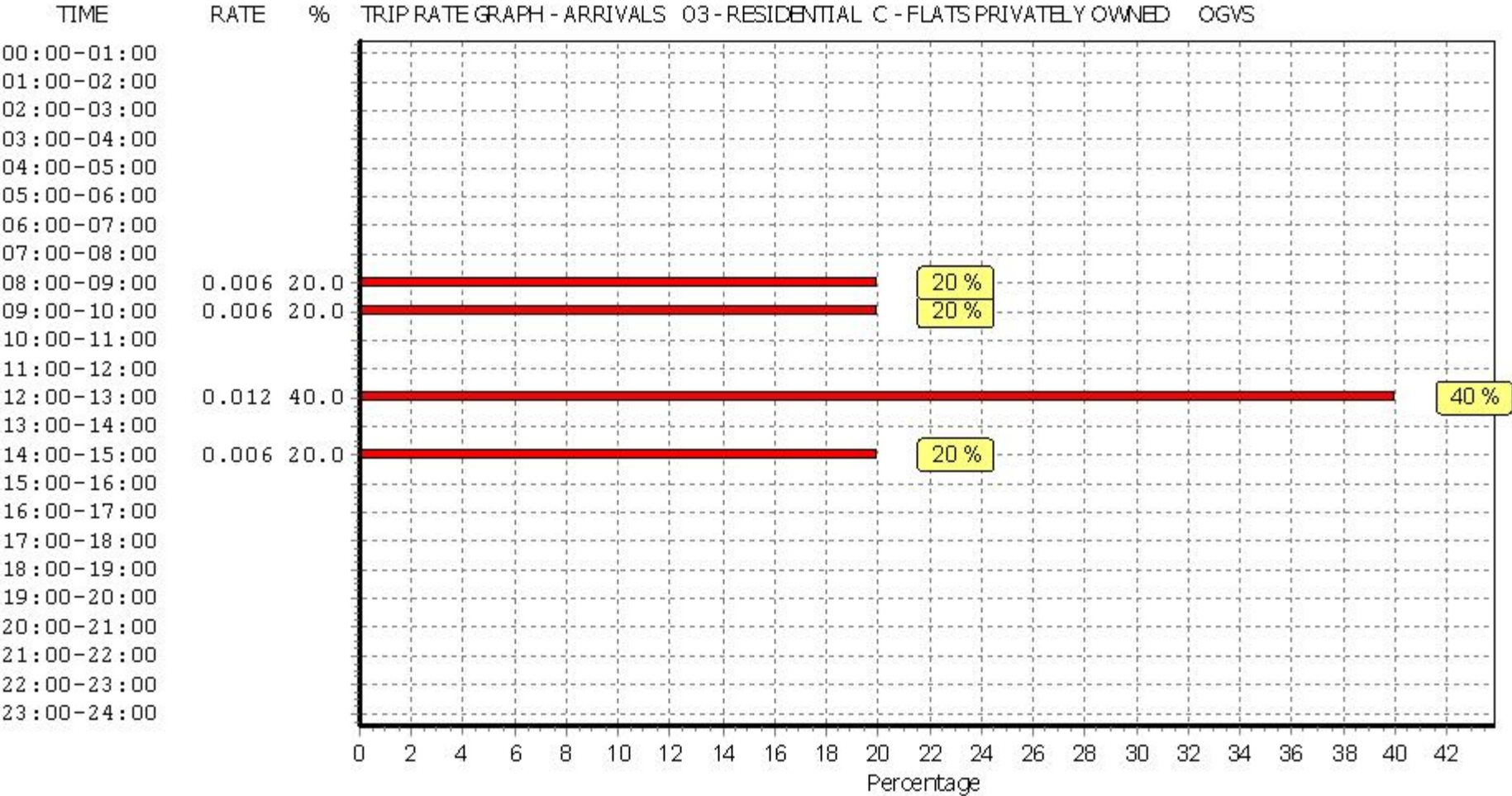
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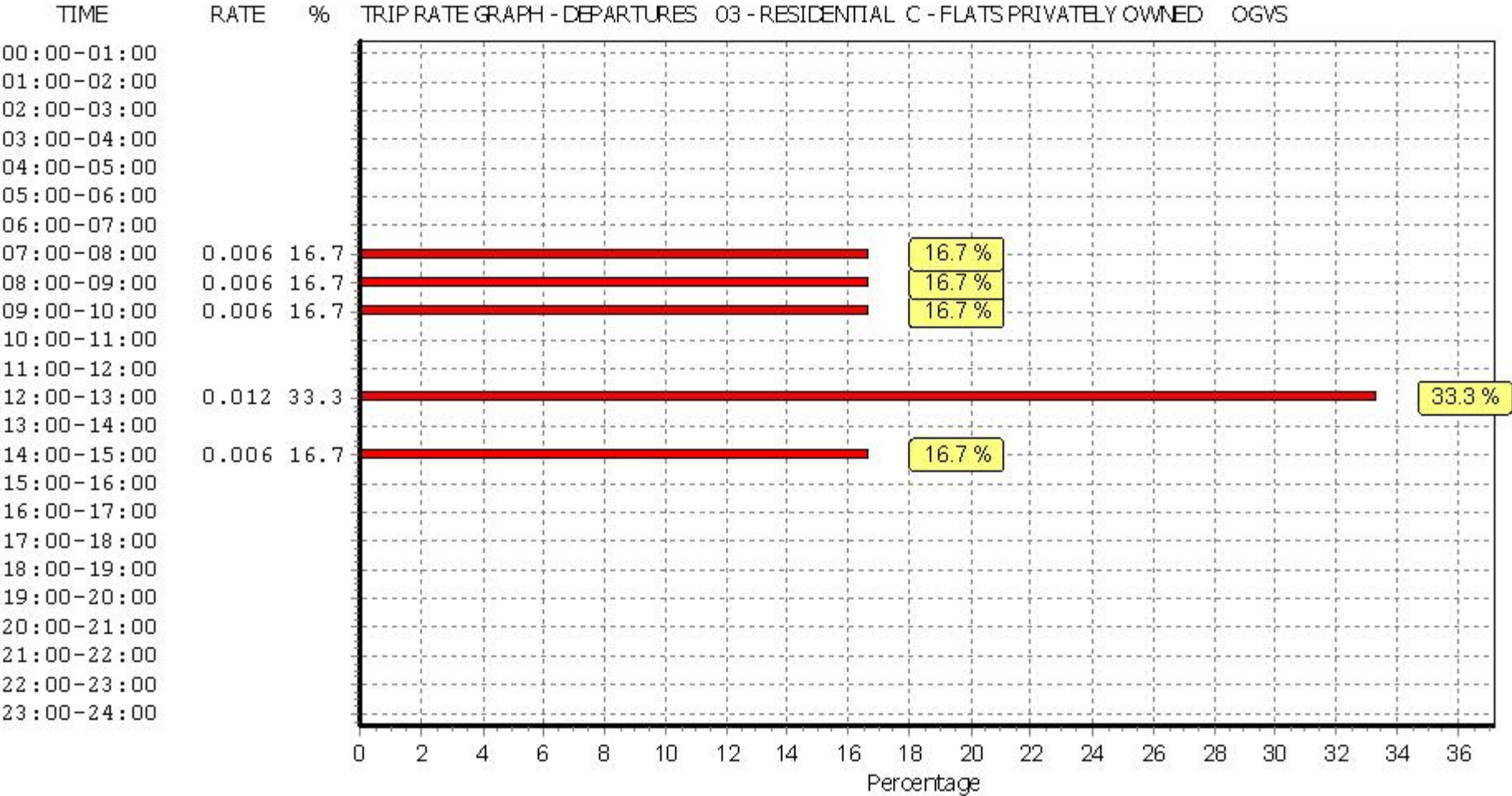
Parameter summary

Trip rate parameter range selected: 6 - 33 (units:)
 Survey date range: 01/01/09 - 03/12/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

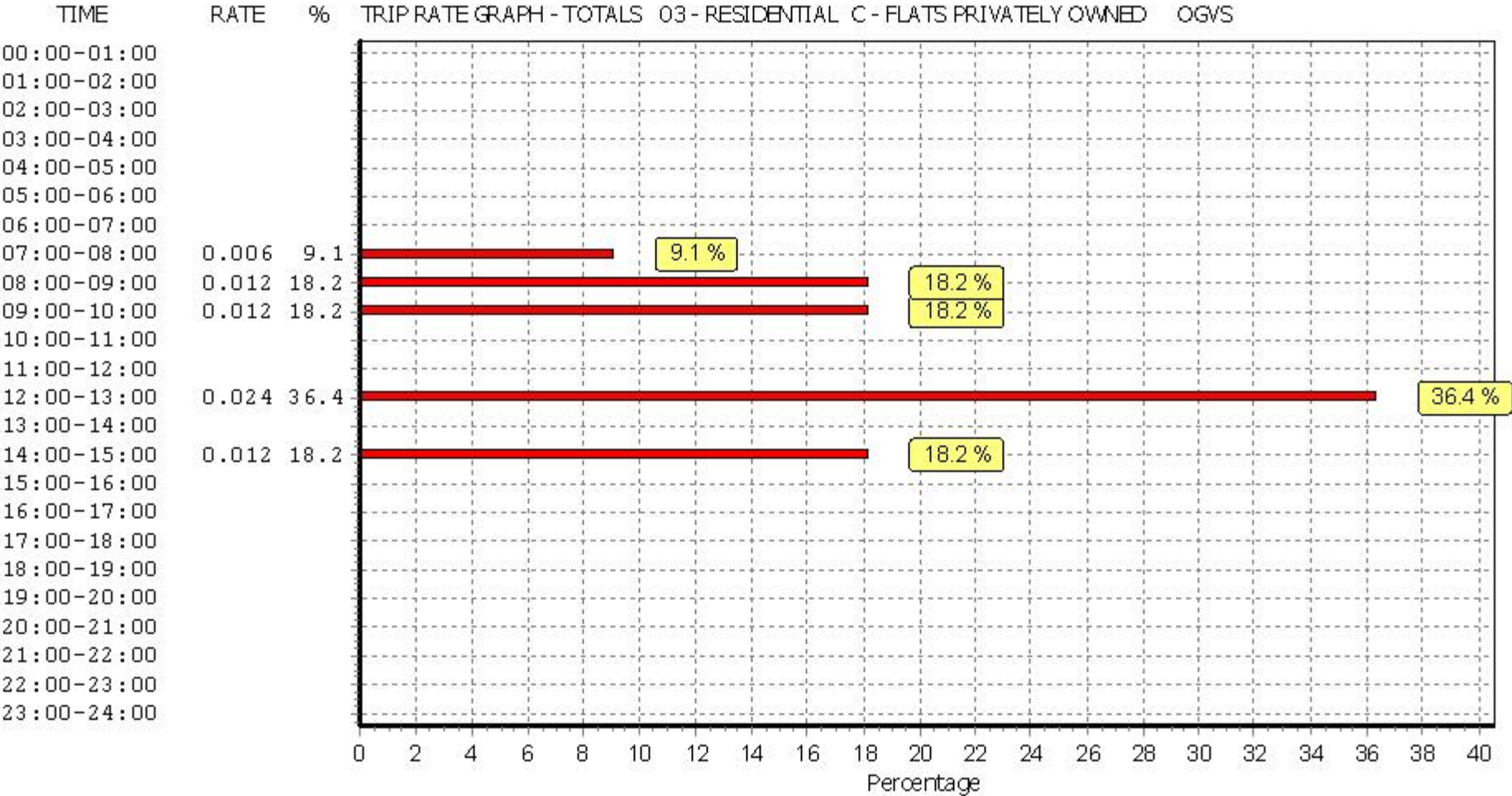
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	20	0.000	8	20	0.000	8	20	0.000
08:00 - 09:00	8	20	0.000	8	20	0.000	8	20	0.000
09:00 - 10:00	8	20	0.000	8	20	0.000	8	20	0.000
10:00 - 11:00	8	20	0.000	8	20	0.000	8	20	0.000
11:00 - 12:00	8	20	0.000	8	20	0.000	8	20	0.000
12:00 - 13:00	8	20	0.000	8	20	0.000	8	20	0.000
13:00 - 14:00	8	20	0.000	8	20	0.000	8	20	0.000
14:00 - 15:00	8	20	0.000	8	20	0.000	8	20	0.000
15:00 - 16:00	8	20	0.000	8	20	0.000	8	20	0.000
16:00 - 17:00	8	20	0.000	8	20	0.000	8	20	0.000
17:00 - 18:00	8	20	0.006	8	20	0.006	8	20	0.012
18:00 - 19:00	8	20	0.000	8	20	0.000	8	20	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

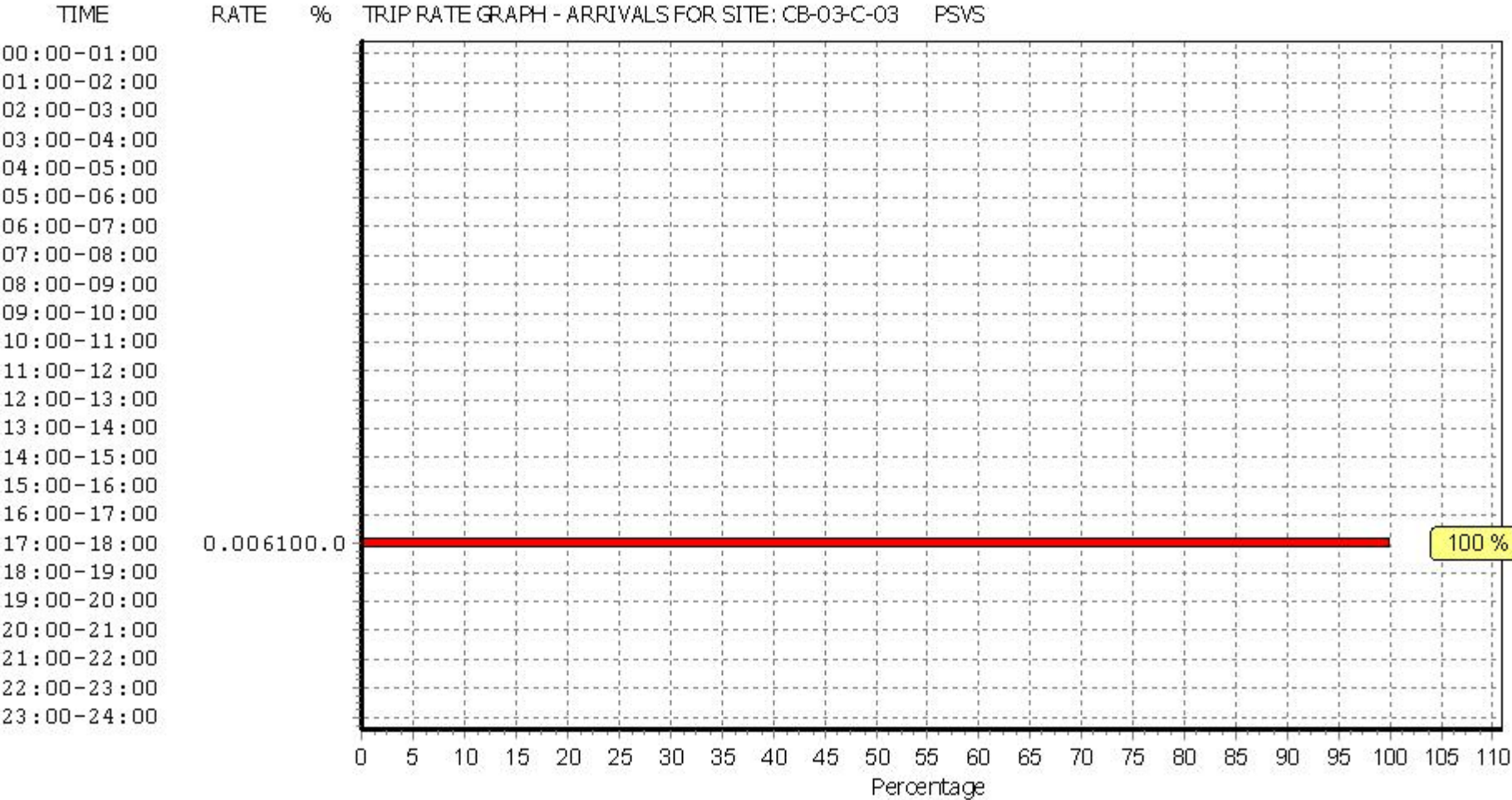
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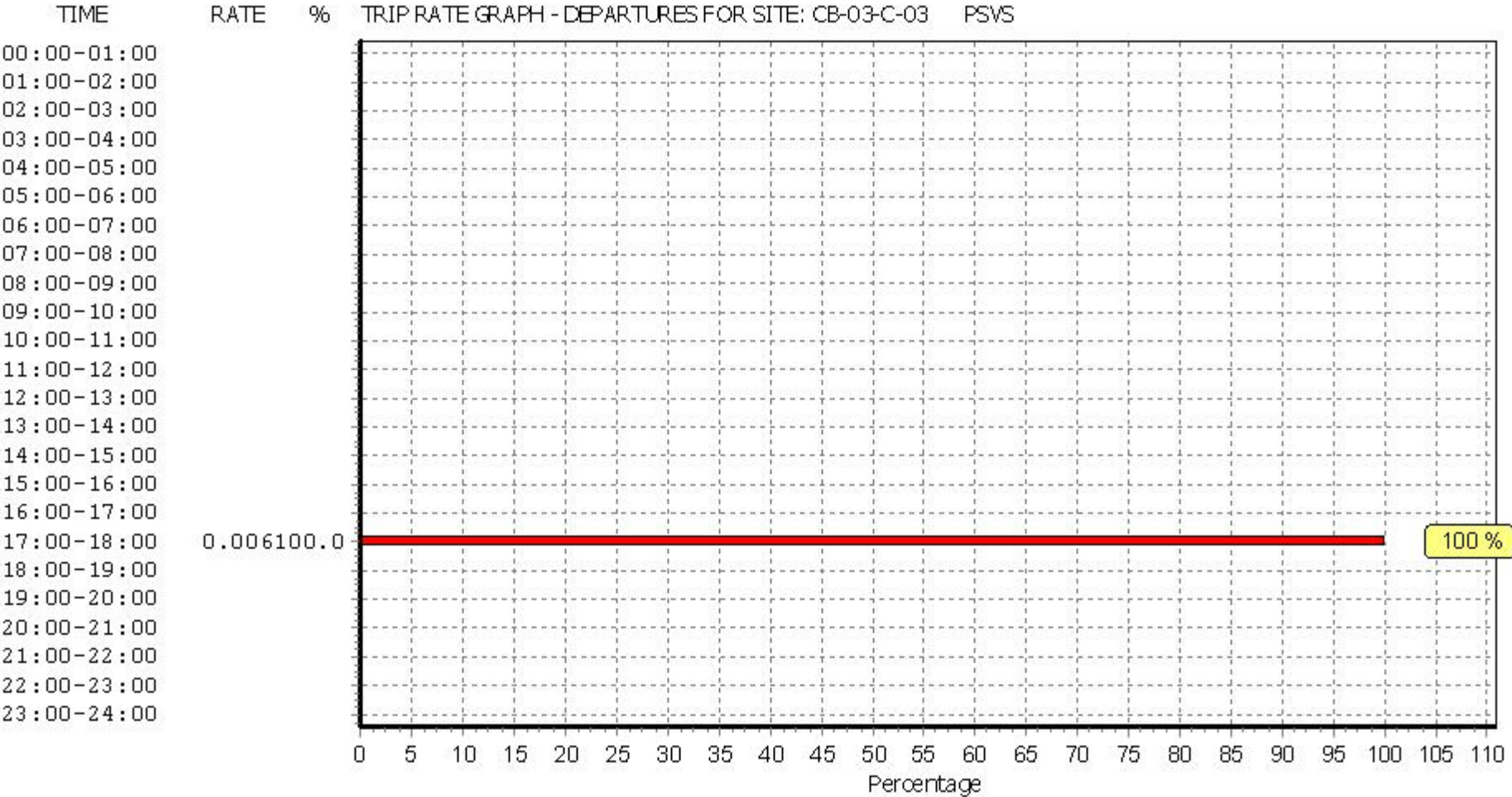
Parameter summary

Trip rate parameter range selected:	6 - 33 (units:)
Survey date range:	01/01/09 - 03/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

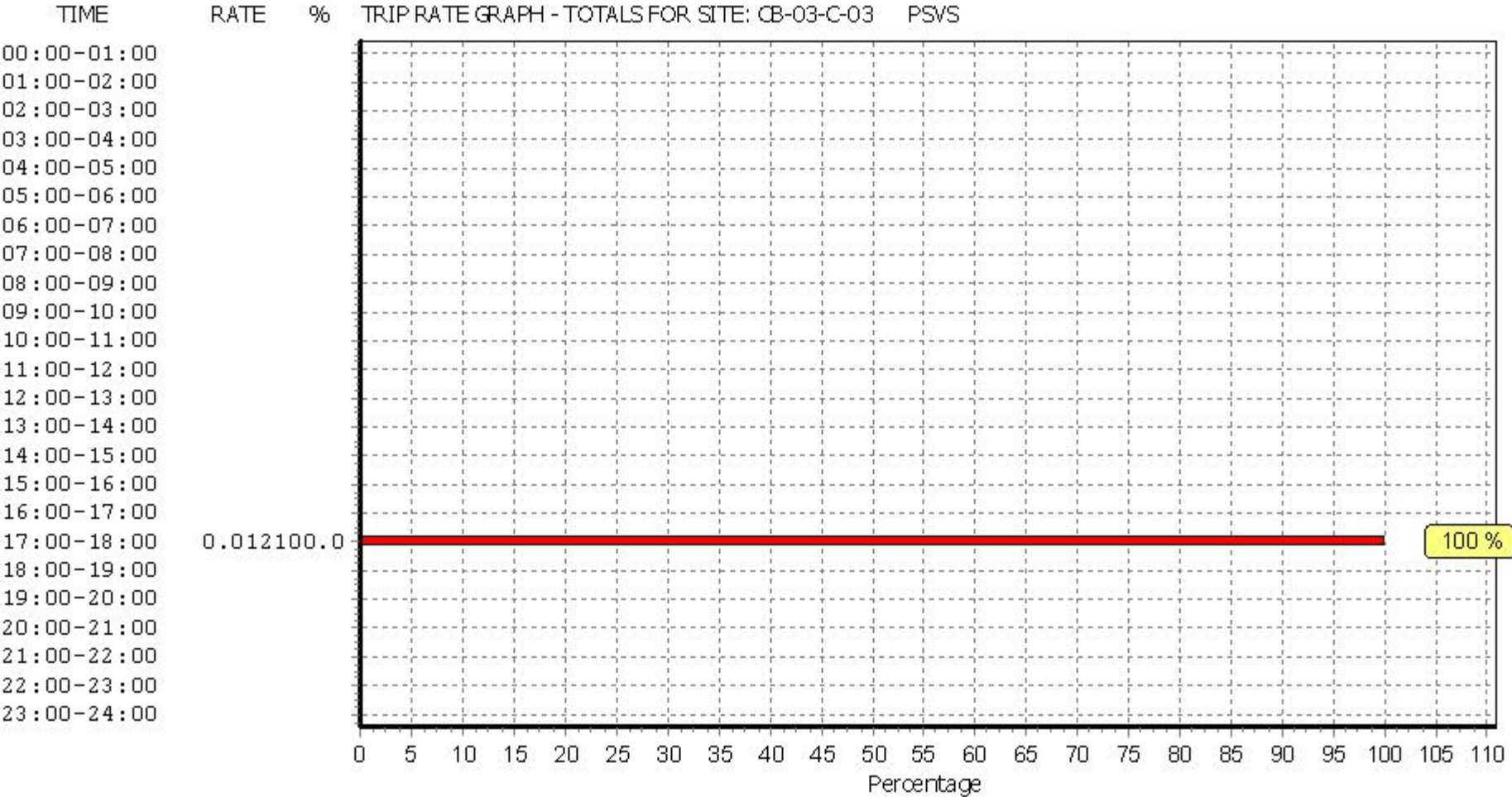
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	20	0.012	8	20	0.006	8	20	0.018
08:00 - 09:00	8	20	0.000	8	20	0.000	8	20	0.000
09:00 - 10:00	8	20	0.012	8	20	0.012	8	20	0.024
10:00 - 11:00	8	20	0.000	8	20	0.000	8	20	0.000
11:00 - 12:00	8	20	0.000	8	20	0.006	8	20	0.006
12:00 - 13:00	8	20	0.000	8	20	0.000	8	20	0.000
13:00 - 14:00	8	20	0.000	8	20	0.006	8	20	0.006
14:00 - 15:00	8	20	0.006	8	20	0.000	8	20	0.006
15:00 - 16:00	8	20	0.000	8	20	0.000	8	20	0.000
16:00 - 17:00	8	20	0.000	8	20	0.000	8	20	0.000
17:00 - 18:00	8	20	0.006	8	20	0.000	8	20	0.006
18:00 - 19:00	8	20	0.000	8	20	0.000	8	20	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.030			0.066

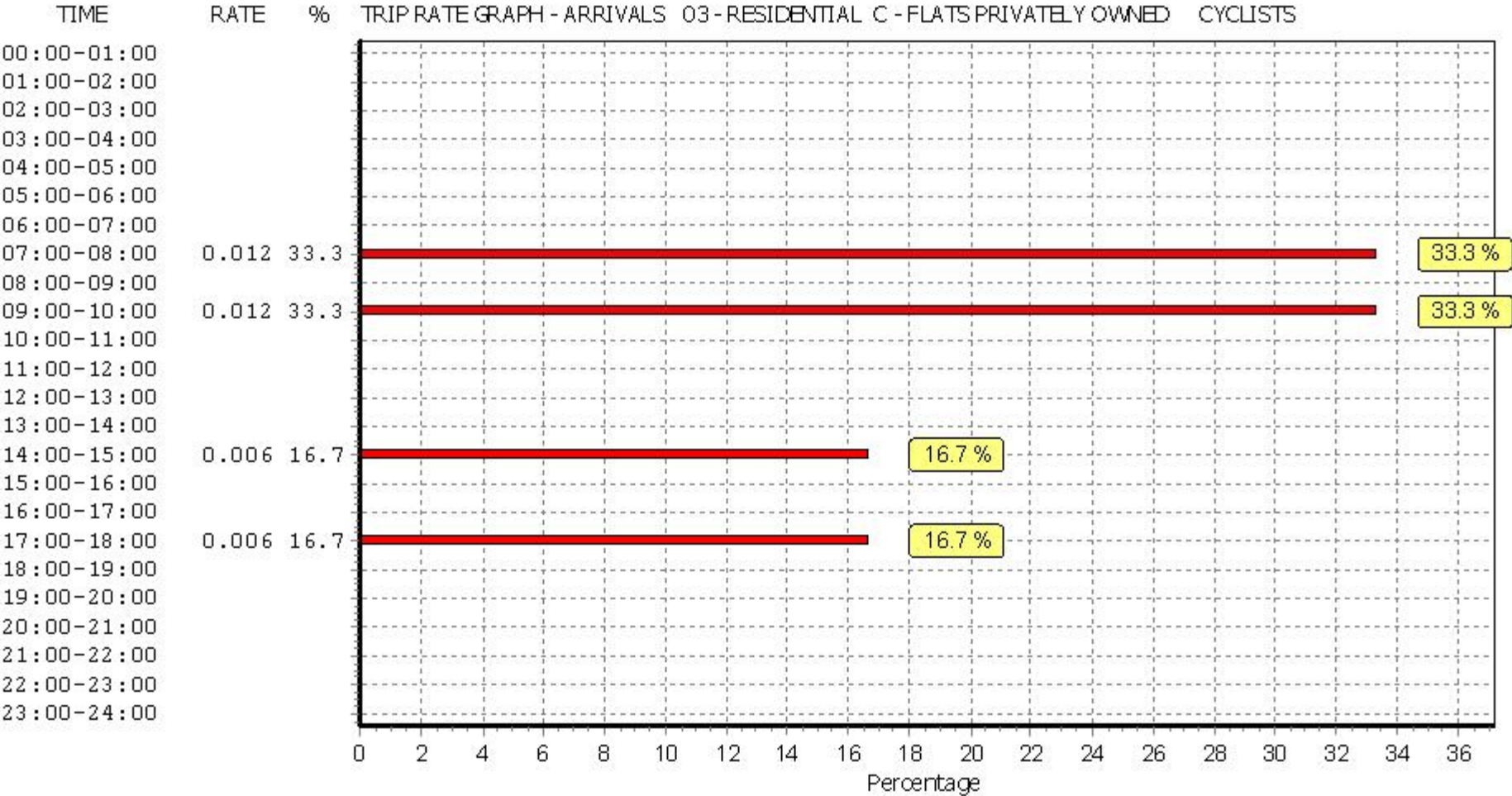
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

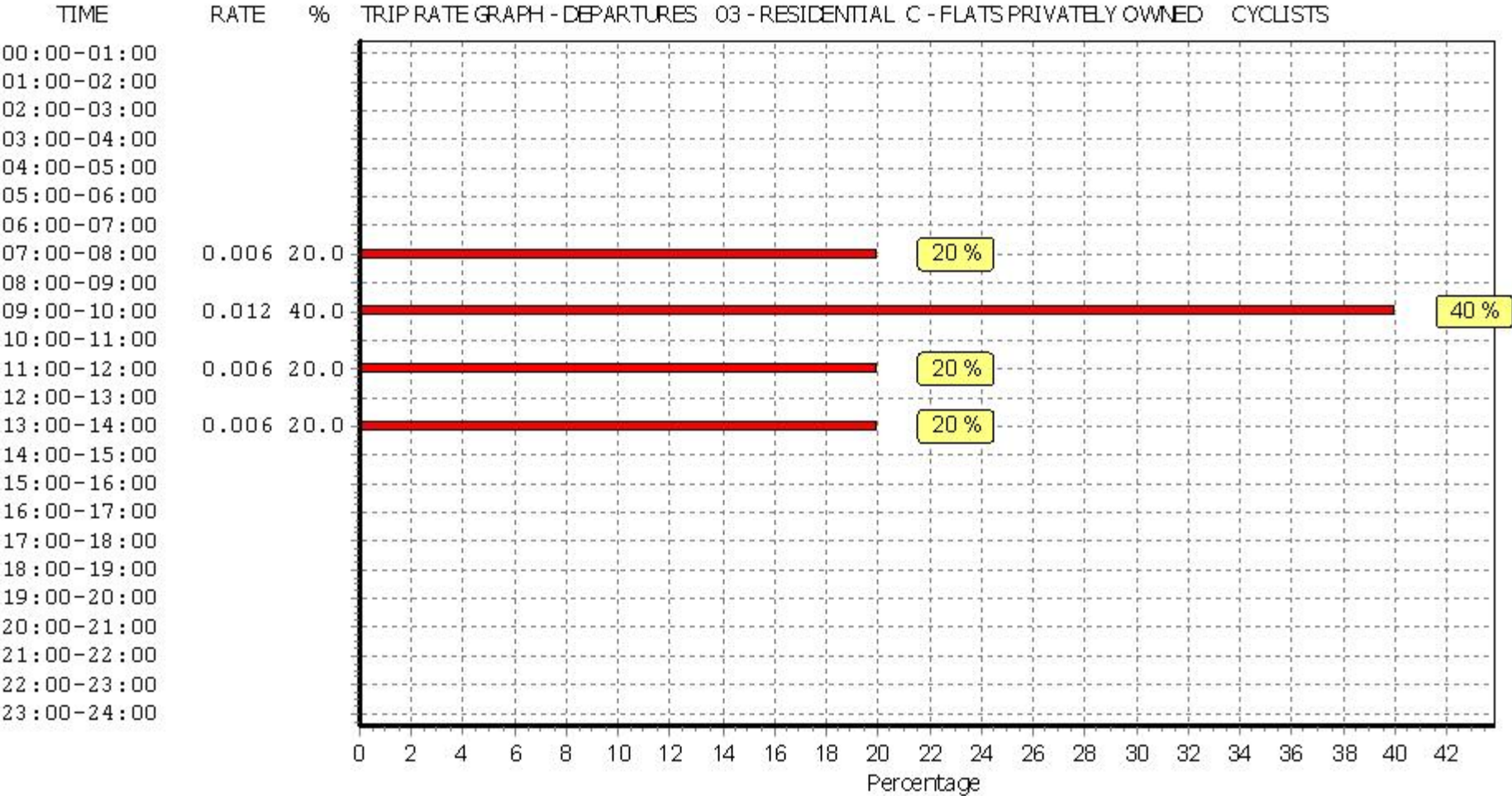
Parameter summary

Trip rate parameter range selected:	6 - 33 (units:)
Survey date range:	01/01/09 - 03/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

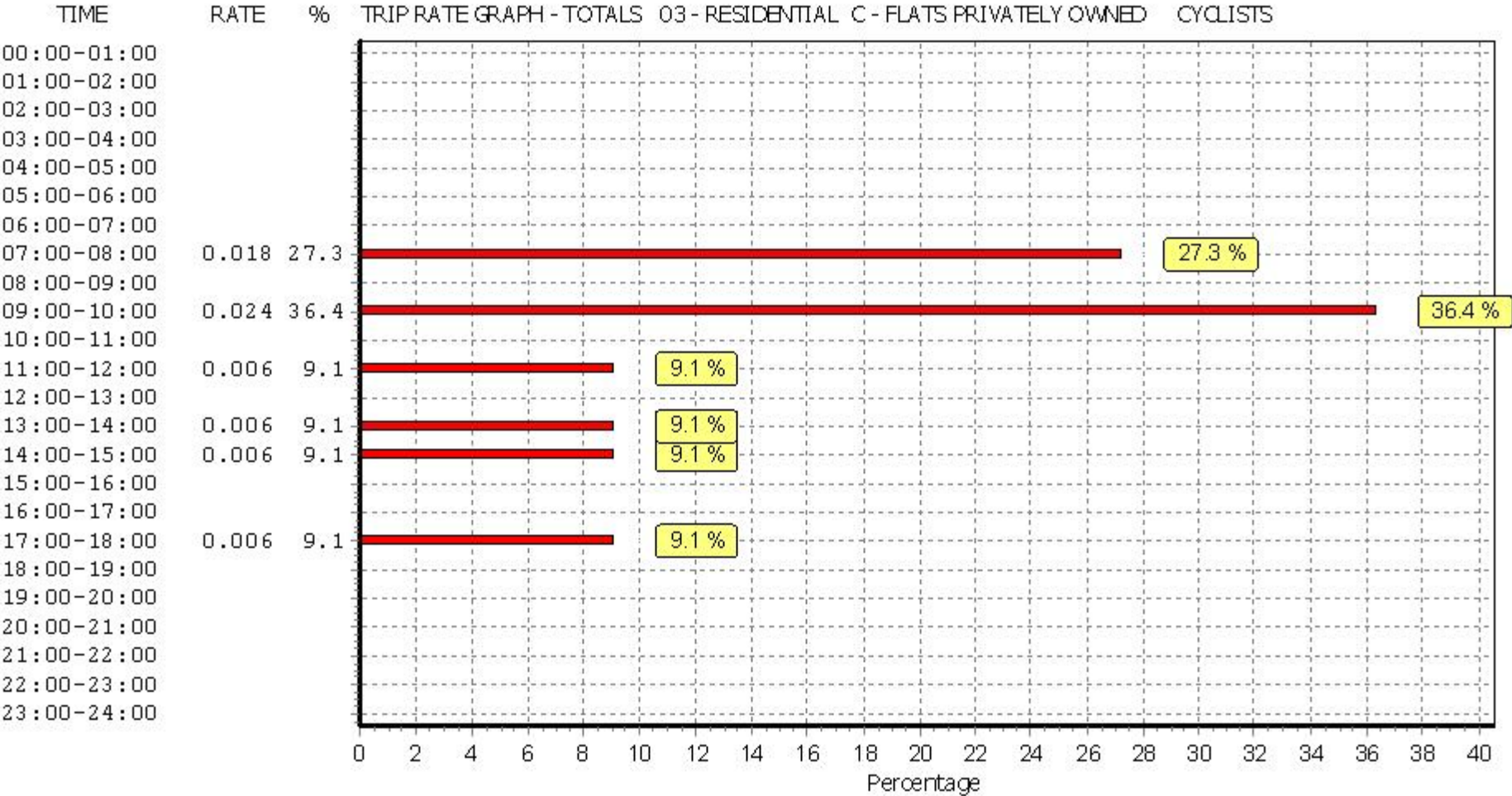
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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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