



now part of



**Colliers Way,
RG30 2QS, Tilehurst**
Transport Statement

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

Project Ref: 45057/5501/TS001 | Rev: A | Date: Nov 2018

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Document Control Sheet

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Project Ref: 45057

Report Title: Transport Statement

Doc Ref: 5501/TS001

Date: November 2018

	Name	Position	Signature	Date
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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
-	Nov 2018	Draft for Client Submission	BH	JH	-
A	Nov 2018	Final for Planning	BH	JH	PB

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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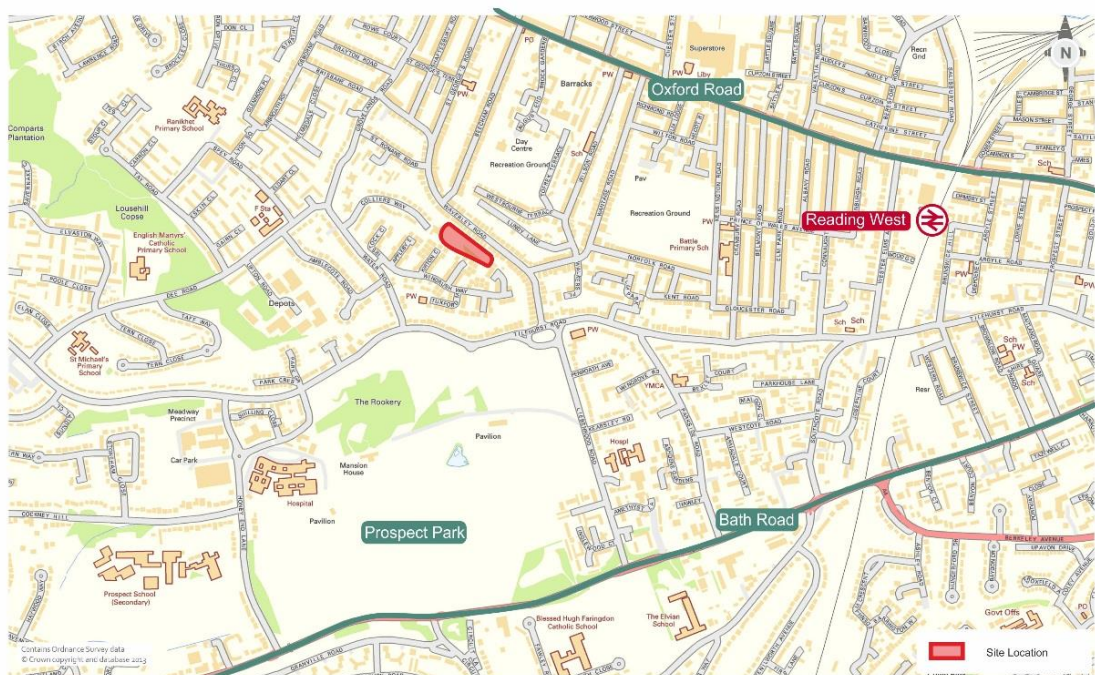
Appendix A	PBA Drawings
Appendix B	JSA Architects Masterplan
Appendix C	TRICS Output

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1 Introduction

- 1.1.1 Peter Brett Associates LLP now part of Stantec (PBA) has been commissioned by Thames Valley Retirement Homes Ltd to prepare a Transport Statement in support of an outline Planning Application for six 3-bedroom residential houses at the land at colliers way.
- 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 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

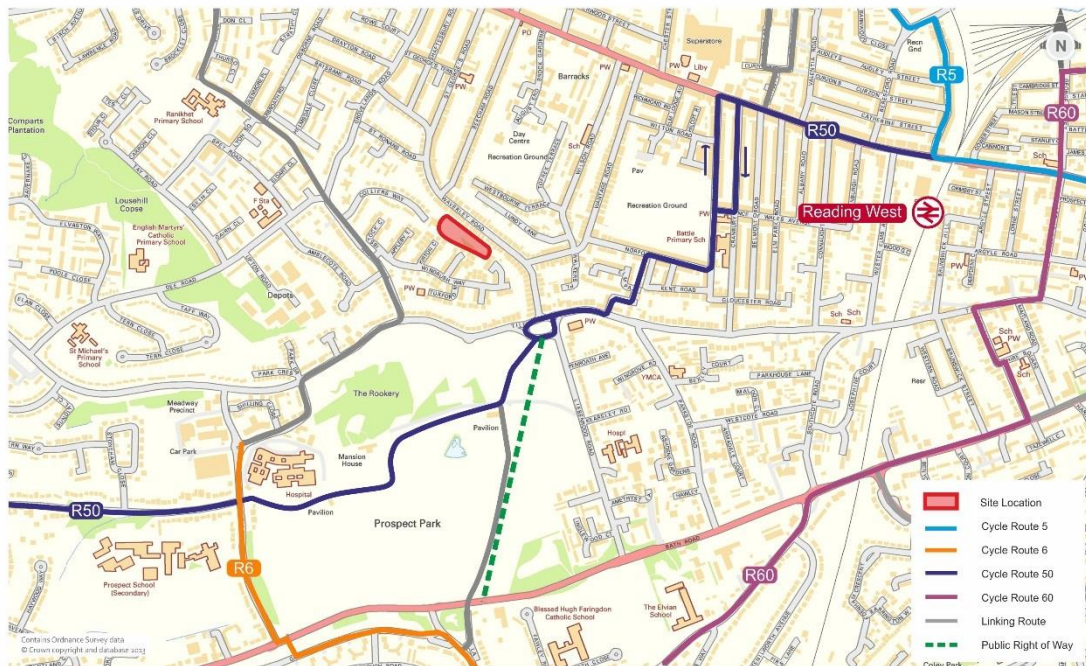


2 Existing Conditions

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

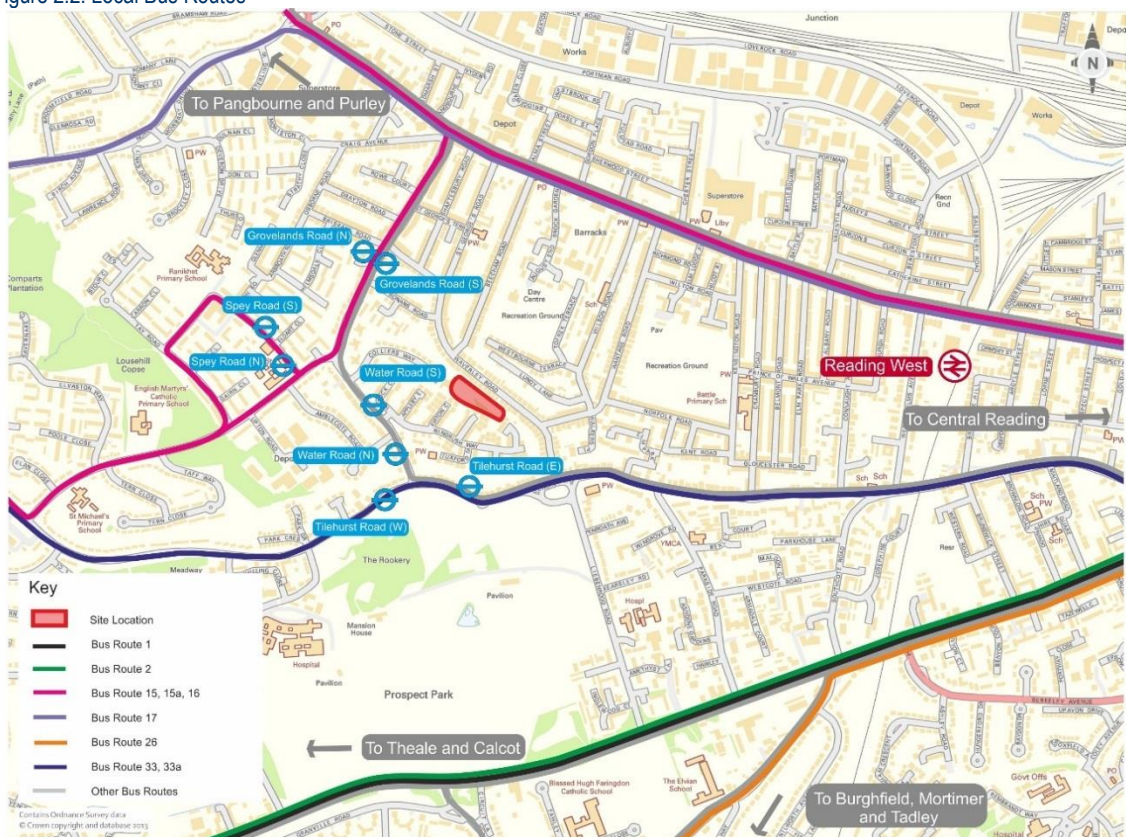
2.2.3 Reading station is a 4-minute train ride from Reading West and is situated on the Great Western Main Line, providing access to key destinations such as;

- 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**.

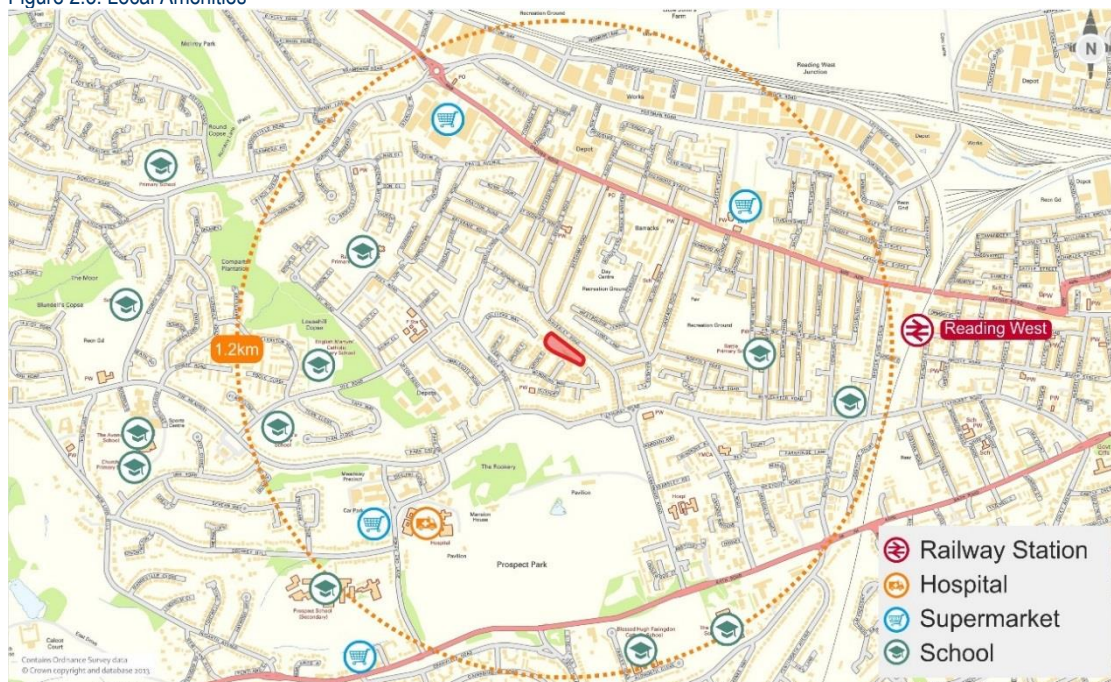
Table 2.2: Bus Services

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.

2.5.1 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 2.4** demonstrates the pedestrian route prior to the regeneration, the anticipated new pedestrian route post regeneration, and the actual implemented pedestrian route post regeneration.

Key:

- Anticipated
- After Dee Park Regeneration
- Before Dee Park Regeneration
- New Roads After Dee Park Regeneration

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- 2.5.3 **Figure 2.5** 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 2.5: 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 2.3** 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 2.3: 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 six 3-bedroom residential houses at Colliers Way 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, through the removal of the existing residential unit at the end of the Close (Number 16). The access will take the form of an extension to the existing road that leads directly into the development site.
- 3.2.2 Access to the existing driveways for the residential units in Kirton Close will be retained with no alterations to the existing turning head facility. The proposed highway works are illustrated within **PBA Drawing 45057_5501_SK002A** enclosed under **Appendix A**.

Vehicular Access

- 3.2.3 Vehicular access to the site will be undertaken via the proposed access point leading from Kirton Close measuring 7.5m in width. Vehicles entering and exiting the site will benefit from the turning head facility provided internally within the site which has been designed to accommodate the expected vehicles likely to require access.
- 3.2.4 A raised table top crossing is proposed on the entry into the main site area which looks to retain the existing pedestrian and cycle path at the southern boundary of the site. To retain pedestrian and cycle priority along the existing route, vehicles entering and exiting the site will be required to be give way. The design of the crossing is demonstrated in **PBA Drawing 45057_5501_SK002A**.
- 3.2.5 During the design process and pre-application discussions with RBC Highways Officers multiple crossing options have been explored to serve the existing cycle and pedestrian path. The proposed crossing option has been agreed in principle with RBC and, based upon a review of already consented and implemented RBC schemes where the need to consider a vehicle crossing the footway/cycleway.

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, a 10.0m Rigid Vehicle and emergency vehicles (fire tender) to enter and exit the proposed development in forward gear making use of the on-site turning facility. This is shown on **PBA Drawing 45057_5501_SK001A** enclosed under **Appendix A**.

Pedestrian & Cycle Access

- 3.2.7 As set out in the 'Vehicular Access' section, to retain the existing cyclist and pedestrian path that runs along the southern boundary of the site, a surface entry treatment will be provided to the existing footway that crosses the site access creating a cross over facility.
- 3.2.8 This design seeks to minimise the conflict between pedestrians, cyclists and vehicles by highlighting to all users that there is a change in environment. Additionally, the vehicular give-way lines situated either side of the crossing seek to retain the priority to pedestrians and cyclists on the link.

3.3 Vehicle and Cycle Parking

Vehicle Parking Provision

- 3.3.1 The proposed site is located within Zone 3 as per the 'Reading Borough Local Development Framework – Revised Parking Standards and Design'. For residential parking provision, the document states that for 3-bedroom houses a minimum of 2 parking spaces are required per unit. On this basis, the proposed development requires 12 car parking spaces to serve the six 3-bedroom units.
- 3.3.2 The development site seeks to provide a total of 15 on-site 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	12
Visitor Car Parking	3
Total	15

- 3.3.3 The proposed development seeks to provide 12 resident parking spaces, equating to a 2.0 parking space per unit parking ratio. An additional 3 visitor parking spaces will be provided.
- 3.3.4 On this premise, the proposed level of car parking provision is-line with the current RBC parking standards and seeks to provide the required number of spaces to support the development proposals.

Cycle Parking Provision

- 3.3.5 The development will seek to provide two cycle parking spaces with the curtilage of each dwelling. An additional provision of cycle spaces are to be provided externally to the houses for communal and visitor demand.

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 7.5.3.
- 4.1.2 The trip rates and resultant trip generation for the six privately-owned houses are summarised in **Table 4.1**.

Table 4.1: Trip Generation (6 Residential Houses)

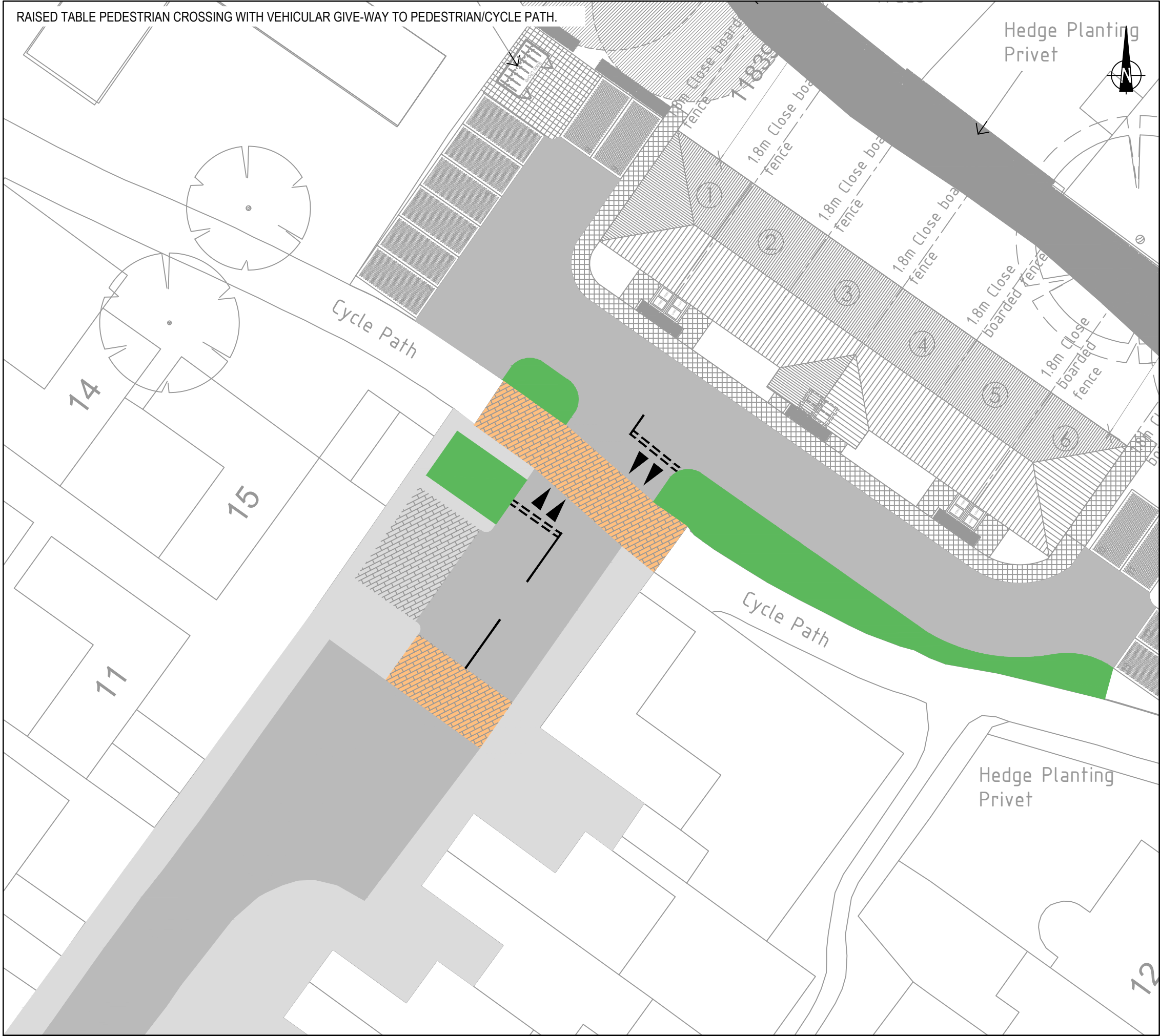
Trip Generation						
	Trip Rates			Trip Generation		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak Hour (08:00 – 09:00)	0.155	0.378	0.533	1	2	3
PM Peak Hour (17:00 – 18:00)	0.392	0.243	0.635	2	2	4
Daily (07:00-19:00)	2.616	2.701	5.317	16	16	32

- 4.1.3 **Table 4.1** demonstrates that privately owned houses are forecasted to generate 3 and 4 two-way vehicle trips in the AM (08:00-09:00) and PM (17:00-18:00) peak hours respectively. 32 two-way vehicle trips are anticipated across the daily profile.
- 4.1.4 On this basis, no material impact on the local highway network is expected given the low levels of anticipated vehicle trips in both peak periods and across the daily profile. The full TRICS report for the trip rate calculations are enclosed in **Appendix C**.

5 Summary and Conclusion

- 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 6 residential houses 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. The access proposal seeks to extend Kirton Close and provide turning head within the site to accommodate servicing, delivery and emergency vehicles. The proposed table top crossing will seek to retain the priority to pedestrians and cyclists using the existing path that runs along the southern boundary of the site.
- 5.1.3 12 residential parking spaces and 3 visitor parking would be been provided on site to serve the six 3-bedroom houses. This level of provision is in-line with Reading Borough Councils parking standards.
- 5.1.4 Traffic generation has been forecasted using the TRICS database and demonstrates that the proposed privately owned houses have a non-material impact on the local highway network, with low numbers of two-way vehicle trips generated in the peak hours and across the daily profile.
- 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 Drawings



KEY:	
	PROPOSED ROAD MARKINGS
	EXISTING FOOTWAY/CYCLEWAY
	ASHFELT SURFACE
	PROPOSED BLOCK PAVING CAR PARKING SPACE
	PROPOSED BLOCK PAVING FOOTWAY/CYCLE
	LANDSCAPING

A	AMMENDE HATCHING	22.11.18	CE	BH	
Mark	Revision	Date	Drawn	Chkd	Appd

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.

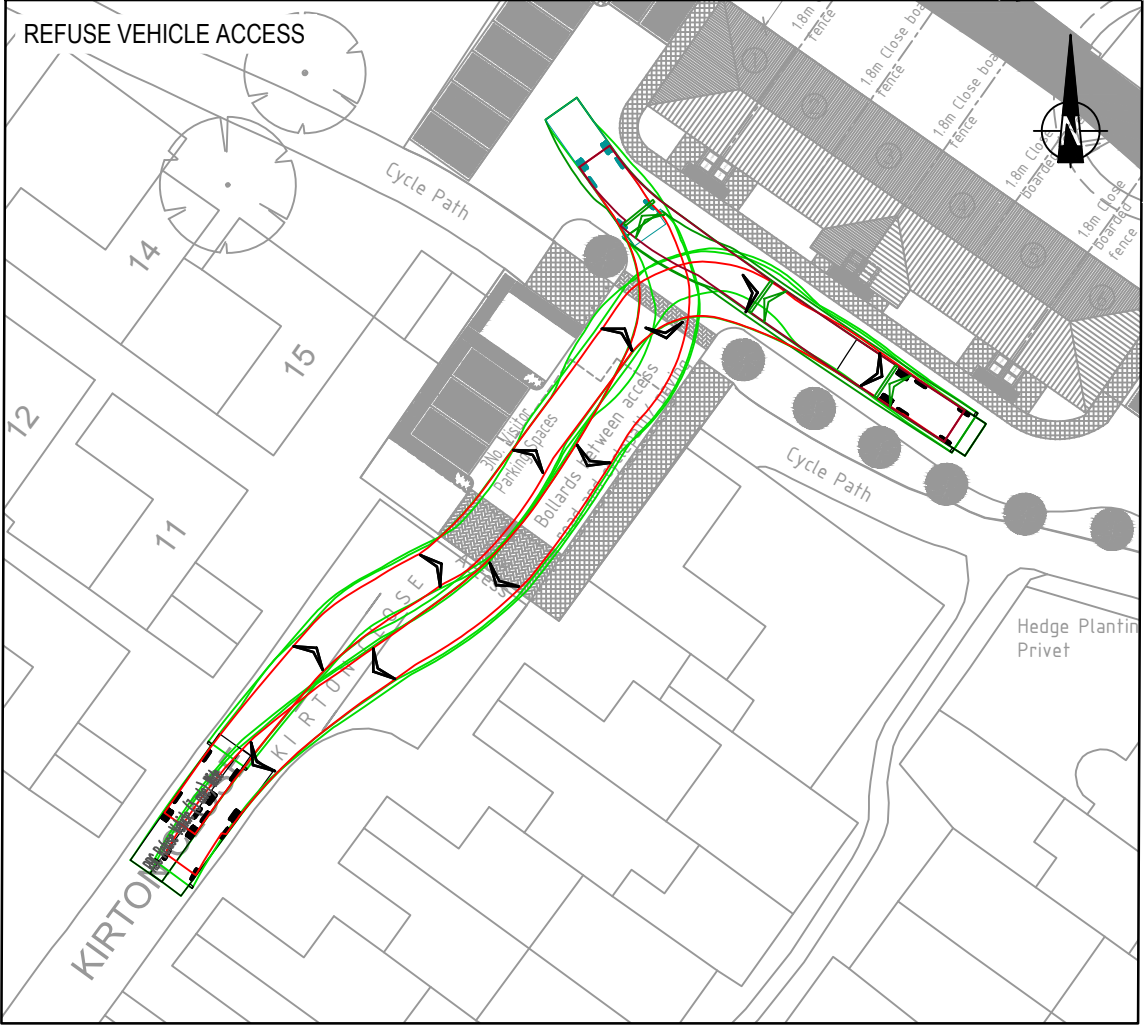
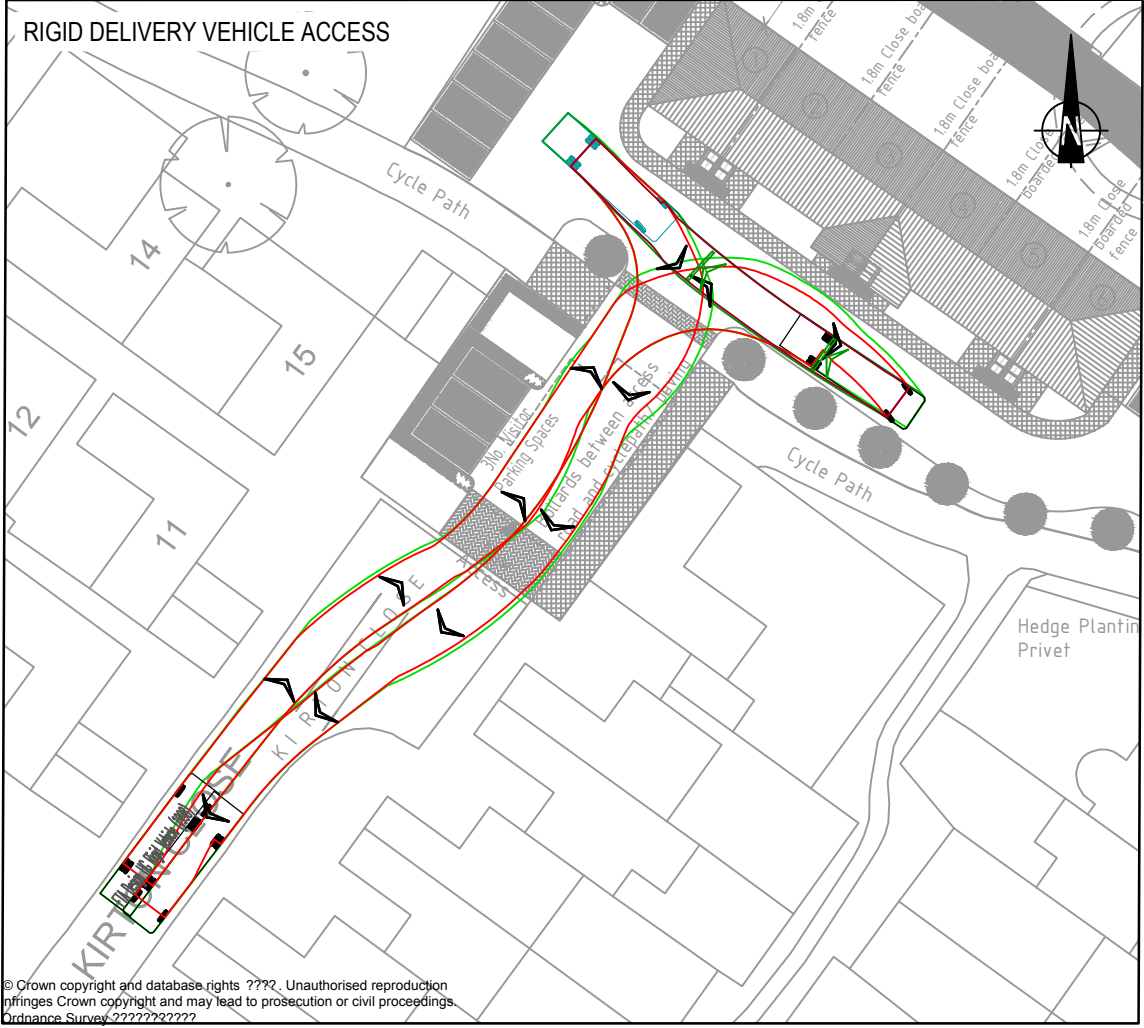
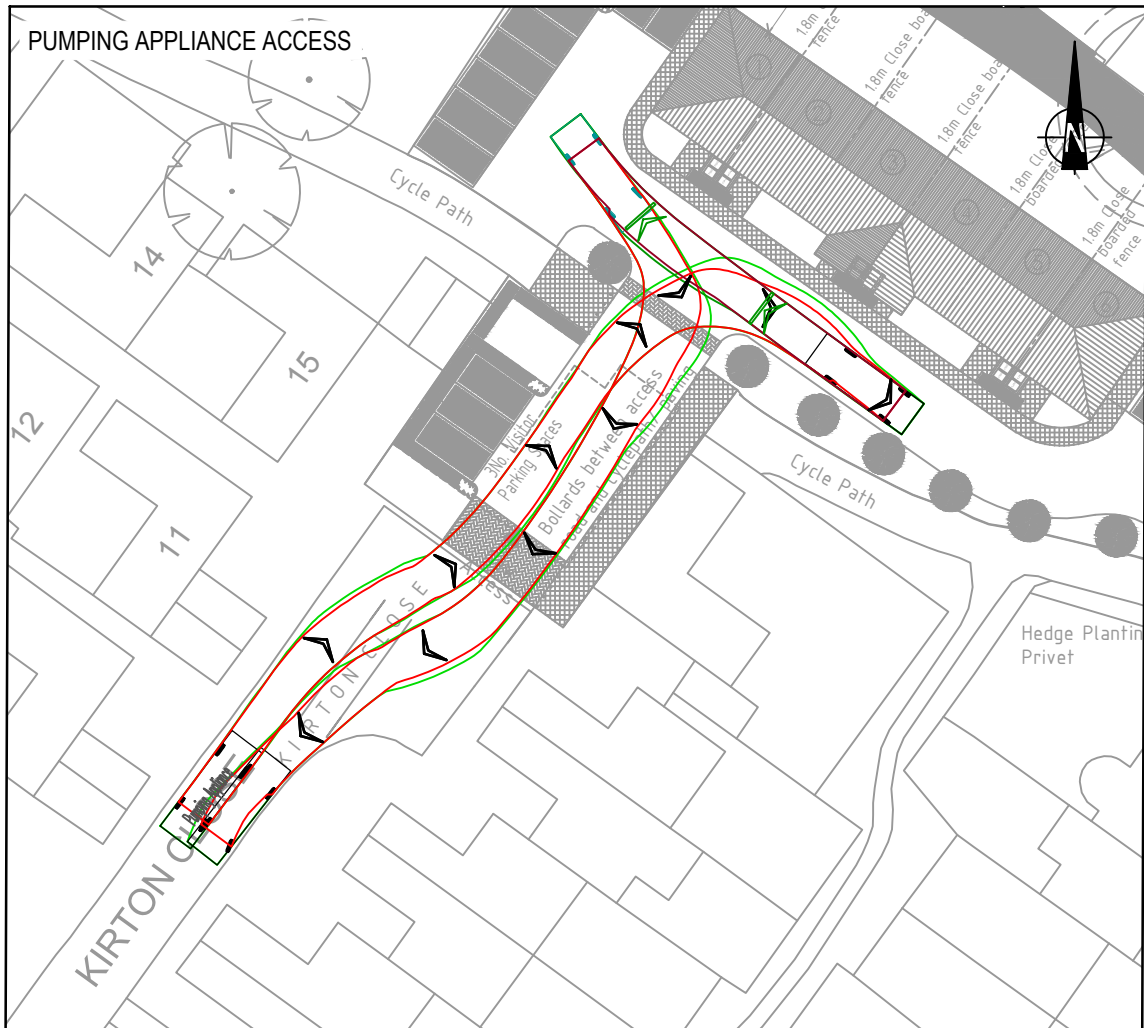
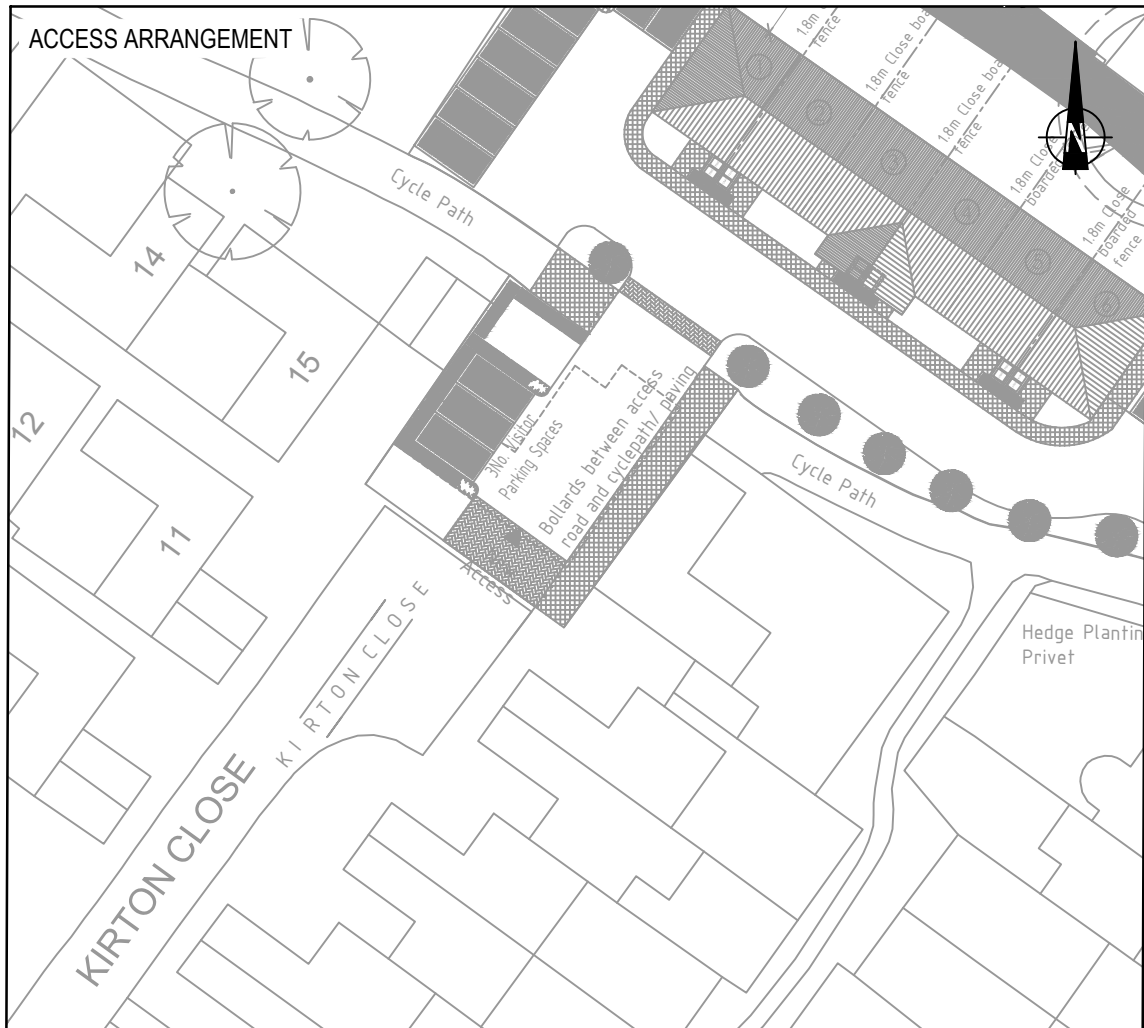
Drawing Issue Status
FOR INFORMATION

COLLIERS WAY
TILEHURST, READING
PROPOSED CYCLE PATH CROSSING

Client THAMES VALLEY RETIREMENT HOMES LTD		
Date of 1st Issue 22.11.18	Designed -	Drawn CE
A3 Scale 1:250	Checked BH	Approved -
Drawing Number 45057/5501/SK002	Revision A	

now part of

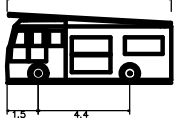
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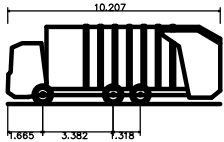
NOTES:

1. HAND SKETCH PRODUCED BY JSA ARCHITECTS
APPROXIMATELY SCALED TO ORDANANCE SURVEY
(OS) MAPPING.

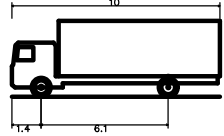
VEHICLE TRACKING PROFILES:



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
Kerb to Kerb Turning Radius 7.750m



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
Kerb to Kerb Turning Radius 8.600m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.748m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Mark	Revision	Date	Drawn	Chkd	Appd
B	UPDATED VEHICLE TRACKING	20.11.18	CE	BH	
A	UPDATED MASTERPLAN AND REVISED TRACKING	14.11.18	CE	BH	

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Drawing Issue Status

FOR INFORMATION

COLLIERS WAY
TILEHURST, READING
MASTERPLAN ACCESS REVIEW

Client		
THAMES VALLEY RETIREMENT HOMES LTD		
Date of 1st Issue	Designed	Drawn
15/10/18	-	CE
A3 Scale	Checked	Approved
1:500	BH	PB
Drawing Number	Revision	
45057/5501/SK001	B	

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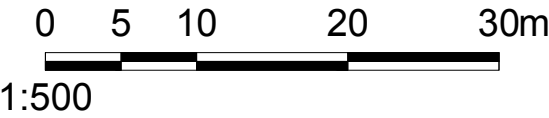
Appendix B JSA Architects Masterplan



Accommodation Schedule

6No. 3 Bed Houses @ 88m²/ 950ft²

16No. Parking Spaces
(incl. 3No. Visitor Parking Spaces- VP)



S:\Company\Projects\Residential Developers\The Cardiff Property\CPCW - Land at Colliers Way\3-PLANNING\04-scheme\Drawings\CPCW Colliers Site Plan.dwg
11/29/2018A-Planning.ctb

Subject to:
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. PL-102
■ Scale 1:500@A3
■ Date NOV 2018
■ Checked by SSB

Appendix C TRICS Ouput

Calculation Reference: AUDIT-706701-181128-1131

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	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: 27 to 48 (units:)
Range Selected by User: 8 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 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:

Suburban Area (PPS6 Out of 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	4
------------------	---

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	4 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 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
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
------------	--------

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15			
2	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: THURSDAY 12/11/15			
3	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: THURSDAY 22/09/16			
4	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 Survey date: WEDNESDAY 18/04/12			

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/A - HOUSES 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	4	37	0.135	4	37	0.338	4	37	0.473
08:00 - 09:00	4	37	0.155	4	37	0.378	4	37	0.533
09:00 - 10:00	4	37	0.142	4	37	0.182	4	37	0.324
10:00 - 11:00	4	37	0.196	4	37	0.101	4	37	0.297
11:00 - 12:00	4	37	0.223	4	37	0.135	4	37	0.358
12:00 - 13:00	4	37	0.149	4	37	0.243	4	37	0.392
13:00 - 14:00	4	37	0.196	4	37	0.264	4	37	0.460
14:00 - 15:00	4	37	0.176	4	37	0.203	4	37	0.379
15:00 - 16:00	4	37	0.264	4	37	0.209	4	37	0.473
16:00 - 17:00	4	37	0.365	4	37	0.250	4	37	0.615
17:00 - 18:00	4	37	0.392	4	37	0.243	4	37	0.635
18:00 - 19:00	4	37	0.223	4	37	0.155	4	37	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.616			2.701			5.317	

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

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

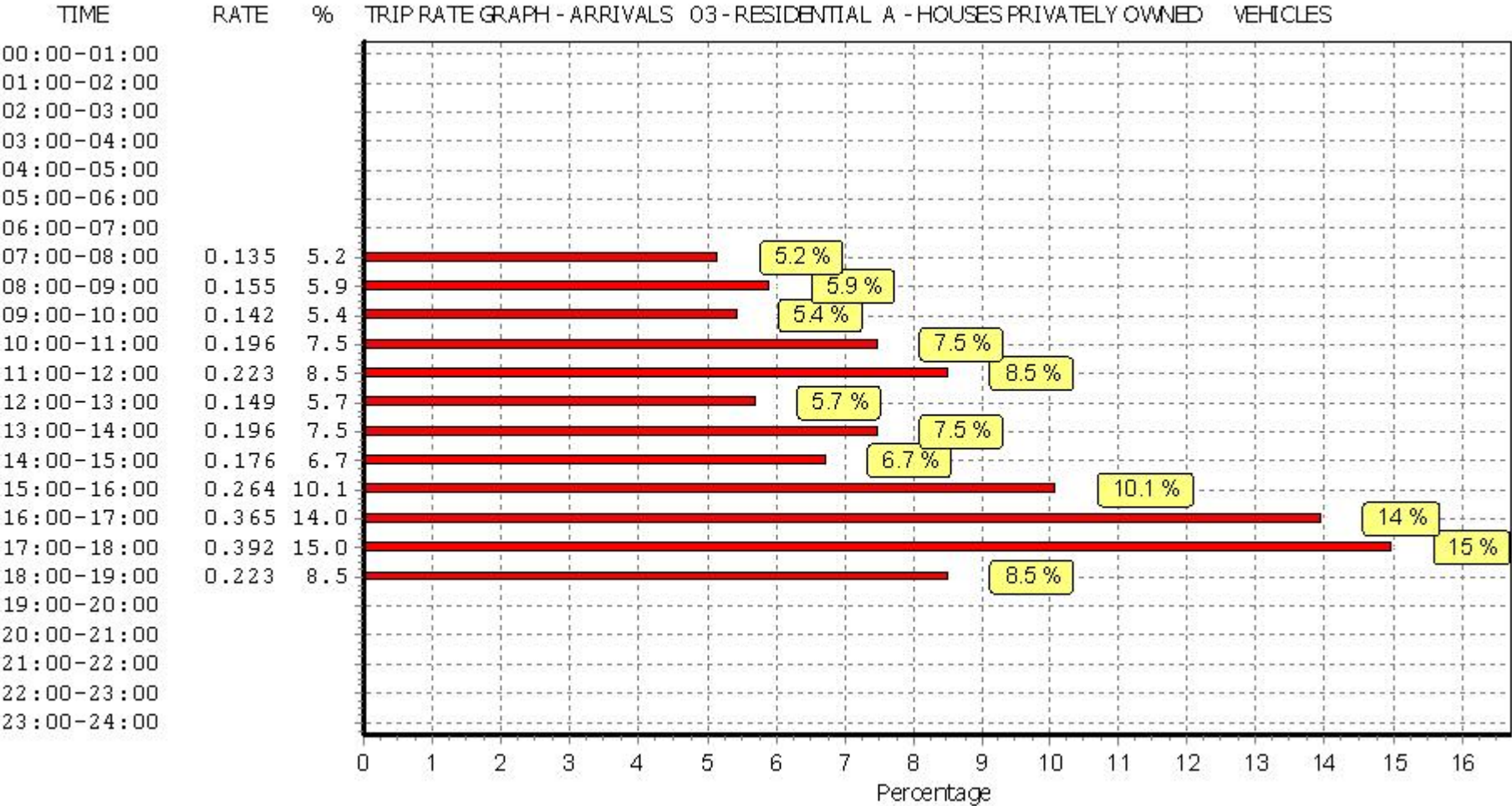
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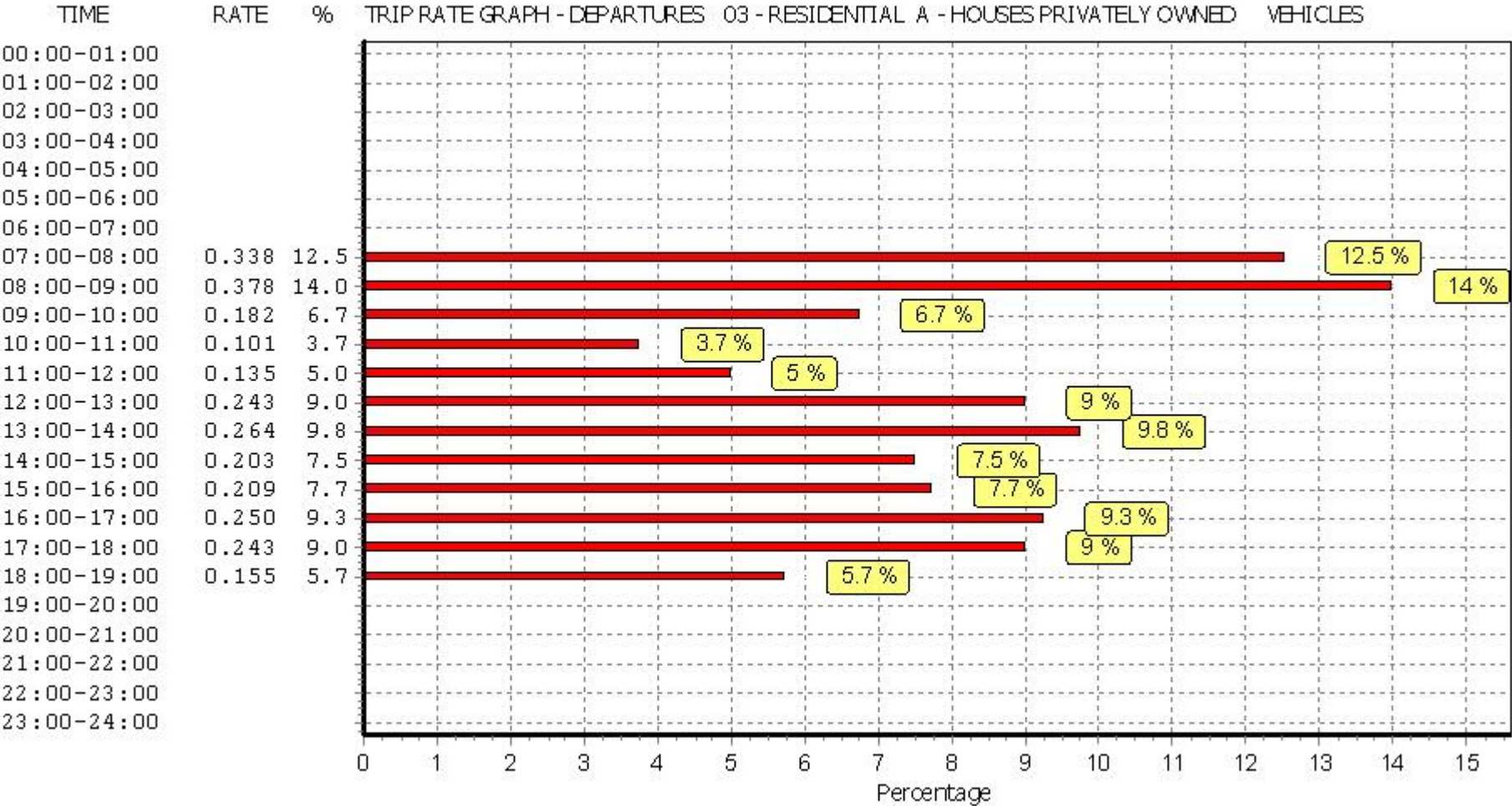
Parameter summary

Trip rate parameter range selected:	27 - 48 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

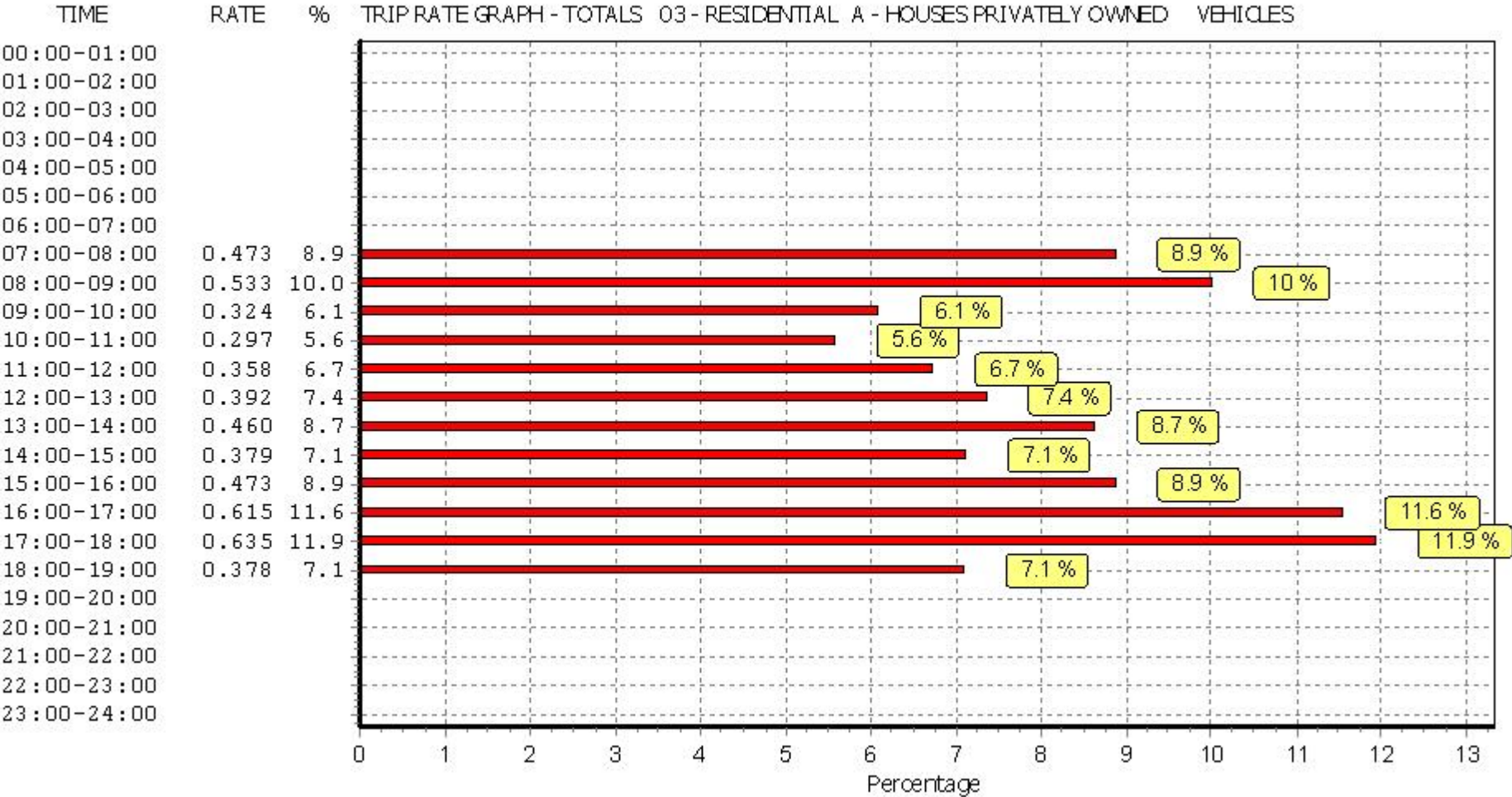
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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