

Transport Assessment

The Meadway Precinct (revised scheme)

Tilehurst, Reading

Partners

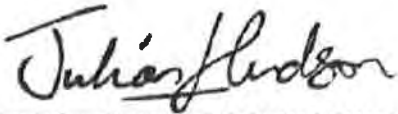
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1.0 Introduction

- 1.1 This Transport Assessment (TA) analyses the potential impacts of proposals to redevelop the Meadway Shopping Centre site at Tilehurst off Honey End Lane, Reading (Appendix A Location Plan). The complex is currently utilised for retail, leisure and residential purposes. The proposal is for new retail units with enhancement and expansion of some of the existing units, and retention of existing residential and leisure uses.
- 1.2 The Meadway Precinct comprises a purpose-built Shopping Centre of 29 shops including Asda, Boots and Fitness First, with a large car park to the side and rear. A number of the units are currently empty. There are also 27 two-bed flats above existing shops, which are provided with 14 garages, not all of which are used. The site is in need of regeneration to improve its character and attract new businesses to provide a more attractive facility.
- 1.3 The existing site has a total of 2,776m² retail space and 218 parking spaces. The proposal is for a total of 5,996m² of retail space with 200 dedicated parking spaces (which includes provision for blue badges and parent & child spaces) and 14 spaces for the residents to replace the existing garages. The existing flats will be retained and parking provision will remain constant.
- 1.4 The scope of this Assessment has been discussed with the local highway authority. They have advised that traffic flow counts should be undertaken at the main junctions at either end of Honey End Lane and at the access to the precinct. Parking beat counts have also been requested for the precinct car park. These have been completed and form the basis of the Assessment. Further discussions were held as the assessment progressed and issues came to light, so that officers could have the opportunity to consider them as they arose and how they should be addressed.

- 1.5 The originally submitted scheme was subsequently revised following comments from the planning authority and this Assessment reflects the changes made to the proposal. Further discussions with the council were held and this Assessment takes account of their advice and guidance. The proposal for additional residential units has now also been dropped.
- 1.6 Officers made further comments on the submitted TA with specific reference to the TRICS analysis and the methodology for calculating trip rates for the various different type of proposed units. The issue of how to account for linked trips between the precinct and the adjacent ASDA were also discussed further. This final version TA reflects those comments and incorporates revised calculations which have been approved by the local highway authority prior to submission of this report.

2.0 Site Audit

- 2.1 The Meadway is a district centre located in West Reading. The centre is split into two parts. The northern part of the centre is a purpose-built precinct opened in 1967, containing retail and leisure uses and 27 flats, with an area of car parking. The southern part of the centre is made up of an Asda superstore and its car park. The planning brief prepared by the Borough Council (2012) states the precinct “is now dated and in poor condition, as well as being physically unappealing and failing to make the most of its location in design terms.”
- 2.2 The site lies close to Prospect Park, approximately 3 km west of the centre of Reading, and 3 km from Junction 12 of the M4. It serves a residential area around the streets of Honey End Lane, the Meadway, Cockney Hill and Usk Road.
- 2.3 The site comprises 2,776 sq. m of retail space split into 29 separate units and 27 no. 2-bed flats. In total there are 207 pay & display parking spaces and 14 garage spaces (some of which are unused), with 6 cycle stands. Of these P&D spaces, 110 are located in the side car park at the western end of the site, 79 at the front car park adjacent to the access road and 18 plus the garages at the rear along the north service road. Observations show that some casual parking also takes place in the shop service areas and along the service road. The ASDA car park has approximately 161 spaces. Drivers who use the precinct side car park can redeem the cost of parking in the ASDA store.
- 2.4 Vehicle access is from two access points off Honey End Lane. At the northern end of the site a service road runs behind the back of the units to the side car park from a simple priority junction. At the southern end a 4-arm roundabout provides a shared (private) access road to the development site and to the ASDA store car parks on the opposite side. Vehicles can enter or leave by either route as they are connected at the side car park. The roundabout arm opposite the precinct serves the Prospect Park Hospital and terminates in a cul-de-sac at the hospital car park. The other two arms

connect Honey End Lane to The Meadway and Bath Road (A4). There are splitter islands on three arms but not on the access road to the development site.

- 2.5 The front precinct car park runs alongside the carriageway, without any physical segregation between the end bays and passing traffic. There is a footpath to the main entrance, linked to the ASDA store by a zebra crossing. The zebra has no controlled zone markings or belisha beacons, which is permissible on a private road but would be unacceptable on the adopted highway. Immediately beyond the crossing is the access to the main ASDA car park opposite the precinct.
- 2.6 The Meadway and Bath Road are distributor roads which converge just at the edge of the town centre. Both are main bus routes. Bath Road connects to the M4 and The Meadway leads to the centre of Tilehurst. There is a traffic signal junction at The Meadway/Honey End Lane, with a car wash on one corner. There are traffic calming speed humps in the vicinity of the development site and pedestrian guard railing adjacent to the edge of the carriageway. There is a zebra crossing prior to the roundabout with guard railing on all sides. Beyond the roundabout is a school in a residential setting and the speed limit drops from 30 mph to 20 mph. A humped zebra crossing is located adjacent to the school, close to bus stops on both sides of the road. There is a shared pedestrian/cycle path along one side of the road. The junction with Bath Road is formed by a mini roundabout.
- 2.7 Bath Road and The Meadway are two of the three main roads connecting Reading town centre with the areas to the west of the town. Bath Road carries approximately 20,500 motor vehicles (AADTF) in the vicinity of the proposal site and The Meadway approximately 18,000 according to the DfT classification counts (2013). The precinct is bounded on the northern and western sides by a steep hill comprising grass and trees.

2.8 Existing Trip Rates

2.8.1 Traffic surveys were undertaken during Friday afternoon and all day Saturday as directed by the Council (Appendix B) to capture the busiest periods of site activity and traffic peaks. It should be noted that the traffic survey counted all vehicles entering the site access road, including those which parked at the precinct and those which parked at ASDA.

Table 1; Access road Traffic Survey results summary;

Time period	Arrivals	Departures	Total Trips
Sat 12.00-13.00	325	350	675
Fri 12.00-13.00	283	299	582
Fri 17.00-18.00	344	361	705

2.8.2 A separate car park survey undertaken at the precinct on Saturday (Appendix C) recorded that approximately 63% of vehicles entering the shared access road go to the precinct car park and 37% go to the ASDA car park. Assuming this ratio is constant it can be utilised to show actual flows in and out of the precinct car park;

Table 2; Precinct car park survey summary;

Time period	Arrivals	Departures	Total Trips
Sat 12.00-13.00	205	222	427
Fri 12.00-13.00	178	188	366
Fri 17.00-18.00	216	227	443

2.8.3 The car park survey also included a driver/passenger destination survey. This revealed that some drivers used the precinct car park to visit ASDA rather than the precinct itself; up to 36% at times but at a rate *averaging* 18%. It has been agreed with the Council that these 18% can be discounted from the survey data to reflect this, as not all of the trips to the precinct car park are generated by the precinct itself but constitute overspill parking from ASDA, as shown in the table below;

Table 3; Existing Trips generated by the precinct, excluding ASDA customers;

Time period	Arrivals	Departures	Total Trips
Sat 12.00-13.00	168	156	325
Fri 12.00-13.00	146	154	300
Fri 17.00-18.00	177	186	363

- 2.8.4 The parking accumulation survey reveals that during peak occupancy (12:15 hrs) the car park was 85% occupied, with 168 vehicles parked. A manual parking occupancy survey of the ASDA car park, also undertaken during the same period on a Saturday (12.15), demonstrated that there were 50 spaces available in the ASDA car park.
- 2.8.5 Some of the existing units are currently unoccupied and it has been suggested potential trip rates could be higher if more were in use. Therefore we have undertaken a TRICS analysis (Appendix D) to test this. As requested by the Council separate surveys have been calculated for Saturday only and for weekdays only; by coincidence all four Saturday survey sites are in Ireland but this is within accordance of current TRICS best practice. For a local shopping centre of 2,776 sq. m retail floor area, the following site peak and daily trip rates were estimated via TRICS;

Table 4: Daily vehicle trip rates for Existing Precinct, (TRICS data)

	Arrivals	Departures	Totals
Saturday Peak 12:00-13:00	147	138	286
Weekday 12.00-13.00	205	205	410
Weekday 17.00-18.00	169	181	351

- 2.8.6 These trip rates demonstrate that the existing Friday/weekday trips recorded during the survey are similar to those predicted by TRICS. The weekday trips between 12.00-13.00 recorded by the survey are significantly lower than TRICS predicted, while the trip rates surveyed during Saturday lunchtime were slightly higher than TRICS predicted.
- 2.8.7 It is acknowledged that actual survey data is always preferable to TRICS predictions, which will never be as accurate. However it is interesting that the difference between the survey results and the TRICS predictions varies at different times of the day/week. There are likely to be a combination of reasons and factors for this;
- The occupancy rate at Meadway is actually typical of most other local precincts, with a proportion of units always empty. This suggests that Meadway, like other precincts, could generate a significant number of

additional trips under existing planning consent if it was fully occupied and this must be taken into account when assessing the impact of the proposal.

- The TRICS surveys were undertaken across the week whereas the survey data is for a Friday lunchtime, which is likely to be one of the busier periods for a local precinct.
- The presence of the ASDA store distorts the travel profile of the precinct; most local precincts are not sharing a site with a major supermarket and this would not be reflected in the TRICS surveys.

2.8.8 A TRICS analysis has also been run for the flats as requested by the local highway authority (Appendix E). This demonstrates that the 27 flats generate **80** vehicle trips per day. As would be expected the trips are split equally between arrivals and departures. It is known that these trips are reflected in the parking survey which was undertaken and as the flats will remain, their impact on future traffic flows is not considered a significant factor.

2.9 **Traffic Flow Analysis**

2.9.1 Traffic counts were undertaken at each junction at the end of Honey End Lane and at the roundabout leading to the site access. These were taken over a 27-hour period to include the Friday evening peak and the peak-customer period of Saturday lunchtime, as directed by the Borough Council. It must be noted that this is not a reflection of actual daily flow as the standard 24-hour flow count (i.e. from midnight to midnight) was not used.

2.9.2 *Honey End Lane Roundabout*

The data shows that during the Friday evening peak period (17:00 – 18:00 hrs) a total of 1262 vehicles passed through the roundabout junction and of these 361 entered from the precinct/ASDA access road. During the same period 344 vehicles drove into the access road from the other 3 arms, demonstrating roughly equal rates of arrival and departure, as would be expected. It is also evident that traffic enters the precinct access road in equal proportions from the northern and southern arms of Honey End

Lane; 168 and 174 vehicles respectively. It can therefore be deduced that approximately 56% of the peak-hour traffic passing through the roundabout junction is generated by the precinct/ASDA.

2.9.3 Traffic flows for the peak-customer period (Saturday 12:00 – 13:00 hrs) demonstrate that 983 vehicles drove into the precinct access road and of these 627 parked in the precinct car park; the remainder parked in ASDA.

2.10 **Public Transport Services**

2.10.1 Reading has a comprehensive bus network (Appendix F), in which services have been extensively upgraded with main routes re-branded as Premier Routes. New, low-floor vehicles have been introduced and bus stop infrastructure has been improved. These measures offer a high quality, inclusive service, with frequent, colour-coded buses that are tracked by satellite technology.

- Bus service 1 operates between Newbury and Reading seven days a week from early morning until late at night and runs up to every half hour, passing Prospect Park on Bath Road.
- Bus service 2/2a operates between Mortimer and Reading (Central) Station seven days a week from 5.40 am – midnight at frequencies of up to every half hour. Buses stop at Bath Road adjacent to Prospect Park.
- Bus service 33 operates between Central Reading and Turnham's Farm via Tilehurst seven days a week from early morning to late night and runs at frequencies of up to every ten minutes. Buses stop on The Meadway close to the junction with Honey End Lane.
- The 28/28a operates on routes between Purley and Caversham via the town centre Monday - Saturday. The routes vary and services run up to ten times a day. Buses stop at Bath Road close to Honey End Lane.

2.10.2 There are bus stops along Honey End Lane on both sides of the road adjacent to the precinct but there are no details to show that any services are currently using this route. It does demonstrate that the infrastructure is already in place for direct bus service access and the regeneration of the precinct will make provision of bus services more viable.

2.11 **Cycle Routes**

2.11.1 Reading's cycle network connects all the town's major public facilities, employment and leisure areas with almost 37 miles of principal routes, of which 17 miles are segregated from general traffic (Appendix G).

2.11.2 The proposal site sits at the junction of the R6 (Coley Park and Southcote) and the R50 (Tilehurst and Prospect Park) Reading Cycle Routes. There are direct Linking Routes to the R5 and R60 Routes and to the Town Centre Route.

2.11.3 The R50 uses many quiet, traffic-calmed roads and a route through Prospect Park with destinations including Prospect School and the Meadway along the way. The R6 is a quiet, on-road route between Coley and Southcote, avoiding Reading's busy main roads via a path along and under the railway, which has been recently widened to provide a more attractive link to schools and other local destinations. Access to the town centre and South Reading routes is via the off-road cycle path under the Inner Distribution Road (IDR). The R60 gives priority to cyclists from south-west Reading to Reading Station via the shared path on Bath Road, toucan crossings of Bath Road and Oxford Road and a link through quiet streets like Downshire Square and Great Knollys Street.

2.12 Safety Analysis

2.12.1 Three-year collision data was obtained from Reading Borough Council for the period 01/01/2012 and 31/12/2014 for the area around the site (Appendix H).

2.12.2 A cluster of nine incidents occurred at the junction of Honey End Lane and The Meadway. Of these four resulted in serious injuries and the other five resulted in slight injuries; each incident resulted in a single casualty. Five of the collisions involved single pedestrians at or near the crossing and of these three sustained serious injuries. All of these were attributed to errors by the pedestrians, who failed to look properly or crossed against the signals. Of the five pedestrians one was aged over 80 and two were aged 12 or under.

2.12.3 The remaining four collisions include an incident involving a drunk driver and one involving a cyclist who experienced brake failure. Both of these are considered random events which have no bearing on location or highway characteristics. The other two involved careless turning manoeuvres by car drivers. It is considered that the only significant recurring pattern at this location is the number of pedestrians struck by vehicles while attempting to cross the road but the police reports attribute all of these to pedestrian error or behaviour.

2.12.4 Four collisions took place in the vicinity of the roundabout at the main entrance to the precinct. In total six personal injuries from these incidents; one serious and five slight including three in one collision. Two of the collisions involved cyclists who were struck while making turning manoeuvres; one sustaining serious injuries in a collision which occurred in dark, wet conditions and one sustaining slight injuries in daylight on a wet day. The other two incidents involved a driver who entered the roundabout without giving way and another incident in which a car shunted another waiting to enter the roundabout.

- 2.12.5 The collision rate at the roundabout is within normal expectation and all of the incidents can be attributed to driver error of judgement and/or failure to look properly. There is nothing to suggest any highway defects or that the road layout contributed to any of these incidents and this was confirmed by observations during the site visit
- 2.12.6 The only other collision near the precinct occurred at the junction of Honey End Lane and Cockney Hill and involved a car making a poor turning manoeuvre which caused a cyclist to collide with the car and fall off, sustaining slight injuries.
- 2.12.7 In summary it is concluded there are no adverse safety impacts associated with the development proposal and no significant, undue hazards caused by the character or layout of the highway.

3.0 Policy Analysis

- 3.1 The Borough Council's Core Strategy Vision states; "The district and local centres will perform an increasing role of providing services to local populations."
- The strategy also refers to existing district retail centres; *"The vitality and viability of these District centres (which includes Meadway) should be maintained and enhanced. This will include widening the range of uses, environmental enhancements and improvements to access."*
- 3.2 It is conventional to undertake analysis of the Local Transport Plan, National Planning Policy Framework, Local Development Framework and other material transport planning policies and strategies as part of the policy analysis in any Transport Assessment. However in this instance the local authority has produced a planning brief for the site which makes reference to elements of these documents.
- 3.3 **The Planning Brief**
- 3.3.1 The planning brief prepared by the Borough Council set out key principles related to transport and travel issues. An increase in overall number of trips to the Centre is anticipated, and is acknowledged as a sign of a successful development. However, it is stressed that impacts upon the transport network are to be fully mitigated, in line with policy. This will mean that the development, if it generates additional trips, will need to incorporate enhanced provision for non-car modes of transport.
- 3.3.2 Honey End Lane is a classified road, and the Council's policy is that there should be no new entrances onto classified roads. The roundabout at the junction of Honey End Lane and the entrance to the Meadway Centre should be retained as it provides an important highways function for u-turns. It also provides a convenient point for buses to turn, if a more direct bus service were to be provided.

- 3.3.3 Car parking should be provided in line with the Council's Parking Standards and Design Supplementary Planning Document 5. New areas of public car parking should represent an improvement over the current public parking area. In particular, it should avoid significant slopes, and pedestrian movement within the car park should be safe. Terracing of car parking may be one means to deal with the slope issue.
- 3.3.4 Redevelopment of the site should enhance the facilities and access for cycling. Cycle access to the site should be planned into any development from the outset, and should be safe and secure. Cycle parking should be also provided in line with the Council's Parking Standards and Design SPD.
- 3.3.5 Provision should be made to ensure good quality pedestrian access to bus stops on The Meadway and Honey End Lane.
- 3.3.6 The centre should benefit from good quality pedestrian access to and from Prospect Park, which would include signage. Improved lighting along Honey End Lane is one measure which will be important to improve both pedestrian and cycle access to the centre. Lighting should be to the most recent standards of the highways authority.
- 3.3.7 Servicing arrangements will need to be in compliance with the policy set out in the Council's Parking Standards and Design SPD. Development should avoid servicing arrangements that are directly adjacent to residential gardens, in particular those along the north side of Cockney Hill.
- 3.3.8 The proposal has evolved from its original form in light of continuing guidance provided by the local planning and highway authority. This has included policy issues and design detail. The current proposal reflects the requirements of the council.

4.0 Development Proposal

4.1 Proposed Site Access and Layout

4.1.1 The existing vehicle access points will be retained without the need for any new ones, as per the brief (Proposed Scheme Appendix J). The connection between them will be severed, which will remove the existing hazard and nuisance. The northern access will be for residents and service & delivery vehicles only. The southern access will serve the car parks with some limited access for service vehicles to the rear of the adjacent units. This will achieve significantly greater segregation of cars and service vehicles, which will improve safety and convenience for all concerned.

4.1.2 The crossing between the precinct and ASDA is to be converted into a raised speed table crossing, which will limit vehicle speeds across the site and improve safety for pedestrians. The pedestrian guard railing outside the precinct will be removed but the planter will be retained.

4.2 Parking Provision

4.2.1 The precinct is in Zone 3 of the Reading parking hierarchy (secondary core area). The maximum parking provision standards for this zone which are relevant to the proposal are as follows;

- | | |
|--|------------------|
| • A1 Food Retail | 30m ² |
| • A1 Non-Food Retail Up to 1,000m ² | 40m ² |
| • A1 Non-Food Retail Over 1,000m ² | 30m ² |
| • Hot Food Take-Away | 40m ² |
| • Health Clubs/Gymnasiums | 30m ² |

4.2.2 As the nature of the final end users of the units is unknown it has been assumed that there will be a 50:50 split between food and non-food retail with some hot food takeaway use retained. As requested by the Council, an 'average' parking requirement of 1 space per 30 m² has been assumed. It has been agreed with the Council that an

overall provision of up to 200 spaces for the retail units is acceptable. Parking provision for the flats will remain as it is as there will be no new residential development, except that the 14 garages will be replaced by new parking spaces.

- 4.2.3 A total of 77 cycle stands are proposed; 50 for the retail units and 27 for the residents. This is a very significant increase above current provision and given the excellent cycle links in the area will be a major incentive for people to cycle. Four public motorcycle spaces are also proposed.

5.0 Impact Analysis

5.1.1 The methodology for calculating proposed trip rates and traffic flows has been revised from the original TA following discussion with the local highway authority and have been approved by the highway development control manager prior to submission of this amended TA.

5.1.2 The proposal is to increase the retail area in the precinct from 2776m² to 5996m², an increase of approximately 215%. For the purposes of trip generation the local highway authority has directed that the two proposed larger units (929m² and 647m² respectively) will operate as supermarkets (or similar) and therefore the TRICS analysis has been requested to demonstrate the likely trip rates for these two units, based on floor-space. Reports for these TRICS analyses are included at Appendix K. As with the smaller units, the TRICS rates have been reduced by 18% to reflect the impact of linked trips between ASDA, the small retail units and the large units, based on observations of the car park occupancy survey. In reality this is probably an under estimate as the proportion of linked trips will almost certainly increase as more units are developed;

Table 5; Predicted trips for the larger proposed units (total of 1,576m²)

Time Period	Arrivals	Departures	Total Trips
Saturday 12.00-13.00	115	115	230
Weekday 12.00-13.00	81	81	162
Weekday 17.00-18.00	78	79	157

5.1.3 The remaining proposed retail units (4420m²) are assumed to generate trips in the same proportions as the current units. Thus the survey data has been uplifted to predict the likely trip rates. This has been achieved by taking the trip rates and increasing them by 160% in line with the increase in floor area (i.e. from 2776m² to 4420m²). That would equate to projected trip rates as follows;

Table 6; Predicted trips for the smaller units

Time Period	Arrivals	Departures	Total Vehicle Trips
Saturday 12.00-13.00	268	249	456
Weekday 12.00-13.00	233	246	480
Weekday 17.00-18.00	283	297	580

The number of additional trips this will generate is calculated by removing the trips which are generated by the existing units as follows;

Table 7; Additional Trips generated by small retail units;

Time Period	Arrivals	Departures	Total Vehicle Trips
Saturday 12.00-13.00	100	93	131
Weekday 12.00-13.00	87	92	180
Weekday 17.00-18.00	106	111	217

The trip generation impact of the development proposal can be ascertained by adding the additional trips generated by the large and small units;

Table 8; Additional trips generated by development

Time Period	Arrivals	Departures	Total Vehicle Trips
Saturday 12.00-13.00	215	208	361
Weekday 12.00-13.00	168	173	342
Weekday 17.00-18.00	184	190	374

- 5.1.4 The additional trip rates can be added to the survey of current trips generated by the existing retail units, ASDA store and residential units to demonstrate total trip rates after development. This includes all traffic to the precinct site and the ASDA site and is provided to allow the impact of additional trips along the shared access road to be understood. Note that the existing linked trips are included as these trips are on the network and show up in the survey.

Table 9; Total trips generated by the shared precinct/ASDA site after development

Time period	Arrivals	Departures	Total Trips
Sat 12.00-13.00	540	558	1036
Fri 12.00-13.00	451	472	924
Fri 17.00-18.00	528	551	1079

It can be seen that overall trip rates will increase by approximately 60%, which is clearly significant.

5.2 Network Trip Assignment

5.2.1 The total arrival and departure flows calculated above can be distributed around the precinct access roundabout according to the turning proportions recorded at the time of the traffic surveys originally carried out in March 2015. The following table shows the pattern of arrival and departure traffic to and from the precinct currently;

Table 10; Turning Proportions at Precinct Access Roundabout

	To Honey End Lane (N)	To Honey End Lane (E)	To Honey End Lane (S)
From Precinct Access Road	55%	1%	44%
	From Honey End Lane (N)	From Honey End Lane (E)	From Honey End Lane (S)
To Precinct Access Road	53%	1%	46%

5.2.2 The following diagrams show the existing and projected turning counts associated with the precinct site. These figures can be combined with the March 2015 survey data for traffic passing through the junction, in order to complete the junction model in ARCADY. The existing turning count data is included at Appendix B, and the full modelling output reports are at Appendix L.

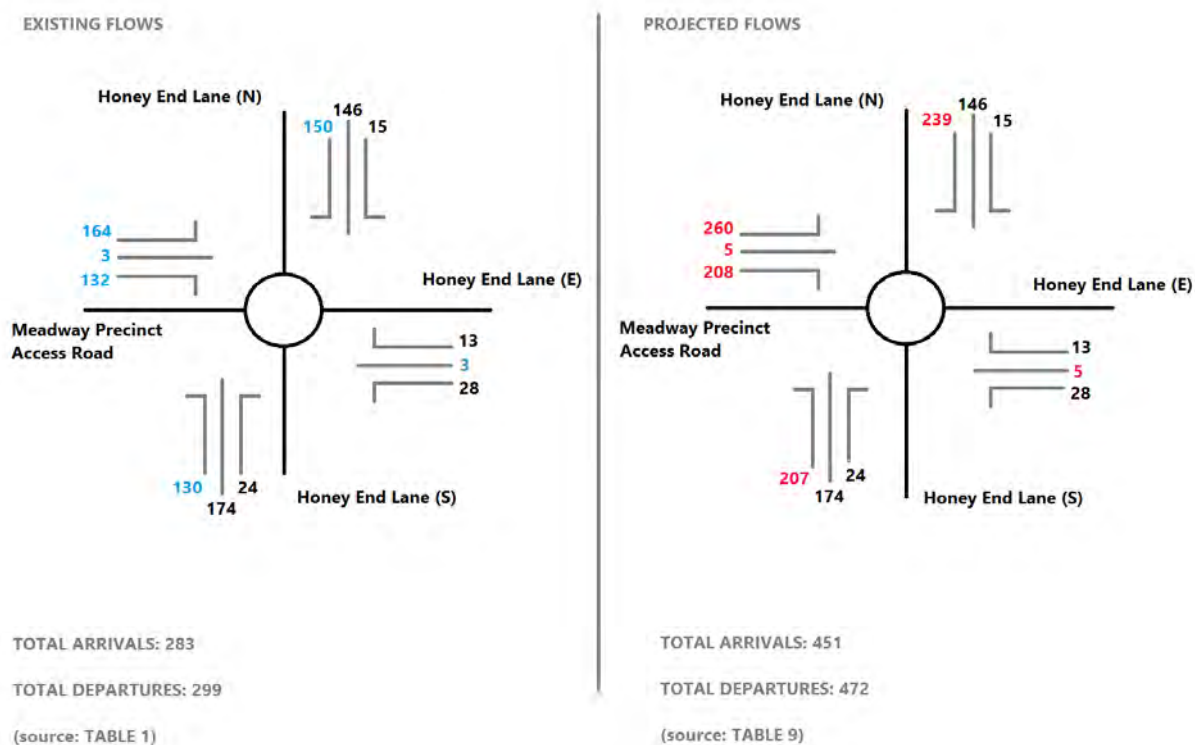


Fig. 1: Friday 12:00-13:00 Turning Counts, Existing & Projected

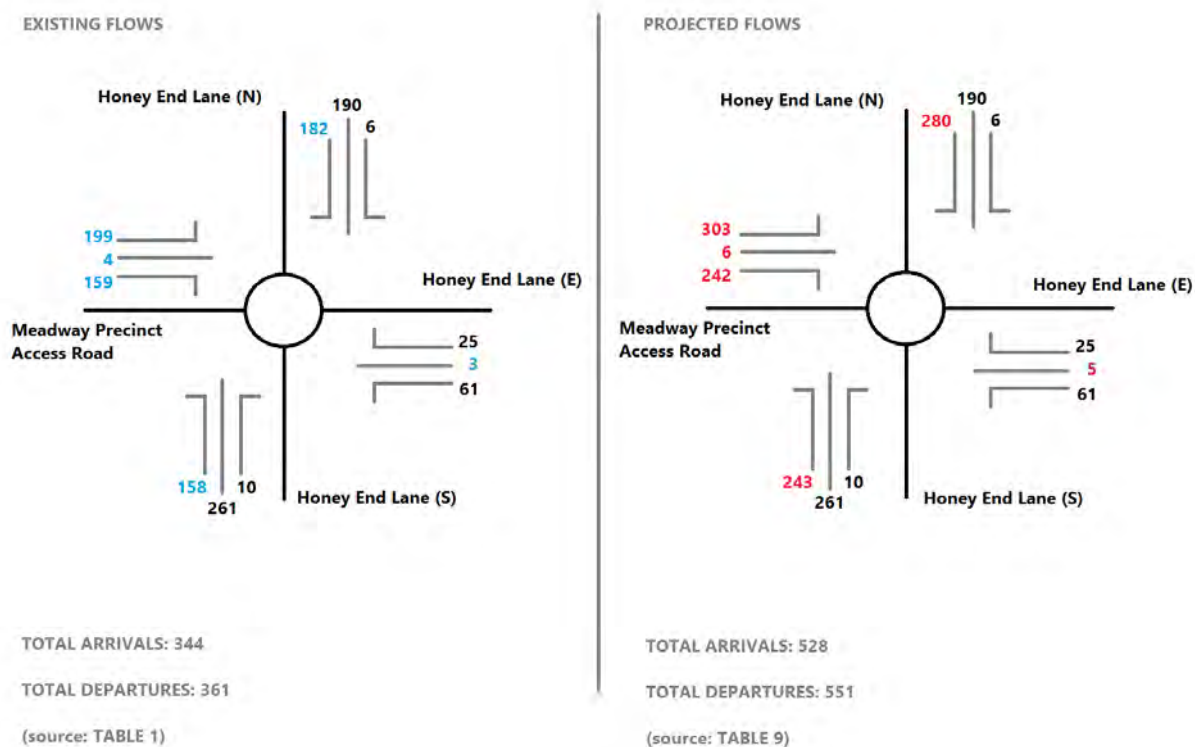


Fig. 2: Friday 17:00-18:00 Turning Counts, Existing & Projected

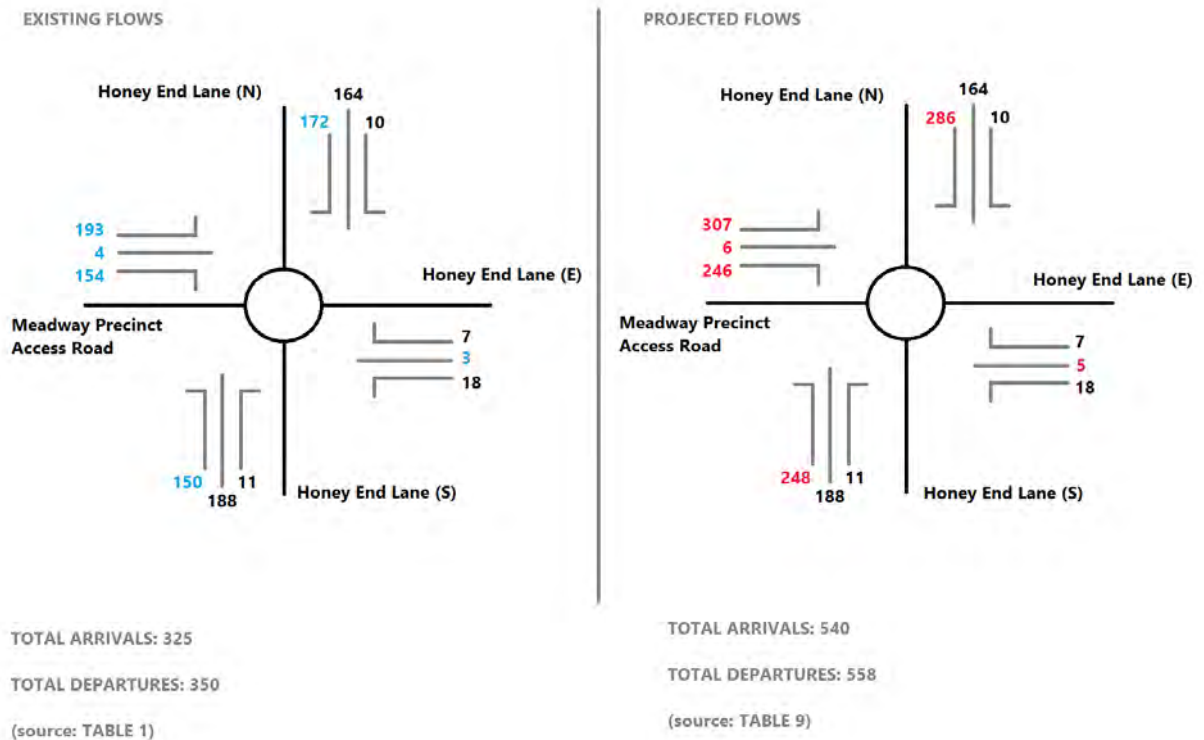


Fig. 3: Saturday 12:00-13:00 Turning Counts, Existing & Projected

5.2.3 The projected traffic turning counts above have been input into ARCADY, alongside the existing traffic counts, in order to examine the potential impact of development on the roundabout junction adjacent to the precinct. The outputs of the ARCADY assessment are shown on the next page (Fig. 4).

5.2.4 As can be seen from the outputs, the Precinct access roundabout will remain within capacity on all arms following development, according to our assessment. This is shown by the RFC (Rate of Flow to Capacity) levels being below 0.85, which is the point at which capacity issues start to occur. Short queues of at most three vehicles will occur at peak times, but these will not cause significant delays.

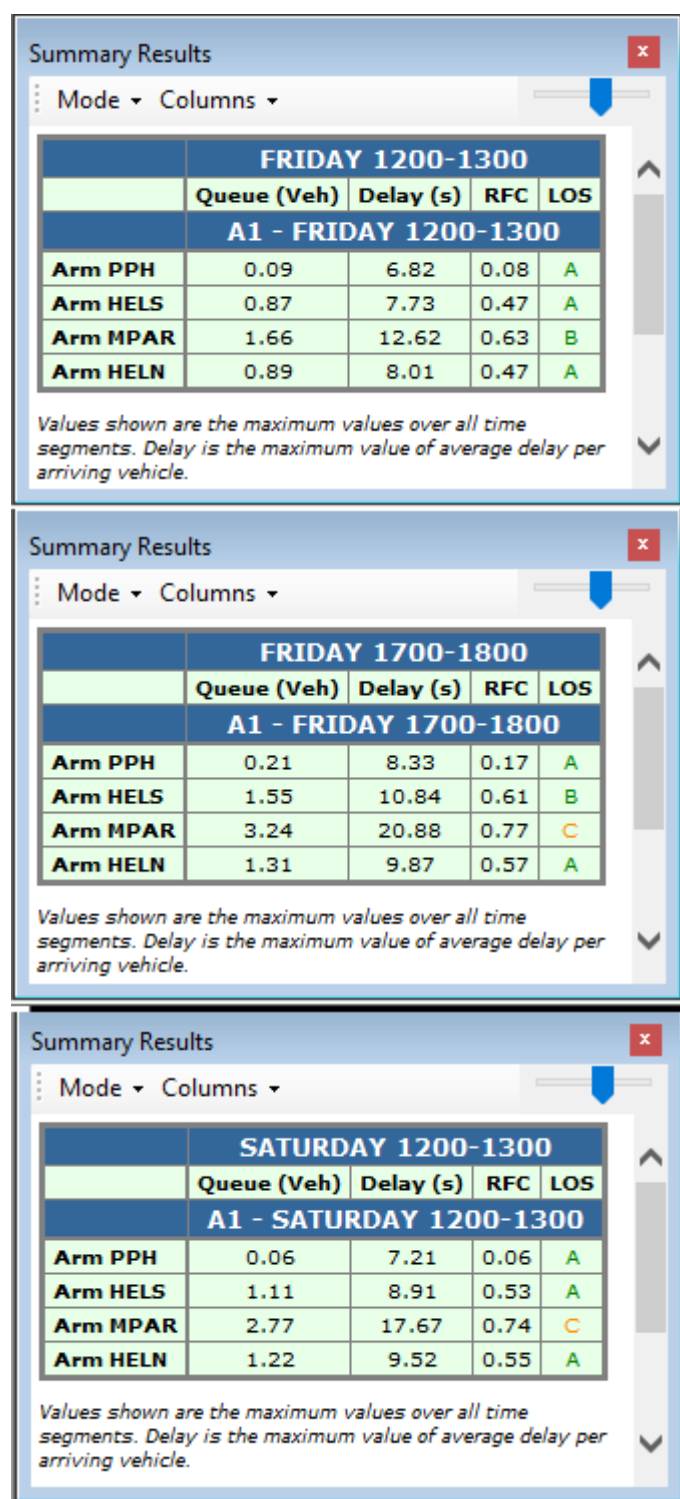


Fig. 4; ARCADY outputs for the Peak Traffic Periods modelled
at the Precinct Access Roundabout

5.3 Honey End Lane junction with Bath Road

5.3.1 The projected turning movements have also been modelled through the mini-roundabout junction with the A4 Bath Road to the south of the site, to ensure robustness in assessing traffic impacts.

5.3.2 The following turning proportions and counts have been calculated for this junction based on the flows to and from the Precinct, and other traffic and turning count data sourced as part of the March 2015 surveys.

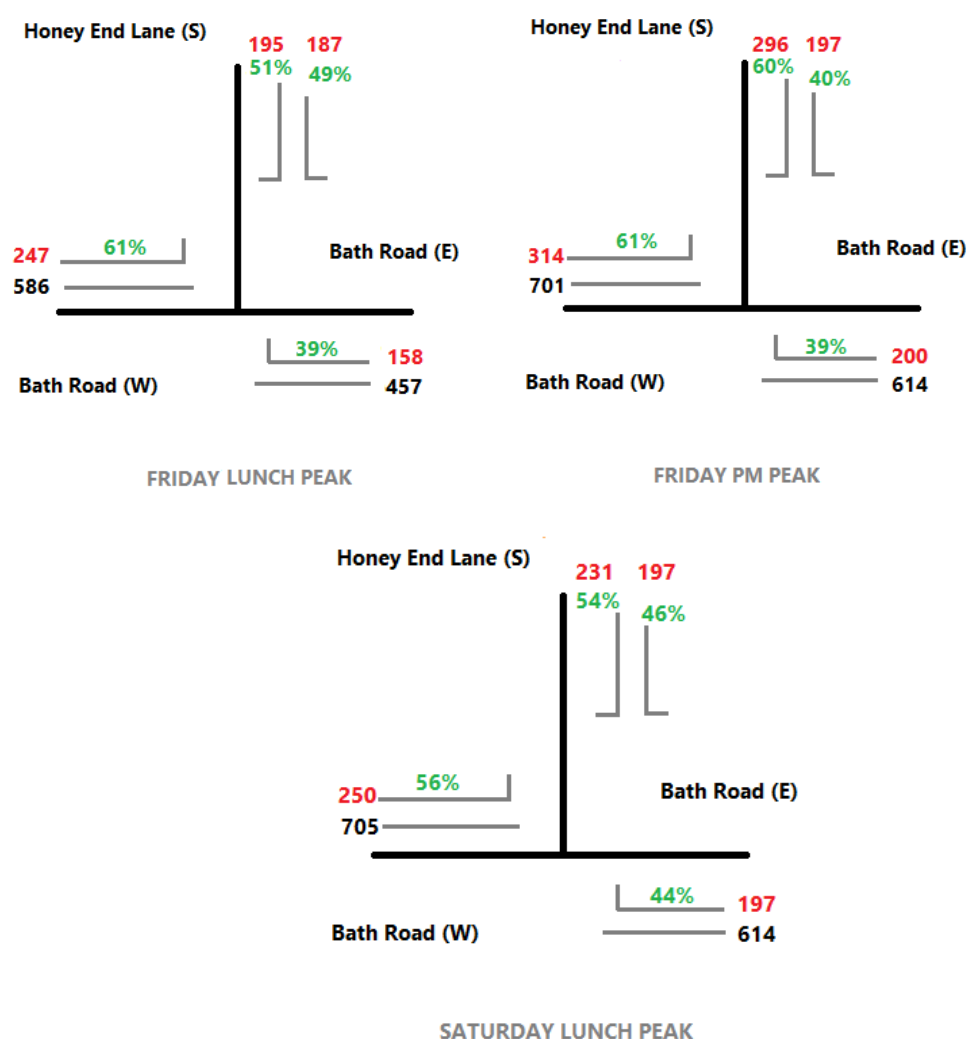


Fig. 5; Bath Road Junction - Projected Turning Counts

5.3.3 When run through ARCADY, the turning counts in Fig. 6 demonstrate that junction capacity is exceeded, and that significant queues will be created at peak times on the western arm of the A4 Bath Road.

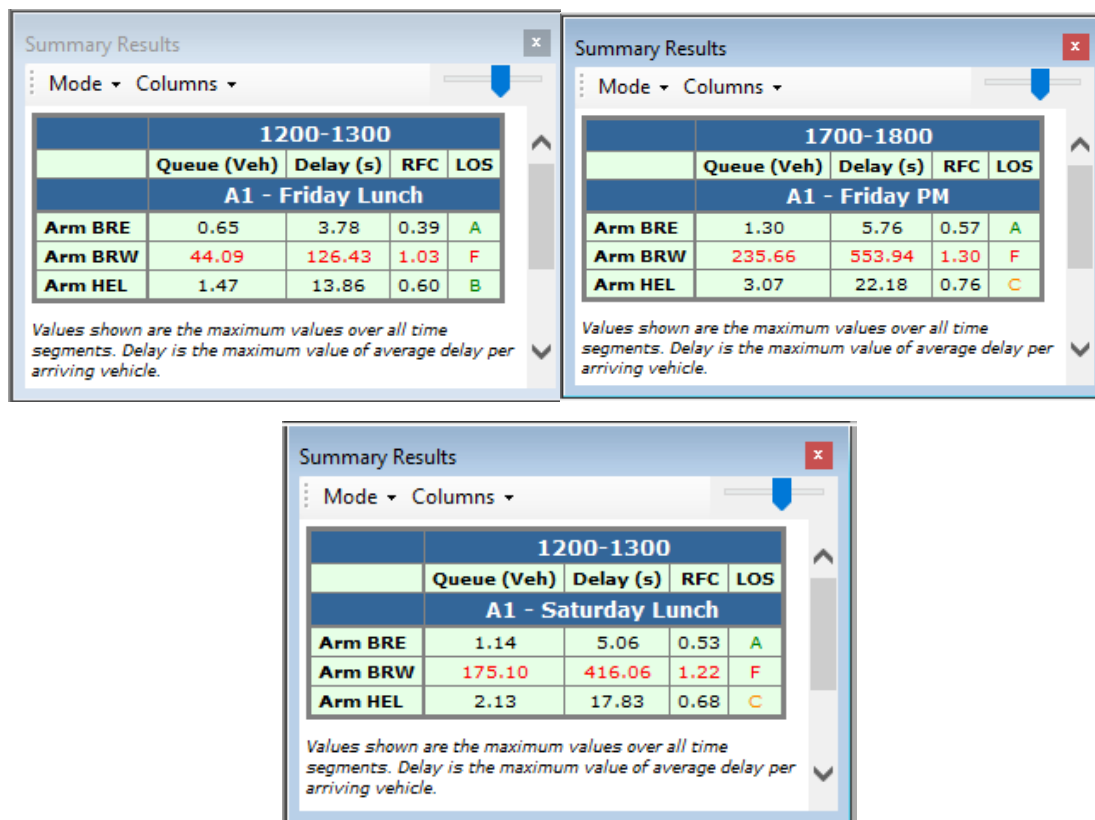


Fig. 6; ARCADY outputs for the Peak times modelled at the Bath Road junction

5.3.4 Running the same model with existing traffic flows demonstrates that the proposed Precinct development is not the factor which will cause the junction's capacity to be reached, which suggests that the Local Authority may wish to consider improvements to the junction independent of development. However, the developer is aware that the Council may seek financial contributions towards junction improvements in this location.

5.4 Honey End Lane junction with The Meadway

5.4.1 The projected turning movements have also been modelled through the signalled junction with The Meadway to the north of the Precinct site. The following counts have been calculated for this junction based on the survey data available and updated flow information to and from the Precinct.

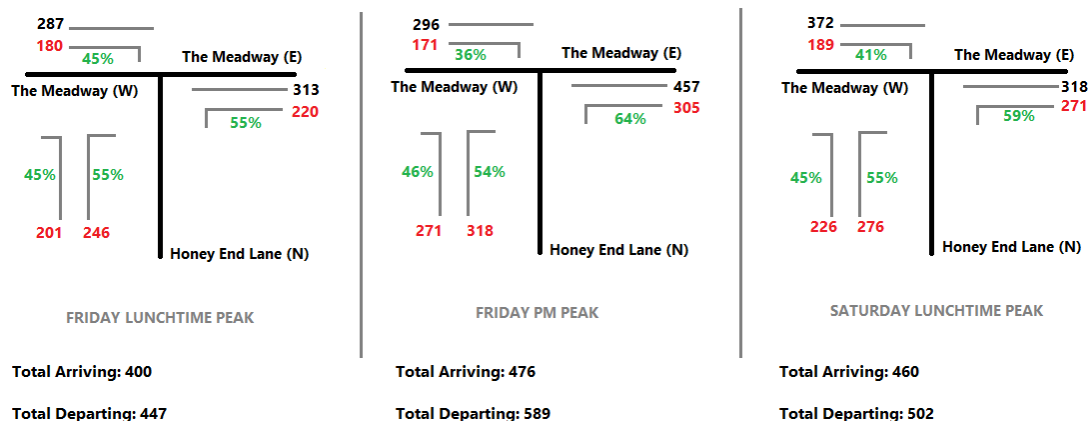


Fig. 7; The Meadway junction; Projected Turning Counts

5.4.2 When these figures are input into a TRANSYT model for the signalled junction, the following outputs were recorded;

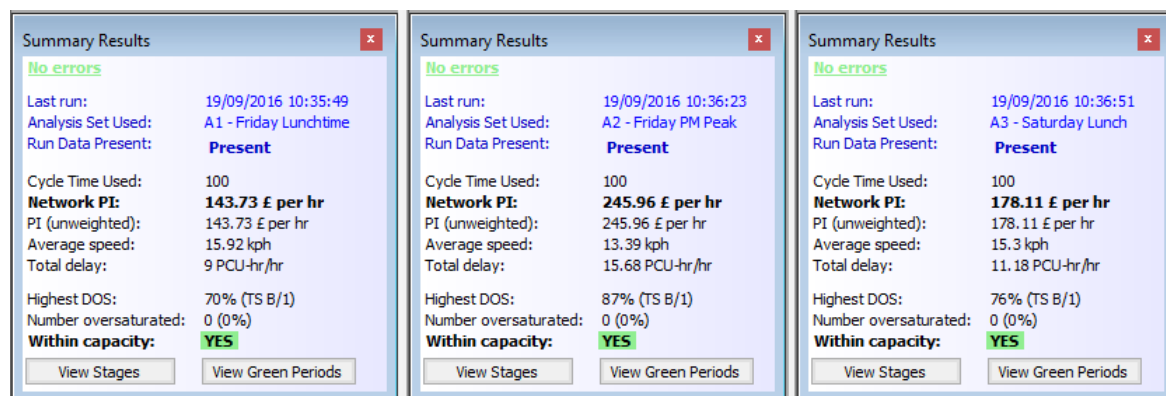


Fig. 8; TRANSYT outputs for the Peak times modelled at The Meadway junction

5.4.3 In other words, provided the traffic signals are suitably programmed, there will be no capacity issues at this junction. The crucial measurement here is the DOS (Degree of Saturation) which needs to remain below 90% in order to remain safe and efficient.

5.5 Summary

- 5.5.1 If the existing units were all to be occupied, this would increase trip rates, albeit not to an extent which would significantly impact the public highway. Realistically, full occupancy could be achieved under the existing planning consent.
- 5.5.2 The proposed redevelopment scheme will include a major expansion and this will have some impact on the Precinct access roundabout. However, the predicted traffic flows following development will not cause severe problems, and the junction will remain within capacity at all of the busiest times.
- 5.5.3 The traffic modelling undertaken demonstrates that the significant impact of development will be at the mini roundabout on the Bath Road junction. This junction has been evaluated as part of this assessment, and it is evident that existing problems of queuing and congestion occur on the western approach (i.e. traffic heading north towards the precinct or east towards central Reading) at peak times. It appears that there may have been two approach lanes at one time, but that the carriageway has been narrowed and realigned, possibly to introduce deflection to reduce design speeds, and to allow room for a cycle path. Alterations to this junction are likely to be necessary whether this development is permitted or not; financial contributions are however likely to be sought relating to the proposal.
- 5.5.4 The trip rate predictions do assume that the centre will be heavily occupied from the outset, whereas in practice it is likely that occupation levels and therefore trip rates will increase incrementally over time.
- 5.5.5 TRICS cannot be used to account for any trips which may be diverted to the precinct that are currently being made to retail outlets elsewhere; part of the reasoning behind the current proposal is that regeneration of the precinct will provide people in Tilehurst with local facilities that they do not currently have. It is highly likely that local people will be able to make shorter trips when the new centre opens than they

currently make to alternative retail facilities further away. In addition, those who live within walking or cycling distance of the premises will be able to reduce the number of car trips they currently make.

5.5.6 It is also notable that the sites included in the TRICS survey did not benefit from having travel plans in place. This means that higher trip rates will be predicted by TRICS than are likely to actually occur at the Meadway Precinct. The site was originally developed in the 1960s when little provision was made for any mode other than car, but since that time an extensive cycle network has been developed around the site, and bus provision has also improved considerably. Pedestrian infrastructure has also improved, and the site is now highly accessible by non-car modes. The Council's core strategy states that *"Planning Officers are working closely with Transport Officers to examine means of improving the accessibility of district and local centres."*

5.5.7 It is evident that the majority of existing trips along Honey End Lane are to/from the precinct/ASDA site. This means there is considerable scope for peak spreading; drivers who can choose when to visit the site will be able to vary the time of their trip to avoid the busiest times. It also means drivers who use Honey End Lane as a short cut between the A329/A4 may not do so at busier times after redevelopment.

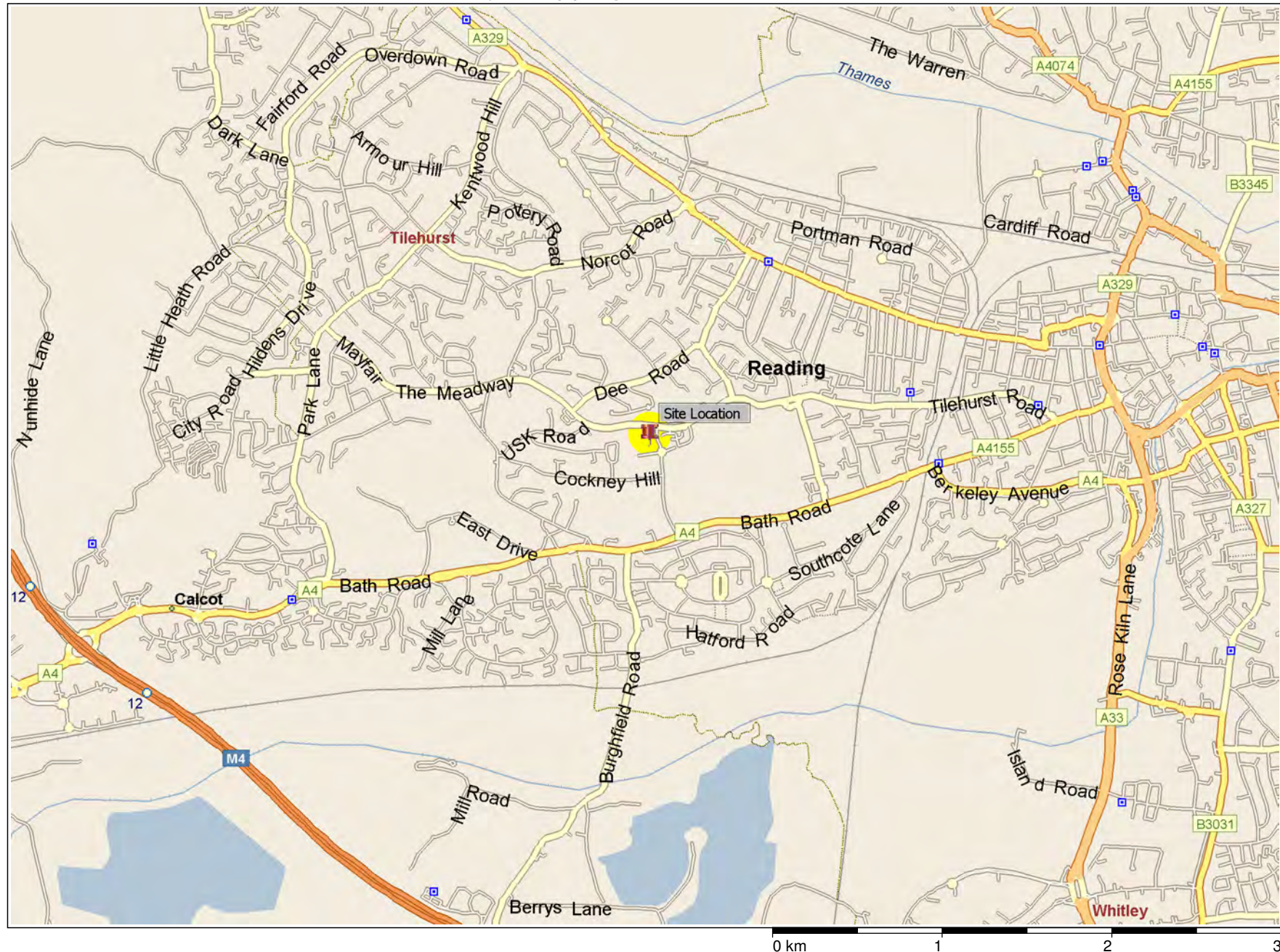
6.0 Conclusions

- 6.1 The proposed development conforms to core policy to create vibrant district centres and provide people with local facilities, as well as regenerate areas and promote social and economic development. The site lies in a highly accessible area with good links to the cycling network, pedestrian facilities and bus service infrastructure, which will be further improved as part of the scheme. The likely impact will be that local people can shop at the centre instead of having to travel further away to access services.
- 6.2 It is highly likely that redevelopment of the Precinct will increase trip rates on Honey End Lane by a statistically significant extent (up to 60%), but that this will not overburden the capacity of the precinct access roundabout, nor the signalled junction at the north end of Honey End Lane. There will be an impact on peak time queues at the mini roundabout junction with Bath Road, but since this junction already operates above capacity at peak times, the impact should not be considered unduly severe. The Local Authority has indicated that a junction upgrade will be necessary at the Bath Road junction, but this can be secured through the Planning process.
- 6.3 The planning brief anticipates an increase in overall trips and acknowledges this as a sign of a successful development. However, it is also stressed that development will need to incorporate enhanced provision for non-car modes of transport. It is evident that through careful design and travel planning there is potential to develop a more sustainable travel profile. In addition, the anticipated incremental growth as units become occupied will allow travel management and procedures to be implemented from the outset. It is evident that the regeneration proposal does need to be of a certain quantum in order to be viable.
- 6.4 It is concluded that the revised scheme has addressed the original concerns regarding potential traffic impact, and that the proposal will not generate such an impact sufficient to merit refusal on transport or highway grounds.

Appendix A

Site Location Plan

The Meadway Shopping Precinct Site Location Plan



Appendix B

Traffic Survey Data (Junction Turning Counts)

[illegible]

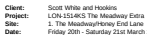


Client: Scott White and Hookins
Project: LCN-1514RS The Meadows Extra
Site: 1 The Meadows/Honey End Lane
Date: Friday 20th - Saturday 21st March 2015

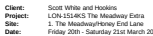
Entry - Area B

Destination - Area A																	Destination - Area B																	Destination - Area C																	Arm From
CAR	LDV	GVW	GVW2	PSV	MC	PC	Total	CAR	LDV	GVW	GVW2	PSV	MC	PC	Total	CAR	LDV	GVW	GVW2	PSV	MC	PC	Total	CAR	LDV	GVW	GVW2	PSV	MC	PC	Total	Arm From																			
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12.15	62	6	0	0	1	1	70	1	0	0	0	0	0	0	1	55	3	3	0	0	0	0	61	132								132																			
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13.00	67	4	2	1	1	1	76	0	0	0	0	0	0	0	0	43	7	2	0	0	0	0	50	142								142																			
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13.74	269	26	0	5	5	2	314	0	0	0	0	0	0	0	0	100	20	2	0	0	0	0	1	169	570								570																		
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15.74	320	26	0	2	6	3	366	0	0	0	0	0	0	0	0	202	21	6	0	0	0	1	1	223	580								580																		
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[illegible]



Date	Area A										Time	Area B										Time	Area C										Time	Origin Total
	CAR	LDV	MDV	CDV2	PDV	MC	PC	ES	TE	TR		CAR	LDV	MDV	CDV2	PDV	MC	PC	ES	TE	TR		CAR	LDV	MDV	CDV2	PDV	MC	PC	ES	TE	TR		
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19.30	75	3	0	0	2	0	0	0	80	108	4	0	0	0	1	0	1	0	114	79	1	0	0	0	0	0	0	0	0	0	80	214		
19.45	97	2	3	2	2	0	0	0	101	109	8	2	2	1	2	0	0	0	120	70	2	3	2	0	0	0	0	0	0	0	85	211		
20.00	918	31	1	1	8	4	0	0	367	498	18	1	2	8	4	3	0	0	580	539	58	1	0	0	0	0	0	0	0	0	0	539	1938	
20.05	93	2	2	0	1	0	0	0	79	80	6	0	0	0	2	0	0	0	88	62	3	1	0	0	0	0	1	0	0	0	67	213		
20.15	94	2	2	0	1	0	0	0	80	80	6	0	0	0	2	0	0	0	88	62	3	1	0	0	0	0	0	0	0	0	67	213		
20.30	47	3	0	0	1	2	0	0	53	67	8	0	0	0	1	0	0	0	78	69	2	0	0	0	0	0	0	0	0	0	71	205		
20.45	48	0	0	0	0	0	0	0	46	71	0	0	1	0	0	0	0	0	71	69	2	0	0	0	0	0	0	0	0	0	70	212		
21.00	41	1	3	0	0	2	0	0	47	60	10	2	0	0	1	0	0	0	84	66	10	2	0	0	0	0	0	0	0	0	76	212		
21.05	41	1	3	0	0	2	0	0	47	60	10	2	0	0	1	0	0	0	84	66	10	2	0	0	0	0	0	0	0	0	76	212		
21.15	40	1	0	0	0	0	0	0	41	41	2	0	0	0	0	1	0	0	44	29	2	0	0	0	0	0	0	0	0	31	116			
21.30	24	1	0	0	0	0	0	0	25	52	4	0	0	0	0	1	0	0	57	26	0	0	0	0	0	0	0	0	0	28	108			
21.45	143	4	0	0	0	0	0	0	152	209	8	0	0	0	2	1	0	0	212	143	4	0	0	0	0	0	0	0	0	0	143	511		
22.00	33	0	0	0	0	0	0	0	34	48	1	0	0	0	0	0	0	0	145	24	0	0	0	0	0	0	0	0	0	1	29	104		
22.15	33	0	0	0	0	0	0	0	34	48	1	0	0	0	0	0	0	0	145	24	0	0	0	0	0	0	0	0	0	0	1	29	104	
22.30	34	2	0	0	0	0	0	0	36	50	1	0	0	0	1	1	0	0	53	16	1	0	0	0	0	0	0	0	0	0	17	105		
22.45	71	0	0	0	0	0	0	0	71	48	1	0	0	0	0	0	0	0	49	19	0	0	0	0	0	0	0	0	0	0	18	101		
23.00	33	0	0	0	0	0	0	0	34	48	1	0	0	0	0	0	0	0	145	24	0	0	0	0	0	0	0	0	0	0	1	29	104	
23.15	26	0	0	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	31	14	1	0	0	0	0	0	0	0	0	0	15	106		
23.30	15	0	0	0	0	0	0	0	16	27	0	0	0	0	0	0	0	0	28	11	0	0	0	0	0	0								



Total	7614	583	87	20	100	36	48	8400	8189	581	100	16	93	49	37	9085	5306	376	77	2	3	22	13	5598	2315
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Component	ASD-1	ASD-2	ASD-3	ASD-4	ASD-5	ASD-6	ASD-7	ASD-8	ASD-9	ASD-10	ASD-11	ASD-12	ASD-13	ASD-14	ASD-15	ASD-16	ASD-17	ASD-18	ASD-19	ASD-20	ASD-21	ASD-22	ASD-23	ASD-24	ASD-25	ASD-26	ASD-27	ASD-28	ASD-29	ASD-30	ASD-31	ASD-32	ASD-33	ASD-34	ASD-35	ASD-36	ASD-37	ASD-38	ASD-39	ASD-40	ASD-41	ASD-42	ASD-43	ASD-44	ASD-45	ASD-46	ASD-47	ASD-48	ASD-49	ASD-50	ASD-51	ASD-52	ASD-53	ASD-54	ASD-55	ASD-56	ASD-57	ASD-58	ASD-59	ASD-60	ASD-61	ASD-62	ASD-63	ASD-64	ASD-65	ASD-66	ASD-67	ASD-68	ASD-69	ASD-70	ASD-71	ASD-72	ASD-73	ASD-74	ASD-75	ASD-76	ASD-77	ASD-78	ASD-79	ASD-80	ASD-81	ASD-82	ASD-83	ASD-84	ASD-85	ASD-86	ASD-87	ASD-88	ASD-89	ASD-90	ASD-91	ASD-92	ASD-93	ASD-94	ASD-95	ASD-96	ASD-97	ASD-98	ASD-99	ASD-100	ASD-101	ASD-102	ASD-103	ASD-104	ASD-105	ASD-106	ASD-107	ASD-108	ASD-109	ASD-110	ASD-111	ASD-112	ASD-113	ASD-114	ASD-115	ASD-116	ASD-117	ASD-118	ASD-119	ASD-120	ASD-121	ASD-122	ASD-123	ASD-124	ASD-125	ASD-126	ASD-127	ASD-128	ASD-129	ASD-130	ASD-131	ASD-132	ASD-133	ASD-134	ASD-135	ASD-136	ASD-137	ASD-138	ASD-139	ASD-140	ASD-141	ASD-142	ASD-143	ASD-144	ASD-145	ASD-146	ASD-147	ASD-148	ASD-149	ASD-150	ASD-151	ASD-152	ASD-153	ASD-154	ASD-155	ASD-156	ASD-157	ASD-158	ASD-159	ASD-160	ASD-161	ASD-162	ASD-163	ASD-164	ASD-165	ASD-166	ASD-167	ASD-168	ASD-169	ASD-170	ASD-171	ASD-172	ASD-173	ASD-174	ASD-175	ASD-176	ASD-177	ASD-178	ASD-179	ASD-180	ASD-181	ASD-182	ASD-183	ASD-184	ASD-185	ASD-186	ASD-187	ASD-188	ASD-189	ASD-190	ASD-191	ASD-192	ASD-193	ASD-194	ASD-195	ASD-196	ASD-197	ASD-198	ASD-199	ASD-200	ASD-201	ASD-202	ASD-203	ASD-204	ASD-205	ASD-206	ASD-207	ASD-208	ASD-209	ASD-210	ASD-211	ASD-212	ASD-213	ASD-214	ASD-215	ASD-216	ASD-217	ASD-218	ASD-219	ASD-220	ASD-221	ASD-222	ASD-223	ASD-224	ASD-225	ASD-226	ASD-227	ASD-228	ASD-229	ASD-230	ASD-231	ASD-232	ASD-233	ASD-234	ASD-235	ASD-236	ASD-237	ASD-238	ASD-239	ASD-240	ASD-241	ASD-242	ASD-243	ASD-244	ASD-245	ASD-246	ASD-247	ASD-248	ASD-249	ASD-250	ASD-251	ASD-252	ASD-253	ASD-254	ASD-255	ASD-256	ASD-257	ASD-258	ASD-259	ASD-260	ASD-261	ASD-262	ASD-263	ASD-264	ASD-265	ASD-266	ASD-267	ASD-268	ASD-269	ASD-270	ASD-271	ASD-272	ASD-273	ASD-274	ASD-275	ASD-276	ASD-277	ASD-278	ASD-279	ASD-280	ASD-281	ASD-282	ASD-283	ASD-284	ASD-285	ASD-286	ASD-287	ASD-288	ASD-289	ASD-290	ASD-291	ASD-292	ASD-293	ASD-294	ASD-295	ASD-296	ASD-297	ASD-298	ASD-299	ASD-300	ASD-301	ASD-302	ASD-303	ASD-304	ASD-305	ASD-306	ASD-307	ASD-308	ASD-309	ASD-310	ASD-311	ASD-312	ASD-313	ASD-314	ASD-315	ASD-316	ASD-317	ASD-318	ASD-319	ASD-320	ASD-321	ASD-322	ASD-323	ASD-324	ASD-325	ASD-326	ASD-327	ASD-328	ASD-329	ASD-330	ASD-331	ASD-332	ASD-333	ASD-334	ASD-335	ASD-336	ASD-337	ASD-338	ASD-339	ASD-340	ASD-341	ASD-342	ASD-343	ASD-344	ASD-345	ASD-346	ASD-347	ASD-348	ASD-349	ASD-350	ASD-351	ASD-352	ASD-353	ASD-354	ASD-355	ASD-356	ASD-357	ASD-358	ASD-359	ASD-360	ASD-361	ASD-362	ASD-363	ASD-364	ASD-365	ASD-366	ASD-367	ASD-368	ASD-369	ASD-370	ASD-371	ASD-372	ASD-373	ASD-374	ASD-375	ASD-376	ASD-377	ASD-378	ASD-379	ASD-380	ASD-381	ASD-382	ASD-383	ASD-384	ASD-385	ASD-386	ASD-387	ASD-388	ASD-389	ASD-390	ASD-391	ASD-392	ASD-393	ASD-394	ASD-395	ASD-396	ASD-397	ASD-398	ASD-399	ASD-400	ASD-401	ASD-402	ASD-403	ASD-404	ASD-405	ASD-406	ASD-407	ASD-408	ASD-409	ASD-410	ASD-411	ASD-412	ASD-413	ASD-414	ASD-415	ASD-416	ASD-417	ASD-418	ASD-419	ASD-420	ASD-421	ASD-422	ASD-423	ASD-424	ASD-425	ASD-426	ASD-427	ASD-428	ASD-429	ASD-430	ASD-431	ASD-432	ASD-433	ASD-434	ASD-435	ASD-436	ASD-437	ASD-438	ASD-439	ASD-440	ASD-441	ASD-442	ASD-443	ASD-444	ASD-445	ASD-446	ASD-447	ASD-448	ASD-449	ASD-450	ASD-451	ASD-452	ASD-453	ASD-454	ASD-455	ASD-456	ASD-457	ASD-458	ASD-459	ASD-460	ASD-461	ASD-462	ASD-463	ASD-464	ASD-465	ASD-466	ASD-467	ASD-468	ASD-469	ASD-470	ASD-471	ASD-472	ASD-473	ASD-474	ASD-475	ASD-476	ASD-477	ASD-478	ASD-479	ASD-480	ASD-481	ASD-482	ASD-483	ASD-484	ASD-485	ASD-486	ASD-487	ASD-488	ASD-489	ASD-490	ASD-491	ASD-492	ASD-493	ASD-494	ASD-495	ASD-496	ASD-497	ASD-498	ASD-499	ASD-500	ASD-501	ASD-502	ASD-503	ASD-504	ASD-505	ASD-506	ASD-507	ASD-508	ASD-509	ASD-510	ASD-511	ASD-512	ASD-513	ASD-514	ASD-515	ASD-516	ASD-517	ASD-518	ASD-519	ASD-520	ASD-521	ASD-522	ASD-523	ASD-524	ASD-525	ASD-526	ASD-527	ASD-528	ASD-529	ASD-530	ASD-531	ASD-532	ASD-533	ASD-534	ASD-535	ASD-536	ASD-537	ASD-538	ASD-539	ASD-540	ASD-541	ASD-542	ASD-543	ASD-544	ASD-545	ASD-546	ASD-547	ASD-548	ASD-549	ASD-550	ASD-551	ASD-552	ASD-553	ASD-554	ASD-555	ASD-556	ASD-557	ASD-558	ASD-559	ASD-560	ASD-561	ASD-562	ASD-563	ASD-564	ASD-565	ASD-566	ASD-567	ASD-568	ASD-569	ASD-570	ASD-571	ASD-572	ASD-573	ASD-574	ASD-575	ASD-576	ASD-577	ASD-578	ASD-579	ASD-580	ASD-581	ASD-582	ASD-583	ASD-584	ASD-585	ASD-586	ASD-587	ASD-588	ASD-589	ASD-590	ASD-591	ASD-592	ASD-593	ASD-594	ASD-595	ASD-596	ASD-597	ASD-598	ASD-599	ASD-600	ASD-601	ASD-602	ASD-603	ASD-604	ASD-605	ASD-606	ASD-607	ASD-608	ASD-609	ASD-610	ASD-611	ASD-612	ASD-613	ASD-614	ASD-615	ASD-616	ASD-617	ASD-618	ASD-619	ASD-620	ASD-621	ASD-622	ASD-623	ASD-624	ASD-625	ASD-626	ASD-627	ASD-628	ASD-629	ASD-630	ASD-631	ASD-632	ASD-633	ASD-634	ASD-635	ASD-636	ASD-637	ASD-638	ASD-639	ASD-640	ASD-641	ASD-642	ASD-643	ASD-644	ASD-645	ASD-646	ASD-647	ASD-648	ASD-649	ASD-650	ASD-651	ASD-652	ASD-653	ASD-654	ASD-655	ASD-656	ASD-657	ASD-658	ASD-659	ASD-660	ASD-661	ASD-662	ASD-663	ASD-664	ASD-665	ASD-666	ASD-667	ASD-668	ASD-669	ASD-670	ASD-671	ASD-672	ASD-673	ASD-674	ASD-675	ASD-676	ASD-677	ASD-678	ASD-679	ASD-680	ASD-681	ASD-682	ASD-683	ASD-684	ASD-685	ASD-686	ASD-687	ASD-688	ASD-689	ASD-690	ASD-691	ASD-692	ASD-693	ASD-694	ASD-695	ASD-696	ASD-697	ASD-698	ASD-699	ASD-700	ASD-701	ASD-702	ASD-703	ASD-704	ASD-705	ASD-706	ASD-707	ASD-708	ASD-709	ASD-710	ASD-711	ASD-712	ASD-713	ASD-714	ASD-715	ASD-716	ASD-717	ASD-718	ASD-719	ASD-720	ASD-721	ASD-722	ASD-723	ASD-724	ASD-725	ASD-726	ASD-727	ASD-728	ASD-729	ASD-730	ASD-731	ASD-732	ASD-733	ASD-734	ASD-735	ASD-736	ASD-737	ASD-738	ASD-739	ASD-740	ASD-741	ASD-742	ASD-743	ASD-744	ASD-745	ASD-746	ASD-747	ASD-748	ASD-749	ASD-750	ASD-751	ASD-752	ASD-753	ASD-754	ASD-755	ASD-756	ASD-757	ASD-758	ASD-759	ASD-760	ASD-761	ASD-762	ASD-763	ASD-764	ASD-765	ASD-766	ASD-767	ASD-768	ASD-769	ASD-770	ASD-771	ASD-772	ASD-773	ASD-774	ASD-775	ASD-776	ASD-777	ASD-778	ASD-779	ASD-780	ASD-781	ASD-782	ASD-783	ASD-784	ASD-785	ASD-786	ASD-787	ASD-788	ASD-789	ASD-790	ASD-791	ASD-792	ASD-793	ASD-794	ASD-795	ASD-796	ASD-797	ASD-798	ASD-799	ASD-800	ASD-801	ASD-802	ASD-803	ASD-804	ASD-805	ASD-806	ASD-807	ASD-808	ASD-809	ASD-810	ASD-811	ASD-812	ASD-813	ASD-814	ASD-815	ASD-816	ASD-817	ASD-818	ASD-819	ASD-820	ASD-821	ASD-822	ASD-823	ASD-824	ASD-825	ASD-826	ASD-827	ASD-828	ASD-829	ASD-830	ASD-831	ASD-832	ASD-833	ASD-834	ASD-835	ASD-836	ASD-837	ASD-838	ASD-839	ASD-840	ASD-841	ASD-842	ASD-843	ASD-844	ASD-845	ASD-846	ASD-847	ASD-848	ASD-849	ASD-850	ASD-851	ASD-852	ASD-853	ASD-854	ASD-855	ASD-856	ASD-857	ASD-858	ASD-859	ASD-860	ASD-861	ASD-862	ASD-863	ASD-864	ASD-865	ASD-866	ASD-867	ASD-868	ASD-869	ASD-870	ASD-871	ASD-872	ASD-873	ASD-874	ASD-875	ASD-876	ASD-877	ASD-878	ASD-879	ASD-880	ASD-881	ASD-882	ASD-883	ASD-884	ASD-885	ASD-886	ASD-887	ASD-888	ASD-889	ASD-890	ASD-891	ASD-892	ASD-893	ASD-894	ASD-895	ASD-896	ASD-897	ASD-898	ASD-899	ASD-900	ASD-901	ASD-902	ASD-903	ASD-904	ASD-905	ASD-906	ASD-907	ASD-908	ASD-909	ASD-910	ASD-911	ASD-912	ASD-913	ASD-914	ASD-915	ASD-916	ASD-917	ASD-918	ASD-919	ASD-920	ASD-921	ASD-922	ASD-923	ASD-924	ASD-925	ASD-926	ASD-927	ASD-928	ASD-929	ASD-930	ASD-931	ASD-932	ASD-933	ASD-934	ASD-935	ASD-936	ASD-937	ASD-938	ASD-939	ASD-940	ASD-941	ASD-942	ASD-943	ASD-944	ASD-945	ASD-946	ASD-947	ASD-948	ASD-949	ASD-950	ASD-951	ASD-952	ASD-953	ASD-954	ASD-955	ASD-956	ASD-957	ASD-958	ASD-959	ASD-960	ASD-961	ASD-962	ASD-963	ASD-964	ASD-965	ASD-966	ASD-967	ASD-968	ASD-969	ASD-970	ASD-971	ASD-972	ASD-973	ASD-974	ASD-975	ASD-976	ASD-977	ASD-978	ASD-979	ASD-980	ASD-981	ASD-982	ASD-983	ASD-984	ASD-985	ASD-986	ASD-987	ASD-988	ASD-989	ASD-990	ASD-991	ASD-992	ASD-993	ASD-994	ASD-995	ASD-996	ASD-997	ASD-998	ASD-999	ASD-1000	ASD-1001	ASD-1002	ASD-1003	ASD-1004	ASD-1005	ASD-1006	ASD-1007	ASD-1008	ASD-1009	ASD-1010	ASD-1011	ASD-1012	ASD-1013	ASD-1014	ASD-1015	ASD-1016	ASD-1017	ASD-1018	ASD-1019	ASD-1020	ASD-1021	ASD-1022	ASD-1023	ASD-1024	ASD-1025	ASD-1026	ASD-1027	ASD-1028	ASD-1029	ASD-1030	ASD-1031	ASD-1032	ASD-1033	ASD-1034	ASD-1035	ASD-1036	ASD-1037	ASD-1038	ASD-1039	ASD-1040	ASD-1041	ASD-1042	ASD-1043	ASD-1044	ASD-1045	ASD-1046	ASD-1047	ASD-1048	ASD-1049	ASD-1050	ASD-1051	ASD-1052	ASD-1053	ASD-1054	ASD-1055	ASD-1056	ASD-1057	ASD-1058	ASD-1059	ASD-1060	ASD-1061	ASD-1062	ASD-1063	ASD-1064	ASD-1065	ASD-1066	ASD-1067	ASD-1068	ASD-1069	ASD-1070	ASD-1071	ASD-1072	ASD-1073	ASD-1074	ASD-1075	ASD-1076	ASD-1077	ASD-1078	ASD-1079	ASD-1080	ASD-1081	ASD-1082	ASD-1083	ASD-1084	ASD-1085	ASD-1086	ASD-1087	ASD-1088	ASD-1089	ASD-1090	ASD-1091	ASD-1092	ASD-1093	ASD-1094	ASD-1095	ASD-1096	ASD-1097	ASD-1098	ASD-1099	ASD-1100	ASD-1101	ASD-1102	ASD-1103	ASD-1104	ASD-1105	ASD-1106	ASD-1107	ASD-1108	ASD-1109	ASD-1110	ASD-1111	ASD-1112	ASD-1113	ASD-1114	ASD-1115	ASD-1116	ASD-1117	ASD-1118	ASD-1119</

[illegible]



Client: Scott White and Hookins
Project: LON-1514KS The Meadow Extra
Site: 2. Honey End Lane Roundabout (R)
Date: Friday 20th - Saturday 21st March

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[illegible]

Total	5650	495	86	2	3	19	3.6	5290	530	24	6	0	0	4	7	561	5004	372	78	6	3	28	23	553.6	4907	242	19	2	0	10	10	4780	17126
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Client: Scott White and Hoskins
Project: LOW-ESKARS The Meadoway Extra
Site: 3, Bath Road/Honey End Lane
Date: Friday 20th - Saturday 21st March 2015

Entry: Arm A

	Allocation										Arm A										Arm B										Arm C										Area Total
	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer	Category	Layer									
12.00	0	0	0	0	0	0	0	0	0	0	23	1	1	0	0	0	25	29	3	0	0	0	0	0	0	0	0	0	0	0	23										
12.15	0	0	0	0	0	0	0	0	0	0	29	3	2	0	0	0	1	35	32	3	2	0	0	0	0	0	0	0	0	0	37										
12.30	1	0	0	0	0	0	0	0	0	0	37	7	0	0	0	0	0	44	34	3	0	0	0	0	0	0	0	0	0	0	37										
12.45	0	0	0	0	0	0	0	0	0	0	29	4	0	0	0	0	0	34	30	4	1	0	0	0	0	0	0	0	0	0	34										
13.00	0	0	0	0	0	0	0	0	0	0	142	12	2	0	0	0	0	130	127	12	2	0	0	0	0	0	0	0	0	0	142										
13.15	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24	43	5	1	0	0	0	0	0	0	0	0	0	40										
13.30	0	0	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34	45	6	2	0	0	0	0	0	0	0	0	0	53										
13.45	0	0	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	34	35	4	2	0	0	0	0	0	0	0	0	0	43										
14.00	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	39	39	4	1	0	0	0	0	0	0	0	0	0	44										
14.15	0	0	0	0	0	0	0	0	0	0	104	11	2	0	0	0	0	111	101	10	4	0	0	0	0	0	0	0	0	0	104										
14.30	0	0	0	0	0	0	0	0	0	0	28	1	1	0	0	0	0	30	44	2	3	0	0	0	0	0	0	0	0	0	44										
14.45	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	38	5	0	0	0	0	0	0	0	0	0	0	40										
14.60	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	62	2	1	0	0	0	0	0	0	0	0	0	65										
14.75	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34	52	5	2	0	0	0	0	0	0	0	0	0	65										
14.90	0	0	0	0	0	0	0	0	0	0	93	9	1	0	0	0	0	101	106	14	4	0	0	0	0	0	0	0	0	0	104										
15.00	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	0	0	53	41	3	1	0	0	0	0	0	0	0	0	0	56										
15.15	0	0	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	42	49	8	2	1	0	0	0	0	0	0	0	0	61										
15.30	1	0	0	0	0	0	0	0	0	0	44	5	1	0	0	0	0	51	49	4	4	0	0	0	0	0	0	0	0	0	58										
15.45	1	0	0	0	0	0	0	0	0	0	1	38	4	0	0	0	0	1	48	39	4	2	0	0	0	0	0	0	0	0	47										
15.60	0	0	0	0	0	0	0	0	0	0	174	12	10	0	0	0	0	174	174	10	10	0	0	0	0	0	0	0	0	0	174										
15.75	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36	42	30	3	0	0	0	0	0	0	0	0	0	55										
15.90	0	1	0	0	0	0	0	0	0	0	1	38	3	0	0	0	0	41	44	4	1	0	0	0	0	0	0	0	0	0	49										
16.00	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24	48	2	0	1	0	0	0	0	0	0	0	0	52										
16.15	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	51	3	0	0	0	0	0	0	0	0	0	0	54										
16.30	0	0	0	0	0	0	0	0	0	0	1	124	11	2	0	0	0	126	125	10	4	1	0	0	0	0	0	0	0	0	126										
16.45	0	0	0	0	0	0	0	0	0	0	1	37	1	1	0	0	0	35	54	4	0	1	0	0	0	0	0	0	0	0	54										
16.60	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	41	52	1	0	0	0	0	0	0	0	0	0	0	53										
16.75	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	46										
16.90	0	0	0	0	0	0	0	0	0	0	1	137	5	1	0	0	0	138	137	5	1	0	0	0	0	0	0	0	0	0	0	138									
17.00	0	0	0	0	0	0	0	0	0	0	1	33	1	1	0	0	0	35	49	3	1	0	0	0	0	0	0	0	0	0	51										
17.15	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	41	52	1	0	0	0	0	0	0	0	0	0	0	53										
17.30	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	46										
17.45	0	0	0	0	0	0	0	0	0	0	1	137	5	1	0	0	0	138	137	5	1	0	0	0	0	0	0	0	0	0	0	138									
17.60	0	0	0	0	0	0	0	0	0	0	1	33	1	1	0	0	0	35	49	3	1	0	0	0	0	0	0	0	0	0	51										
17.75	0	0	0	0	0	0	0	0	0	0	37	1	1	0	0	0	0	41	52	1	0	0	0	0	0	0	0	0	0	0	53										
17.90	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	46										
18.00	1	0	0	0	0	0	0	0	0	0	1	31	5	1	0	0	0	37	46	10	0	0	0	0	0	0	0	0	0	0	58										
18.15	0	0	0	0	0	0	0	0	0	0	1	29	1	1	0	0	0	31	42	4	0	0	0	0	0	0	0	0	0	0	48										
18.30	0	0	0	0	0	0	0	0	0	0	1	30	3	0	0	0	0	33	44	2	1	0	0	0	0	0	0	0	0	0	47										
18.45	0	0	0	0	0	0	0	0	0	0	1	37	1	1	0	0	0	39	62	4	0	0	0	0	0	0	0	0	0	0	66										
18.60	0	0	0	0	0	0	0	0	0	0	1	42	0	0	0	0	0	46	114	0	0	0	0	0	0	0	0	0	0	0	114										
18.75	0	0	0	0	0	0	0	0	0	0	1	42	0	0	0	0	0	46	39	2	0	0	0	0	0	0	0	0	0	0	48										
18.90	0	0	0	0	0	0	0	0	0	0	1	31	5	1	0	0	0	37	44	2	1	0	0	0	0	0	0	0	0	0	47										
19.00	0	0	0	0	0	0	0	0	0	0	1	28	3	0	0	0	0	31	33	1	2	0	0	0	0	0	0	0	0	0	38										
19.15	0	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	21	33	0	0	0	0	0	0	0	0	0	0	0	33										
19.30	1	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	21	33	0	0	0	0	0	0	0	0	0	0	0	33										
19.45	0	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	21	33	0	0	0	0	0	0	0	0	0	0	0	33										
19.60	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	114										
19.75	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
19.90	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
20.00	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
20.15	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
20.30	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
20.45	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
20.60	0	0	0	0	0	0	0	0	0	0	2	114	4	0	0	0	0	114	114	7	3	0	0	0	0	0	0	0	0	0	0	114									
20.75	0																																								



Client: Scott White and Hoskins
Project: LOW-ESKARS The Meadowley Extra
Site: 3, Bath Road/Honey End Lane
Date: Friday 20th - Saturday 21st March 2015

Entry: Arm B

	Positioning: Area A										Positioning: Area B										Area Total						
	CAZ	LOY	DOV	ODV	PSV	MC	PC	TC	Time	CAZ	LOY	DOV	ODV	PSV	MC	PC	TC	Time									
12:00	22	3	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	118	17	12	0	1	1	0	147	172
12:15	24	2	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	85	11	4	2	2	0	0	105	133
12:30	33	1	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	63	7	4	3	2	0	0	80	172
12:45	44	1	1	2	0	0	0	0	45	0	0	0	0	0	0	0	0	0	102	30	5	6	1	1	2	134	213
12:45	122	2	2	2	0	0	0	0	134	0	0	0	0	0	0	0	0	0	99	48	2	1	2	2	1	128	202
13:00	34	5	1	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	111	15	11	7	1	4	1	150	190
13:15	26	3	1	0	0	1	0	0	31	0	0	0	0	0	0	0	0	0	115	9	4	3	1	1	0	133	164
13:30	28	5	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	136	18	9	3	4	2	1	173	206
13:45	31	5	1	0	0	1	0	0	36	0	0	0	0	0	0	0	0	0	132	16	8	5	1	0	0	154	181
13:45	115	10	1	1	0	0	0	0	142	0	0	0	0	0	0	0	0	0	167	16	10	10	1	1	1	214	244
14:00	32	3	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	124	12	4	5	3	3	0	144	184
14:15	44	6	1	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	137	14	5	6	2	2	1	167	218
14:30	33	2	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	124	8	5	6	3	2	1	159	196
14:45	56	6	0	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	142	16	4	1	1	2	1	188	228
14:45	160	17	5	2	0	0	0	0	182	0	0	0	0	0	0	0	0	0	207	50	18	16	0	0	0	264	318
15:00	47	5	1	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	136	10	8	3	1	0	0	159	212
15:15	52	4	1	0	0	0	0	1	58	0	0	0	0	0	0	0	0	0	130	11	5	1	1	0	0	148	206
15:30	31	2	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	109	14	6	7	1	1	1	138	172
15:45	30	5	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	126	12	2	4	1	1	1	140	174
15:45	105	10	2	2	0	0	0	0	122	0	0	0	0	0	0	0	0	0	161	10	11	4	2	2	1	202	232
16:00	33	3	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	138	14	2	1	1	1	1	158	194
16:15	43	2	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	131	11	3	0	1	0	0	148	183
16:30	51	2	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	153	14	3	0	0	2	0	172	215
16:45	34	2	0	0	1	0	0	0	37	0	0	0	0	0	0	0	0	0	143	8	3	0	0	2	2	153	200
16:45	141	3	0	2	1	0	0	0	171	0	0	0	0	0	0	0	0	0	205	47	12	6	0	5	0	261	312
17:00	41	3	0	0	0	0	0	1	46	0	0	0	0	0	0	0	0	0	144	4	4	0	1	1	1	158	208
17:15	44	3	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	140	6	1	0	1	3	3	154	202
17:30	56	1	1	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	140	9	7	0	1	2	1	140	218
17:45	125	2	2	2	0	0	0	0	158	0	0	0	0	0	0	0	0	0	196	2	1	2	1	2	1	244	284
17:45	125	2	2	2	0	0	0	0	158	0	0	0	0	0	0	0	0	0	196	2	1	2	1	2	1	244	284
18:00	50	2	1	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	122	3	0	1	1	3	2	132	182
18:15	41	1	0	0	0	0	2	1	42	0	0	0	0	0	0	0	0	0	127	8	3	0	2	1	0	144	188
18:30	38	2	1	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	126	0	0	0	1	2	1	138	178
18:45	47	2	1	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	122	5	0	2	3	1	1	134	180
18:45	117	3	1	0	0	0	0	0	142	0	0	0	0	0	0	0	0	0	164	10	2	3	1	1	1	204	234
19:00	30	2	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	127	3	0	0	0	0	0	131	181
19:15	32	1	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	125	1	0	2	1	1	2	132	185
19:30	41	1	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	112	2	3	0	1	1	1	139	182
19:45	30	2	1	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	96	0	0	0	0	0	0	108	138
19:45	139	4	2	2	0	0	0	0	162	2	0	0	0	0	0	0	0	0	169	8	3	2	2	2	2	204	234
20:00	34	1	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	100	4	1	2	2	2	1	110	140
20:15	14	2	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	79	4	0	0	0	1	1	88	118
20:30	24	1	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	81	4	1	0	0	0	0	80	114
20:45	34	1	0	0	0	0	1	0	34	0	0	0	0	0	0	0	0	0	57	2	2	1	1	2	0	70	100
20:45	105	10	2	2	0	0	0	0	122	0	0	0	0	0	0	0	0	0	167	16	4	0	0	0	0	204	234
21:00	16	0	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	79	1	1	0	0	0	0	81	96
21:15	14	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	57	2	1	0	1	0	0	61	75
21:30	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	55	1	0	0	0	1	0	58	67
21:45	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	78	0	0	0	0	1	0	80	90
19:45	49	2	1	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	129	4	2	1	2	1	0	160	190
22:00	12	0	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0	74	0	1	0	2	0	0	84	94
22:15	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	71	2	2	0	1	0	0	77	84
22:30	11	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	91	0	2	1	1	1	0	98	107
22:45	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	90	0	0	0	0	0	0	90	100
19:45	37	0	1	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	108	8	5	1	0	0	0	124	154
23:00	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	79	4	0	1	3	1	0	88	96
23:15	12	1	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	83	5	2	0	1	1	0	93	103
23:30	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	80	0	0	0	0	1	0	81	85
23:45	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	84	1	0	0	0	0	0	82	94
19:45	30	2	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	100	10	2	1	2	1	0	112	142
20:00	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	30	2	0	0	1	4	0	37	47
20:15	4																										



Client: Scott White and Hoskins
Project: LOW ISLAND The Meadow Extra
Site: 3, Bath Road/Honey End Lane
Date: Friday 20th - Saturday 21st March 2015

Entry: Arm C

Time	Destination - Arm A								Total	Destination - Arm B								Total	Destination - Arm C								Total					
	CR	LD	CV	CV2	PSV	MC	PC	CR		LD	CV	CV2	PSV	MC	PC	CR	LD		CV	CV2	PSV	MC	PC									
12:00	42	5	0	0	0	0	0	47	115	20	3	4	2	0	0	144	0	0	0	0	0	0	0	0	0	0	0	0	0	144		
12:15	52	4	0	0	0	0	0	56	121	9	4	5	1	3	1	154	1	0	0	0	0	0	0	0	0	0	0	0	0	155		
12:30	34	5	0	0	0	1	0	40	117	13	5	6	1	1	1	144	0	0	0	0	0	0	0	0	0	0	0	0	0	144		
12:45	51	5	2	1	0	0	1	64	122	8	5	5	0	2	1	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	
12:45	179	17	2	1	0	0	1	206	166	15	18	20	4	6	3	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	
13:00	46	6	3	0	0	1	1	55	107	9	6	8	3	2	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	
13:15	45	4	1	0	0	1	0	51	128	22	5	3	3	0	0	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	
13:30	44	11	2	0	0	0	0	57	94	18	6	4	1	2	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
13:45	46	4	3	0	0	0	0	53	102	13	5	6	2	0	1	132	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
13:45	179	24	9	9	8	2	2	214	161	40	20	24	9	4	2	202	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204
14:00	60	4	1	0	0	0	0	69	113	11	5	5	0	1	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
14:15	53	3	4	0	0	0	0	60	105	15	5	5	2	2	1	135	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136
14:30	47	13	2	0	1	0	0	63	107	6	4	0	1	1	1	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
14:45	49	8	1	0	0	1	0	58	97	8	2	3	1	3	0	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
14:45	200	28	8	8	2	2	2	234	122	40	22	14	9	7	0	143	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235
15:00	34	3	2	0	0	1	0	40	109	12	5	3	1	1	0	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
15:15	62	7	3	0	0	0	0	72	117	12	5	1	2	1	2	140	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
15:30	63	7	2	1	0	0	1	74	124	17	6	1	2	2	2	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153
15:45	44	4	0	0	0	1	0	51	129	16	5	1	0	1	1	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
15:45	200	28	7	7	1	1	0	222	122	40	22	14	9	7	0	143	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
16:00	58	5	0	0	0	0	0	63	122	9	2	0	3	0	1	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
16:15	56	13	1	1	0	2	0	73	148	13	5	1	3	2	2	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
16:30	60	6	2	0	0	0	0	69	123	9	2	3	1	2	1	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146
16:45	60	30	1	0	0	0	0	71	132	18	7	3	0	4	0	160	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161
16:45	224	34	4	1	0	0	0	270	125	20	12	7	7	0	0	143	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	272
17:00	51	3	1	0	0	0	0	59	141	11	1	2	3	2	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153
17:15	66	12	2	0	0	0	0	80	140	15	1	0	1	2	1	173	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
17:30	75	12	1	0	0	0	0	88	146	12	3	2	1	1	1	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170
17:30	200	28	7	7	1	0	0	222	146	12	3	2	1	1	1	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222
17:45	58	3	2	0	0	0	0	64	140	8	2	1	2	4	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
18:00	60	9	3	0	0	0	1	72	160	7	1	0	1	2	2	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
18:15	40	0	0	0	0	0	0	47	147	11	1	1	2	0	0	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156
18:30	49	9	1	1	0	0	0	60	151	14	3	0	4	0	0	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164
18:45	200	28	7	7	1	0	0	224	154	6	1	0	1	0	1	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
19:00	54	5	1	0	0	1	0	65	154	6	1	0	1	0	1	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
19:15	59	5	0	0	0	0	0	64	126	4	0	0	1	0	0	125	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
19:30	53	3	0	0	0	0	0	56	106	11	0	0	1	0	1	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
19:45	57	2	0	0	0	0	0	54	95	8	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
19:45	180	15	1	0	0	1	0	200	125	20	2	0	0	0	0	136	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201
20:00	28	3	0	0	0	0	0	32	74	8	2	0	2	1	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
20:15	29	2	0	0	0	0	0	30	81	2	0	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
20:30	29	3	0	0	0	0	0	32	64	3	1	1	1	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
20:45	31	1	0	0	0	0	0	30	84	3	2	0	1	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
20:45	112	1	0	0	0	0	0	120	200	28	7	7	1	0	0	224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
21:00	20	2	0	0	0	0	2	24	76	4	0	0	1	1	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
21:15	14	2	0	0	0	0	0	16	57	1	0	0	1	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
21:30	18	0	1	0	0	0	0	18	44	1	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
21:45	16	0	0	0	0	0	0	16	57	1	1	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
21:45	98	4	1	0	0	0	2	76	224	7	1	0	0	0	1	242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242
22:00	7	0	0	0	0	0	0	7	52	5	0	1	1	0	1	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
22:15	13	0	0	0	0	0	0	13	47	2	1	0	1	0	1	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
22:30	7	1	0	0	0	0	0	9	53	5	0	1	0	3	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
22:45	6	0	0	0	0	0	0	6	51	5	0	1	0	0	0	52																



Client: Scott White and Hoskins
Project: LON-LSIARS The Meadowley Extra
Site: 3, Bath Road/Honey End Lane
Date: Friday 20th - Saturday 21st March 2015

ORIGIN SUMMARY

DATE	Area A							Area B							Area C							Origin Totals				
	CAR	LDV	CVS	CVS2	PSV	MK	PC	Totals	CAR	LDV	CVS	CVS2	PSV	MK	PC	Totals	CAR	LDV	CVS	CVS2	PSV		MK	PC	Totals	
12.00	52	4	1	0	0	0	0	57	138	20	12	0	1	1	0	172	157	25	3	4	2	0	0	195	435	
12.15	61	6	4	0	0	0	0	72	130	13	4	2	2	0	0	159	138	13	4	5	1	2	1	184	381	
12.30	72	10	0	0	0	0	0	82	96	8	5	3	2	0	1	115	151	18	5	6	1	2	1	191	383	
12.45	59	8	1	2	0	0	0	70	144	11	2	0	1	1	1	171	174	17	6	0	0	0	0	207	448	
13.00	54	8	1	0	0	0	0	63	98	26	11	0	0	0	0	135	99	26	11	0	0	0	0	136	242	
13.15	64	8	1	0	0	0	0	73	145	20	12	7	1	4	1	180	153	14	7	8	3	3	0	188	451	
13.30	76	9	2	0	0	0	0	87	141	12	5	3	1	2	0	164	173	26	6	3	3	1	1	213	464	
13.45	53	14	2	0	0	0	0	64	164	23	9	3	4	1	2	208	138	29	8	4	1	2	0	181	452	
14.00	66	5	1	0	0	0	0	72	156	21	9	5	1	1	0	183	148	17	8	3	2	0	1	193	452	
14.15	52	3	0	0	0	0	0	55	108	21	10	0	0	0	0	139	117	10	10	0	0	0	0	127	312	
14.30	71	3	4	0	0	0	0	80	126	15	6	3	3	2	1	149	173	15	7	0	0	0	0	2	205	471
14.45	82	9	2	0	0	0	0	93	198	22	4	1	1	3	2	220	193	16	3	1	0	0	0	214	509	
15.00	86	21	7	0	0	0	1	125	120	47	23	0	0	0	0	190	625	68	30	14	0	0	0	734	1064	
15.15	90	4	1	0	0	0	0	95	183	15	9	3	1	0	1	212	143	15	7	3	1	1	1	170	481	
15.30	87	11	2	1	1	0	0	103	182	15	6	1	1	0	1	206	181	18	8	1	2	1	2	214	523	
15.45	94	9	5	0	0	0	1	110	140	16	6	7	1	1	1	172	187	24	8	2	2	2	2	237	509	
16.00	74	8	3	1	0	0	1	87	188	20	2	4	1	1	1	214	179	20	5	1	1	1	1	204	508	
16.05	70	11	3	0	0	0	0	94	166	26	2	0	0	0	0	194	666	38	10	0	0	0	0	704	1033	
16.15	82	8	1	0	0	0	0	91	174	13	3	0	0	1	0	2	193	204	26	6	2	3	4	2	247	531
16.20	79	5	0	0	0	0	0	85	204	16	3	0	1	0	0	219	184	14	4	3	1	3	5	214	525	
16.25	83	7	0	0	0	0	0	90	177	10	4	0	0	2	2	200	193	28	4	3	0	0	4	234	500	
16.30	89	31	4	1	0	0	1	135	178	56	12	1	4	0	0	812	781	82	16	8	7	11	9	884	2042	
16.35	90	3	0	0	0	0	0	93	145	9	0	1	5	2	0	1	162	102	16	2	3	3	3	2	155	417
16.40	73	4	2	0	0	0	0	80	184	9	1	0	1	3	4	203	217	27	3	0	1	2	5	285	545	
16.45	89	2	0	0	0	0	3	94	196	10	8	0	1	2	1	218	221	24	4	2	1	1	5	258	570	
16.50	86	2	0	0	0	0	0	88	206	4	0	0	0	0	0	210	208	16	0	0	0	0	0	224	500	
16.55	87	11	3	0	0	0	0	101	176	15	10	0	0	0	0	194	180	14	2	0	3	0	2	201	488	
17.00	82	8	1	0	0	0	0	91	174	13	3	0	0	1	0	2	193	204	26	6	2	3	4	2	247	531
17.05	79	5	0	0	0	0	0	85	204	16	3	0	1	0	0	219	184	14	4	3	1	3	5	214	525	
17.10	83	7	0	0	0	0	0	90	177	10	4	0	0	2	2	200	193	28	4	3	0	0	4	234	500	
17.15	89	31	4	1	0	0	1	135	178	56	12	1	4	0	0	812	781	82	16	8	7	11	9	884	2042	
17.20	90	3	0	0	0	0	0	93	145	9	0	1	5	2	0	1	162	102	16	2	3	3	3	2	155	417
17.25	73	4	2	0	0	0	0	80	184	9	1	0	1	3	4	203	217	27	3	0	1	2	5	285	545	
17.30	89	2	0	0	0	0	3	94	196	10	8	0	1	2	1	218	221	24	4	2	1	1	5	258	570	
17.35	86	2	0	0	0	0	0	88	206	4	0	0	0	0	0	210	208	16	0	0	0	0	0	224	500	
17.40	87	11	3	0	0	0	0	101	176	15	10	0	0	0	0	194	180	14	2	0	3	0	2	201	488	
17.45	82	8	1	0	0	0	0	91	174	13	3	0	0	1	0	2	193	204	26	6	2	3	4	2	247	531
17.50	79	5	0	0	0	0	0	85	204	16	3	0	1	0	0	219	184	14	4	3	1	3	5	214	525	
17.55	83	7	0	0	0	0	0	90	177	10	4	0	0	2	2	200	193	28	4	3	0	0	4	234	500	
18.00	89	31	4	1	0	0	1	135	178	56	12	1	4	0	0	812	781	82	16	8	7	11	9	884	2042	
18.05	90	3	0	0	0	0	0	93	145	9	0	1	5	2	0	1	162	102	16	2	3	3	3	2	155	417
18.10	73	4	2	0	0	0	0	80	184	9	1	0	1	3	4	203	217	27	3	0	1	2	5	285	545	
18.15	89	2	0	0	0	0	3	94	196	10	8	0	1	2	1	218	221	24	4	2	1	1	5	258	570	
18.20	86	2	0	0	0	0	0	88	206	4	0	0	0	0	0	210	208	16	0	0	0	0	0	224	500	
18.25	87	11	3	0	0	0	0	101	176	15	10	0	0	0	0	194	180	14	2	0	3	0	2	201	488	
18.30	82	8	1	0	0	0	0	91	174	13	3	0	0	1	0	2	193	204	26	6	2	3	4	2	247	531
18.35	79	5	0	0	0	0	0	85	204	16	3	0	1	0	0	219	184	14	4	3	1	3	5	214	525	
18.40	83	7	0	0	0	0	0	90	177	10	4	0	0	2	2	200	193	28	4	3	0	0	4	234	500	
18.45	89	31	4	1	0	0	1	135	178	56	12	1	4	0	0	812	781	82	16	8	7	11	9	884	2042	
18.50	90	3	0	0	0	0	0	93	145	9	0	1	5	2	0	1	162	102	16	2	3	3	3	2	155	417
18.55	73	4	2	0	0	0	0	80	184	9	1	0	1	3	4	203	217	27	3	0	1	2	5	285	545	
19.00	89	2	0	0	0	0	3	94	196	10	8	0	1	2	1	218	221	24	4	2	1	1	5	258	570	
19.05	86	2	0	0	0	0	0	88	206	4	0	0	0	0	0	210	208	16	0	0	0	0	0	224	500	
19.10	87	11	3	0	0	0	0	101	176	15	10	0	0	0	0	194	180	14	2	0	3	0	2	201	488	
19.15	82	8	1	0	0	0	0	91	174	13	3	0	0	1	0	2	193	204	26	6	2	3	4	2	247	531
19.20	79	5	0	0	0	0	0	85	204	16	3	0	1	0	0	219	184	14	4	3	1	3	5	214	525	
19.25	83	7	0	0	0	0	0	90	177	10	4	0	0	2	2	200	193	28	4	3	0	0	4	234	500	
19.30	89	31	4	1	0	0	1	135	178	56	12	1	4	0	0	812	781	82	16	8	7	11	9	884	2042	
19.35	90	3	0	0	0	0	0	93	145	9	0	1	5	2	0	1	162	102	16	2	3	3	3	2	155	417
19.40	73	4	2	0	0	0	0	80	184	9	1	0	1	3	4	203	217	27	3	0	1	2	5	285	545	
19.45	89	2	0	0	0	0	3	94	196	10	8	0	1	2	1	218	221	24	4	2	1	1	5	258	570	
19.50	86	2	0	0	0	0	0	88	206	4	0	0	0	0	0	210	208									



Area A													Area B													Area C													Overall Total
Case	Inv	Q1	Q2	Q3	PSV	MC	PC	Total	Case	Inv	Q1	Q2	Q3	PSV	MC	PC	Total	Case	Inv	Q1	Q2	Q3	PSV	MC	PC	Total													
12.00	64	8	0	0	0	0	0	72	138	21	4	4	2	0	0	0	169	145	20	12	0	0	1	1	0	179	420												
12.10	78	6	0	0	0	0	0	84	154	19	1	1	1	1	1	1	181	159	14	6	0	0	2	0	0	177	431												
12.20	68	6	1	0	0	0	0	75	154	20	5	6	1	1	1	1	188	97	10	4	1	2	0	0	1	173	381												
12.30	68	6	1	0	0	0	0	75	154	20	5	6	1	1	1	1	188	97	10	4	1	2	0	0	1	173	381												
12.40	56	9	2	1	0	0	1	108	102	13	4	5	0	0	2	1	127	130	14	6	6	1	1	1	2	166	481												
12.50	80	10	4	0	0	0	1	105	126	12	4	0	8	3	2	0	157	154	20	12	7	0	1	4	1	199	481												
13.00	71	7	2	0	0	0	2	80	159	25	5	3	3	3	0	1	196	160	15	6	3	3	1	1	0	188	464												
13.10	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
13.20	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
13.30	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
13.40	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
13.50	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
14.00	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
14.10	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
14.20	72	16	2	0	0	0	0	90	119	22	6	4	1	1	3	0	155	162	22	11	3	4	4	1	0	207	462												
14.30	80	15	0	0	1	0	0	100	128	8	4	0	1	1	1	3	145	196	10	6	6	3	3	1	2	224	469												
14.40	80	15	0	0	1	0	0	100	128	8	4	0	1	1	1	3	145	196	10	6	6	3	3	1	2	224	469												
14.50	80	15	0	0	1	0	0	100	128	8	4	0	1	1	1	3	145	196	10	6	6	3	3	1	2	224	469												
15.00	80	15	0	0	1	0	0	100	128	8	4	0	1	1	1	3	145	196	10	6	6	3	3	1	2	224	469												
15.10	80	15	0	0	1	0	0	100	128	8	4	0	1	1	1	3	145	196	10	6	6	3	3	1	2	224	469												
15.20	80	15	0	0	1	0</																																	

Appendix C

Car Park (Precinct) Survey Data



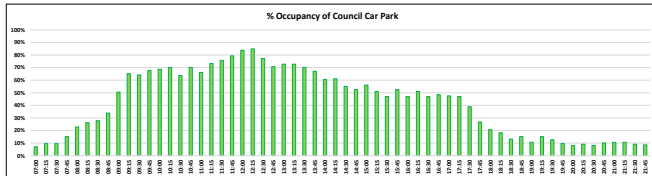
Client: Scott White and Hopkins
Project: LON 1474K5 The Meadoway
Site: Council Car Park
Date: Saturday 14 March 2015

Council Car Park

Number of parking bays in car park	198
Parking occupancy at start of survey	13
Parking occupancy at end of survey	17

Time	Council Car Park				Accumulation	% Occupancy of Council Car Park
	Money and Lane access	Exit	Money access	Exit		
07:00	0	0	3	2	14	7%
07:15	1	0	8	4	19	10%
07:30	0	0	6	6	19	10%
07:45	2	0	16	7	30	15%
08:00	1	1	23	8	45	23%
08:15	2	2	18	11	52	26%
08:30	2	1	11	9	55	28%
08:45	4	3	26	15	67	34%
09:00	2	3	46	12	100	51%
09:15	10	2	40	19	129	65%
09:30	0	2	26	26	127	64%
09:45	1	5	37	26	134	68%
10:00	5	4	34	33	135	69%
10:15	8	6	47	46	139	70%
10:30	1	5	38	47	126	64%
10:45	9	7	44	33	139	70%
11:00	2	8	41	43	131	66%
11:15	4	1	46	35	145	73%
11:30	6	3	47	45	150	76%
11:45	4	7	47	37	157	79%
12:00	7	3	55	30	166	84%
12:15	3	6	52	47	168	85%
12:30	6	9	43	55	153	77%
12:45	3	5	36	47	140	71%
13:00	5	8	47	40	144	73%
13:15	1	5	43	39	144	73%
13:30	2	8	45	44	139	70%
13:45	5	4	29	36	133	67%
14:00	2	8	36	43	120	61%
14:15	1	14	43	29	121	61%
14:30	3	6	34	43	109	55%
14:45	4	2	13	40	104	53%
15:00	5	3	30	25	111	56%
15:15	3	4	25	34	101	51%
15:30	2	8	29	31	83	42%
15:45	3	3	43	32	104	53%
16:00	3	3	27	38	93	47%
16:15	3	7	33	33	101	51%
16:30	5	4	29	38	93	47%
16:45	1	5	48	41	96	48%
17:00	5	3	40	44	94	48%
17:15	1	4	39	37	93	47%
17:30	5	7	25	39	77	39%
17:45	3	11	31	47	53	27%
18:00	4	7	31	40	41	21%
18:15	1	3	29	32	36	18%
18:30	2	5	14	21	26	13%
18:45	5	4	32	29	30	15%
19:00	1	4	29	35	21	11%
19:15	4	4	26	17	30	15%
19:30	2	2	21	26	19	10%
19:45	3	5	15	19	19	10%
20:00	3	4	15	17	16	8%
20:15	5	5	19	15	18	9%
20:30	1	3	13	13	16	8%
20:45	3	2	13	10	20	10%
21:00	1	1	9	9	21	11%
21:15	1	2	12	11	21	11%
21:30	3	2	6	10	18	9%
21:45	3	3	4	5	17	9%

Time on returning to vehicle after visiting Aids	Number of vehicles parking in Council Car Park whose occupants had visited Aids	Percentage of vehicles parking in Council Car Park whose occupants had visited Aids
07:00	2	14%
07:15	0	0%
07:30	5	26%
07:45	7	23%
08:00	2	4%
08:15	7	12%
08:30	5	9%
08:45	6	9%
09:00	8	8%
09:15	11	9%
09:30	10	8%
09:45	19	14%
10:00	19	14%
10:15	19	14%
10:30	20	16%
10:45	21	16%
11:00	15	11%
11:15	14	10%
11:30	15	10%
11:45	10	8%
12:00	19	12%
12:15	17	10%
12:30	15	10%
12:45	16	12%
13:00	15	12%
13:15	15	10%
13:30	16	12%
13:45	17	13%
14:00	18	17%
14:15	14	12%
14:30	17	16%
14:45	18	17%
15:00	21	13%
15:15	14	21%
15:30	10	13%
15:45	10	10%
16:00	20	22%
16:15	7	7%
16:30	13	14%
16:45	17	18%
17:00	14	12%
17:15	15	16%
17:30	15	19%
17:45	17	32%
18:00	10	24%
18:15	14	39%
18:30	11	42%
18:45	10	33%
19:00	11	52%
19:15	8	27%
19:30	12	48%
19:45	11	58%
20:00	9	56%
20:15	4	22%
20:30	3	19%
20:45	5	25%
21:00	9	21%
21:15	2	10%
21:30	3	17%
21:45	2	10%



Appendix D

TRICS Reports (Precinct; Weekday & Saturday)

Calculation Reference: AUDIT-744001-160913-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	2 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 525 to 1840 (units: sqm)
 Range Selected by User: 525 to 1840 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 07/10/13

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	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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)	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A1	5 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 days
----	--------

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

LIST OF SITES relevant to selection parameters

1	DE-01-I-01	LOCAL SHOPS		DERRY
	ROSSDOWNEY PARK			
	CLOONEY			
	LONDONDERRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	820 sqm		
	Survey date: WEDNESDAY	20/06/12	Survey Type: MANUAL	
2	DE-01-I-02	LOCAL SHOPS		DERRY
	BEECHWOOD AVENUE			
	LONDONDERRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1425 sqm		
	Survey date: THURSDAY	21/06/12	Survey Type: MANUAL	
3	GS-01-I-01	LOCAL SHOPS		GLOUCESTERSHIRE
	SALISBURY AVENUE			
	WARDEN HILL			
	CHELTENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	525 sqm		
	Survey date: MONDAY	26/04/10	Survey Type: MANUAL	
4	TV-01-I-03	LOCAL SHOPS		TEES VALLEY
	ACKLAM ROAD			
	ACKLAM			
	MIDDLESBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1840 sqm		
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL	
5	TV-01-I-04	LOCAL SHOPS		TEES VALLEY
	CARGO FLEET LANE			
	ORMESBY			
	MIDDLESBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	585 sqm		
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1039	4.158	5	1039	3.792	5	1039	7.950
08:00 - 09:00	5	1039	4.851	5	1039	4.658	5	1039	9.509
09:00 - 10:00	5	1039	6.814	5	1039	5.621	5	1039	12.435
10:00 - 11:00	5	1039	5.621	5	1039	5.467	5	1039	11.088
11:00 - 12:00	5	1039	6.660	5	1039	6.410	5	1039	13.070
12:00 - 13:00	5	1039	7.392	5	1039	7.392	5	1039	14.784
13:00 - 14:00	5	1039	6.679	5	1039	7.026	5	1039	13.705
14:00 - 15:00	5	1039	6.622	5	1039	7.334	5	1039	13.956
15:00 - 16:00	5	1039	6.160	5	1039	6.218	5	1039	12.378
16:00 - 17:00	5	1039	6.468	5	1039	5.698	5	1039	12.166
17:00 - 18:00	5	1039	6.121	5	1039	6.545	5	1039	12.666
18:00 - 19:00	5	1039	6.718	5	1039	6.872	5	1039	13.590
19:00 - 20:00	5	1039	6.295	5	1039	6.275	5	1039	12.570
20:00 - 21:00	5	1039	6.083	5	1039	6.352	5	1039	12.435
21:00 - 22:00	5	1039	5.043	5	1039	5.294	5	1039	10.337
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			91.685			90.954			182.639

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:	525 - 1840 (units: sqm)
Survey date range:	01/01/08 - 07/10/13
Number of weekdays (Monday-Friday):	5
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1039	0.096	5	1039	0.096	5	1039	0.192
08:00 - 09:00	5	1039	0.231	5	1039	0.212	5	1039	0.443
09:00 - 10:00	5	1039	0.231	5	1039	0.250	5	1039	0.481
10:00 - 11:00	5	1039	0.269	5	1039	0.173	5	1039	0.442
11:00 - 12:00	5	1039	0.212	5	1039	0.269	5	1039	0.481
12:00 - 13:00	5	1039	0.192	5	1039	0.173	5	1039	0.365
13:00 - 14:00	5	1039	0.135	5	1039	0.173	5	1039	0.308
14:00 - 15:00	5	1039	0.192	5	1039	0.212	5	1039	0.404
15:00 - 16:00	5	1039	0.250	5	1039	0.212	5	1039	0.462
16:00 - 17:00	5	1039	0.192	5	1039	0.192	5	1039	0.384
17:00 - 18:00	5	1039	0.154	5	1039	0.192	5	1039	0.346
18:00 - 19:00	5	1039	0.154	5	1039	0.115	5	1039	0.269
19:00 - 20:00	5	1039	0.231	5	1039	0.192	5	1039	0.423
20:00 - 21:00	5	1039	0.366	5	1039	0.327	5	1039	0.693
21:00 - 22:00	5	1039	0.462	5	1039	0.423	5	1039	0.885
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.367			3.211			6.578

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:	525 - 1840 (units: sqm)
Survey date range:	01/01/08 - 07/10/13
Number of weekdays (Monday-Friday):	5
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1039	0.173	5	1039	0.154	5	1039	0.327
08:00 - 09:00	5	1039	0.077	5	1039	0.115	5	1039	0.192
09:00 - 10:00	5	1039	0.231	5	1039	0.192	5	1039	0.423
10:00 - 11:00	5	1039	0.058	5	1039	0.096	5	1039	0.154
11:00 - 12:00	5	1039	0.019	5	1039	0.019	5	1039	0.038
12:00 - 13:00	5	1039	0.077	5	1039	0.077	5	1039	0.154
13:00 - 14:00	5	1039	0.077	5	1039	0.077	5	1039	0.154
14:00 - 15:00	5	1039	0.019	5	1039	0.019	5	1039	0.038
15:00 - 16:00	5	1039	0.077	5	1039	0.077	5	1039	0.154
16:00 - 17:00	5	1039	0.058	5	1039	0.038	5	1039	0.096
17:00 - 18:00	5	1039	0.000	5	1039	0.019	5	1039	0.019
18:00 - 19:00	5	1039	0.038	5	1039	0.038	5	1039	0.076
19:00 - 20:00	5	1039	0.038	5	1039	0.038	5	1039	0.076
20:00 - 21:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
21:00 - 22:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.942			0.959			1.901

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:	525 - 1840 (units: sqm)
Survey date range:	01/01/08 - 07/10/13
Number of weekdays (Monday-Friday):	5
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1039	0.019	5	1039	0.019	5	1039	0.038
08:00 - 09:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
09:00 - 10:00	5	1039	0.019	5	1039	0.000	5	1039	0.019
10:00 - 11:00	5	1039	0.000	5	1039	0.019	5	1039	0.019
11:00 - 12:00	5	1039	0.019	5	1039	0.019	5	1039	0.038
12:00 - 13:00	5	1039	0.019	5	1039	0.019	5	1039	0.038
13:00 - 14:00	5	1039	0.019	5	1039	0.019	5	1039	0.038
14:00 - 15:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
15:00 - 16:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
16:00 - 17:00	5	1039	0.038	5	1039	0.038	5	1039	0.076
17:00 - 18:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
18:00 - 19:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
19:00 - 20:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
20:00 - 21:00	5	1039	0.000	5	1039	0.000	5	1039	0.000
21:00 - 22:00	5	1039	0.038	5	1039	0.038	5	1039	0.076
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.171			0.342

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:	525 - 1840 (units: sqm)
Survey date range:	01/01/08 - 07/10/13
Number of weekdays (Monday-Friday):	5
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1039	0.038	5	1039	0.019	5	1039	0.057
08:00 - 09:00	5	1039	0.192	5	1039	0.173	5	1039	0.365
09:00 - 10:00	5	1039	0.096	5	1039	0.077	5	1039	0.173
10:00 - 11:00	5	1039	0.173	5	1039	0.115	5	1039	0.288
11:00 - 12:00	5	1039	0.058	5	1039	0.096	5	1039	0.154
12:00 - 13:00	5	1039	0.096	5	1039	0.096	5	1039	0.192
13:00 - 14:00	5	1039	0.096	5	1039	0.077	5	1039	0.173
14:00 - 15:00	5	1039	0.115	5	1039	0.154	5	1039	0.269
15:00 - 16:00	5	1039	0.346	5	1039	0.308	5	1039	0.654
16:00 - 17:00	5	1039	0.404	5	1039	0.423	5	1039	0.827
17:00 - 18:00	5	1039	0.096	5	1039	0.154	5	1039	0.250
18:00 - 19:00	5	1039	0.346	5	1039	0.250	5	1039	0.596
19:00 - 20:00	5	1039	0.192	5	1039	0.212	5	1039	0.404
20:00 - 21:00	5	1039	0.019	5	1039	0.077	5	1039	0.096
21:00 - 22:00	5	1039	0.154	5	1039	0.115	5	1039	0.269
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.421			2.346			4.767

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:	525 - 1840 (units: sqm)
Survey date range:	01/01/08 - 07/10/13
Number of weekdays (Monday-Friday):	5
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.

Calculation Reference: AUDIT-744001-160913-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 VEHICLES

Selected regions and areas:

15	GREATER DUBLIN	
	DL DUBLIN	3 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 504 to 1194 (units: sqm)
 Range Selected by User: 210 to 84009 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 10/11/15

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:

Saturday 4 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	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	2
No Sub Category	2

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.

Filtering Stage 3 selection:

Use Class:

A1	1 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:

15,001 to 20,000	2 days
20,001 to 25,000	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
100,001 to 125,000	1 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:

1.1 to 1.5	4 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 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.

LIST OF SITES relevant to selection parameters

1	DL-01-I-04	LOCAL SHOPS	DUBLIN
	BROOKWOOD RISE		
	KILLESTER		
	DUBLIN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	504 sqm	
	Survey date: SATURDAY	08/09/12	Survey Type: MANUAL
2	DL-01-I-05	LOCAL SHOPS	DUBLIN
	DUNDRUM ROAD		
	WINDY ARBOUR		
	DUBLIN		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	887 sqm	
	Survey date: SATURDAY	22/09/12	Survey Type: MANUAL
3	DL-01-I-06	LOCAL SHOPS	DUBLIN
	ST BRIGIDS ROAD		
	ARTANE		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1194 sqm	
	Survey date: SATURDAY	22/09/12	Survey Type: MANUAL
4	DN-01-I-01	LOCAL SHOPS	DONEGAL
	PEARSE ROAD		
	LETTERKENNY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	856 sqm	
	Survey date: SATURDAY	27/09/14	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	860	0.988	4	860	0.843	4	860	1.831
08:00 - 09:00	4	860	2.151	4	860	1.540	4	860	3.691
09:00 - 10:00	4	860	4.388	4	860	3.952	4	860	8.340
10:00 - 11:00	4	860	4.824	4	860	4.592	4	860	9.416
11:00 - 12:00	4	860	5.144	4	860	4.999	4	860	10.143
12:00 - 13:00	4	860	5.318	4	860	4.999	4	860	10.317
13:00 - 14:00	4	860	5.318	4	860	5.347	4	860	10.665
14:00 - 15:00	4	860	5.057	4	860	5.202	4	860	10.259
15:00 - 16:00	4	860	4.359	4	860	4.737	4	860	9.096
16:00 - 17:00	4	860	4.795	4	860	4.911	4	860	9.706
17:00 - 18:00	4	860	4.185	4	860	4.243	4	860	8.428
18:00 - 19:00	4	860	2.877	4	860	3.371	4	860	6.248
19:00 - 20:00	3	862	3.327	3	862	3.366	3	862	6.693
20:00 - 21:00	3	862	2.747	3	862	2.979	3	862	5.726
21:00 - 22:00	2	696	3.882	2	696	4.313	2	696	8.195
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		59.360			59.394			118.754	

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:	504 - 1194 (units: sqm)
Survey date range:	01/01/08 - 10/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	860	0.000	4	860	0.000	4	860	0.000
08:00 - 09:00	4	860	0.058	4	860	0.029	4	860	0.087
09:00 - 10:00	4	860	0.087	4	860	0.116	4	860	0.203
10:00 - 11:00	4	860	0.058	4	860	0.058	4	860	0.116
11:00 - 12:00	4	860	0.029	4	860	0.029	4	860	0.058
12:00 - 13:00	4	860	0.087	4	860	0.087	4	860	0.174
13:00 - 14:00	4	860	0.087	4	860	0.087	4	860	0.174
14:00 - 15:00	4	860	0.029	4	860	0.029	4	860	0.058
15:00 - 16:00	4	860	0.029	4	860	0.029	4	860	0.058
16:00 - 17:00	4	860	0.116	4	860	0.116	4	860	0.232
17:00 - 18:00	4	860	0.029	4	860	0.029	4	860	0.058
18:00 - 19:00	4	860	0.058	4	860	0.058	4	860	0.116
19:00 - 20:00	3	862	0.000	3	862	0.000	3	862	0.000
20:00 - 21:00	3	862	0.000	3	862	0.000	3	862	0.000
21:00 - 22:00	2	696	0.000	2	696	0.000	2	696	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.667			0.667			1.334

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:	504 - 1194 (units: sqm)
Survey date range:	01/01/08 - 10/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	860	0.000	4	860	0.000	4	860	0.000
08:00 - 09:00	4	860	0.000	4	860	0.000	4	860	0.000
09:00 - 10:00	4	860	0.000	4	860	0.000	4	860	0.000
10:00 - 11:00	4	860	0.029	4	860	0.029	4	860	0.058
11:00 - 12:00	4	860	0.029	4	860	0.029	4	860	0.058
12:00 - 13:00	4	860	0.000	4	860	0.000	4	860	0.000
13:00 - 14:00	4	860	0.000	4	860	0.000	4	860	0.000
14:00 - 15:00	4	860	0.000	4	860	0.000	4	860	0.000
15:00 - 16:00	4	860	0.000	4	860	0.000	4	860	0.000
16:00 - 17:00	4	860	0.000	4	860	0.000	4	860	0.000
17:00 - 18:00	4	860	0.000	4	860	0.000	4	860	0.000
18:00 - 19:00	4	860	0.000	4	860	0.000	4	860	0.000
19:00 - 20:00	3	862	0.000	3	862	0.000	3	862	0.000
20:00 - 21:00	3	862	0.000	3	862	0.000	3	862	0.000
21:00 - 22:00	2	696	0.000	2	696	0.000	2	696	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.058			0.116

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:	504 - 1194 (units: sqm)
Survey date range:	01/01/08 - 10/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	860	0.000	4	860	0.000	4	860	0.000
08:00 - 09:00	4	860	0.000	4	860	0.000	4	860	0.000
09:00 - 10:00	4	860	0.000	4	860	0.000	4	860	0.000
10:00 - 11:00	4	860	0.000	4	860	0.000	4	860	0.000
11:00 - 12:00	4	860	0.000	4	860	0.000	4	860	0.000
12:00 - 13:00	4	860	0.000	4	860	0.000	4	860	0.000
13:00 - 14:00	4	860	0.000	4	860	0.000	4	860	0.000
14:00 - 15:00	4	860	0.000	4	860	0.000	4	860	0.000
15:00 - 16:00	4	860	0.000	4	860	0.000	4	860	0.000
16:00 - 17:00	4	860	0.000	4	860	0.000	4	860	0.000
17:00 - 18:00	4	860	0.000	4	860	0.000	4	860	0.000
18:00 - 19:00	4	860	0.000	4	860	0.000	4	860	0.000
19:00 - 20:00	3	862	0.000	3	862	0.000	3	862	0.000
20:00 - 21:00	3	862	0.000	3	862	0.000	3	862	0.000
21:00 - 22:00	2	696	0.000	2	696	0.000	2	696	0.000
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:	504 - 1194 (units: sqm)
Survey date range:	01/01/08 - 10/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	860	0.087	4	860	0.029	4	860	0.116
08:00 - 09:00	4	860	0.087	4	860	0.058	4	860	0.145
09:00 - 10:00	4	860	0.203	4	860	0.174	4	860	0.377
10:00 - 11:00	4	860	0.145	4	860	0.174	4	860	0.319
11:00 - 12:00	4	860	0.291	4	860	0.262	4	860	0.553
12:00 - 13:00	4	860	0.087	4	860	0.116	4	860	0.203
13:00 - 14:00	4	860	0.174	4	860	0.174	4	860	0.348
14:00 - 15:00	4	860	0.174	4	860	0.116	4	860	0.290
15:00 - 16:00	4	860	0.232	4	860	0.262	4	860	0.494
16:00 - 17:00	4	860	0.087	4	860	0.087	4	860	0.174
17:00 - 18:00	4	860	0.291	4	860	0.320	4	860	0.611
18:00 - 19:00	4	860	0.029	4	860	0.116	4	860	0.145
19:00 - 20:00	3	862	0.000	3	862	0.000	3	862	0.000
20:00 - 21:00	3	862	0.039	3	862	0.039	3	862	0.078
21:00 - 22:00	2	696	0.000	2	696	0.000	2	696	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.926			1.927			3.853

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:	504 - 1194 (units: sqm)
Survey date range:	01/01/08 - 10/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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

TRICS Report (Existing Flats)

Calculation Reference: AUDIT-744001-150317-0333

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Filtering Stage 2 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 120 (units:)
 Range Selected by User: 6 to 339 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 26/06/14

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
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	4
Neighbourhood Centre (PPS6 Local Centre)	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	4
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

C3

5 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

1 days

5,001 to 10,000

2 days

10,001 to 15,000

1 days

20,001 to 25,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

75,001 to 100,000

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

3 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

5 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-D-02 MILL STREET	FLATS/SEMI DETACHED		ANTRIM
	LISBURN Edge of Town Residential Zone			
	Total Number of dwellings:	22		
	Survey date: WEDNESDAY	13/09/06		Survey Type: MANUAL
2	BR-03-D-03 BRISTOL ROAD	BLOCKS OF FLATS		BRISTOL CITY
	BRISTOL Edge of Town No Sub Category			
	Total Number of dwellings:	28		
	Survey date: TUESDAY	13/10/09		Survey Type: MANUAL
3	HE-03-D-01 BROXASH DRIVE	BLOCK OF FLATS		HEREFORDSHIRE
	HEREFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Number of dwellings:	120		
	Survey date: FRIDAY	22/10/10		Survey Type: MANUAL
4	OX-03-D-01 FAIRLAWN END UPPER WOLVERCOTE OXFORD	FLATS		OXFORDSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	05/10/10		Survey Type: MANUAL
5	WY-03-D-03 CARR STREET LIVERSEDGE HECKMONDWIKE	BLOCK OF FLATS		WEST YORKSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	56		
	Survey date: THURSDAY	01/05/14		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
IS-03-D-02	London area not appropriate

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	5	46	0.034	5	46	0.095	5	46	0.129
08:00 - 09:00	5	46	0.078	5	46	0.116	5	46	0.194
09:00 - 10:00	5	46	0.060	5	46	0.069	5	46	0.129
10:00 - 11:00	5	46	0.108	5	46	0.065	5	46	0.173
11:00 - 12:00	5	46	0.065	5	46	0.095	5	46	0.160
12:00 - 13:00	5	46	0.108	5	46	0.078	5	46	0.186
13:00 - 14:00	5	46	0.138	5	46	0.138	5	46	0.276
14:00 - 15:00	5	46	0.138	5	46	0.129	5	46	0.267
15:00 - 16:00	5	46	0.112	5	46	0.099	5	46	0.211
16:00 - 17:00	5	46	0.134	5	46	0.108	5	46	0.242
17:00 - 18:00	5	46	0.112	5	46	0.091	5	46	0.203
18:00 - 19:00	5	46	0.172	5	46	0.129	5	46	0.301
19:00 - 20:00	1	6	0.000	1	6	0.333	1	6	0.333
20:00 - 21:00	1	6	0.167	1	6	0.000	1	6	0.167
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.426			1.545			2.971	

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 - 120 (units:)
 Survey date range: 01/01/06 - 26/06/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.013	5	46	0.013	5	46	0.026
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.004	5	46	0.004	5	46	0.008
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.009	5	46	0.004	5	46	0.013
13:00 - 14:00	5	46	0.009	5	46	0.004	5	46	0.013
14:00 - 15:00	5	46	0.004	5	46	0.009	5	46	0.013
15:00 - 16:00	5	46	0.000	5	46	0.004	5	46	0.004
16:00 - 17:00	5	46	0.004	5	46	0.004	5	46	0.008
17:00 - 18:00	5	46	0.004	5	46	0.000	5	46	0.004
18:00 - 19:00	5	46	0.000	5	46	0.004	5	46	0.004
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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: $\text{COUNT}/\text{TRP} \times \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6 - 120 (units:)
 Survey date range: 01/01/06 - 26/06/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.009	5	46	0.004	5	46	0.013
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.004	5	46	0.004	5	46	0.008
16:00 - 17:00	5	46	0.000	5	46	0.004	5	46	0.004
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.012			0.025

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 - 120 (units:)
 Survey date range: 01/01/06 - 26/06/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.004	5	46	0.004	5	46	0.008
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
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.

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Parameter summary

Trip rate parameter range selected: 6 - 120 (units:)
 Survey date range: 01/01/06 - 26/06/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.009	5	46	0.009
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.004	5	46	0.000	5	46	0.004
12:00 - 13:00	5	46	0.004	5	46	0.000	5	46	0.004
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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

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Parameter summary

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 Survey date range: 01/01/06 - 26/06/14
 Number of weekdays (Monday-Friday): 5
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