

Proposed 40 Student Apartments The Woodley Arms, Reading

Transport Statement

On behalf of Lainston Woodley Arms LLP

Project Ref: 30072/5501 | Rev: V1.0 | Date: December 2014



Document Control Sheet

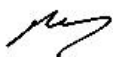
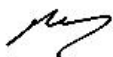
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1 Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by Peter Brett Associates LLP (PBA) on behalf of Lainston Woodley Arms LLP, in support of development proposals for 40 one-bedroom student apartments to replace the Woodley Arms public house on Waldeck Street in Reading.

1.2 Objectives

- 1.2.1 The key aims of this TS are to:
- Determine the likely impact of the development proposals on the surrounding transport network relative to the existing use of the site; and
 - Describe how the internal and external access and movement could be achieved for all modes, with emphasis on encouraging sustainable travel alternatives.

1.3 Engagement with Local Highway Authority

- 1.3.1 A collaborative approach reflective of the Department for Transport (DfT)'s Manual for Streets (MfS) guidance document has been taken, which promotes 'Joint Working' between local government and developers.
- 1.3.2 This TS has been prepared to reflect pre-application discussions and meetings with Reading Borough Council (RBC) Planning and Transport Development Control Officers, as the joint planning and local highway authority.
- 1.3.3 The principle of the proposals are agreed with RBC from a transport perspective, which includes the proposed level of car and cycle parking for the 40 unit scheme, as well as need for inclusion of the framework of a future travel plan within this TS.

1.4 Report Structure

- 1.4.1 This TS has been prepared to cover the following structure in meeting the above outline objectives.
- **Chapter 2 – Existing Site Conditions:**

This chapter outlines the existing conditions of the development site, placing in context of its location, existing use, transport activity and highway network.
 - **Chapter 3 – Sustainable Accessibility:**

This chapter presents opportunities for access from the development site by sustainable travel modes, in the context of its proposed use for 40 student apartments.
 - **Chapter 4 – Development Proposals:**

This chapter describes the development proposals with regards to the schedule of units, layout, car and cycle parking provision, as well as access for all future site users.

- **Chapter 5 – Trip Rates and Trip Generation:**

This chapter provides an estimation of the net level of people trips generated by the development site, including vehicles, as a result of the change of use of the site from the public house to the proposed 40 student apartments.

- **Chapter 6 – Framework of Travel Plan:**

This chapter provides the Framework of a future Travel Plan to be implemented following occupation, as requested by RBC.

- **Chapter 7 – Section 106 Contribution Considerations:**

This chapter sets out the applicant's position on S106 Transport Contributions with regards to RBC policy and development mitigation.

- **Chapter 7 – Summary and Conclusions:**

This chapter summarises the key findings of the TS and sets out conclusions and recommendations to RBC.

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2 Existing Site Conditions

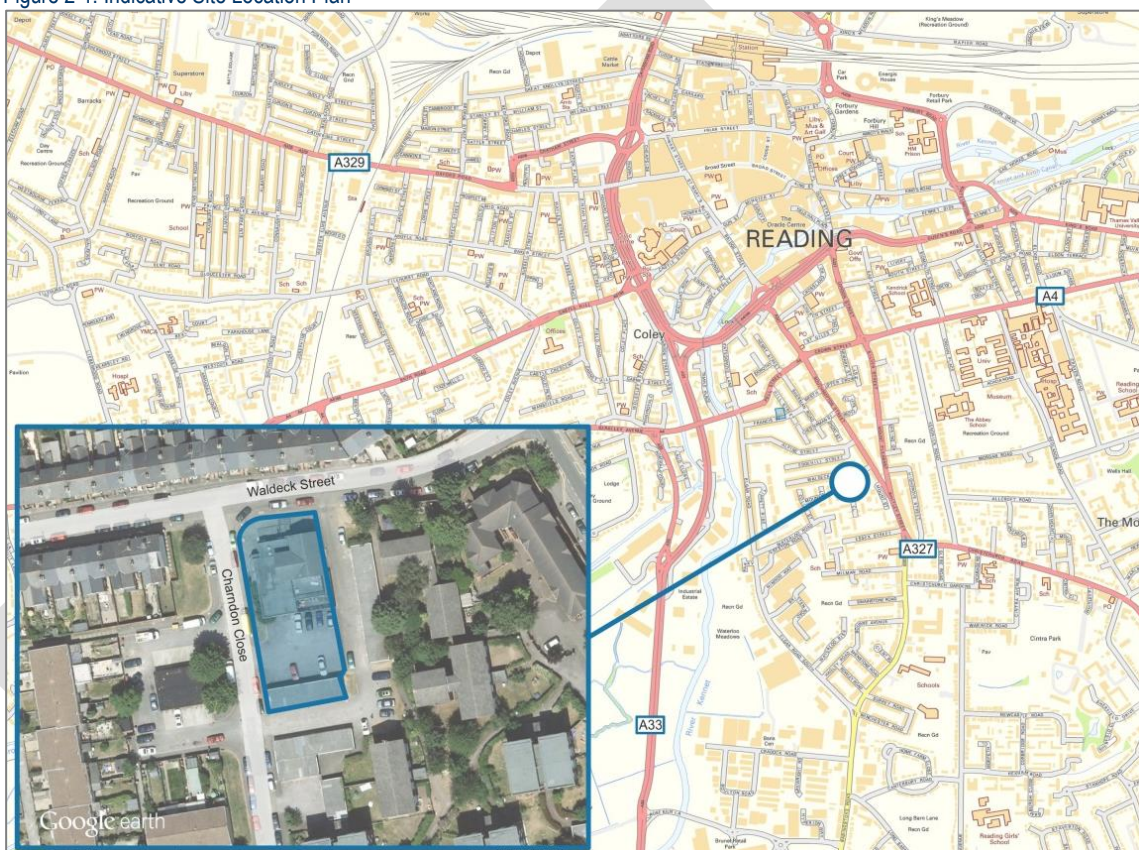
2.1 Overview

- 2.1.1 This chapter outlines the existing conditions of the development site in the context of its location, existing use, transport activity and highway network.

2.2 Site Location

- 2.2.1 The development site is located at the former Woodley Arms public house, Waldeck Street, Reading. This is indicated in the below **Figure 2-1** in context of the wider Reading area.

Figure 2-1: Indicative Site Location Plan



2.3 Existing Use

- 2.3.1 The development site is currently occupied by the Woodley Arms public house of circa 315m² GFA and an associated rear car park, although the establishment ceased operation in circa 2012.
- 2.3.2 The first floor of the public house also provides four bedrooms as living accommodation comparable to a four bedroom house, although for simplicity is considered ancillary to the public house for the purpose of this TS.

2.4 Transport Activity

- 2.4.1 When operational, the Woodley Arms generated a level of transport activity typical to its public house use in Reading.
- 2.4.2 The car park to the rear accommodating circa 15 cars will have provided opportunity for staff and customers to drive to and from the site, as well as within uncontrolled on-street parking in surrounding residential streets in the locale.
- 2.4.3 Remaining trips to and from the public house will have taken place mostly by walking, although a proportion could also have been made by bicycle and public transport.
- 2.4.4 An estimate of the public house's well established trip generation by all travel modes is provided within **Chapter 5: Trip Rates and Trip Generation**.

2.5 Highway Network

- 2.5.1 The development site is located on the south eastern corner of where Charndon Close adjoins Waldeck Street, within a residential and urban street environment.
- 2.5.2 Access to the existing rear car park is provided from the eastern side of Charndon Close approximately 40m from the junction with Waldeck Street.
- 2.5.3 Weldeck Street links with the wider RBC local road network at Southampton Street, which provides a one-way link towards the Inner Distribution Road (IDR) from the southern areas of Reading, which provides a strategic ring road around Reading town centre.

3 Sustainable Accessibility

3.1 Overview

Principle

- 3.1.1 This chapter presents opportunities for access from the development site by sustainable travel modes, in the context of its proposed use for 40 student apartments within Reading.

3.2 Walking

General Environment

- 3.2.1 The development site is located on the corner of where Charndon Close is at junction with Waldeck Street, which is a residential street adjoining Southampton Street at its eastern end.
- 3.2.2 Both Waldeck Street and Chardon Close have sufficient footway provision along their length, for supporting future residents of the development site.
- 3.2.3 Once on Southampton Street, similar footway provision is again present as to be able to lead north into the centre of Reading and south towards southern Reading residential areas.
- 3.2.4 Signalised pedestrian crossings are present both north and south on Southampton Street, at 220m and 90m, respectively, as to provide connection east. This would offer opportunity for pedestrian routing in the direction of University of Reading just over a kilometre further east.

Accessibility

- 3.2.5 In order to present the range of destinations and access to nearby public transport connections available from the development site, a Geoconcept assessment (using NavTeq road network) based on a walking speed of 400m per 5 minutes has been undertaken. This is shown in **Figure 3-1**, with six 5 minute walk time bands up to 30 minutes created as listed below:
- Up to 5 minutes;
 - 5-10 minutes;
 - 10-15 minutes;
 - 15-20 minutes;
 - 20-25 minutes; and
 - 25-30 minutes.

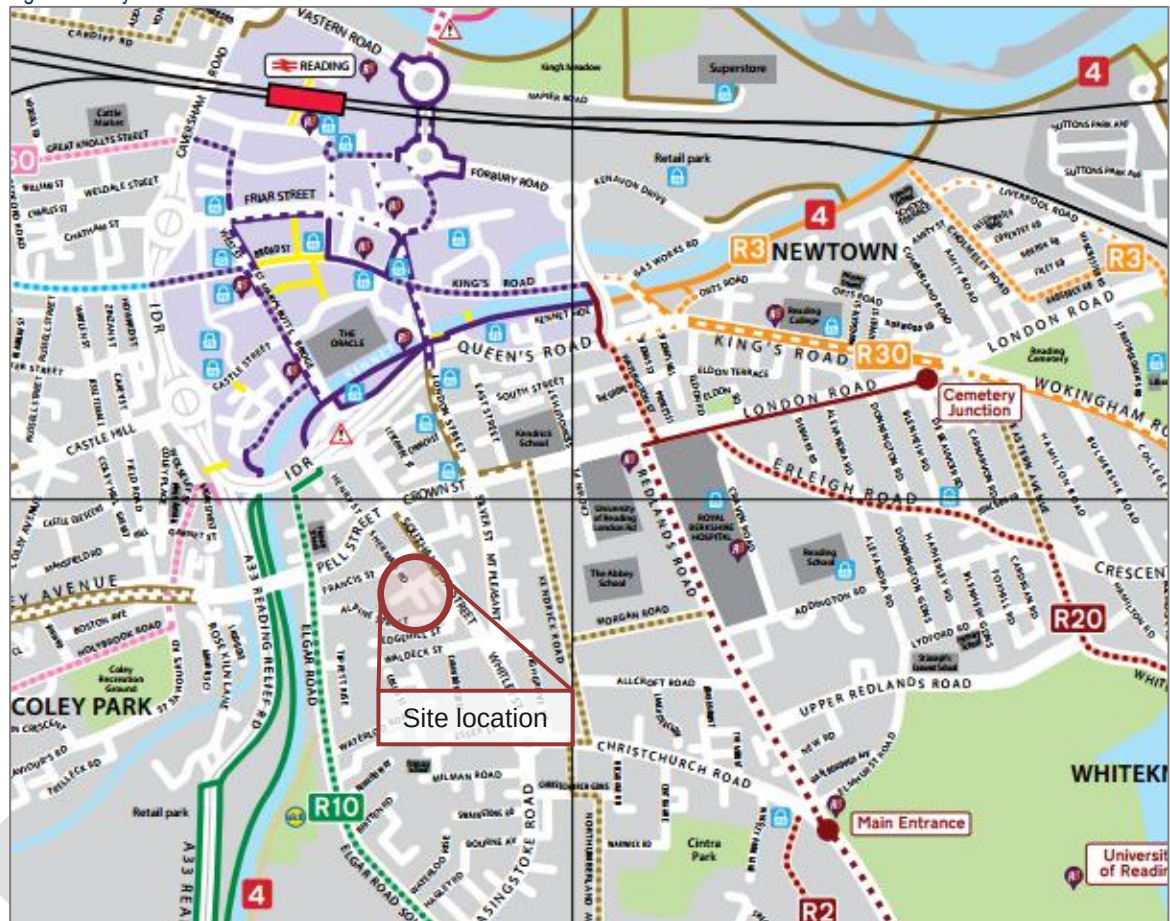
Figure 3-1: Pedestrian Isochrones



3.3 Cycling

3.3.1 Reading presents opportunities for cycling on local roads typical of its town centre urban environment. The RBC cycle network is reproduced in **Figure 3-2** below for the area surrounding the development site.

Figure 3-2: Cycle Network Plan

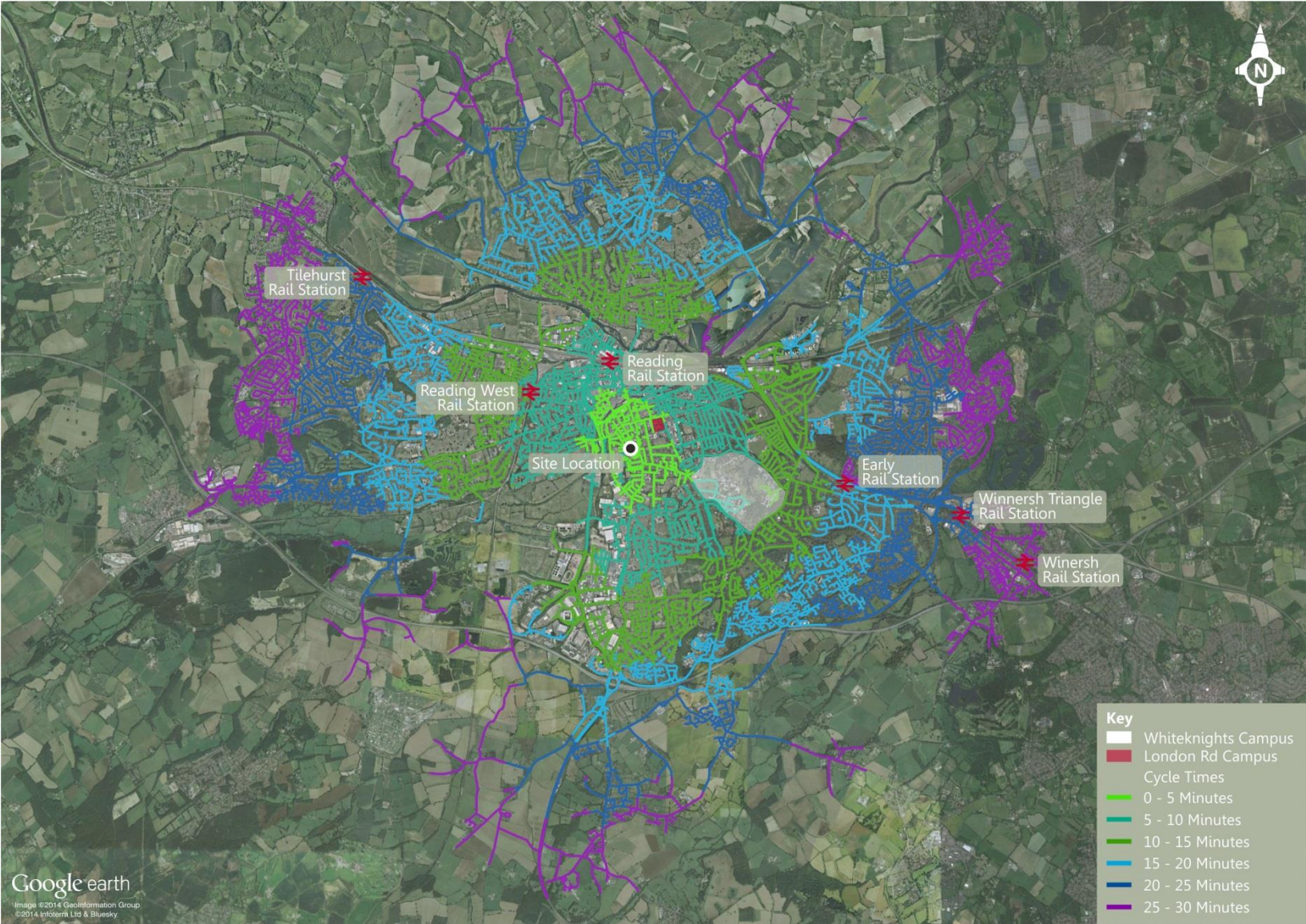


Accessibility

3.3.2 In order to present the range of destinations and access to nearby rail connections available from the development site a Geoconcept assessment (using NavTeq road network) based on a cycling speed of 16kph has been undertaken. This is shown in **Figure 3-3**, with six 5 minute walk time bands up to 30 minutes created as listed below:

- Up to 5 minutes;
- 5-10 minutes;
- 10-15 minutes;
- 15-20 minutes;
- 20-25 minutes; and
- 25-30 minutes.

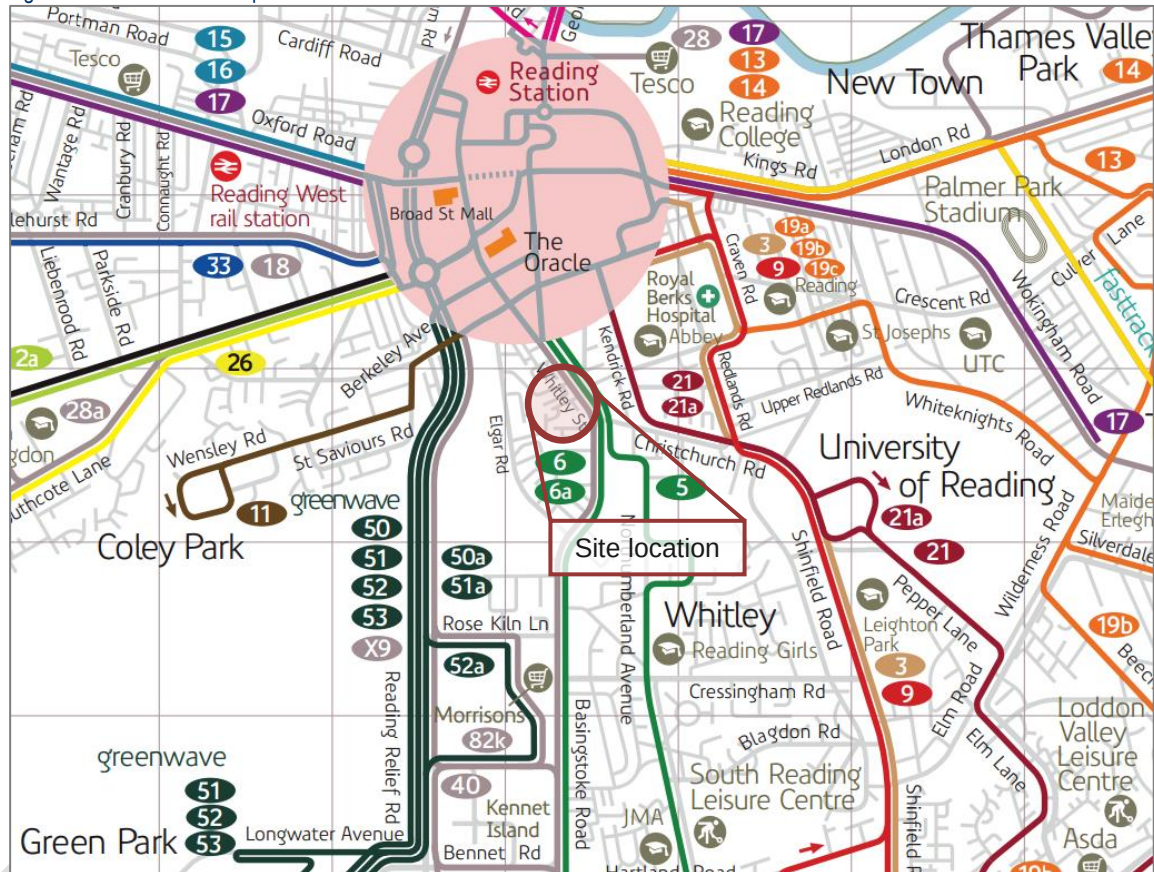
Figure 3-3: Cycling Isochrones



3.4 Bus Services

- 3.4.1 The bus services and routes available from the development site, in the area of Reading most relevant to future residents of the student apartments, are identified in **Figure 3-4**.

Figure 3-4: Bus Network Map



- 3.4.2 Of the routes identified, services available at bus stops within 400m of the site are numbers 5, 6, 6a, 72 and 82. These services are identified with regards to AM and PM peak hour frequency, within **Table 3-1**.

Table 3-1: Available Bus Services

Service Weekday	Destination	Peak Hour Frequency (per hour)					
		Weekday		Saturday		Sunday	
		AM	PM	AM	PM	AM	PM
5	Whitley Wood to Central Reading	7.5	7.5	3	6	2	3
6	Whitley Wood to Central Reading	7.5	7.5	3	6	2	3
6a	Whitley Wood to Central Reading	7.5	7.5	3	6	2	3
72	Fleet to Central Reading	1	2	1	1	0	0
82	Riseley to Central Reading	0	1	0	1	0	0

- 3.4.3 There is also a N5 night bus, which runs Monday to Saturday 0:00am to 0:30am (5 buses), Friday and Saturday Nights 1:00am to 2:30am (10 buses).
- 3.4.4 Reading bus services 20, 20a, 21 and 21a also operate regular services to and from the main university campus, at a typical average frequency of two services every 30 minutes, as well as a night service. These are available within 650m of the development site, providing a very realistic opportunity for a combined walking/bus trip to and from the university.

3.5 Train Services

- 3.5.1 Rail connection to the development site is located at Reading Train Station, identified as within a 15-20 minute walk or 5-10 minute cycle in **Figures 3-1 and 3-3**.
- 3.5.2 Connection is also possible to Reading Train Station via all of the above bus services, with a typical journey time of 6 mins, arriving and leaving at a mean average frequency of every 4 minutes across the hour in the AM and PM peak periods.
- 3.5.3 Reading Train Station is the third busiest interchange station outside of London, situated on the Great Western Main Line, which links London Paddington with Reading and the West, also spurring north to Oxford and the Midlands, as well as south towards Basingstoke and Southampton.
- 3.5.4 The nationally strategic Crossrail rail infrastructure project now includes Reading, which would further increase rail accessibility to, from and through London, in the near future and ongoing accrument of University years.
- 3.5.5 Given the above, very regular and convenient rail travel is available to London and the UK, which would well suit encouraging future of the proposed student apartments to rely on rail travel for travelling to and from a permanent address elsewhere in the UK than Reading.

3.6 Summary

- 3.6.1 The sustainable accessibility of the development site as outlined in the above paragraphs is considered to provide excellent opportunity for the ongoing access to the site by sustainable travel modes, which would benefit future residents and visitors of the proposed student apartments during term time and when travelling from a further afield permanent address.
- 3.6.2 It has been agreed with RBC Planning and Transport Development Control Officers that implementation of a Travel Plan is required to further encourage sustainable travel, with the view of limiting car parking demand at the development site. Whilst the Travel Plan would be prepared prior to full development implementation, commitment to the Framework of the Travel Plan is outlined in **Chapter 6: Framework of Travel Plan**.

4 Development Proposals

4.1 Overview

- 4.1.1 This chapter describes the development proposals with regards to the schedule of units, layout, car and cycle parking provision, as well as access for all future site users.

4.2 Development Schedule

- 4.2.1 The development proposals are shown on the proposed site layout attached as **Appendix A** and would deliver 40 one-bedroom student apartments in a single three storey building.

4.3 Car Parking Provision

- 4.3.1 Ongoing dialogue has taken place with RBC planning and transport development control officers with regards to parking demand and required parking provision associated with the development proposals.
- 4.3.2 Consideration has also been made with regards to RBC's October 2011 Revised Parking Standards and Design Supplementary Planning Document (SPD).
- 4.3.3 The applicant's position is that parking provision could be provided in-line with standards as per 'Halls of Residence', which require one space per full time equivalent (FTE) member of staff and where necessary, student parking restrictions will be enforced through tenancy agreements.
- 4.3.4 However, it has been agreed for the purpose of this planning application, that RBC will accept a provision in-line with the standards for Houses in Multiple Occupation (HMO), which is 0.25 spaces per bedroom.
- 4.3.5 Given the above, the development proposals for 40 one-bedroom student apartments would provide 10 car parking spaces on-site, including one disabled bay, as shown on the attached site layout. As such, no off-site parking impact is anticipated as a result of the development proposals.
- 4.3.6 All parking spaces would be provided as 2.4m x 4.8m bays with 6.0m aisle width, within a car parking court to the rear of the proposed apartment building.

4.4 Cycle Parking Provision

- 4.4.1 RBC's October 2011 Revised Parking Standards and Design SPD requires a minimum of 1 cycle space per 3 staff and 1 per 5 residents for 'Halls of Residence'.
- 4.4.2 The development proposals have purposefully, significantly exceeded the above required minimum by providing one cycle space per apartment, with the aim of unlocking opportunities for making cycling more accessible to future residents of the student apartment block. This would be exploited further through provision of lease of one bicycle per apartment as part of leasing an apartment, as confirmed within **Chapter 6: Framework of Travel Plan**.
- 4.4.3 40 cycle spaces would therefore be provided within secure cycle stores and visitor cycle hoops, accessed via the rear parking court.

4.5 Access and Servicing Arrangements

- 4.5.1 Access to the site would be provided to the site from Charndon Close for cars, pedestrians and cyclists.
- 4.5.2 A dedicated pedestrian entrance would be available from the western side of the proposed apartment building, whilst a vehicular access to the rear parking court would provide access for cars and the cycle store, as retained in the same approximate form as existing for the public house rear car park.
- 4.5.3 A refuse store would be provided in the parking court area to the rear of the apartment building, such that occasional refuse collections could take place from Charndon Close, to align with the refuse vehicles current routing down this residential street. This is not anticipated to cause an unreasonable highway safety issue or a material delay to the flow of vehicles on this lightly trafficked cul-de-sac.

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5 Trip Rates and Trip Generation

5.1 Overview

- 5.1.1 This chapter provides an estimation of the net level of multi-modal trips generated by the development site, as a result of the change of use of the site from a public house to the proposed use for 40 one-bedroom student apartments.

5.2 Principle

- 5.2.1 The TRICS 7.1.2 database has been used to estimate multi-modal trip rates and resultant trip generation for both the public house, as well as the proposed 40 student apartments.
- 5.2.2 The trip generation of the public house is subtracted from the trip generation for the 40 student apartments, which when considering vehicles, leaves a residual number of vehicle trips generated on the local road network.
- 5.2.3 The anticipated level of residual vehicle trips is intended to provide sufficient quantification of any traffic impact on the local road network as a result of development.

5.3 Existing Trip Generation

- 5.3.1 The TRICS 7.1.2 database has been analysed to determine the likely existing multi-modal trip generation, on the basis of the existing circa 305m² GFA of public house land use.

Selection Parameters

- 5.3.2 The multi-modal trip rates have been derived from the TRICS database based on the following parameters:
- **Land Use:** Public House (without restaurant)
 - **Date Range:** 23/09/05 to 19/09/09
 - **Location:** Suburban Area, Edge of Town and Neighbourhood Centre;
 - **Range Selected:** 400 to 600m²;
 - **Selected Regions and Areas:** Sites in England, excluding Greater London; and
 - **Selected survey days:** Weekday counts only.

Selected Sites

- 5.3.3 The above criteria result in the selection of 4 surveys with the following TRICS site codes:
- **HC-06-I-01** – Public House – Hampshire;
 - **NF-06-I-01** – Public House – Norfolk;
 - **WM-06-I-01** – Public House – West Midlands; and
 - **WO-06-I-01** – Public House – Worcestershire.

Resultant Trip Rates and Trip Generation

- 5.3.4 The predicted multi-modal trip rates and resultant trip generation for the existing public house use are summarised in **Tables 5-1 and 5-2**. The full TRICS results are contained within **Appendix B**.

Table 5-1: Existing Public House Multi-Modal Trip Rates

Travel mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total people	-	-	-	12.530	7.991	20.521	138.724	146.710	285.434
Vehicles	-	-	-	4.823	4.066	8.889	53.198	53.434	106.632
Vehicle occupants	-	-	-	9.456	6.950	16.406	95.791	101.075	196.866
Walking	-	-	-	2.979	1.040	4.019	37.685	42.608	80.293
Cycling	-	-	-	-	-	-	1.183	1.087	2.270
Public transport	-	-	-	0.095	-	0.095	4.067	1.940	6.007

Table 5-2: Existing Public House Multi-Modal Trip Generation

Travel mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total people	-	-	-	38	24	62	423	447	870
Vehicles	-	-	-	15	12	27	162	163	325
Vehicle occupants	-	-	-	29	21	50	292	308	600
Walking	-	-	-	9	3	12	115	130	245
Cycling	-	-	-	-	-	-	4	3	7
Public transport	-	-	-	-	-	-	12	6	18

Total people

- 5.3.5 **Table 5-2** demonstrates that the public house is estimated to have been generating in the order of 870 two-way people trips across a typical weekday, with 423 arrivals and 447 departures. Whilst negligible movements will have been expected to be generated in the AM (08:00-09:00) peak hour period, in the PM peak hour period (17:00-18:00) this is expected to have been in the order of 62 two-way people trips, with 38 arrivals and 24 departures.

Vehicles

- 5.3.6 **Table 5-2** also demonstrates that the public house is estimated to have been generating in the order of 324 two-way vehicle trips across a typical weekday, with 162 arrivals and 162 departures. Whilst negligible movements will have been expected to be generated in the AM (08:00-09:00) peak hour period, in the PM peak hour period (17:00-18:00) this is expected to have been in the order of 26 two-way vehicle trips, with 14 arrivals and 12 departures.
- 5.3.7 The vehicle trip rates for the public house have also been used to estimate what will have been the existing parking demand at peak times and therefore any potential for overspill of the rear car park accommodating 15 cars. This is demonstrated within **Table 5-3**.

Table 5-3: Public House Estimated Parking Accumulation

Time period	Parking accumulation	Potential overspill of 15 space car park
10:00-11:00	2	0
11:00-12:00	4	0
12:00-13:00	11	0
13:00-14:00	12	0
14:00-15:00	12	0
15:00-16:00	12	0
16:00-17:00	17	2
17:00-18:00	19	4
18:00-19:00	21	6
19:00-20:00	20	5
20:00-21:00	22	7
21:00-22:00	19	4

5.3.8 **Table 5-3** indicates that when operational, peak parking demand at the Woodley Arms public house may have required overspill car parking on immediate local streets in the order of 7 vehicles. Given the TRICS assessment has been undertaken for a weekday, it is possible that this would have been greater at the weekends.

5.4 Proposed Trip Generation

5.4.1 The TRICS 7.1.2 database has also been analysed to determine the likely proposed multi-modal trip generation, on the basis of the proposed 40 one-bedroom student apartments.

Selection Parameters

5.4.2 The trip rates have been derived from the TRICS database based on the following parameters:

- **Land Use:** Student Accommodation;
- **Date Range:** 03/11/06 to 07/10/11;
- **Location:** Edge of Town Centre and Edge of Town;
- **Range Selected:** 15 to 110 units;
- **Selected Regions and Areas:** Sites in England, excluding Greater London; and
- **Selected survey days:** Weekday counts only.

Selected Sites

5.4.3 The above criteria result in the selection of 3 surveys with the following TRICS site codes:

- **DV-03-G-02** – Student Flats – Devon;
- **DV-03-G-03** – Student Accommodation – Devon; and
- **WY-03-G-02** – Student Flats – West Yorkshire.

Resultant Trip Rates and Trip Generation

- 5.4.4 The predicted multi-modal trip rates and resultant trip generation for the proposed 40 student apartments are summarised in **Tables 5-4 and 5-5**. The full TRICS results are contained within **Appendix B**.

Table 5-4: Proposed 40 Student Apartments Multi-Modal Trip Rates

Travel mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total people	0.044	0.254	0.298	0.221	0.105	0.326	1.731	1.884	3.615
Vehicles	0.039	0.044	0.083	0.022	0.033	0.055	0.393	0.399	0.792
Vehicle occupants	0.033	0.044	0.077	0.028	0.044	0.072	0.410	0.432	0.842
Walking	0.006	0.166	0.172	0.155	0.061	0.216	1.018	1.144	2.162
Cycling	0.006	0.006	0.012	-	-	-	0.006	0.006	0.012
Public transport	-	0.039	0.039	0.039	-	0.039	0.300	0.306	0.606

Table 5-5: Proposed 40 Student Apartments Multi-Modal Trip Generation

Travel mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total people	2	10	12	9	4	13	69	75	144
Vehicles	2	2	4	1	1	2	16	16	32
Vehicle occupants	1	2	3	1	2	3	16	17	33
Walking	-	7	7	6	2	8	41	46	87
Cycling	-	-	-	-	-	-	-	-	-
Public transport	-	2	2	2	-	2	12	12	24

Total people

- 5.4.5 **Table 5-5** demonstrates that the proposed 40 student apartments are anticipated to generate in the order of 144 two-way people trips across the day, with 69 arrivals and 75 departures. In the AM peak hour period (08:00-09:00) this is anticipated to be in the order of 12 two-way people trips, with 2 arrivals and 10 departures. In the PM peak hour period (17:00-18:00) this is anticipated to be in the order of 13 two-way people trips, with 9 arrivals and 4 departures.

Vehicles

- 5.4.6 **Table 5-4** also demonstrates that the proposed 40 student apartments are anticipated to generate in the order of 32 two-way vehicle trips across the day, with 16 arrivals and 16 departures. In the AM peak hour period (08:00-09:00) this is anticipated to be in the order of 4 two-way vehicle trips, with 2 arrivals and 2 departures. In the PM peak hour period (17:00-18:00) this is anticipated to be in the order of 2 two-way vehicle trips, with 1 arrival and 1 departure.

5.5 Residual Trip Generation

- 5.5.1 The overall anticipated net residual multi-modal trip generation, as a result of the change in use of the site and implementation of the proposed 40 student apartments, is confirmed in **Table 5-6**.

Table 5-6: Net Residual Multi-Modal Trip Generation Following Proposed Development Implementation

Travel mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total people	2	10	12	-29	-20	-49	-354	-372	-726
Vehicles	2	2	4	-14	-11	-25	-146	-147	-293
Vehicle occupants	1	2	3	-28	-19	-47	-276	-291	-567
Walking	-	7	7	-3	-1	-4	-74	-84	-158
Cycling	-	-	-	-	-	-	-4	-3	-7
Public transport	-	2	2	2	-	2	-	6	6

Total people

- 5.5.2 **Table 5-6** demonstrates that there is anticipated to be a net reduction in two-way people movements of 726 across the day as well as 49 during the PM (08:00-17:00) peak hour period as a result of development. In the AM peak hour period, the number of two-way people movements is anticipated to increase slightly by 12 two-way trips.

Vehicles

- 5.5.3 **Table 5-6** also demonstrates that there is anticipated to be a net reduction in two-way vehicle movements of 293 across the day as well as 25 during the PM (08:00-17:00) peak hour period as a result of development. In the AM peak hour period, the number of two-way vehicle movements is anticipated to increase slightly by 4 two-way trips.

5.6 Anticipated impact on local road network

- 5.6.1 It is therefore considered that there will be no material impact on the local road network with regards to capacity or parking, as a result of the change of use of the public house use and implementation of the proposed 40 student apartments.

6 Framework of Travel Plan

6.1 Context

- 6.1.1 Through dialogue with RBC Planning and Transport Development Control Officers, it has been agreed that a Travel Plan would require implementation following occupation of the proposed 40 student apartments.
- 6.1.2 The following framework has been prepared to provide commitment as part of the planning application, which could be formalised prior to occupation.

6.2 Aims and Objectives

- 6.2.1 The aim of the Travel Plan is simple – to seek to reduce car parking demand to within the site and limit on-street parking in the surrounding area.
- 6.2.2 In terms of active targets and monitoring, this is considered unlikely to reciprocate significant benefit. Instead, the above would be delivered by focusing objectives on encouraging sustainable travel, by increasing awareness and availability of its access, as well as implementing procedural measures implemented by the landlord/operator to limit car ownership.

6.3 Implementation of Travel Plan Measures

- 6.3.1 The Travel Plan measures to be implemented by the developer and/or landlord/operator are set out in **Table 6-1**.

Table 6-1: Travel Plan Measures

Measure	Responsibility	Timing
Provision of one cycle space per apartment	Developer	Prior to first occupation
Residents' lease of bicycle as part of tenancy	Landlord/Operator	Upon lease of apartment
Provision of sustainable travel packs to all residents	Landlord/Operator	Upon lease of apartment
On-site parking permit system for residents and staff with private off-street allocated car parking spaces	Landlord/Operator	Upon occupation and lease of apartments
Restrictions in tenancy agreement for ownership of car in Reading to residents without allocated car parking spaces	Landlord/Operator	Upon lease of apartment
Restriction on all apartments for parking permit in local CPZs	Developer	Section 106

7 Section 106 Contribution Considerations

7.1 Context

- 7.1.1 As part of dialogue with RBC planning and transport development control officers, the development proposals have been discussed with regards to transport contributions.
- 7.1.2 An update is provided in this chapter to outline the applicant's position with regards to the preparation of the Section 106 legal agreement, following preparation of a final scheme since most recent pre-application discussions and advice has taken place.

7.2 RBC's Section 106 Planning Obligations SPD

- 7.2.1 RBC have advised that S106 transport contributions will be collected in-line with their November 2013 S106 Planning Obligations Supplementary Planning Document (SPD), calculated based upon any net increase in person trips.
- 7.2.2 As demonstrated within **Chapter 5: Trip Rates and Trip Generation**, there is anticipated to be a significant net reduction in total people and vehicle trips as a result of the change of use from the public house to the proposed 40 one-bedroom student apartments.
- 7.2.3 Therefore, applying the advice provide by RBC, it is recommended that a zero transport contribution is sought on grounds of the November 2013 S106 Planning Obligations Supplementary Planning Document (SPD).

7.3 Transport Contribution on Grounds of Mitigation

- 7.3.1 Notwithstanding the above zero transport contribution, it is appreciated that ongoing discussions have taken place with RBC Planning and Transport Development Control Officers surrounding the potential need to fund mitigation for any noticed on-street parking impact as a result of development implementation.
- 7.3.2 Upon submission of this scheme, it is considered that on-street parking impact is not anticipated given the proposed on-site car parking is in-line with that requested by RBC. It has also been demonstrated that vehicle trip generation is anticipated to significantly reduce when compared to the public house use and therefore possible parking impact on immediate local streets.

8 Summary and Conclusions

8.1 Overview

- 8.1.1 This TS concludes that the development proposals for 40 one-bedroom student apartments on to replace the Woodley Arms public house, are considered suitable from a transport perspective for the following key reasons.

8.2 Sustainable Opportunities

- 8.2.1 The site is located within the urban environment of Reading, with access to the site available via a number of sustainable travel modes.
- 8.2.2 Commitment is made by the developer to the provision of a Travel Plan, the framework of which is set out in this TS. The aim of this is to seek to reduce car parking demand to within the site and limit on-street parking in the surrounding area. This would be delivered by focusing objectives on encouraging sustainable travel, by increasing awareness and availability of its access, as well as implementing procedural measures implemented by the landlord/operator.

8.3 Considered Vehicular Impact and Access

- 8.3.1 Car and cycle parking would be provided on-site as agreed with RBC Transport Development Control Officers. This is anticipated to avoid car parking overspill onto surrounding local streets.
- 8.3.2 Access arrangements would be provided onto Charndon Close, which are not anticipated to worsen the existing situation for the public house and offer good access by sustainable travel modes.
- 8.3.3 Overall a reduction in vehicle trips is anticipated as a result of development. As such, there is not anticipated to be a material impact on the local road network as a result of development, with regards to both capacity and on-street parking.

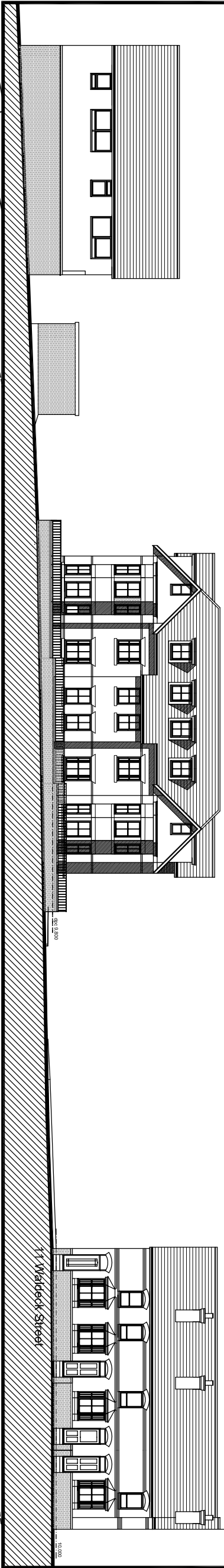
8.4 Recommendation

- 8.4.1 Given the contents and conclusions set out in this TS, it is recommended that RBC be minded to consider the development proposals suitable on transportation grounds when forming any final decision on the planning application.

Appendix A Site Layout

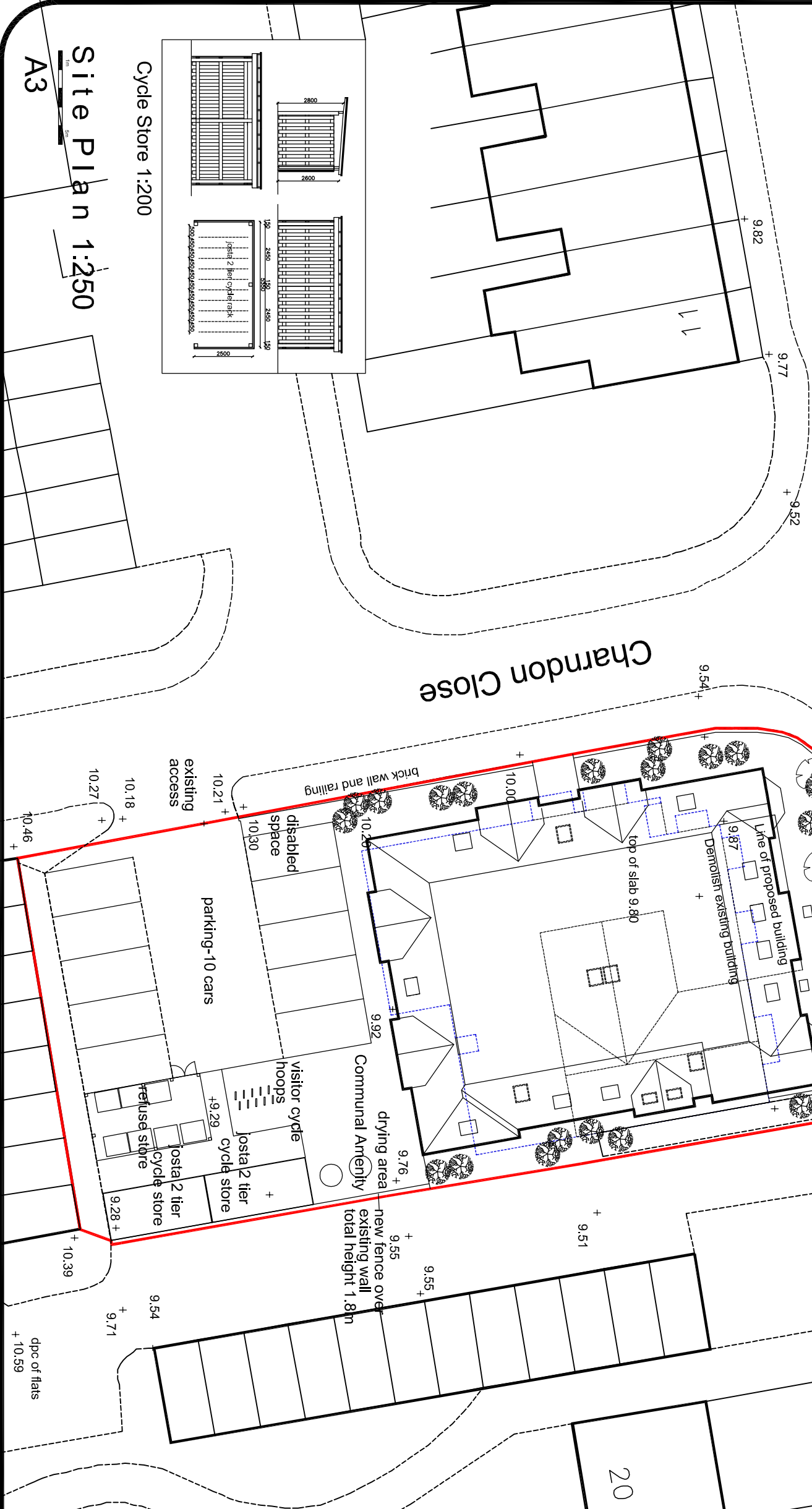
DRAFT

Elevation to Waldeck Street

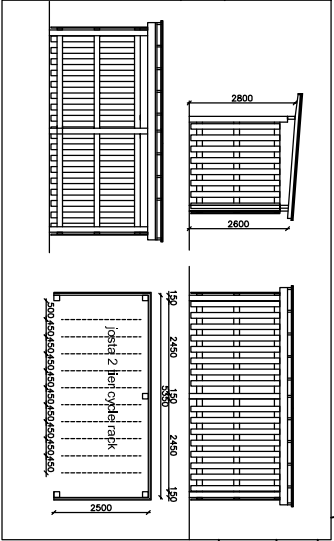


Waldeck Street

Charndon Close

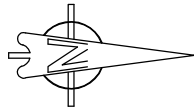


Cycle Store 1:200



Site Plan 1:250

A3



C	reduced footprint	13.11.14
B	footprint and parking	26.07.14
No.	Revision/Issue	Date

Project Name and Address
Proposed development
Woodley Arms,
Waldeck Street,
Reading,
RG1 2RF

Project 13/07/12	Sheet
Date 6.12.13	12C
Scale 1:250	



17 Eastern Parade, Fareham,
Hants PO16 0RL
d.design@btiscall.co.uk
07742720557 01329 221329

Appendix B TRICS Trip Rates Outputs

DRAFT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	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: 400 to 600 (units: sqm)
 Range Selected by User: 400 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/12/04 to 19/09/09

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:

Friday 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
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	3
High Street	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:

A4	4 days
----	--------

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

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 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	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	HC-06-I-01	PUBLIC HOUSE	HAMPSHIRE
	PORTSWOOD ROAD		
	WESTWOOD PARK		
	SOUTHAMPTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
2	NF-06-I-01	PUBLIC HOUSE	NORFOLK
	GAYTON ROAD		
	KINGS LYNN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	565 sqm	
	Survey date: FRIDAY	23/09/05	Survey Type: MANUAL
3	WM-06-I-01	PUBLIC HOUSE	WEST MIDLANDS
	HOLYHEAD ROAD		
	SPON END		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	28/09/07	Survey Type: MANUAL
4	WO-06-I-01	PUBLIC HOUSE	WORCESTERSHIRE
	WOLVERLEY ROAD		
	FRANCHE		
	KIDDERMINSTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	05/05/06	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 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL 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	1	400	1.000	1	400	2.750	1	400	3.750
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	529	1.182	4	529	0.898	4	529	2.080
11:00 - 12:00	4	529	1.749	4	529	0.993	4	529	2.742
12:00 - 13:00	4	529	3.168	4	529	1.702	4	529	4.870
13:00 - 14:00	4	529	3.262	4	529	2.884	4	529	6.146
14:00 - 15:00	4	529	2.648	4	529	2.648	4	529	5.296
15:00 - 16:00	4	529	2.648	4	529	2.742	4	529	5.390
16:00 - 17:00	4	529	3.972	4	529	2.648	4	529	6.620
17:00 - 18:00	4	529	4.823	4	529	4.066	4	529	8.889
18:00 - 19:00	4	529	5.201	4	529	5.012	4	529	10.213
19:00 - 20:00	4	529	5.437	4	529	5.626	4	529	11.063
20:00 - 21:00	4	529	7.896	4	529	7.187	4	529	15.083
21:00 - 22:00	4	529	6.288	4	529	6.903	4	529	13.191
22:00 - 23:00	4	529	2.553	4	529	4.113	4	529	6.666
23:00 - 24:00	4	529	1.371	4	529	3.262	4	529	4.633
Total Rates:			53.198			53.434			106.632

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: 400 - 600 (units: sqm)
Survey date range: 01/12/04 - 19/09/09
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL 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	1	400	0.000	1	400	0.000	1	400	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	529	0.047	4	529	0.047	4	529	0.094
11:00 - 12:00	4	529	0.047	4	529	0.000	4	529	0.047
12:00 - 13:00	4	529	0.284	4	529	0.284	4	529	0.568
13:00 - 14:00	4	529	0.095	4	529	0.047	4	529	0.142
14:00 - 15:00	4	529	0.000	4	529	0.047	4	529	0.047
15:00 - 16:00	4	529	0.000	4	529	0.000	4	529	0.000
16:00 - 17:00	4	529	0.095	4	529	0.095	4	529	0.190
17:00 - 18:00	4	529	0.000	4	529	0.000	4	529	0.000
18:00 - 19:00	4	529	0.236	4	529	0.189	4	529	0.425
19:00 - 20:00	4	529	0.095	4	529	0.047	4	529	0.142
20:00 - 21:00	4	529	0.142	4	529	0.000	4	529	0.142
21:00 - 22:00	4	529	0.095	4	529	0.236	4	529	0.331
22:00 - 23:00	4	529	0.047	4	529	0.095	4	529	0.142
23:00 - 24:00	4	529	0.000	4	529	0.000	4	529	0.000
Total Rates:			1.183			1.087			2.270

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: 400 - 600 (units: sqm)
Survey date range: 01/12/04 - 19/09/09
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL VEHICLE OCCUPANTS
 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	1	400	0.000	1	400	6.750	1	400	6.750
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	529	1.891	4	529	1.371	4	529	3.262
11:00 - 12:00	4	529	3.073	4	529	1.371	4	529	4.444
12:00 - 13:00	4	529	5.532	4	529	2.837	4	529	8.369
13:00 - 14:00	4	529	6.052	4	529	4.728	4	529	10.780
14:00 - 15:00	4	529	4.161	4	529	4.539	4	529	8.700
15:00 - 16:00	4	529	4.681	4	529	4.775	4	529	9.456
16:00 - 17:00	4	529	6.383	4	529	4.350	4	529	10.733
17:00 - 18:00	4	529	9.456	4	529	6.950	4	529	16.406
18:00 - 19:00	4	529	9.362	4	529	8.463	4	529	17.825
19:00 - 20:00	4	529	10.780	4	529	10.355	4	529	21.135
20:00 - 21:00	4	529	14.941	4	529	14.137	4	529	29.078
21:00 - 22:00	4	529	13.333	4	529	14.988	4	529	28.321
22:00 - 23:00	4	529	4.255	4	529	8.889	4	529	13.144
23:00 - 24:00	4	529	1.891	4	529	6.572	4	529	8.463
Total Rates:			95.791			101.075			196.866

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:	400 - 600 (units: sqm)
Survey date range:	01/12/04 - 19/09/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL PEDESTRIANS
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	1	400	0.000	1	400	4.500	1	400	4.500
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	529	0.095	4	529	0.142	4	529	0.237
11:00 - 12:00	4	529	0.851	4	529	0.236	4	529	1.087
12:00 - 13:00	4	529	1.655	4	529	0.662	4	529	2.317
13:00 - 14:00	4	529	0.946	4	529	1.513	4	529	2.459
14:00 - 15:00	4	529	1.087	4	529	1.040	4	529	2.127
15:00 - 16:00	4	529	1.513	4	529	1.182	4	529	2.695
16:00 - 17:00	4	529	1.371	4	529	1.087	4	529	2.458
17:00 - 18:00	4	529	2.979	4	529	1.040	4	529	4.019
18:00 - 19:00	4	529	3.310	4	529	2.506	4	529	5.816
19:00 - 20:00	4	529	5.721	4	529	3.168	4	529	8.889
20:00 - 21:00	4	529	7.896	4	529	5.390	4	529	13.286
21:00 - 22:00	4	529	6.478	4	529	9.409	4	529	15.887
22:00 - 23:00	4	529	3.310	4	529	7.187	4	529	10.497
23:00 - 24:00	4	529	0.473	4	529	3.546	4	529	4.019
Total Rates:			37.685			42.608			80.293

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: 400 - 600 (units: sqm)
Survey date range: 01/12/04 - 19/09/09
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL PUBLIC TRANSPORT USERS
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	1	400	0.000	1	400	0.000	1	400	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	529	0.284	4	529	0.047	4	529	0.331
11:00 - 12:00	4	529	0.189	4	529	0.000	4	529	0.189
12:00 - 13:00	4	529	0.615	4	529	0.331	4	529	0.946
13:00 - 14:00	4	529	0.000	4	529	0.095	4	529	0.095
14:00 - 15:00	4	529	0.000	4	529	0.000	4	529	0.000
15:00 - 16:00	4	529	0.000	4	529	0.000	4	529	0.000
16:00 - 17:00	4	529	0.000	4	529	0.000	4	529	0.000
17:00 - 18:00	4	529	0.095	4	529	0.000	4	529	0.095
18:00 - 19:00	4	529	0.662	4	529	0.000	4	529	0.662
19:00 - 20:00	4	529	0.898	4	529	0.284	4	529	1.182
20:00 - 21:00	4	529	0.709	4	529	0.426	4	529	1.135
21:00 - 22:00	4	529	0.473	4	529	0.426	4	529	0.899
22:00 - 23:00	4	529	0.142	4	529	0.331	4	529	0.473
23:00 - 24:00	4	529	0.000	4	529	0.000	4	529	0.000
Total Rates:			4.067			1.940			6.007

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: 400 - 600 (units: sqm)
Survey date range: 01/12/04 - 19/09/09
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL TOTAL PEOPLE
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	1	400	0.000	1	400	11.250	1	400	11.250
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	529	2.317	4	529	1.608	4	529	3.925
11:00 - 12:00	4	529	4.161	4	529	1.608	4	529	5.769
12:00 - 13:00	4	529	8.085	4	529	4.113	4	529	12.198
13:00 - 14:00	4	529	7.092	4	529	6.383	4	529	13.475
14:00 - 15:00	4	529	5.248	4	529	5.626	4	529	10.874
15:00 - 16:00	4	529	6.194	4	529	5.957	4	529	12.151
16:00 - 17:00	4	529	7.849	4	529	5.532	4	529	13.381
17:00 - 18:00	4	529	12.530	4	529	7.991	4	529	20.521
18:00 - 19:00	4	529	13.570	4	529	11.158	4	529	24.728
19:00 - 20:00	4	529	17.494	4	529	13.853	4	529	31.347
20:00 - 21:00	4	529	23.688	4	529	19.953	4	529	43.641
21:00 - 22:00	4	529	20.378	4	529	25.059	4	529	45.437
22:00 - 23:00	4	529	7.754	4	529	16.501	4	529	24.255
23:00 - 24:00	4	529	2.364	4	529	10.118	4	529	12.482
Total Rates:			138.724			146.710			285.434

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: 400 - 600 (units: sqm)
Survey date range: 01/12/04 - 19/09/09
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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 residents
Actual Range:	15 to 110 (units:)
Range Selected by User:	15 to 150 (units:)

Public Transport Provision:

Selection by:	Include all surveys
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Date Range:	01/12/04 to 07/10/11
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This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 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	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
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

3 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

15,001 to 20,000

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:

100,001 to 125,000

2 days

125,001 to 250,000

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

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

3 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	DV-03-G-02	STUDENT FLATS	DEVON
	COWLEY BRIDGE ROAD		
	EXETER		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	110	
	Survey date: WEDNESDAY	05/10/11	Survey Type: MANUAL
2	DV-03-G-03	STUDENT ACCOMODATION	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	56	
	Survey date: FRIDAY	07/10/11	Survey Type: MANUAL
3	WY-03-G-02	STUDENT FLATS	WEST YORKSHIRE
	BANKFIELD ROAD		
	FOLLY HALL		
	HUDDERSFIELD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	15	
	Survey date: FRIDAY	03/11/06	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	60	0.006	3	60	0.000	3	60	0.006
08:00 - 09:00	3	60	0.039	3	60	0.044	3	60	0.083
09:00 - 10:00	3	60	0.022	3	60	0.011	3	60	0.033
10:00 - 11:00	3	60	0.033	3	60	0.017	3	60	0.050
11:00 - 12:00	3	60	0.055	3	60	0.072	3	60	0.127
12:00 - 13:00	3	60	0.028	3	60	0.028	3	60	0.056
13:00 - 14:00	3	60	0.039	3	60	0.033	3	60	0.072
14:00 - 15:00	3	60	0.033	3	60	0.050	3	60	0.083
15:00 - 16:00	3	60	0.033	3	60	0.028	3	60	0.061
16:00 - 17:00	3	60	0.055	3	60	0.050	3	60	0.105
17:00 - 18:00	3	60	0.022	3	60	0.033	3	60	0.055
18:00 - 19:00	3	60	0.028	3	60	0.033	3	60	0.061
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.393			0.399			0.792

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: 15 - 110 (units:)
 Survey date range: 01/12/04 - 07/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	60	0.000	3	60	0.000	3	60	0.000
08:00 - 09:00	3	60	0.006	3	60	0.006	3	60	0.012
09:00 - 10:00	3	60	0.000	3	60	0.000	3	60	0.000
10:00 - 11:00	3	60	0.000	3	60	0.000	3	60	0.000
11:00 - 12:00	3	60	0.000	3	60	0.000	3	60	0.000
12:00 - 13:00	3	60	0.000	3	60	0.000	3	60	0.000
13:00 - 14:00	3	60	0.000	3	60	0.000	3	60	0.000
14:00 - 15:00	3	60	0.000	3	60	0.000	3	60	0.000
15:00 - 16:00	3	60	0.000	3	60	0.000	3	60	0.000
16:00 - 17:00	3	60	0.000	3	60	0.000	3	60	0.000
17:00 - 18:00	3	60	0.000	3	60	0.000	3	60	0.000
18:00 - 19:00	3	60	0.000	3	60	0.000	3	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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: 15 - 110 (units:)
 Survey date range: 01/12/04 - 07/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	60	0.006	3	60	0.000	3	60	0.006
08:00 - 09:00	3	60	0.033	3	60	0.044	3	60	0.077
09:00 - 10:00	3	60	0.028	3	60	0.011	3	60	0.039
10:00 - 11:00	3	60	0.039	3	60	0.017	3	60	0.056
11:00 - 12:00	3	60	0.055	3	60	0.094	3	60	0.149
12:00 - 13:00	3	60	0.028	3	60	0.028	3	60	0.056
13:00 - 14:00	3	60	0.050	3	60	0.033	3	60	0.083
14:00 - 15:00	3	60	0.022	3	60	0.050	3	60	0.072
15:00 - 16:00	3	60	0.044	3	60	0.033	3	60	0.077
16:00 - 17:00	3	60	0.066	3	60	0.039	3	60	0.105
17:00 - 18:00	3	60	0.028	3	60	0.044	3	60	0.072
18:00 - 19:00	3	60	0.011	3	60	0.039	3	60	0.050
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.410			0.432			0.842

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: 15 - 110 (units:)
 Survey date range: 01/12/04 - 07/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	60	0.006	3	60	0.006	3	60	0.012
08:00 - 09:00	3	60	0.006	3	60	0.166	3	60	0.172
09:00 - 10:00	3	60	0.006	3	60	0.105	3	60	0.111
10:00 - 11:00	3	60	0.066	3	60	0.099	3	60	0.165
11:00 - 12:00	3	60	0.072	3	60	0.116	3	60	0.188
12:00 - 13:00	3	60	0.133	3	60	0.094	3	60	0.227
13:00 - 14:00	3	60	0.160	3	60	0.110	3	60	0.270
14:00 - 15:00	3	60	0.066	3	60	0.072	3	60	0.138
15:00 - 16:00	3	60	0.050	3	60	0.088	3	60	0.138
16:00 - 17:00	3	60	0.182	3	60	0.144	3	60	0.326
17:00 - 18:00	3	60	0.155	3	60	0.061	3	60	0.216
18:00 - 19:00	3	60	0.116	3	60	0.083	3	60	0.199
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.018			1.144			2.162

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: 15 - 110 (units:)
 Survey date range: 01/12/04 - 07/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	60	0.000	3	60	0.011	3	60	0.011
08:00 - 09:00	3	60	0.000	3	60	0.039	3	60	0.039
09:00 - 10:00	3	60	0.006	3	60	0.028	3	60	0.034
10:00 - 11:00	3	60	0.011	3	60	0.044	3	60	0.055
11:00 - 12:00	3	60	0.017	3	60	0.028	3	60	0.045
12:00 - 13:00	3	60	0.011	3	60	0.039	3	60	0.050
13:00 - 14:00	3	60	0.017	3	60	0.022	3	60	0.039
14:00 - 15:00	3	60	0.017	3	60	0.017	3	60	0.034
15:00 - 16:00	3	60	0.028	3	60	0.028	3	60	0.056
16:00 - 17:00	3	60	0.055	3	60	0.011	3	60	0.066
17:00 - 18:00	3	60	0.039	3	60	0.000	3	60	0.039
18:00 - 19:00	3	60	0.099	3	60	0.039	3	60	0.138
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.306			0.606

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: 15 - 110 (units:)
 Survey date range: 01/12/04 - 07/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	60	0.011	3	60	0.017	3	60	0.028
08:00 - 09:00	3	60	0.044	3	60	0.254	3	60	0.298
09:00 - 10:00	3	60	0.039	3	60	0.144	3	60	0.183
10:00 - 11:00	3	60	0.116	3	60	0.160	3	60	0.276
11:00 - 12:00	3	60	0.144	3	60	0.238	3	60	0.382
12:00 - 13:00	3	60	0.171	3	60	0.160	3	60	0.331
13:00 - 14:00	3	60	0.227	3	60	0.166	3	60	0.393
14:00 - 15:00	3	60	0.105	3	60	0.138	3	60	0.243
15:00 - 16:00	3	60	0.122	3	60	0.149	3	60	0.271
16:00 - 17:00	3	60	0.304	3	60	0.193	3	60	0.497
17:00 - 18:00	3	60	0.221	3	60	0.105	3	60	0.326
18:00 - 19:00	3	60	0.227	3	60	0.160	3	60	0.387
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.731			1.884			3.615

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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