



Waterfront Square, Reading

Transport Statement

On behalf of **Package Living Ltd**



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Executive Summary

Stantec have been commissioned by Packaged Living Ltd to prepare this Transport Statement to accompany the planning application for the Waterfront Square development (the Site), Reading, RG1 8DA.

The site currently includes an empty office building that was previously used by Covea Insurance. The plans supporting this Transport Statement will provide detailed information about the development of Waterfront Square, Reading. It's important to review this Transport Statement along with the Framework Travel Plan (FTP) that was created alongside this report.

Policy

Waterfront Square has been developed in accordance with national and local transport policies. It is a residential development with flexible commercial space on the ground floor and has been designed to integrate into the existing transport network.

The development specifically meets the requirements of local plans, including:

- The LTP3 and emerging LTP4 promote more active and sustainable travel in Reading;
- To promote greater levels of active travel as part of the LCWIP;
- Supplying more cycle parking than is required will encourage a further increase in cycling; and
- Public realm enhancements to help encourage walking and cycling through environmental improvements.

Development Proposals

The development proposals for the Waterfront Square site are:

The Proposed Development seeks to deliver 254 studio, one, two and three bedroom residential dwellings (Use Class C3), together with 278m² (GEA) of flexible Class E floorspace at ground floor level. A series of internal and external amenity spaces feature within the layout. New pedestrian accesses are proposed from Vastern Road and Norman Place and a vehicular access to a ground floor undercroft car parking area is proposed from Norman Place. Substantial public realm surrounds the development, providing significant visual improvement to Vastern Road, Norman Place and the River Thames frontage.

Waterfront Square is located at the edge of Reading Town Centre. This allows residents and visitors to easily access Waterfront Square by sustainable modes of transport, aided by the proximity to cycle routes bounding the western and northern edge of the site, bus stops and Reading Railway Station.

The cycling parking provision meets the minimum required by Reading Borough Council, this will encourage residents to travel via more sustainable and active modes of transport.

Vehicular access along Norman Place is maintained to access the car parking provisions associated with the residential development.

The car park will have 18 parking spaces, 3 of which will be accessible spaces. All the parking spaces will be provided with EVCPs.

A servicing area is proposed that is able to accommodate the requirements of the development, including refuse collection and commercial and residential deliveries; the management of the servicing area will be held by the Estate Management Team.

Trip Generation Assessment

Section 7 of this report shows that the site's redevelopment will result in a net reduction of vehicle trips in the AM and PM Peak Hours of 19 and 17 trips, respectively. This, accompanied by the low number of accidents along Vastern Road, shows that the proposed development will have a non-material impact on the local highway network. The modest increase in trips by other modes can be accommodated within the existing and proposed infrastructure.

Monitoring and Review

As part of this development a Framework Travel Plan has been prepared. This plan will establish targets and measures to be implemented by the estate management team. These measures will promote the use of more active and sustainable modes of transport to and from the site.

1 Introduction

1.1 Overview

- 1.1.1 Packaged Living Ltd has commissioned Stantec to undertake a Transport Statement (TS) to accompany the planning application for the Waterfront Square development (the Site), Reading, RG1 8DA.
- 1.1.2 The existing site consists of an unoccupied office building, previously occupied by Covea Insurance. The site will be supported by detailed plans that inform this TS and outline the principles and approach of the proposed development of Waterfront Square, Reading. This TS should be read alongside the Framework Travel Plan (FTP) produced alongside this report.

1.2 Site Location

- 1.2.1 The Waterfront Square development is located circa 650m north of Reading Town Centre and 550m north of the Reading Railway Station, a 9-minute and 7-minute walk away, respectively. The Site's location in context with the surrounding road network is displayed in Reading Town Centre, shown in **Figure 1.1**. The Site has boundaries clearly defined by Vastern Road to the south, the River Thames to the north, Thames Water building to the east and Norman Place road and office buildings to the west.

Figure 1.1: Site Location



1.3 Existing Site

- 1.3.1 The existing site consists of 3,817sqm of office space, with a single access point from Norman Place into the 55-space car park. A private outdoor seating area is located to the north of the office building for the previous employees.

1.4 Development Proposals

1.4.1 The development proposals for the Waterfront Square site are:

The Proposed Development seeks to deliver 254 studio, one, two and three bedroom residential dwellings (Use Class C3), together with 278m² (GEA) of flexible Class E floorspace at ground floor level. A series of internal and external amenity spaces feature within the layout. New pedestrian accesses are proposed from Vastern Road and Norman Place and a vehicular access to a ground floor undercroft car parking area is proposed from Norman Place. Substantial public realm surrounds the development, providing significant visual improvement to Vastern Road, Norman Place and the River Thames frontage.

1.4.2 These development proposals are part of the planning application; these are shown in the detailed plans that have been submitted as part of this planning application, which have been prepared by Assael.

1.5 Report Structure

1.5.1 The remainder of the TS has been structured as follows:

- **Section 2: Policy Context** – This section sets out the various national and local policies and guidance related to this site.
- **Section 3: Site Context** – This section provides an overview of the site location and historical and existing site uses.
- **Section 4: Sustainable Access**—This section sets out the site's accessibility by walking, cycling and public transport.
- **Section 5: Highway Network** – Local highway network surrounding the site and personal injury collision data review.
- **Section 6: Development Proposals** – Outlines the proposed developments of the Site
- **Section 7: Travel Demand Analysis & Highway Impact** – Provides the Site's existing and proposed trip rates and generation for both the commercial and residential sections.
- **Section 8: Summary and Conclusion** – This section summarises the findings of this TS.

2 Policy Context

2.1 Introduction

- 2.1.1 This section sets out the relevant and national policy relating to transport and highways for the proposed development.

2.2 National Policy

National Planning Policy Framework (December 2023)

- 2.2.1 The National Planning Policy Framework (NPPF), published in 2012, was most recently updated in December 2023. The document sets out the Government's planning policies for England and how these should be applied.
- 2.2.2 Chapter 9 of the NPPF refers to promoting sustainable transport with respect to development proposals. Paragraph 108 states that "transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) *'the potential impacts of development on transport networks can be addressed;*
 - b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 2.2.3 Paragraph 116 refers to the fact that developments should be designed to prioritise pedestrian and cycle movements within the scheme and to / from neighbouring areas, and access to high-quality public transport should be facilitated.
- 2.2.4 Paragraph 117 states, " *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*".
- 2.2.5 Promoting Sustainable Transport section emphasises the need to plan for sustainable travel but also to be pragmatic about the variability of transport options in different communities. This is relevant in the context of the Development, where there is an excellent provision of public transport in proximity to the site.

Planning Practice Guidance (PPG) – Department for Communities and Local Government (March 2014)

- 2.2.6 The supporting 'Planning Practice Guidance' provides a section on 'Travel plans, transport assessments and statements in decision-making. This states that TAs can positively contribute to the following:

- *'encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.'*

2.2.7 The guidance also states that TAs should be:

- *'proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through ongoing collaborative working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).'*

2.2.8 The proposed development has been designed to incorporate these principles. This TS follows the guidance set out in the PPG to enable and improve sustainable modes of travel for residents to the Site.

National Guidance

Town and Country Planning Association – 20-Minute Neighbourhoods

2.2.9 The concept of a 20-minute neighbourhood is that residents can walk and cycle to all their amenities in the local area within 20 minutes. This enables people to spend more time outdoors and in green spaces and less time in cars. This reduces congestion and air pollution while increasing the level of exercise. This benefits the health of residents and the community, creating a more appealing public realm, facilitating a stronger community, and generating economic activity.

2.2.10 The Sites' location in the Reading town centre supports the concept of the scheme being within a 20-minute neighbourhood, allowing the residents of the scheme to reach a range of local amenities, including the retail and leisure outlets in the Oracle, Broad Street Mall, and greens spaces such as Christchurch and Kings Meadows. The Sites' location also allows commutes to places of employment, including the town centre, within 20 minutes by foot or bike or connections to other modes, including bus stops and Reading Railway Station.

2.3 Local Policy

Reading Borough Council Local Plan (adopted November 2019);

2.3.1 The Local Plan provides policies on how Reading will develop up to 2036. Also, vision 2050 has been launched with an aim to make Reading more dynamic, clean, green, healthy, safe, and desirable places to live, work, study, and visit. The Plan states that central Reading “is one of the most accessible locations in the South East”. The following six policies considered as part of the proposed development for transport include:

- CC6 – The highest density and largest scale development location taking place in the most accessible location.
- TR1 – *‘Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan’. Along with ‘development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.’*
- TR3 – *‘Developments will only be permitted where:*
 - i. Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
 - ii. The development would not have a material detrimental impact on the functioning of the transport network;*
 - iii. The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
 - iv. The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads or on roads without easy access to the Classified Highway Network; and*
 - v. For non-residential uses or new dwellings on classified roads, off-street servicing would be provided.’*
- TR4 – *It is expected that developments will ‘make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.’*
- TR5 – *‘Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.’*
- 10% of communal car parking spaces within a residential and non-residential development be provided with EV charging points.

2.3.2 The proposed development has been designed in accordance with the above policies from the RBC Local Plan 2019. The proposals will provide cycle facilities for residents and visitors to the development and the levels of parking provisions will be appropriate given the sites accessible location.

Declared Climate Emergency

- 2.3.3 RBC declared a climate emergency on 26th February 2019. The Council is developing strategies aimed at achieving net zero carbon by 2030.
- 2.3.4 The Development will be located in an accessible site in Reading by public transport and will provide excellent facilities for pedestrians and cyclists.
- 2.3.5 The development proposes a resident car park with a maximum capacity of 17 spaces at-grade. This is below the maximum allowed under Reading Borough Council Parking Standards.

Reading Borough Council Third Local Transport Plan, 2011-2026

- 2.3.6 Reading's third Local Transport Plan (LTP3 covering the period 2011 to 2026) was published in April 2012. It will be superseded by the adoption of the Local Transport Plan 4 in 2023.
- 2.3.7 The LTP3 Strategy Plan provides the context for Reading in terms of the economy, environment, and quality of life. The long-term vision for transport in Reading aims to better 'connect Reading' through a transport system that enables people to move around easily, safely, sustainably and in comfort, promoting inclusion, intervention, and innovation. This is reflected in the key LTP objectives, which are:

- *'To facilitate more physically active travel for journeys in a healthy environment;*
- *To improve personal safety on the transport network;*
- *To provide affordable, accessible, and inclusive travel options for everyone;*
- *To ensure that the transport network operates safely and efficiently to meet the needs of all users;*
- *To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;*
- *To deliver balanced packages of value-for-money transport solutions and make the best use of existing transport investment;*
- *To offer sustainable transport choices for travelling to work, integrating within and between different types of transport;*
- *To improve journey times, journey time reliability and the availability of information;*
- *To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low, carbon future.'*

Reading Borough Council Local Transport Plan 4 2020-36 (LTP4) (Emerging)

- 2.3.8 RBC's LTP4 is currently in consultation, due to be published later this year, and currently has a draft version published and covers the period 2020 – 2036.
- 2.3.9 The LTP4 vision for Reading *'is to deliver a sustainable transport system ... that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.'*

2.3.10 LTP4 has five objectives:

- *‘Provide transport options to enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town’.*
- To create healthy streets to assist in active travel and lifestyles by improving accessibility to key destinations in a safe manner.
- Enable sustainable growth for Reading and facilitate connections to communities.
- Promote sustainable transport as part of the transport network that provides an alternative to cars. The network will be fast, affordable, connected, and resilient.
- Using technology to improve the efficiency of the network to allow for informed travel choices for users and *“enabling Reading to become a smart, connected town of the future.”*

2.3.11 The site is located in a highly accessible and sustainable location with public transport nodes being within walking distance, these include bus stops and Reading Railway Station. The site is also within walking distance of Reading Town Centre and the associated amenities. The development will promote sustainable modes of travel to its residents through measures implemented prior and during occupation of the Site.

Local Cycle and Walking Infrastructure Plan 2020 - 2030 (LCWIP) (adopted November 2019)

2.3.12 The LCWIP has been developed in line with the following objectives. These targets will be agreed upon and quantified through the emerging Local Transport Plan:

- *‘Reducing the number of cars travelling into the town centre.*
- *Increasing the proportion of adults walking at least 3 times per week.*
- *Increasing the proportion of adults cycling at least 3 times per week.*
- *Increasing the number of people walking and cycling to the town centre.*
- *Reducing the number of cyclists and pedestrians injured on our roads.*
- *Increasing the number of schools with the Modeshift STARS accreditation to promote children cycling and walking to school.’*

2.3.13 Section 4.5 outlines the Transport policies based on meeting the objectives set out in the current adopted Local Transport Plan 2011- 2026. Any proposed development must not have a material detrimental impact on the functioning of the transport network to be permitted as set out in TR3.

2.3.14 TR4 provides guidance on cycle routes and facilities. It states, *“Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities.”* The proposed development has accommodated the existing and future cycling demand adjacent to the site.

Reading Borough Council Revised Parking Standards and Design Supplementary Parking Document (Adopted October 2011);

- 2.3.15 The proposed development is located in Zone 2; however, as the site is located on the boundary of Zone 1 and 2 the parking standards for Zone 1 will be used; as such, the parking standards reflect this. **Table 2.1** displays the residential parking standards.
- 2.3.16 It has been agreed that a lower level of parking is appropriate for this site due to its accessible location for active travel and public transport, which will not have a determinantal impact to highway safety. This is similar to other sites in the Reading town centre area, such as the development of Huntley Wharf and Station Hill.
- 2.3.17 The site will provide accessible parking of 3 disabled spaces or 5% of the total capacity for each land use, whichever is greater.

Table 2.1: Reading Borough Council Car Parking Standards

Land Use	Required No. of Parking Spaces
1-2 Bed Flat	0.5 spaces (required)
3+ Bed Flat	1 spaces (required)

- 2.3.18 The RBC residential cycle parking standards are displayed in **Table 2.2**.

Table 2.2: Reading Borough Council Cycle Parking Standards

Size	Required No. of Parking Spaces
1-2 Bed Flat	0.5
3+ Bed Flat	1

- 2.3.19 The RBC commercial cycle parking standards are displayed in **Table 2.3**, due to the flexible nature of the commercial space a range of potential uses are listed.

Table 2.3: Reading Borough Council Commercial Cycle Standards

Size	Required No. of Parking Spaces
A1 Food Retail	1 space per 6 staff and 1 space per 300sqm
A1 Non-Food Retail Up to 1,000sqm	1 space per 6 staff and 1 space per 250sqm
A3 Restaurants & Cafes	1 space per 6 staff and 1 space per 300sqm
A5 Hot Food Take-Away	1 space per 6 staff and 1 space per 300sqm

2.4 Summary

- 2.4.1 The development proposal is situated in an easily accessible area with good rail and bus transportation options, as well as pedestrian and cycling routes. The site's detailed plans prioritise pedestrians and cyclists, aligning with the objectives of the NPPF.
- 2.4.2 The Development is therefore considered to align well with key local, regional, and national transport policies.

3 Site Context

3.1 Overview

- 3.1.1 This section describes the current Waterfront Square site, in the context of the existing land uses, access, car parking, delivery and servicing and the context of the site in the RBC Local Plan.

3.2 Existing Land Uses

- 3.2.1 The Site covers c. 0.54ha and comprises a building of 3,817sqm office space with an associated car park with 55 spaces and an outdoor seating area to the north of the building.

3.3 Access

- 3.3.1 The site has one vehicle access point from Norman Place off the A329, which leads to the Sites associated car park, which has a security gate. This access also provides access for pedestrians and bicycles. There is an existing pedestrian / bicycle access point located along the A329, which leads directly to the front entrance of the office building.
- 3.3.2 The Norman Place/A329 is a priority left-in, left-out junction. At the junction bell mouth of Norman Place the carriageway level is raised with tactile paving providing a pedestrian crossing across Norman Place along the A329. Norman Place includes raised cushions along its length with a footway on the western edge and eastern edge leading to the site.

3.4 Parking

- 3.4.1 There are 55 car parking spaces at the Site, which serve as spaces for the office building's staff. Of the total spaces, there are no designated accessible spaces presently on the Site.

3.5 Delivery & Servicing

- 3.5.1 The existing office building is serviced from the end of Norman Place, where the bins are located for collection.

4 Sustainable Access

4.1 Overview

- 4.1.1 This section considers existing accessibility for the Site across sustainable modes of travel, including access for pedestrians and cyclists, public transport services (bus and rail routes) and the local amenities in the surrounding area.

4.2 Active Travel

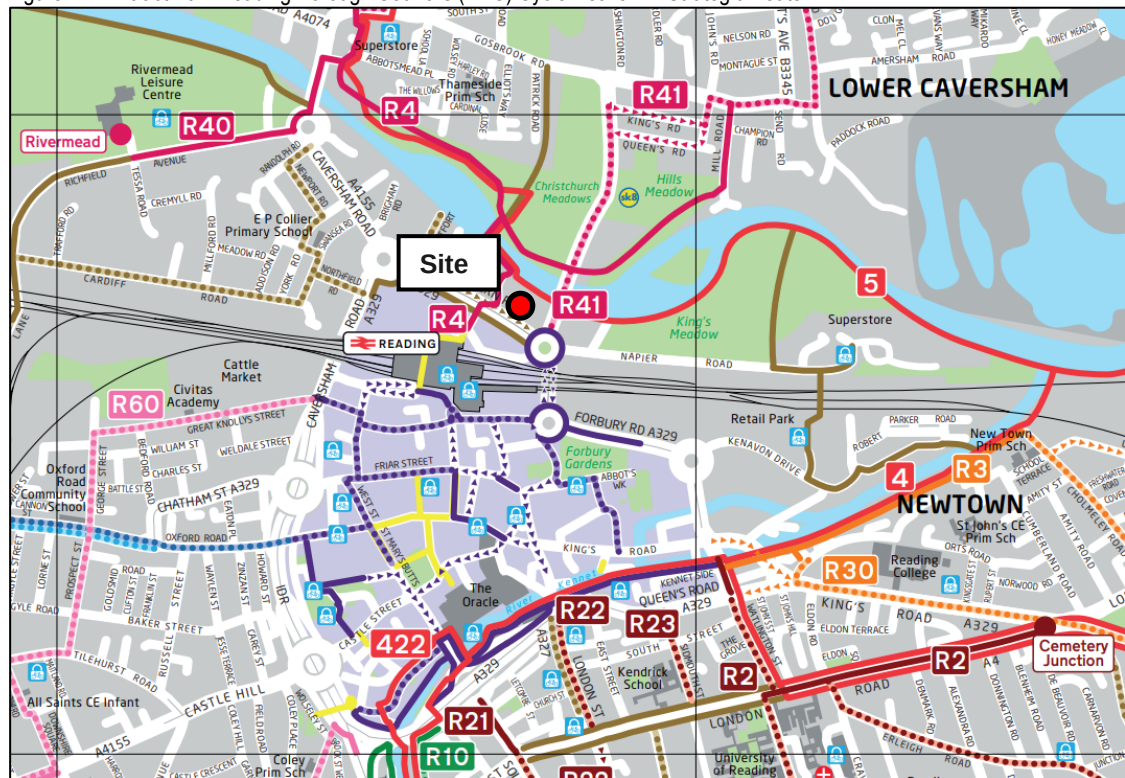
Pedestrian Network

- 4.2.1 The Site is situated in a sustainable and accessible area on the edge of Reading town centre. Due to vicinity of the site to Reading town centre, the site is ideally located to encourage walking to the development. Within a 20-minute walk, residents and visitors can access the whole of Reading town centre, including Broad Street Mall, The Oracle Caversham. Transport nodes such as Reading Railway Station and multiple town centre bus stops provide further opportunities to travel locally and regionally.
- 4.2.2 There are footways on both sides of Vastern Road and Norman Place; these lead to the extensive network within the town centre and along the River Thames. Norman Place connects to the Towpath along the River Thames on the site's northern boundary. 110m northwest and 130m of the connection are Christchurch and Reading Bridge, respectively, which provide passage across the River Thames, reducing severance between the two sides of the River Thames.
- 4.2.3 As previously mentioned, there is an informal raised crossing with tactile paving across the junction of Vastern Road / Norman Place. A second informal raised crossing with tactile paving is present 55m southeast along Vastern Road across the site access to Clearwater Court.
- 4.2.4 10m northwest of the site access is a staggered toucan crossing across the Vastern road, providing direct access to the Reading Railway Station. A second staggered toucan crossing is 100m southeast of the site access.

Cycle Network

- 4.2.5 The site is situated on the edge of Reading Town Centre, the Site is bounded to the west by R4 and the north by R41 near the Town Centre Cycle Route. These provide access to the wider Reading Cycle Network, including the Purple Route, which connects the Town Centre, R10 leading to Green Park and NCN4 and 5, which run along the River Kennet and Thames, respectively. These routes and others are shown in **Figure 4.1**.

Figure 4.1: Extract from Reading Borough Councils (RBC) Cycle Network – Strategic Route



Source: [Cycling - Reading Borough Council](#) (Accessed: July 2024)

- 4.2.6 The site's location means that within a 20-minute cycle, residents of the site can access Caversham, Sonning, Whitley Wood, Woodley and multiple areas of employment within Reading. Multiple schools, including primary, secondary, grammar and the University of Reading, are within the 20-minute cycling distance. Major employment centres including Royal Berkshire Hospital, Thames Valley Park, Green Park and Winnersh Triangle are within a 20-minute cycle.

NCN 5 – River Thames Towpath

- 4.2.7 The section of NCN5 that runs along the northern boundary of the site, part of the River Thames Towpath ranges from 2.1m to 3.7m.
- 4.2.8 Travelling westbound along NCN5, the path to Norman Place is 3.7m wide. This narrows to 2.3m due to the grass verge and existing trees on the River Thames side. The width increases to 2.7m at the start of the southern grass verge, and it then tapers to 2.1m at the eastern edge of the NCN5 that bounds the site.
- 4.2.9 The width of the path is constrained by the River Thames to the north, the wall of the existing site, and two grass verges with trees. The route is constrained further along its length from neighbouring plots.

4.3 Public Transport Network

Bus

- 4.3.1 Waterfront Square is within a short distance of strategic bus routes that connect the site with destinations across Reading Borough and beyond. There are bus stops within walking distance of 650m, including the Station North Interchange, Reading Station, Station Road,

Forbury Road and Blagrove Road. These services provide access to the wider region, including Bracknell, Newbury and Wokingham.

- 4.3.2 A summary of local bus services serving these bus stops within a 650m walking distance of the Site is provided in **Table 4.1**. As numerous bus services are accessible by the Site, this will encourage residents and visitors to use a bus service detailed in **Table 4.1**.

Table 4.1: Summary of Local Bus Services

Service	Destinations (to/from)	Weekday services per hour	Saturday services per hour	Sunday services per hour
1	Newbury to Reading via Thatcham and Theale	2	2	1
2 / 2a	Central Reading to Mortimer via Burghfield	2	2	1
3	Royal Berkshire Hospital (RBH) / Arborfield / Wokingham	3	3	2
4 / 4X	Reading – Bracknell via Wokingham	3	3	2
5	Reading Station – Northumberland Avenue Terminus	4	4	2
6 / 6a	Reading Station – Whitley Wood	4	4	2
9 / 9a / 9b	Reading Station – Green Park Station via RBH & Whitely Wood	1	1	-
10	Central Reading – Kennet Island	2	2	2
11	Central Reading – Coley Park	3	3	2
13/14	Reading Station – Woodley (Circular)	4	4	2
15/15a	Central Reading – Theale and Calcot	3	3	2
16	Central Reading – Purley	3	3	2
17	Wokingham Road – Tilehurst Via Central Reading	7	6	3
18 / 18a	Tilehurst Triangle – Kenavon Drive	2	2	1
19a / 19c	RBH / UoR / Earley / Woodley	2	2	-
19b	RBH / UoR / Beech Lane / Lower Earley	1	1	-
21 / 21a	Reading Station – Lower Earley	3	3	2
22	Central Reading – Caversham Heights	1	1	-
23	Central Reading – Caversham Park	2	2	1
24	Central Reading – Emmer Green	2	2	1
25	Central Reading – Peppard Common	1	1	1 every 2 hours

Service	Destinations (to/from)	Weekday services per hour	Saturday services per hour	Sunday services per hour
26	Reading Station – Calcot (IKEA)	4	4	2
27 / 29	Central Reading – Lower Caversham	3	3	1
33	Central Reading – Turnham's Farm	3	3	2
42	Rivermead – Kenavon Drive via Central Reading	2	2	-
50	Central Reading – Green Park	5	2	-
127/128/129	Wokingham Town Centre – Reading Town Centre	1	1	-
X40	Oxford to Reading via Benson, Wallingford and Caversham	2	2	2
600	Central Reading – Spencers Wood/Mere oak P&R	4	4	-

Source: [Reading Buses \(reading-buses.co.uk\)](https://reading-buses.co.uk) and [Oxford Bus Company and Thames Travel](#) (Accessed: July 2024)

National Rail

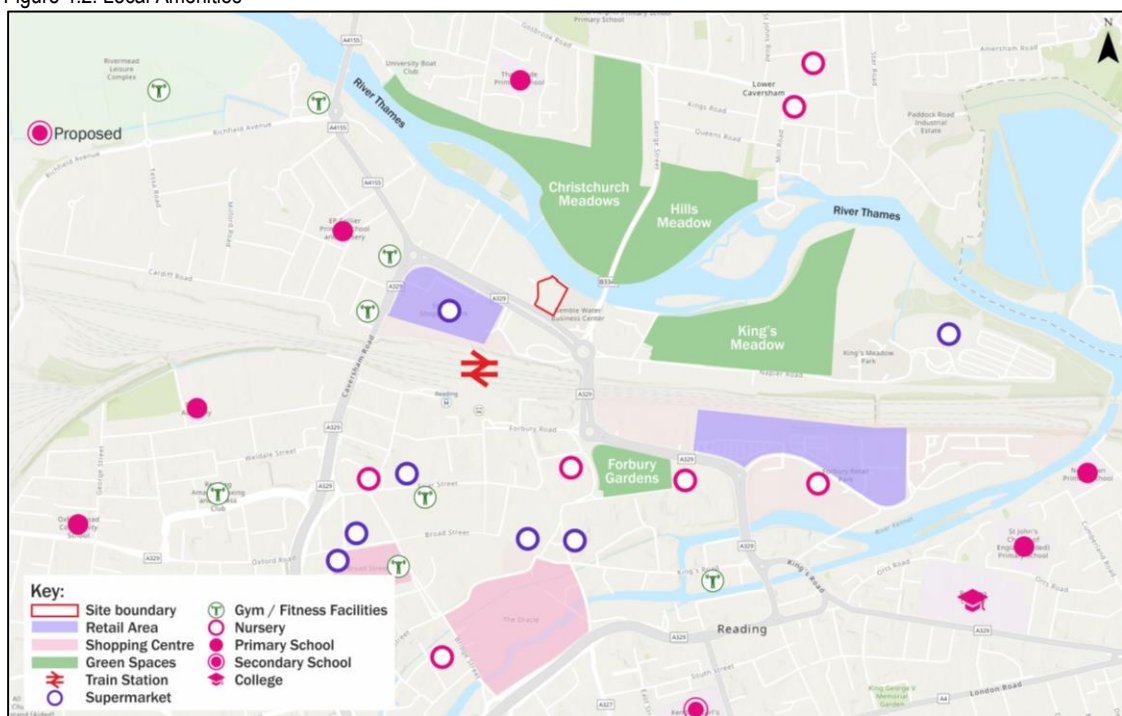
- 4.3.3 The Waterfront Square development is close to Reading Railway Station, a national transport hub. Reading Railway Station is used by approximately 16 million passengers annually (2022) and is the ninth busiest station outside London and the second busiest interchange station outside London.
- 4.3.4 Rail services from Reading Railway Station provide connections to the regional and national rail network, where the following train companies offer services to various destinations:
- **First Great Western** operates trains to destinations including London Paddington, Slough, Basingstoke, Guildford, Gatwick Airport, Oxford, Hereford, Worcester, Bristol, and the South West of England.
 - **Cross Country Trains** operate trains to destinations including Bournemouth, Southampton, Guildford, Banbury, Coventry, Birmingham, the North of England, and Scotland; and
 - **South Western Trains** provides services to Wokingham, Staines, Richmond, Clapham Junction, London Waterloo, Basingstoke, Winchester, Southampton, Portsmouth, and Brighton.
 - **Elizabeth Line** uses Reading Railway Station as its western terminus. The full route opened in November 2022. It connects to railway stations and key interchanges in central and west London, including Bond Street, Farringdon, and Canary Wharf.

4.4 Local Facilities and Amenities

- 4.4.1 Waterfront Square is located in an accessible and sustainable location on the edge of the town centre, which allows residents of Waterfront Square to access a wide range of amenities, including entertainment, healthcare and retail, the location of which can be seen in **Figure 4.2** and a summary of listed below:
- Transport Nodes (Bus Stops and Reading Railway Station)

- Retail Parks
- Supermarkets
- Restaurants
- Shops (The Oracle & Broad Street Mall)
- ATMs
- Parks
- River Kennet and Thames

Figure 4.2: Local Amenities



5 Highway Network

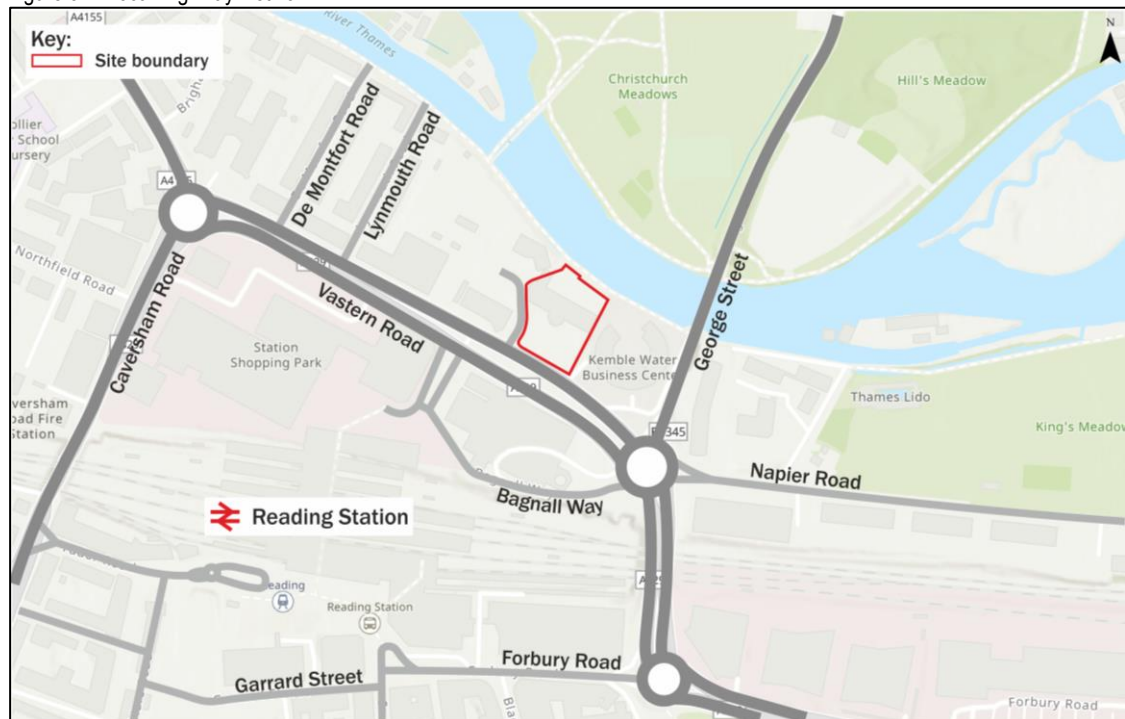
5.1 Overview

- 5.1.1 Waterfront Square is located on the northern edge of Reading Town Centre, along Vastern Road and Norman Place. The local highway network is shown in **Figure 5.1**.

5.2 Local Highway Network

- 5.2.1 The Site is located on Vastern Road, a section of the A329 IDR. This dual-carriageway has a 30mph speed limit and a central median dividing the lanes. Vastern Road serves as a route to the town centre and also connects to Caversham. Furthermore, the IDR leads to the A33 and subsequently to the M4.
- 5.2.2 Norman Place provides access to the car park of the Site. Norman Place has speed cushions along its length to control reduced speed and double yellow lines on either side to prevent parking from disturbing the flow of traffic. The local highway network is displayed in **Figure 5.1**.

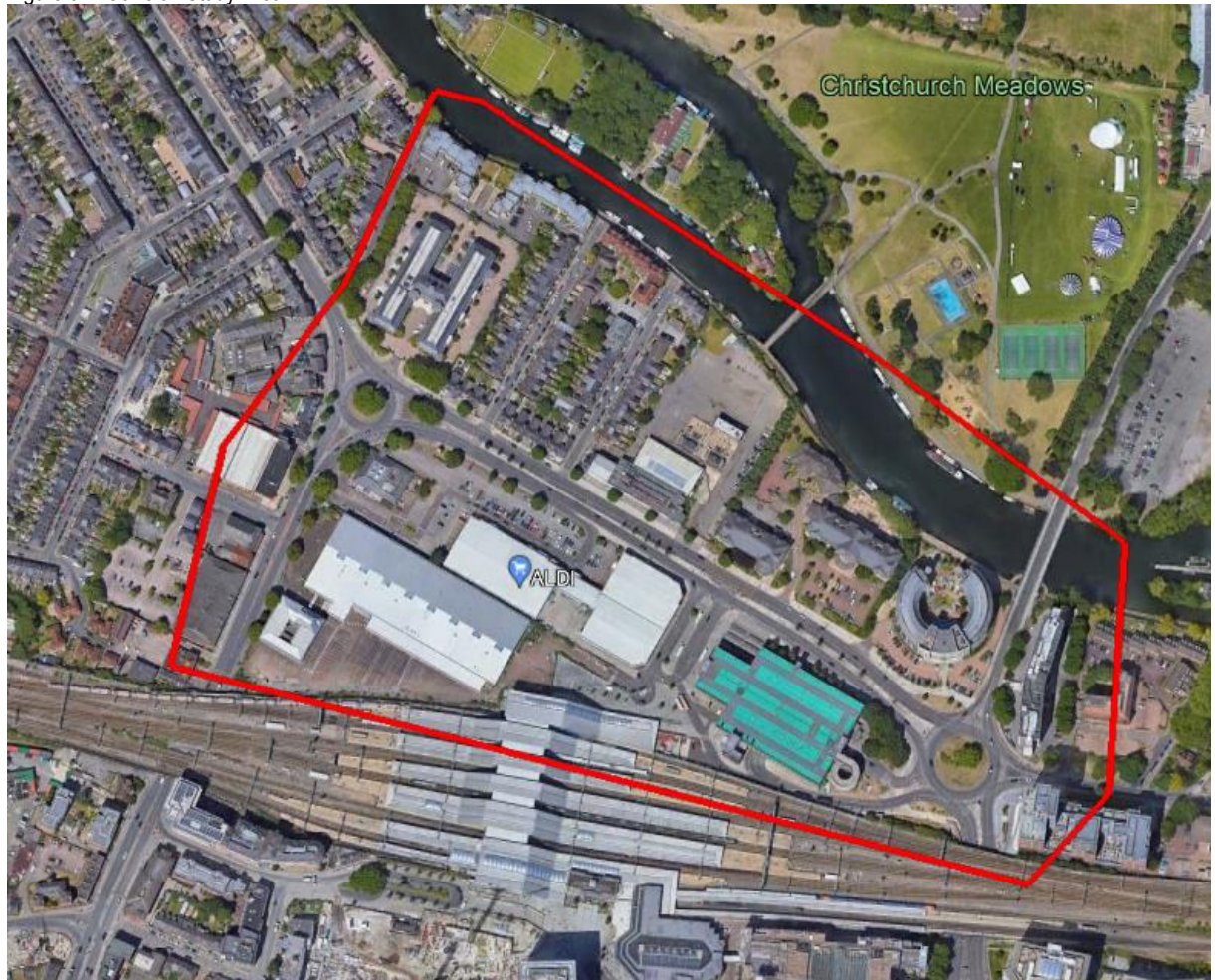
Figure 5.1: Local Highway Network



5.3 Personal Injury Collision Data

- 5.3.1 Stantec has obtained Personal Injury Collision (PIC) data for the study area illustrated in **Figure 5.2**. This corresponds with the local highway network surrounding the proposed development at Waterfront Square. The PIC data has been obtained from Stantec Internal Collision Tool that utilises DfT collision data has been carried out for the most recent 5-year period of available data.

Figure 5.2: Collision Study Area



5.3.2 The available data shows that between 1st January 2018 and 31st December 2022, there were 29 slight, nine serious and zero fatal collisions within the above study area. Collisions were distributed as shown in **Table 5.1**.

5.3.3 Collisions are categorised based on the severity of the casualty injury: slight, serious, and fatal. The definitions for these are provided below, taken from the 2004 DfT document entitled 'Stats 20 Instructions for the completion of Road Accident Report'.

- **Slight:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight);
- **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The serious category, therefore, covers a very broad range of injuries; and
- **Fatal:** Injuries which cause death either immediately or any time up to 30 days after the collision.

Table 5.1: PIC Distribution

Location	Slight	Serious	Fatal	Total
Caversham Road	1	0	0	1
Caversham Road Roundabout	8	1	0	9
Vastern Road – Eastbound	4	1	0	5
Vastern Road - Westbound	0	1	0	1
Trooper Potts Way	1	0	0	1
Reading Bridge Roundout	15	6	0	21
Total	29	9	0	38

Source: DfT Collision Data

5.3.4 **Table 5.1** shows that the accidents are concentrated at Caversham Road and Reading Bridge Roundabouts, accounting for 24% and 55% of the accidents in the study area, respectively.

5.3.5 There were no accidents recorded at the junction of Norman Place and Vastern Road, although there were two recorded at the crossing west of the Norman Place junction.

Vulnerable Road Users

5.3.6 A minority of collisions within the study area injured vulnerable road users (pedestrians and cyclists). As seen in **Table 5.2**, 16 of the total 31 slight casualties resulted in pedestrian/cyclist casualties, whilst seven of the nine serious casualties resulted in pedestrian/cyclist casualties. **Table 5.2** shows a breakdown of collisions involving vulnerable road users for each location.

Table 5.2: Vulnerable Road User Casualties

Location	Slight		Serious	
	Pedestrians	Cyclists	Pedestrians	Cyclists
Caversham Road	0	1	0	0
Caversham Road Roundabout	0	4	0	1
Vastern Road – Eastbound	1	0	1	0
Vastern Road - Westbound	0	0	0	1
Trooper Potts Way	1	0	0	0
Reading Bridge Roundabout	1	8	0	4
Total	3	13	1	6

Source: DfT Collision Data

5.3.7 As shown in **Table 5.1** and **Table 5.2**, it is considered that there are no road safety issues at the junction with Vastern Road and Norman Place. While there are clusters of incidents at both the Reading Bridge Roundabout, however, it is not foreseen that the proposed development would materially impact these roundabouts.

6 Development Proposals

6.1 Overview

- 6.1.1 This section outlines the development proposals at Waterfront Square, which are part of the detailed planning application. The proposals seek to demolish the existing office building and construct a residential building with up to 254 units and 278m² of Class E floorspace.

6.2 Overall Development Schedule

- 6.2.1 The development proposals for the Site are for the following:

The Proposed Development seeks to deliver 254 studio, one, two and three bedroom residential dwellings (Use Class C3), together with 278m² (GEA) of flexible Class E floorspace at ground floor level. A series of internal and external amenity spaces feature within the layout. New pedestrian accesses are proposed from Vastern Road and Norman Place and a vehicular access to a ground floor undercroft car parking area is proposed from Norman Place. Substantial public realm surrounds the development, providing significant visual improvement to Vastern Road, Norman Place and the River Thames frontage.

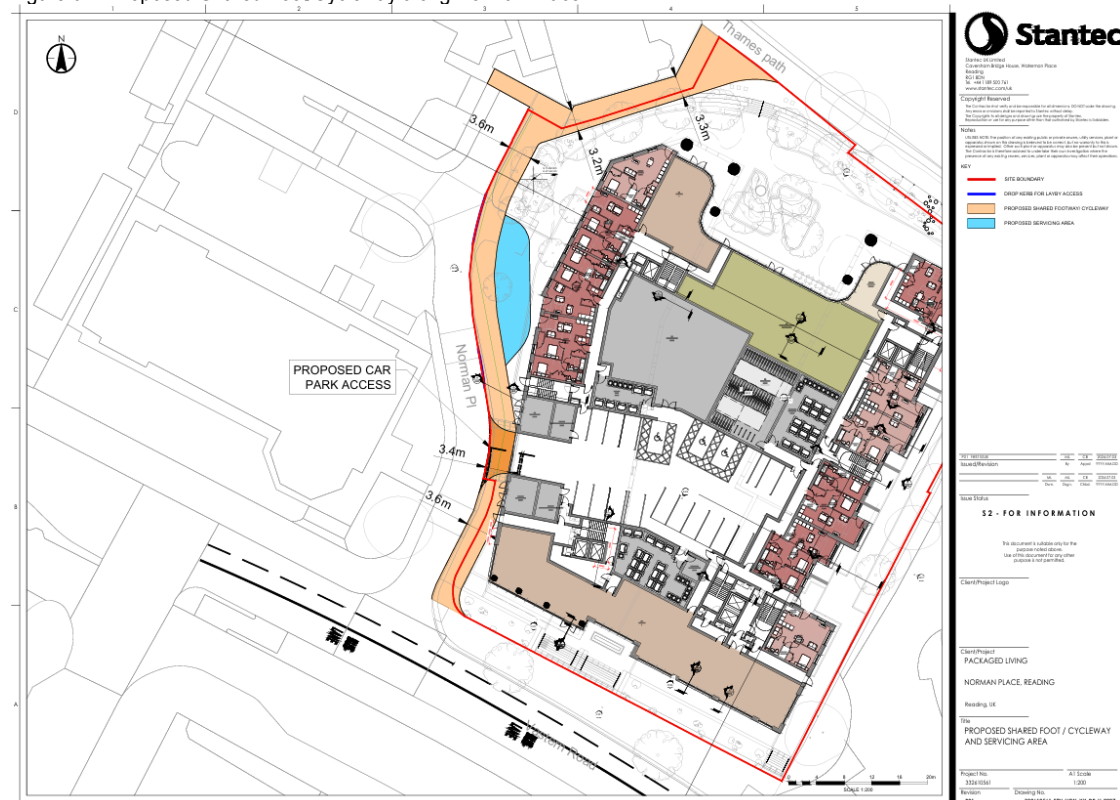
- 6.2.2 The proposals comprise 254 residential flats (Class C3). This Transport Statement has been undertaken by quantifying the travel demand associated with the proposals for 254 flats and the Class E floorspace.

6.3 Access and Servicing

Pedestrian & Cycle Access

- 6.3.1 The Site's accessible and sustainable location on the edge of Reading Town Centre provides an opportunity to tie the site's layout into the existing network, including the River Thames towpath.
- 6.3.2 The internal layout of the site is designed to allow ease of passage into the site for pedestrians and cyclists, allowing connection onto Norman Place and, in turn, the River Thames Tow Path.
- 6.3.3 The development proposes to create a new shared foot/cycleway to accommodate both pedestrians and cyclists, see **Figure 6.1**, along the eastern edge of Norman Place and through to the River Thames. This improves connectivity between the Thames Towpath (NCN5), Reading Town Centre and Reading Railway Station. The proposal improves the existing situation and provides cyclists with an alternative to cycling on the carriageway of Norman Place.

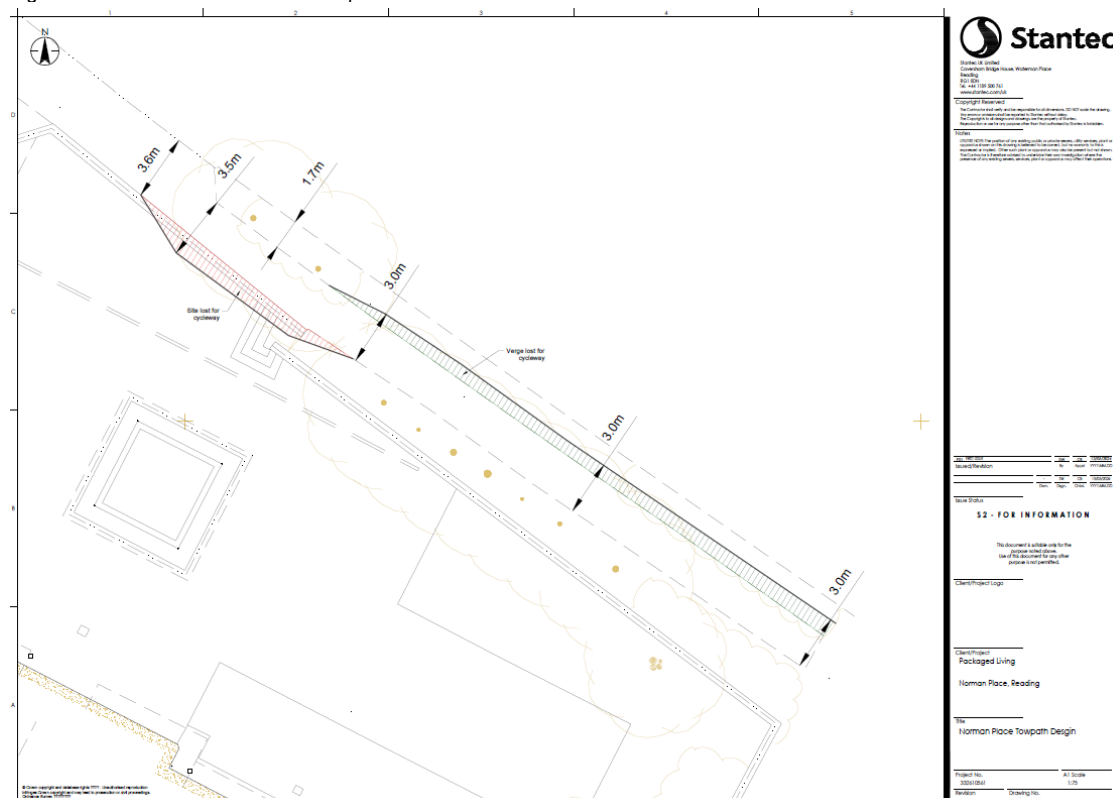
Figure 6.1: Proposed Shared Foot/Cycleway along Norman Place



NCN 5 – River Thames Towpath

- 6.3.4 The development proposals include improvements to the section of NCN 5 that runs along the northern boundary of the site and is part of the River Thames Tow Path.
- 6.3.5 The improvements propose at least a 3.0m width path along the site boundary with 500mm buffer from vertical features as compliant with the DfT's LTN 1/20.
- 6.3.6 The site wall will be removed to create a width of 3.5m at the beginning of the northern grass verge. Once the southern grass verge begins, approximately 0.7m of the northern grass verge will need to be removed to ensure a width of 3.0m can be maintained along the length of the site boundary; see **Figure 6.2** for the proposed design of the NCN5 upgrade.
- 6.3.7 Removal of the southern area of foliage is not possible without the possibility of impacting the existing trees.

Figure 6.2: River Thames Tow Path Improvements



Vehicle Access

- 6.3.8 Vehicles are able to access the proposed undercroft car park from Norman Place. This has been located close to where the existing car park access was and allows for two vehicles to pass on entering/exiting the car park.

Delivery and Servicing

- 6.3.9 It is proposed that servicing and delivery will take place in a new delivery and servicing bay located between the proposed shared foot/cycleway and the building; see **Figure 6.1**.
- 6.3.10 The proposals include two crossovers to allow access to the servicing bay by crossing the shared foot/cycleway.
- 6.3.11 The estate management team will be responsible for presenting any refuse for collection and managing the area to allow for smooth and consistent operation.
- 6.3.12 The tracking of the servicing bay is shown in **Figure 6.3** and is contained in **Appendix A**.

Figure 6.3: Servicing Bay Tracking



6.4 Parking

Cycle Parking

- 6.4.1 There will be 136 bicycle parking spaces provided to encourage cycling; this meets the minimum number of bicycle parking spaces required for the residential development, shown in **Table 6.1**. These will be a mixture of two-tier stackers and Sheffield Stands, which will be provided as 126 within two-tier stackers and 10 within 5 Sheffield Stands.
- 6.4.2 There will be seven Sheffield stands in the public realm, five to the north of the building near the cycle paths and two near the southern entrance of the building, providing 14 visitor parking spaces.

Table 6.1: RBC Residential Cycle Parking Standards and Minimum

Type of Rooms	No. of Rooms	Standards	Minimum No. of Spaces	Provision
1 – 2	239	0.5	120	136
3+	15	1	15	
Total	254	-	135	

- 6.4.3 **Table 6.2** displays the number of cycle parking spaces required for the flexible commercial space based on the standards shown in **Table 2.3**, the number of staff was calculated using the 'Employment Density Guide 3rd Edition'.

Table 6.2: RBC Commercial Cycle Parking

Land Use	Minimum No of Spaces
Food Retail	4
Non-Food Retail Up to 1,000sqm	4
Restaurants/Cafes	4
Hot Food Take-Away	4

Vehicle Parking

- 6.4.4 The site is located in Zone 2 of Reading, although it is on the boundary of Zone 1 and is close to transport nodes. **Table 6.2** shows the minimum number of car parking spaces permitted under the RBC Parking Standard based on Zone 1 requirements; as such, no visitor parking is required to be provided. It is deemed suitable to provide less than the minimum required under RBC parking standards as the site is located in a very accessible area with access to active travel routes, public transport nodes and local facilities within walking and cycling distance.
- 6.4.5 Based on RBC parking standards, 5% of the total capacity should be allocated to accessible spaces or three spaces, whichever is greater; as such, there will be three accessible spaces provided.
- 6.4.6 All of the parking spaces will be equipped with an EV charging point.
- 6.4.7 Two car club spaces will be provided on-site, in line with Reading Parking Standards 2011.

6.5 Delivery, Servicing and Refuse Strategy

- 6.5.1 It is proposed that there will be a servicing bay between the Active Travel route on Norman Place and the proposed residential building. This will accommodate the presentation of bins for collection along Norman Place. The estate management team will present the bins. For deliveries, a 7.5t panel van is able to pull into and out of the servicing bay, as shown in **Figure 6.3**.
- 6.5.2 The servicing strategy outlining the type and number of bins required for each land use and presenting how the servicing will be contained within the site is contained in **Appendix B**.

6.6 Travel Planning

- 6.6.1 A Framework Travel Plan has been prepared as part of this detailed planning application to maximise opportunities for future residents of the development of travel to and from the site sustainably.
- 6.6.2 The Travel Plan has set targets to reduce the modal share of car driver trips and increase the modal share of active travel and public transport modes. This will be achieved through the implementation of measures to increase access and awareness of sustainable transport modes. Through the use of an Action Plan outline the measures, actions and responsibilities for each measure.

7 Travel Demand Analysis & Highway Impact

7.1 Overview

- 7.1.1 This section provides an assessment of the estimated person travel demand associated with the existing and proposed development and compares these to understand the net change. From these estimations, an assessment of the highway impact has been undertaken to demonstrate the change in vehicle trips.

7.2 Assessment Methodology

- 7.2.1 The likely people trip generation of the existing and proposed development has been assessed using the TRICS industry-standard database. Person trip rates have been extracted from comparable survey sites for the existing and proposed development, and person trips are derived from these.
- 7.2.2 As **Section 6** of this report outlines, the existing development comprises an office building with 3,817sqm of office floor space, while the proposed development will provide 254 residential units. As such, trip generation has been carried out to understand the busiest travel periods: the AM (08:00 – 09:00) peak hour and the PM (17:00 – 18:00) peak hour on a weekday.

7.3 Existing Development Trip Generation – Person Trips

- 7.3.1 The likely trip generation associated with the existing development has been estimated by deriving trip rates from comparable surveys extracted from TRICS using the following criteria.

Office

- **Land Use:** 02 Employment / A - Office
 - **Regions:** England Only;
 - **Location Types:** Town Centre and Edge of Town Centre
 - **Survey Dates:** 01/01/2015 to 23/11/2022;
 - **Size:** 1,000 to 70,000sqm (Actual Range of Selected Sites 1,366 to 6,552sqm); and
 - **Survey Days:** Weekday
- 7.3.2 Based on the above criteria, 13 survey sites were extracted for the assessment. Person trip rates and trips associated with the existing office building are presented in **Table 7.1**. See **Appendix C** for the full TRICS outputs.

Table 7.1: People Trip Rates and Generation for Existing Office Building

Time Period	Trip Rates			Person Trips (3,817sqm)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Weekday AM (08:00 – 09:00)	1.921	0.157	2.078	73	6	79
Weekday PM (17:00 – 18:00)	0.109	1.736	1.845	4	66	70
Weekday Daily (07:00 – 19:00)	8.695	8.606	17.301	333	321	660

7.4 Proposed Development Trip Generation – Person Trips

7.4.1 The likely trip generation associated with existing development has been estimated by deriving trip rates from comparable survey sites extracted from TRICS using the following criteria.

Residential Flats (Class C3)

Private Flats

- **Land Use:** C3 Residential / C – Flats privately owned;
- **Regions:** England Only;
- **Location Types:** Town Centre and Edge of Town Centre
- **Survey Date:** 01/01/2015 to 20/10/2022
- **Size:** 6 to 493 Units (Actual Range of Selected Sites 14 to 194 Units); and
- **Survey Days:** Weekdays

7.4.2 Based on the above criteria, seven survey sites were extracted from TRICS for Private Flats for the Weekday assessment. See **Appendix D** for the full TRICS output.

Table 7.2: People Trip Rates and for Proposed Residential Units

Time Period	Trip Rates			Person Trips (254 Units)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Weekday AM (08:00 – 09:00)	0.099	0.572	0.671	25	145	170
Weekday PM (17:00 – 18:00)	0.401	0.211	0.612	102	54	156
Weekday (07:00 – 19:00)	2.461	2.754	5.215	627	699	1,326

Flexible Commercial (Class E)

- 7.4.3 Due to the small size (278sqm) of the flexible commercial space it is not foreseen that the site will generate a large number of trips, while capturing existing pass-by trips, diverted trips and trips from the residents of Waterfront Square.
- 7.4.4 For a robust assessment, a TRICS exercise was conducted to establish the likely highest trip-generating land use, which was the café land use. There are limited sites on TRICS for this land use which are in the town centre in busier areas, as such the trip rates and generation are seen to in excess of what the proposed flexible commercial land use will generate. A total of four sites have been selected. The trip rates and generation is presented in **Table 7.3**. The TRICS outputs is contained in **Appendix E**.

Café

- **Land Use:** Hotel, Food and Drink / K – Cafe;
- **Regions:** England Only;
- **Location Types:** Town Centre
- **Survey Date:** 01/01/2016 to 20/09/2023
- **Size:** 38 to 200sqm; and
- **Survey Days:** Weekdays

Table 7.3: Flexible Commercial Space (café) Trip Rates and Generation

Time Period	Trip Rates			Person Trips (278sqm)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Weekday AM (08:00 – 09:00)	5.686	3.922	9.608	16	11	27
Weekday PM (17:00 – 18:00)	7.983	8.824	16.07	22	25	47
Weekday (07:00 – 19:00)	207.047	210.188	417.235	576	584	1,160

7.5 Mode Share

Existing Mode Share Proportions

- 7.5.1 The mode share of the existing people trips has been determined using 2011 Census WP03EW - Method of Travel of Work data for trips ending within the workplace zones E02003399, which encompasses the site. This mode share has been adjusted to cap parking accumulation at the existing car parking provision (55 spaces) as a limiting factor on the Car Driver mode share, the mode share has been distributed evenly across Rail, Bus, Bicycle, and Foot mode shares. **Table 7.4** provides the modal split and the resulting multi-modal trip generation for the existing office.

Table 7.4: Existing Office Mode Share

Mode of Travel	Census Mode Share	Adj Mode Share	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
			Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	17.1%	17.2%	12	1	13	1	11	12
Bus/ Coach	17.9%	17.9%	13	1	14	1	12	13
Taxi	0.2%	0.2%	0	0	0	0	0	0
Motorcycle	0.7%	0.7%	0	0	0	0	0	0
Driving a car or a	38.3%	38.0%	28	2	30	2	25	27
Passenger in a car or van	3.7%	3.7%	3	0	3	0	2	2
Bicycle	3.9%	4.0%	3	0	3	0	3	3
Foot	18.1%	18.2%	13	1	14	1	12	13
Other	0.0%	0.0%	0	0	0	0	0	0
Total	100%		72	5	77	5	65	70

*Rounding

Proposed Mode Share Proportions

Residential

- 7.5.2 To estimate the mode share of the proposed residential development, Census 2011 Travel to Work data has been extracted and analysed for the sites location (trip starting within output area E01033415 Reading 011F), these are displayed in **Table 7.5** The mode share has been adjusted based on a car park accumulation based on the proposed 18 car parking spaces; this results in a reduced Car Driver Mode share to 6.5%; the difference in mode share has been evenly across Rail, Bicycle, Bus and Foot mode shares.

Table 7.5: Proposed Residential Mode Share

Mode of Travel	Census Mode Share	Adj Mode Share	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
			Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	29.9%	33.3%	8	48	57	34	18	52
Bus/ Coach	11.9%	15.3%	4	22	26	16	8	24
Taxi	0.1%	0.1%	0	0	0	0	0	0
Motorcycle	0.1%	0.1%	0	0	0	0	0	0
Driving a car or a	20.1%	6.5%	2	9	11	7	4	10
Passenger in a car or van	1.1%	1.1%	0	2	2	1	1	2
Bicycle	3.3%	6.7%	2	10	11	7	4	10
Foot	32.5%	35.9%	9	52	61	37	19	56
Other	1.0%	1.0%	0	1	2	1	1	2
Total	100%		25	145	170	102	54	156

*Rounding

Cafe

- 7.5.3 To estimate the mode share of the proposed flexible commercial space (café) the trip rates provided from the TRICS outputs has been used. The Single/Multi occupant's car mode share has been spread between pedestrians and cyclists due to the location of the site on Active Travel routes. This is presented in **Table 7.6**.

Table 7.6: Flexible Commercial (Café) Mode Share

Mode of Travel	TRICS Mode Share	Adj Mode Share	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
			Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	3.4%	3.4%	1	0	1	1	1	2
Bus/ Coach	19.0%	19.0%	3	2	5	4	5	9
Taxi	0.0%	0.0%	0	0	0	0	0	0
Motorcycle	0.0%	0.0%	0	0	0	0	0	0
Single Vehicle	12.6%	0.0%	0	0	0	0	0	0
Multi-Vehicle Occupants	9.5%	0.0%	0	0	0	0	0	0
Bicycle	3.3%	14.4%	2	2	4	3	4	7
Foot	52.2%	63.3%	10	7	17	14	16	30
Other	0.0%	0.0%	0	0	0	0	0	0
Total	100%		16	11	27	22	25	47

7.6 Net Change

- 7.6.1 The likely net change during the peak hours in multi-modal trip generation from the change of land use of the site from an office building to a residential is displayed in [Table 7.7](#).

Table 7.7: Trip Generation Net Change

Mode of Travel	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	-3	48	44	34	8	41
Bus/ Coach	-6	23	17	19	1	20
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Driving a car or a van	-26	7	-19	5	-21	-17
Passenger in a car or van	-3	2	-1	1	-1	0
Bicycle	1	11	12	10	4	14
Foot	6	58	64	50	23	73
Other	0	1	2	1	1	2
Total	-31	151	120	119	14	133

*Rounding

- 7.6.2 As **Table 7.7** shows, car use is decreasing, while public transport and active travel trips are increasing. The additional active and public transport trips can be accommodated within the existing active travel infrastructure and the improvements proposed as part of this development. As mentioned in **paragraph 7.4.4** this is seen to as a robust assessment due to the number of trips generated by the commercial flexible use as an overestimate due to limitations of the available data.

7.7 Transport Impact

- 7.7.1 **Section 7** of this report has demonstrated that the proposed development at Waterfront Square, Reading will not have a detrimental impact on the local highway network due to the decrease in two-way car drivers in the AM and PM Peak Hour of 19 and 17, respectively.
- 7.7.2 As was shown in **Section 7**, there is no safety concern at the Norman Place/Vastern Road junctions, while there is an accident cluster at the Reading Bridge and A329/A4155 roundabouts, the decrease in vehicle trips due to the proposed development will not have material impact on these roundabouts.
- 7.7.3 The increase in movements by public transport and active travel can be accommodated with the existing infrastructure and the proposed improvements along Norman Place and Thames Tow Path will improve the existing infrastructure, further facilitating the increase in trips due to the proposed development.

8 Summary & Conclusions

8.1 Policy

- 8.1.1 The development of Waterfront Square has been created in line with the national and local policies in the context of transport, as part of the detailed planning application. The proposed development is residential in nature and has been designed to integrate into the existing transport network.
- 8.1.2 The development specifically meets the requirements of local plans, including:
- The LTP3 and emerging LTP4 promote more active and sustainable travel in Reading;
 - To promote greater levels of active travel as part of the LCWIP;
 - Supplying more cycle parking than is required will encourage a further increase in cycling; and
 - Public realm enhancements to help encourage walking and cycling through environmental improvements.

8.2 Development Proposals

- 8.2.1 Residents and visitors of Waterfront Square, located on the edge of Reading Town Centre, can easily access the site through sustainable modes of transportation. The site's proximity to cycle routes, bus stops, and Reading Railway Station enables this convenience.
- 8.2.2 The provision of cycling parking for residents meets the minimums required by Reading Borough Council will encourage residents to travel via more sustainable and active modes of transport.
- 8.2.3 Vehicular access along Norman Place is maintained to access the car parking provisions associated with the residential development.
- 8.2.4 Suitable servicing opportunities are proposed to accommodate the requirements of the scheme.
- 8.2.5 The undercroft car park will have 18 parking spaces, 3 of which will be accessible spaces. All the parking spaces will be provided with EVCPs.

8.3 Trip Generation Assessment

- 8.3.1 Section 7 of this report demonstrates that there will be a net reduction in vehicle trips to the site in the AM and PM Peak Hours of 19 and 17 trips, respectively. This, accompanied by the low number of accidents along Vastern Road, shows that the proposed development will have a non-material impact on the local highway network; the modest increase in trips by other modes can be accommodated within the existing and proposed infrastructure.

8.4 Monitoring and Review

- 8.4.1 A FTP has been prepared for the development, this will form the basis of targets and measures that are to be adopted by the estate management team of the development. These will help to promote the use of more active and sustainable modes of transport to and from the Site.

Appendix A Servicing Bay Tracking



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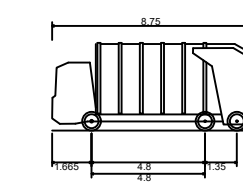
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Notes

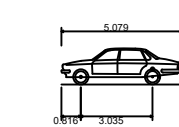
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised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

KEY

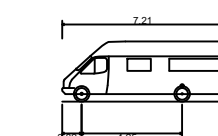
- | | |
|---|-----------------------------------|
|  | SITE BOUNDARY |
|  | 1100 EURO BIN - 1295 x 1370 |
|  | DROP KERB FOR LAYBY ACCESS |
|  | PROPOSED SHARED FOOTWAY/ CYCLEWAY |
|  | PROPOSED LAYBY |



RBC Refuse Vehicle	
Overall Length	8.750m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.280m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



Large Car (2008)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius



7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

P03_UPDATED MASTERPLAN	ML	CB	2024.07.03
P02_UPDATED MASTERPLAN	ML	CB	2024.06.03
P01_FIRST ISSUE	ML	CB	2024.05.08
Issued/Revision	By	Appd	YYYY.MM.DD
	MH	MH	CB
	Dwn.	Dsgn.	Chkd.
			2023.11.13
			YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the purpose noted above.
Use of this document for any other purpose is not permitted.

Client/Project Logo

Client/Project
PACKAGED LIVING

NORMAN PLACE, READING

Reading, UK

Title
PROPOSED SERVICING AREA VEHICLE
TRACKING

Project No. 332610561	AT Scale 1:100
Revision P03	Drawing No. 332610561-STN-HGN-XX-DR-H-0006



Appendix B Servicing and Bin Strategy

TECHNICAL NOTE

Job Name: Waterfront Square
Job No: 332610561
Note No: TN002
Date: July 2024
Prepared By: Rhys Husband
Subject: Refuse and Servicing Strategy

1. Introduction

- 1.1. This Technical Note (TN) presents the Refuse and Servicing Strategy for Waterfront Square, which has been prepared alongside the Transport Statement and should be read in conjunction with this document.
- 1.2. The development proposals for Waterfront Square include 254 residential units and a flexible commercial area of 278sqm located to the rear of the development facing onto the River Thames.

2. Refuse Strategy

- 2.1. **Table 2.1** displays the number of bins required for the 254 residential units on a weekly collection frequency. The number of bins is based on Reading Boroughs Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors, which directs towards using B5906:2005 to calculate the required capacity of waste storage.

Table 2.1: Residential Bin Requirements – Weekly Collection

Land Use	Refuse (1,100L)	Recycling (1,100L)	Food (240L)
Residential	13	25	25

- 2.2. **Table 2.2** displays the number of bins required for potential flexible commercial uses. Due to the small size of the flexible commercial area, bins smaller than 1,100L will be utilised to allow for efficient waste management.

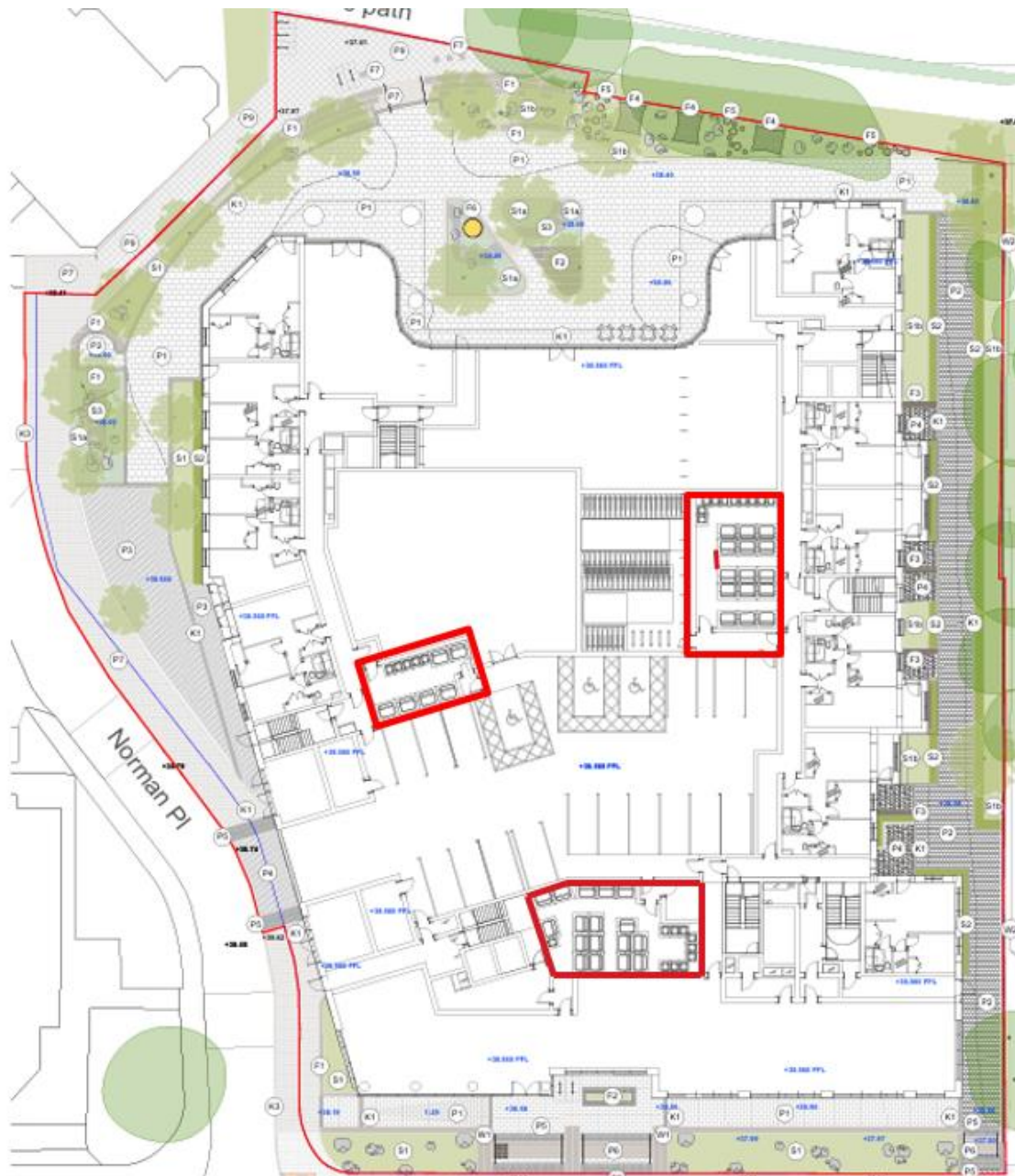
Table 2.2: Flexible Commercial Bin Requirements

Flexible Commercial Use	Number of 1,100L bins
Food Retail	1
Non-Food Retail	1
Restaurants / Cafes	2
Hot Food Take-Away	2

- 2.3. Three internal refuse stores serve the residential aspect of the development, and a separate refuse store serves the commercial section.
- 2.4. Within Waterfront Square, three refuse stores are conveniently located at the cores and stairs for residents' ease of access. The Estate Management Company team will rotate bins to ensure that empty bins are easily available for residents to use. The Estate Management Team will present the bins for collection by Reading Borough Council (RBC).
- 2.5. **Figure 2.1** displays the residential refuse store locations in red.

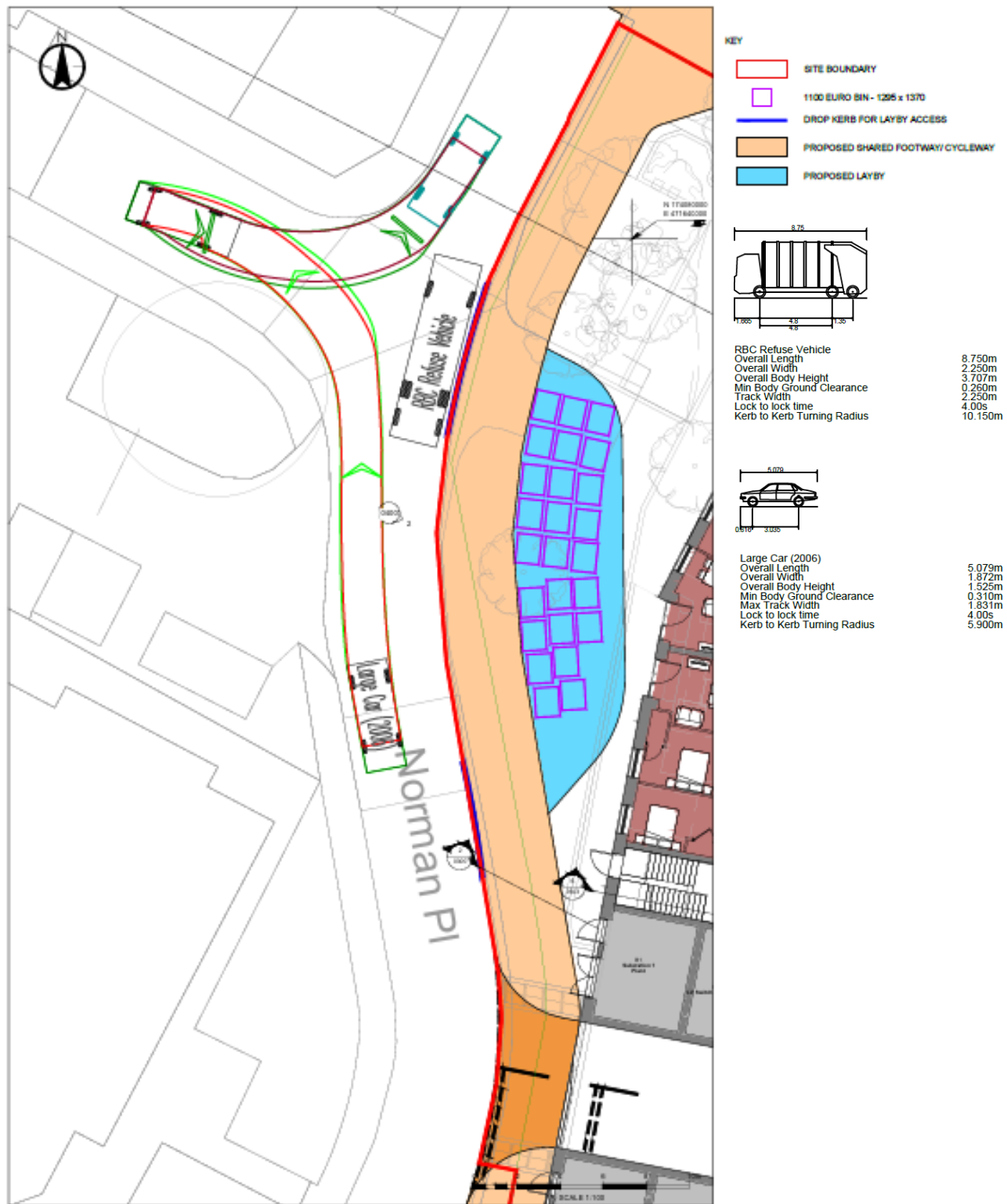
TECHNICAL NOTE

Figure 2.1: Location of Residential Bin Stores



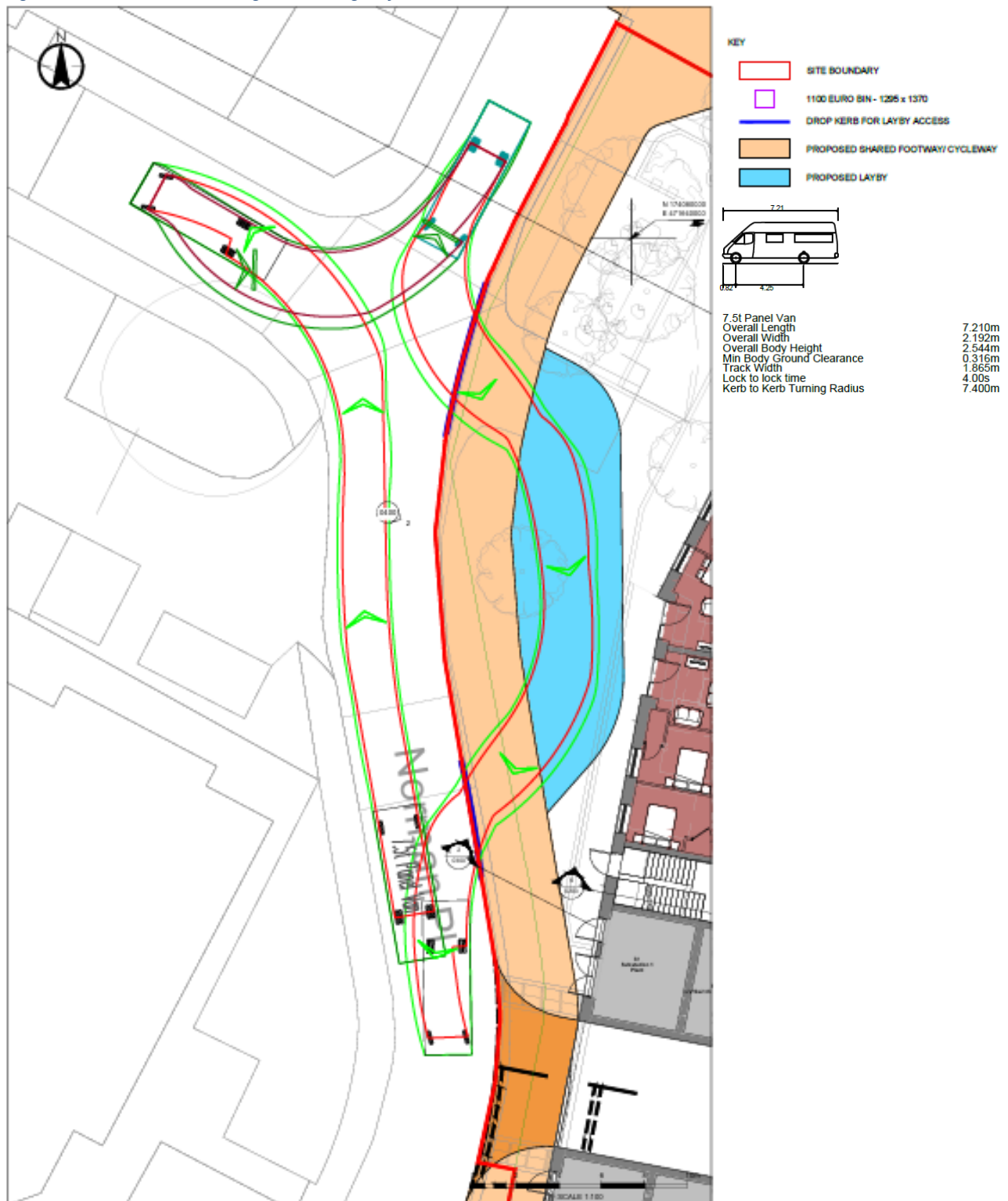
- 2.6. **Figure 2.2** displays the location of the presentation point for collection, which is located from Norman Place. It shows that 25 bins can be stored in the servicing area, where the RBC refuse vehicle could be positioned for collection and how a large car can manoeuvre around the refuse vehicle. The refuse vehicle could be positioned within the turning head, allowing for more space for a vehicle to manoeuvre,

Figure 2.2: Bin Presentation and Vehicle Tracking



- 2.7. **Figure 2.3** displays the tracking of a panel van, demonstrating that the servicing bay can accommodate the required vehicles to operate.

Figure 2.3: Panel Van Tracking – Servicing Bay



3. Servicing Strategy

- 3.1. Deliveries and other servicing will be contained within the servicing area, as shown in **Figure 2.1** . The Estate Management Team will monitor and manage this. The servicing area can accommodate a 7.5t panel van.

TECHNICAL NOTE

- 3.2. **Table 3.1** displays the servicing trips for Waterfront Square, where the peak requirement is 11:00 – 12:00, with three servicing vehicles arriving and four departing. The servicing vehicle trip rates are taken from the TRICS outputs in **Appendix D** of the Transport Statement.
- 3.3. Given the capacity of the servicing area, these facilities can accommodate the residential requirement and also the flexible commercial use, which will generate a few trips a day.

Table 3.1: Servicing for Waterfront Square

Time	Arrive	Depart
07:00 – 08:00	3	3
08:00 – 09:00	3	2
09:00 – 10:00	3	3
10:00 – 11:00	2	1
11:00 – 12:00	3	4
12:00 – 13:00	2	3
13:00 – 14:00	2	2
14:00 – 15:00	1	1
15:00 – 16:00	3	2
16:00 – 17:00	2	3
17:00 – 18:00	1	1
18:00 – 19:00	1	2
Total	26	26

- 3.4. As is shown in **Table 3.1**, the proposed servicing area is a suitable size and can accommodate the estimated number of servicing vehicles; the Estate Management Team will be in charge of the operation of the servicing area.

Appendix C Office TRICS Outputs

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	1000-7000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1366-6552 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 11/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	4
	Tuesday	3
	Wednesday	1
	Thursday	2
	Friday	3
Main Location Types selected	Town Centre	6
	Edge of Town Centre	7
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	6 - Selected
	Servicing vehicles Excluded	8 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	15,001 to 20,000	2
	20,001 to 25,000	2
	25,001 to 50,000	6
	50,001 to 100,000	2
Population <5 Mile ranges selected	25,001 to 50,000	2
	75,001 to 100,000	1
	125,001 to 250,000	1
	250,001 to 500,000	2
	500,001 or More	7
Car Ownership <5 Mile ranges selected	0.6 to 1.0	9
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	9
	3 Moderate	1
	4 Good	1
	6a Excellent	1
	6b (High) Excellent	1
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-706701-240118-0107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1366 to 6552 (units: sqm)
Range Selected by User: 1000 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/22

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	4 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Town Centre	6
Edge of Town Centre	7

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:

Commercial Zone	1
Built-Up Zone	8
High Street	1
No Sub Category	3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 100,000	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	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	7 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	9 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	11 days

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

PTAL Rating:

No PTAL Present	9 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2600 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
2	BN-02-A-01 MOON LANE HIGH BARNET	OFFICES	BARNET
	Edge of Town Centre No Sub Category Total Gross floor area:	1366 sqm	
	Survey date: THURSDAY	11/11/21	Survey Type: MANUAL
3	EN-02-A-01 GENOTIN ROAD ENFIELD	MICROSOFT OFFICES	ENFIELD
	Town Centre Built-Up Zone Total Gross floor area:	6552 sqm	
	Survey date: TUESDAY	07/06/22	Survey Type: MANUAL
4	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
7	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HM-02-A-01	REGUS OFFICES		HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET			
	HAMMERSMITH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2036 sqm	
	Survey date: MONDAY		13/11/17	Survey Type: MANUAL
9	LB-02-A-02	MUSIC COMPANY		LAMBETH
	STREATHAM HIGH ROAD			
	STREATHAM			
	Town Centre			
	High Street			
	Total Gross floor area:		3054 sqm	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL
10	NF-02-A-03	OFFICES		NORFOLK
	NORTH QUAY			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		5500 sqm	
	Survey date: TUESDAY		12/09/17	Survey Type: MANUAL
11	NY-02-A-03	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	STATION ROAD			
	RICHMOND			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		1590 sqm	
	Survey date: FRIDAY		06/05/22	Survey Type: MANUAL
12	TW-02-A-07	OFFICES		TYNE & WEAR
	MULGRAVE TERRACE			
	GATESHEAD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2090 sqm	
	Survey date: MONDAY		13/06/16	Survey Type: MANUAL
13	WS-02-A-07	BUSINESS TECHNOLOGY		WEST SUSSEX
	HAM ROAD			
	SHOREHAM-BY-SEA			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		2780 sqm	
	Survey date: FRIDAY		11/11/22	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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.03

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.111	13	3391	0.009	13	3391	0.120
07:30 - 08:00	13	3391	0.202	13	3391	0.036	13	3391	0.238
08:00 - 08:30	13	3391	0.358	13	3391	0.043	13	3391	0.401
08:30 - 09:00	13	3391	0.483	13	3391	0.064	13	3391	0.547
09:00 - 09:30	13	3391	0.315	13	3391	0.104	13	3391	0.419
09:30 - 10:00	13	3391	0.200	13	3391	0.066	13	3391	0.266
10:00 - 10:30	13	3391	0.129	13	3391	0.084	13	3391	0.213
10:30 - 11:00	13	3391	0.125	13	3391	0.064	13	3391	0.189
11:00 - 11:30	13	3391	0.061	13	3391	0.041	13	3391	0.102
11:30 - 12:00	13	3391	0.050	13	3391	0.059	13	3391	0.109
12:00 - 12:30	13	3391	0.084	13	3391	0.113	13	3391	0.197
12:30 - 13:00	13	3391	0.093	13	3391	0.104	13	3391	0.197
13:00 - 13:30	13	3391	0.104	13	3391	0.082	13	3391	0.186
13:30 - 14:00	13	3391	0.109	13	3391	0.102	13	3391	0.211
14:00 - 14:30	13	3391	0.075	13	3391	0.086	13	3391	0.161
14:30 - 15:00	13	3391	0.066	13	3391	0.136	13	3391	0.202
15:00 - 15:30	13	3391	0.057	13	3391	0.111	13	3391	0.168
15:30 - 16:00	13	3391	0.066	13	3391	0.150	13	3391	0.216
16:00 - 16:30	13	3391	0.059	13	3391	0.170	13	3391	0.229
16:30 - 17:00	13	3391	0.052	13	3391	0.197	13	3391	0.249
17:00 - 17:30	13	3391	0.023	13	3391	0.340	13	3391	0.363
17:30 - 18:00	13	3391	0.032	13	3391	0.338	13	3391	0.370
18:00 - 18:30	13	3391	0.016	13	3391	0.240	13	3391	0.256
18:30 - 19:00	13	3391	0.014	13	3391	0.091	13	3391	0.105
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.884			2.830			5.714

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

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

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Parameter summary

Trip rate parameter range selected:	1366 - 6552 (units: sqm)
Survey date date range:	01/01/15 - 11/11/22
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
07:30 - 08:00	13	3391	0.002	13	3391	0.002	13	3391	0.004
08:00 - 08:30	13	3391	0.011	13	3391	0.011	13	3391	0.022
08:30 - 09:00	13	3391	0.014	13	3391	0.011	13	3391	0.025
09:00 - 09:30	13	3391	0.002	13	3391	0.005	13	3391	0.007
09:30 - 10:00	13	3391	0.005	13	3391	0.005	13	3391	0.010
10:00 - 10:30	13	3391	0.002	13	3391	0.002	13	3391	0.004
10:30 - 11:00	13	3391	0.005	13	3391	0.005	13	3391	0.010
11:00 - 11:30	13	3391	0.002	13	3391	0.000	13	3391	0.002
11:30 - 12:00	13	3391	0.002	13	3391	0.002	13	3391	0.004
12:00 - 12:30	13	3391	0.005	13	3391	0.005	13	3391	0.010
12:30 - 13:00	13	3391	0.002	13	3391	0.005	13	3391	0.007
13:00 - 13:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
13:30 - 14:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
14:00 - 14:30	13	3391	0.002	13	3391	0.002	13	3391	0.004
14:30 - 15:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
15:00 - 15:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
15:30 - 16:00	13	3391	0.011	13	3391	0.011	13	3391	0.022
16:00 - 16:30	13	3391	0.002	13	3391	0.000	13	3391	0.002
16:30 - 17:00	13	3391	0.005	13	3391	0.007	13	3391	0.012
17:00 - 17:30	13	3391	0.011	13	3391	0.009	13	3391	0.020
17:30 - 18:00	13	3391	0.007	13	3391	0.009	13	3391	0.016
18:00 - 18:30	13	3391	0.005	13	3391	0.005	13	3391	0.010
18:30 - 19:00	13	3391	0.005	13	3391	0.005	13	3391	0.010
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.100			0.101			0.201

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.002	13	3391	0.002	13	3391	0.004
07:30 - 08:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
08:00 - 08:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
08:30 - 09:00	13	3391	0.002	13	3391	0.002	13	3391	0.004
09:00 - 09:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
09:30 - 10:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
10:00 - 10:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
10:30 - 11:00	13	3391	0.005	13	3391	0.005	13	3391	0.010
11:00 - 11:30	13	3391	0.002	13	3391	0.002	13	3391	0.004
11:30 - 12:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
12:00 - 12:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
12:30 - 13:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
13:00 - 13:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
13:30 - 14:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
14:00 - 14:30	13	3391	0.002	13	3391	0.002	13	3391	0.004
14:30 - 15:00	13	3391	0.002	13	3391	0.002	13	3391	0.004
15:00 - 15:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
15:30 - 16:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
16:00 - 16:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
16:30 - 17:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
17:00 - 17:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
17:30 - 18:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
18:00 - 18:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
18:30 - 19:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.015			0.015			0.030

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.007	13	3391	0.000	13	3391	0.007
07:30 - 08:00	13	3391	0.005	13	3391	0.000	13	3391	0.005
08:00 - 08:30	13	3391	0.029	13	3391	0.000	13	3391	0.029
08:30 - 09:00	13	3391	0.032	13	3391	0.000	13	3391	0.032
09:00 - 09:30	13	3391	0.018	13	3391	0.000	13	3391	0.018
09:30 - 10:00	13	3391	0.016	13	3391	0.000	13	3391	0.016
10:00 - 10:30	13	3391	0.009	13	3391	0.000	13	3391	0.009
10:30 - 11:00	13	3391	0.002	13	3391	0.002	13	3391	0.004
11:00 - 11:30	13	3391	0.005	13	3391	0.002	13	3391	0.007
11:30 - 12:00	13	3391	0.014	13	3391	0.009	13	3391	0.023
12:00 - 12:30	13	3391	0.007	13	3391	0.007	13	3391	0.014
12:30 - 13:00	13	3391	0.009	13	3391	0.007	13	3391	0.016
13:00 - 13:30	13	3391	0.009	13	3391	0.000	13	3391	0.009
13:30 - 14:00	13	3391	0.000	13	3391	0.005	13	3391	0.005
14:00 - 14:30	13	3391	0.000	13	3391	0.002	13	3391	0.002
14:30 - 15:00	13	3391	0.000	13	3391	0.005	13	3391	0.005
15:00 - 15:30	13	3391	0.005	13	3391	0.007	13	3391	0.012
15:30 - 16:00	13	3391	0.000	13	3391	0.011	13	3391	0.011
16:00 - 16:30	13	3391	0.000	13	3391	0.018	13	3391	0.018
16:30 - 17:00	13	3391	0.000	13	3391	0.009	13	3391	0.009
17:00 - 17:30	13	3391	0.000	13	3391	0.032	13	3391	0.032
17:30 - 18:00	13	3391	0.000	13	3391	0.023	13	3391	0.023
18:00 - 18:30	13	3391	0.000	13	3391	0.018	13	3391	0.018
18:30 - 19:00	13	3391	0.002	13	3391	0.007	13	3391	0.009
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.169			0.164			0.333

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.118	13	3391	0.007	13	3391	0.125
07:30 - 08:00	13	3391	0.229	13	3391	0.036	13	3391	0.265
08:00 - 08:30	13	3391	0.429	13	3391	0.036	13	3391	0.465
08:30 - 09:00	13	3391	0.535	13	3391	0.059	13	3391	0.594
09:00 - 09:30	13	3391	0.374	13	3391	0.113	13	3391	0.487
09:30 - 10:00	13	3391	0.247	13	3391	0.073	13	3391	0.320
10:00 - 10:30	13	3391	0.145	13	3391	0.095	13	3391	0.240
10:30 - 11:00	13	3391	0.143	13	3391	0.066	13	3391	0.209
11:00 - 11:30	13	3391	0.079	13	3391	0.041	13	3391	0.120
11:30 - 12:00	13	3391	0.061	13	3391	0.064	13	3391	0.125
12:00 - 12:30	13	3391	0.093	13	3391	0.145	13	3391	0.238
12:30 - 13:00	13	3391	0.109	13	3391	0.122	13	3391	0.231
13:00 - 13:30	13	3391	0.120	13	3391	0.098	13	3391	0.218
13:30 - 14:00	13	3391	0.150	13	3391	0.118	13	3391	0.268
14:00 - 14:30	13	3391	0.088	13	3391	0.111	13	3391	0.199
14:30 - 15:00	13	3391	0.082	13	3391	0.168	13	3391	0.250
15:00 - 15:30	13	3391	0.066	13	3391	0.141	13	3391	0.207
15:30 - 16:00	13	3391	0.066	13	3391	0.197	13	3391	0.263
16:00 - 16:30	13	3391	0.064	13	3391	0.215	13	3391	0.279
16:30 - 17:00	13	3391	0.073	13	3391	0.238	13	3391	0.311
17:00 - 17:30	13	3391	0.025	13	3391	0.397	13	3391	0.422
17:30 - 18:00	13	3391	0.023	13	3391	0.392	13	3391	0.415
18:00 - 18:30	13	3391	0.011	13	3391	0.284	13	3391	0.295
18:30 - 19:00	13	3391	0.014	13	3391	0.104	13	3391	0.118
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.344			3.320			6.664

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.034	13	3391	0.002	13	3391	0.036
07:30 - 08:00	13	3391	0.100	13	3391	0.014	13	3391	0.114
08:00 - 08:30	13	3391	0.122	13	3391	0.025	13	3391	0.147
08:30 - 09:00	13	3391	0.147	13	3391	0.025	13	3391	0.172
09:00 - 09:30	13	3391	0.154	13	3391	0.064	13	3391	0.218
09:30 - 10:00	13	3391	0.109	13	3391	0.064	13	3391	0.173
10:00 - 10:30	13	3391	0.104	13	3391	0.095	13	3391	0.199
10:30 - 11:00	13	3391	0.107	13	3391	0.086	13	3391	0.193
11:00 - 11:30	13	3391	0.141	13	3391	0.147	13	3391	0.288
11:30 - 12:00	13	3391	0.127	13	3391	0.127	13	3391	0.254
12:00 - 12:30	13	3391	0.218	13	3391	0.422	13	3391	0.640
12:30 - 13:00	13	3391	0.252	13	3391	0.406	13	3391	0.658
13:00 - 13:30	13	3391	0.320	13	3391	0.456	13	3391	0.776
13:30 - 14:00	13	3391	0.442	13	3391	0.188	13	3391	0.630
14:00 - 14:30	13	3391	0.254	13	3391	0.100	13	3391	0.354
14:30 - 15:00	13	3391	0.154	13	3391	0.102	13	3391	0.256
15:00 - 15:30	13	3391	0.070	13	3391	0.066	13	3391	0.136
15:30 - 16:00	13	3391	0.077	13	3391	0.075	13	3391	0.152
16:00 - 16:30	13	3391	0.059	13	3391	0.111	13	3391	0.170
16:30 - 17:00	13	3391	0.018	13	3391	0.082	13	3391	0.100
17:00 - 17:30	13	3391	0.029	13	3391	0.168	13	3391	0.197
17:30 - 18:00	13	3391	0.014	13	3391	0.122	13	3391	0.136
18:00 - 18:30	13	3391	0.007	13	3391	0.107	13	3391	0.114
18:30 - 19:00	13	3391	0.000	13	3391	0.032	13	3391	0.032
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.059			3.086			6.145

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.011	13	3391	0.002	13	3391	0.013
07:30 - 08:00	13	3391	0.075	13	3391	0.005	13	3391	0.080
08:00 - 08:30	13	3391	0.120	13	3391	0.000	13	3391	0.120
08:30 - 09:00	13	3391	0.179	13	3391	0.007	13	3391	0.186
09:00 - 09:30	13	3391	0.166	13	3391	0.011	13	3391	0.177
09:30 - 10:00	13	3391	0.107	13	3391	0.014	13	3391	0.121
10:00 - 10:30	13	3391	0.059	13	3391	0.014	13	3391	0.073
10:30 - 11:00	13	3391	0.032	13	3391	0.016	13	3391	0.048
11:00 - 11:30	13	3391	0.023	13	3391	0.020	13	3391	0.043
11:30 - 12:00	13	3391	0.023	13	3391	0.027	13	3391	0.050
12:00 - 12:30	13	3391	0.018	13	3391	0.070	13	3391	0.088
12:30 - 13:00	13	3391	0.034	13	3391	0.100	13	3391	0.134
13:00 - 13:30	13	3391	0.041	13	3391	0.107	13	3391	0.148
13:30 - 14:00	13	3391	0.066	13	3391	0.032	13	3391	0.098
14:00 - 14:30	13	3391	0.020	13	3391	0.039	13	3391	0.059
14:30 - 15:00	13	3391	0.032	13	3391	0.034	13	3391	0.066
15:00 - 15:30	13	3391	0.005	13	3391	0.036	13	3391	0.041
15:30 - 16:00	13	3391	0.032	13	3391	0.043	13	3391	0.075
16:00 - 16:30	13	3391	0.023	13	3391	0.070	13	3391	0.093
16:30 - 17:00	13	3391	0.016	13	3391	0.093	13	3391	0.109
17:00 - 17:30	13	3391	0.002	13	3391	0.159	13	3391	0.161
17:30 - 18:00	13	3391	0.002	13	3391	0.091	13	3391	0.093
18:00 - 18:30	13	3391	0.002	13	3391	0.079	13	3391	0.081
18:30 - 19:00	13	3391	0.002	13	3391	0.032	13	3391	0.034
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.090			1.101			2.191

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.014	13	3391	0.000	13	3391	0.014
07:30 - 08:00	13	3391	0.061	13	3391	0.000	13	3391	0.061
08:00 - 08:30	13	3391	0.113	13	3391	0.002	13	3391	0.115
08:30 - 09:00	13	3391	0.213	13	3391	0.002	13	3391	0.215
09:00 - 09:30	13	3391	0.179	13	3391	0.018	13	3391	0.197
09:30 - 10:00	13	3391	0.086	13	3391	0.016	13	3391	0.102
10:00 - 10:30	13	3391	0.039	13	3391	0.005	13	3391	0.044
10:30 - 11:00	13	3391	0.039	13	3391	0.011	13	3391	0.050
11:00 - 11:30	13	3391	0.025	13	3391	0.005	13	3391	0.030
11:30 - 12:00	13	3391	0.023	13	3391	0.014	13	3391	0.037
12:00 - 12:30	13	3391	0.025	13	3391	0.014	13	3391	0.039
12:30 - 13:00	13	3391	0.020	13	3391	0.041	13	3391	0.061
13:00 - 13:30	13	3391	0.029	13	3391	0.036	13	3391	0.065
13:30 - 14:00	13	3391	0.029	13	3391	0.027	13	3391	0.056
14:00 - 14:30	13	3391	0.027	13	3391	0.014	13	3391	0.041
14:30 - 15:00	13	3391	0.023	13	3391	0.032	13	3391	0.055
15:00 - 15:30	13	3391	0.007	13	3391	0.032	13	3391	0.039
15:30 - 16:00	13	3391	0.027	13	3391	0.034	13	3391	0.061
16:00 - 16:30	13	3391	0.018	13	3391	0.059	13	3391	0.077
16:30 - 17:00	13	3391	0.011	13	3391	0.068	13	3391	0.079
17:00 - 17:30	13	3391	0.014	13	3391	0.188	13	3391	0.202
17:30 - 18:00	13	3391	0.000	13	3391	0.163	13	3391	0.163
18:00 - 18:30	13	3391	0.009	13	3391	0.113	13	3391	0.122
18:30 - 19:00	13	3391	0.000	13	3391	0.041	13	3391	0.041
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.031			0.935			1.966

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
07:30 - 08:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
08:00 - 08:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
08:30 - 09:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
09:00 - 09:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
09:30 - 10:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
10:00 - 10:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
10:30 - 11:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
11:00 - 11:30	13	3391	0.002	13	3391	0.000	13	3391	0.002
11:30 - 12:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
12:00 - 12:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
12:30 - 13:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
13:00 - 13:30	13	3391	0.002	13	3391	0.000	13	3391	0.002
13:30 - 14:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
14:00 - 14:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
14:30 - 15:00	13	3391	0.000	13	3391	0.002	13	3391	0.002
15:00 - 15:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
15:30 - 16:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
16:00 - 16:30	13	3391	0.000	13	3391	0.002	13	3391	0.002
16:30 - 17:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
17:00 - 17:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
17:30 - 18:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
18:00 - 18:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
18:30 - 19:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.025	13	3391	0.002	13	3391	0.027
07:30 - 08:00	13	3391	0.136	13	3391	0.005	13	3391	0.141
08:00 - 08:30	13	3391	0.234	13	3391	0.002	13	3391	0.236
08:30 - 09:00	13	3391	0.392	13	3391	0.009	13	3391	0.401
09:00 - 09:30	13	3391	0.345	13	3391	0.029	13	3391	0.374
09:30 - 10:00	13	3391	0.193	13	3391	0.029	13	3391	0.222
10:00 - 10:30	13	3391	0.098	13	3391	0.018	13	3391	0.116
10:30 - 11:00	13	3391	0.070	13	3391	0.027	13	3391	0.097
11:00 - 11:30	13	3391	0.050	13	3391	0.025	13	3391	0.075
11:30 - 12:00	13	3391	0.045	13	3391	0.041	13	3391	0.086
12:00 - 12:30	13	3391	0.043	13	3391	0.084	13	3391	0.127
12:30 - 13:00	13	3391	0.054	13	3391	0.141	13	3391	0.195
13:00 - 13:30	13	3391	0.073	13	3391	0.143	13	3391	0.216
13:30 - 14:00	13	3391	0.095	13	3391	0.059	13	3391	0.154
14:00 - 14:30	13	3391	0.048	13	3391	0.052	13	3391	0.100
14:30 - 15:00	13	3391	0.054	13	3391	0.068	13	3391	0.122
15:00 - 15:30	13	3391	0.011	13	3391	0.068	13	3391	0.079
15:30 - 16:00	13	3391	0.059	13	3391	0.077	13	3391	0.136
16:00 - 16:30	13	3391	0.041	13	3391	0.132	13	3391	0.173
16:30 - 17:00	13	3391	0.027	13	3391	0.161	13	3391	0.188
17:00 - 17:30	13	3391	0.016	13	3391	0.347	13	3391	0.363
17:30 - 18:00	13	3391	0.002	13	3391	0.254	13	3391	0.256
18:00 - 18:30	13	3391	0.011	13	3391	0.193	13	3391	0.204
18:30 - 19:00	13	3391	0.002	13	3391	0.073	13	3391	0.075
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.124			2.039			4.163

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.03

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.184	13	3391	0.011	13	3391	0.195
07:30 - 08:00	13	3391	0.470	13	3391	0.054	13	3391	0.524
08:00 - 08:30	13	3391	0.814	13	3391	0.064	13	3391	0.878
08:30 - 09:00	13	3391	1.107	13	3391	0.093	13	3391	1.200
09:00 - 09:30	13	3391	0.891	13	3391	0.206	13	3391	1.097
09:30 - 10:00	13	3391	0.565	13	3391	0.166	13	3391	0.731
10:00 - 10:30	13	3391	0.356	13	3391	0.209	13	3391	0.565
10:30 - 11:00	13	3391	0.322	13	3391	0.181	13	3391	0.503
11:00 - 11:30	13	3391	0.274	13	3391	0.215	13	3391	0.489
11:30 - 12:00	13	3391	0.247	13	3391	0.240	13	3391	0.487
12:00 - 12:30	13	3391	0.361	13	3391	0.658	13	3391	1.019
12:30 - 13:00	13	3391	0.424	13	3391	0.676	13	3391	1.100
13:00 - 13:30	13	3391	0.522	13	3391	0.696	13	3391	1.218
13:30 - 14:00	13	3391	0.687	13	3391	0.370	13	3391	1.057
14:00 - 14:30	13	3391	0.390	13	3391	0.265	13	3391	0.655
14:30 - 15:00	13	3391	0.290	13	3391	0.342	13	3391	0.632
15:00 - 15:30	13	3391	0.152	13	3391	0.281	13	3391	0.433
15:30 - 16:00	13	3391	0.202	13	3391	0.361	13	3391	0.563
16:00 - 16:30	13	3391	0.163	13	3391	0.476	13	3391	0.639
16:30 - 17:00	13	3391	0.118	13	3391	0.490	13	3391	0.608
17:00 - 17:30	13	3391	0.070	13	3391	0.944	13	3391	1.014
17:30 - 18:00	13	3391	0.039	13	3391	0.792	13	3391	0.831
18:00 - 18:30	13	3391	0.029	13	3391	0.601	13	3391	0.630
18:30 - 19:00	13	3391	0.018	13	3391	0.215	13	3391	0.233
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.695			8.606			17.301

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.100	13	3391	0.005	13	3391	0.105
07:30 - 08:00	13	3391	0.186	13	3391	0.025	13	3391	0.211
08:00 - 08:30	13	3391	0.338	13	3391	0.029	13	3391	0.367
08:30 - 09:00	13	3391	0.449	13	3391	0.045	13	3391	0.494
09:00 - 09:30	13	3391	0.302	13	3391	0.088	13	3391	0.390
09:30 - 10:00	13	3391	0.191	13	3391	0.054	13	3391	0.245
10:00 - 10:30	13	3391	0.116	13	3391	0.070	13	3391	0.186
10:30 - 11:00	13	3391	0.100	13	3391	0.041	13	3391	0.141
11:00 - 11:30	13	3391	0.048	13	3391	0.029	13	3391	0.077
11:30 - 12:00	13	3391	0.043	13	3391	0.054	13	3391	0.097
12:00 - 12:30	13	3391	0.064	13	3391	0.091	13	3391	0.155
12:30 - 13:00	13	3391	0.073	13	3391	0.088	13	3391	0.161
13:00 - 13:30	13	3391	0.091	13	3391	0.068	13	3391	0.159
13:30 - 14:00	13	3391	0.100	13	3391	0.098	13	3391	0.198
14:00 - 14:30	13	3391	0.068	13	3391	0.075	13	3391	0.143
14:30 - 15:00	13	3391	0.045	13	3391	0.111	13	3391	0.156
15:00 - 15:30	13	3391	0.052	13	3391	0.100	13	3391	0.152
15:30 - 16:00	13	3391	0.050	13	3391	0.129	13	3391	0.179
16:00 - 16:30	13	3391	0.045	13	3391	0.154	13	3391	0.199
16:30 - 17:00	13	3391	0.043	13	3391	0.186	13	3391	0.229
17:00 - 17:30	13	3391	0.011	13	3391	0.324	13	3391	0.335
17:30 - 18:00	13	3391	0.025	13	3391	0.324	13	3391	0.349
18:00 - 18:30	13	3391	0.011	13	3391	0.234	13	3391	0.245
18:30 - 19:00	13	3391	0.009	13	3391	0.086	13	3391	0.095
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.560			2.508			5.068

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL LGVS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.007	13	3391	0.000	13	3391	0.007
07:30 - 08:00	13	3391	0.014	13	3391	0.009	13	3391	0.023
08:00 - 08:30	13	3391	0.005	13	3391	0.002	13	3391	0.007
08:30 - 09:00	13	3391	0.009	13	3391	0.005	13	3391	0.014
09:00 - 09:30	13	3391	0.007	13	3391	0.011	13	3391	0.018
09:30 - 10:00	13	3391	0.005	13	3391	0.007	13	3391	0.012
10:00 - 10:30	13	3391	0.011	13	3391	0.011	13	3391	0.022
10:30 - 11:00	13	3391	0.016	13	3391	0.014	13	3391	0.030
11:00 - 11:30	13	3391	0.009	13	3391	0.009	13	3391	0.018
11:30 - 12:00	13	3391	0.005	13	3391	0.002	13	3391	0.007
12:00 - 12:30	13	3391	0.014	13	3391	0.018	13	3391	0.032
12:30 - 13:00	13	3391	0.014	13	3391	0.009	13	3391	0.023
13:00 - 13:30	13	3391	0.014	13	3391	0.014	13	3391	0.028
13:30 - 14:00	13	3391	0.007	13	3391	0.005	13	3391	0.012
14:00 - 14:30	13	3391	0.002	13	3391	0.005	13	3391	0.007
14:30 - 15:00	13	3391	0.018	13	3391	0.023	13	3391	0.041
15:00 - 15:30	13	3391	0.005	13	3391	0.007	13	3391	0.012
15:30 - 16:00	13	3391	0.005	13	3391	0.007	13	3391	0.012
16:00 - 16:30	13	3391	0.011	13	3391	0.014	13	3391	0.025
16:30 - 17:00	13	3391	0.005	13	3391	0.002	13	3391	0.007
17:00 - 17:30	13	3391	0.000	13	3391	0.005	13	3391	0.005
17:30 - 18:00	13	3391	0.000	13	3391	0.002	13	3391	0.002
18:00 - 18:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
18:30 - 19:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.183			0.181			0.364

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL MOTOR CYCLES
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
07:30 - 08:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
08:00 - 08:30	13	3391	0.005	13	3391	0.000	13	3391	0.005
08:30 - 09:00	13	3391	0.009	13	3391	0.000	13	3391	0.009
09:00 - 09:30	13	3391	0.005	13	3391	0.000	13	3391	0.005
09:30 - 10:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
10:00 - 10:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
10:30 - 11:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
11:00 - 11:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
11:30 - 12:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
12:00 - 12:30	13	3391	0.002	13	3391	0.000	13	3391	0.002
12:30 - 13:00	13	3391	0.005	13	3391	0.002	13	3391	0.007
13:00 - 13:30	13	3391	0.000	13	3391	0.000	13	3391	0.000
13:30 - 14:00	13	3391	0.002	13	3391	0.000	13	3391	0.002
14:00 - 14:30	13	3391	0.000	13	3391	0.002	13	3391	0.002
14:30 - 15:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
15:00 - 15:30	13	3391	0.000	13	3391	0.005	13	3391	0.005
15:30 - 16:00	13	3391	0.000	13	3391	0.002	13	3391	0.002
16:00 - 16:30	13	3391	0.000	13	3391	0.002	13	3391	0.002
16:30 - 17:00	13	3391	0.000	13	3391	0.002	13	3391	0.002
17:00 - 17:30	13	3391	0.000	13	3391	0.002	13	3391	0.002
17:30 - 18:00	13	3391	0.000	13	3391	0.002	13	3391	0.002
18:00 - 18:30	13	3391	0.000	13	3391	0.002	13	3391	0.002
18:30 - 19:00	13	3391	0.000	13	3391	0.000	13	3391	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.028			0.021			0.049

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.

Appendix D Residential TRICS Outputs

Calculation Reference: AUDIT-706701-240118-0116

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	2 days
	PO PORTSMOUTH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 79 to 194 (units:)
Range Selected by User: 70 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/06/23

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

Selected survey days:

Monday 1 days
Tuesday 5 days
Wednesday 1 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre 2
Edge of Town Centre 5

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
Built-Up Zone 3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 11 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	5 days
50,001 to 100,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	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.

PTAL Rating:

No PTAL Present	3 days
3 Moderate	1 days
5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	Survey date: MONDAY		12/11/18	Survey Type: MANUAL
3	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINS LADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
4	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
5	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	Survey date: TUESDAY		30/04/19	Survey Type: MANUAL
6	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		05/11/19	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
HF-03-C-03	Scatter Plot Review - People Trip Outlier
IS-03-C-08	Scatter Plot Review - People Trip Outlier

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.52

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.036	7	134	0.118	7	134	0.154
08:00 - 09:00	7	134	0.040	7	134	0.108	7	134	0.148
09:00 - 10:00	7	134	0.046	7	134	0.044	7	134	0.090
10:00 - 11:00	7	134	0.047	7	134	0.046	7	134	0.093
11:00 - 12:00	7	134	0.044	7	134	0.067	7	134	0.111
12:00 - 13:00	7	134	0.048	7	134	0.066	7	134	0.114
13:00 - 14:00	7	134	0.044	7	134	0.054	7	134	0.098
14:00 - 15:00	7	134	0.035	7	134	0.033	7	134	0.068
15:00 - 16:00	7	134	0.067	7	134	0.051	7	134	0.118
16:00 - 17:00	7	134	0.083	7	134	0.052	7	134	0.135
17:00 - 18:00	7	134	0.119	7	134	0.070	7	134	0.189
18:00 - 19:00	7	134	0.124	7	134	0.072	7	134	0.196
19:00 - 20:00	4	133	0.064	4	133	0.045	4	133	0.109
20:00 - 21:00	4	133	0.028	4	133	0.025	4	133	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.825			0.851			1.676

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

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

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Parameter summary

Trip rate parameter range selected:	79 - 194 (units:)
Survey date date range:	01/01/15 - 14/06/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.004	7	134	0.005	7	134	0.009
08:00 - 09:00	7	134	0.003	7	134	0.002	7	134	0.005
09:00 - 10:00	7	134	0.003	7	134	0.005	7	134	0.008
10:00 - 11:00	7	134	0.003	7	134	0.003	7	134	0.006
11:00 - 12:00	7	134	0.002	7	134	0.002	7	134	0.004
12:00 - 13:00	7	134	0.004	7	134	0.004	7	134	0.008
13:00 - 14:00	7	134	0.001	7	134	0.001	7	134	0.002
14:00 - 15:00	7	134	0.000	7	134	0.000	7	134	0.000
15:00 - 16:00	7	134	0.002	7	134	0.002	7	134	0.004
16:00 - 17:00	7	134	0.003	7	134	0.003	7	134	0.006
17:00 - 18:00	7	134	0.003	7	134	0.003	7	134	0.006
18:00 - 19:00	7	134	0.002	7	134	0.002	7	134	0.004
19:00 - 20:00	4	133	0.006	4	133	0.006	4	133	0.012
20:00 - 21:00	4	133	0.002	4	133	0.000	4	133	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.038			0.076

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.004	7	134	0.004	7	134	0.008
08:00 - 09:00	7	134	0.001	7	134	0.001	7	134	0.002
09:00 - 10:00	7	134	0.003	7	134	0.003	7	134	0.006
10:00 - 11:00	7	134	0.001	7	134	0.000	7	134	0.001
11:00 - 12:00	7	134	0.004	7	134	0.004	7	134	0.008
12:00 - 13:00	7	134	0.000	7	134	0.001	7	134	0.001
13:00 - 14:00	7	134	0.000	7	134	0.000	7	134	0.000
14:00 - 15:00	7	134	0.002	7	134	0.002	7	134	0.004
15:00 - 16:00	7	134	0.000	7	134	0.000	7	134	0.000
16:00 - 17:00	7	134	0.000	7	134	0.000	7	134	0.000
17:00 - 18:00	7	134	0.000	7	134	0.000	7	134	0.000
18:00 - 19:00	7	134	0.000	7	134	0.000	7	134	0.000
19:00 - 20:00	4	133	0.000	4	133	0.000	4	133	0.000
20:00 - 21:00	4	133	0.000	4	133	0.000	4	133	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.000	7	134	0.000	7	134	0.000
08:00 - 09:00	7	134	0.000	7	134	0.001	7	134	0.001
09:00 - 10:00	7	134	0.000	7	134	0.001	7	134	0.001
10:00 - 11:00	7	134	0.000	7	134	0.000	7	134	0.000
11:00 - 12:00	7	134	0.000	7	134	0.002	7	134	0.002
12:00 - 13:00	7	134	0.000	7	134	0.003	7	134	0.003
13:00 - 14:00	7	134	0.000	7	134	0.001	7	134	0.001
14:00 - 15:00	7	134	0.000	7	134	0.000	7	134	0.000
15:00 - 16:00	7	134	0.000	7	134	0.001	7	134	0.001
16:00 - 17:00	7	134	0.000	7	134	0.001	7	134	0.001
17:00 - 18:00	7	134	0.000	7	134	0.000	7	134	0.000
18:00 - 19:00	7	134	0.000	7	134	0.000	7	134	0.000
19:00 - 20:00	4	133	0.000	4	133	0.000	4	133	0.000
20:00 - 21:00	4	133	0.000	4	133	0.000	4	133	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.010			0.010

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.001	7	134	0.004	7	134	0.005
08:00 - 09:00	7	134	0.001	7	134	0.011	7	134	0.012
09:00 - 10:00	7	134	0.000	7	134	0.000	7	134	0.000
10:00 - 11:00	7	134	0.003	7	134	0.003	7	134	0.006
11:00 - 12:00	7	134	0.003	7	134	0.003	7	134	0.006
12:00 - 13:00	7	134	0.000	7	134	0.000	7	134	0.000
13:00 - 14:00	7	134	0.001	7	134	0.001	7	134	0.002
14:00 - 15:00	7	134	0.005	7	134	0.001	7	134	0.006
15:00 - 16:00	7	134	0.002	7	134	0.000	7	134	0.002
16:00 - 17:00	7	134	0.004	7	134	0.000	7	134	0.004
17:00 - 18:00	7	134	0.006	7	134	0.005	7	134	0.011
18:00 - 19:00	7	134	0.001	7	134	0.001	7	134	0.002
19:00 - 20:00	4	133	0.004	4	133	0.000	4	133	0.004
20:00 - 21:00	4	133	0.002	4	133	0.002	4	133	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.031			0.064

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.043	7	134	0.174	7	134	0.217
08:00 - 09:00	7	134	0.049	7	134	0.190	7	134	0.239
09:00 - 10:00	7	134	0.051	7	134	0.052	7	134	0.103
10:00 - 11:00	7	134	0.060	7	134	0.064	7	134	0.124
11:00 - 12:00	7	134	0.058	7	134	0.083	7	134	0.141
12:00 - 13:00	7	134	0.065	7	134	0.085	7	134	0.150
13:00 - 14:00	7	134	0.063	7	134	0.073	7	134	0.136
14:00 - 15:00	7	134	0.040	7	134	0.043	7	134	0.083
15:00 - 16:00	7	134	0.099	7	134	0.068	7	134	0.167
16:00 - 17:00	7	134	0.128	7	134	0.064	7	134	0.192
17:00 - 18:00	7	134	0.188	7	134	0.092	7	134	0.280
18:00 - 19:00	7	134	0.207	7	134	0.090	7	134	0.297
19:00 - 20:00	4	133	0.075	4	133	0.057	4	133	0.132
20:00 - 21:00	4	133	0.030	4	133	0.025	4	133	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.156			1.160			2.316

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.017	7	134	0.077	7	134	0.094
08:00 - 09:00	7	134	0.030	7	134	0.136	7	134	0.166
09:00 - 10:00	7	134	0.035	7	134	0.069	7	134	0.104
10:00 - 11:00	7	134	0.054	7	134	0.055	7	134	0.109
11:00 - 12:00	7	134	0.040	7	134	0.047	7	134	0.087
12:00 - 13:00	7	134	0.044	7	134	0.038	7	134	0.082
13:00 - 14:00	7	134	0.051	7	134	0.050	7	134	0.101
14:00 - 15:00	7	134	0.054	7	134	0.057	7	134	0.111
15:00 - 16:00	7	134	0.099	7	134	0.067	7	134	0.166
16:00 - 17:00	7	134	0.092	7	134	0.068	7	134	0.160
17:00 - 18:00	7	134	0.098	7	134	0.079	7	134	0.177
18:00 - 19:00	7	134	0.119	7	134	0.091	7	134	0.210
19:00 - 20:00	4	133	0.108	4	133	0.055	4	133	0.163
20:00 - 21:00	4	133	0.072	4	133	0.055	4	133	0.127
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.913			0.944			1.857

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.002	7	134	0.056	7	134	0.058
08:00 - 09:00	7	134	0.011	7	134	0.100	7	134	0.111
09:00 - 10:00	7	134	0.007	7	134	0.037	7	134	0.044
10:00 - 11:00	7	134	0.011	7	134	0.023	7	134	0.034
11:00 - 12:00	7	134	0.011	7	134	0.012	7	134	0.023
12:00 - 13:00	7	134	0.019	7	134	0.015	7	134	0.034
13:00 - 14:00	7	134	0.013	7	134	0.029	7	134	0.042
14:00 - 15:00	7	134	0.020	7	134	0.013	7	134	0.033
15:00 - 16:00	7	134	0.069	7	134	0.023	7	134	0.092
16:00 - 17:00	7	134	0.033	7	134	0.016	7	134	0.049
17:00 - 18:00	7	134	0.055	7	134	0.016	7	134	0.071
18:00 - 19:00	7	134	0.073	7	134	0.024	7	134	0.097
19:00 - 20:00	4	133	0.055	4	133	0.015	4	133	0.070
20:00 - 21:00	4	133	0.013	4	133	0.013	4	133	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.392			0.392			0.784

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.006	7	134	0.109	7	134	0.115
08:00 - 09:00	7	134	0.009	7	134	0.135	7	134	0.144
09:00 - 10:00	7	134	0.012	7	134	0.036	7	134	0.048
10:00 - 11:00	7	134	0.022	7	134	0.021	7	134	0.043
11:00 - 12:00	7	134	0.013	7	134	0.022	7	134	0.035
12:00 - 13:00	7	134	0.017	7	134	0.015	7	134	0.032
13:00 - 14:00	7	134	0.015	7	134	0.019	7	134	0.034
14:00 - 15:00	7	134	0.017	7	134	0.012	7	134	0.029
15:00 - 16:00	7	134	0.022	7	134	0.012	7	134	0.034
16:00 - 17:00	7	134	0.030	7	134	0.022	7	134	0.052
17:00 - 18:00	7	134	0.053	7	134	0.019	7	134	0.072
18:00 - 19:00	7	134	0.109	7	134	0.024	7	134	0.133
19:00 - 20:00	4	133	0.123	4	133	0.013	4	133	0.136
20:00 - 21:00	4	133	0.057	4	133	0.004	4	133	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.505			0.463			0.968

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.009	7	134	0.166	7	134	0.175
08:00 - 09:00	7	134	0.019	7	134	0.235	7	134	0.254
09:00 - 10:00	7	134	0.019	7	134	0.073	7	134	0.092
10:00 - 11:00	7	134	0.033	7	134	0.045	7	134	0.078
11:00 - 12:00	7	134	0.023	7	134	0.034	7	134	0.057
12:00 - 13:00	7	134	0.036	7	134	0.030	7	134	0.066
13:00 - 14:00	7	134	0.028	7	134	0.048	7	134	0.076
14:00 - 15:00	7	134	0.037	7	134	0.024	7	134	0.061
15:00 - 16:00	7	134	0.091	7	134	0.035	7	134	0.126
16:00 - 17:00	7	134	0.063	7	134	0.038	7	134	0.101
17:00 - 18:00	7	134	0.108	7	134	0.035	7	134	0.143
18:00 - 19:00	7	134	0.183	7	134	0.049	7	134	0.232
19:00 - 20:00	4	133	0.177	4	133	0.028	4	133	0.205
20:00 - 21:00	4	133	0.070	4	133	0.017	4	133	0.087
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.896			0.857			1.753

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.52

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.069	7	134	0.421	7	134	0.490
08:00 - 09:00	7	134	0.099	7	134	0.572	7	134	0.671
09:00 - 10:00	7	134	0.105	7	134	0.194	7	134	0.299
10:00 - 11:00	7	134	0.150	7	134	0.167	7	134	0.317
11:00 - 12:00	7	134	0.125	7	134	0.167	7	134	0.292
12:00 - 13:00	7	134	0.145	7	134	0.153	7	134	0.298
13:00 - 14:00	7	134	0.142	7	134	0.172	7	134	0.314
14:00 - 15:00	7	134	0.137	7	134	0.125	7	134	0.262
15:00 - 16:00	7	134	0.291	7	134	0.170	7	134	0.461
16:00 - 17:00	7	134	0.287	7	134	0.170	7	134	0.457
17:00 - 18:00	7	134	0.401	7	134	0.211	7	134	0.612
18:00 - 19:00	7	134	0.510	7	134	0.232	7	134	0.742
19:00 - 20:00	4	133	0.364	4	133	0.140	4	133	0.504
20:00 - 21:00	4	133	0.174	4	133	0.098	4	133	0.272
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.999			2.992			5.991

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.022	7	134	0.098	7	134	0.120
08:00 - 09:00	7	134	0.028	7	134	0.096	7	134	0.124
09:00 - 10:00	7	134	0.029	7	134	0.026	7	134	0.055
10:00 - 11:00	7	134	0.028	7	134	0.032	7	134	0.060
11:00 - 12:00	7	134	0.021	7	134	0.040	7	134	0.061
12:00 - 13:00	7	134	0.030	7	134	0.038	7	134	0.068
13:00 - 14:00	7	134	0.031	7	134	0.037	7	134	0.068
14:00 - 15:00	7	134	0.028	7	134	0.027	7	134	0.055
15:00 - 16:00	7	134	0.050	7	134	0.036	7	134	0.086
16:00 - 17:00	7	134	0.065	7	134	0.032	7	134	0.097
17:00 - 18:00	7	134	0.106	7	134	0.062	7	134	0.168
18:00 - 19:00	7	134	0.114	7	134	0.062	7	134	0.176
19:00 - 20:00	4	133	0.049	4	133	0.030	4	133	0.079
20:00 - 21:00	4	133	0.026	4	133	0.025	4	133	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.627			0.641			1.268

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.005	7	134	0.011	7	134	0.016
08:00 - 09:00	7	134	0.009	7	134	0.009	7	134	0.018
09:00 - 10:00	7	134	0.011	7	134	0.009	7	134	0.020
10:00 - 11:00	7	134	0.012	7	134	0.010	7	134	0.022
11:00 - 12:00	7	134	0.016	7	134	0.017	7	134	0.033
12:00 - 13:00	7	134	0.014	7	134	0.017	7	134	0.031
13:00 - 14:00	7	134	0.012	7	134	0.015	7	134	0.027
14:00 - 15:00	7	134	0.004	7	134	0.003	7	134	0.007
15:00 - 16:00	7	134	0.014	7	134	0.011	7	134	0.025
16:00 - 17:00	7	134	0.014	7	134	0.015	7	134	0.029
17:00 - 18:00	7	134	0.009	7	134	0.004	7	134	0.013
18:00 - 19:00	7	134	0.004	7	134	0.004	7	134	0.008
19:00 - 20:00	4	133	0.006	4	133	0.006	4	133	0.012
20:00 - 21:00	4	133	0.000	4	133	0.000	4	133	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.131			0.261

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.000	7	134	0.000	7	134	0.000
08:00 - 09:00	7	134	0.000	7	134	0.000	7	134	0.000
09:00 - 10:00	7	134	0.000	7	134	0.000	7	134	0.000
10:00 - 11:00	7	134	0.003	7	134	0.001	7	134	0.004
11:00 - 12:00	7	134	0.000	7	134	0.001	7	134	0.001
12:00 - 13:00	7	134	0.000	7	134	0.002	7	134	0.002
13:00 - 14:00	7	134	0.000	7	134	0.000	7	134	0.000
14:00 - 15:00	7	134	0.001	7	134	0.001	7	134	0.002
15:00 - 16:00	7	134	0.001	7	134	0.001	7	134	0.002
16:00 - 17:00	7	134	0.001	7	134	0.001	7	134	0.002
17:00 - 18:00	7	134	0.001	7	134	0.001	7	134	0.002
18:00 - 19:00	7	134	0.004	7	134	0.004	7	134	0.008
19:00 - 20:00	4	133	0.004	4	133	0.004	4	133	0.008
20:00 - 21:00	4	133	0.000	4	133	0.000	4	133	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	134	0.011	7	134	0.010	7	134	0.021
08:00 - 09:00	7	134	0.010	7	134	0.007	7	134	0.017
09:00 - 10:00	7	134	0.012	7	134	0.010	7	134	0.022
10:00 - 11:00	7	134	0.009	7	134	0.005	7	134	0.014
11:00 - 12:00	7	134	0.012	7	134	0.015	7	134	0.027
12:00 - 13:00	7	134	0.009	7	134	0.013	7	134	0.022
13:00 - 14:00	7	134	0.009	7	134	0.009	7	134	0.018
14:00 - 15:00	7	134	0.003	7	134	0.002	7	134	0.005
15:00 - 16:00	7	134	0.010	7	134	0.009	7	134	0.019
16:00 - 17:00	7	134	0.009	7	134	0.012	7	134	0.021
17:00 - 18:00	7	134	0.004	7	134	0.003	7	134	0.007
18:00 - 19:00	7	134	0.005	7	134	0.006	7	134	0.011
19:00 - 20:00	4	133	0.006	4	133	0.006	4	133	0.012
20:00 - 21:00	4	133	0.000	4	133	0.000	4	133	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.107			0.216

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.*

Appendix E Café TRICS Outputs

Calculation Reference: AUDIT-706701-240705-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 38 to 200 (units: sqm)
 Range Selected by User: 38 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 20/09/23

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 3 days
 Wednesday 1 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:

Town Centre 4

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

Selected Location Sub Categories:

Built-Up Zone 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

E(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days
 20,001 to 25,000 1 days
 25,001 to 50,000 1 days
 50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	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:

0.6 to 1.0	3 days
1.1 to 1.5	1 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.

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01 DEANSGATE MANCHESTER	CAFÉ		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	GM-06-K-02 DEANSGATE MANCHESTER	CAFÉ		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	38 sqm		
	Survey date: WEDNESDAY	20/09/23	Survey Type: MANUAL	
3	LN-06-K-01 RED LION SQUARE STAMFORD	CAFÉ & TEA ROOM		LINCOLNSHIRE
	Town Centre Built-Up Zone			
	Total Gross floor area:	190 sqm		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
4	NF-06-K-01 SAINT GILES STREET NORWICH	CAFÉ		NORFOLK
	Town Centre Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	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/K - CAFE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.88

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	1	38	2.632	1	38	0.000	1	38	2.632
07:00 - 08:00	1	38	2.632	1	38	2.632	1	38	5.264
08:00 - 09:00	4	128	1.176	4	128	0.392	4	128	1.568
09:00 - 10:00	4	128	3.137	4	128	1.373	4	128	4.510
10:00 - 11:00	4	128	2.941	4	128	3.529	4	128	6.470
11:00 - 12:00	4	128	2.549	4	128	2.745	4	128	5.294
12:00 - 13:00	4	128	3.922	4	128	4.510	4	128	8.432
13:00 - 14:00	4	128	2.745	4	128	2.745	4	128	5.490
14:00 - 15:00	4	128	1.765	4	128	2.157	4	128	3.922
15:00 - 16:00	4	128	1.569	4	128	2.157	4	128	3.726
16:00 - 17:00	3	143	0.935	3	143	0.935	3	143	1.870
17:00 - 18:00	2	119	0.420	2	119	0.420	2	119	0.840
18:00 - 19:00	1	38	7.895	1	38	7.895	1	38	15.790
19:00 - 20:00	1	38	5.263	1	38	5.263	1	38	10.526
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.581			42.016			81.597

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

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

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Parameter summary

Trip rate parameter range selected:	38 - 200 (units: sqm)
Survey date range:	01/01/16 - 20/09/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/K - CAFE
MULTI-MODAL 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	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	4	128	0.196	4	128	0.196	4	128	0.392
09:00 - 10:00	4	128	0.000	4	128	0.000	4	128	0.000
10:00 - 11:00	4	128	0.196	4	128	0.196	4	128	0.392
11:00 - 12:00	4	128	0.392	4	128	0.392	4	128	0.784
12:00 - 13:00	4	128	0.392	4	128	0.392	4	128	0.784
13:00 - 14:00	4	128	0.196	4	128	0.196	4	128	0.392
14:00 - 15:00	4	128	0.196	4	128	0.196	4	128	0.392
15:00 - 16:00	4	128	0.000	4	128	0.000	4	128	0.000
16:00 - 17:00	3	143	0.000	3	143	0.000	3	143	0.000
17:00 - 18:00	2	119	0.000	2	119	0.000	2	119	0.000
18:00 - 19:00	1	38	0.000	1	38	0.000	1	38	0.000
19:00 - 20:00	1	38	0.000	1	38	0.000	1	38	0.000
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.568			1.568			3.136

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	2.632	1	38	2.632	1	38	5.264
08:00 - 09:00	4	128	0.196	4	128	0.196	4	128	0.392
09:00 - 10:00	4	128	0.588	4	128	0.392	4	128	0.980
10:00 - 11:00	4	128	0.000	4	128	0.196	4	128	0.196
11:00 - 12:00	4	128	0.784	4	128	0.392	4	128	1.176
12:00 - 13:00	4	128	1.176	4	128	0.980	4	128	2.156
13:00 - 14:00	4	128	0.588	4	128	0.784	4	128	1.372
14:00 - 15:00	4	128	0.392	4	128	0.588	4	128	0.980
15:00 - 16:00	4	128	0.000	4	128	0.000	4	128	0.000
16:00 - 17:00	3	143	0.234	3	143	0.467	3	143	0.701
17:00 - 18:00	2	119	0.420	2	119	0.000	2	119	0.420
18:00 - 19:00	1	38	0.000	1	38	2.632	1	38	2.632
19:00 - 20:00	1	38	0.000	1	38	0.000	1	38	0.000
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.010			9.259			16.269

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	38	2.632	1	38	0.000	1	38	2.632
07:00 - 08:00	1	38	2.632	1	38	2.632	1	38	5.264
08:00 - 09:00	4	128	1.569	4	128	0.196	4	128	1.765
09:00 - 10:00	4	128	3.922	4	128	1.765	4	128	5.687
10:00 - 11:00	4	128	3.922	4	128	4.314	4	128	8.236
11:00 - 12:00	4	128	2.941	4	128	3.333	4	128	6.274
12:00 - 13:00	4	128	4.510	4	128	5.294	4	128	9.804
13:00 - 14:00	4	128	3.333	4	128	3.529	4	128	6.862
14:00 - 15:00	4	128	2.157	4	128	2.941	4	128	5.098
15:00 - 16:00	4	128	1.961	4	128	2.745	4	128	4.706
16:00 - 17:00	3	143	0.935	3	143	0.935	3	143	1.870
17:00 - 18:00	2	119	0.420	2	119	0.420	2	119	0.840
18:00 - 19:00	1	38	7.895	1	38	7.895	1	38	15.790
19:00 - 20:00	1	38	5.263	1	38	5.263	1	38	10.526
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			44.092			46.525			90.617

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	21.053	1	38	13.158	1	38	34.211
08:00 - 09:00	4	128	2.157	4	128	1.961	4	128	4.118
09:00 - 10:00	4	128	6.863	4	128	4.706	4	128	11.569
10:00 - 11:00	4	128	7.451	4	128	7.451	4	128	14.902
11:00 - 12:00	4	128	8.627	4	128	9.020	4	128	17.647
12:00 - 13:00	4	128	10.196	4	128	9.608	4	128	19.804
13:00 - 14:00	4	128	9.216	4	128	10.000	4	128	19.216
14:00 - 15:00	4	128	7.843	4	128	7.451	4	128	15.294
15:00 - 16:00	4	128	4.902	4	128	7.059	4	128	11.961
16:00 - 17:00	3	143	2.804	3	143	5.607	3	143	8.411
17:00 - 18:00	2	119	5.042	2	119	4.202	2	119	9.244
18:00 - 19:00	1	38	28.947	1	38	34.211	1	38	63.158
19:00 - 20:00	1	38	21.053	1	38	18.421	1	38	39.474
20:00 - 21:00	1	38	10.526	1	38	10.526	1	38	21.052
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			146.680			143.381			290.061

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	5.263	1	38	7.895	1	38	13.158
08:00 - 09:00	4	128	1.765	4	128	0.980	4	128	2.745
09:00 - 10:00	4	128	3.333	4	128	1.176	4	128	4.509
10:00 - 11:00	4	128	3.529	4	128	3.137	4	128	6.666
11:00 - 12:00	4	128	3.529	4	128	3.725	4	128	7.254
12:00 - 13:00	4	128	3.529	4	128	3.333	4	128	6.862
13:00 - 14:00	4	128	2.745	4	128	4.314	4	128	7.059
14:00 - 15:00	4	128	1.373	4	128	1.961	4	128	3.334
15:00 - 16:00	4	128	1.961	4	128	1.176	4	128	3.137
16:00 - 17:00	3	143	1.402	3	143	2.103	3	143	3.505
17:00 - 18:00	2	119	2.101	2	119	2.941	2	119	5.042
18:00 - 19:00	1	38	7.895	1	38	5.263	1	38	13.158
19:00 - 20:00	1	38	7.895	1	38	7.895	1	38	15.790
20:00 - 21:00	1	38	2.632	1	38	5.263	1	38	7.895
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			48.952			51.162			100.114

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	5.263	1	38	0.000	1	38	5.263
08:00 - 09:00	4	128	0.000	4	128	0.588	4	128	0.588
09:00 - 10:00	4	128	0.392	4	128	0.784	4	128	1.176
10:00 - 11:00	4	128	0.392	4	128	0.196	4	128	0.588
11:00 - 12:00	4	128	0.980	4	128	0.392	4	128	1.372
12:00 - 13:00	4	128	0.784	4	128	0.392	4	128	1.176
13:00 - 14:00	4	128	0.588	4	128	0.196	4	128	0.784
14:00 - 15:00	4	128	0.588	4	128	0.196	4	128	0.784
15:00 - 16:00	4	128	0.392	4	128	0.588	4	128	0.980
16:00 - 17:00	3	143	0.935	3	143	0.000	3	143	0.935
17:00 - 18:00	2	119	0.000	2	119	1.261	2	119	1.261
18:00 - 19:00	1	38	0.000	1	38	7.895	1	38	7.895
19:00 - 20:00	1	38	0.000	1	38	5.263	1	38	5.263
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.314			17.751			28.065

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	10.526	1	38	7.895	1	38	18.421
08:00 - 09:00	4	128	1.765	4	128	1.569	4	128	3.334
09:00 - 10:00	4	128	3.725	4	128	1.961	4	128	5.686
10:00 - 11:00	4	128	3.922	4	128	3.333	4	128	7.255
11:00 - 12:00	4	128	4.510	4	128	4.118	4	128	8.628
12:00 - 13:00	4	128	4.314	4	128	3.725	4	128	8.039
13:00 - 14:00	4	128	3.333	4	128	4.510	4	128	7.843
14:00 - 15:00	4	128	1.961	4	128	2.157	4	128	4.118
15:00 - 16:00	4	128	2.353	4	128	1.765	4	128	4.118
16:00 - 17:00	3	143	2.336	3	143	2.103	3	143	4.439
17:00 - 18:00	2	119	2.101	2	119	4.202	2	119	6.303
18:00 - 19:00	1	38	7.895	1	38	13.158	1	38	21.053
19:00 - 20:00	1	38	7.895	1	38	13.158	1	38	21.053
20:00 - 21:00	1	38	2.632	1	38	5.263	1	38	7.895
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.268			68.917			128.185

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.88

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	1	38	2.632	1	38	0.000	1	38	2.632
07:00 - 08:00	1	38	36.842	1	38	26.316	1	38	63.158
08:00 - 09:00	4	128	5.686	4	128	3.922	4	128	9.608
09:00 - 10:00	4	128	15.098	4	128	8.824	4	128	23.922
10:00 - 11:00	4	128	15.294	4	128	15.294	4	128	30.588
11:00 - 12:00	4	128	16.863	4	128	16.863	4	128	33.726
12:00 - 13:00	4	128	20.196	4	128	19.608	4	128	39.804
13:00 - 14:00	4	128	16.471	4	128	18.824	4	128	35.295
14:00 - 15:00	4	128	12.353	4	128	13.137	4	128	25.490
15:00 - 16:00	4	128	9.216	4	128	11.569	4	128	20.785
16:00 - 17:00	3	143	6.308	3	143	9.112	3	143	15.420
17:00 - 18:00	2	119	7.983	2	119	8.824	2	119	16.807
18:00 - 19:00	1	38	44.737	1	38	57.895	1	38	102.632
19:00 - 20:00	1	38	34.211	1	38	36.842	1	38	71.053
20:00 - 21:00	1	38	13.158	1	38	15.789	1	38	28.947
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			257.048			268.082			525.130

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL CARS
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	1	38	2.632	1	38	0.000	1	38	2.632
07:00 - 08:00	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	4	128	0.980	4	128	0.196	4	128	1.176
09:00 - 10:00	4	128	2.353	4	128	0.980	4	128	3.333
10:00 - 11:00	4	128	2.353	4	128	2.745	4	128	5.098
11:00 - 12:00	4	128	2.157	4	128	2.157	4	128	4.314
12:00 - 13:00	4	128	2.941	4	128	3.529	4	128	6.470
13:00 - 14:00	4	128	2.353	4	128	2.549	4	128	4.902
14:00 - 15:00	4	128	1.373	4	128	1.569	4	128	2.942
15:00 - 16:00	4	128	1.373	4	128	2.157	4	128	3.530
16:00 - 17:00	3	143	0.935	3	143	0.701	3	143	1.636
17:00 - 18:00	2	119	0.420	2	119	0.420	2	119	0.840
18:00 - 19:00	1	38	5.263	1	38	5.263	1	38	10.526
19:00 - 20:00	1	38	2.632	1	38	2.632	1	38	5.264
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.765			30.161			57.926

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL LGVS
 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	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	2.632	1	38	2.632	1	38	5.264
08:00 - 09:00	4	128	0.000	4	128	0.000	4	128	0.000
09:00 - 10:00	4	128	0.392	4	128	0.196	4	128	0.588
10:00 - 11:00	4	128	0.000	4	128	0.196	4	128	0.196
11:00 - 12:00	4	128	0.000	4	128	0.000	4	128	0.000
12:00 - 13:00	4	128	0.000	4	128	0.000	4	128	0.000
13:00 - 14:00	4	128	0.000	4	128	0.000	4	128	0.000
14:00 - 15:00	4	128	0.000	4	128	0.000	4	128	0.000
15:00 - 16:00	4	128	0.000	4	128	0.000	4	128	0.000
16:00 - 17:00	3	143	0.000	3	143	0.000	3	143	0.000
17:00 - 18:00	2	119	0.000	2	119	0.000	2	119	0.000
18:00 - 19:00	1	38	0.000	1	38	0.000	1	38	0.000
19:00 - 20:00	1	38	0.000	1	38	0.000	1	38	0.000
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.024			3.024			6.048

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL MOTOR CYCLES
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	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	0.000	1	38	0.000	1	38	0.000
08:00 - 09:00	4	128	0.000	4	128	0.000	4	128	0.000
09:00 - 10:00	4	128	0.392	4	128	0.196	4	128	0.588
10:00 - 11:00	4	128	0.392	4	128	0.392	4	128	0.784
11:00 - 12:00	4	128	0.000	4	128	0.196	4	128	0.196
12:00 - 13:00	4	128	0.588	4	128	0.588	4	128	1.176
13:00 - 14:00	4	128	0.196	4	128	0.000	4	128	0.196
14:00 - 15:00	4	128	0.196	4	128	0.392	4	128	0.588
15:00 - 16:00	4	128	0.196	4	128	0.000	4	128	0.196
16:00 - 17:00	3	143	0.000	3	143	0.234	3	143	0.234
17:00 - 18:00	2	119	0.000	2	119	0.000	2	119	0.000
18:00 - 19:00	1	38	2.632	1	38	2.632	1	38	5.264
19:00 - 20:00	1	38	2.632	1	38	2.632	1	38	5.264
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.224			7.262			14.486

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL Servicing 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	1	38	0.000	1	38	0.000	1	38	0.000
07:00 - 08:00	1	38	2.632	1	38	2.632	1	38	5.264
08:00 - 09:00	4	128	0.000	4	128	0.000	4	128	0.000
09:00 - 10:00	4	128	0.784	4	128	0.392	4	128	1.176
10:00 - 11:00	4	128	0.392	4	128	0.588	4	128	0.980
11:00 - 12:00	4	128	0.000	4	128	0.196	4	128	0.196
12:00 - 13:00	4	128	0.784	4	128	0.784	4	128	1.568
13:00 - 14:00	4	128	0.196	4	128	0.000	4	128	0.196
14:00 - 15:00	4	128	0.196	4	128	0.392	4	128	0.588
15:00 - 16:00	4	128	0.196	4	128	0.000	4	128	0.196
16:00 - 17:00	3	143	0.000	3	143	0.234	3	143	0.234
17:00 - 18:00	2	119	0.000	2	119	0.000	2	119	0.000
18:00 - 19:00	1	38	2.632	1	38	2.632	1	38	5.264
19:00 - 20:00	1	38	2.632	1	38	2.632	1	38	5.264
20:00 - 21:00	1	38	0.000	1	38	0.000	1	38	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.444			10.482			20.926

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.