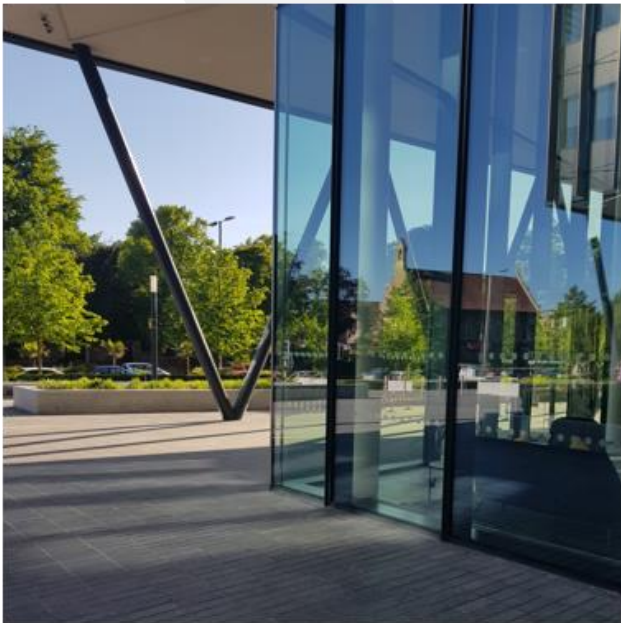




153 FRIAR STREET, READING

TRANSPORT NOTE

08 September 2022



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TRANSPORT NOTE

PROJECT DETAILS

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Document Type:	Transport Note
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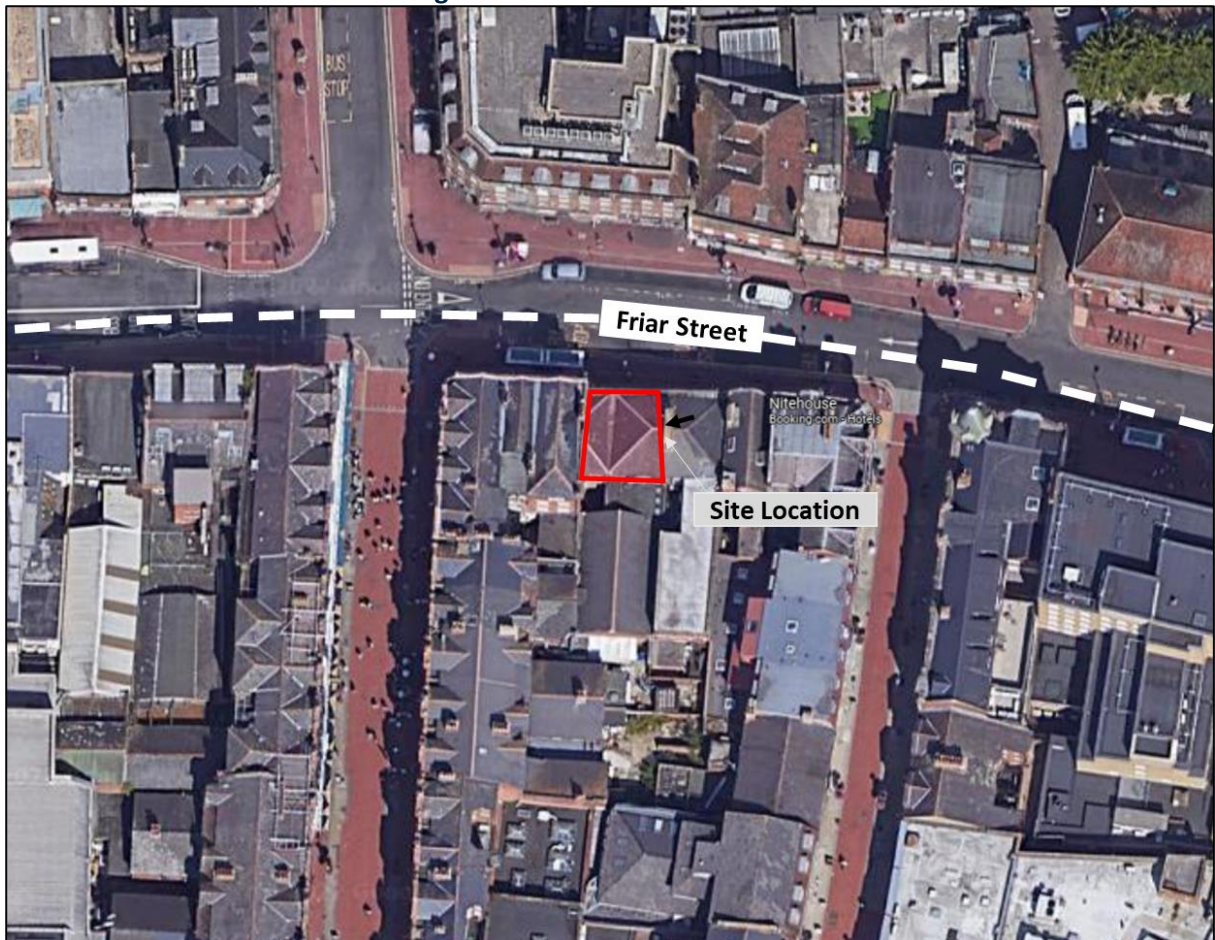
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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Hickie & Hickie Ltd (“the Client”) to produce a Transport Note to accompany a prior approval application under Part 2, Schedule 3, Class G of the Town and Country Planning (General Permitted Development) (England) Order 2015 for the proposed change of use of the upper floors of 153 Friar Street, Reading from Class E use (commercial, business and service) to provide two residential flats (class C3).
- 1.1.2. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC). The location of the site is shown in Figure 1 below.

Figure 1 - Site Location



Source: Google Maps

1.2. Existing Site

- 1.2.1. The existing property at 153 Friar Street currently comprises;
- Ground Floor: Class E unit currently occupied by Hickies musical instrument shop;
 - First Floor: Class E unit currently vacant but previously offices for Seen & Sound (65.2m²);
 - Second Floor: Class E unit currently vacant but previously offices for Seen & Sound (67.2m²).
- 1.2.2. There is currently no car or cycle parking associated with the site. Refuse collection is undertaken on Friar Street with a weekly sack collection.

1.3. Proposed Development

- 1.3.1. The proposed development seeks to convert the first and second floors of 153 Friar Street, with the ground floor remaining unchanged, to provide;
- Ground Floor: Retain the Class E unit currently occupied by Hickies musical instrument shop.
 - First Floor: 1 x one-bedroom (two person) flat (51.9m²)
 - Second Floor: 1 x one-bedroom (two person) flat (56.8m²)
- 1.3.2. Drawings of the proposed site layout and plans of the building are attached at **Appendix A**.
- 1.3.3. Being located in the heart of Reading, the development will be car-free in nature with a total of two cycle parking spaces provided for the flats, which exceeds RBC's guidance.

1.4. Report Structure

- 1.4.1. This Transport Note considers the sustainability / suitability of the sites location in respect of the proposed development. It has been produced with consideration of the National Planning Policy Framework (NPPF) and Planning Practice Guidelines (PPG).
- 1.4.2. This report is split in to the following sections;
- **Section 2:** Transport Policy and Existing Situation
 - **Section 3:** Trip Generation and Impact; and
 - **Section 4:** Summary and Conclusions.

2. Transport Policy and Existing Situation

2.1. Introduction

- 1.1.1. This section considers local and national policy and design guidance in addition to the site location and use in relation to the existing highway network and sustainable modes of transport available in close proximity to the site.

2.2. Policy Considerations

- 2.2.1. The Key transport policy documents at a national and local level have been considered when assessing the development proposals, these include the key policy documents outlined below:

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking (March 2014);
- Reading Borough Local Plan (November 2019);
- Draft Reading Transport Strategy 2036;
- Reading Local Transport Plan 3 (2011); and
- Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.

- 2.2.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles. The strategy for Central Reading includes new development exhibiting safe and sustainable quality of design that contributes to the attraction of the centre.

- 2.2.3. Policy TR5 of the RBC local Plan states that developments 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.

- 2.2.4. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.3. Existing Site

- 2.3.1. The site is located in a highly accessible location within Reading Town Centre, with Reading Railway Station located within 280m of the site and bus stops located on Friar Street directly outside the site.

- 2.3.2. The existing site has no dedicated car parking spaces or cycle storage, although cycle parking is provided along Friar Street. Refuse servicing currently takes place from the site frontage along Friar Street with a weekly sack collection.

- 2.3.3. The site is bordered to the north by Friar Street, to the east by Cancer Research UK, to the south by Leightons Opticians & Hearing Care and to the West by STA Travel. Friar Street itself is classified as a red route with parking restrictions along its length, with the exception of busses. Likewise, the surrounding roads in the vicinity of the site all have on-street parking restrictions limiting parking to short stay or resident permit holders only.

- 2.3.4. The site in its current local context is demonstrated in Figure 1, with the existing building demonstrated in Figure 2.

Figure 2 - Existing Site Conditions



2.4. Planning History

Site

- 2.4.1. A planning application was submitted in December 1991 (ref: 911094) for the demolition of 153 Friar Street to provide basement and ground retail, and 1st, 2nd and 3rd floor offices. An additional planning application was submitted in November 2008 (ref: 920565) for the internal and external alterations at the rear of the site to facilitate the re-development of 153 Friar Street. This was undertaken by Hickie & Hickie, the current occupiers of the ground floor.

Neighbouring Sites

- 2.4.2. A number of neighbouring sites have had similar applications consented for the redevelopment of upper floor commercial space to provide residential developments. This includes;
- 155 Friar Street – change of use to provide 3 residential units (App Ref: 151500)
 - 156-158 Friar Street – change of use to provide 6 residential units (App Ref: 130814)
 - 159 Friar Street – change of use to provide 6 residential units
 - 160-163 Friar Street – change of use to provide 28 residential units (App Ref: 160212)
 - 173-174 Friar Street – change of use to provide 20 residential units (App Ref: 220579)

- 2.4.3. Each of the applications were granted planning permission with RBC concluding that car free residential units was considered acceptable due to the highly sustainable location of the sites within Reading's Zone 1 Central Core Area.
- 2.4.4. Notably in the case of the application at 155 Friar Street it was accepted that space was constrained and therefore wall hung cycle parking was accepted. Similarly in the case of 159 Friar Street where there was not room for ground floor refuse storage the use of weekly refuse sack collection direct from Friar Street was accepted.

2.5. Pedestrian Network

- 2.5.1. To enable an assessment of the viability of walking between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.
- 2.5.2. The institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres. The distances for various land uses, are summarised in **Table 1**.

Table 1 - Acceptable Walking Distances (metres)

Definition	Town Centres	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source : Providing for Journeys on Foot (IHT, 2000)

- 2.5.3. Being within the town centre, the surrounding network is highly accessible by foot and cycle. Reading Town Centre (Broad Street) is located within c.150m , wide street lit footways are provided along Friar Street, as outlined in Figure 3 below.

Figure 3 - Friar Street Footways



- 2.5.4. As outlined in Figure 3, signalised pedestrian crossings in addition to dropped kerbs are provided at strategic points along the length of Friar Street which assist with pedestrians crossing the road.
- 2.5.5. Minor junctions and crossing points in the local vicinity are supported by a range of other pedestrian facilities such as tactile paving and dropped kerbs. These facilities assist the movement of pedestrians and facilitate movement for the mobility impaired in the locality. Directly west of the site, Queen Victoria Street is a pedestrianised zone with an exception for loading between 6pm and 10am. This provides a route to Broad Street and the main retail centre of Reading.
- 2.5.6. The site is well connected by high quality pedestrian routes and facilities ensuring it is a walkable neighbourhood. The number of services, amenities, residential areas and public transport interchanges that can be reached within a reasonable walking distance ensure that walking is a viable mode to and from the site and can readily form part of a multi-modal trip.

2.6. Cycle Network

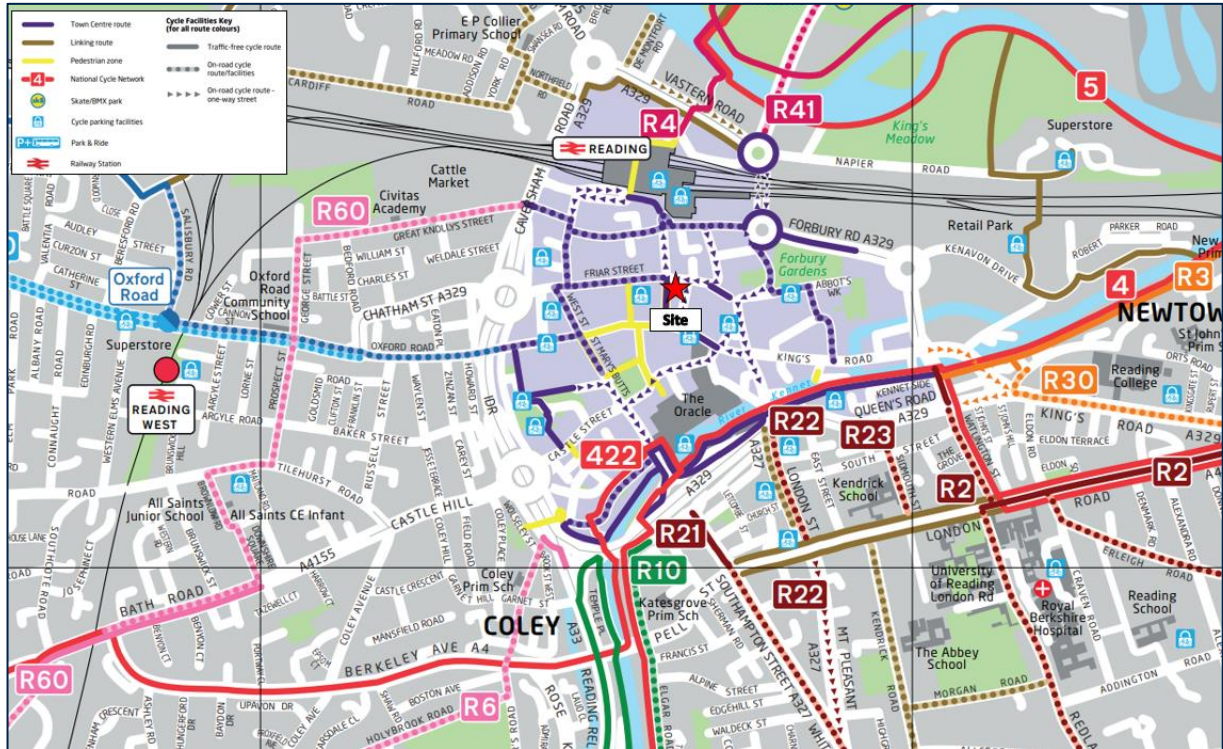
- 2.6.1. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances up to 3 miles (4.8km) for regular journeys in urban areas and distances up to 20-30 miles (40km) for leisure journeys (source: LTN 2/08, Cycle Infrastructure design).
- 2.6.2. The local road network is conducive to travel by cycle with various routes in the vicinity of the site. National Cycle Route (NCR) 4 runs c.420m south of the site along the Oracle Riverside. NCR 5 routes along the River Thames and is accessible within 825m via the station underpass.
- 2.6.3. Cycle parking is available throughout the town centre, with the closest cycle parking to the site provided within just 50m east along Friar Street as demonstrated in Figure 4.
- 2.6.4. It is of note that RBC are supporting a new cycle hub in Reading Town Centre approximately 380m west of the site within the former Primark building. The cycle hub is designed to provide more secure and enclosed town centre cycle parking facilities for up to approximately 120 bicycles, with both experienced and novice cyclists in mind. The facility is due to open at the end of 2022 and will be open seven days a week.

Figure 4 - Friar Street Bicycle Stands



- 2.6.5. RBC have produced a town centre cycle routes map which is shown below in Figure 5. It demonstrates ample cycle facilities in close proximity to the site including an on-road route along Friar Street (which is bus-only) and off-road, traffic free routes surrounding the site including along Forbury Road connecting to Forbury Gardens and Station Hill.

Figure 5 - Reading Cycle Routes



Source: Reading Borough Council

- 2.6.6. The site benefits from good cycle connections to an array of built up areas and amenities, ensuring that the opportunities for site residents to travel by bicycle will be maximised. The provision of cycle parking at the site will further help to encourage residents to travel by bicycle.

2.7. Bus and Rail

- 2.7.1. Bus stops are located on Friar Street within 20m of the site. Both eastbound and westbound bus stops on Friar Street provide shelter, seating, lighting, bus flags and timetable information, as outlined in Figure 6.

Figure 6 - Friar Street Bus Stops



Source: GoogleMaps

- 2.7.2. The stops are served by the 4/X4, 15/15a, 16, 17, 33, 42 and provide regular services to Reading Town Centre, Reading Railway Station, Calcot, Tilehurst, Purley on Thames and Little Heath. Combined the stops are served by approximately 22 buses per hour. The Reading Bus Routes map is outlined below in Figure 7.

Figure 7 - Reading Bus Routes



Source: Reading Buses

- 2.7.3. Reading Railway Station is located within 280m to the north of the site which is accessible via a four-minute walk or a one-minute cycle. Reading Railway Station is managed by Network Rail and served by

GWR, CrossCountry, South Western Railway Services and the Elizabeth Line. Being a transport hub, Reading Railway Station provides frequent services both locally and further afield, including to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, amongst many others. A total of 344 cycle parking spaces are provided at Reading Railway Station.

- 2.7.4. Reading Railway Station provides CCTV, 24-hour a day staff help, toilets (including accessible toilets), step-free access across the entire station and additional provisions for disabled users including accessible (low level) public pay phones.
- 2.7.5. The level of accessibility to frequent bus and rail services to a wide range of locations ensures that travel to and from the site by bus and rail are viable options and could form part of a multi-modal journey to and from the site to wider afield.

2.8. Local Amenities

- 2.8.1. Being within Reading Town Centre, a wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. These include (but are not limited to); shops, restaurants, pubs, churches, Mosques, recreation facilities, libraries and offices. A summary of nearby local amenities and their associated walking and cycling distance are shown in Table 2.

Table 2 - Summary of Walking and Cycling Distances to Local Amenities

Amenity	Distance (metres)	Walking Time (Minutes)	Cycling Time (minutes)
Retail and Leisure			
M&S	90 m	2	1
Reading Post Office	165 m	3	1
Sainsbury's	210 m	3	1
Boots	220 m	3	1
Forbury Public Gardens	265 m	4	1
Pure Gym	395 m	5	2
Buzz Gym	650 m	9	3
Thames Lido	830 m	11	4
Broad Street	150 m	2	1
Kings Meadow Gardens	830 m	11	4
Healthcare			
Leightons Opticians & Hearing Care	65 m	1	1
Superdrug Pharmacy	270 m	4	2
London Street Surgery	700 m	9	3
Dentist - Puresmile	220 m	3	1
Royal Berkshire Hospital	1300 m	17	5
Transport			
Friar Street (stop FE)	20 m	1	1
Friar Street (stop FN)	60 m	1	1
Reading Railway Station	280 m	4	2
Reading Civic B Car Park	600 m	8	3
Reading Queens Road	600 m	8	3
Reading West Railway Station	1400 m	18	6

- 2.8.2. It is clear from Table 2 that the site is highly accessible, with an extensive range of shops and services within a maximum of 1.4km (an 15-minute walk or 5-minute cycle) and healthcare and transport facilities within a maximum of 1.5km (an 18-minute walk or 5-minute cycle).

2.9. Car Clubs

- 2.9.1. In the coming years, Reading faces challenges of population growth, congestion and the environment. Reading declared a Climate Emergency in 2019 and are committed to reducing congestion and vehicle trips. Part of the strategy is to increase the existing offer of car clubs in the town.
- 2.9.2. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle these challenges. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.
- 2.9.3. The nearest existing car club is CoWheels (www.co-wheels.org.uk) which has four dedicated car club vehicles within 1.8 kilometres of the site;
- **Filbert Street, East Reading** – 800 metres (a 10-minute walk or 3-minute cycle);
 - **The Printworks, Cardiff Road** – 1.2km (a 15-minute walk or 4-minute cycle);
 - **Cemetery Junction, East Reading** – 1.8km (a 22-minute walk or 6-minute cycle);
 - **Rectory Road, Caversham** – 1.8km (a 22-minute walk or 6-minute cycle).

2.10. Parking Restrictions

- 2.10.1. The site is located 35m east of the Station Road/ Friar Street junction. Friar Street and Station Road are key routes between Reading Train Station and Reading Town Centre. Friar Street also connects with the A329 roundabout, providing connections to the A33 relief road servicing Green Park Business Park.
- 2.10.2. Friar Street is a red route which prevents vehicles from stopping at any time, including to load and unload, other than for refuse servicing (statutory services). The purpose of the red route is to stop disruption of traffic flow and reduce obstacles for cycles and pedestrians; therefore increasing both motorised and non-motorised user safety.
- 2.10.3. Being within the town centre, a wide range of long and short-stay car parks are available, including those summarised in Table 3.

Table 3 - Summary of Local Car Parking

Car Park	Distance & Time	No. of Spaces	Charge (per hour)	Season Tickets Available?	Additional Notes
Reading Railway Station (Underground)	310m (4-minute walk or 1-minute cycle)	1600 (inc. disabled spots)	£4.50	Monthly: £220 Quarterly: £575 Annually: £1850	N/A
Queens Road	665m (8-minute walk or 2-minute cycle)	700 (inc. 8 disabled bays)	£2.30	Weekly (Mon-Fri): £50 Monthly: £177 Quarterly: £510 Annually: £1,700	Special offer tickets available including early bird and night rates
Reading Civic B	710m (9-minute walk or 3-minute cycle)	170 (inc. 6 disabled bays)	£1.80	Weekend: £12.00	Special offer tickets available including early bird and night rates
Broad Street Mall	750m (9-minute walk or 3-minute cycle)	720 (inc. 16 disabled bays)	£1.60	Weekly (Mon-Fri): £40 Monthly: £167 Quarterly: £480 Annually: £1,600	Special offer tickets available including early bird and night rates

2.10.4. As shown, there are over 3,190 public car parking spaces within 800m of the site, including over 30 disabled parking bays. A range of daily, weekly, monthly and annual rates are available, in addition to flexible parking options such as overnight and early bird rates.

2.10.5. There are therefore ample options for resident, including visitor, parking in close proximity to the site in any instance where car travel is unavoidable.

2.11. Census Data

2.11.1. Analysis of Census 2011 data has been undertaken to investigate the journey to work split for the existing (2011) workplace and residential population of the Mid-Layer Super Output Area (MSOA) in which the site is located; Reading 011. The data is contained in Table 4.

Table 4 - Census 2011 Travel to Work Data

Mode	Mode Split (Resident Population)	Mode Split (Workplace Population)
Train/Underground	20%	17%
Bus	12%	18%
Taxi	0%	0%
Motorcycle	0%	1%
Driving a Car or Van	29%	38%
Passenger in a Car or Van	3%	4%
Bicycle	4%	4%
On Foot	31%	18%
Other	1%	0%
Total	100%	100%

- 2.11.2. Table 4 shows that 67% of residents travel to work by sustainable modes of transport with an additional 3% car sharing. In terms of staff working in the MSOA, 57% travel by sustainable modes of transport with an additional 4% car sharing.
- 2.11.3. This shows that the site is located in a highly sustainable location and together with the amenities outlined in Table x shows that the vast majority of trips can be made to and from the site by sustainable modes of transport, reducing the need to own a car. It is evident that the journey to work modal shares and the car ownership data reflect the sustainable modes of transport on offer to potential residents and visitors at the site's location.
- 2.11.4. Car or van availability data has been analysed for the Reading 011 Output Area to establish the percentage of the population that have access to a car within the MSOA. This has been cross referenced with the accommodation type "flats or apartments". The results are shown in Table 5.

Table 5 - Car or Van Ownership

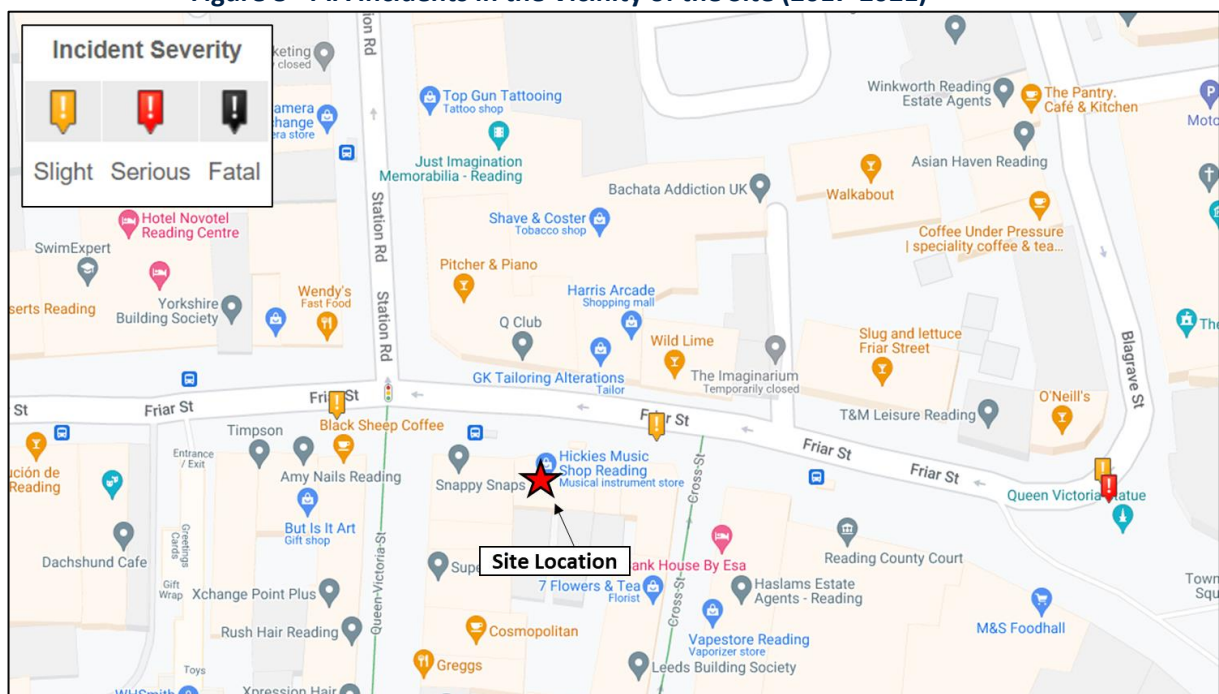
Cars	Total	Percent
No cars or vans in household	2,252	50%
1 car or van in household	1,985	44%
2 or more cars or vans in household	309	7%
Cars per household (assuming 2.5 for 2 or more category)		0.61

- 2.11.5. Table 5 shows that 50% of residents do not own a car or van at all with an average car occupancy of 0.61 cars per household.

2.12. Personal Injury Accident Data

- 2.12.1. A review of the most recently available five years of injury accident data (2017-2021) has been undertaken using data supplied by Crashmap (www.crashmap.co.uk). The study area includes Friar Street, Station Road and Blagrove Street. A summary of the incidents which have occurred within the study area is outlined below in Figure 8.

Figure 8 - PIA Incidents in the Vicinity of the Site (2017-2021)



Source: Crashmap

- 2.12.2. Over the most recent available five-year period (up to 2021) a total of four recorded injury accidents occurred in the study area. There was one serious injury accident and the rest were all slight injury accidents, with no fatalities taking place or injury accidents taking place at the site access.
- 2.12.3. A total of two incidents have taken place along Friar Street, with one being in 2018 c.10m west of the Station Road/ Friar Street junction. The incident involved a collision between a car and a pedestrian, resulting in injuries of slight severity to the pedestrian. The incident took place in dry, street-lit conditions. The second incident to occur along Friar Street took place in 2018 c.20m east of the site. This involved a collision between a bus and a pedestrian, resulting in injuries of slight severity to the pedestrian. The incident took place in dry, daylight conditions.
- 2.12.4. Approximately 100m east of the site along Blagrove Street two incidents occurred in the same location. One took place in 2020 and involved a pedestrian (other vehicle unidentified), resulting in two injuries of slight severity to the pedestrian and vehicle driver. The second incident took place in 2018 and involved a collision between a pedestrian and unidentified vehicle, resulting in injuries of serious severity to the pedestrian.
- 2.12.5. It is considered that these injury accidents were not a result of a defect in the public highway and were largely a result of driver error. It is therefore considered that there is no inherent road safety issues in the vicinity of the site and the development proposals are highly unlikely to exacerbate the level of injury accidents in the vicinity of the site.

2.13. Summary

- 2.13.1. This section has demonstrated that the site is extremely accessible with high quality pedestrian and cycle links in and around Reading Town Centre. The closest bus stops to the site provide regular services to areas of Reading and further afield, including retail and employment. Reading Railway Station, which is a transport hub with numerous, frequent services to a wide range of destinations is located 280m north of the site. Various car club spaces are available within a 2.0km recommend walking distance of the site which allow flexible options for future residents without needing to own a car.
- 2.13.2. An array of local amenities and facilities including employment, health care and retail facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highway terms.
- 2.13.3. A review of the latest available Census data demonstrates a high proportion of both residents and employees travelling by sustainable modes with low car ownership within this MSOA. The data available is over 10-years old and was obtained prior to a number of significant changes in Reading's sustainable transport network which should further encourage a shift away from the private car towards sustainable modes.

3. Proposed Development

3.1.1. The proposed development seeks to convert the first and second floors of 153 Friar Street, with the ground floor remaining unchanged, to provide;

- Ground Floor: Retain the Class E unit currently occupied by Hickies musical instrument shop.
- First Floor: 1 x one-bedroom (two person) flat (51.9m²)
- Second Floor: 1 x one-bedroom (two person) flat (56.8m²)

3.1.2. Drawings of the proposed site layout and plans of the building are attached at **Appendix A**.

3.2. Access Arrangements

3.2.1. The existing pedestrian entrance to the site is provided around the perimeter fronting onto Friar Street.

3.2.2. Access to the ground floor commercial use (retail area) will remain as existing. It is proposed that access to the residential units of the first and second floors will be taken from the existing entrance door in the north western corner of the site.

3.3. Car Parking

3.3.1. RBC set out their car and cycle parking standards within their Local Development Framework Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within zone 1 'Central Core Area'.

3.3.2. It is proposed that this site is 'car-free' in nature, with no on-site parking provided. A car-free use is considered suitable in this location when taking account of the highly accessible location and wide range of public car parking available in the immediate vicinity, including various season tickets which can be acquired by future residents. This has been accepted by RBC for the neighbouring aforementioned comparable schemes on Friar Street. Furthermore a number of other car free schemes have been consented within Reading Town Centre including;

- 160328 – Garrard House: 18 residential units car free;
- 160378 – Former Gas Works Building: 20 units car free;
- 180358 – Bristol & West Arcade: 43 units car free;
- 191221 – 1 Duke Street: 25 units car free; and
- 201043 – Dukesbridge House: 76 units car free.

3.3.3. In the majority of these applications, RBC highways officers concluded that "The non-provision of parking is acceptable in this town centre location given the proximity of public transport services and public car parks. However, the resident's would not be entitled to a Resident's Parking Permit in this location which would be controlled." As such to ensure that no residents park on the surrounding roads, the development will be marketed as car-free.

3.3.4. As previously noted, there are also a range of on-street car parking options in the immediate vicinity of the site, including short stay pay and display bays within 80m and disabled bays within 140m of the site.

3.3.5. Notably, the 2011 Census shows that circa 50% of all residents within the MSOA do not own a car at all. As such it is clear that residents in the area are able to successfully live without the need to own a car.

3.3.6. RBC declared a Climate Emergency in February 2019 with goals which seek to invest in and promote more sustainable modes of transport including walking, cycling and public transport. Given the highly accessible location of the site, it would be counter to this objective to provide car parking in this location.

3.4. Cycle Parking

- 3.4.1. RBC provide minimum cycle parking standards within their Revised Parking Standards and Design SPD and Table 4 below summarises these standards and calculates the cycle parking requirements of the proposed change of use.

Table 6 - Cycle Parking Standards and Requirements

Type	No.	Requirement	Cycle Parking Requirement
1 Bedroom	2	0.5 spaces per flat	1

- 3.4.2. Cycle Parking must be:

- Conveniently located in relation to the trip origin and destination;
- Easy to use (where cycles can be secured easily and quickly);
- Secure (where parking is overlooked by development nearby, located close to well used areas or is within the coverage of a local security camera system. After dark, lighting is required to ensure personal safety for bike users); and
- Covered.

- 3.4.3. Given the car-free nature of the proposals, the proposed development will provide in excess of the proposed standard with a total of two cycle parking spaces (1 cycle parking space per dwelling).

- 3.4.4. The provision of cycle storage will also encourage residents to use cycling as their main mode of transport to and from the site and will further reduce the need for car journeys associated with the site.

- 3.4.5. Due to the site constraints it is not possible to provide the cycle parking at ground floor level. However the cycle parking has been provided for each flat with vertically wall mounted stands with a depth of 1.0m. This was accepted by RBC for the similarly constrained site at 155 Friar Street.

- 3.4.6. As mentioned previously, the Reading bicycle hub will also be located within a 5-minute walk from the site, providing an alternative cycle storage option. The cycle storage facilities are outlined within the plans attached as **Appendix A**.

3.5. Deliveries and Servicing

- 3.5.1. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and
- Removals vehicles.

- 3.5.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring residential sites in the local area. Given the change of use from commercial to residential, it is not expected that the number of deliveries per day will exceed that previously experienced by the commercial use.

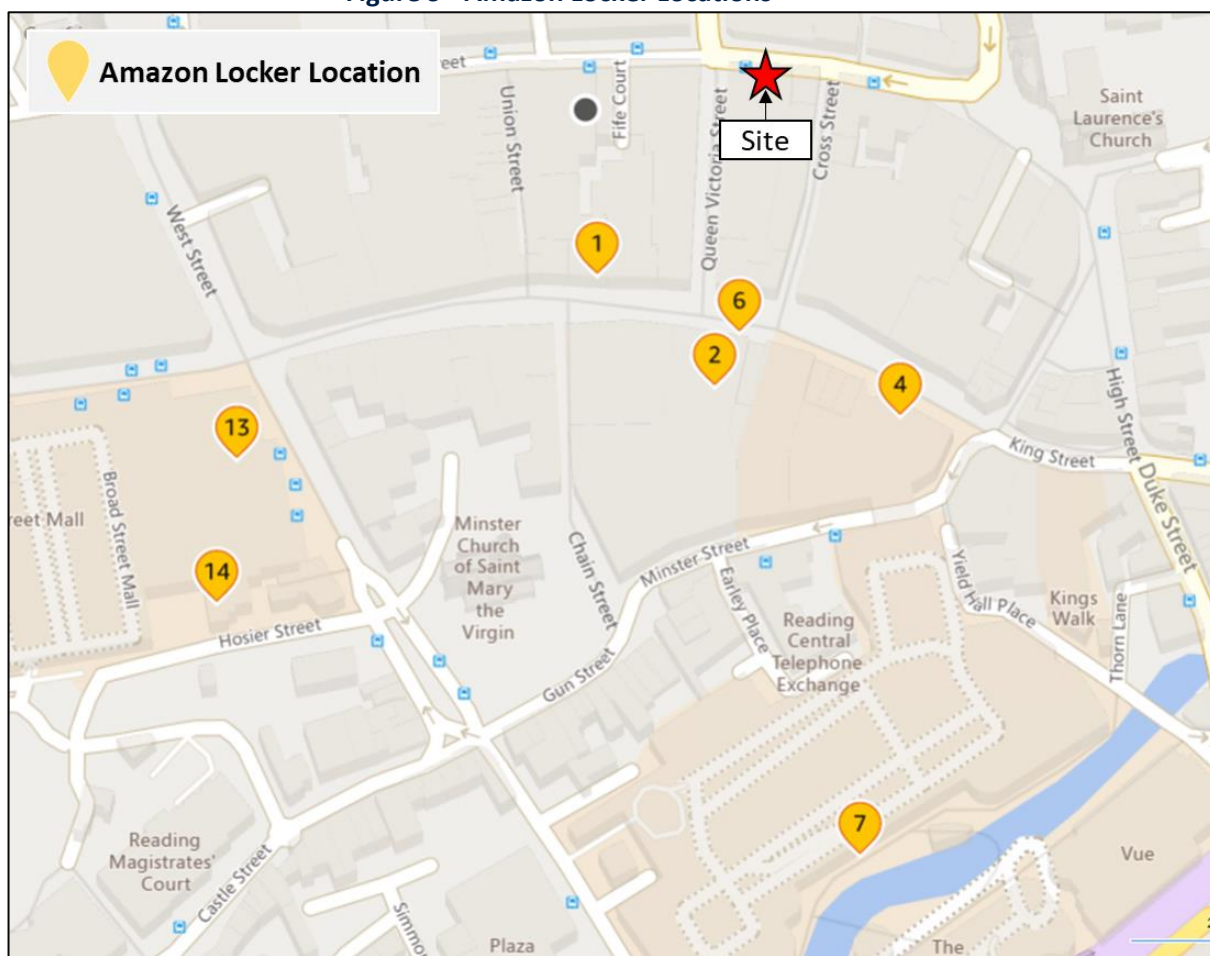
- 3.5.3. It is proposed that servicing is taken from Friar Street, where a refuse vehicle will be able to stop along the carriageway.

- 3.5.4. It has been confirmed with RBC's Recycling and Enforcement Officer (**Appendix B**) that given the constraints of the site a weekly sack collection could take place with no dedicated bin store. In

accordance with the advice, all sacks would be presented on Friar Street no later than 6am on the collection day and no earlier than 7pm the night before.

- 3.5.5. Given the town centre location, it is likely that some deliveries, such as takeaway deliveries, could be kept to a minimum as residents are more likely to walk to collect. In addition, many urban areas use smaller vehicles such as mopeds and cycles for local deliveries (as would often be the case here) which reduce the number of larger delivery vehicles.
- 3.5.6. Other deliveries, such as Amazon deliveries, can often be delivered to Amazon / InPost Lockers, shown in Figure 9, and a collect + service is provided from the customer service desk in The Oracle, which are available throughout the town centre in close proximity to the site.
- 3.5.7. In addition, the post office, located on Broad Street, provides a range of services including Parcelforce Express Services and Drop & Go services. These services available within close proximity to the site all reduce the requirement for delivery vehicles (particularly large vehicles) to and from the site.

Figure 9 - Amazon Locker Locations



Source: www.amazon.co.uk

- 3.5.8. In the event that any delivery vehicles did need to access the site then it is likely that they would utilise the existing loading bays on Friar Street either directly opposite the site or outside Marks & Spencer and the Monks Retreat. Given the nature and scale of the development it is unlikely that dwell times would exceed a couple of minutes.

3.6. Trip Generation

- 3.6.1. To demonstrate that the proposed development will have no detrimental impact on the existing local road network, the TRICS database (Version 7.8.2) has been interrogated to determine the likely trip generation of the proposed change of use.

Existing Trip Generation

- 3.6.2. The site has, until recently, been in use as an office, occupied by Seen and Sound market researchers. Across the two upper floors, the existing site has a GFA of 108.7sqm. To understand the potential trips generated by the existing site use, the TRICS database has been interrogated for sites with similar characteristics. The following parameters were used:

- Employment, Office Use
- Multi-modal Sites in England excluding London;
- 0-1000sqm;
- Town Centre and Edge of Town Centre Locations;
- Surveys Undertaken Monday-Friday only;
- Surveys from 01/01/2014 to 21/10/2021.

- 3.6.3. The person trip rates and respective trip generation of the existing offices is shown in Table 8. The trips have been distributed across the various modes using the Census 2011 method of travel to work data for the workday population in Table 9. The full TRICS outputs contained in **Appendix C**.

Table 7 - Existing Office Use Total Person Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Total People	5.329	0.348	5.677	0.383	3.796	4.179	15.766	16.171	31.937
Existing Office (108.7sqm)	6	0	6	0	4	4	17	18	35

Table 8 - Existing Office Use Multi Modal Trips

Mode	Modal Split	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground/Train	17.0%	1	0	1	0	1	1	3	3	6
Bus	17.9%	1	0	1	0	1	1	3	3	6
Taxi	0.2%	0	0	0	0	0	0	0	0	0
Motorcycle	0.7%	0	0	0	0	0	0	0	0	0
Car Driver	38.3%	3	0	3	0	1	1	6	7	13
Car Passenger	3.7%	0	0	0	0	0	0	1	1	2
Bicycle	3.9%	0	0	0	0	0	0	1	1	2
On Foot	18.1%	1	0	1	0	1	1	3	3	6
Other	0.2%	0	0	0	0	0	0	0	0	0
TOTAL	100%	6	0	6	0	4	4	17	18	35

- 3.6.4. Table 8 shows that the existing site could generate six two-way people trips in the AM peak hour, four in the PM peak hour and up to 35 two-way people trips per day.

Proposed Trip Generation

3.6.5. The proposed development will retain the existing ground floor commercial use and change the uses of floors one and two to provide a total of two one-bedroom residential flats. The TRICS database has been interrogated for sites with similar characteristics to the proposed residential aspect of the development. The following parameters were used:

- Residential – Flats Privately Owned;
- Multi-modal Sites in England excluding London;
- Surveys Undertaken Monday-Friday only;
- 0-12 Dwellings;
- Sites located in 'Town Centre' or 'Edge of Town Centre';
- Surveys from 01/01/00 - 13/11/22.

3.6.6. Table 9 provides the total people movements anticipated to and from the proposed residential use, whilst Table 10 demonstrates the redistributed modal split for the residential use, with the full TRICS outputs contained in **Appendix D**.

Table 9 - Proposed Residential Person Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Total People	0.111	0.444	0.555	0.333	0.167	0.500	2.334	2.445	4.779
Proposed Flats (2)	0	1	1	1	1	2	5	5	10

Table 10 - Proposed Residential Multi Modal Trips

Mode	Modal Split	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground/Train	20%	0	0	0	0	0	0	1	1	2
Bus	12%	0	0	0	0	0	0	1	1	2
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0	1	1	2
Car Driver	29%	0	0	0	0	0	0	1	1	2
Car Passenger	3%	0	0	0	0	0	0	0	0	0
Bicycle	4%	0	0	0	0	0	0	0	0	0
On Foot	31%	0	1	1	1	1	2	2	2	4
Other	0%	0	0	0	0	0	0	0	0	0
TOTAL	100%	0	1	1	1	1	2	5	5	10

3.6.7. Table 11 shows that the proposed residential flats is likely to generate one trip in the AM peak hour, two trips in the PM peak hour and 10 two way trips over a day.

3.7. Net Impact

3.7.1. The net impact of the proposed change of use from the exiting site is considered in Table 11.

Table 11 - Net Change in Multi Modal Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground/Train	-1	0	-1	0	-1	-1	-2	-2	-4
Bus	-1	0	-1	0	-1	-1	-2	-2	-4
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	-3	0	-3	0	-1	-1	-5	-6	-11
Car Passenger	0	0	0	0	0	0	-1	-1	-2
Bicycle	0	0	0	0	0	0	-1	-1	-2
On Foot	-1	1	0	1	0	1	-1	-1	-2
Other	0	0	0	0	0	0	0	0	0
TOTAL	-6	1	-5	1	-3	-2	-12	-13	-25

3.7.2. As demonstrated in Table 11, the proposed change of use of the site is anticipated to result in a net reduction in total trips across both the peak hours and across a 12-hour period.

3.7.3. It has been demonstrated that the existing highway, pedestrian, cycle and public transport infrastructure is extensive and of high quality and is capable to support both the existing and proposed site uses.

3.8. Summary

3.8.1. This section has outlined the development proposals, including cycle parking provision, refuse storage and trip generation.

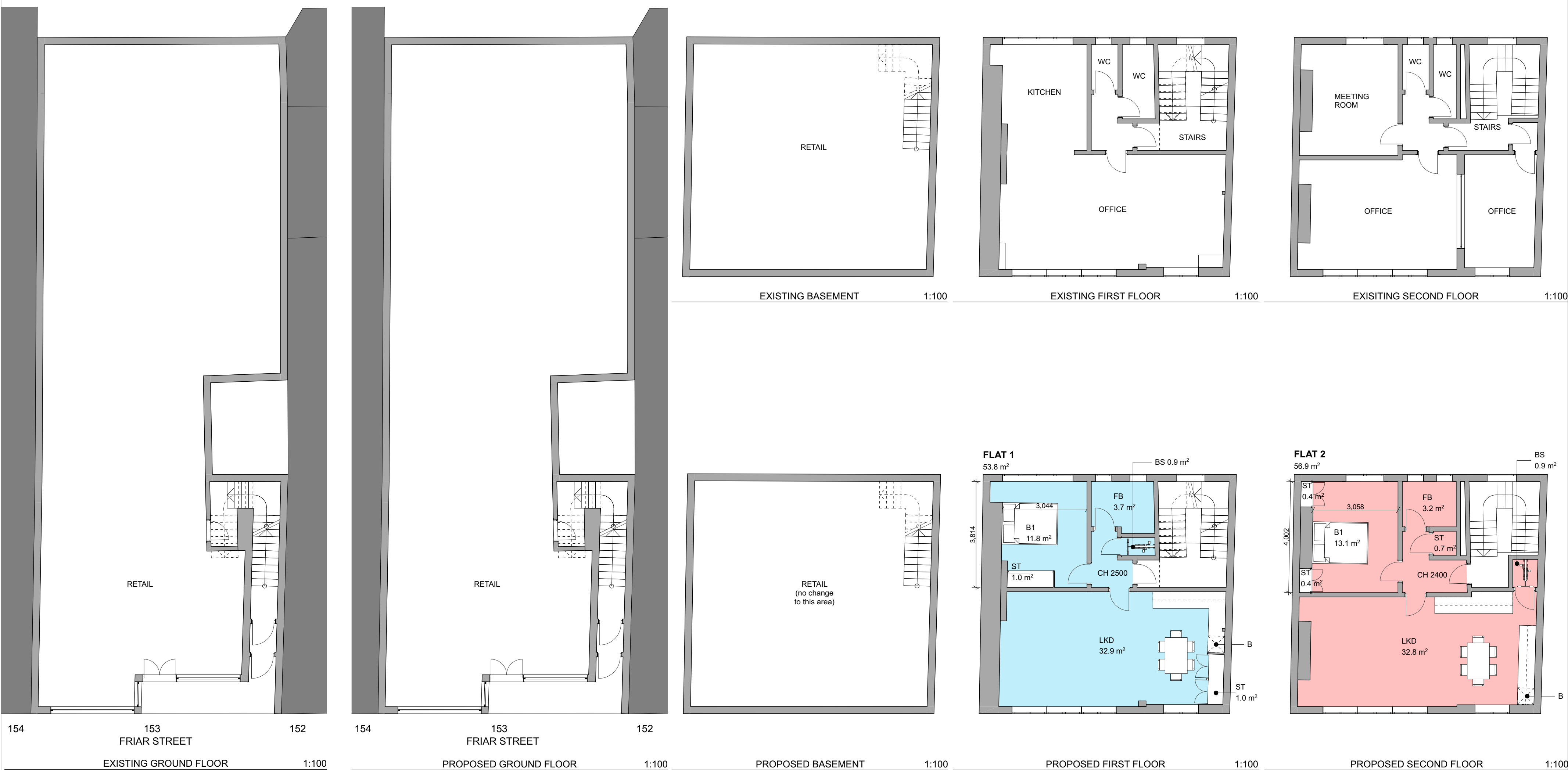
3.8.2. The development proposals are considered to result in a net decrease in trips by all modes on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

3.8.3. The car-free nature of the proposal will ensure that the car-free development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

4. Summary and Conclusions

- 4.1.1. Evoke has been commissioned by Hickie & Hickie Ltd to produce a Transport Note to support a Prior Approval application for the change of use of 153 Friar Street, Reading from office use to provide two residential flats.
- 4.1.2. The proposals include the change of use of the first and second floors from commercial (office) use to provide two x one-bedroom units. The existing ground floor office use and access will remain as existing.
- 4.1.3. The site is extremely accessible being located within Reading Town Centre. The closest bus stops to the site provide an extremely wide range of regular services and Reading Rail Station is located just 280m away. Various car club spaces are available within 2.0km recommended walking distance of the site which allow flexible options for future residents without needing to own a car.
- 4.1.4. Options for public car parking are available in the vicinity of the site, including over 3,190 public car parking spaces within just 800m in addition to on-street car parking along Friar Street, including disabled bays within just 140m of the site.
- 4.1.5. A review of the latest available Census data demonstrates a high proportion of both residents and employees travelling by sustainable modes with low car ownership within this MSOA. The data available is over 10-years old and was obtained prior to a number of significant changes in Reading's sustainable transport network which should further encourage a shift away from the private car towards sustainable modes. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals.
- 4.1.6. The site is proposed to be car-free, owing to the highly accessible nature of the location and the availability of both on and off-street public car parking in close proximity to the site, including disabled parking bays within 140m. The car-free nature of the proposal will ensure that the development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.
- 4.1.7. Access arrangements are proposed to remain as existing, with cycle storage accessed via wall-mounted stands in both flats.
- 4.1.8. Refuse collection is proposed to be undertaken from Friar Street, with a weekly on-street sack collection agreed with RBC. It is considered that the number of servicing vehicles will reduce compared to the site's former use, particularly given the town centre location of the site, where residents can benefit from facilities such as Amazon Lockers and the post office along Broad Street.
- 4.1.9. The development proposals are considered to result in a net decrease in trips by all modes on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

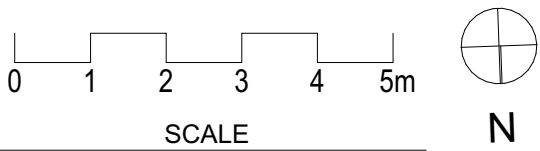
Appendix A – Proposed Plans



NOTES
NOT FOR CONSTRUCTION
THIS DRAWING IS FOR PLANNING ONLY.
SUBJECT TO DETAILED DESIGN, DESIGN COORDINATION
WITH OTHERS AND PLANNING AND BUILDING CONTROL
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Rev

National Space Standards Area Check (Areas in m ²)			
Flat 1 - 1B 2P	Requirement	Proposal	
Gross Internal Area	50	53.8	✓
Double Bedroom Area	11.5	11.8	✓
Double Bedroom Width	2.75m	3.0m	✓
Storage	1.5	2.0m	✓
Flat 2 - 1B 2P	Requirement	Proposal	
Gross Internal Area	50	56.9	✓
Double Bedroom Area	11.5	13.1	✓
Double Bedroom Width	2.75m	3.0m	✓
Storage	1.5	1.6	✓

- ROOMS**
B1 BED 1
FB FAMILY BATHROOM
LKD LIVING/KITCHEN/DINING
ST STORE
- OTHER AREAS**
BS BICYCLE STORE
B BIN STORE 0.6 x 0.6 m
L-1 BASEMENT
L0 LEVEL 0
L1 LEVEL 1
GPA GARDEN PRIVATE AMENITY
BPA BALCONY PRIVATE AMENITY
OB OBSCURED GLAZING



Client	Drawing Title	HIVES ARCHITECTS SINCE 1934 Hives Architects LLP 29 Castle Street, Reading, RG1 7SB 0118 958 7331, admin@hivesarchitects.co.uk	
Hickies Ltd	EXISTING AND PROPOSED PLANS	Project Status PLANNING	Drawn Checked SB HW
Site 153 Friar Street, Reading, RG1 1HE	Scale 1:100 @A2	Project 2846 002P2	Drawing Revision

Appendix B – Discussions with RBC Waste Team

David Fletcher

From: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Sent: 16 August 2022 12:55
To: David Fletcher
Subject: RE: Friar Street - waste collections

Hi David,

Will these be council tax registered properties or will they be used as serviced apartments/bnb accommodation? As serviced apartments would not qualify for the standard household waste collection and would need to have a trade waste collection put in place.

There is a weekly sack collection for households in the town centre that do not have space for bins to be stored off of the public highway. The bags would need to be presented no later than 6am on the day of collection and no earlier than 7pm the night before the scheduled collection. Any waste presented on the street outside of this timeframe may be investigated as unauthorised disposal of waste.

Kind regards,

Holly Tough

Senior Recycling and Enforcement Officer
Environmental and Commercial Services | Economic Growth and Neighbourhoods Directorate

Reading Borough Council
19 Bennet Road
Reading
RG2 0QX

0118 937 3875 (Internal 73875)
Holly.Tough@reading.gov.uk

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#)



From: David Fletcher <d.fletcher@evoketransport.co.uk>
Sent: 16 August 2022 12:07
To: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Subject: RE: Friar Street

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

Hi Holly

If you could treat the site as confidential at this stage as we are yet to submit the planning application. The site is 153 Friar Street and we are looking to convert the first and second floor to residential apartments, see attached draft plans.

Unfortunately as you can see there is not rear storage space and we have just the stair case at ground floor level, given the rest of the ground floor is a shop and will remain unchanged as part of our application.

Thanks

David



David Fletcher

ASSOCIATE DIRECTOR

Phone: + 44 118 380 0187
Mobile: + 44 772 536 6155
Email: d.fletcher@evoketransport.co.uk
Website: www.evoketransport.co.uk
Address: Evoke Transport,
The White Building,
33 King's Road,
Reading, RG1 3AR



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Registered office: The White Building, 33 King's Road, Reading, RG1 3AR. Registered VAT number: 316 4024 38.

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From: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>

Sent: 16 August 2022 11:43

To: David Fletcher <d.fletcher@evoketransport.co.uk>

Subject: RE: Friar Street

Hi David,

Thank you for getting in touch.

Please can you confirm the address of this development so I can take a look? Is there any rear storage space for bins at this site?

Kind regards,

Holly Tough

Senior Recycling and Enforcement Officer

Environmental and Commercial Services | Economic Growth and Neighbourhoods Directorate

Reading Borough Council
19 Bennet Road
Reading
RG2 0QX

0118 937 3875 (Internal 73875)

Holly.Tough@reading.gov.uk

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#)

From: David Fletcher <d.fletcher@evoketransport.co.uk>
Sent: 16 August 2022 10:49
To: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Subject: Friar Street

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.
Morning

We are working on a small scale residential conversion of a first floor office on Friar Street to provide circa two residential units. We don't have room at ground floor to provide a designated bin store and therefore I wanted to check if placing refuse sacks on-street on collection day (no earlier than 6pm on the day before collection) would be sufficient as I note this is the case for a number of town centre properties in Reading and was accepted for a similar proposal at 159 Friar Street?

Many thanks in advance

David



David Fletcher

ASSOCIATE DIRECTOR

Phone: + 44 118 380 0187
Mobile: + 44 772 536 6155
Email: d.fletcher@evoketransport.co.uk
Website: www.evoketransport.co.uk
Address: Evoke Transport,
The White Building,
33 King's Road,
Reading, RG1 3AR



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Appendix C – Existing Office TRICS Output

Calculation Reference: AUDIT-708001-220830-0822

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

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: 178 to 925 (units: sqm)
 Range Selected by User: 0 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/10/21

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
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known

5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000

1 days

20,001 to 25,000

2 days

25,001 to 50,000

2 days

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

Population within 5 miles:

25,001 to 50,000

1 days

75,001 to 100,000

1 days

100,001 to 125,000

1 days

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 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:

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

5 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date:	FRIDAY	24/06/16	Survey Type: MANUAL
2	DS-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date:	THURSDAY	21/10/21	Survey Type: MANUAL
3	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date:	WEDNESDAY	04/07/18	Survey Type: MANUAL
4	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date:	MONDAY	11/09/17	Survey Type: MANUAL
5	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
	Survey date:	THURSDAY	04/10/18	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 PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	4	673	0.111	4	673	0.000	4	673	0.111
07:30 - 08:00	4	673	0.743	4	673	0.037	4	673	0.780
08:00 - 08:30	5	574	2.577	5	574	0.104	5	574	2.681
08:30 - 09:00	5	574	2.752	5	574	0.244	5	574	2.996
09:00 - 09:30	5	574	1.428	5	574	0.906	5	574	2.334
09:30 - 10:00	5	574	0.488	5	574	0.662	5	574	1.150
10:00 - 10:30	5	574	0.592	5	574	0.453	5	574	1.045
10:30 - 11:00	5	574	0.383	5	574	0.836	5	574	1.219
11:00 - 11:30	5	574	0.592	5	574	0.279	5	574	0.871
11:30 - 12:00	5	574	0.453	5	574	0.697	5	574	1.150
12:00 - 12:30	5	574	0.244	5	574	1.428	5	574	1.672
12:30 - 13:00	5	574	1.080	5	574	1.289	5	574	2.369
13:00 - 13:30	5	574	0.697	5	574	1.324	5	574	2.021
13:30 - 14:00	5	574	1.637	5	574	0.592	5	574	2.229
14:00 - 14:30	5	574	0.488	5	574	0.383	5	574	0.871
14:30 - 15:00	5	574	0.104	5	574	0.209	5	574	0.313
15:00 - 15:30	5	574	0.313	5	574	0.279	5	574	0.592
15:30 - 16:00	5	574	0.139	5	574	0.383	5	574	0.522
16:00 - 16:30	5	574	0.279	5	574	0.627	5	574	0.906
16:30 - 17:00	5	574	0.209	5	574	0.975	5	574	1.184
17:00 - 17:30	5	574	0.244	5	574	2.647	5	574	2.891
17:30 - 18:00	5	574	0.139	5	574	1.149	5	574	1.288
18:00 - 18:30	4	673	0.074	4	673	0.408	4	673	0.482
18:30 - 19:00	4	673	0.000	4	673	0.260	4	673	0.260
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:			15.766			16.171			31.937

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 – Proposed Residential TRICS Output

Calculation Reference: AUDIT-708731-220826-0807

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

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: 6 to 12 (units:)
 Range Selected by User: 0 to 15 (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: 01/01/00 to 13/11/22

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:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
---------------------	---

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

1.1 to 1.5 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:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
2	WY-03-C-02	BLOCK OF FLATS	WEST YORKSHIRE
	KINGS MILL LANE		
	HUDDERSFIELD		
	ASPLEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	13/09/06	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 2.32

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	2	9	0.056	2	9	0.056	2	9	0.112
08:00 - 09:00	2	9	0.000	2	9	0.278	2	9	0.278
09:00 - 10:00	2	9	0.000	2	9	0.111	2	9	0.111
10:00 - 11:00	2	9	0.000	2	9	0.000	2	9	0.000
11:00 - 12:00	2	9	0.111	2	9	0.000	2	9	0.111
12:00 - 13:00	2	9	0.000	2	9	0.167	2	9	0.167
13:00 - 14:00	2	9	0.056	2	9	0.056	2	9	0.112
14:00 - 15:00	2	9	0.056	2	9	0.056	2	9	0.112
15:00 - 16:00	2	9	0.167	2	9	0.056	2	9	0.223
16:00 - 17:00	2	9	0.167	2	9	0.056	2	9	0.223
17:00 - 18:00	2	9	0.222	2	9	0.167	2	9	0.389
18:00 - 19:00	2	9	0.056	2	9	0.167	2	9	0.223
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.891			1.170			2.061

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.

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Parameter summary

Trip rate parameter range selected:	6 - 12 (units:)
Survey date range:	01/01/00 - 13/11/22
Number of weekdays (Monday-Friday):	2
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 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	2	9	0.056	2	9	0.056	2	9	0.112
08:00 - 09:00	2	9	0.000	2	9	0.000	2	9	0.000
09:00 - 10:00	2	9	0.000	2	9	0.000	2	9	0.000
10:00 - 11:00	2	9	0.000	2	9	0.000	2	9	0.000
11:00 - 12:00	2	9	0.000	2	9	0.000	2	9	0.000
12:00 - 13:00	2	9	0.000	2	9	0.000	2	9	0.000
13:00 - 14:00	2	9	0.000	2	9	0.000	2	9	0.000
14:00 - 15:00	2	9	0.000	2	9	0.000	2	9	0.000
15:00 - 16:00	2	9	0.000	2	9	0.000	2	9	0.000
16:00 - 17:00	2	9	0.000	2	9	0.000	2	9	0.000
17:00 - 18:00	2	9	0.000	2	9	0.000	2	9	0.000
18:00 - 19:00	2	9	0.000	2	9	0.000	2	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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	2	9	0.056	2	9	0.056	2	9	0.112
08:00 - 09:00	2	9	0.000	2	9	0.278	2	9	0.278
09:00 - 10:00	2	9	0.000	2	9	0.111	2	9	0.111
10:00 - 11:00	2	9	0.000	2	9	0.000	2	9	0.000
11:00 - 12:00	2	9	0.111	2	9	0.000	2	9	0.111
12:00 - 13:00	2	9	0.000	2	9	0.167	2	9	0.167
13:00 - 14:00	2	9	0.056	2	9	0.111	2	9	0.167
14:00 - 15:00	2	9	0.056	2	9	0.056	2	9	0.112
15:00 - 16:00	2	9	0.167	2	9	0.056	2	9	0.223
16:00 - 17:00	2	9	0.222	2	9	0.056	2	9	0.278
17:00 - 18:00	2	9	0.222	2	9	0.167	2	9	0.389
18:00 - 19:00	2	9	0.056	2	9	0.111	2	9	0.167
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.946			1.169			2.115

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	2	9	0.000	2	9	0.222	2	9	0.222
08:00 - 09:00	2	9	0.111	2	9	0.167	2	9	0.278
09:00 - 10:00	2	9	0.111	2	9	0.000	2	9	0.111
10:00 - 11:00	2	9	0.056	2	9	0.167	2	9	0.223
11:00 - 12:00	2	9	0.111	2	9	0.056	2	9	0.167
12:00 - 13:00	2	9	0.000	2	9	0.000	2	9	0.000
13:00 - 14:00	2	9	0.000	2	9	0.000	2	9	0.000
14:00 - 15:00	2	9	0.111	2	9	0.000	2	9	0.111
15:00 - 16:00	2	9	0.056	2	9	0.111	2	9	0.167
16:00 - 17:00	2	9	0.167	2	9	0.056	2	9	0.223
17:00 - 18:00	2	9	0.111	2	9	0.000	2	9	0.111
18:00 - 19:00	2	9	0.222	2	9	0.222	2	9	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.056			1.001			2.057

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	2	9	0.000	2	9	0.000	2	9	0.000
08:00 - 09:00	2	9	0.000	2	9	0.000	2	9	0.000
09:00 - 10:00	2	9	0.000	2	9	0.000	2	9	0.000
10:00 - 11:00	2	9	0.000	2	9	0.000	2	9	0.000
11:00 - 12:00	2	9	0.000	2	9	0.000	2	9	0.000
12:00 - 13:00	2	9	0.167	2	9	0.167	2	9	0.334
13:00 - 14:00	2	9	0.000	2	9	0.000	2	9	0.000
14:00 - 15:00	2	9	0.000	2	9	0.000	2	9	0.000
15:00 - 16:00	2	9	0.000	2	9	0.000	2	9	0.000
16:00 - 17:00	2	9	0.000	2	9	0.000	2	9	0.000
17:00 - 18:00	2	9	0.000	2	9	0.000	2	9	0.000
18:00 - 19:00	2	9	0.000	2	9	0.000	2	9	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.167			0.334

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

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

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	2	9	0.000	2	9	0.056	2	9	0.056
08:00 - 09:00	2	9	0.000	2	9	0.000	2	9	0.000
09:00 - 10:00	2	9	0.000	2	9	0.000	2	9	0.000
10:00 - 11:00	2	9	0.000	2	9	0.000	2	9	0.000
11:00 - 12:00	2	9	0.000	2	9	0.000	2	9	0.000
12:00 - 13:00	2	9	0.000	2	9	0.000	2	9	0.000
13:00 - 14:00	2	9	0.000	2	9	0.000	2	9	0.000
14:00 - 15:00	2	9	0.000	2	9	0.000	2	9	0.000
15:00 - 16:00	2	9	0.000	2	9	0.000	2	9	0.000
16:00 - 17:00	2	9	0.000	2	9	0.000	2	9	0.000
17:00 - 18:00	2	9	0.000	2	9	0.000	2	9	0.000
18:00 - 19:00	2	9	0.111	2	9	0.000	2	9	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.056			0.167

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	2	9	0.000	2	9	0.056	2	9	0.056
08:00 - 09:00	2	9	0.000	2	9	0.000	2	9	0.000
09:00 - 10:00	2	9	0.000	2	9	0.000	2	9	0.000
10:00 - 11:00	2	9	0.000	2	9	0.000	2	9	0.000
11:00 - 12:00	2	9	0.000	2	9	0.000	2	9	0.000
12:00 - 13:00	2	9	0.167	2	9	0.167	2	9	0.334
13:00 - 14:00	2	9	0.000	2	9	0.000	2	9	0.000
14:00 - 15:00	2	9	0.000	2	9	0.000	2	9	0.000
15:00 - 16:00	2	9	0.000	2	9	0.000	2	9	0.000
16:00 - 17:00	2	9	0.000	2	9	0.000	2	9	0.000
17:00 - 18:00	2	9	0.000	2	9	0.000	2	9	0.000
18:00 - 19:00	2	9	0.111	2	9	0.000	2	9	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.278			0.223			0.501

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): 2.32

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	2	9	0.111	2	9	0.389	2	9	0.500
08:00 - 09:00	2	9	0.111	2	9	0.444	2	9	0.555
09:00 - 10:00	2	9	0.111	2	9	0.111	2	9	0.222
10:00 - 11:00	2	9	0.056	2	9	0.167	2	9	0.223
11:00 - 12:00	2	9	0.222	2	9	0.056	2	9	0.278
12:00 - 13:00	2	9	0.167	2	9	0.333	2	9	0.500
13:00 - 14:00	2	9	0.056	2	9	0.111	2	9	0.167
14:00 - 15:00	2	9	0.167	2	9	0.056	2	9	0.223
15:00 - 16:00	2	9	0.222	2	9	0.167	2	9	0.389
16:00 - 17:00	2	9	0.389	2	9	0.111	2	9	0.500
17:00 - 18:00	2	9	0.333	2	9	0.167	2	9	0.500
18:00 - 19:00	2	9	0.389	2	9	0.333	2	9	0.722
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.334			2.445			4.779

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.