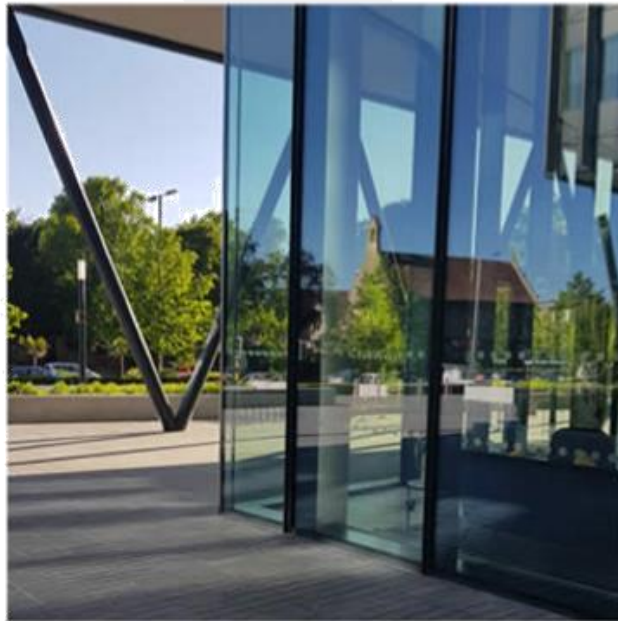




35-39 FRIAR STREET, READING

TRANSPORT STATEMENT

09 June 2022



35-39 FRIAR STREET, READING

TRANSPORT STATEMENT

PROJECT DETAILS

Project Name:	35-39 Friar Street, Reading
Client:	Shaviram Group
Document Type:	Transport Statement
Document Reference:	R-21-0075-02
Date:	09 June 2022

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	Checked:	David Fletcher	Associate Director	24/05/2022	
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02B	Author:	David Fletcher	Associate Director	09/06/2022	Final Comments
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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Shaviram Group to produce a Transport Statement to accompany a planning application for the proposed redevelopment of 35-39 Friar Street, Reading, RG1 1DX. The proposals include the demolition of the existing buildings to enable the proposed mix use development comprising 103 residential units and 1,752 sqm floorspace in Class E Use (retail, food and drink and co-working) as well as landscaping and other associated works to provide a mixed-use residential-led scheme. The local planning authority (LPA) and the local highway authority (LHA) are Reading Borough Council (RBC).
- 1.1.2. The site is located within Reading town centre approximately 300m south of Reading railway station. The site is bound by the Station Hill development to the north and west, retail units to the east and Friar Street to the south. The location of the site is shown in Figure 1 below.

Figure 1 – Site Location Plan



Source: Google Earth

- 1.1.1. The existing building at 35-39 Friar Street comprises the following:
- 35-38 Friar Street which is occupied by Cosmo restaurant on the ground and basement floors (GIA 1,452sqm) and office accommodation (which is currently vacant) on the three upper floors (total GIA 1,616sqm)
 - 39 Friar Street which is occupied by 9 Round fitness studio (GIA 244sqm) at ground floor with office use on the upper floors (total GIA 180sqm).
- 1.1.2. The total GIA of the site is 3,492sqm, including 1,452sqm retail (Cosmo), 244sqm fitness studio and 1,796sqm office space.

- 1.1.3. No car parking is currently provided within the site, however a car park with informal, ad hoc parking is provided to the rear of the site accessed from Merchants Place which is owned by the Applicant. The car park is located outside of the site boundary, however the client has full rights of access over the car park.

1.2. Site Planning History

35-38 Friar Street

- 1.2.1. 35-38 Friar Street has been subject to a number of relevant planning applications including:

- **Application reference 070001:** Planning application approved in February 2009 for the demolition of the existing building and erection of a seven storey building with class A1/A2/A3 (retail) use at ground floor, Class D2 (leisure) in the basement and 83 Class C1 hotel use serviced apartments on the upper floors.
- **Application reference 160232:** Prior approval application approved on 4th April 2016 for the change of use of the 1st-3rd floors from Class B1(a) (offices) to Class C3 (dwelling houses) to comprise 25 flats. This application lapsed in February 2019.

39 Friar Street

- 1.2.2. 39 Friar Street has also been subject to a number of planning applications including:

- **Application reference 160248:** Retrospective permission granted in May 2016 for the change of use of the ground floor from an amusement arcade (sui generis) to gymnasium (Class D2). Within RBC's Highways response, the response states that 'there are no requirements for car parking in this zone as any demand for parking will be met by the town centre public car parks'; and
- **Application reference 992429:** Planning permission was granted for the change of use from a Building Society Office (A2) to an amusement centre in January 2000.

- 1.1.3. It is understood through recent site visits that the most recent planning application at 39 Friar Street has been implemented and is now in use as 9 Round fitness studio, though neither of the above referenced planning approvals at 35-39 Friar Street have been implemented. The latest approval at 35-39 Friar Street lapsed in February 2019.

1.2. Station Hill Development

- 1.2.1. As aforementioned, the site neighbours the approved Station Hill South Development to the west, connecting to the wider Station Hill development to the north. The Station Hill development is a large mixed-use development which will provide 58,064sqm of office space, 8,826sqm of life-style led retail and leisure, 1,300 residential units and a hotel, with significant public realm improvements and car parking throughout the development.
- 1.2.2. This proposed development site is located on a key corner plot facing into the new north-south public realm connection to the Station Hill development, which will be known as 'Friars Walk'. The proposed redevelopment of this site intends to respond to the emerging public realm with active retail/food and drink frontage on the ground floor and residential entrances to the floors above.

1.3. Proposed Development

- 1.3.1. The proposed redevelopment comprises a basement, ground plus 10 storeys mixed-use scheme comprised of public uses at part basement, ground floor and mezzanine level and a mix of residential dwellings (41 x one-bed, 56 x two-bed and 6 x three-bed apartments) on the upper levels.

- 1.3.2. The ground floor will be accommodated by Use Class E units, including re-providing the existing restaurant use, in addition to three Use Class E units. Residential co-working space will be provided on the first floor.
- 1.3.3. On the upper levels, apartments will be provided (a mix of private and affordable housing) within a range of apartment types, with communal rooftop terraces for residents.
- 1.3.4. The proposed development will be car-free with the exception of three disabled parking spaces provided within the basement. The development will provide cycle parking in excess of RBC's standards.

1.3. Pre-Application Scoping

- 1.3.1. An initial pre-application advice request was submitted to RBC with transport and highway-related comments received in July 2021. It is of note that this was for a slightly revised scheme which comprised 1,500sqm retail and food/drink across the ground floors, 500sqm of flexible workspace and 104 residential flats.
- 1.3.2. A summary of the pre-application e-mail response has been outlined below:
 - A Transport Statement should be provided to support the application;
 - Pedestrian access taken from the new public realm area created as part of Station Hill is deemed acceptable;
 - Vehicle access taken from Merchants Place is acceptable in principle, subject to further clarity as to the surrounding car parking layout to ensure that an area is provided for two-way movement;
 - Car parking provision (previously proposed as 6 disabled bays) would be deemed acceptable;
 - The proposed car parking spaces should be provided at 2.5m x 5m with a 1.2m wide area surrounding the bays and a 6m wide forecourt depth;
 - Cycle parking would be better sited at ground floor level, though further review and clarity should be provided at the application stage. Cycle parking numbers should be provided in accordance with the Council's parking standards and design SPD;
 - Continued servicing from the rear of the site would be accepted in principle. However, the application should detail how the proposed use will alter the number of servicing trips and the size of vehicle that would serve the site, with tracking diagrams to ensure that the vehicle can enter and exit in forward gear;
 - It should be stressed that the highway authority cannot agree to additional servicing trips taken from the public highway.
- 1.3.3. The site layout and TS will respond to each of the points raised through the initial pre-application response.

1.4. Report Structure

- 1.4.1. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed redevelopment. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.
- 1.4.2. The remainder of this report is split into the following sections;
 - **Chapter 2: Policy Context** – Provides a summary of the current national and local planning and transport policy that is relevant to the proposed development;
 - **Chapter 3: Existing Conditions** – Describes the existing transport and highways conditions at the site and within the surrounding area;
 - **Chapter 4: Proposed Development** – Outlines the development proposals, including access arrangements, refuse and servicing strategy and car and cycle parking arrangements;

- **Chapter 5: Multi-Modal Trip Generation** – Outlines the multi-modal trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Section 6: Summary** – Summary of the findings of this Transport Statement.

2. Policy Context

2.1. Context

- 2.1.1. This TS has taken into consideration key policy and design guidance at a national and local level. The key policy and guidance documents considered are summarised below:

2.2. National Policy and Guidance

National Planning Policy Framework

- 2.2.1. In July 2021, the revised National Planning Policy Framework (NPPF) was published, setting out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.

- 2.2.2. Paragraph 106 states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

- 2.2.3. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that (paragraph 109):

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 2.2.4. Notably, at paragraph 111 the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public

transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- Address the needs for people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.5. The NPPF states at paragraph 113 that 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 assessment so that likely impacts of the proposal can be assessed.

2.2.6. The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the need to ensure an adequate provision of spaces for charging plug-in and other ultralow emission vehicles when determining planning applications.

Planning Practice Guidance (PPG) – Travel Plans, Transport Assessments and Statements (March 2014)

2.2.7. Whilst a number of PPG guidance documents have recently been updated in line with the Revised NPPF, the current guidance relating to this document was released in March 2014. The PPG document ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ provides a concise report on the use, importance of, and content to be provided within Transport Assessments, Transport Statements and Travel Plans.

2.2.8. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the PPG states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

2.2.9. The Guidance states that Transport Assessments, Transport Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.

2.2.10. The Guidance states that Transport Assessments, Transport Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

National Design Guide (October 2019)

2.2.11. The National Design Guide was published in October 2019 sets out the characteristics of well-designed places and demonstrates what good design means in practice. Paragraph 62 states that well-designed places are walkable with safe, recognisable and legible streets, are accessible by public transport and provide access to services and facilities. Paragraph 76 states that a well-designed movement network;

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;

- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

2.2.12. Paragraph 77 states that priority in developments should be to pedestrian and cycle movements and developments should create routes that are safe, direct, convenient and accessible for people of all abilities (Paragraph 78). Paragraph 79 states;

- “In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Higher densities are dependent upon accessibility to public transport and essential facilities. To optimise density, it may be necessary to provide public transport infrastructure or to improve existing local transport services. A transport hub may represent an opportunity for a local increase in density, where appropriate to local context and character.”

2.2.13. With regard to parking the National Design Guide states that car and cycle parking should be safe and should meet the needs of different users including occupants, visitors and people with disabilities (Paragraph 85). With regards to electric vehicle parking, Paragraph 87 states;

- “Electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter.”

2.2.14. Access for servicing including refuse collection, deliveries and removals should be considered in the design of the development. Paragraph 134 states that bin stores should be;

- “Accessible and well-integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid clutter. Where refuse bins are required to be on a street frontage or in a location that is visible from a street, they are sited within well-designed refuse stores that are easy for occupants to use.”

Manual for Streets (MfS 2007) and Manual for Streets 2 (MfS2 2010)

2.2.15. These documents provide guidance for planning and designing new residential streets. They aim to increase the quality of life through good design which creates more people-orientated streets. The key recommendation of MfS / MfS2 is that increased consideration should be given to the ‘place’ function of streets. This function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement.

2.2.16. The underlying theme when designing street networks (as opposed to designing individual streets) is catering for movement. Walkable neighbourhoods are typically characterised by having a range of facilities available to residents that can be accessed comfortably on foot. Making the local environment convenient and attractive to walk in can help enhance the vibrancy of a community and reduce reliance on motor transport.

2.3. Local Policy and Guidance

Reading Borough Local Plan (November 2019)

2.3.1. The Reading Borough Local Plan is the main planning document for Reading and contains the policies for development up to 2036. Part of the vision focuses on providing the right infrastructure to enable people to “easily move around the town with a comprehensive network of public transport, walking and cycling”.

- 2.3.2. Objective 5 of the Local Plan is to “ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability and appraisal objectives, including reducing its effects on, and adapting to, climate change”.
- 2.3.3. Objective 7 focuses on “improving and developing excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport, including walking and cycling”.
- 2.3.4. Cross-Cutting Policy 1: Presumption in Favour of Sustainable Development states “a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the NPPF”.
- 2.3.5. Cross-Cutting Policy 6: Accessibility and the Intensity of Development emphasises “the scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations”.
- 2.3.6. Policy TR1: Achieving the Transport Strategy states “proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local actions plans.
- 2.3.7. Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures”.
- 2.3.8. Policy TR4: Cycle Routes and Facilities focuses on developments making “full use of opportunities to improve access for cyclist 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”.
- 2.3.9. Policy CR: Station/River Major Opportunity Area provides the requirements for development in the Opportunity Area including that development will “help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the area centred on the new station.
- 2.3.10. Friar Street and Station Road is identified as a sub-area (CR11a) and states that this area will include “active retail and leisure uses on the ground floor along Friar Street and Station Road, with a mix of uses on higher floors. Development should enhance linkages in a north-south direction to link to the Station Hill area”.

Draft Reading Transport Strategy 2036 (Consultation Draft – May 2020)

- 2.3.11. The Draft Reading Transport Strategy summarises the plans and policies to help achieve the overall vision for a step-change in sustainable travel choices in Reading. The supporting transport vision for this strategy is to “deliver a sustainable transport system in Reading 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”.
- 2.3.12. Policy RTS1: Sustainable Transport emphasises “we will prioritise sustainable travel modes to offer an attractive and realistic alternative to the private car and we will increase the capacity of the sustainable transport network by reallocating road space to sustainable modes”.
- 2.3.13. Policy RTS4: Development Control states “new developments will be required to demonstrate how they will deliver healthy streets and make a positive contribution to the walking, cycling and public transport

network and support sustainable travel, such as initially subsidising bus services, through the development and implementation of travel plans”.

2.3.14. Policy RTS13: Healthy Streets emphasises “we will encourage the creation of healthy streets in Reading, to improve air quality, reduce congestion and help make our communities healthier, greener and more attractive places to live, work, learn and play”.

2.3.15. Policy RTS29: Travel Information states:

- “We will support and promote the use of a wide range of data and technology to influence travel behaviour and manage the transport network.
- We will work with businesses, and other key destinations, to support them in delivering their travel plans and providing sustainable travel advice to their workforce”.

Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

2.3.16. The document provides architects and developers with guidance and information about RBC’s requirements for the management of waste in developments and encourages developers to consider waste management and minimisation at design concept stage and ensure that the correct capacity and type of waste bins are located in the right places.

2.4. Summary

2.4.1. This proposed development has been prepared in accordance with the NPPF and is considered a high-quality scheme which creates a place that is safe, secure and attractive with negligible impact (in terms of both safety and capacity) on the surrounding road and transport networks.

2.4.2. The scheme has also been designed in accordance with relevant design guidance including Manual for Streets; taking into account the Reading LTP 3, Local Plan and Draft Transport Strategy as well as Reading’s car and cycle parking guidance.

3. Existing Site Conditions

3.1. Context

- 3.1.1. This chapter outlines the baseline transport conditions at the existing site and in the surrounding area with a focus on local transport infrastructure and services. The baseline conditions need to be established to fully understand the context of the proposed development and the associated traffic and transport impacts. This has been informed by a site audit undertaken by Evoke and desk-based research.

3.2. Site Location and Existing Use

- 3.2.1. The site is located to the north of Friar Street, within Reading Town Centre. The site is bordered to the north and west by the Station Hill development, retail units to the east and Friar Street to the south.
- 1.3.4. The existing building at 35-39 Friar Street comprises the following:
- 35-38 Friar Street which is occupied by Cosmo restaurant on the ground and basement floors (GIA 1,452sqm) and office accommodation (which is currently vacant) on the three upper floors (total GIA 1,616sqm)
 - 39 Friar Street which is occupied by 9 Round fitness studio (GIA 244sqm) at ground floor with office use on the upper floors (total GIA 180sqm).
- 1.3.5. The total GIA of the site is 3,492sqm, including 1,452sqm retail (Cosmo), 244sqm fitness studio and 1,796sqm office space.
- 3.2.2. Access to the site is currently only available for pedestrians from entrances located along Friar Street.
- 3.2.3. No car parking is provided within the red line boundary of the site, however a private gated car park with circa 15 car parking spaces is provided to the rear of the site accessed from Merchants Place via a traffic light controlled entry which is owned by the applicant, outlined in Figure 2 below. The car park is located outside of the site boundary, however the client has full rights of access over the car park.

Figure 2 – Merchants Place Car Park



3.3. Walking and Cycling Network

- 3.3.1. To enable an assessment of the viability of walking and cycling as realistic modes for trips to and from the site as an alternative to the private car, it is appropriate to establish the maximum distance that people are generally prepared to walk and cycle and the destinations that existing within these distances.

- 3.3.2. 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 guidelines for distances for various land uses are summarised in Table 1.

Table 1 – IHT Walking Distance Guidance

Definition	Town Centre	Commuting/ School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

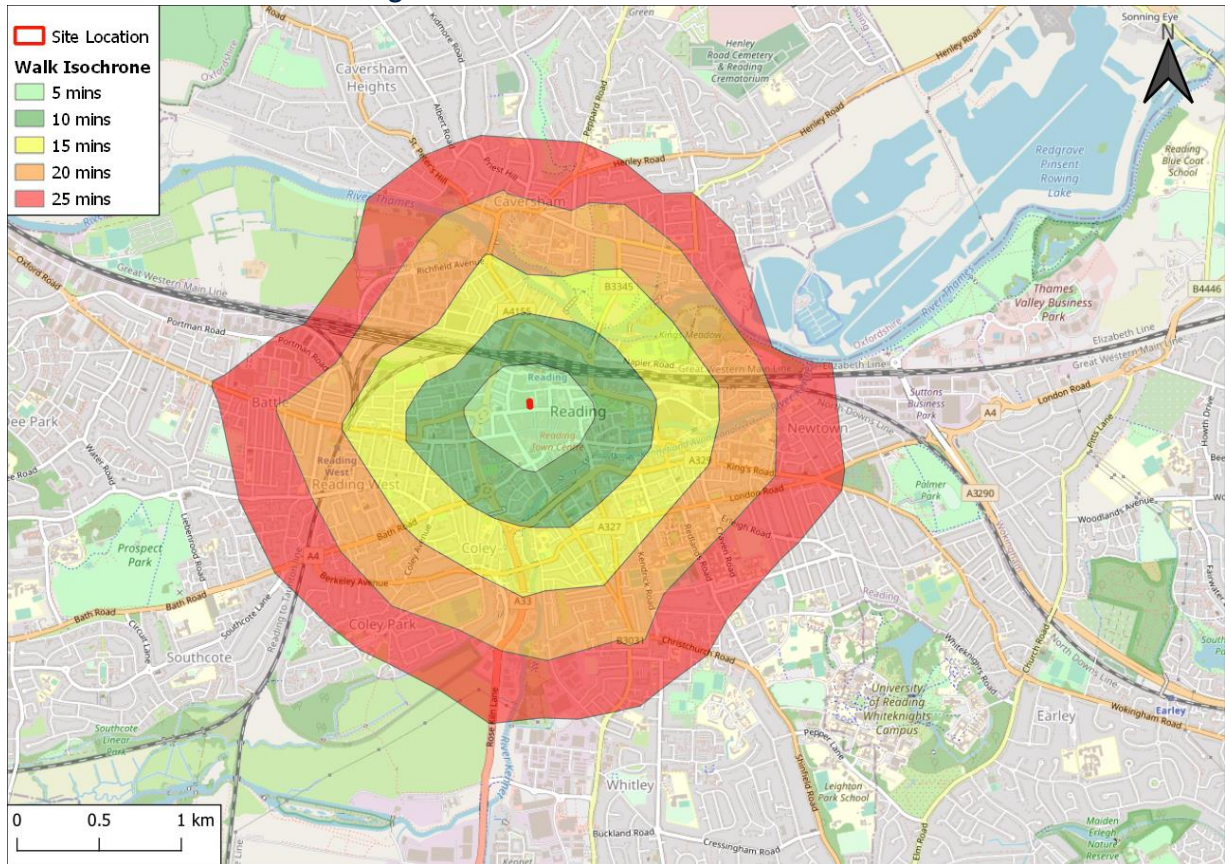
- 3.3.3. It should be noted that the site is located within Reading Town Centre and therefore within IHT's desirable walking distance to a Town Centre and the range of amenities and facilities it contains.
- 3.3.4. Wide footways of good standard are available directly outside the site along both sides of Friar Street. Approximately 25m to the east and 35m to the west of the site, non-signalised pedestrian crossings equipped with tactile paving and dropped kerbs are provided across Friar Street, with the northern side of the carriageway benefiting from kerb build-outs to minimise the crossing distance. In addition, approximately 100m east and 130m west of the site, signalised Puffin crossings are provided across Friar Street, equipped with dropped kerbs and tactile paving. The local pedestrian infrastructure along Friar Street is shown in Figure 3.

Figure 3 – Local Pedestrian Infrastructure along Friar Street



- 3.3.5. All carriageways in the vicinity of the site benefit from wide footways of good standard on both sides of the carriageway with various crossing points facilitating safe and direct pedestrian movement around the town centre to services and local amenities. Figure 4 shows a walk isochrone which demonstrates the areas that can be reached within a 25-minute walk of the site (at 5-minute intervals).

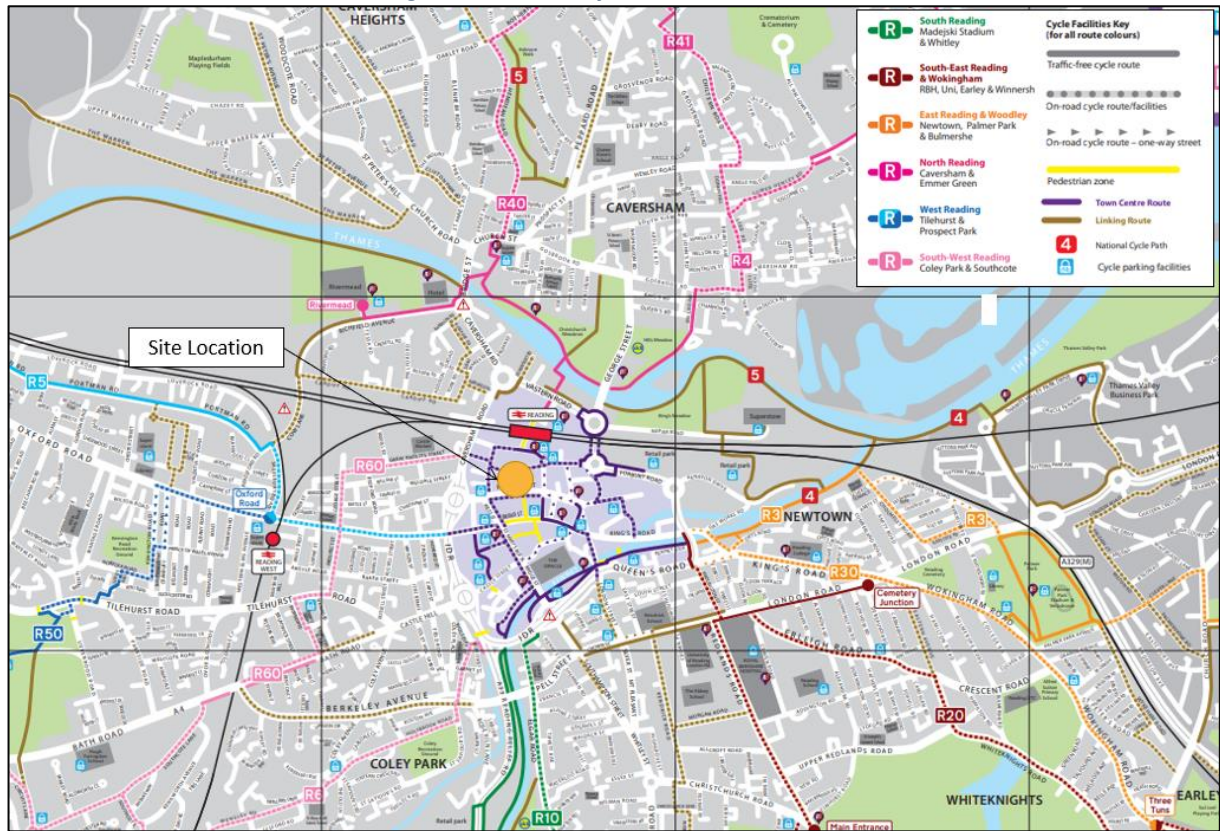
Figure 4 – Pedestrian Isochrones



Source: QGIS and Openroute Service (Walk speed 5kph)

- 3.3.6. The isochrone demonstrates that Reading Town Centre and Railway Station are within a five minute walk of the site whilst the neighbouring centres of Caversham, Reading West, Coley, Battle and Newtown are all accessible within a 25-minute recommended walking distance of the site.
- 3.3.7. Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 3.3.8. Being within Reading Town Centre, the local road network is conducive to travel by cycle due to the low vehicular speeds, pedestrianized areas and shared surface routes. In addition, there are various formalised routes in the vicinity of the site, as shown in Figure 5. This shows that there are on and off road carriageway routes in close proximity to the site.

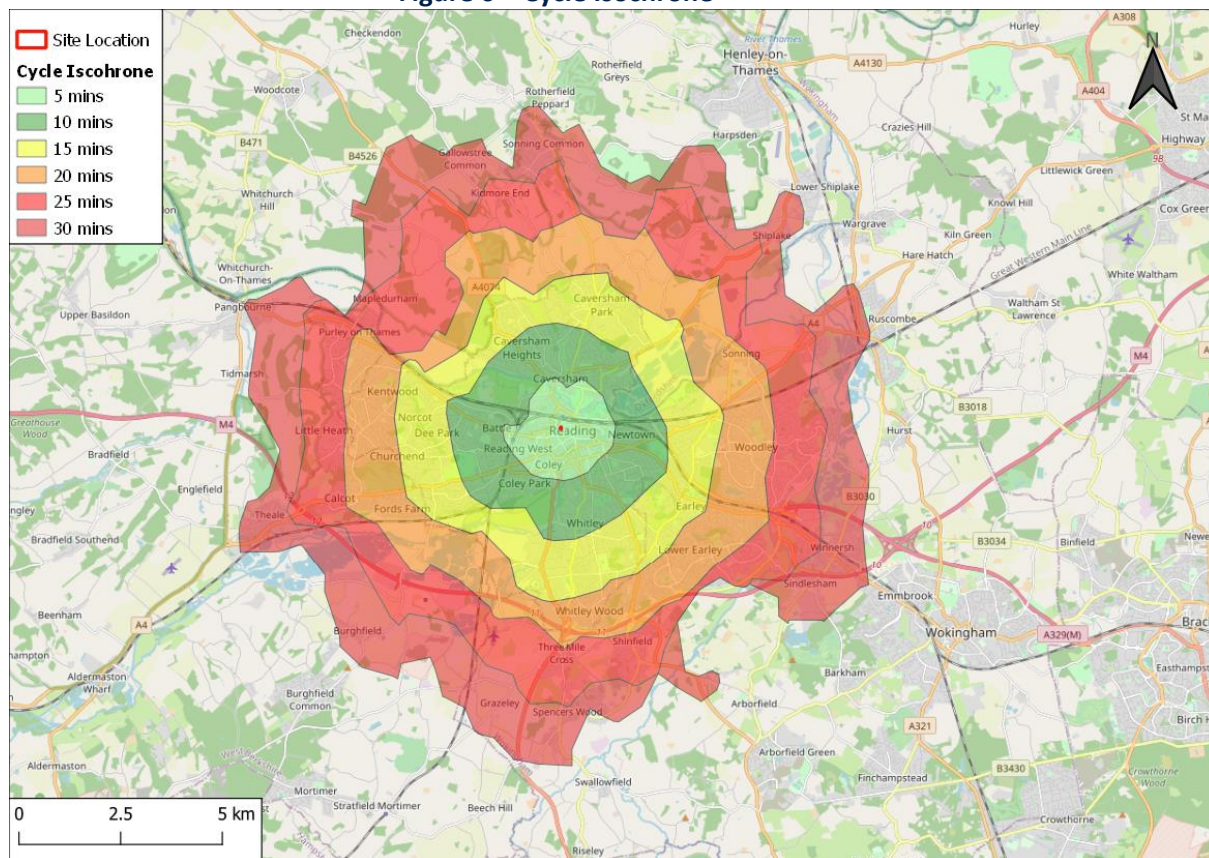
Figure 5 – Local Cycle Routes



Source: Reading Cycle Routes Network Map

3.3.9. Figure 6 shows cycle isochrones which demonstrate the areas that can be reached within a 30-minute cycle (at 5-minute intervals). The isochrones are generated based on speeds dependent on the surface and highway type. The majority (if not all) of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of c.10.5km.

Figure 6 – Cycle Isochrone



Source: QGIS and Openroute Service (Cycle speed c. 18kph)

- 3.3.10. The isochrone demonstrates that Reading, Caversham, Earley, Woodley, Winnersh, Sonning, Calcot, Whitley and Shinfield are all accessible within a 30-minute cycle of the site.
- 3.3.11. Cycle parking is provided throughout Reading Town Centre, as shown in Figure 5, with the nearest off-site parking provided along Friar Street, approximately 25m east (6 spaces) and 70m west (32 spaces) in the form of Sheffield stands. These spaces can conveniently accommodate future visitors arriving by cycle. In addition, Reading Railway Station is provided with 344 sheltered and secure cycle parking spaces accessible for future residents and visitors, ensuring that travel via cycle is a viable mode of travel.
- 3.3.12. In summary, the footway and cycle network is considered high quality and extensive; suitable to support this scale of mixed-use development.

Accessibility to Local Amenities

- 3.3.13. Being within Reading Town Centre, a wide range of facilities and amenities are located well within the 'desirable' or 'acceptable' walking distance recommended by IHT. These include (but are not limited to); restaurants, pubs, recreation facilities, libraries and offices. A summary of nearby local amenities and their associated walking and cycling distance is included in Table 2.

Table 2 – Accessibility to Local Facilities

	Type	Amenity	Distance	Walking Time (minutes)	Cycle Time (minutes)
Retail/ Leisure	Town Centre:	Reading	5m	0	0
	Post Office:	WHSmith Post Office	80m	1	0
	Supermarket:	Super Delight Convenience Store	25m	0	0
		Sainsburys	92m	1	0
		M&S	240m	3	1
	Gym:	F45 Training	91m	1	0
	Leisure Centre:	Rivermead Leisure Centre	1,800m	23	7
	Cinema:	Vue Cinema Reading	700m	9	3
	Town Hall:	Reading Town Hall	280m	4	1
	Shopping Centre:	The Oracle	350m	4	1
	Retail Park:	Forbury Retail Park	700m	9	3
	Library:	Reading Central Library	550m	7	2
	Public Open Space:	Forbury Gardens Public Park	400m	5	2
Schools and Education	Nursery:	Greyfriars Day Nursery	150m	2	1
		Forbury Gardens Day Nursery	650m	8	2
	Primary:	Civitas Academy	800m	10	3
		E P Collier School Primary School	950m	12	4
	Secondary / College:	Kendrick School	1,000m	13	4
		Reading College	1,500m	19	6
Healthcare	Dentist:	Reading Smiles	350m	4	1
	Pharmacy:	Boots	150m	2	1
	Doctors:	Abbey Medical Centre	950m	12	4
	Hospital:	Royal Berkshire Hospital	1,700m	21	6
		Reading Walk-in Health Centre	350m	4	1
Transport	Bus Stop:	Friar Street (Stop FM)	10m	0	0
	Railway Station:	Reading	300m	4	1
	Car Club:	Co Wheels Oxford Road	1,800m	23	7
		Co Wheels Cemetery Junction	1,900m	24	7
	Electric Vehicle Charging:	Oracle Holy Brook Car Park	500m	6	2
Employment	Offices:	Thames Tower	210m	3	1
		Apex	400m	5	2

3.3.14. It is evident from Table 2 that there are a wide range of facilities, such as education, employment, retail, health and leisure uses close to the site, the majority of which are within a reasonable two kilometre walking or five kilometre cycling distance. On that basis, it is clear that the location of the site is exceptionally well placed to maximise the number of shorter distance trips that can be undertaken by alternative methods of travel to the car. Furthermore the neighbouring Station Hill redevelopment, currently under construction, will bring forward further amenities, pocket parks and employment opportunities within walking distance of the site.

3.4. Public Transport Accessibility

Bus Services

3.4.1. The nearest bus stops to the site are located on Friar Street, directly outside the site. A total of seven bus stops are provided along Friar Street within 120m of the site. All stops are provided with sheltered,

seated waiting areas, timetable information and real time travel information as shown in Figure 7. A summary of the bus services, their routes and approximate timetables accessible within a 300m walk from the site is detailed below in Table 3 and is shown visually in Figure 8.

Figure 7 – Friar Street Bus Stops

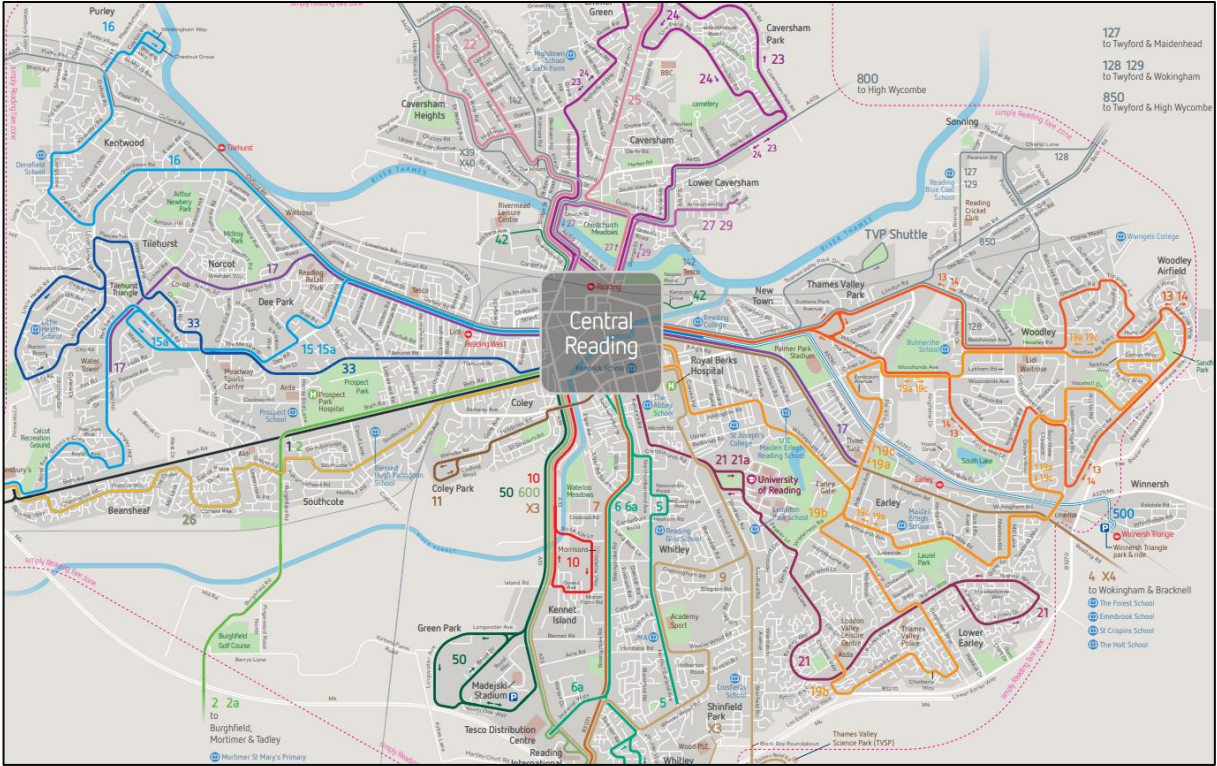


Table 3 – Bus Service Summary

Service Number	Route Summary	Approximate Frequency		
		Monday-Friday	Saturday	Sunday
1 Jetblack	Newbury – Thatcham – Theale – Reading	Every 30 minutes	Every 30 minutes	Every hour
2 / 2a Lime	Reading – Burghfield Common – Mortimer	Every 30 minutes	Every 30 minutes	Every hour
3 Leopard	Reading – Shinfield – Wokingham	Every hour	Every hour	No service
4 Lion / X4	Bracknell – Wokingham – Earley – Reading	Every 30 minutes	Every 30 minutes	Every hour
5 Emerald	Reading – Northumberland Avenue	Every 10 minutes	Every 10 minutes	Every 20 minutes
6 / 6a Emerald	Reading – Whitley Wood	Every 10 minutes	Every 10 minutes	Every 20 minutes
7 Tiger	Reading – Fleet	Every 1 – 2 hours	Every 1 – 2 hours	Every 2 hours
8 / 9 Leopard	Reading – Spencer's Wood	Every 20 minutes	Every 20 minutes	Every hour
10 Ruby	Reading – Kennet Island	Every 20 minutes	Every 20 minutes	Every 30 minutes
11 Bronze	Reading – Coley Park	Every 20 minutes	Every 20 minutes	Every 30 minutes
13 / 14 Orange	Reading – Woodley – Reading	Every 15 minutes	Every 15 minutes	Every 30 minutes
15 / 15a Sky Blue	Reading – Tilehurst – Calcot (Ikea)	Every 20 minutes	Every 20 minutes	Every 30 minutes
16 Sky Blue	Reading – Purley	Every 20 minutes	Every 20 minutes	Every 30 minutes
17 Purple	Earley – Reading – Tilehurst	Every 10 minutes	Every 10 minutes	Every 10 minutes
19a/c Little Oranges	Reading – Loddon Bridge – Reading	Every 30 minutes	Every 30 minutes	Every hour
19b Little Oranges	Reading – Lower Earley (Asda)	Every hour	Every hour	No service
21/ 21a Claret	Reading – University – Lower Earley	Every 15 minutes	Every 15 minutes	Every 20 minutes
22 Pink	Reading – Caversham Heights	Every 30 minutes	Every hour	No service
23 / 24 Berry	Reading – Caversham – Reading	Every 10-20 mins	Every 10-20 mins	Every 30 minutes
25 Pink	Reading – Peppard Common	Every 30 minutes	Every hour	Every 2 hours
26 Yellow	Reading – Calcot (Ikea)	Every 15 minutes	Every 15 minutes	Every 20 minutes
27 / 29 Little Berries	Lower Caversham – Reading	Every 30 minutes	Every 30 minutes	Every hour
33 Royal Blue	Reading – Turnham's Farm	Every 15 minutes	Every 15 minutes	Every 30 minutes
42/42A Buzz	Rivermead – Kenavon Drive	Every 40 minutes	Every 40 minutes	Every hour
50 Greenwave	Green Park – Reading	Every 10 minutes	Every 20 minutes	No service
143	Reading – Purely – Pangbourne – Goring	Every 2 hours	Every 2 hours	No service
500 Park and Ride	Reading – Winnersh Triangle Park and Ride	Every 15 minutes	Every 15 minutes	No service
600 Park and Ride	Reading – Mere oak Park and Ride	Every 10-15 mins	Every 15 minutes	Every 30 minutes

Service Number	Route Summary	Approximate Frequency		
		Monday-Friday	Saturday	Sunday
702	London – Windsor – Slough – Legoland	2 services daily	3 services daily	3 services daily
X40 River Rapids	Oxford – Wallingford – Reading	Every hour	Every hour	Every hour

Figure 8 – Reading Town Centre Buses



Source: Reading Buses

3.4.2. As is demonstrated above, routes include regular services to Newbury, Bracknell, Earley, Tilehurst, Wokingham, Woodley and Caversham, ensuring that buses provide a viable mode of transport for a range of employment, education, retail and leisure purposes.

Rail Services

- 3.4.3. Reading Railway Station is located 300m (a 4-minute walk) to the north east of the site. The route between the site and the station is along Friar Street / Station Road, which has continuous footways of good standard and width and are well-lit with active frontages with safe and suitable crossing points, ensuring the pedestrian route from the site to the station is convenient and safe.
- 3.4.4. Reading Railway Station is managed by Network Rail and served by Great Western Railway, CrossCountry and South Western Railway services. 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.
- 3.4.5. In terms of accessibility, step-free level access is available to all platforms. Ramps for train access are available as are induction loops, with staff assistance available 24 hours a day 7 days a week.
- 3.4.6. The station provides covered seating and toilets. In addition, a total of 344 cycle parking spaces are provided at Reading Railway Station.

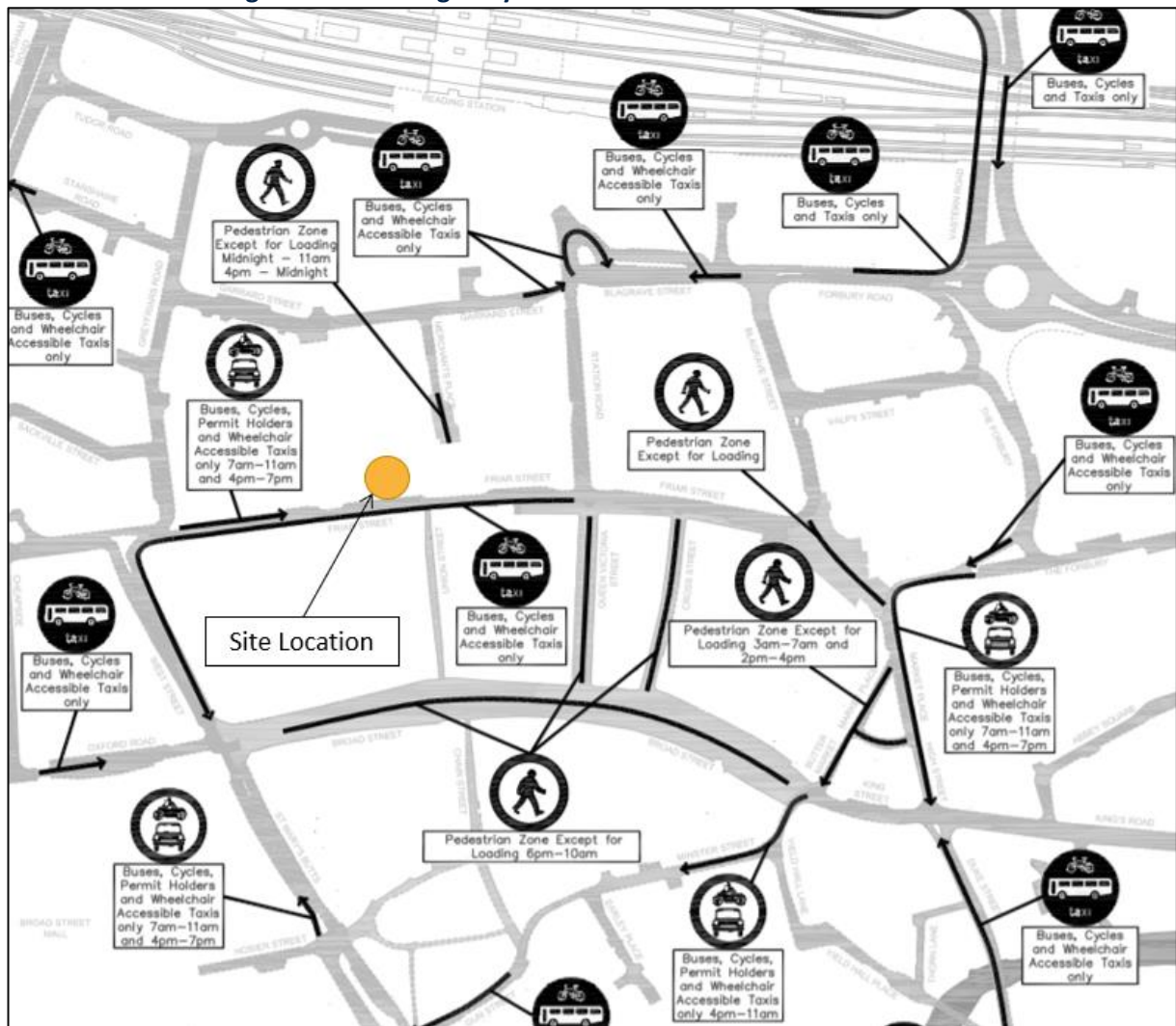
3.5. Car Club

- 3.5.1. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle the challenges of climate change and congestion. 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 or longer periods. 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.
- 3.5.2. Car clubs present a cost-efficient way for residents to have the benefits of a car without the need for always travelling by one. Not only does this provide a mode of transport for residents to travel to and from work but car clubs provide a viable option for short trips whereby residents can use a car club for leisure trips or to transport heavy items for example.
- 3.5.3. The site is located within walking distance of two car club vehicles operated by Co-Wheels at Oxford Road approximately 1,800m from the site and at Cemetery Junction approximately 1,900m from the site.
- 3.5.4. It is of note that a number of car club spaces are committed in Reading Town Centre as part of schemes currently under construction or recently consented. This includes;
- Two car club spaces at Station Hill North (Ref: 192032) – within 50m (1 minute walk);
 - One car club space at 45 Caversham Road (Ref: 201420) – within 450m (5-6 minute walk);
 - Three car club spaces at Thames Quarter (Ref: 190809) – within 750m (9-10 minute walk);
 - Up to ten car club spaces at Kenavon Drive (Ref: 170509) – within 900m (11-12 minute walk).
- 3.5.5. Whilst it is anticipated that the majority of trips to and from the site can be catered for by sustainable modes, including public transport and active travel, the proximity of the site to a number of existing and proposed car club vehicles ensures that viable alternatives to the private car are available for those essential trips.

3.6. Local Highway Network

- 3.6.1. Within Reading Town Centre, the majority of carriageways are subject to restrictions prohibiting vehicle use at certain times of the day or at all times. The restrictions are shown below in Figure 9. Friar Street restricts westbound movements to buses, cycles and wheelchair accessible taxis only at all times and restricts movements in the eastbound direction between 07:00-11:00 and 16:00-17:00. In addition, as shown in Figure 10, the carriageway is characterised by double red lines along the extent of the carriageway, prohibiting stopping except for loading at specific times and for buses.

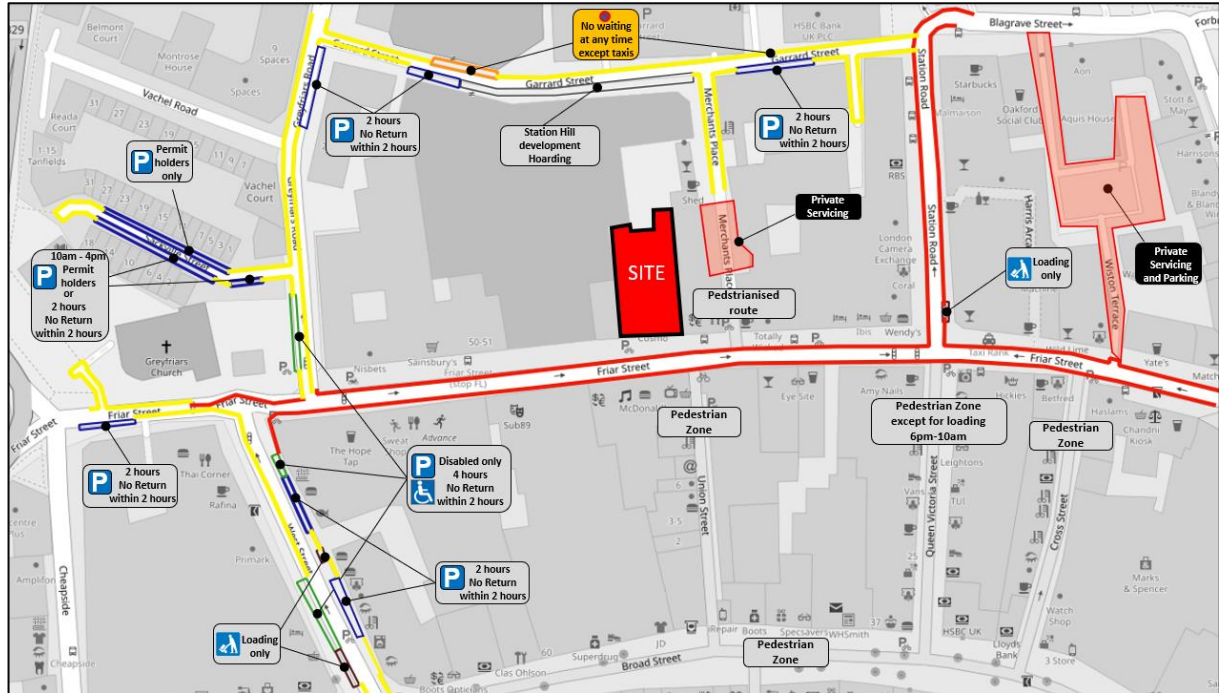
Figure 9 – Local Highway Network Access Restrictions



Source: <http://www.reading-travelinfo.co.uk/>

- 3.6.2. The site is surrounded by parking restrictions in the form of double red and yellow lines prohibiting parking or waiting, except for buses and taxis, disabled parking bays, Pay and Display bays and resident permit parking.
- 3.6.3. The Lambeth Parking Survey methodology, which is the most widely accepted industry methodology for parking, states that residents want to park within 200m of their property (2-3 minutes' walk). The roads within 200m of the site are all covered by parking restrictions, as outlined in Figure 10, which ensures that any of the future residents at the site would not be able to park on-street, other than blue badge holders or for a maximum of 2 hours using Pay and Display bays, with no return in 2 hours.

Figure 10 – Local Parking Restrictions



3.7. Public Car Parks

3.7.1. Public car parking is available within close vicinity of the site. Table 4 outlines these car parks, their capacity and walking distance from the site.

Table 4 – Public Car Parks within 550m

Car Park	Capacity	Maximum Stay	Distance from Site	Walking Time	Season Ticket
Broad Street Mall	720	No maximum stay	500m	6 mins	£1,600
Oracle Holy Brook	595	No maximum stay	500m	6 mins	-
Q-Park Chatham Place	586	No maximum stay	550m	7 mins	£1,285.20
Reading Station Short Stay Underground	229	3 Hours	400m	4 mins	-
Reading Station Long Stay	1,046	No maximum stay	550m	7 mins	£1,850
TOTAL	3,176		-		

3.7.2. Table 4 demonstrates that there are over 3,000 car parking spaces within public car parks that are all accessible within 550m (a 7-minute walk) of the site, providing ample opportunity to accommodate any visitor parking that may occur as a result of the development.

3.7.3. Broad Street Mall, Q-Park Chatham Place and Reading Station Long Stay allow parking for longer periods, with no maximum stay, and an annual season ticket available for between £1,300 - £1,850.

3.7.4. As part of the aforementioned Station Hill development, a survey of the public car parks was attached to the Transport Assessment undertaken by Richard Talbot Consultancy Ltd in December 2018 due to the proposed demolition of the 894 space Garrard Street car park, which had a maximum of 641 vehicles parked in it at any one time.

3.7.5. The surveys were undertaken on the afternoon of Tuesday 4th December and morning and afternoon on Wednesday 5th and Thursday 6th December 2018. Morning surveys were undertaken between 09:30-

12:30 and the afternoon surveys were undertaken between 13:00-16:00. The results of the survey for the car parks located within 550m of the site have been reproduced below in Table 5.

Table 5 – Public Car Park Survey Results

Car Park	Spaces	04/12/2018	05/12/2018		06/12/2018		Minimum	Maximum	Average	Average Parking Stress %
		Afternoon	Morning	Afternoon	Morning	Afternoon				
Q Park Chatham Place	586	373	196	361	202	395	196	395	305	52%
Broad Street Mall	720	690	316	676	381	692	316	692	551	77%
Oracle Holy Brook	595	580	322	571	331	575	322	580	476	80%
Reading Station	1275	842	642	826	667	859	642	859	767	60%
TOTAL	3,176	2,485	1,476	2,434	1,581	2,521	1,476	2,526	2,099	66%
Spaces Available	-	691	1,700	742	1,595	655	1,700	650	1,077	-

* Parking stress over 80% highlighted in red

- 3.7.6. The survey results demonstrate that all public car parks within 550m of the site have parking capacity during the morning and afternoon surveyed periods, with an average parking stress of 66% experienced across the four car parks, with an average of 1,077 spaces available and a minimum of 650 spaces available. The Broad Street Mall and Oracle Holy Brook car parks experienced the greatest level of parking, during the afternoon on each surveyed day, likely used by visitors shopping within the town centre.
- 3.7.7. Notably the Garrard Street car park has now been demolished with RBC accepting that the maximum of 641 displaced vehicles recorded in the surveys could be accommodated within alternative town centre car parks. The Station Hill site will provide a circa 835 space car park with 290 spaces available to the public. As such it is considered that even with the demolition of the Garrard Street car park there is still reserve town centre parking capacity and the addition of public car parking as part of the Station Hill scheme will further enhance capacity in Reading.

3.8. Census Data

- 3.8.1. An analysis of Census 2011 data has been undertaken to investigate the journey to work modal split for the existing resident population and existing workplace population. The site is located within the Reading 011 mid-level super output area (MSOA) and the Reading 011F lower-layer super output area (LSOA). The data is contained within Table 6.

Table 6 – Census 2011 Journey to Work Data (Reading 011 MSOA and Reading 011F LSOA)

Mode	Resident Population		Workplace Population Reading 011 MSOA
	Reading 011F LSOA	Reading 011 MSOA	
Train / Underground	30%	20.7%	17%
Bus	12%	11.5%	18%
Taxi	0%	0.4%	0%
Motorcycle	0%	0.4%	1%
Driving a car or van	20%	30.4%	38%
Passenger in a car or van	1%	3.1%	4%
Bicycle	3%	3.5%	4%
On foot	33%	29.4%	18%
Other	1%	0.7%	0%
TOTAL	100%	100%	100%

- 3.8.2. Table 6 shows that 78% of journeys from the existing (2011) LSOA resident population are undertaken by sustainable modes of transport, with 33% travelling on-foot, 30% by train, 12% by bus and 3% by cycle. Only 20% travel by private car and an additional 1% are car passengers.
- 3.8.3. In terms of the MSOA, 65.1% of journeys from the existing (2011) resident population are undertaken by sustainable modes of transport, with 29.4% travelling on-foot, 20.7% by train, 11.5% by bus and 3.5% by cycle. A total of 30.4% of residents travel by private car and an additional 3.1% are car passengers.
- 3.8.4. In terms of the workplace population, 57% of journeys from the existing (2011) workplace population are undertaken by sustainable modes of transport, with 18% travelling on-foot, 18% by bus, 17% by train and 4% by cycle. 38% are undertaken by private car and an additional 4% are car passengers.
- 3.8.5. It is worth noting that the most recently available Census data is over 10-years old and therefore it is likely that mode shares have changed in recent years. For example, recent changes in travel habits as a result of the COVID-19 pandemic (including an increase in working from home and greater emphasis on active travel) are also likely to result in a shift away from the private car.
- 3.8.6. In addition to the journey to work data, car ownership data has also been analysed at Output Area and LSOA level, to determine the likelihood of future residents having to own a car. The data for flats, maisonettes or apartments (again using Census 2011 data) is summarised in Table 7.

Table 7 – Census 2011 Car Ownership Data (Reading 011 MSOA and Reading 011F LSOA)

No of cars	E00174486 Output Areas			Reading 011F LSOA		
	Flat, Maisonette or Apartment	Percentage	Potential Parking Demand	Flat, Maisonette or Apartment	Percentage	Potential Parking Demand
No cars or vans in household	86	75%	0	423	64%	0
1 car or van in household	27	24%	27	210	32%	210
2 or more cars or vans in household*	1	1%	2.5	30	5%	75
TOTAL	114	100%	29.5	663	100%	285
Parking Demand per Dwelling			0.26	Parking Demand per Dwelling		0.43
Parking Demand (103 dwellings)			27	Parking Demand (103 dwellings)		44

*Applying a 2.5 cars per household to the 2 or more cars in household category

- 3.8.7. As demonstrated in Table 7, 75% (the majority) of households within the MSOA in which this site is located do not own a car, with only 1% of residents owning two or more cars. 24% of residents only

own one car. Relating this to the potential parking demand for the proposed 103 apartments would equate to a total of 27 cars being owned by prospective residents.

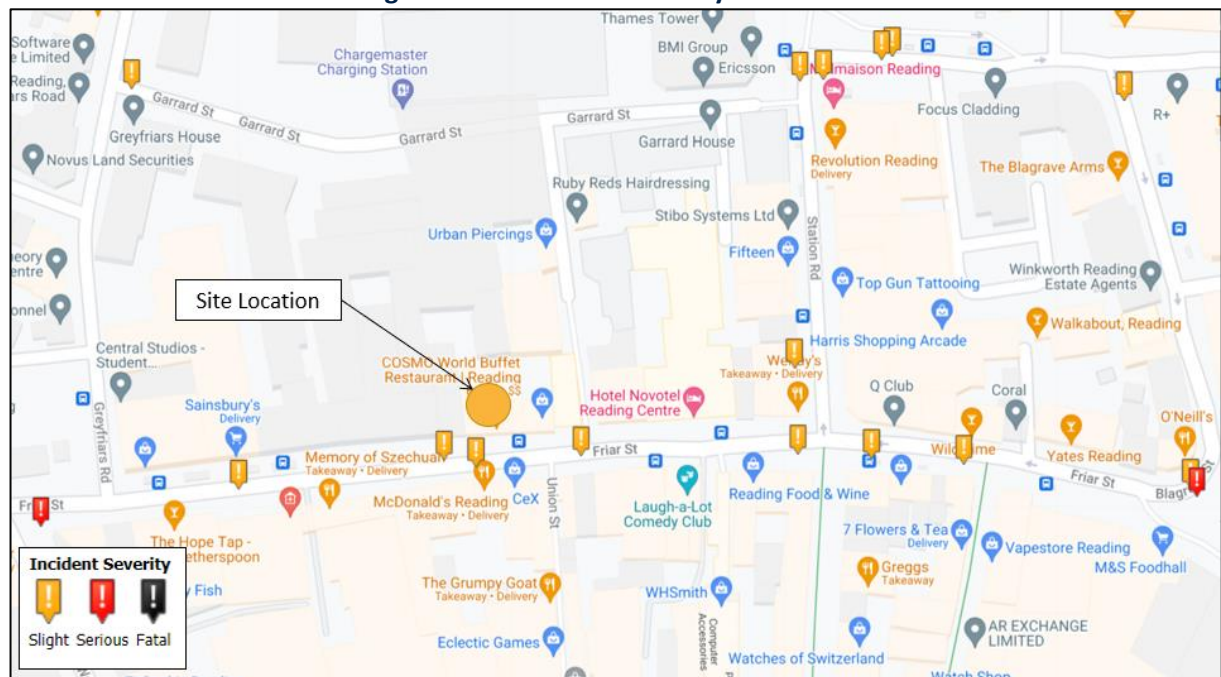
3.8.8. In terms of the LSOA, 64% (the majority) of households within the LSOA in which this site is located do not own a car, with 5% of residents owning two or more cars. 32% of residents only own one car. Relating this to the potential parking demand for the proposed 103 apartments would equate to a total of 44 cars being owned by prospective residents.

3.8.9. As aforementioned, it is worth noting that the Census data is over 10-years old and therefore it is likely that car ownership levels have significantly changed in recent years. The vast majority of residential developments that have come forward or are coming forward in Reading Town Centre are car free or car lite. This coupled with the sustainable transport improvements, the introduction of car club vehicles in Reading and the climate change emergency declaration are all considered likely to have reduced the car ownership levels.

3.9. PIA Data

3.9.1. A review of the most recently available five years of injury accident data (2016-2020) has been undertaken using the Crashmap database. The results are provided in Figure 11.

Figure 11 – PIA Incident Analysis



Source: Crashmap

3.9.2. Figure 11 demonstrates that a total of 17 accidents have occurred in the vicinity of the site, of which two were classified as 'serious' and 15 as 'slight'. One of the serious incidents resulted in injury to a pedestrian and one to a cyclist. Two slight injury accidents took place along the site frontage, both resulting in slight injury to pedestrians.

3.9.3. The number of incidents recovered over a five-year period is considered low for a town centre location such as this. The incidents represent no particular trend in location or casualty type, with a low incident rate per year. Whilst a number of incidents involved pedestrians, there are suitably wide footways immediately surrounding the development site with good access throughout the town centre, rail stations, bus stops and other local facilities.

- 3.9.4. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.

3.10. Summary

- 3.10.1. It is evident that the site is in a highly accessible town-centre location with a range of sustainable modes of transport on offer which would cater for future end-users and visitor journeys to and from the site. The accessible nature of the site is reflected in the Census modal share which shows a high proportion of trips (78% of resident population and 57% of workplace population) made by sustainable modes, with a low car ownership use of just 0.26 per household on average.
- 3.10.2. Over 3,000 public car parking spaces are available within a 550m distance of the site, providing a range of off-site car parking options for future site users. A review of parking survey data undertaken as part of the Station Hill development, demonstrate that all public car parks within 550m of the site have parking capacity during the morning and afternoon, with an average parking stress of 66% experienced across the four car parks, equating to an average of 1,077 spaces available.
- 3.10.3. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.

4. Proposed Development

4.1. Context

- 4.1.1. This chapter of the report outlines the proposed development quantum whilst also detailing the access, car and cycling parking and servicing strategy for the site.

4.2. Proposed Development

- 4.2.1. The proposed development consists of the demolition of the existing buildings to enable the proposed mix use development comprising 103 residential units and 1,752 sqm floorspace in Class E Use (retail, food and drink and co-working) as well as landscaping and other associated works. In detail the scheme comprises:

- Two ground floor retail units (flexible Use Class E) totalling 185sqm GEA (170sqm GIA);
- Re-provision of ground and basement floor restaurant totalling 1,612sqm GEA (1453sqm GIA);
- Co-working space exclusively for residents totalling 146sqm GEA (129sqm GIA); and
- 103 residential flats (41 x one-bedroom, 56 x two-bedroom and 6 x three-bedroom).

- 4.2.2. The proposed layout plans are attached at **Appendix A**.

4.3. Access Arrangements

- 4.3.1. Vehicular access to the development is proposed to the rear of the site from Merchants Place, utilising the existing gated traffic light controlled access. Vehicles will route through the existing car park to the rear of the site, which is under the ownership of the Applicant who has rights of access. Access to the disabled parking bays will be provided via a proposed 1:20 gradient ramp to basement level. The ramp measures 2.75m in width with a flush 1.2m wide footway on the western side. The entrance to the ramp will be traffic light controlled with priority given to exiting vehicles over inbound vehicles. Given that the ramp only provides access to three disabled bays the probability of a car needing to enter at the same time as a car needing to exit is minimal. Nonetheless the traffic signal controlled ramp will ensure all movements can access and egress the ramp safely.
- 4.3.2. The existing underutilised 15 space private car park adjacent to the site will be remodelled to provide a substation and generator together with eight parking bays and a turning head for servicing vehicles.
- 4.3.3. Pedestrian access to the residential and retail units will be taken from the newly created Friars Walk public realm with both lifts and stairs provided to each floor for residents.
- 4.3.4. The proposed cycle parking will be located at basement level with access taken either from the aforementioned ramp (to and from Merchants Place) or from the public realm, where the proposed lifts continue to and from basement level.
- 4.3.5. Refuse serving would also take place to the rear of the site via Merchants Place. Bin stores are located within the basement and collection is anticipated to be undertaken privately for all aspects of the development.
- 4.3.6. RBC confirmed in their initial pre-application response that access to and from Merchants Place for vehicles and servicing, in accordance with the existing arrangement, was considered acceptable, subject to further clarity as to the surrounding car parking layout to ensure that an area is provided for two-way movement. In addition, RBC emphasised that no additional servicing trips can take place from the Public Highway on Friars Street.
- 4.3.7. Swept path analysis of a small refuse vehicle servicing the site via Merchants Place using the dedicated servicing / loading bay is attached at **Appendix B** demonstrating the proposed servicing strategy. In

addition, the tracking demonstrates that when the loading bay is occupied, a vehicle can still access the car parking spaces to the rear of the site.

4.4. Car Parking Provision

- 4.4.1. RBC set out their car and cycle parking standards within their Local Development Framework's 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'. The maximum standards have been reproduced for each land use below. Notably the parking standards have not been updated since the introduction of Use Class E.

A1 Retail and A3 Restaurants (now Use Class E(a) and Use Class E(b))

- 4.4.2. Car parking standards for A1 Food Retail (Use Class E(a)), A1 Non-food retail and A3 Restaurants & Cafes (Use Class E(b)) state that public parking will be provided in line with RBC's current parking strategy, with no private parking required. The standards state that for food retail, consideration should be given for vehicle parking associated with an internet/home delivery service, which should be agreed on an individual application basis. Therefore, the proposed retail and restaurant units are to be provided as car free, which will be no change to the existing units which provide no parking.

B1(a) Office (now Use Class E(i))

- 4.4.3. Car parking standards for B1(a) Office (now Use Class E(i)) require a maximum of 1 car parking space per 250sqm. When applying this to the proposed co-working floor space, a maximum of 1 parking space may be required. However, the co-working facility is proposed for use solely by residents of the development and owing to the highly accessible town-centre location is proposed to be car-free.

Residential

- 4.4.4. The car parking standards for residential development state that a maximum of 0.5 spaces are to be provided for 1-2 bedroom flats and 1 space for 3+ bedroom flats. Visitor parking does not need to be provided for developments located in Zone 1. When applying the standards to the proposed accommodation schedule, a maximum of 58 car parking spaces could be provided for the residential units.
- 4.4.5. Disabled parking is to be provided at a minimum of 3 spaces or 5% of the total parking capacity, whichever is greater for all developments.
- 4.4.6. It is proposed that three disabled parking spaces will be provided for the residential dwellings in the basement. In accordance, with RBC standards, one parking space will be equipped with an 'active' electric vehicle charging point. All spaces measure 2.5 (W) x 5m (L) with 1.2m access zones on the sides of the parking bays, in accordance with RBC guidance.
- 4.4.7. This lower provision of car parking compared to RBC maximum standards is deemed appropriate for the development proposals due the location of the site within Reading Town Centre, providing amenities, leisure facilities, employment opportunities and access to a range of public transport links all within walking and cycling distance of the site.
- 4.4.8. It is evident from a review of major applications within Reading Town Centre, that a number of residential schemes are to be provided as car-free or car-lite. A summary of the schemes has been provided in Table 8.

Table 8 – Major Applications in Reading Parking

Application Number	Address	Total Dwellings	Total Residential Parking	Total Disabled Parking for Residents	Parking Ratio	Approved?
191221	1 Duke Street	25	0	0	0%	Yes
180358	Bristol & West Arcade	73	0	0	0%	Yes
160328	Garrard House	18	0	0	0%	Yes
160378	Former Gas Works Building	20	0	0	0%	Yes
201043	Dukesbridge House	76	0	0	0%	Yes
180722	Clarendon House	49	4	0	8.2%	Yes
181652	Former Reading Family Centre	47	8	0	17%	Yes

- 4.4.9. It is evident from Table 8 that a number of applications within Reading for a variety of sized schemes are provided as car-free and car lite and therefore the proposed development parking provision is considered suitable for the site location and scale.
- 4.4.10. RBC highways officers in their pre-application response accepted the car free nature of the scheme stating “The provision of car parking would be deemed acceptable given the town centre location and as such the opportunities to alternative modes.”
- 4.4.11. Notably the 2011 Census shows that approximately 75% 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. The development will be marketed as car-free to future residents.
- 4.4.12. The local highway network bordering the site and surrounding areas are marked with single or double yellow and red lines, are restricted to resident permit holders only or are for short-stay Pay & Display. All roads within 200m of the site are covered by parking restrictions which ensure that future residents of the proposed development would not be able to park on-street, as shown in Figure 10.
- 4.4.13. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits which could be secured through a S106 agreement. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.
- 4.4.14. 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, public transport and the use of car clubs. Given the highly accessible location of the site, it would be counter to this objective to provide a high level of on-site parking when measures are in place to prevent any on-street parking overspill.
- 4.4.15. Table 4 shows that there are numerous car parks within walking distance of the site that could accommodate any visitor parking demand. Likewise in the event that a residents required a car parking space they could look to purchase a season ticket to park in a town centre car park, with survey data showing that the car parks have reserve demand in the event that any resident choose to do this.
- 4.4.16. Moreover it is of note that there are circa 18 car club vehicles consented or already operational within walking distance of the site, which will offer potential residents the opportunity to use a car on an ad-hoc basis without the need for owning a vehicle. The applicant would be happy to agree a suitable contribution with RBC towards an additional car club vehicle and all residents of the site will be offered free membership to a car club.

4.5. Cycle Parking Provision

4.5.1. RBC provide minimum cycle parking standards within their Revised Parking Standards and Design SPD, which have been reproduced for each land use below. Again, notably the parking standards have not been updated since the introduction of Use Class E.

4.5.2. 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.

A1 Retail (Use Class E(a))

4.5.3. Cycle parking for A1 Food Retail (Use Class E(a)) is required to be provided at a rate of 1 space per 6 staff and 1 space per 300sqm.

4.5.4. Cycle parking for A1 Non-Food Retail (Use Class E(a)) is required to be provided at a rate of 1 space per 6 staff and 1 space per 250sqm.

4.5.5. In order to calculate the estimated number of employees at the retail unit, the Employment Densities Guide produced by the Homes and Communities Agency, estimates an area of 15-20sqm per full-time employee for A1 Retail in High Streets. When applying this to the proposed retail units totalling 170sqm GIA, it is estimated that 9 staff could work at the retail units.

4.5.6. Applying this to the proposed development, a minimum of 2 long stay cycle parking spaces would be required for the A1 Food Retail or A1 Non-Food Retail units.

4.5.7. This has been provided in the basement in a standalone secure, sheltered cycle parking room with capacity for two bikes. The cycle store can be accessed utilising the ramp to and from Merchants Place or from the public realm at ground floor level where a platform lift will provide access to and from basement level.

A3 Restaurant (Use Class E(b))

4.5.8. Cycle parking for A3 Restaurant and Cafes (Use Class E(b)) is required to be provided at a rate of 1 space per 6 staff and 1 space per 300sqm.

4.5.9. In order to calculate the estimated number of employees at the restaurant, the Employment Densities Guide estimates an area of 15-20sqm per full-time employee for Restaurants and Cafes. When applying this to the proposed restaurant unit of 1,453sqm GIA, it is estimated that 73 staff would work at the restaurant.

4.5.10. Applying this to the proposed development, a minimum of 13 cycle parking spaces would be required for the restaurant.

4.5.11. This has been provided in the basement in a standalone secure, sheltered cycle parking room with capacity for 13 bikes. The cycle store can be accessed utilising the ramp to and from Merchants Place or from the public realm at ground floor level where a platform lift will provide access to and from basement level.

B1(a) Office (Use Class E(i))

- 1.3.6. Cycle parking standards for B1(a) Office (Use Class E(i)) require a minimum of 1 cycle parking space per 200sqm. As the proposed co-working office space is to be used solely by residents only, no dedicated cycle parking will be provided for the co-working space.

Residential

- 4.5.12. The cycle parking standards for residential development state that 0.5 spaces are to be provided for 1-2 bed flats and 1 space for 3+ bed flats. When applying the standards to the proposed accommodation schedule, a minimum of 55 cycle parking spaces are required for the residential units. In accordance with Table 11.1 of the DfT Cycle Infrastructure Design guide it states that “5% of total capacity” should cater for adapted cycles and states. As such of the 55 cycle parking spaces required a total of 3 adapted cycle parking spaces should be provided.
- 4.5.13. Reflective of the car free nature of the site (with the exception of disabled parking), it is considered appropriate to provide enhanced cycle parking provision. Notably the neighbouring Station Hill development provided 0.7 cycle parking spaces per unit.
- 4.5.14. As such the site will provide a total of 93 cycle parking bays for the residential element of the site, resulting in circa 0.9 spaces per unit. These will be provided at basement level with 45 two-tier stands (90 spaces) together with three adapted cycle parking bays measuring 2.8m x 1.2m in accordance with Table 5.1 of the DfT Cycle Infrastructure Design guide. The cycle provision is therefore in excess of RBC’s standards.
- 4.5.15. The cycle store can be accessed utilising the ramp to and from Merchants Place or from the public realm at ground floor level where a platform lift will provide access to and from basement level.

Summary

- 4.5.16. It is considered that short stay cycle parking could be accommodated within the existing capacity with over 38 short stay cycle parking spaces located within a short walk of the site together with additional provision coming forward within Station Hill public realm. However if deemed necessary by RBC, then the applicant would be willing to discuss a contribution towards additional short stay cycle parking on Friar Street in the immediate vicinity of the site.

4.6. Refuse Storage

Retail

- 4.6.1. RBC guidance does not provide specific refuse guidance for restaurants. Table 1 of the BS 5906:2005 document ‘Waste management in buildings – Code of practice’ provides typical weekly waste calculations arising from various land uses.
- 4.6.2. The document states that within retail units, 100 litres of waste will be generated per 10sqm of sales area. It is recommended that space should be provided for recycling to accommodate 50% of this total weekly volume, with refuse provision required for 75% of the total weekly volume.
- 4.6.3. Applying these calculations to the proposed retail units, this would result in the following volumes of waste generated:
- 1,275 litres of refuse; and
 - 850 litres of recycling.
- 4.6.4. When using 1100 litre Eurobins, the resulting requirements for the retail aspect, based on weekly collection is:

- 1 x 1100L bins for refuse; and
- 1 x 1100L bins for recycling.

4.6.5. A shared bin store for the retail units has been provided at basement level with capacity for up to two 1100 litre Eurobins. The platform lift off the public realm on Friars Walk will be utilised by staff to transport waste from the retail units to the aforementioned bin store.

Restaurant

4.6.6. RBC guidance does not provide specific refuse guidance for restaurants. Table 1 of the BS 5906:2005 document 'Waste management in buildings – Code of practice' provides typical weekly waste calculations arising from various land uses.

4.6.7. Discussions have taken place with the existing restaurant occupier (Cosmo) who due to the restaurant nature of the site, currently have a daily refuse collection to minimise the build-up of food waste, which could be a potential vermin risk. As such it is proposed to maintain a daily collection. A basement level bin store for the restaurant use has been provided with capacity for five Eurobins.

Residential

4.6.8. RBC's Waste Management Guidelines for Property Developers, Architects, Planners and Contractors provides guidance on the requirements for the management of waste in developments. The guidance states that for fortnightly collection, the following waste volumes are required for purpose-built flats:

- 1100 litres per 10 flats for General Waste;
- 1100 litres per 5 flats for Recycling;
- 240 litres per 10 flats for Food Waste (weekly)

4.6.9. When applying these calculations to the proposed residential development, the following volumes of waste would be generated:

- 11,330 litres of General Waste;
- 22,660 litres of Recycling;
- 2,472 litres of Food Waste.

4.6.10. When using 1100 litre Eurobins and 240 litre bins for food waste, the resulting requirements for the residential aspect, based on fortnightly collection is:

- 11 x 1100L bins for refuse;
- 21 x 1100L bins for recycling; and
- 11 x 240L bins for food waste.

4.6.11. Given the constraints of the entrance off Merchants Place, a RBC collection is not practical as the vehicle is unable to access the rear parking courtyard to service the site. As such it is proposed that the development waste will be collected by a private collection contractor. To minimise the number of servicing movements to the site, it is considered that the best strategy is to mirror the proposed retail and restaurant servicing which will be daily. The resultant bin provision, based on a daily collection would require:

- 2 x 1100L bins for refuse;
- 3 x 1100L bins for recycling; and
- 3 x 240L bins for food waste.

4.6.12. No additional space has been provided for the co-working office space as it will be used solely by residents of the development.

- 4.6.13. A shared bin store for the residential units has been provided at basement level with capacity for up to five 1100 litre Eurobins together with the three 240 litre food waste bins. The Core A and Core B lifts ensure that residents do not need to carry their refuse more than 30m (excluding vertical distance).

Overall Refuse Servicing Strategy

- 4.6.14. All refuse stores will be serviced on a daily basis by a private refuse collection contractor. The use of a private refuse collection contractor will enable the applicant to specify the collection times and where possible peak hours (08:00-0900 and 17:00-18:00) will be avoided. On the collection days the building management team will transport bins containing either refuse, or recycling and food waste from the three basement level refuse stores up the 1:20 ramp to the temporary ground floor level collection point to the north of the site within the car park accessed off Merchants Place.
- 4.6.15. This will ensure that the walking distance from the temporary ground floor level collection point to the refuse collection vehicle is no more than 10 metres, in accordance with RBC 'Waste Management Guidelines for Property Developers, Architects, Planners and Contractors'. Due to the distance from the bin stores to the presentation point the site management staff will utilise a pedestrianised electric 'tug' vehicle to transport the bins from the basement to the collection point. A temporary store for the tug vehicle when not in use has been provided within the basement level.

4.7. Deliveries and Servicing

- 4.7.1. Deliveries to the development 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;
- Removals vehicles;
- Food deliveries to the restaurant; and
- Deliveries to the retail units.

- 4.7.2. The refuse collection strategy is outlined above.
- 4.7.3. Post boxes are provided within Core A. A concierge service along with post and parcel room are also provided within the Core A foyer. For larger goods that will not fit within individual letterboxes and shopping and goods deliveries, couriers / delivery drivers will report to the concierge point within Building A. The owner/occupier will be informed, with the concierge calling the respective unit or provided a note in their letterbox, that a delivery is waiting for them at the concierge reception and to go to collect it at their earliest convenience.
- 4.7.4. It is anticipated that the number of daily deliveries would be relatively small. Due to the nature of the proposed use and its location, it is expected that the majority of deliveries will be by transit type vans, with limited need for the use of larger goods vehicles.
- 4.7.5. Given the relatively low number of delivery trips anticipated and the size of the vehicles anticipated it is considered that the proposed arrangements would have limited impact on the operation of the highway network or highway safety and vehicle dwell times would be kept to a minimum.
- 4.7.6. It is considered that deliveries to the retail units and Cosmo restaurant will be in accordance with the existing ground floor units at the site with deliveries either made to the rear servicing area off Merchants Place or larger delivery vehicles utilising the existing loading bays on Friar Street which permit loading for up to 20 minutes.

4.8. Construction

- 4.8.1. The details of construction for the proposed development (number of staff, length of works, operational hours, etc) are yet to be finalised and will be refined following the appointment of a construction contractor.
- 4.8.2. All construction routes to the site will be agreed with RBC prior to construction. The contractor will aim to employ local companies and workers to further reduce the impact of construction on the highway network, as well as providing economic benefits to the local area.
- 4.8.3. Construction workers will be encouraged to travel to the site via the vast array of sustainable transport options available to and from the site as described in Section Three. Positive action would be taken to reduce the number of heavy construction vehicles entering and exiting the site. This will include 'Backloading' vehicle operation, where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip.
- 4.8.4. It is not anticipated there will be any abnormal loads, but if these are required the route and hours will be agreed in advance with RBC.
- 4.8.5. The above measures will help to ensure that construction works are organised and delivered in a manner that minimises the impact of the construction traffic on the local highway network in terms of highway safety and amenity. A Construction Traffic Management Plan (CTMP) can be conditioned if deemed necessary.

5. Trip Generation

5.1. Context

- 5.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS (version 7.8.2) database has been interrogated to determine the likely trip generation of the proposed development and demonstrate that it will have no detrimental impact on the existing highway network.

5.2. Existing Trip Generation

Existing Restaurant

- 5.2.1. The existing ground floor unit at 35-38 Friar Street is occupied by Cosmos, a buffet restaurant, occupying 1,452sqm of Use Class E(b) restaurant floorspace.
- 5.2.2. The TRICS database has been examined to establish the total trips which could be generated by the restaurant use at the site. The following parameters have been used, with the full TRICS outputs for each aspect of the existing site presented in **Appendix C**:
- Hotel, Food & Drink, Restaurants Use Class;
 - Multi-modal Surveys;
 - Sites located in England only (with sites in Greater London excluded);
 - GFA 500-3,000sqm;
 - Surveys undertaken Monday-Friday only;
 - Town Centre or Edge of Town Centre locations only.
- 5.2.3. Using the TRICS data, the multi-modal trip rates for the restaurant are shown in Table 9 with the resultant trip generation shown in Table 10. The results are for the AM peak period (08:00 – 09:00), PM peak period (17:00 – 18:00) and daily period (07:00 – 00:00).

Table 9 – Restaurant Multi-Modal Trip Rates

Mode	AM Peak	PM Peak			Daily		
	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	0.000	0.000	0.088	0.088	0.505	0.472	0.977
Bus	0.000	0.133	0.044	0.177	0.949	0.666	1.615
Taxi	0.000	0.177	0.088	0.265	1.334	1.333	2.667
Motorcycle	0.000	0.000	0.000	0.000	0.104	0.088	0.192
Car Driver (inc Servicing)	0.000	0.885	0.045	0.930	9.923	9.435	19.358
Car Passenger	0.000	1.327	0.000	1.327	11.404	11.267	22.671
Bicycle	0.000	0.000	0.000	0.000	0.000	0.000	0.000
On foot	0.000	0.265	0.133	0.398	3.912	3.628	7.540
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.000	2.787	0.398	3.185	28.131	26.889	55.020
Servicing trips (inc in Car Driver)	0.000	0.088	0.000	0.088	0.372	0.340	0.712

Table 10 – Existing Restaurant Multi-Modal Trip Generation

Mode	AM Peak	PM Peak			Daily		
	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	0	0	1	1	7	7	14
Bus	0	2	1	3	14	10	24
Taxi	0	3	1	4	19	19	38
Motorcycle	0	0	0	0	2	1	3
Car Driver (inc Servicing)	0	13	1	14	144	137	281
Car Passenger	0	19	0	19	166	164	330
Bicycle	0	0	0	0	0	0	0
On foot	0	4	2	6	57	53	110
Other	0	0	0	0	0	0	0
TOTAL	0	40	6	46	408	390	798
Servicing trips (inc in Car Driver)	0	1	0	1	5	5	10

- 5.2.4. The restaurant is likely to predominantly generate linked trips with car driver trips likely to already be on the network. Given the car free nature of the restaurant, the car driver and car passenger trips have been redistributed to sustainable modes, except for the servicing trips generated by the restaurant. This is considered to provide a worst-case assessment of alternative modes such as walking, cycling and public transport trips. The existing redistributed person trips are outlined in Table 11.

Table 11 – Existing Restaurant Multi-Modal Trip Generation (Car Free)

Mode	AM Peak	PM Peak			Daily		
	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	0	0	2	2	28	30	58
Bus	0	8	1	9	57	43	100
Taxi	0	13	1	14	77	81	158
Motorcycle	0	0	0	0	8	4	12
Car Driver (only Servicing)	0	1	0	1	5	5	10
Car Passenger	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0
On foot	0	18	2	20	233	227	460
Other	0	0	0	0	0	0	0
TOTAL	0	40	6	46	408	390	798

- 5.2.5. The existing restaurant is not anticipated to produce any trips in the AM peak hour, however for a restaurant use this is considered to be common and linked to the opening hours of the restaurant. Within the PM peak hour, the existing restaurant is anticipated to generate a total of 46 two-way person trips, of which 20 would be on-foot, 14 by taxi, 9 by bus, two by train and one servicing trip.

Existing Fitness Studio

- 1.3.7. The existing ground floor unit at 39 Friar Street is occupied by a boxing fitness studio, occupying 244sqm of Use Class E(d) floorspace.
- 5.2.6. The TRICS database has been examined to establish the total trips which could be generated by the fitness studio at the site. The following parameters have been used, with the full TRICS outputs presented in **Appendix D**:

- Leisure, Fitness Club (Private) Use Class;
- Multi-modal Surveys;
- Sites located in England only;
- GFA 200-1,500sqm;
- Surveys undertaken Monday-Friday only;
- Town Centre or Edge of Town Centre locations only.

5.2.7. Due to the limited number of comparable sites within the TRICS database, two sites located in Outer London with no car parking provision have been used for the trip generation. The multi-modal trip rates and respective trip generation for the existing fitness studio is outlined in Table 12 and Table 13 below.

Table 12 – Fitness Studio Multi-Modal Trip Rates

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	0.150	0.413	0.563	1.088	0.563	1.651	8.967	8.856	17.823
Bus	0.600	0.300	0.900	1.576	0.675	2.251	12.457	12.044	24.501
Taxi	0.038	0.038	0.076	0.038	0.038	0.076	0.076	0.076	0.152
Motorcycle	0.038	0.000	0.038	0.113	0.000	0.113	0.454	0.528	0.982
Car Driver (inc Servicing)	0.112	0.262	0.374	0.299	0.112	0.411	4.912	5.174	10.086
Car Passenger	0.000	0.038	0.038	0.075	0.000	0.075	1.050	0.900	1.950
Bicycle	0.263	0.375	0.638	0.263	0.150	0.413	2.931	3.003	5.934
On Foot	1.426	2.214	3.640	4.728	2.064	6.792	39.964	36.699	76.663
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	2.627	3.640	6.267	8.180	3.602	11.782	70.811	67.280	138.091
Servicing trips (inc in Car Driver)	0.000	0.000	0.000	0.000	0.000	0.000	0.226	0.226	0.452

Table 13 – Fitness Studio Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	1	1	2	3	1	4	22	22	44
Bus	1	1	2	4	2	6	30	29	59
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	1	2
Car Driver (inc Servicing)	0	0	0	0	0	0	12	12	24
Car Passenger	0	0	0	0	0	0	3	2	5
Bicycle	1	1	2	1	0	1	7	7	14
On Foot	3	5	8	12	5	17	98	90	188
Other	0	0	0	0	0	0	0	0	0
TOTAL	6	8	14	20	8	28	173	163	336
Servicing trips (inc in Car Driver)	0	0	0	0	0	0	1	1	2

5.2.8. Given the car free nature of the gym, the car driver and car passenger trips have been redistributed to sustainable modes, except for the servicing trips generated by the fitness studio. The car driver trips shown below comprise servicing trips only, taken from TRICS. The redistributed multi-modal trip rates are shown in Table 14.

Table 14 – Existing Fitness Studio Multi-Modal Trip Generation (Car Free)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	1	1	2	3	1	4	24	24	48
Bus	1	1	2	4	2	6	32	31	63
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	1	2
Car Driver (only Servicing)	0	0	0	0	0	0	1	1	2
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	1	1	2	1	0	1	8	8	16
On Foot	3	5	8	12	5	17	107	98	205
Other	0	0	0	0	0	0	0	0	0
TOTAL	6	8	14	20	8	28	173	163	336

- 1.3.8. The existing fitness studio is anticipated to produce a total of 14 two-way person trips during the AM peak hour (08:00-09:00) of which eight would be undertaken on-foot, two by bus, two by train and two by bicycle. During the PM peak hour (17:00-18:00) a total of 28 two-way trips are anticipated including 17 on-foot, six by bus, four by rail and one by bicycle.

Existing Office

- 1.3.9. The existing offices on the upper floors of the existing building provide approximately 1,796sqm of Use Class E(i) office space.
- 5.2.9. The TRICS database has been examined to establish the total trips which could be generated by the office use at the site. The following parameters have been used, with the full TRICS outputs presented in **Appendix E**:
- Employment, Office Use Class;
 - Multi-modal Surveys;
 - Sites located in England only (with sites in Greater London excluded);
 - GFA 500-1,600sqm;
 - Surveys undertaken Monday-Friday only;
 - Town Centre or Edge of Town Centre locations only.
- 1.3.10. The person trip rates and respective trip generation of the existing 1,796sqm office is outlined in Table 15.

Table 15 – Existing Office Trip Rates and Generation

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Person Trip Rate (per 100sqm)	3.094	0.223	3.317	0.868	3.139	4.007	13.203	13.158	26.361
Office Person Trips (1,796sqm)	56	4	60	16	56	72	237	236	473

- 5.2.10. Table 15 demonstrates that the existing office has the potential to generate 60 two-way person trips in the AM peak, 72 two-way person trips in the PM peak and 473 two-way person trips over a 12-hour period. Table 16 provides the modal split, using 2011 Census Data for the Reading 011 MSOA (Table 6), and associated trip generation for the existing office development.

Table 16 – Existing Office Multi Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	10	1	11	3	10	13	81	17.1%
Bus	10	1	11	3	10	13	84	17.6%
Taxi	0	0	0	0	0	0	0	0.2%
Motorcycle	0	0	0	0	0	0	4	0.7%
Car Driver	22	1	23	6	22	28	182	38.5%
Car Passenger	2	0	2	0	2	2	16	3.7%
Bicycle	2	0	2	1	2	3	18	3.9%
On Foot	10	1	11	3	10	13	86	18.0%
Other	0	0	0	0	0	0	2	0.3%
TOTAL	56	4	60	16	56	72	473	100.0%

- 1.3.11. Given the car free nature of the existing office, the car driver and car passenger trips have been redistributed to sustainable modes with a nominal 1% retained to account for any servicing trips. The redistributed multi-modal trip rates are shown in Table 17.

Table 17 – Existing Office Multi Modal Trip Generation (Car Free)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	16	1	17	5	16	21	138	29.3%
Bus	17	1	18	5	17	22	143	30.2%
Taxi	0	0	0	0	0	0	2	0.3%
Motorcycle	1	0	1	0	1	1	6	1.1%
Car Driver	1	0	1	0	1	1	4	1.0%
Car Passenger	0	0	0	0	0	0	0	0.0%
Bicycle	4	1	5	1	4	5	32	6.7%
On Foot	17	1	18	5	17	22	146	30.9%
Other	0	0	0	0	0	0	2	0.5%
TOTAL	56	4	60	16	56	72	473	100.0%

- 1.3.12. The existing office site is anticipated to produce a total of 60 two-way person trips during the AM peak hour (08:00-09:00) of which 18 would be undertaken on-foot, 18 by bus, 17 by rail, five by cycle, one motorcycle and one car driver servicing trip. During the PM peak hour (17:00-18:00) a total of 72 two-way trips are anticipated including 22 on-foot, 22 by bus, 21 by rail, five by cycle, one motorcycle and one car driver servicing trip.

Total Existing Site

- 5.2.11. Table 18 summarises the total existing site multi-modal trip generation.

Table 18 – Total Existing Multi Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	17	2	19	8	19	27	121	123	244
Bus	18	2	20	17	20	37	161	145	306
Taxi	0	0	0	13	1	14	78	82	160
Motorcycle	1	0	1	0	1	1	12	8	20
Car Driver*	1	0	1	1	1	2	8	8	16
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	5	2	7	2	4	6	24	24	48
On Foot	20	6	26	35	24	59	413	398	811
Other	0	0	0	0	0	0	1	1	2
TOTAL	62	12	74	76	70	146	818	789	1607

5.2.12. Table 18 demonstrates that the existing site is anticipated to produce a total of 74 two-way person trips during the AM peak hour (08:00-09:00) of which 26 would be undertaken on-foot, 20 by bus, 19 by rail, seven by bicycle, one motorcycle and one car driver servicing trip.

5.2.13. During the PM peak hour (17:00-18:00) a total of 146 two-way trips are anticipated including 59 on-foot, 37 by bus, 27 by rail, 14 by taxi, six by bicycle, one by motorcycle and one car driver servicing trips.

5.3. Proposed Trip Generation

Proposed Restaurant

5.3.1. The proposed development involves a replacement restaurant with a marginally reduced floor area and therefore for a robust assessment it is assumed that the proposed restaurant will generate the same trips as the existing restaurant.

Proposed Retail Units

5.3.2. The proposed development includes four retail units on the ground floor with a total GIA of 170sqm. Given that the ground floor retail units form part of the town centre offering they are unlikely to be trip generators in their own right with the majority of trips made to them being linked trips or pass-by with other retail units in the town centre. As such no individual trip generation assessment has been estimated for the retail units.

Proposed Residential

5.3.3. The proposed development comprises 103 residential units. The TRICS database has been interrogated to obtain trip rates for C3 private residential flats in locations with similar characteristics. The following parameters have been used, with the full TRICS outputs presented in **Appendix F**:

- Residential - Flats Privately Owned;
- Multi-modal Surveys;
- Sites located in England and Wales only (with sites in Greater London excluded);
- 0-184 Units;
- Weekday Surveys only;
- Town Centre locations only.

5.3.4. Table 19 summarises the resulting person trips rates and trip generation for the proposed residential aspect of the development.

Table 19 – Proposed Residential Person Trip Generation

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Person Trip Rate (per dwelling)	0.056	0.449	0.505	0.607	0.229	0.836	2.527	2.514	5.041
Person Trips (103 Units)	6	46	52	63	24	87	260	259	519

- 5.3.5. The proposed development is anticipated to generate 52 two-way person trips in the AM Peak period, 87 two-way trips in the PM Peak period and 519 two-way person trips per day. Using the person trips outlined above and the Census 2011 Journey to Work data presented in Table 6, the modal split for the residential flats has been calculated as shown in Table 20.

Table 20 – Proposed Residential Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	2	14	16	19	7	26	155	29.9%
Bus	1	5	6	7	3	10	62	11.9%
Taxi	0	0	0	0	0	0	0	0.1%
Motorcycle	0	0	0	0	0	0	0	0.1%
Car Driver	1	9	10	13	5	18	104	20.1%
Car Passenger	0	1	1	1	0	1	6	1.1%
Bicycle	0	2	2	2	1	3	18	3.3%
On Foot	2	15	17	20	8	28	168	32.5%
Other	0	0	0	1	0	1	6	1.0%
TOTAL	6	46	52	63	24	87	519	100.0%

- 5.3.6. As the proposed residential development is to be car free, with the exception of three disabled spaces, the car driver and car passenger trips have been redistributed to sustainable modes with a nominal 1% retained to account for any servicing trips. The redistributed multi-modal trip rates are shown in Table 21.

Table 21 – Proposed Residential Multi-Modal Trip Generation (Car Free)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	2	17	19	24	9	33	195	37.5%
Bus	1	7	8	9	4	13	78	14.9%
Taxi	0	0	0	0	0	0	0	0.1%
Motorcycle	0	0	0	0	0	0	0	0.1%
Car Driver	0	0	0	1	0	1	6	1.0%
Car Passenger	0	0	0	0	0	0	0	0.0%
Bicycle	0	2	2	3	1	4	22	4.2%
On Foot	3	19	22	25	10	35	212	40.9%
Other	0	1	1	1	0	1	6	1.3%
TOTAL	6	46	52	63	24	87	519	100.0%

- 5.3.7. The proposed residential aspect of the development is anticipated to produce a total of 52 two-way person trips during the AM peak hour (08:00-09:00) of which 22 would be undertaken on-foot, 19 by train, eight by bus, two by bicycle and one by other modes.

- 5.3.8. During the PM peak hour (17:00-18:00) a total of 87 two-way trips are anticipated including 35 on-foot, 33 by train, 13 by bus, four by bicycle, one by other modes and one car driver servicing trip.

Proposed Office

- 5.3.9. The proposed co-working office space is proposed to be exclusive for residents and therefore no trip generation assessment has been undertaken to provide a robust assessment. In reality it is likely that the proposed office space will result in a trip reduction at the site as future residents will have a desirable 'work from home' space and therefore do not need to leave the site to travel to and from work. However, in order to provide a worst case assessment, no reduction to the total residential trips has been applied.

Total Proposed

- 5.3.10. Table 22 summarises the total proposed multi-modal trip generation, including the same restaurant trip generation as existing.

Table 22 – Total Proposed Development Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	2	17	19	24	11	35	126	127	253
Bus	1	7	8	17	5	22	96	82	178
Taxi	0	0	0	13	1	14	77	81	158
Motorcycle	0	0	0	0	0	0	8	4	12
Car Driver	0	0	0	2	0	2	8	8	16
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	0	2	2	3	1	4	11	11	22
On Foot	3	19	22	43	12	55	339	333	672
Other	0	1	1	1	0	1	3	3	6
TOTAL	6	46	52	103	30	133	668	649	1317

- 5.3.11. Table 22 demonstrates that the proposed development is anticipated to produce a total of 52 two-way person trips during the AM peak hour (08:00-09:00) of which 22 would be undertaken on-foot, 19 by train, eight by bus, two by cycle and one by other modes.
- 5.3.12. During the PM peak hour (17:00-18:00) a total of 133 two-way trips are anticipated including 55 on-foot, 35 by train, 22 by bus, 14 by taxi, four by bicycle and two car driver servicing trips.

5.4. Development Impact

- 5.4.1. To determine the net change in trips as a result of the proposed development, a comparison of the multi-modal trip generation of the existing site (Table 18) and the proposed site (Table 22) has been undertaken. A summary of the net change in trips across all modes has been provided below in Table 23.

Table 23 – Net Change in Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	-15	15	0	16	-8	8	5	4	9
Bus	-17	5	-12	0	-15	-15	-65	-63	-128
Taxi	0	0	0	0	0	0	-1	-1	-2
Motorcycle	-1	0	-1	0	-1	-1	-4	-4	-8
Car Driver	-1	0	-1	1	-1	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	-5	0	-5	1	-3	-2	-13	-13	-26
On Foot	-17	13	-4	8	-12	-4	-74	-65	-139
Other	0	1	1	1	0	1	2	2	4
TOTAL	-56	34	-22	27	-40	-13	-150	-140	-290

- 5.4.2. Table 23 demonstrates that the proposed redevelopment would result in a net decrease of 22 two-way person trips during the AM peak hour (08:00-09:00) and a decrease of 13 two-way person trips during the PM peak hour (17:00-18:00) with an overall net reduction of 290 two-way person trips over the daily period.
- 5.4.3. The impact of these additional trips is discussed below with regards to the respective modes of travel. Where required, details of the proposed design solution, and/or mitigation measure has been provided.

Vehicle Impact

- 5.4.4. As demonstrated in Table 23, the proposed redevelopment is not anticipated to result in a significant change in vehicular trips as the site is currently car free and will remain as car free as part of the proposals.
- 5.4.5. However, it is of note that the proposed development will provide three dedicated disabled parking spaces. Therefore these spaces are likely to generate a minimal number of vehicular movements throughout the day.
- 5.4.6. This immaterial increase is likely to be well within the existing variation of traffic on the local road network and therefore the additional trips, if any, will be suitably accommodated on the surrounding highway network.

Public Transport Impact

- 5.4.7. As demonstrated in Table 23, the proposed redevelopment is likely to result in no change rail trips in the AM peak, a net increase of eight rail trips in the PM peak and a total of nine additional rail trips over a 12-hour period.
- 5.4.8. A reduction of 12 and 15 bus trips are anticipated in the AM and PM peak hour periods, respectively with 128 fewer two-way bus trips anticipated over a 12-hour period.
- 5.4.9. It has been established that there are numerous bus stops within 300m of the site providing an array of services during the peak hour periods to a range of destinations, including Newbury, Bracknell, Earley, Tilehurst, Wokingham, Woodley and Caversham. In addition, the site is located in close proximity to Reading Railway Station, a rail transport hub providing frequent services to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, and many others.

- 5.4.10. It is therefore considered that the public transport trips anticipated to be generated by the development are considered to be well within the existing variation of public transport users and the increase would therefore be negligible.

Walking and Cycling Transport Impact

- 5.4.11. As demonstrated in Table 23, the proposed redevelopment is likely to result in four fewer trips undertaken on foot in the AM peak, a reduction of four trips in the PM peak and a total reduction of 139 trips on foot over a 12-hour period.
- 5.4.12. Five fewer trips are anticipated to be undertaken by cycle in the AM peak period, two fewer cycle trips in the PM peak hour and a total of 26 fewer cycle trips over a 12-hour period.
- 5.4.13. It has previously been established that the site is in a highly accessible location, with facilities and amenities suitable to support a mixed use within walking and cycling distance. The site layout has been designed to accommodate and encourage pedestrian and cycle movements with the provision of dedicated pedestrian and cycle accesses, safe and secure cycle storage facilities and no car parking provision on site. As such the redevelopment of the site is considered to have an immaterial impact on pedestrian and cycle networks.

5.5. Mitigation

- 5.5.1. A package of improvement measures are proposed for the proposed development in order to promote sustainable means of travel to and from the site and mitigate any potential future impacts the development may have.

Community Infrastructure Levy (CIL)

- 5.5.2. The proposed development will provide a CIL contribution towards improvements in the local area. Policy CC9 of the Reading Local Plan identifies Transport Infrastructure as one of the three highest priority items for 80% of CIL spending. Furthermore 15% of CIL spending is the local projects which could include “Local highway improvement projects”.
- 5.5.3. As such the CIL contributions can be used to fund local highway improvements and the Local Plan sustainable transport improvements.

Permit Restriction

- 5.5.4. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits which could be secured through a S106 agreement. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.

Car Club

- 5.5.5. The applicant would be happy to agree a suitable contribution with RBC towards an additional car club vehicle within Reading Town Centre. In addition to this all residents of the site will be offered free membership to a car club.

Off-Site Cycle Parking

- 5.5.6. It is considered that the existing and committed short stay cycle parking provides ample capacity to accommodate any increases associated with the proposed development. However if deemed necessary by RBC, then the applicant would be willing to discuss a contribution towards additional short stay cycle parking on Friar Street in the immediate vicinity of the site.

Travel Plan

- 5.5.7. A Residential Travel Plan has been prepared to accompany this planning application. The Travel Plan relates to the residential element of the development. The Residential Travel Plan sets out how a range of measures would be introduced at the development to actively encourage the new residents to use sustainable modes of travel.
- 5.5.8. The developer will fund the requirements of the Travel Plan throughout the development period as well as funding the initiatives and the monitoring of the Travel Plan. The developer will also fund the implementation of further measures if targets are not being met. These commitments will be secured within the S106 Agreement which will accompany the development.

Construction Traffic Management

- 5.5.9. A Construction Traffic Management Plan (CTMP) can be conditioned by RBC with aim of the CTMP being to minimise the impact of the proposals at the construction stage with mitigation measures suggested where appropriate. This can be produced and agreed with RBC following the appointment of a construction contractor and prior to construction works commencing.

5.6. Summary

- 5.6.1. The development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. It is considered that the proposed development fully accords with policies TR1, TR3, TR4 and TR5 of the Reading Local Plan given that the site;
- The development would not have a material detrimental impact on the functioning of the transport network;
 - The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
 - The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads;
 - The proposals promote and improve sustainable transport facilities and implement a Travel Plan;
 - Provides car and cycle parking that is appropriate to the accessibility of the location;
 - Provides for electric vehicle charging infrastructure; and
 - Provides off-street servicing;
- 5.6.2. It can therefore be concluded that the development would not result in a severe residual cumulative impact, nor would the development create an unacceptable impact on highway safety, in accordance with the NPPF.

6. Summary and Conclusions

- 6.1.1. This Transport Statement has been prepared by Evoke to support a proposed mixed-use development at 35-39 Friar Street, Reading to provide a mixed-use residential led scheme, comprising of a replacement restaurant use, 185sqm GEA (170sqm GIA) of retail ground floor space and 103 residential flats.
- 6.1.2. The facilities and amenities in the local area, the footway and cycle network and public transport network have been assessed and are considered high quality and extensive; suitable to support this mixed-use development. The accessible nature of the site is reflected in the Census modal share which shows a high proportion of trips (78% of resident population and 57% of workplace population) made by sustainable modes, with a low car ownership use of just 0.26 per household on average.
- 6.1.3. Over 3,000 public car parking spaces are available within a 550m distance of the site, providing a range of off-site car parking options for future site users. A review of parking survey data undertaken as part of the Station Hill development, demonstrate that all public car parks within 550m of the site have parking capacity during the morning and afternoon, with an average parking stress of 66% experienced across the four car parks, equating to an average of 1,077 spaces available.
- 6.1.4. The recent demolition of the Gerrard Street car park (894 space) likely resulted in up to 641 vehicles being displaced, however RBC accepted that there was reserve capacity to accommodate this within existing town centre car parks, as documented by the parking surveys, and the proposed Station Hill car park will bring forward circa 290 public car parking spaces.
- 6.1.5. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.
- 6.1.6. The proposals will be car free, except for the provision of three disabled car parking spaces. Cycle parking will be provided in excess of RBC standards provided in a secure and sheltered cycle store.
- 6.1.7. The proposed development is anticipated to result in an imperceptible change in vehicular trips as the site is currently car free and will remain as car free as part of the proposals, with the exception of three disabled parking bays. With regards to other modes of transport, the negligible increase in trips anticipated to be undertaken using public transport modes and on foot and by cycle can be suitably accommodated on the surrounding public transport network. The site could bring forward a package of mitigation measures if deemed necessary including;
- CIL contribution;
 - Restricting residents from applying for on-street parking permits;
 - A suitable contribution towards a car club vehicle and free membership to residents;
 - A suitable contribution towards additional short stay cycle parking;
 - A Travel Plan including measures, targets and monitoring;
 - A Construction Traffic Management Plan.
- 6.1.8. The proposed development is therefore not considered to result in an adverse impact upon the local highway network, pedestrian and cycle infrastructure or public transport networks and is considered to be fully in accordance with policies TR1, TR3, TR4 and TR5 of the Reading Local Plan. It is therefore considered that the development would not result in a severe residual impact nor would it create an unacceptable impact on highway safety in accordance with the NPPF.

Appendix A – Proposed Layout Plans



0251525m

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SITE BOUNDARY

RESIDENTIAL UNITS

1Bed 1Person

1Bed 2Person

2Bed 3Person

2Bed 4Person

3Bed 5Person

SITE OWNERSHIP

Residential lobby

Residential circulation & BoH

Residential co-working

Retail - Restaurant

Retail

Plant space

Rev

Date

Description

P1

13/05/22

Planning Issue

Project

35-39 FRIAR STREET

Drawing

PROPOSED BASEMENT LEVEL
SITE PLAN

Status

Planning

Date

13/05/22

Scale

1:500 @ A3

Client

SHAVIRAM GROUP

Drawing No.

0083-A- 03-LB02-298

Project No.

0083

Rev

P1

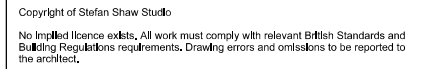
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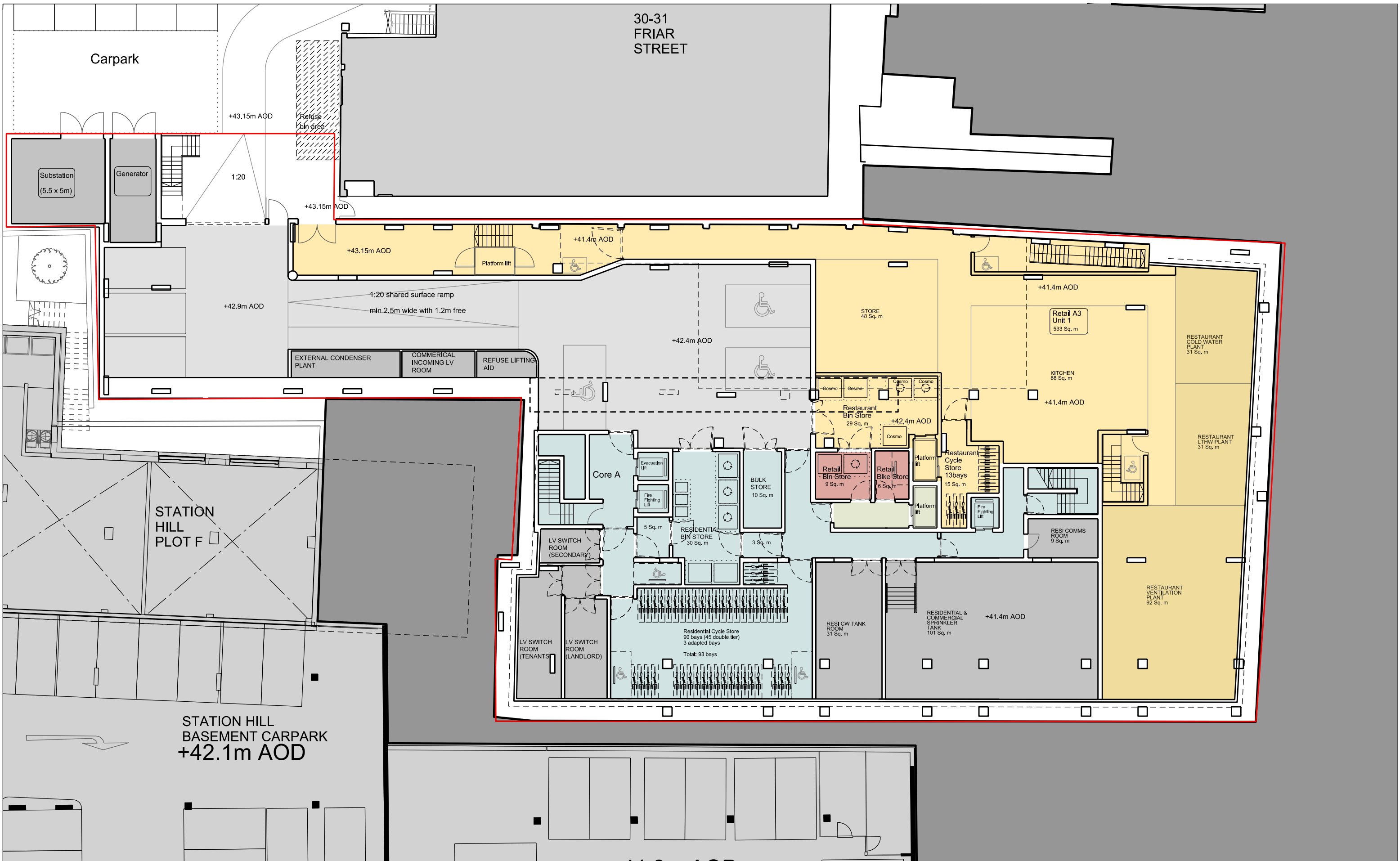
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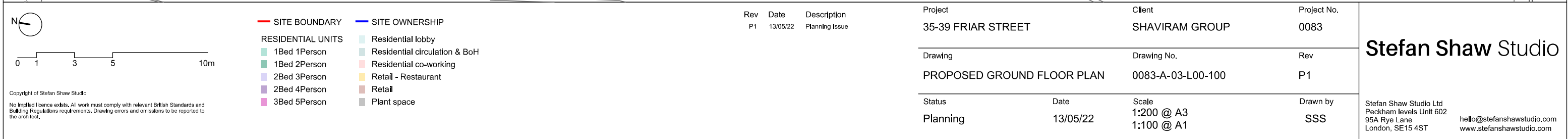
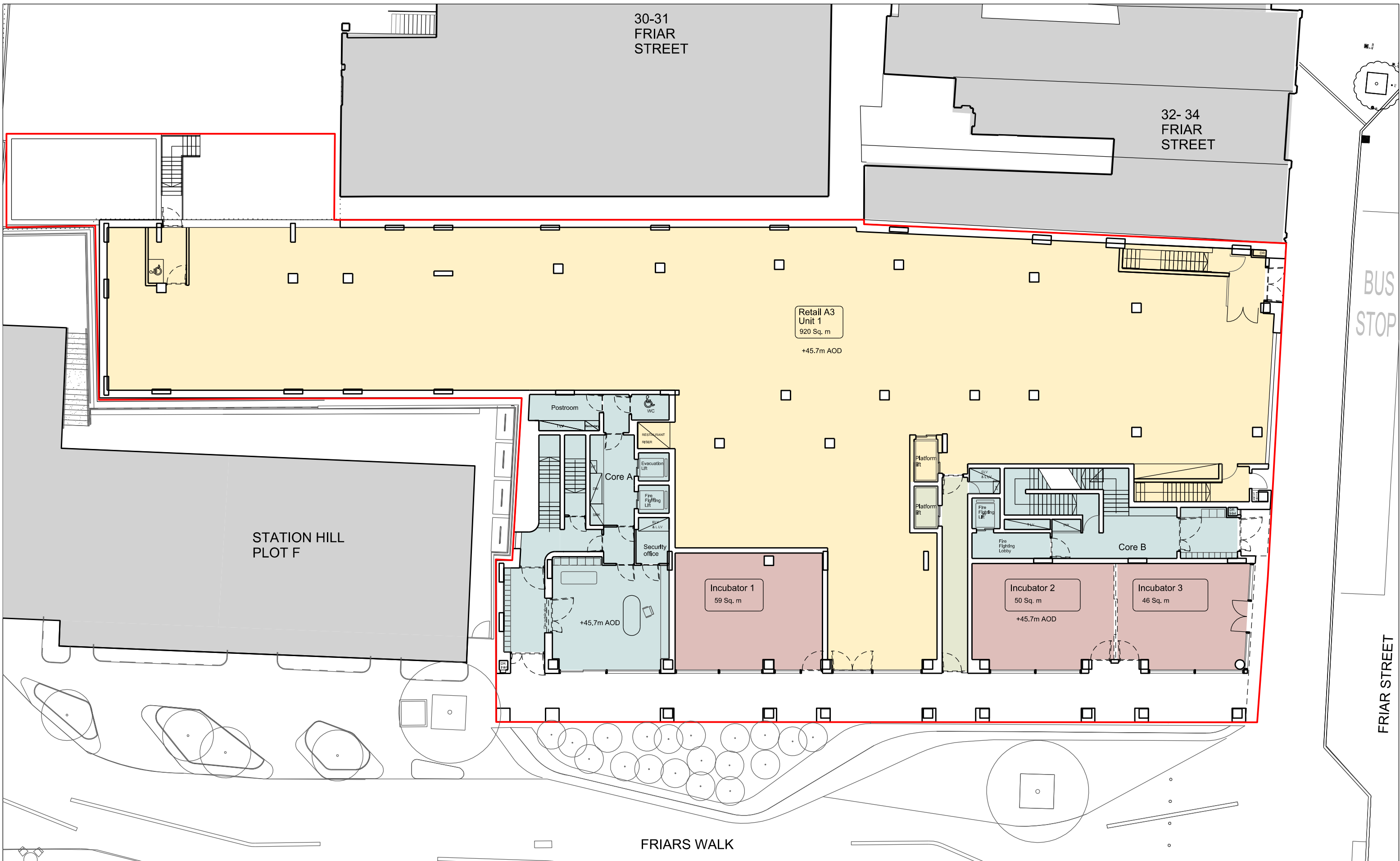
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An aerial photograph showing a building complex. A red outline highlights a specific area within the complex, which appears to be a courtyard or a smaller building. The surrounding area includes other buildings and a road.

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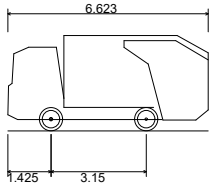
Appendix B – Swept Path Analysis

C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\R-21-0075 35-39 Friar Street, Reading\50 Drawings\51 AutoCAD\R-21-0075-001-RevC.dwg



NOTES

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Small Refuse Vehicle	
Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.750m

C	Updated layout plans	OH	DF	24.05.22
B	Updated layout plans	OH	DF	18.02.22
A	Updated mapping	OH	DF	19.08.21
-	First Issue	RH	DF	22.07.21
Rev	Amendment	Drn	App	Date

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Drawing No	R-21-0075-001	Rev	C		



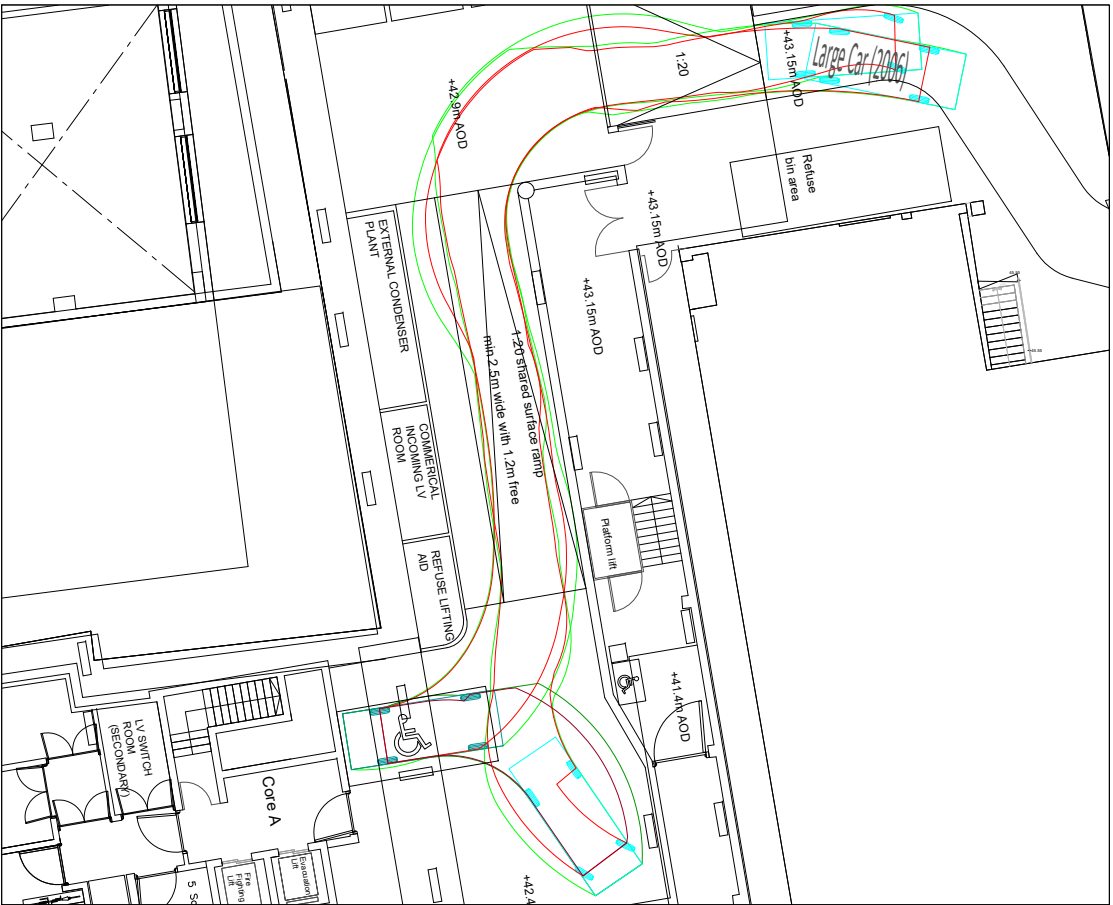
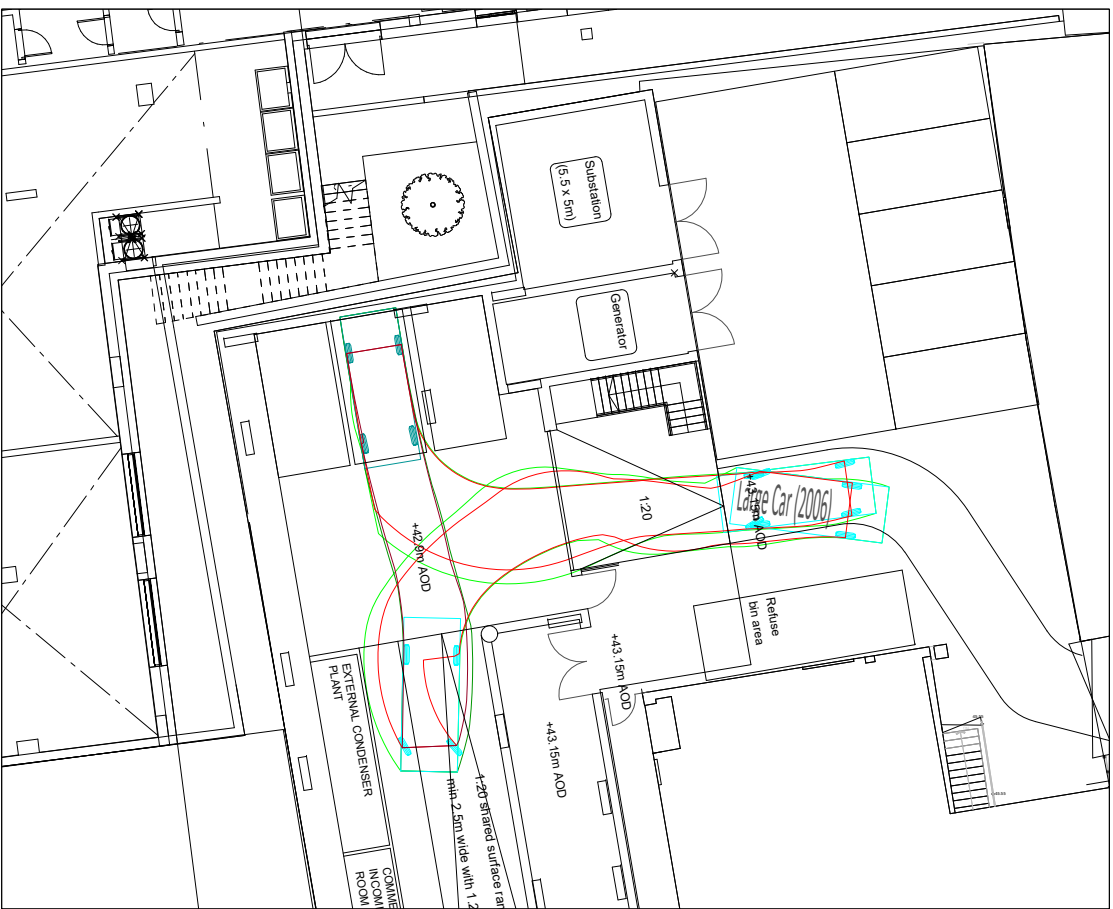
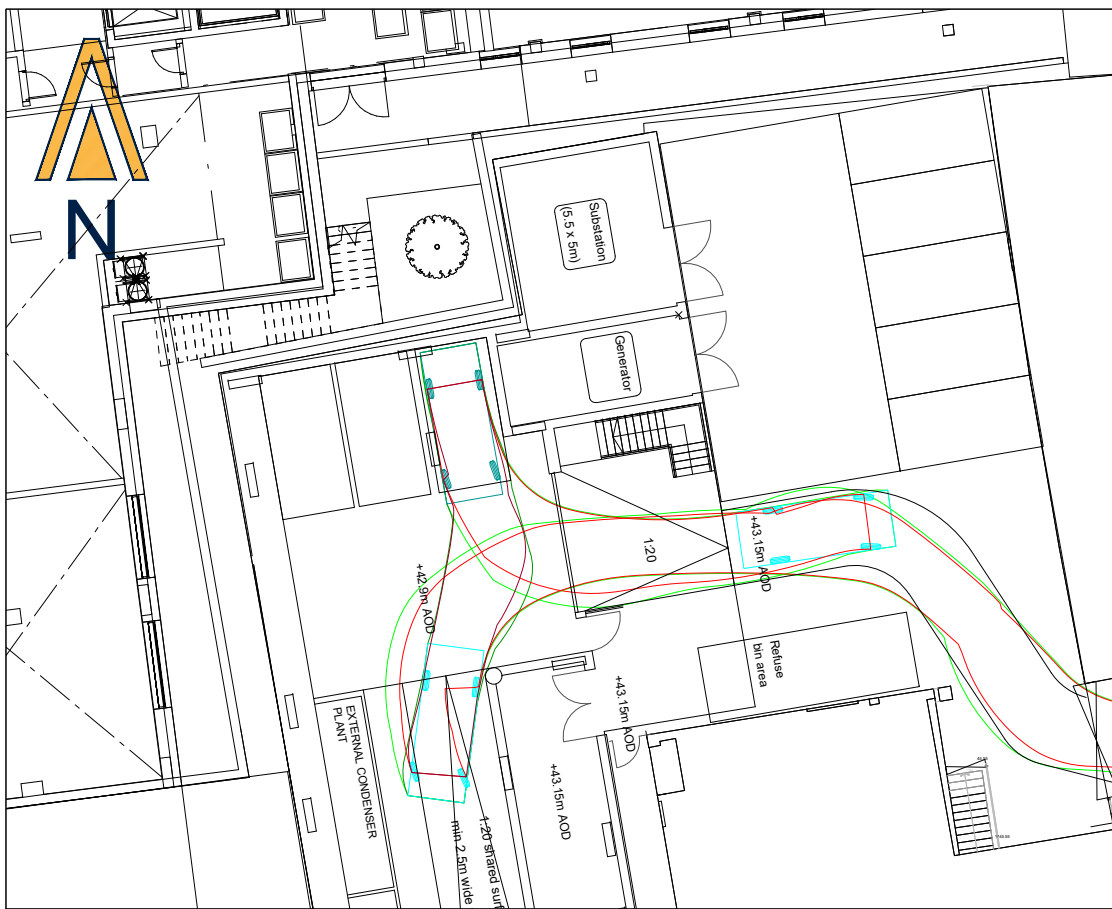
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W: www.evoketransport.co.uk

Project Name
**35-39 FRIAR STREET,
READING**

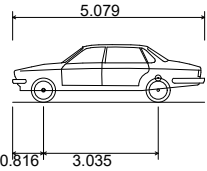
Drawing Title
**REFUSE VEHICLE
SWEPT PATH ANALYSIS**

Client
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Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

Rev	Amendment	Drn	App	Date
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Project Name

**35-39 FRIAR STREET,
READING**

Drawing Title

**LARGE CAR
SWEPT PATH ANALYSIS**

Client

SHAVIRAM GROUP



Diagram illustrating the dimensions of a car (likely a sedan) relative to a reference line (the ground line). The total length of the car is 5.079. The distance from the front wheel to the start of the trunk is 0.816. The distance from the front wheel to the end of the trunk is 3.035.

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

Rev	Amendment	Drn	App	Date
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LARGE CAR SWEPT PATH ANALYSIS

SHAVIRAM GROUP

Appendix C – TRICS Output - Restaurant

Calculation Reference: AUDIT-708731-210819-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: 525 to 1136 (units: sqm)
 Range Selected by User: 500 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/10/17

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

Tuesday	1 days
Thursday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Town Centre	1
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:

Development Zone	1
Built-Up Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

E(b) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days
25,001 to 50,000 2 days

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

Population within 5 miles:

25,001 to 50,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 1 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 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	DC-06-B-02	PREZZO		DORSET
	HIGH WEST STREET			
	DORCHESTER			
	Town Centre			
	High Street			
	Total Gross floor area:	525 sqm		
	Survey date: FRIDAY	16/09/16		Survey Type: MANUAL
2	LN-06-B-01	PREZZO		LINCOLNSHIRE
	BRAYFORD WHARF NORTH			
	LINCOLN			
	BRAYFORD WHARF			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	1136 sqm		
	Survey date: TUESDAY	10/10/17		Survey Type: MANUAL
3	WM-06-B-05	AKBARS		WEST MIDLANDS
	THE BUTTS			
	COVENTRY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	600 sqm		
	Survey date: THURSDAY	17/11/16		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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	831	0.542	2	831	0.000	2	831	0.542
12:00 - 13:00	2	831	1.385	2	831	0.120	2	831	1.505
13:00 - 14:00	2	831	1.505	2	831	1.144	2	831	2.649
14:00 - 15:00	2	831	0.662	2	831	1.445	2	831	2.107
15:00 - 16:00	2	831	0.241	2	831	0.482	2	831	0.723
16:00 - 17:00	3	754	0.088	3	754	0.088	3	754	0.176
17:00 - 18:00	3	754	1.150	3	754	0.133	3	754	1.283
18:00 - 19:00	3	754	2.477	3	754	1.283	3	754	3.760
19:00 - 20:00	3	754	2.388	3	754	1.769	3	754	4.157
20:00 - 21:00	3	754	0.663	3	754	1.902	3	754	2.565
21:00 - 22:00	3	754	0.310	3	754	1.238	3	754	1.548
22:00 - 23:00	3	754	0.088	3	754	1.327	3	754	1.415
23:00 - 24:00	3	754	0.044	3	754	0.265	3	754	0.309
Total Rates:			11.733			11.196			22.929

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: 525 - 1136 (units: sqm)
 Survey date range: 01/01/11 - 10/10/17
 Number of weekdays (Monday-Friday): 3
 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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	831	0.000	2	831	0.000	2	831	0.000
12:00 - 13:00	2	831	0.120	2	831	0.120	2	831	0.240
13:00 - 14:00	2	831	0.181	2	831	0.181	2	831	0.362
14:00 - 15:00	2	831	0.060	2	831	0.060	2	831	0.120
15:00 - 16:00	2	831	0.000	2	831	0.000	2	831	0.000
16:00 - 17:00	3	754	0.000	3	754	0.000	3	754	0.000
17:00 - 18:00	3	754	0.177	3	754	0.088	3	754	0.265
18:00 - 19:00	3	754	0.310	3	754	0.398	3	754	0.708
19:00 - 20:00	3	754	0.398	3	754	0.398	3	754	0.796
20:00 - 21:00	3	754	0.044	3	754	0.044	3	754	0.088
21:00 - 22:00	3	754	0.044	3	754	0.044	3	754	0.088
22:00 - 23:00	3	754	0.000	3	754	0.000	3	754	0.000
23:00 - 24:00	3	754	0.000	3	754	0.000	3	754	0.000
Total Rates:			1.334			1.333			2.667

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	831	0.903	2	831	0.000	2	831	0.903
12:00 - 13:00	2	831	2.709	2	831	0.241	2	831	2.950
13:00 - 14:00	2	831	3.251	2	831	2.288	2	831	5.539
14:00 - 15:00	2	831	1.686	2	831	3.191	2	831	4.877
15:00 - 16:00	2	831	0.421	2	831	1.084	2	831	1.505
16:00 - 17:00	3	754	0.133	3	754	0.133	3	754	0.266
17:00 - 18:00	3	754	2.477	3	754	0.133	3	754	2.610
18:00 - 19:00	3	754	4.556	3	754	2.433	3	754	6.989
19:00 - 20:00	3	754	4.732	3	754	3.892	3	754	8.624
20:00 - 21:00	3	754	1.371	3	754	3.494	3	754	4.865
21:00 - 22:00	3	754	0.487	3	754	2.433	3	754	2.920
22:00 - 23:00	3	754	0.133	3	754	2.654	3	754	2.787
23:00 - 24:00	3	754	0.088	3	754	0.487	3	754	0.575
Total Rates:			23.137			22.463			45.600

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.381	1	525	0.000	1	525	0.381
11:00 - 12:00	2	831	0.181	2	831	0.301	2	831	0.482
12:00 - 13:00	2	831	0.361	2	831	0.181	2	831	0.542
13:00 - 14:00	2	831	0.361	2	831	0.843	2	831	1.204
14:00 - 15:00	2	831	0.120	2	831	0.120	2	831	0.240
15:00 - 16:00	2	831	0.120	2	831	0.060	2	831	0.180
16:00 - 17:00	3	754	0.354	3	754	0.088	3	754	0.442
17:00 - 18:00	3	754	0.265	3	754	0.133	3	754	0.398
18:00 - 19:00	3	754	0.310	3	754	0.177	3	754	0.487
19:00 - 20:00	3	754	0.487	3	754	0.310	3	754	0.797
20:00 - 21:00	3	754	0.575	3	754	0.442	3	754	1.017
21:00 - 22:00	3	754	0.265	3	754	0.398	3	754	0.663
22:00 - 23:00	3	754	0.088	3	754	0.442	3	754	0.530
23:00 - 24:00	3	754	0.044	3	754	0.133	3	754	0.177
Total Rates:			3.912			3.628			7.540

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	831	0.120	2	831	0.000	2	831	0.120
12:00 - 13:00	2	831	0.060	2	831	0.000	2	831	0.060
13:00 - 14:00	2	831	0.060	2	831	0.120	2	831	0.180
14:00 - 15:00	2	831	0.060	2	831	0.060	2	831	0.120
15:00 - 16:00	2	831	0.060	2	831	0.000	2	831	0.060
16:00 - 17:00	3	754	0.000	3	754	0.000	3	754	0.000
17:00 - 18:00	3	754	0.133	3	754	0.044	3	754	0.177
18:00 - 19:00	3	754	0.133	3	754	0.000	3	754	0.133
19:00 - 20:00	3	754	0.133	3	754	0.177	3	754	0.310
20:00 - 21:00	3	754	0.000	3	754	0.000	3	754	0.000
21:00 - 22:00	3	754	0.000	3	754	0.133	3	754	0.133
22:00 - 23:00	3	754	0.000	3	754	0.044	3	754	0.044
23:00 - 24:00	3	754	0.000	3	754	0.088	3	754	0.088
Total Rates:			0.949			0.666			1.615

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

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	831	0.060	2	831	0.000	2	831	0.060
12:00 - 13:00	2	831	0.000	2	831	0.000	2	831	0.000
13:00 - 14:00	2	831	0.120	2	831	0.000	2	831	0.120
14:00 - 15:00	2	831	0.060	2	831	0.120	2	831	0.180
15:00 - 16:00	2	831	0.000	2	831	0.000	2	831	0.000
16:00 - 17:00	3	754	0.000	3	754	0.000	3	754	0.000
17:00 - 18:00	3	754	0.000	3	754	0.088	3	754	0.088
18:00 - 19:00	3	754	0.000	3	754	0.000	3	754	0.000
19:00 - 20:00	3	754	0.088	3	754	0.000	3	754	0.088
20:00 - 21:00	3	754	0.177	3	754	0.000	3	754	0.177
21:00 - 22:00	3	754	0.000	3	754	0.088	3	754	0.088
22:00 - 23:00	3	754	0.000	3	754	0.088	3	754	0.088
23:00 - 24:00	3	754	0.000	3	754	0.088	3	754	0.088
Total Rates:			0.505			0.472			0.977

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/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	831	0.181	2	831	0.000	2	831	0.181
12:00 - 13:00	2	831	0.060	2	831	0.000	2	831	0.060
13:00 - 14:00	2	831	0.181	2	831	0.120	2	831	0.301
14:00 - 15:00	2	831	0.120	2	831	0.181	2	831	0.301
15:00 - 16:00	2	831	0.060	2	831	0.000	2	831	0.060
16:00 - 17:00	3	754	0.000	3	754	0.000	3	754	0.000
17:00 - 18:00	3	754	0.133	3	754	0.133	3	754	0.266
18:00 - 19:00	3	754	0.133	3	754	0.000	3	754	0.133
19:00 - 20:00	3	754	0.221	3	754	0.177	3	754	0.398
20:00 - 21:00	3	754	0.177	3	754	0.000	3	754	0.177
21:00 - 22:00	3	754	0.000	3	754	0.221	3	754	0.221
22:00 - 23:00	3	754	0.000	3	754	0.133	3	754	0.133
23:00 - 24:00	3	754	0.000	3	754	0.177	3	754	0.177
Total Rates:			1.456			1.142			2.598

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.762	1	525	0.000	1	525	0.762
11:00 - 12:00	2	831	1.264	2	831	0.301	2	831	1.565
12:00 - 13:00	2	831	3.131	2	831	0.421	2	831	3.552
13:00 - 14:00	2	831	3.793	2	831	3.251	2	831	7.044
14:00 - 15:00	2	831	1.927	2	831	3.492	2	831	5.419
15:00 - 16:00	2	831	0.602	2	831	1.144	2	831	1.746
16:00 - 17:00	3	754	0.487	3	754	0.221	3	754	0.708
17:00 - 18:00	3	754	2.875	3	754	0.398	3	754	3.273
18:00 - 19:00	3	754	4.998	3	754	2.609	3	754	7.607
19:00 - 20:00	3	754	5.440	3	754	4.379	3	754	9.819
20:00 - 21:00	3	754	2.123	3	754	3.936	3	754	6.059
21:00 - 22:00	3	754	0.752	3	754	3.052	3	754	3.804
22:00 - 23:00	3	754	0.221	3	754	3.229	3	754	3.450
23:00 - 24:00	3	754	0.133	3	754	0.796	3	754	0.929
Total Rates:			28.508			27.229			55.737

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/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	2	831	0.542	2	831	0.000	2	831	0.542
12:00 - 13:00	2	831	1.144	2	831	0.000	2	831	1.144
13:00 - 14:00	2	831	1.264	2	831	0.963	2	831	2.227
14:00 - 15:00	2	831	0.542	2	831	1.325	2	831	1.867
15:00 - 16:00	2	831	0.181	2	831	0.421	2	831	0.602
16:00 - 17:00	3	754	0.088	3	754	0.088	3	754	0.176
17:00 - 18:00	3	754	0.885	3	754	0.044	3	754	0.929
18:00 - 19:00	3	754	1.946	3	754	0.885	3	754	2.831
19:00 - 20:00	3	754	1.990	3	754	1.327	3	754	3.317
20:00 - 21:00	3	754	0.619	3	754	1.769	3	754	2.388
21:00 - 22:00	3	754	0.265	3	754	1.194	3	754	1.459
22:00 - 23:00	3	754	0.088	3	754	1.194	3	754	1.282
23:00 - 24:00	3	754	0.044	3	754	0.221	3	754	0.265
Total Rates:			9.788			9.431			19.219

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/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	831	0.000	2	831	0.000	2	831	0.000
12:00 - 13:00	2	831	0.060	2	831	0.000	2	831	0.060
13:00 - 14:00	2	831	0.060	2	831	0.000	2	831	0.060
14:00 - 15:00	2	831	0.060	2	831	0.060	2	831	0.120
15:00 - 16:00	2	831	0.060	2	831	0.060	2	831	0.120
16:00 - 17:00	3	754	0.000	3	754	0.000	3	754	0.000
17:00 - 18:00	3	754	0.088	3	754	0.000	3	754	0.088
18:00 - 19:00	3	754	0.044	3	754	0.000	3	754	0.044
19:00 - 20:00	3	754	0.000	3	754	0.044	3	754	0.044
20:00 - 21:00	3	754	0.000	3	754	0.044	3	754	0.044
21:00 - 22:00	3	754	0.000	3	754	0.000	3	754	0.000
22:00 - 23:00	3	754	0.000	3	754	0.088	3	754	0.088
23:00 - 24:00	3	754	0.000	3	754	0.044	3	754	0.044
Total Rates:			0.372			0.340			0.712

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	2	831	0.000	2	831	0.000	2	831	0.000
12:00 - 13:00	2	831	0.060	2	831	0.000	2	831	0.060
13:00 - 14:00	2	831	0.000	2	831	0.000	2	831	0.000
14:00 - 15:00	2	831	0.000	2	831	0.000	2	831	0.000
15:00 - 16:00	2	831	0.000	2	831	0.000	2	831	0.000
16:00 - 17:00	3	754	0.000	3	754	0.000	3	754	0.000
17:00 - 18:00	3	754	0.000	3	754	0.000	3	754	0.000
18:00 - 19:00	3	754	0.044	3	754	0.000	3	754	0.044
19:00 - 20:00	3	754	0.000	3	754	0.000	3	754	0.000
20:00 - 21:00	3	754	0.000	3	754	0.044	3	754	0.044
21:00 - 22:00	3	754	0.000	3	754	0.000	3	754	0.000
22:00 - 23:00	3	754	0.000	3	754	0.044	3	754	0.044
23:00 - 24:00	3	754	0.000	3	754	0.000	3	754	0.000
Total Rates:			0.104			0.088			0.192

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 – TRICS Output – Fitness Studio

Calculation Reference: AUDIT-708731-210820-0835

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	IS ISLINGTON	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:	1225 to 1440 (units: sqm)
Range Selected by User:	204 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 06/04/17

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

Selected survey days:

Tuesday	1 days
Thursday	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:

Built-Up Zone	2
---------------	---

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

Secondary Filtering selection:

Use Class:

E(d)	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

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

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:

0.5 or Less	1 days
0.6 to 1.0	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	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:

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	HG-07-K-02	THE GYM	HARINGEY
	LORDSHIP LANE		
	WOOD GREEN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1440 sqm	
	Survey date: THURSDAY	18/09/14	Survey Type: MANUAL
2	IS-07-K-02	THE GYM	ISLINGTON
	GOSWELL ROAD		
	ANGEL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1225 sqm	
	Survey date: TUESDAY	28/06/16	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
HG-07-K-01	High Parking

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL 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	2	1333	0.638	2	1333	0.413	2	1333	1.051
07:00 - 08:00	2	1333	0.338	2	1333	0.788	2	1333	1.126
08:00 - 09:00	2	1333	0.188	2	1333	0.300	2	1333	0.488
09:00 - 10:00	2	1333	0.375	2	1333	0.075	2	1333	0.450
10:00 - 11:00	2	1333	0.263	2	1333	0.413	2	1333	0.676
11:00 - 12:00	2	1333	0.263	2	1333	0.225	2	1333	0.488
12:00 - 13:00	2	1333	0.188	2	1333	0.225	2	1333	0.413
13:00 - 14:00	2	1333	0.150	2	1333	0.188	2	1333	0.338
14:00 - 15:00	2	1333	0.113	2	1333	0.225	2	1333	0.338
15:00 - 16:00	2	1333	0.225	2	1333	0.150	2	1333	0.375
16:00 - 17:00	2	1333	0.150	2	1333	0.188	2	1333	0.338
17:00 - 18:00	2	1333	0.450	2	1333	0.150	2	1333	0.600
18:00 - 19:00	2	1333	0.600	2	1333	0.450	2	1333	1.050
19:00 - 20:00	2	1333	0.638	2	1333	1.013	2	1333	1.651
20:00 - 21:00	2	1333	0.600	2	1333	0.600	2	1333	1.200
21:00 - 22:00	2	1333	0.263	2	1333	0.375	2	1333	0.638
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.442			5.778			11.220

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:	1225 - 1440 (units: sqm)
Survey date range:	01/01/00 - 06/04/17
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:	1

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.076			0.152

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.113	2	1333	0.075	2	1333	0.188
07:00 - 08:00	2	1333	0.413	2	1333	0.225	2	1333	0.638
08:00 - 09:00	2	1333	0.263	2	1333	0.375	2	1333	0.638
09:00 - 10:00	2	1333	0.188	2	1333	0.225	2	1333	0.413
10:00 - 11:00	2	1333	0.113	2	1333	0.113	2	1333	0.226
11:00 - 12:00	2	1333	0.150	2	1333	0.188	2	1333	0.338
12:00 - 13:00	2	1333	0.188	2	1333	0.038	2	1333	0.226
13:00 - 14:00	2	1333	0.113	2	1333	0.150	2	1333	0.263
14:00 - 15:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
15:00 - 16:00	2	1333	0.113	2	1333	0.038	2	1333	0.151
16:00 - 17:00	2	1333	0.075	2	1333	0.075	2	1333	0.150
17:00 - 18:00	2	1333	0.263	2	1333	0.150	2	1333	0.413
18:00 - 19:00	2	1333	0.263	2	1333	0.300	2	1333	0.563
19:00 - 20:00	2	1333	0.225	2	1333	0.263	2	1333	0.488
20:00 - 21:00	2	1333	0.188	2	1333	0.375	2	1333	0.563
21:00 - 22:00	2	1333	0.225	2	1333	0.375	2	1333	0.600
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.931			3.003			5.934

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.563	2	1333	0.300	2	1333	0.863
07:00 - 08:00	2	1333	0.413	2	1333	0.750	2	1333	1.163
08:00 - 09:00	2	1333	0.188	2	1333	0.338	2	1333	0.526
09:00 - 10:00	2	1333	0.450	2	1333	0.075	2	1333	0.525
10:00 - 11:00	2	1333	0.300	2	1333	0.450	2	1333	0.750
11:00 - 12:00	2	1333	0.338	2	1333	0.300	2	1333	0.638
12:00 - 13:00	2	1333	0.188	2	1333	0.263	2	1333	0.451
13:00 - 14:00	2	1333	0.188	2	1333	0.263	2	1333	0.451
14:00 - 15:00	2	1333	0.150	2	1333	0.300	2	1333	0.450
15:00 - 16:00	2	1333	0.300	2	1333	0.150	2	1333	0.450
16:00 - 17:00	2	1333	0.150	2	1333	0.225	2	1333	0.375
17:00 - 18:00	2	1333	0.525	2	1333	0.150	2	1333	0.675
18:00 - 19:00	2	1333	0.788	2	1333	0.450	2	1333	1.238
19:00 - 20:00	2	1333	0.826	2	1333	1.313	2	1333	2.139
20:00 - 21:00	2	1333	0.750	2	1333	0.826	2	1333	1.576
21:00 - 22:00	2	1333	0.375	2	1333	0.525	2	1333	0.900
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.492			6.678			13.170

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	2.176	2	1333	0.938	2	1333	3.114
07:00 - 08:00	2	1333	1.651	2	1333	1.914	2	1333	3.565
08:00 - 09:00	2	1333	1.426	2	1333	2.214	2	1333	3.640
09:00 - 10:00	2	1333	1.801	2	1333	1.351	2	1333	3.152
10:00 - 11:00	2	1333	1.839	2	1333	1.463	2	1333	3.302
11:00 - 12:00	2	1333	1.764	2	1333	1.614	2	1333	3.378
12:00 - 13:00	2	1333	3.490	2	1333	1.876	2	1333	5.366
13:00 - 14:00	2	1333	2.627	2	1333	3.340	2	1333	5.967
14:00 - 15:00	2	1333	1.839	2	1333	1.914	2	1333	3.753
15:00 - 16:00	2	1333	1.576	2	1333	1.839	2	1333	3.415
16:00 - 17:00	2	1333	1.914	2	1333	2.026	2	1333	3.940
17:00 - 18:00	2	1333	4.728	2	1333	2.064	2	1333	6.792
18:00 - 19:00	2	1333	5.103	2	1333	3.302	2	1333	8.405
19:00 - 20:00	2	1333	4.390	2	1333	4.991	2	1333	9.381
20:00 - 21:00	2	1333	2.289	2	1333	3.039	2	1333	5.328
21:00 - 22:00	2	1333	1.351	2	1333	2.814	2	1333	4.165
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.964			36.699			76.663

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.450	2	1333	0.263	2	1333	0.713
07:00 - 08:00	2	1333	0.338	2	1333	0.375	2	1333	0.713
08:00 - 09:00	2	1333	0.600	2	1333	0.300	2	1333	0.900
09:00 - 10:00	2	1333	0.788	2	1333	0.563	2	1333	1.351
10:00 - 11:00	2	1333	0.338	2	1333	0.413	2	1333	0.751
11:00 - 12:00	2	1333	0.750	2	1333	0.600	2	1333	1.350
12:00 - 13:00	2	1333	0.600	2	1333	0.563	2	1333	1.163
13:00 - 14:00	2	1333	0.713	2	1333	0.488	2	1333	1.201
14:00 - 15:00	2	1333	0.338	2	1333	0.450	2	1333	0.788
15:00 - 16:00	2	1333	0.563	2	1333	0.600	2	1333	1.163
16:00 - 17:00	2	1333	0.713	2	1333	0.713	2	1333	1.426
17:00 - 18:00	2	1333	1.576	2	1333	0.675	2	1333	2.251
18:00 - 19:00	2	1333	1.876	2	1333	1.163	2	1333	3.039
19:00 - 20:00	2	1333	1.238	2	1333	2.026	2	1333	3.264
20:00 - 21:00	2	1333	0.976	2	1333	1.839	2	1333	2.815
21:00 - 22:00	2	1333	0.600	2	1333	1.013	2	1333	1.613
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.457			12.044			24.501

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.450	2	1333	0.150	2	1333	0.600
07:00 - 08:00	2	1333	0.413	2	1333	0.263	2	1333	0.676
08:00 - 09:00	2	1333	0.150	2	1333	0.413	2	1333	0.563
09:00 - 10:00	2	1333	0.263	2	1333	0.263	2	1333	0.526
10:00 - 11:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
11:00 - 12:00	2	1333	0.263	2	1333	0.338	2	1333	0.601
12:00 - 13:00	2	1333	0.525	2	1333	0.263	2	1333	0.788
13:00 - 14:00	2	1333	0.450	2	1333	0.488	2	1333	0.938
14:00 - 15:00	2	1333	0.225	2	1333	0.263	2	1333	0.488
15:00 - 16:00	2	1333	0.375	2	1333	0.300	2	1333	0.675
16:00 - 17:00	2	1333	0.600	2	1333	0.750	2	1333	1.350
17:00 - 18:00	2	1333	1.088	2	1333	0.563	2	1333	1.651
18:00 - 19:00	2	1333	2.064	2	1333	1.238	2	1333	3.302
19:00 - 20:00	2	1333	0.938	2	1333	1.576	2	1333	2.514
20:00 - 21:00	2	1333	0.750	2	1333	1.163	2	1333	1.913
21:00 - 22:00	2	1333	0.263	2	1333	0.675	2	1333	0.938
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.967			8.856			17.823

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.901	2	1333	0.413	2	1333	1.314
07:00 - 08:00	2	1333	0.750	2	1333	0.638	2	1333	1.388
08:00 - 09:00	2	1333	0.750	2	1333	0.713	2	1333	1.463
09:00 - 10:00	2	1333	1.051	2	1333	0.826	2	1333	1.877
10:00 - 11:00	2	1333	0.488	2	1333	0.563	2	1333	1.051
11:00 - 12:00	2	1333	1.013	2	1333	0.938	2	1333	1.951
12:00 - 13:00	2	1333	1.126	2	1333	0.826	2	1333	1.952
13:00 - 14:00	2	1333	1.163	2	1333	0.976	2	1333	2.139
14:00 - 15:00	2	1333	0.563	2	1333	0.713	2	1333	1.276
15:00 - 16:00	2	1333	0.938	2	1333	0.901	2	1333	1.839
16:00 - 17:00	2	1333	1.313	2	1333	1.463	2	1333	2.776
17:00 - 18:00	2	1333	2.664	2	1333	1.238	2	1333	3.902
18:00 - 19:00	2	1333	3.940	2	1333	2.402	2	1333	6.342
19:00 - 20:00	2	1333	2.176	2	1333	3.602	2	1333	5.778
20:00 - 21:00	2	1333	1.726	2	1333	3.002	2	1333	4.728
21:00 - 22:00	2	1333	0.863	2	1333	1.689	2	1333	2.552
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.425			20.903			42.328

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1333	3.752	2	1333	1.726	2	1333	5.478
07:00 - 08:00	2	1333	3.227	2	1333	3.527	2	1333	6.754
08:00 - 09:00	2	1333	2.627	2	1333	3.640	2	1333	6.267
09:00 - 10:00	2	1333	3.490	2	1333	2.477	2	1333	5.967
10:00 - 11:00	2	1333	2.739	2	1333	2.589	2	1333	5.328
11:00 - 12:00	2	1333	3.265	2	1333	3.039	2	1333	6.304
12:00 - 13:00	2	1333	4.991	2	1333	3.002	2	1333	7.993
13:00 - 14:00	2	1333	4.090	2	1333	4.728	2	1333	8.818
14:00 - 15:00	2	1333	2.589	2	1333	2.964	2	1333	5.553
15:00 - 16:00	2	1333	2.927	2	1333	2.927	2	1333	5.854
16:00 - 17:00	2	1333	3.452	2	1333	3.790	2	1333	7.242
17:00 - 18:00	2	1333	8.180	2	1333	3.602	2	1333	11.782
18:00 - 19:00	2	1333	10.094	2	1333	6.454	2	1333	16.548
19:00 - 20:00	2	1333	7.617	2	1333	10.169	2	1333	17.786
20:00 - 21:00	2	1333	4.953	2	1333	7.242	2	1333	12.195
21:00 - 22:00	2	1333	2.814	2	1333	5.403	2	1333	8.217
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			70.807			67.279			138.086

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.450	2	1333	0.338	2	1333	0.788
07:00 - 08:00	2	1333	0.300	2	1333	0.600	2	1333	0.900
08:00 - 09:00	2	1333	0.113	2	1333	0.263	2	1333	0.376
09:00 - 10:00	2	1333	0.338	2	1333	0.038	2	1333	0.376
10:00 - 11:00	2	1333	0.225	2	1333	0.375	2	1333	0.600
11:00 - 12:00	2	1333	0.225	2	1333	0.225	2	1333	0.450
12:00 - 13:00	2	1333	0.188	2	1333	0.188	2	1333	0.376
13:00 - 14:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
14:00 - 15:00	2	1333	0.113	2	1333	0.225	2	1333	0.338
15:00 - 16:00	2	1333	0.188	2	1333	0.150	2	1333	0.338
16:00 - 17:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
17:00 - 18:00	2	1333	0.300	2	1333	0.113	2	1333	0.413
18:00 - 19:00	2	1333	0.488	2	1333	0.375	2	1333	0.863
19:00 - 20:00	2	1333	0.638	2	1333	0.863	2	1333	1.501
20:00 - 21:00	2	1333	0.600	2	1333	0.563	2	1333	1.163
21:00 - 22:00	2	1333	0.263	2	1333	0.375	2	1333	0.638
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.729			4.991			9.720

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.150	2	1333	0.075	2	1333	0.225
07:00 - 08:00	2	1333	0.000	2	1333	0.075	2	1333	0.075
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.188			0.188			0.376

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.038	2	1333	0.000	2	1333	0.038
07:00 - 08:00	2	1333	0.038	2	1333	0.113	2	1333	0.151
08:00 - 09:00	2	1333	0.038	2	1333	0.000	2	1333	0.038
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
11:00 - 12:00	2	1333	0.038	2	1333	0.000	2	1333	0.038
12:00 - 13:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
13:00 - 14:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.038	2	1333	0.000	2	1333	0.038
16:00 - 17:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
17:00 - 18:00	2	1333	0.113	2	1333	0.000	2	1333	0.113
18:00 - 19:00	2	1333	0.113	2	1333	0.075	2	1333	0.188
19:00 - 20:00	2	1333	0.000	2	1333	0.150	2	1333	0.150
20:00 - 21:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.454				0.528	0.982	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Underground 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	2	1333	0.450	2	1333	0.150	2	1333	0.600
07:00 - 08:00	2	1333	0.413	2	1333	0.263	2	1333	0.676
08:00 - 09:00	2	1333	0.150	2	1333	0.413	2	1333	0.563
09:00 - 10:00	2	1333	0.263	2	1333	0.263	2	1333	0.526
10:00 - 11:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
11:00 - 12:00	2	1333	0.263	2	1333	0.338	2	1333	0.601
12:00 - 13:00	2	1333	0.525	2	1333	0.263	2	1333	0.788
13:00 - 14:00	2	1333	0.450	2	1333	0.488	2	1333	0.938
14:00 - 15:00	2	1333	0.225	2	1333	0.263	2	1333	0.488
15:00 - 16:00	2	1333	0.375	2	1333	0.263	2	1333	0.638
16:00 - 17:00	2	1333	0.600	2	1333	0.713	2	1333	1.313
17:00 - 18:00	2	1333	1.088	2	1333	0.525	2	1333	1.613
18:00 - 19:00	2	1333	2.064	2	1333	1.126	2	1333	3.190
19:00 - 20:00	2	1333	0.938	2	1333	1.501	2	1333	2.439
20:00 - 21:00	2	1333	0.750	2	1333	1.051	2	1333	1.801
21:00 - 22:00	2	1333	0.263	2	1333	0.563	2	1333	0.826
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.967			8.333			17.300

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Overground 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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
17:00 - 18:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
18:00 - 19:00	2	1333	0.000	2	1333	0.075	2	1333	0.075
19:00 - 20:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.075	2	1333	0.075
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.264			0.264

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL National 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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
19:00 - 20:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
20:00 - 21:00	2	1333	0.000	2	1333	0.113	2	1333	0.113
21:00 - 22:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.265			0.265

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Bus 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	2	1333	0.450	2	1333	0.263	2	1333	0.713
07:00 - 08:00	2	1333	0.338	2	1333	0.375	2	1333	0.713
08:00 - 09:00	2	1333	0.600	2	1333	0.300	2	1333	0.900
09:00 - 10:00	2	1333	0.788	2	1333	0.563	2	1333	1.351
10:00 - 11:00	2	1333	0.338	2	1333	0.413	2	1333	0.751
11:00 - 12:00	2	1333	0.750	2	1333	0.600	2	1333	1.350
12:00 - 13:00	2	1333	0.600	2	1333	0.563	2	1333	1.163
13:00 - 14:00	2	1333	0.713	2	1333	0.488	2	1333	1.201
14:00 - 15:00	2	1333	0.338	2	1333	0.450	2	1333	0.788
15:00 - 16:00	2	1333	0.563	2	1333	0.600	2	1333	1.163
16:00 - 17:00	2	1333	0.713	2	1333	0.713	2	1333	1.426
17:00 - 18:00	2	1333	1.576	2	1333	0.675	2	1333	2.251
18:00 - 19:00	2	1333	1.876	2	1333	1.163	2	1333	3.039
19:00 - 20:00	2	1333	1.238	2	1333	2.026	2	1333	3.264
20:00 - 21:00	2	1333	0.976	2	1333	1.839	2	1333	2.815
21:00 - 22:00	2	1333	0.600	2	1333	1.013	2	1333	1.613
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.457			12.044			24.501

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
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.

Appendix E – TRICS Output – Office

Calculation Reference: AUDIT-708731-210819-0840

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	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: 594 to 1469 (units: sqm)
 Range Selected by User: 500 to 1600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

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

Selected survey days:

Monday	2 days
Wednesday	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
Built-Up Zone	1
No Sub Category	2

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

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 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 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	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	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
3	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
4	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
	Survey date: WEDNESDAY		16/10/13	Survey Type: MANUAL
5	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

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
WK-02-A-01	High Parking

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

MULTI-MODAL TOTAL 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 - 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	5	898	0.067	5	898	0.000	5	898	0.067
07:30 - 08:00	5	898	0.356	5	898	0.022	5	898	0.378
08:00 - 08:30	5	898	1.069	5	898	0.111	5	898	1.180
08:30 - 09:00	5	898	0.957	5	898	0.134	5	898	1.091
09:00 - 09:30	5	898	0.557	5	898	0.178	5	898	0.735
09:30 - 10:00	5	898	0.401	5	898	0.178	5	898	0.579
10:00 - 10:30	5	898	0.245	5	898	0.245	5	898	0.490
10:30 - 11:00	5	898	0.089	5	898	0.134	5	898	0.223
11:00 - 11:30	5	898	0.067	5	898	0.111	5	898	0.178
11:30 - 12:00	5	898	0.067	5	898	0.245	5	898	0.312
12:00 - 12:30	5	898	0.089	5	898	0.423	5	898	0.512
12:30 - 13:00	5	898	0.312	5	898	0.312	5	898	0.624
13:00 - 13:30	5	898	0.267	5	898	0.312	5	898	0.579
13:30 - 14:00	5	898	0.512	5	898	0.312	5	898	0.824
14:00 - 14:30	5	898	0.267	5	898	0.134	5	898	0.401
14:30 - 15:00	5	898	0.089	5	898	0.111	5	898	0.200
15:00 - 15:30	5	898	0.134	5	898	0.178	5	898	0.312
15:30 - 16:00	5	898	0.111	5	898	0.267	5	898	0.378
16:00 - 16:30	5	898	0.067	5	898	0.223	5	898	0.290
16:30 - 17:00	5	898	0.067	5	898	0.312	5	898	0.379
17:00 - 17:30	5	898	0.356	5	898	1.158	5	898	1.514
17:30 - 18:00	5	898	0.223	5	898	0.757	5	898	0.980
18:00 - 18:30	5	898	0.067	5	898	0.289	5	898	0.356
18:30 - 19:00	5	898	0.000	5	898	0.134	5	898	0.134
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:			6.436			6.280			12.716

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:	594 - 1469 (units: sqm)
Survey date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.022	5	898	0.022	5	898	0.044
08:00 - 08:30	5	898	0.089	5	898	0.067	5	898	0.156
08:30 - 09:00	5	898	0.045	5	898	0.045	5	898	0.090
09:00 - 09:30	5	898	0.089	5	898	0.067	5	898	0.156
09:30 - 10:00	5	898	0.000	5	898	0.045	5	898	0.045
10:00 - 10:30	5	898	0.000	5	898	0.000	5	898	0.000
10:30 - 11:00	5	898	0.000	5	898	0.000	5	898	0.000
11:00 - 11:30	5	898	0.000	5	898	0.000	5	898	0.000
11:30 - 12:00	5	898	0.000	5	898	0.000	5	898	0.000
12:00 - 12:30	5	898	0.000	5	898	0.000	5	898	0.000
12:30 - 13:00	5	898	0.000	5	898	0.000	5	898	0.000
13:00 - 13:30	5	898	0.022	5	898	0.000	5	898	0.022
13:30 - 14:00	5	898	0.045	5	898	0.067	5	898	0.112
14:00 - 14:30	5	898	0.000	5	898	0.000	5	898	0.000
14:30 - 15:00	5	898	0.022	5	898	0.022	5	898	0.044
15:00 - 15:30	5	898	0.000	5	898	0.000	5	898	0.000
15:30 - 16:00	5	898	0.000	5	898	0.000	5	898	0.000
16:00 - 16:30	5	898	0.000	5	898	0.000	5	898	0.000
16:30 - 17:00	5	898	0.000	5	898	0.000	5	898	0.000
17:00 - 17:30	5	898	0.134	5	898	0.111	5	898	0.245
17:30 - 18:00	5	898	0.022	5	898	0.045	5	898	0.067
18:00 - 18:30	5	898	0.000	5	898	0.000	5	898	0.000
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			0.490			0.491			0.981

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.000	5	898	0.000	5	898	0.000
08:30 - 09:00	5	898	0.000	5	898	0.000	5	898	0.000
09:00 - 09:30	5	898	0.000	5	898	0.000	5	898	0.000
09:30 - 10:00	5	898	0.000	5	898	0.000	5	898	0.000
10:00 - 10:30	5	898	0.000	5	898	0.000	5	898	0.000
10:30 - 11:00	5	898	0.000	5	898	0.000	5	898	0.000
11:00 - 11:30	5	898	0.000	5	898	0.000	5	898	0.000
11:30 - 12:00	5	898	0.000	5	898	0.000	5	898	0.000
12:00 - 12:30	5	898	0.000	5	898	0.000	5	898	0.000
12:30 - 13:00	5	898	0.000	5	898	0.000	5	898	0.000
13:00 - 13:30	5	898	0.000	5	898	0.000	5	898	0.000
13:30 - 14:00	5	898	0.000	5	898	0.000	5	898	0.000
14:00 - 14:30	5	898	0.000	5	898	0.000	5	898	0.000
14:30 - 15:00	5	898	0.000	5	898	0.000	5	898	0.000
15:00 - 15:30	5	898	0.000	5	898	0.000	5	898	0.000
15:30 - 16:00	5	898	0.022	5	898	0.022	5	898	0.044
16:00 - 16:30	5	898	0.000	5	898	0.000	5	898	0.000
16:30 - 17:00	5	898	0.000	5	898	0.000	5	898	0.000
17:00 - 17:30	5	898	0.000	5	898	0.000	5	898	0.000
17:30 - 18:00	5	898	0.000	5	898	0.000	5	898	0.000
18:00 - 18:30	5	898	0.000	5	898	0.000	5	898	0.000
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			0.022			0.022			0.044

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.067	5	898	0.000	5	898	0.067
08:30 - 09:00	5	898	0.089	5	898	0.000	5	898	0.089
09:00 - 09:30	5	898	0.000	5	898	0.000	5	898	0.000
09:30 - 10:00	5	898	0.000	5	898	0.000	5	898	0.000
10:00 - 10:30	5	898	0.022	5	898	0.000	5	898	0.022
10:30 - 11:00	5	898	0.000	5	898	0.000	5	898	0.000
11:00 - 11:30	5	898	0.000	5	898	0.000	5	898	0.000
11:30 - 12:00	5	898	0.000	5	898	0.000	5	898	0.000
12:00 - 12:30	5	898	0.022	5	898	0.000	5	898	0.022
12:30 - 13:00	5	898	0.000	5	898	0.022	5	898	0.022
13:00 - 13:30	5	898	0.000	5	898	0.000	5	898	0.000
13:30 - 14:00	5	898	0.000	5	898	0.000	5	898	0.000
14:00 - 14:30	5	898	0.000	5	898	0.000	5	898	0.000
14:30 - 15:00	5	898	0.000	5	898	0.000	5	898	0.000
15:00 - 15:30	5	898	0.000	5	898	0.000	5	898	0.000
15:30 - 16:00	5	898	0.000	5	898	0.022	5	898	0.022
16:00 - 16:30	5	898	0.000	5	898	0.000	5	898	0.000
16:30 - 17:00	5	898	0.000	5	898	0.000	5	898	0.000
17:00 - 17:30	5	898	0.022	5	898	0.111	5	898	0.133
17:30 - 18:00	5	898	0.000	5	898	0.067	5	898	0.067
18:00 - 18:30	5	898	0.000	5	898	0.000	5	898	0.000
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			0.222			0.222			0.444

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

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	5	898	0.067	5	898	0.000	5	898	0.067
07:30 - 08:00	5	898	0.401	5	898	0.022	5	898	0.423
08:00 - 08:30	5	898	1.180	5	898	0.067	5	898	1.247
08:30 - 09:00	5	898	1.069	5	898	0.067	5	898	1.136
09:00 - 09:30	5	898	0.623	5	898	0.223	5	898	0.846
09:30 - 10:00	5	898	0.401	5	898	0.178	5	898	0.579
10:00 - 10:30	5	898	0.267	5	898	0.267	5	898	0.534
10:30 - 11:00	5	898	0.111	5	898	0.156	5	898	0.267
11:00 - 11:30	5	898	0.067	5	898	0.111	5	898	0.178
11:30 - 12:00	5	898	0.111	5	898	0.334	5	898	0.445
12:00 - 12:30	5	898	0.089	5	898	0.512	5	898	0.601
12:30 - 13:00	5	898	0.423	5	898	0.334	5	898	0.757
13:00 - 13:30	5	898	0.289	5	898	0.356	5	898	0.645
13:30 - 14:00	5	898	0.601	5	898	0.378	5	898	0.979
14:00 - 14:30	5	898	0.267	5	898	0.134	5	898	0.401
14:30 - 15:00	5	898	0.089	5	898	0.111	5	898	0.200
15:00 - 15:30	5	898	0.134	5	898	0.178	5	898	0.312
15:30 - 16:00	5	898	0.111	5	898	0.267	5	898	0.378
16:00 - 16:30	5	898	0.067	5	898	0.245	5	898	0.312
16:30 - 17:00	5	898	0.067	5	898	0.334	5	898	0.401
17:00 - 17:30	5	898	0.289	5	898	1.269	5	898	1.558
17:30 - 18:00	5	898	0.178	5	898	0.868	5	898	1.046
18:00 - 18:30	5	898	0.067	5	898	0.334	5	898	0.401
18:30 - 19:00	5	898	0.000	5	898	0.156	5	898	0.156
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:			6.968			6.901			13.869

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	5	898	0.022	5	898	0.000	5	898	0.022
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.178	5	898	0.000	5	898	0.178
08:30 - 09:00	5	898	0.245	5	898	0.067	5	898	0.312
09:00 - 09:30	5	898	0.334	5	898	0.156	5	898	0.490
09:30 - 10:00	5	898	0.579	5	898	0.223	5	898	0.802
10:00 - 10:30	5	898	0.223	5	898	0.200	5	898	0.423
10:30 - 11:00	5	898	0.312	5	898	0.312	5	898	0.624
11:00 - 11:30	5	898	0.111	5	898	0.312	5	898	0.423
11:30 - 12:00	5	898	0.045	5	898	0.245	5	898	0.290
12:00 - 12:30	5	898	0.267	5	898	0.467	5	898	0.734
12:30 - 13:00	5	898	0.156	5	898	0.289	5	898	0.445
13:00 - 13:30	5	898	0.401	5	898	0.512	5	898	0.913
13:30 - 14:00	5	898	0.512	5	898	0.245	5	898	0.757
14:00 - 14:30	5	898	0.178	5	898	0.156	5	898	0.334
14:30 - 15:00	5	898	0.111	5	898	0.089	5	898	0.200
15:00 - 15:30	5	898	0.045	5	898	0.067	5	898	0.112
15:30 - 16:00	5	898	0.089	5	898	0.067	5	898	0.156
16:00 - 16:30	5	898	0.067	5	898	0.223	5	898	0.290
16:30 - 17:00	5	898	0.022	5	898	0.156	5	898	0.178
17:00 - 17:30	5	898	0.312	5	898	0.378	5	898	0.690
17:30 - 18:00	5	898	0.067	5	898	0.200	5	898	0.267
18:00 - 18:30	5	898	0.045	5	898	0.067	5	898	0.112
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			4.321			4.431			8.752

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.045	5	898	0.000	5	898	0.045
08:30 - 09:00	5	898	0.223	5	898	0.022	5	898	0.245
09:00 - 09:30	5	898	0.289	5	898	0.045	5	898	0.334
09:30 - 10:00	5	898	0.178	5	898	0.134	5	898	0.312
10:00 - 10:30	5	898	0.178	5	898	0.022	5	898	0.200
10:30 - 11:00	5	898	0.089	5	898	0.022	5	898	0.111
11:00 - 11:30	5	898	0.134	5	898	0.134	5	898	0.268
11:30 - 12:00	5	898	0.022	5	898	0.111	5	898	0.133
12:00 - 12:30	5	898	0.045	5	898	0.045	5	898	0.090
12:30 - 13:00	5	898	0.045	5	898	0.045	5	898	0.090
13:00 - 13:30	5	898	0.045	5	898	0.089	5	898	0.134
13:30 - 14:00	5	898	0.045	5	898	0.156	5	898	0.201
14:00 - 14:30	5	898	0.045	5	898	0.067	5	898	0.112
14:30 - 15:00	5	898	0.045	5	898	0.045	5	898	0.090
15:00 - 15:30	5	898	0.067	5	898	0.089	5	898	0.156
15:30 - 16:00	5	898	0.022	5	898	0.067	5	898	0.089
16:00 - 16:30	5	898	0.000	5	898	0.089	5	898	0.089
16:30 - 17:00	5	898	0.000	5	898	0.067	5	898	0.067
17:00 - 17:30	5	898	0.000	5	898	0.156	5	898	0.156
17:30 - 18:00	5	898	0.000	5	898	0.067	5	898	0.067
18:00 - 18:30	5	898	0.022	5	898	0.022	5	898	0.044
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			1.539			1.494			3.033

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.000	5	898	0.000	5	898	0.000
08:30 - 09:00	5	898	0.000	5	898	0.000	5	898	0.000
09:00 - 09:30	5	898	0.067	5	898	0.000	5	898	0.067
09:30 - 10:00	5	898	0.045	5	898	0.022	5	898	0.067
10:00 - 10:30	5	898	0.045	5	898	0.000	5	898	0.045
10:30 - 11:00	5	898	0.000	5	898	0.022	5	898	0.022
11:00 - 11:30	5	898	0.000	5	898	0.000	5	898	0.000
11:30 - 12:00	5	898	0.000	5	898	0.000	5	898	0.000
12:00 - 12:30	5	898	0.000	5	898	0.000	5	898	0.000
12:30 - 13:00	5	898	0.000	5	898	0.000	5	898	0.000
13:00 - 13:30	5	898	0.000	5	898	0.000	5	898	0.000
13:30 - 14:00	5	898	0.000	5	898	0.000	5	898	0.000
14:00 - 14:30	5	898	0.000	5	898	0.000	5	898	0.000
14:30 - 15:00	5	898	0.000	5	898	0.000	5	898	0.000
15:00 - 15:30	5	898	0.000	5	898	0.022	5	898	0.022
15:30 - 16:00	5	898	0.000	5	898	0.022	5	898	0.022
16:00 - 16:30	5	898	0.000	5	898	0.000	5	898	0.000
16:30 - 17:00	5	898	0.000	5	898	0.000	5	898	0.000
17:00 - 17:30	5	898	0.000	5	898	0.022	5	898	0.022
17:30 - 18:00	5	898	0.000	5	898	0.000	5	898	0.000
18:00 - 18:30	5	898	0.000	5	898	0.000	5	898	0.000
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			0.157			0.110			0.267

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.045	5	898	0.000	5	898	0.045
08:30 - 09:00	5	898	0.223	5	898	0.022	5	898	0.245
09:00 - 09:30	5	898	0.356	5	898	0.045	5	898	0.401
09:30 - 10:00	5	898	0.223	5	898	0.156	5	898	0.379
10:00 - 10:30	5	898	0.223	5	898	0.022	5	898	0.245
10:30 - 11:00	5	898	0.089	5	898	0.045	5	898	0.134
11:00 - 11:30	5	898	0.134	5	898	0.134	5	898	0.268
11:30 - 12:00	5	898	0.022	5	898	0.111	5	898	0.133
12:00 - 12:30	5	898	0.045	5	898	0.045	5	898	0.090
12:30 - 13:00	5	898	0.045	5	898	0.045	5	898	0.090
13:00 - 13:30	5	898	0.045	5	898	0.089	5	898	0.134
13:30 - 14:00	5	898	0.045	5	898	0.156	5	898	0.201
14:00 - 14:30	5	898	0.045	5	898	0.067	5	898	0.112
14:30 - 15:00	5	898	0.045	5	898	0.045	5	898	0.090
15:00 - 15:30	5	898	0.067	5	898	0.111	5	898	0.178
15:30 - 16:00	5	898	0.022	5	898	0.089	5	898	0.111
16:00 - 16:30	5	898	0.000	5	898	0.089	5	898	0.089
16:30 - 17:00	5	898	0.000	5	898	0.067	5	898	0.067
17:00 - 17:30	5	898	0.000	5	898	0.178	5	898	0.178
17:30 - 18:00	5	898	0.000	5	898	0.067	5	898	0.067
18:00 - 18:30	5	898	0.022	5	898	0.022	5	898	0.044
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			1.696			1.605			3.301

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 TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	898	0.089	5	898	0.000	5	898	0.089
07:30 - 08:00	5	898	0.401	5	898	0.022	5	898	0.423
08:00 - 08:30	5	898	1.469	5	898	0.067	5	898	1.536
08:30 - 09:00	5	898	1.625	5	898	0.156	5	898	1.781
09:00 - 09:30	5	898	1.313	5	898	0.423	5	898	1.736
09:30 - 10:00	5	898	1.202	5	898	0.557	5	898	1.759
10:00 - 10:30	5	898	0.735	5	898	0.490	5	898	1.225
10:30 - 11:00	5	898	0.512	5	898	0.512	5	898	1.024
11:00 - 11:30	5	898	0.312	5	898	0.557	5	898	0.869
11:30 - 12:00	5	898	0.178	5	898	0.690	5	898	0.868
12:00 - 12:30	5	898	0.423	5	898	1.024	5	898	1.447
12:30 - 13:00	5	898	0.623	5	898	0.690	5	898	1.313
13:00 - 13:30	5	898	0.735	5	898	0.957	5	898	1.692
13:30 - 14:00	5	898	1.158	5	898	0.779	5	898	1.937
14:00 - 14:30	5	898	0.490	5	898	0.356	5	898	0.846
14:30 - 15:00	5	898	0.245	5	898	0.245	5	898	0.490
15:00 - 15:30	5	898	0.245	5	898	0.356	5	898	0.601
15:30 - 16:00	5	898	0.223	5	898	0.445	5	898	0.668
16:00 - 16:30	5	898	0.134	5	898	0.557	5	898	0.691
16:30 - 17:00	5	898	0.089	5	898	0.557	5	898	0.646
17:00 - 17:30	5	898	0.623	5	898	1.937	5	898	2.560
17:30 - 18:00	5	898	0.245	5	898	1.202	5	898	1.447
18:00 - 18:30	5	898	0.134	5	898	0.423	5	898	0.557
18:30 - 19:00	5	898	0.000	5	898	0.156	5	898	0.156
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:			13.203			13.158			26.361

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	5	898	0.045	5	898	0.000	5	898	0.045
07:30 - 08:00	5	898	0.334	5	898	0.000	5	898	0.334
08:00 - 08:30	5	898	0.824	5	898	0.000	5	898	0.824
08:30 - 09:00	5	898	0.646	5	898	0.067	5	898	0.713
09:00 - 09:30	5	898	0.245	5	898	0.022	5	898	0.267
09:30 - 10:00	5	898	0.134	5	898	0.067	5	898	0.201
10:00 - 10:30	5	898	0.067	5	898	0.067	5	898	0.134
10:30 - 11:00	5	898	0.045	5	898	0.067	5	898	0.112
11:00 - 11:30	5	898	0.022	5	898	0.045	5	898	0.067
11:30 - 12:00	5	898	0.045	5	898	0.156	5	898	0.201
12:00 - 12:30	5	898	0.045	5	898	0.378	5	898	0.423
12:30 - 13:00	5	898	0.267	5	898	0.267	5	898	0.534
13:00 - 13:30	5	898	0.200	5	898	0.289	5	898	0.489
13:30 - 14:00	5	898	0.356	5	898	0.111	5	898	0.467
14:00 - 14:30	5	898	0.156	5	898	0.111	5	898	0.267
14:30 - 15:00	5	898	0.022	5	898	0.022	5	898	0.044
15:00 - 15:30	5	898	0.022	5	898	0.067	5	898	0.089
15:30 - 16:00	5	898	0.045	5	898	0.111	5	898	0.156
16:00 - 16:30	5	898	0.045	5	898	0.089	5	898	0.134
16:30 - 17:00	5	898	0.045	5	898	0.134	5	898	0.179
17:00 - 17:30	5	898	0.067	5	898	0.779	5	898	0.846
17:30 - 18:00	5	898	0.111	5	898	0.579	5	898	0.690
18:00 - 18:30	5	898	0.022	5	898	0.200	5	898	0.222
18:30 - 19:00	5	898	0.000	5	898	0.134	5	898	0.134
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:			3.810			3.762			7.572

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.045	5	898	0.045	5	898	0.090
08:30 - 09:00	5	898	0.022	5	898	0.000	5	898	0.022
09:00 - 09:30	5	898	0.045	5	898	0.067	5	898	0.112
09:30 - 10:00	5	898	0.000	5	898	0.000	5	898	0.000
10:00 - 10:30	5	898	0.045	5	898	0.022	5	898	0.067
10:30 - 11:00	5	898	0.022	5	898	0.045	5	898	0.067
11:00 - 11:30	5	898	0.022	5	898	0.000	5	898	0.022
11:30 - 12:00	5	898	0.000	5	898	0.000	5	898	0.000
12:00 - 12:30	5	898	0.022	5	898	0.022	5	898	0.044
12:30 - 13:00	5	898	0.000	5	898	0.000	5	898	0.000
13:00 - 13:30	5	898	0.000	5	898	0.000	5	898	0.000
13:30 - 14:00	5	898	0.000	5	898	0.000	5	898	0.000
14:00 - 14:30	5	898	0.022	5	898	0.000	5	898	0.022
14:30 - 15:00	5	898	0.022	5	898	0.022	5	898	0.044
15:00 - 15:30	5	898	0.022	5	898	0.045	5	898	0.067
15:30 - 16:00	5	898	0.022	5	898	0.045	5	898	0.067
16:00 - 16:30	5	898	0.022	5	898	0.022	5	898	0.044
16:30 - 17:00	5	898	0.022	5	898	0.022	5	898	0.044
17:00 - 17:30	5	898	0.022	5	898	0.045	5	898	0.067
17:30 - 18:00	5	898	0.000	5	898	0.000	5	898	0.000
18:00 - 18:30	5	898	0.022	5	898	0.022	5	898	0.044
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			0.399			0.424			0.823

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	5	898	0.000	5	898	0.000	5	898	0.000
07:30 - 08:00	5	898	0.000	5	898	0.000	5	898	0.000
08:00 - 08:30	5	898	0.000	5	898	0.000	5	898	0.000
08:30 - 09:00	5	898	0.000	5	898	0.000	5	898	0.000
09:00 - 09:30	5	898	0.000	5	898	0.000	5	898	0.000
09:30 - 10:00	5	898	0.000	5	898	0.000	5	898	0.000
10:00 - 10:30	5	898	0.022	5	898	0.000	5	898	0.022
10:30 - 11:00	5	898	0.000	5	898	0.000	5	898	0.000
11:00 - 11:30	5	898	0.000	5	898	0.000	5	898	0.000
11:30 - 12:00	5	898	0.000	5	898	0.022	5	898	0.022
12:00 - 12:30	5	898	0.000	5	898	0.000	5	898	0.000
12:30 - 13:00	5	898	0.000	5	898	0.000	5	898	0.000
13:00 - 13:30	5	898	0.000	5	898	0.000	5	898	0.000
13:30 - 14:00	5	898	0.000	5	898	0.000	5	898	0.000
14:00 - 14:30	5	898	0.000	5	898	0.000	5	898	0.000
14:30 - 15:00	5	898	0.000	5	898	0.000	5	898	0.000
15:00 - 15:30	5	898	0.000	5	898	0.000	5	898	0.000
15:30 - 16:00	5	898	0.000	5	898	0.000	5	898	0.000
16:00 - 16:30	5	898	0.000	5	898	0.000	5	898	0.000
16:30 - 17:00	5	898	0.000	5	898	0.000	5	898	0.000
17:00 - 17:30	5	898	0.000	5	898	0.000	5	898	0.000
17:30 - 18:00	5	898	0.000	5	898	0.000	5	898	0.000
18:00 - 18:30	5	898	0.000	5	898	0.000	5	898	0.000
18:30 - 19:00	5	898	0.000	5	898	0.000	5	898	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:			0.022			0.022			0.044

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 F – TRICS Output – Flats Privately Owned

Calculation Reference: AUDIT-708731-210819-0829

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	2 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: No of Dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 184 (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 18/11/19

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:

Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
-------------	---

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	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.

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 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 2 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 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
2	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
3	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:	20		
	Survey date: FRIDAY	14/10/11		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

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	3	71	0.014	3	71	0.037	3	71	0.051
08:00 - 09:00	3	71	0.019	3	71	0.047	3	71	0.066
09:00 - 10:00	3	71	0.014	3	71	0.014	3	71	0.028
10:00 - 11:00	3	71	0.019	3	71	0.028	3	71	0.047
11:00 - 12:00	3	71	0.023	3	71	0.019	3	71	0.042
12:00 - 13:00	3	71	0.019	3	71	0.019	3	71	0.038
13:00 - 14:00	3	71	0.037	3	71	0.042	3	71	0.079
14:00 - 15:00	3	71	0.019	3	71	0.023	3	71	0.042
15:00 - 16:00	3	71	0.019	3	71	0.019	3	71	0.038
16:00 - 17:00	3	71	0.061	3	71	0.023	3	71	0.084
17:00 - 18:00	3	71	0.051	3	71	0.037	3	71	0.088
18:00 - 19:00	3	71	0.047	3	71	0.033	3	71	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.341			0.683

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:	20 - 154 (units:)
Survey date range:	01/01/00 - 18/11/19
Number of weekdays (Monday-Friday):	3
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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

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	3	71	0.005	3	71	0.005	3	71	0.010
08:00 - 09:00	3	71	0.000	3	71	0.005	3	71	0.005
09:00 - 10:00	3	71	0.000	3	71	0.000	3	71	0.000
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.005	3	71	0.005	3	71	0.010
12:00 - 13:00	3	71	0.005	3	71	0.005	3	71	0.010
13:00 - 14:00	3	71	0.005	3	71	0.005	3	71	0.010
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.005	3	71	0.000	3	71	0.005
17:00 - 18:00	3	71	0.005	3	71	0.000	3	71	0.005
18:00 - 19:00	3	71	0.000	3	71	0.005	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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	3	71	0.000	3	71	0.005	3	71	0.005
08:00 - 09:00	3	71	0.000	3	71	0.009	3	71	0.009
09:00 - 10:00	3	71	0.005	3	71	0.009	3	71	0.014
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.014	3	71	0.014
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.019	3	71	0.000	3	71	0.019
18:00 - 19:00	3	71	0.005	3	71	0.000	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.037			0.066

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.

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

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	3	71	0.009	3	71	0.047	3	71	0.056
08:00 - 09:00	3	71	0.028	3	71	0.047	3	71	0.075
09:00 - 10:00	3	71	0.014	3	71	0.019	3	71	0.033
10:00 - 11:00	3	71	0.023	3	71	0.033	3	71	0.056
11:00 - 12:00	3	71	0.028	3	71	0.033	3	71	0.061
12:00 - 13:00	3	71	0.014	3	71	0.023	3	71	0.037
13:00 - 14:00	3	71	0.047	3	71	0.047	3	71	0.094
14:00 - 15:00	3	71	0.033	3	71	0.023	3	71	0.056
15:00 - 16:00	3	71	0.023	3	71	0.023	3	71	0.046
16:00 - 17:00	3	71	0.075	3	71	0.023	3	71	0.098
17:00 - 18:00	3	71	0.051	3	71	0.056	3	71	0.107
18:00 - 19:00	3	71	0.061	3	71	0.037	3	71	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.406			0.411			0.817

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	3	71	0.005	3	71	0.028	3	71	0.033
08:00 - 09:00	3	71	0.023	3	71	0.276	3	71	0.299
09:00 - 10:00	3	71	0.028	3	71	0.187	3	71	0.215
10:00 - 11:00	3	71	0.070	3	71	0.075	3	71	0.145
11:00 - 12:00	3	71	0.103	3	71	0.131	3	71	0.234
12:00 - 13:00	3	71	0.164	3	71	0.164	3	71	0.328
13:00 - 14:00	3	71	0.168	3	71	0.131	3	71	0.299
14:00 - 15:00	3	71	0.159	3	71	0.098	3	71	0.257
15:00 - 16:00	3	71	0.136	3	71	0.145	3	71	0.281
16:00 - 17:00	3	71	0.276	3	71	0.266	3	71	0.542
17:00 - 18:00	3	71	0.369	3	71	0.159	3	71	0.528
18:00 - 19:00	3	71	0.178	3	71	0.005	3	71	0.183
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.679			1.665			3.344

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	3	71	0.000	3	71	0.019	3	71	0.019
08:00 - 09:00	3	71	0.000	3	71	0.042	3	71	0.042
09:00 - 10:00	3	71	0.005	3	71	0.033	3	71	0.038
10:00 - 11:00	3	71	0.005	3	71	0.019	3	71	0.024
11:00 - 12:00	3	71	0.009	3	71	0.009	3	71	0.018
12:00 - 13:00	3	71	0.009	3	71	0.023	3	71	0.032
13:00 - 14:00	3	71	0.009	3	71	0.005	3	71	0.014
14:00 - 15:00	3	71	0.014	3	71	0.005	3	71	0.019
15:00 - 16:00	3	71	0.065	3	71	0.019	3	71	0.084
16:00 - 17:00	3	71	0.056	3	71	0.019	3	71	0.075
17:00 - 18:00	3	71	0.033	3	71	0.005	3	71	0.038
18:00 - 19:00	3	71	0.005	3	71	0.000	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.198			0.408

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	3	71	0.000	3	71	0.019	3	71	0.019
08:00 - 09:00	3	71	0.005	3	71	0.075	3	71	0.080
09:00 - 10:00	3	71	0.000	3	71	0.019	3	71	0.019
10:00 - 11:00	3	71	0.000	3	71	0.005	3	71	0.005
11:00 - 12:00	3	71	0.005	3	71	0.014	3	71	0.019
12:00 - 13:00	3	71	0.000	3	71	0.028	3	71	0.028
13:00 - 14:00	3	71	0.000	3	71	0.014	3	71	0.014
14:00 - 15:00	3	71	0.014	3	71	0.000	3	71	0.014
15:00 - 16:00	3	71	0.009	3	71	0.000	3	71	0.009
16:00 - 17:00	3	71	0.005	3	71	0.023	3	71	0.028
17:00 - 18:00	3	71	0.136	3	71	0.009	3	71	0.145
18:00 - 19:00	3	71	0.037	3	71	0.000	3	71	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.211			0.206			0.417

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	3	71	0.000	3	71	0.037	3	71	0.037
08:00 - 09:00	3	71	0.005	3	71	0.117	3	71	0.122
09:00 - 10:00	3	71	0.005	3	71	0.051	3	71	0.056
10:00 - 11:00	3	71	0.005	3	71	0.023	3	71	0.028
11:00 - 12:00	3	71	0.014	3	71	0.023	3	71	0.037
12:00 - 13:00	3	71	0.009	3	71	0.051	3	71	0.060
13:00 - 14:00	3	71	0.009	3	71	0.019	3	71	0.028
14:00 - 15:00	3	71	0.023	3	71	0.005	3	71	0.028
15:00 - 16:00	3	71	0.075	3	71	0.019	3	71	0.094
16:00 - 17:00	3	71	0.061	3	71	0.042	3	71	0.103
17:00 - 18:00	3	71	0.168	3	71	0.014	3	71	0.182
18:00 - 19:00	3	71	0.042	3	71	0.000	3	71	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.416			0.401			0.817

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

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	3	71	0.014	3	71	0.117	3	71	0.131
08:00 - 09:00	3	71	0.056	3	71	0.449	3	71	0.505
09:00 - 10:00	3	71	0.051	3	71	0.266	3	71	0.317
10:00 - 11:00	3	71	0.098	3	71	0.131	3	71	0.229
11:00 - 12:00	3	71	0.145	3	71	0.187	3	71	0.332
12:00 - 13:00	3	71	0.187	3	71	0.252	3	71	0.439
13:00 - 14:00	3	71	0.224	3	71	0.196	3	71	0.420
14:00 - 15:00	3	71	0.215	3	71	0.126	3	71	0.341
15:00 - 16:00	3	71	0.234	3	71	0.187	3	71	0.421
16:00 - 17:00	3	71	0.411	3	71	0.332	3	71	0.743
17:00 - 18:00	3	71	0.607	3	71	0.229	3	71	0.836
18:00 - 19:00	3	71	0.285	3	71	0.042	3	71	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.527			2.514			5.041

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.