



Great Brighams Mead, Reading

Transport Statement – Third & Fourth Floor Extension

On behalf of **Kings Oak Capital**



Project Ref: 330510783 | Rev: - | Date: May 2022

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1 Introduction

- 1.1.1 This Transport Statement (TS) has been prepared by Stantec UK Ltd on behalf of Kings Oak Capital in support of a Permitted Development (PD) application for the extension of the third and fourth floors at Great Brighams Mead, Vastern Road, RG1 8DJ, to provide 72 residential units (C3 Land Use Class).
- 1.1.2 The site benefits from prior approval (ref. no. 210567) for the change of use from its current office use to provide 110 residential units, comprising of 54 x 1- bed, 54 x 2- bed and 2 x 3 - bed apartments. The TS submitted as part of the PD application demonstrated that the proposals had no detrimental impact on the local highway network and presented no road safety issues to any users of the development or the wider area.
- 1.1.3 The present Transport Statement (TS) supports the application for a third and fourth floor extension to facilitate 72 additional units, comprising 36 x 1-bed and 36 x 2-bed apartments. It should be noted that the scheme could be implemented as a standalone residential development above the existing office development, as well as if/ when the lower floors of the approved 110-residential unit PD scheme is implemented.
- 1.1.4 The PD application is being submitted to Reading Borough Council (RBC) who are the Local Planning Authority (LPA) and Local Highways Authority (LHA) where the site is located.
- 1.1.5 The purpose of this report is to assess the potential transport impacts of the development and address any potential concerns associated with its traffic impact and road safety.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
- **Section 2: Site in Context** – a review of the site within its wider context and current use.
 - **Section 3: Baseline Transport Conditions and Sustainable Travel Options**– a review of the existing transport conditions in the vicinity of the site, with a focus on sustainable travel opportunities for residents and visitors of the development.
 - **Section 4: Development Proposals** – a review of the development proposals, with regard to pedestrian access, car and cycle parking provision, and waste arrangements.
 - **Section 5: Multi-Modal Trip Generation** – an assessment of the proposed multi-modal trip generation based on TRICS trip rates and traffic surveys.
 - **Section 6: Summary & Conclusions** – a summary of the key points raised throughout the report and conclusions drawn.

2 Site in Context

- 2.1.1 The site is located to the north Reading town centre and south of the River Thames. The Great Brighams Mead site has boundaries clearly defined by Caversham Road roundabout with Vastern Road, to the south, Brighams Road to the west, residential apartments, to the north, and residential properties fronting De Montfort Road, to the east.
- 2.1.2 The close proximity to Reading Railway Station and Reading Town Centre provide the site with a vast assortment of amenities and facilities and is within walking distance to The Oracle shopping centre. The site location is illustrated on **Figure 2.1**.

Figure 2.1 – Great Brighams Mead PD Application Site Boundary



- 2.1.3 Since it was redeveloped in the 1990s, the site has been used as office space. It is currently occupied by the telecommunications and internet services provider Three. The existing building on site provides 7,725 m² of office accommodation across three floors. A central foyer provides the primary access into the building leading to the primary office space located on both sites.
- 2.1.4 The external areas of the site comprise of staff and visitor car parking spaces totalling 160 spaces. Of these spaces, 5 are allocated as disabled bays which are located to the north of the central lobby entrance.
- 2.1.5 The Great Brighams Mead site is served by a single vehicle access via the Caversham Road / Vastern Road roundabout to the south of the site. This access also provides the primary pedestrian access routes into the site.
- 2.1.6 The Great Brighams Mead office building is located centrally with respect to the site boundary. The office is supported by an internal access round circulating the building providing access to parking and accommodating servicing and deliveries.

3 Baseline Transport Conditions

3.1 Introduction

- 3.1.1 This section provides a review of the existing transport conditions in the vicinity of the site. Due to the location of the site in close proximity to Reading Town Centre and availability of walking, cycling and public transport connections, emphasis is placed on sustainable travel opportunities for residents and visitors of the development.

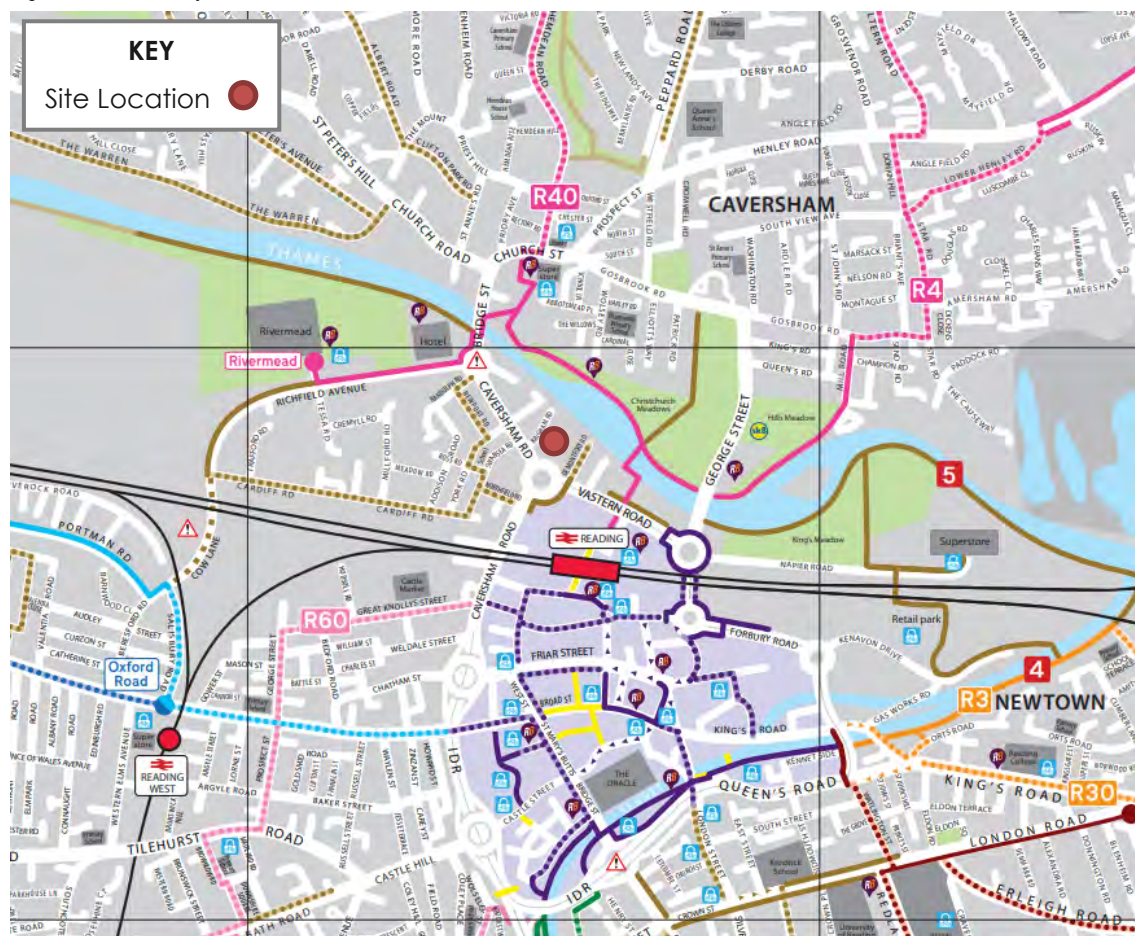
3.2 Walking Accessibility

- 3.2.1 At present, the primary pedestrian access points are via 2 pedestrian gates located approximately 40m north of the Caversham Road/ Vastern Road roundabout. These connect with footways provided on either of the site access junction, which forms the north eastern arm of the roundabout. Footways providing access to the site extend to the east, linking with the northern footway of Vastern Road, and to the west, linking with the eastern footway of the A4155 Caversham Road.
- 3.2.2 A secondary access is provided off Brighams Road, near the north-western corner of the site, by means of a pedestrian gate.
- 3.2.3 Vastern Road and Caversham Road are provided with footways on both sides of the road and signalised crossings, which ensure safe and convenient connections with the wider network. To the south of the Caversham Road/ Vastern Road roundabout, the A329 Caversham Road is also provided with footways on both sides of the road and crossing facilities.
- 3.2.4 Reading Town Centre can be accessed on foot via Friar Street, located approximately 650m south of the site off the A329 Caversham Road, or by means of the railway underpass that can be reached via Trooper Potts Way, located approximately 250m east of the site via Vastern Road. The latter provides a car-free alternative along the railway underpass and Station Hill.

3.3 Cycling Accessibility

- 3.3.1 At present, cycle access to the site can be achieved by means of the site access junction located off the Caversham Road/ Vastern Road roundabout. Although no cycle routes are provided along Vastern Road and Caversham Road, the site is located in close proximity to cycle routes in North Reading and Reading Town Centre, within RBC's comprehensive cycle network.
- 3.3.2 National Cycle Network (NCN) Route 5 and RBC's Cycle Route R4 can be reached approximately 300m east of the site, via Norman Place for connections along the Thames Path with Wallingford and Oxford along NCN 5, and Caversham and North Reading via Christchurch Bridge along route R4.
- 3.3.3 To the south of the site, a network of traffic-free and on-road cycle routes provide connections within the town centre. These can be reached via the Vastern Road/ Reading Bridge roundabout, approximately 450m east of the site, or via Vachel Road off Caversham Road, approximately 500m south of the site.
- 3.3.4 A plan showing RBC's Cycle Network in the vicinity of the site is presented below for information:

Figure 3.1 – RBC's Cycle Network Plan



3.4 Micromobility

3.4.1 The Reading Transport Strategy (RTS) 2036, published and adopted in 2020, sets out the ambition to provide a new cycle hire scheme to serve Reading and the wider area. The strategy for active travel includes the investigation of opportunities to upgrade the existing cycle hire infrastructure and include possible fleets of e-bikes and/or e-scooters (subject to legalisation). Key considerations around the introduction of e-bikes and e-scooters are:

- E-bikes or “electrically assisted pedal cycles” (EAPCs) can be used by anyone over the age of 14 without a licence or need to be registered, taxed or insured. The electric motor must not exceed a maximum continuous rated power of 250W and shall not offer electrical assistance beyond a speed of 15.5mph. E-bikes are permitted on cycle paths and anywhere where pedal bikes are allowed.
- The government is running trials of electric scooters (e-scooters) in some areas of the UK. The regulations associated with e-scooters require a full provisional UK licence or a category Q entitlement driving licence and motor insurance. E-scooters are subject to 15.5mph speed limit and helmets are recommended but are not a legal requirement. Their use is permitted on the road and in cycle lanes, but not on motorways and the pavements. Finally, traffic signs showing the cycling symbol apply to e-scooters unless a sign is display prohibiting e-scooters from a particular cycle way.

3.5 Public Transport Accessibility

- 3.5.1 Reading Railway Station is located approximately 350m (5-minute walk) to the south east of the site, via Vastern Road and Trooper Potts Way.
- 3.5.2 Reading station is situated on the Great Western Main Line, which provides access to key destinations including London Paddington and London Waterloo, as well as local services to Newbury, Swindon, Oxford, Basingstoke and Twyford. A summary of typical services, frequency and journey time are provided in **Table 3.1**.

Table 3.1: Reading Station Railway Services

Destination	Services per hour		Journey Time (mins)
	Peak	Off-Peak	
Maidenhead	8	5	14
Slough	6	6	14
Basingstoke	4	3	22
Oxford	4	3	23
London Paddington	9	8	43
London Waterloo	11	11	60
Swindon	5	4	27
Southampton	3	2	56
Bath	3	2	53
London Gatwick	7	5	85
Cardiff	2	2	95
Birmingham	2	2	95

- 3.5.3 Both London stations provide further national rail services across the UK and there are also a number of underground lines. London Paddington has access to the following underground lines: Bakerloo, Circle, District and Hammersmith and City. Additionally, London Waterloo has access to the following underground lines: Bakerloo, Jubilee, Northern, Waterloo and City.

Crossrail

- 3.5.4 The Elizabeth Line is a new railway route being delivered by Crossrail, aimed at providing high-frequency suburban passenger services between Reading and Heathrow, to the west, to Shenfield and Abbey Wood, to the east, via central London.
- 3.5.5 The Elizabeth Line will operate 12 trains per hour between Paddington and Abbey Wood from Monday to Saturday from 06:30 to 23:30, starting on 24 May 2022. Services connecting Reading and Heathrow to Paddington and Shenfield to Liverpool Street are to operate with 22 trains per hour in the peak from Autumn 2022. Two Elizabeth line trains an hour (four an hour at peak times) will run between Maidenhead and Reading. When the full route opens, four Elizabeth line trains an hour (six an hour at peak times) will allow passengers to travel right through central London without having to change trains. Fast services currently operated by Great Western Railway will be unaffected by the introduction of Elizabeth line services.

Bus

- 3.5.6 The site is located in close proximity to Reading's Northern Station Bus Interchange, which is situated adjacent to the northern entrance of Reading Railway Station. The interchange has five bus stops which serves a wider range of services to Caversham, Emmer Green, Sonning Common, Wallingford, Oxford, High Wycombe and Thames Valley Business Park.
- 3.5.7 Furthermore, an extensive network of bus services is available on Friar Street, approximately 10min walk from the site, and on Station Road, approximately 13min walk from the site. A summary of bus services available at bus stops near the site is provided below:

Table 3.2 – Bus Service Connections

Bus Stop	Service	Route	Frequency (Peak)	Frequency (Off-Peak)	Hours
Reading Station North	22	Central Reading – Caversham Heights	30 min	60 min	05:30 - 20:42
	24	Central Reading – Emmer Green – Caversham Park - Reading	30 min	30 min	05:12 – 23:13
	25	Central Reading – Peppard Common	30 min	60 min	06:09 – 20:59
Friar Street	1 jetblack	Newbury - Reading	30 min	30 min	05:07 – 23:32
	2/ 2a	Central Reading - Mortimer	30 min	30 min	04:55 – 23:00
	3	Reading Station - Wokingham	20 min	20 min	05:48 – 20:10
	4/ X4	Central Reading – Bracknell Bus Station	20 min	20 min	05:01 – 23:01
	8	Reading Station – Spencers Wood	25 min	2 per hour	06:08 – 22:45
	9	Reading Station – Spencers Wood	1 per hour	1 per hour	06:28 – 17:34
	10	Central Reading – Kennet Island	30 min	30 min	05:43 – 23:16
	11	Central Reading – Coley Park	20 min	20 min	05:45 – 23:45
	17	Wokingham Road (Three Tuns) to Tilehurst	10 min	15 min	24h (Hourly services between 01:00 and 05:00)
	19a/ 19b/ 19c	Central Reading - Loddon Bridge	1 per hour	1 per hour	06:13 – 18:41
	22	Central Reading – Caversham Heights	30 min	60 min	05:30 - 20:40
	23	Central Reading – Emmer Green – Caversham Park - Reading	30 min	30 min	05:30 – 23:30
	24	Central Reading – Caversham Park - Emmer Green – Reading	30 min	30 min	05:10 – 23:10

Bus Stop	Service	Route	Frequency (Peak)	Frequency (Off-Peak)	Hours
	25	Central Reading – Peppard Common	30 min	60 min	05:25 – 20:15
	26	Reading Station – Calcot (IKEA)	12 min	15 min	24h (Hourly services between 23:50 and 03:50)
	27	Lower Caversham – Central Reading	30 min	30 min	09:26 – 20:07
	29	Lower Caversham – Central Reading	30 min	30 min	09:35 – 23:00
	42/42a	Rivermead - Kenavon Drive	20 min	40 min	06:14 – 19:05
	400	Central Reading – Thames Valley Park and Ride	15 min	15 min	06:59 – 18:32
	84	Central Reading to Maiden Erlegh Chiltern Edge School	07:55; 08:10; 08:17; 08:25; 08:32; 08:40 (School Days only)		
	X3	Reading Station – Shinfield Park	07:05; 07:35; 08:15		

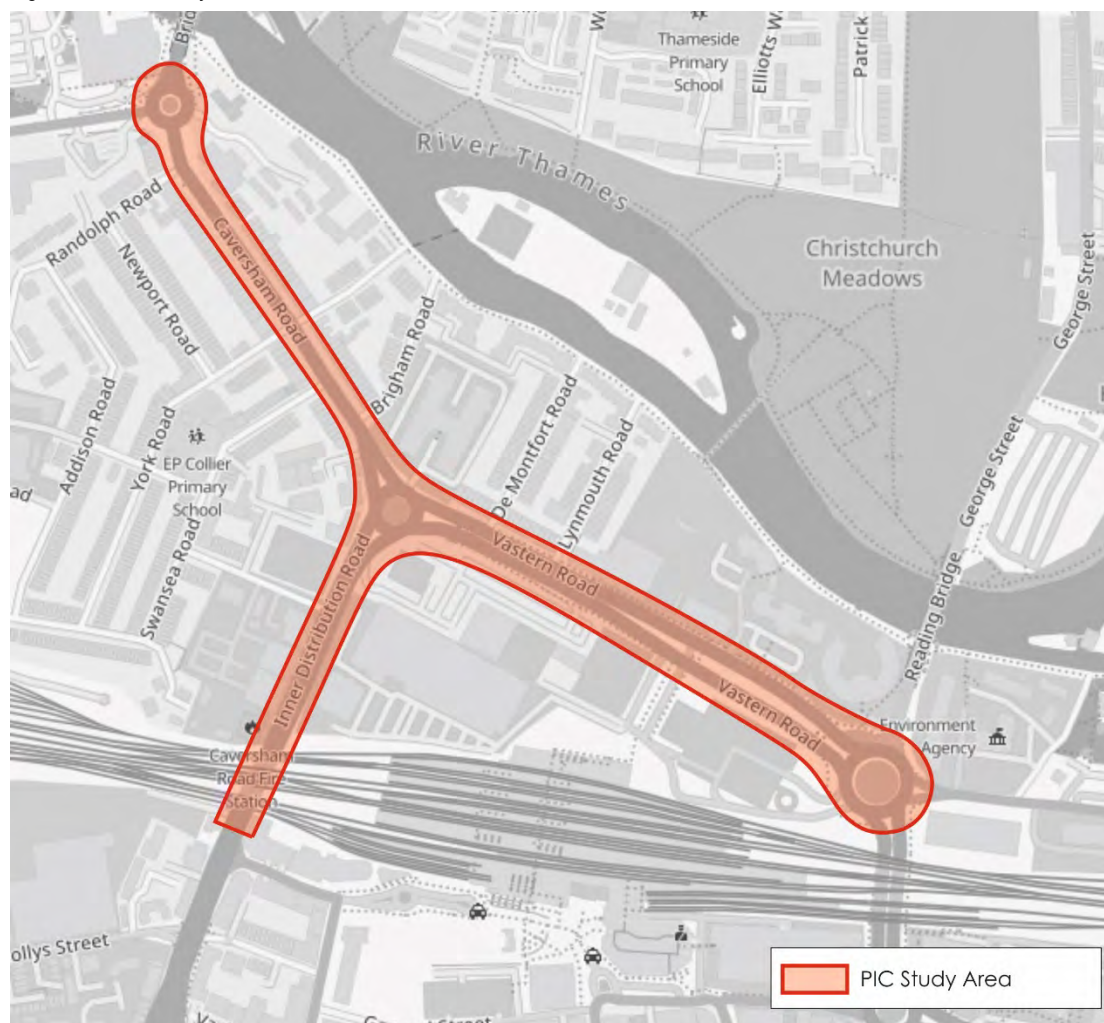
3.6 Vehicular Accessibility

- 3.6.1 To the east of the site, Vastern Road is a two-way dual carriageway with a 30mph speed limit and a kerbed central island that separates each direction of traffic. Vastern Road forms part of Reading Inner Distributer Road (IDR).
- 3.6.2 At the western end of Vastern Road, the roundabout with Caversham Road provides the access junction to the Great Brighams site, which forms the north-eastern arm of the roundabout. This junction provides connections to Caversham, to the north, and west Reading and the A33, to the south.
- 3.6.3 At the eastern end of Vastern Road, the Reading Bridge roundabout provide access to Caversham to the north, Tesco supermarket to the east, A329 Forbury Road (continuation of IDR) to the south, and the Station Car Park to the west.

3.7 Personal Injury Collision Review

- 3.7.1 A review of publicly available Personal Injury Collision (PIC) data obtained from the Crashmap website has been carried out for the most recent 6-year period of available data for the following study area:

Figure 3.2 – PIC Study Area



- 3.7.2 The available data shows that, in the period between 1st January 2016 and 30th June 2021 there were a total of 44 slight, 13 serious and no fatal collisions within the above study area. Collisions were distributed as follows:

Table 3.3 – PIC Distribution

Location	Slight	Serious	Fatal	Total
Caversham Road/ Vastern Road roundabout	7	1	0	8
Vastern Road/ Thames Path access road	1	0	0	1
Vastern Road/ Norman Place junction	2	2	0	4
Vastern Road/ Reading Bridge roundabout	25	9	0	34
A4155 Caversham Road	3	1	0	4
A4155 Caversham Road/ Caversham Bridge roundabout	4	0	0	4
A329 Caversham Road/ Northfield Road junction	2	0	0	2
Total	44	13	0	57

3.7.3 **Table 3.3** shows that the majority of accidents recorded within the 6-year period (60%) occurred at the Vastern Road/ Reading Bridge roundabout. Particularly, the available data shows a cluster of accidents on the western arm of the Reading Bridge roundabout, where 13 slight accidents and 4 serious accidents took place.

3.7.4 The Vastern Road/ Reading Bridge roundabout underwent improvements in 2020 to reduce all collisions but specifically motor vehicle and pedal cycle collisions and the resultant casualties. The roundabout improvements achieved to reduce the overall number of collisions by 71% from 2016 to 2020. **Table 4.3** sets out the annual number of collisions at the Vastern Road/ Reading Bridge roundabout from 2016 to 2020, and the percentage difference of each year from the 2016 collision levels.

Table 3.4 – Vastern Road/ Reading Bridge 2016 – 2021 Collisions

Year	Slight		Serious		Overall	
	Pedestrians & Cyclists	% Difference from 2016	Pedestrians & Cyclists	% Difference from 2016	Pedestrians, Cyclists, Vehicles	% Difference from 2016
2020	1	-67%	1	-50%	2	-71%
2019	2	-33%	0	-100%	3	-57%
2018	2	-33%	2	0%	7	0%
2017	6	+100%	3	+50%	11	+57%
2016	3	-	2	-	7	-

Vulnerable road users

3.7.5 The majority of collisions within the study area resulted in vulnerable road users (pedestrians and cyclists) being injured. As can be seen below, 26 of the total 43 slight accidents resulted in pedestrian/cyclist casualties, whilst 12 of the 13 serious accidents resulted in pedestrian/cyclist casualties. A breakdown of collisions involving vulnerable road users for each location is shown below:

Table 3.5 – Vulnerable Road User Casualties

Location	Slight		Serious	
	Pedestrians	Cyclists	Pedestrians	Cyclists
Caversham Road/ Vastern Road roundabout	0	4	0	1
Vastern Road/ Thames Path access road	1	0	0	0
Vastern Road/ Norman Place junction	0	0	0	1
Vastern Road/ Reading Bridge roundabout	1	15	1	8
A4155 Caversham Road	1	0	1	0
A4155 Caversham Road/ Caversham Bridge roundabout	1	1	0	0
A329 Caversham Road/ Northfield Road junction	0	2	0	0
Total	4	22	2	10

- 3.7.6 In line with the results shown in **Table 3.5**, the table shows a cluster of cyclist casualties at the Vastern Road/ Reading Bridge roundabout, however as shown above safety issues have been addressed by means of the improvements delivered at this roundabout by RBC. No other clusters of pedestrian or cyclist casualties have been identified within the study area.
- 3.7.7 In light of the above, it is considered that there are no road safety issues within the highway network in the vicinity of the site that should be of concern to RBC and that would be material impacted on by the Permitted Development application proposals.

4 Development Proposals

4.1 Introduction

- 4.1.1 This section provides a review of the development proposals at the site, with regard to pedestrian and cycle access, car and cycle parking provision, and waste arrangements.

4.2 Proposed Development

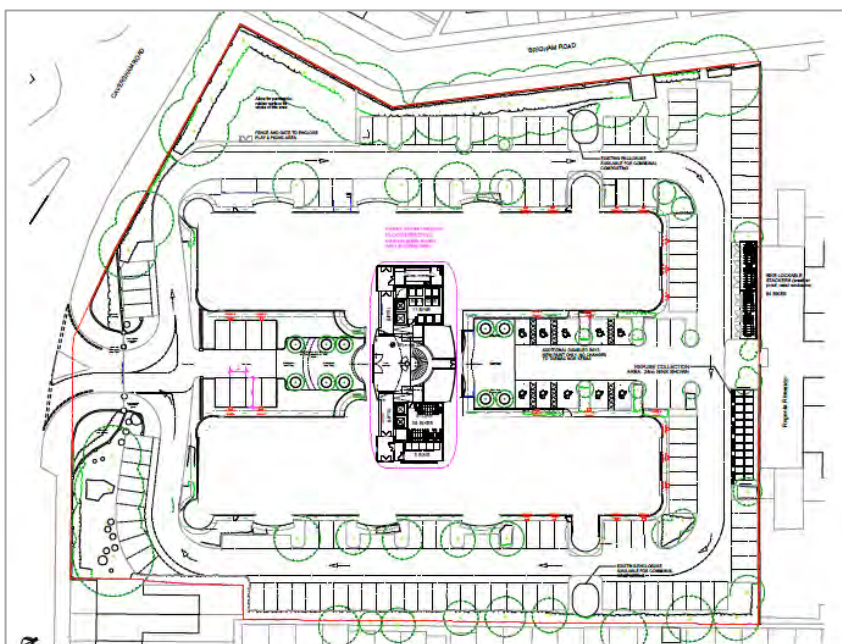
- 4.2.1 The proposals are for the extension of the third and fourth floor to facilitate 72 residential units (C3 Land Use Class). This is in addition to the previously approved PD application for the change of office use to provide 110 residential units on the ground, first and second floor. The overall proposed development will comprise 182 residential units, as follows:

Table 4.1 – Schedule of Accommodation

Level		No. Units			
		1-bed	2-bed	3-bed	Total
Approved Development	Ground Floor	18	18	0	36
	First Floor	18	18	0	36
	Second Floor	18	18	2	38
	Approved Total	54	54	2	110
Proposed Development	Third Floor	18	18	0	36
	Fourth	18	18	0	36
	Proposed Total	36	36	0	72
Total		90	90	2	182

- 4.2.2 A plan showing the proposed ground floor layout is presented overleaf, whilst plans showing all levels are included in **Appendix A** for information.

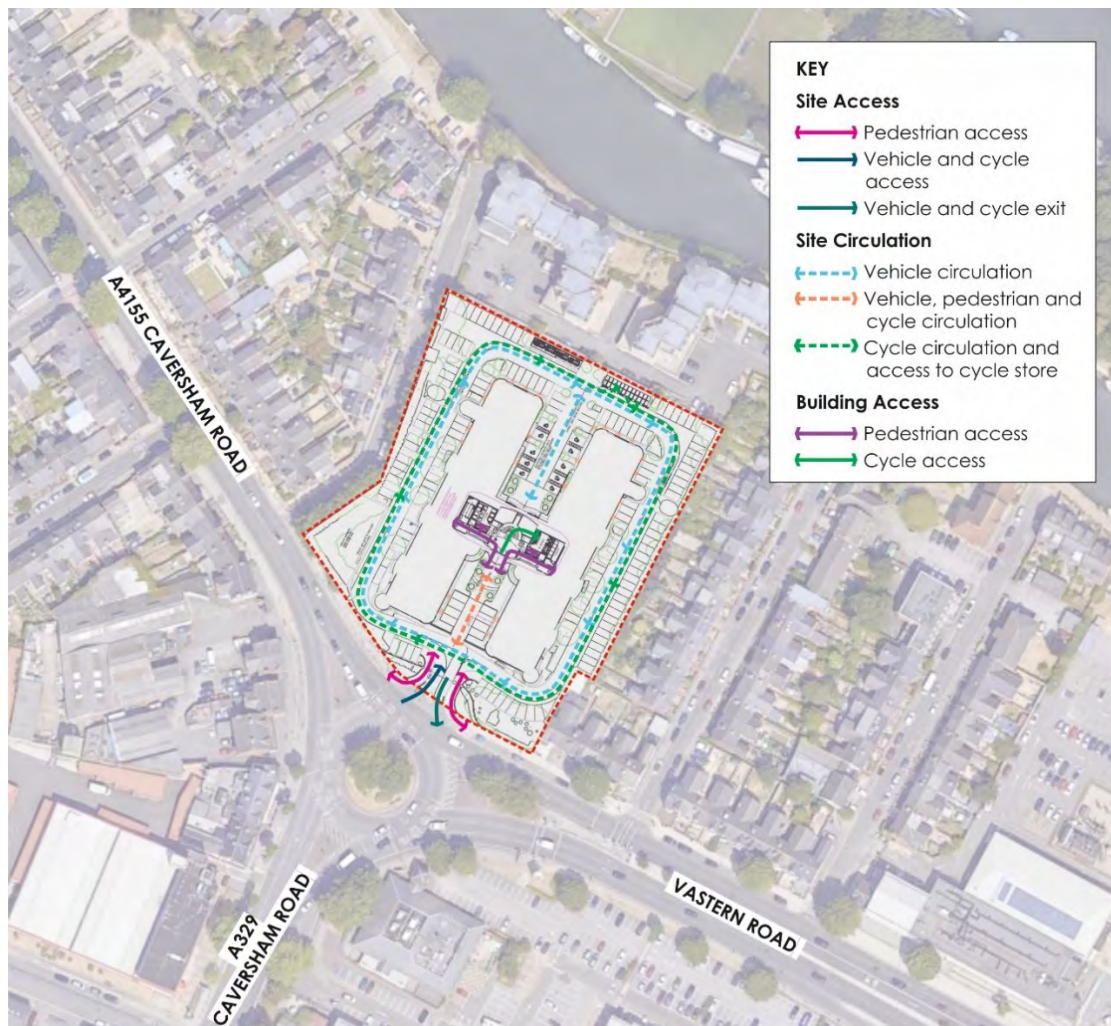
Figure 4.1 – Proposed Ground Floor Layout



4.3 Access Strategy

- 4.3.1 A plan showing the proposed access strategy for the development is presented below, whilst further details are provided thereafter:

Figure 4.2 – Proposed Access Strategy



Pedestrians

- 4.3.2 As part of the proposals, the existing pedestrian gates located off the Caversham Road/Vastern Road roundabout, and pedestrian gate off Brighams Road, towards the northwestern corner of the site, will be retained.
- 4.3.3 Access to the building will be gained via the existing recessed entrance located on the front façade of the Great Brighams Mead building, which is proposed to be retained as primary pedestrian access. The existing secondary access to the building, located to the north of the central lobby will also be retained.

Cyclists

- 4.3.4 Access for cyclists to the site is proposed via the existing site access junction. The existing entrance located on the front façade of the building will provide access to the cycle store located within the ground floor level of the building, whilst additional cycle storage will be accessed via the circulatory road and located along the northern boundary of the site. For

ease of access, all cycle stores are proposed at ground floor level in close proximity to the building entrance or circulatory road, details of the proposed arrangements and provision are provided in the following section.

Vehicle

- 4.3.5 The existing site access junction located off the Caversham Road/ Vastern Road roundabout will form the main and only vehicular access to the site, as per the existing arrangements.

4.4 Parking Provision

Car Parking

- 4.4.1 The proposed parking provision has taken into account RBC parking standards as set out in the Revised Parking Standards and Design, adopted in 2011. The residential development at the Great Brighams is located on the edge between Zone 1, Central Core Area and Zone 2, Primary Core Area in Reading. **Table 4.2** sets out the parking requirements for the 182 residential units based on RBC's standards.

Table 4.2 – RBC Parking Standards

Car Parking	No units	Zone 1		Zone 2	
		RBC Standard	Requirement	RBC Standard	Requirement
C3 Dwelling Flat 1-2 bed	180	0.5	90	1	180
C3 Dwelling Flat 3+ bed	2	1	2	1.5	3
Proposed Provision	182	-	92	-	183

- 4.4.2 Car parking provision will be retained as per the approved PD layout, with the exception of:

- Introduction of 23no. Electric Vehicle Charging Points (EVCP); and
- Loss of 2 no. car parking spaces to the rear of the site to accommodate bike lockable stackers.

- 4.4.3 This will result in a total provision of 156 car parking spaces at Great Brighams Mead, which is between Zone 1 and Zone 2 RBC maximum requirements set out above. As outlined in **Section 3**, the Great Brighams Mead is located in short walking distances to the railway station, a number of public bus stops and interchange facilities, which provide connection to the wider Reading area, London and other strategic locations. Therefore, a provision of 156 car parking spaces, between Zone 1 and 2 standards, is considered adequate to accommodate the additional 72 residential units.

- 4.4.4 In summary, 156 car parking spaces including 10 disabled car parking spaces and 23 EVCP are to be provided within the site.

Cycle Parking

- 4.4.5 Cycle parking is proposed to be split in two cycle stores at ground level as follows:

- 38 cycle spaces will be located within in the building at ground level, in the form of two-tier cycle racks; and
- 64no. cycle parking spaces will be provided to the rear of the site, along the northern boundary.

4.4.6 This will allow for a total provision for 102 cycles, which is in excess of the minimum requirements set out in RBC's cycle parking standards, as shown below:

Table 4.3 – Cycle Parking Requirements

	No units	Zones 1-4		Proposed Provision
		RBC Standard	Requirement	
C3 Dwelling Flat 1-2 bed	180	0.5*	90	92
C3 Dwelling Flat 3+ bed	2	1	2	

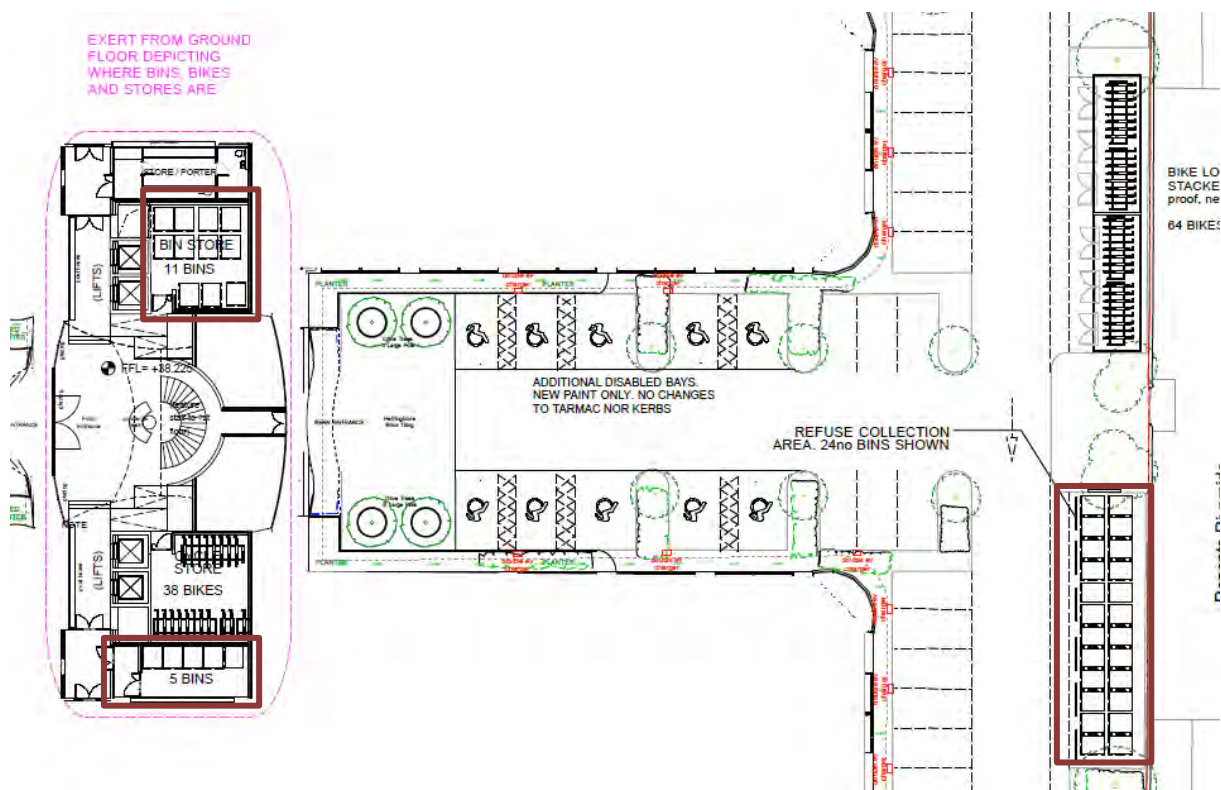
*If no individual secure facility e.g. store or garage associated with property, dedicated parking required. This can be in the form of communal cycle parking.

4.5 Waste Strategy

Waste Storage Capacity

4.5.1 Within the main build foyer area, 2no. bin store, with space for 11 x 1,100L and 5x1,100L bins, respectively, will be located at ground level adjacent to the lifts. Bins located within the bin store will be moved by the Facilities Management Team on a daily basis, and replaced with empty bins located within the bin collection area located along the northern boundary of the site, as shown below.

Figure 4.3 – Waste Storage Arrangements



- 4.5.2 RBC's 'Waste Management Guidelines for Property Developers, Architects, Planners and Contractors' sets out requirements for the provision of waste containers at large-scale developments. The standards and requirements for the overall development (182 residential units) are as follows:

Table 4.4– Waste Storage Requirements

	RBC Standard		Requirement	
	Fortnightly collection	Weekly collection	Fortnightly collection	Weekly collection
General Waste	5 flats per 1,100L bins	10 flats per 1,100L bins	38	19
Recycling	5 flats per 1,100L bins	10 flats per 1,100L bins	38	19

- 4.5.3 The proposed waste storage provision (40x 1,100L bins) is in excess of RBC requirements, and therefore is considered to be sufficient to accommodate the waste storage demand of residents of the development.

Waste Collection

- 4.5.4 At present, waste collection at the site is undertaken by Biffa, a private contractor. However, it is anticipated that, as part of the proposals, waste collection will be undertaken by RE3 waste collection vehicle, which has a different vehicle specification. A swept path assessment has been carried out to demonstrate that RE3 waste collection vehicle can be accommodated within the site and get within 10m of the refuse collection point, this is shown in **Appendix B**.

5 Multi-Modal Trip Generation

5.1 Introduction

- 5.1.1 This section provides a review of the existing and predicted trip generation of the site, based on trip rates extracted from the TRICS database. Due to the sustainable location of the site, a multi-modal assessment has been carried out to account for all transport modes, using the most recent Census Travel to Work (TTW) data from 2011.

5.2 Existing Office

Existing Office Trip Generation

- 5.2.1 Great Brighams Mead currently comprises a total of 7,725m² of office space. People trip rates extracted and people trips identified in the TS prepared in support of the approved PD application (ref. no. 210567) are presented below, based on comparable survey sites extracted from the TRICS database. The full TRICS outputs are included in [Appendix C](#).

Table 5.1 – Existing Office People Trip Generation

Time Period	People Trip Rates (per 100m ²)			People Trips (7,725m ²)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	1.959	0.177	2.136	151	14	165
PM Peak (17:00 – 18:00)	0.135	1.799	1.934	10	139	149

Existing Office Mode Share

- 5.2.2 Similarly, [Table 5.2](#) provides the modal split and the resulting multi-modal trip generation associated with the existing office, as per the TS prepared in support of the approved PD application (ref. no. 210567).

Table 5.2 – Existing Office Multi-Modal Trip Generation

Mode of Travel	Mode Share	AM Peak			PM Peak		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	18%	28	2	30	2	25	26
Bus/ Coach	6%	9	1	10	1	8	9
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	2	0	2	0	1	1
Driving a car or a van	54%	82	7	89	6	75	81
Passenger in a car or van	3%	5	0	5	0	4	4
Bicycle	4%	6	1	7	0	6	6
Foot	14%	21	2	23	1	19	21
Other	0%	0	0	0	0	0	0
Total	100%	151	14	165	10	139	149

5.3 Approved Residential Development (110 Residential Units)

- 5.3.1 This chapter presents the trip generation of the approved residential development of 110 units (ref. no. 210567) on the ground, first and second floor at the Great Brighams Mead.

Trip Generation

- 5.3.2 People trip rates and people trips have been extracted from the TS prepared in support of the approved PD application (ref. no. 210567) and are presented below:

Table 5.3 – Proposed Residential Trip Generation

Time Period	People Trip Rates (per 100m ²)			People Trips (110 dwell)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.102	0.46	0.562	11	51	62
PM Peak (17:00 – 18:00)	0.419	0.238	0.657	46	26	72

Residential Mode Share

- 5.3.3 Similarly, the mode share of people trips associated with the approved PD scheme has been extracted from the TS prepared in support of the PD application and is presented below:

Table 5.4 – Approved Residential Multi-Modal Trip Generation

110 Dwellings Development							
Mode of Travel	Mode Share	AM Peak			PM Peak		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	25%	3	12	15	11	6	18
Bus/ Coach	11%	1	6	7	5	3	8
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving a car or a van	29%	3	15	18	13	8	21
Passenger in a car or van	1%	0	1	1	1	0	1
Bicycle	3%	0	2	2	2	1	2
Foot	29%	3	15	18	13	8	21
Other	1%	0	0	0	0	0	1
Total	100%	11	51	62	46	26	72

5.4 Proposed Residential Development (72 Residential Units)

- 5.4.1 This section of the Transport Statement sets out the trip generation of the application associated with the proposed development at Great Brighams Mead comprising third and fourth floor extension to facilitate an additional 72 residential units.

Trip Generation

- 5.4.2 Comparable survey sites and trip rates from the TRICS database, used in the TS prepared in support of the approved PD application have been used to estimate the proposed trip generation of the 72 residential units. The criteria selected from the TRICS database are outlined in **Section 5.3** and the full TRICS output are presented in **Appendix D**.
- 5.4.3 People trip rates extracted using these sites and people trips likely to be generated by the proposed residential development of 72 dwellings are presented below:

Table 5.5 – Proposed Residential Trip Generation

Time Period	People Trip Rates (per 100m ²)			People Trips (72 dwell)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.102	0.46	0.562	7	33	40
PM Peak (17:00 – 18:00)	0.419	0.238	0.657	30	17	47

Proposed Residential Mode Share

- 5.4.4 Similarly, the residential mode share identified as part of the TS prepared in support of the approved PD scheme has been used to estimate the multi-modal trip generation associated with the proposed 72 residential units.

Table 5.6 – Proposed Residential Multi-Modal Trip Generation

72 Dwellings Development							
Mode of Travel	Mode Share	AM Peak			PM Peak		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	25%	2	8	10	8	4	12
Bus/ Coach	11%	1	4	4	3	2	5
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving a car or a van	29%	2	10	12	9	5	14
Passenger in a car or van	1%	0	0	0	0	0	0
Bicycle	3%	0	1	1	1	1	1
Foot	29%	2	10	12	9	5	14
Other	1%	0	0	0	0	0	0
Total	100%	7	33	40	30	17	47

5.5 Overall Residential Development (182 Residential Units)

- 5.5.1 Based on the multi-modal trip generation assessment of the approved residential development (110 residential units) and the proposed residential development, **Table 5.7** below provides

the multi-modal trip generation associated with the overall residential development at Great Brighams Mead (182 residential units).

Table 5.7 – Proposed Residential Multi-Modal Trip Generation

Overall Residential Development (182 Residential Units)							
Mode of Travel	Mode Share	AM Peak			PM Peak		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	25%	5	20	25	19	10	30
Bus/ Coach	11%	2	10	11	8	5	13
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving a car or a van	29%	5	25	30	22	13	35
Passenger in a car or van	1%	0	1	1	1	0	1
Bicycle	3%	0	3	3	3	2	3
Foot	29%	5	25	30	22	13	35
Other	1%	0	0	0	0	0	1
Total	100%	18	84	102	76	43	119

5.6 Net Trip Impact

- 5.6.1 The likely net change in multi-modal trip generation associated with the change of use of the Great Brighams Mead development is outlined below:

Table 5.8 – Net Change in Multi-Modal Trip Generation

Mode of Travel	AM Peak			PM Peak		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	-23	18	-5	17	-15	4
Bus/ Coach	-7	9	1	7	-3	4
Taxi	0	0	0	0	0	0
Motorcycle	-2	0	-2	0	-1	-1
Driving a car or a van	-77	18	-59	16	-62	-46
Passenger in a car or van	-5	1	-4	1	-4	-3
Bicycle	-6	2	-4	3	-4	-3
Foot	-16	23	7	21	-6	14
Other	0	0	0	0	0	1
Total	-133	70	-63	66	-96	-30

- 5.6.2 As can be see above, a net reduction of 63 and 30 two-way people trips is predicted when comparing the overall residential development (182 residential units) against the current office use, during the AM and PM peak periods, respectively, whilst a net reduction of 59 and 46 two-way car driver trips is expected during the AM and PM peak periods, respectively.

Conclusion

- 5.6.3 Due to the net reduction in car trip generation associated with the overall development (182 residential units), it can be concluded that there would be no detrimental impact on the local highway network as a result of the proposed development.

6 Summary and Conclusions

Summary

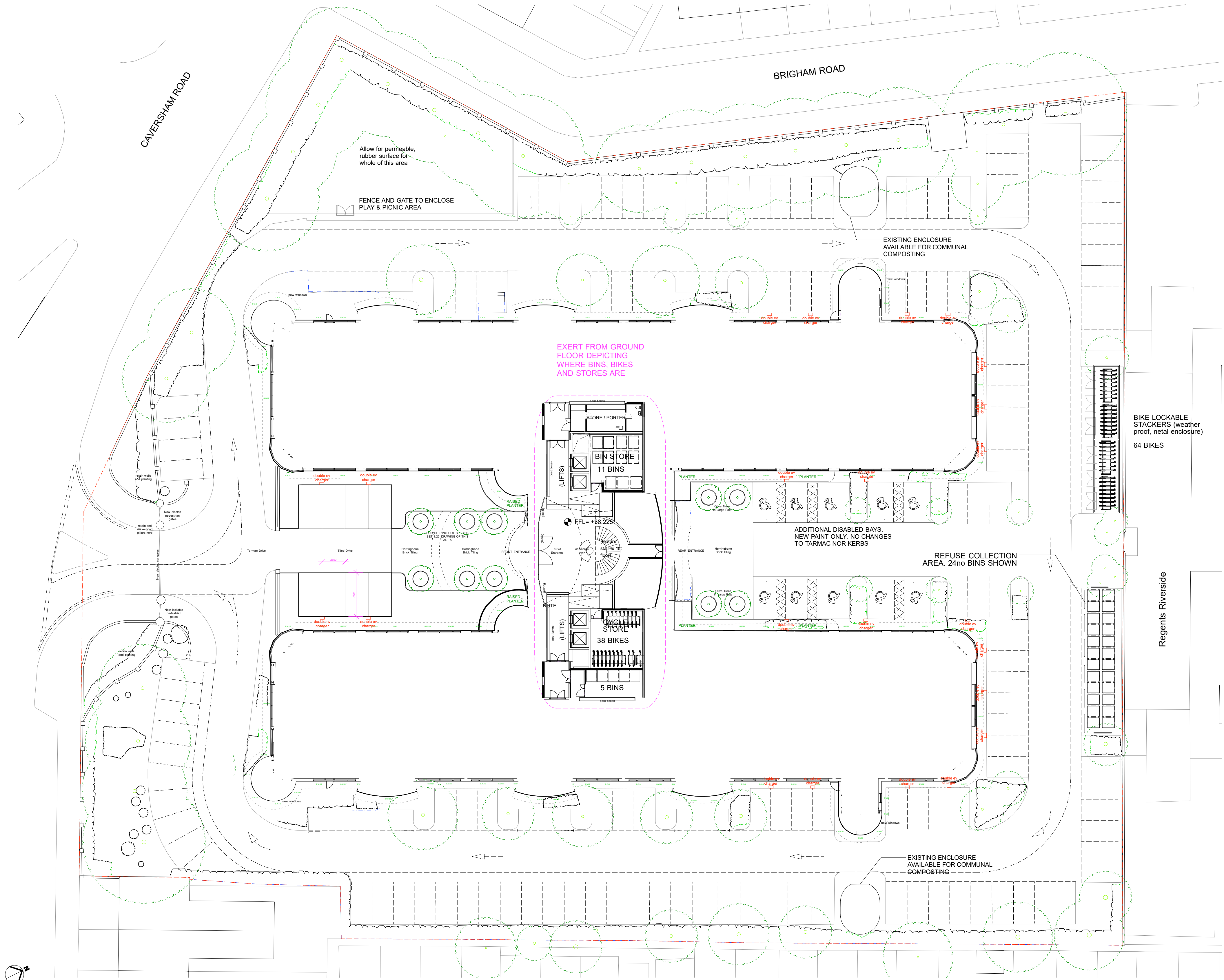
- 6.1.1 This TS has been prepared by Stantec UK Ltd on behalf of Kings Oak Capital in support of a Permitted Development application for the extension of the third and fourth floors at Great Brighams Mead, to provide 72 residential units.
- 6.1.2 The site is located in the area of Reading, south of the river Thames and in close proximity to Reading Railway Station and Reading Town Centre. Access to the site is gained off the Caversham Road/ Vastern Road roundabout, to the south of the site.
- 6.1.3 The site is located in a highly sustainable location in Reading, due to the availability of footways and cycle routes in the vicinity of the site, and its proximity to a comprehensive network of public transport services, which can be accessed from Reading Railway Station and bus station immediately north of it, and from Friars Street in Reading Town Centre.
- 6.1.4 A review of publicly available collision data near the site has identified that there are no highway safety issues of concern at junctions located in the vicinity of the site. Particularly, collisions at the Vastern Road/ Reading Bridge roundabout located approximately 450m east of the site, have reduced as a result of improvements delivered by RBC in 2020
- 6.1.5 Pedestrian, cycle and vehicular access is proposed to remain as per the current arrangements, this is via the existing site access junctions located off the Caversham Road/ Vastern Road roundabout, and via the pedestrian gate located off Brigham Road.
- 6.1.6 Car parking provision will be retained as per the existing arrangements, with the exception of the loss of 2no. car parking spaces to accommodate cycle storage, and the provision of 23no. Electric Vehicle Charging Points. This will result in a total of 156 car parking spaces, including 10 disabled spaces. This provision is in line with RBC's standards, considering its location between Zones 1 and 2 set out in RBC's parking standards.
- 6.1.7 Cycle parking is proposed to be split in two cycle stores at ground level, one within the building with 38 cycle spaces, and one to the rear of the site along the northern boundary, with space for 64 cycles. The proposed provision is in excess of RBC's standards.
- 6.1.8 Within the main build foyer area, 2no. bin stores with space for 11 x 1,100L and 5x1,100L bins, respectively, will be located at ground level adjacent to the lifts. Bins within the store will be moved by a Facilities Management (FM) team that will be available on site, to the proposed bin collection area with space for weekly collection by RBC. The bin collection area will have space for 24 x 1,100L bins, in line with RBC's waste standards.
- 6.1.9 It is predicted that the proposed residential development would generate 102 two-way people trips in the AM peak period between 08:00 and 09:00, and 119 two-way people trips in the PM peak period between 17:00 and 18:00. This represents a net reduction of 63 and 30 two-way people trips in the AM and PM peak periods, respectively, in comparison with the people trip generation associated with the existing office development.

Conclusion

- 6.1.10 It is considered that that consent to this PD application should be granted due to the following:
- A review of the existing transport conditions has identified that the site is located in a highly sustainable location, providing pedestrian, cycle and public transport connections that will encourage residents of the proposed development to travel sustainably to other destinations, whilst reducing reliance on car.

- The review of PIC data has demonstrated that there are no road safety issues at local junctions near the site; and
- The trip generation assessment has demonstrated that there will be no detrimental impact on the local highway network as a result of the proposed development.

Appendix A Drawings

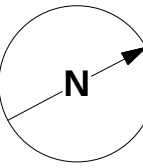


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DRAWING NAME:

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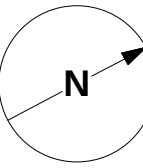
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		-	First Issue	VP GT
DATE:	REVISION:	REVISION COMMENTS:		AUTHOR: CHECKED:

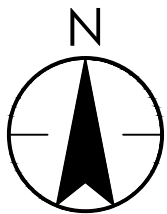
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Appendix B Swept Path Assessment



Stantec UK Limited
READING
Caversham Bridge House, Waterman Place, Reading,
Berkshire RG1 8DN
Tel: +44 1189 500 761
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Issued/Revision	By	Appd	YYYY.MM.DD
-	-	-	2021.02.03
-	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status

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GREAT BRIGHAMS MEAD

READING

Title
SITE SWEEP PATH ANALYSIS
RBC REFUSE VEHICLE

Project No.
48968

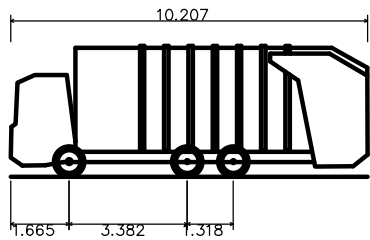
Scale
1:500

Revision

Drawing No.

48968/5501/001

VEHICLE PROFILE



RBC Refuse Vehicle (3 axle) Wide
Overall Length 10.207m
Overall Width 2.530m
Overall Body Height 3.748m
Min. Body Ground Clearance 0.300m
Track Width 2.480m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.600m

Appendix C TRICS Outputs – Existing Office

Calculation Reference: AUDIT-706701-190118-0131

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CI CITY OF LONDON	2 days
	CN CAMDEN	1 days
	HM HAMMERSMITH AND FULHAM	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HF HERTFORDSHIRE	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days

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

Secondary 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: 280 to 45000 (units: sqm)
 Range Selected by User: 186 to 120000 (units: sqm)

Parking Spaces Range: Selected: 0 to 2923 Actual: 0 to 2923

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

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

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	5 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	18 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	10
Edge of Town Centre	8

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

Selected Location Sub Categories:

Commercial Zone	5
Residential Zone	2
Built-Up Zone	11

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:

B1	18 days
----	---------

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

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 100,000	4 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:

25,001 to 50,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	7 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	11 days
1.1 to 1.5	4 days
1.6 to 2.0	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:

Yes	3 days
No	15 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	14 days
4 Good	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	CI-02-A-02 GRACECHURCH STREET CITY OF LONDON MONUMENT	OFFICES	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:	9803 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
4	CI-02-A-03 MONUMENT STREET CITY OF LONDON MONUMENT	OFFICES	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:	1951 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
5	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
6	ES-02-A-13 ROMAN ROAD HOVE	OFFICES	EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
7	EX-02-A-03 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC	ESSEX
	Town Centre Built-Up Zone Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
8	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-02-A-08	REGUS		GREATER MANCHESTER
	FOUNTAIN STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3960 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
10	GM-02-A-09	LEASED OFFICES		GREATER MANCHESTER
	NEW MOUNT STREET			
	MANCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
11	HF-02-A-03	OFFICE		HERTFORDSHIRE
	60 VICTORIA STREET			
	ST ALBANS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13		Survey Type: MANUAL
12	HF-02-A-04	OFFICES		HERTFORDSHIRE
	STATION WAY			
	ST ALBANS			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14		Survey Type: MANUAL
13	HM-02-A-01	REGUS OFFICES		HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET			
	HAMMERSMITH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2036 sqm		
	Survey date: MONDAY	13/11/17		Survey Type: MANUAL
14	NF-02-A-01	COUNCIL OFFICE		NORFOLK
	CHAPEL STREET			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: THURSDAY	30/09/10		Survey Type: MANUAL
15	NF-02-A-02	FINANCIAL PLANNERS		NORFOLK
	NORTH QUAY			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17		Survey Type: MANUAL
16	NF-02-A-03	OFFICES		NORFOLK
	NORTH QUAY			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: TUESDAY	12/09/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	6505 sqm		
	Survey date: FRIDAY	19/07/13		Survey Type: MANUAL
18	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone			
	Total Gross floor area:	960 sqm		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-A-03	not suitable
CB-02-A-02	not suitable
DC-02-A-09	not suitable
ES-02-A-12	not suitable
HD-02-A-09	not suitable
KC-02-A-09	not suitable
KC-02-A-10	not suitable
KC-02-A-11	not suitable
SO-02-A-01	not suitable
SO-02-A-02	not suitable
TV-02-A-04	not suitable
TW-02-A-07	not suitable
WH-02-A-02	not suitable

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	18	7548	0.305	18	7548	0.025	18	7548	0.330
08:00 - 09:00	18	7548	0.568	18	7548	0.073	18	7548	0.641
09:00 - 10:00	18	7548	0.350	18	7548	0.081	18	7548	0.431
10:00 - 11:00	18	7548	0.131	18	7548	0.077	18	7548	0.208
11:00 - 12:00	18	7548	0.090	18	7548	0.091	18	7548	0.181
12:00 - 13:00	18	7548	0.098	18	7548	0.124	18	7548	0.222
13:00 - 14:00	18	7548	0.116	18	7548	0.102	18	7548	0.218
14:00 - 15:00	18	7548	0.068	18	7548	0.113	18	7548	0.181
15:00 - 16:00	18	7548	0.082	18	7548	0.221	18	7548	0.303
16:00 - 17:00	18	7548	0.076	18	7548	0.354	18	7548	0.430
17:00 - 18:00	18	7548	0.054	18	7548	0.502	18	7548	0.556
18:00 - 19:00	18	7548	0.024	18	7548	0.148	18	7548	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.962			1.911			3.873		

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.

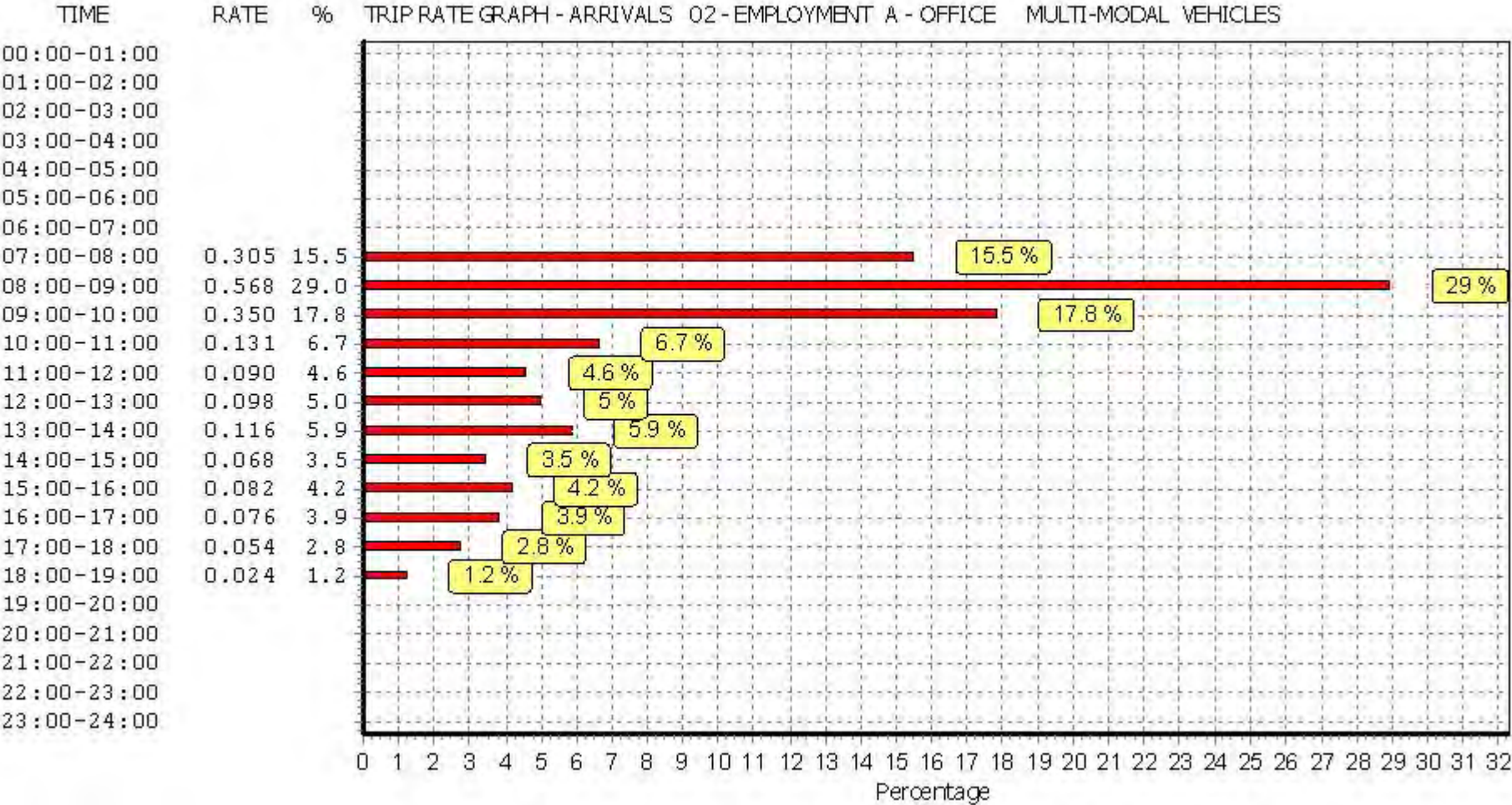
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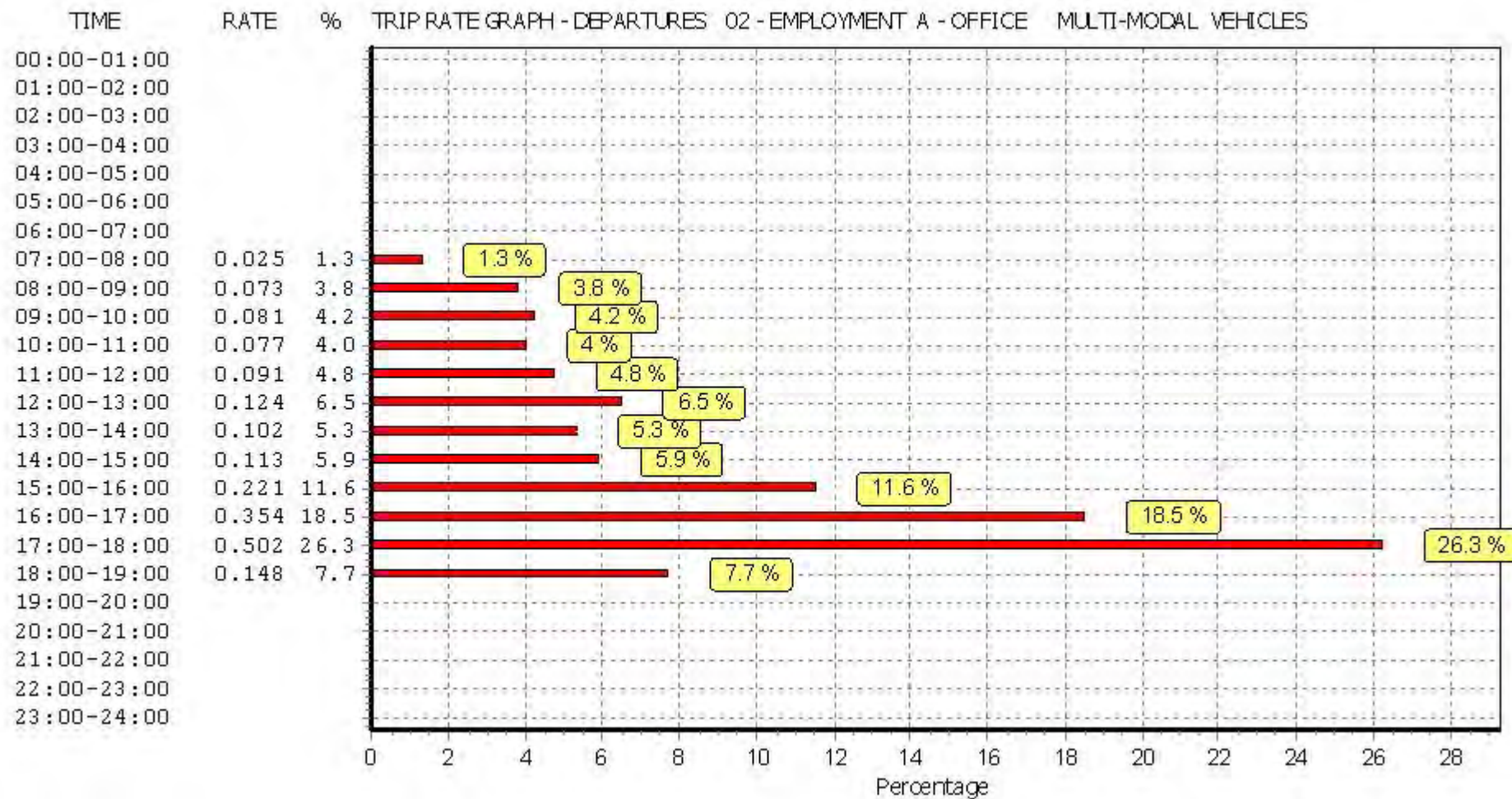
Parameter summary

Trip rate parameter range selected:	280 - 45000 (units: sqm)
Survey date date range:	01/01/10 - 04/07/18
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	13

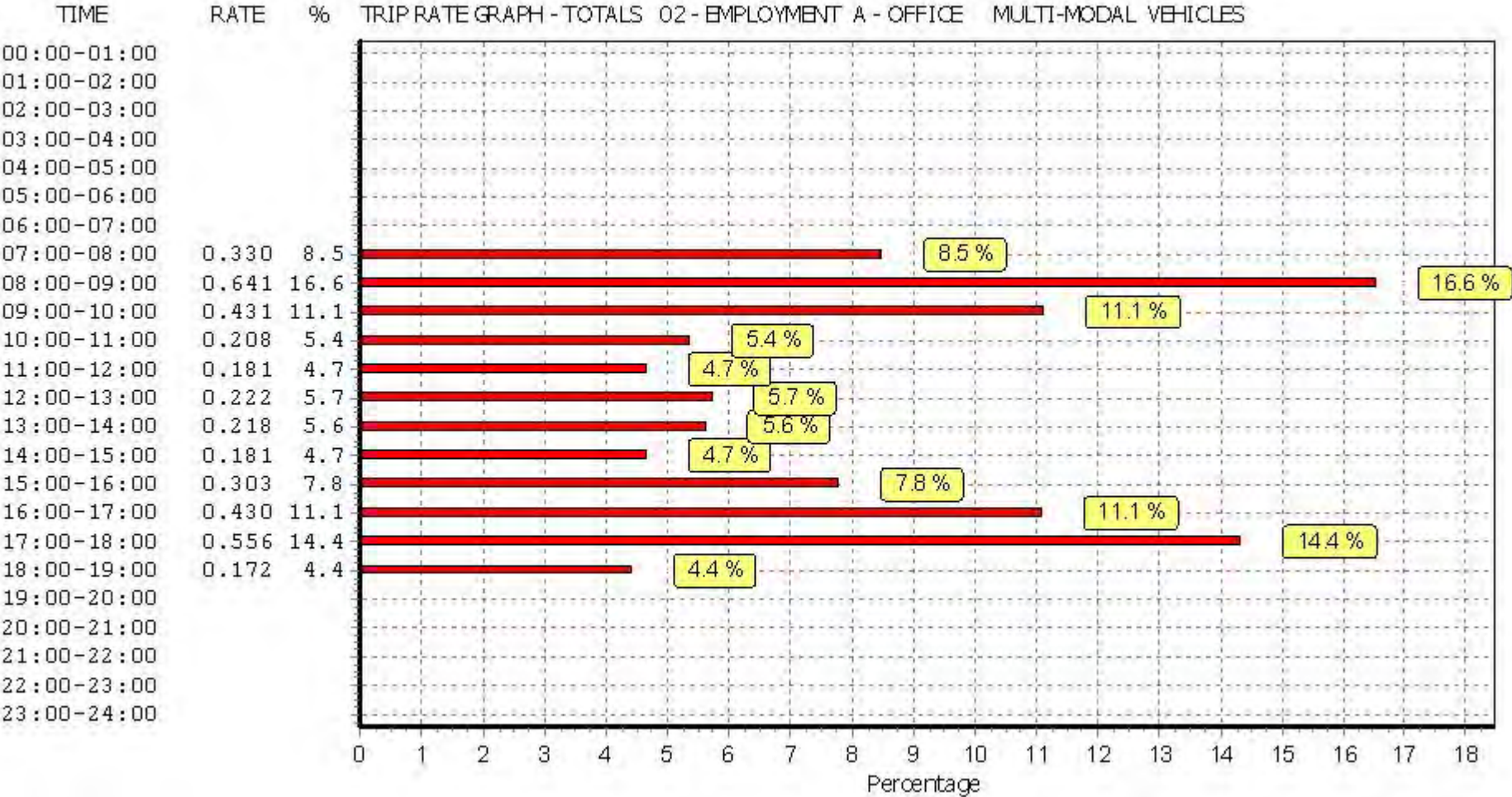
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL TAXIS

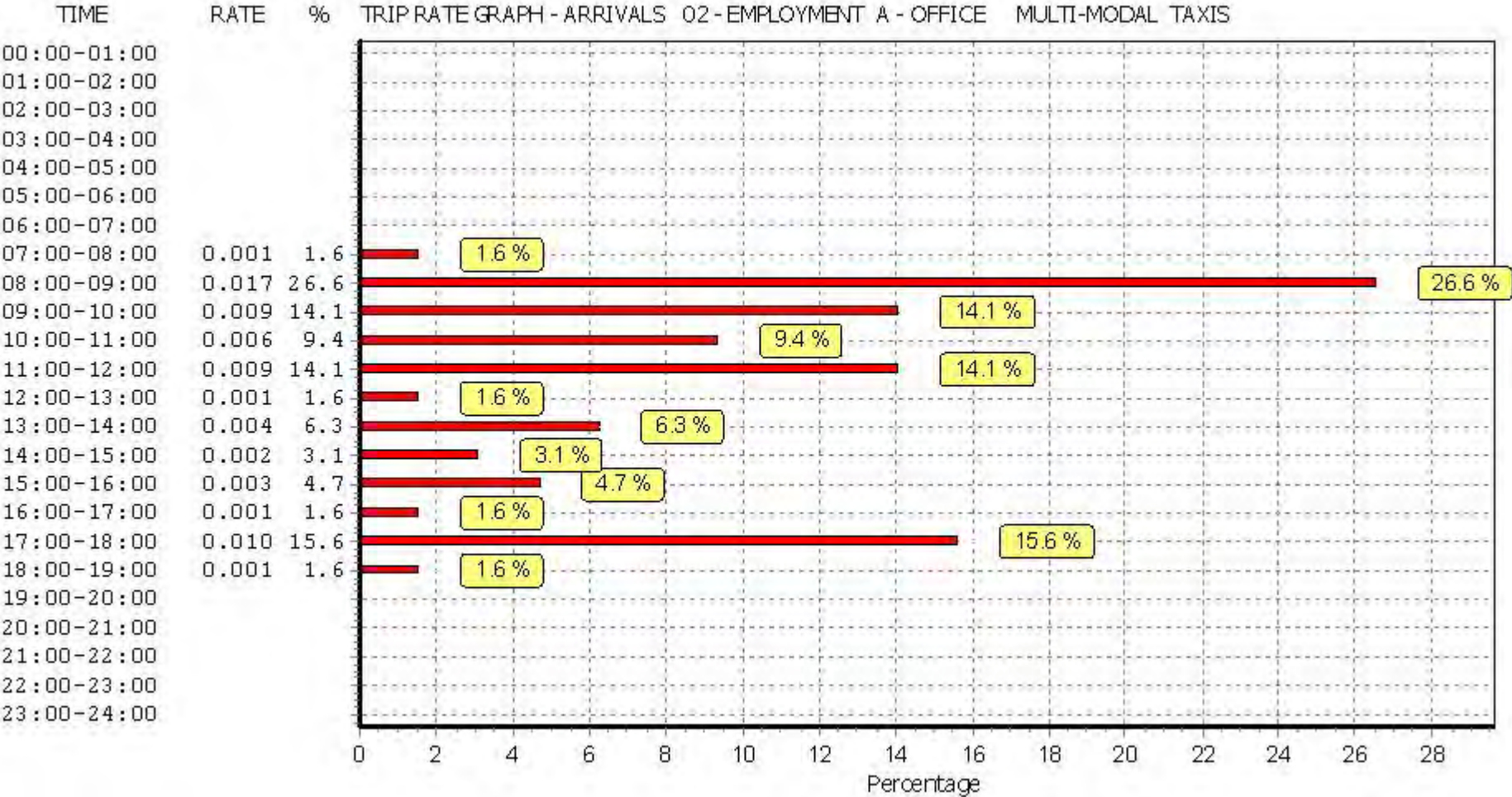
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

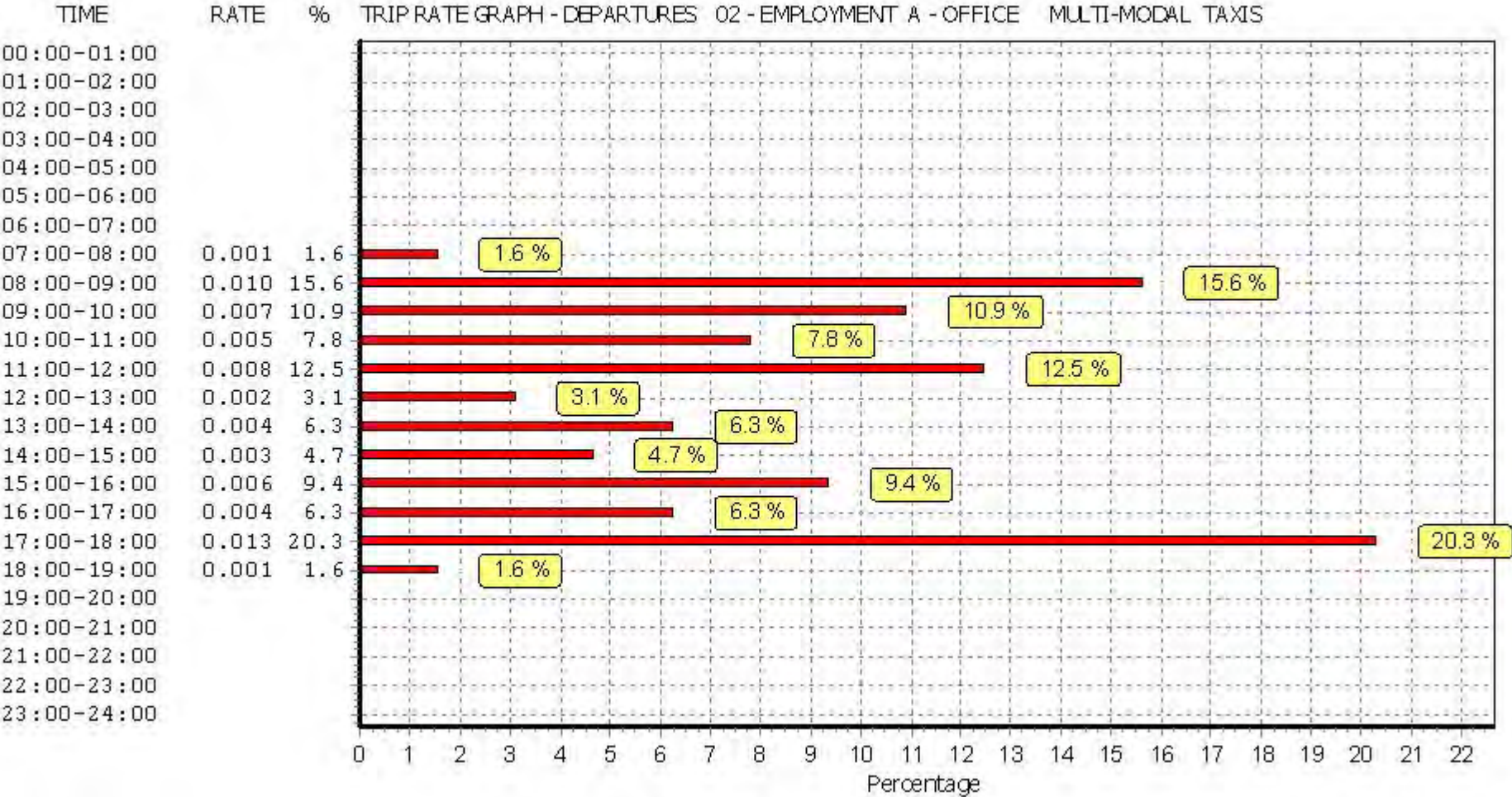
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.001	18	7548	0.001	18	7548	0.002
08:00 - 09:00	18	7548	0.017	18	7548	0.010	18	7548	0.027
09:00 - 10:00	18	7548	0.009	18	7548	0.007	18	7548	0.016
10:00 - 11:00	18	7548	0.006	18	7548	0.005	18	7548	0.011
11:00 - 12:00	18	7548	0.009	18	7548	0.008	18	7548	0.017
12:00 - 13:00	18	7548	0.001	18	7548	0.002	18	7548	0.003
13:00 - 14:00	18	7548	0.004	18	7548	0.004	18	7548	0.008
14:00 - 15:00	18	7548	0.002	18	7548	0.003	18	7548	0.005
15:00 - 16:00	18	7548	0.003	18	7548	0.006	18	7548	0.009
16:00 - 17:00	18	7548	0.001	18	7548	0.004	18	7548	0.005
17:00 - 18:00	18	7548	0.010	18	7548	0.013	18	7548	0.023
18:00 - 19:00	18	7548	0.001	18	7548	0.001	18	7548	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.064			0.064			0.128		

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.

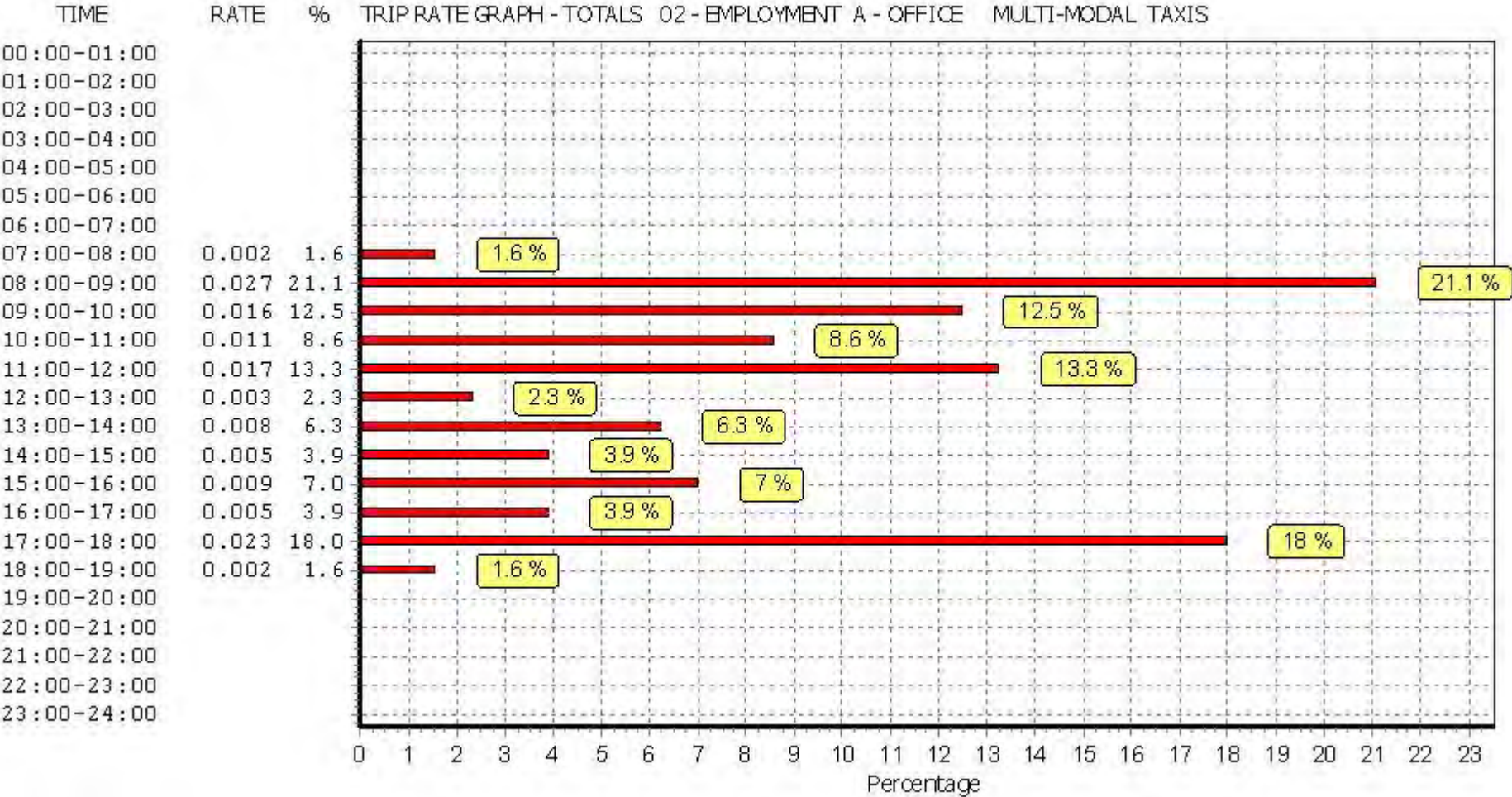
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL OGVS

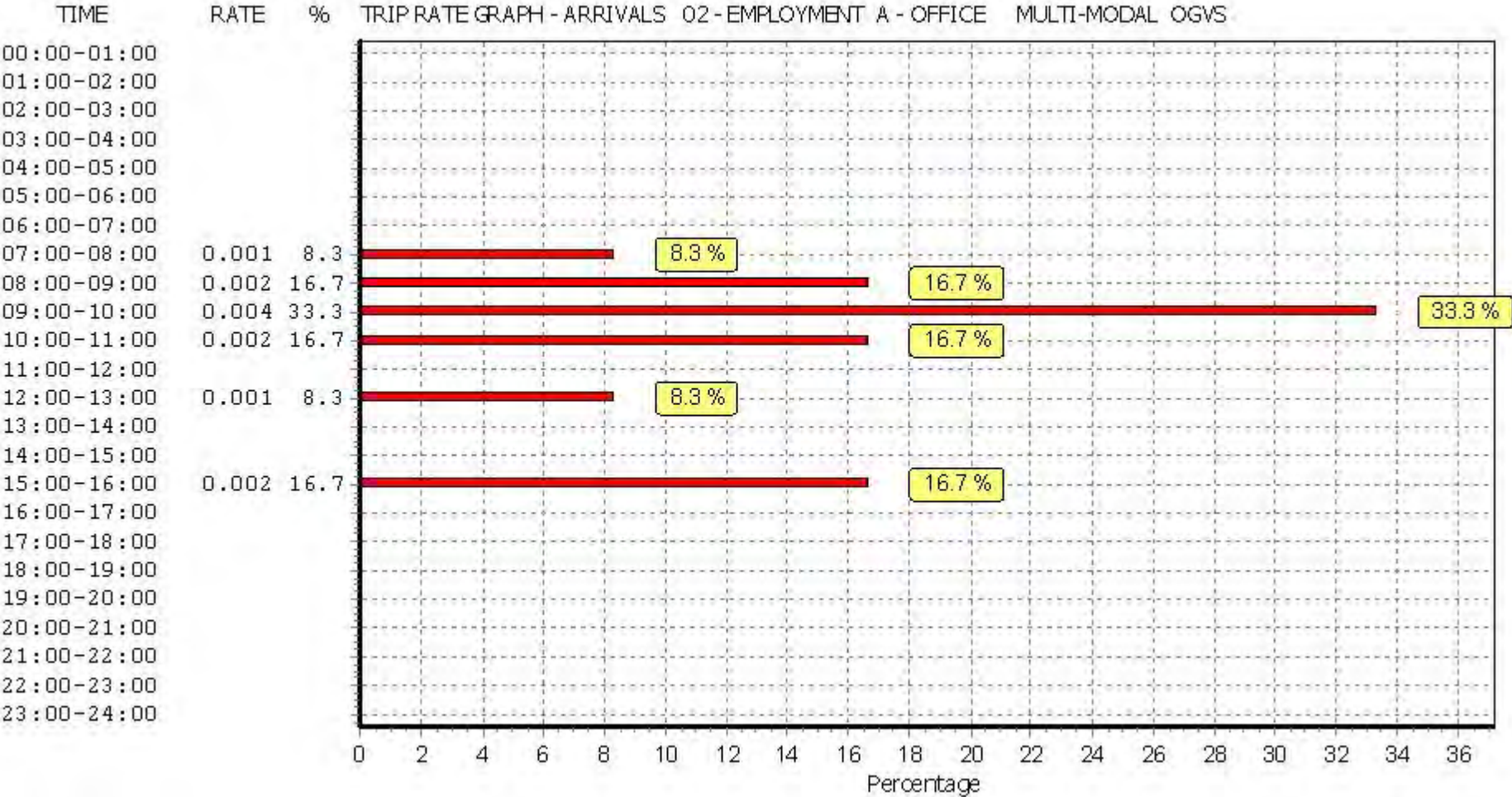
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

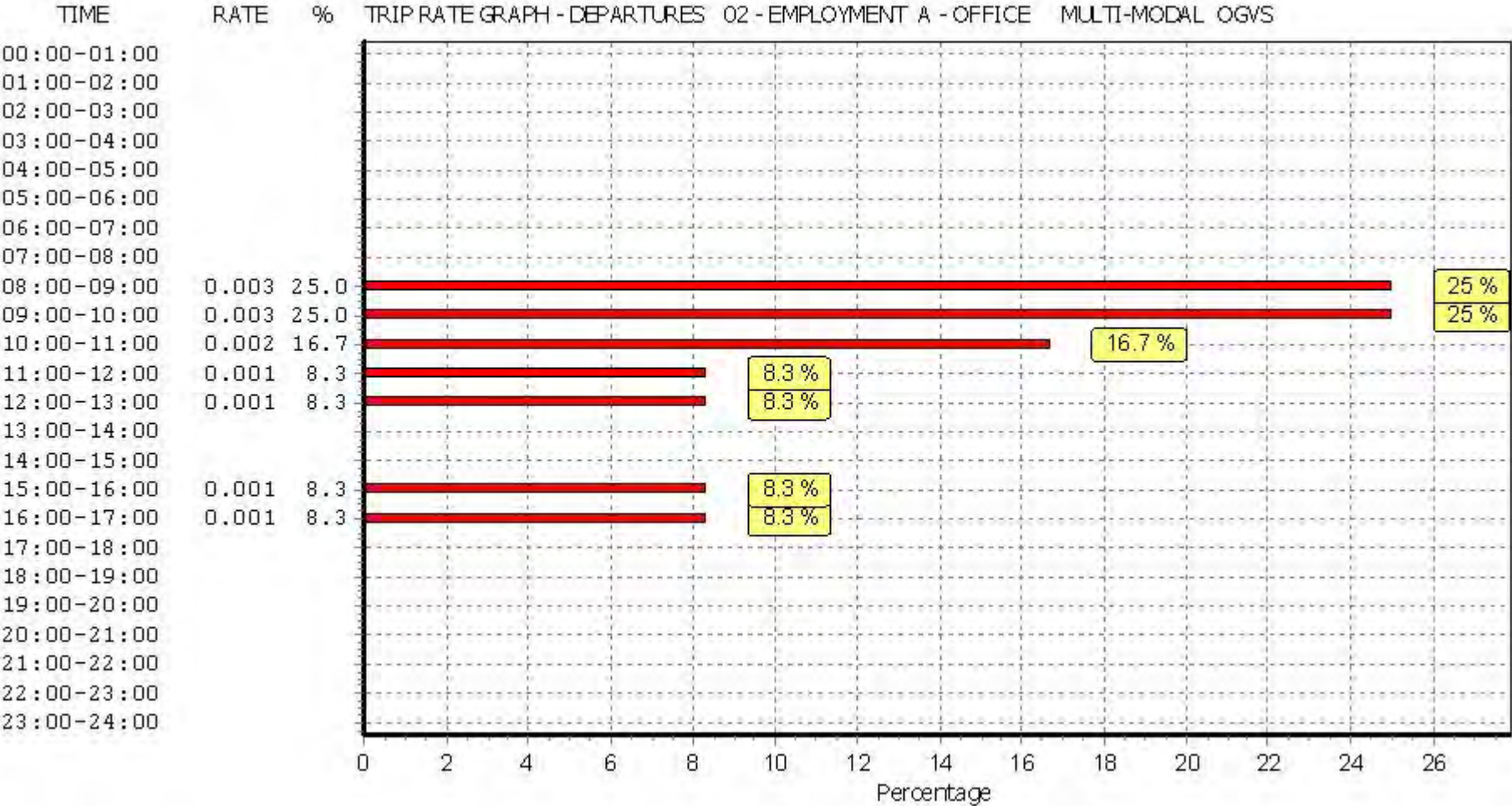
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.001	18	7548	0.000	18	7548	0.001
08:00 - 09:00	18	7548	0.002	18	7548	0.003	18	7548	0.005
09:00 - 10:00	18	7548	0.004	18	7548	0.003	18	7548	0.007
10:00 - 11:00	18	7548	0.002	18	7548	0.002	18	7548	0.004
11:00 - 12:00	18	7548	0.000	18	7548	0.001	18	7548	0.001
12:00 - 13:00	18	7548	0.001	18	7548	0.001	18	7548	0.002
13:00 - 14:00	18	7548	0.000	18	7548	0.000	18	7548	0.000
14:00 - 15:00	18	7548	0.000	18	7548	0.000	18	7548	0.000
15:00 - 16:00	18	7548	0.002	18	7548	0.001	18	7548	0.003
16:00 - 17:00	18	7548	0.000	18	7548	0.001	18	7548	0.001
17:00 - 18:00	18	7548	0.000	18	7548	0.000	18	7548	0.000
18:00 - 19:00	18	7548	0.000	18	7548	0.000	18	7548	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.012			0.012			0.024		

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.

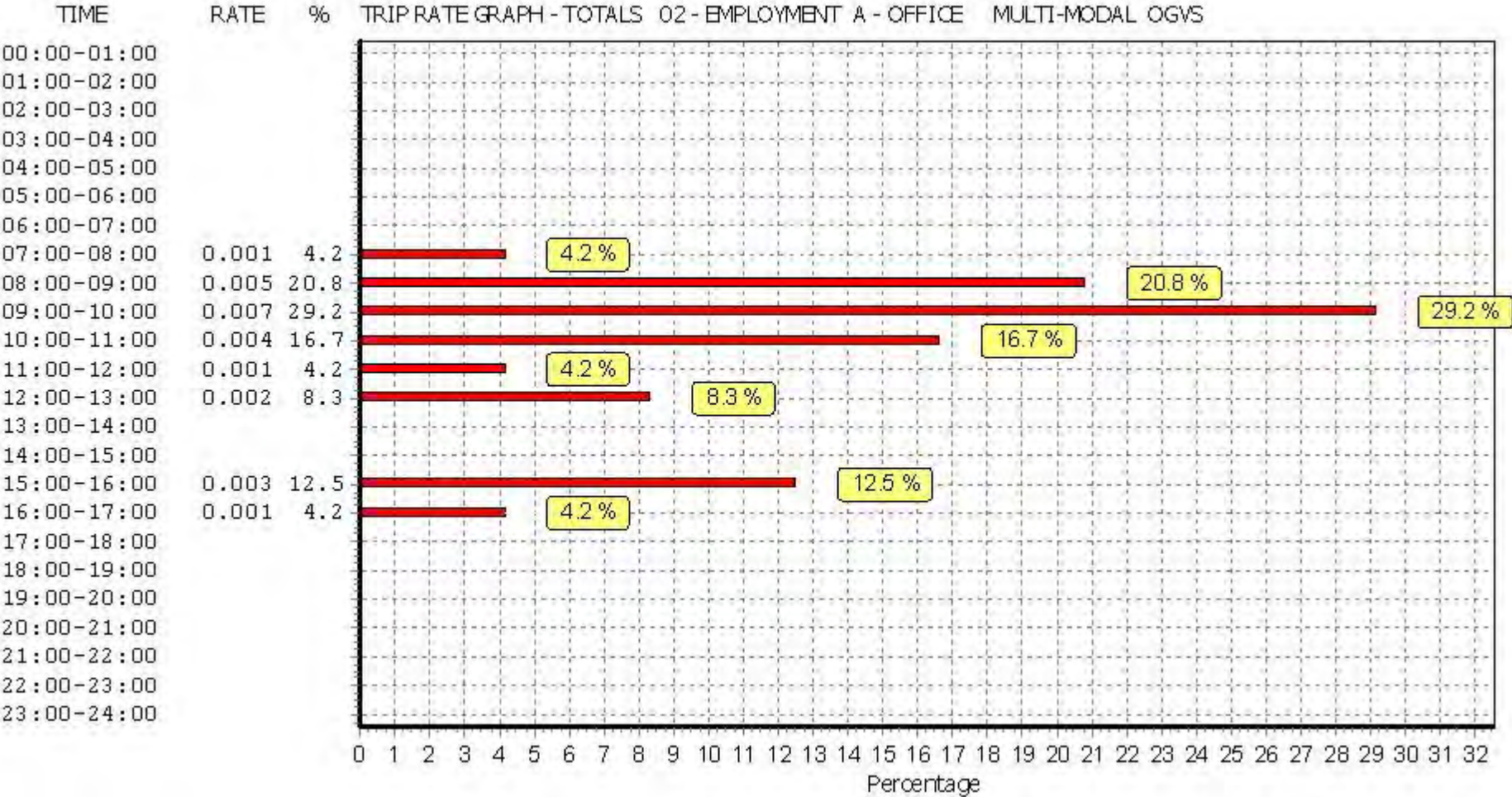
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL CYCLISTS

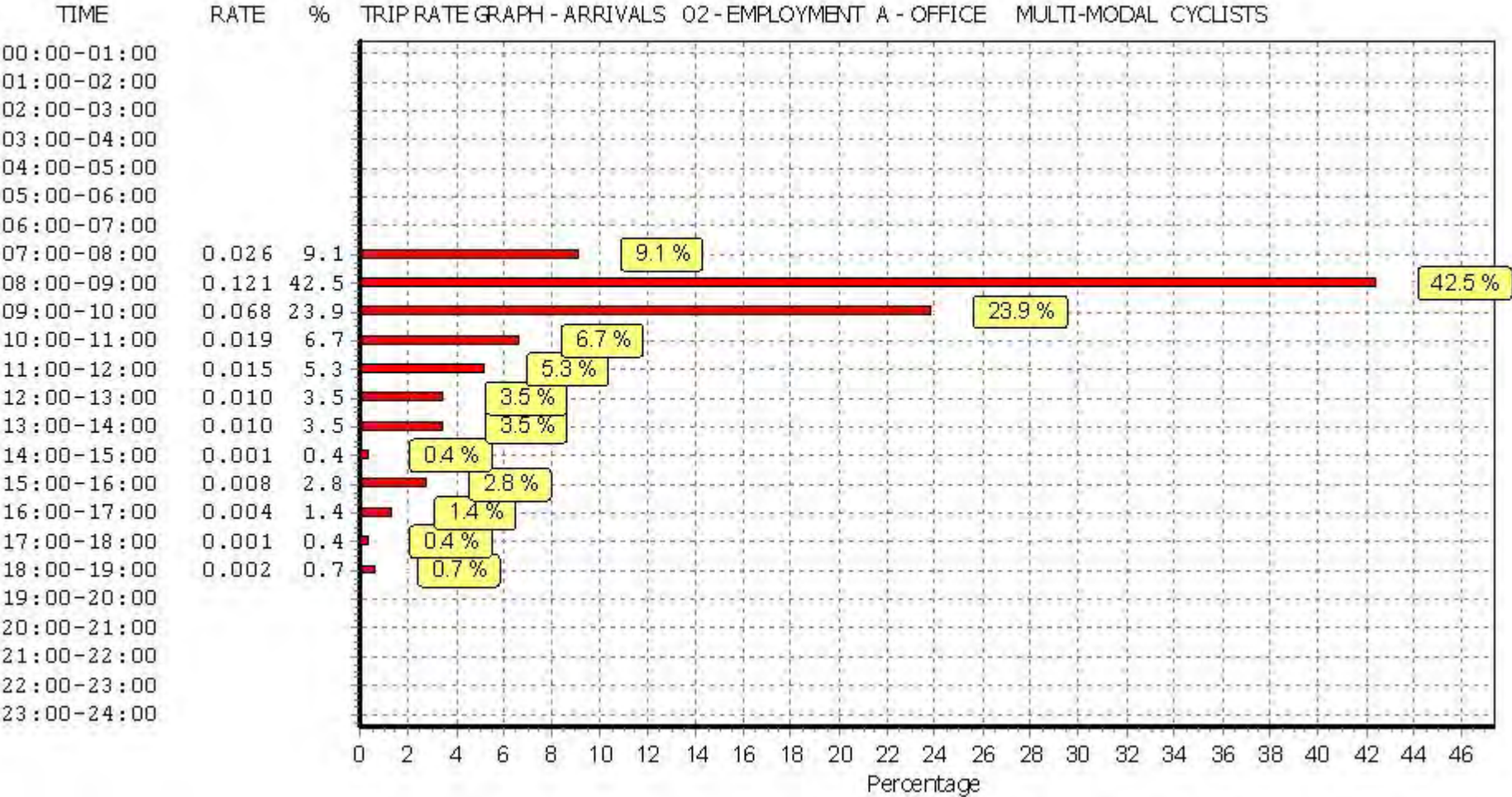
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

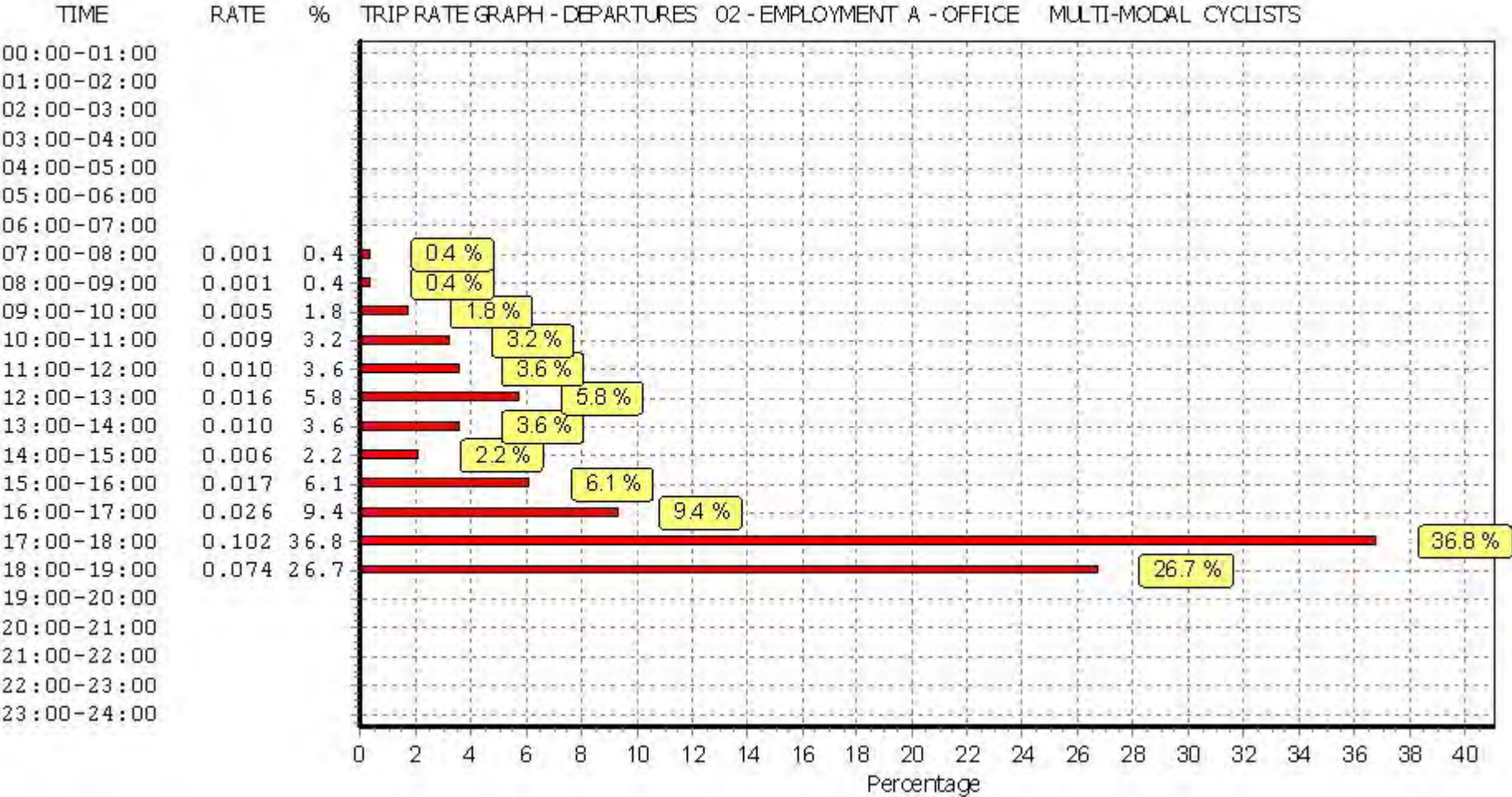
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.026	18	7548	0.001	18	7548	0.027
08:00 - 09:00	18	7548	0.121	18	7548	0.001	18	7548	0.122
09:00 - 10:00	18	7548	0.068	18	7548	0.005	18	7548	0.073
10:00 - 11:00	18	7548	0.019	18	7548	0.009	18	7548	0.028
11:00 - 12:00	18	7548	0.015	18	7548	0.010	18	7548	0.025
12:00 - 13:00	18	7548	0.010	18	7548	0.016	18	7548	0.026
13:00 - 14:00	18	7548	0.010	18	7548	0.010	18	7548	0.020
14:00 - 15:00	18	7548	0.001	18	7548	0.006	18	7548	0.007
15:00 - 16:00	18	7548	0.008	18	7548	0.017	18	7548	0.025
16:00 - 17:00	18	7548	0.004	18	7548	0.026	18	7548	0.030
17:00 - 18:00	18	7548	0.001	18	7548	0.102	18	7548	0.103
18:00 - 19:00	18	7548	0.002	18	7548	0.074	18	7548	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.277			0.562

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.

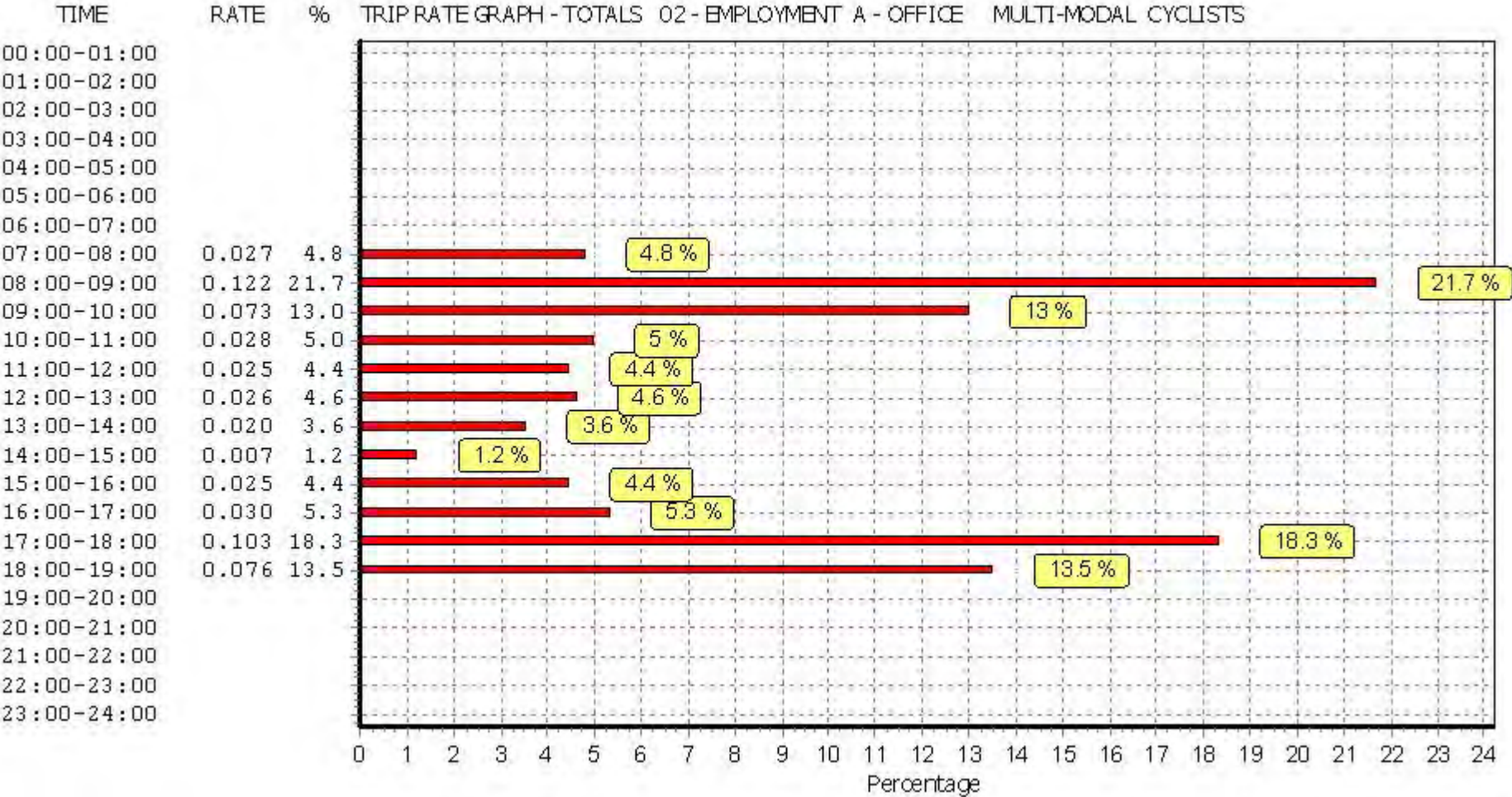
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



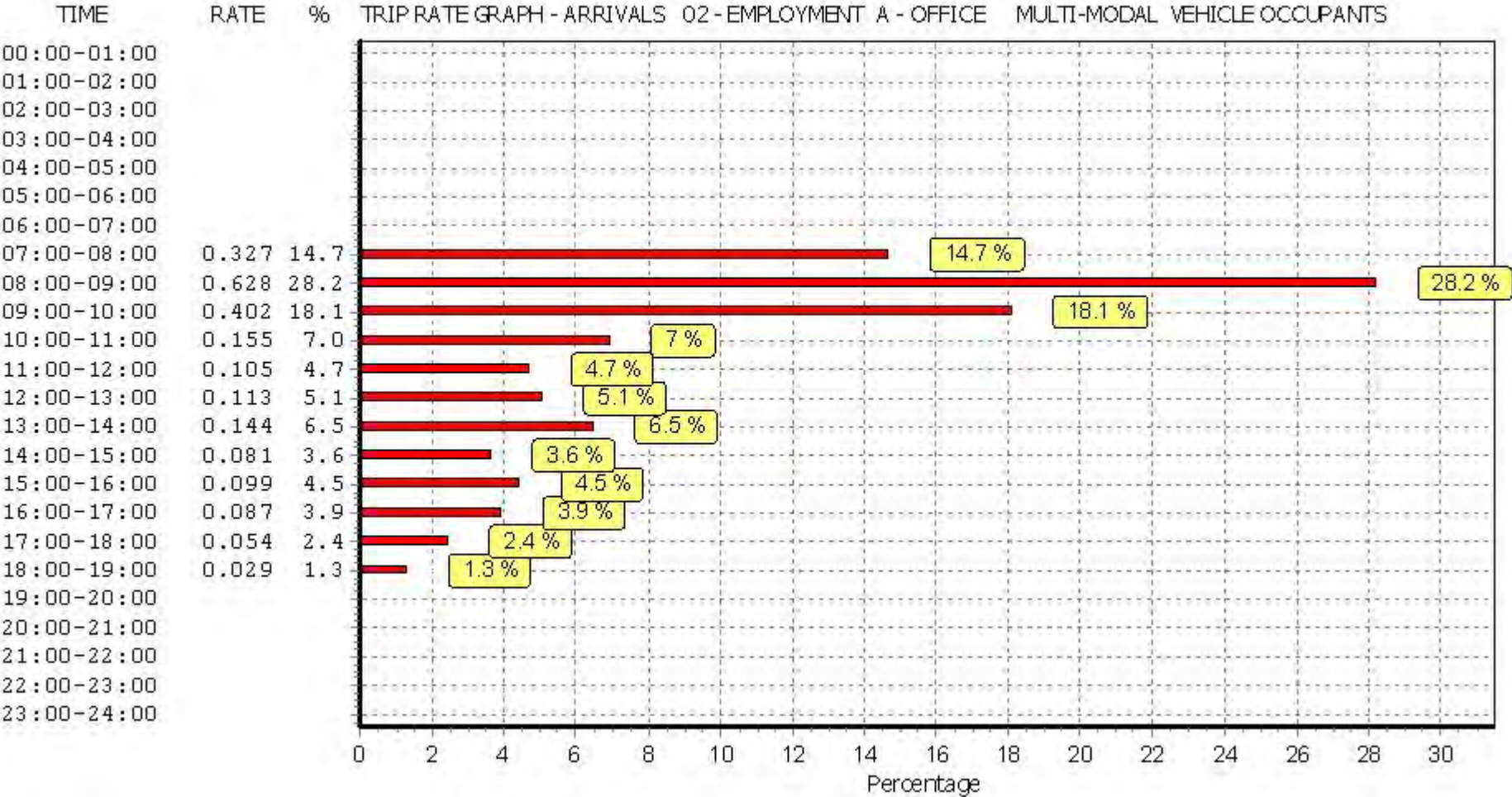
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

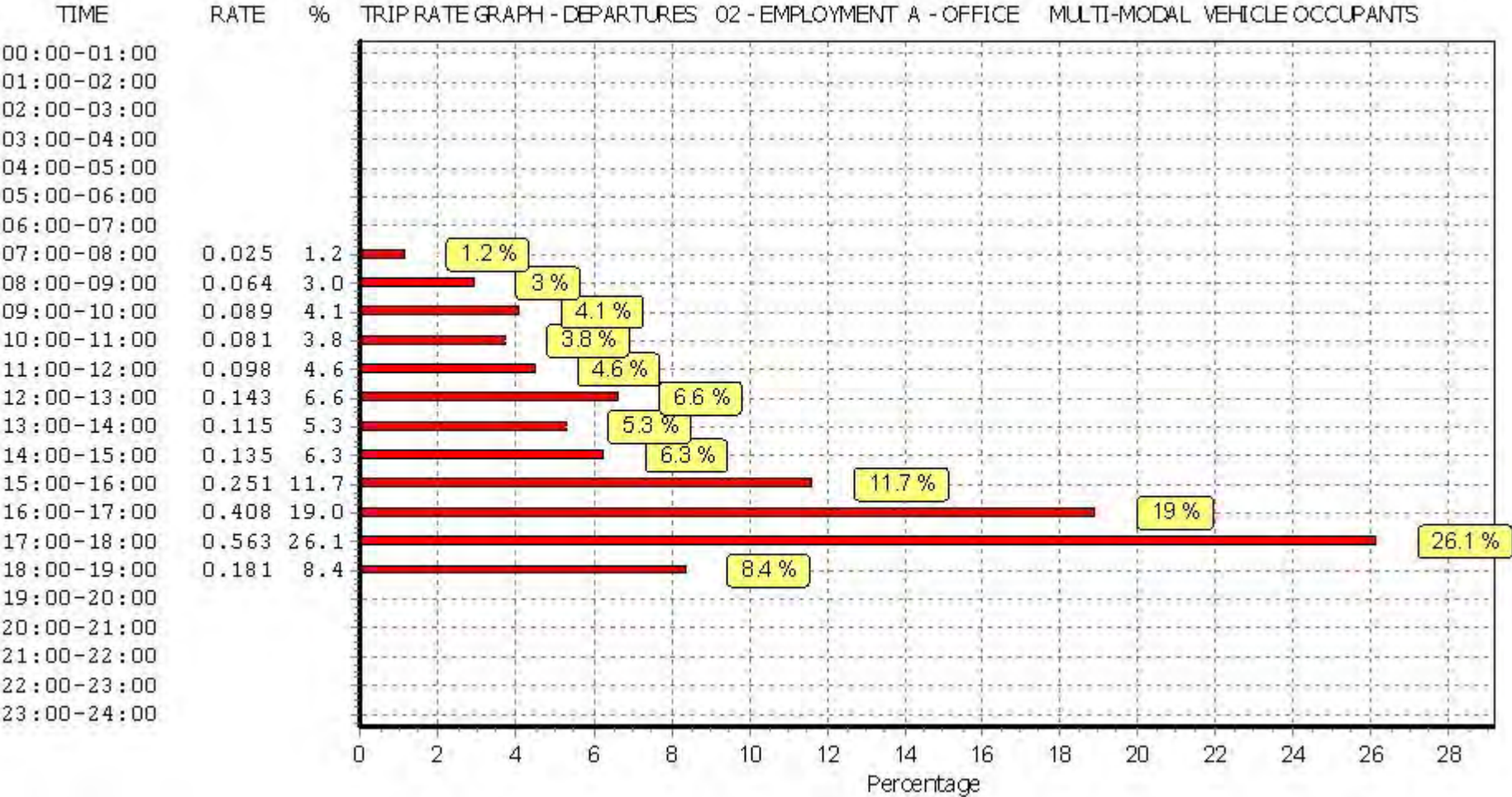
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.327	18	7548	0.025	18	7548	0.352
08:00 - 09:00	18	7548	0.628	18	7548	0.064	18	7548	0.692
09:00 - 10:00	18	7548	0.402	18	7548	0.089	18	7548	0.491
10:00 - 11:00	18	7548	0.155	18	7548	0.081	18	7548	0.236
11:00 - 12:00	18	7548	0.105	18	7548	0.098	18	7548	0.203
12:00 - 13:00	18	7548	0.113	18	7548	0.143	18	7548	0.256
13:00 - 14:00	18	7548	0.144	18	7548	0.115	18	7548	0.259
14:00 - 15:00	18	7548	0.081	18	7548	0.135	18	7548	0.216
15:00 - 16:00	18	7548	0.099	18	7548	0.251	18	7548	0.350
16:00 - 17:00	18	7548	0.087	18	7548	0.408	18	7548	0.495
17:00 - 18:00	18	7548	0.054	18	7548	0.563	18	7548	0.617
18:00 - 19:00	18	7548	0.029	18	7548	0.181	18	7548	0.210
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.224			2.153			4.377

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.

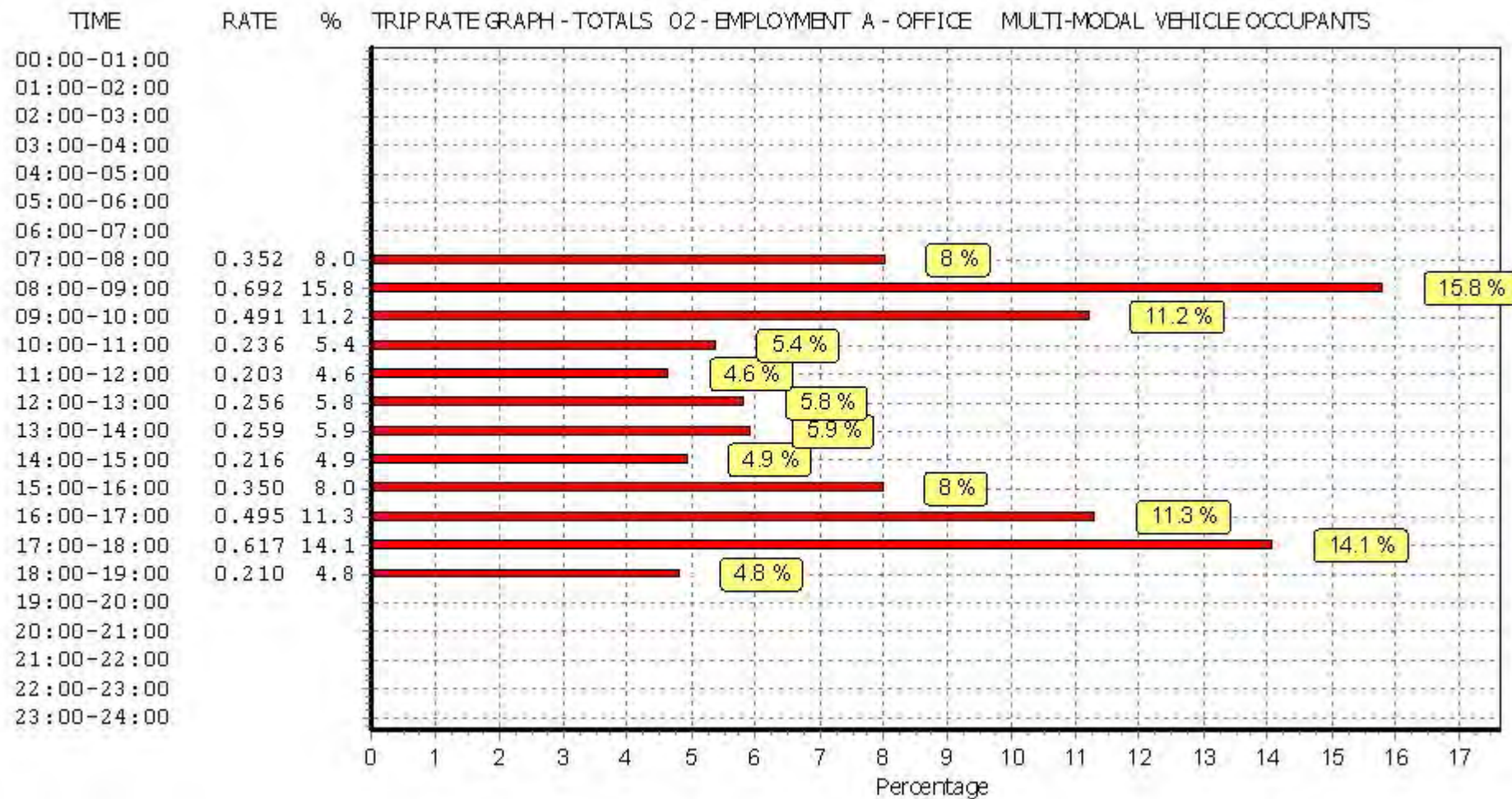
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL PEDESTRIANS

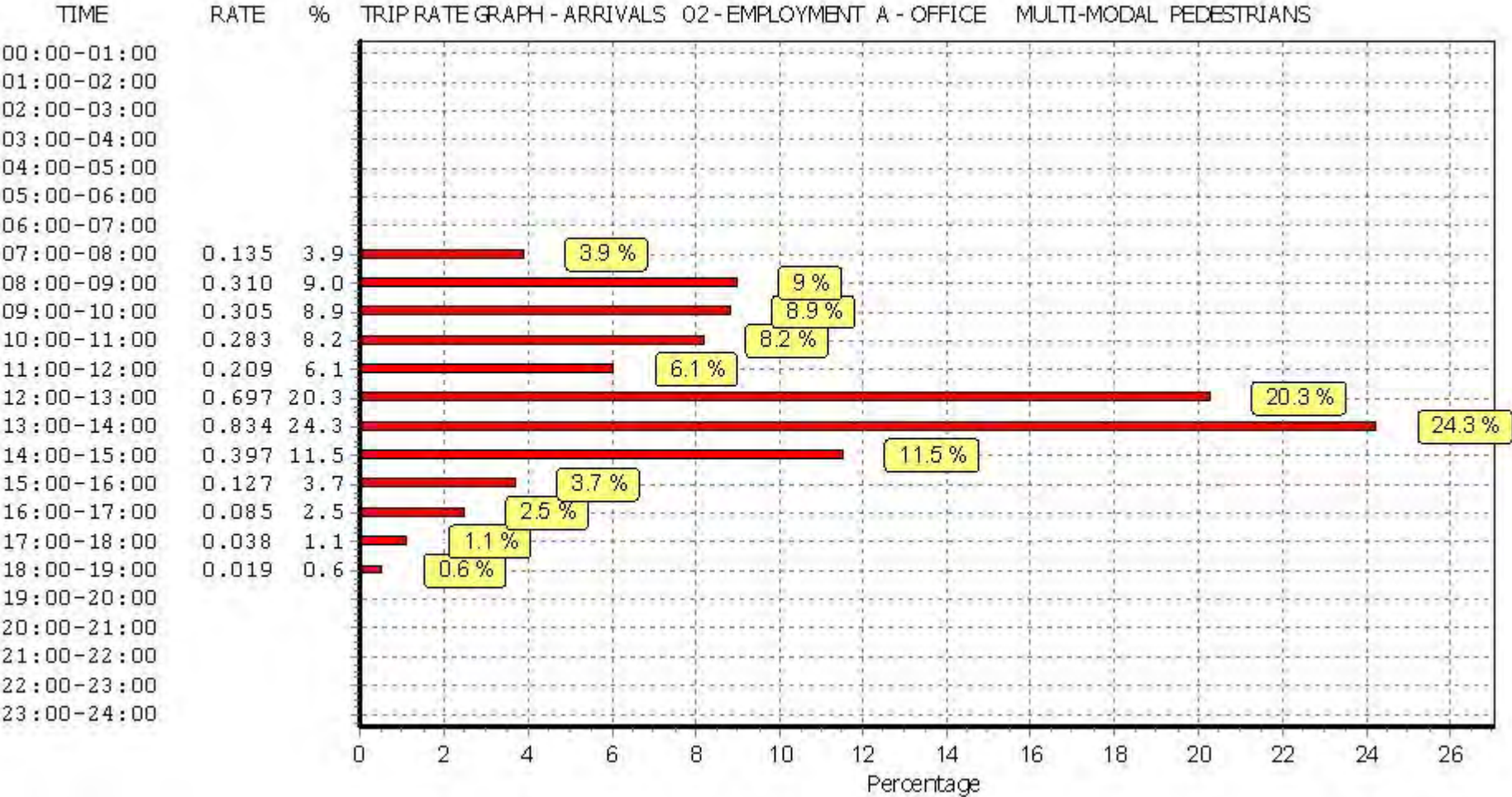
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

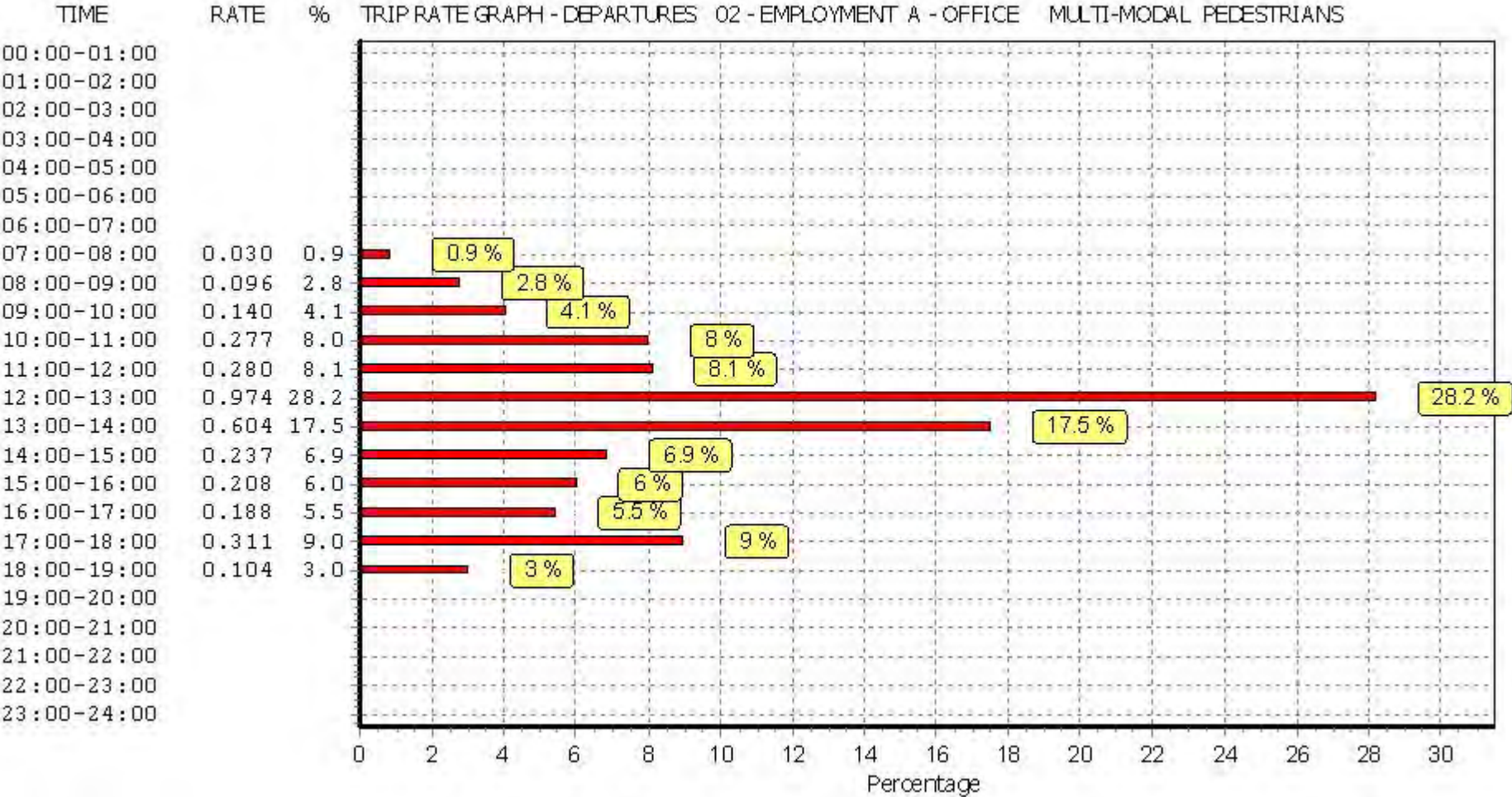
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.135	18	7548	0.030	18	7548	0.165
08:00 - 09:00	18	7548	0.310	18	7548	0.096	18	7548	0.406
09:00 - 10:00	18	7548	0.305	18	7548	0.140	18	7548	0.445
10:00 - 11:00	18	7548	0.283	18	7548	0.277	18	7548	0.560
11:00 - 12:00	18	7548	0.209	18	7548	0.280	18	7548	0.489
12:00 - 13:00	18	7548	0.697	18	7548	0.974	18	7548	1.671
13:00 - 14:00	18	7548	0.834	18	7548	0.604	18	7548	1.438
14:00 - 15:00	18	7548	0.397	18	7548	0.237	18	7548	0.634
15:00 - 16:00	18	7548	0.127	18	7548	0.208	18	7548	0.335
16:00 - 17:00	18	7548	0.085	18	7548	0.188	18	7548	0.273
17:00 - 18:00	18	7548	0.038	18	7548	0.311	18	7548	0.349
18:00 - 19:00	18	7548	0.019	18	7548	0.104	18	7548	0.123
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.439			3.449			6.888

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.

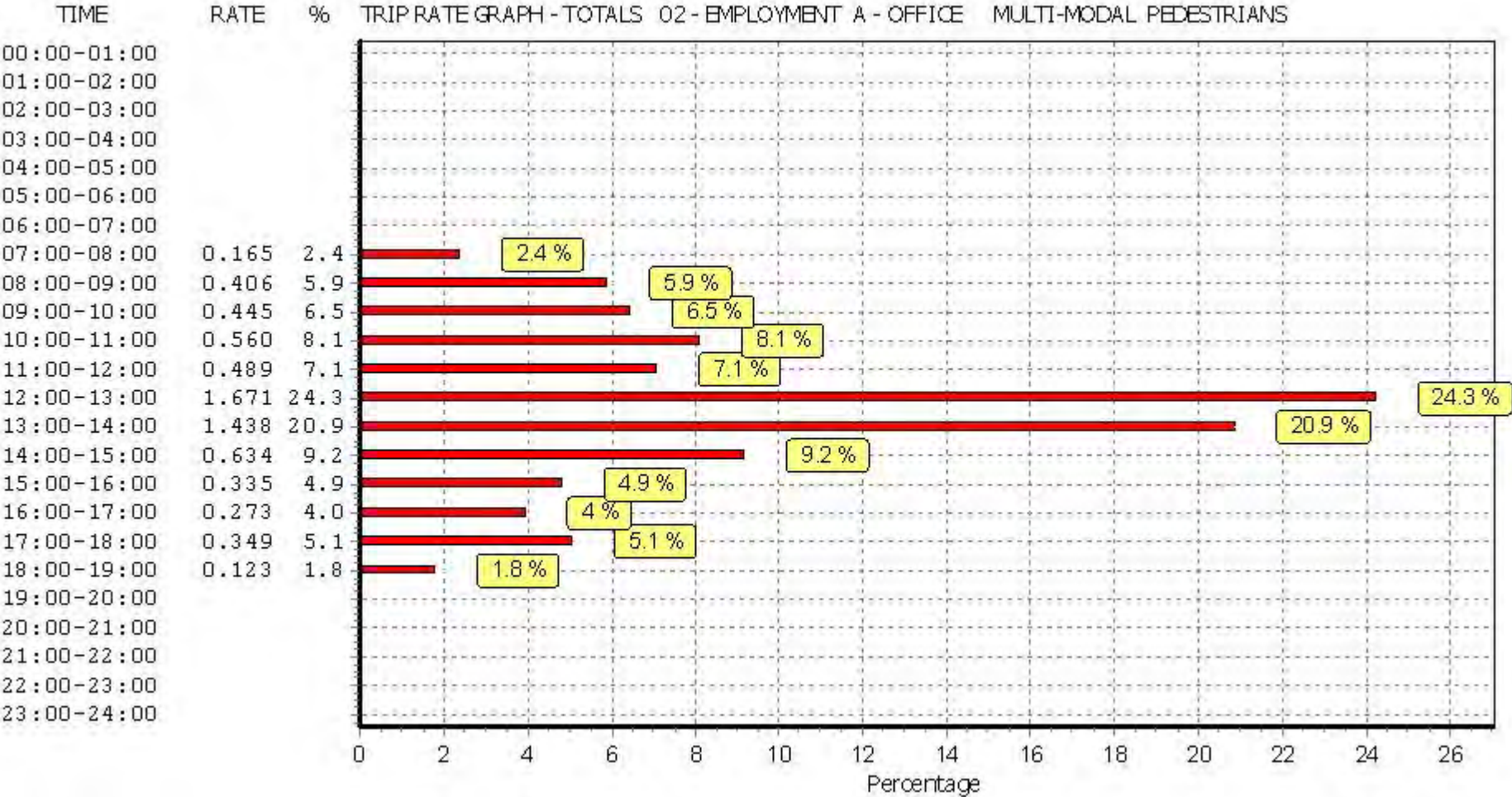
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



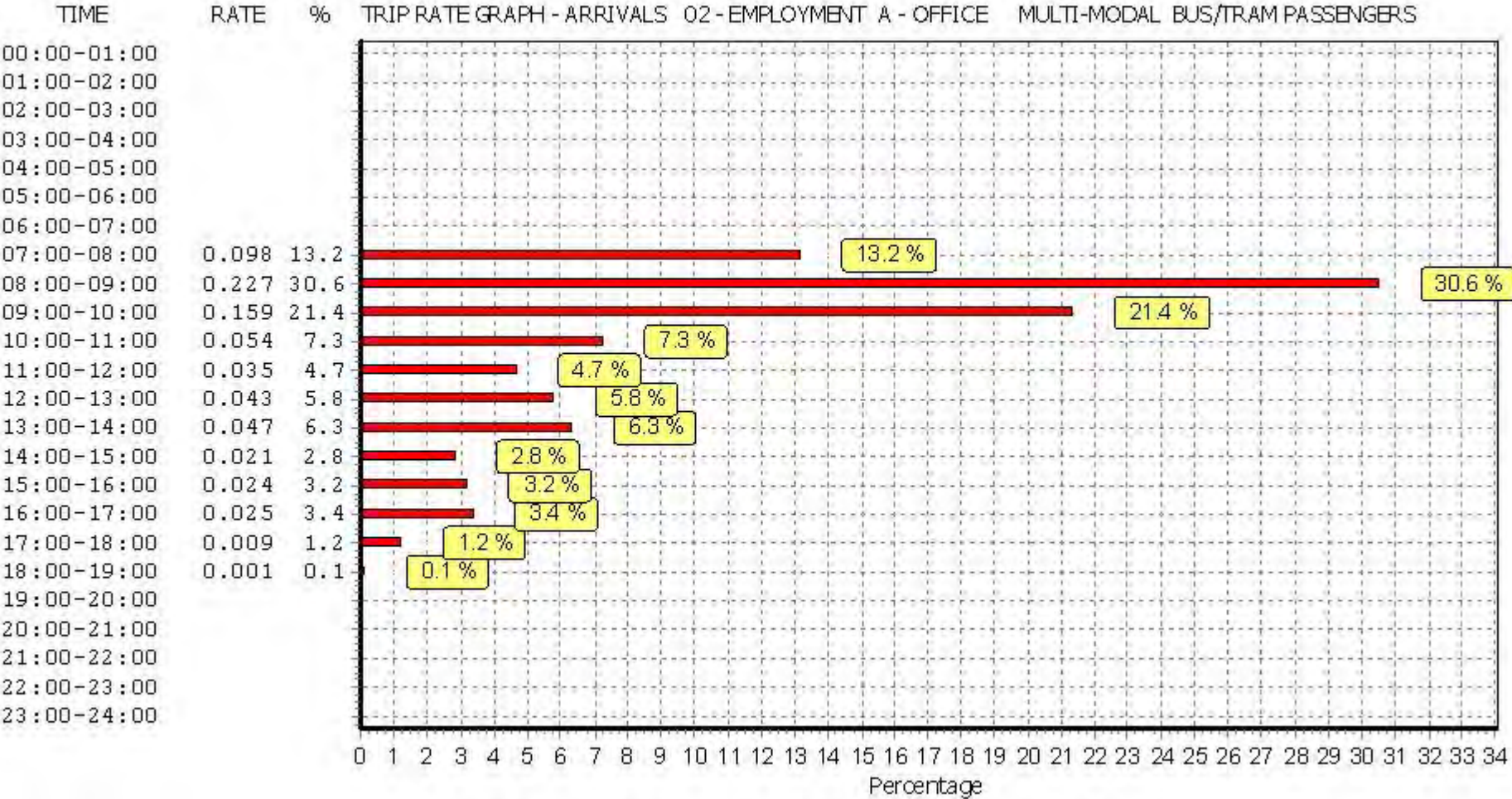
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

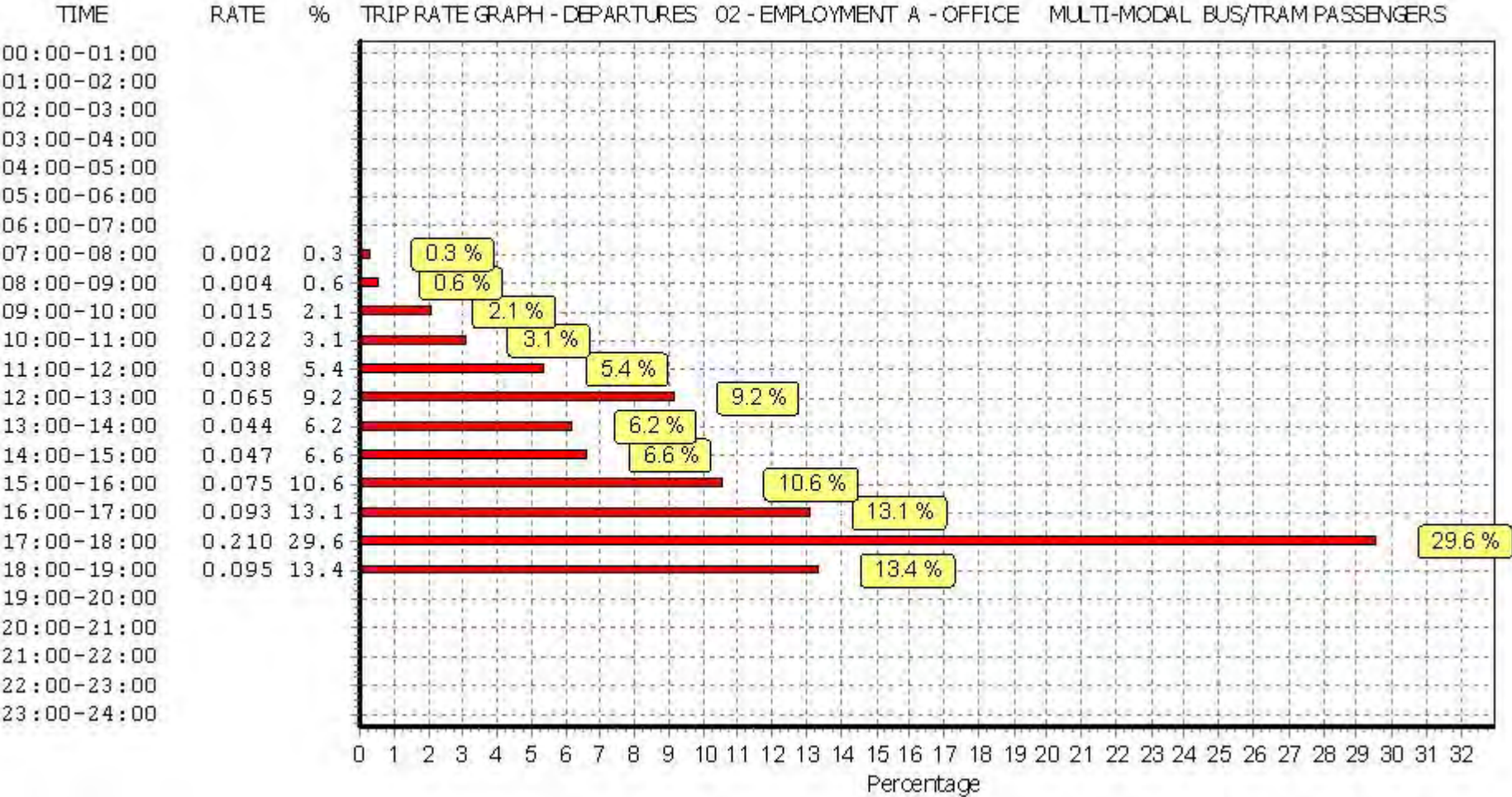
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.098	18	7548	0.002	18	7548	0.100
08:00 - 09:00	18	7548	0.227	18	7548	0.004	18	7548	0.231
09:00 - 10:00	18	7548	0.159	18	7548	0.015	18	7548	0.174
10:00 - 11:00	18	7548	0.054	18	7548	0.022	18	7548	0.076
11:00 - 12:00	18	7548	0.035	18	7548	0.038	18	7548	0.073
12:00 - 13:00	18	7548	0.043	18	7548	0.065	18	7548	0.108
13:00 - 14:00	18	7548	0.047	18	7548	0.044	18	7548	0.091
14:00 - 15:00	18	7548	0.021	18	7548	0.047	18	7548	0.068
15:00 - 16:00	18	7548	0.024	18	7548	0.075	18	7548	0.099
16:00 - 17:00	18	7548	0.025	18	7548	0.093	18	7548	0.118
17:00 - 18:00	18	7548	0.009	18	7548	0.210	18	7548	0.219
18:00 - 19:00	18	7548	0.001	18	7548	0.095	18	7548	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.743			0.710			1.453

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.

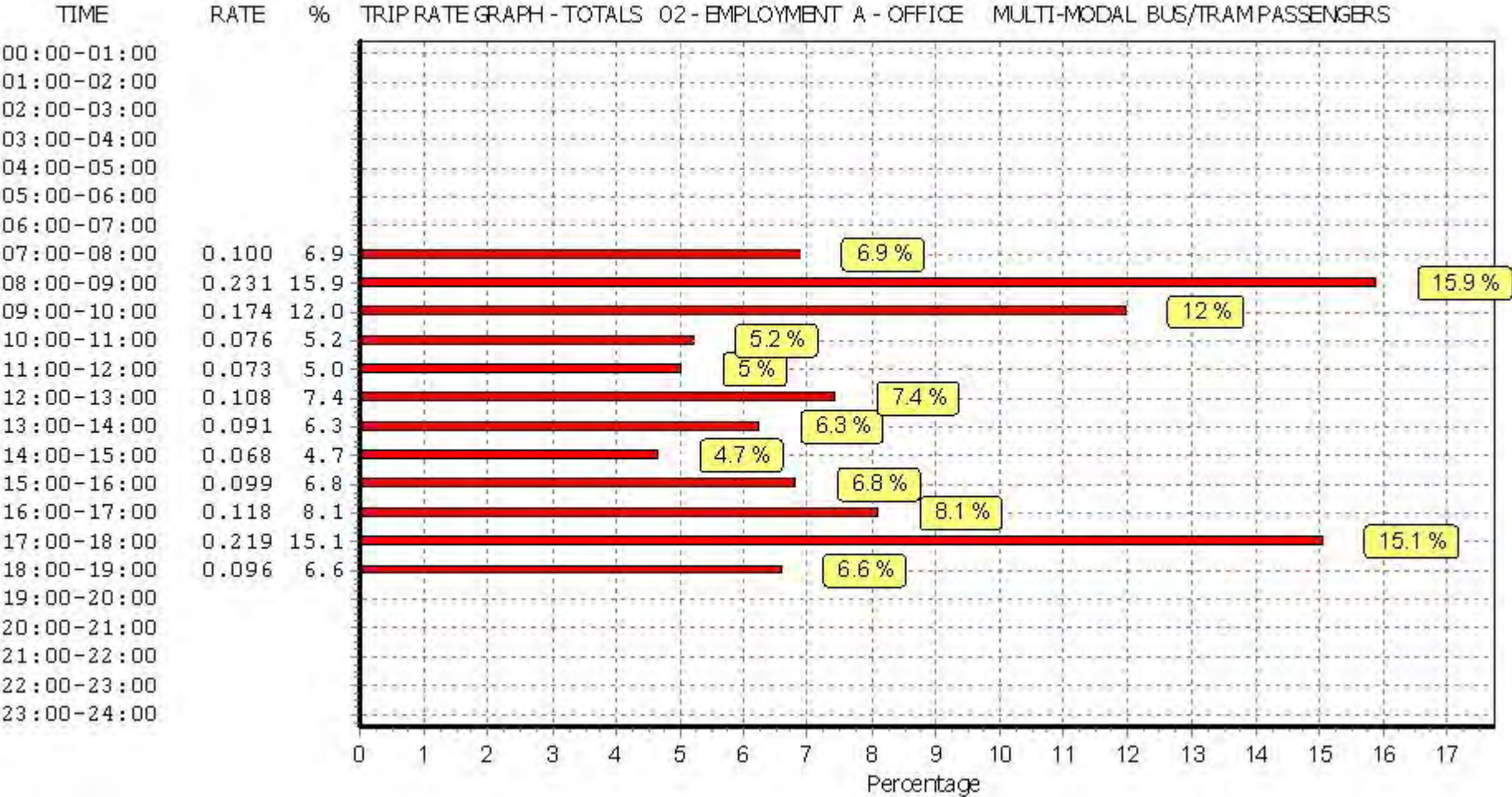
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS

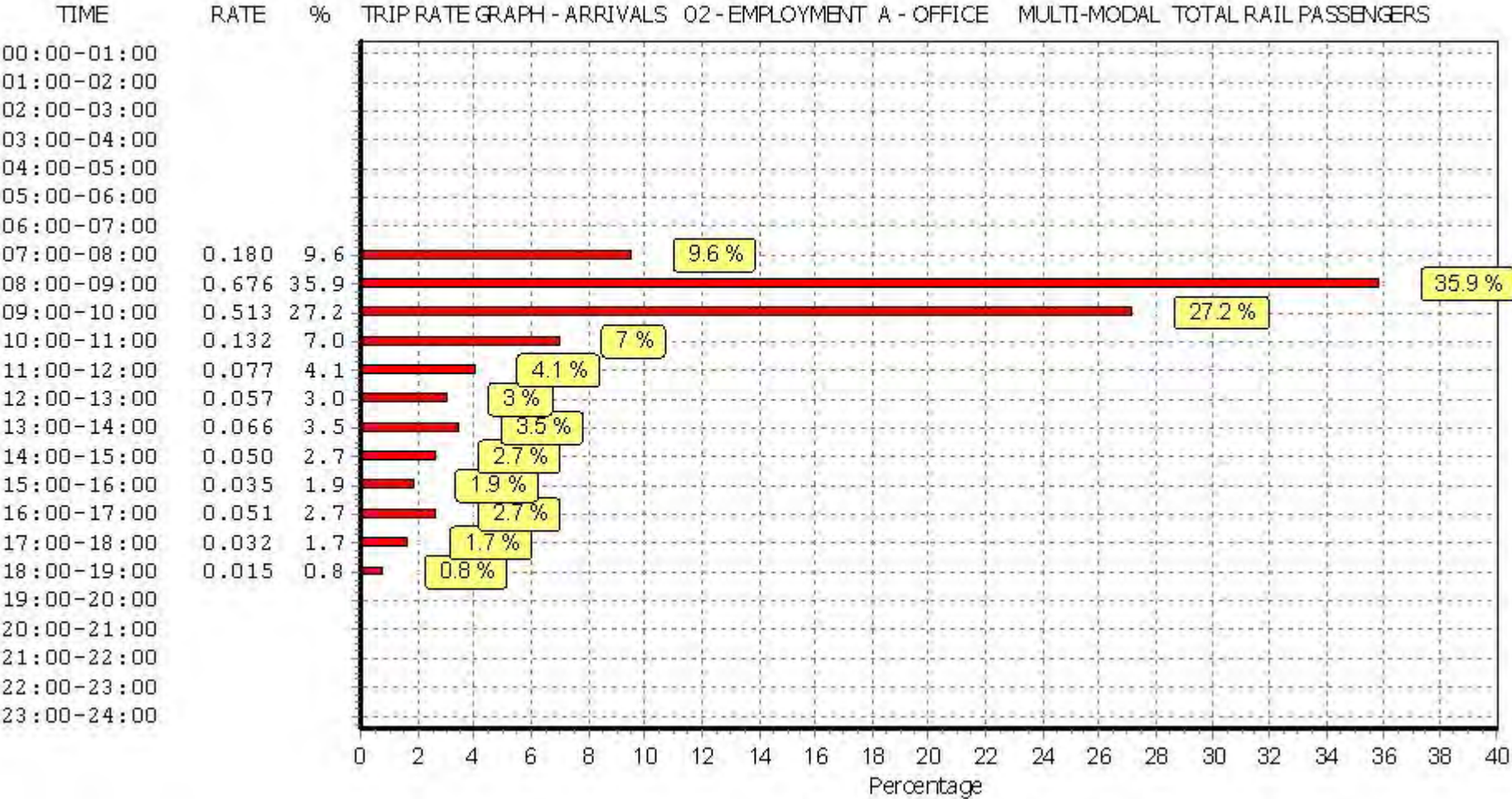
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

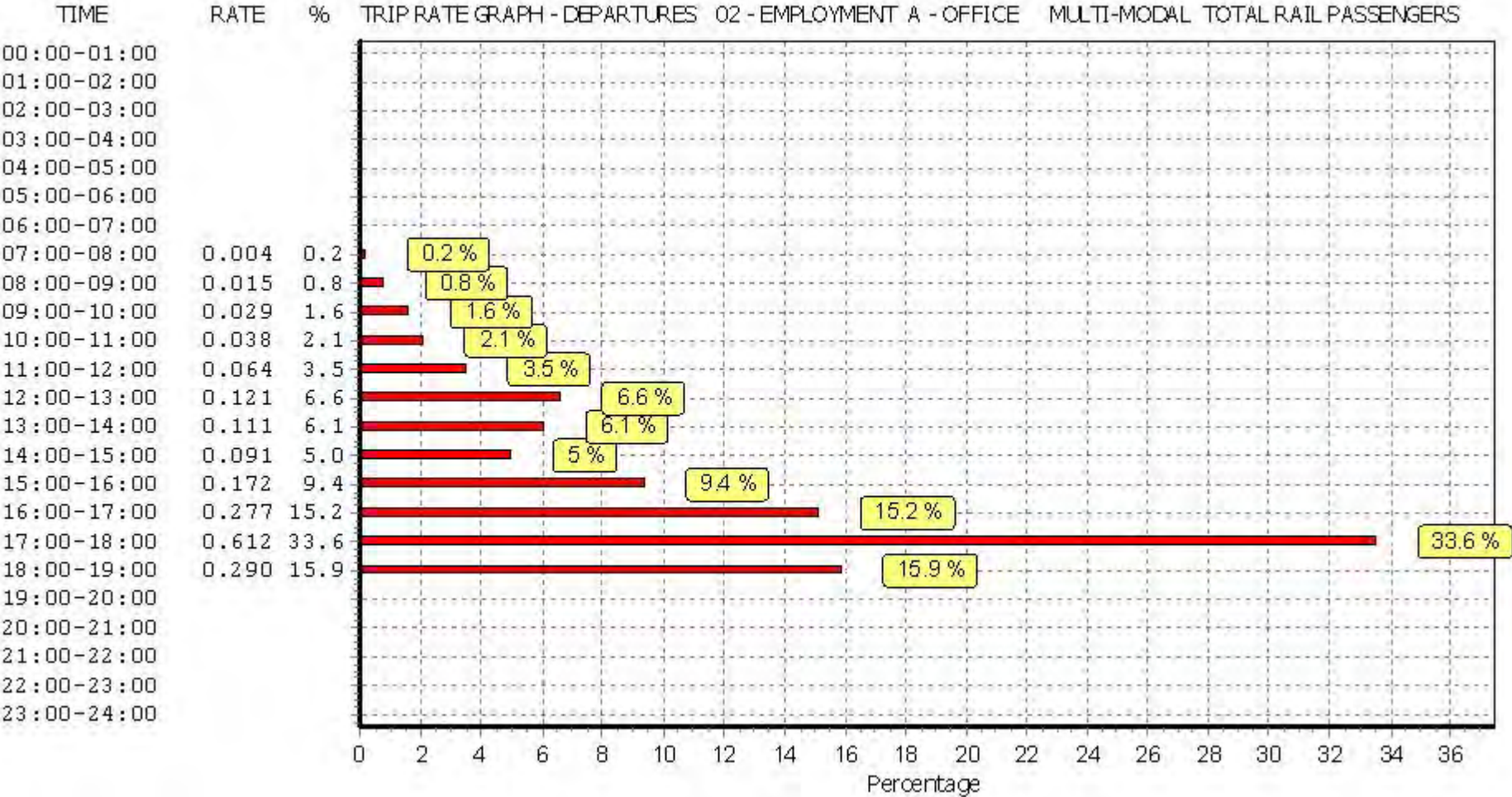
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.180	18	7548	0.004	18	7548	0.184
08:00 - 09:00	18	7548	0.676	18	7548	0.015	18	7548	0.691
09:00 - 10:00	18	7548	0.513	18	7548	0.029	18	7548	0.542
10:00 - 11:00	18	7548	0.132	18	7548	0.038	18	7548	0.170
11:00 - 12:00	18	7548	0.077	18	7548	0.064	18	7548	0.141
12:00 - 13:00	18	7548	0.057	18	7548	0.121	18	7548	0.178
13:00 - 14:00	18	7548	0.066	18	7548	0.111	18	7548	0.177
14:00 - 15:00	18	7548	0.050	18	7548	0.091	18	7548	0.141
15:00 - 16:00	18	7548	0.035	18	7548	0.172	18	7548	0.207
16:00 - 17:00	18	7548	0.051	18	7548	0.277	18	7548	0.328
17:00 - 18:00	18	7548	0.032	18	7548	0.612	18	7548	0.644
18:00 - 19:00	18	7548	0.015	18	7548	0.290	18	7548	0.305
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.884			1.824			3.708

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.

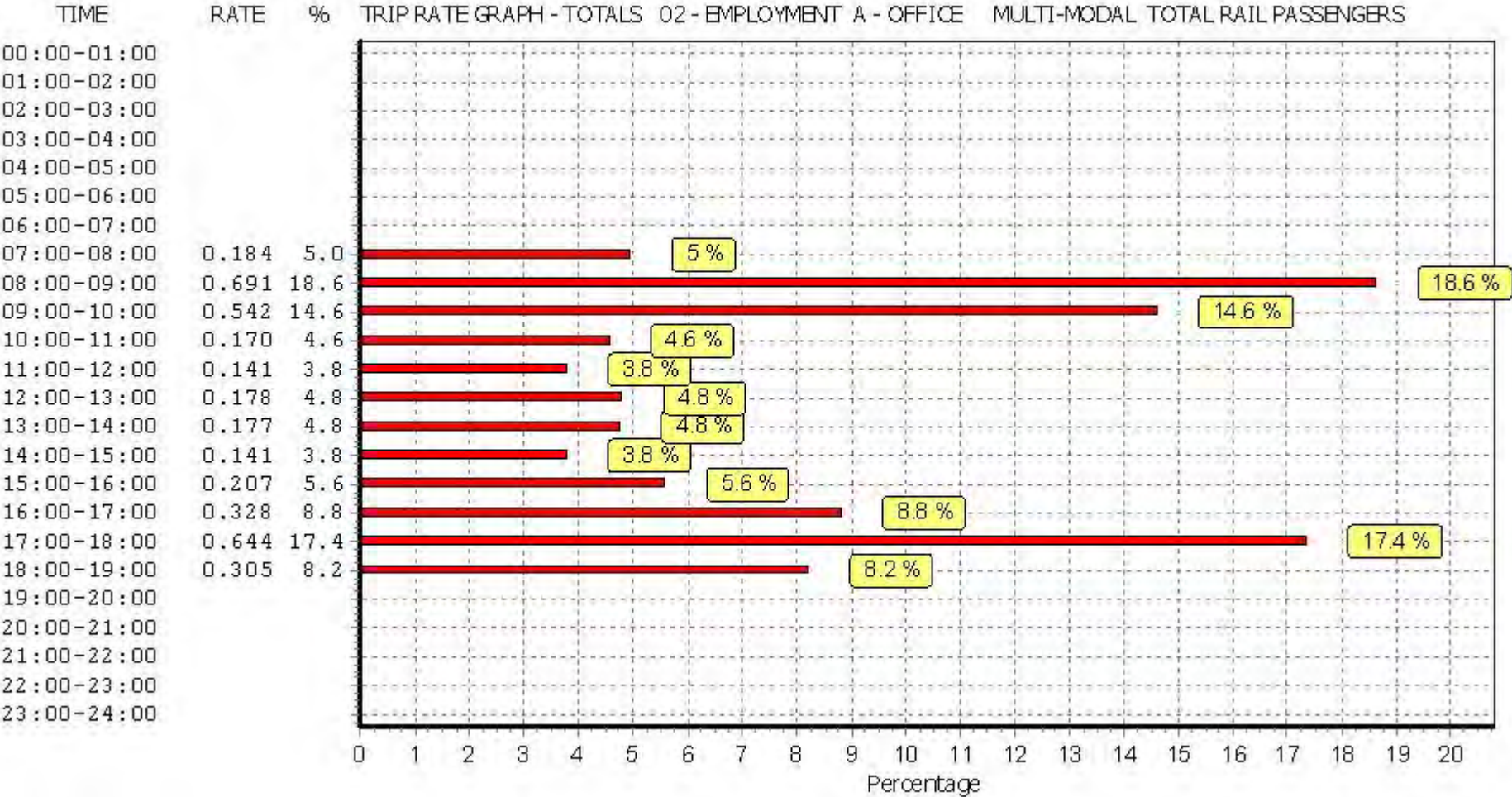
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

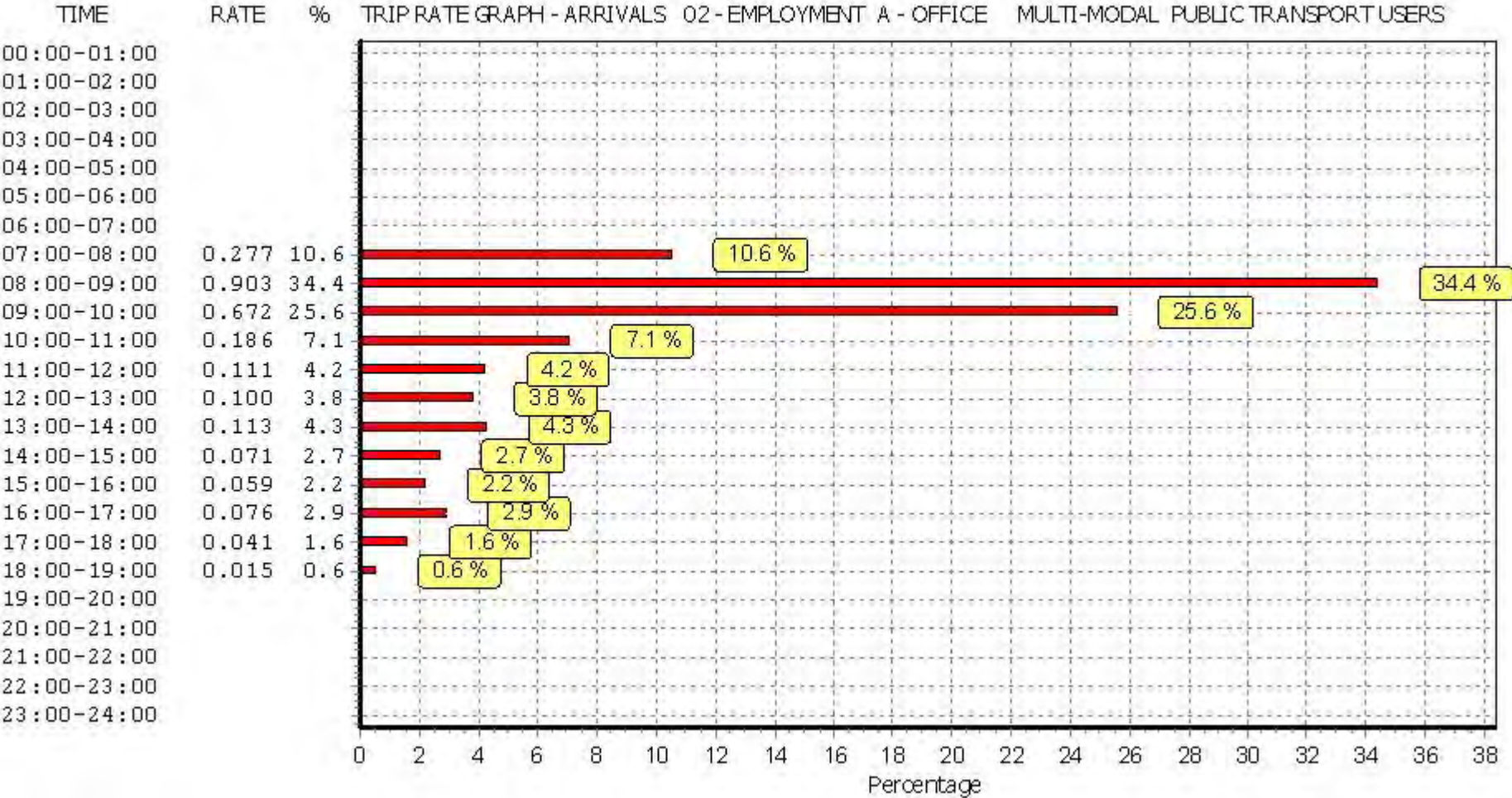
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

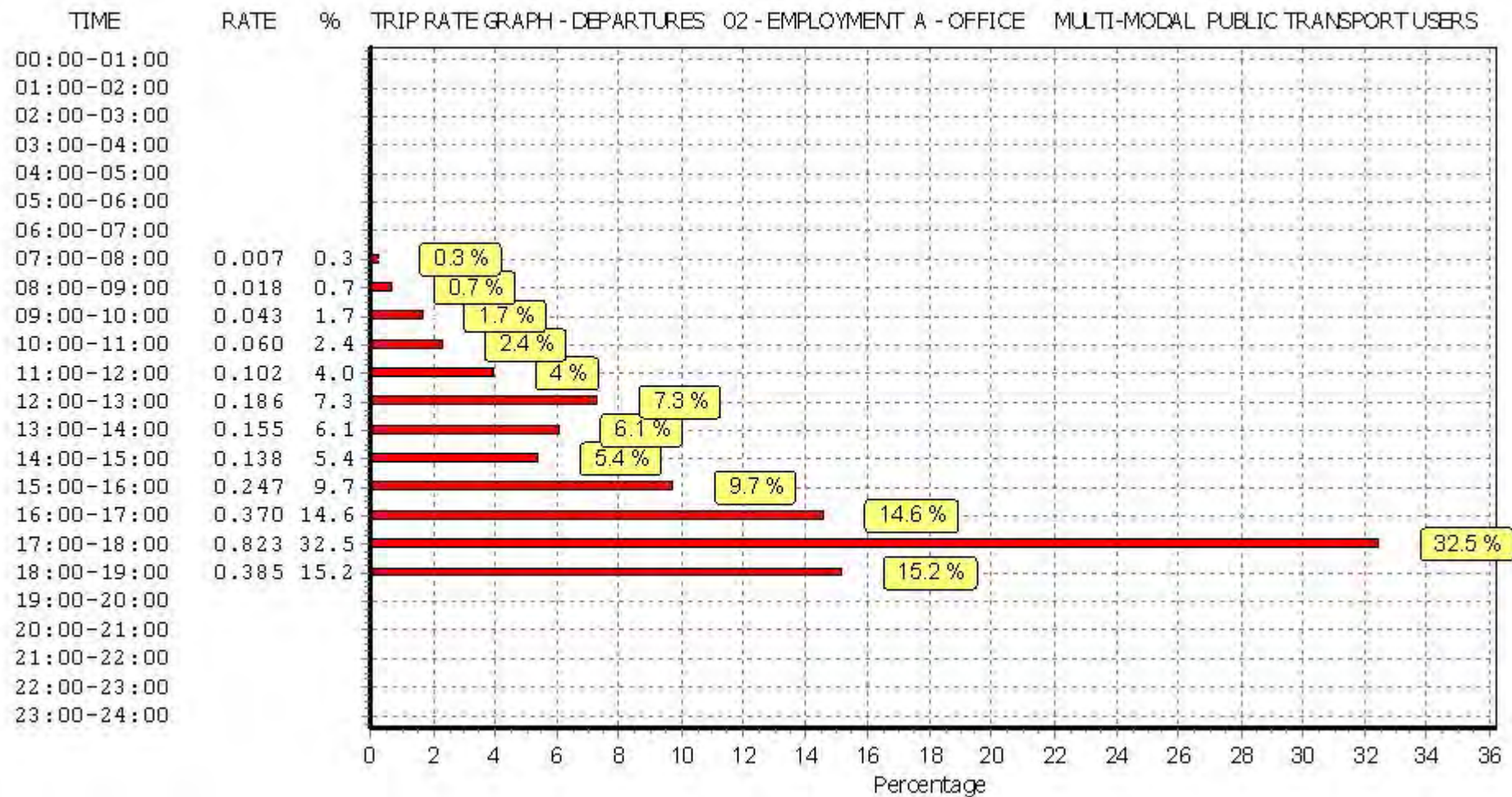
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.277	18	7548	0.007	18	7548	0.284
08:00 - 09:00	18	7548	0.903	18	7548	0.018	18	7548	0.921
09:00 - 10:00	18	7548	0.672	18	7548	0.043	18	7548	0.715
10:00 - 11:00	18	7548	0.186	18	7548	0.060	18	7548	0.246
11:00 - 12:00	18	7548	0.111	18	7548	0.102	18	7548	0.213
12:00 - 13:00	18	7548	0.100	18	7548	0.186	18	7548	0.286
13:00 - 14:00	18	7548	0.113	18	7548	0.155	18	7548	0.268
14:00 - 15:00	18	7548	0.071	18	7548	0.138	18	7548	0.209
15:00 - 16:00	18	7548	0.059	18	7548	0.247	18	7548	0.306
16:00 - 17:00	18	7548	0.076	18	7548	0.370	18	7548	0.446
17:00 - 18:00	18	7548	0.041	18	7548	0.823	18	7548	0.864
18:00 - 19:00	18	7548	0.015	18	7548	0.385	18	7548	0.400
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.624			2.534			5.158

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.

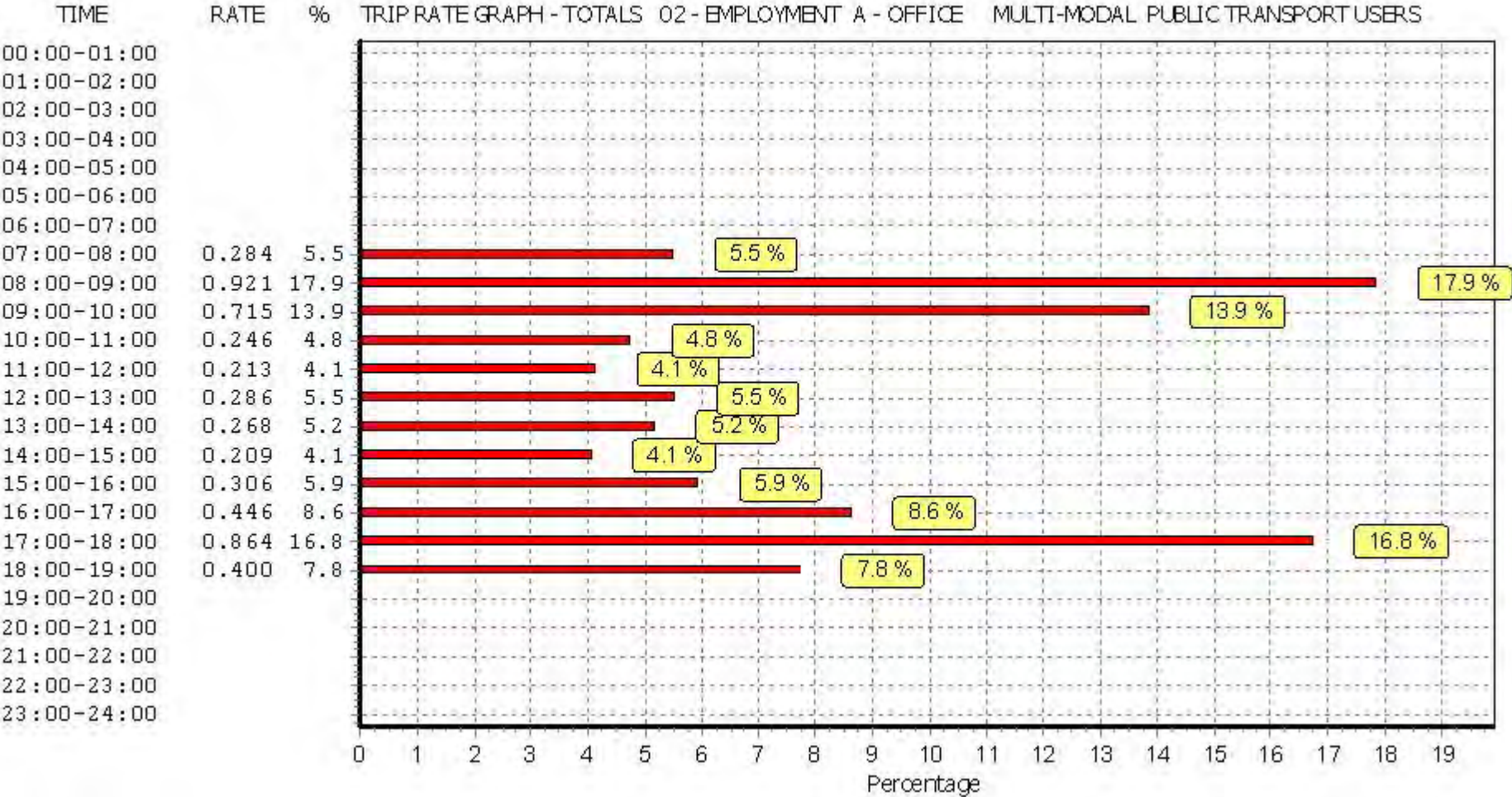
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

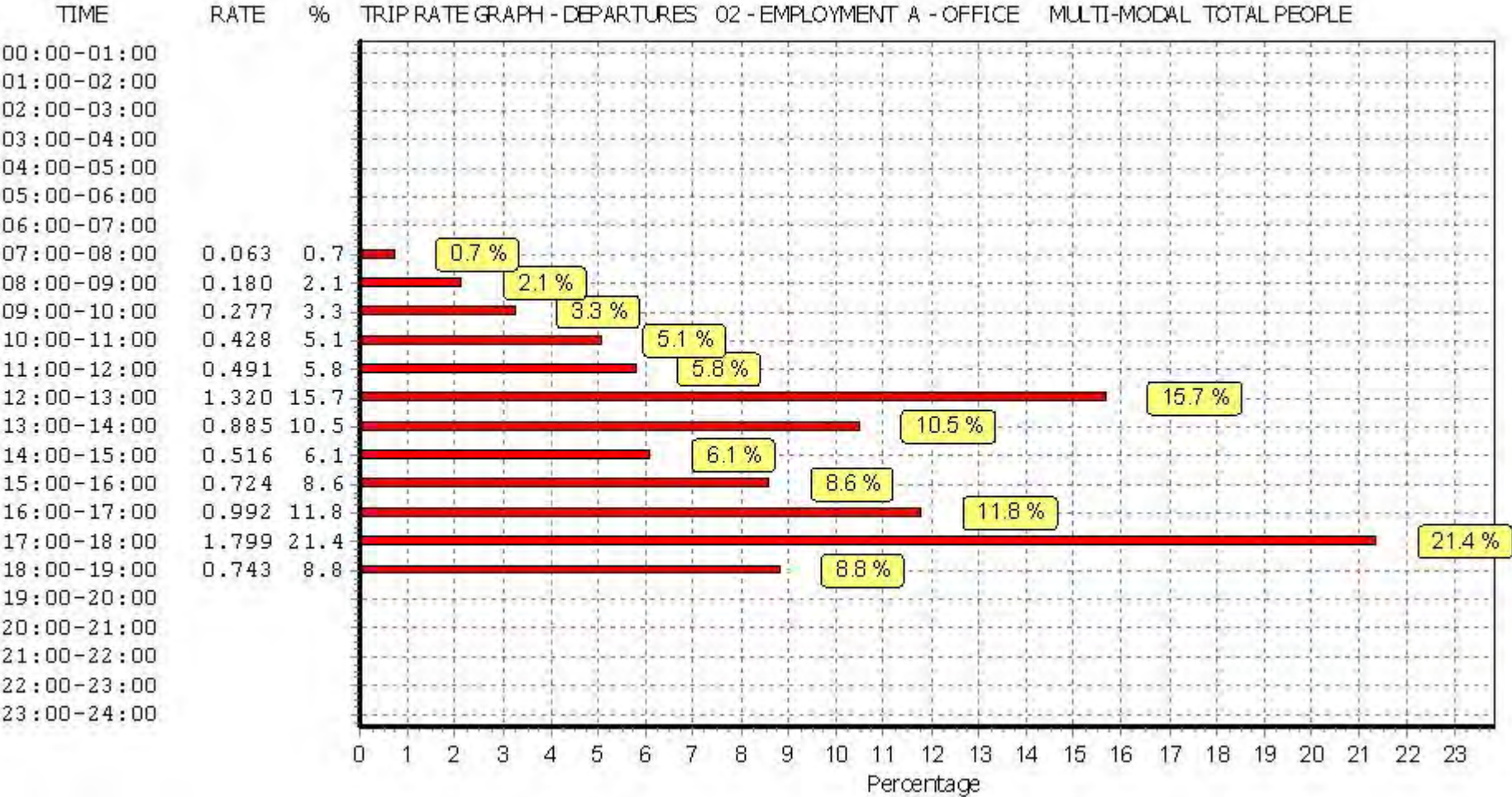
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.765	18	7548	0.063	18	7548	0.828
08:00 - 09:00	18	7548	1.961	18	7548	0.180	18	7548	2.141
09:00 - 10:00	18	7548	1.446	18	7548	0.277	18	7548	1.723
10:00 - 11:00	18	7548	0.643	18	7548	0.428	18	7548	1.071
11:00 - 12:00	18	7548	0.439	18	7548	0.491	18	7548	0.930
12:00 - 13:00	18	7548	0.920	18	7548	1.320	18	7548	2.240
13:00 - 14:00	18	7548	1.100	18	7548	0.885	18	7548	1.985
14:00 - 15:00	18	7548	0.550	18	7548	0.516	18	7548	1.066
15:00 - 16:00	18	7548	0.292	18	7548	0.724	18	7548	1.016
16:00 - 17:00	18	7548	0.251	18	7548	0.992	18	7548	1.243
17:00 - 18:00	18	7548	0.135	18	7548	1.799	18	7548	1.934
18:00 - 19:00	18	7548	0.066	18	7548	0.743	18	7548	0.809
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.568			8.418			16.986

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.

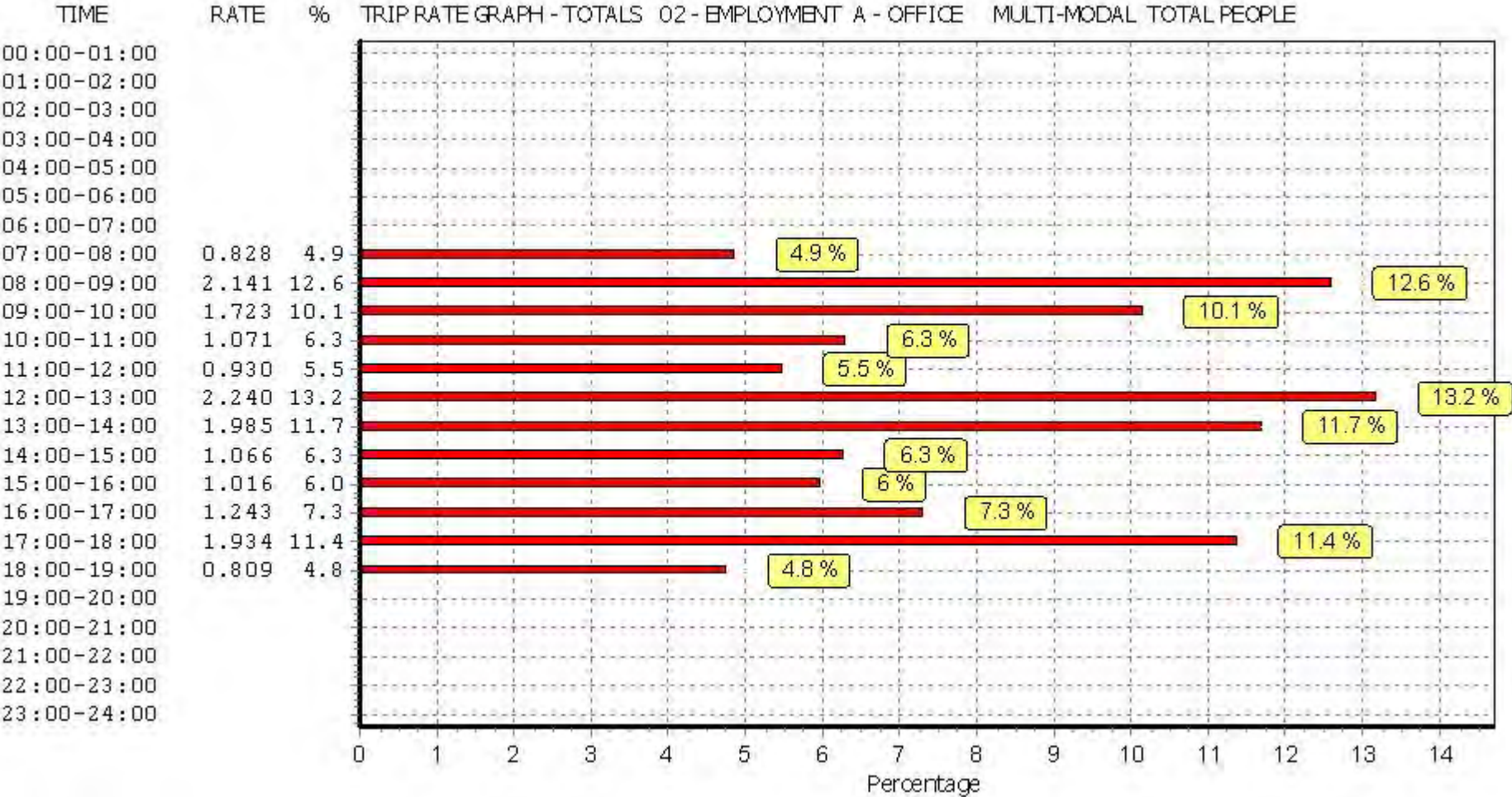
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



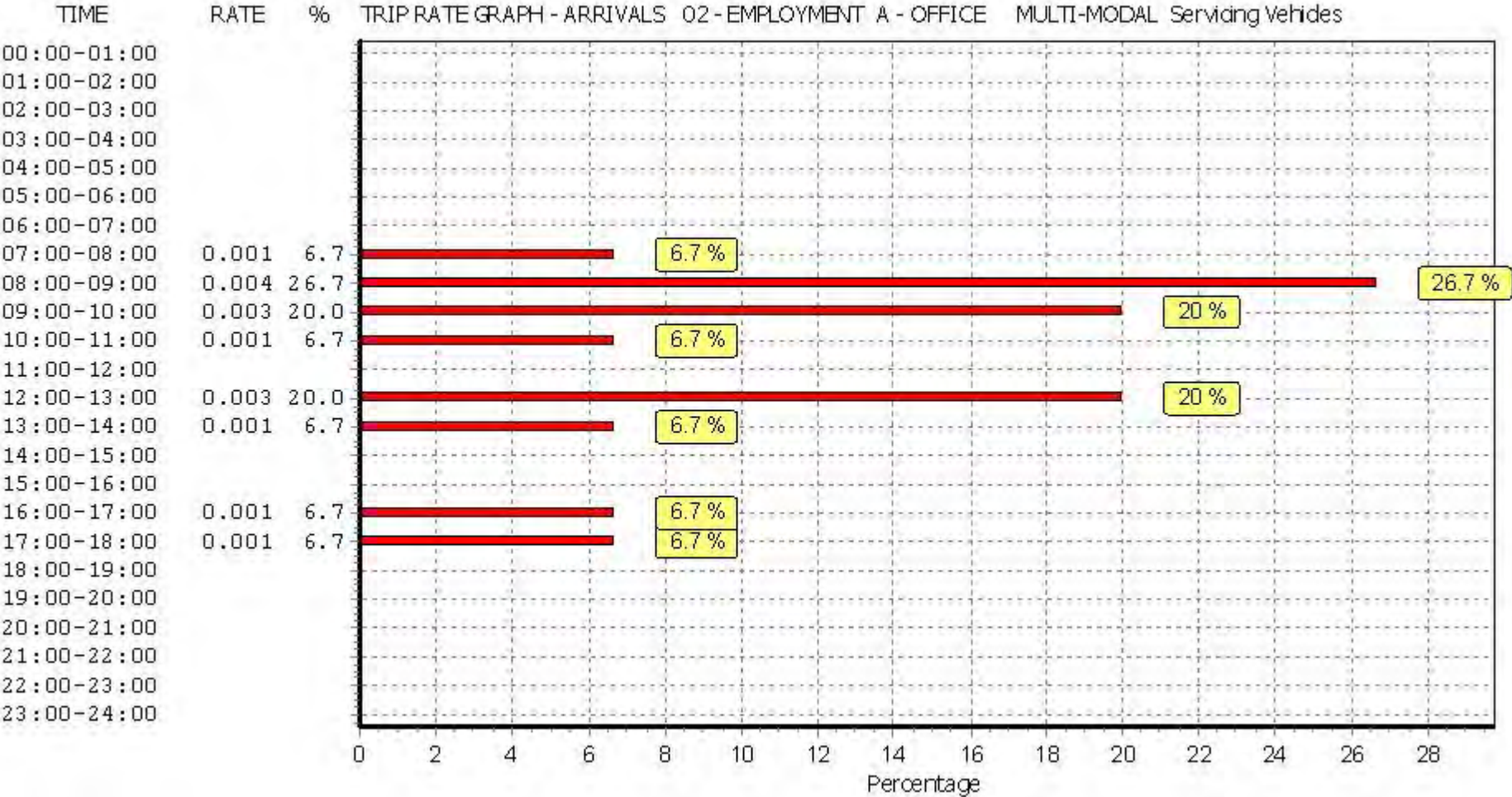
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

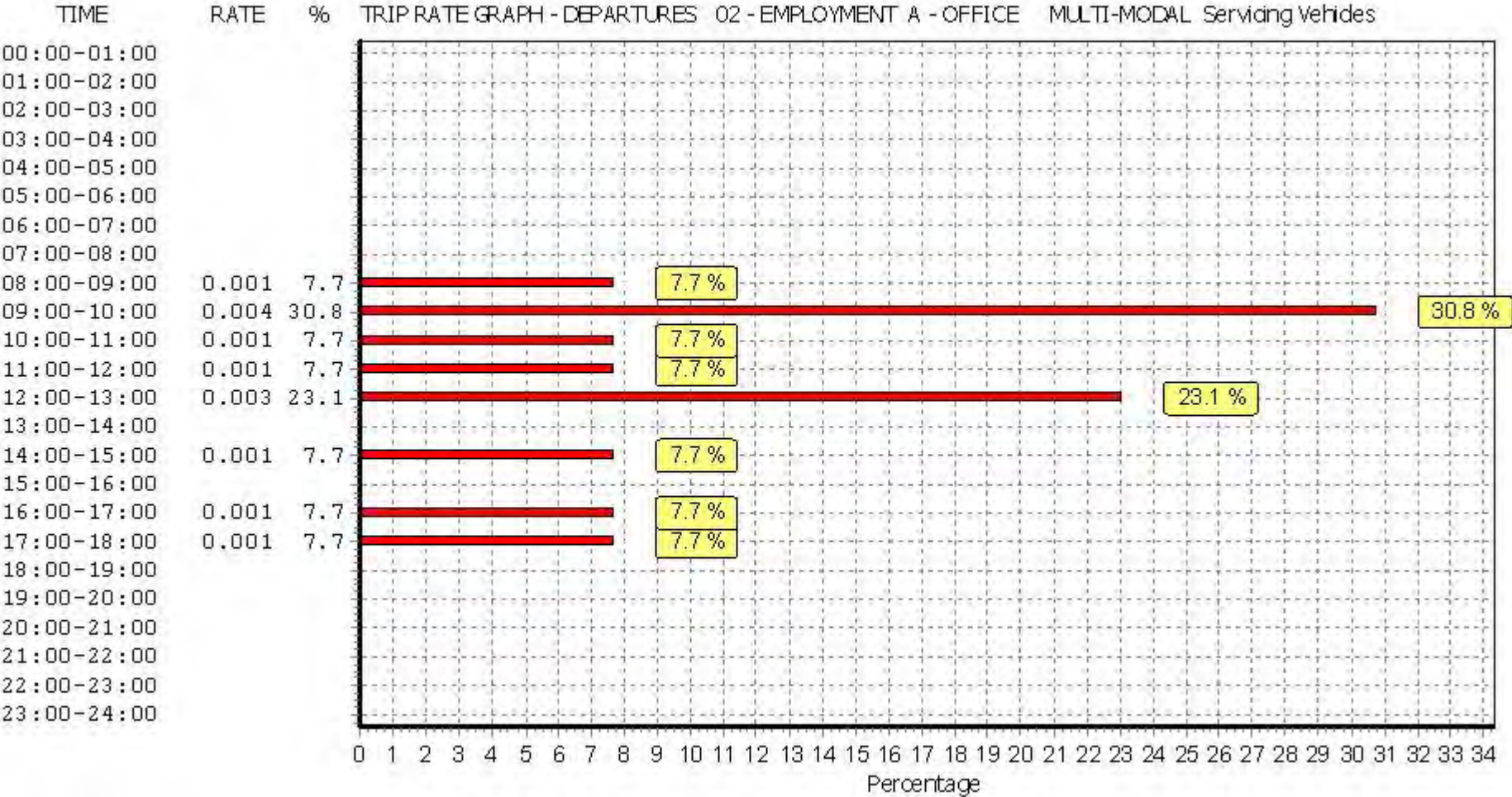
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	7548	0.001	18	7548	0.000	18	7548	0.001
08:00 - 09:00	18	7548	0.004	18	7548	0.001	18	7548	0.005
09:00 - 10:00	18	7548	0.003	18	7548	0.004	18	7548	0.007
10:00 - 11:00	18	7548	0.001	18	7548	0.001	18	7548	0.002
11:00 - 12:00	18	7548	0.000	18	7548	0.001	18	7548	0.001
12:00 - 13:00	18	7548	0.003	18	7548	0.003	18	7548	0.006
13:00 - 14:00	18	7548	0.001	18	7548	0.000	18	7548	0.001
14:00 - 15:00	18	7548	0.000	18	7548	0.001	18	7548	0.001
15:00 - 16:00	18	7548	0.000	18	7548	0.000	18	7548	0.000
16:00 - 17:00	18	7548	0.001	18	7548	0.001	18	7548	0.002
17:00 - 18:00	18	7548	0.001	18	7548	0.001	18	7548	0.002
18:00 - 19:00	18	7548	0.000	18	7548	0.000	18	7548	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

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.

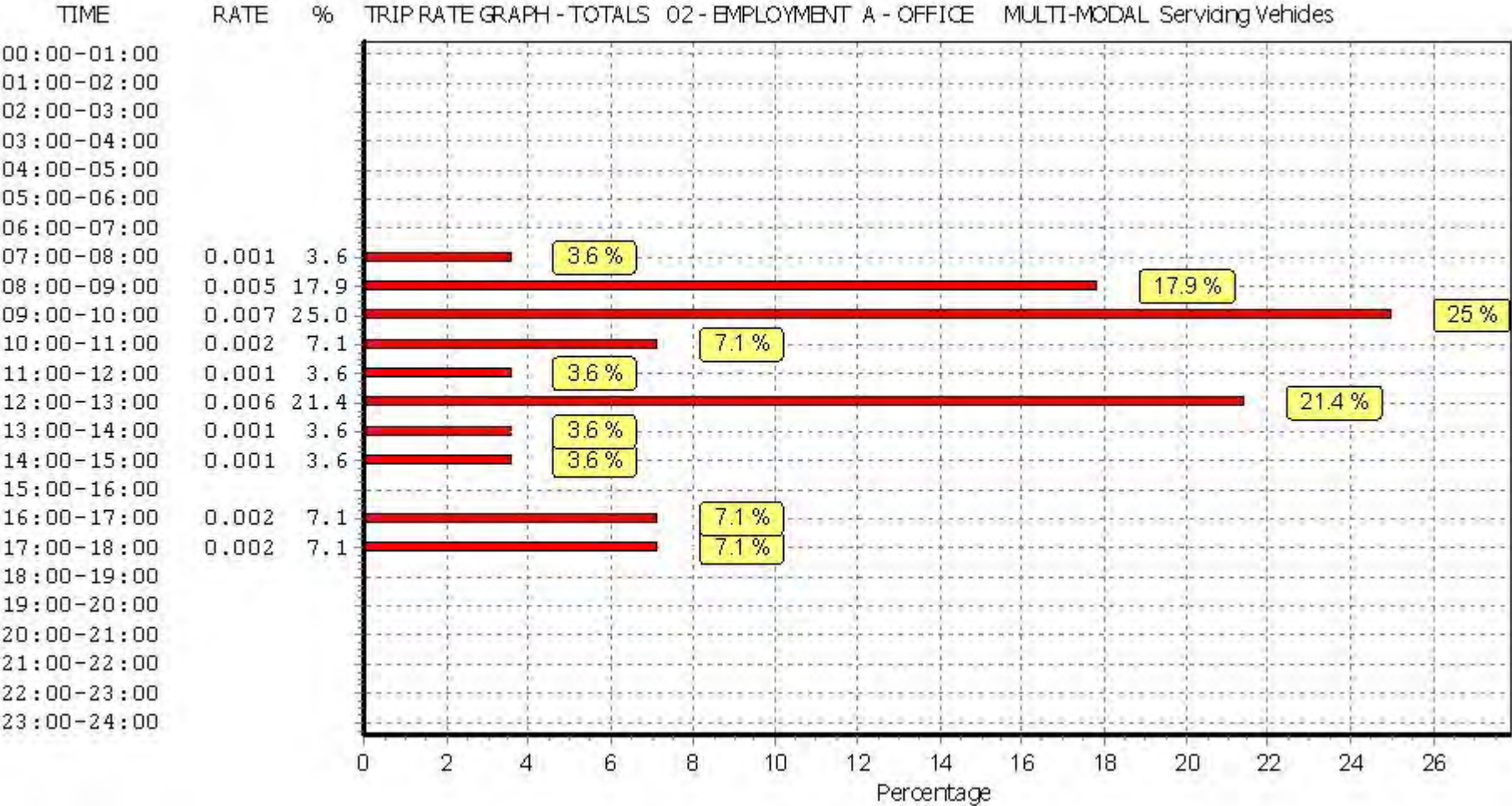
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix D TRICS Outputs – Proposed Residential

Calculation Reference: AUDIT-706701-210201-0241

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	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: No of Dwellings
 Actual Range: 40 to 146 (units:)
 Range Selected by User: 6 to 200 (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: 01/01/12 to 06/03/20

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	5

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

Selected Location Sub Categories:

Built-Up Zone	6
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3

7 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:

10,001 to 15,000

1 days

15,001 to 20,000

1 days

25,001 to 50,000

5 days

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

Population within 5 miles:

50,001 to 75,000

2 days

75,001 to 100,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

500,001 or More

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

3 days

1.1 to 1.5

4 days

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

Travel Plan:

Yes

3 days

No

4 days

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

PTAL Rating:

No PTAL Present

6 days

3 Moderate

1 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS	BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	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
3	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
4	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	HO-03-C-02 HIGH STREET BRENTFORD	BLOCK OF FLATS	HOUNSLOW
	Town Centre Built-Up Zone Total No of Dwellings:	86	
	Survey date: WEDNESDAY	03/09/14	Survey Type: MANUAL
6	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
7	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-C-02	not suitable
SF-03-C-01	too dense

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	7	84	0.042	7	84	0.134	7	84	0.176
08:00 - 09:00	7	84	0.048	7	84	0.153	7	84	0.201
09:00 - 10:00	7	84	0.056	7	84	0.063	7	84	0.119
10:00 - 11:00	7	84	0.051	7	84	0.065	7	84	0.116
11:00 - 12:00	7	84	0.066	7	84	0.070	7	84	0.136
12:00 - 13:00	7	84	0.078	7	84	0.081	7	84	0.159
13:00 - 14:00	7	84	0.068	7	84	0.076	7	84	0.144
14:00 - 15:00	7	84	0.058	7	84	0.066	7	84	0.124
15:00 - 16:00	7	84	0.078	7	84	0.048	7	84	0.126
16:00 - 17:00	7	84	0.119	7	84	0.059	7	84	0.178
17:00 - 18:00	7	84	0.161	7	84	0.098	7	84	0.259
18:00 - 19:00	7	84	0.146	7	84	0.087	7	84	0.233
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.971			1.000			1.971

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

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

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Parameter summary

Trip rate parameter range selected:	40 - 146 (units:)
Survey date range:	01/01/12 - 06/03/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	7	84	0.080	7	84	0.377	7	84	0.457
08:00 - 09:00	7	84	0.102	7	84	0.460	7	84	0.562
09:00 - 10:00	7	84	0.114	7	84	0.161	7	84	0.275
10:00 - 11:00	7	84	0.134	7	84	0.149	7	84	0.283
11:00 - 12:00	7	84	0.146	7	84	0.144	7	84	0.290
12:00 - 13:00	7	84	0.178	7	84	0.194	7	84	0.372
13:00 - 14:00	7	84	0.182	7	84	0.183	7	84	0.365
14:00 - 15:00	7	84	0.146	7	84	0.166	7	84	0.312
15:00 - 16:00	7	84	0.256	7	84	0.144	7	84	0.400
16:00 - 17:00	7	84	0.340	7	84	0.158	7	84	0.498
17:00 - 18:00	7	84	0.419	7	84	0.238	7	84	0.657
18:00 - 19:00	7	84	0.375	7	84	0.190	7	84	0.565
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.472			2.564			5.036

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.