

Mount Pleasant, Reading

Site Assessment

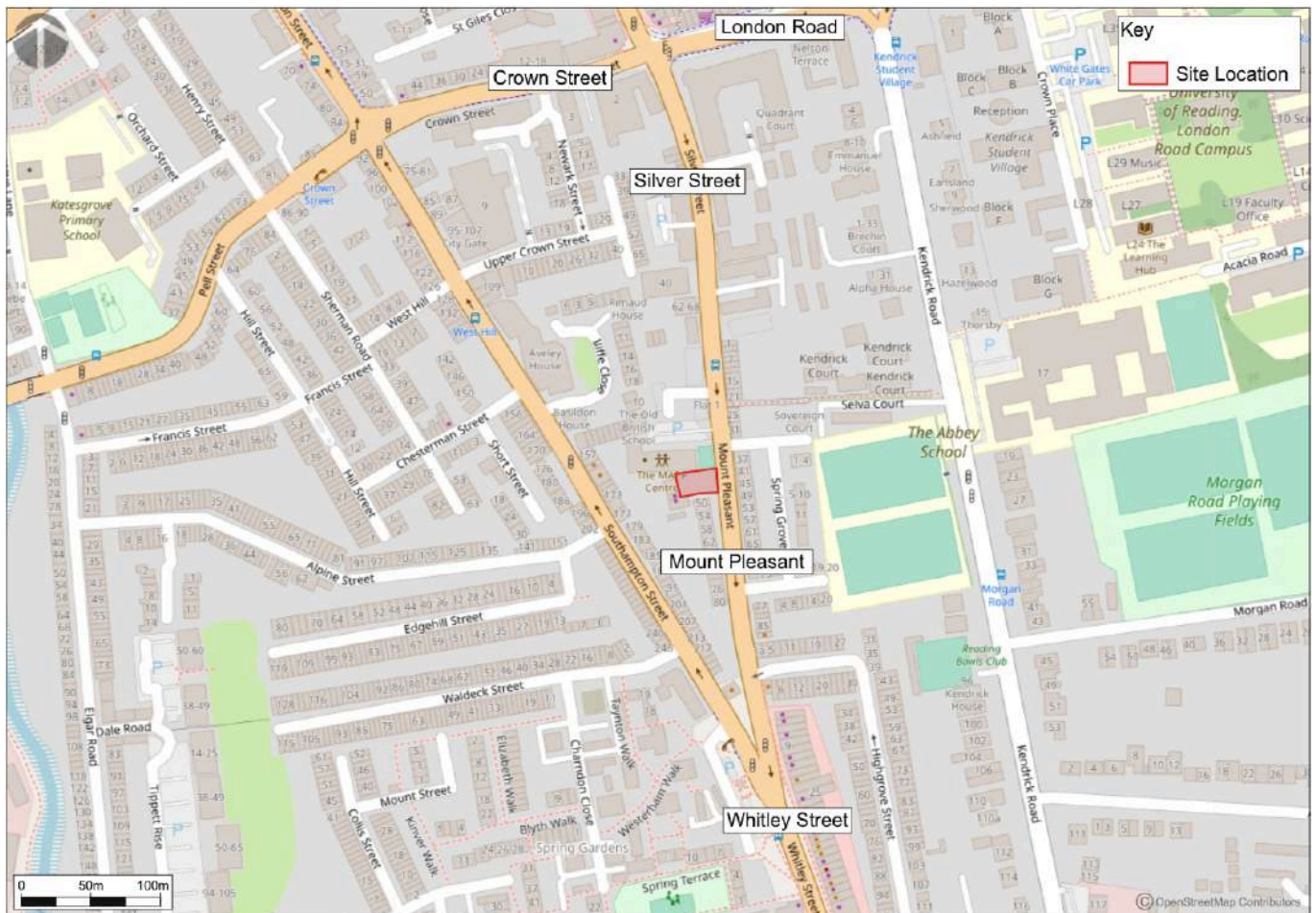
Client:	Mr Nigel Flawn	Job No	J325843
Date:	11 June 2021	Approved by:	CS
Prepared by:	RJM		

1. Introduction

1.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of Mr Nigel Flawn. It relates to planning consent sought for the redevelopment of a car repair garage to provide six residential houses (Use Class C3).
- 1.1.2 The application site is accessed from Mount Pleasant, which is a one-way road, with vehicles required to travel south on the highway. The location of the site is illustrated in **Figure 1.1**.
- 1.1.3 The development is proposed as 'car free' and is neighboured by a listed building, providing office space, which is occupied. The six residential houses will be fronted by a shared surface access road which will provide separation between the proposed development and the listed building. The proposed site layout is provided in **Appendix A**.
- 1.1.4 A pre-application has been made for the site, the response to which has outlined a number of comments related to highways, which this TN will address.

Figure 1.1 Site Location



1.2 Existing Site Information

- 1.2.1 Currently, the application site operates as a car repair garage and also includes an allowance of parking for the neighbouring listed building (No. 50 Mount Pleasant), which contains office space. The proposed development will result in the car repair garage ceasing trading.
- 1.2.2 Pedestrian access is currently provided to the rear of No. 50 Mount Pleasant, through the existing site. This will be retained as part of the development proposals.

2. Proposed Access Arrangements

2.1 Site Access

- 2.1.1 The existing access to the site is provided via a dropped kerb crossover arrangement. Access to the proposed development will continue to be taken from the A327 Mount Pleasant as per existing conditions.

- 2.1.2 The A327 Mount Pleasant is a one-way road and continues, to become the A327 Whitley Street, to the south. The A327 Whitley Street connects to the ongoing highway network via a roundabout between the A327 Christchurch Road, the B3031 Whitley Street and the A327 Whitley Street, to the south. Vehicles travelling to the site will join Mount Pleasant via a signalised junction to the north of the site, between the A4 London Road, the A4 Crown Street, the A327 London Street and the A327 Silver Street (which becomes Mount Pleasant approximately 100m to the north of the site).
- 2.1.3 Mount Pleasant is subject to a speed limit of 30mph with traffic approaching from the north only, due to its one-way status. In line with this, a visibility splay of 43m, set 2.4m back from the edge of the carriageway is achievable to the north of the site access, as demonstrated on [mode drawing 325843 001](#), attached in [Appendix B. mode drawing 325843 001](#) also identifies the width of the access road and crossover access arrangement.
- 2.1.4 The design of the application site layout and access futureproofs the site to allow the potential for parking provision to come forward, which would be associated with the neighbouring office use (No. 50 Mount Pleasant). Any proposal for parking associated with the neighbouring office use would be located to the rear of No. 50 and would not be allocated to the residential properties.
- 2.1.5 As such, the proposed access will be 4.1m wide, to ensure any cars exiting the site will be able to pass another car accessing the site. This width will reduce to a minimum of 3.1m, approximately 15m within the site, to discourage any parking occurring on the access road. Landscaping has been positioned in strategic locations throughout the site to further discourage parking in unspecified locations, preventing hazardous parking activity.
- 2.1.6 Tracking has been undertaken to ensure the parking proposed within the application site is accessible for a car. This is demonstrated on [mode drawing 325843 001](#), provided in [Appendix B](#).
- 2.1.7 Pedestrian and cyclist access to the site will be provided through the proposed continuation of the existing crossover access. The shared surface within the site will provide access to the proposed dwellings for pedestrians and cyclists.
- 2.1.8 The shared surface within the site will also be available for use by pedestrians requiring access to the rear of No. 50.

2.2 Delivery and Servicing Arrangements

- 2.2.1 Refuse collection will be undertaken as per existing arrangements for other residential properties on Mount Pleasant, with collections taking place on-street from Mount Pleasant. The proposed bin store will be located to the north-east of the application site and therefore carry distances for refuse collection operatives will be within the recommended 25m distance outlined in Manual for Streets (para. 6.8.9).
- 2.2.2 Other servicing and delivery requirements of the proposed houses will be undertaken from Mount Pleasant, as per the arrangements for existing properties in the vicinity of the site. On-street parking bays are located along the eastern side of Mount Pleasant which can be utilised by delivery vehicles. The existing restrictions on the parking bays allow vehicles to park for up to two hours, between the hours of 8am-8pm.

3. Proposed Parking Provision

3.1 Proposed Car Parking

- 3.1.1 The development is proposed as 'car-free' which is deemed appropriate for the size and location of the development, in close proximity to sustainable transport infrastructure. As detailed in [Section 4](#), prospective residents will be afforded excellent access to frequent bus and rail services within a short walking distance, serving a variety of destinations. Additionally, the comprehensive pedestrian and cycle infrastructure connecting the site enables residents to readily travel by foot or cycle. It is therefore considered that the site is well placed to be promoted as a 'car free' development.
- 3.1.2 Furthermore, the principle for 'car free' development within the local area has been established by RBC and this is demonstrated by the Full Planning Approval granted for a similar residential development (planning ref. 171477) located to the south of the application site at 125 Highgrove Street, Reading RG1 5EJ. The permission granted approval for a total of 8 dwellings and is located within Zone 2, Primary Core Area, of the Revised Parking Standards and Reading Design SPD, within the same Primary Core Area Zone as the application site. On this basis, and given the site's excellent accessibility credentials, it is considered that the 'car free' nature of the proposed development is suitable.
- 3.1.3 Whilst the development is proposed as 'car free', disabled parking and visitor parking is to be provided as part of the development proposals. The provision of the parking bays will allow vehicles to park within the application site, without encroaching onto Mount Pleasant and to help avoid hazardous parking activity.

- 3.1.4 The accessible parking bay and standard parking bay will be provided within the curtilage of the application site, to ensure suitable provision for disabled residents or visitors.
- 3.1.5 The accessible parking bay will be provided with dimensions of 4.8m x 2.4m with an additional 1.2m accessibility zone on the western side of the bay, as well as 1.2m of available clearance space to the rear of the bay. The standard parking bay will measure 4.8m x 2.4m and will include an electric vehicle charging point. The dimensions of the parking bays are in line with guidance set out in MfS and in accordance with the RBC Parking Standards and Design SPD. The orientation of the parking bays, parallel to Mount Pleasant, ensure that no part of the vehicle will overhang the footway and allow for landscaping and tree planting as part of the development proposals, as well as sufficient space for clearance surrounding the accessible bay.
- 3.1.6 The Reading Borough Local Plan (RBLP) states within TR5 Car and Cycle Parking and Electric Vehicle Charging: *“Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.”*
- 3.1.7 The RBLP also states, with regard to Electric Vehicle (EV) parking: *“All new houses with dedicated off-street parking should provide charging points”.*
- 3.1.8 The Reading Borough Council (RBC) Revised Parking Standards and Design Supplementary Planning Document (RPS) specifies that a maximum of 1 visitor parking bay should be provided per 10 dwellings, for properties within Zone 2, in which the application site is located. This standard is specified for *“Flats only”*, deemed appropriate for the proposed ‘car free’ development, given the houses will not have allocated parking.
- 3.1.9 As previously noted, a visitor parking bay will be located to the east of the site which will also be provided with an EV charging point, in line with the sustainable nature of the proposed development and the RBC RPS document, which encourages provision of EV parking.

3.2 Proposed Cycle Parking

- 3.2.1 The RBC RPS specifies that cycle parking should be provided for all houses, with parking availability for a minimum of 1 cycle for 1 bed houses and parking availability for a minimum of 2 cycles for 2 bed houses, or larger.
- 3.2.2 To accord with the RBC RPS, cycle parking will be provided by way of a shed in each of the gardens of the dwellings, capable of storing two bicycles. This is in line with the RBC RPS document and further enhances the sustainable transport accessibility of the application site.

4. Accessibility by Sustainable Travel Modes

4.1 Pedestrian and Cycle Accessibility

- 4.1.1 The location of the application site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to local amenities, Reading town centre, nearby bus stops and Reading railway station.
- 4.1.2 The application site is well located for access on foot. Reading Town Centre is located within 800m of the site, with a wide variety of facilities and amenities available to residents.
- 4.1.3 Continuous, lit, footway provision allows ease of access to the surrounding area, with signalised pedestrian crossings located in suitable positions, on pedestrian desire lines, to aid pedestrian access to the town centre and other locations within the local area.
- 4.1.4 A parade of shops and other amenities is located to the south of the application site, on Whitley Street, which is accessible via the existing footway network. A signalised pedestrian crossing is positioned approximately 180m to the south of the site access, providing opportunity for pedestrians to access the eastern side of the highway and the facilities on Whitley Street.
- 4.1.5 To the north of the application site, a series of signalised pedestrian crossings provides access to the eastern side of the highway, as well as further north, towards the centre of town.
- 4.1.6 A designated cycle lane is provided along the length of Mount Pleasant, and Silver Street, which provides good accessibility to the application site by cycle. Further north, on the A327 London Street, a shared bus lane / cycle lane is provided, which allows cyclists to access the site from the town centre. For access towards the town centre, a designated cycle lane is provided on the A327 Southampton Street, which is located to the west of the application site.
- 4.1.7 Shared bus lane / cycle lanes are prevalent throughout Reading, which provide options for cyclists to access various other areas within Reading.

4.2 Public Transport Accessibility

- 4.2.1 The location of the application site provides access to southbound bus services via bus stops located on Silver Street, approximately 80m to the north of the site. For northbound services, bus stops are available approximately 250m to the south of the site, on Whitley Street. A summary of services available from these stops is demonstrated in **Table 4.1**.

Table 4.1 Summary of Bus Services

Service No.	Route	Freq. (Mon – Fri)	Freq. (Sat)	Freq. (Sun)
5 (Emerald)	Reading – Whitley Wood	Every 10 mins	Every 20 mins	Every 30 mins
6 (Emerald)	Reading – Whitley Wood	Every 15 mins	Every 20 mins	Every 30 mins
7 (Tiger)	Reading – Swallowfield - Fleet	Hourly	Hourly	Every other hour

4.2.2 Additional bus services can be accessed within an 800m walking distance from the application site, on London Road and Kendrick Road, providing prospective residents with access to additional destinations such as Earley, Lower Earley, Wokingham and Spencers Wood. Numerous other bus services, providing access to various towns and villages surrounding Reading, are available from stops located within the town centre.

4.2.3 Reading Railway Station is a major transport hub, providing direct links to various towns and cities nationally. The railway station is accessible on foot, cycle and via bus. The approximate walking distance from the application site to the railway station is approximately 1.2km, equivalent to a 15-minute walk time. Bus services from Whitley Street connect to the closest stop to the railway station, on Station Road, in approximately 9 minutes. The journey time from the Station Road to Silver Street is approximately 5 minutes.

4.2.4 The location of the site reflects requirements of the NPPF and local policy to ensure that patterns of growth make the fullest possible use of walking, cycling and public transport. Overall, the location of the application site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce prospective residents' reliance on the private car.

5. Development-Related Trip Generation

5.1 Overview

5.1.1 Multi-modal trip rates have been obtained from the TRICS database to determine the potential trip generational characteristics of the proposed residential use, using the sub-category 'Houses Privately Owned'.

5.1.2 To derive a representative mode share for the site location, localised data from the 2011 Census dataset 'method of travel to work' for the Reading 014D Lower Super Output Areas (LSOA) has been obtained. The mode share data is provided for reference in [Appendix C](#).

5.1.3 It should be acknowledged that there are no surveyed sites on the TRICS database that are 'car free' and therefore, the vehicle trips identified by the TRICS analysis would instead be associated with the residents/visitors using the accessible parking bay and the EV parking bay and well as shifting to sustainable modes of travel, as per the proposed 'car free' status of the development.

5.2 Proposed Use Class C3 Residential

5.2.1 The total person trip rates and associated movements for the AM and PM peak periods, as well as a daily period, are summarised in **Table 5.1**. The TRICS output is provided for reference in **Appendix D**.

Table 5.1 Proposed Residential Two-way Trip Generation

Mode	Mode Share	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)	
		Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	34%	0.346	2	0.433	3	3.925	24
Vehicle Passenger	3%	0.031	0	0.038	0	0.346	2
Public Transport	26%	0.265	2	0.331	2	3.001	18
Walk	31%	0.316	2	0.394	2	3.579	21
Cycle	4%	0.041	0	0.051	0	0.462	3
Other	2%	0.020	0	0.025	0	0.231	1
Total	100%	1.018	6	1.250	8	9.072	54

5.2.2 **Table 5.1** demonstrates that the proposed residential development has the potential to generate 6 person movements, of which 2 would be vehicular during the AM peak period and 8 person movements, of which 3 would be vehicular during the PM peak period. Over a typical daily period, the proposed residential development has the potential to generate 54 two-way person trips, of which 24 would be vehicular and the remaining trips primarily undertaken on foot or by public transport.

5.2.3 As noted previously, the site is currently occupied by a car repair garage which inherently will generate more vehicle trips compared with a residential development of the scale proposed due to the nature of the operational requirements. Therefore, the proposed residential development will likely result in a net reduction in the number of vehicle trips generated by the site, particularly when considering the car-free status of the proposals which will see the majority of the trips generated by the site being undertaken by sustainable modes of transport.

6. Summary and Conclusion

6.1 Summary

6.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of Mr Nigel Flawn in relation to planning consent sought for the redevelopment of a car repair garage to provide six residential houses accessed from the A327 Mount Pleasant, Reading. In summary, this TN has identified the following:

- The application site is well located in terms of proximity to local amenities, frequent public transport services and established pedestrian / cycle routes which provide excellent opportunity for prospective residents to travel by sustainable means, reducing reliance on travel by private car.
- The development is proposed as 'car free' due to the availability of sustainable transport options within the local area. Furthermore, the precedence of 'car free' residential development, similar to the proposed development, has been established by RBC in the local area. The application site is well placed to connect to existing public transport and pedestrian infrastructure, as well as a variety of facilities and amenities in the local area, including the centre of Reading Town.
- To accord with RBC standards, two parking bays are proposed within the application site, to provide accessible and visitor parking which will include an allowance for EV charging. Vehicle tracking for access to the proposed parking bays has been demonstrated.
- Cycle parking will be provided in the rear garden of each property in accordance with RBC standards.
- The site layout will futureproof for the potential for car parking to be provided to the rear of the neighbouring property, No.50. The shared surface within the site will ensure that vehicular access to the rear of No. 50 can be provided through the site.
- Access will be provided by way of a crossover arrangement onto Mount Pleasant. Suitable visibility is achievable from the access. Servicing and deliveries will take place from Mount Pleasant as is the case for existing properties in the vicinity of the application site.
- The layout of the application site, with strategically placed landscaping, will discourage parking in unspecified areas.
- The car free nature of the development proposals will inherently result in a net reduction in the number of vehicles generated by the site compared with the existing car repair garage and therefore it is considered that the residential scheme will have a negligible impact on the operation of the surrounding highway and transport network.

6.2 Conclusion

- 6.2.1 This TN has demonstrated that the proposed development would deliver a sustainable development that is well placed as a 'car free' arrangement, with accessibility to a wide range of local facilities and amenities.
- 6.2.2 Based on the findings within this TN and in the context of the guidelines within para. 109 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

APPENDIX A

Site Layout



THIS DRAWING IS PREPARED FOR PLANNING SUBMISSION ONLY. THIS DRAWING IS BASED ON SURVEY INFORMATION BY OTHERS.

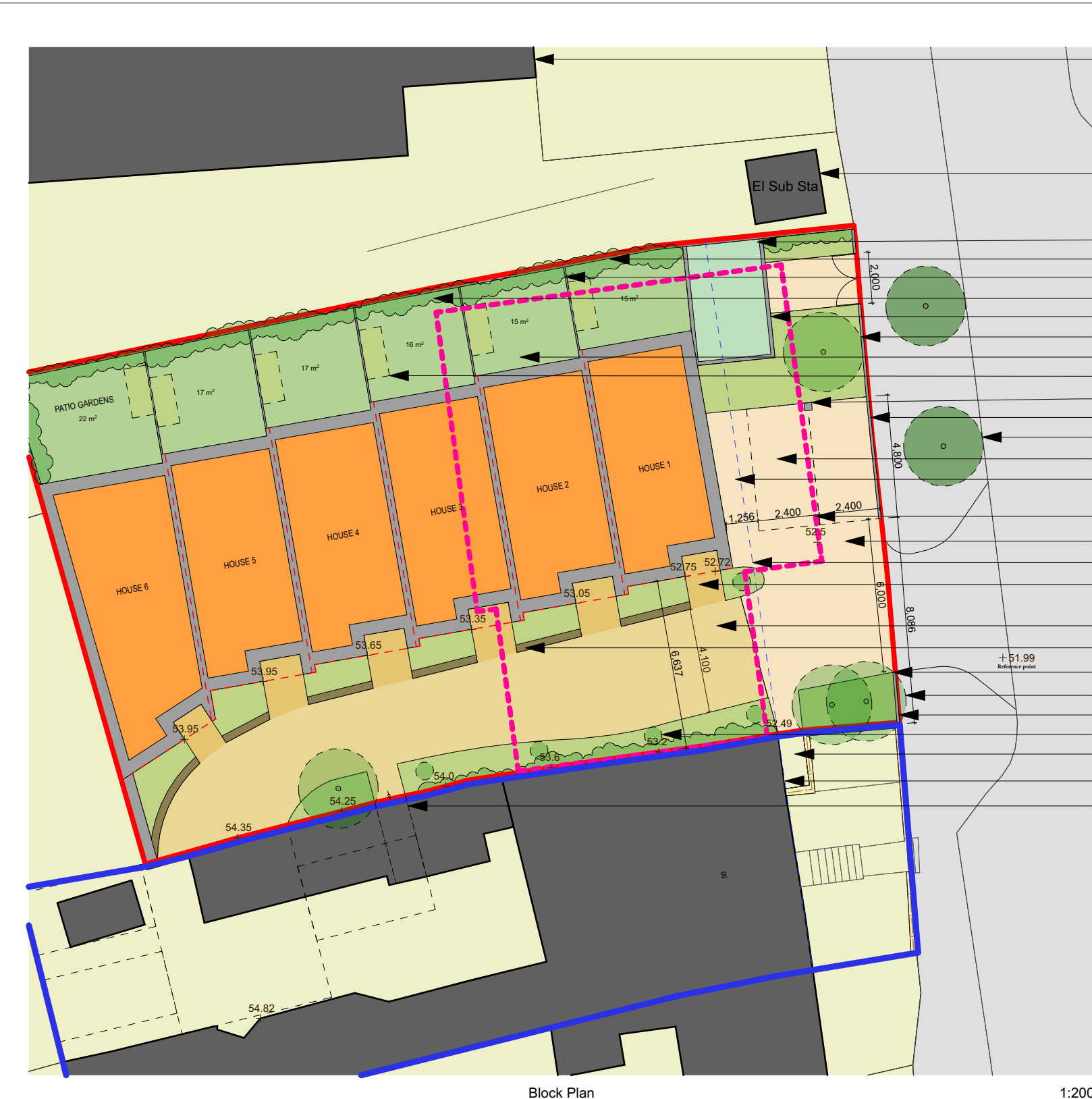
THE PROPOSAL IS SUBJECT TO PLANNING, BUILDING CONTROL, DETAILED DESIGN, CDM, LEGAL INVESTIGATIONS, SURVEY, ETC.

NO STRUCTURAL SURVEY, OR ADVICE HAS BEEN USED IN THE COMPILATION OF THESE DRAWINGS.

AREAS SHOWN ARE APPROXIMATE, AND SUBJECT TO DETAILED DESIGN. NOT FOR CONSTRUCTION.

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Urban grain diagram 1:500



Block Plan 1:200

Perspective views

- Community Centre
 - Electric sub station
 - Green roof (extensive use) over bin and bicycle stores
 - Brick retaining / garden wall (along rear)
 - Close boarded timber fence on brick retaining wall as required
 - Infill gaps retained
 - Shared bin store (010 Combined Floor Plans)
 - Proposed tree to complement existing street trees
 - Private gardens
 - Private bike stores
 - Electric charging point
 - Proposed fence
 - Existing trees to be preserved
 - Disabled parking space
 - Level surface (elevation >1:60)
 - Outline of previous proposal
 - Permeable paving to car park and entrance
 - Eaves line of the listed building extended
 - Level landing in front of the entrance door (1200x1200) with permeable paving
 - Permeable paving to ramps and shared amenity space
 - Low walls to serve as seating in front of private front gardens
 - Soft landscaping locally to provide buffer
 - Proposed trees to delineate shared amenity space
 - Proposed fence
 - Proposed totem pole cypress
 - Existing pedestrian entrance to front of 50 Mount Pleasant basement retained
 - Listed building
 - Existing pedestrian entrance to rear of 50 Mount Pleasant retained
- LOW WALLS TO BE USED AS BENCHES
- LEVEL SURFACE
- SHARED SURFACE

Client
Mr Nigel Flawn

Job title
40-48 Mount Pleasant

Revision
1106121 P2 ACCESS ROAD, BIN STORE AND BIKE STORES UPDATED;
MORE VEGETATION ADDED TO ACCESS ROAD; FRONT GARDENS
INCREASED; LOW WALLS ADDED TO FRONT GARDENS; FENCE ADDED;
PARKING UPDATED; PROPOSED TREE LOCATIONS UPDATED; ELECTRIC
CHARGING POINT LOCATION UPDATED; SOUTH-FACING WINDOWS
REPLACED ON FIRST FLOOR OF HOUSES 2-5;

Drawing Title
Block Plan, Urban Grain, 3D views

Scale
1:200, 1:500 @A2

Project Status
Planning Application

Drawn
GP

Checked
HW

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Project Drawing Revision
2787 002P2

APPENDIX B

mode drawing 325843 001

APPENDIX C

Mode Share Data

QS701EW - Method of travel to work

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population
units
rural urban

All usual residents aged 16 to 74
Persons
Total

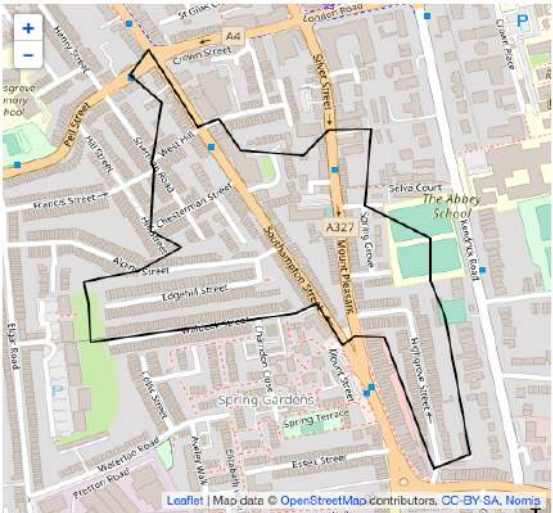
Method of Travel to Work

All categories: Method of travel to work
Total Not including 'Not in employment' or ' Work mainly at or from home'
Work mainly at or from home
Underground, metro, light rail, tram
Train
Bus, minibus or coach
Taxi
Motorcycle, scooter or moped
Driving a car or van
Passenger in a car or van
Bicycle
On foot
Other method of travel to work
Not in employment

E01016379:
Reading 014D

1,481
1,084
25
2
160
122
4
5
372
35
45
337
2
372

Mode	No. 014D	%
Vehicle Driver	372	34%
Vehicle Passenger	35	3%
Public Transport	284	26%
Walk	337	31%
Cycle	45	4%
Other	11	1%
Total	1,084	100%



APPENDIX D

TRICS Output

Calculation Reference: AUDIT-754101-210610-0628

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
06 WEST MIDLANDS	
ST STAFFORDSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	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: 17 to 50 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/13 to 27/09/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
---------------------	---

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

Selected Location Sub Categories:

Residential Zone	4
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 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 2 days

25,001 to 50,000 2 days

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

Population within 5 miles:

5,001 to 25,000 2 days

125,001 to 250,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 2 days

1.1 to 1.5 2 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY PENRITH		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
2	LC-03-A-30	SEMI-DETACHED	LANCASHIRE
	WATSON ROAD BLACKPOOL		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	24	
	Survey date: FRIDAY	14/06/13	Survey Type: MANUAL
3	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	EGERTON ROAD LINCOLN		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
4	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
5	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD WOLVERHAMPTON BLAKENHALL		
	Edge of Town Centre No Sub Category		
	Total No of Dwellings:	17	
	Survey date: FRIDAY	09/05/14	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	5	34	0.155	5	34	0.476	5	34	0.631
08:00 - 09:00	5	34	0.292	5	34	0.726	5	34	1.018
09:00 - 10:00	5	34	0.298	5	34	0.292	5	34	0.590
10:00 - 11:00	5	34	0.262	5	34	0.333	5	34	0.595
11:00 - 12:00	5	34	0.220	5	34	0.262	5	34	0.482
12:00 - 13:00	5	34	0.351	5	34	0.363	5	34	0.714
13:00 - 14:00	5	34	0.304	5	34	0.321	5	34	0.625
14:00 - 15:00	5	34	0.351	5	34	0.357	5	34	0.708
15:00 - 16:00	5	34	0.542	5	34	0.280	5	34	0.822
16:00 - 17:00	5	34	0.595	5	34	0.304	5	34	0.899
17:00 - 18:00	5	34	0.768	5	34	0.482	5	34	1.250
18:00 - 19:00	5	34	0.381	5	34	0.357	5	34	0.738
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.519			4.553			9.072

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.