

PROPOSED CONVERSION OF OFFICES TO RESIDENTIAL

FOUNTAIN HOUSE, READING

Inception (Reading) Sarl (c/o Moorgarth)
Transport Statement

19th July 2021

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Inception (Reading) Sarl (c/o Moorgarth) in respect to their proposed conversion of offices to residential dwellings under permitted development rights at Fountain House, Reading.

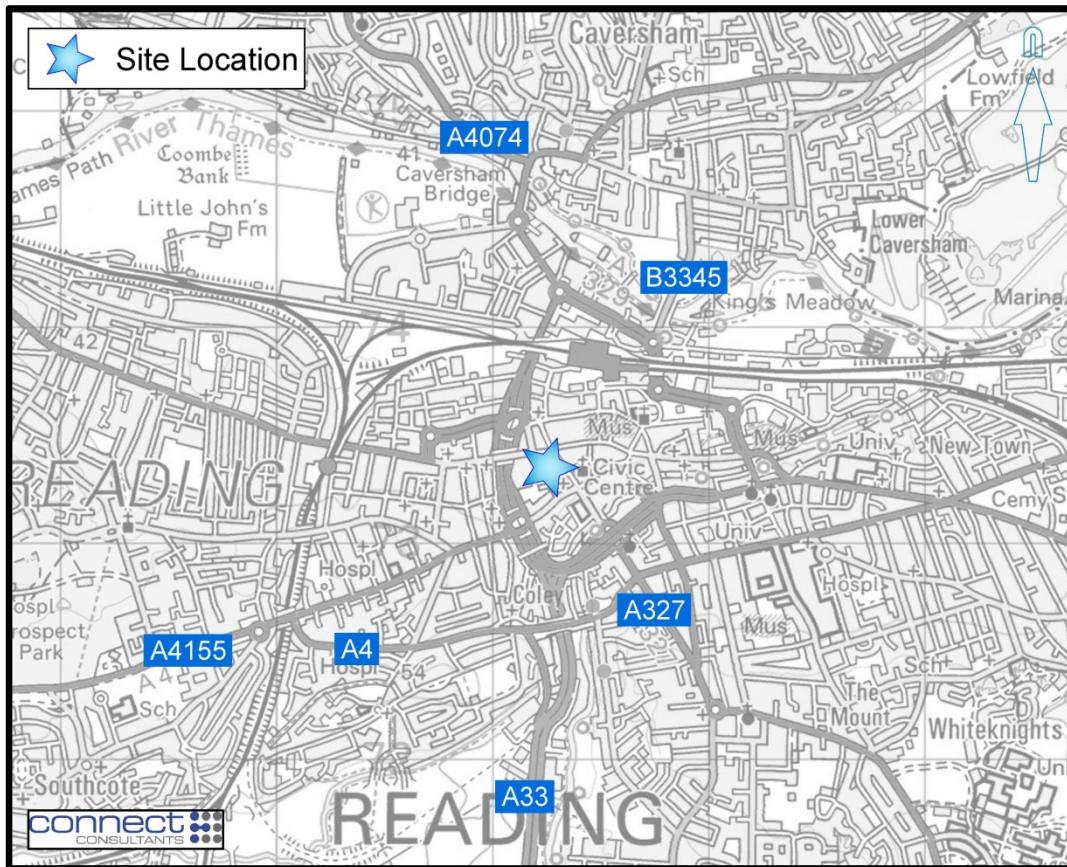
1.2 Overview

- 1.2.1 This transport statement (TS) has been produced to satisfy condition O.2(a) of Part 3 Changes of use – Class O – offices to dwelling houses, of The Town and Country Planning (General Permitted Development) (England) Order, which requires the transport and highways impacts of the development to be determined.
- 1.2.2 The proposals include 48 residential flats in place of the existing c5,479 sq.m. office building, will be car free and will provide 50 secure cycle parking spaces.
- 1.2.3 The site is in a location which is highly accessible by sustainable modes of travel including foot, cycle and public transport. Future residents will benefit from a wide variety of every day destinations being within easy walking distance in Reading City Centre.
- 1.2.4 The proposed conversion of the office space to residential use will lead to a material reduction in the traffic associated with the site.
- 1.2.5 The proposals are unlikely to result in increased demand for parking or servicing, and will comply with adopted cycle parking standards.
- 1.2.6 The proposals are unlikely to lead to harm to the existing operation of the adjoining highway network.

1.3 Site Location

- 1.3.1 The proposal site is part of the Broad Street Mall complex, located in central Reading.
- 1.3.2 The Broad Street Mall site is bound to the north by Oxford Road, east by St Mary's Butts, south by Hosier Street, and west by Queens Walk.
- 1.3.3 The proposal site is a multi-storey office building which is in the north western corner of the Broad Street Mall site, with accommodation from the third floor upwards, and existing stairs and lifts which extend from the top floor to the basement.
- 1.3.4 The Broad Street Mall site includes basement servicing, and a multi storey car park with a total capacity of more than 700 spaces.
- 1.3.5 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

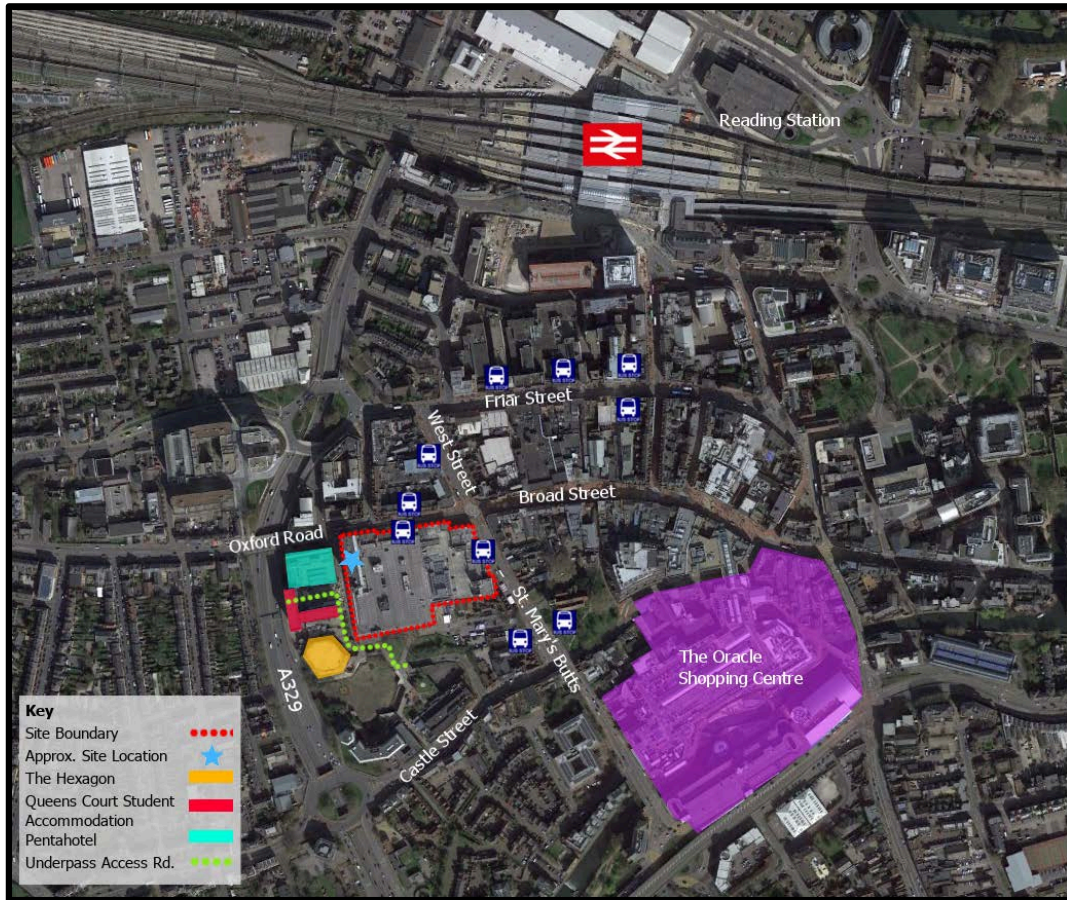
Figure 1.1 – Site Location Plan



Source: Promap

- 1.3.6 The site is located in a largely built up urban area, within the centre of Reading, with a number of destinations for everyday activities in close proximity.
- 1.3.7 A substantial number of retail units, bars and restaurants are located within close proximity of the proposal site, particularly concentrated within Broad Street Mall. Additionally, The Oracle Shopping Centre is located southeast of the site.
- 1.3.8 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google Earth

1.4 Existing Site Use

- 1.4.1 The proposal site is currently occupied by a c5,479 sq.m. office building.
- 1.4.2 Access to the site is provided via the Broad Street Mall car park which connects to the road network via the A329 slip roads, and via Castle Street.
- 1.4.3 At basement level there are approximately 4 existing tenant car parking bays which will be removed.
- 1.4.4 The existing site layout is shown on the plan at Appendix 1.

1.5 Planning Policy

- 1.5.1 This section of the report provides an overview of strategic planning policy at national, regional and local level.

National Planning Policy Framework (NPPF), February 2019

- 1.5.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published in February 2019. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.5.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 106 that,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network."

- 1.5.6 Paragraph 108 addresses how development proposals are to be considered. It sets out that,

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

- 1.5.7 Paragraph 109 states,

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The Town and Country Planning (General Permitted Development) (England) Order 2015 (Amended) (Came into force 15th April 2015)

- 1.5.8 The Town and Country Planning Order sets out various 'permitted development rights'.
- 1.5.9 Permitted development rights come with a number of restrictions and conditions; such as when working within a national park, area of outstanding natural beauty or conservation area. Certain types of permitted development are also still subject to determination of certain factors, such as: highways effect, on-site contamination risk and flood risk. As set out at 'Part 3 (Changes of use)' – 'Class O – offices to dwelling houses': -

“Permitted development

O. Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1 (a) (offices) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwelling houses) of that Schedule.

Development not permitted

O.1 Development is not permitted by Class O if—

- (a) the building is on article 2(5) land;*
- (b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order—*
 - (i) on 29th May 2013, or*
 - (ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use;*
- (c) the use of the building falling within Class C3 (dwelling houses) of that Schedule was begun after 30th May 2016:*
- (d) the site is, or forms part of, a safety hazard area;*
- (e) the site is, or forms part of, a military explosives storage area;*
- (f) the building is a listed building or is within the curtilage of a listed building; or*
- (g) the site is, or contains, a scheduled monument.*

Conditions

O.2 Development under Class O is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

(1)

- (a) transport and highways impacts of the development;*
- (b) contamination risks on the site;*
- (c) flooding risks on the site; and*
- (d) impacts of noise from commercial premises on the intended occupiers of the development,*

and the provisions of paragraph W (prior approval) apply in relation to that application.”

(2) Development under Class O is permitted subject to the following conditions:

- (a) the development must be completed within a period of 3 years starting with the prior approval date; and*
- (b) the developer must apply for a determination under sub-paragraph (1) on or before 31st July 2021.*

Reading Borough Local Plan (adopted November 2019)

1.5.10 Section 4.5 of the Local Plan relates to Transport, and contains policies TR1 – TR5.

1.5.11 TR1: Achieving the Transport Strategy

TR1: ACHIEVING THE TRANSPORT STRATEGY

Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.

1.5.12 The development is in an accessible location.

1.5.13 Local Plan Policy TR1 supporting paragraph 4.5.3 states that, for developments that are likely to have significant transport implications, Travel Plans will be sought. As demonstrated in section 3.0 of this report, the scheme will not result in significant transport implications, therefore no Travel Plan is required.

1.5.14 TR2: Major Transport Projects

TR2: MAJOR TRANSPORT PROJECTS

Priority will be given to the implementation of the major transport projects identified in the Local Transport Plan (or any successor document) and other identified major transport projects. Land required for these projects will be safeguarded where necessary. These will include:

- *Mass Rapid Transit*
- *Park and Ride sites*
- *Green Park station and interchange*
- *Reading West station upgrade*
- *Cow Lane bridges*
- *Crossing of the River Thames*
- *National Cycle Network Route 422*
- *Development of high-quality bus services*

Land to be safeguarded for the following projects is shown on the Proposals Map: southern⁹³ and eastern Mass Rapid Transit route (TR2a), Green Park Station and Interchange (TR2b), Reading West Station (TR2c), Cow Lane Bridges (TR2d) and National Cycle Network Phases 1 and 2 (TR2e).

1.5.15 The application is understood not to affect any of the listed Major Transport Projects

1.5.16 TR3: Access, traffic and highway related matters

TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS

In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.

1.5.17 The proposal utilises existing access infrastructure. The predicted change in traffic flow is not material.

1.5.18 TR4: cycle routes and facilities

TR4: CYCLE ROUTES AND FACILITIES

Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.

1.5.19 Cycle parking is included in the proposal.

1.5.20 TR5: car and cycle parking and electric vehicle charging

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.

Development should make the following provision for electric vehicle charging points:

- All new houses with dedicated off-street parking should provide charging points;*
- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.*

1.5.21 The proposed car parking is suitable in relation to the high accessibility of the location.

Revised Parking Standards and Design SPD (adopted October 2011)

1.5.22 Section 3.0 of the Revised Parking Standards and Design SPD covers the required car parking standards for residential dwellings. The standards are 0.5 spaces per 1 or 2 bed flat, and 1 space per 3+ bed flat. The policy also includes the following:

“Should a developer require fewer spaces than are set out [in the SPD] then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result.”

1.5.23 As is demonstrated in this report, the development is in a sustainable location with the vast majority of everyday destinations within reach via walking, cycling and public transport. The development provides no new car parking and is therefore car free. On this basis, it is difficult to conclude how the development could result in a detriment to parking related highway safety.

1.5.24 Section 5.0 of the Revised Parking Standards and Design SPD covers the minimum cycle parking standards for residential dwellings. The cycle parking provision for the proposed development is outlined at Section 3.0 of this document.

1.6 Report Overview

1.6.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

1.6.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.6.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Site Trip Attraction Data

1.6.4 This report section provides an assessment of the vehicular attraction / generation of the proposed development and its traffic effects.

Section 5.0 Junction Capacity and Collision Analysis

1.6.5 The results of the traffic assessment have been used to inform junction capacity and collision analysis, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary & Conclusions

1.6.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

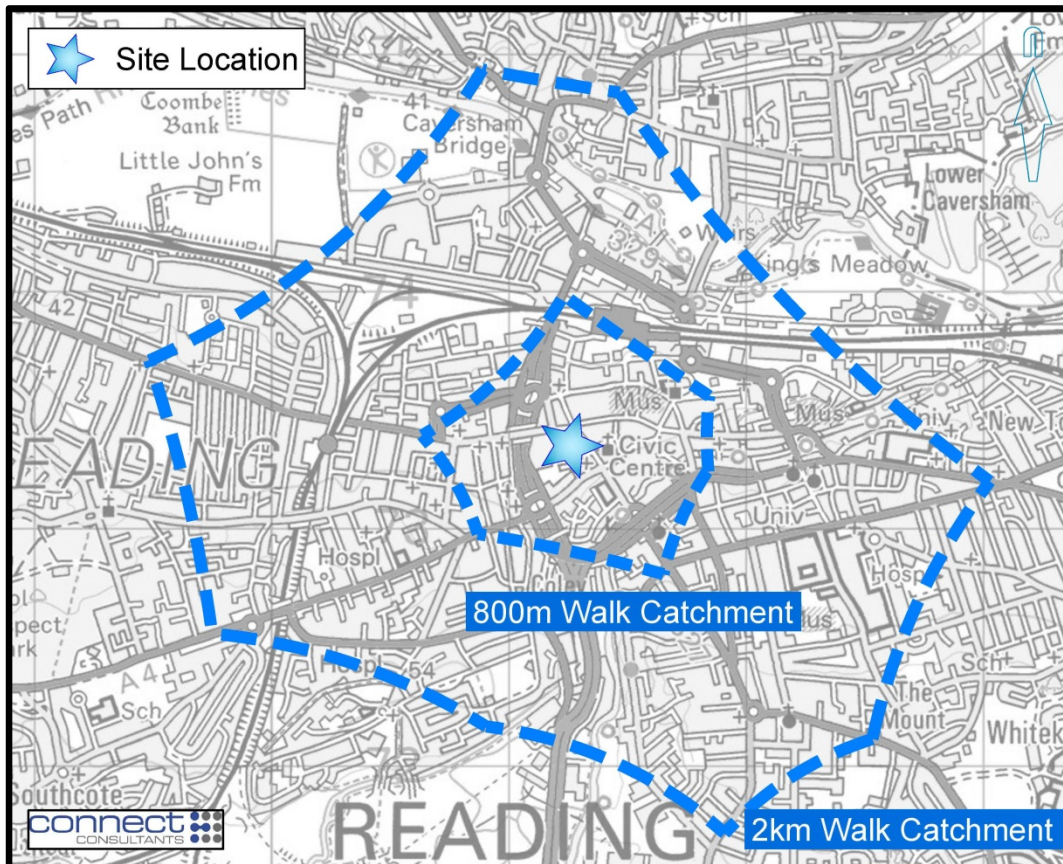
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) has reiterated the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following: -

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment.
- 2.2.6 Based on a maximum walk distance of 800m and 2km, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 800m and 2km Walk Catchment



Source: Promap

- 2.2.7 The walk catchments above indicate that there is a significant built-up area within the walk catchment.
- 2.2.8 Pedestrians are able to access the proposal site from the ground-floor entrance Queen's walk, as well as via the basement access.
- 2.2.9 On its south and west sides, Broad Street Mall is bound by the pedestrianised walkways of Dusseldorf Way and Queen's Walk, respectively. On its north side, the site is bound by Oxford Road and on its east side by St. Mary's Butts, both of which are flanked by existing footways.
- 2.2.10 There is a crossing facility on St. Mary's Butts in the form of a refuge island with dropped kerbs and tactile paving. Crossing facilities are also provided via the Oxford Road / Broad Street / West Street / St. Mary's Butts mini roundabout. Broad Street itself is pedestrianised.
- 2.2.11 Further crossings also include dropped kerbs and tactile paving on Oxford Road and signalised pedestrian crossings on the arms of the St. Mary's Butts / Gun Street / Bridge Street / Castle Street intersection.
- 2.2.12 Additional pedestrian crossing facilities, both signalised and non-signalised, along with pedestrianised areas, are present within the wider area.
- 2.2.13 There are many facilities within walking distance of the site. Table 2.1 below contains a selection of local destinations along with their approximate walk distance from the site.

Table 2.1 – Local Destinations

Destination	Walk distance from the site boundary	Type
The Hexagon	20m	Leisure
Tesco Express	20m	Retail
Reading Minster of St. Mary the Virgin	50m	Religion
Pentahotel	50m	Employment
Reading Magistrates' Court	150m	Employment
St. Mary's Castle Street	150m	Religion
Reading Police Station	150m	Employment
Greyfriars	175m	Religion
Reading Borough Council Building	200m	Employment
The Oracle Shopping Centre	200m	Retail
Sainsbury's Foodstore	240m	Retail
Sainsbury's Foodstore	330m	Retail
Lifespring Church	350m	Religion
Carey Baptist Church	400m	Religion
Chatham Street Surgery	400m	Health
Tesco Express	450m	Retail
Church of S Giles-in-Reading	530m	Religion
Oxford Road Community School	650m	Education
Saint Laurence Church	600m	Religion
Russell Surgery	690m	Health
The Forbury Gardens	700m	Leisure
London Street Surgery	750m	Health
Coley Primary School and Nursery	770m	Education
Civitas Academy	770m	Education
Katesgrove Primary School	800m	Education
Tesco Express	800m	Retail
Victoria Park	800m	Leisure
Abbey Baptist Church	900m	Religion
Coley Park	970m	Leisure
St James R C Church	1km	Religion
Kendrick School	1km	Education
Spire Dunedin Private GP Surgery	1km	Health
King's Meadow	1.1km	Leisure
Kendrick School	1.1km	Education
Deenway Montessori School & Unicity College	1.1km	Education
Christchurch	1.2km	Leisure
The Abbey School	1.5km	Education
Northcroft Leisure Centre	1.5km	Leisure
All Saints Infant School	1.6km	Education
Princes House	1.6km	Health
Pembroke Surgery	1.7km	Health
St John's C of E Primary School	1.7km	Education
Royal Berkshire Hospital	1.8km	Health
The Abbey Junior School	1.8km	Education
Suttons Business Park	2km	Employment
Reading School	2.1km	Education

University of Reading Whiteknights Campus	2.1km	Education
Reading Girls' School	2.6km	Education

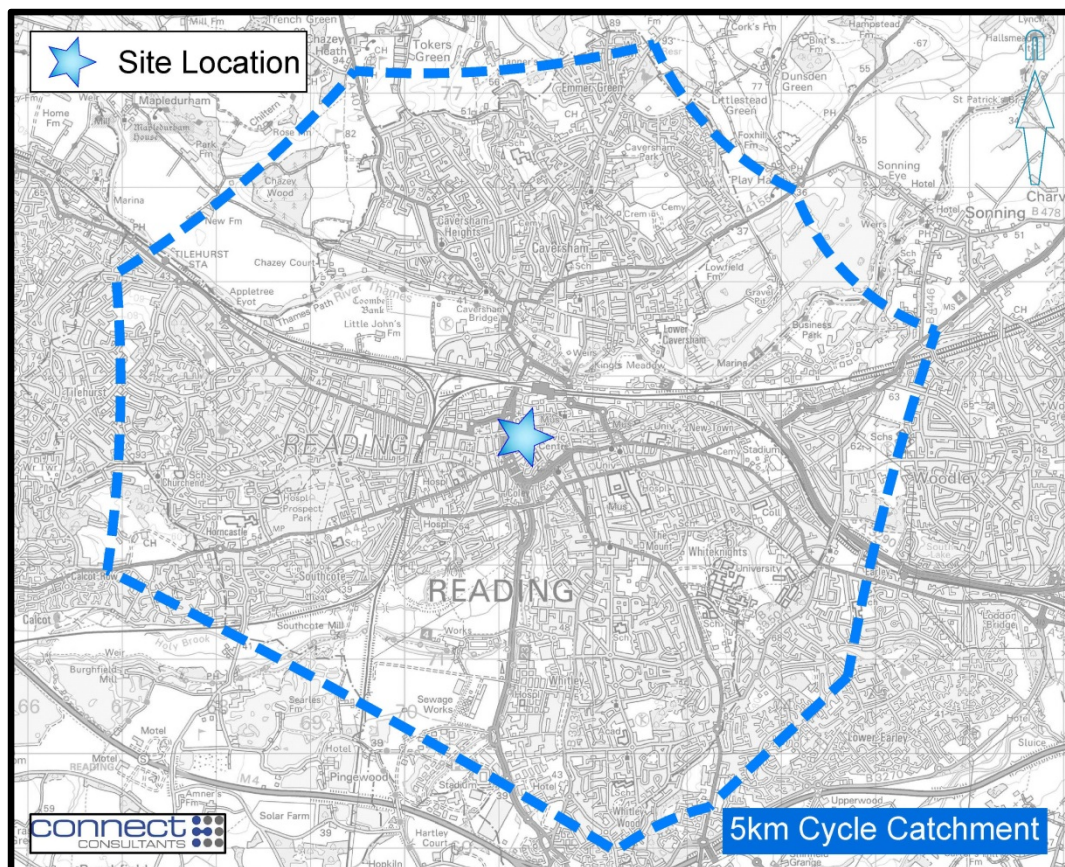
2.2.14 Overall, the centre of Reading, public transport links, schools, medical facilities, employment, leisure and a variety of retail destinations are within easy walking distance of the proposal site, thus making walking a viable and applicable mode of transport to and from the proposal site for the majority of journey purposes.

2.3 Cycling

2.3.1 The 2019 National Travel Survey table NTS0303 identifies average journey lengths, by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km. For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.

2.3.2 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

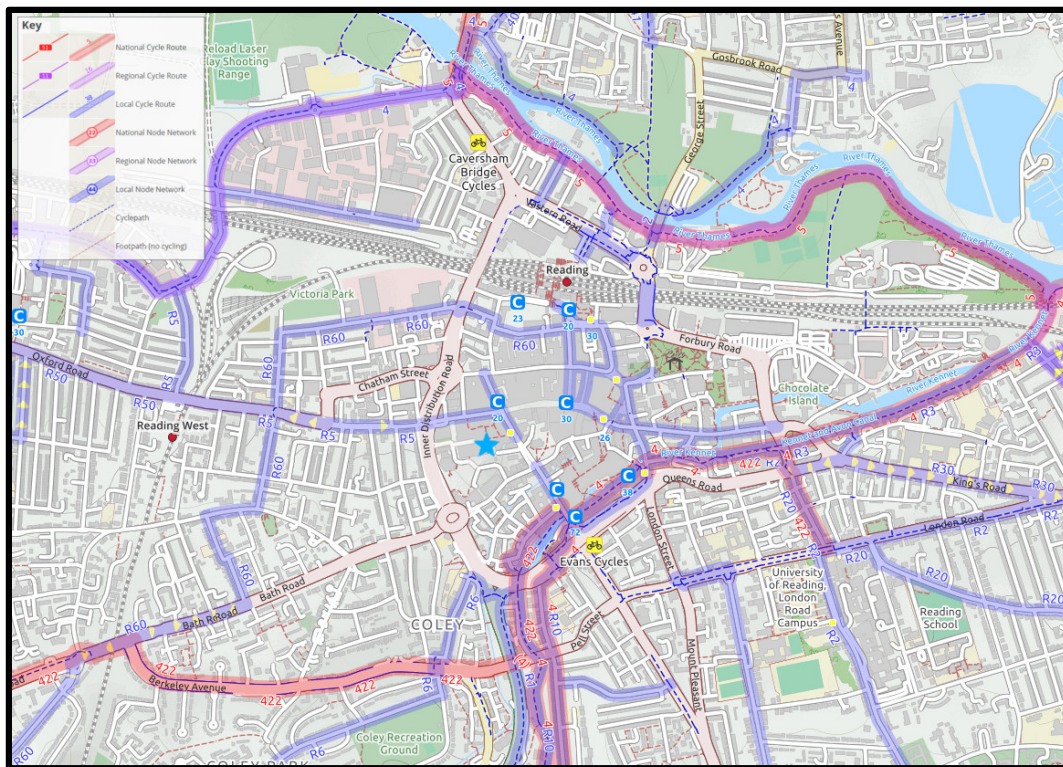
Figure 2.2 – Cycle Catchment Area



Source: Promap

- 2.3.3 The 5km cycle catchment includes much of Reading, including the areas of Caversham, Tilehurst, Southcote, Whitley, Whiteknights, and Woodley. This provides a significant local population within cycle distance of the site.
- 2.3.4 Figure 2.3 below shows a cycle map for Reading and the surrounding areas taken from OpenCycleMap, showing local and national cycle ways in the area.

Figure 2.3 – Cycle Map



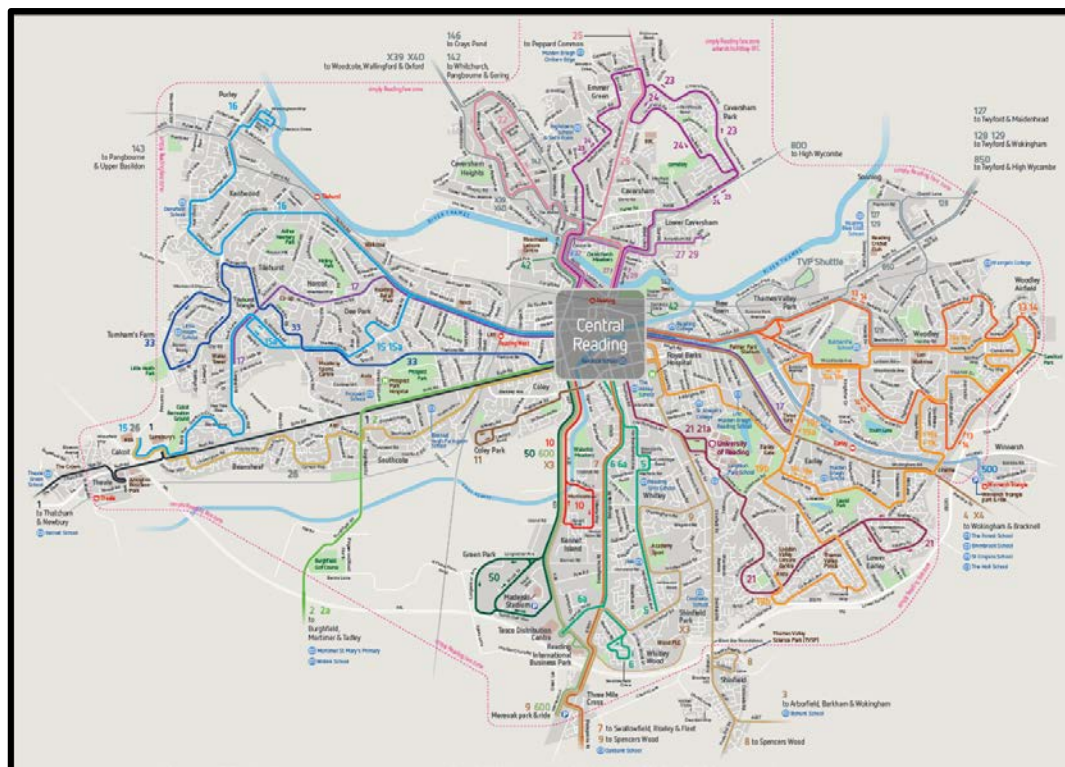
Source: OpenCycleMap. N.B. The proposal site is denoted by a blue star.

- 2.3.5 Local Cycle Route R5 runs along the northern and eastern sides of Broad Street Mall, affording routes into west and south Reading. Other cycle routes surrounding the proposal site include Local Cycle Routes R60 to the north and National Cycle Route 422 to the south.
- 2.3.6 Local cycle routes are also available, allowing for travel within the urban area of Reading.
- 2.3.7 The roads local to the site are urban in character and that the local topography is generally gentle. Overall, cycling offers a viable mode of transport for a variety of journey types and local cycle routes make cycling an attractive transport mode.

2.4 Bus Access

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 Two bus stops are located adjacent to the east side of Broad Street Mall on St. Mary's Butts. Both stops are served by poles with timetable information and one has a shelter.
- 2.4.3 Further bus stops are located on Oxford Road, West Street, Bridge Street, and Castle Street, all of which lie within the recommended IHT catchment.

Figure 2.4 – Bus Service Plan



Source: Reading Bus Network Map

2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Rail Access

2.5.2 The closest railway station is Reading station, c600m walk distance from the site and inside the IHT catchment.

2.5.3 Reading Station links to a host of locations including London, Oxford, Wokingham, Didcot and Swindon, with a high frequency of services.

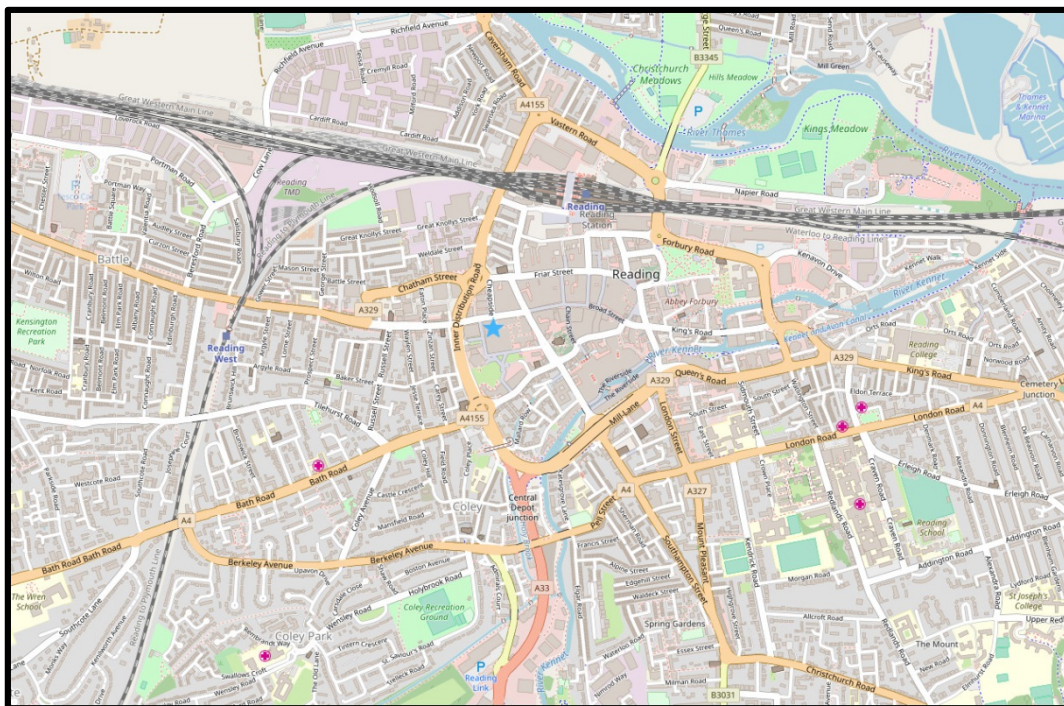
2.5.4 The site therefore benefits from access to the mainline rail network.

2.5.5 On the above basis, the proposal site is accessible by rail.

2.6 Highways Access

- 2.6.1 Although the development is car free, there may be some visitors arriving by car, or residents travelling as a passenger in a car or taxi.
- 2.6.2 For those wishing to visit the site by car, there are existing public car parking provisions within close proximity, for example the Broad Street Mall car park.
- 2.6.3 Oxford Road, St. Mary's Butts, and Castle Street surround the site and join onto the A329.
- 2.6.4 The A329 is also directly accessible from Broad Street Mall main car park via a slip road west of the site. Alternatively, the A329 is accessible via the Chatham Street / Friar Street / A329 slip roundabout c130 north of the site or via the Castle Street / Castle Hill / A329 slip roundabout c350m south of the site. The A329 functions as part of the Reading Inner Distribution Road (IDR), which comprises mostly of dual carriageway that encircles the town centre.
- 2.6.5 The A33 is accessed approximately 430m south of the site, providing a route into south Reading and Basingstoke c27km south.
- 2.6.6 The M4 is accessed via the A329 and the A33 approximately 5km south of the proposal site. The M4 provides direct routes into Maidenhead, Slough and London to the east.
- 2.6.7 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible, as shown at Figure 2.5 below.

Figure 2.5 – Highway Network



Source: OpenStreetMap. N.B. the site has been denoted by a blue star.

- 2.6.8 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Access to Facilities

- 2.7.1 The Department for Transport (DfT) publish annual estimates of travel times from where people live to key local services including primary schools, secondary schools, GPs, hospitals,

food stores, town centres, sports participate and employment centres. These are known as the Journey Time Statistics (JTS) series, the latest set were recorded in 2016 (published in May 2018).

- 2.7.2 The statistics are published at national, regional, local authority and small area (Lower Super Output Area) level, for the eight key local services presented above, and for the following three modes of transport; public transport / walking, cycle and car.
- 2.7.3 The 2016 JTS “cycle time” has been converted to distance using the assumption that average cycle speed is 16 km/h. This is the most common cycle speed input to the program used when calculating the JTS.
- 2.7.4 The accessibility distance has been calculated by multiplying the average minimum cycle time (in minutes) presented at Table JTS0101 by 16 (km) and dividing by 60 (1 hour) to give the average distance.

2.8 Access to Employment

- 2.8.1 The 2016 JTS average distance to the nearest employment centre (providing 100-499 jobs) is 2.4 km, based on Table JTS0101.
- 2.8.2 The key employment destinations close to the site include the following:
 - The Centre of Reading
 - The Oracle Shopping Centre (200m)
 - Suttons Business Park (2km)
- 2.8.3 All of the above employment destinations are located within the average 2016 JTS distance; therefore residents of the proposed development will benefit from being closer to their nearest employment centre than the average resident of England is. Note: It is unknown how many staff the above employment destinations employ.

2.9 Access to Education

- 2.9.1 The statutory maximum walking distance for primary school pupils is two miles (3.2km), for secondary school pupils, the distance is 3 miles (4.8km). Data from the National Travel Survey¹ shows that the proportion of primary pupils walking to school decreases sharply for trip lengths in excess of 1 mile (1.6km). Table 2.2 below contains a summary of National Travel Survey (NTS) Table 0614, “trips to school by main mode, trip length and age”.

¹ Table 0614 ‘trips to school by main mode, trip length and age’, National Travel Survey, 2015. The 2015 dataset is the latest release with Table 0614 included.

Table 2.2 – NTS 0614 Summary

Age Group	Mode \ Distance	<1 mile (%)	1-2 miles (%)	2-5 miles (%)	5+ miles (%)
5-10 years	Walk	78	26	-	0
	Bicycle	2	1	-	0
	Car/van	20	65	80	84
	Bus	0	6	18	13
	Other	0	1	1	3
11-16 years	Walk	87	57	8	-
	Bicycle	3	5	2	0
	Car/van	8	26	42	22
	Bus	2	11	44	62
	Other	-	1	5	16

- 2.9.2 The JTS average distance to the nearest primary school is 2.3 km, and for the nearest secondary school, the JTS average distance is 3.7 km.
- 2.9.3 The closest primary school to the site is Oxford Road Community School, which is approximately 650m from the site. The school is within the recommended walking distance for children of primary school age, as well as being within the distance where 80% of trips to school by 5-10 year olds are made by non-car modes.
- 2.9.4 The closest secondary school is Civitas Academy, which is approximately 770m from the site. The school is within the statutory walking distance for children over the age of 11. Combining the data from NTS table 0614 for school journeys less than 1 mile being undertaken by 11-16 year olds results in 92% of trips being undertaken using non-car modes.

2.10 Access to Other Facilities

- 2.10.1 The 2016 JTS average distance to the nearest Town Centre is 4.6km. The site is situated in Reading Town Centre and contains a variety of retail attractions in addition to a range of restaurants and other leisure facilities.
- 2.10.2 The 2016 JTS average distance to the nearest foodstore is 2.3km, there is an Iceland store within the Broad Street Mall shopping centre, and a Tesco Express on Oxford Road which is located c20m from the proposed site boundary. Both are within the JTS average distance. A Sainsbury's foodstore is located c240m from the site, also all within the JTS average distance.
- 2.10.3 The 2016 JTS average distance to the nearest GP Surgery is 2.6km; Chatham Street Surgery is 400m from the site, within the 2016 JTS average distance.
- 2.10.4 The 2016 JTS average distance to the nearest hospital is 9.2km; Royal Berkshire Hospital is approximately 1.8km from the site, within the JTS average distance.
- 2.10.5 Northcroft Leisure Centre is located an approximate 1.5km walk from the site boundary, meaning it is accessible by foot and cycle. Although JTS does not include leisure, NTS Table 405 indicates that the average distance travelled for the purpose "sport: participate" was 9.8km in 2016.

2.11 Section Conclusions

- 2.11.1 Based on the above assessment, the proposed development benefits from a good level of accessibility to key services, facilities and destinations.

2.11.2 The proposed development will not be reliant on car travel, with public transport and active transport being attractive options.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This report is based on a scheme comprising residential units in place of the existing office space.
- 3.1.2 The development is car free, and therefore has no allocated car parking spaces.
- 3.1.3 The proposed site layout is identified on the plan provided at Appendix 2.

3.2 Built Form

- 3.2.1 The development proposals are as aforementioned, the conversion of c5,479 sq.m GIA of office space to 48 residential flats.
- 3.2.2 The 48 flats will have the following composition:-
 - 16 x No. 1 Bedroom Flats.
 - 20 x No. 2 Bedroom Flats.
 - 12 x No. 3 Bedroom Flats.
- 3.2.3 The is car free, and therefore has no allocated car parking spaces. The existing 4no tenant car parking bays will be removed (to be replaced by the proposed cycle parking and refuse bin storage area).
- 3.2.4 Secure cycle storage for 50 cycles will also be provided at basement level, accessed via the lifts and stairwell.

3.3 Vehicular Site Access Arrangements

- 3.3.1 Vehicular access to the site will continue to be provided via the existing Broad Street Mall car park accesses, on the A329 slip roads, and via Castle Street.
- 3.3.2 This will be mainly applicable to visitors who use the Broad Street Mall car park to park their vehicles.

3.4 Pedestrian and Cycle Site Access Arrangements

- 3.4.1 Pedestrian and cycle access to the proposal site will be provided via the existing lifts and stairwell, with doors on the third floor (parking level), ground floor (to Queens Walk which flanks the western side of the Broad Street Mall building), and basement.

3.5 Service Vehicles

- 3.5.1 Servicing of the proposed residential units will be undertaken from the Broad Street Mall basement, in line with existing arrangements. The refuse and any recycling bins will be located in the same place as existing.

3.6 NPPF Car Parking Policy

- 3.6.1 Paragraph 105 of the National Planning Policy Framework NPPF, February 2019 states: -

"If setting local parking standards for residential and non-residential development, policies should take into account: -

- *The accessibility of the development;*
- *The type, mix and use of the development;*

- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.6.2 Paragraph 106 of the NPPF 2019 states: -

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.7 Local Car Parking Policy and Proposals

3.7.1 Section 3.0 of the Reading Borough Council (RBC) document Revised Parking Standards and Design SPD (adopted October 2011) covers the required car parking standards for residential dwellings.

3.7.2 The standards are 0.5 spaces per 1 or 2 bed flat, and 1 space per 3+ bed flat. The policy also includes the following:

"Should a developer require fewer spaces than are set out [in the SPD] then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result."

3.7.3 As is demonstrated in this report, the development is in a sustainable location with the vast majority of everyday destinations within reach via walking, cycling and public transport. The development provides no new car parking and is therefore car free.

3.7.4 On this basis, it is difficult to conclude how the development could result in a detriment to parking related highway safety.

3.8 Cycle Parking Proposals

3.8.1 The cycle parking standards for residential developments are outlined in the RBC document 'Revised Parking Standards and Design SPD' (adopted October 2011) and indicate 0.5 spaces for each 1-to-2-bedroom dwelling and 1 space per 3-bedroom dwellings.

3.8.2 This equates to a minimum provision of 30 cycle space for the proposed development ((36 x 0.5 = 18) + (12 x 1 = 12) = 30).

3.8.3 With 50 cycle spaces the development exceeds local standards.

3.9 Section Conclusion

3.9.1 The vehicle access arrangements will remain as existing, with access via the Broad Street Mall car park access which is from the A329 slip roads and Castle Street.

3.9.2 The proposed development accords with the cycle parking standards.

3.9.3 The development is car free which is appropriate for the highly sustainable site location.

4.0 SITE TRIP ATTRACTION / GENERATION DATA

4.1 Introduction

- 4.1.1 This section of the report considers the potential trip attraction of the existing and proposed development.
- 4.1.2 This is a theoretical, like for like comparison using the TRICS database.
- 4.1.3 The proposed development is car free, and will therefore have a very low vehicular trip activity (e.g. visitors, residents travelling as passengers in private cars, and taxis).

4.2 Existing Office Attraction

- 4.2.1 An assessment of the theoretical number of trips likely to be attracted by the existing development has been made by reference to TRICS version 7.8.2 database.
- 4.2.2 The TRICS database has been interrogated, using the selection criteria as set out in below, so as to obtain trip data for offices with similar characteristics to the existing office. The TRICS outputs are provided at Appendix 3.

Table 4.1 – Office TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	A - OFFICE
Calculation Options:	Multimodal Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Selected Dates:	01/01/10 to 13/11/19
Week days to include:	Weekdays only
Location Types to include:	Town Centre
PTAL	n/a

- 4.2.3 The total (arrival and departure) trips for the site's existing use (5,479 sq.m of office space) based on the TRICS dataset, is set out at Table 4.2 below.

Table 4.2 – Existing Office Modal Attraction

Vehicles	Arrivals	Departures	Total
08:00-09:00	30	4	34
17:00-18:00	3	29	32
Daily:	134	131	265
Cyclists	Arrivals	Departures	Total
08:00-09:00	3	0	3
17:00-18:00	0	3	3
Daily:	8	8	16
Vehicle Occupants	Arrivals	Departures	Total
08:00-09:00	33	2	35
17:00-18:00	2	32	34
Daily:	146	141	287
Pedestrians	Arrivals	Departures	Total
08:00-09:00	15	2	17
17:00-18:00	1	17	18
Daily:	226	226	451
Public Transport Users	Arrivals	Departures	Total
08:00-09:00	19	0	20
17:00-18:00	0	16	16
Daily:	66	64	131

4.3 Proposed Residential Units Generation

- 4.3.1 An assessment of the theoretical number of trips likely to be generated by the proposed residential development has also been undertaken by reference to TRICS version 7.8.2.
- 4.3.2 The TRICS database has been interrogated, using the selection criteria as set out in below, so as to obtain trip data from sites with similar characteristics to the proposed residential development. The TRICS outputs are provided at Appendix 3.

Table 4.3 – Residential Development TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	03 - RESIDENTIAL
Sub Land Use:	C - FLATS PRIVATELY OWNED
Calculation Options:	Multimodal Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Per Dwelling
Selected Dates:	01/01/10 to 18/11/19
Week days to include:	Weekdays only
Location Types to include:	Town Centre only
PTAL	n/a

- 4.3.3 The total (arrival and departure) trips for the site's residential element (48 flats) based on the TRICS database is set out at Table 4.4 below.

Table 4.4 – Proposed Residential Modal Generation

Vehicles	Arrivals	Departures	Total
08:00-09:00	1	2	3
17:00-18:00	2	2	4
Daily:	16	16	33
Cyclists	Arrivals	Departures	Total
08:00-09:00	0	0	0
17:00-18:00	1	0	1
Daily:	1	2	3
Vehicle Occupants	Arrivals	Departures	Total
08:00-09:00	1	2	4
17:00-18:00	2	3	5
Daily:	19	20	39
Pedestrians	Arrivals	Departures	Total
08:00-09:00	1	13	14
17:00-18:00	18	8	25
Daily:	81	80	161
Public Transport Users	Arrivals	Departures	Total
08:00-09:00	0	6	6
17:00-18:00	8	1	9
Daily:	20	19	39

4.4 Net Difference in Trips

- 4.4.1 The net difference in trips attributable to the site's proposed change of use based on the TRICS database is set out at Table 4.5 below.

Table 4.5 – Net Difference in Modal Attraction / Generation

Vehicles	Arrivals	Departures	Total
08:00-09:00	-29	-1	-31
17:00-18:00	0	-27	-27
Daily:	-118	-115	-232
Cyclists	Arrivals	Departures	Total
08:00-09:00	-3	0	-3
17:00-18:00	1	-3	-2
Daily:	-7	-6	-13
Vehicle Occupants	Arrivals	Departures	Total
08:00-09:00	-32	0	-32
17:00-18:00	0	-29	-29
Daily:	-126	-122	-248
Pedestrians	Arrivals	Departures	Total
08:00-09:00	-14	11	-2
17:00-18:00	16	-9	7
Daily:	-145	-146	-291
Public Transport Users	Arrivals	Departures	Total
08:00-09:00	-19	5	-14
17:00-18:00	8	-15	-8
Daily:	-46	-45	-92

- 4.4.2 The (theoretical) TRICS assessment suggests that overall, the proposal site will experience a weekday daily decrease in trips, following the conversion of office space to residential units. This is across all modes.
- 4.4.3 There is likely to be a slight theoretical increase in trips during the weekend period, when residents will enter and leave the site, a movement unlikely to be undertaken by office staff.
- 4.4.4 Given that the residential development is car free, traffic generation is considered negligible.

4.5 Section Conclusion

- 4.5.1 The theoretical assessment shows a decrease in the site's associated vehicular traffic, and that a large proportion of trips will be undertaken by non-car modes.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

- 5.1.1 Considering the negligible traffic effect demonstrated at Section 4.0, no junction capacity tests have been undertaken.
- 5.1.2 Considering the negligible traffic effect demonstrated at Section 4.0, no investigation into local collisions has been undertaken.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Inception (Reading) Sarl (c/o Moorgarth) in respect to their proposed conversion of offices to residential dwellings, under permitted development rights at Fountain House, Reading.

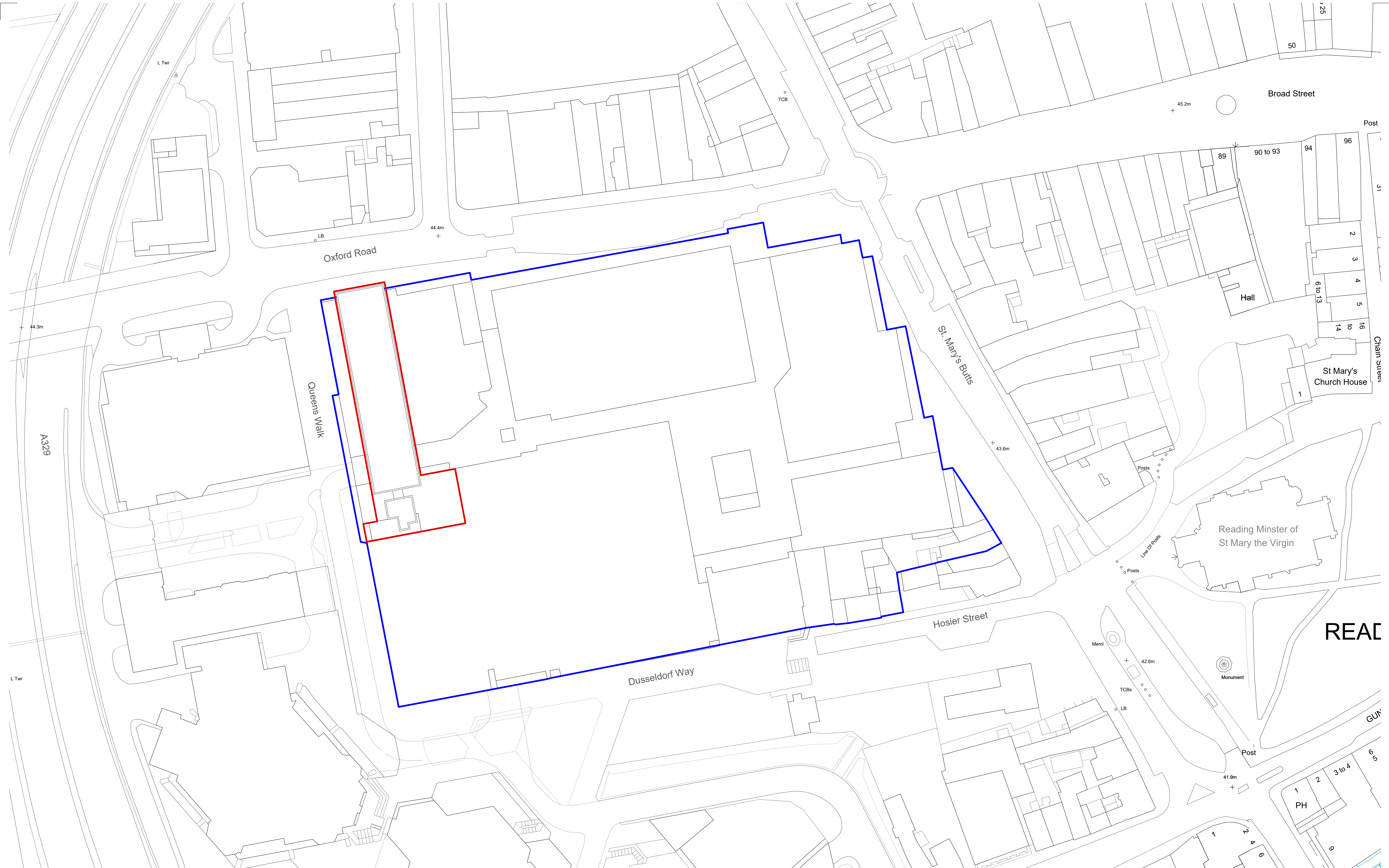
6.1.2 A summary of this report is as follows: -

- The proposals include the development of 48 residential dwellings in place of the existing offices.
- The proposed residential units are within walking distance of a wide range of facilities, including, public transport nodes, health, retail, employment and education facilities.
- There are further facilities within the cycle catchment.
- The proposal site benefits from bus stops and Reading Station in close proximity.
- The proposal includes cycle storage for 50 cycles for the residential units.
- No vehicle parking will be provided as the development is car free.
- Servicing will remain as existing.
- A theoretical assessment of the net development traffic effect has identified a daily decrease in vehicle trips throughout the week.

6.2 Conclusions

6.2.1 On the basis of the above, it is concluded that the development is acceptable from a transport perspective.

APPENDIX 1 – EXISTING SITE LAYOUT



NORTH

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15.07.21

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Rev.

Description

Date

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Chk.

Application Boundary

Ownership Boundary

Client

Moorgarth

Project

Fountain House

Permitted Development

Drawing Title

Site Location Plan

Drawing Status

PLANNING

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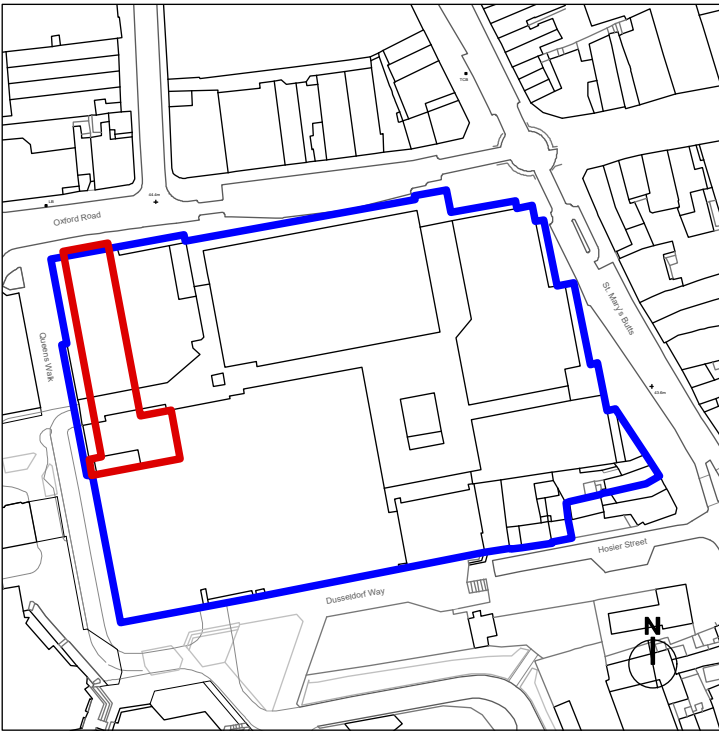
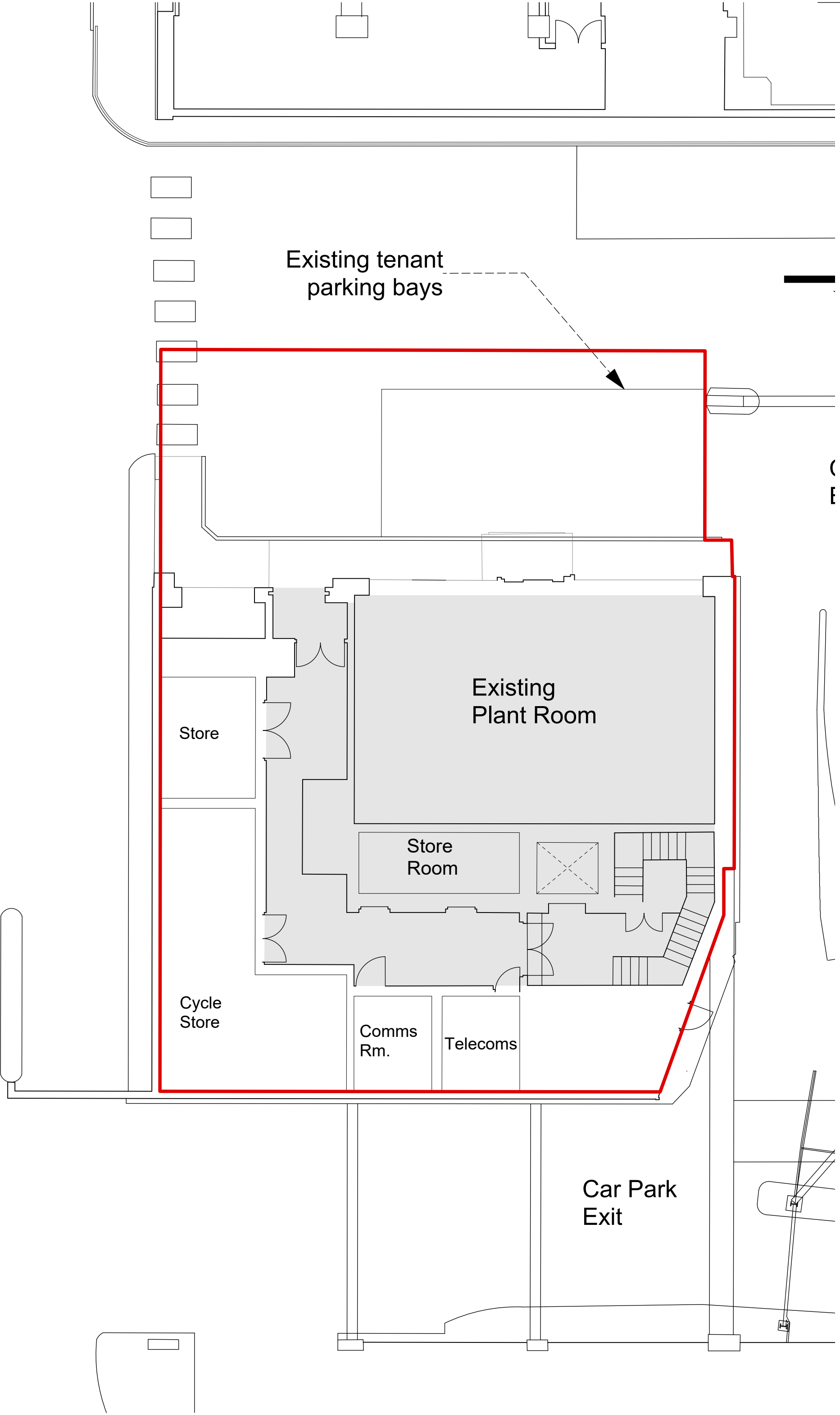
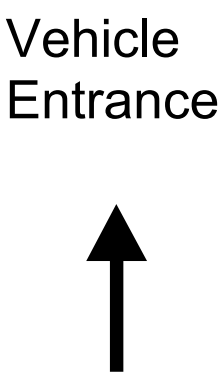
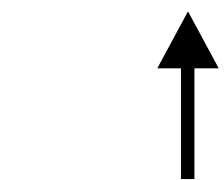
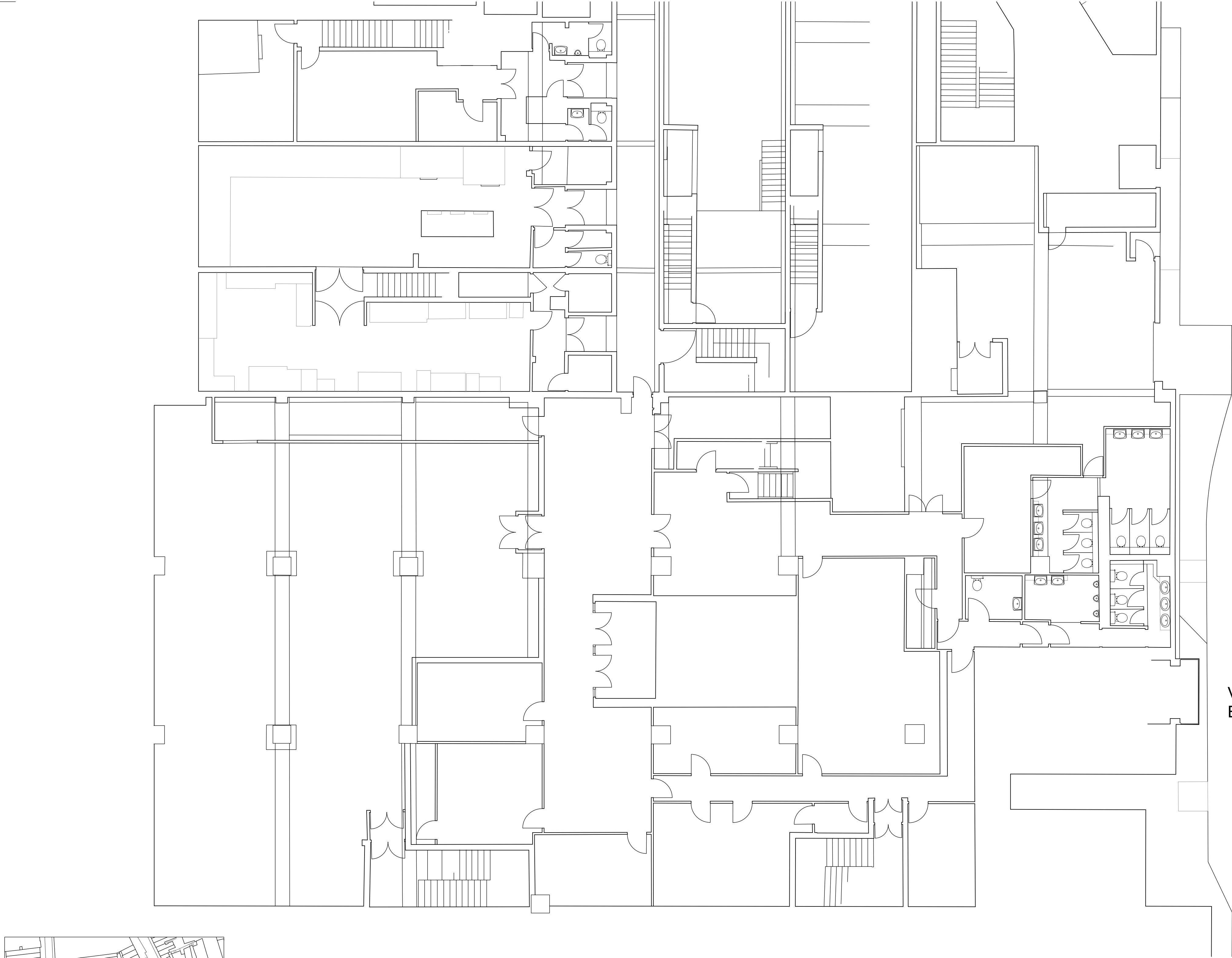
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16.07.21



Site Location 1:2500 at A1

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Application Boundary

Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

Drawing Title
Existing
Basement

Drawing Status
PLANNING

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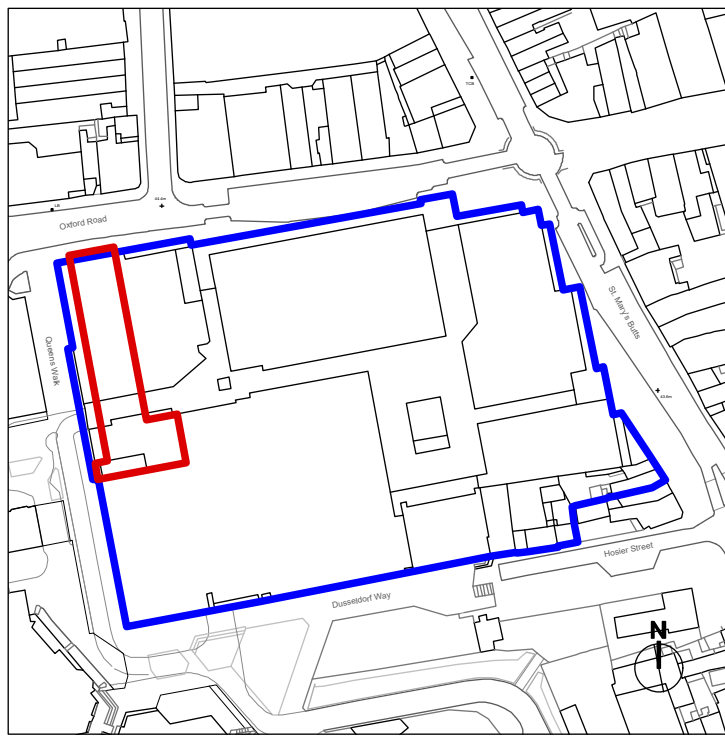
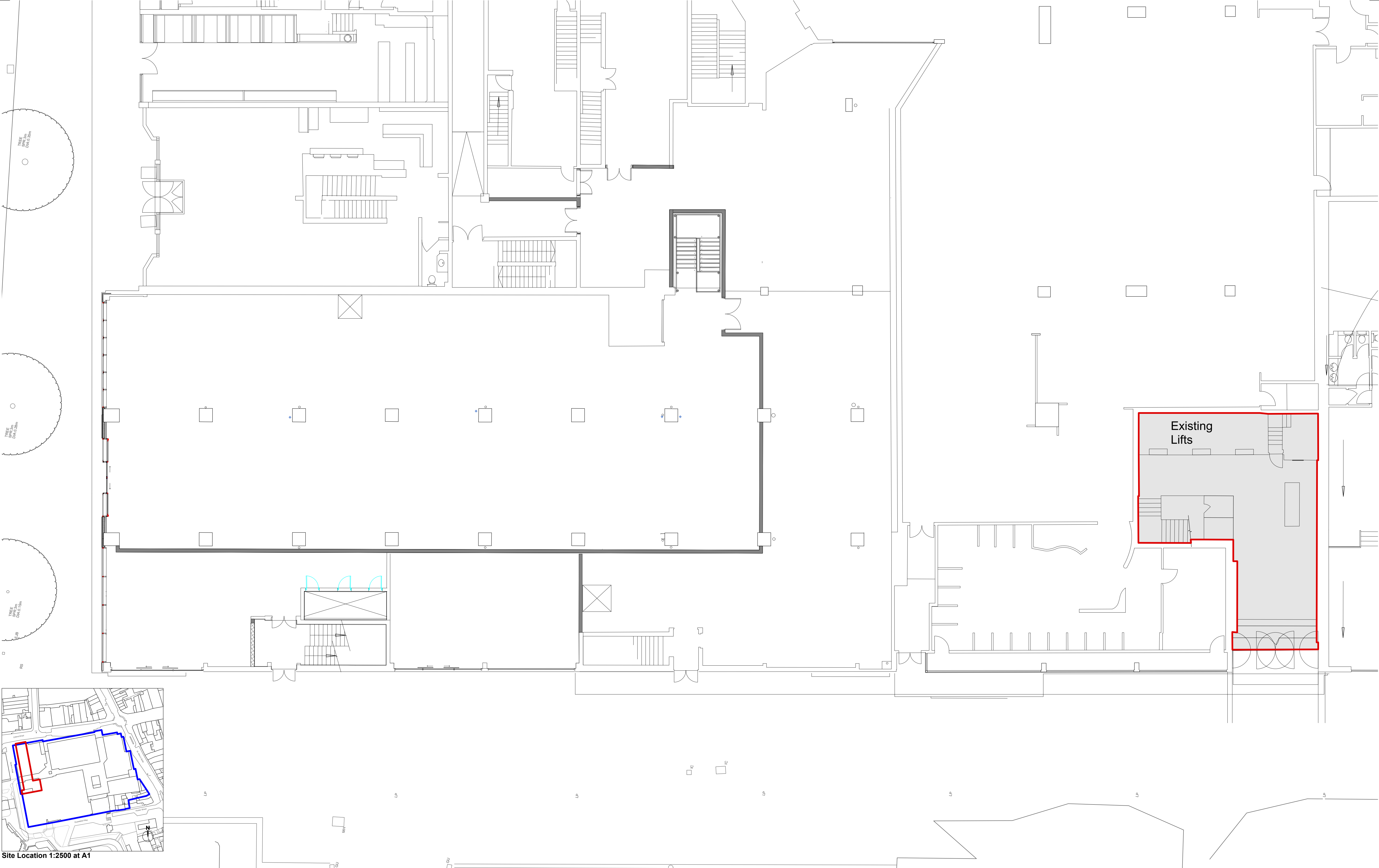
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Site Location 1:2500 at A1

North

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Description

Application Boundary

Ownership Boundary

Client

Moorgarth

Project

Fountain House

Permitted Development

Drawing Title

Existing

Ground Floor

PLANNING

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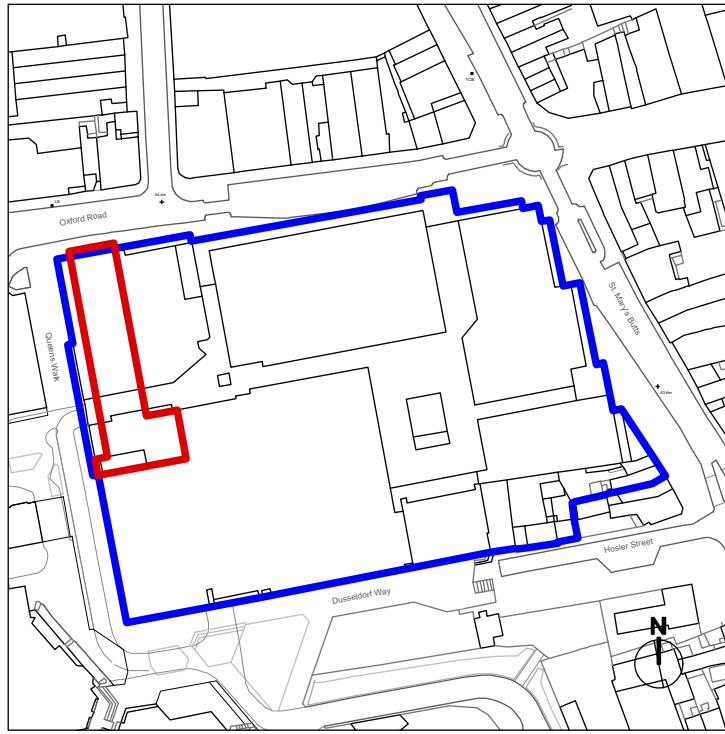
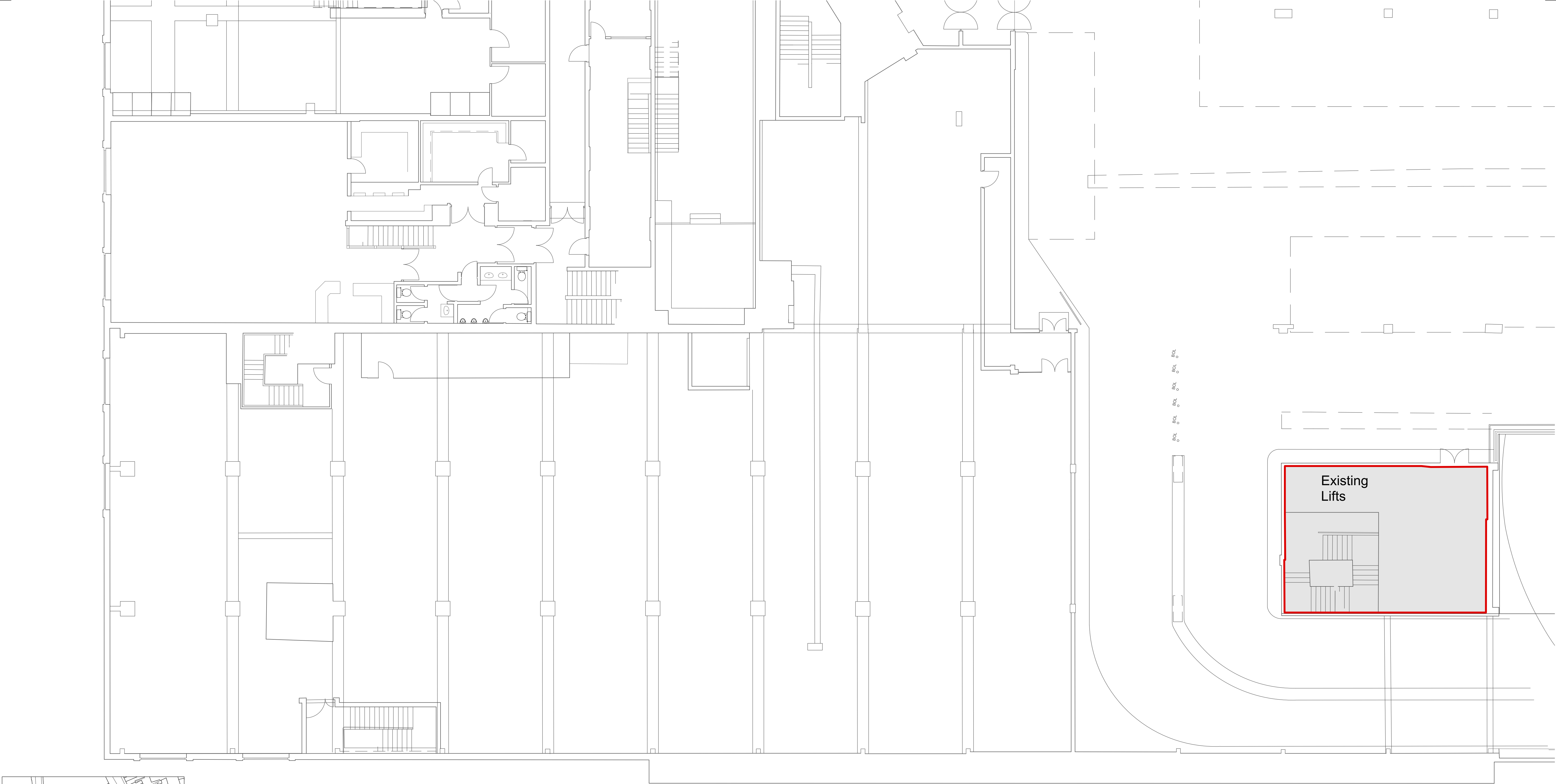
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Application Boundary

Ownership Boundary

Client

Moorgarth

Project

Fountain House
Permitted Development

Drawing Title

Existing
First Floor

Drawing Status

PLANNING

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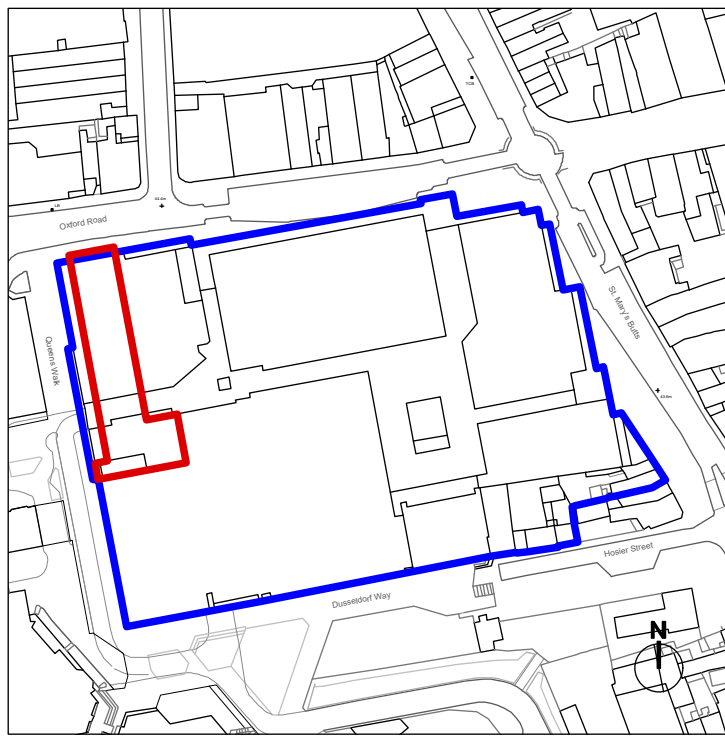
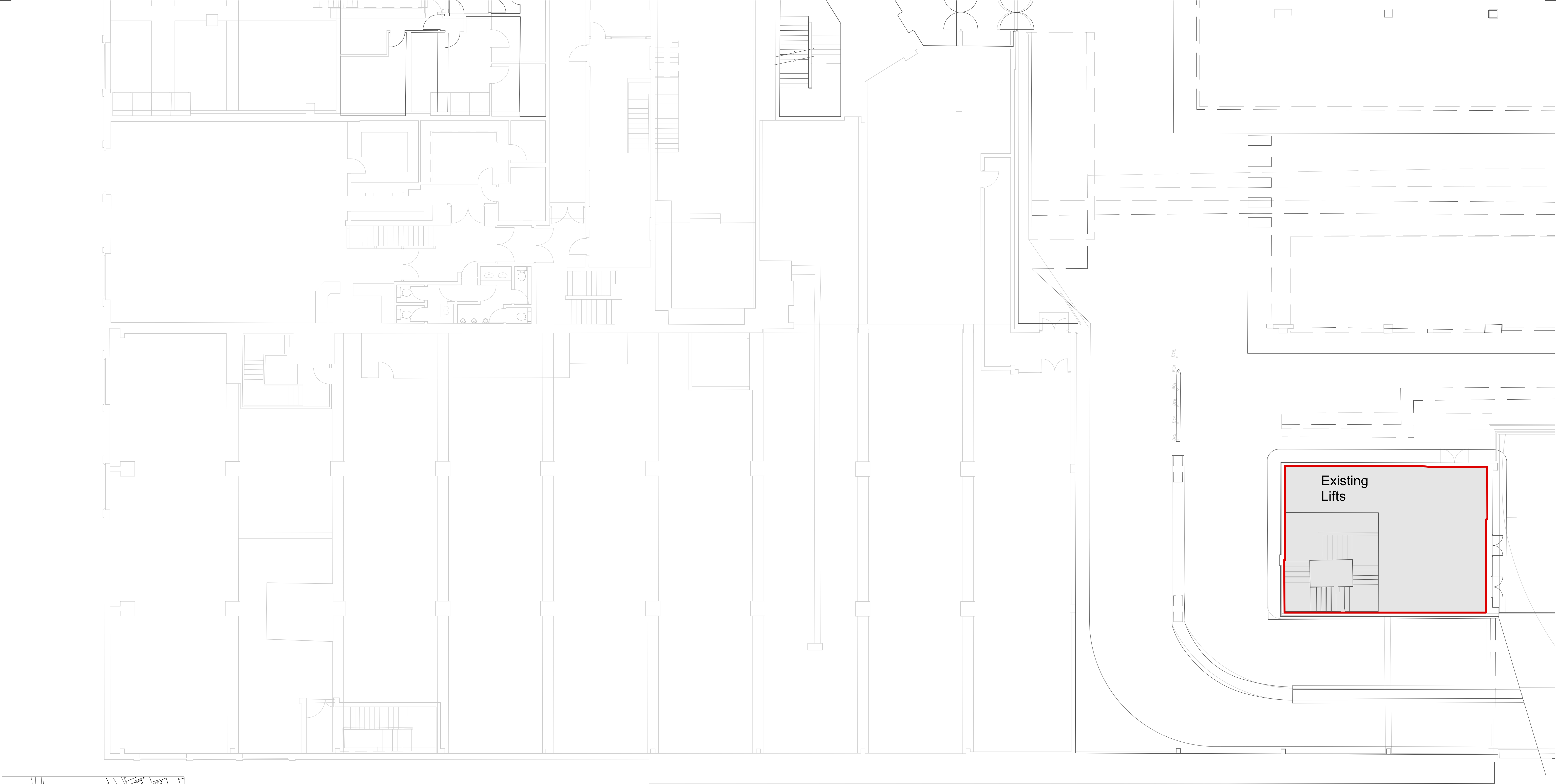
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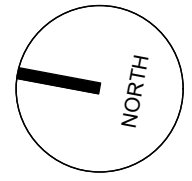
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P-00



Site Location 1:2500 at A1



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Application Boundary

Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

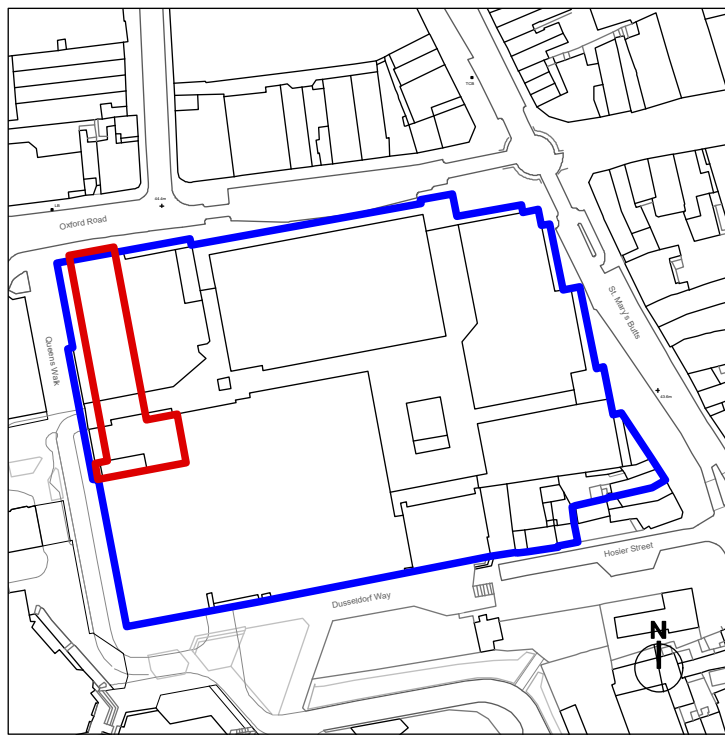
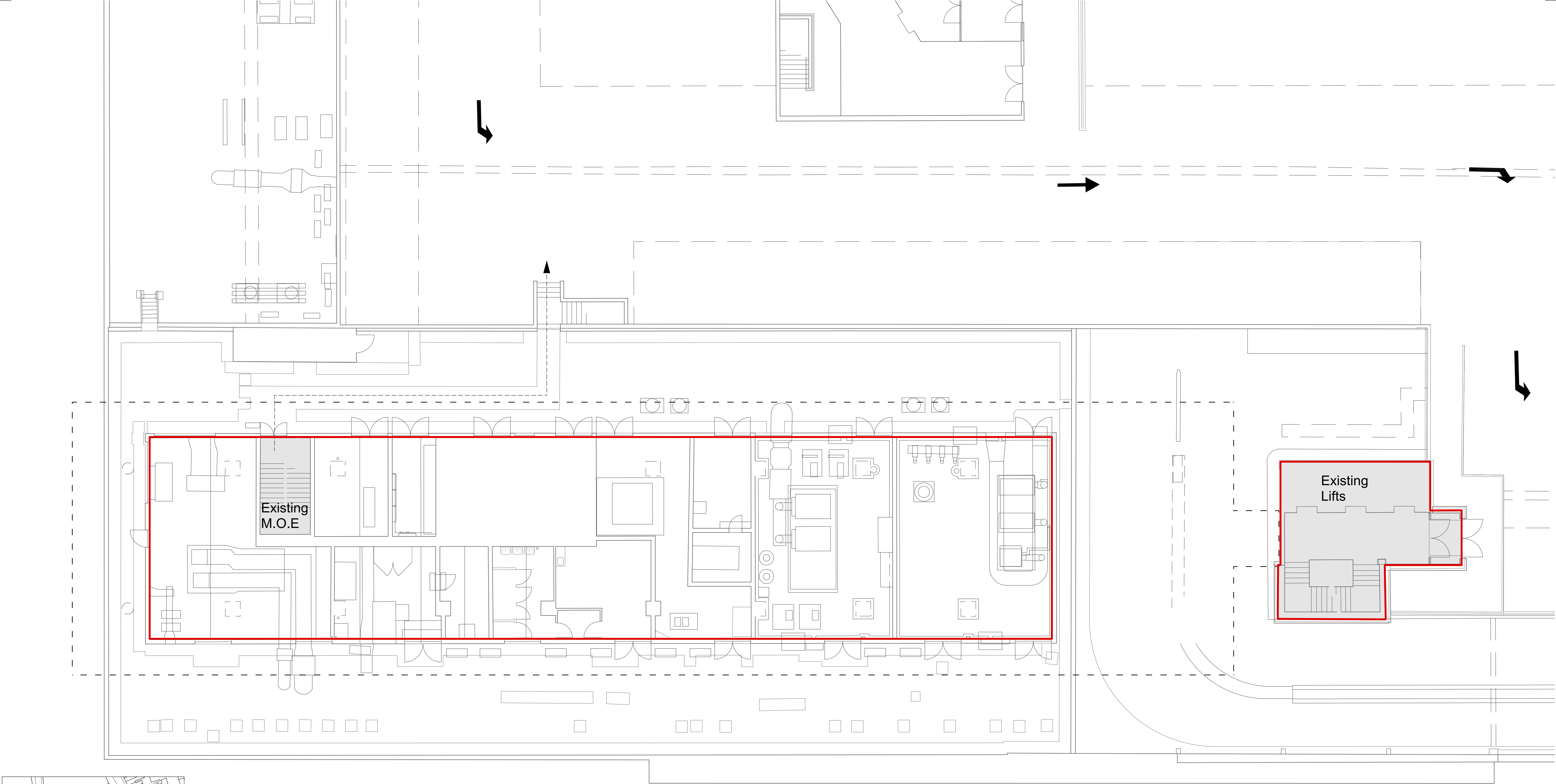
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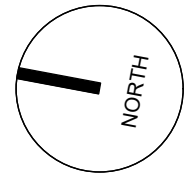
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Site Location 1:2500 at A1



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Rev. DescriptionDateDrawnChk.

Application Boundary

Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

Drawing Title
Existing
Second Floor

Drawing Status
PLANNING

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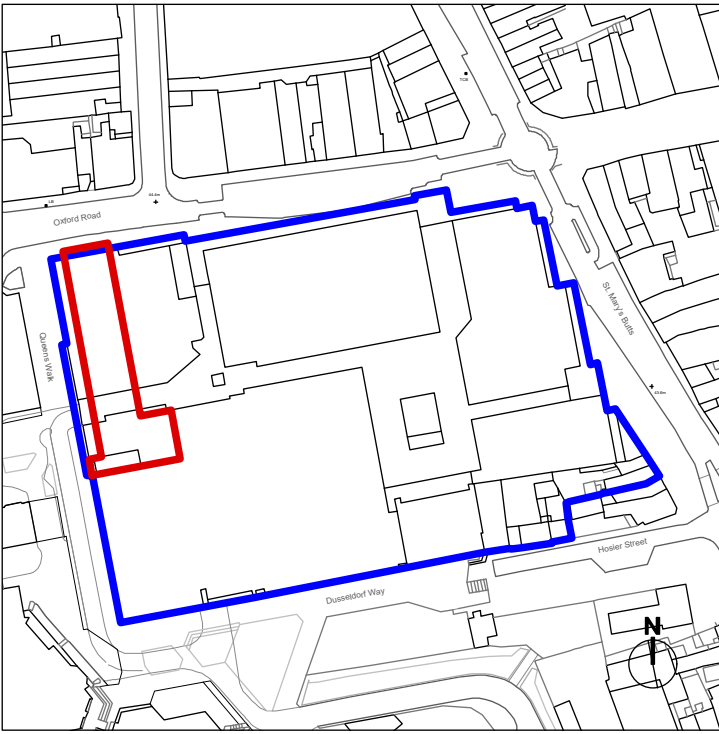
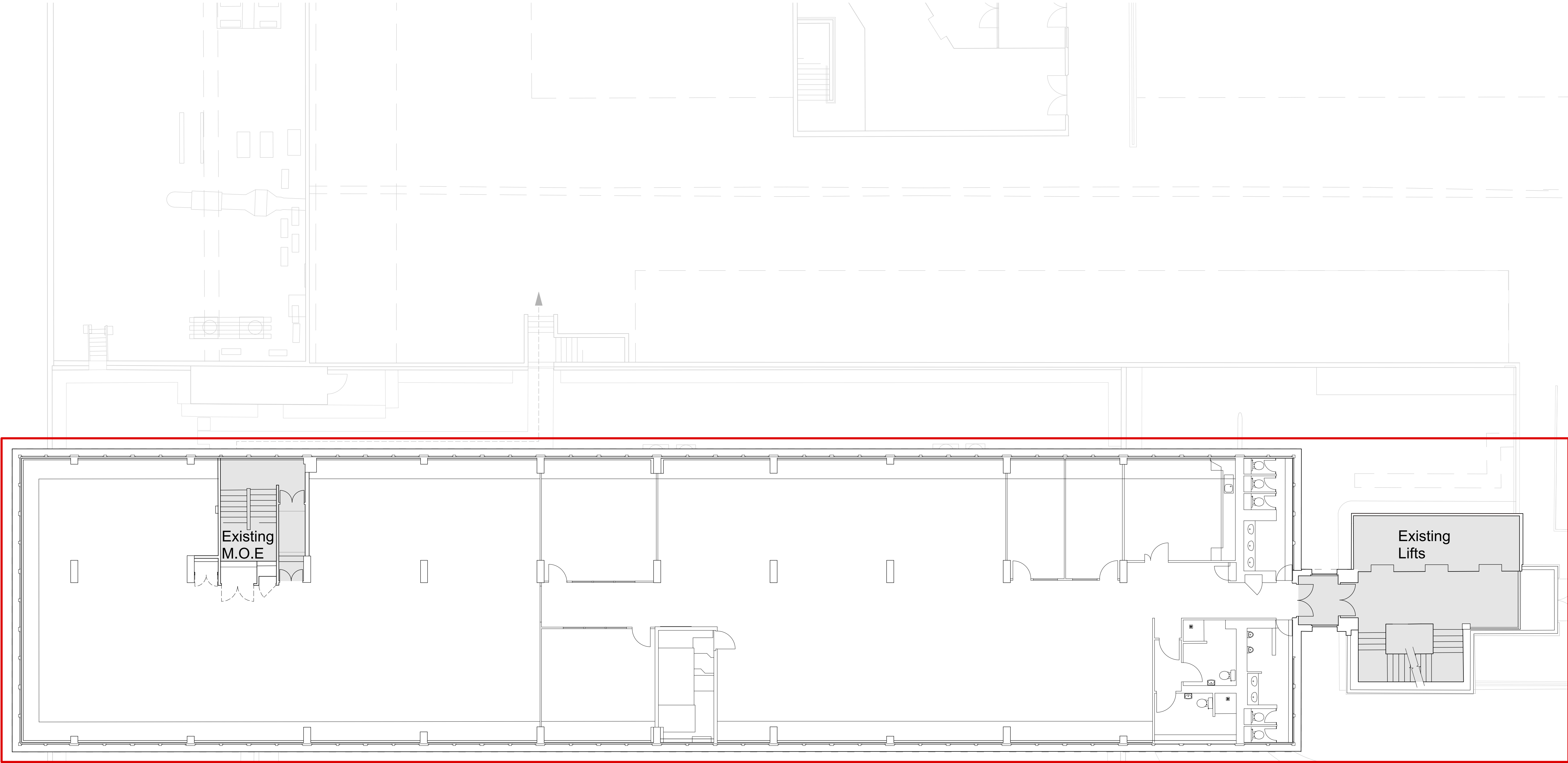
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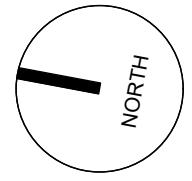
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Site Location 1:2500 at A1



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Rev.	Description	Date	Drawn	Chk.	

Application Boundary

Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

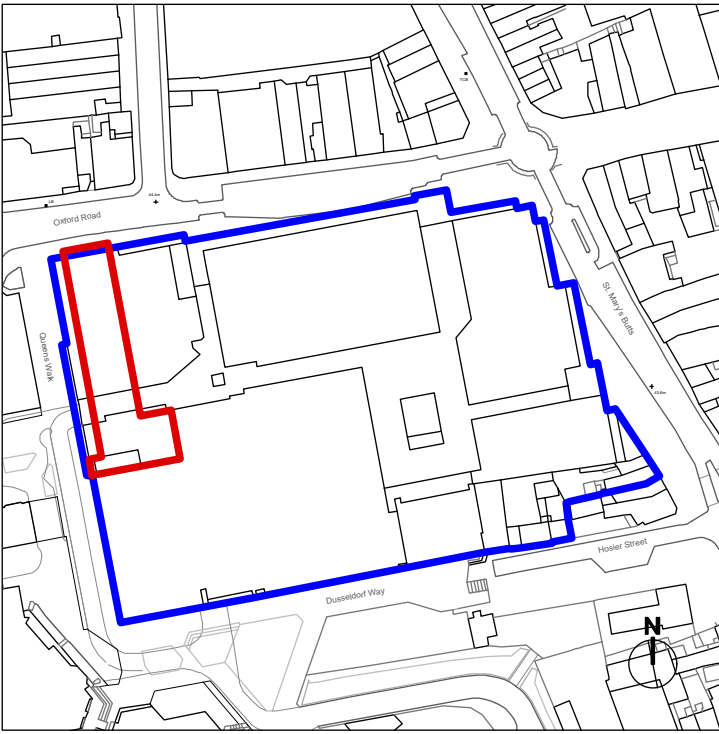
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Drawing Status
PLANNING

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21383-0205

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Site Location 1:2500 at A1

North

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10.0m

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Date

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Application Boundary

Ownership Boundary

Client

Moorgarth

Project

Fountain House
Permitted Development

Drawing Title

Existing
Fifth to Eighth Floor

Drawing Status

PLANNING

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RBJ

A1

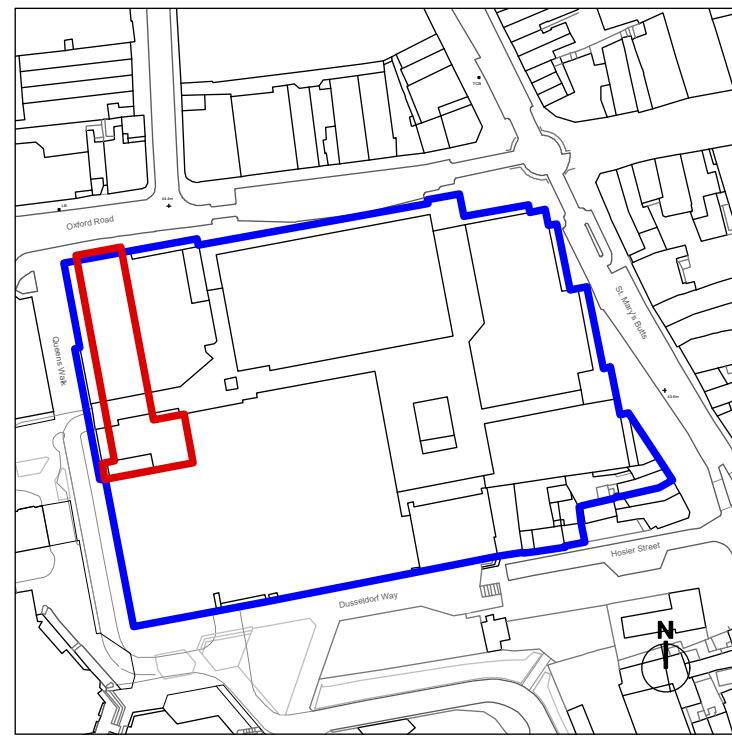
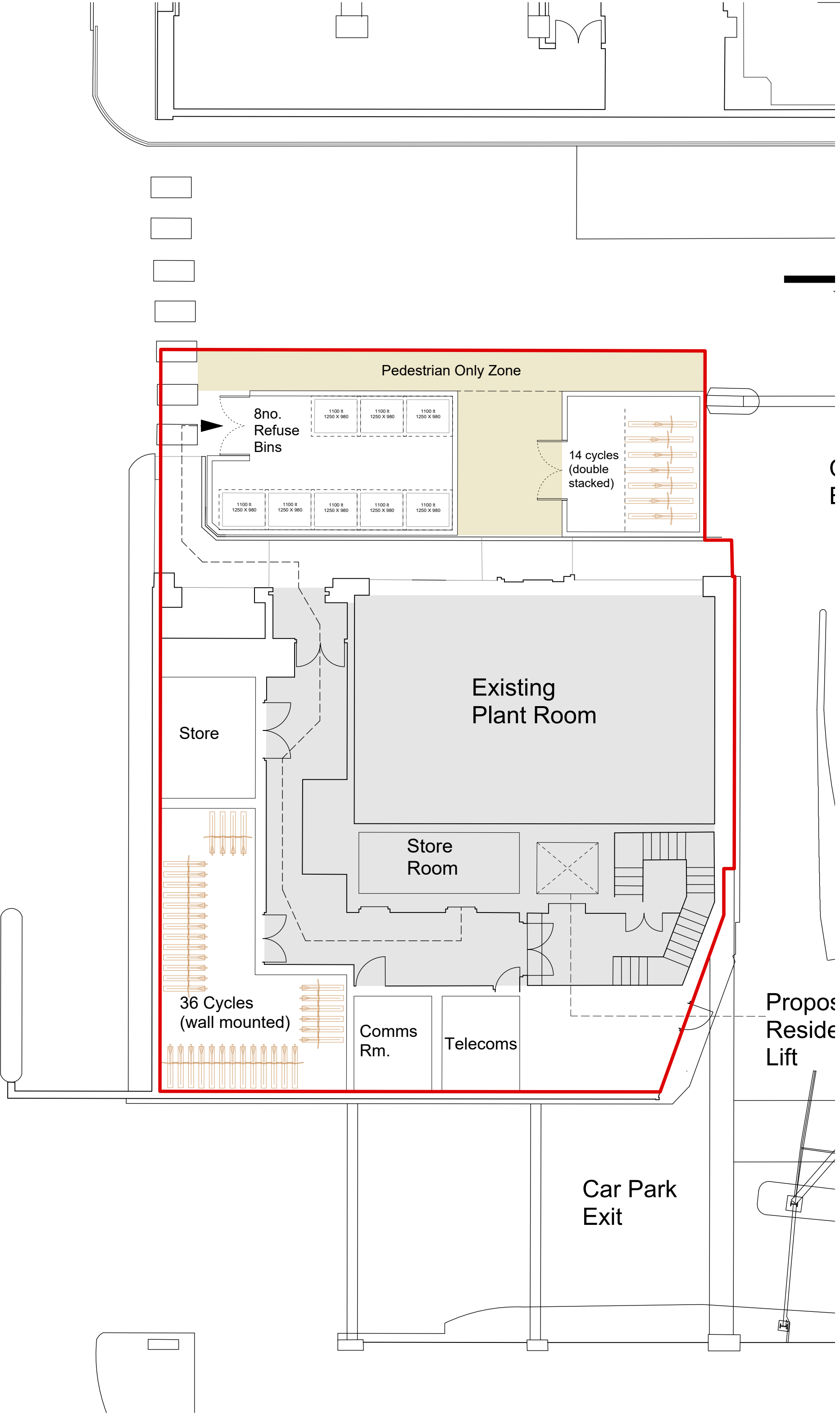
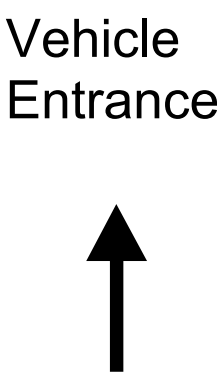
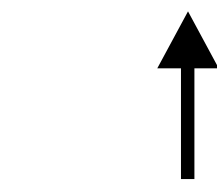
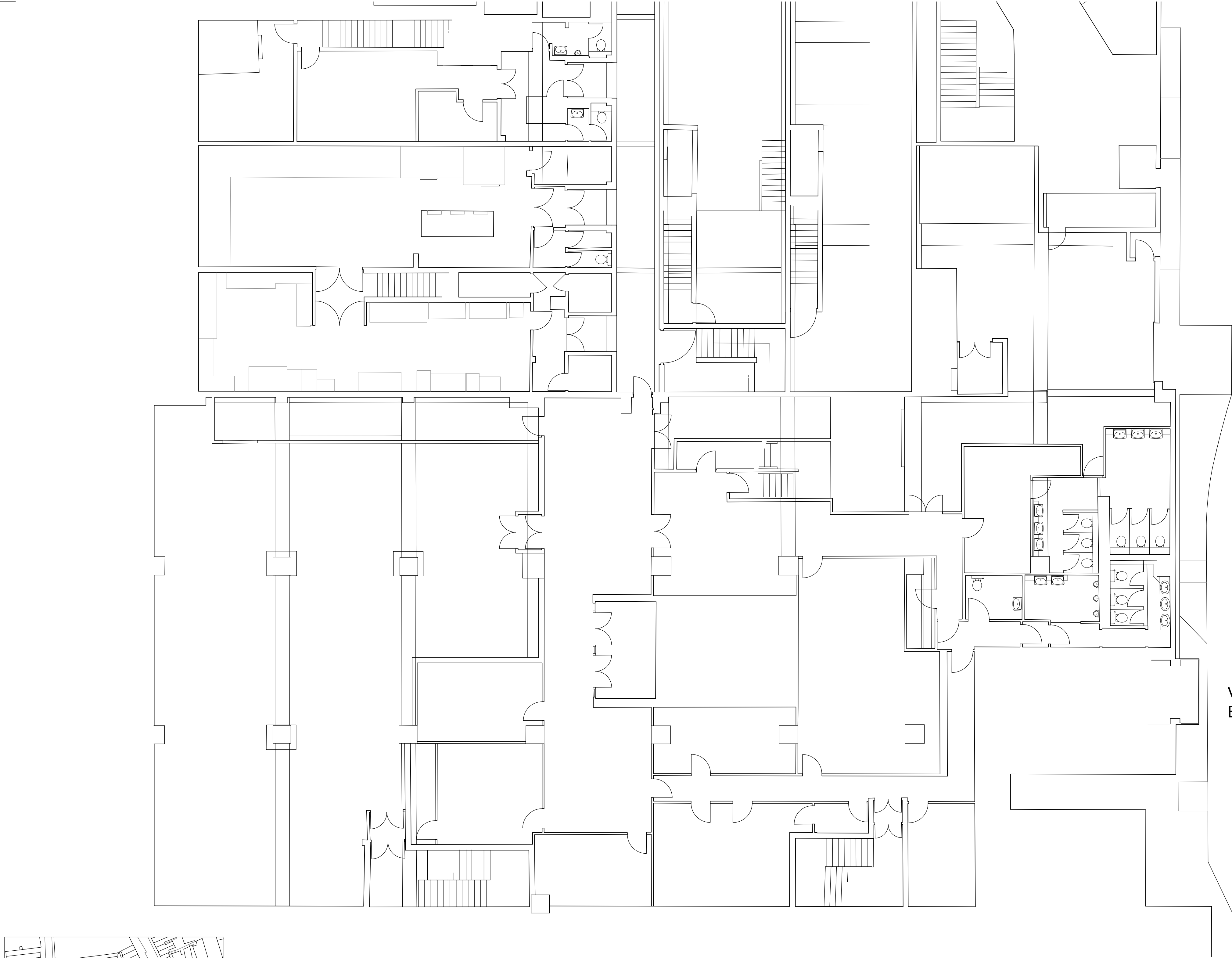
1:100

16.07.21

Revision

P-00

APPENDIX 2 – PROPOSED SITE LAYOUT



Site Location 1:2500 at A1

North

0 1.0 2.0 3.0 4.0 5.0 10.0m

1:100

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Application Boundary

Ownership Boundary

P-00	Submitted for Planning	02.07.21	RBJ	RBJ
Rev.	Description	Date	Drawn	Chk.

Client
Moorgarth

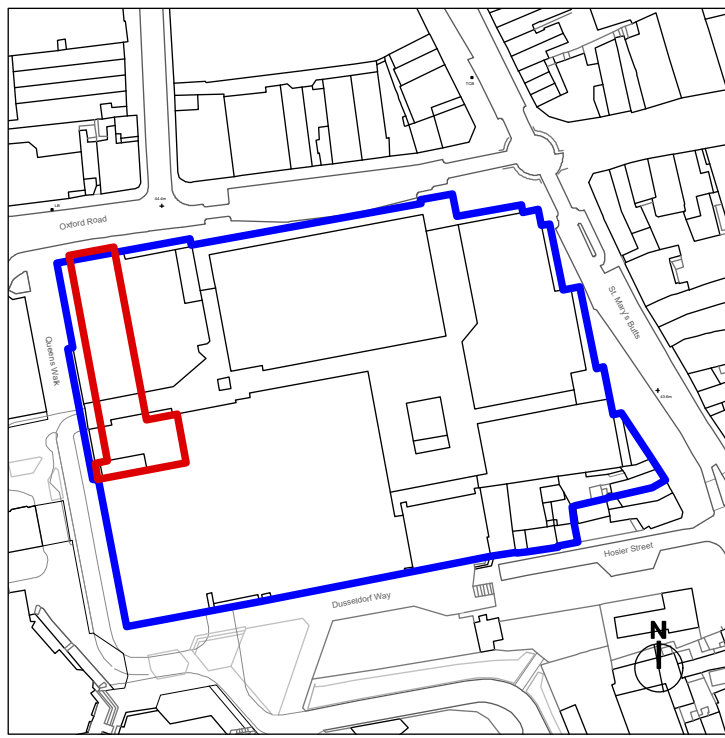
Project
Fountain House
Permitted Development

Drawing Title
Proposed
Basement

Drawing Status
PLANNING

Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 653 444
corstorphine-wright.com

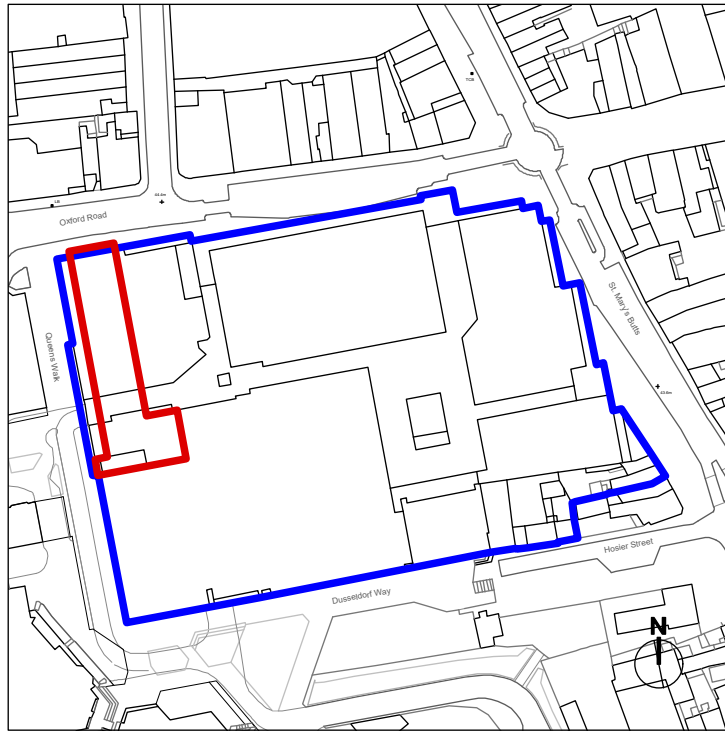
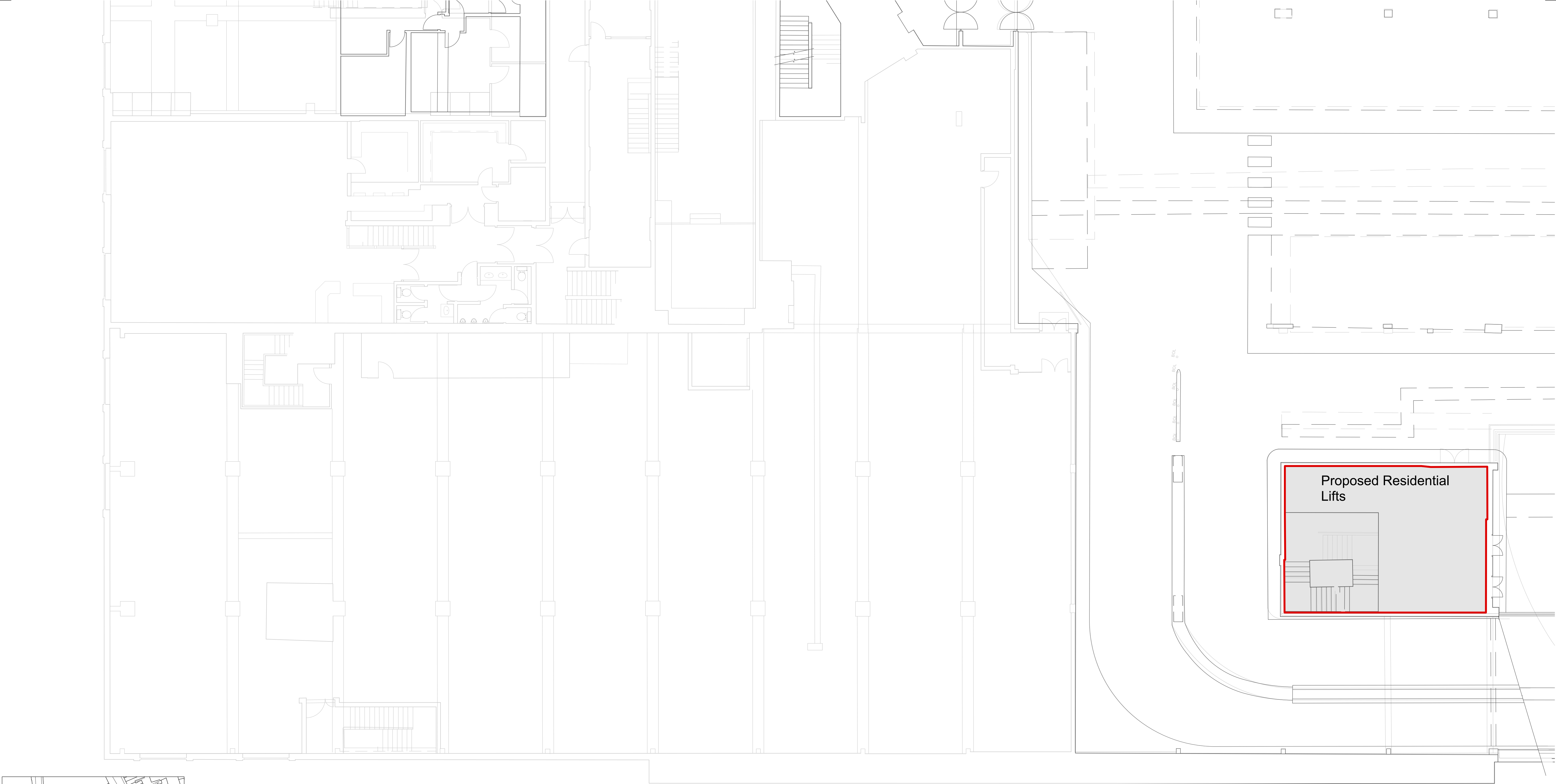
Drawing No. 21383-0300	Revision P-00			
Drawn RBJ	Checked RBJ	Paper Size A1	Scale 1:100	Date 16.07.21



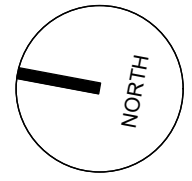
P-00 Submitted for Planning		02.07.21	RBJ	RBJ
Rev.	Description	Date	Drawn	Chk.

Corstorphine & Wright

Warwick Studio Brook Hall, Brook Street, Warwick, CV34 4BL 01926 658 444 corstorphine-wr@com					Revision P-00
Drawing No. 21383-0302					
Drawn RBJ	Checked RBJ	Paper Size A1	Scale 1:100	Date 16.07.21	



Site Location 1:2500 at A1



0 1.0 2.0 3.0 4.0 5.0 10.0m

1:100

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P-00 Submitted for Planning		02.07.21		RBJ RBJ	
Rev.	Description	Date	Drawn	Chk.	

Application Boundary

Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

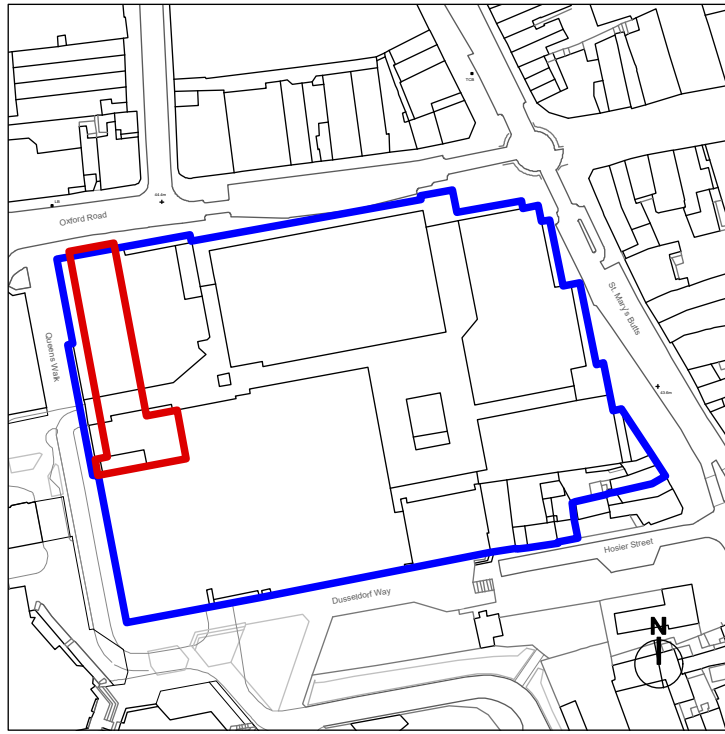
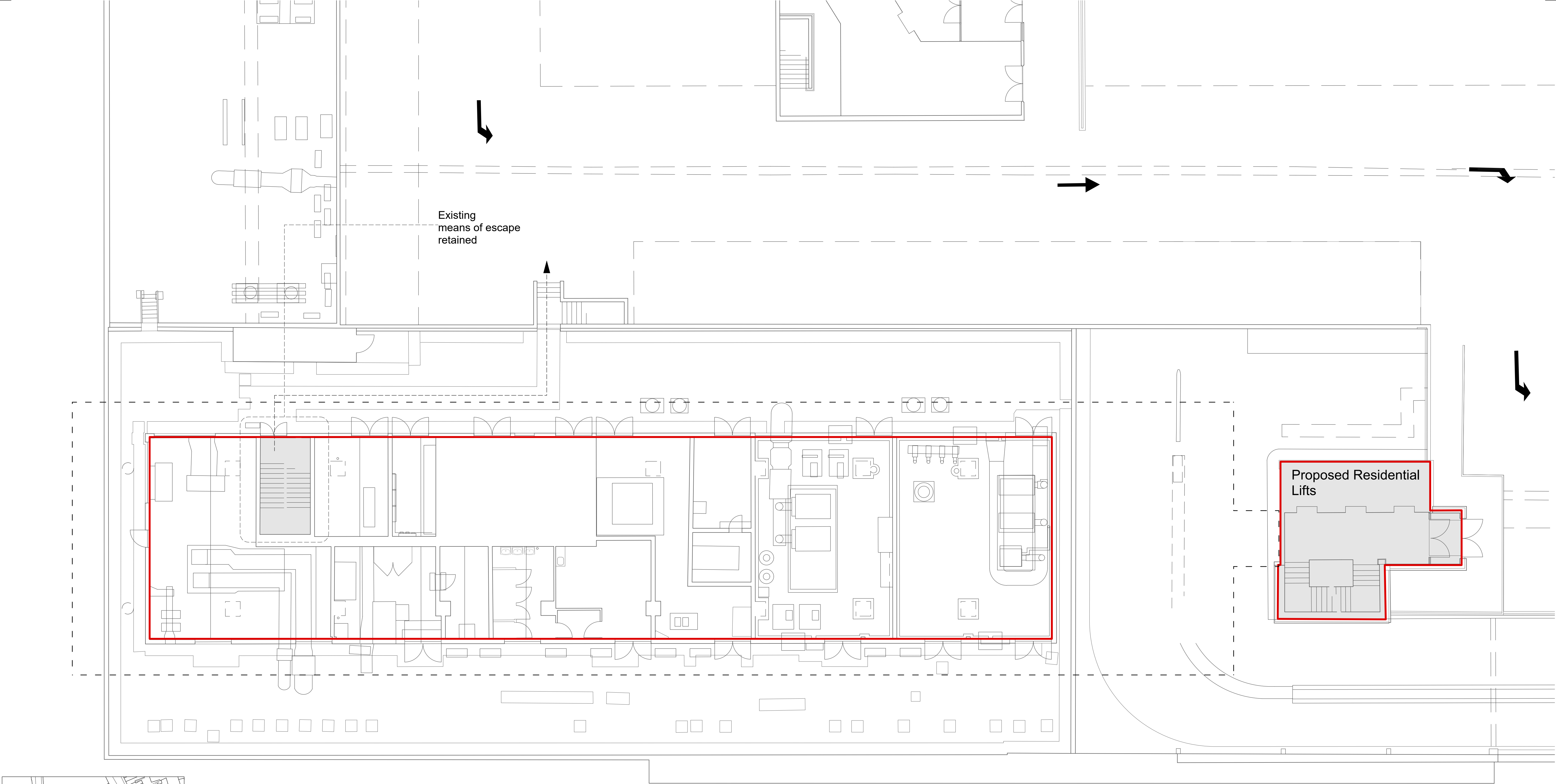
Drawing Title
Proposed
Podium Floor

Drawing Status
PLANNING

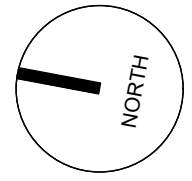
Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 653 444
corstorphine-wright.com

Drawing No.
21383-0303

Drawn	Checked	Paper Size	Scale	Date	Revision
RBJ	RBJ	A1	1:100	16.07.21	P-00



Site Location 1:2500 at A1



0 1.0 2.0 3.0 4.0 5.0 10.0m
1:100

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Application Boundary

Ownership Boundary

P-00 Submitted for Planning		02.07.21	RBJ	RBJ
Rev.	Description	Date	Drawn	Chk.

Client
Moorgarth

Project
Fountain House
Permitted Development

Drawing Title
Proposed
Second Floor

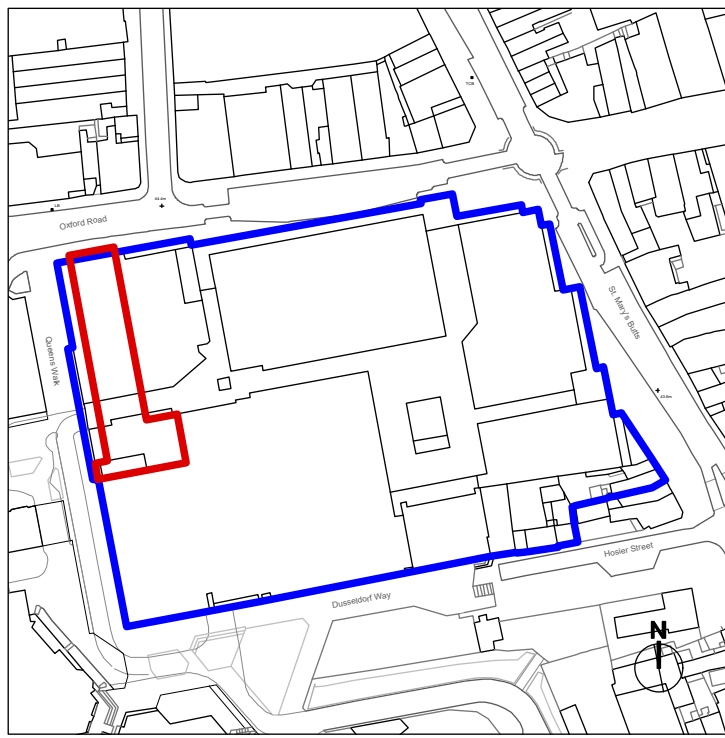
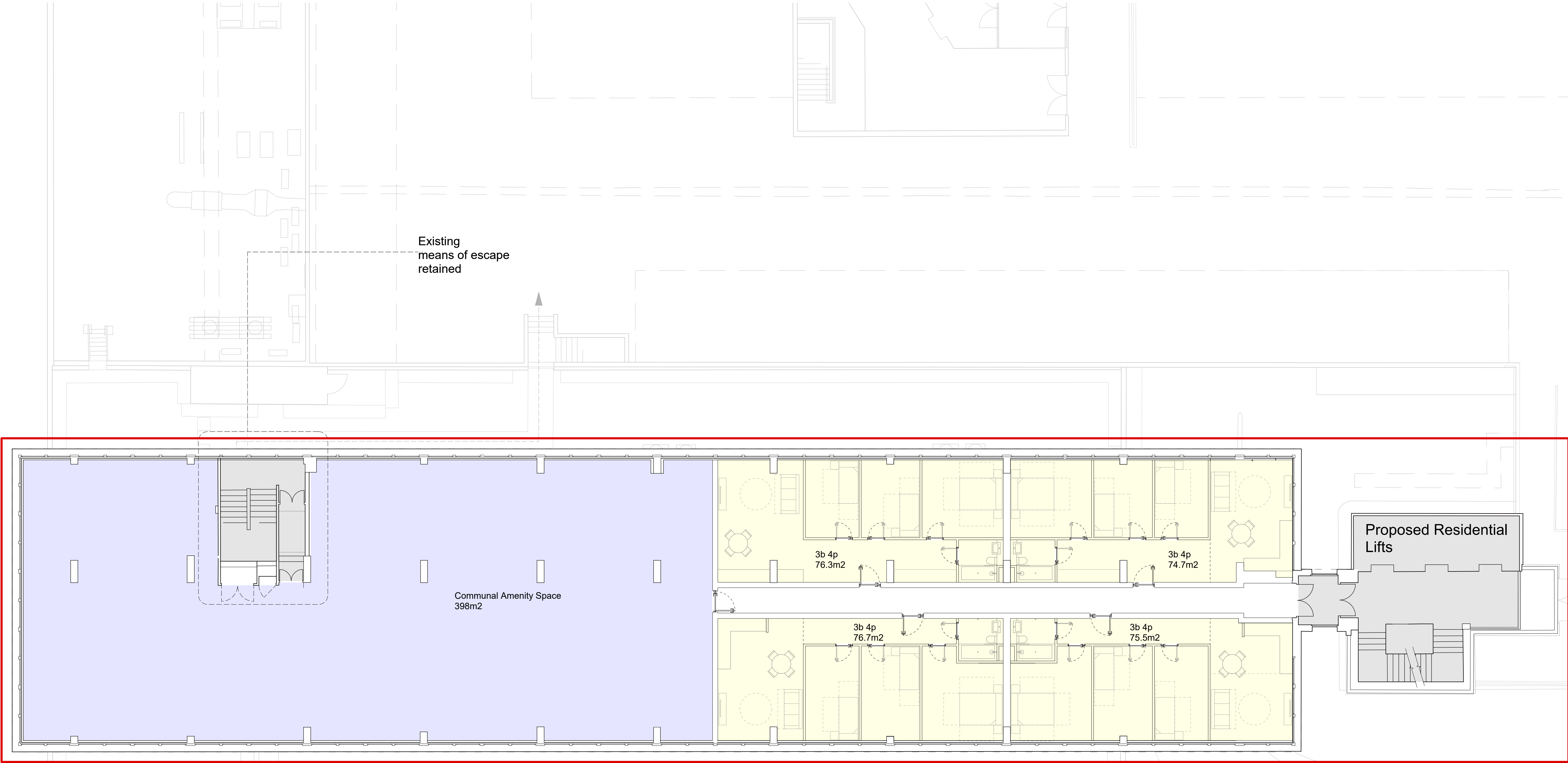
Drawing Status
PLANNING

Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 658 444
corstorphine-wright.com

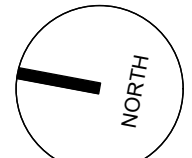
Drawing No.
21383-0304

Revision
P-00

Drawn	Checked	Paper Size	Scale	Date
RBJ	RBJ	A1	1:100	16.07.21



Site Location 1:2500 at A1



0 1.0 2.0 3.0 4.0 5.0 10.0m

1:100

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P-00 Submitted for Planning		02.07.21	RBJ	RBJ
Rev.	Description	Date	Drawn	Chk.

Application Boundary

Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

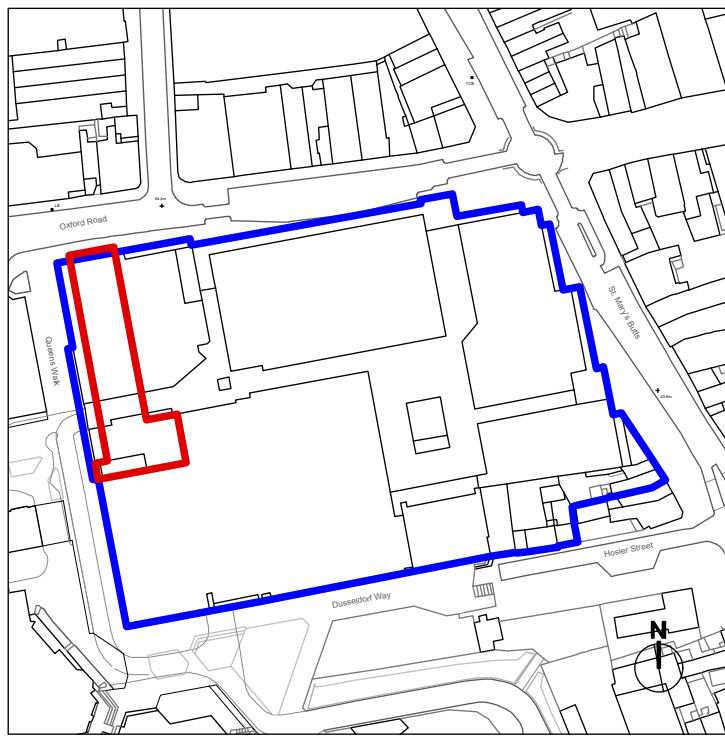
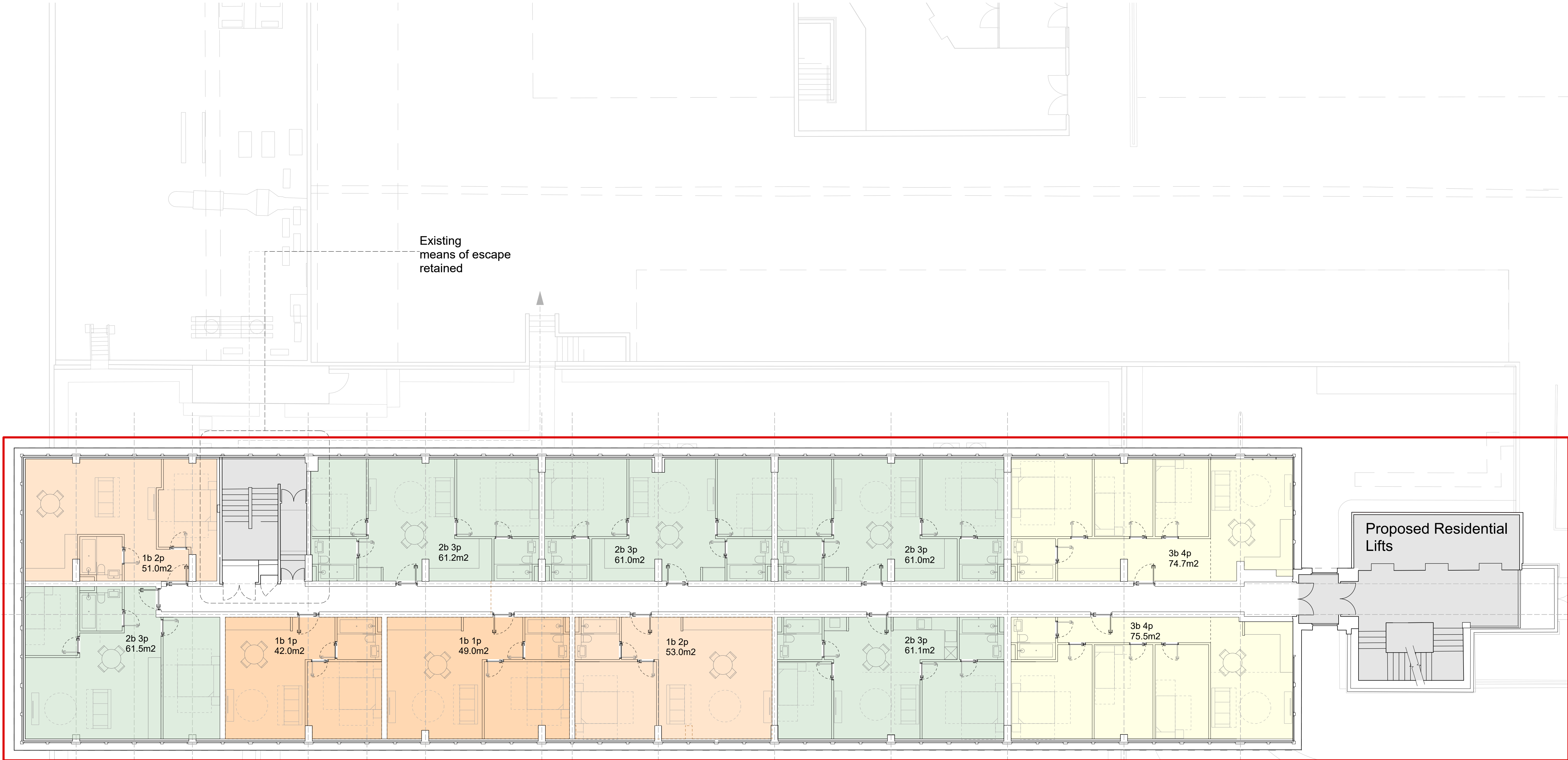
Drawing Title
Proposed
Fourth Floor

Drawing Status
PLANNING

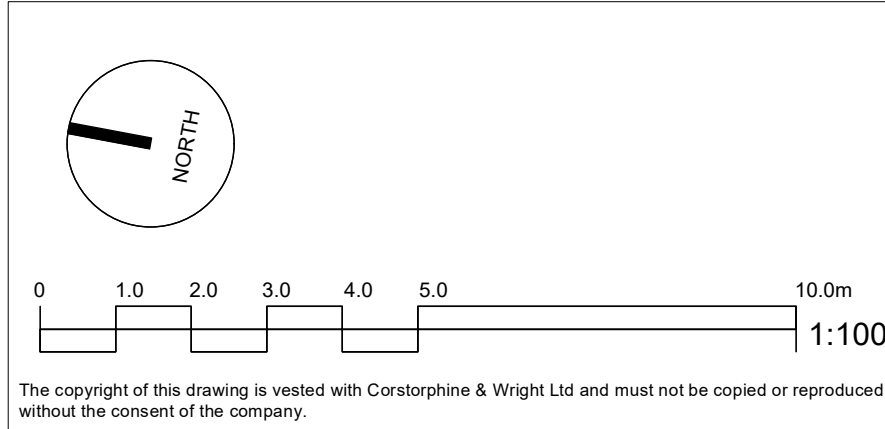
Corstorphine & Wright

Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 653 444
corstorphine-wright.com

Drawing No. 21383-0305				Revision P-00
Drawn RBJ	Checked RBJ	Paper Size A1	Scale 1:100	Date 16.07.21



Site Location 1:2500 at A1



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P-00 Submitted for Planning		02.07.21	RBJ	RBJ
Rev.	Description	Date	Drawn	Chk.

- Application Boundary
- Ownership Boundary

Client
Moorgarth

Project
Fountain House
Permitted Development

Drawing Title
Proposed
Fifth to Eighth Floor

Drawing Status
PLANNING

Corstorphine & Wright

Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 653 444
corstorphine-wright.com

Drawing No.
21383-0306

Drawn	Checked	Paper Size	Scale	Date	Revision
RBJ	RBJ	A1	1:100	16.07.21	P-00

APPENDIX 3 – TRICS

Calculation Reference: AUDIT-142301-210702-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/11/19

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

Selected survey days:

Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Built-Up Zone	3
---------------	---

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

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 3 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

75,001 to 100,000 1 days

500,001 or More 2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

No 3 days

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

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.014	3	71	0.037	3	71	0.051
08:00 - 09:00	3	71	0.019	3	71	0.047	3	71	0.066
09:00 - 10:00	3	71	0.014	3	71	0.014	3	71	0.028
10:00 - 11:00	3	71	0.019	3	71	0.028	3	71	0.047
11:00 - 12:00	3	71	0.023	3	71	0.019	3	71	0.042
12:00 - 13:00	3	71	0.019	3	71	0.019	3	71	0.038
13:00 - 14:00	3	71	0.037	3	71	0.042	3	71	0.079
14:00 - 15:00	3	71	0.019	3	71	0.023	3	71	0.042
15:00 - 16:00	3	71	0.019	3	71	0.019	3	71	0.038
16:00 - 17:00	3	71	0.061	3	71	0.023	3	71	0.084
17:00 - 18:00	3	71	0.051	3	71	0.037	3	71	0.088
18:00 - 19:00	3	71	0.047	3	71	0.033	3	71	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.341			0.683

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

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

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Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/10 - 18/11/19
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.000	3	71	0.005	3	71	0.005
08:00 - 09:00	3	71	0.000	3	71	0.009	3	71	0.009
09:00 - 10:00	3	71	0.005	3	71	0.009	3	71	0.014
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.014	3	71	0.014
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.019	3	71	0.000	3	71	0.019
18:00 - 19:00	3	71	0.005	3	71	0.000	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.037			0.066

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.009	3	71	0.047	3	71	0.056
08:00 - 09:00	3	71	0.028	3	71	0.047	3	71	0.075
09:00 - 10:00	3	71	0.014	3	71	0.019	3	71	0.033
10:00 - 11:00	3	71	0.023	3	71	0.033	3	71	0.056
11:00 - 12:00	3	71	0.028	3	71	0.033	3	71	0.061
12:00 - 13:00	3	71	0.014	3	71	0.023	3	71	0.037
13:00 - 14:00	3	71	0.047	3	71	0.047	3	71	0.094
14:00 - 15:00	3	71	0.033	3	71	0.023	3	71	0.056
15:00 - 16:00	3	71	0.023	3	71	0.023	3	71	0.046
16:00 - 17:00	3	71	0.075	3	71	0.023	3	71	0.098
17:00 - 18:00	3	71	0.051	3	71	0.056	3	71	0.107
18:00 - 19:00	3	71	0.061	3	71	0.037	3	71	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.406			0.411				0.817

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.005	3	71	0.028	3	71	0.033
08:00 - 09:00	3	71	0.023	3	71	0.276	3	71	0.299
09:00 - 10:00	3	71	0.028	3	71	0.187	3	71	0.215
10:00 - 11:00	3	71	0.070	3	71	0.075	3	71	0.145
11:00 - 12:00	3	71	0.103	3	71	0.131	3	71	0.234
12:00 - 13:00	3	71	0.164	3	71	0.164	3	71	0.328
13:00 - 14:00	3	71	0.168	3	71	0.131	3	71	0.299
14:00 - 15:00	3	71	0.159	3	71	0.098	3	71	0.257
15:00 - 16:00	3	71	0.136	3	71	0.145	3	71	0.281
16:00 - 17:00	3	71	0.276	3	71	0.266	3	71	0.542
17:00 - 18:00	3	71	0.369	3	71	0.159	3	71	0.528
18:00 - 19:00	3	71	0.178	3	71	0.005	3	71	0.183
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.679			1.665			3.344	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.000	3	71	0.037	3	71	0.037
08:00 - 09:00	3	71	0.005	3	71	0.117	3	71	0.122
09:00 - 10:00	3	71	0.005	3	71	0.051	3	71	0.056
10:00 - 11:00	3	71	0.005	3	71	0.023	3	71	0.028
11:00 - 12:00	3	71	0.014	3	71	0.023	3	71	0.037
12:00 - 13:00	3	71	0.009	3	71	0.051	3	71	0.060
13:00 - 14:00	3	71	0.009	3	71	0.019	3	71	0.028
14:00 - 15:00	3	71	0.023	3	71	0.005	3	71	0.028
15:00 - 16:00	3	71	0.075	3	71	0.019	3	71	0.094
16:00 - 17:00	3	71	0.061	3	71	0.042	3	71	0.103
17:00 - 18:00	3	71	0.168	3	71	0.014	3	71	0.182
18:00 - 19:00	3	71	0.042	3	71	0.000	3	71	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.416			0.401			0.817

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

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

Calculation Reference: AUDIT-142301-210702-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 960 to 45000 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 13/11/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 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	9
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	7
High Street	1

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

Secondary Filtering selection:

Use Class:

Not Known

9 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

2 days

25,001 to 50,000

5 days

50,001 to 100,000

1 days

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

Population within 5 miles:

125,001 to 250,000

3 days

250,001 to 500,000

3 days

500,001 or More

3 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

5 days

1.1 to 1.5

3 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

6 days

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

PTAL Rating:

No PTAL Present

9 days

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	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
4	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
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES	SLOUGH
	Town Centre High Street Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
7	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES	TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
8	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD		
	COVENTRY		
	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.

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	9	8499	0.407	9	8499	0.031	9	8499	0.438
08:00 - 09:00	9	8499	0.553	9	8499	0.067	9	8499	0.620
09:00 - 10:00	9	8499	0.429	9	8499	0.080	9	8499	0.509
10:00 - 11:00	9	8499	0.238	9	8499	0.153	9	8499	0.391
11:00 - 12:00	9	8499	0.148	9	8499	0.126	9	8499	0.274
12:00 - 13:00	9	8499	0.150	9	8499	0.127	9	8499	0.277
13:00 - 14:00	9	8499	0.143	9	8499	0.129	9	8499	0.272
14:00 - 15:00	9	8499	0.097	9	8499	0.144	9	8499	0.241
15:00 - 16:00	9	8499	0.101	9	8499	0.352	9	8499	0.453
16:00 - 17:00	9	8499	0.098	9	8499	0.503	9	8499	0.601
17:00 - 18:00	9	8499	0.046	9	8499	0.529	9	8499	0.575
18:00 - 19:00	9	8499	0.042	9	8499	0.148	9	8499	0.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.452			2.389			4.841	

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:	960 - 45000 (units: sqm)
Survey date date range:	01/01/10 - 13/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL 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	9	8499	0.014	9	8499	0.000	9	8499	0.014
08:00 - 09:00	9	8499	0.061	9	8499	0.000	9	8499	0.061
09:00 - 10:00	9	8499	0.026	9	8499	0.000	9	8499	0.026
10:00 - 11:00	9	8499	0.012	9	8499	0.010	9	8499	0.022
11:00 - 12:00	9	8499	0.007	9	8499	0.008	9	8499	0.015
12:00 - 13:00	9	8499	0.007	9	8499	0.008	9	8499	0.015
13:00 - 14:00	9	8499	0.008	9	8499	0.004	9	8499	0.012
14:00 - 15:00	9	8499	0.003	9	8499	0.005	9	8499	0.008
15:00 - 16:00	9	8499	0.005	9	8499	0.014	9	8499	0.019
16:00 - 17:00	9	8499	0.004	9	8499	0.024	9	8499	0.028
17:00 - 18:00	9	8499	0.000	9	8499	0.050	9	8499	0.050
18:00 - 19:00	9	8499	0.001	9	8499	0.025	9	8499	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.148			0.296

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	9	8499	0.442	9	8499	0.033	9	8499	0.475
08:00 - 09:00	9	8499	0.605	9	8499	0.042	9	8499	0.647
09:00 - 10:00	9	8499	0.468	9	8499	0.078	9	8499	0.546
10:00 - 11:00	9	8499	0.258	9	8499	0.132	9	8499	0.390
11:00 - 12:00	9	8499	0.163	9	8499	0.139	9	8499	0.302
12:00 - 13:00	9	8499	0.170	9	8499	0.135	9	8499	0.305
13:00 - 14:00	9	8499	0.166	9	8499	0.145	9	8499	0.311
14:00 - 15:00	9	8499	0.107	9	8499	0.173	9	8499	0.280
15:00 - 16:00	9	8499	0.118	9	8499	0.380	9	8499	0.498
16:00 - 17:00	9	8499	0.086	9	8499	0.567	9	8499	0.653
17:00 - 18:00	9	8499	0.038	9	8499	0.586	9	8499	0.624
18:00 - 19:00	9	8499	0.038	9	8499	0.171	9	8499	0.209
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.659			2.581			5.240

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	9	8499	0.152	9	8499	0.008	9	8499	0.160
08:00 - 09:00	9	8499	0.271	9	8499	0.033	9	8499	0.304
09:00 - 10:00	9	8499	0.250	9	8499	0.084	9	8499	0.334
10:00 - 11:00	9	8499	0.332	9	8499	0.200	9	8499	0.532
11:00 - 12:00	9	8499	0.278	9	8499	0.403	9	8499	0.681
12:00 - 13:00	9	8499	0.978	9	8499	1.289	9	8499	2.267
13:00 - 14:00	9	8499	1.085	9	8499	0.727	9	8499	1.812
14:00 - 15:00	9	8499	0.431	9	8499	0.384	9	8499	0.815
15:00 - 16:00	9	8499	0.208	9	8499	0.328	9	8499	0.536
16:00 - 17:00	9	8499	0.101	9	8499	0.267	9	8499	0.368
17:00 - 18:00	9	8499	0.024	9	8499	0.307	9	8499	0.331
18:00 - 19:00	9	8499	0.008	9	8499	0.088	9	8499	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.118			4.118			8.236

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	9	8499	0.227	9	8499	0.000	9	8499	0.227
08:00 - 09:00	9	8499	0.350	9	8499	0.007	9	8499	0.357
09:00 - 10:00	9	8499	0.244	9	8499	0.004	9	8499	0.248
10:00 - 11:00	9	8499	0.089	9	8499	0.046	9	8499	0.135
11:00 - 12:00	9	8499	0.076	9	8499	0.073	9	8499	0.149
12:00 - 13:00	9	8499	0.076	9	8499	0.069	9	8499	0.145
13:00 - 14:00	9	8499	0.043	9	8499	0.052	9	8499	0.095
14:00 - 15:00	9	8499	0.060	9	8499	0.102	9	8499	0.162
15:00 - 16:00	9	8499	0.031	9	8499	0.169	9	8499	0.200
16:00 - 17:00	9	8499	0.014	9	8499	0.241	9	8499	0.255
17:00 - 18:00	9	8499	0.003	9	8499	0.295	9	8499	0.298
18:00 - 19:00	9	8499	0.000	9	8499	0.115	9	8499	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.213			1.173			2.386

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.