

PLANNING APPLICATION FOR CHANGE OF USE – CLASS E OFFICES TO CLASS F1 PLACE OF WORSHIP

TRANSPORT STATEMENT

15 BENNET ROAD, READING, RG2 0QX

ON BEHALF OF CHURCH OF PENTECOST UK



Pegasus Group

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared on behalf of Church of Pentecost UK in order to support the planning application for the change of use of 15 Bennet Road, Reading.
- 1.2 The site (15 Bennet Road) is currently occupied by SARA Charity and is used for furniture storage. However, this is a temporary use, and the permitted land use is offices.
- 1.3 It is proposed to convert the site to a place of worship (land use class F1). The Church of Pentecost will be relocating to the site from Oxford Road, Reading.
- 1.4 This report should be read in conjunction with the Travel Plan, also prepared by Pegasus Group, which provides a framework to develop measures to assist in encouraging sustainable modes of travel to and from the development site.
- 1.5 The following key transportation issues are addressed:
- i. Site description;
 - ii. A summary of the highway network and accessibility for all modes of travel;
 - iii. Description of the change of use proposals;
 - iv. Confirmation of the proposed access arrangements;
 - v. Justification of the proposed car parking arrangements;
 - vi. A trip comparison between the extant and proposed land uses; and
 - vii. A summary of relevant transport planning policy.
- 1.6 This TS concludes that the redevelopment site provides reliable and commensurate opportunities for congregants to travel to and from the site by sustainable travel modes as a genuine alternative to single occupancy vehicular travel.

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- 1.7 It is considered that the proposed change of use can be accommodated without detriment to the existing safety or operation of the local highway network. It is also considered that the proposed parking provision is appropriate to accommodate the parking demand associated with the Church of Pentecost, as detailed by the Applicant.
- 1.8 It is concluded that there are no highway or transportation reasons which should prevent the proposed change of use at the site.

2.0 THE SITE

Site Location

- 2.1 The site comprises an 808sqm office space (Class E) to the north of Bennet Road, Reading.
- 2.2 This site is located approximately 3.8 kilometres south of Reading town centre. The site is bound by Bennet Road to the south, and existing industrial land uses to the north, east and west. The site is located under 2.5 kilometres from local residential areas including Whitley, Whitley Wood and Katesgrove. The location of the site in the context of the surrounding area is shown in **Figure 1**.
- 2.3 The existing vehicular access is located on the southern site boundary off the verge of Bennet Road, directly in front of the property. Further access to a car parking area to the rear of the property is located to the east of the site from a dropped kerb access off Bennet Road. Each of these access points have visibility splays of 2.4 x 43 metres, which is appropriate for the local speed limit of 30mph along Bennet Road according to guidance within Manual for Streets (MfS).

Planning History

- 2.4 In 2017, 15 Bennet Road was refused permission for a temporary change from commercial use to D1 community use for four years (planning application reference 170094). The grounds for refusal were twofold. Firstly, due to the loss of employment land within a designated Core Employment Area, and secondly due to insufficient vehicle parking.

- 2.5 The planning application 170094 was for retrospective consent of the use of solely Unit three of 15 Bennet Road for D1 community uses. Limited details were submitted regarding the proposals, and therefore the highway authority concluded that there was '*insufficient information to undertake an objective transport analysis*', resulting in a highways objection.

Local Highway Network

Bennet Road

- 2.6 Bennet Road measures approximately 5.5 metres wide and has continuous footways of approximately 1.5 metre width on each side of the road, with dropped kerbs at the access points and junctions. It connects the A33 at the western end to the B3031 at the eastern end. It is subject to a speed limit of 30mph, and there are double yellow lines for the length of Bennet Road, preventing parking at any time. This is shown in **Appendix A**.
- 2.7 There is a controlled pedestrian crossing at the eastern end of Bennet Road at the junction with the B3031. This includes a pedestrian refuge, tactile paving and dropped kerbs.
- 2.8 There are further controlled pedestrian crossings across the eastern arm of the roundabout at the western end of Bennet Road. These are provided with pedestrian refuges, tactile paving and dropped kerbs.

A33

- 2.9 The A33 is a dual carriageway which connects the centre of Reading to Junction 11 of the M4. It can be accessed around 250 metres to the west of the proposed site. The southbound carriageway has a bus lane.

- 2.10 The A33 is subject to a 40mph speed limit and is a clearway, so no stopping or parking is permitted. It is approximately 10 metres wide and has a combined footway / cycleway on either side of the carriageway to the north and south of the Bennet Road junction. This footway/cycleway links to the B3031 to the south near the western boundary of Whitley Wood. To the north, this leads to the centre of Reading, with controlled pedestrian crossings provided across junctions.

B3031

- 2.11 The B3031 is a single carriageway road connecting Basingstoke Road to Junction 11 of the M4 to the south, and to the A327 into the southeast of Reading. It can be accessed approximately 450 metres east of the site. There are bus lanes both north and southbound along the B3031 within 150 metres of the junction with Bennet Road.
- 2.12 The B3031 is subject to a 30mph speed limit and has no parking permitted on either side of the road. It is approximately 10.5 metres wide and has continuous footpath of approximately 1.5 metres minimum in width running along both sides of the road.
- 2.13 There are controlled pedestrian crossings either side of the Bennet Road junction on the B3031, both including pedestrian refuges, dropped kerbs and tactile paving.

Highway Safety

- 2.14 Personal Injury Accident (PIA) records have been obtained from Reading Borough Council for the most recent five-year period between 2015 and 2020. This confirms that there have been 14 accidents in the vicinity of the site over the past five years. The PIA data covers all of Bennet Road, the roundabout at the western end of Bennet Road, and 300 metres each side of the junction on the eastern end of Bennet Road on the B3031.

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- 2.15 The tabulated summary of details of the PIA data is included at **Appendix B**. The PIA data shows that there have been three serious accidents in the vicinity of the site and 11 slight accidents.
- 2.16 The majority of accidents that have occurred in the vicinity of the site have been at the roundabout at the western end of Bennet Road. These have involved shunt accidents and driver loss of control, which are typical incidents associated with this junction type.
- 2.17 There have been two slight accidents on Bennet Road itself within 100 metres of the site to the east and to the west. These appear to have occurred as a result of temporary driver error and resulted in rear end shunts. The accidents were not caused by vehicles pulling in or out of sites along Bennet Road.
- 2.18 One slight accident occurred at the junction between Bennet Road and the B3031 to the east. None of the accidents at the A33 roundabout on the eastern arm were turning into Bennet Road, and one 'slight' accident had been caused by a driver exiting west from Bennet Road.
- 2.19 All of the accidents recorded over the most recent five-year period appear to have been as a result of temporary driver error or loss of control. It is therefore concluded that the highway network within the vicinity of the site currently operates safely, with no accident pattern or problem.

3.0 ACCESSIBILITY

Walking

- 3.1 There is a comprehensive network of footways within the vicinity of the site that provide access to the site from adjacent local residential areas, bus stops and Reading town centre.
- 3.2 There is a continuous footway either side of Bennet Road from the east to west, both of which incorporate dropped kerbs at access junctions, and there is a pedestrian crossing with tactile paving at the traffic light junction at the eastern end of Bennet Road. At the western end of Bennet Road, there are controlled pedestrian crossings with tactile paving and dropped kerbs to facilitate pedestrian movement over the A33 roundabout.
- 3.3 The footway along Bennet Road links the site to the residential area in the east, towards the area of Whitley. To the west, the footways run North into central Reading, linking to the residential areas of Coley Park, Coley and Katesgrove.

Cycling

- 3.4 There is a shared cycleway/footway along the A33 to the north and south of the junction with Bennet Road. This links to the southern extent of the industrial park to the south and into central Reading to the north.
- 3.5 The area around the proposed site has low gradients, which is considered to make cycling a viable alternative to private vehicular journeys.
- 3.6 There is National Cycle Network (NCN) route 23 at the western end of Bennet Road. This is a traffic-free route that travels parallel to the A33 in a northerly direction towards the centre of Reading. To the south, the route extends to Basingstoke.

Public Transport - Bus

3.7 There is a bus stop named 'Bennet Road' located approximately 30 metres from the eastern end of Bennet Road, totalling a distance of approximately 450 metres from the site. The stop on the western side of the B3031 has a shelter, seating, pole, flag and timetable information. The stop on the eastern side of the road has a pole, flag and timetable information.

3.8 The services available from this stop are summarised on **Table 3.1** and bus routes are detailed on **Figure 2**.

Table 3.1 – Summary of Bus Services to Bennet Road

Service	Route	Service Provider	First Bus/Last Bus		Approximate Frequency Intervals (Minutes)		
			Weekdays	Sunday	Weekdays	Saturday	Sunday
6	Reading Station – Whitley Wood	Reading Buses	04:45/03:25	06:27/03:25	10	10 - 15	20
6	Whitley Wood – Reading Station	Reading Buses	05:08/04:03	05:03/04:03	10	10 - 20	20
7	Reading Station – Fleet	Reading Buses	06:01/19:38	10:14/18:14	60 - 120	60 - 120	120
7	Fleet – Reading Station	Reading Buses	06:51/20:15	10:52/18:52	60 - 120	60 - 120	120

- 3.9 The first bus from the centre of Reading arrives at Bennet Road at 04:45 on weekdays, and the last bus into the centre of Reading is at 04:03. The journey from Bennet Road to Reading Station takes approximately 13 to 14 minutes.
- 3.10 There are regular services on Sundays, which is the day likely to attract most people to the venue for the weekly Sunday gathering, as discussed in **Chapter 4**. The first bus arrives at Bennet Road from the centre of Reading at 06:27 on a Sunday morning, and the last bus departs at 04:03. These bus services are frequent throughout the day, with intervals elongating into the evening up to an hour between services from midnight onwards.
- 3.11 There are additional bus stops within walking distance along the A33, including 'Reading Gate Retail Park' bus stop located approximately 400 metres southwest of the site. These are served by bus routes 50 and 600, linking to central Reading to the north, and to Green Park and the Park Ride car park to the south respectively.

Accessibility Conclusion

- 3.12 It is concluded that the local highway network is suitable for pedestrian and cycle trips. The site is located close to an established residential area.
- 3.13 It is also concluded that the site is within walking distance of frequent public transport services every day of the week with the buses providing connections to Reading town centre and surrounding residential areas with a reasonable short journey time of only 13-14 minutes from early morning to late at night.
- 3.14 It is concluded therefore that the site provides the opportunity for staff, members of the congregation and visitors to travel by sustainable modes on a daily and weekly basis to and from the site as a genuine alternative to single occupancy car use.

4.0 CHANGE OF USE PROPOSAL

- 4.1 This application is for the change of use from offices (Class E(g)) into a place of worship (Class F1).

Access Arrangements

- 4.2 The existing site access arrangements, including footway links, are proposed to be retained.
- 4.3 As stated in **paragraph 2.3**, the visibility of the site access is in accordance with Manual for Streets guidance for a 30mph speed limit. There are no adverse highway safety records over the past five years under the current operation of the highway network and thus it is considered suitable for continued use by the change of use proposals.
- 4.4 The Church of Pentecost will be associated with lower traffic levels during the peak weekday periods of highway operation than the current site use. Traffic levels will be kept to a minimum on Sundays due to the public transport opportunities available close to the site.
- 4.5 It is therefore considered that future attendees, staff and visitors to the Church of Pentecost will be able to access the building using the existing highway network.

Change of Use Scheme

- 4.6 Whilst the primary use of the site will be for the Church of Pentecost services, there are multiple proposed ancillary uses. These are summarised below in **Table 4.1**.

Table 4.1 – Church of Pentecost Weekly Timetable

	Time	Event		Estimated Staff	Estimated Attendance
Monday	18:00 – 20:00	Youth Empowerment Meetings	Ancillary Crèche	2 Staff	10 – 15
Tuesday	18:00 – 21:00	Debt Management Sessions		2 Staff	Maximum of 3
		Immigration Support		2 Staff	5 - 8
Wednesday	18:00 – 20:00	Counselling Sessions		1 Social Worker	2
	19:00 – 20:30	Midweek Service		1 Minister	18
Thursday	15:00 – 18:00	Zumba		1 Teacher	Maximum of 10 per one hour session
Friday	19:00 – 20:30	Midweek Service		1 Minister	12
Saturday	12:00 – 15:00	Meetings		1 Minister	3 - 5
	16:00 – 18:00	Zumba		1 Teacher	Maximum of 10 per one hour session
Sunday	10:00 – 12:30	English Service		1 Minister	45 (including children)
	14:00 – 17:00	Vernacular Service		1 Minister	86 (including children)

4.7 The majority of activities at the site will occur in the evenings and at weekends.

4.8 On weekdays, the Reverend Minister will attend the office daily from 09:00 to 17:00.

- 4.9 There will be an ancillary Crèche throughout the week for parents and carers who are attending the site for other activities. There will be two teachers or proprietors maximum to provide this service.
- 4.10 The church congregation currently holds services at Russel Hall on Oxford Road in Reading (RG1 7UP). As the congregation already exists, existing travel data has been obtained from the Applicant and is confirmed in **Chapter 5**.

Parking Provision

Car Parking

- 4.11 The Reading Borough Local Development Framework Revised Parking Standards and Design (2011) classes 15 Bennet Road as in Zone 3, a Secondary Core Area which has high frequency bus services within 400 metres. For places of worship the standards suggest a maximum of one space per eight fixed seats and/or one per 16sqm of open hall.
- 4.12 As there will be no fixed seats within the Church, the parking requirement has been calculated based upon the open hall area. Whilst the total site area is around 808sqm, the open hall area is located only on the ground floor, comprising a floor area of 404sqm. This equates to a maximum of 25 car spaces according to the guidance (rounded up to the nearest whole number).
- 4.13 Any community uses at the site will be ancillary to the church use and will require a lesser parking demand than on weekends. Therefore, no dedicated parking is proposed.

- 4.14 There are a total of 20 car parking spaces on site. Eight spaces are allocated to Attenborough House (the application site), with the remaining 12 spaces allocated to Units 2–5. Units 2-5 are small industrial / commercial units¹ and are occupied during 'normal' working hours (0800-1800) on weekdays. Therefore, when demand at the Church is highest in the evenings and on weekends, additional spaces may be available for use by congregants.
- 4.15 In addition, the applicant has engaged in discussions with the Madejski Stadium, which is located around 850 metres to the southwest of the site, to lease an additional 10 car parking spaces on Sundays. The proposed contract is included at **Appendix C**. The duration of the contract is initially for 12-months. However, the applicant would look to extend this contract once permission has been granted and continue thereafter.
- 4.16 The Madejski Stadium is located approximately 850 metres southwest of the site, equating to an approximate 11 minute walk. There are continuous, lit footways along Northern Way from the stadium at a minimum of two metres wide. There are two uncontrolled pedestrian crossings along this carriageway with dropped kerbs and tactile paving. There are controlled pedestrian crossings on all southern arms of the A33 roundabout, provided with dropped kerbs and tactile paving. Safe and suitable pedestrian access between the stadium and the proposed redevelopment site can therefore be provided.
- 4.17 As part of the proposals, the car parking spaces to the front and rear of 15 Bennet Road will be reconfigured to prevent vehicles overrunning the footway and grass verge on Bennet Road, as shown in the proposed site layout at **Appendix D**. This considered to be a highway safety benefit as the new car park layout will seek to ensure that vehicles access, turn, manoeuvre and exit the site in a forward gear. This may not be the case with the operation of the extant car park layout.
- 4.18 The site does not currently benefit from any disabled car parking spaces, but

¹ Occupied by Ali-Majid Welfare Trust, Jam Jar Properties Ltd, Dee Mark & General Properties Ltd and Meadee Flooring Ltd

three such spaces are planned to be provided within the change of use proposals at the front of the site. This is in line with guidance specified in the Reading Borough Local Development Framework Revised Parking Standards and Design (2011). It is proposed that these could be used for general parking if they are not required by the allocated users.

- 4.19 It is proposed that there will be a car parking booking system for the congregants to manage the use of the spaces on site. This will ensure that there will be sufficient parking for all who arrive on site within the curtilage of the site boundary. If considered necessary by highway officers, details of this scheme can be addressed in a car parking management plan covered by an appropriately worded planning condition.
- 4.20 As set out in **Chapter 2**, Bennet Road and surrounding roads are subject to double yellow line "no waiting at any time" restrictions. The propensity for indiscriminate and / or overspill parking is therefore low and the local highway authority have powers to enforce an inappropriate parking that may occur, although considered unlikely.
- 4.21 The Church of Pentecost UK is in possession of a minibus, driven by a volunteer within the church. Parking for the minibus is not required to be accommodated on site as it will be kept at the private address of the volunteer driver. The minibus will be used as a drop-off and pick-up service from 15 Bennet Road. This is further detailed from **paragraph 4.25**.
- 4.22 Taking the parking at The Madejski Stadium into account, there would be at least 18 car parking spaces available for use by the Church. With reference to the maximum car parking standards set out in **paragraph 4.12**, it is therefore considered that appropriate parking provision is provided that reflects the accessibility credentials of the site and accommodates the parking demands of the Church of Pentecost.

Bicycle Parking

- 4.23 The Reading Borough Local Development Framework Revised Parking Standards and Design (2011) requires there to be one cycle parking space for every 50sqm.
- 4.24 The site is 808sqm, and therefore 16 cycle parking spaces are required at the site which will be provided to the front of the building in the form of eight Sheffield Stands, as shown in the proposed site layout at **Appendix D**.

Church Minibus

- 4.25 The Church of Pentecost are in possession of a minibus which is used to transport members of the congregation to services when required. Church members will indicate their intentions of attending an event via text to the volunteer driver. They will then be picked up from their homes, or nearby meeting points, to be taken to the event and returned home afterwards.
- 4.26 For Sunday morning services, the minibus will make one trip to bring approximately 15 people to and from the site. For Sunday afternoon services, the minibus will make two trips to bring approximately 30 people to and from the site.
- 4.27 Due to the minibus being owned by the Church, it is possible that further trips could occur to accommodate for a higher demand if necessary.

Refuse and Recycling

- 4.28 Refuse and recycling collection will continue to occur as per the existing arrangements.

- 4.29 A dedicated refuse and recycling store is proposed to the front of the building, which will facilitate kerbside collection from Bennet Road. This will prevent any refuse or recycling materials needing to be stored within the building or on the public highway.

Travel Plan

- 4.30 A comprehensive Travel Plan has been prepared to encourage sustainable travel to the Church. The Reading Borough Council Local Plan states that Travel Plans are required for developments of 10 or more dwellings and for developments over 1000sqm of non-residential floor space.
- 4.31 The proposed development comprises 808sqm and therefore falls below the Council's threshold for when a Travel Plan becomes necessary. However, the Applicant is committed to encouraging congregants to travel by sustainable modes and to minimise the parking demand on site. Therefore, a Travel Plan has been prepared and is provided with this application.
- 4.32 The principle aim of the Travel Plan is to discourage single occupancy car travel to and from the development. The Travel Plan outlines how any transport impacts generated by the change of use application will be mitigated. It covers all existing and future congregants of the Church of Pentecost throughout the week.
- 4.33 The measures can be summarised as:
- The provision of Travel Information Packs to all users;
 - A Travel Plan noticeboard;
 - The management of on-site car parking booking throughout the week; and
 - The continuation, and potential extension, of the Church minibus and promotion of the minibus to congregants.

5.0 FORECAST TRIP ATTRACTION

5.1 A trip assessment exercise has been carried out using the industry standard TRICS v7.8.1 database to estimate the number of trips that could be associated with the extant land use.

5.2 There are no suitable sites on the TRICS database for calculating the change of use proposals. Therefore, bespoke operator information has been provided by the Church of Pentecost to forecast the trips associated with the change of use proposal.

Extant Land Use Trip Attraction

5.3 Multi-modal trip rates have been obtained from the TRICS database to calculate the vehicular trip attraction that could be associated with a potential use of the extant land use on a weekday. This has been carried out using the following selection criteria:

- Employment - Office;
- Suburban Area / Edge of Town / Edge of Town Centre Locations;
- England and Wales excluding Greater London;
- Up to 4,000sqm GFA; and
- Weekday trips only.

5.4 The multi-modal TRICS report is provided at **Appendix E** and is summarised in **Table 5.1**.

Table 5.1 – Estimated Trip Attraction for Extant Land Use

Offices – 808sqm GFA		Vehicles	Pedestrians	Cyclists	Bus	Total
AM Peak (08:00-09:00)	Trip Rate	2.510	0.315	0.054	0.174	3.053
	Trips	20	3	0	1	25
PM Peak (17:00-18:00)	Trip Rate	2.142	0.525	0.055	0.163	2.885
	Trips	17	4	0	1	23
Daily Totals	Trip Rate	15.638	5.886	0.274	1.653	23.451
	Trips	126	48	2	13	189

5.5 **Table 5.1** estimates that the extant land use could be associated with up to 20 two-way vehicular trips in the weekday AM Peak, 17 in the weekday PM Peak and 126 each weekday. It is not anticipated that the extant land use would typically attract material trips on a Sunday.

Proposed Land Use Trip Attraction

Sundays

5.6 The peak attendance to the site will be on Sundays, not during the typical highway network peak hours.

5.7 The likely person trip generation for the Church of Pentecost has been estimated by using information provided by the Applicant in relation to the existing congregation and how they currently travel to the existing Church site.

5.8 The estimates for attendee mode of transport to the morning and afternoon Sunday services are summarised in **Table 5.2** below. The predicted car parking demand for Sundays are detailed in **Appendix F**.

Table 5.2 – Summary of Expected Congregant Mode of Transport to Sunday Services

Service	Church Minibus	Public Transport	Number of Congregants in Cars	Number of Cars	Walk/Cycle	Total Congregation (Including Children)
Morning	15	3	25	7	2	45
Afternoon	30	15	33	9	8	86

5.9 It is understood that there is no parking provision at the current Church site. Anyone who drives to the site uses the nearby public parking provision and pays for the time parked there for the duration of the service or event, including Sundays. The majority of the congregation already use public transport or journey on foot to the current Church site.

5.10 A significant proportion of the congregation live in and around Reading, including some living in Bracknell and others living in Basingstoke².

5.11 The majority of the members of the congregation live within seven kilometres of the new Church site. Therefore, most live within an appropriate distance to the new Church site such that they can use sustainable transport options such as public bus routes or the Church minibus.

² Postcodes include RG1, RG2, RG4, RG6, RG12, RG21, RG22, RG30, RG31.

Weekdays

- 5.12 The expected largest attendance to the site on a weekday is estimated to be 20 people on a Wednesday evening, with both the midweek service and the counselling sessions taking place. However, these events are outside the PM peak times at 18:00 to 20:30 inclusive.
- 5.13 It is expected that the majority of attendees will access the site using public transport or the Church minibus to attend these events, and others will car share. Applying the same modal share as the weekend services would equate to a maximum of six people arriving by car³.

Trip Attraction Comparison

- 5.14 The proposed Church and its associated uses will attract fewer vehicle trips than the extant office use in the weekday AM and PM peaks. More vehicle trips are forecast on Sundays. However, this will be outside of the typical highway network peak hours and the use of the Church minibus and local public transport routes will significantly minimise the number of congregants travelling to the site by car. It is considered therefore that the impact of any additional trips to the local highway network will be minimal.

Conclusion

- 5.15 It is concluded that there will not be a material increase in trips on a weekday and that trips on a Sunday will be minimal and outside of the highway network peak times. Therefore, there will be no material impact on the safety or operation of the local highway network.

³ 45% of congregants arrive by car for morning services at the weekend (20 out of 45 congregants)

6.0 TRANSPORT POLICY AND GUIDANCE

6.1 Relevant transportation policies and guidance is set out in the following documents:

- i. National Planning Policy Framework (2019);
- ii. National Planning Policy Guidance (2019);
- iii. Manual for Streets (2007);
- iv. Manual for Streets 2: Wider Application for the Principles (2010);
- v. Reading Borough Local Plan (2019);
- vi. Reading Borough Council Local Transport Plan 3: Strategy 2011-2026 (2011); and
- vii. Reading Borough Local Development Framework Revised Parking Standards and Design (2011).

6.2 The main objectives within the national and local policy guidance is to:

- i. Reduce the need to travel;
- ii. Reduce car dependency; and
- iii. Encourage sustainable travel such as walking, cycling and public transport trips.

6.3 In transport terms, paragraph 109 of the NPPF recognises that 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.

6.4 **Chapter 2** confirms that the local highway network is currently operating safely with no adverse safety issues.

6.5 **Chapter 3** concludes that there is local walking, cycling and public transport networks which provide the opportunity for congregants to travel to the site by these modes as genuine alternatives to single occupancy car travel. The Church also operates a dedicated minibus service.

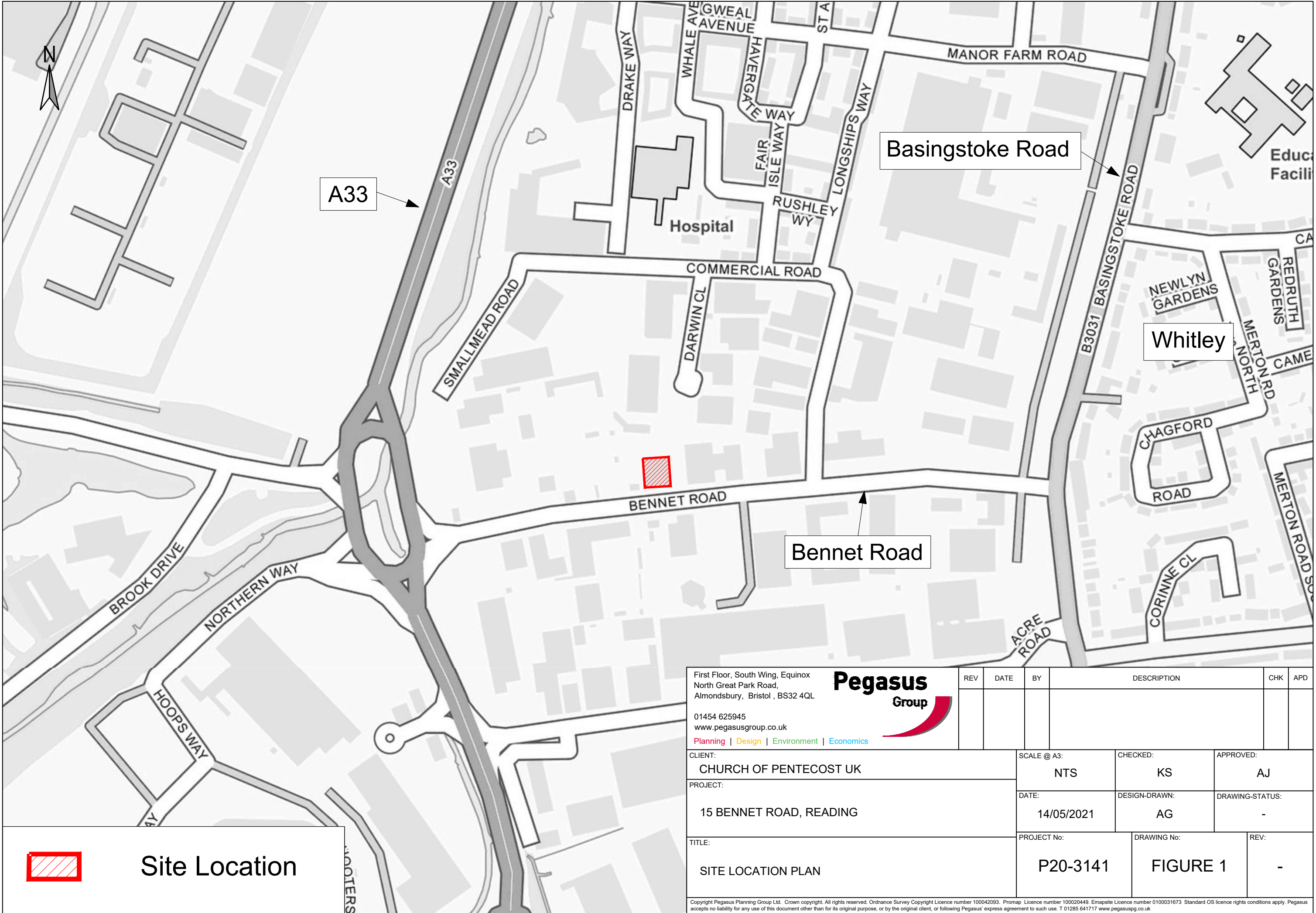
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- 6.6 **Chapter 4** confirms that the parking provided on and off site is commensurate with the accessible location of the site, and will accommodate the demand proposed by the Applicant. It is proposed to reconfigure the car parking spaces to the front of the building to ensure that cars can access, turn and egress the site in a forward gear.
- 6.7 **Chapter 5** confirms that forecast vehicle trips are likely to be minimal with most trips occurring on a Sunday, outside of typical highway network peak times. It is therefore considered that the proposed change of use is broadly in accordance with local and national transport policies.

7.0 CONCLUSION

- 7.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of the Church of Pentecost UK to address the transport issues associated with the proposed change of use of 15 Bennet Road in Reading.
- 7.2 It is proposed to change 15 Bennet Road from offices (Class E(g)) to a place of worship (Class F1).
- 7.3 **Chapter 2** confirms that the local highway network is currently operating safely with no adverse safety issues.
- 7.4 **Chapter 3** confirms that the site offers a range of transport options which can encourage visitors to access the site sustainably by methods of travel other than single occupancy car.
- 7.5 **Chapter 4** confirms that the level of on and off-site parking available will accommodate the demands of the Church of Pentecost and that reconfiguration of the car parking spaces will ensure that vehicles can access, turn and egress in a forward gear. It also concludes that the Church minibus will be used on Sundays to decrease demand of single occupancy vehicles travelling to and from the site, with the potential for the minibus service to be extended, if required.
- 7.6 **Chapter 5** concludes that there will not be a material increase in vehicle trips on a weekday, that trips can be accommodated on a Sunday and that there will be no material effect on the safety or operation of the local highway network.
- 7.7 It is therefore concluded that there are no transportation reasons which should prevent the proposed change of use of the site.

FIGURE 1

\\0.7.1\DATA\PROJECTS6 - P20 PROJECTS\11 - P20-30\12 TO P20-337\IP20-3141 - ATTENBOROUGH HOUSE, 15 BENNET ROAD, READING, RG2 0QX\TR2. DRAWINGS\SC. SKETCHES\IP20-3141_SK002.DWG



Site Location

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol, BS32 4QL

01454 625945
www.pegasusgroup.co.uk
Planning | Design | Environment | Economics



CLIENT:
CHURCH OF PENTECOST UK

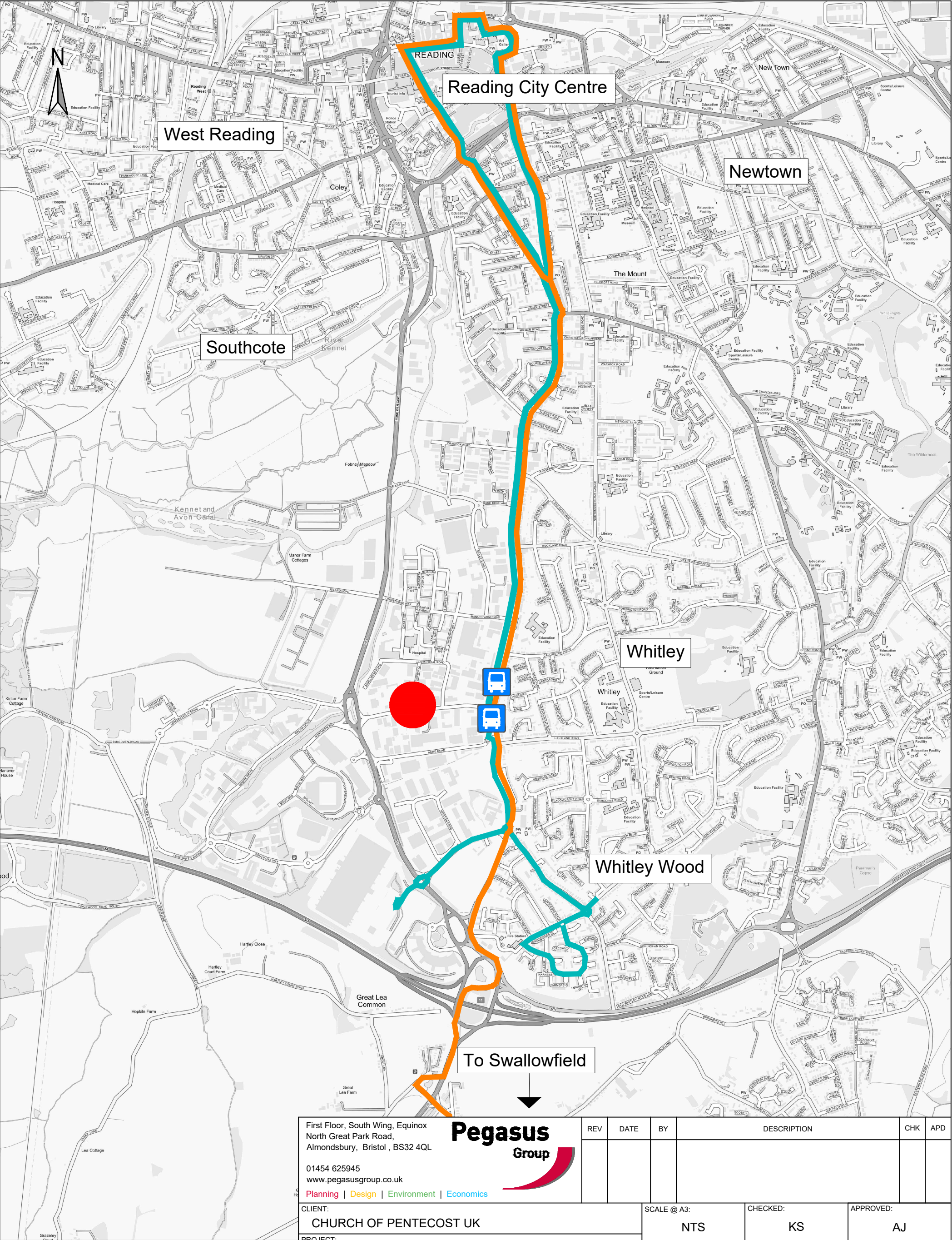
PROJECT:
15 BENNET ROAD, READING

TITLE:
SITE LOCATION PLAN

REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3: NTS			CHECKED: KS	APPROVED: AJ	
DATE: 14/05/2021			DESIGN-DRAWN: AG	DRAWING-STATUS: -	
PROJECT No: P20-3141			DRAWING No: FIGURE 1	REV: -	

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FIGURE 2



 Site Location

 Bus Stops

 Number 6 Emerald Bus Route

 Number 7 Tiger Bus Route

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol , BS32 4QL



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Planning | Design | Environment | Economics

CLIENT:
CHURCH OF PENTECOST UK

PROJECT:
15 BENNET ROAD, READING

TITLE:
BUS ROUTE PLAN

REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3: NTS			CHECKED: KS	APPROVED: AJ	
DATE: 14/05/2021			DESIGN-DRAWN: AG	DRAWING-STATUS: -	
PROJECT No: P20-3141			DRAWING No: FIGURE 2	REV: -	

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\\10.7.1\DATA\PROJECTS\6 - P20\PROJECTS\11 - P20\3012 TO P20-337\1P20-3141 - ATTENBOROUGH HOUSE, 15 BENNET ROAD, READING RG2 0QX\TR2. DRAWINGS\SC. SKETCHES\P20-3141_SK002.DWG

APPENDIX A



APPENDIX B

Accident Number	Location	Severity	Date	Time	Conditions	Event Apparent Cause
W0481215	A33 roundabout eastern arm	Slight	07/12/2015	16:46	Dark/Dry	Car collided with cyclist whilst attempting to overtake.
W0461215	A33 roundabout southern arm	Slight	08/12/2015	18:15	Dark/Wet	Car moved from one lane to another, colliding with a motorcycle driving between the lanes of traffic.
170003422	A33 roundabout southwestern arm	Serious	18/10/2016	08:25	Day/Wet	Driver distracted whilst driving collided with pedestrian on pedestrian crossing.
160304107	A33 roundabout northwestern arm	Slight	22/10/2016	12:30	Day/Dry	HGV travelling too quickly around bend on junction, resulting in vehicle overturned and hit road sign.
170007202	B3031	Slight	22/12/2016	13:22	Light/Dry	Driver of vehicle one (automatic) thought was in reverse gear, instead went forward through a garden wall and collided with vehicle two on the main road.
170029935	Bennet Road	Slight	23/01/2017	17:37	Dark/Dry	Vehicle one was moving in slow moving traffic, hit from behind by intoxicated driver of vehicle two.

170112039	Bennet Road	Slight	11/04/2017	17:00	Day/Dry	Vehicle one pulled over to pick up a pedestrian and was hit from behind by another vehicle.
170276550	B3031	Slight	11/09/2017	08:13	Light/Wet	Driver turned into junction and collided with pedestrian crossing the road, view was masked by oncoming vehicles.
43180042192	A33 roundabout eastern arm	Slight	09/02/2018	08:11	Day/Wet	Cyclist lost control, causing self injury.
43180125141	A33 roundabout eastern arm	Slight	16/04/2018	21:09	Dark/Dry	Vehicle one ignored red light and collided with vehicle two on the junction.
190123495	A33 roundabout southern arm	Slight	23/04/2019	12:35	Day/Dry	Vehicle one runs into the back of vehicle two, due to uncontrolled speed.
1901123405	A33 roundabout southwestern arm	Serious	24/04/2019	05:27	Day/Dry	Cyclist crossing carriageway collides with motorcycle on carriageway.
190231578	A33 roundabout southwestern arm	Serious	28/07/2019	15:26	Day/Dry	Motorcycle missed red light and collided with vehicle turning at junction.
200204523	B3031	Slight	04/07/2020	22:10	Dark/Wet	Pedestrian crossing the carriageway collides with bus in the bus lane.

APPENDIX C

Licence Agreement to occupy 10 vehicle spaces at The Reading Football Club,
Madejski Stadium, Junction 11 M4 Reading RG2 0FL Revision 1

1	Licensor	The Reading Football Club Limited
2	Licensee	The Church of Pentecost-UK A company registered in England and Wales. Registered Office: 746 Green Lane Dagenham Essex RM8 1YX Dagenham Registered Number: 6550075 The Licensee to be entitled to share occupation of the whole or part with Group Companies, employees and visitors.
3	Demise	The areas designated for car parking as shown on the attached plan and as confirmed by the Stadium Manager from time to time.
4	Grant of Licence	In consideration of the Licence 1Fee and subject to the terms of this Licence the Licensor permits the Licensee and its Invitees during the Permitted Hours to use the Demise for the purpose of parking 10 private motor cars and the right of access to and egress from the Demise.
5	Permitted Hours	For a period from 7 am to 11 pm Monday Sunday except when a Match is taking place when the Permitted Hours will be from 7am up to 4 hours prior to kick off time and 4 hours after kick off time up to 11.30pm
6	Match	Means a home game in respect of Reading Football Club games and is to be played at the Stadium OR such other event e.g. Reading Half Marathon provided that the Licensee has been given not less than 5 working days notice by the Licensor.
7	Term	1 year commencing from and including 1 st August 2021
8	Termination	Both Licensee and Licensor to have breaks on minimum of three months notice to terminate at any time Within 14 days of the termination of this licence, the Licensor shall refund to the Licensee any Licence Fee paid in respect of the period after the date of termination of this licence.
9	Obligation	The Licensor will keep the spaces reasonably clean and tidy and clear of leaves, litter etc and keep the spaces in reasonable condition. In the event of snow or icy conditions the Licensor will undertake snow clearance / gritting etc
10	No Liability of the Licensor	The Licensor shall not be under any liability whatsoever for loss of or damage to any vehicle or other property or any injury to any person howsoever arising except where because of the Licensor failing to comply with the terms of this agreement or for the prevention of ingress to or egress from the Parking Spaces caused by the use or attempted use by any person of the Parking Spaces or any other part of the Car Park Site outside the Permitted Hours. All vehicles shall be driven and parked on the Parking Spaces at their owner's risk.
11	Licence Fee	£4.50 per vehicle per day plus VAT payable monthly in advance.
12	Payment	Licensor shall provide a VAT invoice at each month which shall be paid by the Licensee within 30 days of receipt or the next quarter day, whichever is the later.

BY

BY Raymond Booth

TITLE

TITLE Stadium Manager

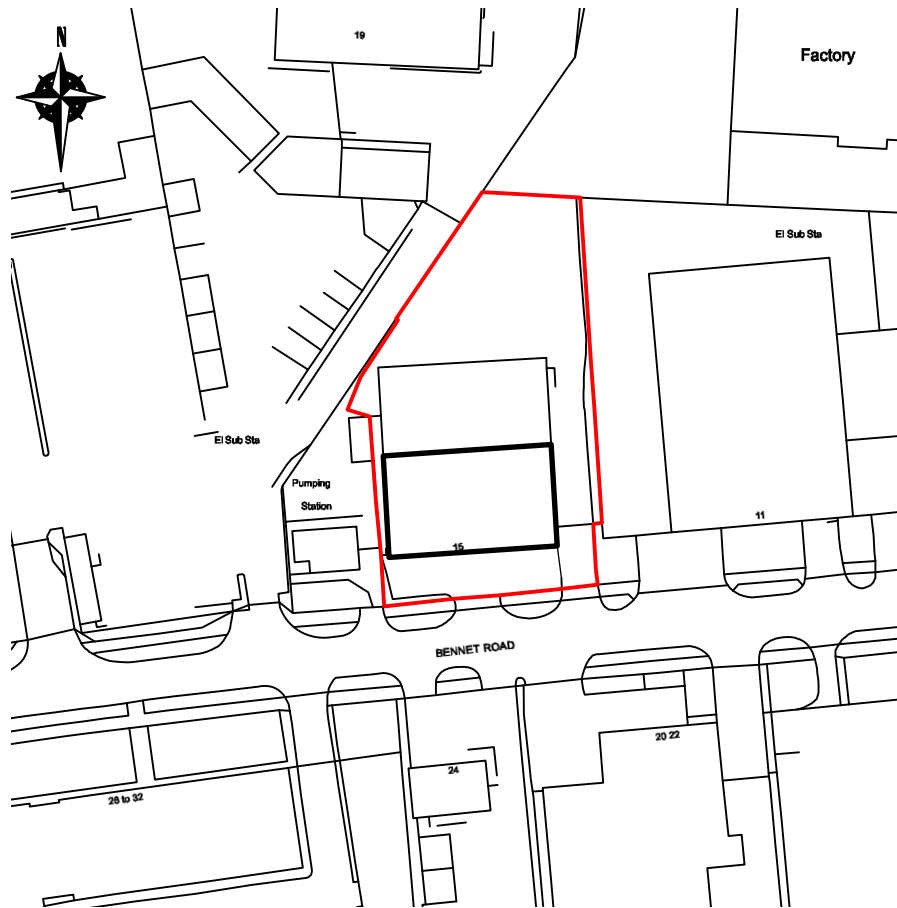
SIGNED
for and on behalf of Licensee

SIGNED 
for and on behalf of the Licensor

Date:.....

Date: 28th May 2021

APPENDIX D



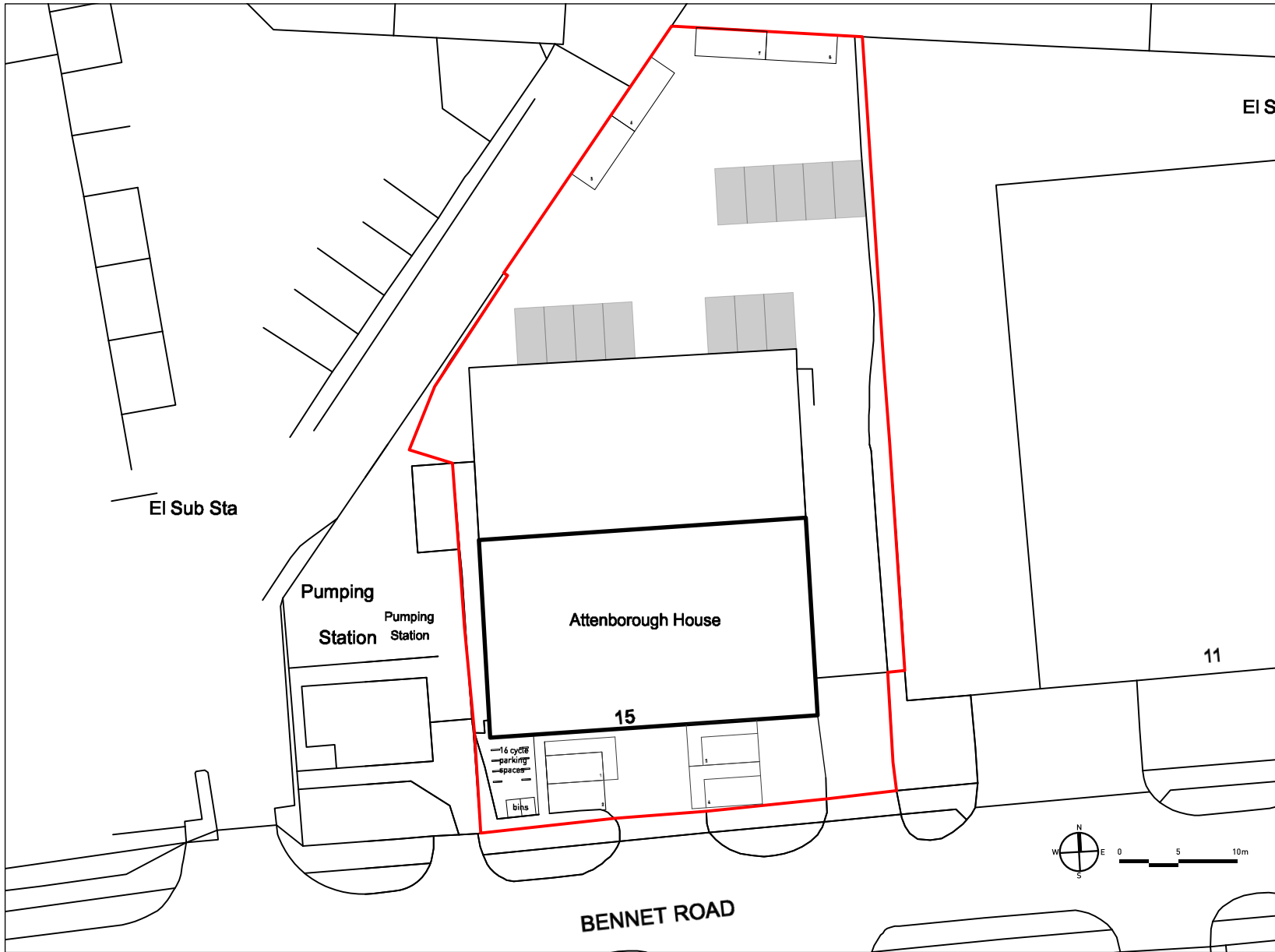
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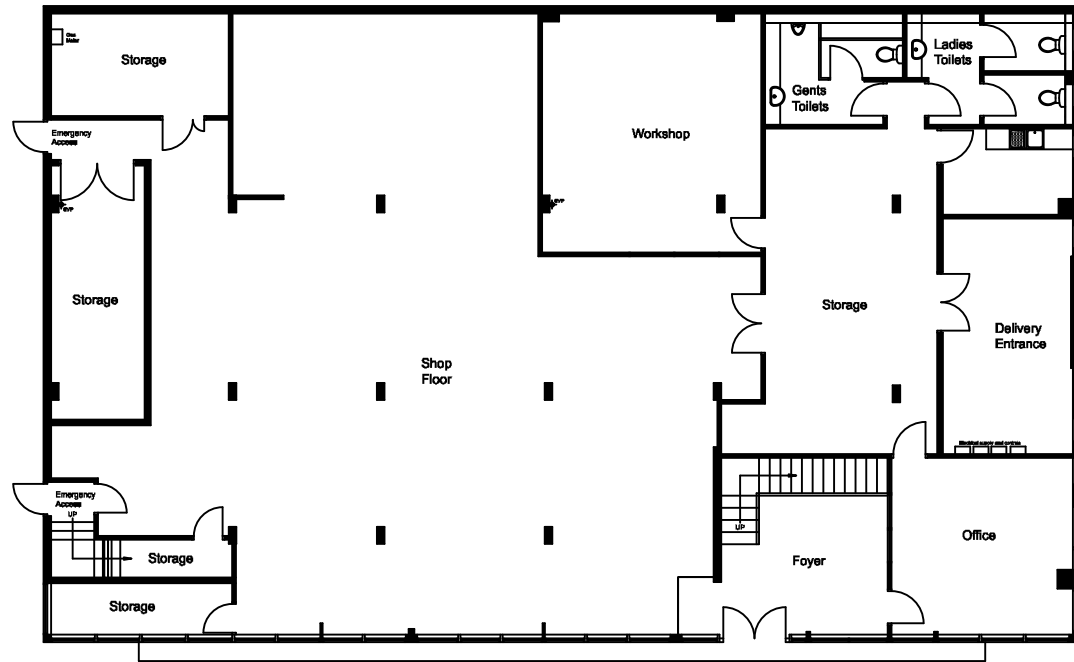
SITE BOUNDARY

ATTENBOROUGH HOUSE, READING - SITE LOCATION PLAN

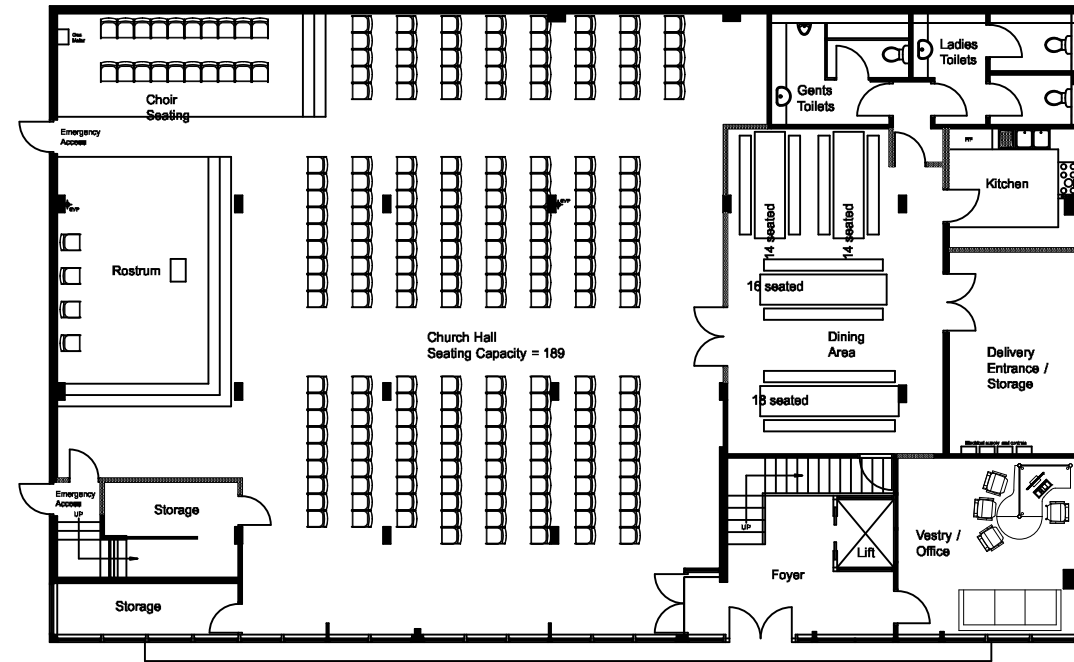




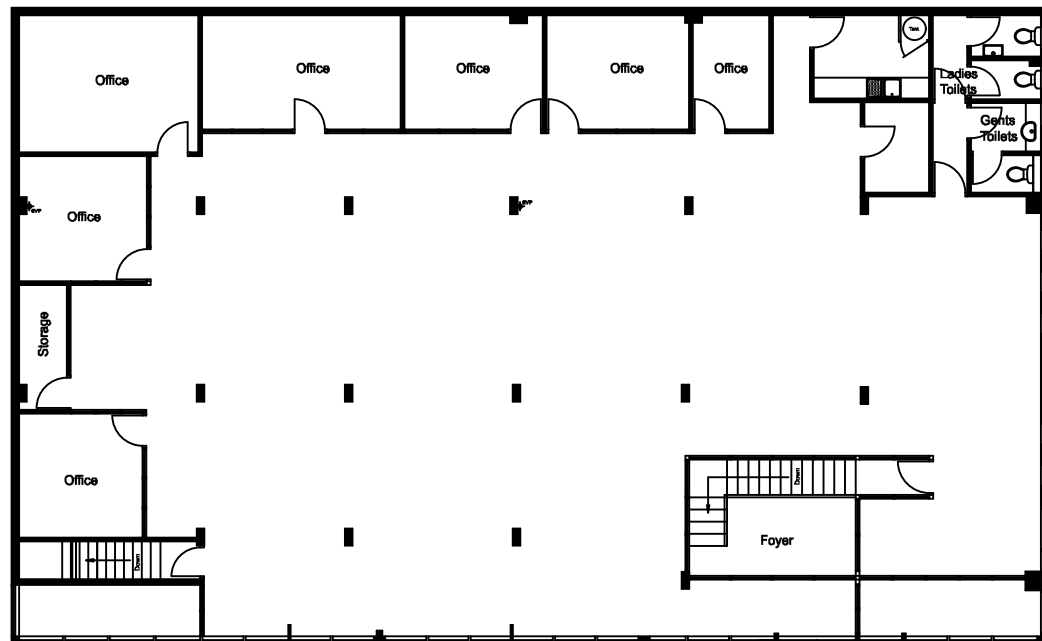
ATTENBOROUGH HOUSE, READING - BLOCK PLAN



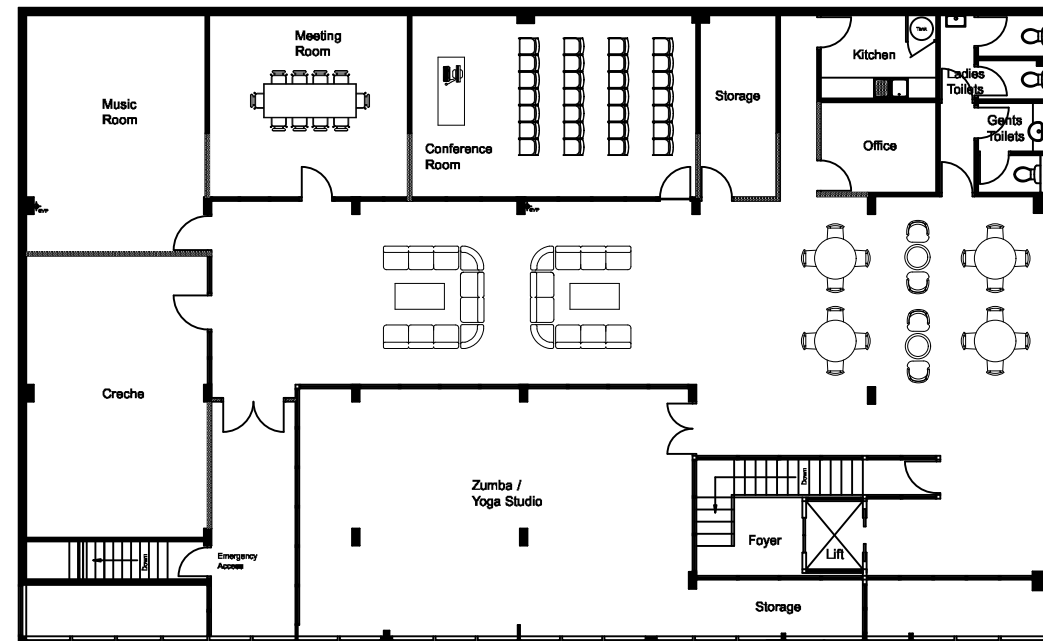
Existing Ground Floor Plan



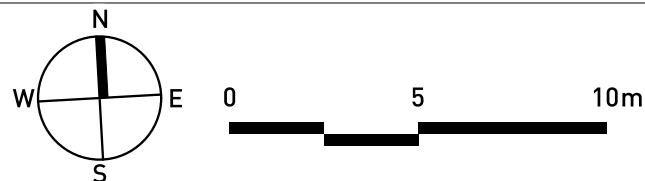
Proposed Ground Floor Plan



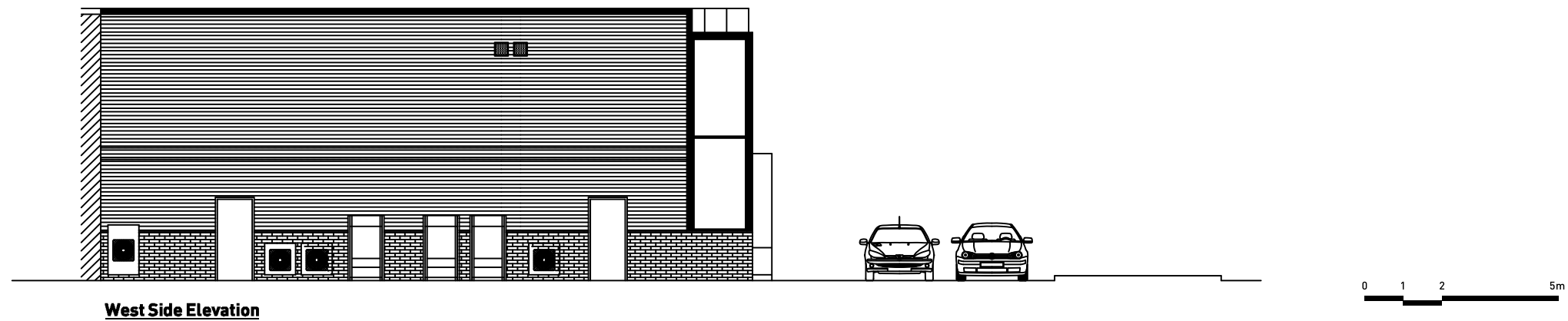
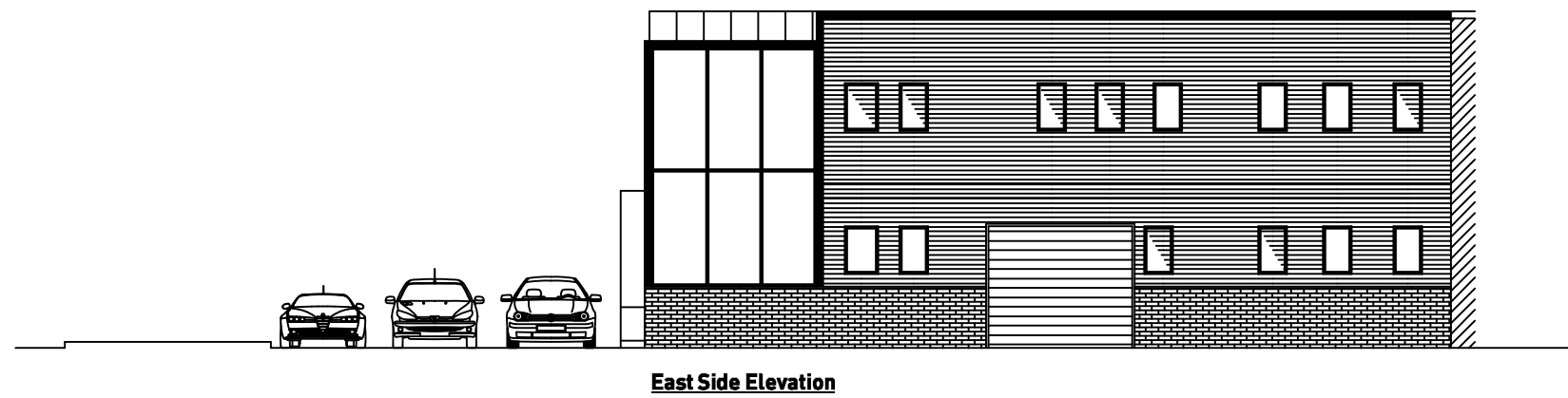
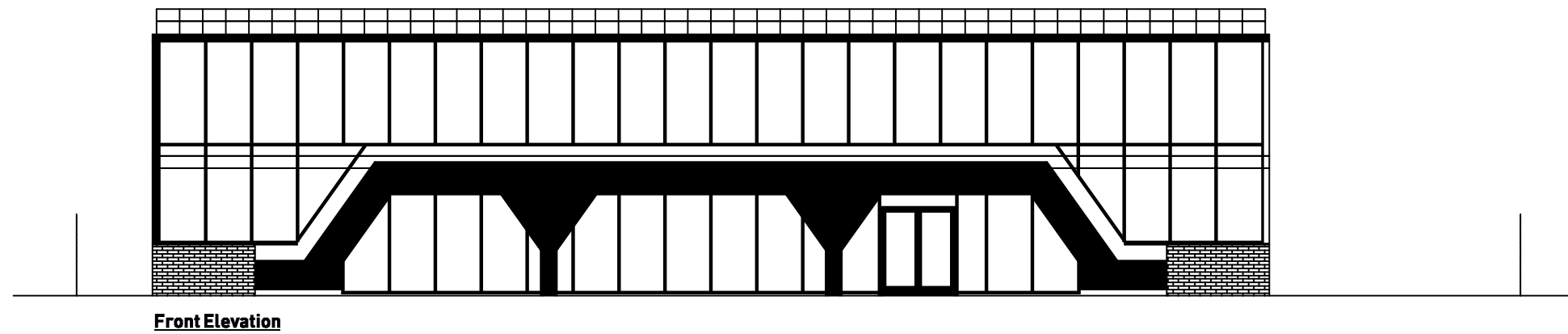
Existing First Floor Plan



Proposed First Floor Plan



ATTENBOROUGH HOUSE, READING - EXISTING AND PROPOSED FLOOR PLANS



ATTENBOROUGH HOUSE, READING - EXISTING ELEVATIONS

APPENDIX E

Calculation Reference: AUDIT-563501-210427-0441

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 3920 (units: sqm)
 Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 13/11/09 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	3 days
Tuesday	4 days
Wednesday	3 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	12
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Industrial Zone	2
Commercial Zone	2

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

Secondary Filtering selection:

Use Class:

Not Known 16 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:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	8 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 16 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 16 days

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03	OFFICES		BEDFORDSHIRE
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13		Survey Type: MANUAL
2	CB-02-A-02	OFFICE		CUMBRIA
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16		Survey Type: MANUAL
3	DH-02-A-02	CONSTRUCTION COMPANY		DURHAM
	DURHAM ROAD			
	NEAR DURHAM			
	BOWBURN			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
4	DS-02-A-01	REAL ESTATE DEVELOPERS		DERBYSHIRE
	PRIME PARK WAY			
	DERBY			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
5	DU-02-A-01	OFFICES		DUNDEE CITY
	GREENMARKET			
	DUNDEE			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	3200 sqm		
	Survey date: THURSDAY	27/04/17		Survey Type: MANUAL
6	ES-02-A-07	DISTRICT COUNCIL		EAST SUSSEX
	VICARAGE LANE			
	HAILSHAM			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2855 sqm		
	Survey date: THURSDAY	31/03/11		Survey Type: MANUAL
7	GM-02-A-09	LEASED OFFICES		GREATER MANCHESTER
	NEW MOUNT STREET			
	MANCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
8	HF-02-A-03	OFFICE		HERTFORDSHIRE
	60 VICTORIA STREET			
	ST ALBANS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-A-09	OFFICES	LANCASHIRE
	FURTHERGATE		
	BLACKBURN		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL
10	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
	NORTH QUAY		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
11	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
12	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
13	NY-02-A-02	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	STATION ROAD		
	RICHMOND		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1930 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
14	PS-02-A-01	COUNCIL OFFICES	POWYS
	SEVERN ROAD		
	WELSHPOOL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
15	SW-02-A-02	OFFICE	SWANSEA
	KINGS ROAD		
	SWANSEA		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	2225 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
16	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.117	15	1830	0.022	15	1830	0.139
07:30 - 08:00	15	1830	0.492	15	1830	0.055	15	1830	0.547
08:00 - 08:30	16	1727	1.060	16	1727	0.119	16	1727	1.179
08:30 - 09:00	16	1727	1.183	16	1727	0.148	16	1727	1.331
09:00 - 09:30	16	1727	0.847	16	1727	0.217	16	1727	1.064
09:30 - 10:00	16	1727	0.423	16	1727	0.264	16	1727	0.687
10:00 - 10:30	16	1727	0.322	16	1727	0.279	16	1727	0.601
10:30 - 11:00	16	1727	0.239	16	1727	0.242	16	1727	0.481
11:00 - 11:30	16	1727	0.192	16	1727	0.221	16	1727	0.413
11:30 - 12:00	16	1727	0.206	16	1727	0.246	16	1727	0.452
12:00 - 12:30	16	1727	0.279	16	1727	0.402	16	1727	0.681
12:30 - 13:00	16	1727	0.402	16	1727	0.398	16	1727	0.800
13:00 - 13:30	16	1727	0.297	16	1727	0.337	16	1727	0.634
13:30 - 14:00	16	1727	0.362	16	1727	0.286	16	1727	0.648
14:00 - 14:30	16	1727	0.253	16	1727	0.228	16	1727	0.481
14:30 - 15:00	16	1727	0.221	16	1727	0.304	16	1727	0.525
15:00 - 15:30	16	1727	0.181	16	1727	0.253	16	1727	0.434
15:30 - 16:00	16	1727	0.138	16	1727	0.264	16	1727	0.402
16:00 - 16:30	16	1727	0.174	16	1727	0.503	16	1727	0.677
16:30 - 17:00	16	1727	0.177	16	1727	0.666	16	1727	0.843
17:00 - 17:30	16	1727	0.166	16	1727	1.212	16	1727	1.378
17:30 - 18:00	16	1727	0.094	16	1727	0.670	16	1727	0.764
18:00 - 18:30	14	1873	0.042	14	1873	0.278	14	1873	0.320
18:30 - 19:00	14	1873	0.004	14	1873	0.153	14	1873	0.157
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.871			7.767			15.638

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:	178 - 3920 (units: sqm)
Survey date date range:	13/11/09 - 13/11/19
Number of weekdays (Monday-Friday):	16
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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.000	15	1830	0.000	15	1830	0.000
07:30 - 08:00	15	1830	0.004	15	1830	0.004	15	1830	0.008
08:00 - 08:30	16	1727	0.018	16	1727	0.014	16	1727	0.032
08:30 - 09:00	16	1727	0.022	16	1727	0.022	16	1727	0.044
09:00 - 09:30	16	1727	0.022	16	1727	0.022	16	1727	0.044
09:30 - 10:00	16	1727	0.011	16	1727	0.018	16	1727	0.029
10:00 - 10:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
10:30 - 11:00	16	1727	0.011	16	1727	0.011	16	1727	0.022
11:00 - 11:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
11:30 - 12:00	16	1727	0.004	16	1727	0.004	16	1727	0.008
12:00 - 12:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
12:30 - 13:00	16	1727	0.007	16	1727	0.007	16	1727	0.014
13:00 - 13:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
13:30 - 14:00	16	1727	0.011	16	1727	0.011	16	1727	0.022
14:00 - 14:30	16	1727	0.000	16	1727	0.004	16	1727	0.004
14:30 - 15:00	16	1727	0.011	16	1727	0.011	16	1727	0.022
15:00 - 15:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
15:30 - 16:00	16	1727	0.014	16	1727	0.014	16	1727	0.028
16:00 - 16:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
16:30 - 17:00	16	1727	0.007	16	1727	0.004	16	1727	0.011
17:00 - 17:30	16	1727	0.036	16	1727	0.033	16	1727	0.069
17:30 - 18:00	16	1727	0.007	16	1727	0.014	16	1727	0.021
18:00 - 18:30	14	1873	0.000	14	1873	0.000	14	1873	0.000
18:30 - 19:00	14	1873	0.000	14	1873	0.000	14	1873	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.201			0.205			0.406

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 OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.004	15	1830	0.000	15	1830	0.004
07:30 - 08:00	15	1830	0.000	15	1830	0.004	15	1830	0.004
08:00 - 08:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
08:30 - 09:00	16	1727	0.007	16	1727	0.004	16	1727	0.011
09:00 - 09:30	16	1727	0.004	16	1727	0.007	16	1727	0.011
09:30 - 10:00	16	1727	0.004	16	1727	0.004	16	1727	0.008
10:00 - 10:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
10:30 - 11:00	16	1727	0.004	16	1727	0.004	16	1727	0.008
11:00 - 11:30	16	1727	0.011	16	1727	0.007	16	1727	0.018
11:30 - 12:00	16	1727	0.004	16	1727	0.007	16	1727	0.011
12:00 - 12:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
12:30 - 13:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
13:00 - 13:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
13:30 - 14:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
14:00 - 14:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
14:30 - 15:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
15:00 - 15:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
15:30 - 16:00	16	1727	0.004	16	1727	0.004	16	1727	0.008
16:00 - 16:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
16:30 - 17:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
17:00 - 17:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
17:30 - 18:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
18:00 - 18:30	14	1873	0.000	14	1873	0.000	14	1873	0.000
18:30 - 19:00	14	1873	0.000	14	1873	0.000	14	1873	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.054			0.053			0.107

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 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.000	15	1830	0.000	15	1830	0.000
07:30 - 08:00	15	1830	0.000	15	1830	0.000	15	1830	0.000
08:00 - 08:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
08:30 - 09:00	16	1727	0.007	16	1727	0.000	16	1727	0.007
09:00 - 09:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
09:30 - 10:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
10:00 - 10:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
10:30 - 11:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
11:00 - 11:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
11:30 - 12:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
12:00 - 12:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
12:30 - 13:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
13:00 - 13:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
13:30 - 14:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
14:00 - 14:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
14:30 - 15:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
15:00 - 15:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
15:30 - 16:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
16:00 - 16:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
16:30 - 17:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
17:00 - 17:30	16	1727	0.000	16	1727	0.004	16	1727	0.004
17:30 - 18:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
18:00 - 18:30	14	1873	0.000	14	1873	0.000	14	1873	0.000
18:30 - 19:00	14	1873	0.000	14	1873	0.000	14	1873	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.015			0.008			0.023

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.000	15	1830	0.000	15	1830	0.000
07:30 - 08:00	15	1830	0.015	15	1830	0.007	15	1830	0.022
08:00 - 08:30	16	1727	0.018	16	1727	0.000	16	1727	0.018
08:30 - 09:00	16	1727	0.036	16	1727	0.000	16	1727	0.036
09:00 - 09:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
09:30 - 10:00	16	1727	0.007	16	1727	0.000	16	1727	0.007
10:00 - 10:30	16	1727	0.011	16	1727	0.004	16	1727	0.015
10:30 - 11:00	16	1727	0.004	16	1727	0.004	16	1727	0.008
11:00 - 11:30	16	1727	0.004	16	1727	0.004	16	1727	0.008
11:30 - 12:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
12:00 - 12:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
12:30 - 13:00	16	1727	0.004	16	1727	0.007	16	1727	0.011
13:00 - 13:30	16	1727	0.007	16	1727	0.011	16	1727	0.018
13:30 - 14:00	16	1727	0.011	16	1727	0.000	16	1727	0.011
14:00 - 14:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
14:30 - 15:00	16	1727	0.004	16	1727	0.007	16	1727	0.011
15:00 - 15:30	16	1727	0.004	16	1727	0.011	16	1727	0.015
15:30 - 16:00	16	1727	0.000	16	1727	0.004	16	1727	0.004
16:00 - 16:30	16	1727	0.000	16	1727	0.004	16	1727	0.004
16:30 - 17:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
17:00 - 17:30	16	1727	0.004	16	1727	0.029	16	1727	0.033
17:30 - 18:00	16	1727	0.000	16	1727	0.022	16	1727	0.022
18:00 - 18:30	14	1873	0.000	14	1873	0.015	14	1873	0.015
18:30 - 19:00	14	1873	0.000	14	1873	0.004	14	1873	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.141			0.133			0.274

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.131	15	1830	0.022	15	1830	0.153
07:30 - 08:00	15	1830	0.525	15	1830	0.051	15	1830	0.576
08:00 - 08:30	16	1727	1.169	16	1727	0.076	16	1727	1.245
08:30 - 09:00	16	1727	1.336	16	1727	0.123	16	1727	1.459
09:00 - 09:30	16	1727	0.970	16	1727	0.232	16	1727	1.202
09:30 - 10:00	16	1727	0.499	16	1727	0.279	16	1727	0.778
10:00 - 10:30	16	1727	0.373	16	1727	0.308	16	1727	0.681
10:30 - 11:00	16	1727	0.271	16	1727	0.271	16	1727	0.542
11:00 - 11:30	16	1727	0.221	16	1727	0.232	16	1727	0.453
11:30 - 12:00	16	1727	0.246	16	1727	0.279	16	1727	0.525
12:00 - 12:30	16	1727	0.311	16	1727	0.474	16	1727	0.785
12:30 - 13:00	16	1727	0.460	16	1727	0.431	16	1727	0.891
13:00 - 13:30	16	1727	0.333	16	1727	0.391	16	1727	0.724
13:30 - 14:00	16	1727	0.456	16	1727	0.322	16	1727	0.778
14:00 - 14:30	16	1727	0.318	16	1727	0.275	16	1727	0.593
14:30 - 15:00	16	1727	0.235	16	1727	0.347	16	1727	0.582
15:00 - 15:30	16	1727	0.214	16	1727	0.318	16	1727	0.532
15:30 - 16:00	16	1727	0.138	16	1727	0.318	16	1727	0.456
16:00 - 16:30	16	1727	0.195	16	1727	0.565	16	1727	0.760
16:30 - 17:00	16	1727	0.203	16	1727	0.724	16	1727	0.927
17:00 - 17:30	16	1727	0.170	16	1727	1.437	16	1727	1.607
17:30 - 18:00	16	1727	0.076	16	1727	0.749	16	1727	0.825
18:00 - 18:30	14	1873	0.057	14	1873	0.358	14	1873	0.415
18:30 - 19:00	14	1873	0.000	14	1873	0.191	14	1873	0.191
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.907			8.773			17.680

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.007	15	1830	0.007	15	1830	0.014
07:30 - 08:00	15	1830	0.022	15	1830	0.000	15	1830	0.022
08:00 - 08:30	16	1727	0.098	16	1727	0.007	16	1727	0.105
08:30 - 09:00	16	1727	0.177	16	1727	0.033	16	1727	0.210
09:00 - 09:30	16	1727	0.199	16	1727	0.047	16	1727	0.246
09:30 - 10:00	16	1727	0.210	16	1727	0.101	16	1727	0.311
10:00 - 10:30	16	1727	0.098	16	1727	0.090	16	1727	0.188
10:30 - 11:00	16	1727	0.123	16	1727	0.090	16	1727	0.213
11:00 - 11:30	16	1727	0.069	16	1727	0.090	16	1727	0.159
11:30 - 12:00	16	1727	0.047	16	1727	0.112	16	1727	0.159
12:00 - 12:30	16	1727	0.170	16	1727	0.297	16	1727	0.467
12:30 - 13:00	16	1727	0.214	16	1727	0.547	16	1727	0.761
13:00 - 13:30	16	1727	0.402	16	1727	0.380	16	1727	0.782
13:30 - 14:00	16	1727	0.373	16	1727	0.130	16	1727	0.503
14:00 - 14:30	16	1727	0.206	16	1727	0.105	16	1727	0.311
14:30 - 15:00	16	1727	0.174	16	1727	0.080	16	1727	0.254
15:00 - 15:30	16	1727	0.083	16	1727	0.047	16	1727	0.130
15:30 - 16:00	16	1727	0.087	16	1727	0.087	16	1727	0.174
16:00 - 16:30	16	1727	0.058	16	1727	0.101	16	1727	0.159
16:30 - 17:00	16	1727	0.022	16	1727	0.090	16	1727	0.112
17:00 - 17:30	16	1727	0.062	16	1727	0.246	16	1727	0.308
17:30 - 18:00	16	1727	0.036	16	1727	0.181	16	1727	0.217
18:00 - 18:30	14	1873	0.008	14	1873	0.065	14	1873	0.073
18:30 - 19:00	14	1873	0.000	14	1873	0.008	14	1873	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.945			2.941			5.886

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.004	15	1830	0.000	15	1830	0.004
07:30 - 08:00	15	1830	0.015	15	1830	0.000	15	1830	0.015
08:00 - 08:30	16	1727	0.072	16	1727	0.000	16	1727	0.072
08:30 - 09:00	16	1727	0.098	16	1727	0.004	16	1727	0.102
09:00 - 09:30	16	1727	0.138	16	1727	0.007	16	1727	0.145
09:30 - 10:00	16	1727	0.090	16	1727	0.033	16	1727	0.123
10:00 - 10:30	16	1727	0.043	16	1727	0.007	16	1727	0.050
10:30 - 11:00	16	1727	0.047	16	1727	0.007	16	1727	0.054
11:00 - 11:30	16	1727	0.022	16	1727	0.025	16	1727	0.047
11:30 - 12:00	16	1727	0.007	16	1727	0.018	16	1727	0.025
12:00 - 12:30	16	1727	0.033	16	1727	0.062	16	1727	0.095
12:30 - 13:00	16	1727	0.022	16	1727	0.072	16	1727	0.094
13:00 - 13:30	16	1727	0.033	16	1727	0.098	16	1727	0.131
13:30 - 14:00	16	1727	0.062	16	1727	0.040	16	1727	0.102
14:00 - 14:30	16	1727	0.007	16	1727	0.043	16	1727	0.050
14:30 - 15:00	16	1727	0.033	16	1727	0.033	16	1727	0.066
15:00 - 15:30	16	1727	0.011	16	1727	0.040	16	1727	0.051
15:30 - 16:00	16	1727	0.036	16	1727	0.036	16	1727	0.072
16:00 - 16:30	16	1727	0.033	16	1727	0.043	16	1727	0.076
16:30 - 17:00	16	1727	0.018	16	1727	0.040	16	1727	0.058
17:00 - 17:30	16	1727	0.000	16	1727	0.094	16	1727	0.094
17:30 - 18:00	16	1727	0.000	16	1727	0.069	16	1727	0.069
18:00 - 18:30	14	1873	0.004	14	1873	0.046	14	1873	0.050
18:30 - 19:00	14	1873	0.000	14	1873	0.008	14	1873	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.828			0.825			1.653

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

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.000	15	1830	0.000	15	1830	0.000
07:30 - 08:00	15	1830	0.000	15	1830	0.000	15	1830	0.000
08:00 - 08:30	16	1727	0.022	16	1727	0.000	16	1727	0.022
08:30 - 09:00	16	1727	0.087	16	1727	0.000	16	1727	0.087
09:00 - 09:30	16	1727	0.051	16	1727	0.007	16	1727	0.058
09:30 - 10:00	16	1727	0.036	16	1727	0.011	16	1727	0.047
10:00 - 10:30	16	1727	0.014	16	1727	0.004	16	1727	0.018
10:30 - 11:00	16	1727	0.011	16	1727	0.018	16	1727	0.029
11:00 - 11:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
11:30 - 12:00	16	1727	0.004	16	1727	0.000	16	1727	0.004
12:00 - 12:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
12:30 - 13:00	16	1727	0.007	16	1727	0.018	16	1727	0.025
13:00 - 13:30	16	1727	0.007	16	1727	0.022	16	1727	0.029
13:30 - 14:00	16	1727	0.014	16	1727	0.033	16	1727	0.047
14:00 - 14:30	16	1727	0.004	16	1727	0.000	16	1727	0.004
14:30 - 15:00	16	1727	0.025	16	1727	0.018	16	1727	0.043
15:00 - 15:30	16	1727	0.000	16	1727	0.014	16	1727	0.014
15:30 - 16:00	16	1727	0.025	16	1727	0.022	16	1727	0.047
16:00 - 16:30	16	1727	0.011	16	1727	0.011	16	1727	0.022
16:30 - 17:00	16	1727	0.004	16	1727	0.011	16	1727	0.015
17:00 - 17:30	16	1727	0.022	16	1727	0.051	16	1727	0.073
17:30 - 18:00	16	1727	0.000	16	1727	0.047	16	1727	0.047
18:00 - 18:30	14	1873	0.015	14	1873	0.038	14	1873	0.053
18:30 - 19:00	14	1873	0.000	14	1873	0.034	14	1873	0.034
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.367			0.359			0.726

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 COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.000	15	1830	0.000	15	1830	0.000
07:30 - 08:00	15	1830	0.000	15	1830	0.000	15	1830	0.000
08:00 - 08:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
08:30 - 09:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
09:00 - 09:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
09:30 - 10:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
10:00 - 10:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
10:30 - 11:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
11:00 - 11:30	16	1727	0.004	16	1727	0.047	16	1727	0.051
11:30 - 12:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
12:00 - 12:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
12:30 - 13:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
13:00 - 13:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
13:30 - 14:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
14:00 - 14:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
14:30 - 15:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
15:00 - 15:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
15:30 - 16:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
16:00 - 16:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
16:30 - 17:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
17:00 - 17:30	16	1727	0.000	16	1727	0.000	16	1727	0.000
17:30 - 18:00	16	1727	0.000	16	1727	0.000	16	1727	0.000
18:00 - 18:30	14	1873	0.000	14	1873	0.000	14	1873	0.000
18:30 - 19:00	14	1873	0.000	14	1873	0.000	14	1873	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.047			0.051

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.004	15	1830	0.000	15	1830	0.004
07:30 - 08:00	15	1830	0.015	15	1830	0.000	15	1830	0.015
08:00 - 08:30	16	1727	0.094	16	1727	0.000	16	1727	0.094
08:30 - 09:00	16	1727	0.185	16	1727	0.004	16	1727	0.189
09:00 - 09:30	16	1727	0.188	16	1727	0.014	16	1727	0.202
09:30 - 10:00	16	1727	0.127	16	1727	0.043	16	1727	0.170
10:00 - 10:30	16	1727	0.058	16	1727	0.011	16	1727	0.069
10:30 - 11:00	16	1727	0.058	16	1727	0.025	16	1727	0.083
11:00 - 11:30	16	1727	0.029	16	1727	0.072	16	1727	0.101
11:30 - 12:00	16	1727	0.011	16	1727	0.018	16	1727	0.029
12:00 - 12:30	16	1727	0.036	16	1727	0.062	16	1727	0.098
12:30 - 13:00	16	1727	0.029	16	1727	0.090	16	1727	0.119
13:00 - 13:30	16	1727	0.040	16	1727	0.119	16	1727	0.159
13:30 - 14:00	16	1727	0.076	16	1727	0.072	16	1727	0.148
14:00 - 14:30	16	1727	0.011	16	1727	0.043	16	1727	0.054
14:30 - 15:00	16	1727	0.058	16	1727	0.051	16	1727	0.109
15:00 - 15:30	16	1727	0.011	16	1727	0.054	16	1727	0.065
15:30 - 16:00	16	1727	0.062	16	1727	0.058	16	1727	0.120
16:00 - 16:30	16	1727	0.043	16	1727	0.054	16	1727	0.097
16:30 - 17:00	16	1727	0.022	16	1727	0.051	16	1727	0.073
17:00 - 17:30	16	1727	0.022	16	1727	0.145	16	1727	0.167
17:30 - 18:00	16	1727	0.000	16	1727	0.116	16	1727	0.116
18:00 - 18:30	14	1873	0.019	14	1873	0.084	14	1873	0.103
18:30 - 19:00	14	1873	0.000	14	1873	0.042	14	1873	0.042
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.198			1.228			2.426

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	1830	0.142	15	1830	0.029	15	1830	0.171
07:30 - 08:00	15	1830	0.576	15	1830	0.058	15	1830	0.634
08:00 - 08:30	16	1727	1.379	16	1727	0.083	16	1727	1.462
08:30 - 09:00	16	1727	1.734	16	1727	0.159	16	1727	1.893
09:00 - 09:30	16	1727	1.361	16	1727	0.293	16	1727	1.654
09:30 - 10:00	16	1727	0.843	16	1727	0.423	16	1727	1.266
10:00 - 10:30	16	1727	0.539	16	1727	0.413	16	1727	0.952
10:30 - 11:00	16	1727	0.456	16	1727	0.391	16	1727	0.847
11:00 - 11:30	16	1727	0.322	16	1727	0.398	16	1727	0.720
11:30 - 12:00	16	1727	0.304	16	1727	0.409	16	1727	0.713
12:00 - 12:30	16	1727	0.521	16	1727	0.832	16	1727	1.353
12:30 - 13:00	16	1727	0.706	16	1727	1.075	16	1727	1.781
13:00 - 13:30	16	1727	0.782	16	1727	0.901	16	1727	1.683
13:30 - 14:00	16	1727	0.916	16	1727	0.525	16	1727	1.441
14:00 - 14:30	16	1727	0.539	16	1727	0.423	16	1727	0.962
14:30 - 15:00	16	1727	0.471	16	1727	0.485	16	1727	0.956
15:00 - 15:30	16	1727	0.311	16	1727	0.431	16	1727	0.742
15:30 - 16:00	16	1727	0.286	16	1727	0.467	16	1727	0.753
16:00 - 16:30	16	1727	0.297	16	1727	0.724	16	1727	1.021
16:30 - 17:00	16	1727	0.246	16	1727	0.865	16	1727	1.111
17:00 - 17:30	16	1727	0.257	16	1727	1.857	16	1727	2.114
17:30 - 18:00	16	1727	0.112	16	1727	1.068	16	1727	1.180
18:00 - 18:30	14	1873	0.084	14	1873	0.522	14	1873	0.606
18:30 - 19:00	14	1873	0.000	14	1873	0.244	14	1873	0.244
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			13.184			13.075			26.259

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

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

APPENDIX F

