

Rose Hill Commercial Estates Ltd

43-43a London Street Reading

Transport Statement

June 2019

REPORT CONTROL

Document: Transport Statement

Project: 43-43a London Street, Reading

Client: Rose Hill Commercial Estates Ltd

Job Number: 18002

File Reference: R01-LK-Transport Statement 190617

Document Checking:

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Issue	Date	Status	Checked for Issue
1	03/06/19	Draft for Comment	KH
2	20/06/19	Issued for Planning	KH

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1 INTRODUCTION

- 1.1 Rose Hill Commercial Estates Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application for the redevelopment of the existing site at 43-43a London Street, Reading (RG1 4PS), to provide a residential-led development consisting of 21 dwellings in addition to a single retained commercial unit.

Background

- 1.2 The Local Planning Authority and Local Highway Authority are Reading Borough Council (RBC).
- 1.3 Pre-application advice in relation to the development proposals was received from RBC on 8th May 2019. This advice, which is contained at **Appendix A**, includes details on parking and servicing requirements that has been adhered to in preparing this report.
- 1.4 The adjoining site (East Street Car Park) has been the subject of a planning application (Ref: 170019/FUL) for 103 student accommodation units, which was approved at appeal.
- 1.5 With regards to transport and highways, the Inspector found:

The appeal site is an accessible location with multiple routes to and from local facilities. 37 the proposed accommodation will be, essentially, car free. I have already referred to the site's accessible location which would facilitate walking, cycling and the use of public transport.

- 1.6 A variation to this permission (Ref: 182251/VARIAT) was approved at the RBC Planning Applications Committee (PAC) on 6th March 2019. A revised proposal increasing the building to 135 units was approved at PAC on 3rd April 2019 (Ref: 181849/FUL). Regard has given to this site and the car-free nature of the proposed scheme in preparing this Transport Statement.

Proposed Development

- 1.7 The proposals involve:

Part-demolition of existing London Street façade and internal works to building alongside demolition of two storey building to rear to enable residential-led mixed-use development comprising 48sqm community use (Class D1) and 21no residential units (2 x studio, 7 x 1 bed, 9 x 2 bed and 3 x 3 bed units) together with associated services enclosures , parking and landscaping.

- 1.8 The proposal include two blue badge spaces at upper ground floor level, resulting in an overall reduction of 20 private parking spaces. The proposed layout is shown on the architect's layout plans in **Appendix B**.
- 1.9 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
 - **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
 - **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site, which is formed by both Nos. 43-43a London Street, Reading (RG1 4PS), currently accommodates the following:

- a D1 unit at 43 London Street (total floor area of 94sqm GIA), which was previously occupied by a Dentist practice;
- B1 office space (total floor area of 229.2sqm GIA) at 43a London Street.

2.3 The property also includes 22 parking spaces at upper ground floor level, which are accessed via a ramp from East Street.

2.4 London Street predominantly comprises a number of commercial properties, whilst surrounding roads including South Street, East Street and Church Street are largely residential in nature. East Street Car Park to the rear of the site is currently being converted into student accommodation.

2.5 **Figure 1** shows the site location plan.

Accessibility

2.6 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.7 The area is conducive to walking with a good level of pedestrian infrastructure present in the vicinity of the site. Furthermore, the topography in the area is generally flat which is good for walking and cycling activity.

2.8 London Street, which has an active commercial frontage, has footways on both sides of the main carriageway and regular crossing points. Within the vicinity of its junction with Queen's Road to the north, signalised crossing points with dropped kerbs and tactile paving are present across all four arms of the junction in addition to guardrails. Further south beyond the South Street / London Street junction, a signalised crossing point provides safe access across London Street with tactile paving and dropped kerbs once again provided. At the London Street / Crown Street junction, more signalised crossing facilities are present.

2.9 Immediately adjacent to the north of No. 41 London Street is a passageway that provides a pedestrian route between London Street and East Street. This route is

covered at its western extent and passes east-west through the proposed site before leading into the existing car park to the rear of the site.

- 2.10 London Court is a narrow road adjacent to the southern boundary of No. 47 London Street that allows both pedestrian and vehicular access between East Street and London Street.
- 2.11 Surrounding roads within the vicinity of the site, including East Street, South Street and Church Street, all provide footways of appropriate width with dropped kerbs provided at most junctions as a minimum.
- 2.12 Government research contained in Planning Policy Guidance 13: Transport, as well as guidance produced by the Chartered Institution of Highways and Transportation (CIHT) suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Therefore, a consideration of services and facilities accessible by walking within two kilometres is considered appropriate.
- 2.13 **Table 2.1** below sets out walk distances between the site and key local amenities.

Table 2.1 Approximate walk distances to local amenities

Local Facility	Distance (m)
Bus Stops	10
GP Surgery (London Street)	80
Shops	50
Dentist	320
Kendrick School	350
Reading Central Library	350
Supermarket (Tesco Express)	350
ATM / Bank (Barclays)	500
Katesgrove Primary School	650
Post Office (Broad Street)	800
Reading Train Station	800

- 2.14 **Table 2.1** demonstrates that the site is conveniently located close to key amenities, thereby encouraging walking trips.
- 2.15 Accepted guidance and research suggests that cycling is a significant potential mode for journeys up to 5 miles. This catchment would include the entirety of the built Reading area.
- 2.16 Shared bus and cycle lanes are present along the entirety of London Street between its junctions with Queen's Street to the north and Crown Street to the north. These on-road facilities connect with National Cycle Route (NCR) 4 to the north of the site within the vicinity of Yield Hall Place and Star Lane. At this point, NCR4 continues both eastbound and westbound alongside the River Kennet through Reading.

- 2.17 To the south of London Street, further shared bus and cycle lanes are provided along sections of Crown Street.

Public Transport

- 2.18 The site is well-served by bus with two bus stops (northbound and southbound) located within the immediate vicinity of the site frontage on London Street. The southbound bus stop provides covered seating, whilst both stops are marked by a bus flag that provides information on available services.
- 2.19 The following services are available from these bus stops: 5, 6, 6a, 7, 11, 21, 21a. A bus network map provided by Reading Borough Council is contained at **Appendix C**.
- 2.20 Reading Train Station is located approximately 800m (10-minute walk) to the north of the site, and provides frequent connections to London Paddington, Oxford, Bristol, and Cardiff Central amongst many other key destinations.
- 2.21 **Table 2.2** below provides a summary of the rail services operating from Reading Train Station.

Table 2.2 Summary of Rail Services (No. Services per Hour)

Destination	AM Peak Hour (0800-0900)	PM Peak Hour (1700-1800)
London Paddington	17	15
Oxford	5	5
Bristol (All Stations)	4	4
Cardiff Central	2	2

Local Highway Network

- 2.22 Between its junctions with Queen's Street to the north and Crown Street to the south, London Street operates as a two-way route for buses, taxis and cyclists, whilst all other traffic can travel in a southbound direction only. On the approach to Crown Street, the southbound bus lane merges with the standard lane. The road is subject to a 30mph speed limit.
- 2.23 Intervals of on-street 'Pay & Display' parking are present along both sides of the carriageway along London Street and, within the vicinity of the site, parking restrictions are in place from 8am to 8pm limiting parked vehicles to maximum stay of 3 hours. Along the site frontage, there is a single loading bay present to the east of the carriageway and this adjoins the southbound bus stop.
- 2.24 London Court is a narrow road adjacent to the southern boundary of No. 47 London Street that allows vehicular access between East Street and London Street. Informal parking takes place along this corridor, which is fronted by a number of residential properties. Within the vicinity of its junction with London Street, a lockable bollard is

present. Double yellow lines are also in place at this location as well as 'No Loading' restrictions from 07:30-09:30 and 16:00-18:00.

- 2.25 South Street is a two-way carriageway, which is subject to a 30mph speed limit. On-street parking for 'Permit Holders Only' (Zone: S1/11R) is available along the northern side of the carriageway between its junctions with London Street and East Street, whilst double yellow line restrictions are in place to the south of the carriageway and also to the north between the on-street parking bays and London Street. East of its junction with East Street, 'Pay & Display' parking is available to the north of the carriageway once again limiting parking to a maximum duration of 3 hours between 8am and 8pm.
- 2.26 East Street is a two-way single carriageway road. To the north, it provides access into the existing car parking area to the rear of the site, whilst to the south it forms a crossroads with South Street. Beyond South Street, northbound access only is provided along East Street. Both 'Permit Holder Only' (Zone 11R) and 'Pay & Display' parking bays are provided to the east of the carriageway, north of its junction with South Street.
- 2.27 Queen's Street forms a four-armed signalised crossroads with London Street to the north of the site. Queen's Street is a dual carriageway road, which is subject to a 30mph speed limit within the vicinity of its junction with London Street before increasing to 40mph approximately 100m to the west. A westbound slip road from Queen's Street and an eastbound slip road from Mill Lane both enable southbound vehicles to travel along London Street. Northbound vehicle movements from London Street (i.e. bus and taxi only) are prohibited from turning onto Queen's Street, i.e. they must continue straight ahead.

Local Car Ownership

- 2.28 Census data (for the Reading 011 Middle Super Output Area) was referenced to understand local car ownership levels with the results given below:
- Zero cars – 45.8%
 - 1 car – 44.6%
 - 2 cars – 8.3%
 - 3 cars – 0.9%
 - 4 or more cars – 0.4%
- 2.29 According to Census data, 46% of all household types in the area own no cars, whilst 90% of household types have one or fewer cars.
- 2.30 There is a difference between levels of ownership of flatted units and houses. This is demonstrated in **Table 2.3**.

Table 2.3 Car Ownership by Household Type

Number of Cars per Household	House	Flat
Zero	33.1%	49.5%
One	47.8%	43.7%
Two or More	19.1%	6.8%
Total	100.0%	100.0%

- 2.31 The data demonstrates that flatted households in the area are less likely to own a vehicle compared with households. Approximately 50% of flatted units will not own a car compared with 33% of households.

Summary

- 2.32 The data presented above demonstrates the low car ownership rates for the area within which the site is situated. Furthermore, it is considered that the proximity of the site to frequent bus services, rail connections, walking and cycling infrastructure and substantial controlled parking restrictions will encourage future residents to use sustainable travel options over private car use. Therefore, the proposals for a car-free development with the exception of two blue badge parking bays is deemed appropriate in this location.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.
- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 102 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 3.5 Paragraph 103 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 3.6 Paragraph 108 states that in assessing specific applications for development, the following should be ensured:

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

Safe and suitable access to the site can be achieved for all users; and

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

3.7 Paragraph 109 goes on to state:

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."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Local Policy

Reading Borough Council Core Strategy

- 3.12 Reading Borough Council (RBC) adopted their Core Strategy in January 2008, whilst an altered version of the document was adopted in January 2015.
- 3.13 The Core Strategy comprises a spatial vision and strategic objective for the area. Reading is noted as being extremely well-connected in terms of the rail system with direct connections to 360 towns and cities nationally.
- 3.14 In relation to development of the Reading Central Area, it is stated that "*development in the centre will typically be medium to high-density, accessible mixed-use schemes [...] Private parking space will be limited, due to the proximity, frequency and choice of public transport options.*"
- 3.15 The site is considered to have a good level of accessibility as paragraph 4.30 of the Core Strategy defines this as "*a good level of accessibility is considered to be that within 400m of a defined centre with a good range of facilities by pedestrian routes, and within 400m by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours.*"
- 3.16 Policy CS4 related to '*Accessibility and the Intensity of Development*':
- The scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities. Sites will be assessed in terms of their level of accessibility to a defined district or local centre with a good range of facilities by pedestrian routes, and to a bus stop served by a strategic bus service. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility as set out in other policies in this document, other Development Plan Documents or Supplementary Planning Documents*
- 3.17 Policy CS24 states the following with regards to car and cycle parking standards:
- Maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.*
- Reading Borough Council Local Development Framework – Revised Parking Standards and Design SPD***
- 3.18 The RBC Supplementary Planning Document (SPD) was adopted in October 2011 and sets out the Borough's approach on vehicle parking provision and design.

- 3.19 Adopted parking standards within Reading are based on a zonal scheme devised by RBC. The RBC Transport Development Officer stated the following within the pre-application advice received in relation to the development proposals:

The site is located within the Zone 2, the primary core area but on the periphery of the central core area which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs. This area is well served by rail and bus links and also contains the largest proportion of public car parking spaces. The site is within 250m of the Oracle shopping Centre and multi-storey car park, and is within 500m of Broad Street with a range of shops and services. East Street and the surrounding classified road network all have parking restrictions preventing on-street parking.

- 3.20 Section 3 of the SPD outlines the car parking standards for all land uses. A summary of the residential car and cycle parking standards is provided below in **Table 3.1**. It should be noted that guidance relating to car parking are 'required' standards, whilst standards relating to cycle parking are a minimum.

Table 3.1 Residential Car and Cycle Parking Standards

Dwelling Type	Car Parking (Zone 2)	Cycle Parking
Flat: 1-2 bed	1	0.5
Flat: 3+ bed	1.5	1
Visitor Parking	1 space per 10 dwellings	n/a

Reading Local Transport Plan 3

- 3.21 The Reading Local Transport Plan (LTP) 3 covers the period from 2011-2026 and was adopted in April 2011.
- 3.22 The LTP details the transport objectives which support the Council's vision whilst recognising the wider issues signified by Reading's geographic position as a transport hub.
- 3.23 People are prioritised within the LTP and travel choices will be available and accessible to everyone as part of the Council's transport ambitions. Walking and cycling will be safer and public transport more affordable and reliable.
- 3.24 RBC will continue to encourage sustainable travel whilst matching capacity with demand through the use of policy measures and network management.

Reading Borough Council New Local Plan

- 3.25 RBC are working on producing a new Local Plan, which will replace the current development plans with a new plan setting out how Reading will develop up to 2036.

3.26 The Local Plan was submitted to the Secretary of State on Thursday 29th March 2018. This marked the beginning of a process of public examination that took place during 2018 and 2019. The Inspector has set out a number of steps that are recommended in order to make the Local Plan sound, and it is understood that RBC is seeking to adopt the Local Plan in October 2019.

3.27 Policy CC6 of the New Local Plan addresses 'Accessibility and Intensity of Development'. It states:

The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.

3.28 Of relevance to car and cycle parking is Policy TR5:

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.

Summary

3.29 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in an accessible location and further information is provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix B** contains the architect's layout.

4.2 The proposals involve:

Part-demolition of existing London Street façade and internal works to building alongside demolition of two storey building to rear to enable residential-led mixed-use development comprising 48sqm community use (Class D1) and 21no residential units (2 x studio, 7 x 1 bed, 9 x 2 bed and 3 x 3 bed units) together with associated services enclosures, parking and landscaping.

Pedestrian Access

4.3 Pedestrian access for the redeveloped property at No. 43 & 43a London Street will take place from London Street through the existing entrance. Access to the new properties to the rear of the site will be via the existing covered passage immediately to the north of No. 41 London Street. Pedestrian access to the rear properties will also be achieved from East Street via the car park and a newly landscaped garden area that runs between the eastern perimeter of the site and the adjoining East Street Car Park development.

4.4 The upper ground level floors of the development will be entered at grade and will therefore be fully wheelchair accessible.

Vehicular Access

4.5 Parking associated with the development will continue to be located at upper ground level and will therefore be accessed via the ramp from East Street.

Servicing

4.6 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance. Given the scale of the scheme, it is expected that the residential/commercial elements will generate minimal deliveries each day. Along the site frontage, there is a single loading bay present to the east of the carriageway and this adjoins the southbound bus stop. This will be used for delivery and servicing purposes.

4.7 All accommodations will be provided with in-unit waste and recycling storage; easily accessible bins will be provided in a communal store at lower ground level close to London Street. In addition, bin storage will be provided for the adjoining properties creating a shared waste-collection strategy. Refuse collection will also take place via the loading bay area with bins being wheeled to the refuse vehicle by collection staff.

Vehicle Parking

- 4.8 The existing site provides a total of 22 car parking spaces. The proposed development will retain two parking spaces (both blue badge spaces) at upper ground floor level, resulting in the overall loss of 20 car parking spaces. The parking spaces will be marked clearly and allocated to the relevant residential units.
- 4.9 As mentioned previously, RBC's adopted parking standards (Revised Parking Standards and Design SPD – 2011) are based on a zonal system. However, whilst the site is marginally outside zone 1 (Central Core Area) it has been acknowledged by RBC that it benefits from all the connectivity and amenities associated with zone 1.
- 4.10 RBC apply maximum parking standards for non-residential uses. Given the excellent connectivity of the site and the availability of public car parking, a car-free approach is considered to be appropriate for the non-residential uses and has been encouraged in pre-application discussions.
- 4.11 For residential uses, RBC apply "required" standards but have accepted lower parking provision where it has been demonstrated that highway safety would not be compromised. In this regard, the site is surrounded by parking restrictions including a residential parking permit system. To support this further, the site will be marketed as being car-free (with the exception of the blue badge spaces). As a result, it is unlikely that residents will seek to keep a car at or near the site.
- 4.12 Whilst there would be an overall reduction in parking spaces on the site, the level of non-residential floorspace will be significantly reduced; and as noted above, the highly accessible nature of the site adjacent to the Central Core Area lends itself to a car-free approach, which is consistent with RBC policy.

Cycle Parking

- 4.13 The development will provide a minimum of 11 cycle parking spaces in accordance with minimum standards that require 0.5 spaces per unit. Cycle parking will be provided in secure storage for all proposed dwellings and will be located at lower ground level within the main blocks (refer to Architect's drawing in **Appendix B**).
- 4.14 Cycle parking will be designed in accordance with the typical cycle stand dimensions and cycle parking layout specified on page 22 of the '*Revised Parking Standards and Design SPD – 2011*' document prepared by RBC.

5 TRIP ASSESSMENT

5.1 This section considers the likely number of trips that the residential development is forecast to generate. Although the proposals also include a small amount of community use floorspace (48sqm), this will be retained from the existing site and will have a reduced floor area. As such, it is not considered for the purposes of this trip assessment.

Existing Office Trip Generation

5.2 The existing trip generation for the consented office space has been estimated using trip rates derived from the TRICS database using the following parameters:

- Land Use – B1 Office;
- Regions – England (Excluding Greater London); and
- Locations – Town Centre and Edge of Town Centre.

5.3 The resulting trip rates were obtained as set out in **Table 5.1** below and in **Appendix D**.

Table 5.1 Office Total Person Trip Rates & Trip Generation: All Modes

Period	Trip Rates			Trip Generation (229.2 sqm)		
	In	Out	Total	In	Out	Total
08:00 - 09:00	4.16	0.286	4.446	10	1	10
17:00 - 18:00	0.39	3.119	3.509	1	7	8
07:00 - 19:00	14.932	14.843	29.775	34	34	68

5.4 The existing office floorspace is estimated to generate 10 two-way total person trips between 08:00-09:00 and 8 two-way total person trips between 17:00-18:00.

5.5 Using 2011 Census data, it has been possible to extract 'Method of Travel to Work' modal split proportions (as shown in Table 5.2 below) for people working within the Reading 011 Middle Super Output Area, within which the development site is situated.

Table 5.2 Office Modal Splits – Original

Mode	Modal Split
	Original
Underground	0.4%
Train	16.6%
Bus, minibus or coach	17.9%
Taxi	0.2%
Motorcycle, scooter, moped	0.7%
Driving a car or van	38.3%
Passenger in a car or van	3.7%
Bicycle	3.9%
On foot	18.1%

Other	0.2%
Total	100.0%

- 5.6 The office modal split presented above has then been applied to the total person trip generation from **Table 5.2**. The existing office trip generation by mode is outlined below in **Table 5.3**.

Table 5.3 Office Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour			07:00-19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	0	0	0	0	0	0	0	0	0
Train	2	0	2	0	1	1	6	6	11
Bus, minibus or coach	2	0	2	0	1	1	6	6	12
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle, scooter, moped	0	0	0	0	0	0	0	0	0
Driving a car or van	4	0	4	0	3	3	13	13	26
Passenger in a car or van	0	0	0	0	0	0	1	1	3
Bicycle	0	0	0	0	0	0	1	1	3
On foot	2	0	2	0	1	1	6	6	12
Other	0	0	0	0	0	0	0	0	0
Total	10	1	10	1	7	8	34	34	68

- 5.7 It can be seen that 4 vehicle trip were generated by the existing development during the AM peak and 3 vehicle trips were generated during the PM peak hour. Across a 12-hour period, the development could generate up to 26 two-way vehicle trips.

Residential Trip Rates & Trip Generation

- 5.8 In order to derive the potential total person trip generation for the proposed residential use, the TRICS database was interrogated with the following parameters selected:
- Land Use – Residential;
 - Category – Flats Privately Owned;
 - Regions – England (Excluding Greater London); and
 - Locations – Town Centre and Edge of Town Centre.
- 5.9 The resulting total person trip rates are set out in **Table 5.4** below and in **Appendix E**.

Table 5.4 Residential Total Person Trip Rates & Trip Generation: All Modes

Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
08:00 - 09:00	0.095	0.521	0.616	2	11	13
17:00 - 18:00	0.478	0.215	0.693	10	5	15
07:00 - 19:00	2.721	2.785	5.506	57	58	116

- 5.10 The proposed development is expected to generate 13 two-way total person trips between 08:00-09:00 and 15 two-way total person trips between 17:00-18:00.
- 5.11 Using 2011 Census data, it has been possible to extract 'Method of Travel to Work' modal split proportions for residents living within the Reading 011 Middle Super Output Area, within which the development site is situated.
- 5.12 As the site is expected to be car-free with the exception of two disabled parking bays, the mode split proportions have been adjusted accordingly. The provision of two disabled bays represents a proportion of 9.5% provision at the site (2 parking bays for 21 units) and therefore the car driver mode split has subsequently been amended to 9.5%. This is considered to represent a worst case (for vehicle trips) as it assumes that all trips associated with those two units will be made by car.
- 5.13 The remaining mode split proportions have then been extrapolated. The original mode split proportions and the adjusted mode split proportions are both presented in **Table 5.5** below.

Table 5.5 Residential Modal Splits – Original and Adjusted

Mode	Modal Split	
	Original	Adjusted
Underground	0.4%	0.5%
Train	20.3%	26.4%
Bus, minibus or coach	11.5%	14.9%
Taxi	0.4%	0.5%
Motorcycle, scooter, moped	0.4%	0.5%
Driving a car or van	30.4%	9.5%
Passenger in a car or van	3.1%	4.0%
Bicycle	3.5%	4.5%
On foot	29.4%	38.2%
Other	0.7%	0.9%
Total	100.0%	100.0%

- 5.14 The adjusted modal split presented above has then been applied to the total person trip generation from **Table 5.5**. The residential trip generation by mode is outlined below in **Table 5.6**.

Table 5.6 Residential Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour			07:00-19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	0	0	0	0	0	0	0	0	1
Train	1	3	3	3	1	4	15	15	31
Bus, minibus or coach	0	2	2	1	1	2	9	9	17
Taxi	0	0	0	0	0	0	0	0	1
Motorcycle, scooter, moped	0	0	0	0	0	0	0	0	1
Driving a car or van	0	1	1	1	0	1	5	6	11
Passenger in a car or van	0	0	1	0	0	1	2	2	5
Bicycle	0	0	1	0	0	1	3	3	5
On foot	1	4	5	4	2	6	22	22	44
Other	0	0	0	0	0	0	0	0	1
Total	2	11	13	10	5	15	57	58	116

- 5.15 It can be seen that a single two-way vehicle trip will be generated by the proposed development during both the AM and PM peak hours respectively. Across a 12-hour period, the development could generate up to 12 two-way vehicle trips. The majority of person trips generated by the development are likely to be undertaken either by foot or public transport.

Net Trip Generation

- 5.16 **Table 5.7** below shows the net trip generation by mode.

Table 5.7 Net Trip Generation by Mode

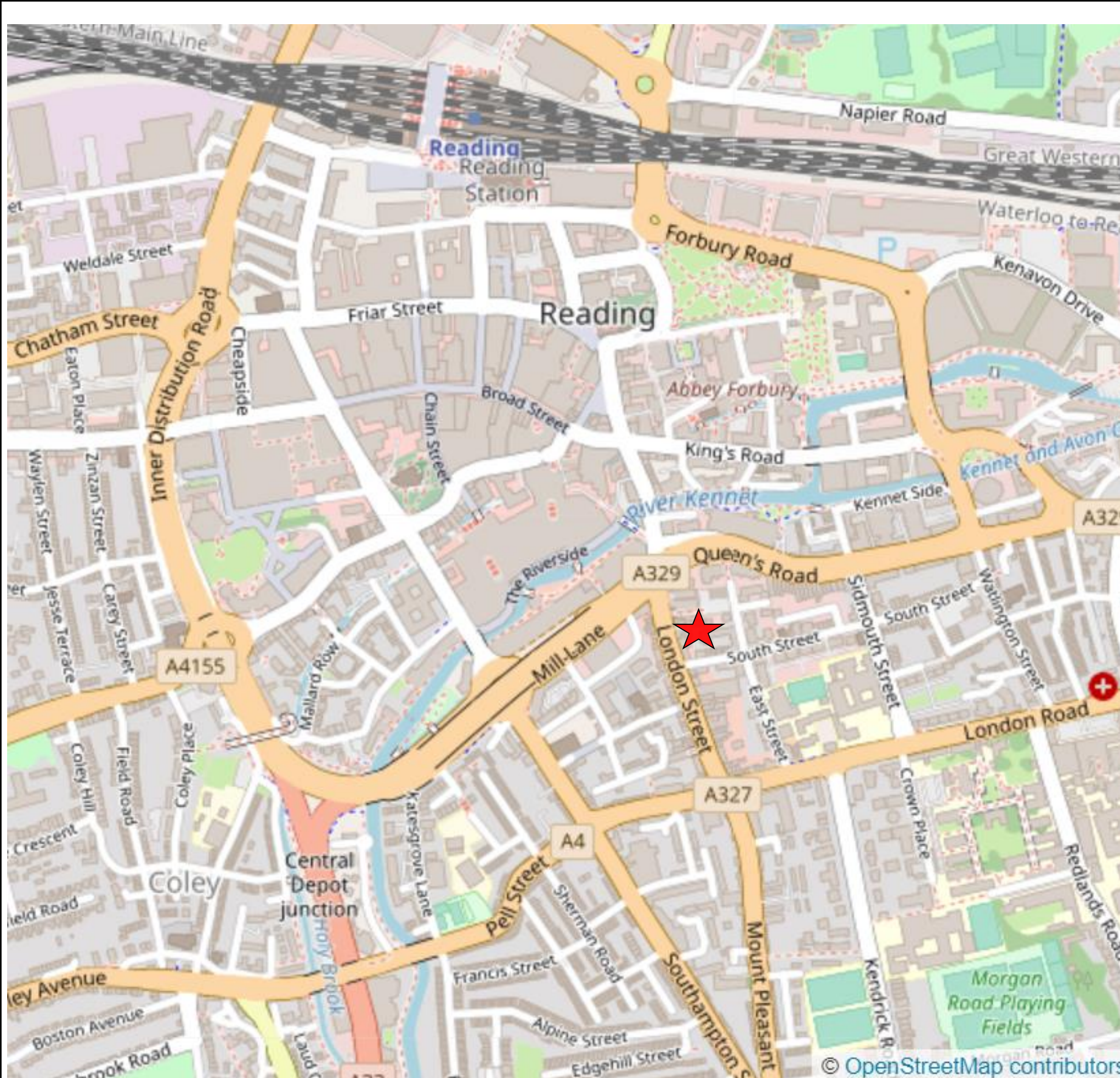
Mode	AM Peak Hour			PM Peak Hour			07:00-19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	0	0	0	0	0	0	0	0	0
Train	-1	3	2	3	0	3	9	10	19
Bus, minibus or coach	-1	2	0	1	-1	1	2	3	5
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle, scooter, moped	0	0	0	0	0	0	0	0	0
Driving a car or van	-3	1	-3	1	-2	-2	-8	-7	-15
Passenger in a car or van	0	0	0	0	0	0	1	1	2
Bicycle	0	0	0	0	0	0	1	1	3
On foot	-1	4	3	4	0	4	16	16	32
Other	0	0	0	0	0	0	0	0	1
Total	-8	10	3	9	-3	7	23	24	47

- 5.17 The table above shows that there is a small increase in trips overall, however, the majority of these are walking trips. The trip generation analysis shows that there would be a reduction in the number of vehicle trips associated with the proposed development.
- 5.18 It can, therefore, be seen that the proposed development will have a positive impact on the local highway network.

6 SUMMARY & CONCLUSIONS

- 6.1 Rose Hill Commercial Estates Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application for the redevelopment of the existing site at 43-43a London Street, Reading, to provide a residential-led development consisting of 21 dwellings in addition to a single retained D1 (community space) unit.
- 6.2 Two blue badge parking spaces are proposed at upper ground floor level, resulting in an overall reduction of 20 private parking spaces, whilst secure and sheltered cycle parking will be provided in accordance with local standards to encourage active travel patterns. Vehicular access to the site is via East Street, whilst pedestrian access is proposed via both East Street and London Street.
- 6.3 The scheme incorporates two blue badge spaces for the proposed residential use, which is consistent with RBC policy that allows lower parking provision where highway safety would not be compromised. As the site is in an area comprising comprehensive parking controls and is highly accessible, it is extremely unlikely that residents / visitors would seek to retain a car and park on-street.
- 6.4 The site seeks to maximise the sustainable characteristics of the site by encouraging active travel. Residents and visitors will be able to maximise the benefits of close proximity to bus and rail services which, in combination, provide access to destinations across Reading itself and further afield to London Paddington, Oxford, Bristol and Cardiff.
- 6.5 A trip generation assessment was undertaken, which shows that the impact of the proposed development is expected to be positive in terms of vehicle trips to/from the site.
- 6.6 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;
 - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 6.7 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds.

FIGURES



Key  Site Location			
CLIENT: Rose Hill Commercial Estates Ltd			
PROJECT: 43-43a London Street Reading			
TITLE: Site Location Plan			
SCALES:		NTS	
DRAWN:	CHECKED:	DATE:	REVISION:
KH		03.07.19	.
 TRANSPORT PLANNING 4 Underwood Row, London N1 7LQ Tel: 07747 323200 Email: admin@pulsartransport.co.uk www.pulsartransport.co.uk			
DRAWING REFERENCE:		Figure 1	

APPENDIX A – PRE-APPLICATION ADVICE



Jon Walton
Vocalism
The Studio
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Peppard Common
Oxfordshire
RG9 5LH
(Via Email)

Frances Martin
Executive Director for Economic Growth and
Neighbourhood Services

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Reading, RG1 2LU
Civic Centre, Reading, RG1 7AE
☎ 0118 9373787

Our Ref: 190364

Direct ☎: 0118 9373 859
e-mail: brian.conlon@reading.gov.uk

8 May 2019

Advice without prejudice

Your contact is: Brian Conlon, Planning & Building Control

TOWN AND COUNTRY PLANNING ACT 1990

Enquiry Reference: 190364

Address: 34 London Street, Reading

Description upon receipt: Pre-Application advice for proposed Conversion and extension of 43 London Street to provide 3 residential units including an additional storey and a setback floor. Redevelopment of 43A London Street to provide 6 residential units, together with communal cycle and bin stores, in 3-4 storey building. Construction of new building at rear of site to provide 12 residential units in 3-5 storey building and landscaped square with disabled parking bays. 21 residential units in total (4 x studio, 5 x 1 bed, 9 x 2 bed & 3 x 3 bed).

Meeting date: 28 March 2019

Those in attendance: Brian Conlon (Reading Borough Council); Jon Walton, Kevin Soobadoo, Nick Collins, Simon Colebrook, Daniel Little.

Input from other officers not in attendance at the meeting: Jonathan Mullis (Historic Buildings Consultant for Reading Borough Council); Rebecca Moon (Senior Environmental Health Officer); Natalie Lucas (Transport Development Control Officer).

Dear Mr Walton,

Further to your recent pre-application submission, please find below the Council's formal response. This response is intended to advise you on the appropriateness of the proposal based on the information submitted and aid any future planning application. The response has been split into separate sections for ease of reference.

It is noted this pre-application submission seeks to directly address the points raised in the Council's previous pre-application letter (ref. 180670/PREAPP) dated 7th June 2018. These relate to the

previous proposals for the redevelopment of your client's site, hereafter referred to as pre-app 'Version 1' for the purposes of this response.

1. The proposal

Upon submission on 8th February 2019 this current proposal, hereto referred as 'Version 2', consisted of 21 residential units comprising of studios, 1, 2, and 3 bedroom apartments, arranged in a mews style development and at a reduced scale to Version 1. The existing building, no. 43 London Street is now proposed to be retained and extended to accommodate residential uses. The key fundamental differences between Version 2 and the previous Version 1 are identified as:

- Reduction in the number of residential units from 24 to 21;
- Retention and extension of building fronting London Street;
- A revised mix of flats;
- Revised refuse and cycle provisions;
- Rationalisation of Car parking;
- The layout broken down with massing reflective of a historic 'mews-style' development which previously occupied the site;

Following the submission and assessment of Version 2, an additional set of revisions were received on 15th April 2019 in response to further developments on the adjoining Studios scheme site, feedback received from Council Officers, the Design Review Panel, Reading Civic Society and the Conservation Area Advisory Committee. Hereto referred as Version 2a, these revisions can be summarised as follows:

- Changes to London Street facade to incorporate sash windows at first and second floor
- New rendered surrounds set within the brick façade onto London Street;
- New shopfront with entrance and reinstatement of a commercial unit at ground floor at 43 London Street;
- Reduction in height of the mews buildings to tie into the eaves of London Court properties;
- Opening up of the courtyard by the rear of London Court to allow in light and to provide outlook;
- Further improvements to facades to incorporate brick frontages to chamfered bay windows;
- Reduction in ramp levels by setting down the bin store area;
- Further greening/landscaping throughout the scheme;
- Incorporation of PVs to south-facing roofs adjacent to London Court;
- Addition of a further storey to the rear (eastern) building to tie in with the enhanced Studios scheme;

As described above, both Version 2 and Version 2a have largely attempted to respond to the approval and subsequent evolution of the 'Studios scheme'. A 4 storey building containing 103 student accommodation units was approved at appeal directly to the rear of the site (170019). A variation to this permission (Ref. 182251/VARIAT) was approved at the Council's Planning Applications Committee (PAC) on 6th March 2019 is this issued, otherwise this is just a resolution to approve.. and a revised proposal increasing the building to 135 units over 4/5 storeys was approved at PAC on 3 April 2019 (181849/FUL).

This pre-application response attempts to provide a constructive view on the acceptability of Version 2a, but due to the fact that revisions were received mid-way through the pre-application process, not all consultees have had an opportunity to provide updated comments and therefore advice provided is

primarily reliant upon initial feedback received and views specifically expressed with regard to Version 2.

2. Relevant policies

Any application at the site would be considered within the context of the Council's Core Strategy (2008, Altered 2015), Reading Central Area Action Plan - RCAAP (2009), and Sites and Detailed Policies Document (2012, Altered 2015) documents. Supplementary Planning Documents would also be applied where relevant, together with national planning policy and guidance contained within the NPPF and PPG.

Following an assessment of the scheme as now proposed, the following planning policy documents, sections and guidance is considered relevant:

National Planning Policy Framework (NPPF) (Feb 2019)

Section 2 - Achieving sustainable development
Section 4 - Decision-making
Section 5 - Delivering a sufficient supply of homes
Section 6 - Building a strong, competitive economy
Section 7 - Ensuring the vitality of town centres
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 16 - Conserving and enhancing the historic environment

Reading Borough Local Development Framework Core Strategy (2008, altered 2015)

CS1: Sustainable Construction and Design
CS2: Waste Minimisation
CS3: Social Inclusion and Diversity
CS4: Accessibility and the Intensity of Development
CS5: Inclusive Access
CS7: Design and the Public Realm
CS9: Infrastructure, Services, Resources and Amenities
CS12: Maintaining a Variety of Premises
CS14: Provision of Housing
CS15: Location, Accessibility, Density and Housing Mix
CS16: Affordable Housing
CS20: Implementation of the Reading Transport Strategy
CS23: Sustainable Travel and Travel Plans
CS24: Car/Cycle Parking
CS25: Scale and Location of Retail, Leisure and Culture Development
CS26: Network and Hierarchy of Centres
CS27: Maintaining the Retail Character of Centres
CS31: Additional and Existing Community Facilities
CS33: Protection and Enhancement of the Historic Environment
CS34: Pollution and Water Resources

CS35: Flooding
CS36: Biodiversity and Geology

Reading Central Area Action Plan (2009)

Policy RC5: Design in the Centre
Policy RC6: Definition of the Centre
Policy RC9: Living in the Centre
Policy RC11: Small Retail Units
Policy RC14: Public Realm

Sites and Detailed Policies Document (2012, altered 2015)

SD1: Presumption in favour of sustainable development
DM1: Adaptation to climate change
DM4: Safeguarding amenity
DM5: Housing mix
DM10: Private and communal outdoor space
DM12: Access, traffic and highway-related matters
DM14: Impact of main town centre uses
DM16: Provision of open space
DM19: Air quality

Emerging Local Plan - Submission Draft Reading Borough Local Plan (March 2018)

Reading's Draft Local Plan has been subject to Examination by the Secretary of State and is likely to be adopted by Autumn 2019 at which point the policies will fully apply.

<http://www.reading.gov.uk/newlocalplan>

Supplementary Planning Documents:

Revised Parking Standards and Design (2011)
Revised Sustainable Design and Construction (2011)
Revised S106 Planning Obligations (2013)
Affordable Housing (2013)
Tree Strategy for Reading (June 2010)

Other material guidance and legislation

National Planning Practice Guidance (2019)
The Community Infrastructure Levy (CIL) Regulations (Amended 2015)
Department for Transport Manual for Streets
Department for Transport Manual for Streets 2
Technical Housing Standards - Nationally Described Space Standard, DCLG, 2015
Site Layout Planning for Daylight and Sunlight: a guide to good practice (BR 209), P. Littlefair, 2011
Waste Management Guidelines for Property Developers, Reading Borough Council

3. Appraisal

The main considerations in any proposals of the nature shown are likely to be as follows:

- Principle of development
 - Housing mix
 - Retail sequential test
- Heritage & Design
- Sustainability
- Residential amenity
 - Living conditions of occupiers
 - Neighboring amenity and privacy
- Environmental health matters
 - Noise
 - Air quality
 - Contamination
- Transport matter
 - Parking provision
 - Servicing
- Natural environment
- Affordable housing
- Other matters
 - Planning obligations
 - Community Infrastructure Levy
 - Other matters
- Procedural points
- Conclusion

a) Principle of development

As you will be aware, the only relevant planning history on site is the 1985 permission for the change of use of the rear flat roof extension from dental surgery to offices. Whilst Council records are inconclusive, from discussions it is claimed by the client that this permission was in fact implemented and this part of the building converted and used as office accommodation. It is now understood that the dental surgery (Class D1) occupied the ground and first floor (front) until 2016, and a place of worship (Class D1) currently occupies the rear (first and second floor level) of the site (including the approved office accommodation). It is understood the use of rear part of the site as place of worship is due to cease through a termination of the existing lease in July 2019. The dental surgery vacated the premises and relocated to another part of the town centre in 2016. From the submission material and through discussions held, all parties recognise that the proposed development would result in the loss of a lawful Class D1 use on part of the site, and either the loss of lawful office accommodation/or place of worship on the other.

Policy CS31 of the Core Strategy relates to existing community facilities (with paragraph 10.2 of the supporting text referring to health facilities as community facilities). The policy stipulates that the redevelopment of existing community facilities will not be permitted unless it can be clearly demonstrated that there is no longer a need to retain the facility. Page 2 of the submitted planning statement confirms the relocation of the former dental surgery to the Market Place and the intention to undertake marketing in order to consider demand for a replacement dental surgery/community facility as previously advised by the Council. In accordance with Policy CS31, officers wish to see alternative services in the area identified and mapped, explicitly demonstrating any residual need for dental services is met. Marketing evidence would then support the position that there is no need or demand for the facility.

It is considered that this approach, provided that it was supported by conclusive evidence, would be likely to positively justify the loss of the existing lawful D1 use. It would of course remain to be seen what value the local community attributed to the former dental surgery when it was in use. Formal public consultation through a planning application remains the most appropriate method for understanding whether any residual community 'value' exists and whether paragraph 92 of the NPPF 2019 in ensuring "*decisions should guard against the unnecessary loss of valued facilities and services...*" is satisfied.

Therefore whilst it is likely Policy CS31 is can be satisfied, it is not possible for the Council to conclude that the loss of the existing D1 use at the site is acceptable at this stage. Nevertheless, should additional information be forthcoming (on the basis of the above advice and discussions during our pre-application meeting) and no significant issues arise through the public consultation process at an application stage, it is likely that this principle matter can be satisfied in accordance with this policy.

Turning to the fact that it has been confirmed and verified that the rear part of the site is within active use as a place of worship and appears to have been since 2016, there does remain a degree of ambiguity regarding the lawful use of this part of the building and hence the implication that the lawful status of any place of worship or office use at the time an application is currently unclear.

The planning statement and discussions with officers confirm that the place of worship has been operating from no.43a since 2016, with its lease expiring in July 2019. We understand further work is being undertaken via your solicitors and estate agents to identify the historic uses of this part of the site so that this matter can be conclusively addressed as part of any planning application.

Given sensitivities over active community uses, we would require such evidence to prove beyond reasonable doubt that the rear part of the building was lawfully used as separate stand-alone office accommodation (al-be-it as administrative and records storage functions in connection with the dental surgery). This could reasonably consist of evidence that the occupants paid separate Business Rates for the office accommodation, the fact that both parts were physically and functionally separate, accessed independently and supported by the implemented 1985 planning consent for separate office use. Should sufficient evidence be presented as part of any application, officers are likely to support the position that this part of the site falls within office (B1(a) use) and its current use as an active place of worship is unauthorised. As described previously, it may be in your client's interest to seek a Certificate of Lawful Use to confirm the lawful use of this part of the site in advance of any submission to ensure there is no ambiguity over this matter.

As you will no doubt be aware, should the active use as a place of worship be found to be lawful through a certificate of lawfulness or through the passage of time, the Council are required to consider any such loss against the requirements of Policy CS31 and NPPF 2019 Paragraph 92 as referenced above. Owing to the place of worship being in active use at the time of this pre-application enquiry, it is considered of paramount importance to adequately establish the lawfulness of such use, and if necessary fully justify any loss. This is likely to dictate the overall in-principle acceptability of this scheme. The onus will be on you to establish lawful use in advance or rely on adequate justification at the application stage to satisfy the policy requirements as detailed above.

Should any future application be considered solely from a perspective of a loss of office use (with reference to the requirement to provide evidence to demonstrate the 1985 permission was implemented), then Policy CS11 of the Core Strategy would be applied. In this respect, it is likely that the loss of office floor space would be accepted by officers.

In summary, should the principle of the loss of the existing dental surgery and place of worship or office uses be able to be established in due course, then the principle of a residential component within the scheme at the site would align with the broad objectives of Policy CS14.

Housing mix

Pre-app Version 2a now includes approx. 42.8% 1-bed units, 42.8% 2-bed units and 14.2% 3-bed units. Policy RC9 (or the equivalent housing mix policy that is adopted at the time of submission) seeks a maximum of 40% 1-bed and minimum 5% 3-bed units. Accordingly, this Version 2a now includes a marginal overprovision of 1-bed units, yet exceeds the required minimum provision of 3-bed units. As there is no longer a significant conflict with the numerical requirements of the policy, and as such the harm generated by a marginal overprovision of smaller units would likely be outweighed by the benefit of a greater provision of larger units of accommodation. The overall acceptability of any mix is of course dependant on the internal configuration of all units and the overarching requirement to provide the best possible living conditions for future occupiers. This is considered specifically by other policies in the development plan. Therefore, in summarising the mix of units now proposed, the proposal has moved towards a more appropriate and policy compliant mix of dwellings.

Retail sequential test

Following engagement and advice received during the pre-app process, Version 2a now includes reinstating a small (48m²) commercial unit at ground floor and accessed from the London Street frontage. Should the principle of the loss of the existing dental surgery and place of worship or office uses be able to be established as part of any application, then the principle of a Class A1/A2/A3 use would need to be carefully considered under applicable planning policies.

Although the site is within the Reading Central Area and covered by policies objectives of the RCAAP, it is apparent that the site is not located within the primary shopping area or 'Central Core' of the RCAAP. Paragraph 86 of the NPPF 2019 requires a retail sequential test to be undertaken, supported by Policy CS25 (Scale and Location of Retail, Leisure and Culture Development) which states "*All development will comply with the relevant tests for retail, leisure and culture development set out in government guidance.*" Whilst the purpose of any such exercise is to consider whether there are sequentially preferable site for 'town centre uses', it is recognised that despite being located outside of the primary shopping area, London Street has historic commercial significance and continues to fulfil an important arterial edge-of-centre role to the south of the town. Therefore, whilst any Sequential Test must satisfactorily demonstrate that no town centre (i.e. Primary Shopping Area) sites are available for the intended use, the Council will exercise flexibility and pragmatism in any such assessment having due regard to the need to promote and compliment other existing non-residential uses along London Street and support the overall commercial vitality of such areas against changing consumer habits and economic trends.

b) Heritage and design

Version 1 (for 24 units) was originally considered by the Council's Heritage Consultant, but not taken to the Council's Design Review Panel (DRP). In addition to a number of serious design concerns identified during Version 1, the approved Studios scheme also informed the design response of Version 2. Further revisions have been undertaken during this current submission in the form of Version 2a in light of the evolution of the permitted Studios scheme and observations made as described earlier in this response.

Concern was originally raised with regard to the proximity of buildings under Version 1 to the RISC building next door, thereby causing a lack of sunlight, outlook and sense of enclosure. By reinstating residential development in a mews form that once ran historically along the southern boundary of the site opposite the RISC building, under Version 2, the building is set much further back than Version 1, and now is more consistent with the historic building line and that of the existing office accommodation.

In first considering Version 2, the Council's Heritage consultant welcomed the retention of the façade to No. 43 London Street, however he highlighted the fact that the addition of a two-storey projecting window was out of character with the prevailing street scene of London Street. He recommended dividing the window into two separate units across the both storeys, considering this more in-keeping with the Building of Townscape Merit and the Conservation Area and adjacent Listed Buildings.

The proposed part three and four-storey mews building to the rear of No. 43 was initially considered out of scale and character with the Conservation Area and it was recommended that a two-storey building in this location would be less dominant and be more in-character with the overall Conservation Area and Sims Court.

Since the front London Street Listed Buildings are directly connected to the rear of the buildings by historic alley ways, these spaces are linked and are considered to have an effect on their appreciation and significance as heritage assets.

The separate four-storey building within the rear part of the site, adjacent the approved Studios development was no longer considered to harm the Conservation Area and importantly was not considered to negatively affect any views from Easy Street, unlike previous proposals before the approval of the Studios Scheme.

Version 2 was also considered in detail by the DRP on the 14 March 2019. Whilst subject to further amendment in the form of Version 2a, the Panel was only able to consider Version 2 fully as presented to them at the time of the meeting.

Concerning site layout, the Panel questioned whether this version with its redesigned 'modern mews' arrangement, would actually respond more positively from a design perspective when compared to the previous pre-app, given the fundamental 'now altered' context adjoining the 'Studios scheme'.

The Panel felt the manner in which the current scheme responded to the existing windows in the rear London Court elevation were more successfully dealt with in the earlier pre-app. Screening the ground floor London Court windows was felt not to function well and it was unclear how the spaces being created here would be used. These observations encouraged this part of the scheme to be revisited in the form of Version 2a.

The DRP were keen to highlight a significant number of positive design elements now evident in Version 2, identifying that the continuous range of building to the south performs well, as does the easternmost section which successfully terminates the view along the new mews before the Studios Scheme. The infill section to London Street was considered now much simpler and did not seek to compete with the adjoining buildings in the Conservation Area.

With regard to the central part of the scheme, the Panel felt that the height of the proposed buildings remain excessive, particularly on the London Court elevation to the north, with the proposed building

rising above the eaves of London Court's, creating an awkward junction which was further complicated with a part sloped roof and set-back aiming to reduce the impact of the scheme on the existing London Court roof lights. The Panel felt that that the upper floor should be removed. It should be noted and recognised that the recommendations of the DRP were made in advance of the approval of the additional storey on the adjoining Studios Scheme.

The Panel liked the rhythm created by the linear mews houses but were concerned how the existing windows of London Court would be accommodated within the scheme, and therefore further thought should be given to the width of the breaks between the three separate mews houses. The Panel also identified the fact that due to the change in ground levels to the Studios scheme/slope of the existing road, the lower storey of the eastern block would be considerably disadvantaged and the omission of this floor would create a better living environment.

In focusing on the London Street façade, little design rationale was provided to justify the approach taken by Version 2. The single bay window proposed was considered to appear out of context and the window framing was not considered sufficiently elegant. The Panel felt that a simpler and carefully proportioned single opening (or pair of openings) over a taller ground floor studio might contribute to a better solution than at present, using a contrasting brick between the existing stone and brick facades either side. These comments were consistent with and supported by those observations made by the Council's Heritage consultant. The use of dark or light materials should also be investigated.

Contrary to previous advice from the Council's Heritage consultant, the Panel questioned the proposal's initial intention to expose the existing brickwork on the façade and add to it. As a new frontage was being proposed at ground floor, a new opening and first floor and an extended parapet, little existing brickwork would end up being retained.

The Panel and officers raised concerns over the principle of a bedroom at ground floor on London Street elevation. This was not felt to be a suitable location for the sole bedroom of any apartment and would likely experience disturbance from on-street activities like the bus stop and nearby café/bar.

At the DRP, the Panel was presented with an evolution of the bay window design along the main 'mews' building to the rear, which drew parallels with a chimney feature replicated along the length of the building. The Panel welcomed this in principle as offering oblique views into and out of each unit along the Mews. These features also provided a welcome focus to each living room they served. The Panel wished to ensure that the form of such features would be inspired by a 'Chimney' rather than a pastiche. In addition the Panel were also presented with a development of the scheme at the rear of the site with an increased storey height to respond to the intended increase in height of the Studios scheme. The Panel advised that the centre of the urban block should reduce in scale and massing and should not necessarily seek to replicate the scale of the buildings at the perimeter. Both elements would evidently form key design components of Version 2a.

As part of the post presentation discussion, the Panel requested further information on access control to the site and external lighting for safe use. Specifically, whether a gate would have a key pad entry feature from London Street, and if so whether the car park ramp would be gated and/or controlled. Lighting to the passage and courtyard would be a careful balance so as not to have a 'gated community', and ensure there is no harmful light spill will to/from residential space. Any forthcoming lighting scheme would be important given the unique site circumstances and would need to be balanced with privacy, as any light will be visible from London Street and might encourage late night pedestrians to walk through into the space.

Finally, the Panel welcomed the intention for a communal bin store which would accommodate the adjoining retail uses and present an enhanced Mews feel. However, further thought was needed to be given to the waste management strategy with regard to the number and types of bins including how they are collected. For example if they are brought to the kerbside on London Street there will be a significant number of bins next to the bus stop. The Council would expect alternative options to be explored like whether this collection could occur to the rear of the property.

Following the DRP and engagement with Reading Civic Society, the Conservation Area Advisory Committee and Cllr Rose Williams, revised proposals were received (Version 2a) in April 2019. As described, these revisions reinstated a commercial frontage at ground floor level, improved the London Street façade, reduced the height of the mews buildings to tie into the eaves of London Court properties, and opened up of the courtyard by the London Court rear windows to allow in light and to provide more beneficial views as recommended. Improvements to the mews facades incorporating brick frontages to chamfered bay windows, and remodelling of the levels and landscaping have resulted in an enhanced scheme positively building on the feedback received through this process to date.

Of note is the addition of a further storey to the rear building in response to the enhanced Studios scheme which subsequently received approval at PAC. In considering this element, it is recognised that this has allowed the central part of the scheme to be effectively reduced in scale from Version 2 as desired by the DRP, and Council Officers, and a greater break provided between the eastern and western sections of the 'mews' to form a usable and attractive courtyard. This allows occupants in those flats at the centre of the scheme greater access to natural light and opened up the central part to accommodate the need of the rear façade of London Court. The balconies and courtyards are now more usable and would provide a good level of amenity for occupants in what is a dense urban location. The chamfered bays allow much greater access to daylight, although obscure glazing would be required and necessary to maintain acceptable levels of privacy.

The additional storey adjoining the Studios scheme is not considered to result in any greater or materially harmful impact upon the Conservation Area by virtue of the approved built form of the Studios scheme, and the redesigned and reduced central mews is considered to respond more approximately to the site's further evolving context. Officers are satisfied that the proposal now presents a more modern reflection of the historic mews buildings which once occupied this location and through the introduction of a contemporary 'mews' design with chimney features, is more successfully integrated into its context.

The use of glazing is considered to be effective in allowing all communal living areas Kitchen/dining/living rooms to benefit from views along, across and out of the mews, although the Studios scheme continues to pose a notable constraint to the eastern and northern perimeter of the site, and effectively encloses whatever development is brought forward. As part of the proposal, it is understood daylight and sunlight is still under consideration to existing occupants and those in London Court and will inform further detailed designs.

In summary, the design and heritage implications of Version 2a represents a positive evolution of the scheme in light of both the feedback received and in response to the changing nature and scale of the adjoining Studios scheme. Whilst necessary support to any final scheme is required through daylight/sunlight analysis of habitable windows, the scale, layout and external appearance of the scheme is now considered more appropriate to the site's unique circumstances. The external appearance, robust mews layout and sense of place that is now being created by the scheme is encouraging and is supported moving forward.

c) Sustainability

There is overwhelming consensus that society must act to tackle climate change and Reading Borough Council has recently declared a Climate Emergency. The objectives and guidance outlined in the National Planning Policy Framework (NPPF), Planning Practice Guidance, the 2008 Climate Change Act and the adopted Policy CS1 and CS2 of the Core Strategy, provide a clear direction of travel for the assessment of new development proposals of this type.

The NPPF sets out a positive vision of how planning can help transition to a low carbon future, contributing to 'radical reductions in greenhouse gas emissions' (paragraph 148). Footnote 48 in Paragraph 149 of the NPPF makes clear that decisions should be taken in line with the 2008 Climate Change Act, which requires an 80% reduction of carbon dioxide emissions by 2050. The Climate Change Act and soon to be adopted Local Plan places a clear obligation on the Council to support innovative approaches to radically reducing carbon dioxide emissions. Paragraph 150(b) of the NPPF makes clear that this can be achieved by shaping the design of development, supporting energy efficiency in existing buildings, and setting local requirements for building sustainably, so long as they are in line with national standards. The NPPF encourages new development to 'take account of layout, building orientation, massing and landscaping to minimise energy consumption' (paragraph 153).

Version 2a incorporates PVs to south-facing roofs adjacent to London Court and a small green roof to London Street extension which are welcomed. However any application submission will still need to go through the Council's Sustainability SPD and identify whether these or other sustainability measure are most appropriate for this particular scheme as identified through any commissioned sustainability and energy studies.

A Sustainability Statement would be required demonstrating how the various sustainability credentials of the proposal meet the requirements of adopted policies CS1, DM1, DM2 and the Sustainability SPD, and how the development has been designed to incorporate measures to adapt to climate change. This report should also incorporate a BREEAM domestic refurbishment pre-assessment (in relation to solely the converted residential unit(s) within the building fronting London Street). This is required to separately demonstrate how this specific element of the proposals would seek to comply with Policy CS1 and SPD requirements. It is acknowledged that the possible conversion basis of the proposal means that it may be difficult to meet the required standards. Officers would be likely to provide some flexibility in this regard should it be demonstrated that appropriate measures are proposed and, where this is not possible, the rationale for this has been clearly explained. Please refer to Section 20 of the Council's Validation list requirements.

It is likely that a two-part condition would be attached to any approval. The first part (pre-commencement), will seek a final design stage assessment and certificate to demonstrate that the units would achieve the required 'very good' (or alternative level - based on the information submitted at application stage) rating. The second element, (prior to first occupation), will secure final BREEAM domestic refurbishment certificate of compliance with the 'very good' rating (or alternative rating, as per the above). BREEAM remains in place for conversions, so this element continues to apply (should this subsequently be proposed). A separate BREEAM assessment would also be required for the proposed Class commercial unit, to meet a 'very good' standard. Similar conditions to those outlined in this paragraph would be necessary.

In addition to the Sustainability Statement, an Energy Statement should demonstrate how the energy related aspects of the proposed development will meet adopted policy requirements and include a

calculation of the carbon emissions for a development in accordance with the relevant BREEAM Standard applicable at the time of submission. Current Policy DM2 requires that any development of more than 20 dwellings and/ or non- residential development of over 1,000sqm to consider the inclusion of a CHP plant, or biomass-fuelled heating scheme or other form of decentralised energy provision within the site; unless it can be demonstrated that the scheme is not suitable or feasible for this form of energy provision.

d) Residential amenity

Policy RC9 of the RCAAP along with DM4 and DM10 of the SDPD sets out the policy requirements to ensure the quality of new residential accommodation is sufficient internally and externally, and ensuring the amenity of future and adjoining occupiers is maintained to a satisfactory level.

Living conditions of future occupants

It is noted that the proposed studio units are essentially 1 bedroom units with an internal living space of circa 46-48sqm. This is in excess of national minimum space standards and is considered acceptable in context to the site specific circumstances. The layout and internal configuration of such units along with the 1-bedroom flats is considered to provide an adequate quality of living accommodation for occupants, with usable balconies providing sufficient space for sitting out and the drying of clothes.

The majority of units have several windows and balconies, providing dual aspects and a variety of outlooks. The larger units have generous open plan kitchen dining rooms, with glazing providing beneficial solar gain and improving the quality of living conditions for occupiers. There appears to be natural light provided for all bedrooms, with light wells effectively maintaining an appropriate degree of privacy for occupants whilst allowing light to enter central rooms within the proposed building. The larger 2 and 3 bedroom units situated on the lower floors and within upper floors of the eastern block in particular, benefit from generous terraces and/or garden courtyards.

The proximity of the Studios scheme to the north and eastern parts of the development could be perceived to cause a degree of overbearing to occupants of flat nos. 18 (ground floor east side), 11 (ground floor east side) and 21 (north elevation). The occupants of Flat 21 in particular, would be perceive the closeness of the Studios scheme when making use of their northern balcony; however the living/kitchen diner of this unit is dual aspect, with the larger and more usable terrace facing west into the site along the mews unaffected. It however must be recognised that the inherent character of this back street location typified by close nature mews accommodation would not be uncharacteristic, and furthermore alleviated by the fact many the units are dual aspect and living spaces benefit from chamfered bays providing effective screening. In this regard, officers will exercise judgement in applying standard 20m window to window distance, where no harm is caused.

Inadequate outlook and light to lower ground floor units were concerns identified under Version 1. To inform such matters, an application will require full and detailed daylight/sunlight assessment. It is noted that Point 2 were instructed to consider your approach to such matters and to ensure that there is adequate daylight and sunlight to both existing and proposed properties. It is stated that the scheme layout has been assessed to ensure that all habitable rooms achieve required BRE guidance, however the LPA would need to independently scrutinise such findings to ensure that the living conditions of future residents were not unduly compromised. In particular, it remains unclear how the lightwell serving ground floor units can allow sufficient light to enter these rooms, and this will need demonstrating via a suitable light study as part of any application submission.

It is recognised that there is a need to ensure that future occupiers are able to suitably co-exist with the existing café/bar adjoining the site (RISC), and the need to ensure that noise/disturbance from this use does not compromise the quality of residential accommodation or place any overly restrictive burdens on this existing business. This matter will be covered in more detail under the Environmental Health (Noise) section of this report.

For the use of the ground floor commercial unit to operate successfully, the amenity, security and practical needs of residential occupants will be of paramount importance and were raised by the DRP. Key to this will be any observations made with regard to crime prevention and design and the future need of residents. Whilst any planning application will be considered by the Council's Crime Prevention and Design Adviser (CPDA), any scheme should provide secure access to the flats to be controlled by fob or key access.

You are encouraged to separately engage the CPDA prior to submission:

Anne Chalmers, Crime Prevention & Design Advisor
Berkshire, Neighbourhood Policing & Partnerships
Thames Valley Police
External telephone number. 01865 309157 / Mobile: 07800703324
Email: anne.chalmers@thamesvalley.pnn.police.uk

Neighbouring amenity and privacy

As discussed during our meeting, the evolved Studios scheme is identified as a significant constraint to the eastern end of the development site. There remains a need to ensure that this scheme is able to respond to this adjoining development when brought forward.

With regard to inter-occupant privacy at upper levels, it appears that the proposed chamfered bays do provide an effective level of screening to prevent direct overlooking directly into living/dining areas from the Studios scheme. However, bedroom 2 of Flat 20 and the master bedroom of Flat 21 would not benefit from any such screening or acute angle of view. Notwithstanding the opportunity for future occupants make use of shutters/blinds and/or curtains, the proximity to the flank elevation of the Studios scheme may well cause the occupants of these rooms to feel as if their privacy is being compromised.

Officers would expect full details and specifications of any privacy screens between flats, including sections of any other means of enclosure and natural vegetation which will separate all floors with their opposites within the Studios scheme. The will also need to include views of the enlarged garden area, together with light studies and details of how the scheme will effectively prevent overlooking.

Of importance are those ground floor family units on the eastern side of the scheme, in which we would require sections to show the deliverable means of enclosure and natural vegetation screening that is proposed to separate the ground floor units with the nearest parts of the Studios Scheme. This will also need to show angles of visibility from upper floors of the studios scheme towards the ground floor windows of these flats. The same level of detail will be required to identify accurately the relationship adjoining occupants would have onto the central courtyard between blocks and storeys to allay concerns as identified under Version 1.

The proposed arrangement provides a greater standoff to the existing windows on the north side rear façade of 2 and 3 London Court, and a much more pleasant environment than currently exists where

cars are able to park right up against lower level windows of London Court and pedestrians able to walk up to windows with no privacy. The current proposed arrangement under Version 2a retains daylight to windows on the rear façade of London Court via both the courtyard and reflection from render and glazing of the building opposite, but also improves the security to these units through the enclosed courtyard.

As a minimum officers would require accurate and verified internal plans to show the internal configuration of those existing flats on London Court with lines of potential visibility drawn to gauge when privacy of existing or future occupiers is affected. In particular, a daylighting study should be provided to prove there would be not harmful loss of light to critical rooms.

In summary, there remains more work to be done on matters concerning privacy and the likely relationship occupants are to have with adjoining residents and users, but a range of relationships have been improved within and adjoining the scheme.

e) Environmental health matters

Noise

A Noise Assessment will be required to support this application for new residential uses proposed in this dense urban area. Any assessment will be assessed against the recommendations for internal noise levels within dwellings and external noise levels within gardens / balconies in accordance with BS 8233:2014 and WHO guidelines for Community Noise. The report will need to clearly identify any mitigation measures that are necessary to ensure that the recommended standard is met. Where appropriate, the assessment data should also include noise events (LAMax) and the design should aim to prevent noise levels from noise events exceeding 45dB within bedrooms at night. Noise levels above 45dB are linked with sleep disturbance.

The noise assessment will need to identify the external noise levels impacting on the proposed site. One particular source of noise (in addition to more measurable sources like traffic), is RISC, a popular café/bar next door to the site which frequently runs community events and is an active entity in Reading's cultural and environmental scene. It is recognised that there is a distinct need to ensure that future occupiers are able to suitably co-exist with this venue, and this future proposal for residential development must not require/imply the imposition of overly restrictive restrictions on this venue.

Your attention is drawn to the 'Agent of change' principle which has been referred to as a means of protecting such venues from closure. Local authorities have traditionally been required to act upon complaints from residents in new developments over noise levels from established music venues in the vicinity. This has been cited as a major factor in venues closing in large numbers in recent years along with the 'office to residential' prior approval process.

The 'Agent of change' principle is triggered automatically when a new planning application is made. It holds that the person or business responsible for the change must also be responsible for managing the impact of the change. This would mean that a developer of a new residential building near an existing music venue would be required to include appropriate noise attenuation measures to manage the noise currently generated from that venue. This is different from current position which holds that whoever is reported as making a nuisance is always responsible for that nuisance. This position is held irrespective of how long the 'nuisance' has existed, historic instances of the same noise being a nuisance, or whether someone has moved into the vicinity of the noise in full knowledge of it.

In addition to the responsibility of making prospective occupiers aware of the current relationship to this nearby venue, any such noise mitigation is required to manage the impacts arising from this venue on the occupiers. Such mitigation is likely to focus on the weak point in the structure; glazing, in those windows closest and that elevation nearest the venue. Given that the acoustic integrity would be compromised should the windows be opened, ventilation details must also be provided where such mitigation relies on closed windows. Ventilation measures should be selected which do not allow unacceptable noise ingress and should provide sufficient ventilation to avoid the need to open windows in hot weather, however non-openable windows are not considered an acceptable solution due to the impact on living standards.

To minimise the disturbance by noise of future residential occupiers of the flats and its effect on neighbouring residents within the building, the residential accommodation must be designed and constructed or converted so as to achieve the insulation requirements set out in Building Regulations Approved Document E.

Air quality

The proposed development is located within an Air Quality Management Area, and is a short distance from the IDR and junction with London Street and London Road. We have identified through monitoring, this area as being a pollution hot-spot (likely to breach the EU limit value for NO₂) and introduces new exposure / receptors. An assessment and/or mitigation measures should be provided as part of the application. The application will need to demonstrate sufficient mitigation measures are implemented to protect the residents from the effects of poor air quality. Reading Borough Council's Air Quality Policy DM19 requires that developments have regard to the need to improve air quality and reduce the effects of poor air quality through design, mitigation and where required planning obligations to be used to help improve local air quality.

Contamination

In terms of land contamination, where development is proposed in such 'previously developed' locations, the developer is responsible for ensuring that development is safe and suitable for use for the intended purpose or can be made so by remedial action. A 'phase 1' desk study should be submitted with applications for developments on sites with potentially contamination to give an indication as to the likely risks and to determine whether further investigation is necessary. Investigation must be carried out by a suitably qualified person to ensure that the site is suitable for the proposed use or can be made so by remedial action.

A scheme should be submitted to and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the control of noise and dust emanating from the site during the demolition and construction phase. The hours of noisy construction, demolition and associated deliveries are likely to be restricted to the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 09:00hrs to 13:00hrs on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays, unless otherwise agreed in writing with the LPA.

f) Transport matters

The following comments were received from the Reading Borough Council Transport Planner as designated Local Highway Authority:

The site currently has in the region of 18 parking spaces located at the rear of the property, accessed via East Street. The pre-application proposals indicate that the development would result in a loss of parking on the site, aside from 2 disabled parking bays. There is an existing religious use within the first/second floor of the rear building (43a London St). The pre-application submission indicates that the religious use will cease if the development comes forward.

Parking Provision

The site is located within the Zone 2, the primary core area but on the periphery of the central core area which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs. This area is well served by rail and bus links and also contains the largest proportion of public car parking spaces. The site is within 250m of the Oracle shopping Centre and multi-storey car park, and is within 500m of Broad Street with a range of shops and services. East Street and the surrounding classified road network all have parking restrictions preventing on-street parking.

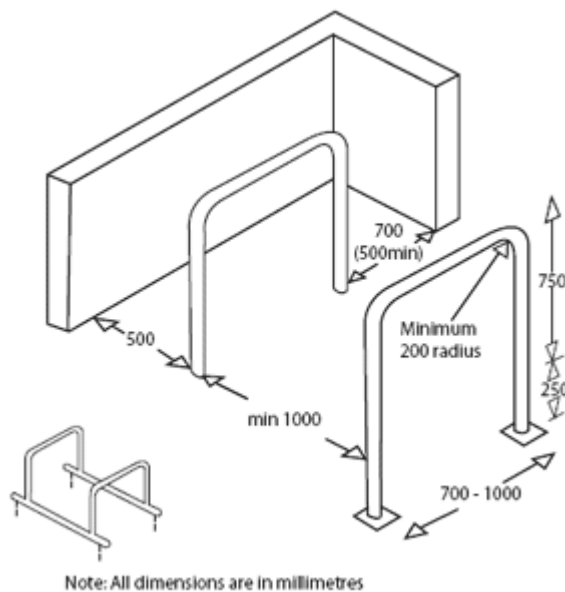
The proposals involve the construction of 21 residential units (4 x studio, 5 x 1 bed, 9 x 2 bed & 3 x 3 bed) presented in a mews style layout. In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide a parking provision of 1 space per 1/2 bedroom residential unit and 1.5 spaces per 3 bedroom unit.

The pre-application submission indicates that the development would be promoted as car free aside from 2 disabled parking bays. This provision falls short of the Councils current standards, however as the site is located in close proximity to the town centre, the reduced provision of private parking could be considered for this development providing highway safety is not be compromised.

However, the applicant should be advised that the future residents of the properties would not be entitled to apply for a residents parking permit for the surrounding residential streets where parking is under considerable pressure. This will ensure that the development does not harm the existing amenities of the neighboring residential properties by adding to the already high level of on street car parking in the area.

In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide a cycle parking provision of 0.5 spaces per unit equating to 11 cycle parking spaces.

The proposals include secure and sheltered cycle parking spaces located at lower ground level. In principle, this is acceptable but the spacing in the store should be as per the spacing illustrated below.



Servicing

The applicant should ensure that the refuse storage provisions comply with the Council's Waste Management Guidance which is available to view online. To minimise the potential for delays to collections, the designated collection area should be large enough for all the refuse and recycling bins to be positioned ready for collection at the same time. The space in the collection area must be sufficient to enable operatives to return emptied bins to a position that does not obstruct the maneuvering of those containers that are yet to be emptied. Bin storage should be located no further than 15m from the access point of the site. Can the applicant confirm where refuse collection will occur from? It is recommended that the Council's refuse and recycling department should be contacted to ensure the correct capacity of bins for the size of the development are provided and that suitable collection point is provided to serve the proposed development which meets the Council's policy requirements.

A Construction Management Statement will also be required for this development.

The above points will need to be addressed should a full application be submitted, but they are not considered insurmountable if careful reconfiguration allows the necessary quality of cycle storage to be provided.

g) Natural environment

Whilst the site has no current tree constraints; it is situated within an area in which canopy cover is limited (under 10%). Therefore as a minimum, the Council would fully expect tree planting to be included as part of the proposals. In such locations, the RBC Tree Strategy for Reading (2010) gives particular interest to the provision of greening of such sites. As there has been extensive work to provide additional landscaping and tree cover in these areas, and as such it would be expected that this development would contribute positively in accordance with policy DM18 'tree planting'. Whilst it is appreciated that the nature of the site will limit the ability to provide large specimens, any way in which the site can contribute to creating a more pleasant environment for future residents and support biodiversity through soft landscaping should be explored.

With regard to the proposed green roof on the top of the extended London Street frontage, such features are welcomed and viewed as a positive environmental and landscape feature and weigh in

favour of the scheme. The site is adjoining the significant roof garden at RISC next door and as such there is the opportunity to link into and compliment this existing natural feature to facilitate a wider more meaningful biodiversity enhancement and green network. The Council would expect to see full details of such roof features at an application stage, and will be keen to ensure that such gardens perform a positive ecological role and are not removed to make way for simple terracing. Making occupants aware of their stewardship/maintenance obligations of any green roofs will be an important, and along with standard soft landscaping, are likely to be secured via specifically worded planning conditions.

Finally, it was determined previously that a bat survey was not necessary as part of any demolition works, as the building was unlikely to host bats. As full demolition is no longer proposed, this position remains unchanged. However officers will continue to seek biodiversity enhancements such as swift bricks, to be built into the new building.

h) Affordable housing

There remains a strong expectation that a policy compliant level of affordable housing is provided as part of this scheme. A failure to do so will weigh heavily against the application given the identified need for such accommodation in the borough. It is understood that whilst limited information has been forthcoming to confirm such matters, you have advised that the intended approach towards affordable housing is to be determined once there is a better understood of development costs and anticipated revenue.

For a 21 unit scheme, Policy CS17 requires an on-site provision of 30%. Of course, should your proposal fall below this figure, a full viability assessment would be needed in order to adequately justify any such departure. Such a viability appraisal would need to be agreed in full prior to the consideration of any financial contribution in lieu, given the presumption in favour of on-site provision. As of July 2015 the Council's Valuer charges a separate fee for the assessment of viability matters (at either pre-app or application stage), with the current charges detailed below.

Type Initial fixed fee*

10-14 units £4,000 (excluding VAT**)

15-29 units £8,000 (excluding VAT**)

*If deferred to external consultants then their cost will be advised at the time of outsourcing.

**All pre-application viability charges are subject to VAT. Those considered at application stage are not subject to VAT.

Any submission would need to be accompanied by an Affordable Housing Statement in line with section 1 of the Council's validation requirements.

As already mentioned, there is a strong expectation that policy compliant levels of affordable housing should be provided, given the need for such accommodation in the borough. Should the Council's assessment of your viability submission indicate that affordable housing could be provided (set against a backdrop of any viability report stating it is not viable to do so), then officers would strongly resist the proposal on this basis.

If your proposal does eventually include on-site affordable housing as encouraged, it is understood that on the basis of current need, a split of 70% rent / 30% shared ownership is sought. In a 21 unit scheme, 6 units would be expected on site (with the 0.3 of a unit - equating to 30% provision - be

made up by financial contribution - see the Affordable Housing SPD for details), with 4 for rent and 2 for shared ownership. Other levels / tenure breakdowns would be discussed with Housing officers on a case-by-case basis.

In terms of the unit size preference for affordable housing, the greatest need is for 2-bed units, followed by 1 and 3-bed units. Any application will be fully considered by the Council's Housing Manager, and confirmation concerning tenure split can be established then.

In the event of providing on-site affordable housing, prior to any formal submission you are strongly advised to engage registered providers, to discuss the details of providing on-site units. In particular, the specific requirements regarding access and management of the units, when included alongside private units, should be discussed in detail in advance. Such discussions will also assist gauging interest in the units and tailoring the units to the practical requirements of registered providers. The early engagement of registered providers is therefore strongly encouraged where on-site provision is proposed.

Reading Borough Council has a relationship with the Registered Providers listed below with whom affordable housing is enabled and developed:

Catalyst Housing Group Ealing Gateway, 26-30 Uxbridge Road, London W5 2AU Tel. 0208 832 3334 Contact:-Mohammed Haque, Development Manger Mohammed.Haque@chg.org.uk

Home Group Maxwell Hart Building, 612 Reading Road, Winnersh, Reading, RG41 5HF Louise.Lane@homegroup.org.uk T: 0118 9777611 M: 07872 033335

Radian Housing Group. Parkside House, 33-39 Sheet Street, Windsor, Berkshire, SL4 1BY Contact:-Rob Cummins. 01753 777 4271 Rob.cummins@radian.co.uk

Stonewater Housing Association. Tel. 077177 26704 100 Longwater Avenue Green Park Reading RG2 6GP www.stonewater.org Michelle Thomas Regional Development Manager Stonewater
Michelle.thomas@stonewater.org Tel: +441293780418 Tel: 0800 011 6420 Email: info@stonewater.org James Bradbury James.Bradbury@stonewater.org

Sovereign HA Sovereign Housing Group, Trinity House, Kennetside, Newbury RG14 5EH Contact:- Jenny Grote 01635 277428. jenny.grote@sovereign.org.uk Roger Keeling, Assistant Development Director. Tel. 01635 277446 roger.keeling@sovereign.org.uk Mobile 07867 586233

Thames Valley HA Premier House, 52 London Road, Twickenham, TW1 3RP Contact:-Guy Burnett Tel.0208 607 0607 guy_burnett@tvha.co.uk
Housing Solutions Chris Martin chris.martin@housingsolutions.co.uk 01628 543196 / 07785 572120

Specialist Housing Provider Ability Housing Association The Coach House, Gresham Road, Staines, Middx. TW18 2AE Tel:- 01784 490910 development@ability-housing.co.uk

To summarise, the Council strongly encourages on-site provision of affordable housing at 30% provision. Should you seek to justify a lower affordable housing contribution due to viability, this would be thoroughly assessed (with a separate cost) and tested, given the strong expectation that affordable housing should be provided / provided on site in the borough.

i) Other matters

Planning Obligations

In addition to the requirement affordable housing which maybe secured via s106 legal agreement, in the case of a scheme seeking to more 10 or more residential units, the Council's Employment Skills & Training (ESP) SPD (2013) fully expects the developer to enter into a s106 agreement in relation to an employment and Skills Plan (ESP). There is also the possibility that once an application is formally submitted, other elements are required to be secured via s106 legal agreement as per the Planning Obligations SPD, and these will be confirmed during the application process.

Council's Community Infrastructure Levy

It appears that the majority of this revised proposal continues to be CIL liable, at a charge of £148.24 -(including indexation). There may be some elements where reductions could be applied, depending on various factors (e.g. existing floorspace / affordable housing). Please see the website for further details, including the approved charging schedule and guide for applicants available in full via this link. At the time of your application you will also be required to submit existing / proposed floor plans marked up to demonstrate your methodology for your calculation of the existing/proposed floorspace figures included on your CIL form.

Further information on CIL is available to view on the Council's website at:

<http://www.reading.gov.uk/businesses/Planning/planning-policy/community-infrastructure-levy/>

Should the proposal be CIL liable, the amount to be charged is non-negotiable. You will be required to submit a completed CIL form at the time of any application.

4. Procedural points

Submitting a valid application - Prior to the submission of any future application you are advised to consider the Council's validation checklist ([available via the website](#)), which provides details as to the level and nature of information required to validate an application. The determination period for the Council to consider your application will only begin once all the necessary information to validate the application has been received.

Wider consultation in advance of any submission - In line with paragraph 189 of the National Planning Policy Framework, you are encouraged to engage with the local community prior to the submission of any application. Please detail in your submission what consultation you have undertaken with the local community.

As per the local planning authority validation requirements (2015), the following information would be required for an application of the type proposed:

Part 1: Mandatory national information requirements (Forms, Ownership certificates/declaration/ site plan, block plan, fee, CIL form, Design and Access Statement, SUDS)

Part 2: Based on the information provided and the nature of the proposals, it is envisaged that the following documents would be required for any future application, in line with the validation checklist document:

1. Affordable Housing Statement
2. Air Quality Statement
3. Archaeology Assessment
4. Daylight/sunlight Assessment
7. Energy efficiency statement
9. External lighting details (if proposed)
11. Heads of Terms Proposals - s106 legal agreements (in relation to affordable housing / employment/skills/training & possible other requirements)
12. Heritage Statement
13. Landscape principles
14. Material details
15. Noise & Vibration Impact Assessments
16. Open Space Statement
17. Planning statement
18. Plans and drawings - in particular please note the requirement for streetscene elevations, sections including site levels and finished floor levels stated on the plans, CIL methodology evidence plans. Furthermore, in this specific instance 3 sets of plans are required: existing, demolition and proposed.
20. Sustainability statement
21. Town Centre Uses - sequential test approach
22. Transport Assessments, Transport Statements & Travel Plans
24. Utilities Statement
25. Vehicle (car & cycle) Parking and Servicing (including waste storage and collection) details
26. Vent/Flue and Ventilation details (if applicable)
27. Viability appraisal (if applicable)

Other information: Justification for the loss of the existing uses

(Please note the above list is for reference is not exhaustive)

As the application is form major development, it would automatically be heard by the Planning Application Committee (PAC) which meets once month. It is anticipated that once an officer recommendation is arrived at, the item will be listed for the PAC and reports completed 2 weeks prior to the meeting.

5. Conclusion

In conclusion, based upon the comments received from the DRP and discussions with officers, officers are supportive of the revised design approach now being taken under Version 2a. The scheme now better reflects its historic context and the immediate site constraints. There remains the need to ensure that principle matters concerning land use and existing community facilities are addressed, and the lawfulness of office use established - ideally in advance of any submission.

There remain various aspects of the proposal which require further refinement and/or justification for example how the development is intended to respond to the Studios scheme and concerns over the quality of accommodation being provided in terms of access to acceptable levels of natural light.

Landscaping, means of enclosure and screening require further thought in order to ensure adequate levels of privacy are maintained.

In light of the site's unique site circumstances and evident constraints, there is likely to be the need to ensure that future occupiers are able to suitably co-exist with RISC next door with reference to the 'agent of change' principle. Detailed noise assessments and appropriate mitigation is required, so too is the need to make occupiers aware of any stewardship obligations pertaining to green roofs or biodiversity features. Finally, as the development would be car free, there is also a need to make residents aware of the fact that they would not be entitled to apply for residents parking permits.

Finally, any affordable housing contribution remains unclarified at this stage, and is considered a key component of achieving a policy compliant residential scheme in this location.

Please note that the advice contained within this letter is that of an officer of the Borough Council and is provided without prejudice to the decision of the Borough Council, in the event of a formal application for planning permission. This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council or decision made by the PAC.

I trust that this advice note is of assistance to you.

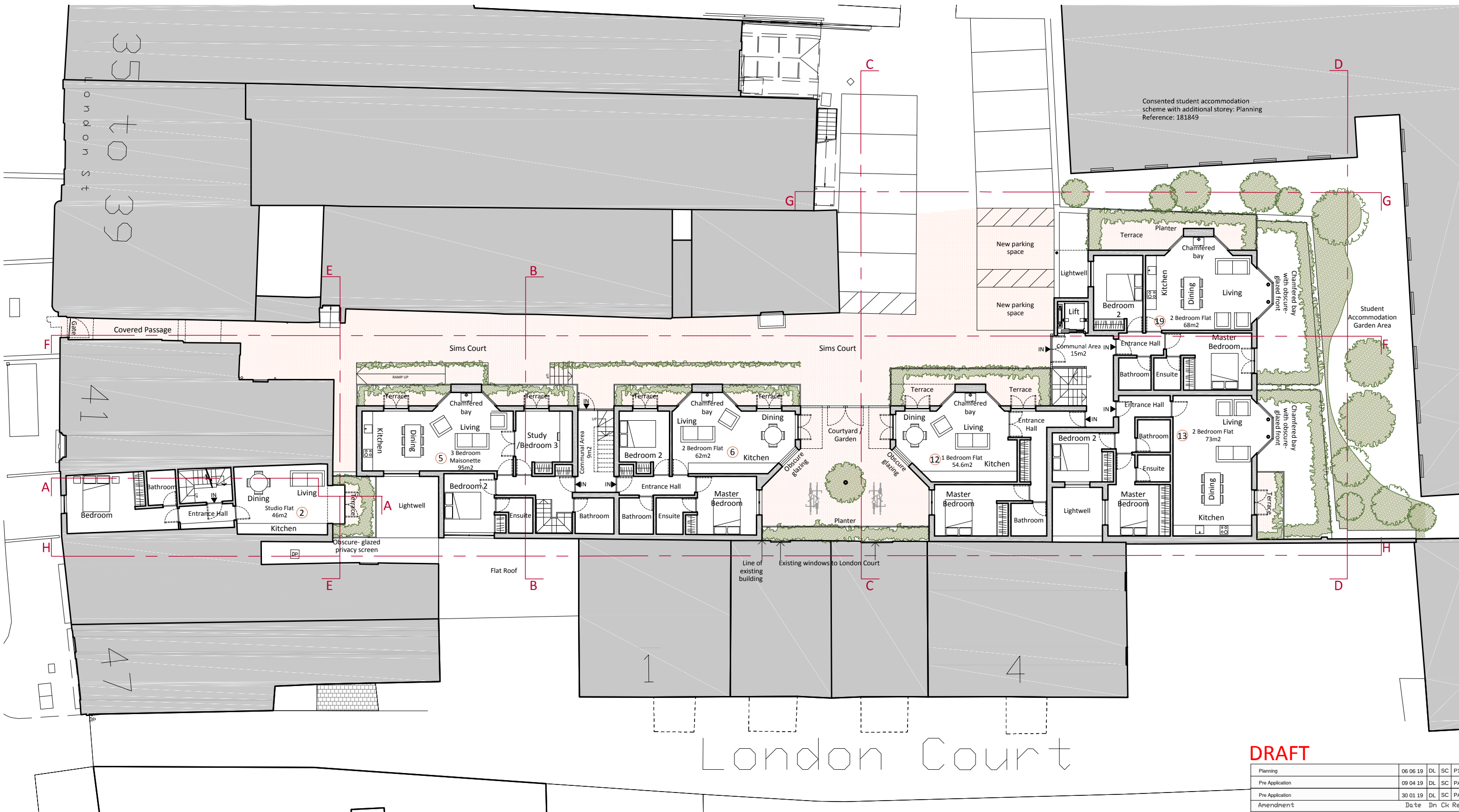
Yours Sincerely,

A handwritten signature in black ink, reading "BConlon". The letters are stylized and cursive.

Brian Conlon BA (Hons) MSc MRTPI
Principal Planning Officer

(via email only)

APPENDIX B – ARCHITECT’S LAYOUT

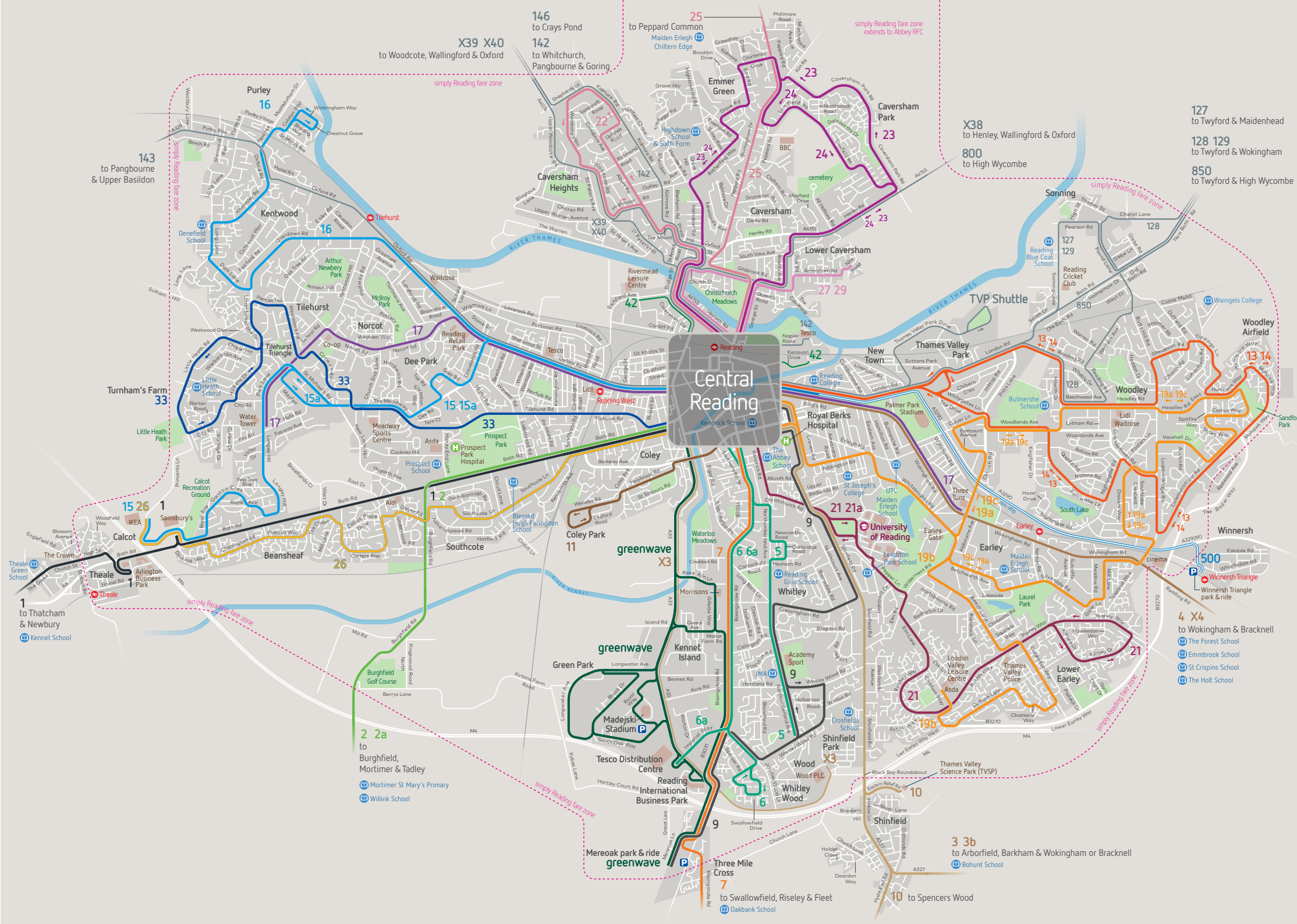


DRAFT

Planning	06 06 19	DL	SC	P1
Pre Application	09 04 19	DL	SC	PA2
Pre Application	30 01 19	DL	SC	PA3
Amendment	Date	In	Ck	Rev
The Douglas Stephen Partnership 104c St. John St. London EC1M 4EH 020 7336 7884 info@dsparchitecture.co.uk www.dsparchitecture.co.uk  dsp architecture				
Project 43 London Street, Reading RG1 4PS				
Title Proposed Block Plan				
Status	Scale			
Planning	1:200@A3			
Drawing No.	Rev.			
LSR 003	P1			

Copyright DSPL. Do not scale from this drawing. All dimensions to be verified on site. All discrepancies to be notified to the architect

APPENDIX C – BUS NETWORK MAP



where to catch your bus in Central Reading



get the app



route

	towards	stops at
jet black 1	Theale/Thatcham/Newbury	EP FP CA CQ
lime 2 2a	Burghfield/Mortimer/Tadley	EP FP CA CQ
leopard 3	Royal Berkshire Hospital/Arborfield/Wokingham	CL FM SA MA MF
leopard 3b	Royal Berkshire Hospital/Arborfield/Bracknell	CL FM SA MA MF
leopard X3	Shinfield Park (direct)	EP FP
lion 4 X4	Reading College/Wokingham/Bracknell	CT FN EO ME
emerald 5	Northumberland Avenue	MI CL CU SC MC
emerald 6 6a	Whitley Wood/Tesco depot	MI CL CU SC MC
tiger 7	Riseley/Hartley Wintney/Fleet	SC MC LB
9	Royal Berkshire Hospital/ UoR/Whitley Wood/Mere oak	CR FM SA MA MF
leopard 10	Royal Berkshire Hospital/Thames Valley Science Park/Spencers Wood	CR FM SA MA MF
bronze 11	Coley Park	MI CR FM EO MC
little oranges 19a 19c	Royal Berkshire Hospital/ UoR/Earley (Silverdale Road)/Woodley	CR FM SA MA MF
little oranges 19b	Royal Berkshire Hospital/ UoR/Beech Lane/Lower Earley	CR FM SA MA MF
orange 13 14	Reading College/Woodley Centre/Woodley	EM MF
sky blue 15 15a	Tilehurst/Royal Avenue/Dee Park/Oxford Road/IKEA	FE CX
sky blue 16	Oxford Road/Purley	FE CX
purple 17	Reading College/Wokingham Road (Three Tuns)	CY FN EO ME
	Oxford Road/Tilehurst (Water Tower)	MG MM CN CW
claret 21 21a	University of Reading/Lower Earley	CR CU EK MA
pink 22	Caversham Centre/ Caversham Heights	FL EL NA
berry 23 24	Caversham Centre/Caversham Park/Emmer Green	FL EL NA
pink 25	Caversham Centre/Sonning Common/Peppard Common	FL EL NA
yellow 26	Southcote/Calcot (IKEA)	EK FP CA CQ
27	Caversham Centre via Lower Caversham	FJ EL
29	Lower Caversham via Caversham Centre	EO FP FG
royal blue 33	Turnhams Farm/Tilehurst	FE CB CQ
buzz 42	Kenavon Drive	FN EO MF
greenwave	Rivermead Leisure Centre	EN MP CS FG
park & ride 60	Kennet Island/Green Park/ Madejski Stadium/RIBP	CS SD MC
park&ride 500	Mere oak park & ride	CS SD MC
stadium buses F1 R1	Winnersh Triangle park & ride	MQ CS FM EO MC
	Madejski Stadium (football and rugby matchdays only)	WS
	Heathrow Airport	Reading Station

railair from First

APPENDIX D – TRICS OFFICE TRIP RATES

Calculation Reference: AUDIT-805401-190620-0600

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 178 to 960 (units: sqm)
Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/10/18

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

Selected survey days:

Monday	1 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	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
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:

B1 6 days

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

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
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:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 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 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 6 days

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

LIST OF SITES relevant to selection parameters

1	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
2	ES-02-A-13	OFFICES		EAST SUSSEX
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18		Survey Type: MANUAL
3	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
4	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
5	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
6	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 VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.082	5	734	0.000	5	734	0.082
07:30 - 08:00	5	734	0.518	5	734	0.027	5	734	0.545
08:00 - 08:30	6	641	1.326	6	641	0.130	6	641	1.456
08:30 - 09:00	6	641	1.326	6	641	0.286	6	641	1.612
09:00 - 09:30	6	641	0.780	6	641	0.494	6	641	1.274
09:30 - 10:00	6	641	0.390	6	641	0.338	6	641	0.728
10:00 - 10:30	6	641	0.338	6	641	0.234	6	641	0.572
10:30 - 11:00	6	641	0.260	6	641	0.234	6	641	0.494
11:00 - 11:30	6	641	0.130	6	641	0.182	6	641	0.312
11:30 - 12:00	6	641	0.182	6	641	0.494	6	641	0.676
12:00 - 12:30	6	641	0.182	6	641	0.624	6	641	0.806
12:30 - 13:00	6	641	0.442	6	641	0.520	6	641	0.962
13:00 - 13:30	6	641	0.312	6	641	0.416	6	641	0.728
13:30 - 14:00	6	641	0.598	6	641	0.234	6	641	0.832
14:00 - 14:30	6	641	0.156	6	641	0.234	6	641	0.390
14:30 - 15:00	6	641	0.130	6	641	0.104	6	641	0.234
15:00 - 15:30	6	641	0.208	6	641	0.286	6	641	0.494
15:30 - 16:00	6	641	0.130	6	641	0.260	6	641	0.390
16:00 - 16:30	6	641	0.234	6	641	0.494	6	641	0.728
16:30 - 17:00	6	641	0.260	6	641	0.546	6	641	0.806
17:00 - 17:30	6	641	0.312	6	641	1.352	6	641	1.664
17:30 - 18:00	6	641	0.130	6	641	0.468	6	641	0.598
18:00 - 18:30	5	734	0.055	5	734	0.245	5	734	0.300
18:30 - 19:00	5	734	0.000	5	734	0.164	5	734	0.164
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:			8.481			8.366			16.847

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 - 960 (units: sqm)
Survey date date range:	01/01/11 - 04/10/18
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.027	5	734	0.027	5	734	0.054
08:00 - 08:30	6	641	0.104	6	641	0.078	6	641	0.182
08:30 - 09:00	6	641	0.078	6	641	0.078	6	641	0.156
09:00 - 09:30	6	641	0.078	6	641	0.052	6	641	0.130
09:30 - 10:00	6	641	0.000	6	641	0.052	6	641	0.052
10:00 - 10:30	6	641	0.000	6	641	0.000	6	641	0.000
10:30 - 11:00	6	641	0.000	6	641	0.000	6	641	0.000
11:00 - 11:30	6	641	0.000	6	641	0.000	6	641	0.000
11:30 - 12:00	6	641	0.000	6	641	0.000	6	641	0.000
12:00 - 12:30	6	641	0.000	6	641	0.000	6	641	0.000
12:30 - 13:00	6	641	0.000	6	641	0.000	6	641	0.000
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.026	6	641	0.026	6	641	0.052
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.000	6	641	0.000	6	641	0.000
15:30 - 16:00	6	641	0.000	6	641	0.000	6	641	0.000
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.000	6	641	0.000
17:00 - 17:30	6	641	0.130	6	641	0.104	6	641	0.234
17:30 - 18:00	6	641	0.026	6	641	0.052	6	641	0.078
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.469			0.469			0.938

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	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.027	5	734	0.000	5	734	0.027
08:00 - 08:30	6	641	0.000	6	641	0.000	6	641	0.000
08:30 - 09:00	6	641	0.000	6	641	0.026	6	641	0.026
09:00 - 09:30	6	641	0.000	6	641	0.000	6	641	0.000
09:30 - 10:00	6	641	0.000	6	641	0.000	6	641	0.000
10:00 - 10:30	6	641	0.000	6	641	0.000	6	641	0.000
10:30 - 11:00	6	641	0.000	6	641	0.000	6	641	0.000
11:00 - 11:30	6	641	0.000	6	641	0.000	6	641	0.000
11:30 - 12:00	6	641	0.000	6	641	0.000	6	641	0.000
12:00 - 12:30	6	641	0.000	6	641	0.000	6	641	0.000
12:30 - 13:00	6	641	0.026	6	641	0.026	6	641	0.052
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.000	6	641	0.000	6	641	0.000
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.000	6	641	0.000	6	641	0.000
15:30 - 16:00	6	641	0.026	6	641	0.026	6	641	0.052
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.000	6	641	0.000
17:00 - 17:30	6	641	0.000	6	641	0.000	6	641	0.000
17:30 - 18:00	6	641	0.000	6	641	0.000	6	641	0.000
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.079			0.078			0.157

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.130	6	641	0.000	6	641	0.130
08:30 - 09:00	6	641	0.104	6	641	0.000	6	641	0.104
09:00 - 09:30	6	641	0.000	6	641	0.000	6	641	0.000
09:30 - 10:00	6	641	0.000	6	641	0.000	6	641	0.000
10:00 - 10:30	6	641	0.000	6	641	0.000	6	641	0.000
10:30 - 11:00	6	641	0.000	6	641	0.000	6	641	0.000
11:00 - 11:30	6	641	0.000	6	641	0.000	6	641	0.000
11:30 - 12:00	6	641	0.000	6	641	0.000	6	641	0.000
12:00 - 12:30	6	641	0.000	6	641	0.000	6	641	0.000
12:30 - 13:00	6	641	0.000	6	641	0.000	6	641	0.000
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.000	6	641	0.000	6	641	0.000
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.000	6	641	0.000	6	641	0.000
15:30 - 16:00	6	641	0.000	6	641	0.000	6	641	0.000
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.000	6	641	0.000
17:00 - 17:30	6	641	0.000	6	641	0.130	6	641	0.130
17:30 - 18:00	6	641	0.000	6	641	0.078	6	641	0.078
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.234			0.208			0.442

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	5	734	0.082	5	734	0.000	5	734	0.082
07:30 - 08:00	5	734	0.572	5	734	0.027	5	734	0.599
08:00 - 08:30	6	641	1.560	6	641	0.078	6	641	1.638
08:30 - 09:00	6	641	1.508	6	641	0.208	6	641	1.716
09:00 - 09:30	6	641	0.858	6	641	0.598	6	641	1.456
09:30 - 10:00	6	641	0.390	6	641	0.338	6	641	0.728
10:00 - 10:30	6	641	0.364	6	641	0.234	6	641	0.598
10:30 - 11:00	6	641	0.286	6	641	0.260	6	641	0.546
11:00 - 11:30	6	641	0.130	6	641	0.182	6	641	0.312
11:30 - 12:00	6	641	0.260	6	641	0.598	6	641	0.858
12:00 - 12:30	6	641	0.182	6	641	0.806	6	641	0.988
12:30 - 13:00	6	641	0.520	6	641	0.546	6	641	1.066
13:00 - 13:30	6	641	0.416	6	641	0.494	6	641	0.910
13:30 - 14:00	6	641	0.728	6	641	0.260	6	641	0.988
14:00 - 14:30	6	641	0.156	6	641	0.260	6	641	0.416
14:30 - 15:00	6	641	0.130	6	641	0.104	6	641	0.234
15:00 - 15:30	6	641	0.260	6	641	0.338	6	641	0.598
15:30 - 16:00	6	641	0.130	6	641	0.312	6	641	0.442
16:00 - 16:30	6	641	0.234	6	641	0.520	6	641	0.754
16:30 - 17:00	6	641	0.260	6	641	0.598	6	641	0.858
17:00 - 17:30	6	641	0.208	6	641	1.586	6	641	1.794
17:30 - 18:00	6	641	0.104	6	641	0.598	6	641	0.702
18:00 - 18:30	5	734	0.055	5	734	0.300	5	734	0.355
18:30 - 19:00	5	734	0.000	5	734	0.191	5	734	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:			9.393			9.436			18.829

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.027	5	734	0.000	5	734	0.027
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.182	6	641	0.000	6	641	0.182
08:30 - 09:00	6	641	0.442	6	641	0.000	6	641	0.442
09:00 - 09:30	6	641	0.234	6	641	0.078	6	641	0.312
09:30 - 10:00	6	641	0.078	6	641	0.208	6	641	0.286
10:00 - 10:30	6	641	0.182	6	641	0.156	6	641	0.338
10:30 - 11:00	6	641	0.078	6	641	0.494	6	641	0.572
11:00 - 11:30	6	641	0.442	6	641	0.130	6	641	0.572
11:30 - 12:00	6	641	0.078	6	641	0.130	6	641	0.208
12:00 - 12:30	6	641	0.234	6	641	0.520	6	641	0.754
12:30 - 13:00	6	641	0.468	6	641	0.598	6	641	1.066
13:00 - 13:30	6	641	0.442	6	641	0.546	6	641	0.988
13:30 - 14:00	6	641	0.598	6	641	0.208	6	641	0.806
14:00 - 14:30	6	641	0.260	6	641	0.182	6	641	0.442
14:30 - 15:00	6	641	0.104	6	641	0.078	6	641	0.182
15:00 - 15:30	6	641	0.156	6	641	0.104	6	641	0.260
15:30 - 16:00	6	641	0.208	6	641	0.078	6	641	0.286
16:00 - 16:30	6	641	0.130	6	641	0.234	6	641	0.364
16:30 - 17:00	6	641	0.052	6	641	0.234	6	641	0.286
17:00 - 17:30	6	641	0.052	6	641	0.260	6	641	0.312
17:30 - 18:00	6	641	0.026	6	641	0.078	6	641	0.104
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.473			4.316			8.789

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.052	6	641	0.000	6	641	0.052
08:30 - 09:00	6	641	0.182	6	641	0.000	6	641	0.182
09:00 - 09:30	6	641	0.104	6	641	0.000	6	641	0.104
09:30 - 10:00	6	641	0.000	6	641	0.000	6	641	0.000
10:00 - 10:30	6	641	0.000	6	641	0.000	6	641	0.000
10:30 - 11:00	6	641	0.000	6	641	0.000	6	641	0.000
11:00 - 11:30	6	641	0.052	6	641	0.052	6	641	0.104
11:30 - 12:00	6	641	0.052	6	641	0.052	6	641	0.104
12:00 - 12:30	6	641	0.026	6	641	0.052	6	641	0.078
12:30 - 13:00	6	641	0.026	6	641	0.000	6	641	0.026
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.000	6	641	0.026	6	641	0.026
14:00 - 14:30	6	641	0.000	6	641	0.078	6	641	0.078
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.052	6	641	0.026	6	641	0.078
15:30 - 16:00	6	641	0.026	6	641	0.052	6	641	0.078
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.000	6	641	0.000
17:00 - 17:30	6	641	0.000	6	641	0.208	6	641	0.208
17:30 - 18:00	6	641	0.000	6	641	0.078	6	641	0.078
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.572			0.624			1.196

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.000	6	641	0.000	6	641	0.000
08:30 - 09:00	6	641	0.000	6	641	0.000	6	641	0.000
09:00 - 09:30	6	641	0.104	6	641	0.000	6	641	0.104
09:30 - 10:00	6	641	0.026	6	641	0.000	6	641	0.026
10:00 - 10:30	6	641	0.026	6	641	0.000	6	641	0.026
10:30 - 11:00	6	641	0.026	6	641	0.000	6	641	0.026
11:00 - 11:30	6	641	0.026	6	641	0.000	6	641	0.026
11:30 - 12:00	6	641	0.026	6	641	0.000	6	641	0.026
12:00 - 12:30	6	641	0.000	6	641	0.000	6	641	0.000
12:30 - 13:00	6	641	0.000	6	641	0.000	6	641	0.000
13:00 - 13:30	6	641	0.000	6	641	0.052	6	641	0.052
13:30 - 14:00	6	641	0.000	6	641	0.000	6	641	0.000
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.026	6	641	0.052	6	641	0.078
15:30 - 16:00	6	641	0.000	6	641	0.026	6	641	0.026
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.026	6	641	0.026
17:00 - 17:30	6	641	0.000	6	641	0.104	6	641	0.104
17:30 - 18:00	6	641	0.000	6	641	0.000	6	641	0.000
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.260			0.260			0.520

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.052	6	641	0.000	6	641	0.052
08:30 - 09:00	6	641	0.182	6	641	0.000	6	641	0.182
09:00 - 09:30	6	641	0.208	6	641	0.000	6	641	0.208
09:30 - 10:00	6	641	0.026	6	641	0.000	6	641	0.026
10:00 - 10:30	6	641	0.026	6	641	0.000	6	641	0.026
10:30 - 11:00	6	641	0.026	6	641	0.000	6	641	0.026
11:00 - 11:30	6	641	0.078	6	641	0.052	6	641	0.130
11:30 - 12:00	6	641	0.078	6	641	0.052	6	641	0.130
12:00 - 12:30	6	641	0.026	6	641	0.052	6	641	0.078
12:30 - 13:00	6	641	0.026	6	641	0.000	6	641	0.026
13:00 - 13:30	6	641	0.000	6	641	0.052	6	641	0.052
13:30 - 14:00	6	641	0.000	6	641	0.026	6	641	0.026
14:00 - 14:30	6	641	0.000	6	641	0.078	6	641	0.078
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.078	6	641	0.078	6	641	0.156
15:30 - 16:00	6	641	0.026	6	641	0.078	6	641	0.104
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.026	6	641	0.026
17:00 - 17:30	6	641	0.000	6	641	0.312	6	641	0.312
17:30 - 18:00	6	641	0.000	6	641	0.078	6	641	0.078
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.832			0.884			1.716

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.109	5	734	0.000	5	734	0.109
07:30 - 08:00	5	734	0.572	5	734	0.027	5	734	0.599
08:00 - 08:30	6	641	1.924	6	641	0.078	6	641	2.002
08:30 - 09:00	6	641	2.236	6	641	0.208	6	641	2.444
09:00 - 09:30	6	641	1.300	6	641	0.676	6	641	1.976
09:30 - 10:00	6	641	0.494	6	641	0.546	6	641	1.040
10:00 - 10:30	6	641	0.572	6	641	0.390	6	641	0.962
10:30 - 11:00	6	641	0.390	6	641	0.754	6	641	1.144
11:00 - 11:30	6	641	0.650	6	641	0.364	6	641	1.014
11:30 - 12:00	6	641	0.416	6	641	0.780	6	641	1.196
12:00 - 12:30	6	641	0.442	6	641	1.378	6	641	1.820
12:30 - 13:00	6	641	1.014	6	641	1.144	6	641	2.158
13:00 - 13:30	6	641	0.858	6	641	1.092	6	641	1.950
13:30 - 14:00	6	641	1.326	6	641	0.494	6	641	1.820
14:00 - 14:30	6	641	0.416	6	641	0.520	6	641	0.936
14:30 - 15:00	6	641	0.234	6	641	0.182	6	641	0.416
15:00 - 15:30	6	641	0.494	6	641	0.520	6	641	1.014
15:30 - 16:00	6	641	0.364	6	641	0.468	6	641	0.832
16:00 - 16:30	6	641	0.364	6	641	0.754	6	641	1.118
16:30 - 17:00	6	641	0.312	6	641	0.858	6	641	1.170
17:00 - 17:30	6	641	0.260	6	641	2.287	6	641	2.547
17:30 - 18:00	6	641	0.130	6	641	0.832	6	641	0.962
18:00 - 18:30	5	734	0.055	5	734	0.300	5	734	0.355
18:30 - 19:00	5	734	0.000	5	734	0.191	5	734	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:			14.932			14.843			29.775

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.055	5	734	0.000	5	734	0.055
07:30 - 08:00	5	734	0.463	5	734	0.000	5	734	0.463
08:00 - 08:30	6	641	1.066	6	641	0.000	6	641	1.066
08:30 - 09:00	6	641	0.988	6	641	0.182	6	641	1.170
09:00 - 09:30	6	641	0.546	6	641	0.338	6	641	0.884
09:30 - 10:00	6	641	0.260	6	641	0.260	6	641	0.520
10:00 - 10:30	6	641	0.156	6	641	0.130	6	641	0.286
10:30 - 11:00	6	641	0.208	6	641	0.208	6	641	0.416
11:00 - 11:30	6	641	0.026	6	641	0.104	6	641	0.130
11:30 - 12:00	6	641	0.130	6	641	0.234	6	641	0.364
12:00 - 12:30	6	641	0.052	6	641	0.494	6	641	0.546
12:30 - 13:00	6	641	0.338	6	641	0.416	6	641	0.754
13:00 - 13:30	6	641	0.234	6	641	0.364	6	641	0.598
13:30 - 14:00	6	641	0.546	6	641	0.156	6	641	0.702
14:00 - 14:30	6	641	0.156	6	641	0.234	6	641	0.390
14:30 - 15:00	6	641	0.052	6	641	0.104	6	641	0.156
15:00 - 15:30	6	641	0.104	6	641	0.104	6	641	0.208
15:30 - 16:00	6	641	0.052	6	641	0.130	6	641	0.182
16:00 - 16:30	6	641	0.104	6	641	0.260	6	641	0.364
16:30 - 17:00	6	641	0.104	6	641	0.390	6	641	0.494
17:00 - 17:30	6	641	0.130	6	641	1.092	6	641	1.222
17:30 - 18:00	6	641	0.104	6	641	0.338	6	641	0.442
18:00 - 18:30	5	734	0.027	5	734	0.218	5	734	0.245
18:30 - 19:00	5	734	0.000	5	734	0.164	5	734	0.164
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:			5.901			5.920			11.821

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.026	6	641	0.052	6	641	0.078
08:30 - 09:00	6	641	0.078	6	641	0.026	6	641	0.104
09:00 - 09:30	6	641	0.026	6	641	0.104	6	641	0.130
09:30 - 10:00	6	641	0.052	6	641	0.000	6	641	0.052
10:00 - 10:30	6	641	0.052	6	641	0.078	6	641	0.130
10:30 - 11:00	6	641	0.000	6	641	0.026	6	641	0.026
11:00 - 11:30	6	641	0.052	6	641	0.000	6	641	0.052
11:30 - 12:00	6	641	0.026	6	641	0.026	6	641	0.052
12:00 - 12:30	6	641	0.000	6	641	0.026	6	641	0.026
12:30 - 13:00	6	641	0.026	6	641	0.026	6	641	0.052
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.000	6	641	0.000	6	641	0.000
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.026	6	641	0.000	6	641	0.026
15:00 - 15:30	6	641	0.026	6	641	0.078	6	641	0.104
15:30 - 16:00	6	641	0.000	6	641	0.000	6	641	0.000
16:00 - 16:30	6	641	0.104	6	641	0.078	6	641	0.182
16:30 - 17:00	6	641	0.026	6	641	0.026	6	641	0.052
17:00 - 17:30	6	641	0.026	6	641	0.026	6	641	0.052
17:30 - 18:00	6	641	0.000	6	641	0.000	6	641	0.000
18:00 - 18:30	5	734	0.027	5	734	0.027	5	734	0.054
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.573			0.599			1.172

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.000	5	734	0.000	5	734	0.000
08:00 - 08:30	6	641	0.000	6	641	0.000	6	641	0.000
08:30 - 09:00	6	641	0.000	6	641	0.000	6	641	0.000
09:00 - 09:30	6	641	0.000	6	641	0.000	6	641	0.000
09:30 - 10:00	6	641	0.000	6	641	0.000	6	641	0.000
10:00 - 10:30	6	641	0.026	6	641	0.000	6	641	0.026
10:30 - 11:00	6	641	0.000	6	641	0.000	6	641	0.000
11:00 - 11:30	6	641	0.000	6	641	0.000	6	641	0.000
11:30 - 12:00	6	641	0.000	6	641	0.000	6	641	0.000
12:00 - 12:30	6	641	0.000	6	641	0.000	6	641	0.000
12:30 - 13:00	6	641	0.000	6	641	0.000	6	641	0.000
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.000	6	641	0.000	6	641	0.000
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.000	6	641	0.000	6	641	0.000
15:30 - 16:00	6	641	0.000	6	641	0.026	6	641	0.026
16:00 - 16:30	6	641	0.000	6	641	0.000	6	641	0.000
16:30 - 17:00	6	641	0.000	6	641	0.000	6	641	0.000
17:00 - 17:30	6	641	0.000	6	641	0.000	6	641	0.000
17:30 - 18:00	6	641	0.000	6	641	0.000	6	641	0.000
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.026			0.026			0.052

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 Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	734	0.000	5	734	0.000	5	734	0.000
07:30 - 08:00	5	734	0.027	5	734	0.000	5	734	0.027
08:00 - 08:30	6	641	0.052	6	641	0.026	6	641	0.078
08:30 - 09:00	6	641	0.052	6	641	0.000	6	641	0.052
09:00 - 09:30	6	641	0.026	6	641	0.130	6	641	0.156
09:30 - 10:00	6	641	0.000	6	641	0.000	6	641	0.000
10:00 - 10:30	6	641	0.078	6	641	0.078	6	641	0.156
10:30 - 11:00	6	641	0.000	6	641	0.000	6	641	0.000
11:00 - 11:30	6	641	0.000	6	641	0.000	6	641	0.000
11:30 - 12:00	6	641	0.000	6	641	0.000	6	641	0.000
12:00 - 12:30	6	641	0.000	6	641	0.000	6	641	0.000
12:30 - 13:00	6	641	0.026	6	641	0.026	6	641	0.052
13:00 - 13:30	6	641	0.000	6	641	0.000	6	641	0.000
13:30 - 14:00	6	641	0.000	6	641	0.000	6	641	0.000
14:00 - 14:30	6	641	0.000	6	641	0.000	6	641	0.000
14:30 - 15:00	6	641	0.000	6	641	0.000	6	641	0.000
15:00 - 15:30	6	641	0.026	6	641	0.026	6	641	0.052
15:30 - 16:00	6	641	0.000	6	641	0.000	6	641	0.000
16:00 - 16:30	6	641	0.026	6	641	0.026	6	641	0.052
16:30 - 17:00	6	641	0.026	6	641	0.026	6	641	0.052
17:00 - 17:30	6	641	0.000	6	641	0.000	6	641	0.000
17:30 - 18:00	6	641	0.000	6	641	0.000	6	641	0.000
18:00 - 18:30	5	734	0.000	5	734	0.000	5	734	0.000
18:30 - 19:00	5	734	0.000	5	734	0.000	5	734	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:			0.339			0.338			0.677

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

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

APPENDIX E – TRICS RESIDENTIAL TRIP RATES

Calculation Reference: AUDIT-805401-190530-0528

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 175 (units:)
 Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 05/06/18

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

Selected survey days:

Tuesday	6 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	11 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
Edge of Town Centre	8

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	6
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	11 days
----	---------

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	9 days

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

Population within 5 miles:

50,001 to 75,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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	3 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:

Yes	1 days
No	10 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS		BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS		BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
5	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
6	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
7	GM-03-C-02	BLOCK OF FLATS		GREATER MANCHESTER
	WHITWORTH STREET W.			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
8	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
10	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
11	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	84	0.066	11	84	0.329	11	84	0.395
08:00 - 09:00	11	84	0.095	11	84	0.521	11	84	0.616
09:00 - 10:00	11	84	0.113	11	84	0.212	11	84	0.325
10:00 - 11:00	11	84	0.154	11	84	0.183	11	84	0.337
11:00 - 12:00	11	84	0.150	11	84	0.170	11	84	0.320
12:00 - 13:00	11	84	0.233	11	84	0.247	11	84	0.480
13:00 - 14:00	11	84	0.204	11	84	0.192	11	84	0.396
14:00 - 15:00	11	84	0.173	11	84	0.153	11	84	0.326
15:00 - 16:00	11	84	0.261	11	84	0.172	11	84	0.433
16:00 - 17:00	11	84	0.352	11	84	0.209	11	84	0.561
17:00 - 18:00	11	84	0.478	11	84	0.215	11	84	0.693
18:00 - 19:00	11	84	0.442	11	84	0.182	11	84	0.624
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.721			2.785			5.506

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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