



TRANSPORT STATEMENT
16 North Street, Reading

Prepared for: Miles Properties Limited
Issue 1: 29 June 2018
Ref: TR8180199/BE/005

Document History

Issue	Date	Description	Prepared By	Checked By
1	29 Jun 18	Draft for Client Approval	B East	J Birch

Glanville

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Miles Properties Limited to accompany a planning application relating to a proposed mixed use development at 16 North Street, Reading.
- 1.2 Due to the modest scale and nature of the proposal, it is appropriate for the forthcoming planning application to be accompanied by a Transport Statement rather than a full multi-modal Transport Assessment in accordance with Department *for* Transport guidance.
- 1.3 This report describes the use of the existing site and the scale of the proposed development. Matters pertaining to access, parking, traffic generation, refuse collection and the accessibility of the site by means other than the car are also given consideration.
- 1.4 The report follows guidance contained in Guidance on Transport Assessment (March 2007) published by the Department *for* Transport, which although now withdrawn remains a key industry reference document, as well as advice from Central Government in the form of the National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance on Transport Assessments and Statements.

2.0 Site Description and Proposed Development

Site Description

- 2.1 The application site comprises 16 North Street, which is a modestly sized two-storey office block located to the northwest of Reading town centre. The existing building provides circa 350m² of B1 Office space.
- 2.2 North Street is located along the western site boundary on a broadly north to south alignment, while other offices and industrial units are located on all other sides of the site. A site location plan is provided at Appendix A.
- 2.3 Also within the site, to the south of the office building, is a small parking area where around five cars can park in an echelon arrangement, reversing out onto North Street via a simple dropped kerb vehicular access.
- 2.4 To the front of the site is a pedestrian footway which is in good condition and connects with the local footway network connecting with the surrounding areas. Local roads benefit from a system of street lighting.
- 2.5 North Street and the surrounding road network also have parking restrictions preventing on-street parking, with the exception of Weldale Street and Great Knollys Street where there are limited waiting bays allowing parking for 30 mins between the hours of 8am and 6.30pm. Outside of these hours, these parking bays are available without restriction.

Proposed Development

- 2.6 It is proposed to demolish the existing building on the site and provide in its place a new building providing 500m² (lettable area) of B1 Office space and 10 residential flats (8 x 2-bed and 2 x 1-bed) above a ground floor parking area, bin stores and cycle parking areas. The proposed site layout is provided at Appendix B.
- 2.7 A new dropped kerb vehicular access is proposed north of the existing, which would provide the Manual for Streets 30mph visibility splay standard of 2.4 x 43m (measured a short distance from the kerblines), as demonstrated by the plan provided at Appendix C. The existing dropped kerb further south would be reinstated to a full upstanding position.
- 2.8 The proposed parking area would provide one space per flat (10 in total) and has been developed to ensure cars can turn around and leave in a forward gear (an improvement over the existing situation). Swept path analysis is provided at Appendix D.
- 2.9 The proposed office space would be car-free. This, and the level of parking proposed for the flats, is considered appropriate given the on-street parking restrictions and the sustainable location. Sustainability is given further consideration in Section 4 of this report. It is anticipated that residents would not be eligible for on-street parking permits within the adjacent controlled parking zone.
- 2.10 Cycle parking would be provided in accordance with local standards, and located within secure stores as shown on the proposed site layout.

- 2.11 It is envisaged that refuse would continue to be collected from the kerbside for both the residential and office elements of the scheme. Storage is provided meeting the Reading Borough Council standards for collection of household waste.

3.0 Traffic Impact

Existing Traffic Generation

- 3.1 In order to estimate the level of traffic associated with the existing office on the site, reference has been made to the TRICS database under the land-use class 'Employment' and sub-category 'Offices'. Sites in England in similar locations to the application site were selected to generate weekday average trip rates which are presented in the following table, while the full TRICS output is provided at Appendix E.

Table 1: Trip Rates – Offices

Period	Trip Rates (per 100m ²)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1.953	0.275	2.228
PM Peak (17:00 to 18:00)	0.405	1.664	2.069
Daily (07:00 to 19:00)	5.860	5.757	11.617

- 3.2 The above trip rates have been used to estimate traffic generation for the existing 350m² of office space, as shown in the table below.

Table 2: Traffic Generation – Existing Office

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	7	1	8
PM Peak (17:00 to 18:00)	1	6	7
Daily (07:00 to 19:00)	21	20	41

Proposed Development

- 3.3 The proposed office space would be car-free whereas the existing office has parking. The site would therefore no longer generate daily office vehicular traffic, save for the possibility of an occasional visitor using a 30 minute limited waiting parking bay nearby. In order to determine the typical, daily traffic situation, the following assessment is focused on the proposed residential use given that the units would have parking.
- 3.4 In order to estimate the level of traffic associated with the proposed flats, reference has been made to the TRICS database under the land-use class 'Residential' and sub-category 'Flats Privately Owned'. Sites in England in similar locations to the application site were selected to generate weekday average trip rates which are presented in the following table, while the full TRICS output is again provided at Appendix E.

Table 3: Trip Rates – Flats Privately Owned

Period	Trip Rates (per Unit)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.053	0.157	0.210
PM Peak (17:00 to 18:00)	0.160	0.097	0.257
Daily (07:00 to 19:00)	1.244	1.242	2.486

- 3.5 The above trip rates have been used to estimate traffic generation for the proposed flats, as shown in the table below.

Table 4: Traffic Generation – Proposed Flats

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1	2	2
PM Peak (17:00 to 18:00)	2	1	3
Daily (07:00 to 19:00)	12	12	25

Net Traffic Impact

- 3.6 Subtracting Table 2 from Table 4 provides the net, typical weekday traffic impact associated with the proposed development as shown below.

Table 5: Net Traffic Generation

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	-6	+1	-6
PM Peak (17:00 to 18:00)	+1	-5	-4
Daily (07:00 to 19:00)	-9	-8	-16

- 3.7 It is evident that the proposed development is likely to reduce daily two-way vehicular traffic associated with the site and therefore no further detailed analysis is required.

4.0 Sustainability

- 4.1 The site is located in Zone 2 as defined by Reading Borough Council's Revised Parking Standards and Design Supplementary Planning Document (October 2011):

'This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.'

- 4.2 As such, the site's location is considered ideal for both employment and residential developments.
- 4.3 In addition to the adjacent light industrial uses, local facilities include a supermarket 100m to the southeast of the site (around 1 minute walk) and Reading Station which is a 700m (10 minute) walk to the east.
- 4.4 The abundance of shops, services, employment and leisure opportunities associated with a large vibrant town centre are easily within a 2km (under 30 minutes) walk of the site.
- 4.5 A large proportion of Reading is also within what is considered a reasonable cycling distance (under 5km or 25 minutes), including a number of residential areas from where potential employees could cycle to the proposed office space (secure cycle parking is proposed).
- 4.6 It is evident from the above that the site occupies a highly sustainable location, where residents or employees will not be dependent on the private car for all journeys and in this respect the development conforms to the National Planning Policy Framework.

5.0 Summary and Conclusion

- 5.1 This Transport Statement has been prepared by Glanville Consultants to accompany a planning application relating to a proposed mixed use development at 16 North Street, Reading.
- 5.2 The application site comprises 16 North Street, which is a modestly sized two-storey office block located to the northwest of Reading town centre. It is proposed to demolish the existing building and provide in its place a new building providing 500m² of B1 Office space and 10 residential flats above a ground floor parking area, bin stores and cycle parking areas.
- 5.3 It has been demonstrated that the proposed new vehicular access would provide visibility splays meeting the Manual for Streets 30mph standard of 2.4 x 43m (measured a short distance from the kerblines).
- 5.4 The proposed parking area would provide one space per flat and has been developed to ensure cars can turn around and leave in a forward gear as demonstrated by swept path analysis.
- 5.5 The proposed office space would be car-free. This, and the level of parking proposed for the flats, is considered appropriate given the on-street parking restrictions and the sustainable location.
- 5.6 Cycle parking would be provided in accordance with local standards, and located within secure stores.
- 5.7 An assessment of traffic generation has been undertaken which indicates that the proposed development is likely to reduce two-way vehicular traffic associated with the site.
- 5.8 The site occupies a highly sustainable location, reducing the dependency on the use of the private car.
- 5.9 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises that *'development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe'*. In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as severe. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

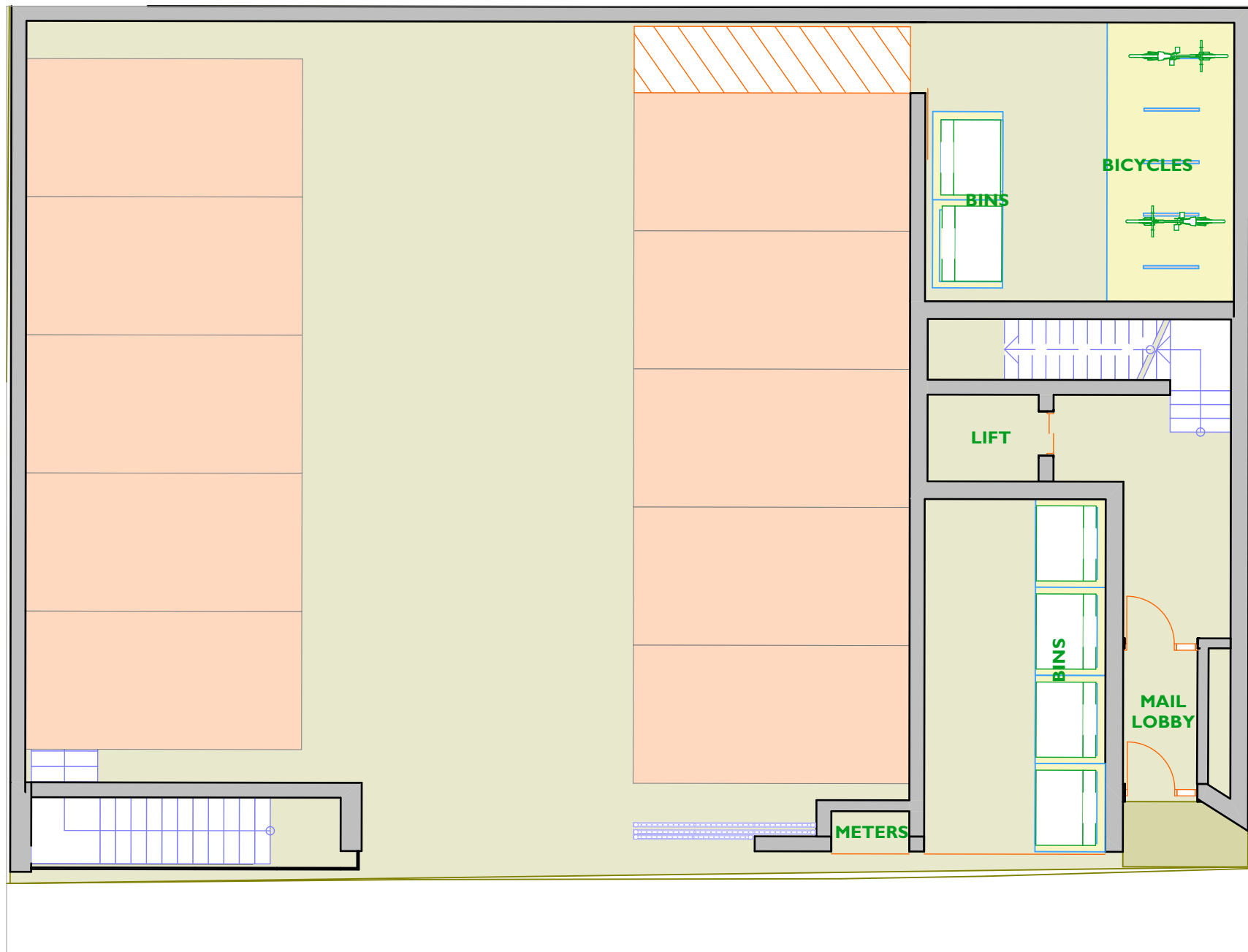
Appendices

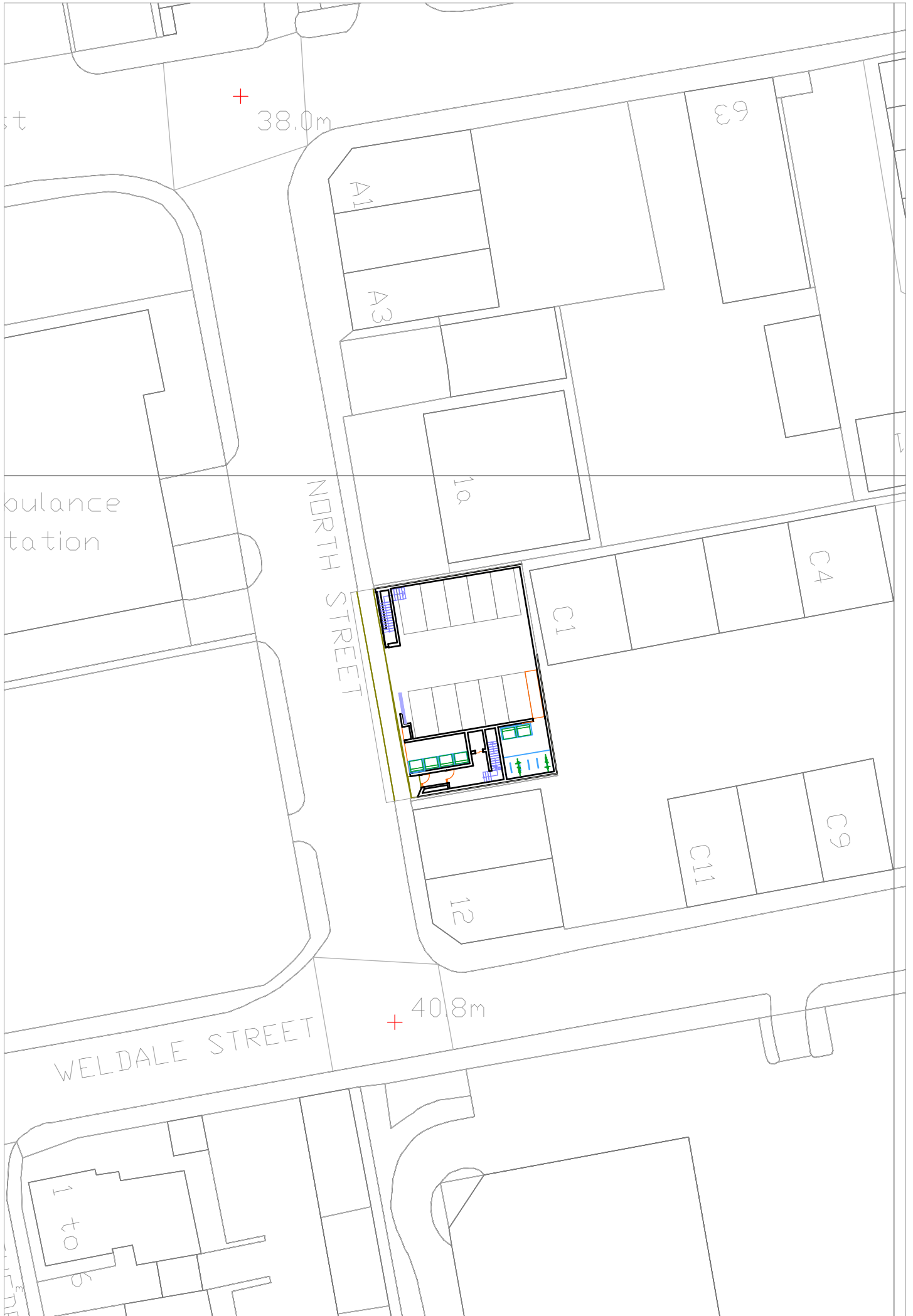
Appendix A
Site Location Plan

Site Location

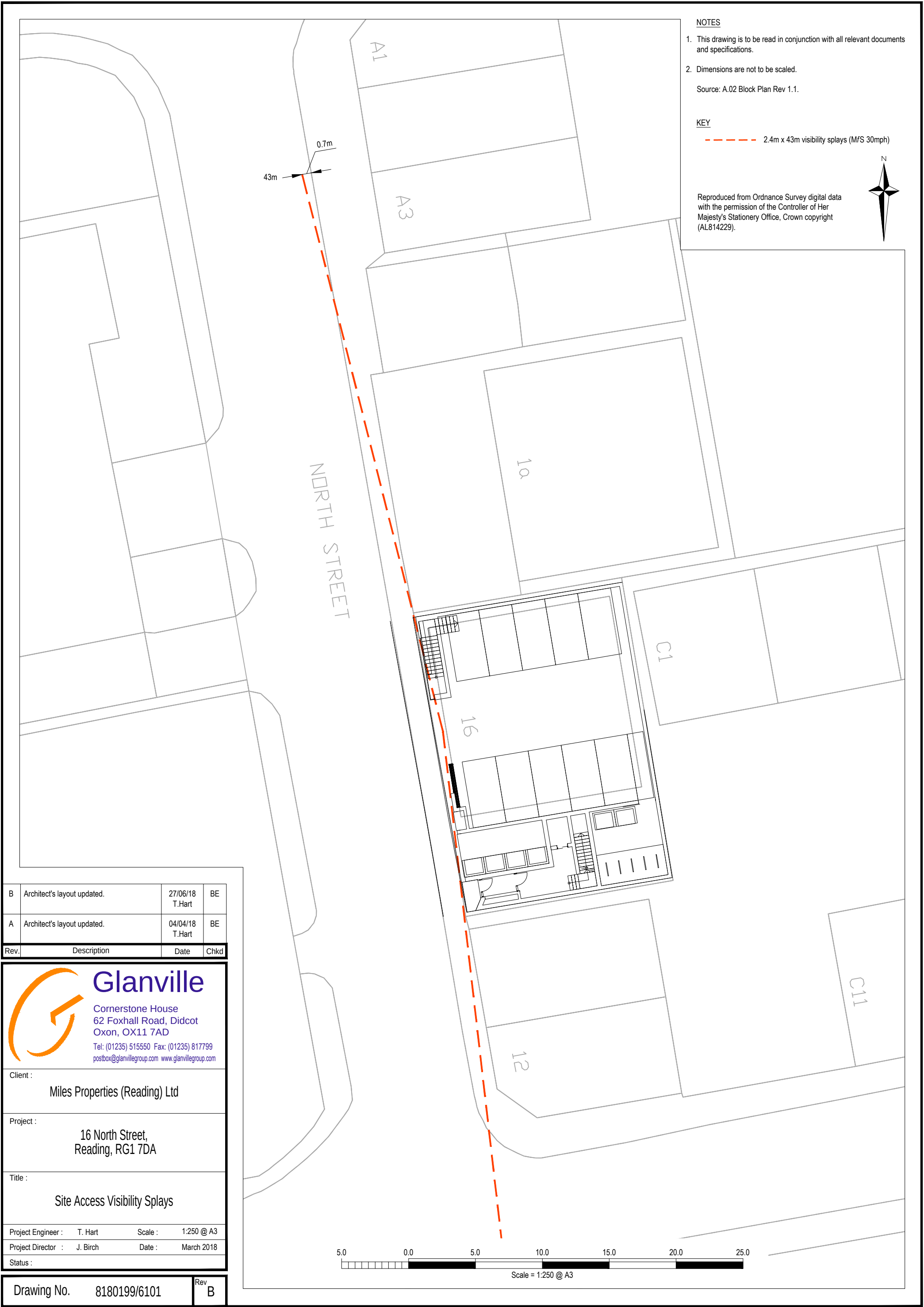


Appendix B
Proposed Site Layout





Appendix C
Site Access Visibility Splays



NOTES

- 1. This drawing is to be read in conjunction with all relevant documents and specifications.
- 2. Dimensions are not to be scaled.

Source: A.02 Block Plan Rev 1.1.

KEY

- - - 2.4m x 43m visibility splays (MFS 30mph)

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B	Architect's layout updated.	27/06/18 T.Hart	BE
A	Architect's layout updated.	04/04/18 T.Hart	BE
Rev.	Description	Date	Chkd



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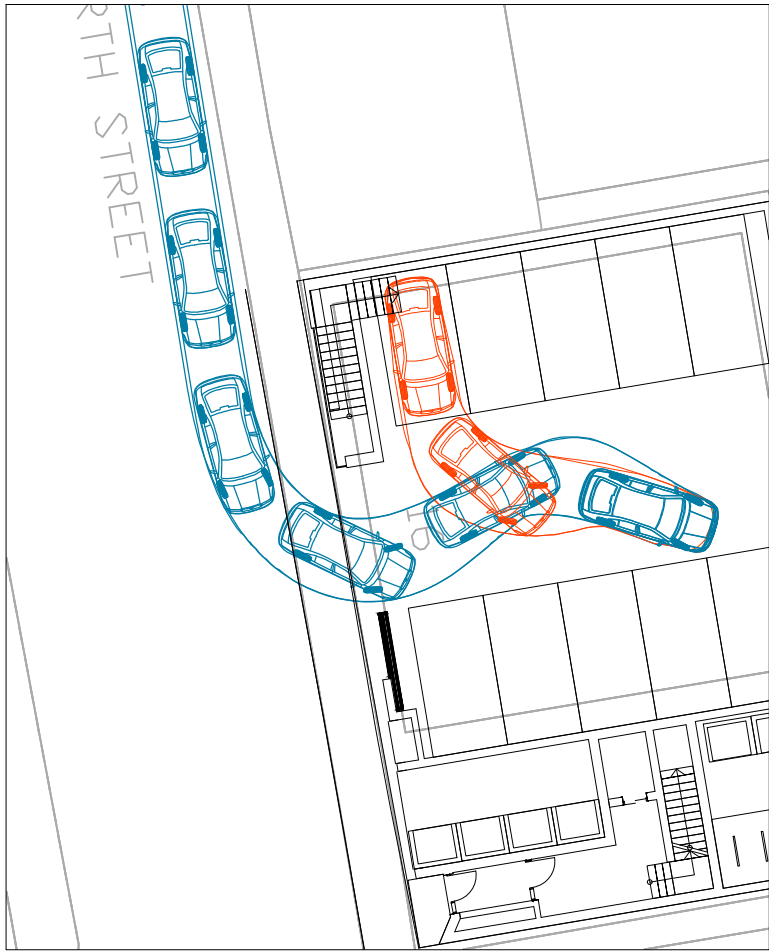
Client :
Miles Properties (Reading) Ltd

Project :
16 North Street,
Reading, RG1 7DA

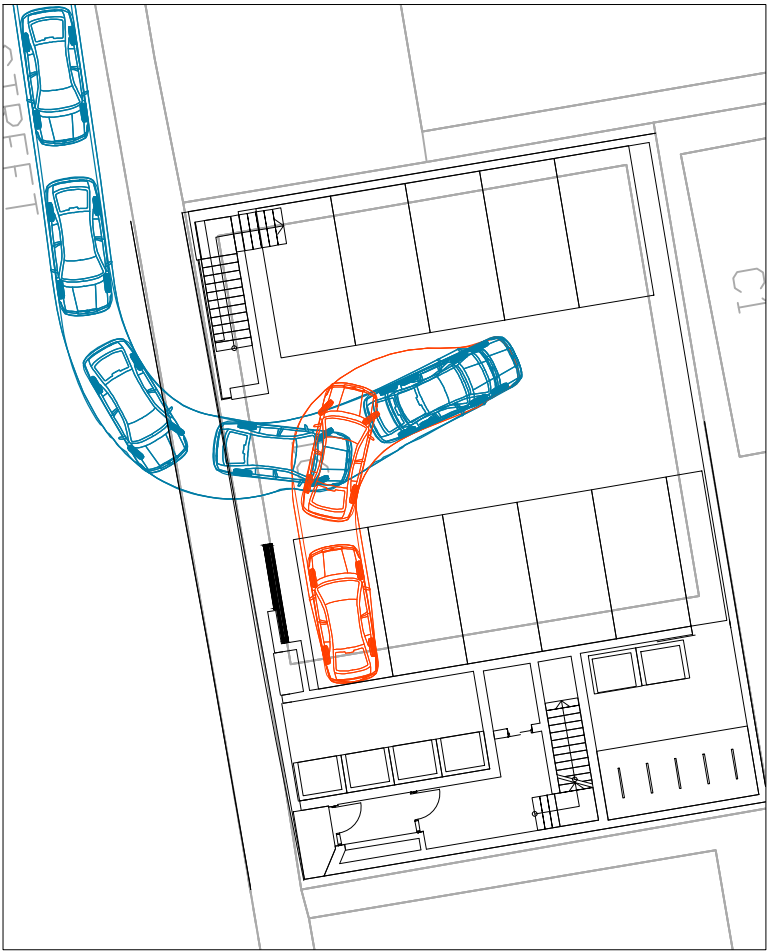
Title :
Site Access Visibility Splays

Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : J. Birch Date : March 2018
Status :

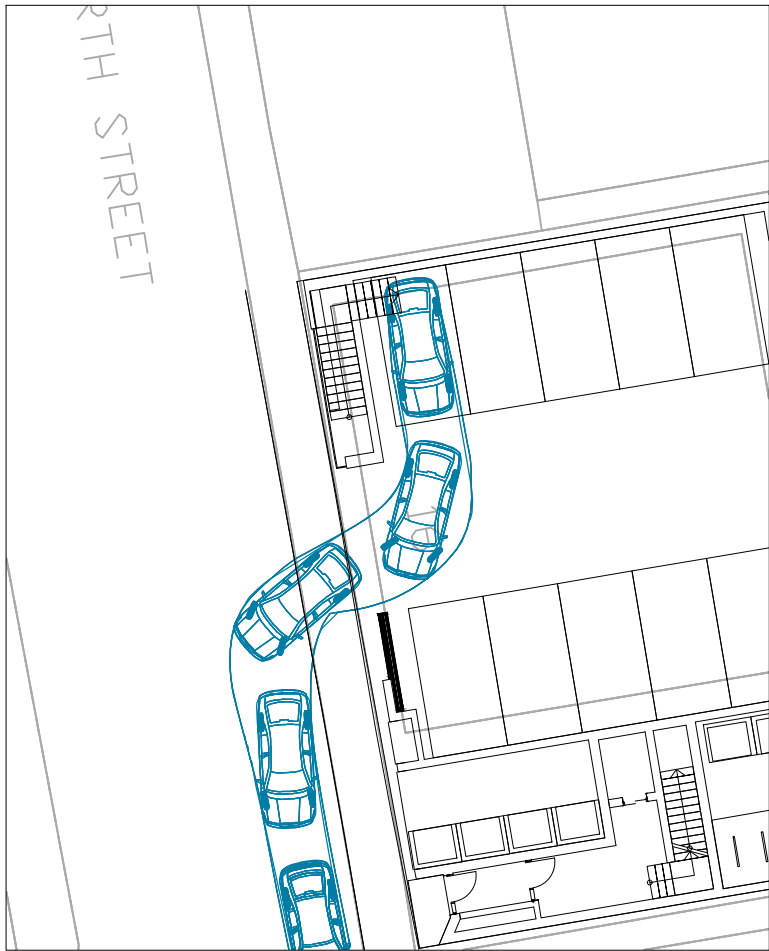
Appendix D
Swept Path Analysis



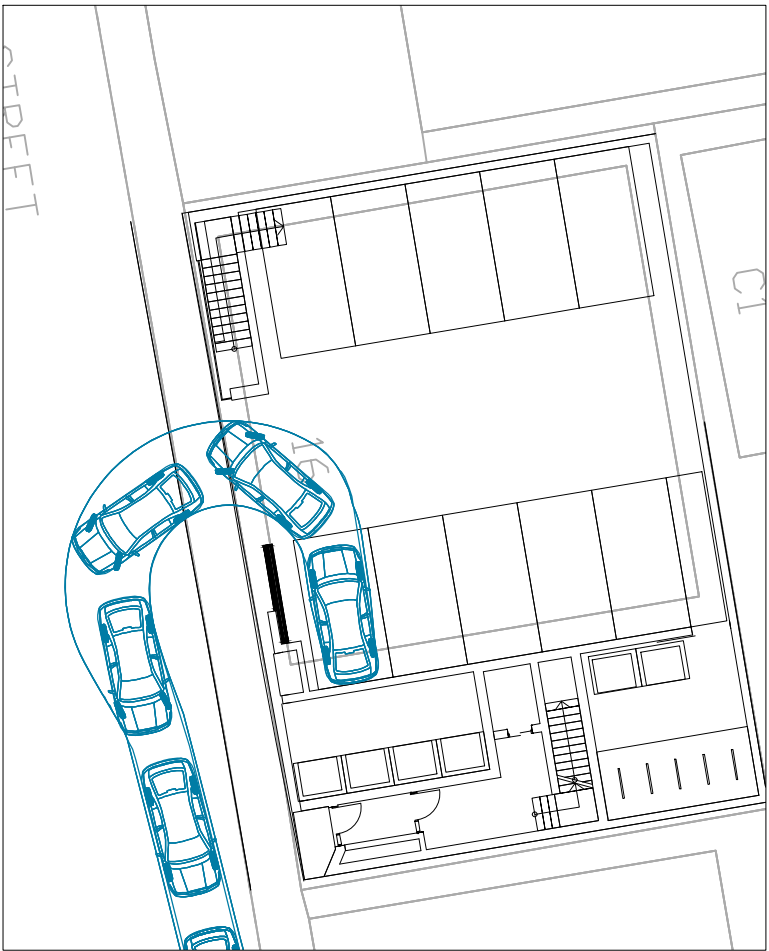
BAY 1 - ENTRY



BAY 2 - ENTRY



BAY 1 - EXIT



BAY 2 - EXIT

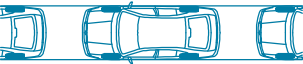
NOTES

This drawing is to be read in conjunction with all relevant documents and specifications.

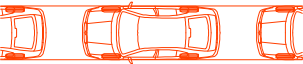
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Source: A.02 Block Plan Rev 1.1.

KEY



Car - forward gear

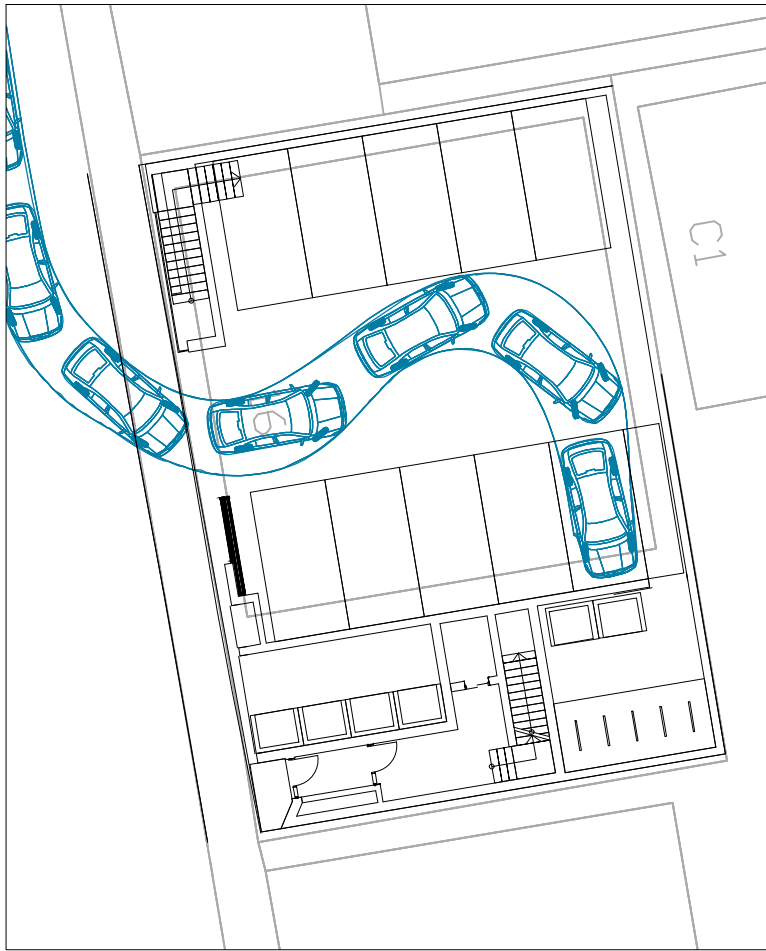


Car - reverse gear

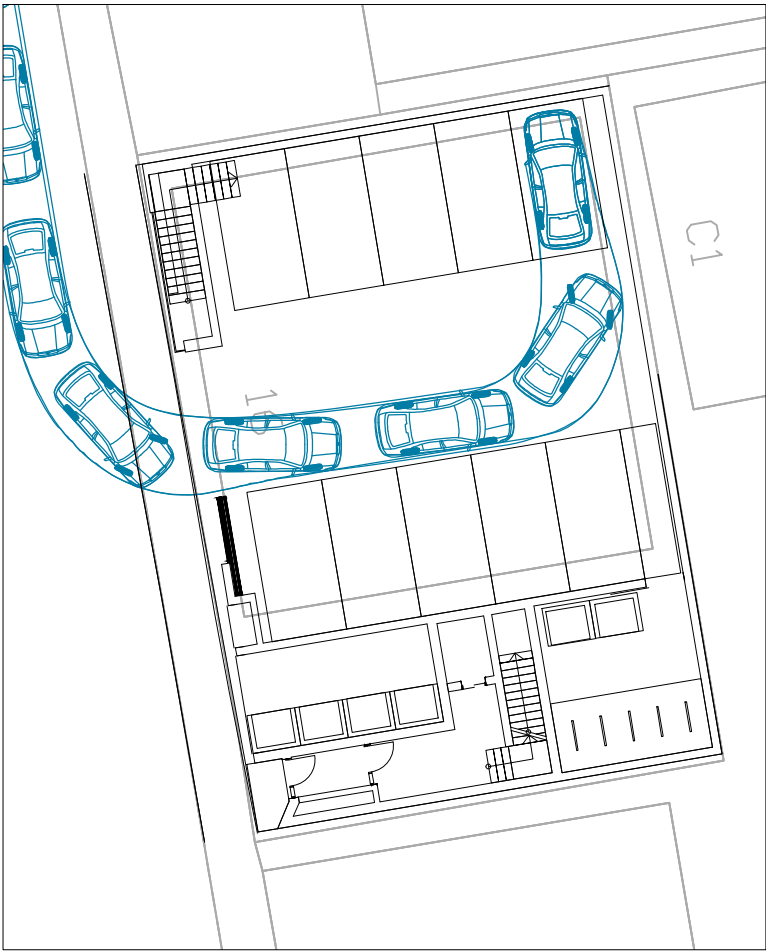
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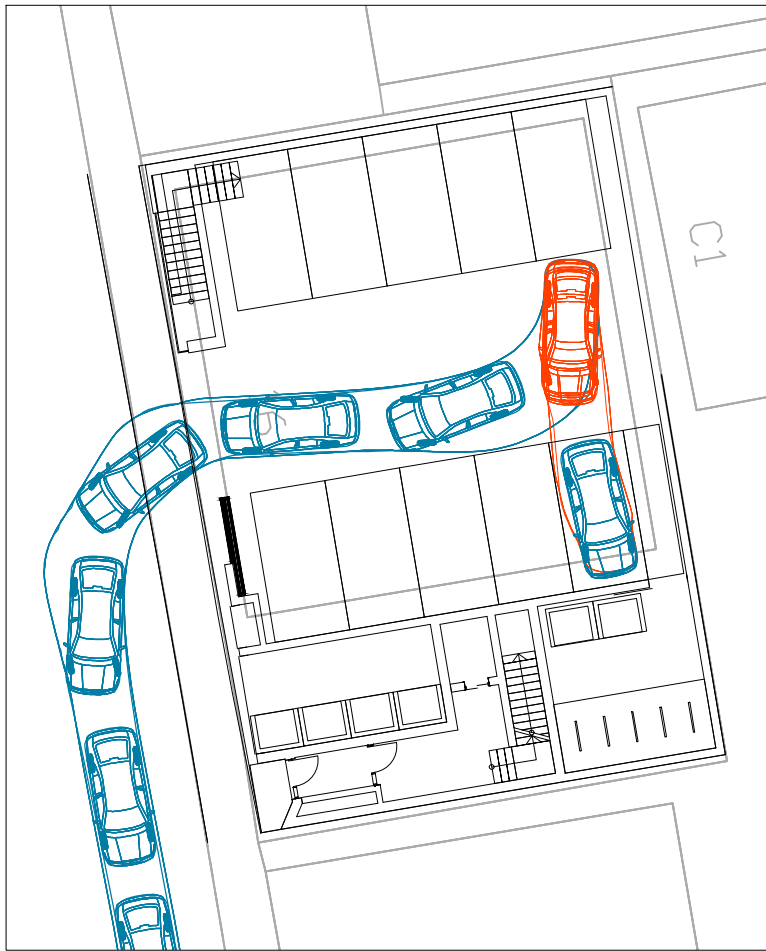
A	Architect's layout updated. Swept paths revised to suit.	26/06/18 T.Hart	BE
Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : Miles Properties (Reading) Ltd			
Project : 16 North Street, Reading, RG1 7DA			
Title : Swept Path Analysis Car			
Project Engineer : B.East		Scale : 1:250 @ A3	
Project Director : J.Birch		Date : March 2018	
Status :			
Drawing No. 8180199/6203			Rev A



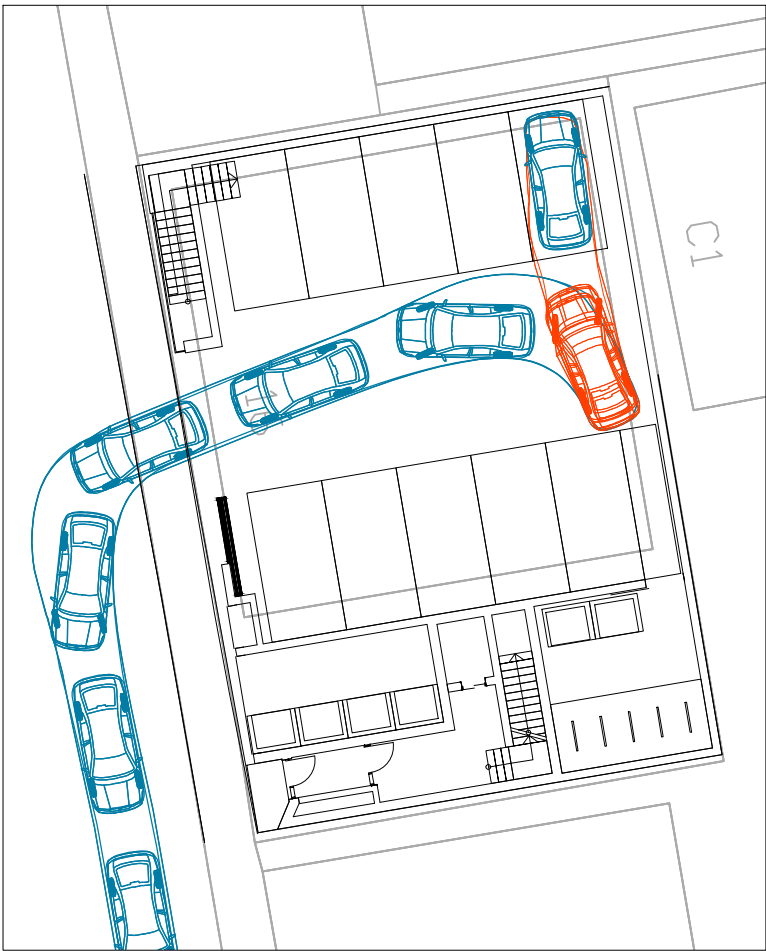
BAY 3 - ENTRY



BAY 4 - ENTRY



BAY 3 - EXIT



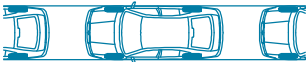
BAY 4 - EXIT

NOTES

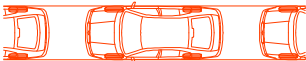
- 1. This drawing is to be read in conjunction with all relevant documents and specifications.
- 2. Dimensions are not to be scaled.

Source: A.02 Block Plan Rev 1.1.

KEY



Car - forward gear



Car - reverse gear

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A	Architect's layout updated. Swept paths revised to suit.	27/06/18 T.Hart	BE
Rev.	Description	Date	Chkd



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Client :
Miles Properties (Reading) Ltd

Project :
16 North Street,
Reading, RG1 7DA

Title :
Swept Path Analysis
Car

Project Engineer :	B.East	Scale :	1:250 @ A3
Project Director :	J.Birch	Date :	March 2018

Status :

Drawing No.	8180199/6204	Rev	A
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Appendix E
TRICS Outputs

Glanville Foxhall Road Didcot

Licence No: 225601

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	186-2000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	610-2000 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 11/09/17
Days of the week selected	Monday Wednesday Friday	3 2 1
Main Location Types selected	Edge of Town Centre	6
Population <1 Mile ranges selected	15,001 to 20,000 20,001 to 25,000 25,001 to 50,000	1 1 4
Population <5 Mile ranges selected	25,001 to 50,000 75,001 to 100,000 125,001 to 250,000	1 1 4
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	5 1
PTAL Rating	No PTAL Present	6

Glanville Foxhall Road Didcot

Licence No: 225601

Calculation Reference: AUDIT-225601-180627-0614

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 610 to 2000 (units: sqm)
 Range Selected by User: 186 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/09/17

Selected survey days:

Monday	3 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	6
---------------------	---

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Built-Up Zone	3
No Sub Category	1

Secondary Filtering selection:

Use Class:

B1	6 days
----	--------

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days

Travel Plan:

Yes	1 days
No	5 days

PTAL Rating:

No PTAL Present	6 days
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LIST OF SITES relevant to selection parameters

1	BD-02-A-03	OFFICES		BEDFORDSHIRE
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13	Survey Type: MANUAL	
2	CB-02-A-02	OFFICE		CUMBRIA
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
3	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	KC-02-A-09	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
5	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	
6	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET			
	WORCESTER CITY COUNCIL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL	

Glanville Foxhall Road Didcot

Licence No: 225601

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	1.953	0.275	2.228
1700-1800	0.405	1.664	2.069

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1152	0.579	6	1152	0.029	6	1152	0.608
08:00 - 09:00	6	1152	1.953	6	1152	0.275	6	1152	2.228
09:00 - 10:00	6	1152	0.984	6	1152	0.289	6	1152	1.273
10:00 - 11:00	6	1152	0.333	6	1152	0.260	6	1152	0.593
11:00 - 12:00	6	1152	0.116	6	1152	0.260	6	1152	0.376
12:00 - 13:00	6	1152	0.260	6	1152	0.477	6	1152	0.737
13:00 - 14:00	6	1152	0.550	6	1152	0.362	6	1152	0.912
14:00 - 15:00	6	1152	0.203	6	1152	0.188	6	1152	0.391
15:00 - 16:00	6	1152	0.188	6	1152	0.347	6	1152	0.535
16:00 - 17:00	6	1152	0.188	6	1152	1.230	6	1152	1.418
17:00 - 18:00	6	1152	0.405	6	1152	1.664	6	1152	2.069
18:00 - 19:00	6	1152	0.101	6	1152	0.376	6	1152	0.477
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.860			5.757			11.617

Parameter summary

Trip rate parameter range selected:	610 - 2000 (units: sqm)
Survey date date range:	01/01/10 - 11/09/17
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

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-215	DWELLS
Actual Trip Rate Calculation Parameter Range	6-94	DWELLS
Date Range	Minimum: 01/01/10	Maximum: 26/09/17
Days of the week selected	Monday	1
	Tuesday	2
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town Centre	6
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	4
Population <5 Mile ranges selected	50,001 to 75,000	2
	125,001 to 250,000	3
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	5
PTAL Rating	No PTAL Present	6

Glanville Foxhall Road Didcot

Licence No: 225601

Calculation Reference: AUDIT-225601-180627-0606

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 6 to 94 (units:)
 Range Selected by User: 6 to 215 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/17

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	6
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Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2

Secondary Filtering selection:

Use Class:

C3	6 days
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Population within 1 mile:

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

Travel Plan:

No	6 days
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PTAL Rating:

No PTAL Present	6 days
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LIST OF SITES relevant to selection parameters

1	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
2	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	WESTCLIFF		
	SOUTHEND-ON-SEA		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
3	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	WESTCLIFF		
	SOUTHEND-ON-SEA		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
4	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
5	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
6	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	PARKSIDE		
	COVENTRY		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

Glanville Foxhall Road Didcot

Licence No: 225601

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.053	0.157	0.210
1700-1800	0.160	0.097	0.257

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	53	0.047	6	53	0.104	6	53	0.151
08:00 - 09:00	6	53	0.053	6	53	0.157	6	53	0.210
09:00 - 10:00	6	53	0.072	6	53	0.088	6	53	0.160
10:00 - 11:00	6	53	0.107	6	53	0.129	6	53	0.236
11:00 - 12:00	6	53	0.104	6	53	0.091	6	53	0.195
12:00 - 13:00	6	53	0.135	6	53	0.094	6	53	0.229
13:00 - 14:00	6	53	0.110	6	53	0.142	6	53	0.252
14:00 - 15:00	6	53	0.107	6	53	0.107	6	53	0.214
15:00 - 16:00	6	53	0.075	6	53	0.082	6	53	0.157
16:00 - 17:00	6	53	0.126	6	53	0.085	6	53	0.211
17:00 - 18:00	6	53	0.160	6	53	0.097	6	53	0.257
18:00 - 19:00	6	53	0.148	6	53	0.066	6	53	0.214
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.244			1.242			2.486

Parameter summary

Trip rate parameter range selected:	6 - 94 (units:)
Survey date date range:	01/01/10 - 26/09/17
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



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