

CIP Property (AIPT) Ltd

**52-55 Friar Street and 12 Greyfriars Road,
Reading**

Transport Assessment

November 2016

Contents

1	INTRODUCTION.....	1
2	EXISTING SITUATION	3
	Site Location	3
	Local Highway Network.....	4
	Accident Analysis	5
	Walking	5
	Cycling	6
	Public Transport.....	6
	Summary	8
3	POLICY CONTEXT.....	9
	National Policy.....	9
	Local Policy	10
	Policy Appraisal.....	12
4	DEVELOPMENT PROPOSALS	13
	Access and Parking.....	13
	Servicing	15
	Vehicular Site Access	16
	Travel Plan.....	17
5	TRIP GENERATION.....	18
6	EFFECTS OF THE DEVELOPMENT	21
	Impact of Trips on Local Transport Networks	21
	Impact on Car Parking	21
7	SUMMARY & CONCLUSIONS.....	23

Figures

- Figure 1** - **Strategic Site Location Plan**
- Figure 2** - **Local Context Plan**
- Figure 3** - **2km Walking Isochrone Plan**
- Figure 4** - **5km Cycling Isochrone Plan**

Appendices

- Appendix A** - **Proposed Site Layout Plans**
- Appendix B** - **Scoping Correspondence with RBC**
- Appendix C** - **Car Park and Loading Bay Visibility Splays**
- Appendix D** - **2011 Census Data (Car Ownership)**
- Appendix E** - **Draft Residential Travel Plan**
- Appendix F** - **Foodstore TRICS Output**
- Appendix G** - **Proposed TRICS Outputs**

1 INTRODUCTION

- 1.1 Vectos are retained by CIP Property (AIPT) Ltd to provide traffic and transport advice in relation to their proposed redevelopment of a site located at 52-55 Friar Street and 12 Greyfriars Road in Reading. The location of the site is illustrated in **Figure 1**.
- 1.2 The existing site provides approximately 2,086sqm A1 food retail store (Sainsburys) with ancillary offices and staff amenity facilities above the store. The site is primarily accessed via Friar Street with a loading bay to the rear of the site which is accessed from Greyfriars Road.
- 1.3 The development proposal comprises 137 residential units split across 3 buildings of between 7 and 10 storeys above street level. Architect's plans of the proposed development are included at **Appendix A**. Building C, which fronts onto Friar Street, will maintain 490sqm of A1-A5 Retail floorspace and Building A will provide approximately 120sqm of commercial/employment floorspace. The basement of the development will provide car parking via a dedicated car park entrance off Greyfriars Road. Cycle parking will be provided at basement and ground floor levels for residents and users of the commercial units.

Pre-Application Discussions

- 1.4 Pre-application and scoping discussions have been held with Highways Officers at Reading Borough Council (RBC) in relation to the development proposals. RBC have confirmed that servicing should take place using an off-street loading area, as per the proposed arrangement.
- 1.5 This Transport Assessment (TA) has been prepared in support of the planning application and has been informed by the discussions with Reading Borough Council (RBC). The correspondence with RBC is included in **Appendix B**.
- 1.6 The remainder of the report is structured as follows:
- Section 2 - Existing Situation;
 - Section 3 - Development Proposals;
 - Section 4 - Policy Context;
 - Section 5 - Trip Generation;

Section 6 - Effects of the Development; and

Section 7 - Summary & Conclusions.

2 EXISTING SITUATION

- 2.1 This section of the report establishes the existing conditions in relation to the local highway network, walking and cycling and public transport.

Site Location

- 2.2 The site is situated in central Reading on the corner of Friar Street and Greyfriars Road. The surrounding area is characterised primarily as retail with commercial properties lining both sides of Friar Street. Greyfriars Road caters mostly for employment uses with a high concentration of office buildings. There are also residential cul-de-sacs situated off Greyfriars Road at Sackville Street and Vachel Road.
- 2.3 **Figure 1** shows the location of the site in the wider context, while **Figure 2** shows the site in the local context.
- 2.4 At present, the site is occupied by a food retailer (Sainsburys) and provides approximately 2,086sqm (GIA) of retail floorspace (A1) with 460sqm (GIA) of ancillary offices and staff amenity facilities above ground floor. The site provides an off-street loading bay accessed from Greyfriars Road via a single access point. The site does not provide car parking. Customers and staff choosing to drive to the existing retail unit could make use of the nearby multi-storey car park at Garrard Street.
- 2.5 The neighbouring site to the east and north of the development site, referred to as Plot E of the Station Hill site and Telecom House, was granted outline planning permission in July 2016 consisting of;
- “Outline application with all matters reserved for mixed use redevelopment of Plot E of the Station Hill site and neighbouring Telecom House site (48 to 51 Friar Street & 4 to 20 Garrard Street) to comprise the demolition of existing buildings and erection of new buildings/ structures to provide residential units, a range of town centre uses including retail and related uses (Use Class A1 - A5), associated infrastructure, public realm works and ancillary development.”*
- 2.6 The larger Station Hill development was permitted in January 2015, providing approximately 475 residential units, circa 100,000sqm of B1 office floorspace, 11,400sqm of commercial floorspace and 1,800sqm of D2 floorspace.

Local Highway Network

Friar Street

- 2.7 Friar Street is a 2-way street with an east to west alignment serving a key retail street in Reading. Only buses, taxis, cyclists and permit holders (delivery vehicles) are permitted to use Friar Street during the hours of 07:00-11:00 and 16:00-19:00. Private cars may not use Friar Street during these hours, they must divert using Greyfriars Road if approaching from the west and Station Road if approaching from the east.
- 2.8 Along the northern side of Friar Street there are three bus laybys (one includes a taxi rank), all measuring approximately 50m in length. There are bus stops on the southern side of Friar Street however these do not provide a layby.

Greyfriars Road

- 2.9 Greyfriars Road runs in a south to north alignment from the junction of Friar Street to the south and Tudor Road/Station Hill to the north. Greyfriars Road caters for through traffic wishing to enter the city centre during the restricted periods.
- 2.10 The southern-most part of Greyfriars Road from the junction of Friar Street to the junction with Sackville Street is a one-way street heading south. This section of Greyfriars Road provides a bus layby, on-street disabled parking bay and cycle lane heading northbound.
- 2.11 From Sackville Street, Greyfriars Road is two-way and has parking and loading restrictions along its entirety, with some sections permitting on-street loading. This is discussed in greater detail in section 4 of this report.
- 2.12 At its northern-most point Greyfriars Road connects to Station Hill for access to Reading Rail Station and Tudor Road which connects to Caversham Road (A329).

Caversham Road (A329)

- 2.13 Caversham Road is situated to the west of the site and is aligned in a north-south direction. Caversham Road forms part of the A329 which connects the A33 south of the site with Vastern Road to the north.
- 2.14 The A329 continues west towards Oxford via the Oxford Road.

A33

- 2.15 The A33 south of the site connects Reading with Junction 11 of the M4 motorway south of Whitley and continues on towards Basingstoke.

Accident Analysis

- 2.16 A full traffic accident analysis has not been carried out for Greyfriars Road. However, a review of Crashmap.co.uk reveals that a total of 3 slight accidents have occurred along the entire length of Greyfriars Road in the most recent five year period. It can be concluded that the existing situation would not be worsened by the addition of a new vehicular access point to the site as there have been minimal accidents associated with the entire length of Greyfriars Road.

Walking

- 2.17 It is generally accepted that there is significant potential for walking to replace the car for short journeys, particularly those under 2 km. A key factor in whether this is realised is the quality of the available routes for pedestrians.
- 2.18 A plan showing the extent of a 2km walking radius from the site is illustrated in **Figure 3**.
- 2.19 There are footways on both sides of Friar Street; the northern side provides a footway of approximately 4m in width, not including the space allocated to bus shelters and on the southern side the footway is approximately 3m in width. The footway on both sides of Friar Street provides a smooth and level tiled surface with tactile paving at all crossing points.
- 2.20 On Friar Street there are formal signalised crossing points at the junctions of Greyfriars Road and Station Road which provide dropped kerbs, tactile paving, push call buttons and a demarcated surface. Friar Street also provides informal crossing points which improve the accessibility of the street to pedestrians travelling between Friar Street and Broad Street or Reading rail station. These informal crossing points take the form of a built-out kerb which reduces the distance a pedestrian has to cross the street and also provides dropped kerbs and tactile paving to assist sensory-impaired users.
- 2.21 Greyfriars Road provides footways on both sides of the carriageway. The quality of the surfaces is good along the entirety of the link. Dropped kerbs are provided at junctions and

footways are approximately 3m in width on the eastern side and approximately 2m on the western side. There are no formal pedestrian crossing points on Greyfriars Road.

- 2.22 The pedestrian facilities in the vicinity of the site are deemed to be conducive to walking and provide a safe environment for users.

Cycling

- 2.23 It is generally accepted that cycling has the potential to substitute for car trips of less than 5 km. A key factor in whether this is realised is the quality of the available routes for cyclists.
- 2.24 A plan showing the extent of a 5km cycling distance from the site is illustrated in **Figure 4**.
- 2.25 A number of existing cycle routes are provided in the local area. Friar Street, Greyfriars Road, West Street and Great Knollys Street are all designated as on-road routes recommended for cyclists.
- 2.26 In the wider context of Reading, National Cycle Route 5 runs along the banks of the River Thames to the north of the site and connects Reading, Holyhead and Birmingham. In addition to this, National Cycle Route 4 runs alongside the River Kennet and is accessed via Bridge Street to the south of the site and connects London with Bath Bristol and Swansea via Reading.
- 2.27 The cycle facilities surrounding the site are deemed to be conducive to cycling.

Public Transport

- 2.28 The site is well served by public transport with rail and bus services available within a 5 minute walk from the site. A plan showing the local public transport facilities is shown in **Figure 2**.

Bus Services

- 2.29 The site is well-served by bus with bus stops situated immediately outside of the site on Friar Street and opposite the site on Greyfriars Road. The bus services operating from these stops are listed below in **Table 2.1**.

Table 2.1 Bus services from Friar Street and Greyfriars Road

Bus	Route	Weekday AM Frequency	Weekday PM Frequency	Saturday Peak Frequency	Sunday Peak Frequency
11	Central Reading – Coley Park	20 mins	20 mins	20 mins	20 mins
21	Central Reading – Lower Earley	6 mins	7 mins	15 mins	20 mins
22	Central Reading – Caversham Heights	20 mins	30 mins	30 mins	60 mins
23	Central Reading – Caversham Heights	20 mins	20 mins	30 mins	30 mins
24	Central Reading – Emmer Green	30 mins	20 mins	20 mins	30 mins
25	Central Reading – Peppard Common	30 mins	30 mins	30 mins	60 mins
27	Central Reading – Amersham Road	30 mins	30 mins	30 mins	60 mins
29	Central Reading – Amersham Road	30 mins	30 mins	30 mins	60 mins
128	Wokingham – Reading	60 mins	60 mins	60 mins	-
129	Wokingham – Reading	40 mins	30 mins	-	-
143	Reading – Upper Basildon (Circular)	120 mins	120 mins	120 mins	-
X39	Oxford – Reading	60 mins	60 mins	60 mins	60 mins
X40	Oxford - Reading	60 mins	60 mins	60 mins	60 mins

2.30 Additional bus stops are located nearby on Friar Street with further bus services.

2.31 As demonstrated in **Table 2.1**, the site is extremely accessible by bus.

Rail Services

2.32 Reading Rail Station is situated to the north of the site at Station Hill, approximately 450m from the site entrance on Friar Street. Reading rail station provides frequent connections to London Paddington, Oxford, Bristol Temple Meads, Gatwick Airport and Cardiff Central, amongst many others. The station provides excellent connectivity to the site by rail.

2.33 **Table 2.2** below provides a summary of the rail services operating from Reading Rail Station on a number of key routes.

Table 2.2: Reading Rail Station Services

Destination	AM Peak Hour Frequency (08:00-09:00)	PM Peak Hour Frequency (17:00-18:00)
London Paddington	4 minutes	5 minutes
Ealing Broadway	30 minutes	12 minutes
Oxford	10 minutes	10 minutes
Swansea	60 minutes	60 minutes

- 2.34 As shown in **Table 2.2**, Reading rail station provides frequent rail services to key destinations with connections to London Paddington comprising both slow and non-stop direct train services.

Car Clubs

- 2.35 A Car Club is a membership based service which allows drivers to hire a vehicle for a short duration (typically by the hour). Car Clubs provide numerous vehicles around several cities in convenient locations, largely residential areas. The scheme saves the user the additional costs and inconveniences of owning or using their own car, and means that they have easy access to a car for those occasional journeys which necessitate the use of a car.
- 2.36 Carvenient Car Club operates in Reading and provides a hire car in the Garrard Street multistorey car park, approximately 200m north of the site.
- 2.37 Co-wheels Car Club provides one vehicle at Reading Council Magistrates Courts approximately 550m south of the site.

Summary

- 2.38 The site is extremely well-located to encourage a sustainable pattern of movement. Residents, employees and visitors would be able to access the site through a wide choice of non-car modes thereby promoting a development with low parking provision.

3 POLICY CONTEXT

- 3.1 The development proposals will be prepared with reference to the following relevant national, regional and local planning policy documents:

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as a high level guidance for local councils. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.
- 3.3 Paragraph 15 states that 'policies in Local Plans should follow the approach of presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.'
- 3.4 One of the 12 core land-use principles within the NPPF includes:
- "[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."*
- 3.5 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that *"the transport systems needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."*
- 3.6 Paragraph 32 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It goes on to mention that plans and decisions should take account of whether;
- *"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *Safe and suitable access to the site can be achieved for all people; and*
 - *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented*

or refused on transport grounds where the residual cumulative impacts of development are severe.”

3.7 Paragraph 34 states that plans should seek to ensure that *“developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”*

3.8 It notes that developments should be located and designed where practical to:

- *“Prioritise pedestrian and cycle movements, and have good access to high quality public transport facilities*
- *Create safe and secure layouts that minimise conflicts between traffic and cyclists / pedestrians;*
- *Consider the needs of people with disabilities by all modes of transport”.*

3.9 Paragraph 37 states that planning policy should aim for a balance of land uses within areas, in order for people to be encouraged to minimise journey lengths for employment, leisure and education. Reducing journey lengths can encourage the use of public transport and walking / cycling.

Local Policy

Reading Borough Council Core Strategy

3.10 Reading Borough Council (RBC) adopted their Core Strategy in January 2008 and altered this in January 2015.

3.11 The Core Strategy comprises a spatial vision and strategic objective for the area.

3.12 Reading is noted as being extremely well-connected in terms of the rail system with direct connections to 360 towns and cities nationally.

3.13 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.”*

- 3.14 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.”*

Reading Borough Local Development Framework – Revised Parking Standards and Design SPD

- 3.15 The RBC Supplementary Planning Document (SPD) was adopted in October 2011 and sets out the Borough’s approach on vehicle parking provision and design.
- 3.16 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**.

Table 3.1: RBC Car Parking Standards

Land Use	Car Parking Standard	Cycle Parking Standard (Minimum)
1 Bed Flat	0.5 spaces per unit	0.5 spaces per unit
2 Bed Flat	0.5 spaces per unit	0.5 spaces per unit
3 Bed Flat	1 space per unit	1 space per unit

- 3.17 The SPD states that;

“The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence.”

- 3.18 The development proposes a reduced provision of car parking to that set out in the above table. The required standard stipulates that 72 residential spaces are required with 3 disabled spaces or 5% of the total capacity provided. The proposals include 17 disabled spaces and 5 standard spaces for the entire site. This provision has been discussed with RBC highway officers who have confirmed that given the sustainable location of the site and the surrounding parking restrictions that overspill parking would not occur and that the parking provision is considered acceptable.

Reading Local Transport Plan 3

- 3.19 The Reading Local Transport Plan (LTP) 3 covers the period from 2011-2026 and was adopted in April 2011.
- 3.20 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.
- 3.21 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.
- 3.22 RBC will continue to encourage sustainable travel whilst matching capacity with demand through the use of policy measures and network management.

Policy Appraisal

- 3.23 The site is situated in Central Reading in an area with a high level of public transport provision. The proposals relate to a mixed-use development comprising residential and commercial/employment uses.
- 3.24 The development is well-situated in the local area to encourage sustainable travel choices whilst limiting the number of car trips generated by the site due to a reduced car parking provision. The site is considered sustainable in transport terms.
- 3.25 The proposals accord with national and local policies in terms of transport.

4 DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises a residential-led mixed use scheme consisting of three buildings. One building is proposed to front onto Friar Street, one onto Greyfriars Road and the third building is proposed in the north east corner of the site.
- 4.2 The proposed development schedule is outlined below in **Table 4.1**.

Table 4.1: Proposed Development Schedule

Land Use	Quantum
Studio	1
1 Bedroom Flat	60
2 Bedroom Flat	69
3 Bedroom Flat	7
<i>Total Flats</i>	<i>137</i>
A1-A5 Retail Unit	490sqm
A1-A5 Retail/B1(a) Office/D2 Gynasium Unit	120sqm

- 4.3 The proposed site layout plans are included at **Appendix A**.

Access and Parking

- 4.4 As previously mentioned, the development will front onto both Friar Street and Greyfriars Road. On Friar Street, there will be separate pedestrian entrances for the A1-A5 retail unit and the residential block above the retail unit.
- 4.5 On Greyfriars Road, the development will provide vehicle entrances to the loading bay and basement car park as well as pedestrian entrances to the commercial/employment unit and a ramped access up to the courtyard within the centre of the development.
- 4.6 **Appendix B** demonstrates the achievable visibility splays from both the car park and loading bay accesses to the site.
- 4.7 Reading Borough Council's parking standards are summarised in **Table 4.2** below.

Table 4.2: RBC Parking Standards

Land Use	Car Parking Standard	Required Car Parking Provision	Cycle Parking Standard (Minimum)
A1-A5 Retail (490sqm)	0 Car Parking Permitted	0 spaces	1 per 6 staff plus 1/300sqm
Commercial/Employment Unit (120sqm)	1 space per 250sqm	1 space (Maximum)	(Standards Vary by Land Use)
1 Bed Flat	0.5 spaces per unit	31 spaces	0.5 spaces per unit
2 Bed Flat	0.5 spaces per unit	35 spaces	0.5 spaces per unit
3 Bed Flat	1 space per unit	7 spaces	1 space per unit
Total	-	74 spaces	-

- 4.8 The provision for disabled parking requires 3 disabled spaces or 5% of total capacity, whichever is greater for developments providing up to 200 spaces. This requires 4 disabled car parking spaces, a total of 17 shall be provided.
- 4.9 Applying the car parking standards, the development is required to provide 73 spaces for the residential units. A total of 22 spaces (17 disabled and 5 standard) spaces are proposed within the basement car park for the use of residents only. No visitor parking will be provided.
- 4.10 Whilst the proposed car parking standard is below the required car parking provision as set out in the Reading Borough Council's Revised Parking Standards and Design Document, considering the site's central location within Reading and its proximity to frequent public transport services in addition to strong pedestrian links to a wide range of amenities, this car parking provision is deemed appropriate and will not result in overspill car parking on the public highway due to the existing parking controls surrounding the area.
- 4.11 In addition to this, the applicant is willing to enter into a legal agreement to ensure that future occupants would be prohibited from obtaining on-street parking permits.
- 4.12 Furthermore, the 2011 Census data for car ownership has been retrieved for the output areas covering the site. A breakdown of the car ownership statistics is shown in **Table 4.3** and the full analysis is shown in **Appendix C**.

Table 4.3: 2011 Census Data for Car Ownership in Output Area

Category	%
No Cars or Vans in the Household	71.7%
1 Car or Van in the Household	24.6%
2 or More Cars or Vans in the Household	3.7%

- 4.13 **Table 4.3** demonstrates that for residents living in the area surrounding the site in 2011, nearly 72% of these residents did not own a car. This is representative of the strong public transport links in the area and the good pedestrian and cycling facilities which encourage sustainable transport modes. It can be seen the vast majority of residents in the area do not own a car and hence, do not require a car parking space.
- 4.14 Cycle parking will be provided in the basement of the development in sheltered and secure cycle stores. The cycle store associated with the ground floor A1-A5 retail unit will provide 10 cycle parking spaces for the use of staff which is above the recommended minimum quantum of cycle parking. Short stay parking for the retail unit can be catered for using the existing cycle parking available on Friar Street immediately outside the existing retail unit.
- 4.15 The commercial/employment unit on Greyfriars Road will have a provision of 10 cycle parking spaces in a secure cycle store within the basement. This exceeds the minimum required number of cycle parking spaces which would be 6 spaces for either A1 food land use or D2 Gym land use.
- 4.16 Residential cycle parking will be provided in secure cycle stores on the basement and ground floors and will cater for 108 cycles, which exceeds the minimum required provision of 72 cycle parking spaces. Cycle stores will provide a combination of Sheffield-type stands and double stacking stands.

Servicing

Refuse Collection

- 4.17 Separate refuse stores will be provided on the basement and groundfloors of the development for each land use.
- 4.18 Refuse collection will take place via the loading bay area with bins being wheeled to the refuse vehicle by refuse collection staff.

Deliveries

- 4.19 The proposed development will be serviced via a loading bay situated in the northwest corner of the site with access taken from Greyfriars Road.
- 4.20 This arrangement has previously been discussed with and accepted by Highways Officers at RBC following a number of alternatives including on-street loading bays and the use of the current single yellow blip loading restrictions on Greyfriars Road.
- 4.21 It is acknowledged by RBC that larger goods vehicles would need to reverse into the loading bay. It has been agreed that this will be managed by on-site staff.
- 4.22 Given the scale of the retail element of the scheme, a relatively small number of deliveries are anticipated per day and the residential/commercial elements will generate minimal deliveries each day.
- 4.23 It is anticipated that a Delivery and Servicing Plan will be required as part of planning approval. Accordingly, this will be prepared when required and include the details agreed with the planning authority.

Vehicular Site Access

- 4.24 The development will provide two vehicle site accesses; a loading bay and a car park entrance both on Greyfriars Road.
- 4.25 The visibility splays achievable from these accesses are illustrated in **Appendix B**.
- 4.26 The existing loading bay can achieve a visibility splay of 2.0m x 22.1m right out of the loading bay. An Automatic Traffic Count (ATC) survey shows that Greyfriars Road has a measured 85th percentile speed of 21.9mph, shown in **Appendix D**. The Stopping Sight Distance (SSD) for this speed is 25.6m.
- 4.27 The loading bay for the proposed development shall remain in its current location and will therefore maintain the existing visibility splay of 2.0m x 22.1m.
- 4.28 It should be noted that the number of delivery movements is expected to reduce.

- 4.29 The car park access will form a new entrance to the site and has visibility splays of 2.0m x 43m to the left and 2.0m x 27.8m to the right along Greyfriars Road. The visibility to the right of the car park is in excess of the minimum SSD for Greyfriars Road.
- 4.30 Whilst it is acknowledged that the visibility splays to the right out of the loading bay access is below the minimum SSD as set out in MfS, the proposed development does not exacerbate the existing conditions on Greyfriars Road in terms of visibility.
- 4.31 Owing to the low parking provision and the reduction of delivery trips associated with the development proposals, a full traffic accident analysis has not been carried out for Greyfriars Road. However, a review of Crashmap.co.uk reveals that a total of 3 slight accidents have occurred along the entire length of Greyfriars Road in the most recent five year period. It can be concluded that the existing situation would not be worsened by the addition of a new vehicular access point to the site as there have been minimal accidents associated with the entire length of Greyfriars Road.

Travel Plan

- 4.32 A draft Residential Travel Plan is included at **Appendix E**. The draft RTP outlines the measures the development will put into place to encourage residents to use non-car modes of transport.

5 TRIP GENERATION

- 5.1 This section sets out the methodology used to estimate the likely person trips generated by the proposed development.

Existing Site Trip Generation

- 5.2 Currently the site provides an A1 foodstore at ground level with ancillary offices and staff amenity facilities above. The foodstore provides circa 2,086sqm of floorspace with ancillary offices and staff amenities providing approximately 460sqm.
- 5.3 Following initial scoping discussions with RBC, RBC have provided recommended retail and residential trip rates to be used for the trip generation exercise included in this report. The retail TRICS output is shown in **Appendix F** and is summarised below in **Table 5.1**.

Table 5.1: Existing Site (Foodstore) Vehicle Trip Generation (2,086sqm)

	Arrival	Departure	Total
AM (08:00-09:00)	30 [1.437]	20 [0.958]	50 [2.395]
PM (17:00-18:00)	32 [1.516]	52 [2.514]	84 [4.03]
Daily	408 [19.552]	401 [19.234]	809 [38.786]

[Trip Rate in Brackets]

- 5.4 **Table 5.1** illustrates that the site, whilst not providing any car parking, had the potential to generate 50 two-way vehicle trips during the AM Peak hour and 84 two-way trips in the PM. In addition to this, the ancillary offices could generate 5 vehicle trips in the AM (5 arrivals) and 5 vehicle trips in the PM (5 departures) with a total of 33 daily two-way vehicle trips.
- 5.5 In total, the existing site has the potential to generate 55 two-way vehicle trips in the AM and 89 two-way vehicle trips in the PM peak periods with a total of 842 two-way vehicle trips.
- 5.6 It is worth noting, however, that the existing site does not provide any car parking for the use of customers and as such, is not anticipated to generate the equivalent number of vehicle trips as outlined in **Table 5.1**.

Proposed Development Trip Generation

- 5.7 Estimation of the residential trip generation associated with the site has been undertaken using information from the TRICS database, as provided by RBC.
- 5.8 The proposed development would provide 137 residential units, 490sqm of A1-A5 retail (of which, a foodstore would produce the worst case scenario in terms of trips generated) and 120sqm of either A1-A5 retail/B1(a) Office/D2 Gym use. In order to make a robust assessment of the likely number of vehicle trips for the commercial/employment unit (120sqm) a worst case scenario in terms of trips has been assumed; the largest generator of vehicle trips (B1 Office) has been assessed.
- 5.9 The trip rates are shown in **Appendix G** and the associated trips are summarised below.

Table 5.2: Proposed Development Vehicle Trips

	Arrival	Departure	Total
Residential (137 Units)			
AM (08:00-09:00)	5	2	7
PM (17:00-18:00)	0	2	2
Daily	32	30	62
A1 Convenience Foodstore (490sqm)			
AM (08:00-09:00)	7	5	12
PM (17:00-18:00)	7	12	19
Daily	96	94	190
B1 Office (120sqm)			
AM (08:00-09:00)	1	0	1
PM (17:00-18:00)	0	1	1
Daily	4	4	8
Total			
Total AM	13	7	20
Total PM	8	16	23
Total Daily	132	128	261

- 5.10 The development proposes a reduced quantum of parking from that which is typically implemented at similar developments. It can therefore be concluded that the above trips represent a robust assessment and forms a comparable analysis to that of the existing trip generation.
- 5.11 **Table 5.3** illustrates the net difference in trips between the existing site and the proposed development.

Table 5.3: Net Difference in Consented and Proposed Developments

	Arrival	Departure	Total
AM (08:00-09:00)	-22	-13	-35
PM (17:00-18:00)	-24	-41	-66
Daily	-292	-289	-581

- 5.12 From **Table 5.3**, it can be seen that the proposed development will result in a net reduction of daily vehicle trips on the surrounding highway network.
- 5.13 The trip generation exercise indicates that there would be a reduction in vehicular trips in the AM and PM peak hours in addition to a reduction in daily vehicle trips.
- 5.14 Furthermore, the quantum of retail development would be reduced significantly and the unit is less likely to be a destination in its own right and more likely to be a part of the overall town centre offer. Therefore, the proposed units should result in a higher proportion of linked trips and less primary trips.
- 5.15 Therefore, it is deemed that the development will have a positive impact on the existing highway network across the day. As a result, it is not proposed to undertake any traffic impact or junction analysis.

6 EFFECTS OF THE DEVELOPMENT

Impact of Trips on Local Transport Networks

- 6.1 An analysis of the vehicle trips generated by the site has been provided in Section 5 above. This has indicated that the proposals would reduce the number of vehicle trips generated by the site across the day and have a net benefit to the operation of the surrounding highway network.
- 6.2 The site's accessibility to public transport services is outlined in Section 2 of the report and indicates that the site is well-positioned to encourage sustainable travel choices. With excellent connections to London and other parts of the UK, Reading Rail Station is situated approximately 450m to the north of the site. In addition to this, Friar Street offers a range of bus services with a high frequency throughout the day.
- 6.3 Walking and cycling also form an important part of the development's sustainable travel modes. 128 cycle parking spaces are provided within the development for the various land uses and will encourage cycling as a viable form of travel. There is a multitude of local facilities available in the surrounding area which are complimented by strong pedestrian facilities throughout Reading.
- 6.4 Sustainable travel choices will be encouraged and monitored through the use of a Residential Travel Plan, shown in **Appendix E**.

Impact on Car Parking

- 6.5 The development at present does not provide any car parking spaces for the use of customers at the retail unit. The proposed unit will not provide any customer parking spaces; those choosing to drive to the retail unit will continue to park as previously, making use of the nearby multistorey car parking on Garrard Street or other parking nearby.
- 6.6 The development proposes a total of 22 car parking spaces (17 disabled spaces and 5 regular spaces). All spaces will be dedicated to residential uses. The development is required to provide 4 disabled spaces however 17 disabled spaces will be provided. Whilst it is acknowledged that the provision of car parking is below the recommended quantum for a Zone 1 development, the site has excellent connectivity to rail and bus services which negate

the need to own a private car, with the exception of those users who are reliant on their car for transport i.e. disabled users.

- 6.7 Therefore, this car parking provision is deemed appropriate and will not result in overspill car parking on the public highway due to the existing parking controls surrounding the area.

7 SUMMARY & CONCLUSIONS

- 7.1 Vectos are retained by CIP Property (AIP) Ltd to provide traffic and transport advice in relation to their proposed redevelopment of a site located at 52-55 Friar Street and 12 Greyfriars Road in Reading. The location of the site is illustrated in **Figure 1**.
- 7.2 The existing site provides approximately 2,086sqm A1 food retail store (Sainsburys) with ancillary offices and staff amenity facilities above the store. The site is primarily accessed via Friar Street with a loading bay to the rear of the site which is accessed from Greyfriars Road.
- 7.3 The development proposal comprises 137 residential units split across 3 buildings of between 7 and 10 storeys above street level. Architect's plans of the proposed development are included at **Appendix A**. Building C, which fronts onto Friar Street, will maintain 490sqm of A1-A5 retail floorspace and Building A will provide approximately 120sqm of commercial/employment floorspace. The basement of the development will provide car parking via a dedicated car park entrance off Greyfriars Road. Cycle parking will be provided at basement and ground floor levels for residents and users of the commercial units.
- 7.4 The site is located in central Reading, very close to a plethora of amenities including excellent public transport, cycling and walking facilities.
- 7.5 Scoping discussions with RBC have been carried out in which the trip generation, on-site car parking provision, site accessibility and servicing arrangements were outlined. RBC highways officers have confirmed that the principles of servicing via the loading bay and the car and cycle parking provision are acceptable.
- 7.6 The development will provide 17 disabled spaces and 5 standard car parking spaces in the basement. This is a reduced provision to that recommended by RBC parking standards. However, due to the site's central location, the reduced quantum of car parking is considered acceptable as other, more sustainable modes of transport are readily available in the immediate vicinity of the site. The site will also provide 108 residential cycle parking spaces and 20 cycle parking spaces for the commercial/employment uses. This will be supported by a draft Residential Travel Plan.
- 7.7 Servicing arrangements have been discussed with RBC and several options put forward. RBC's preferred option of an off-street loading bay off Greyfriars Road has been taken on

board. It is anticipated that a Delivery and Service Plan will be required as a planning condition.

- 7.8 Vehicular access to the site will be from Greyfriars Road. The existing visibility to the loading bay will be maintained. Visibility splays for the car park access comply with the minimum sight stopping distances for the measured speeds on Greyfriars Road.
- 7.9 The development proposals will result in a net reduction of vehicle trips across the day in comparison to the existing site trip generation, benefitting the operation of the surrounding highway network. Accordingly, no traffic modelling has been carried out on the local highway network.
- 7.10 In view of the above, the development proposals are considered sustainable in transport terms and will not result in a material impact on the operation of the local highway network.



Key:



Site Location

CIP Property (AIPT) Ltd

Friar Street, Reading

Strategic Site Location Plan

SCALES:

NTS

DRAWN:
BB

CHECKED:
KH

DATE:
26/08/16

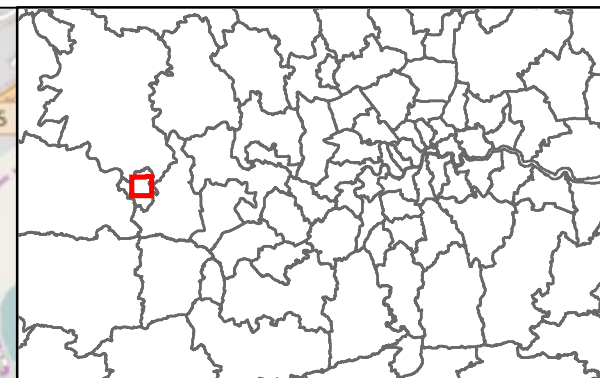
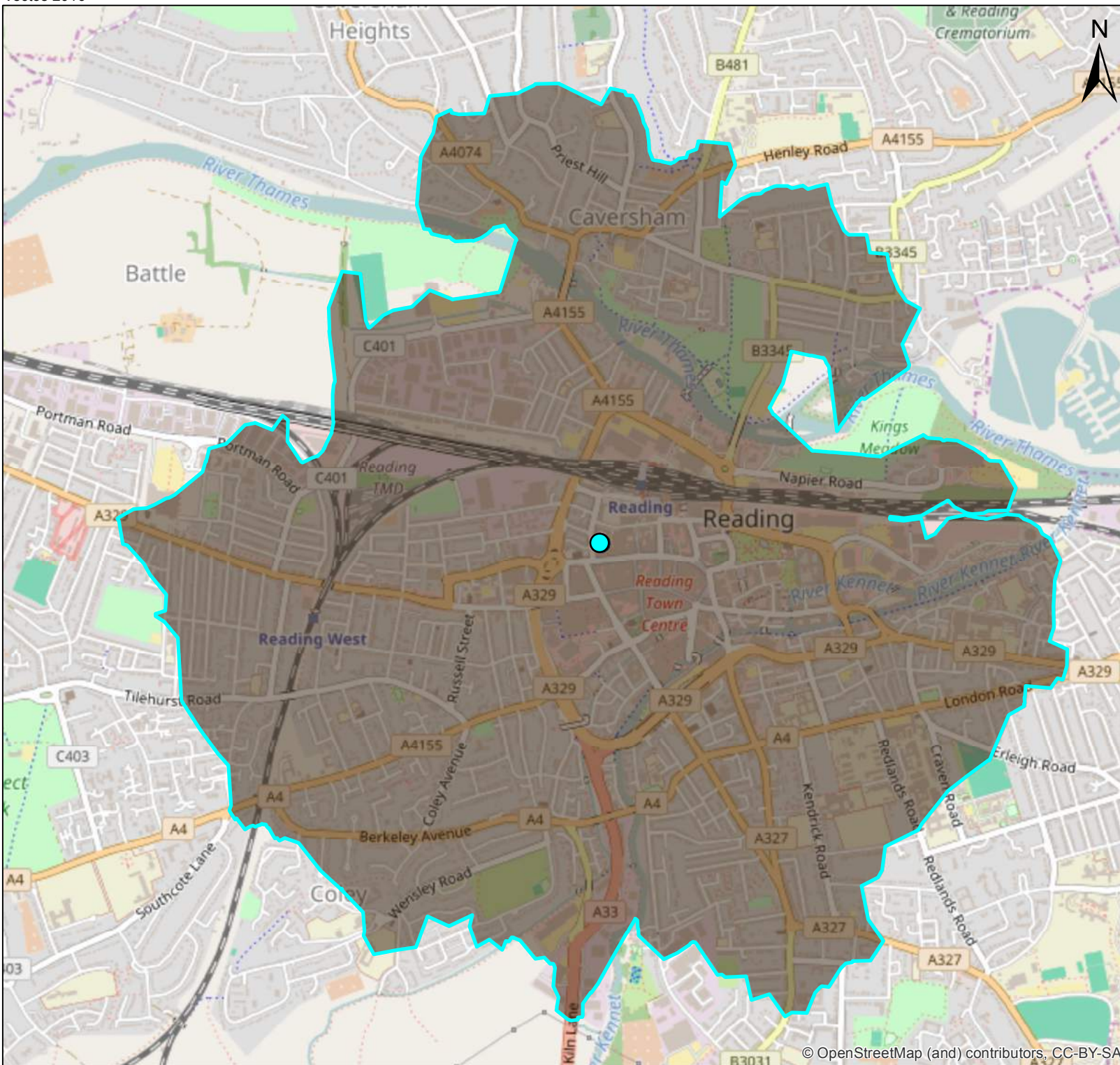
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Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE:

Figure 1



Legend

-  Site Location
 2km Walking Distance

CIP Property (AIPT) Ltd

**52-55 Friar Street & 12 Greyfriars Road,
Reading**

2km Walking Isochrone Plan



FIGURE:

Figure 3

DRAWN BY:

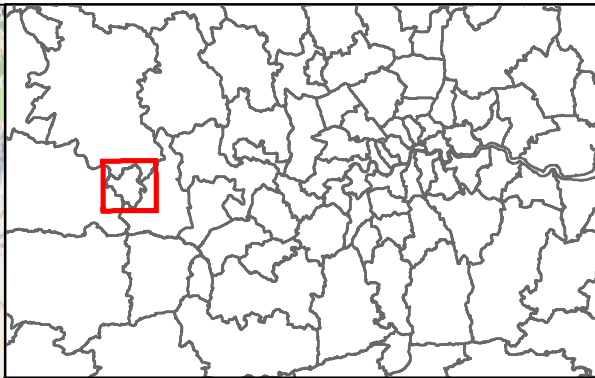
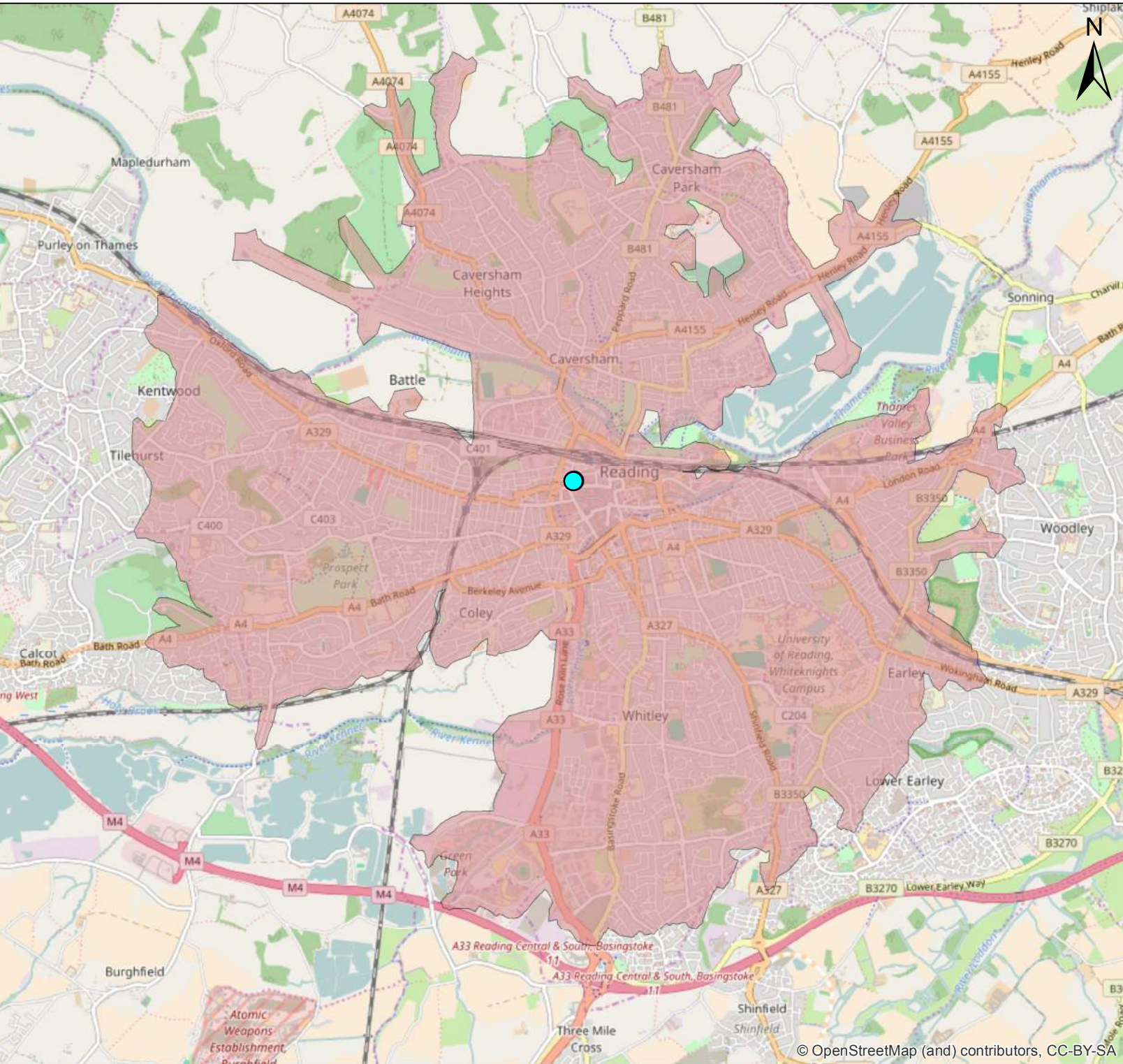
BB

CHECKED BY:

KH

DATE:

07/11/2016



- Legend
-  Site Location
 -  5km Cycling Distance

CIP Property (AIP) Ltd

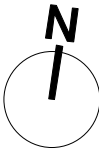
52-55 Friar Street & 12 Greyfriars Road,
Reading

5km Cycling Isochrone Plan

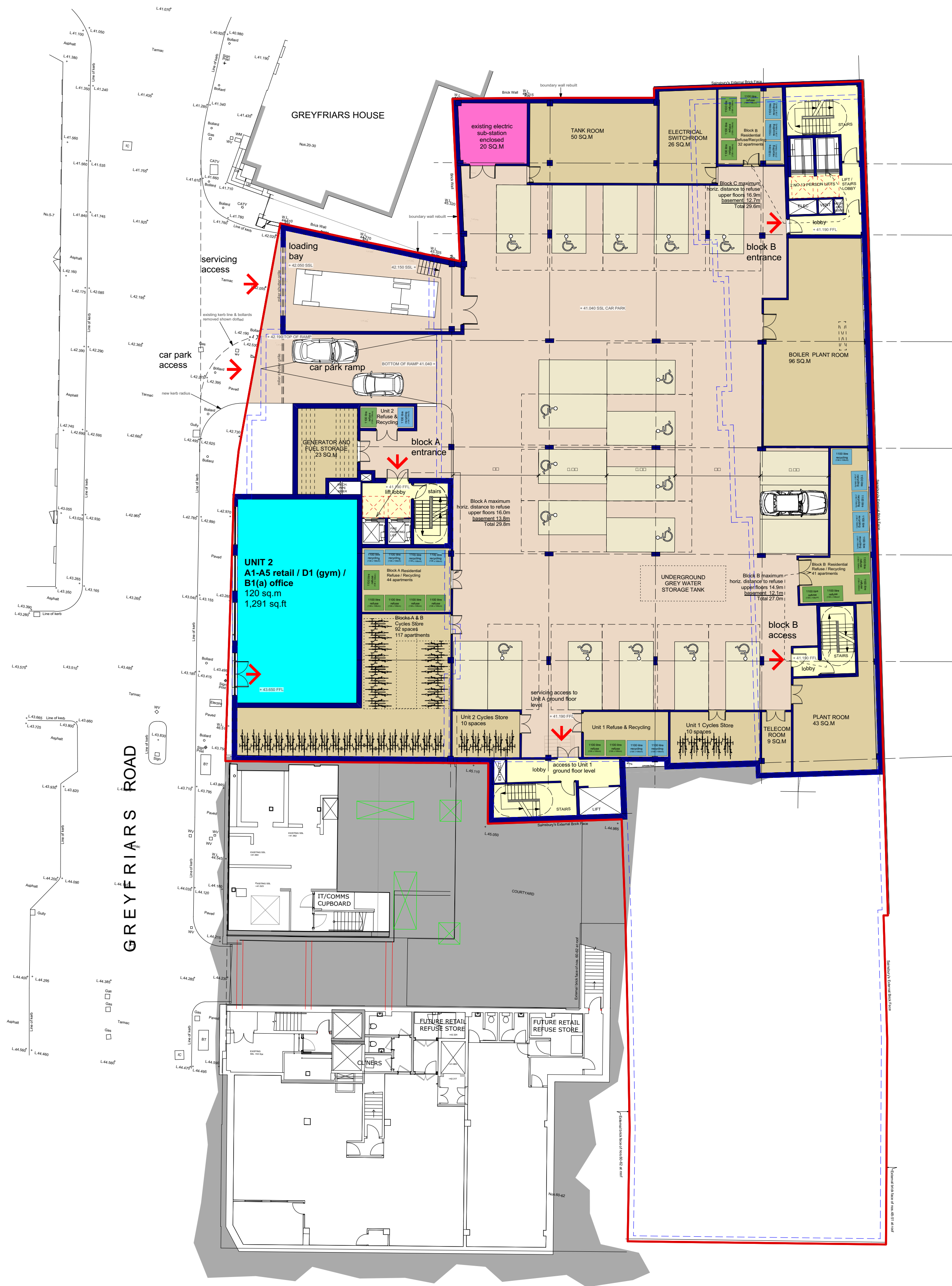


FIGURE:		
Figure 4		
DRAWN BY:	CHECKED BY:	DATE:
BB	KH	07/11/2016

APPENDIX A



0 5 10 M



PLANNING

REV.	DATE	DESCRIPTION
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PROJECT
52-55 FRIAR STREET
& 12 GREYSTREETS ROAD
READING

DRAWING
PROPOSED
BASEMENT LEVEL PLAN

CLIENT
CIP PROPERTY (AIP) LTD

SCALE
1:200 @ A1

DRAWN
FM

DATE
Oct 2016

CHECK
PW

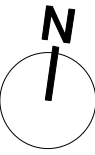
DRAWING No.
1509-PL3-10

REVISION
B

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E. lda@ldaarchitects.co.uk



0 5 10 M



PRELIMINARY
PLANNING

REV.	DATE	DESCRIPTION
PROJECT 52-55 FRIAR STREET & 12 GREYFRIARS ROAD READING		
DRAWING PROPOSED COURTYARD LEVEL PLAN		
CLIENT CIP PROPERTY (AIP) LTD		
SCALE 1:200 @ A1		DRAWN FM
DATE Oct 2016		CHECK PW
DRAWING No.		REVISION
1509-PL3-11		A
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LDA
Chartered Architects

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APPENDIX B

Ben Brogan

From: Hussain, Nagvinder <Neg.Hussain@reading.gov.uk>
Sent: 12 September 2016 13:39
To: Kamran Haider
Cc: Markwell, Jonathan; Ben Brogan
Subject: 161065 - Land at 52-55 Friar St & 12 Greyfriars Rd, Reading

Good Afternoon

In response to your email dated 07/09/2016.

Each proposal is reviewed independently as there are often issues pertinent only to a specific site. Therefore I cannot comment on the Jacksons Corner development as there were other factors taken into consideration when decisions were made on this development.

With regards to the Friar Street development (Pre App 161065). Following a review of the options you put forward and discussions with Darren Cook and Network Management I can confirm that drawing 162197/AT/A02 which shows the loading bay within the site would be the Councils preferred option as this allows for off street servicing.

Should a full application be submitted we would require a service management plan detailing the proposed delivery arrangements and use of loading bay including the use of a banksman.

Kind Regards

Neg Hussain
Transport Development Control Advisor
Transport | Directorate of Environment and Neighbourhood Services (DENS)

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Reading
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From: Kamran Haider [mailto:Kamran.Haider@vectos.co.uk]
Sent: 07 September 2016 18:13
To: Hussain, Nagvinder

Cc: Markwell, Jonathan; Ben Brogan

Subject: RE: 161065 - Land at 52-55 Friar St & 12 Greyfriars Rd, Reading

Hi Neg

Thank you for your comments. I would like to discuss this with you in more detail, hopefully tomorrow.

The proposed uses would involve less intensive servicing requirements than the existing Sainsbury's store, particularly as it will have a strong residential element. The commercial uses will be modest and for schemes of this nature, a large dedicated off-street servicing area should not be necessary. We are aware of another scheme in Reading town centre (at Jackson's Corner) that has employed an on-street servicing approach. This includes provision for on-street loading along Kings Road (which is also used by buses and therefore seems to involve a similar situation).

I have mentioned the on-street option in my previous email and there does appear to be sufficient kerb space to accommodate this on Greyfriars Road. This function is supported by the existing restrictions and therefore we would not necessarily need to change any of the existing restrictions. I am assuming that if no loading was acceptable on Greyfriars Road, the existing restrictions would have reflected this.

Notwithstanding the above, I have also attached two other options as follows:

1. Drawing 162197/SK/01 shows a loading bay on Greyfriars Road, which utilises a shared space area. This has the benefit of reducing the area of carriageway taken up by service vehicles when occupied but also retains the full footway when not occupied. The remaining carriageway width would still be 6.0 metres, thereby allowing two vehicles to pass. On-street servicing also provides an opportunity to improve the pedestrian realm in front of the existing site access, which is relatively wide to accommodate large foodstore vehicles.
2. Drawing 162197/AT/A02 shows a loading bay within the site. This will require vehicles to reverse into the loading bay, although as noted previously this will be relatively infrequent. A Delivery and Servicing Plan can be prepared to ensure that deliveries in peak hours are avoided.

I will try to give you a call tomorrow to discuss.

Kind Regards

Kamran

Kamran Haider

Associate Director

Vectos

020 7580 7373 (T) 07729 711 938 (M)

Network Building, 97 Tottenham Court Road, London, W1T 4TP

From: Hussain, Nagvinder [<mailto:Neg.Hussain@reading.gov.uk>]

Sent: 01 September 2016 16:28

To: Kamran Haider <Kamran.Haider@vectos.co.uk>

Cc: Markwell, Jonathan <Jonathan.Markwell@reading.gov.uk>

Subject: 161065 - Land at 52-55 Friar St & 12 Greyfriars Rd, Reading

Good Afternoon Kamran

Darren Cook has forwarded your recent email to me with regard to the delivery area for the above development.

As previously stated in my Transport comments the pre-existing provision of the delivery area must be retained.

Grey Friars and the adjoining Roads host a mix of commercial and residential properties as well as a main bus route to the station. Parking restrictions in the form of yellow lines, loading restrictions and permit parking is used to control and manage an area of high traffic movement.

Section 4 of the parking standards states that loading bays will be assessed against its own merits. Therefore to reiterate and quote paragraph 4.8 of the Geometric Design Guidance for Residential Accesses on to Classified Roads and Commercial Accesses on to Adopted Roads.

“All new commercial developments accessed from an adopted road, will be required to be provided with an adequate turning area to enable service vehicles including refuse vehicles and articulated vehicles the ability to enter and leave the site in a forward gear. If such an area is not provided it is likely that an objection to the proposals will be forthcoming”.

You have highlighted that the current on carriageway restrictions allow for deliveries during certain times however we cannot accept any increase in on street servicing within the town centre area especially as an on-site loading and turning area is currently provided.

I hope I have been able to address your query.

Kind Regards

Neg Hussain

Transport Development Control Advisor

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From: Kamran Haider [<mailto:Kamran.Haider@vectos.co.uk>]

Sent: 31 August 2016 16:40

To: Cook, Darren

Cc: Ben Brogan

Subject: RE: Land at 52-55 Friar St & 12 Greyfriars Rd, Reading

This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Hi Darren

Apologies for the delay in getting back to you. The scheme has been evolving and we are clearer on the servicing strategy that we would like to discuss with you.

As you are aware, the site is currently occupied by a foodstore (c. 2060 sqm GEA).
The proposals currently involve c.140 residential units, 540 sqm A1 food retail and 120 sqm B1 office.

In terms of servicing movements the proposals are expected to result in a reduction of vehicle trips and should involve smaller vehicles. The proposed strategy involves utilising existing on-street space, which currently incorporates single yellow line parking restrictions and single yellow loading bars to denote that loading is permitted outside peak hours. I have attached a plan showing the areas adjacent to the site where loading could take place. A Delivery and Servicing Plan could also be prepared to ensure that the commercial uses manage deliveries appropriately.

I would be grateful for your thoughts on this. Please do not hesitate to contact me if you have any queries or would like to discuss.

Kind Regards
Kamran

Kamran Haider
Associate Director
Vectos
020 7580 7373 (T) 07729 711 938 (M)
Network Building, 97 Tottenham Court Road, London, W1T 4TP

From: Kamran Haider
Sent: 03 August 2016 11:00
To: darren.cook@reading.gov.uk
Cc: Ben Brogan <ben.brogan@vectos.co.uk>
Subject: Land at 52-55 Friar St & 12 Greyfriars Rd, Reading

Hi Darren

It was good to discuss the scheme above with you yesterday. I am awaiting an updated plan and floor area figures from the architect. Once I get this I will forward them on to you with an explanation of the proposed servicing arrangements for discussion.

Further to our conversation I would be grateful if you could let me know whether Reading Borough Council has traffic count data for Caversham Road (both the A329 and A4155 sections) – see attached. If you do have this, we are keen to obtain it quickly.

Kind Regards
Kamran

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Ben Brogan

From: Cook, Darren <Darren.Cook@reading.gov.uk>
Sent: 08 November 2016 11:15
To: Ben Brogan
Cc: Kamran Haider; Hussain, Nagvinder; Markwell, Jonathan
Subject: RE: Land at 52-55 Friar Street & 12 Greyfriars Road, Reading
Attachments: 162197_AT_B01 Rev A - Swept Path - Proposed Car Park - SDV.PDF; 1509 PL3-10-Basement Plan.pdf; 1509 PL3-11-Courtyard Ground Floor Plan.pdf; 162197_SK_01 - Potential Loading Bay.pdf; N01-BB-Scoping Note.pdf; 161065 55 Friar Street Existing retail use Trip Rates.pdf; 161065 55 Friar Street proposed residential trip rates.pdf

Hi Ben,

I apologise for the delay in responding to you in relation to the attached drawings and Transport Scope. My comments on these can be found below:

Trip Generation

In principle I am happy that the proposed development would result in fewer vehicle trips to and from the site, however I am concerned with the high level of trips that are anticipated for the proposed retail use given that only 3 spaces will be allocated to this use. I can only assume this allows for some allocation for customers, but given the town centre location I am happy that all the car parking is allocated to staff with customers utilising the Town Centre parking as would be the current situation. This will also help with the management of the parking area and ensure that overspill parking within the car parking is limited.

It is stated that the site currently has no car parking but the existing retail use has been identified as having extremely high trip rates. I have reviewed the sites used within TRICS and these are smaller convenience stores which is not the case for the existing use. The existing store is more akin to a between a convenience store and a superstore, I have therefore reviewed the TRICS database and have identified some sites that are more comparable to the existing store and these can be found attached, these result in fewer vehicle trips to the site than identified in the Scoping Note but I still think that these would be in excess of the current operation. You will note that my deselection reason has been stipulated as the number 1, but this was for speed of getting a response to you, the deselection reasons are not comparable in size, location or parking provision. The current store is unlikely to be used as a facility that people would drive to as to undertake their weekly shop, but is more akin to an ancillary use for people in the town centre area purchasing top up goods throughout the week. Anybody travelling to the store as a their primary trip are likely to be doing so by walking or by bus and be local to the town centre area.

I am happy that these trip rates are also utilised for the proposed retail floor area.

Residential trip rates have also been reviewed and I do have concerns over some of the sites given that some had no car parking and others had extensive parking that would result in higher vehicle trips. I have therefore assessed the TRICS database and I have produced trip rate data which can be found attached, these are only from two sites but they are more comparable to that included within the scoping note.

I am happy that the office trip rates are acceptable.

Parking

I am happy that given the sustainable location of the site and the surrounding parking restrictions that overspill parking would not occur. As mentioned within my colleagues formal response no permits will be issued to any of the proposed dwellings.

The level of cycle parking appears to be acceptable however I have not reviewed the drawings in detail to ensure that all the spaces have adequate manoeuvrability.

Refuse / Servicing

Further to our previous discussions it is noted that an on-site loading facility is to be provided, this does require reversing movements to / from the Public Highway but this has been accepted.

Plans indicate the provision for bin storage and recycling in the car parking area which would be serviced via the loading bay area. Bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings and it appears that the storage areas are located in excess of these standards.

I trust you will find this advice useful but please be aware that this is an officer response and is made without prejudice to the formal determination of any subsequent planning application by this Council, as the local Planning Authority.

If you have any further questions then please do not hesitate to contact me.

Kind regards,

Darren Cook

Transport Development Control Manager

Transport | Directorate of Environment and Neighbourhood Services (DENS)

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From: Ben Brogan [mailto:ben.brogan@vectos.co.uk]

Sent: 19 October 2016 17:25

To: Cook, Darren

Cc: Kamran Haider

Subject: Land at 52-55 Friar Street & 12 Greyfriars Road, Reading

Importance: High

This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Dear Darren,

In relation to the mixed use redevelopment of the site referred to as 52-55 Friar Street & 12 Greyfriars Road, the building layout has now been finalised as we wish to seek your agreement on the highways matters pertinent to the scheme.

The final scheme proposes 1 no. studio, 66 no. 1 bedroom, 69 no. 2 bedroom and 3 no. 3 bedroom apartments (totalling 139 residential units) in addition to 120sqm of commercial or employment floorspace (A1-A5 retail/D1 gym/B1a office) in one unit at basement level and 492sqm of commercial floorspace(A1-A5 retail) in a separate unit on ground floor level. Please see attached site layout plans for basement and ground floors.

The site is situated in the 'Central Core Area' – Zone 1 within Reading which is characterised as having the best transport hubs and the largest proportion of public car parking spaces. The development proposes a total of 23 car parking spaces (17 disabled spaces and 6 standard spaces) within the basement of the site, for all uses on site. 1 car parking space will be assigned for the use of the office occupants, 3 disabled spaces will be assigned to customers of the retail unit and the remainder will be for the use of residents. As the development provides less than 200 spaces, the site is required to provide 3 disabled spaces, which shall be exceeded. Considering the excellent accessibility of the site by non-car modes, the above car parking provision for all uses on site is deemed reasonable.

I attach **Drawing 162197_AT_B01 Rev A** which illustrates the swept path of a standard design vehicle throughout the car park. This demonstrates that a standard design vehicle can manoeuvre within the car park. We also recommend that for the 8 disabled bays in the centre of the park, the most northwest bay be moved to the southwest corner of the car park as shown in the below image. Whilst this will not alter the available space for vehicles entering the car park, it will remove the hatched area surrounding the disabled bay which will allow more flexibility for drivers entering the car park.



In relation to cycle parking, the site will provide sheltered and secure cycle parking spaces within the basement. The site shall provide;

- 72 spaces on the basement and ground floors for residential uses.
- 4 spaces for the basement commercial unit (120sqm).
- 8 spaces for the ground floor retail unit (492sqm with approximately 20 staff).

Each land use on-site provides in excess of the minimum cycle parking required.

Servicing of the site would take place via the loading bay in the north west corner of the site, as per the existing arrangements. As per our discussions with you, this is the preferred option of RBC following a range of possible solutions outlined previously by Vectos.

Please can you review the attached final basement and ground floor layouts considering the car and cycle parking provision. We welcome your comments at your earliest convenience. Could you also provide us with your comments relating to the submitted Transport Scoping Report which I issued to you on 22/09/16.

Should you require any additional information, please do not hesitate to contact myself.

Many thanks

Ben

Ben Brogan
Transport Planner



020 7580 7373 (T)
ben.brogan@vectos.co.uk

Network Building, 97 Tottenham Court Road, London, W1T 4TP



A DIFFERENT TYPE OF TRANSPORT PLANNING



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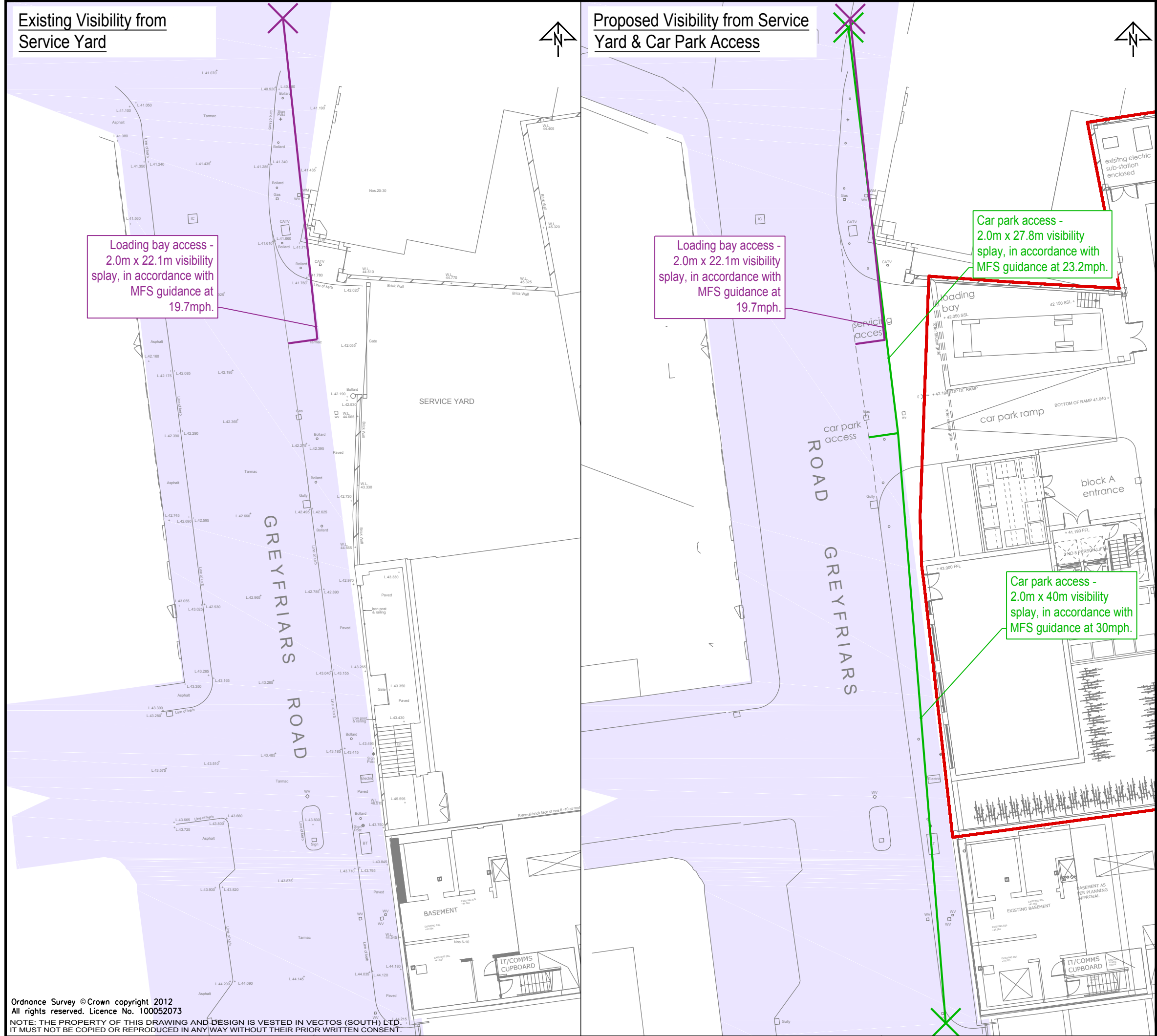
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APPENDIX C



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on LDA Architects layout: 1509 LDA Issue 2016-10-07 Plans

Legend: Highway maintainable at public expense

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT: Aviva Investors Pensions Limited

PROJECT: Friar Street, Reading

DRAWING TITLE: Visibility Comparison

SCALES: 1:250 at A3

DRAWN: TF	CHECKED: BB	DATE: 02.11.2016
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vectoros
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectoros.co.uk

DRAWING NUMBER: 162197/SK/03	REVISION: .
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APPENDIX D

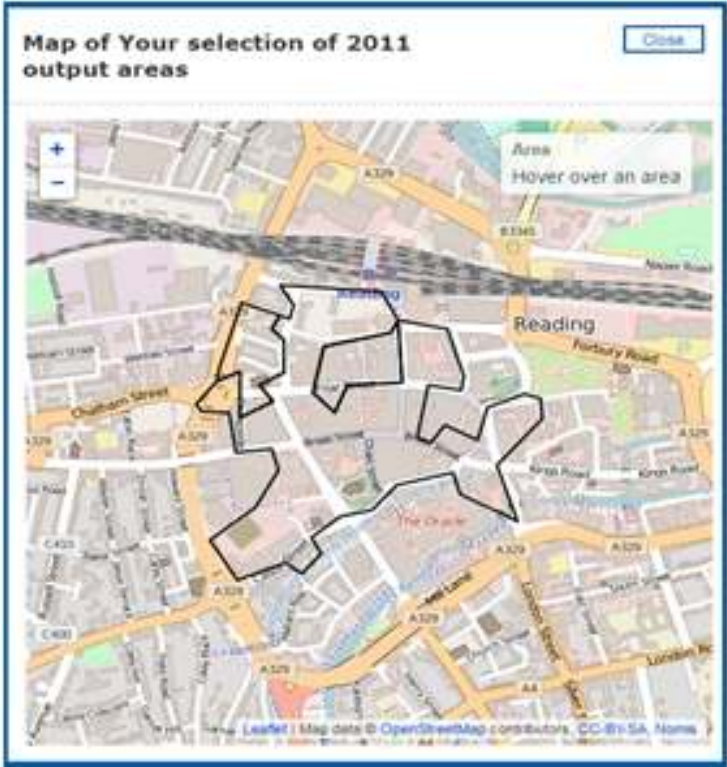
LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population	All households
units	Persons
date	2011
area type	2011 output areas
area name	
accomodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

No of Usual Residents in Households	All categories: Car or van availability	%	No cars or vans in household	%	1 car or van in household	%	2 or more cars or vans in household	%
All categories: Number of usual residents aged 17 or over in household	350	100%	251	72%	86	25%	13	4%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geog



APPENDIX E

CIP Property (AIPT Ltd)

**52-55 Friar Street and 12 Greyfriars Road,
Reading**

Draft Residential Travel Plan

November 2016

Contents

1	INTRODUCTION.....	1
2	SITE ASSESSMENT	2
	Site Location	2
	Non-Car Accessibility.....	2
	Summary	5
3	OBJECTIVES AND TARGETS	6
	Objectives.....	6
	Targets	7
4	MEASURES AND INITIATIVES	9
	Introduction.....	9
	Measures.....	9
5	TRAVEL PLAN STRATEGY.....	12
	Management	12
	Funding.....	12
	TPC Responsibilities	12
	Marketing Strategy	13
6	MONITORING AND REVIEW	15
	Monitoring.....	15
	Reporting.....	15
7	ACTION PLAN	16

Figures

- Figure 1 - Strategic Site Location Plan
- Figure 2 - Local Site Location Plan
- Figure 3 - 2km Walking Isochrone Plan
- Figure 4 - 5km Cycling Isochrone Plan

1 INTRODUCTION

- 1.1 Vectos are retained by CIP Property (AIPT) Ltd to provide traffic and transport advice in relation to their proposed redevelopment of a site located at 52-55 Friar Street and 12 Greyfriars Road in Reading. The location of the site is illustrated in **Figure 1**.
- 1.2 The existing site provides approximately 2,086sqm A1 food retail store (Sainsburys) with ancillary offices and staff amenity facilities above the store. The site is primarily accessed via Friar Street with a loading bay to the rear of the site which is accessed from Greyfriars Road.
- 1.3 The development proposal comprises 137 residential units split across 3 buildings of between 7 and 10 storeys above street level. Architect's plans of the proposed development are included at **Appendix A**. Building C, which fronts onto Friar Street, will maintain 490sqm of A1-A5 retail floorspace and Building A will provide approximately 120sqm of commercial/employment floorspace. The basement of the development will provide car parking via a dedicated car park entrance off Greyfriars Road. Cycle parking will be provided at basement and ground floor levels for residents and users of the commercial units.
- 1.4 This draft Residential Travel Plan (RTP) is one of a series of documents that have been prepared on behalf of the Site Owner to support a planning application for the redevelopment of the Site. The RTP sets out the overarching principles to be adopted to promote sustainable travel by future residents to/from the site.
- 1.5 The RTP has been prepared with the benefit of our knowledge and experience gained through working on similar developments.
- 1.6 The remainder of this document is structured as follows:
- Section 2 – outlines the options for accessing the site by sustainable modes;
 - Section 3 – sets out the objectives and targets of the RTP;
 - Section 4 – sets out the measures and initiatives;
 - Section 5 – outlines the RTP strategy including how it will be managed;
 - Section 6 – outlines the monitoring and review programme; and
 - Section 7 – presents the Action Plan

2 SITE ASSESSMENT

Site Location

- 2.1 The site is situated in central Reading on the corner of Friar Street and Greyfriars Road. The surrounding area is characterised primarily as retail with commercial properties lining both sides of Friar Street. Greyfriars Road caters mostly for employment uses with a high concentration of office buildings. There are also residential cul-de-sacs situated off Greyfriars Road at Sackville Street and Vachel Road.
- 2.2 **Figure 1** shows the location of the site in the wider context, while **Figure 2** shows the site in the local context.
- 2.3 At present, the site is occupied by a food retailer (Sainsburys) and provides approximately 2,086sqm of retail floorspace (A1) with 460sqm of ancillary office space and staff amenity above ground floor. The site provides an off-street loading bay accessed from Greyfriars Road via a single access point. The site does not provide car parking. Customers choosing to drive to the existing retail unit could make use of the nearby multi-storey car park at Garrard Street.

Non-Car Accessibility

Walking

- 2.4 It is generally accepted that there is significant potential for walking to replace the car for short journeys, particularly those under 2 km. A key factor in whether this is realised is the quality of the available routes for pedestrians.
- 2.5 A plan showing the extent of a 2km walking radius from the site is illustrated in **Figure 3**.
- 2.6 There are footways on both sides of Friar Street; the northern side provides a footway of approximately 4m in width, not including the space allocated to bus shelters and on the southern side the footway is approximately 3m in width. The footway on both sides of Friar Street provides a smooth and level tiled surface with tactile paving at all crossing points.
- 2.7 On Friar Street there are formal signalised crossing points at the junctions of Greyfriars Road and Station Road which provide dropped kerbs, tactile paving, push call buttons and a

demarcated surface. Friar Street also provides informal crossing points which improve the accessibility of the street to pedestrians travelling between Friar Street and Broad Street or Reading rail station. These informal crossing points take the form of a built-out kerb which reduces the distance a pedestrian has to cross the street and also provides dropped kerbs and tactile paving to assist sensory-impaired users.

- 2.8 Greyfriars Road provides footways on both sides of the carriageway. The quality of the surfaces is good along the entirety of the link. Dropped kerbs are provided at junctions and footways are approximately 3m in width on the eastern side and approximately 2m on the western side. There are no formal pedestrian crossing points on Greyfriars Road.
- 2.9 The pedestrian facilities in the vicinity of the site are deemed to be conducive to walking and provide a safe environment for users.

Cycling

- 2.10 It is generally accepted that cycling has the potential to substitute for car trips of less than 5 km. A key factor in whether this is realised is the quality of the available routes for cyclists.
- 2.11 A plan showing the extent of a 5km cycling distance from the site is illustrated in **Figure 4**.
- 2.12 A number of existing cycle routes are provided in the local area. Friar Street, Greyfriars Road, West Street and Great Knollys Street are all designated as on-road routes recommended for cyclists.
- 2.13 In the wider context of Reading, National Cycle Route 5 runs along the banks of the River Thames to the north of the site and connects Reading, Holyhead and Birmingham. In addition to this, National Cycle Route 4 runs alongside the River Kennet and is accessed via Bridge Street to the south of the site and connects London with Bath Bristol and Swansea via Reading.
- 2.14 The cycle facilities surrounding the site are deemed to be conducive to cycling.

Public Transport

- 2.15 The site is well served by public transport with rail and bus services available within a 5 minute walk from the site. A plan showing the local public transport facilities is shown in **Figure 2**.

Bus Services

- 2.16 The site is well served by bus with bus stops situated immediately outside of the site on Friar Street and opposite the site on Greyfriars Road. The bus services operating from these stops are listed below in **Table 2.1**.

Table 2.1 Bus services from Friar Street and Greyfriars Road

Bus	Route	Weekday AM Frequency	Weekday PM Frequency	Saturday Peak Frequency	Sunday Peak Frequency
11	Central Reading – Coley Park	20 mins	20 mins	20 mins	20 mins
21	Central Reading – Lower Earley	6 mins	7 mins	15 mins	20 mins
22	Central Reading – Caversham Heights	20 mins	30 mins	30 mins	60 mins
23	Central Reading – Caversham Heights	20 mins	20 mins	30 mins	30 mins
24	Central Reading – Emmer Green	30 mins	20 mins	20 mins	30 mins
25	Central Reading – Peppard Common	30 mins	30 mins	30 mins	60 mins
27	Central Reading – Amersham Road	30 mins	30 mins	30 mins	60 mins
29	Central Reading – Amersham Road	30 mins	30 mins	30 mins	60 mins
128	Wokingham – Reading	60 mins	60 mins	60 mins	-
129	Wokingham – Reading	40 mins	30 mins	-	-
143	Reading – Upper Basildon (Circular)	120 mins	120 mins	120 mins	-
X39	Oxford – Reading	60 mins	60 mins	60 mins	60 mins
X40	Oxford - Reading	60 mins	60 mins	60 mins	60 mins

- 2.17 Additional bus stops are located nearby on Friar Street with further bus services.
- 2.18 As demonstrated in **Table 2.1**, the site is extremely accessible by bus.

Rail Services

- 2.19 Reading Rail Station is situated to the north of the site at Station Hill, approximately 450m from the site entrance on Friar Street. Reading rail station provides frequent connections to London Paddington, Oxford, Bristol Temple Meads, Gatwick Airport and Cardiff Central, amongst many others. The station provides excellent connectivity to the site by rail.

- 2.20 **Table 2.2** below provides a summary of the rail services operating from Reading Rail Station on a number of key routes.

Table 2.2: Reading Rail Station Services

Destination	AM Peak Hour Frequency (08:00-09:00)	PM Peak Hour Frequency (17:00-18:00)
London Paddington	4 minutes	5 minutes
Ealing Broadway	30 minutes	12 minutes
Oxford	10 minutes	10 minutes
Swansea	60 minutes	60 minutes

- 2.21 As shown in **Table 2.2**, Reading rail station provides frequent rail services to key destinations with connections to London Paddington comprising both slow and non-stop direct train services.

Car Clubs

- 2.22 A Car Club is a membership based service which allows drivers to hire a vehicle for a short duration (typically by the hour). Car Clubs provide numerous vehicles around several cities in convenient locations, largely residential areas. The scheme saves the user the additional costs and inconveniences of owning or using their own car, and means that they have easy access to a car for those occasional journeys which necessitate the use of a car.
- 2.23 Carvenient Car Club operates in Reading and provides a hire car in the Garrard Street multistorey car park, approximately 200m north of the site.
- 2.24 Co-wheels Car Club provides one vehicle at Reading Council Magistrates Courts approximately 550m south of the site.

Summary

- 2.25 The site is extremely well-located to encourage a sustainable pattern of movement. Residents, employees and visitors would be able to access the site through a wide choice of non-car modes thereby promoting a car-free development.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the RTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the RTP can be found in **Section 6**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which should be reached within the period covered by this RTP. In addition, interim targets have been set.

Objectives

3.2 The objectives of this RTP are two-fold. Firstly to increase awareness of sustainable travel modes available to residents and secondly to reduce the dependence of residents on travelling by car to and from the development. Therefore, more specifically, the objectives of this RTP are to:

- Increase resident awareness of the advantages and availability of sustainable modes of transport over the car;
- Introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and therefore,
- Limit unnecessary or unsustainable use of the car for journeys to and from the Site by residents.

3.3 The objectives will assist in reducing CO2 emissions produced by residents of the Site and therefore mitigate against the impact of the proposed development. In addition, should residents be encouraged to travel by active modes, such as walking and cycling, this will contribute to a healthier population.

Targets

3.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in Section 6) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

3.5 Targets come in two forms – Action Targets and Aim Targets:

- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
- **Aim Targets** are quantifiable and in the case of this RTP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The Action Targets for this RTP are:

- To appoint a Travel Plan Coordinator (*see Travel Plan Strategy, Section 5*)
- To coordinate baseline travel surveys (*see Monitoring and Review, Section 6*)

Aim Targets

3.7 **Table 3.1** outlines the Aim targets set out for the Site. These are set to measure progress towards the main objectives over five years. As discussed previously, in the absence of existing data for the development, the 2011 Census Journey to Work data for the super output area (lower level) covering the site has been used to inform the pre-occupation baseline.

3.8 A baseline residential travel survey will subsequently be undertaken upon reaching 75% occupancy. This will form the results of the Year 0 survey, representing all types of journeys to/ from the Site.

3.9 This RTP recognises that it is not possible to set out accurate targets for the future, even when based on actual mode share data (i.e. once the baseline survey has been undertaken). Given this, it should be acknowledged that the targets will change over time as results from on-going monitoring become available. Targets will be finalised and written into the Travel Plan once the travel surveys have been completed, the results analysed and discussions have been held with RBC Travel Plan Officers.

Table 3.1 – Assumed Development Modal Split and Post Travel Plan Implementation Target Split

Mode	Baseline (Year 0)	Residential Target Split		
		Year 1	Year 3	Year 5
Active Travel Modes*	36%	36%	38%	40%

**Includes walking and cycling travel modes*

- 3.10 On the basis that the only car parking to be provided on site is 17 disabled and 5 standard parking spaces for residents at the site, and future residents will be prevented from applying for on-street parking permits, it is not considered appropriate for the Travel Plan to target a reduction in car driver mode share.
- 3.11 Therefore the Travel Plan concentrates on increasing the Active Travel mode share i.e. walking and cycling.

4 MEASURES AND INITIATIVES

Introduction

- 4.1 This section of the RTP outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of these measures, including both 'hard' and 'soft' measures, is considered to be the core of the Plan.

Measures

Travel Plan Management and Promotion

- 4.2 A Travel Plan Coordinator (TPC) will be appointed who will be responsible for overseeing the implementation of the Travel Plan. The TPC will provide personalised travel planning advice to residents should they require this service, as well as providing a Welcome Pack to all new residents.
- 4.3 This Welcome Pack will contain information regarding:
- Walking and cycling routes;
 - Public transport timetables and routes ;
 - Public transport interchange locations;
 - Public transport fare and season ticket information;
 - Journey Planner tools;
 - Car Club locations;
 - Contact details for the TPC;
 - Brief overview of the Travel Plan.
- 4.4 The TPC will investigate the possibility of providing incentives within the Welcome Pack such as discount vouchers for local bicycle retailers or pre-loaded travel cards. The TPC will be required to liaise with local retailers and RBC regarding these incentives.
- 4.5 In addition to providing travel information in Welcome Packs, the same information will be provided on noticeboards located in prominent locations throughout the Site. The TPC will be responsible for ensuring these noticeboards remain up-to-date and will replace information which is no longer accurate.

- 4.6 The TPC will continuously promote the Travel Plan and its initiatives and will be responsible for investigating new ways for residents to become involved. An example could be holding a promotional event where residents can sign up for bicycle training, social bike rides/ walks and receive information regarding public transport etc. The TPC will also publicise the on-going progress and successes of the Travel Plan, in order to encourage residents to start to travel or continue to travel sustainably.

Walking

Promotion

- 4.7 The TPC will be responsible for promoting the benefits of walking to residents of the Site. As well as providing information regarding local walking routes on the notice boards and in Welcome Packs, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel. Walking events will also be promoted.
- 4.8 The TPC will regularly check local walking routes to ensure they are properly maintained, and will liaise with RBC should the need for maintenance be required. They will also assess the provision of way-finding to ensure this is appropriate.

Cycling

Promotion

- 4.9 As described previously, information regarding local cycle routes will be provided on public notice boards throughout the Site and within Welcome Packs provided to residents upon occupation. The TPC will regularly check local routes to ensure that they are properly maintained, and will liaise with RBC should any issues be identified.
- 4.10 The TPC will also liaise with Travel Awareness officers at RBC to discuss ideas for awareness raising events and initiatives. Participation in national and local events for specific campaigns will also form a central role in raising awareness of travel options such as National Bike Week.
- 4.11 The TPC will investigate cycle training for residents, including local training schemes through the Bikeability initiative. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to/ from the Site on a regular basis. The

training sessions will either be organised on an individual or group basis, depending on the number and ability of participants and the availability of trainers.

- 4.12 The provision of bicycle maintenance and repair events on-site will also be investigated. These could be provided on a quarterly basis to ensure that residents are consistently able to access these services, therefore encouraging them to cycle on a regular basis.

Public Transport

- 4.13 As described previously, information regarding public transport timetables, interchange locations and fares will be provided on public notice boards throughout the Site and within Welcome Packs provided to residents upon occupation. The TPC will regularly check bus stops and stations to ensure that they are properly maintained, and will liaise with RBC should any issues be identified.

Car Parking

- 4.14 With the exception of the 17 disabled and 5 standard parking spaces, the residential element of the development is car free. In addition, future residents of the development will be prevented from applying for on-street parking permits. These measures will serve to discourage future residents from owning and using cars to travel to/ from the Site.
- 4.15 The TPC will promote the use of Car Clubs, such as Carvenient and Co-Wheels to further negate the need for resident's to own a car. As described previously, a number of hire cars are available surrounding the site.

5 TRAVEL PLAN STRATEGY

Management

- 5.1 It is expected that a single management company, or similar management entity, will be put in place to manage the Site.
- 5.2 Under this scenario, the Management Company will appoint a TPC who will manage the day to day running of the Travel Plan for its duration. The contact details for the TPC will be provided to RBC upon their appointment and prior to the occupation of the Site.
- 5.3 The role of the TPC will be part-time and will vary throughout the year in response to campaigns/ sustainable transport events/ monitoring surveys etc. taking place. The TPC will be allocated enough time to effectively manage and implement the Travel Plan as agreed.

Funding

- 5.4 The Travel Plan, its accompanying measures and initiatives and the TPC role will be funded by the developer throughout the five year period. The developer will ensure that the TPC has sufficient funding to effectively implement the Plan.

TPC Responsibilities

- 5.5 The TPC will be responsible for the administration of the Travel Plan, the implementation of measures, and for the on-going monitoring and review of the Travel Plan. They will have overall responsibility for ensuring that said measures are successfully delivered on time and to budget.
- 5.6 The TPC will report to the management company and other involved stakeholders such as residents associations (if applicable), RBC, regarding the implementation and progression of the Travel Plan. The formation of resident's associations will be encouraged by the TPC in order to understand their view and needs regarding sustainable travel, therefore enabling them to tailor the Travel Plan accordingly. The TPC will meet with said resident's groups on a semi-regular basis.
- 5.7 The duties of the Travel Plan Co-ordinator will therefore include:

- To provide guidance to, and be the main point of contact for residents within the development site requiring travel information;
- To communicate information to residents regarding relevant national and local initiatives related to the promotion of sustainable travel;
- Undertake the Travel Surveys over the five year period and supply evidence of this to RBC;
- Take responsibility for data collection and review of the Travel Plan;
- Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- Liaise with external organisations, e.g. local authorities;
- Co-ordinate the monitoring programme for the Travel Plan, including target setting (in agreement with RBC) and make necessary changes if the targets are not being met; and
- Establish and maintain a filing system for recording all correspondence relating to the Travel Plan.

Reporting

5.8 The TPC will prepare a monitoring report on an annual basis on the progress of the Travel Plan. The reports will include the following:

- Progress on the implementation of measures and initiatives to promote sustainable transport use;
- Latest survey results (if a survey year); and
- Any revisions to targets and measures.

5.9 The report will be provided to RBC Travel Plan Officers.

Marketing Strategy

5.10 An essential element of the strategy identified in this RTP, and one which largely determines its success, is the promotion of the Travel Plan. In order to promote and increase awareness of the Travel Plan, the following measures will be adopted:

- Distribution of travel information packs to all future residents of the development. This will include maps, public transport routes and frequencies and details of local amenities;

- Display of key Travel Plan information on public notice boards, including posters and/ or leaflets;
- Mail drops can be used to disseminate new information or promote events;
- Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
- Promote national travel initiatives and organise Site-wide events such as organised cycle rides;
- Developer will arrange for the display and distribution of sustainable travel information at the marketing suite for the development and on the marketing website; and
- TPC will attend Residents' Meetings to promote the Travel Plan.

5.11 The types of information to be provided include:

- Public transport timetables, infrastructure locations and telephone enquiry lines;
- Local taxi numbers;
- Walking and cycling routes;
- Community guides about facilities and services near to the development; and
- Information on home shopping sites.

5.12 The travel packs will be distributed to all households upon initial occupation.

6 MONITORING AND REVIEW

Monitoring

- 6.1 The Travel Plan will be monitored for a period of five years. Questionnaire monitoring surveys will be undertaken at Years 1, 3 and 5, on the first, third and fifth anniversary of the initial baseline questionnaire travel survey.
- 6.2 As noted in Section 3, the baseline travel survey will be undertaken when 75% of the residential units are occupied or within six months of the first occupation (whichever is soonest). The surveys will be iTRACE compliant.
- 6.3 The TPC is responsible for ensuring a suitable response rate, which will be agreed with RBC upon the finalisation of the Travel Plan from this RTP.
- 6.4 This baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0. Following this, the Year 1 travel survey will be taken on the one year anniversary of the baseline survey.
- 6.5 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to RBC.

Reporting

- 6.6 The TPC will compile an annual Review Report outlining the progress of the Travel Plan and its initiatives, as well as an assessment of the survey results (if a survey year) and any updates to the targets and initiatives that may subsequently be required. If targets are not being delivered, then the Travel Plan measures will be adjusted or added to, instead of simply revising down the target.
- 6.7 It should be noted that any proposed changes to the Travel Plan, including targets and action plans will be discussed and agreed with RBC Travel Plan officers.
- 6.8 The report will also incorporate the results of on-going monitoring by the TPC such as cycle parking observations, the uptake of TPC travel planning sessions and any comments received from residents, throughout the preceding period. The report will be issued to RBC.

7 ACTION PLAN

7.1 The Action Plan outlined below in **Table 7.1** sets out the measures included within the Travel Plan that are directed at influencing residents' travel.

Table 7.1 – Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of Travel Plan Coordinators (TPC)	Site Management Company	Three months prior to occupation
Travel Plan Document Progression	Baseline questionnaire travel survey	TPC	Undertaken upon 75% occupation.
	Target setting	TPC and RBC Travel Plan Officers	Within 3 months of the completion the baseline survey
	Finalisation of measures to be implemented	TPC and Planning Authority officers	Within 3 months of the baseline survey.
	Travel Plan document completion	TPC	Within 3 months of the completion of the baseline survey Revised at Year 3 after full review
Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	First questionnaire monitoring survey	TPC	At Year 1
	Review and reporting	TPC and RBC Travel Plan Officers	Following Year 1 snapshot survey result analysis
	Second questionnaire monitoring survey	TPC	At Year 3
	Review and reporting	TPC and RBC Travel Plan Officers	Following Year 3 monitoring survey results analysis
	Third questionnaire monitoring survey	TPC	At Year 5
	Full review and reporting	TPC and RBC Travel Plan Officers	Following Year 5 monitoring survey results analysis
Implementation	Implementation of measures	TPC with liaison with Management Company	From the start of construction and on-going
	Provision of Travel Packs to all residents	TPC	Upon occupation of each unit

	Communal Notice Boards within site	As part of development and TPC	Within construction period and information to be reviewed by TPC at least every 6 months
	Personal Travel Planning Service	TPC	On-going
	Cycle Parking located on-site	As part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient
	Promote cycling through awareness campaigns	TPC	On-going
	Promote walking through awareness campaigns	TPC	On-going

FIGURES



Key:



Site Location

CIP Property (AIPT) Ltd

Friar Street, Reading

Strategic Site Location Plan

SCALES:

NTS

DRAWN:
BB

CHECKED:
KH

DATE:
26/08/16

REVISION:
•



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE:

Figure 1



Key:



Site Location

CIP Property (AIPT) Ltd

Friar Street, Reading

Local Site Location Plan

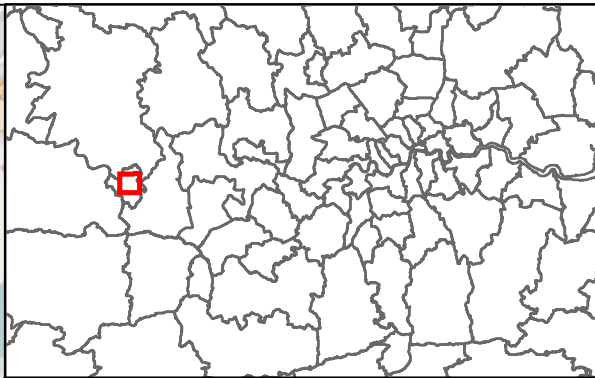
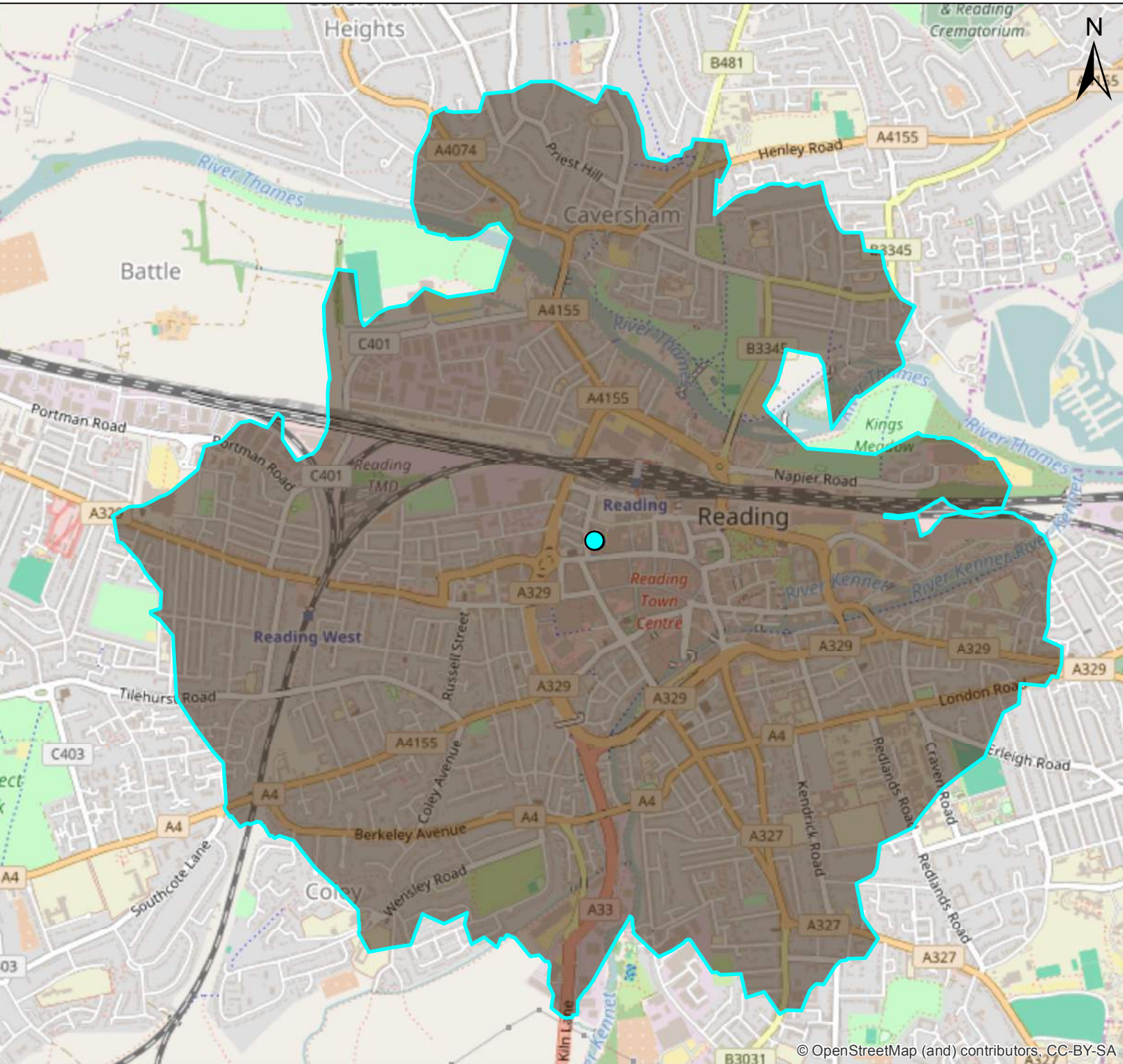
SCALES: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
BB	KH	26/08/16	.



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 2



Legend

-  Site Location
-  2km Walking Distance

CIP Property (AIPT) Ltd

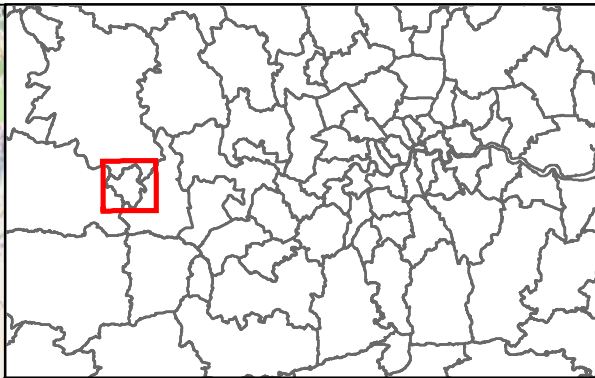
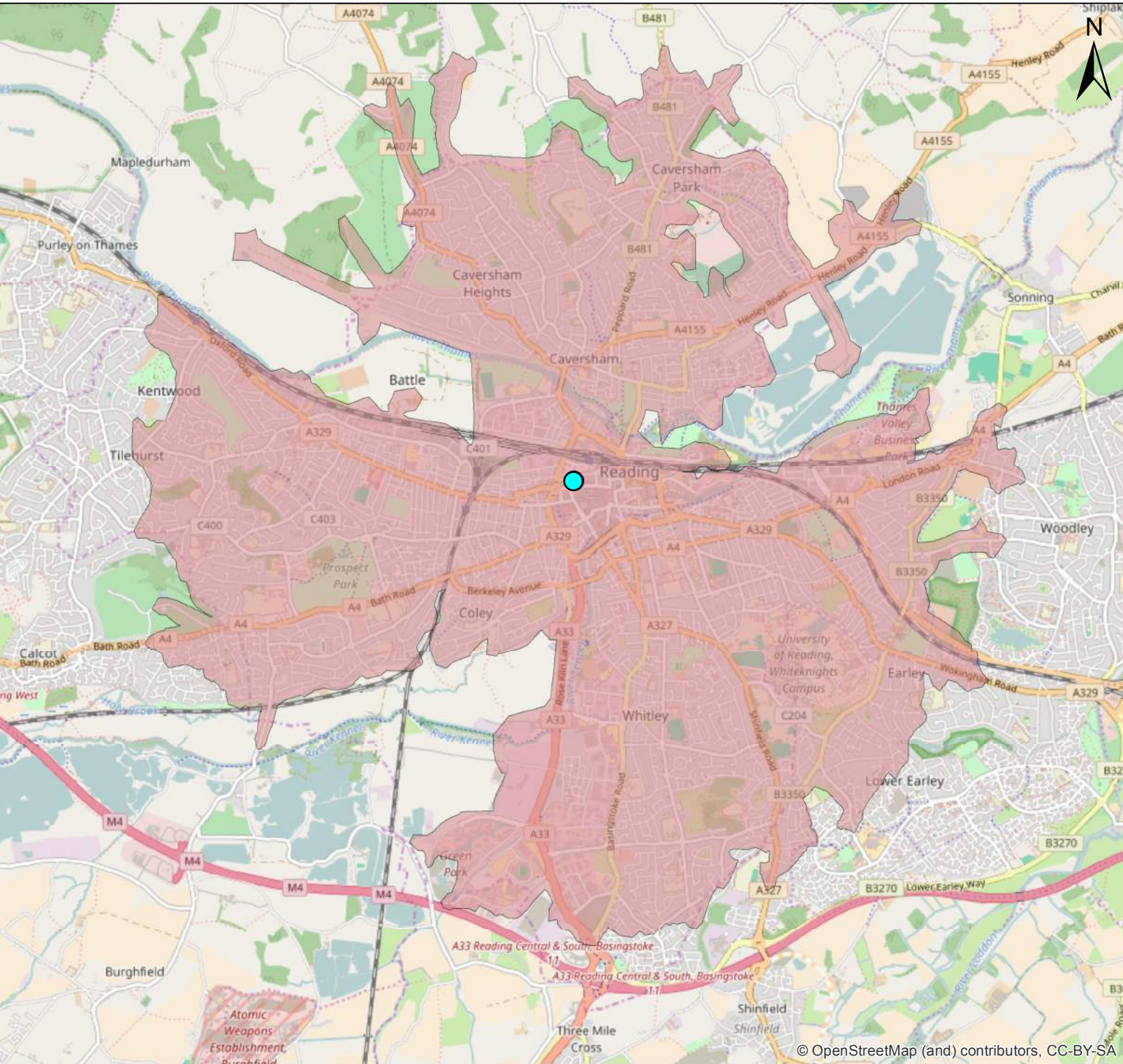
52-55 Friar Street & 12 Greyfriars Road,
Reading

2km Walking Isochrone Plan



FIGURE: **Figure 3**

DRAWN BY:	CHECKED BY:	DATE:
BB	KH	07/11/2016



Legend

-  Site Location
-  5km Cycling Distance

CIP Property (AIP) Ltd		
52-55 Friar Street & 12 Greyfriars Road, Reading		
5km Cycling Isochrone Plan		
		
FIGURE: Figure 4		
DRAWN BY: BB	CHECKED BY: KH	DATE: 07/11/2016

APPENDIX F

Calculation Reference: AUDIT-541501-161107-1125

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Filtering Stage 2 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: 1056 to 1450 (units: sqm)
 Range Selected by User: 70 to 1450 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/11/15

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:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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	2
-------------	---

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

Selected Location Sub Categories:

Built-Up Zone	2
---------------	---

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

Filtering Stage 3 selection:

Use Class:

A1	2 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
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	1 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.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|---------------------|--|
| 1 | CA-01-O-02
FITZROY STREET | LITTLE WAITROSE | CAMBRIDGESHIRE |
| | CAMBRIDGE
Town Centre
Built-Up Zone
Total Gross floor area: 1056 sqm
Survey date: FRIDAY 12/07/13 | | |
| 2 | GC-01-O-01
BUCHANAN STREET | SAINSBURY'S CENTRAL | GLASGOW CITY |
| | GLASGOW
Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: WEDNESDAY 25/06/14 | | |
| | | | Survey Type: MANUAL
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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-01-O-01	1
CA-01-O-01	1
CF-01-O-01	1
CN-01-O-01	1
DC-01-O-01	1
DH-01-O-01	1
DV-01-O-01	1
EB-01-O-01	1
EG-01-O-01	1
ES-01-O-01	1
HK-01-O-01	1
KN-01-O-01	1
LE-01-O-01	1
NF-01-O-01	1
NR-01-O-01	1
NY-01-O-01	1
NY-01-O-02	1
SY-01-O-01	1
SY-01-O-02	1
WE-01-O-01	1

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
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	2	1253	0.958	2	1253	0.798	2	1253	1.756
08:00 - 09:00	2	1253	1.437	2	1253	0.958	2	1253	2.395
09:00 - 10:00	2	1253	1.077	2	1253	0.918	2	1253	1.995
10:00 - 11:00	2	1253	1.397	2	1253	1.397	2	1253	2.794
11:00 - 12:00	2	1253	1.237	2	1253	1.117	2	1253	2.354
12:00 - 13:00	2	1253	1.596	2	1253	1.516	2	1253	3.112
13:00 - 14:00	2	1253	1.955	2	1253	1.117	2	1253	3.072
14:00 - 15:00	2	1253	1.875	2	1253	2.195	2	1253	4.070
15:00 - 16:00	2	1253	1.955	2	1253	1.636	2	1253	3.591
16:00 - 17:00	2	1253	1.038	2	1253	0.958	2	1253	1.996
17:00 - 18:00	2	1253	1.516	2	1253	2.514	2	1253	4.030
18:00 - 19:00	2	1253	1.077	2	1253	1.955	2	1253	3.032
19:00 - 20:00	2	1253	1.596	2	1253	0.838	2	1253	2.434
20:00 - 21:00	2	1253	0.638	2	1253	0.918	2	1253	1.556
21:00 - 22:00	2	1253	0.200	2	1253	0.399	2	1253	0.599
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		19.552			19.234				38.786

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.

Parameter summary

Trip rate parameter range selected:	1056 - 1450 (units: sqm)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	20

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

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 - 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	2	1253	0.000	2	1253	0.000	2	1253	0.000
08:00 - 09:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
09:00 - 10:00	2	1253	0.040	2	1253	0.040	2	1253	0.080
10:00 - 11:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
11:00 - 12:00	2	1253	0.040	2	1253	0.040	2	1253	0.080
12:00 - 13:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
13:00 - 14:00	2	1253	0.040	2	1253	0.040	2	1253	0.080
14:00 - 15:00	2	1253	0.120	2	1253	0.120	2	1253	0.240
15:00 - 16:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
16:00 - 17:00	2	1253	0.040	2	1253	0.040	2	1253	0.080
17:00 - 18:00	2	1253	0.120	2	1253	0.120	2	1253	0.240
18:00 - 19:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
19:00 - 20:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
20:00 - 21:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
21:00 - 22:00	2	1253	0.040	2	1253	0.040	2	1253	0.080
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.440			0.440			0.880

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.

Parameter summary

Trip rate parameter range selected:	1056 - 1450 (units: sqm)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	20

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

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 - 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	2	1253	0.040	2	1253	0.040	2	1253	0.080
08:00 - 09:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
09:00 - 10:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
10:00 - 11:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
11:00 - 12:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
12:00 - 13:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
13:00 - 14:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
14:00 - 15:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
15:00 - 16:00	2	1253	0.040	2	1253	0.040	2	1253	0.080
16:00 - 17:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
17:00 - 18:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
18:00 - 19:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
19:00 - 20:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
20:00 - 21:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
21:00 - 22:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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.

Parameter summary

Trip rate parameter range selected:	1056 - 1450 (units: sqm)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	20

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	1253	0.000	2	1253	0.000	2	1253	0.000
08:00 - 09:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
09:00 - 10:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
10:00 - 11:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
11:00 - 12:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
12:00 - 13:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
13:00 - 14:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
14:00 - 15:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
15:00 - 16:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
16:00 - 17:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
17:00 - 18:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
18:00 - 19:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
19:00 - 20:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
20:00 - 21:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
21:00 - 22:00	2	1253	0.000	2	1253	0.000	2	1253	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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.

Parameter summary

Trip rate parameter range selected: 1056 - 1450 (units: sqm)
 Survey date range: 01/01/08 - 16/11/15
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 20

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1253	0.160	2	1253	0.120	2	1253	0.280
08:00 - 09:00	2	1253	0.359	2	1253	0.559	2	1253	0.918
09:00 - 10:00	2	1253	0.160	2	1253	0.160	2	1253	0.320
10:00 - 11:00	2	1253	0.239	2	1253	0.160	2	1253	0.399
11:00 - 12:00	2	1253	0.160	2	1253	0.279	2	1253	0.439
12:00 - 13:00	2	1253	0.519	2	1253	0.319	2	1253	0.838
13:00 - 14:00	2	1253	0.439	2	1253	0.399	2	1253	0.838
14:00 - 15:00	2	1253	0.160	2	1253	0.279	2	1253	0.439
15:00 - 16:00	2	1253	0.200	2	1253	0.279	2	1253	0.479
16:00 - 17:00	2	1253	0.399	2	1253	0.239	2	1253	0.638
17:00 - 18:00	2	1253	0.319	2	1253	0.519	2	1253	0.838
18:00 - 19:00	2	1253	0.160	2	1253	0.239	2	1253	0.399
19:00 - 20:00	2	1253	0.120	2	1253	0.279	2	1253	0.399
20:00 - 21:00	2	1253	0.120	2	1253	0.080	2	1253	0.200
21:00 - 22:00	2	1253	0.040	2	1253	0.200	2	1253	0.240
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.554			4.110			7.664	

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.

Parameter summary

Trip rate parameter range selected:	1056 - 1450 (units: sqm)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	20

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

APPENDIX G

Calculation Reference: AUDIT-541501-161107-1115

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	1 days
SK	SOUTHWARK	1 days

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

Filtering Stage 2 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:	29 to 31 (units:)
Range Selected by User:	6 to 69 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/08 to 16/11/15
-------------	----------------------

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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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	1
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

C3

2 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:

50,001 to 100,000

1 days

100,001 or More

1 days

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

Population within 5 miles:

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:

0.5 or Less

2 days

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

Travel Plan:

Yes

1 days

No

1 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.

LIST OF SITES relevant to selection parameters

1	IS-03-C-01 RAMSEY WALK	FLATS	ISLINGTON
	ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 Survey date: TUESDAY 04/11/08 Survey Type: MANUAL		
2	SK-03-C-02 LAMB WALK	BLOCK OF FLATS	SOUTHWARK
	BERMONDSEY Edge of Town Centre Built-Up Zone Total Number of dwellings: 29 Survey date: THURSDAY 23/04/15 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-C-02	NA
CB-03-C-01	NA
CB-03-C-03	NA
CH-03-C-01	NA
CN-03-C-01	NA
DC-03-C-01	NA
DC-03-C-02	NA
DS-03-C-01	NA
EB-03-C-01	NA
EN-03-C-01	NA
EX-03-C-01	NA
FS-03-C-01	NA
GM-03-C-03	NA
HC-03-C-02	NA
HG-03-C-02	NA
HI-03-C-01	NA
HK-03-C-02	NA
HK-03-C-03	NA
HM-03-C-01	NA
HO-03-C-01	NA
IS-03-C-03	NA
NF-03-C-01	NA
NR-03-C-01	NA
OX-03-C-01	NA
SA-03-C-01	NA
SC-03-C-02	NA
SC-03-C-03	NA
SF-03-C-03	NA
SK-03-C-01	NA
SR-03-C-02	NA
ST-03-C-01	NA
TH-03-C-02	NA
TH-03-C-03	NA
WH-03-C-01	NA

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	2	30	0.000	2	30	0.000	2	30	0.000
08:00 - 09:00	2	30	0.033	2	30	0.017	2	30	0.050
09:00 - 10:00	2	30	0.067	2	30	0.067	2	30	0.134
10:00 - 11:00	2	30	0.000	2	30	0.000	2	30	0.000
11:00 - 12:00	2	30	0.017	2	30	0.017	2	30	0.034
12:00 - 13:00	2	30	0.017	2	30	0.033	2	30	0.050
13:00 - 14:00	2	30	0.017	2	30	0.000	2	30	0.017
14:00 - 15:00	2	30	0.017	2	30	0.017	2	30	0.034
15:00 - 16:00	2	30	0.017	2	30	0.017	2	30	0.034
16:00 - 17:00	2	30	0.033	2	30	0.017	2	30	0.050
17:00 - 18:00	2	30	0.000	2	30	0.017	2	30	0.017
18:00 - 19:00	2	30	0.017	2	30	0.017	2	30	0.034
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.235			0.219			0.454

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.

Parameter summary

Trip rate parameter range selected: 29 - 31 (units:)
 Survey date range: 01/01/08 - 16/11/15
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 34

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

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

TAXIS

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	2	30	0.000	2	30	0.000	2	30	0.000
08:00 - 09:00	2	30	0.017	2	30	0.017	2	30	0.034
09:00 - 10:00	2	30	0.050	2	30	0.050	2	30	0.100
10:00 - 11:00	2	30	0.000	2	30	0.000	2	30	0.000
11:00 - 12:00	2	30	0.000	2	30	0.000	2	30	0.000
12:00 - 13:00	2	30	0.000	2	30	0.000	2	30	0.000
13:00 - 14:00	2	30	0.000	2	30	0.000	2	30	0.000
14:00 - 15:00	2	30	0.000	2	30	0.000	2	30	0.000
15:00 - 16:00	2	30	0.000	2	30	0.000	2	30	0.000
16:00 - 17:00	2	30	0.000	2	30	0.000	2	30	0.000
17:00 - 18:00	2	30	0.000	2	30	0.000	2	30	0.000
18:00 - 19:00	2	30	0.017	2	30	0.017	2	30	0.034
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.084			0.168

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.

Parameter summary

Trip rate parameter range selected:	29 - 31 (units:)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	34

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

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

OGVS

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	2	30	0.000	2	30	0.000	2	30	0.000
08:00 - 09:00	2	30	0.000	2	30	0.000	2	30	0.000
09:00 - 10:00	2	30	0.000	2	30	0.000	2	30	0.000
10:00 - 11:00	2	30	0.000	2	30	0.000	2	30	0.000
11:00 - 12:00	2	30	0.000	2	30	0.000	2	30	0.000
12:00 - 13:00	2	30	0.000	2	30	0.000	2	30	0.000
13:00 - 14:00	2	30	0.000	2	30	0.000	2	30	0.000
14:00 - 15:00	2	30	0.000	2	30	0.000	2	30	0.000
15:00 - 16:00	2	30	0.000	2	30	0.000	2	30	0.000
16:00 - 17:00	2	30	0.000	2	30	0.000	2	30	0.000
17:00 - 18:00	2	30	0.000	2	30	0.000	2	30	0.000
18:00 - 19:00	2	30	0.000	2	30	0.000	2	30	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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.

Parameter summary

Trip rate parameter range selected:	29 - 31 (units:)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	34

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

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

PSVS

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	2	30	0.000	2	30	0.000	2	30	0.000
08:00 - 09:00	2	30	0.000	2	30	0.000	2	30	0.000
09:00 - 10:00	2	30	0.000	2	30	0.000	2	30	0.000
10:00 - 11:00	2	30	0.000	2	30	0.000	2	30	0.000
11:00 - 12:00	2	30	0.000	2	30	0.000	2	30	0.000
12:00 - 13:00	2	30	0.000	2	30	0.000	2	30	0.000
13:00 - 14:00	2	30	0.000	2	30	0.000	2	30	0.000
14:00 - 15:00	2	30	0.000	2	30	0.000	2	30	0.000
15:00 - 16:00	2	30	0.000	2	30	0.000	2	30	0.000
16:00 - 17:00	2	30	0.000	2	30	0.000	2	30	0.000
17:00 - 18:00	2	30	0.000	2	30	0.000	2	30	0.000
18:00 - 19:00	2	30	0.000	2	30	0.000	2	30	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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.

Parameter summary

Trip rate parameter range selected:	29 - 31 (units:)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	34

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

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	30	0.033	2	30	0.017	2	30	0.050
08:00 - 09:00	2	30	0.050	2	30	0.083	2	30	0.133
09:00 - 10:00	2	30	0.000	2	30	0.017	2	30	0.017
10:00 - 11:00	2	30	0.017	2	30	0.017	2	30	0.034
11:00 - 12:00	2	30	0.000	2	30	0.000	2	30	0.000
12:00 - 13:00	2	30	0.000	2	30	0.000	2	30	0.000
13:00 - 14:00	2	30	0.000	2	30	0.000	2	30	0.000
14:00 - 15:00	2	30	0.017	2	30	0.000	2	30	0.017
15:00 - 16:00	2	30	0.000	2	30	0.000	2	30	0.000
16:00 - 17:00	2	30	0.017	2	30	0.000	2	30	0.017
17:00 - 18:00	2	30	0.017	2	30	0.000	2	30	0.017
18:00 - 19:00	2	30	0.017	2	30	0.000	2	30	0.017
19:00 - 20:00	1	29	0.034	1	29	0.000	1	29	0.034
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.202			0.134			0.336

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.

Parameter summary

Trip rate parameter range selected:	29 - 31 (units:)
Survey date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	34

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

Calculation Reference: AUDIT-152301-160803-0823

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	3 days
	CN CAMDEN	2 days
	HD HILLINGDON	1 days
	IS ISLINGTON	1 days
	SK SOUTHWARK	2 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	2 days
	KC KENT	6 days
	SC SURREY	4 days
	SO SLOUGH	2 days

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

Filtering Stage 2 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: 186 to 40000 (units: sqm)
 Range Selected by User: 186 to 40000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

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	6 days
Tuesday	9 days
Wednesday	6 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	30 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	8
Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	6

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

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.

Filtering Stage 3 selection:

Use Class:

A1	1 days
B1	29 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:

Not Known	1 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
25,001 to 50,000	12 days
50,001 to 100,000	7 days
100,001 or More	1 days

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

Population within 5 miles:

Not Known	1 days
75,001 to 100,000	5 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days
500,001 or More	10 days

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

Car ownership within 5 miles:

0.5 or Less	6 days
0.6 to 1.0	10 days
1.1 to 1.5	12 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	16 days
No	14 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.

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	BT-02-A-02	OFFICE	BRENT
	WEMBLEY HILL ROAD		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	4750 sqm	
	Survey date: TUESDAY	22/06/10	Survey Type: MANUAL
3	CI-02-A-01	OFFICES	CITY OF LONDON
	50 CANNON STREET		
	CITY OF LONDON		
	BANK		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1386 sqm	
	Survey date: WEDNESDAY	21/10/09	Survey Type: MANUAL
4	CI-02-A-02	OFFICES	CITY OF LONDON
	GRACECHURCH STREET		
	MONUMENT		
	CITY OF LONDON		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	9803 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
5	CI-02-A-03	OFFICES	CITY OF LONDON
	MONUMENT STREET		
	MONUMENT		
	CITY OF LONDON		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	1951 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
6	CN-02-A-01	OFFICES	CAMDEN
	ELY PLACE		
	HOLBORN CIRCUS		
	HOLBORN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4062 sqm	
	Survey date: THURSDAY	23/10/08	Survey Type: MANUAL
7	CN-02-A-02	OFFICES	CAMDEN
	GRAYS INN ROAD		
	CLERKENWELL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6056 sqm	
	Survey date: WEDNESDAY	22/10/08	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
9	ES-02-A-12	COUNCIL OFFICES	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
10	EX-02-A-03	HMRC	ESSEX
	VICTORIA AVENUE		
	SOUTHEND-ON-SEA		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
11	HC-02-A-11	DIY CO. HQ	HAMPSHIRE
	CHESTNUT AVENUE		
	CHANDLER'S FORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	26100 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
12	HD-02-A-07	DATA CENTRE	HILLINGDON
	MILLINGTON ROAD		
	HYDE PARK		
	HAYES		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	12100 sqm	
	Survey date: TUESDAY	19/05/15	Survey Type: MANUAL
13	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
14	HF-02-A-04	OFFICES	HERTFORDSHIRE
	STATION WAY		
	ST ALBANS		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	IS-02-A-01 ESSEX ROAD	OFFICES	ISLINGTON
	ISLINGTON Suburban Area (PPS6 Out of Centre) Built-Up Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: FRIDAY	24/10/08	Survey Type: MANUAL
16	KC-02-A-06 FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS	LAND REGISTRY	KENT
	Edge of Town Residential Zone		
	Total Gross floor area:	5677 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
17	KC-02-A-07 KAVELIN WAY HENWOOD IND. ESTATE ASHFORD	KCC HIGHWAYS REG.	KENT
	Edge of Town Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
18	KC-02-A-08 ST MICHAEL'S CLOSE CLAY WOOD AYLESFORD	KCC HIGHWAYS REG. OFFICE	KENT
	Edge of Town Industrial Zone		
	Total Gross floor area:	3168 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
19	KC-02-A-09 SANDLING ROAD	COUNCIL OFFICES	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
20	KC-02-A-10 SANDLING ROAD	COUNCIL OFFICES	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

21	KC-02-A-11	COUNTY HALL	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	32793 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
22	SC-02-A-14	UNILEVER	SURREY
	SPRINGFIELD DRIVE		
	LEATHERHEAD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	19974 sqm	
	Survey date: TUESDAY	10/03/09	Survey Type: MANUAL
23	SC-02-A-15	ACCOUNTANTS	SURREY
	BOXGROVE ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1896 sqm	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
24	SC-02-A-16	BANK OF AMERICA	SURREY
	STANHOPE ROAD		
	CAMBERLEY		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	39230 sqm	
	Survey date: TUESDAY	10/05/11	Survey Type: MANUAL
25	SC-02-A-17	PHARMACEUTICALS	SURREY
	ST GEORGE'S AVENUE		
	THE HEATH		
	WEYBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10293 sqm	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
26	SK-02-A-01	GLA HQ	SOUTHWARK
	THE QUEENS WALK		
	SOUTHWARK		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	17187 sqm	
	Survey date: TUESDAY	21/10/08	Survey Type: MANUAL
27	SK-02-A-02	OFFICES	SOUTHWARK
	ST OLAV'S COURT		
	ROTHERHITHE		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	2371 sqm	
	Survey date: MONDAY	20/10/08	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

28	SO-02-A-01 HIGH STREET	COUNCIL OFFICES	SLOUGH
	SLOUGH Town Centre High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
29	SO-02-A-02 BATH ROAD	COUNCIL OFFICES	SLOUGH
	SLOUGH Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
30	WH-02-A-02 BATTERSEA PARK ROAD	OFFICES	WANDSWORTH
	BATTERSEA Town Centre Built-Up Zone		
	Total Gross floor area:	1215 sqm	
	Survey date: THURSDAY	10/05/12	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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.020	1	19974	0.010	1	19974	0.030
06:00 - 07:00	1	19974	0.175	1	19974	0.030	1	19974	0.205
07:00 - 08:00	30	8587	0.505	30	8587	0.040	30	8587	0.545
08:00 - 09:00	30	8587	1.125	30	8587	0.084	30	8587	1.209
09:00 - 10:00	30	8587	0.621	30	8587	0.119	30	8587	0.740
10:00 - 11:00	30	8587	0.238	30	8587	0.139	30	8587	0.377
11:00 - 12:00	30	8587	0.165	30	8587	0.135	30	8587	0.300
12:00 - 13:00	30	8587	0.153	30	8587	0.201	30	8587	0.354
13:00 - 14:00	30	8587	0.190	30	8587	0.143	30	8587	0.333
14:00 - 15:00	30	8587	0.141	30	8587	0.169	30	8587	0.310
15:00 - 16:00	30	8587	0.123	30	8587	0.309	30	8587	0.432
16:00 - 17:00	30	8587	0.101	30	8587	0.668	30	8587	0.769
17:00 - 18:00	30	8587	0.065	30	8587	0.993	30	8587	1.058
18:00 - 19:00	30	8587	0.045	30	8587	0.371	30	8587	0.416
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.667			3.411			7.078

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.

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.005	1	19974	0.010
07:00 - 08:00	30	8587	0.007	30	8587	0.006	30	8587	0.013
08:00 - 09:00	30	8587	0.011	30	8587	0.010	30	8587	0.021
09:00 - 10:00	30	8587	0.014	30	8587	0.014	30	8587	0.028
10:00 - 11:00	30	8587	0.012	30	8587	0.011	30	8587	0.023
11:00 - 12:00	30	8587	0.006	30	8587	0.007	30	8587	0.013
12:00 - 13:00	30	8587	0.009	30	8587	0.007	30	8587	0.016
13:00 - 14:00	30	8587	0.004	30	8587	0.005	30	8587	0.009
14:00 - 15:00	30	8587	0.010	30	8587	0.011	30	8587	0.021
15:00 - 16:00	30	8587	0.010	30	8587	0.007	30	8587	0.017
16:00 - 17:00	30	8587	0.006	30	8587	0.006	30	8587	0.012
17:00 - 18:00	30	8587	0.009	30	8587	0.008	30	8587	0.017
18:00 - 19:00	30	8587	0.011	30	8587	0.012	30	8587	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.109			0.223

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.

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.005	1	19974	0.010
07:00 - 08:00	30	8587	0.002	30	8587	0.002	30	8587	0.004
08:00 - 09:00	30	8587	0.004	30	8587	0.004	30	8587	0.008
09:00 - 10:00	30	8587	0.004	30	8587	0.003	30	8587	0.007
10:00 - 11:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
11:00 - 12:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
12:00 - 13:00	30	8587	0.003	30	8587	0.002	30	8587	0.005
13:00 - 14:00	30	8587	0.001	30	8587	0.002	30	8587	0.003
14:00 - 15:00	30	8587	0.001	30	8587	0.002	30	8587	0.003
15:00 - 16:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
16:00 - 17:00	30	8587	0.003	30	8587	0.002	30	8587	0.005
17:00 - 18:00	30	8587	0.001	30	8587	0.002	30	8587	0.003
18:00 - 19:00	30	8587	0.000	30	8587	0.000	30	8587	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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

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

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.010	1	19974	0.010	1	19974	0.020
07:00 - 08:00	30	8587	0.001	30	8587	0.001	30	8587	0.002
08:00 - 09:00	30	8587	0.003	30	8587	0.002	30	8587	0.005
09:00 - 10:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
10:00 - 11:00	30	8587	0.002	30	8587	0.002	30	8587	0.004
11:00 - 12:00	30	8587	0.002	30	8587	0.002	30	8587	0.004
12:00 - 13:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
13:00 - 14:00	30	8587	0.004	30	8587	0.003	30	8587	0.007
14:00 - 15:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
15:00 - 16:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
16:00 - 17:00	30	8587	0.002	30	8587	0.003	30	8587	0.005
17:00 - 18:00	30	8587	0.003	30	8587	0.002	30	8587	0.005
18:00 - 19:00	30	8587	0.001	30	8587	0.002	30	8587	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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.

Parameter summary

Trip rate parameter range selected: 186 - 40000 (units: sqm)
 Survey date range: 01/01/08 - 26/11/15
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.000	1	19974	0.005
07:00 - 08:00	30	8587	0.014	30	8587	0.001	30	8587	0.015
08:00 - 09:00	30	8587	0.052	30	8587	0.001	30	8587	0.053
09:00 - 10:00	30	8587	0.028	30	8587	0.000	30	8587	0.028
10:00 - 11:00	30	8587	0.009	30	8587	0.006	30	8587	0.015
11:00 - 12:00	30	8587	0.003	30	8587	0.003	30	8587	0.006
12:00 - 13:00	30	8587	0.006	30	8587	0.005	30	8587	0.011
13:00 - 14:00	30	8587	0.005	30	8587	0.003	30	8587	0.008
14:00 - 15:00	30	8587	0.002	30	8587	0.004	30	8587	0.006
15:00 - 16:00	30	8587	0.005	30	8587	0.016	30	8587	0.021
16:00 - 17:00	30	8587	0.004	30	8587	0.020	30	8587	0.024
17:00 - 18:00	30	8587	0.001	30	8587	0.050	30	8587	0.051
18:00 - 19:00	30	8587	0.002	30	8587	0.020	30	8587	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.129			0.265

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.

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.035	1	19974	0.015	1	19974	0.050
06:00 - 07:00	1	19974	0.200	1	19974	0.030	1	19974	0.230
07:00 - 08:00	30	8587	0.539	30	8587	0.030	30	8587	0.569
08:00 - 09:00	30	8587	1.222	30	8587	0.062	30	8587	1.284
09:00 - 10:00	30	8587	0.661	30	8587	0.118	30	8587	0.779
10:00 - 11:00	30	8587	0.266	30	8587	0.140	30	8587	0.406
11:00 - 12:00	30	8587	0.196	30	8587	0.153	30	8587	0.349
12:00 - 13:00	30	8587	0.184	30	8587	0.241	30	8587	0.425
13:00 - 14:00	30	8587	0.224	30	8587	0.155	30	8587	0.379
14:00 - 15:00	30	8587	0.172	30	8587	0.196	30	8587	0.368
15:00 - 16:00	30	8587	0.146	30	8587	0.339	30	8587	0.485
16:00 - 17:00	30	8587	0.092	30	8587	0.734	30	8587	0.826
17:00 - 18:00	30	8587	0.061	30	8587	1.099	30	8587	1.160
18:00 - 19:00	30	8587	0.042	30	8587	0.413	30	8587	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.040			3.725			7.765

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.

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.020	1	19974	0.000	1	19974	0.020
07:00 - 08:00	30	8587	0.080	30	8587	0.006	30	8587	0.086
08:00 - 09:00	30	8587	0.191	30	8587	0.020	30	8587	0.211
09:00 - 10:00	30	8587	0.184	30	8587	0.057	30	8587	0.241
10:00 - 11:00	30	8587	0.127	30	8587	0.101	30	8587	0.228
11:00 - 12:00	30	8587	0.108	30	8587	0.196	30	8587	0.304
12:00 - 13:00	30	8587	0.637	30	8587	0.946	30	8587	1.583
13:00 - 14:00	30	8587	0.797	30	8587	0.586	30	8587	1.383
14:00 - 15:00	30	8587	0.336	30	8587	0.194	30	8587	0.530
15:00 - 16:00	30	8587	0.134	30	8587	0.138	30	8587	0.272
16:00 - 17:00	30	8587	0.067	30	8587	0.169	30	8587	0.236
17:00 - 18:00	30	8587	0.033	30	8587	0.210	30	8587	0.243
18:00 - 19:00	30	8587	0.021	30	8587	0.064	30	8587	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.735			2.687			5.422

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.

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
07:00 - 08:00	30	8587	0.057	30	8587	0.002	30	8587	0.059
08:00 - 09:00	30	8587	0.134	30	8587	0.003	30	8587	0.137
09:00 - 10:00	30	8587	0.097	30	8587	0.008	30	8587	0.105
10:00 - 11:00	30	8587	0.045	30	8587	0.016	30	8587	0.061
11:00 - 12:00	30	8587	0.033	30	8587	0.038	30	8587	0.071
12:00 - 13:00	30	8587	0.031	30	8587	0.033	30	8587	0.064
13:00 - 14:00	30	8587	0.030	30	8587	0.026	30	8587	0.056
14:00 - 15:00	30	8587	0.032	30	8587	0.036	30	8587	0.068
15:00 - 16:00	30	8587	0.021	30	8587	0.062	30	8587	0.083
16:00 - 17:00	30	8587	0.009	30	8587	0.089	30	8587	0.098
17:00 - 18:00	30	8587	0.005	30	8587	0.129	30	8587	0.134
18:00 - 19:00	30	8587	0.002	30	8587	0.043	30	8587	0.045
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.496			0.485			0.981

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.

Parameter summary

Trip rate parameter range selected: 186 - 40000 (units: sqm)
 Survey date range: 01/01/08 - 26/11/15
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.020	1	19974	0.000	1	19974	0.020
07:00 - 08:00	30	8587	0.101	30	8587	0.003	30	8587	0.104
08:00 - 09:00	30	8587	0.349	30	8587	0.005	30	8587	0.354
09:00 - 10:00	30	8587	0.335	30	8587	0.007	30	8587	0.342
10:00 - 11:00	30	8587	0.075	30	8587	0.033	30	8587	0.108
11:00 - 12:00	30	8587	0.049	30	8587	0.039	30	8587	0.088
12:00 - 13:00	30	8587	0.029	30	8587	0.051	30	8587	0.080
13:00 - 14:00	30	8587	0.037	30	8587	0.032	30	8587	0.069
14:00 - 15:00	30	8587	0.047	30	8587	0.055	30	8587	0.102
15:00 - 16:00	30	8587	0.042	30	8587	0.076	30	8587	0.118
16:00 - 17:00	30	8587	0.022	30	8587	0.204	30	8587	0.226
17:00 - 18:00	30	8587	0.016	30	8587	0.353	30	8587	0.369
18:00 - 19:00	30	8587	0.012	30	8587	0.151	30	8587	0.163
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.134			1.009			2.143	

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.

Parameter summary

Trip rate parameter range selected: 186 - 40000 (units: sqm)
 Survey date range: 01/01/08 - 26/11/15
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.005	1	19974	0.010
07:00 - 08:00	30	8587	0.000	30	8587	0.000	30	8587	0.000
08:00 - 09:00	30	8587	0.000	30	8587	0.000	30	8587	0.000
09:00 - 10:00	30	8587	0.000	30	8587	0.000	30	8587	0.000
10:00 - 11:00	30	8587	0.000	30	8587	0.000	30	8587	0.000
11:00 - 12:00	30	8587	0.004	30	8587	0.000	30	8587	0.004
12:00 - 13:00	30	8587	0.002	30	8587	0.005	30	8587	0.007
13:00 - 14:00	30	8587	0.005	30	8587	0.000	30	8587	0.005
14:00 - 15:00	30	8587	0.002	30	8587	0.000	30	8587	0.002
15:00 - 16:00	30	8587	0.007	30	8587	0.000	30	8587	0.007
16:00 - 17:00	30	8587	0.000	30	8587	0.010	30	8587	0.010
17:00 - 18:00	30	8587	0.000	30	8587	0.003	30	8587	0.003
18:00 - 19:00	30	8587	0.000	30	8587	0.000	30	8587	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.023			0.048

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.

Parameter summary

Trip rate parameter range selected: 186 - 40000 (units: sqm)
 Survey date range: 01/01/08 - 26/11/15
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.025	1	19974	0.005	1	19974	0.030
07:00 - 08:00	30	8587	0.158	30	8587	0.005	30	8587	0.163
08:00 - 09:00	30	8587	0.482	30	8587	0.008	30	8587	0.490
09:00 - 10:00	30	8587	0.432	30	8587	0.015	30	8587	0.447
10:00 - 11:00	30	8587	0.121	30	8587	0.049	30	8587	0.170
11:00 - 12:00	30	8587	0.086	30	8587	0.077	30	8587	0.163
12:00 - 13:00	30	8587	0.062	30	8587	0.089	30	8587	0.151
13:00 - 14:00	30	8587	0.073	30	8587	0.059	30	8587	0.132
14:00 - 15:00	30	8587	0.080	30	8587	0.092	30	8587	0.172
15:00 - 16:00	30	8587	0.070	30	8587	0.138	30	8587	0.208
16:00 - 17:00	30	8587	0.031	30	8587	0.304	30	8587	0.335
17:00 - 18:00	30	8587	0.020	30	8587	0.486	30	8587	0.506
18:00 - 19:00	30	8587	0.014	30	8587	0.194	30	8587	0.208
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.654			1.521			3.175	

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.

Parameter summary

Trip rate parameter range selected: 186 - 40000 (units: sqm)
 Survey date range: 01/01/08 - 26/11/15
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	19974	0.035	1	19974	0.015	1	19974	0.050
06:00 - 07:00	1	19974	0.250	1	19974	0.035	1	19974	0.285
07:00 - 08:00	30	8587	0.792	30	8587	0.042	30	8587	0.834
08:00 - 09:00	30	8587	1.948	30	8587	0.091	30	8587	2.039
09:00 - 10:00	30	8587	1.305	30	8587	0.190	30	8587	1.495
10:00 - 11:00	30	8587	0.523	30	8587	0.296	30	8587	0.819
11:00 - 12:00	30	8587	0.392	30	8587	0.429	30	8587	0.821
12:00 - 13:00	30	8587	0.889	30	8587	1.281	30	8587	2.170
13:00 - 14:00	30	8587	1.099	30	8587	0.803	30	8587	1.902
14:00 - 15:00	30	8587	0.589	30	8587	0.485	30	8587	1.074
15:00 - 16:00	30	8587	0.356	30	8587	0.631	30	8587	0.987
16:00 - 17:00	30	8587	0.194	30	8587	1.227	30	8587	1.421
17:00 - 18:00	30	8587	0.116	30	8587	1.845	30	8587	1.961
18:00 - 19:00	30	8587	0.079	30	8587	0.691	30	8587	0.770
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.567			8.061			16.628

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.

Parameter summary

Trip rate parameter range selected:	186 - 40000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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