



Proposed Change of Use from Class E (Office)
to Class F (Education)
Central Point, London Street, Reading RG1
4PS

Transport Statement

For

Karter Estates Ltd

Document Control Sheet

Proposed Change of Use from Class E (Office) to Class F (Education)

Central Point, London Street, Reading RG1 4PS

Karter Estates Ltd

This document has been issued and amended as follows:

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1.0 Introduction

Overview

- 1.1 This Transport Statement (TS) has been prepared on behalf of Karter Estates Ltd to consider the highways and transport implications relating to the proposed change of use from Class E(g) Office to Class F (Education) at Central Point, London Street, Reading.
- 1.2 The location of the site in the context of the surrounding highway and transport network is illustrated in Figure 1.1.

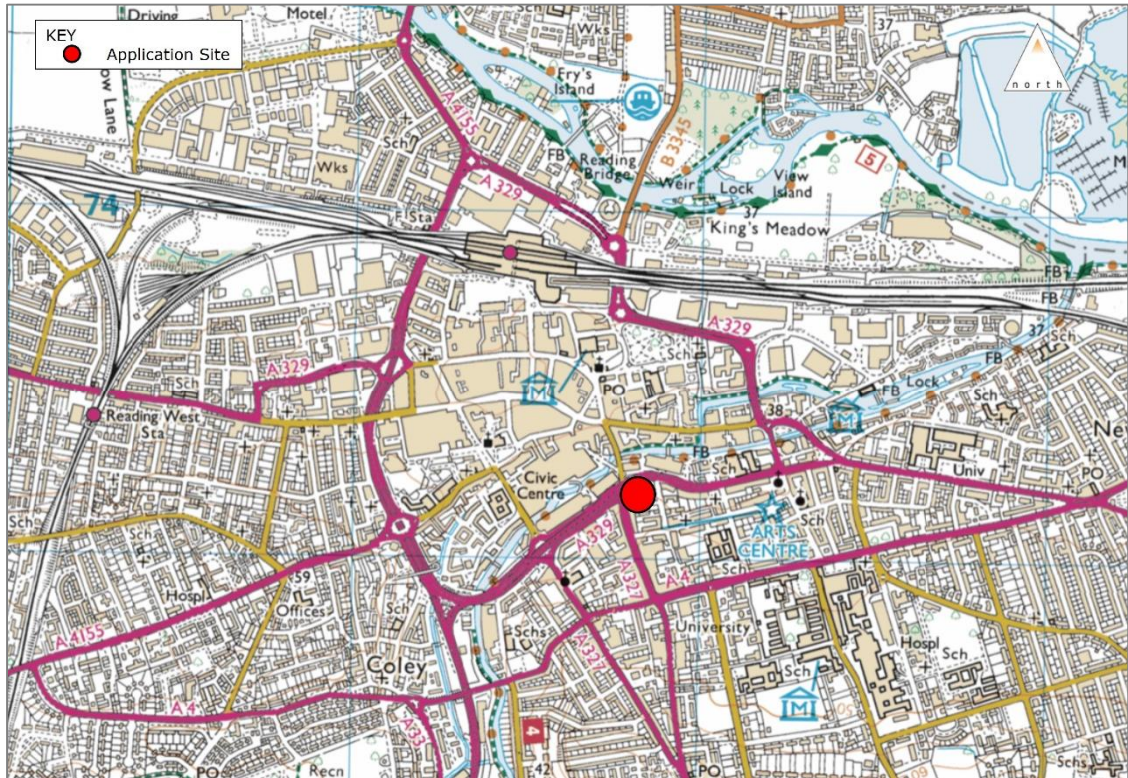


Figure 1.1 – Site Location

Document Purpose

- 1.3 The purpose of the TS is to assess the implications of development-related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is capable of accommodating the scale of development proposed.
- 1.4 The TS has been prepared in the context of the National Planning Policy Framework (NPPF) (2023) and the Reading Borough Council (RBC) Local Plan (2019).

Report Structure

- 1.5 The remainder of the TS is structured as follows:
- „ Section 2 details the baseline conditions relevant to the application site, including the site's accessibility characteristics by foot, cycle and public transport, along with the operational and safety characteristics of the surrounding highway network.
 - „ Section 3 provides a detailed overview of the development proposal and examines the movement and access strategy as well as proposed parking and servicing arrangements.

- 17 Section 4 considers the trip generational characteristics of the existing office use and the proposed education in addition to assessing the net change in trips between existing and proposed uses. proposed development along with analysis of trip types.
- 17 Section 5 provides a summary and conclusion for information presented in the TS.

2.0 Baseline Conditions & Site Accessibility

Existing Site Information

- 2.1 The site is located to the south of Reading town centre and the site is currently occupied by office use over ground, first, second, third and fourth floors totalling a gross floor area of 1,185m². The proposed change of use from office to education covers 796m² of gross floor area with the remaining being retained as office use.
- 2.2 The site currently provides 5 car parking spaces located to the rear of the building, accessed from East Street and 10 cycle parking spaces.

Sustainable Travel Opportunities

- 2.3 Planning policy at the national and local level seeks to ensure that development is accessible by a range of sustainable transport modes. As such this section of the TS examines the site accessibility with respect to walking, cycling and public transport.

Pedestrian and Cycle Accessibility

- 2.4 The location of the application site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing connectivity to nearby bus stops, Reading railway station and local amenities, offering students and staff with a realistic opportunity to travel to the site by sustainable modes of transport.
- 2.5 London Street and the A329 provide lit footways along both sides of the carriageway and directly adjacent to the site are signalised pedestrian crossing facilities offering safe connections north towards Reading town centre.
- 2.6 The local cycle connections in the vicinity of the site are illustrated in Figure 2.1 which show an extract of the RBC cycle route map and demonstrates there are numerous designated cycle routes access from the site.

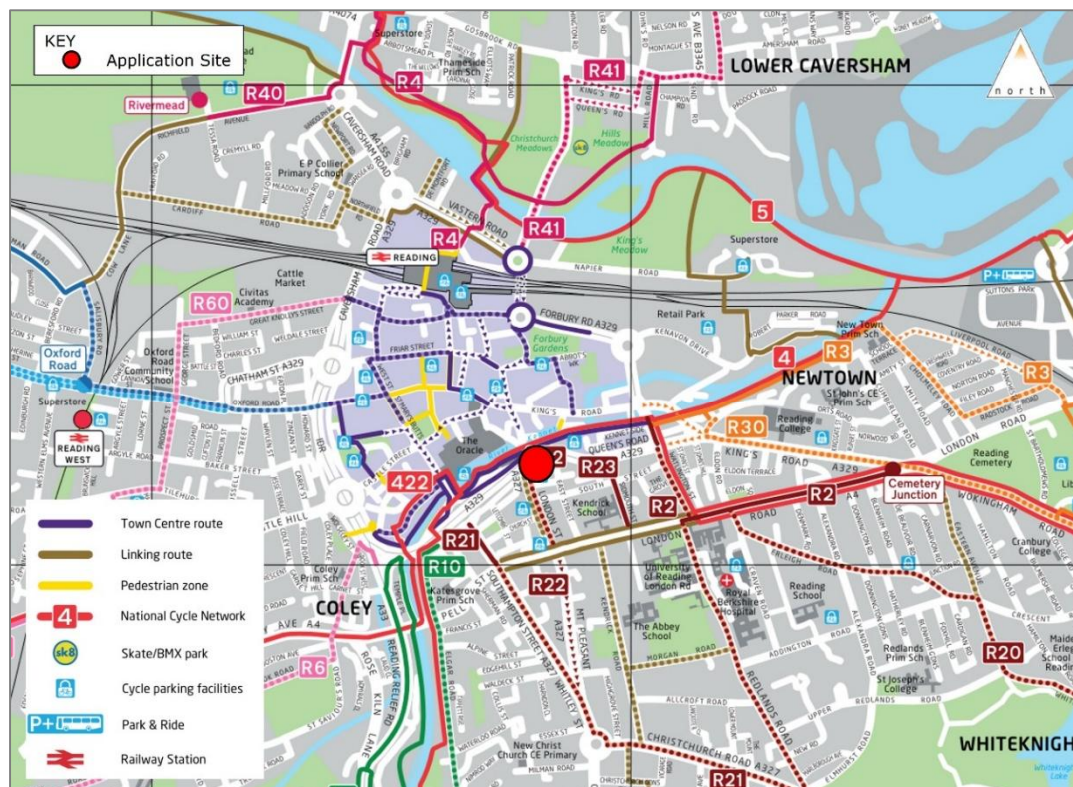


Figure 2.2 – Local Cycle Routes

Accessibility by Bus

- 2.7 The nearest bus stops are located on London Street circa. 70m south of the site. both northbound and southbound bus stops are provided with pole, flag and timetable information and the northbound bus stop also offers shelter and seating. The bus services operating from these stops are summarised in Table 2.1.

Route Number	Frequency (no. buses per hour)			Route
	Mon – Fri	Saturday	Sunday	
5 Emerald	5	5	3	Reading Station – Whitley Wood via Basingstoke Road
6 Emerald	5	5	3	Reading Station - Northumberland Avenue Terminus via Whitley Street
11 Bronze	3	3	2	Reading Central – Coley Park
21/21A Claret	7	3	3	Reading Station - Lower Earley via University,

Table 2.1 – Local Bus Routes

- 2.8 Further bus services are located a short walk distance north from the site on Duke Street and King Street offering access to additional bus services such as the 3 Leopard, 4/X4 Lion, 9 Buzz, 17 Purple and the 19 Little Orange routes.
- 2.9 Therefore, the site is very well connected to frequent bus services providing access to various destinations such as Wokingham, Arborfield, Green Park and Tilehurst.

Accessibility by Rail

- 2.10 Reading railway station is located circa. 650m to the north of the application site, accessible in an average walk time of 9 minutes and an average cycle time of 3 minutes. Typical frequencies and journey times to a range of destinations are outlined in Table 2.2.

Destination	Frequency	Journey Time
Earley	2 per hour	5 minutes
Tilehurst	2 per hour	5 minutes
Wokingham	4 per hour	9 – 14 minutes
Winnersh	2 per hour	10 minutes
Basingstoke	2 per hour	17 – 27 minutes
Slough	4 per hour	20 minutes
Bracknell	2 per hour	20 minutes
Oxford	3 per hour	25 minutes

Table 2.2 – Direct Rail Services from Reading Station

Summary

- 2.11 The location of the site reflects requirements of the NPPF and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce students and staff reliance on the private car.

Local Highway Network

- 2.12 The A327 London Street is subject to a one-way traffic circulation southbound with the exception of buses where designated bus lanes are provided northbound and southbound. London Street also offers some paid on-street parking which are subject to a maximum stay of 2 hours between 8am and 8pm with no return within 2 hours. Side streets from London Street such as South Street and East Street also offer on-street parking but for permit holders only.
- 2.13 The A329 Queen's Road / Mill Lane run east-west along the site frontage and is a key route linking to the A329 dual carriageway to the west and Cemetery Junction offering onwards connections to Winnersh and the M4.
- 2.14 North of the site, London Street becomes Duke Street which connects with Kings Road within Reading town centre connecting to pedestrianised routes within the town.

Personal Injury Collision (PIC) Analysis

- 2.15 To enable a review of the road safety record on the highway network in the vicinity of the application site, Personal Injury Collision (PIC) data has been obtained from Crashmap over the latest 5-year period available. Analysis has been undertaken to determine if there are any trends in the type or location of collisions on the local highway network within the vicinity of the application site.
- 2.16 The data identifies that 4 PICs have been recorded at the Lond Street / A329 crossroad junction adjacent to the site, of which all were classified as 'slight'. One of these PIC involved a pedestrian, and no other vulnerable road users were involved in the other incidents.
- 2.17 From this review, no significant pattern or trend has been observed and it is considered that the proposed development will have no adverse impact on highway safety.

3.0 Development Proposals

Proposed Development Details

- 3.1 The development proposals comprise the change of use from office to education to provide a dental academy associated with the University of Buckinghamshire.
- 3.2 Students will be located in central Reading within walking distance of the site as the dental course will be offered on a full-time basis. Off-site student accommodation arrangements will be made for term time.
- 3.3 Classes will run Monday to Friday between 9am and 5pm with additional classes on Saturday between 9am and 4pm.
- 3.4 It is expected that up to 50 students will attend the site on daily basis which will be covered by 15 places at practical workstations and 35 places in lecture format classes. It should be noted that there will be some hybrid teaching and therefore students would not be required to be on-site every day.
- 3.5 The dental academy will be supported by 4 staff (to include 1 practical skills staff member, 1 lecturer, 1 facilities management, 1 site manager and 1 secretary).
- 3.6 As previously noted, the proposed change of use is for 796m² of gross floor area with the remaining being retained as office use.

Access Arrangements

- 3.7 Access to the site will be retained as per existing arrangements with the main entrance located on the northern façade of the building.
- 3.8 Access to the rear of the site, where the existing car and cycle parking is located, will also be retained as per existing arrangements, retaining the gated entrance from East Street.

Proposed Parking Provision

- 3.9 Under existing arrangements, the site provides a total of 5 car parking spaces which are located to the rear of the building, accessed via a gated entrance from East Street. It is proposed that these spaces will continue to be retained as per existing. The proposed dental academy will be allocated 2 spaces with the remaining spaces allocated to existing tenants as per existing conditions.
- 3.10 Given the central location of the site and access to comprehensive pedestrian and cycle infrastructure as well as frequent bus and rail services within a short walk distance of the site (as detailed in Section 2), it is considered acceptable for the proposed development to operate with minimal car parking.
- 3.11 Should staff / students travel to the site by car, there are public car parking facilities on Queens Road/Mill Lane in the form of two multi-storey car parks (Queens Road and Riverside) within a short walk distance of the site, offering a total of 2,311 spaces.
- 3.12 In terms of cycle parking, the RBC standards require provision of 10% of the building users (FTE staff and students) for further / higher education. On the basis that the development will operate with 4 staff and up to 50 students, a total of 6 cycle parking spaces will be required. As noted previously, the site provides a total of 10 sheltered spaces which would adequately cater for students and staff.

Servicing Arrangements

- 3.13 Servicing arrangements will continue to take place as per existing arrangements. It is expected that the demand for deliveries / servicing will be very similar to the existing office use with no notable change in vehicle demand.

Promotion of Sustainable Transport

- 3.14 As noted in Section 2, the promotion of sustainable development and accessibility by non-car modes of travel are a key thread of current government and local policy. Within Section 3, it has been demonstrated that the proposed development benefits from access to alternative means of travel to the private car with the availability of good pedestrian and cycle infrastructure, and nearby frequent bus and rail services, providing suitable travel alternatives.
- 3.15 To ensure the development maintains a minimal impact on the highway and transport infrastructure near to the site, a Framework Travel Plan (FTP) has been prepared to accompany the planning application. The FTP provides details on the objectives, measures and management processes to be put in place to minimise single-occupancy vehicle trips to and from the site in favour of sustainable modes of travel.

4.0 Development-Related Trip Generation

Overview

- 4.1 This section details the trip generation of the existing office and the proposed development along with a net change assessment.
- 4.2 It should be noted that the proposed change of use is for 796m² of the existing gross floor area (1,185m²) with the remaining building space being retained as office use.

Existing Use – Class E Office

- 4.3 Multi-modal trip rates have been obtained from the TRICS database in order to determine the trip generation of the existing office use (796m²). The TRICS output is included as [Appendix A](#).
- 4.4 The multi-modal trip rates and associated trips for the existing office use are summarised in Table 4.1.

Mode	AM Peak		PM Peak	
	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	1.589	13	1.377	11
Vehicle Passenger	0.141	1	0.166	1
Public Transport	0.602	5	0.647	5
Walk	0.329	3	0.318	3
Cycle	0.121	1	0.096	1
Total	2.782	22	2.604	21

Table 4.1 – Existing Use Trip Rates – Office

- 4.5 Table 4.1 shows that the existing office use generates approximately 22 two-way person movements during the AM peak, of which 21 trips would be vehicular, and 31 two-way person movements, of which 16 trips would be vehicular.

Proposed Use – Class F Education (Dental Academy)

- 4.6 Given the specific nature of the proposed development it is considered appropriate to assess the trip generational characteristics of the proposed dental academy on a first principles basis. As detailed in Section 3, the dental academy will operate with 50 students and 4 staff.
- 4.7 The proposed number of arrivals and departures trips, split between students and staff during the AM and PM peaks are summarised in Table 4.2. For the purposes of providing a robust assessment it is assumed that all students will arrive in the AM peak and depart in the PM peak however, it is recognised that students may arrive / depart the site at various times throughout the day depending upon the teaching schedule.

Trip Type	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Students	50	0	50	0	50	50
Staff	4	0	4	0	4	4
Total	54	0	54	0	54	54

Table 4.2 – Proposed Peak Trips

- 4.8 Table 4.2 identifies that the proposed dental academy could generate up to 54 two-way trips during the AM and PM peaks. However, it should be noted that as outlined in Section 3, classes will run Monday to Friday between 9am and 5pm and Saturday between 9am and 4pm with some hybrid teaching whereby all students would not be required to be on-site everyday.

- 4.9 Section 3 outlines that all students will be based in central Reading and would therefore be able to walk or cycle to the site. Given the central location of the site and access to frequent bus and rail services, staff also have realistic opportunities to travel to the site by sustainable modes of transport. Therefore, it is considered that the majority of the trips generated by the proposed dental academy would be undertaken by sustainable modes of transport.
- 4.10 It considered that the number of trips predicted to be generated by the proposed development, is considered to be minimal and would have an imperceptible impact on the operation of the local highway and transport network.

Net Change Analysis

- 4.11 A comparative assessment has been undertaken between the total person trips generated by the existing use and the proposed development. The net change in total trips is summarised in Table 4.3.

Use	AM Peak	PM Peak
Existing Office	22	21
Proposed Dental Academy	54	54
Net Change	+ 32	+ 33

Table 4.3 – Net Change Assessment

- 4.12 Table 4.3 identifies that the proposed dental academy will generate a net change of up to 32 person trips during the AM peak and 33 person trips during the PM peak. Based on the anticipated operation of the proposed dental academy, it is anticipated that this increase in person trips would primarily be undertaken by sustainable transport modes.
- 4.13 In the context of the comprehensive existing pedestrian and cycle infrastructure surrounding the site, it is considered that the predicted level of pedestrian and cycle trips generated by the development can be adequately accommodated.
- 4.14 Likewise, given the high number of public transport services accessible from the site along with their frequency, it is considered that the predicted level of public transport trips generated by the development can be adequately accommodated. The public transport trips generated by the development would be split across bus and rail travel and is considered minimal in the context of the high level of service offered.

5.0 Summary and Conclusion

Summary

- 5.1 This Transport Statement (TS) has been prepared on behalf of Karter Estates Ltd to consider the highways and transport implications relating to the proposed change of use from Class E(g) Office to Class F (Education) at Central Point, London Street, Reading.
- 5.2 A summary of the findings in this report are as follows:
- „ The site is well located in terms of proximity to frequency public transport services and established pedestrian and cycle routes which provide the opportunity for staff and students to travel to and from the site by means other than the private car.
 - „ PIC analysis identified that no significant patterns or trends have been observed demonstrated that there are no significant safety issues on the local highway network. It is therefore considered that the proposed development will have no adverse impact on highway safety.
 - „ Access to the site will be retained as per existing arrangements with the main entrance located on the northern façade of the building.
 - „ The development will retain the existing 5 car parking spaces and 10 cycle parking spaces to the rear of the building and access from East Street will remain unchanged from existing arrangements.
 - „ Servicing arrangements will continue to take places as per existing conditions and the number of servicing movements will remain largely unchanged from existing conditions.
 - „ The proposed development could generate 54 person trips during the AM and PM peak periods, of which the majority of trips would be undertaken by sustainable modes of transport given that students will be living in central Reading and within walking / cycling distance of the site.
 - „ In the context of the comprehensive existing pedestrian and cycle infrastructure surrounding the site, it is considered that the predicted level of pedestrian and cycle trips generated by the development can be adequately accommodated.
 - „ Given the high number of public transport services accessible from the site along with their frequency, it is considered that the predicted level of public transport trips generated by the development can be adequately accommodated. The public transport trips generated by the development would be split across bus and rail travel and is considered minimal in the context of the high level of service offered.
 - „ Overall, it considered that the number of trips predicted to be generated by the proposed development would have an imperceptible impact on the operation of the local highway and transport network.

Conclusion

- 5.3 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets the local and national policy objectives. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix A

TRICS Output

Calculation Reference: AUDIT-734001-240521-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

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Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 3960 (units: sqm)
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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	5 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	13 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
Edge of Town Centre	11

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	6
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	5 days - Selected

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LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
3	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
4	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL	
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	3960 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
6	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
7	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	
8	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	

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LIST OF SITES relevant to selection parameters (Cont.)

9	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1590 sqm	
	Survey date: FRIDAY	06/05/22	Survey Type: MANUAL
10	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
11	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES	WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	540 sqm	
	Survey date: MONDAY	14/11/22	Survey Type: MANUAL
12	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY	WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
13	WS-02-A-07 HAM ROAD SHOREHAM-BY-SEA	BUSINESS TECHNOLOGY	WEST SUSSEX
	Edge of Town Centre No Sub Category Total Gross floor area:	2780 sqm	
	Survey date: FRIDAY	11/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.27

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	12	1632	0.449	12	1632	0.020	12	1632	0.469
08:00 - 09:00	13	1520	1.437	13	1520	0.152	13	1520	1.589
09:00 - 10:00	13	1520	0.779	13	1520	0.304	13	1520	1.083
10:00 - 11:00	13	1520	0.359	13	1520	0.207	13	1520	0.566
11:00 - 12:00	13	1520	0.177	13	1520	0.187	13	1520	0.364
12:00 - 13:00	13	1520	0.248	13	1520	0.410	13	1520	0.658
13:00 - 14:00	13	1520	0.440	13	1520	0.380	13	1520	0.820
14:00 - 15:00	13	1520	0.258	13	1520	0.314	13	1520	0.572
15:00 - 16:00	13	1520	0.167	13	1520	0.319	13	1520	0.486
16:00 - 17:00	13	1520	0.192	13	1520	0.557	13	1520	0.749
17:00 - 18:00	13	1520	0.137	13	1520	1.240	13	1520	1.377
18:00 - 19:00	12	1632	0.031	12	1632	0.506	12	1632	0.537
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.674			4.596			9.270

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 3960 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL 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	12	1632	0.010	12	1632	0.000	12	1632	0.010
08:00 - 09:00	13	1520	0.121	13	1520	0.000	13	1520	0.121
09:00 - 10:00	13	1520	0.005	13	1520	0.000	13	1520	0.005
10:00 - 11:00	13	1520	0.005	13	1520	0.000	13	1520	0.005
11:00 - 12:00	13	1520	0.005	13	1520	0.005	13	1520	0.010
12:00 - 13:00	13	1520	0.010	13	1520	0.010	13	1520	0.020
13:00 - 14:00	13	1520	0.000	13	1520	0.000	13	1520	0.000
14:00 - 15:00	13	1520	0.000	13	1520	0.000	13	1520	0.000
15:00 - 16:00	13	1520	0.000	13	1520	0.005	13	1520	0.005
16:00 - 17:00	13	1520	0.000	13	1520	0.010	13	1520	0.010
17:00 - 18:00	13	1520	0.000	13	1520	0.096	13	1520	0.096
18:00 - 19:00	12	1632	0.000	12	1632	0.036	12	1632	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.162			0.318

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1632	0.485	12	1632	0.026	12	1632	0.511
08:00 - 09:00	13	1520	1.619	13	1520	0.111	13	1520	1.730
09:00 - 10:00	13	1520	0.987	13	1520	0.344	13	1520	1.331
10:00 - 11:00	13	1520	0.415	13	1520	0.218	13	1520	0.633
11:00 - 12:00	13	1520	0.218	13	1520	0.202	13	1520	0.420
12:00 - 13:00	13	1520	0.278	13	1520	0.486	13	1520	0.764
13:00 - 14:00	13	1520	0.547	13	1520	0.440	13	1520	0.987
14:00 - 15:00	13	1520	0.324	13	1520	0.390	13	1520	0.714
15:00 - 16:00	13	1520	0.192	13	1520	0.445	13	1520	0.637
16:00 - 17:00	13	1520	0.228	13	1520	0.683	13	1520	0.911
17:00 - 18:00	13	1520	0.101	13	1520	1.442	13	1520	1.543
18:00 - 19:00	12	1632	0.020	12	1632	0.643	12	1632	0.663
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.414			5.430			10.844

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1632	0.041	12	1632	0.000	12	1632	0.041
08:00 - 09:00	13	1520	0.314	13	1520	0.015	13	1520	0.329
09:00 - 10:00	13	1520	0.253	13	1520	0.182	13	1520	0.435
10:00 - 11:00	13	1520	0.344	13	1520	0.339	13	1520	0.683
11:00 - 12:00	13	1520	0.319	13	1520	0.349	13	1520	0.668
12:00 - 13:00	13	1520	0.435	13	1520	0.860	13	1520	1.295
13:00 - 14:00	13	1520	0.678	13	1520	0.643	13	1520	1.321
14:00 - 15:00	13	1520	0.445	13	1520	0.192	13	1520	0.637
15:00 - 16:00	13	1520	0.137	13	1520	0.056	13	1520	0.193
16:00 - 17:00	13	1520	0.091	13	1520	0.127	13	1520	0.218
17:00 - 18:00	13	1520	0.030	13	1520	0.288	13	1520	0.318
18:00 - 19:00	12	1632	0.000	12	1632	0.128	12	1632	0.128
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.087			3.179			6.266

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1632	0.026	12	1632	0.000	12	1632	0.026
08:00 - 09:00	13	1520	0.602	13	1520	0.000	13	1520	0.602
09:00 - 10:00	13	1520	0.587	13	1520	0.020	13	1520	0.607
10:00 - 11:00	13	1520	0.121	13	1520	0.015	13	1520	0.136
11:00 - 12:00	13	1520	0.025	13	1520	0.020	13	1520	0.045
12:00 - 13:00	13	1520	0.046	13	1520	0.177	13	1520	0.223
13:00 - 14:00	13	1520	0.106	13	1520	0.202	13	1520	0.308
14:00 - 15:00	13	1520	0.086	13	1520	0.101	13	1520	0.187
15:00 - 16:00	13	1520	0.081	13	1520	0.101	13	1520	0.182
16:00 - 17:00	13	1520	0.091	13	1520	0.147	13	1520	0.238
17:00 - 18:00	13	1520	0.030	13	1520	0.617	13	1520	0.647
18:00 - 19:00	12	1632	0.020	12	1632	0.342	12	1632	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.821			1.742			3.563

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.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.27

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	12	1632	0.562	12	1632	0.026	12	1632	0.588
08:00 - 09:00	13	1520	2.657	13	1520	0.127	13	1520	2.784
09:00 - 10:00	13	1520	1.832	13	1520	0.547	13	1520	2.379
10:00 - 11:00	13	1520	0.886	13	1520	0.572	13	1520	1.458
11:00 - 12:00	13	1520	0.567	13	1520	0.577	13	1520	1.144
12:00 - 13:00	13	1520	0.769	13	1520	1.533	13	1520	2.302
13:00 - 14:00	13	1520	1.331	13	1520	1.285	13	1520	2.616
14:00 - 15:00	13	1520	0.855	13	1520	0.683	13	1520	1.538
15:00 - 16:00	13	1520	0.410	13	1520	0.607	13	1520	1.017
16:00 - 17:00	13	1520	0.410	13	1520	0.967	13	1520	1.377
17:00 - 18:00	13	1520	0.162	13	1520	2.444	13	1520	2.606
18:00 - 19:00	12	1632	0.041	12	1632	1.149	12	1632	1.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.482			10.517			20.999

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.