

TRANSPORT STATEMENT

Trinity Hall, South Street, Reading, RG1 4QU



Prepared for: Staxlink Ltd

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Contents

1.0	Introduction and Background	1
2.0	Baseline Conditions	2
3.0	Proposed Development	8
4.0	Traffic Generation	11
5.0	Summary and Conclusions.....	14

Appendices

Appendix A:	Site Location Plan
Appendix B:	Proposed Floor Plans
Appendix C:	Reading Borough Council Parking Zones Map
Appendix D:	TRICS Database Outputs
Appendix E:	2011 Census Database Output

1.0 Introduction and Background

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Staxlink Ltd to accompany a full planning application for the proposed redevelopment, for residential purposes, of Trinity Hall, South Street, Reading, RG1 4QU ('the site').

Background

- 1.2 In 2022, the site was subject to a planning application submitted to Reading Borough Council (RBC) for the "*Demolition of existing buildings and erection of 22 apartments*", Application No. 220385. The proposals included an allowance for 11 car parking spaces and cycle parking.
- 1.3 The application was refused, with a Decision Notice issued on 23 June 2023 and was dismissed on Appeal on 18 July 2024¹. The Decision Notice included 11 Reasons for Refusal, although none of these reasons were related to transport and highways.
- 1.4 Indeed, the Local Highway Authority raised no objection subject to conditions relating to submission of a construction method statement, vehicle parking and access, electric vehicle charging points, cycle parking and refuse details and conditions relating to prohibition of parking permits.
- 1.5 It is understood that a positive pre-application site meeting for the 18 apartments proposed in this revised planning application took place on 3 January 2024 and at which the Council did not have an issue with no car parking being provided, even though at the time a response from the Highways Officer to the pre-application advice request had yet to be received.

Report Structure

- 1.6 This Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (NPPF, December 2023) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).
- 1.7 The report considers the existing use of the site and the scale of the proposed development, as well as matters pertaining to accessibility by sustainable modes of transport, car and cycle parking, servicing, traffic generation and highway impact.

¹ Appeal Reference APP/E0345/W/23/3334782.

2.0 Baseline Conditions

Site Description

- 2.1 The site comprises an existing building, formerly containing 24 bedspaces of student accommodation along with a warden's flat and office. The site is located at the intersection of Sidmouth Street and South Street in Reading. The building has remained unused since August 2014. A site location plan is provided at Appendix A.
- 2.2 The site is bound to the north by apartments that are nearing completion with parking, to the east by Sidmouth Street, to the south by South Street, and to the west by Livery Close.
- 2.3 Vehicular access to the site is taken via a bellmouth junction from South Street and serves an existing off-street parking area comprising 11 car parking spaces and a detached garage. There is also a pedestrian access to the site from South Street.
- 2.4 The site is located within the Residential Parking Permit Zone 11R. There are three on-street parking areas in the vicinity of the site on South Street, with the remainder of the road being subject to double yellow line restrictions.
- 2.5 Two of these zones located to the west of the site allow parking for up to 3 hours between 08:00 and 20:00 with no return permitted within 2 hours whilst the third one located to the front of the site allows vehicles to stay up to 2 hours. On-street parking is restricted on Sidmouth Street within proximity to the junction with South Street by way of double yellow lines.
- 2.6 Sidmouth Street is a one-way road between London Road to the south and Queen's Road to the north, subject to a 30mph speed limit. South Street is a two-way carriageway, subject to a 30mph speed limit which reduces to 20mph to the east of the junction with Sidmouth Street.

Accessibility

- 2.7 The LHA raised no objection to the previous application (ref. 220385) on the site and as such, must have considered that the proposals are in an accessible location for residential development. Indeed, their consultation response to the application states *"This zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone"*.
- 2.8 However, whilst not strictly a transport-related matter, Reason for Refusal 6 attached to the Decision Notice set out that *"The proposal would provide insufficient amenity space and open space to serve the development as a result of the excessive footprint of the building and dominance of hardstanding with consequent harm to the amenity of future occupiers. This would be worsened by the lack of access to green open space locally. The proposal is therefore contrary to Policies CC7 (Design and the Public Realm), CC8 (Safeguarding Amenity), H10 (Private and Communal Outdoor Space), EN9 (Provision of Open Space) and EN10 (Access to Open Space) of the Reading Borough Local Plan (2019)"*.
- 2.9 Therefore, notwithstanding the LHAs comments to the previous application, it is considered prudent to set out the accessible and sustainable nature of the site in details, including its proximity to areas of green open space which residents could easily walk or cycle to.

Walking

- 2.10 It is generally considered that 2km is an acceptable upper limit for those walking to schools and workplaces, with 400m being considered the optimum upper limit for those travelling to local bus stops, facilities, and amenities, such as food stores, in accordance with Chartered Institution of Highways and Transportation (CIHT) guidance. The majority of East Reading is within an acceptable 2km walking distance of the site, as is Reading town centre and all its associated amenities, facilities, and public transport links.
- 2.11 Footways, typically around 2m wide, are present on both sides of South Street and Sidmouth Street, which connect into East Reading and Reading town centre. There are central refuges on Sidmouth Street and signalised crossing facilities on Queen's Road that enable continues links to these areas.
- 2.12 The nearest local shops are a Tesco Express located at the A327/London Road/Crown Street junction, around 450m southwest and a Londis convenience store located on London Road, opposite Redlands Road, around 400m southeast of the site. The Oracle Shopping Centre is also within a 450m walk from the site to the northwest. There are also two public houses within a 400m distance of the site, one of which is located at the Queens Road/Watlington Street junction to the northeast and the second one on East Street close to the entry from London Road (A4) to the southwest.
- 2.13 There are also leisure and educational facilities within a 400m walking distance from the site including the University College of Estate Management (130m), University of Reading, London Road Campus (220m), Kendrick School (290m), Chiltern Badminton Club (250m) and Watlington House Community Centre (220m).
- 2.14 Healthcare facilities including the London Street surgery and Berkshire Health medical centre are located within 270m and 500m walking distances of the site respectively. Royal Berkshire Hospital is located 800m to the southeast.
- 2.15 Reading town centre is around 450m northwest of the site and provides all the facilities that one would expect from a large town centre, including extensive shopping opportunities at The Oracle, as well as plenty of employment opportunities.

Cycling

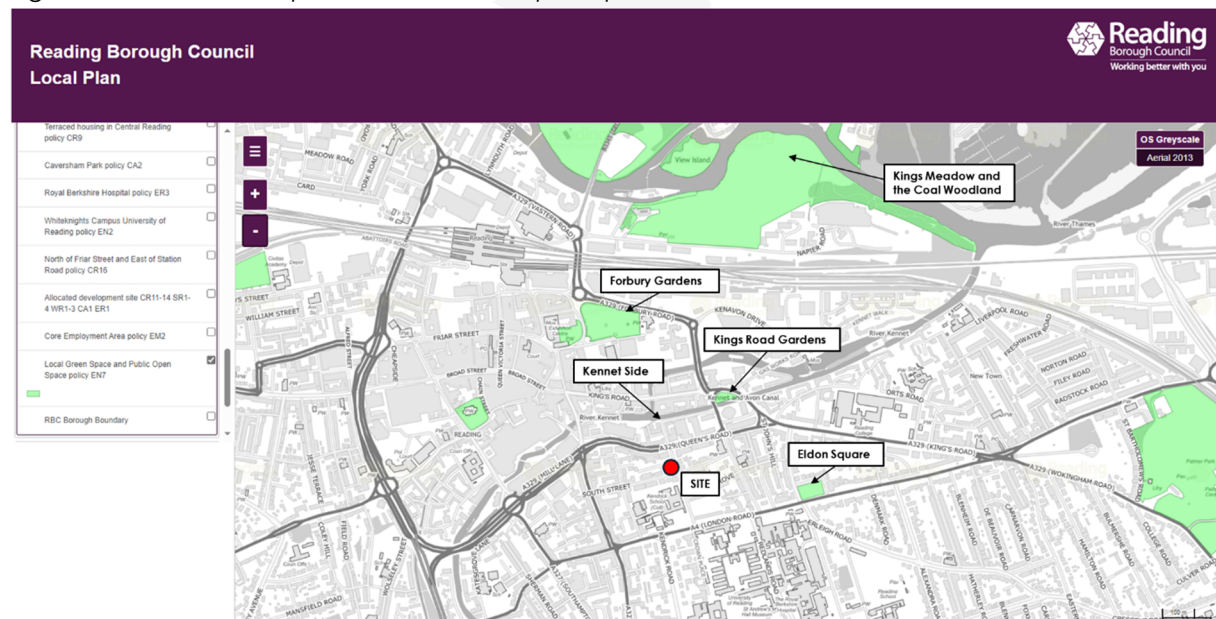
- 2.16 It is generally considered that 5km is an acceptable upper limit to cycle to schools, work, local facilities, and amenities. As such, most of the urban and suburban areas of Reading are within an acceptable cycling distance of the site, including the University of Reading and key employment destinations such as Thames Valley Park, Basingstoke Road Industrial Estate and the Green Park Business Park.
- 2.17 There is a two-way segregated cycle route running on Sidmouth Street from Queens Road to the north to London Road (A4) to the south, which connects to the shared use paths provided on both sides of London Road and to local cycle routes running on Kendrick Road and Redlands Road, which provide access to the University of Reading to the southeast as well as to Whitley and Basingstoke Road Industrial Estate to the south.

- 2.18 To the east, the shared use paths on London Road (A4) connect to National Cycle Route (NCR) 422, which runs along London Road and Wokingham Road providing links to Earley and Winnersh Triangle to the southeast, which offer further employment opportunities. Heading north, NCR 422 runs along Watlington Street and the Kennet Side providing links to Reading town centre and the railway station to the northwest as well as to Thames Valley Park and Caversham to the northeast.

Access to Green Open Space

- 2.19 Reason for Refusal 6 stated that there was limited open space for residents in the vicinity of the site. However, in accordance with Policy EN7: Local Green Space and Public Open Space of the RBC Local Plan there is a number of open spaces within walking distance from the site that have been designated as Local Green Spaces (LGS) and Public Open Spaces (POS). These spaces are the following:
- EN7Ce, Kings Road Gardens, POS (425m northeast of the site);
 - EN7Eb, Eldon Square, POS (575m east of the site);
 - EN7Cb, Forbury Gardens, LGS (650m north of the site);
 - EN7Cd, Kings Meadow and the Coal Woodland, LGS (1.15km north of the site); and
- 2.20 Although not a designated open green space in the Local Plan, the River Kennet is accessible from Kennet Side, 200m north of the site, providing leisure walks to the River Thames to the northeast and to Calcot, Theale, Thatcham and Newbury to the west. The River Thames is accessible 1.4km northeast of the site, providing local connections to Thames Valley Park, Sonning, West Reading, Tilehurst and Pangbourne.
- 2.21 Figure 1 shows the above designated Local Green Spaces and Public Open Spaces that are accessible on foot from the site, along with Kennet Side, where the River Kennet can be accessed from.

Figure 1: Local Green Spaces and Public Open Spaces near the site



- 2.22 As such, it is evident that there are plenty of opportunities for residents to access open space by foot or cycle in close proximity to the site, whether this is formally allocated open space or for general leisure walks or rides.

Bus

- 2.23 The nearest bus stops to the site are on London Street, around 350m northwest of the site. Both bus stops have a flag and post with a mounted timetable, whilst the southbound bus stop is also provided with sheltered seating and real-time travel information.

- 2.24 The northbound bus stop is served by around 17 services per hour at peak times on Monday to Friday, comprising:

- **3 leopard** – Wokingham – Shinfield – Whitley – University of Reading (UoR) – Royal Berkshire Hospital (RBH) – Central Reading – four services per hour;
- **9 Buzz** – Green Park – Whitley – UoR – RBH – Kings Road – Central Reading – one service per hour;
- **9a Buzz** – Green Park – Whitley – UoR – RBH – Central Reading – two services per day;
- **9b Buzz** – Green Park – Whitley – UoR – RBH – Central Reading – two services per day (school days only);
- **19a little oranges** – Woodley – North Earley – RBH – Central Reading – two services per hour;
- **19b little oranges** – Lower Earley – RBH – Kings Road – Central Reading – two services per hour;
- **19c little oranges** – Loddon Bridge – Central Reading via Woodley Piazza, Chequers, Bulmershe, Earley Gate, RBH – one service per hour;
- **21 claret** – Lower Earley – UoR – Reading Station – three services per hour; and
- **21a claret** – UoR – Reading Station – four services per hour (UoR days only).

- 2.25 The southbound bus stop is served by around 21 services per hour at peak times on Monday to Friday, comprising:

- **5 emerald** – Central Reading – Whitley – Whitley Wood (via Northumberland Avenue) – five services per hour;
- **6 emerald** – Reading Station – Whitley – Whitley Wood (via Basingstoke Road) – five services per hour;
- **6a emerald** – Reading Station – Whitley – Whitley Wood / Tesco Distribution Centre – seven services per day;
- **11 Bronze** – Central Reading – Coley Park – three services per hour;
- **21 claret** – Reading Station – UoR – Lower Earley – three services per hour;
- **21a claret** – Reading Station – UoR – five services per hour (UoR days only);
- **81** – Caversham Heights – Abbey School, Reading School, St Josephs Convent – Bulmershe School – one service per day (Wokingham school days only);
- **91** – Kentwood Circle – Oxford Road – Reading Girls School – one service per day (Oxfordshire school days only); and

2.26 The westbound Eldon Road bus stop is located on Queen's Road, around 400m northeast of the site. It has a flag and post with mounted timetable and unsheltered seating. The eastbound Eldon Road bus stop is located on Kings Road, around 575m northeast of the site. The bus stops provide access to around 15 bus services per hour at peak times from Monday to Friday comprising:

- **4 lion** – Bracknell – Southern Industrial Area – Wokingham – Winnersh – Earley – Reading Kings Road – Central Reading – three services per hour;
- **13 orange** – Reading Station – Woodley (Circular) via Bulmershe, Woodley, Chequers – two services per hour;
- **14 orange** – Reading Station – Woodley (Circular) via Chequers, Woodley, Bulmershe – two services per hour;
- **17 purple** – Tilehurst Water Tower – Oxford Road – Reading Town Centre – Reading College – Wokingham Road – Three Tuns – seven services per hour;
- **850** – High Wycombe – Marlow – Henley-on-Thames – Wargrave – Twyford – North Earley – Reading Kings Road – Central Reading – one service per hour; and
- **X4 Lion** – Bracknell – John Nike Leisure Centre – Wokingham – Winnersh – Earley – Reading Kings Road – Central Reading – two services per hour.

2.27 Similar, albeit slightly reduced levels of service are available on Saturdays and Sundays.

2.28 As such, the site lies in proximity to several bus routes that provide frequent services to Central Reading and Reading railway station to the northwest as well as to University of Reading and the Basingstoke Road Industrial Estate to the south.

Rail

2.29 The nearest railway station to the site is Reading, 1.0km to the northwest of the site. This represents a 14-minute walk or 4-minute cycle via Queen's Road, Duke Street, Broad Street and Station Road to the southern entrance of the station.

2.30 Reading station is one of the key interchanges for services between London, South Wales, the West Country, the South Coast and destinations further north, such as Birmingham, Manchester and Newcastle.

2.31 Reading station is served by around 30 services per hour to the various destinations noted above, as well as stopping services towards London, Basingstoke, Didcot Parkway, Oxford and Newbury.

2.32 Reading is the new western terminus of the Elizabeth Line, with direct trains in under an hour from central London. Elizabeth Line services to Reading run every half an hour to Abbey Wood in East London, through Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street and Canary Wharf.

2.33 Typical journey times to key destinations are 25 minutes to London, 16 minutes to Newbury, 20 minutes to Basingstoke, 12 minutes to Didcot Parkway, 24 minutes to Oxford and 60 minutes to Bristol.

2.34 Reading station has step-free access to all platforms, cafés, shops and 344 secure cycle storage spaces, including plenty of Sheffield stands at the southern entrance to the station.

Summary

- 2.35 It is evident that the site is in a highly sustainable location, within walking and cycling distance of a wide range of workplaces, leisure opportunities, education and other amenities. Frequent bus services are available in 5-minutes' walk away from the site, whilst frequent rail services are available via a short walk or cycle.
- 2.36 As such, future residents of the development would be able to undertake all their day-to-day needs by sustainable modes of travel.



3.0 Proposed Development

3.1 The proposals comprise the demolition of the existing building and the construction of 18 residential units in a housing mix as follows:

- seven x 1-bedroom flats;
- ten x 2-bedroom flats; and
- one x 3-bedroom flat.

3.2 The proposed floor plans are provided at Appendix B.

Access

3.3 Pedestrian and cycle access to the site will be taken from South Street via a new ramped walkway leading to the entrance to the building and the proposed bin and cycle stores. The existing vehicular access off South Street will be closed off and reinstated to the footway level.

Car Parking

3.4 Reading Borough Council's 'Revised Parking Standards and Design Supplementary Planning Document (Adopted 31st October 2011)' adopts a zonal approach to determining relevant parking standards for an area, with the area within which the site is located being in Zone 2.

3.5 Zone 2 is described as "walking distances of 2 kilometres from the centre of Reading. Typically, this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station or Reading West railway station. Walking and cycling in this area tend to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways". The site is also shown as being located within proximity to four 'high frequency bus routes' with Queen's Road to the north being the closest one. A copy of the zoning map is provided at Appendix C.

3.6 The above parking standards document states that each 1-bed or 2-bed flat in Zone 2 should be provided with one car parking space per flat and each 3-bed flat in Zone 2 should be provided with one and a half car parking space per flat. It is also stated that "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".

3.7 Using a strict application of the above standards, the refused application (ref. 220358) would have required 22.5 car parking spaces for the 22 units. However, the LHA raised no objection to the provision of 11 spaces for the refused application, this being half of what would strictly be required.

3.8 As such, there is a historic precedence for a development in this location providing a below-standard quantum of car parking and on this basis, it is proposed that the 18 residential units are car-free.

3.9 The paragraphs below provide further justification as to why a car-free development is considered acceptable in this instance, with no detriment to highway safety.

- 3.10 As set out in Section 2, the site is near local amenities, facilities, education, employment opportunities and frequent public transport links, so residents of the development would be able to travel sustainably on a day-to-day basis. This was noted in the LHAs consultation response to the refused application *"This zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone"*.
- 3.11 Parking restrictions in the form of double yellow lines, short-term on-street parking, and Controlled Parking Zones (CPZs) are in place along many of the roads surrounding the site and therefore residents of the site would not be able to park on the local highway network.
- 3.12 As per the refused application, if necessary, it is considered that residents of the site be excluded from receiving permits for the CPZs surrounding the site, details of which could be secured by condition.
- 3.13 It is noted that the principle of providing car-free units in Zone 2 is not a novel concept. Around 450m northwest of the site, application no. 221364/FUL was granted planning permission for the *"Demolition of existing building (mural wall to be retained and restored), construction of new building to accommodate a community hall (Use Class F2) and 17 no. residential flats (Use Class C3), with associated works and landscaping"* at 36-42 London Street, Reading, RG1 4SQ.
- 3.14 In addition, around 700m southwest of the site, application no. 211636/FUL was granted planning permission for the *"Removal of existing building and construction of a four-storey building to comprise 19 dwellings and associated works"* at 75-81 Southampton Street.
- 3.15 Both consented schemes are almost identical in size to the proposed development, also located within short walking and cycling distances of Reading town centre and the railway station to the south and lie within proximity to 'high frequency bus routes' as the site does.
- 3.16 As such, given car-free developments in Zone 2 of almost identical size to that set out herein and similar location have been granted planning permission, there ought not be any objection from the Local Highway Authority in respect of the car-free nature of the proposals.

Cycle Parking

- 3.17 As noted in paragraph 3.3 and shown in Appendix B, a residential cycle store will be provided for the proposed flats. This will be accessible via the walkway off South Street.
- 3.18 Reading Borough Council's *'Revised Parking Standards and Design Supplementary Planning Document (Adopted 31 October 2011)'* states that each 1-bed or 2-bed flat should be provided with a minimum of 0.5 spaces per dwelling and each 3-bed flat should be provided with a minimum of 1 cycle parking space per dwelling.
- 3.19 Therefore, the development would be required to provide a minimum of 10 spaces. A total of 10 Sheffield stand spaces will be provided, although if the Council accepted a tandem stacking system that was proposed in the refused scheme more could be provided by condition if necessary to further encourage cycling to local amenities, workplaces and other key destinations

Deliveries and Servicing

- 3.20 Deliveries and servicing will be undertaken from the kerbside of South Street on the site frontage as is the case for many of the surrounding residential uses. Double yellow lines are present along much of South Street; however, this does not include loading restrictions, which are typically identified by yellow lines on the kerb itself.
- 3.21 According to Appendix B, the residential bin store will be located within proximity to the site entrances off South Street, which is compliant with the maximum drag and carry distances of 25m for refuse collectors and 30m for residents as set out in Manual for Streets.
- 3.22 As such, servicing and deliveries could be undertaken efficiently and effectively, without resulting in any adverse impact on the local highway network.



4.0 Traffic Generation

- 4.1 This section of the Transport Statement sets out the predicted trip generation of the proposed residential elements of the development.
- 4.2 As a car-free development, the number of vehicle trips associated with the development will primarily be delivery and servicing trips, with the remainder being by sustainable modes of travel.

Existing

- 4.3 The TRICS database has been interrogated under the category '03 – Residential' and sub-category 'G – Student Accommodation' in 'Edge of Town Centre and Suburban Areas' to determine vehicle trip rates for the existing use. The full TRICS output and selection parameters are provided at Appendix D and the trip rates are summarised in Table 1.

Table 1: Vehicle Trip Rates for Student Accommodation

Period	Trip Rate (per resident)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.004	0.002	0.006
PM Peak (17:00-18:00)	0.001	0.009	0.010
Daily	0.101	0.110	0.211

- 4.4 Table 2 summarises the traffic generation for the 24 bedspaces of student accommodation within the existing building on site.

Table 2: Existing Traffic Generation

Period	Traffic Generation (24 bedspaces)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0	0	0
PM Peak (17:00-18:00)	0	0	0
Daily	2	3	5

- 4.5 Based on the above, the existing use of the site would not generate peak hour trips, but would generate five movements over the course of a day.

Proposed

- 4.6 The TRICS database has also been interrogated under the category '03 – Residential' and sub-category 'C – Flats Privately Owned' in 'Edge of Town Centre and Suburban Areas' to determine person trip rates for the proposed flats. The full TRICS outputs and selection parameters are also provided at Appendix D and the trip rates are summarised in Table 3.

Table 3: Person Trip Rates

Period	Trip Rate (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.094	0.566	0.660
PM Peak (17:00-18:00)	0.424	0.188	0.612
Daily	2.453	2.672	5.125

- 4.7 The 2011 Census, which is still the most up-to-date Census data for travel to work data, has been interrogated to determine the modal split anticipated at the site. The Census database outputs are provided at Appendix E.
- 4.8 Evidently, as the development is 'car-free' in nature, so residents will not have private vehicles, the mode share has been adjusted by proportionally redistributing the percentage of trips related to 'Driving a Car or Van' and 'Motorcycle' to the non-car modes.

Table 4: Mode Share Residential

Method of Travel to Work	Mode Share (Residential)	
	Census Data	Adjusted for 'Car-Free'
Driving a Car or Van	29%	0%
Passenger in a Car or Van	3%	4%
On Foot	31%	44%
Bicycle	4%	5%
Motorcycle	0%	0%
Train	20%	29%
Bus	12%	17%
Underground/Metro	0%	0%
Taxi/Other	0%	0%
Total	100%	100%

- 4.9 The multi-modal trip generation of the residential units is calculated by applying the trip rates in Table 3 to the 'Adjusted for Car-Free' mode share in Table 4.

Table 5: Trip Generation – Eighteen Flats

Period	Trip Generation (Seventeen Flats)		
	Inbound	Outbound	Two-Way
Passenger in a Car or Van			
AM Peak (08:00-09:00)	0	0	0
PM Peak (17:00-18:00)	0	0	0
Daily	2	2	4
Walking			
AM Peak (08:00-09:00)	1	4	5
PM Peak (17:00-18:00)	3	1	4
Daily	19	21	40
Cycling			
AM Peak (08:00-09:00)	0	1	1
PM Peak (17:00-18:00)	0	0	0
Daily	2	2	4
Rail			
AM Peak (08:00-09:00)	0	3	3
PM Peak (17:00-18:00)	2	1	3
Daily	13	14	27
Bus			
AM Peak (08:00-09:00)	0	2	2
PM Peak (17:00-18:00)	1	1	2
Daily	7	8	15

- 4.10 Based on Table 5, the proposed flats are expected to generate twelve trips in the AM peak, eleven trips in the PM peak, and around 92 trips across the course of the day, all of which would be by sustainable modes of travel.

- 4.11 With respect to servicing trips, whilst the TRICS data does not specifically set out servicing trips, it contains trip rates for LGVs, which include supermarket / Amazon / parcel delivery vehicles. These trip rates, and the resultant trip generation are presented in Table 6 below, demonstrating that the development would generate around four two-way servicing trips over the course of the day.

Table 6: LGV Trip Rates and Trip Generation

Period	Trip Rate (per dwelling)			Trip Generation (LGVs)		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.006	0.011	0.017	0	0	0
PM Peak (17:00-18:00)	0.010	0.004	0.014	0	0	0
Daily	0.100	0.098	0.198	2	2	4

- 4.12 Therefore, the proposed residential flats would result in one fewer vehicle movement throughout the day compared to the existing use, which would be an improvement in terms of capacity and safety on the local highway network.

Summary

- 4.13 In summary, the proposed residential flats would generate around 92 sustainable trips and four servicing trips per day resulting in one fewer vehicle trip across the day than the existing use. As such, the proposals would encourage travel by sustainable modes of transport and would not lead to a severe cumulative impact on the local highway network or an unacceptable impact on highway safety in the context of paragraph 115 of the NPPF.

5.0 Summary and Conclusions

Summary

- 5.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Staxlink Ltd to accompany a full planning application for the proposed redevelopment, for residential purposes, of Trinity Hall, South Street, Reading, RG1 4QU.
- 5.2 The application site comprises an existing building formerly containing 24 bedspaces of student accommodation along with a warden's flat and office, which is located at the intersection of Sidmouth Street and South Street in Reading.
- 5.3 In 2022, the site was subject to a planning for the development of 22 residential units. The application was refused on 23 June 2023 and was dismissed on Appeal on 18 July 2024, although it is notable that none of the Reasons for Refusal related to transport and highways.
- 5.4 Vehicular access to the site is taken from South Street and serves an existing off-street parking area comprising 11 car parking spaces and a detached garage. There is also a pedestrian access from South Street.
- 5.5 The proposals comprise the demolition of the existing building and the construction of 18 residential units in a housing mix of seven x 1-bedroom flats, ten x 2-bedroom flats and one x 3-bedroom flat.
- 5.6 Pedestrian and cycle access to the site will be taken from South Street via a new ramped walkway leading to the entrance to the building and the proposed bin and cycle stores. The existing vehicular access off South Street will be closed off and reinstated to the footway level.
- 5.7 This Transport Statement has demonstrated the following:
- the site is in a highly accessible location, within 450m from local shops and supermarkets, 400m from frequent bus services and only 1.0km from Reading station, which provides a range of services to destinations throughout the UK;
 - owing to its highly accessible location, the proposed development will be car-free and the development would not have a detrimental impact on highway safety as a result;
 - cycle parking will be provided in line with Reading Borough Council's standards for the residential flats;
 - deliveries and servicing at the site can be undertaken from the kerbside of South Street on the site frontage;
 - the proposed residential units would only generate sustainable trips owing to their 'car-free' nature; and
 - the proposals would not lead to a severe cumulative impact on the local highway network or an unacceptable impact on highway safety.

Conclusions

- 5.8 It is concluded that, in accordance with paragraph 114 of the NPPF the development proposals will ensure that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - b) safe and suitable access to the site can be achieved for all users.
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code.
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.9 It is considered that the development is in accordance with the NPPF, which is in favour of sustainable development and advises at paragraph 115 that *'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe'*.
- 5.10 Given that it has been demonstrated that there would neither be an unacceptable impact on highway safety and the impact on the local highway network would not be severe, the Local Highway Authority should be able to confirm that it has no objection to the planning application.

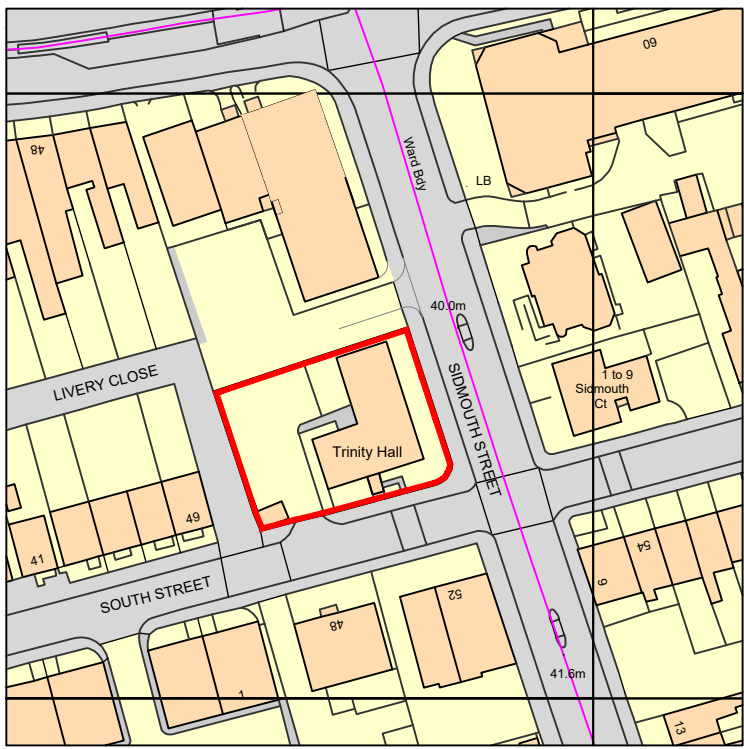
Appendices





Appendix A

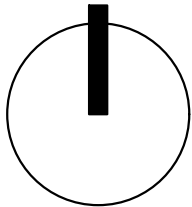
Site Location Plan



Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100022432

location plan

Scale 1:1250 @ A4



Hanslink Ltd

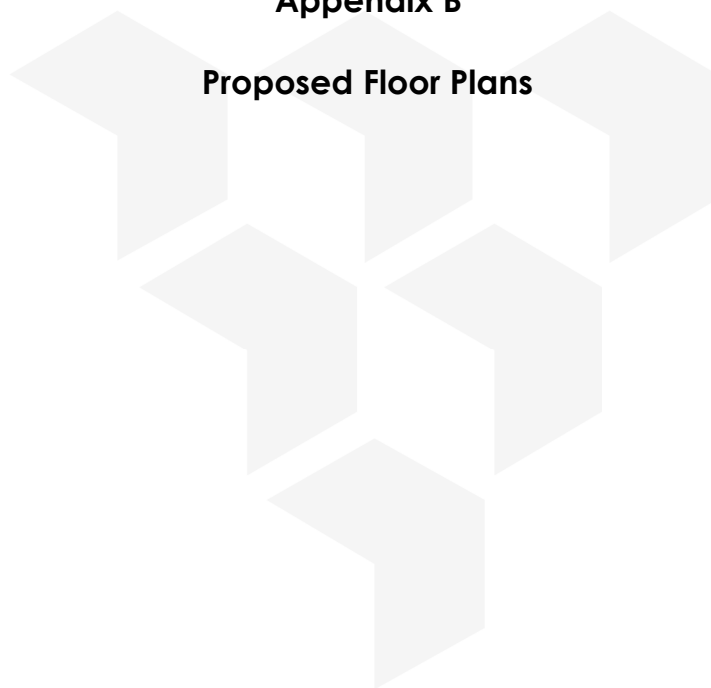
www.hanslink.co.uk

m.07984 671939

project	drawing title	scale	date	drawn by	checked by
Trinity Hall, South Street Reading RG1 4QU	Location Plan	1:1250@A4	21.06.2024	cbf	
client	drawing status	job no.	drawing no.	revision	
Hanslink Ltd	PLANNING	H17	AC01	A	

Appendix B

Proposed Floor Plans



ACCOMMODATION SCHEDULE

Level	Type of Unit	Quantity	GIA m2
Ground floor	1 bed	3	50
	2 bed	1	72
	2 bed	1	80
		5 Units	



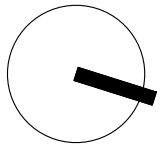
existing access from South Street to be closed off, with a full height kerb and the footway re-installed

SOUTH STREET

SIDMOUTH STREET

proposed ground floor plan

Scale 1:100 @ A2



ACCOMMODATION SCHEDULE

Level	Type of Unit	Quantity	GIA m2
1st floor	1 bed	1	50
	2 bed	1	70
	2 bed	1	72
	2 bed	2	81
5 Units			



proposed first floor plan

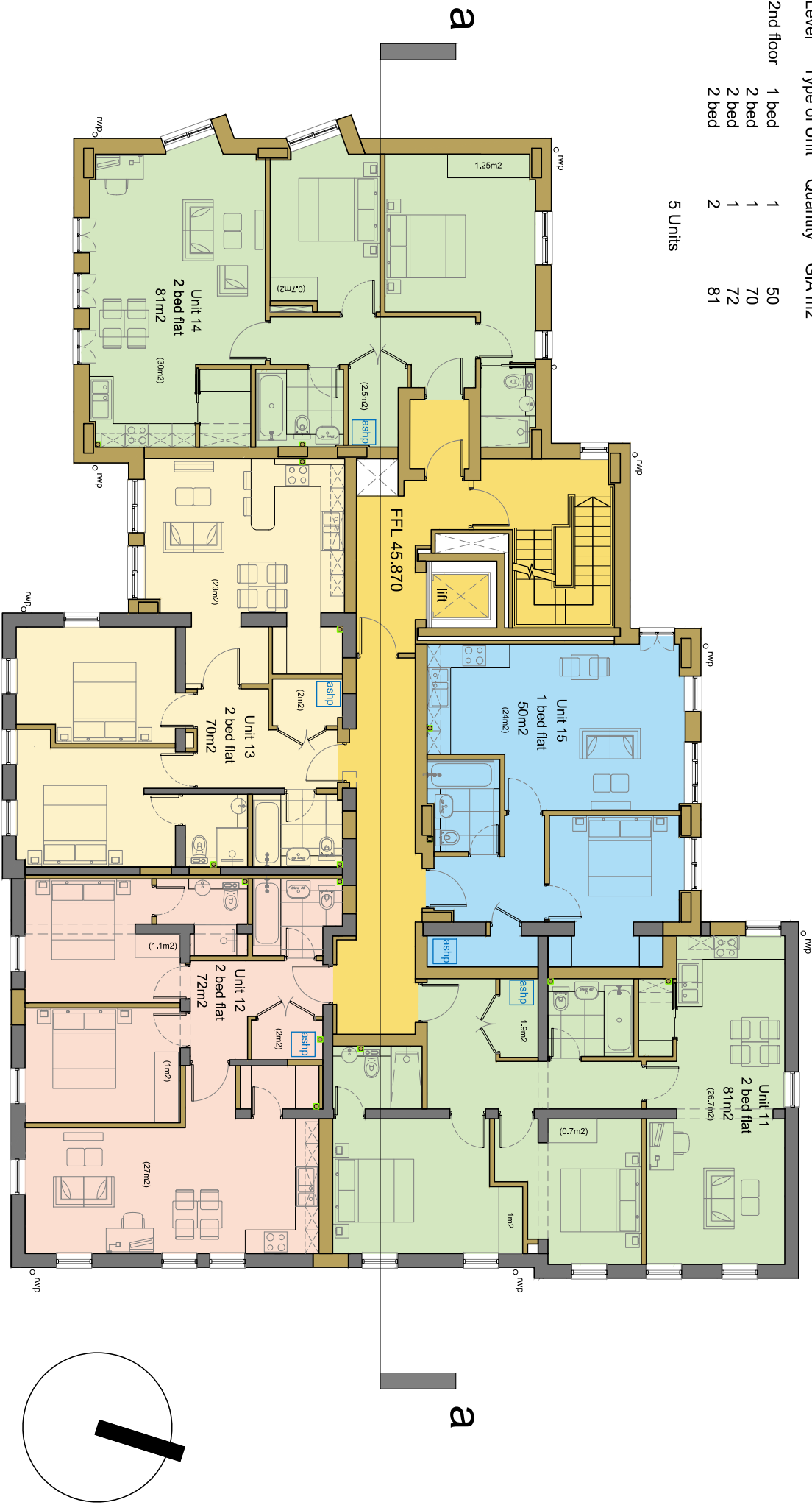
Scale 1:100 @ A3

Hanslink Ltd
www.hanslink.co.uk
m.07984 671939

project	Trinity House, South Street Reading	drawing title	Proposed First Floor Plan	scale	1:100@A3	date	03.07.2024	drawn by	CdF	checked by	
client	Hanslink Ltd	drawing status	PLANNING	job no.	H17	drawing no.	PL46	revision	-		

ACCOMMODATION SCHEDULE

Level	Type of Unit	Quantity	GIA m2
2nd floor	1 bed	1	50
	2 bed	1	70
	2 bed	1	72
	2 bed	2	81
5 Units			



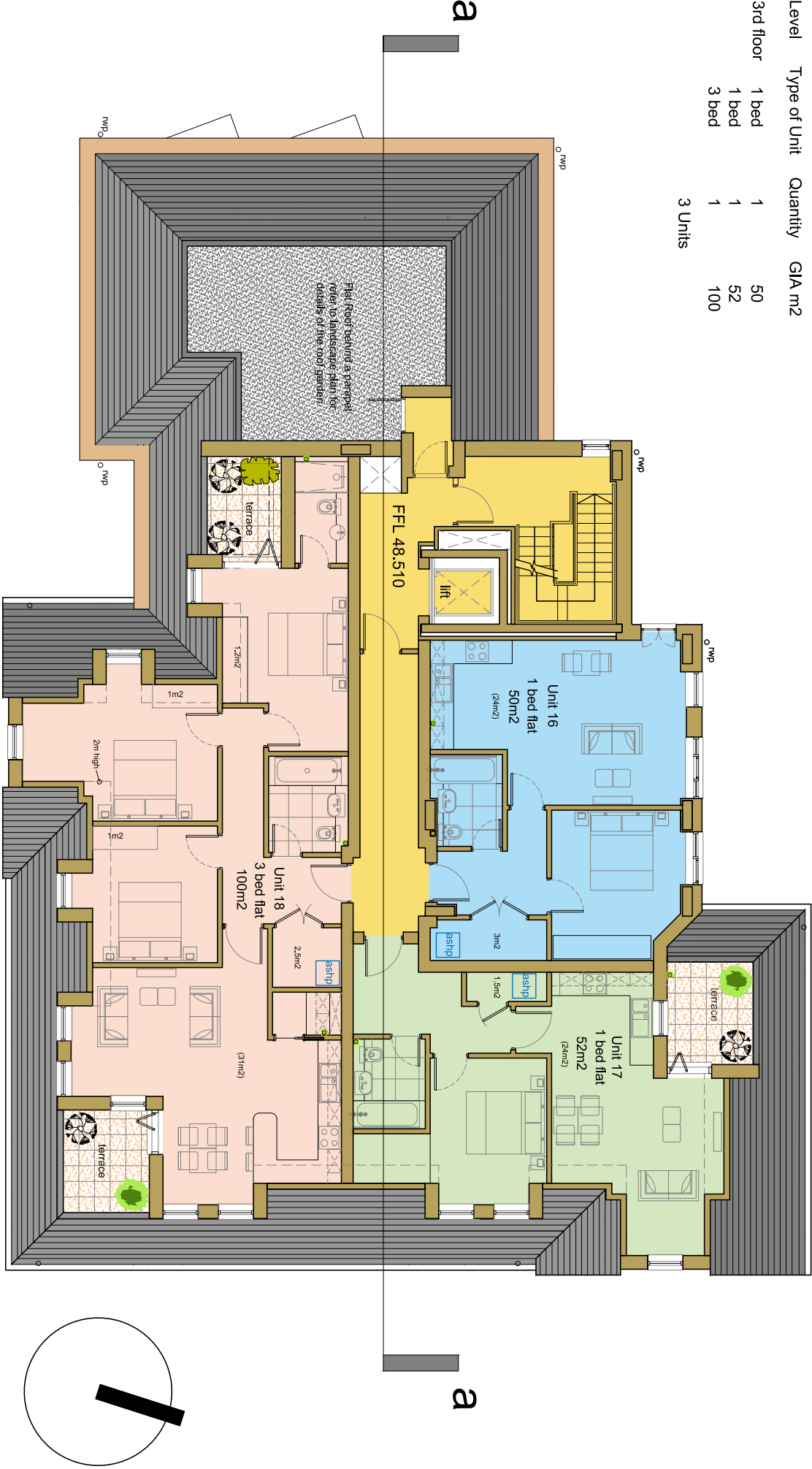
proposed second floor plan

Hanslink Ltd
www.hanslink.co.uk
m.07984 671939

project	Trinity House, South Street Reading	drawing title	Proposed Second Floor Plan	scale	1:100@A3	date	03.07.2024	drawn by	CdF	checked by	
client	Hanslink Ltd	drawing status	PLANNING	job no.	H17	drawing no.	PL47	revision	-		

ACCOMMODATION SCHEDULE

Level	Type of Unit	Quantity	GIA m2
3rd floor	1 bed	1	50
	1 bed	1	52
	3 bed	1	100
		3 Units	



proposed third floor plan

Scale 1:100 @ A3

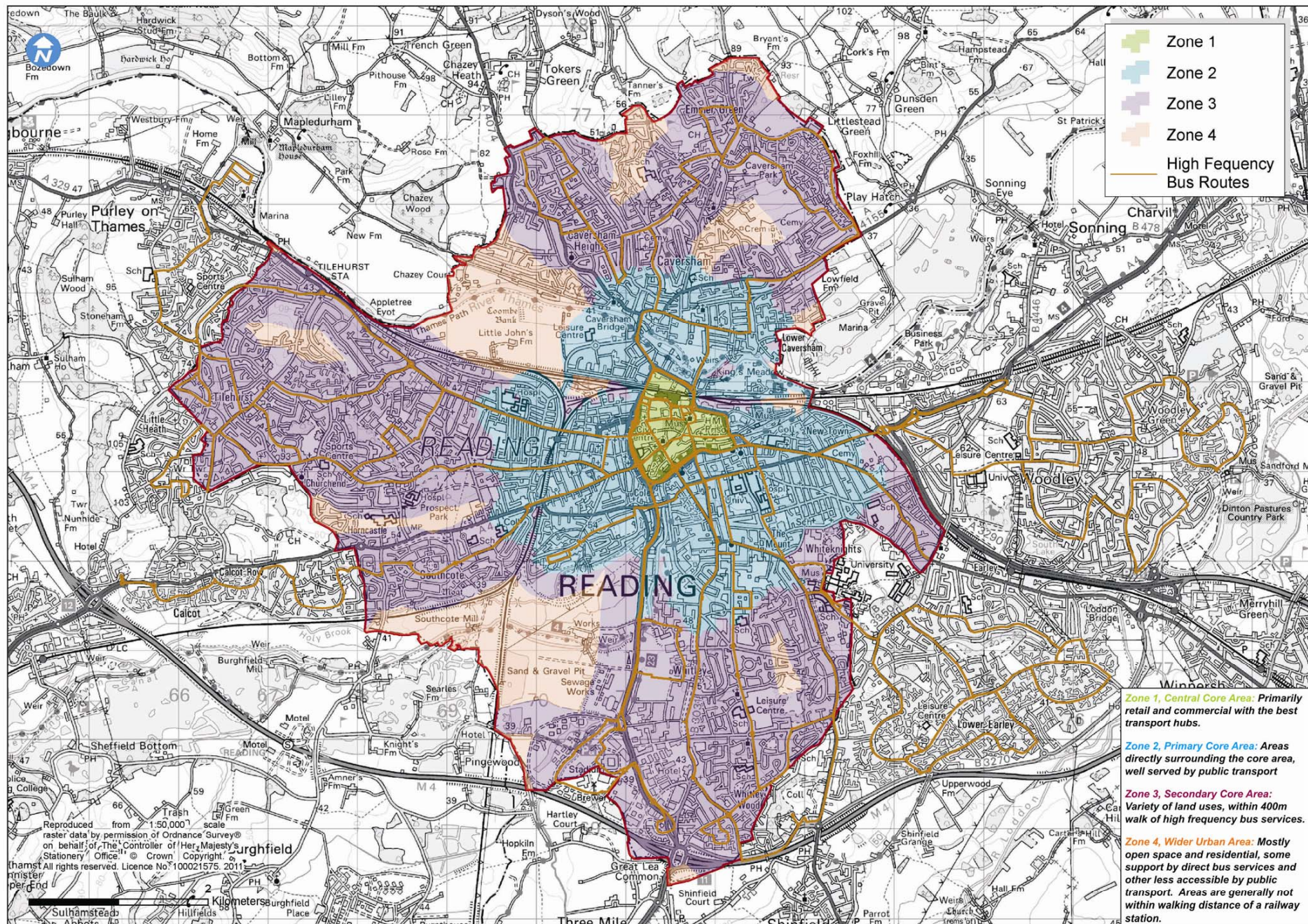
Hanslink Ltd

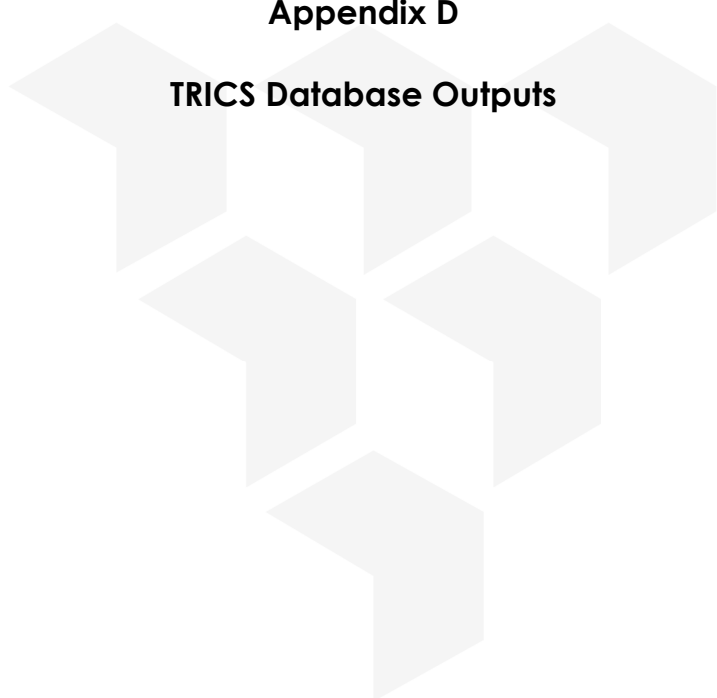
www.hanslink.co.uk
m.07984 671939

project	Trinity House, South Street	drawing title	Proposed Third Floor Plan	scale	1:100@A3	date	01.08.2024	drawn by	CdF	checked by	
client	Hanslink Ltd	drawing status	PLANNING	job no.	H17	drawing no.	PL48	revision	-		

Appendix C

Reading Borough Council Parking Zones Map





Appendix D

TRICS Database Outputs

Calculation Reference: AUDIT-225601-240419-0421

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 168 to 291 (units:)
Range Selected by User: 15 to 1612 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/09/19

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

Selected survey days:

Thursday 4 days

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

Selected survey types:

Manual count 4 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 2
Suburban Area (PPS6 Out of 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:

Residential Zone 2
Built-Up Zone 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

25,001 to 50,000	1 days
100,001 to 125,000	2 days
250,001 to 500,000	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
1.1 to 1.5	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:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BA-03-G-01	STUDENT FLATS		BATH & NORTH EAST SOMERSET
	LOWER BRISTOL ROAD BATH			
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of residents:		291	
	Survey date: THURSDAY		04/10/18	Survey Type: MANUAL
2	DH-03-G-01	STUDENT FLATS		DURHAM
	ASHWOOD DURHAM GILESGATE			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:		168	
	Survey date: THURSDAY		18/10/18	Survey Type: MANUAL
3	DV-03-G-04	STUDENT ACCOMMODATION		DEVON
	BONHAY ROAD EXETER			
	Edge of Town Centre Residential Zone			
	Total Number of residents:		241	
	Survey date: THURSDAY		28/11/13	Survey Type: MANUAL
4	WM-03-G-02	STUDENT FLATS		WEST MIDLANDS
	RAGLAN STREET COVENTRY			
	Edge of Town Centre Built-Up Zone			
	Total Number of residents:		197	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL

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

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

TOTAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	224	0.003	4	224	0.003	4	224	0.006
08:00 - 09:00	4	224	0.004	4	224	0.002	4	224	0.006
09:00 - 10:00	4	224	0.004	4	224	0.003	4	224	0.007
10:00 - 11:00	4	224	0.012	4	224	0.011	4	224	0.023
11:00 - 12:00	4	224	0.011	4	224	0.011	4	224	0.022
12:00 - 13:00	4	224	0.006	4	224	0.006	4	224	0.012
13:00 - 14:00	4	224	0.008	4	224	0.006	4	224	0.014
14:00 - 15:00	4	224	0.004	4	224	0.007	4	224	0.011
15:00 - 16:00	4	224	0.009	4	224	0.012	4	224	0.021
16:00 - 17:00	4	224	0.006	4	224	0.004	4	224	0.010
17:00 - 18:00	4	224	0.001	4	224	0.009	4	224	0.010
18:00 - 19:00	4	224	0.002	4	224	0.003	4	224	0.005
19:00 - 20:00	4	224	0.009	4	224	0.008	4	224	0.017
20:00 - 21:00	4	224	0.014	4	224	0.013	4	224	0.027
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.110			0.211

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:	168 - 291 (units:)
Survey date range:	01/01/10 - 25/09/19
Number of weekdays (Monday-Friday):	4
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 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-225601-231009-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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	2 days
Tuesday	7 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	12 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	5
Suburban Area (PPS6 Out of Centre)	7

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:

Development Zone	2
Residential Zone	4
Built-Up Zone	2
No Sub Category	4

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	4 days - Selected

Secondary Filtering selection:**Use Class:**

C3	12 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	5 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	6 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	2 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
2	CT-03-C-01	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
3	CT-03-C-02	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	CT-03-C-03	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
5	DY-03-C-03	BLOCKS OF FLATS		DERBY
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
6	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19		Survey Type: MANUAL
7	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
9	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
10	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
11	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
12	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	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
MS-03-C-04	Covid-19 Restrictions
SF-03-C-05	Covid-19 Restrictions

Glanville Foxhall Road Didcot

Licence No: 225601

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.38

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	12	95	0.049	12	95	0.168	12	95	0.217
08:00 - 09:00	12	95	0.050	12	95	0.194	12	95	0.244
09:00 - 10:00	12	95	0.067	12	95	0.088	12	95	0.155
10:00 - 11:00	12	95	0.059	12	95	0.073	12	95	0.132
11:00 - 12:00	12	95	0.055	12	95	0.071	12	95	0.126
12:00 - 13:00	12	95	0.081	12	95	0.090	12	95	0.171
13:00 - 14:00	12	95	0.059	12	95	0.072	12	95	0.131
14:00 - 15:00	12	95	0.058	12	95	0.060	12	95	0.118
15:00 - 16:00	12	95	0.099	12	95	0.057	12	95	0.156
16:00 - 17:00	12	95	0.123	12	95	0.070	12	95	0.193
17:00 - 18:00	12	95	0.165	12	95	0.081	12	95	0.246
18:00 - 19:00	12	95	0.174	12	95	0.093	12	95	0.267
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.039			1.117			2.156

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:	9 - 184 (units:)
Survey date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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
MULTI-MODAL 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	12	95	0.005	12	95	0.006	12	95	0.011
08:00 - 09:00	12	95	0.004	12	95	0.003	12	95	0.007
09:00 - 10:00	12	95	0.004	12	95	0.004	12	95	0.008
10:00 - 11:00	12	95	0.002	12	95	0.003	12	95	0.005
11:00 - 12:00	12	95	0.004	12	95	0.004	12	95	0.008
12:00 - 13:00	12	95	0.005	12	95	0.004	12	95	0.009
13:00 - 14:00	12	95	0.001	12	95	0.002	12	95	0.003
14:00 - 15:00	12	95	0.002	12	95	0.002	12	95	0.004
15:00 - 16:00	12	95	0.003	12	95	0.003	12	95	0.006
16:00 - 17:00	12	95	0.004	12	95	0.004	12	95	0.008
17:00 - 18:00	12	95	0.003	12	95	0.003	12	95	0.006
18:00 - 19:00	12	95	0.006	12	95	0.006	12	95	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.044			0.087

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	12	95	0.003	12	95	0.003	12	95	0.006
08:00 - 09:00	12	95	0.000	12	95	0.000	12	95	0.000
09:00 - 10:00	12	95	0.001	12	95	0.001	12	95	0.002
10:00 - 11:00	12	95	0.000	12	95	0.000	12	95	0.000
11:00 - 12:00	12	95	0.001	12	95	0.000	12	95	0.001
12:00 - 13:00	12	95	0.001	12	95	0.002	12	95	0.003
13:00 - 14:00	12	95	0.000	12	95	0.000	12	95	0.000
14:00 - 15:00	12	95	0.000	12	95	0.000	12	95	0.000
15:00 - 16:00	12	95	0.000	12	95	0.000	12	95	0.000
16:00 - 17:00	12	95	0.001	12	95	0.000	12	95	0.001
17:00 - 18:00	12	95	0.000	12	95	0.001	12	95	0.001
18:00 - 19:00	12	95	0.000	12	95	0.000	12	95	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	12	95	0.002	12	95	0.011	12	95	0.013
08:00 - 09:00	12	95	0.002	12	95	0.019	12	95	0.021
09:00 - 10:00	12	95	0.001	12	95	0.000	12	95	0.001
10:00 - 11:00	12	95	0.003	12	95	0.001	12	95	0.004
11:00 - 12:00	12	95	0.005	12	95	0.004	12	95	0.009
12:00 - 13:00	12	95	0.001	12	95	0.000	12	95	0.001
13:00 - 14:00	12	95	0.004	12	95	0.002	12	95	0.006
14:00 - 15:00	12	95	0.007	12	95	0.004	12	95	0.011
15:00 - 16:00	12	95	0.005	12	95	0.001	12	95	0.006
16:00 - 17:00	12	95	0.003	12	95	0.001	12	95	0.004
17:00 - 18:00	12	95	0.010	12	95	0.007	12	95	0.017
18:00 - 19:00	12	95	0.007	12	95	0.003	12	95	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.053			0.103

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	12	95	0.053	12	95	0.237	12	95	0.290
08:00 - 09:00	12	95	0.060	12	95	0.315	12	95	0.375
09:00 - 10:00	12	95	0.084	12	95	0.116	12	95	0.200
10:00 - 11:00	12	95	0.074	12	95	0.100	12	95	0.174
11:00 - 12:00	12	95	0.072	12	95	0.103	12	95	0.175
12:00 - 13:00	12	95	0.116	12	95	0.128	12	95	0.244
13:00 - 14:00	12	95	0.077	12	95	0.088	12	95	0.165
14:00 - 15:00	12	95	0.074	12	95	0.074	12	95	0.148
15:00 - 16:00	12	95	0.144	12	95	0.074	12	95	0.218
16:00 - 17:00	12	95	0.181	12	95	0.085	12	95	0.266
17:00 - 18:00	12	95	0.250	12	95	0.107	12	95	0.357
18:00 - 19:00	12	95	0.272	12	95	0.124	12	95	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.457			1.551			3.008

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
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	12	95	0.019	12	95	0.094	12	95	0.113
08:00 - 09:00	12	95	0.026	12	95	0.126	12	95	0.152
09:00 - 10:00	12	95	0.050	12	95	0.073	12	95	0.123
10:00 - 11:00	12	95	0.046	12	95	0.046	12	95	0.092
11:00 - 12:00	12	95	0.025	12	95	0.039	12	95	0.064
12:00 - 13:00	12	95	0.055	12	95	0.042	12	95	0.097
13:00 - 14:00	12	95	0.043	12	95	0.043	12	95	0.086
14:00 - 15:00	12	95	0.045	12	95	0.055	12	95	0.100
15:00 - 16:00	12	95	0.075	12	95	0.045	12	95	0.120
16:00 - 17:00	12	95	0.074	12	95	0.050	12	95	0.124
17:00 - 18:00	12	95	0.097	12	95	0.065	12	95	0.162
18:00 - 19:00	12	95	0.088	12	95	0.058	12	95	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.736			1.379

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
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	12	95	0.001	12	95	0.033	12	95	0.034
08:00 - 09:00	12	95	0.006	12	95	0.073	12	95	0.079
09:00 - 10:00	12	95	0.004	12	95	0.025	12	95	0.029
10:00 - 11:00	12	95	0.006	12	95	0.012	12	95	0.018
11:00 - 12:00	12	95	0.009	12	95	0.011	12	95	0.020
12:00 - 13:00	12	95	0.016	12	95	0.016	12	95	0.032
13:00 - 14:00	12	95	0.010	12	95	0.022	12	95	0.032
14:00 - 15:00	12	95	0.018	12	95	0.018	12	95	0.036
15:00 - 16:00	12	95	0.053	12	95	0.013	12	95	0.066
16:00 - 17:00	12	95	0.023	12	95	0.010	12	95	0.033
17:00 - 18:00	12	95	0.048	12	95	0.010	12	95	0.058
18:00 - 19:00	12	95	0.041	12	95	0.011	12	95	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.235			0.254			0.489

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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	12	95	0.000	12	95	0.025	12	95	0.025
08:00 - 09:00	12	95	0.000	12	95	0.032	12	95	0.032
09:00 - 10:00	12	95	0.001	12	95	0.010	12	95	0.011
10:00 - 11:00	12	95	0.004	12	95	0.002	12	95	0.006
11:00 - 12:00	12	95	0.002	12	95	0.004	12	95	0.006
12:00 - 13:00	12	95	0.002	12	95	0.002	12	95	0.004
13:00 - 14:00	12	95	0.003	12	95	0.002	12	95	0.005
14:00 - 15:00	12	95	0.002	12	95	0.000	12	95	0.002
15:00 - 16:00	12	95	0.004	12	95	0.002	12	95	0.006
16:00 - 17:00	12	95	0.011	12	95	0.001	12	95	0.012
17:00 - 18:00	12	95	0.018	12	95	0.000	12	95	0.018
18:00 - 19:00	12	95	0.026	12	95	0.003	12	95	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.083			0.156

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
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	12	95	0.000	12	95	0.000	12	95	0.000
08:00 - 09:00	12	95	0.000	12	95	0.001	12	95	0.001
09:00 - 10:00	12	95	0.000	12	95	0.000	12	95	0.000
10:00 - 11:00	12	95	0.000	12	95	0.000	12	95	0.000
11:00 - 12:00	12	95	0.000	12	95	0.000	12	95	0.000
12:00 - 13:00	12	95	0.000	12	95	0.000	12	95	0.000
13:00 - 14:00	12	95	0.000	12	95	0.000	12	95	0.000
14:00 - 15:00	12	95	0.000	12	95	0.000	12	95	0.000
15:00 - 16:00	12	95	0.000	12	95	0.000	12	95	0.000
16:00 - 17:00	12	95	0.000	12	95	0.000	12	95	0.000
17:00 - 18:00	12	95	0.000	12	95	0.000	12	95	0.000
18:00 - 19:00	12	95	0.000	12	95	0.000	12	95	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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	12	95	0.001	12	95	0.058	12	95	0.059
08:00 - 09:00	12	95	0.006	12	95	0.105	12	95	0.111
09:00 - 10:00	12	95	0.005	12	95	0.035	12	95	0.040
10:00 - 11:00	12	95	0.009	12	95	0.014	12	95	0.023
11:00 - 12:00	12	95	0.009	12	95	0.015	12	95	0.024
12:00 - 13:00	12	95	0.018	12	95	0.018	12	95	0.036
13:00 - 14:00	12	95	0.013	12	95	0.024	12	95	0.037
14:00 - 15:00	12	95	0.018	12	95	0.018	12	95	0.036
15:00 - 16:00	12	95	0.058	12	95	0.015	12	95	0.073
16:00 - 17:00	12	95	0.033	12	95	0.011	12	95	0.044
17:00 - 18:00	12	95	0.067	12	95	0.010	12	95	0.077
18:00 - 19:00	12	95	0.069	12	95	0.013	12	95	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.306			0.336			0.642

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.38

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	12	95	0.074	12	95	0.399	12	95	0.473
08:00 - 09:00	12	95	0.094	12	95	0.566	12	95	0.660
09:00 - 10:00	12	95	0.140	12	95	0.223	12	95	0.363
10:00 - 11:00	12	95	0.131	12	95	0.161	12	95	0.292
11:00 - 12:00	12	95	0.110	12	95	0.161	12	95	0.271
12:00 - 13:00	12	95	0.189	12	95	0.187	12	95	0.376
13:00 - 14:00	12	95	0.137	12	95	0.157	12	95	0.294
14:00 - 15:00	12	95	0.144	12	95	0.151	12	95	0.295
15:00 - 16:00	12	95	0.282	12	95	0.135	12	95	0.417
16:00 - 17:00	12	95	0.292	12	95	0.146	12	95	0.438
17:00 - 18:00	12	95	0.424	12	95	0.188	12	95	0.612
18:00 - 19:00	12	95	0.436	12	95	0.198	12	95	0.634
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.453			2.672			5.125

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
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	12	95	0.037	12	95	0.151	12	95	0.188
08:00 - 09:00	12	95	0.040	12	95	0.180	12	95	0.220
09:00 - 10:00	12	95	0.053	12	95	0.077	12	95	0.130
10:00 - 11:00	12	95	0.047	12	95	0.060	12	95	0.107
11:00 - 12:00	12	95	0.039	12	95	0.057	12	95	0.096
12:00 - 13:00	12	95	0.062	12	95	0.072	12	95	0.134
13:00 - 14:00	12	95	0.053	12	95	0.059	12	95	0.112
14:00 - 15:00	12	95	0.049	12	95	0.055	12	95	0.104
15:00 - 16:00	12	95	0.084	12	95	0.047	12	95	0.131
16:00 - 17:00	12	95	0.106	12	95	0.053	12	95	0.159
17:00 - 18:00	12	95	0.151	12	95	0.070	12	95	0.221
18:00 - 19:00	12	95	0.160	12	95	0.081	12	95	0.241
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.881			0.962			1.843

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
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	12	95	0.004	12	95	0.008	12	95	0.012
08:00 - 09:00	12	95	0.006	12	95	0.011	12	95	0.017
09:00 - 10:00	12	95	0.009	12	95	0.005	12	95	0.014
10:00 - 11:00	12	95	0.010	12	95	0.011	12	95	0.021
11:00 - 12:00	12	95	0.011	12	95	0.010	12	95	0.021
12:00 - 13:00	12	95	0.012	12	95	0.011	12	95	0.023
13:00 - 14:00	12	95	0.004	12	95	0.011	12	95	0.015
14:00 - 15:00	12	95	0.006	12	95	0.004	12	95	0.010
15:00 - 16:00	12	95	0.012	12	95	0.007	12	95	0.019
16:00 - 17:00	12	95	0.011	12	95	0.012	12	95	0.023
17:00 - 18:00	12	95	0.010	12	95	0.004	12	95	0.014
18:00 - 19:00	12	95	0.005	12	95	0.004	12	95	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.098			0.198

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

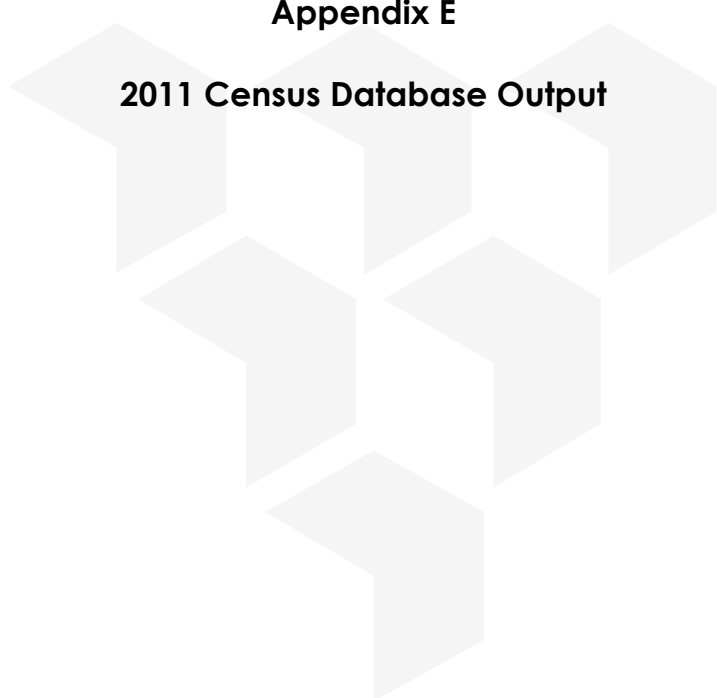
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	95	0.001	12	95	0.001	12	95	0.002
08:00 - 09:00	12	95	0.000	12	95	0.001	12	95	0.001
09:00 - 10:00	12	95	0.000	12	95	0.000	12	95	0.000
10:00 - 11:00	12	95	0.000	12	95	0.000	12	95	0.000
11:00 - 12:00	12	95	0.000	12	95	0.000	12	95	0.000
12:00 - 13:00	12	95	0.000	12	95	0.001	12	95	0.001
13:00 - 14:00	12	95	0.001	12	95	0.001	12	95	0.002
14:00 - 15:00	12	95	0.001	12	95	0.000	12	95	0.001
15:00 - 16:00	12	95	0.000	12	95	0.000	12	95	0.000
16:00 - 17:00	12	95	0.000	12	95	0.000	12	95	0.000
17:00 - 18:00	12	95	0.003	12	95	0.004	12	95	0.007
18:00 - 19:00	12	95	0.003	12	95	0.002	12	95	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.010			0.019

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

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

Appendix E

2011 Census Database Output



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02003399 : Reading 011 (2011 super output area - middle layer)

place of work : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Reading	2,957	0	1	82	328	9	7	549	74	132	1,770	5
Wokingham	764	0	1	88	232	2	4	281	27	59	68	2
West Berkshire	539	0	1	141	70	0	2	251	30	12	32	0
Bracknell Forest	262	0	0	92	21	0	0	130	11	5	3	0
Westminster, City of London	256	0	7	233	3	0	0	8	1	0	4	0
South Oxfordshire	182	0	0	30	37	0	0	90	12	7	6	0
Windsor and Maidenhead	145	0	0	70	3	0	0	68	3	0	1	0
Slough	117	0	0	53	2	0	1	50	9	0	2	0
Basingstoke and Deane	101	0	0	42	0	0	2	49	2	0	6	0
Vale of White Horse	65	0	0	34	0	0	0	21	8	2	0	0
Oxford	63	0	0	40	5	0	0	15	2	0	1	0
Camden	48	0	2	42	0	0	0	0	0	2	2	0
Tower Hamlets	45	0	2	42	0	0	0	1	0	0	0	0
Hillingdon	43	0	0	11	8	0	1	21	0	0	2	0
Wycombe	43	0	0	4	4	0	0	33	0	0	2	0
Swindon	38	0	0	8	2	0	0	27	0	0	1	0
Runnymede	36	0	0	18	0	0	1	14	0	0	3	0
Hounslow	33	0	3	5	2	0	1	19	0	1	2	0
Rushmoor	33	0	0	14	0	0	0	17	1	1	0	0
Guildford	30	0	0	24	0	0	0	6	0	0	0	0
Hart	29	0	0	6	1	0	0	19	3	0	0	0
Hammersmith and Fulham	26	0	1	20	0	0	0	4	0	0	1	0
Surrey Heath	25	0	0	9	0	0	0	13	2	0	1	0
Southwark	23	0	0	20	0	0	1	1	0	0	1	0
Islington	20	0	0	15	1	0	0	4	0	0	0	0
South Gloucestershire	19	0	0	2	4	0	0	4	0	0	8	1
Ealing	17	0	0	10	0	0	0	6	1	0	0	0
Woking	16	0	0	8	0	0	1	7	0	0	0	0
Kensington and Chelsea	13	0	0	13	0	0	0	0	0	0	0	0
Spelthorne	12	0	0	7	0	0	1	3	1	0	0	0
Richmond upon Thames	11	0	0	6	1	0	1	3	0	0	0	0
Southampton	8	0	0	4	0	0	0	3	1	0	0	0
Wiltshire	8	0	0	5	0	0	0	3	0	0	0	0
Lambeth	7	0	0	6	0	0	0	0	0	0	1	0
South Bucks	7	0	0	0	2	0	0	5	0	0	0	0
Elmbridge	7	0	0	0	0	0	0	7	0	0	0	0
Waverley	7	0	0	3	0	0	0	4	0	0	0	0
Milton Keynes	6	0	0	5	1	0	0	0	0	0	0	0
Fareham	6	0	0	0	0	0	0	5	0	0	1	0
Mole Valley	6	0	0	3	0	0	0	3	0	0	0	0
Northampton	5	0	0	0	0	0	0	3	1	1	0	0
South Cambridgeshire	5	0	0	3	0	0	0	1	0	0	1	0
Dacorum	5	0	0	0	0	0	0	5	0	0	0	0
Watford	5	0	0	1	0	0	0	1	1	1	1	0
Test Valley	5	0	0	2	1	0	0	2	0	0	0	0
West Oxfordshire	5	0	0	2	0	0	0	3	0	0	0	0
Manchester	4	0	0	0	0	0	0	3	0	0	1	0
Kingston upon Thames	4	0	0	2	0	0	0	1	0	0	1	0
Waltham Forest	4	0	0	2	0	0	0	1	0	0	1	0
Aylesbury Vale	4	0	0	0	1	0	0	2	1	0	0	0
Cherwell	4	0	0	0	0	0	0	3	1	0	0	0
Reigate and Banstead	4	0	0	1	2	0	0	1	0	0	0	0
Bath and North East Somerset	4	0	0	3	0	0	0	1	0	0	0	0
Bristol, City of	4	0	0	2	0	0	0	2	0	0	0	0
Birmingham	3	0	0	0	1	0	0	1	0	1	0	0
Luton	3	0	0	0	0	0	0	2	0	0	1	0
Barnet	3	0	0	3	0	0	0	0	0	0	0	0
Hackney	3	0	1	2	0	0	0	0	0	0	0	0
Harrow	3	0	1	1	0	0	0	1	0	0	0	0
Sutton	3	0	0	1	0	0	0	2	0	0	0	0
Epsom and Ewell	3	0	0	1	0	0	0	1	0	1	0	0
Tandridge	3	0	0	0	0	0	0	0	0	0	3	0
Warrington	2	0	0	1	0	0	0	1	0	0	0	0
Cheshire East	2	0	0	0	0	0	0	2	0	0	0	0
Burnley	2	0	0	0	2	0	0	0	0	0	0	0
East Riding of Yorkshire	2	0	0	0	0	0	0	2	0	0	0	0
Thurrock	2	0	0	0	0	0	0	2	0	0	0	0
Epping Forest	2	0	0	0	0	0	0	0	0	0	2	0
Hertsmere	2	0	0	0	0	0	0	1	0	0	1	0
Welwyn Hatfield	2	0	0	0	0	0	0	2	0	0	0	0
Brent	2	0	0	0	0	0	0	2	0	0	0	0
Haringey	2	0	0	2	0	0	0	0	0	0	0	0
Newham	2	0	0	1	0	0	0	0	0	0	1	0
Wandsworth	2	0	0	2	0	0	0	0	0	0	0	0
Medway	2	0	0	0	0	0	0	2	0	0	0	0
Eastleigh	2	0	0	0	1	0	0	1	0	0	0	0
Winchester	2	0	0	1	0	0	0	1	0	0	0	0
Shepway	2	0	0	0	0	0	0	1	1	0	0	0
Bournemouth	2	0	0	2	0	0	0	0	0	0	0	0
South Hams	2	0	0	0	0	0	0	0	0	1	1	0
Stockton-on-Tees	1	0	0	0	0	0	0	0	1	0	0	0
Newcastle upon Tyne	1	0	0	0	0	1	0	0	0	0	0	0
Cheshire West and Chester	1	0	0	1	0	0	0	0	0	0	0	0
Bolton	1	0	0	0	0	0	0	1	0	0	0	0
Rochdale	1	0	0	0	0	0	0	1	0	0	0	0
St. Helens	1	0	0	0	0	0	0	1	0	0	0	0
Craven	1	0	0	1	0	0	0	0	0	0	0	0

Leicester	1	0	0	1	0	0	0	0	0	0	0	0
Kettering	1	0	0	0	0	0	0	1	0	0	0	0
Wellingborough	1	0	0	0	0	0	0	1	0	0	0	0
Broxtowe	1	0	0	0	0	0	0	1	0	0	0	0
Stafford	1	0	0	0	0	0	0	1	0	0	0	0
Stratford-on-Avon	1	0	0	0	0	0	0	1	0	0	0	0
Bromsgrove	1	0	0	0	0	0	0	1	0	0	0	0
Wychavon	1	0	0	0	0	0	0	1	0	0	0	0
Sandwell	1	0	0	0	1	0	0	0	0	0	0	0
Wolverhampton	1	0	0	0	0	0	0	1	0	0	0	0
Peterborough	1	0	0	0	1	0	0	0	0	0	0	0
Central Bedfordshire	1	0	0	0	0	0	0	1	0	0	0	0
Colchester	1	0	0	0	0	0	0	1	0	0	0	0
Broxbourne	1	0	0	1	0	0	0	0	0	0	0	0
Three Rivers	1	0	0	0	0	0	0	1	0	0	0	0
South Norfolk	1	0	0	1	0	0	0	0	0	0	0	0
Barking and Dagenham	1	0	0	1	0	0	0	0	0	0	0	0
Bexley	1	0	0	0	0	0	1	0	0	0	0	0
Bromley	1	0	0	0	1	0	0	0	0	0	0	0
Croydon	1	0	0	1	0	0	0	0	0	0	0	0
Enfield	1	0	0	0	0	0	0	1	0	0	0	0
Greenwich	1	0	0	1	0	0	0	0	0	0	0	0
Havering	1	0	0	1	0	0	0	0	0	0	0	0
Merton	1	0	0	0	0	0	0	1	0	0	0	0
Portsmouth	1	0	0	0	0	0	0	1	0	0	0	0
Isle of Wight	1	0	0	0	0	0	0	1	0	0	0	0
Chiltern	1	0	0	1	0	0	0	0	0	0	0	0
Ashford	1	0	0	0	0	0	0	0	0	0	1	0
Canterbury	1	0	0	0	0	0	0	1	0	0	0	0
Dartford	1	0	0	0	0	0	0	1	0	0	0	0
Maidstone	1	0	0	0	0	0	0	0	0	0	1	0
Crawley	1	0	0	1	0	0	0	0	0	0	0	0
Mid Sussex	1	0	0	0	0	0	0	1	0	0	0	0
Cornwall, Isles of Scilly	1	0	0	0	0	0	0	1	0	0	0	0
Exeter	1	0	0	0	0	0	0	1	0	0	0	0
Stroud	1	0	0	1	0	0	0	0	0	0	0	0
Tewkesbury	1	0	0	1	0	0	0	0	0	0	0	0
Mendip	1	0	0	0	0	0	0	1	0	0	0	0
Cardiff	1	0	0	0	0	0	0	1	0	0	0	0
Powys	1	0	0	1	0	0	0	0	0	0	0	0
	All categories: Method of travel to work	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Total	6,242	0	20	1,264	738	12	24	1,822	194	226	1,934	8
Baseline Mode Share	100%	0%	0%	20%	12%	0%	0%	29%	3%	4%	31%	0%
Adjusted for Car-Free	4,396	0	20	1,264	738	12			194	226	1,934	8
Adjusted Mode Share (Car-Free)	100%	0.00%	0.45%	28.75%	16.79%	0.27%	0.00%	0.00%	4.41%	5.14%	43.99%	0.18%

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 geographies.

Hertfordshire

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Oxfordshire

|

Cambridgeshire

|

Bristol

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