

ELDER

GREYFRIARS HOUSE

20 - 30 GREYFRIARS ROAD , READING

TRANSPORT STATEMENT

TTP CONSULTING





ttp consulting
transport planning specialists

Elder

**20 – 30 Greyfriars Road,
Reading**

Transport Statement

November 2024

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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for Greyfriars House at 20 – 30 Greyfriars Road in Reading.

Figure 1.1: Location Plan



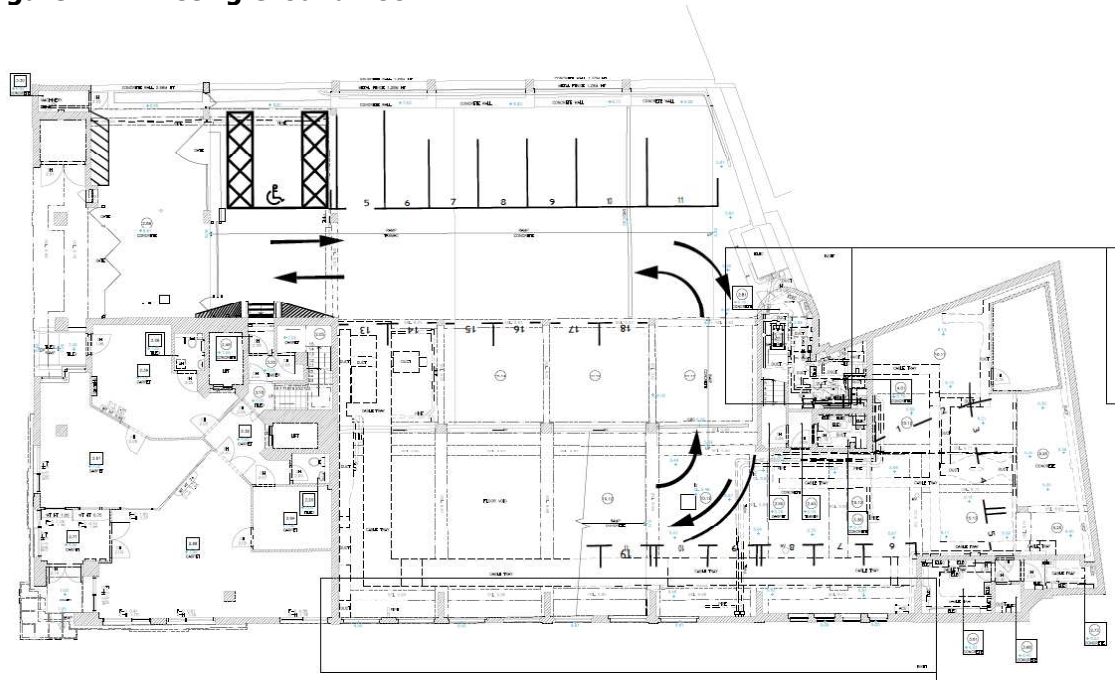
- 1.2 The Site currently comprises of a 7-storey office building which has parking for up to 36 cars on the ground floor accessed from Garrard Street. It is located in a highly accessible location in close proximity to Reading Station and the town centre, with the Station Hill development in the process of being built out.
- 1.3 This report has been prepared to support a planning application to redevelop the Site to provide 266 co-living units along with associated shared community facilities; it is proposed that the Site is car free due to its proximity to Reading Station and town centre and the nature of the proposed use. It has been prepared with the benefit of feedback from the Local Planning Authority through the pre-application process and takes into account the Station Hill development which is in the process of being developed out; it concludes that the proposals are acceptable in highways terms.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The Site comprises of a 7-storey building which has a gross floor area of circa 3,036sqm GIA (excluding the ground floor and lower ground) with parking for up to 36 cars at ground level; it is currently vacant albeit most recently used as an office.

Figure 2.1: Existing Ground floor



- 2.2 The Site is bound by a mix of commercial and residential:

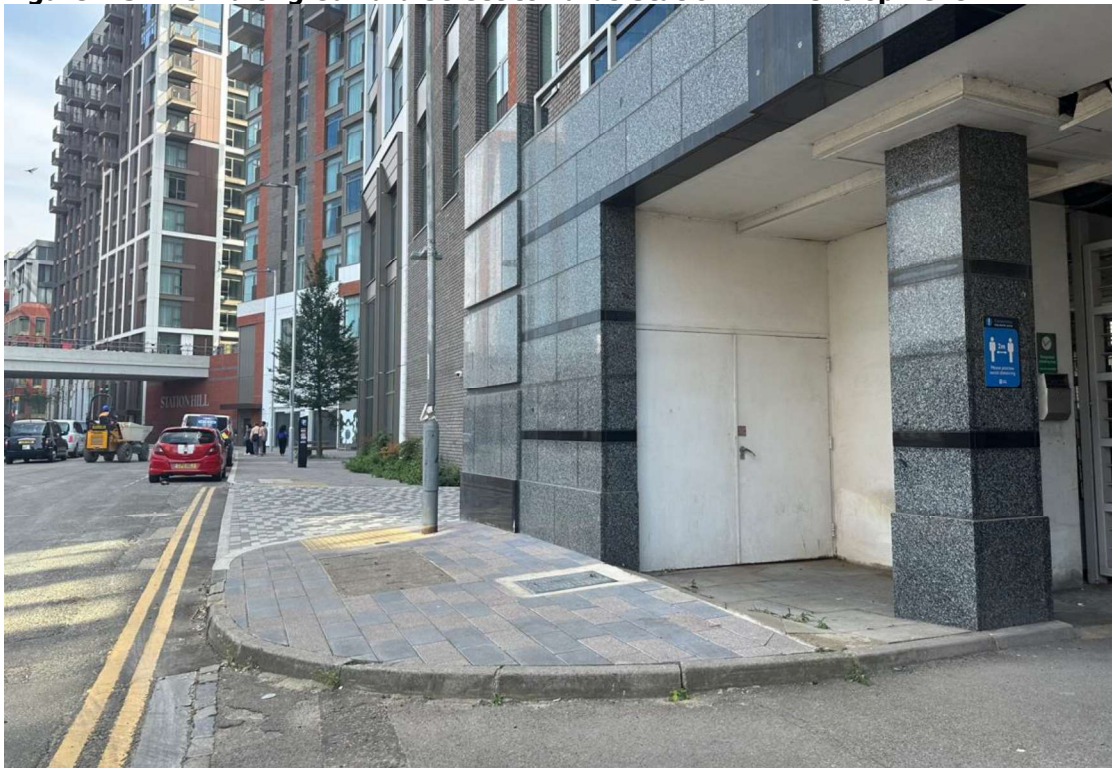
- There is a serviced office operated by SPACES immediately to the west on the opposite side of Greyfriars Road.
- There are residential dwellings along Vachel Road, with a mix of predominantly 3 and 4 storey buildings;
- The Station Hill development is located to the north and east;
- Reading Station is located approximately 250m to the east; and
- Forbury Gardens is located approximately 500m to the east.

- 2.3 **Figures 2.2 and 2.3** provide images of the Site from Greyfriars Road and along Garrard Street towards the Station Hill Development respectively.

Figure 2.2: View of Site from Greyfriars Road



Figure 2.3: View along Garrard Street towards Station Hill Development



The Station Hill Development

- 2.4 The Station Hill development is a major scheme that when fully developed would comprises of up to 1,300 new homes along with 8,825sqm of retail, leisure, and amenity space and 58,000sqm of office space plus 2 acres of public realm linking The Station and North Reading to the Town Centre.
- 2.5 The development consists of a detailed element that is currently being built out and an Outline Element due to come forward at a later stage with an extract from the Design & Access Statement at **Figure 2.4**.
- The Detailed element includes the plots to the east and north-east of the Site; and
 - The Outline element includes the plot to the north of the Site with the indicative masterplan illustrating three buildings.

Figure 2.4: Extract from Station Hill Design & Access Statement

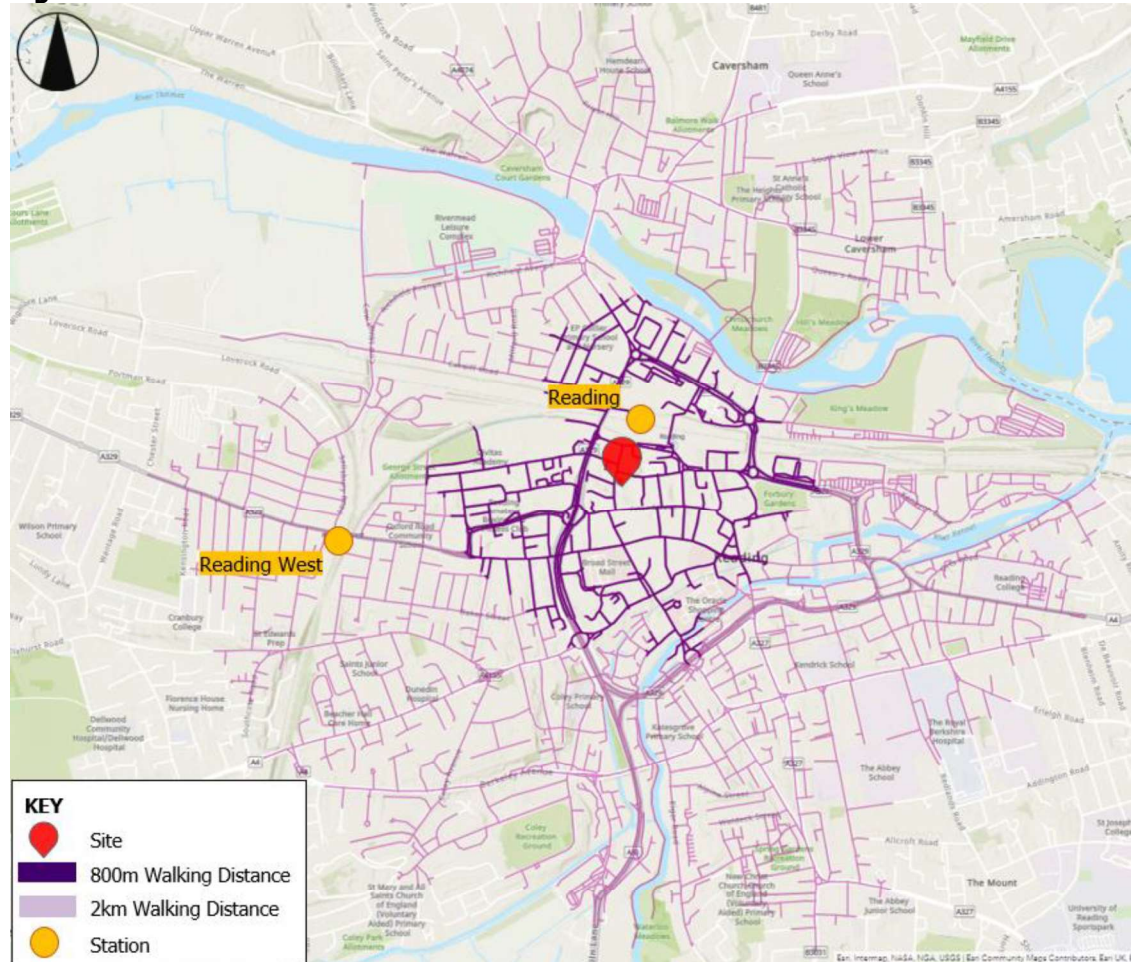


- 2.6 The development includes enhanced landscaping along with changes to the local highway network in the form of the removal of on-street parking adjacent to the Site to facilitate on-street cycle lanes along Greyfriars Road.

Access on Foot

- 2.7 Walking is considered to be a suitable mode of transport to replace car and public transport journeys up to distances of 2km with factors such as health, weather and access to a car along with facilities and journey purpose all influencing a person's choice to walk. The Site is in a highly accessible location being adjacent to Reading Town Centre and Railway Station, with **Figure 2.5** illustrating the extent of the 800m and 2km walk distances from the Site.

Figure 2.5: Walk Isochrone



- 2.8 The Reading Town Centre is located a short distance to the south with Broad Street pedestrianised. There are a number of shopping malls which include the Broad Street Mall and The Oracle, with a number of day-to-day conveniences along Friar Street, West Street and Broad Street.

2.9 **Tables 2.1** and **2.2** provide summaries of distances and approximate walk times to local amenities and public transport opportunities within a short walk of the Site, with local amenities including banks, pharmacies and supermarkets.

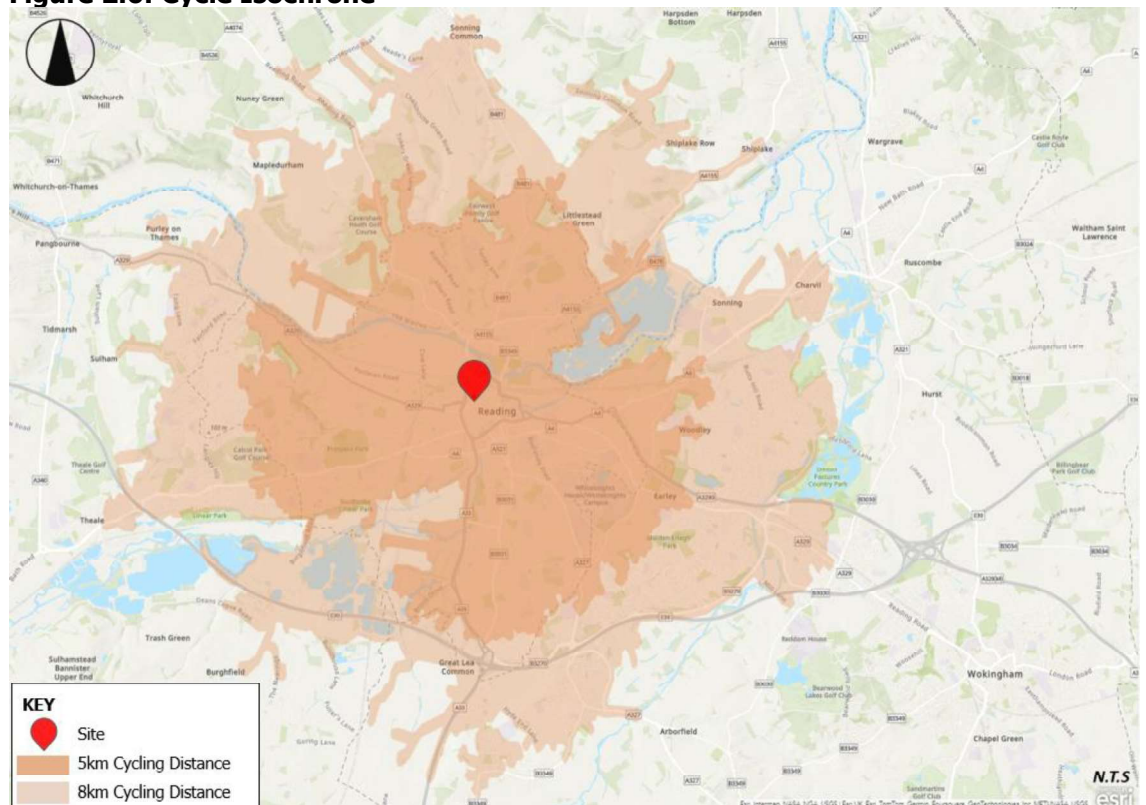
Table 2.1: Distance and Walk Time to Amenities			
Local Amenity		Distance	Approximate Walk Time
Facility	Name - Location		
ATM / Bank	Sainsburys – Friar Street	160m	2min
	TSB – West Road	270m	3-4min
	Metrobank – St. Mary's Butts	320m	4min
	Halifax – Broad Street	320m	4min
	Tesco Bank	375m	5min
	Barclays Bank	380m	5min
	Nationwide Bank	400m	5min
Post Office	Reading Post Office – Broad Street	460m	6min
Doctor	Urgent Care Centre - St. Mary's Butts	360m	4 - 5min
Dentist	Friar Street Dental Practice	420m	5min
	Reading Smiles – Broad Street	600m	8min
Supermarket	Sainsbury's – Friar Street	160m	2min
	M&S Simply Food – Station	300m	4min
	Tesco Express – Oxford Road	375m	5min
	M&S Simply Food – Forbury Road	470m	6min
Coffee Shop	Starbucks – Reading Station	300m	4min
Public House	The Greyfriars – Greyfriars Road	90m	1min
	Weatherspoon's – Friar Street	160m	2min
	The Allied Arms - St. Mary's Butts	380m	5min

Table 2.2: Distance and Walk Time to Public Transport			
Local Amenity		Distance	Approximate Walk Time
Mode	Name - Location		
Station	Reading	250m	4min
	Reading West	1,300m	18min
Bus Stop	Station Hill	160m	2min
	Friar Street	180m	2min

Access by Bicycle

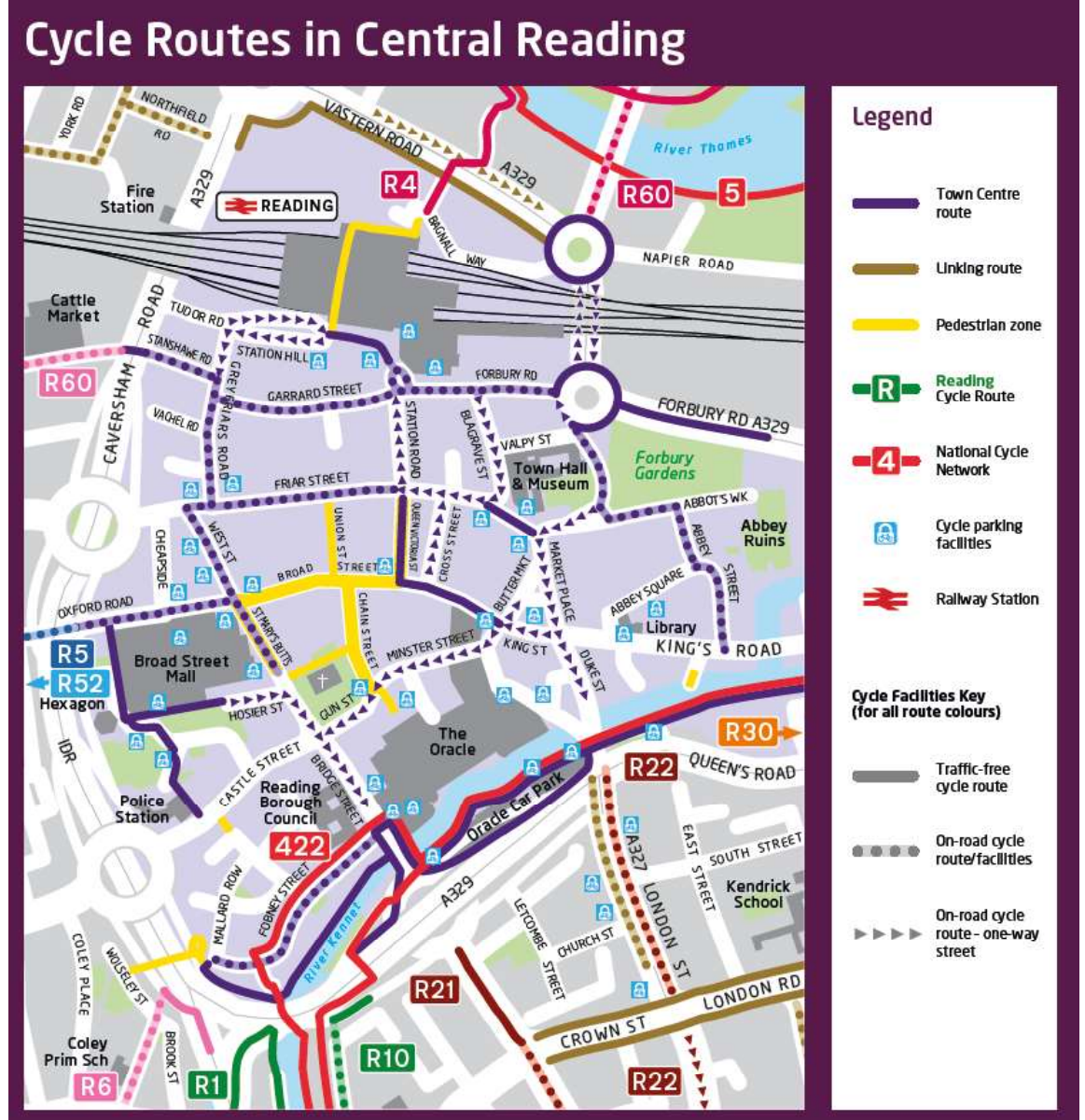
- 2.10 Cycling is considered to be a suitable mode of transport to replace car and public transport journeys up to distances of 8km with factors such as health, weather and access to a car along with facilities and journey purpose all influencing a person's choice to cycle. **Figure 2.6** illustrates the extent of the 5km and 8km distances from the Site which demonstrates that the majority of Reading is within 5km with a number of outlying green spaces and villages within 8km.

Figure 2.6: Cycle Isochrone



- 2.11 There are a number of cycle routes within Reading as illustrated on **Figure 2.7** with Greyfriars Road annotated as an on-road cycle route; the Station Hill redevelopment includes the removal of on-street parking adjacent to the Site and the incorporation of formal cycle lanes along both sides of the carriageway.

Figure 2.7: Reading Cycle Routes



Access by Public Transport

- 2.12 Buses call at stops along Station Road and outside the Station as well as running along Friar Street to the south. The stops provide access to numerous services facilitating access to destinations throughout Reading; **Figure 2.8** illustrates the locations of bus stops local to the Site with the closest located on Friar Street to the south with others to the north on Station Hill and outside the station.

Figure 2.8: Location of Local Bus Stops



2.13 The Reading mainline station is a short distance to the east of the Site with Reading West to the west.

- Reading Station which is located approximately 250m to the east is served by trains operated by Great Western Railway which operate between London Paddington and Wales, and by trains on the Elizabeth Line which run through London to Shenfield.
- Reading West Station which is located approximately 1.2km to the west can be accessed on foot via West Road and Oxford Road in about 17minutes, or by buses which run along Oxford Road in about 10minutes. The station is served by trains that run between Reading, Basingstoke and Newbury.

2.14 Reading Station is accessible from both the north and south with pedestrian and cycle along with bus and taxi access on both sides, with the station car park located to the north. To the south of the station there is cycle parking in the form of Sheffield Stands which are under cover with further parking in the basement accessible via the drop-off access from North Street.

Census Data

Travel to Work Mode Share

2.15 Data from the 2011 Census for the immediate local area suggests that 45% of people used public transport to travel to work with 32% using rail and 13% bus. It suggests that 31% of people walked to work, with 5% cycling and 17% driving as summarised in **Table 2.3**. Data from the 2021 Census has not been adopted on the grounds that it was undertaken at a time during the COVID-19 pandemic when more people were working at home or not working.

Table 2.3: of Travel to Work (2011 Census)		
	Wards E00174512, E00174483 & E00174484	
	No.	%
Train	138	32.2%
Bus, minibus or coach	54	12.6%
Taxi	1	0.2%
Motorcycle, scooter or moped	0	0.0%
Driving a car or van	74	17.2%
Passenger in a car or van	6	1.4%
Bicycle	19	4.4%
On foot	133	31.0%
Other method of travel to work	4	0.9%
	429	100.0%

Travel to Work within Reading

- 2.16 The 2011 Census suggested that approximately 53% of people in the locality worked within Reading including 8% at home, with 49% of people working in the town centre; as expected, the majority, 79%, of those working in the town centre walked to work with 2% cycling and 9.5% driving. Further details are provided on the spreadsheet at **Appendix C**.

Table 2.4: Travel to Work within Reading – Number (2011 Census)								
Zone		Mode						
From	To	Walk	Cycle	Bus	Car	Pax	Other	Total
Reading 011	Reading 011	1361	36	65	162	18	72	1714
Reading 011	Reading 014	132	15	17	32	11	2	209
Reading 011	Reading 017	40	33	77	102	11	6	269
Reading 011	Reading 007	78	16	14	60	7	7	182
Reading 011	Reading 018	7	8	50	47	10	2	124
Reading 011	Reading 010	51	0	11	18	0	8	88
		1669	108	234	421	57	97	2586

Table 2.5: Travel to Work within Reading – Percentage (2011 Census)								
Zone		Mode						
From	To	Walk	Cycle	Bus	Car	Pax	Other	Total
Reading 011	Reading 011	79.4%	2.1%	2.1%	9.5%	1.1%	5.9%	100%
Reading 011	Reading 014	63.2%	7.2%	7.2%	15.3%	5.3%	1.9%	100%
Reading 011	Reading 017	14.9%	12.3%	12.3%	37.9%	4.1%	18.6%	100%
Reading 011	Reading 007	42.9%	8.8%	8.8%	33.0%	3.8%	2.7%	100%
Reading 011	Reading 018	5.6%	6.5%	6.5%	37.9%	8.1%	35.5%	100%
Reading 011	Reading 010	58.0%	0.0%	0.0%	20.5%	0.0%	21.6%	100%
		64.5%	4.2%	9.0%	16.3%	2.2%	5.8%	100%

Car Ownership

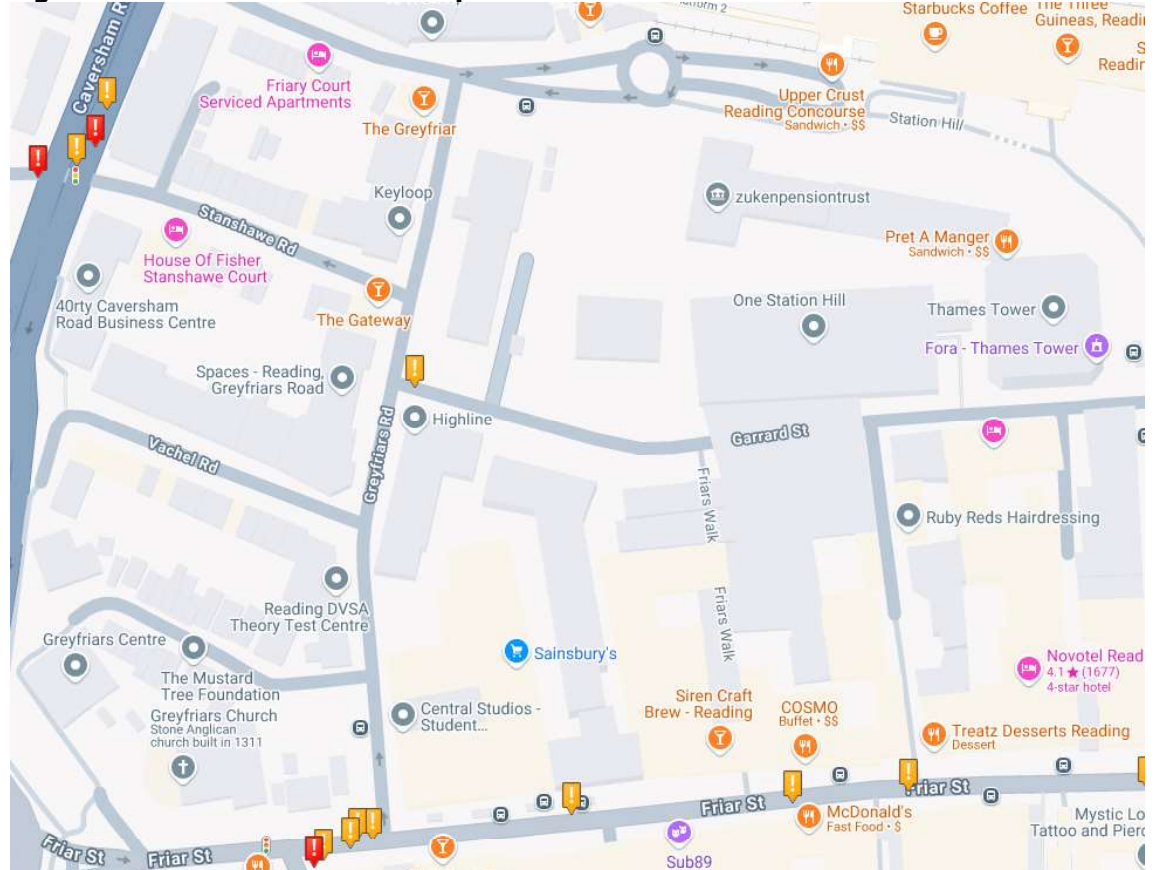
- 2.17 The data suggests that 66% of local residents did not have access to a car with an average of 0.39 cars per dwelling; the data is influenced by housing along Vachel Road, with ownership levels likely to be lower for new flatted developments which are emerging in the immediate surrounding area.

The Highway Network

- 2.18 Greyfriars Road which runs in a broadly north-south orientation to the west of the Site between Station Hill / Tudor Road in the north and Friar Street to the south; it is a single carriageway road with one lane in each direction and footways along both sides, with a mix of double yellow line restrictions and on-street parking and loading opportunities. The road facilitates access to local businesses and properties along the street. The proposals associated with the Station Hill development include the removal of some on-street parking to create cycle lanes.

- 2.19 Garrard Street is a short single carriageway road that runs in a east – west orientation to the north of the Site between Greyfriars Road in the west and Station Road in the east. It has footways along both sides of the carriageway with a mi of double yellow lines and parking / loading opportunities. As with Greyfriars Road, the road facilitates access to local businesses and properties, with changes being made in association with the Station Hill redevelopment.
- 2.20 Data from the Crashmap website has been interrogated to understand the number of Personnel Injury Accidents (PIA) that have been recorded in the vicinity of the Site; **Figure 2.9** illustrates the plot of the PIA for the 5-year period through to the end of December 2022 which illustrates that whereas there have been clusters of accidents along Friar Street to the south and Caversham Road to the west, only one PIA has been recorded in the vicinity of the Site. This accident occurred on the 21st of December 2018 when a pedestrian was struck by a vehicle resulting in a slight injury.

Figure 2.9: Extract from Crashmap



3 POLICY

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in December 2023. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 When considering the transport effects of a development, the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3 Paragraph 115 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.4 Paragraph 116 states that:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Reading Borough Local Plan

- 3.5 The Reading Borough Local Plan was adopted in November 2019 and includes policies set out for where development will occur within the borough to 2036, taking into account the health, wellbeing, and quality of life for residents.
- 3.6 Policy TR1 "Achieving the transport strategy" notes that;
- "Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.*
- All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."*
- 3.7 Policy TR4 "Cycle Routes and Facilities" advises that;
- "Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable."*
- 3.8 With regard to parking, Policy TR5 "Car and Cycle Parking and Electric Vehicle Charging" advises that;
- "Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.*
- Development should make the following provision for electric vehicle charging points:*
- *All new houses with dedicated off-street parking should provide charging points;*
 - *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point"*

4 EFFECTS OF THE PROPOSED DEVELOPMENT

The Proposed Development

4.1 The proposals include the redevelopment of the Site to provide 266 co-living units as indicated on the plans in **Appendix A** with extracts of the Ground Floor and First Floor illustrated at **Figure 4.1**.

Figure 4.1: Ground Floor Layout

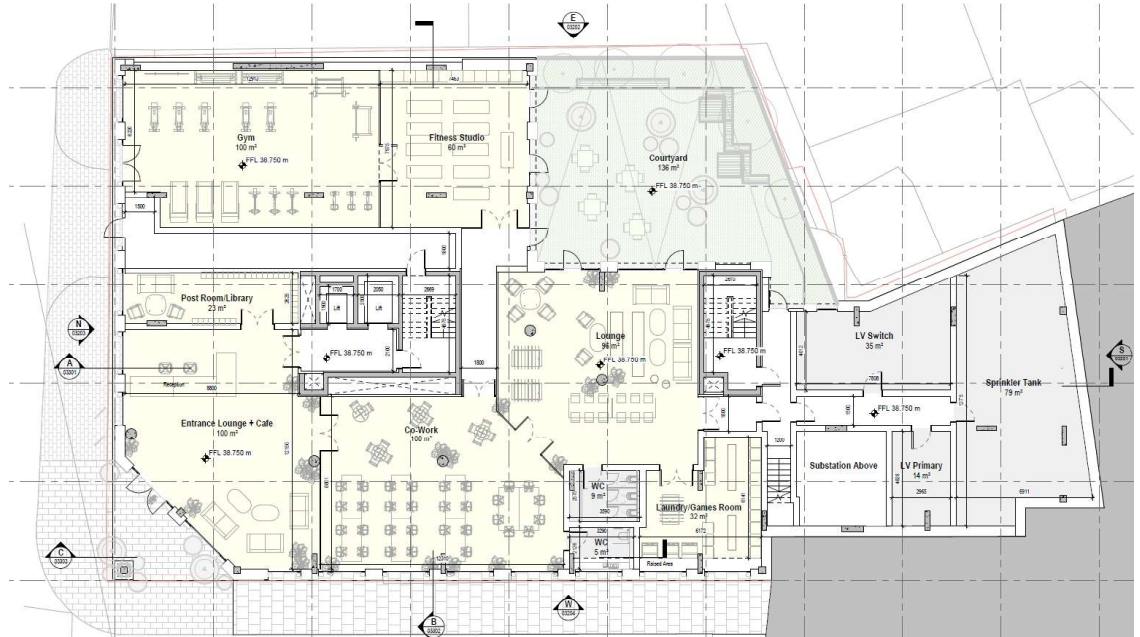
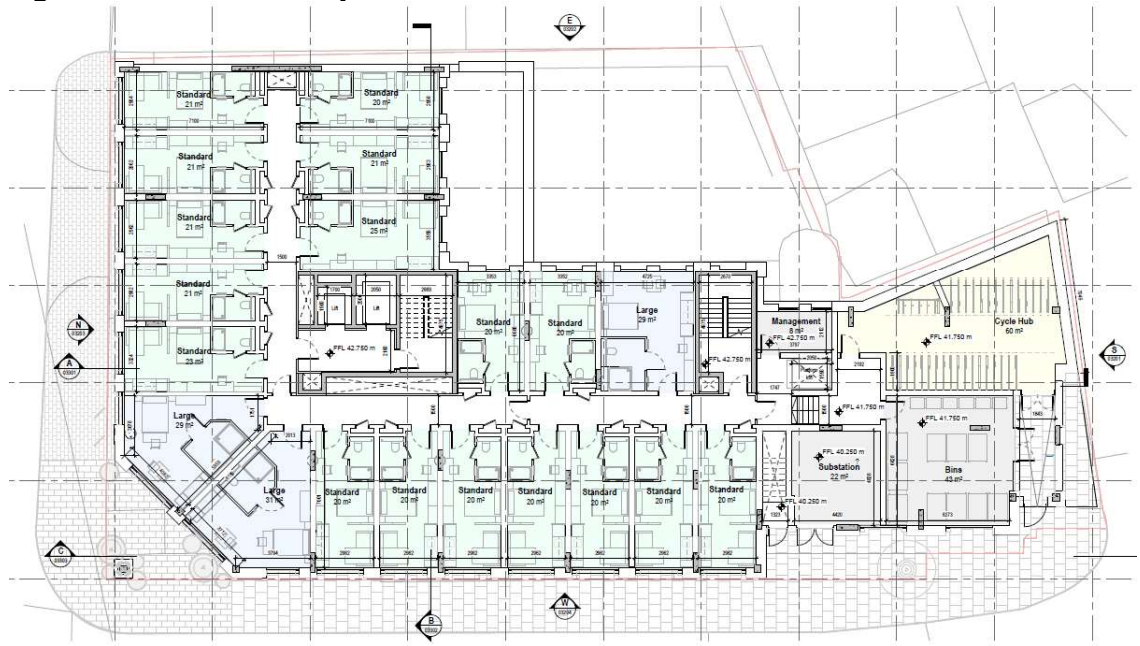


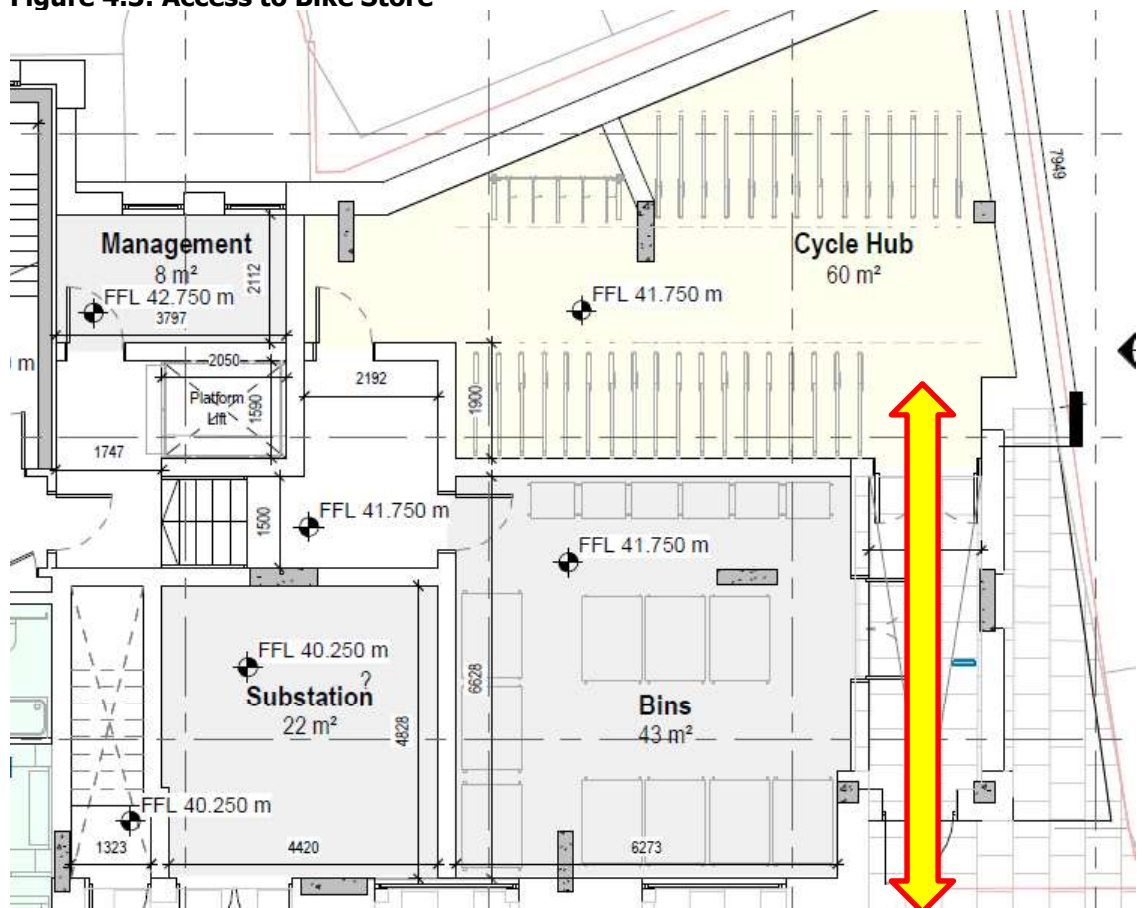
Figure 4.2: First Floor Layout



Access Arrangements

- 4.2 Access to the existing building is taken from Garrard Street with access to the car park approximately 15m from the junction with Greyfriars Road and the main pedestrian access on the corner with Greyfriars Road. There is a further pedestrian entrance adjacent to the vehicular access and a fire escape at the northern end of the Site onto Greyfriars Road.
- 4.3 It is proposed that the existing vehicular access on Garrard Street is closed and returned to footway thereby enhancing the pedestrian environment, with pedestrian access to the building provided broadly in the same location as existing at the Garrard Street / Greyfriars Road junction. The footway along the Site frontage will be resurfaced following the completion of the development. The works will be delivered via a S278 or similar agreement.
- 4.4 Access to the bike store is proposed via the secondary access from Greyfriars Road towards the southern end of the building, with the bike store on the first floor which has level access from street level at this point.

Figure 4.3: Access to Bike Store



Cycle Parking

4.5 The proposals include providing parking for up to 80 bicycles which equates to 0.3 spaces per unit; this provision is considered appropriate taking into account the use and location for the following reasons:

- There are no cycle parking standards for Co-living accommodation in Reading Borough Policy Guidance with the proposed development effectively a hybrid between traditional apartments and an HMO / Student Hall of residence with tenants having the benefit of private and shared communal amenities. In this regard, the Reading Borough Policy requires a minimum of 0.5 spaces per dwelling for traditional One- and Two-bedroom apartments, and a minimum of 0.2 spaces per student for halls of residence.
- The location is such that the majority of people are likely to walk rather than cycle with the Census data suggesting that approximately 53% of local people worked in Reading of which nearly 50% worked in the town centre; furthermore, nearly 80% of the people who lived and worked locally to the Site walked to work.
- Furthermore, evidence from other existing Co-living accommodation in London, where cycling is typically more popular for commuting than most cities (other than Oxford and Cambridge), suggests very low cycle usage notwithstanding being adjacent to major cycle routes. **Table 4.1** provides a summary of four schemes in London managed by Vervlife setting out the number of rooms, cycle spaces and observed occupancy. Overall, there are 284 cycle spaces for 1,632 rooms at a ratio 0.17 per room, with occupancy of 78 spaces equating to 0.048 per room.

Table 4.1: Summary of Cycle Provision and Ownership – Existing Co-living			
Location	Beds	Spaces	Occupied
Wembley Ark	300	45	12
Canary Wharf	705	25	19
The Old Oak	546	133	43
Apiary - Ealing	81	81	4
Total	1,632	284	78

4.6 As such, the proposal to provide parking for up to 72 bicycles at a ratio of 0.27 spaces per unit which is considered more than sufficient based on the anticipated mode share to cycling, Reading Borough Standards and location. The Applicant will investigate opportunities to create a bike share / hire scheme for residents. Although this would mean fewer spaces available for personnel bicycles, residents would be able to use a communal bicycle and / or hiring specialist equipment rather than owning and maintaining a personnel bicycle with the principle in line with the overall Co-living concept with shared facilities.

4.7 Visitor parking for up to 4 bicycles is proposed on-street adjacent to the main entrance.

Car Parking

- 4.8 The proposed scheme does not include any car parking which is considered appropriate given the nature of the proposed use and location within close proximity to the town centre:
- The proposed development comprises of smaller and larger studio Co-living units;
 - The Site is approximately 250m from Reading station and within walking distance of numerous bus stops and day to day facilities. As such, the need for a car on a day-to-day basis is reduced.
 - 2011 Census data suggests that car ownership levels are in the region of 0.39 cars per dwelling in the immediate vicinity. The existing proportion is well below the "minimum" requirement of 0.5 spaces for One- and Two-bedroom apartments.
 - The Census data also suggests that only 17% of people in the local area travelled to work as car driver.
 - The Reading Borough Standards which are relatively old (31st October 2011) suggest a maximum of 0.25 spaces per bedroom for hotels and HMO in Zone 1, with student accommodation effectively to be car free. No standards are provided for Co-living units.
- 4.9 The proposed development comprises of 266 Co-living units which is neither traditional residential nor an HMO / student accommodation, albeit somewhere in between with most residents typically occupy units for relatively short periods with leases between 3 and 12 months. Furthermore, most residents would occupy units based on the highly accessible location being adjacent to Reading Station and within the town centre with the knowledge that no car parking was provided. As such, the proposed car free is deemed appropriate. The Applicant is willing to accept a condition whereby future residents would not be eligible for a parking permit should the council deem this necessary.

Trip Generation

- 4.10 The potential number of person trips has been estimated based on trip rate information from the TRICS database considering surveys from the private residential apartments in England outside London; there are no recent surveys of sites in town centre locations, with data considered for bedrooms as there is no available data for co-living units.
- 4.11 **Tables 4.2 and 4.3** set out the potential number of trips associated with the existing office and proposed development respectively, with the existing office based on 3,0036qm GIA of floor spaces and the proposed on 266 bedrooms.

Table 4.2: Trip Rates and Person Trips (3,036sqm Office)				
	Trip Rates		Person Trips	
	Arrive	Depart	Arrive	Depart
0700 - 0800	0.603	0.045	18	1
0800 - 0900	1.756	0.186	53	6
0900 - 1000	1.012	0.375	31	11
1600 - 1700	0.197	1.007	6	31
1700 - 1800	0.171	1.378	5	42
1800 - 1900	0.063	0.295	2	9
0700 - 1900	7.021	6.924	213	210

Table 4.3: Trip Rates and Person Trips (266 Bedrooms)				
	Trip Rates		Person Trips	
	Arrive	Depart	Arrive	Depart
0700 - 0800	0.040	0.225	11	60
0800 - 0900	0.055	0.283	15	75
0900 - 1000	0.072	0.112	19	30
1600 - 1700	0.155	0.080	41	21
1700 - 1800	0.220	0.094	59	25
1800 - 1900	0.231	0.112	61	30
0700 - 1900	1.329	1.424	354	379

- 4.12 The exercise suggests that there could be additional person movements associated with the proposed development, and also in the "opposite" direction, i.e. with the residential having more departures in the morning peak and more arrivals in the evening peak.
- Office Trips: The Census suggests that, overall, 35% of people working in the local area used public transport to travel to work with 18% walking and 38% driving
 - Residential Trips: The Census data suggested that, overall, 45% of people living in the local area used public transport to travel to work with 31% walking and 17% driving; given that the proposed use will be car free, it is estimated that overall, circa 50 – 55% would use public transport with 45 - 50% walking or cycling.

4.13

Tables 4.4 and **4.5** provide summaries of the estimated number of trips by mode for the former office and the proposed residential for the weekday commuter peak hours, with the potential change by mode set out in **Table 4.6**. The existing office trips have been apportioned in line with census data with those for the proposed residential on the census with the mode share to car driver split pro-rata to the other modes.

Table 4.4: Trips by Mode (Existing Office Use)				
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrive	Depart	Arrive	Depart
Rail	9	1	1	7
Bus	9	1	1	7
Car Driver	21	2	2	16
Walk	10	1	1	8
Cycle	2	0	0	2
Other	3	0	0	2
Total	53	6	5	42

Table 4.5: Trips by Mode (Proposed Co-living Use)				
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrive	Depart	Arrive	Depart
Rail	6	29	23	10
Bus	2	11	9	4
Car Driver	0	0	0	0
Walk	5	28	22	9
Cycle	1	4	3	1
Other	0	2	2	1
Total	15	75	59	25

Table 4.6: Trips by Mode (Change)				
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrive	Depart	Arrive	Depart
Rail	-3	28	22	3
Bus	-7	10	8	-4
Car Driver	-21	-2	-2	-16
Walk	-4	27	21	2
Cycle	-1	4	3	0
Other	-2	2	1	-1
Total	-39	70	53	-17

- 4.14 Overall, there are likely to be fewer vehicular trips associated with the Site with the proposed use when compared to the former office, with an increase in the number of trips by public transport and active modes. However, given the number of bus and rail services operating in the local area, the predicted uplift would not impact on levels of service and as such it is not proposed to undertake capacity assessments nor implement mitigation measures.

Deliveries and Refuse Collection

Deliveries

- 4.15 The existing office building would have received a number of deliveries through the week typically associated with couriers and postal services, stationery and water deliveries; it is estimated that there would be on average 9 – 10 deliveries per day. It is envisaged that although the building has a car park, deliveries would have taken place on-street.
- 4.16 **Table 4.7** sets out the average number of deliveries per day as observed at existing Co-living schemes across London which suggests that the Management Team would receive on average 2 – 3 deliveries per week and the residents 18 – 20 deliveries per day. The resident deliveries would typically be associated with online purchases and postal services along with consumables, the majority of which would be undertaken using a transit or similar sized vehicle. This equates to an average of 2 deliveries per hour across a 12hr day; it is proposed that they take place on-street in line with the existing situation and use available kerb space.

Table 4.7: Summary of Deliveries – Existing Co-living			
Location	Beds	Management (per week)	Residents (per day)
Wembley Ark	300	3	30
Canary Wharf	705	7	45
The Old Oak	546	2	35
Apiary - Ealing	81	1	7
Total	1,632	13	117

- 4.17 A Delivery Management Plan has been submitted alongside the planning application.

Refuse Collection

- 4.18 The proposed layout includes a refuse store at ground floor, with residents required to take refuse from their units and place it in the correct waste or recycling bin. The proposed refuse store is located on the ground floor with an access to the street suitable for bins to be taken out to the vehicle on collection days; refuse collection will take place from Greyfriars Road. The Site will be managed 24hrs a day / 7 days a week to ensure that waste and recycling (along with deliveries) are managed as effectively as possible.

Station Hill Highway Improvements

- 4.19 The proposals associated with the Station Hill development include a number of alterations to the highway in the vicinity of the station and Site which include introducing on-street cycle lanes along Garrard Street and Greyfriars Road with Phases 2 and 3 of the development, with the Phase 3 works also including the creation of a loading bay on the northern side of Garrard Street to the east of the junction with Greyfriars Road.
- 4.20 Drawings 2025-5052-DWG-201, 202 and 203 illustrate how the proposals associated with this application sit with the existing, Phase 2 and Phase 3 Station Hill development schemes respectively.

Construction Process

- 4.21 The Contractor will prepare a Construction Management Plan setting out how the proposed development will be built out in a manner to reduce the potential impacts on the surrounding highway and local residents. The document will provide details on the demolition and construction programme along with how movements to and from the Site will be managed including details on the number and timing of deliveries and anticipated routes. The Applicant is willing to accept a Condition to implement a Construction Management Plan.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 TTP Consulting is retained to provide highways and transport advice with the proposals to redevelop 20 – 30 Greyfriars Road in Reading.
- 5.2 The Site currently comprises of a 7-storey building with a gross floor area of approximately 3,036sqm GIA with parking for up to 36 cars in a basement. Access to the car park is taken from Garrard Stret with the main pedestrian access on the corner with Greyfriars Road.
- 5.3 The Site is in a highly accessible location being within the town centre and s short distance to the south-west of Reading Railway Station, with numerous bus stops in the locality. Data from the 2011 Census suggest that approximately 50% of people in the local area work locally of which nearly 80% walked to work.
- 5.4 The surrounding area is in the process of being redeveloped to include a mix of commercial and residential.
- 5.5 It is proposed that the existing building is demolished and a 266 co-living scheme with no car parking and cycle parking provided at a ratio of 0.27 spaces per unit.
- 5.6 The Applicant is prepared to accept a condition whereby future residents are not able to obtain a permit to park a car on-street.
- 5.7 The level of cycle parking is considered to be appropriate taking into consideration the location, Reading Borough Council parking standards and the anticipated demand for cycling.
- 5.8 It is estimated that there would be on average 20 deliveries per day to the Site the majority of which would be undertaken using a transit or similar sized vehicle which would stop on-street in common with the existing building. A Delivery Management Plan will be developed to set out how deliveries to the Site will be managed to minimise the potential impact on the surrounding highway.
- 5.9 The access to the existing car park will be closed and converted to footway, with the footway around the Site resurfaced following the completion of the development. The works will be secured via a S278 Agreement.

Conclusion

- 5.10 The proposed development is acceptable in highways terms being located in a highly accessible location in the town centre and close to the station thereby enabling residents to walk, cycle and use public transport for all day-to-day activities.

Appendix A

(Application Plans)



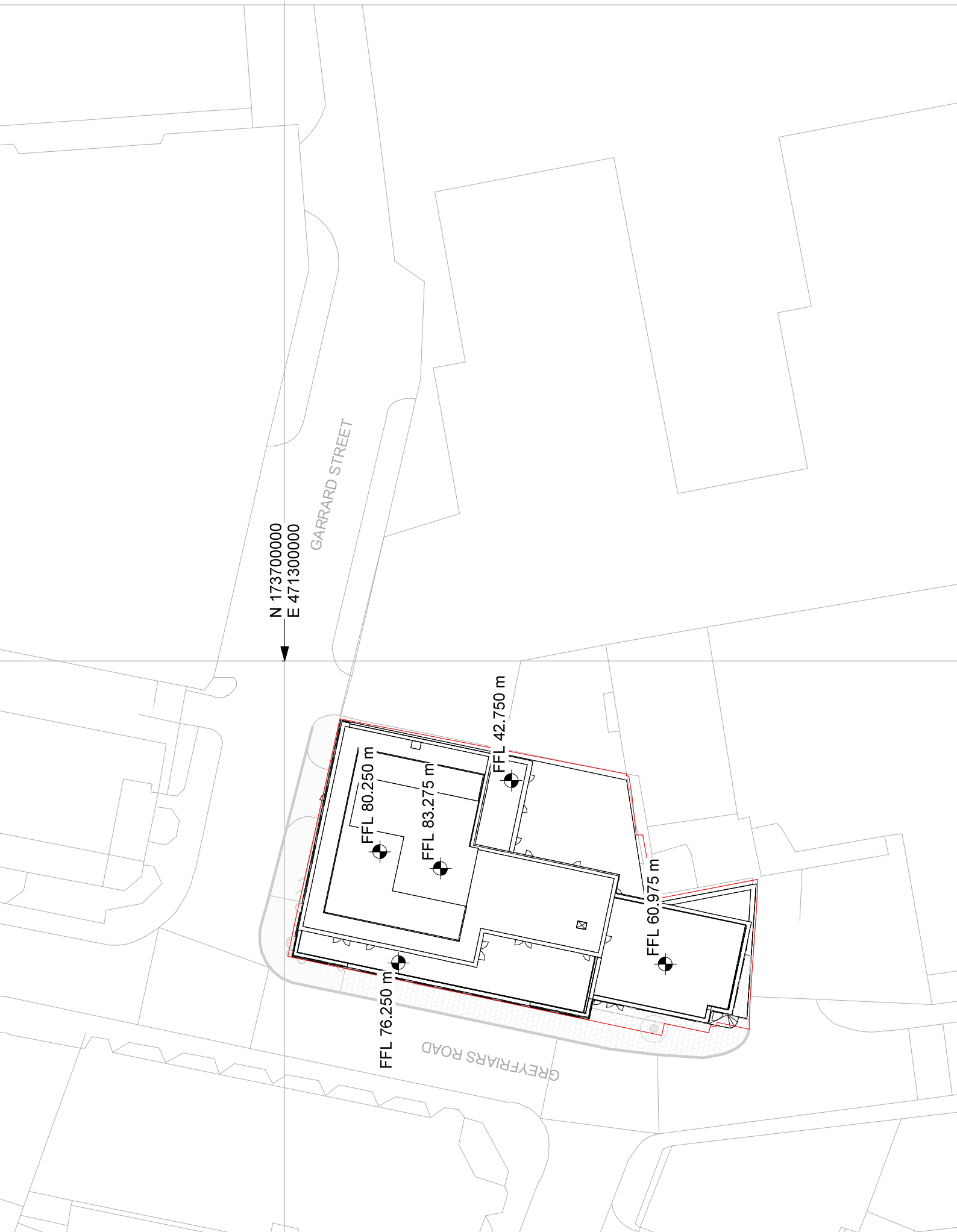
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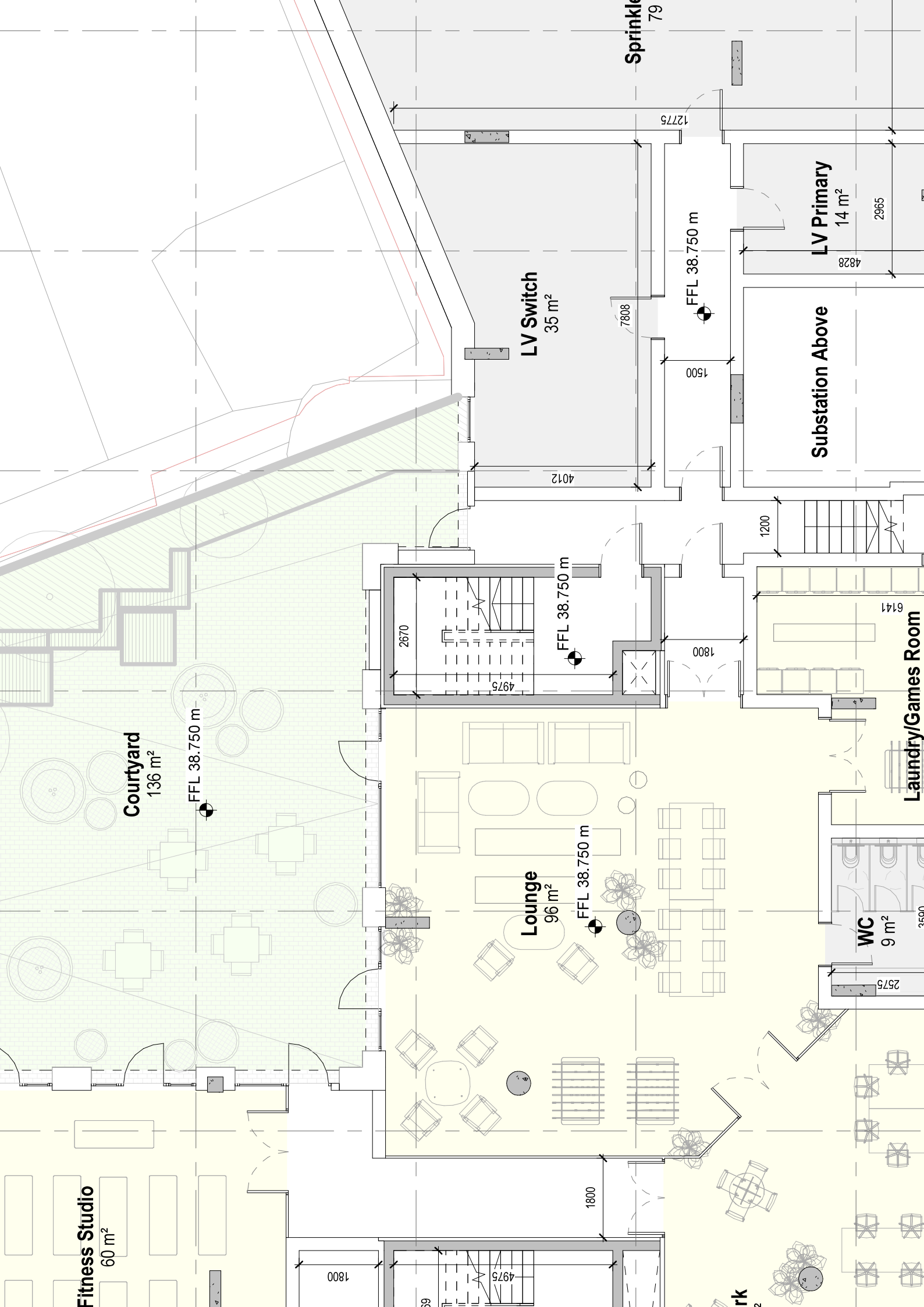
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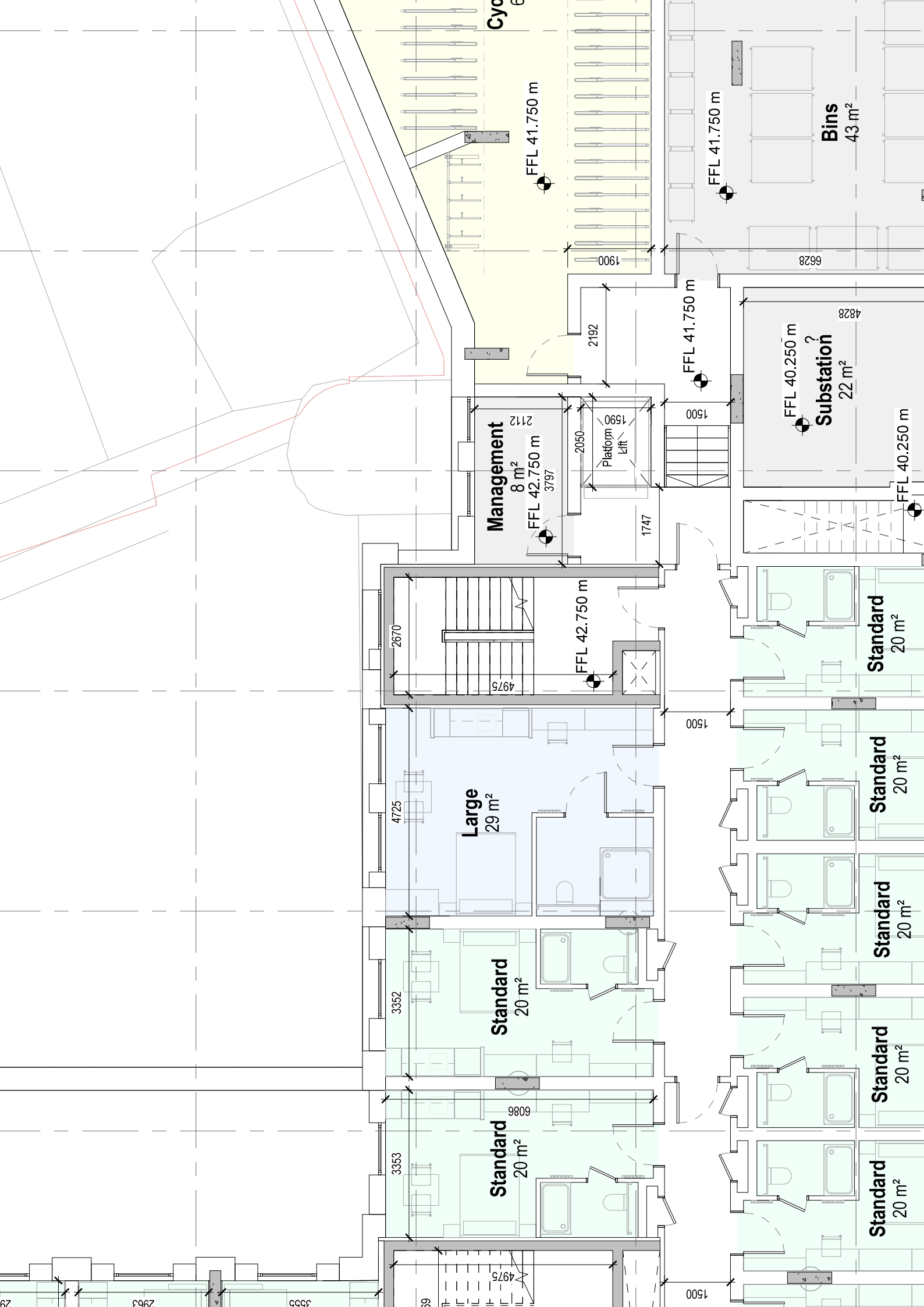
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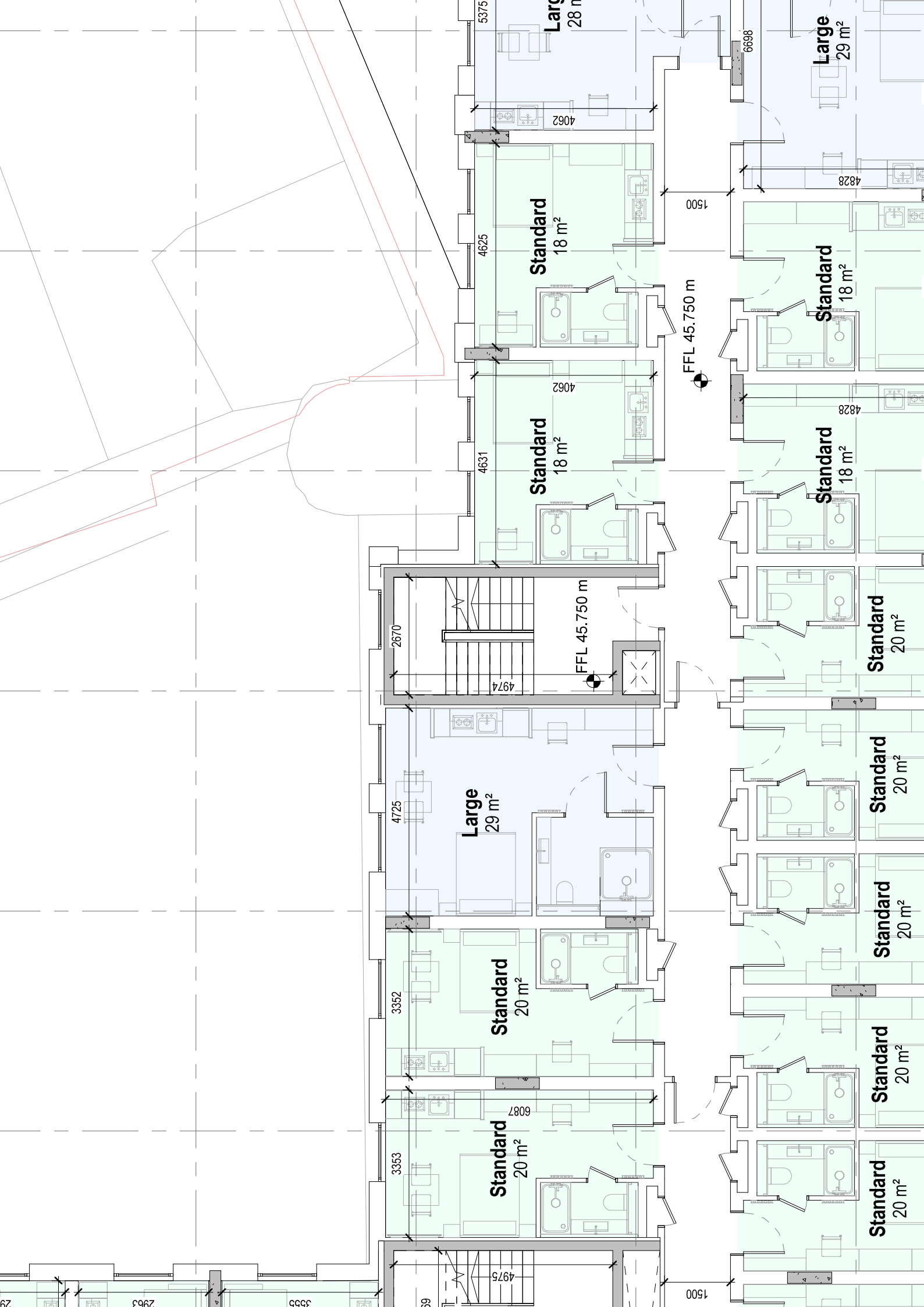
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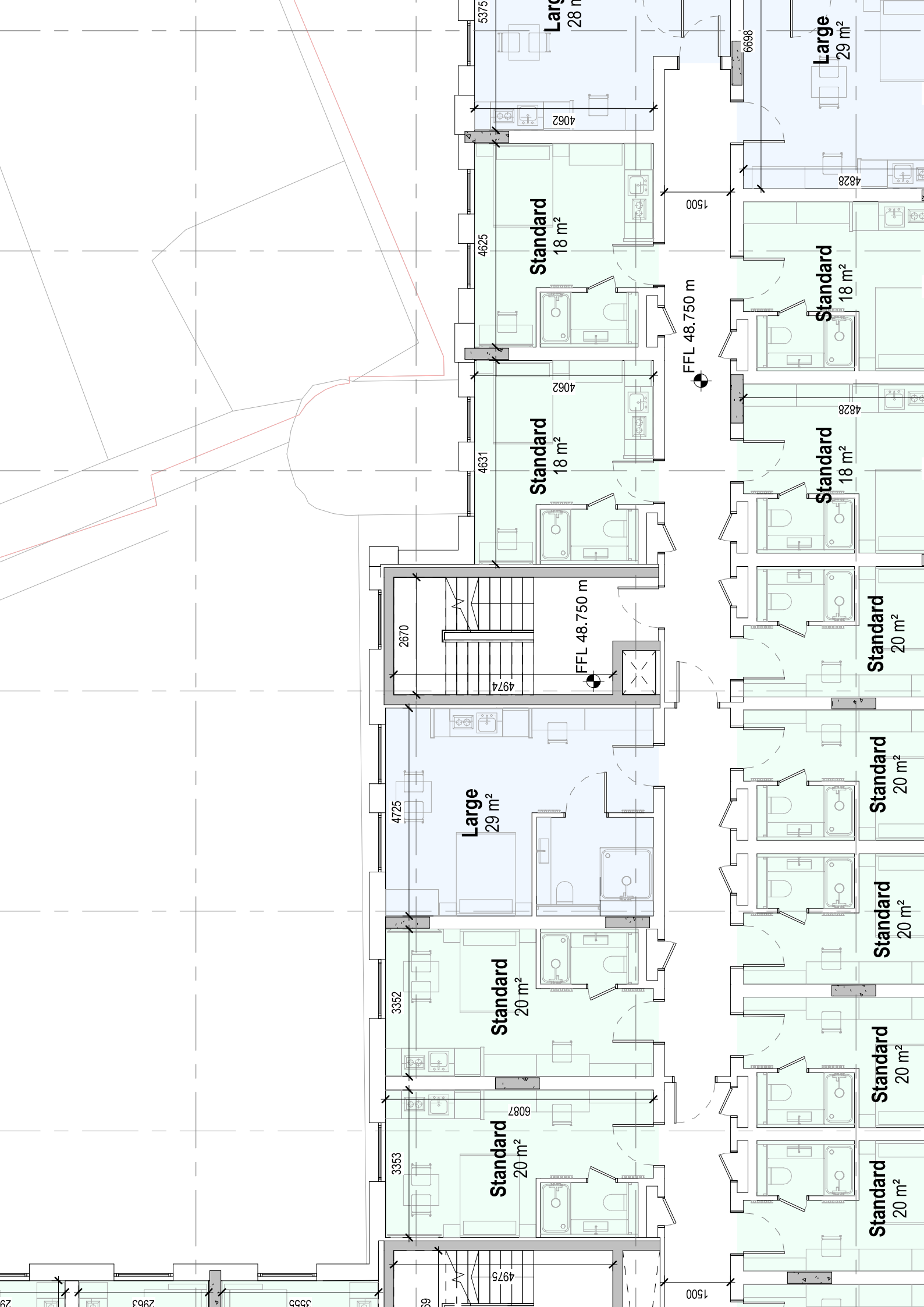
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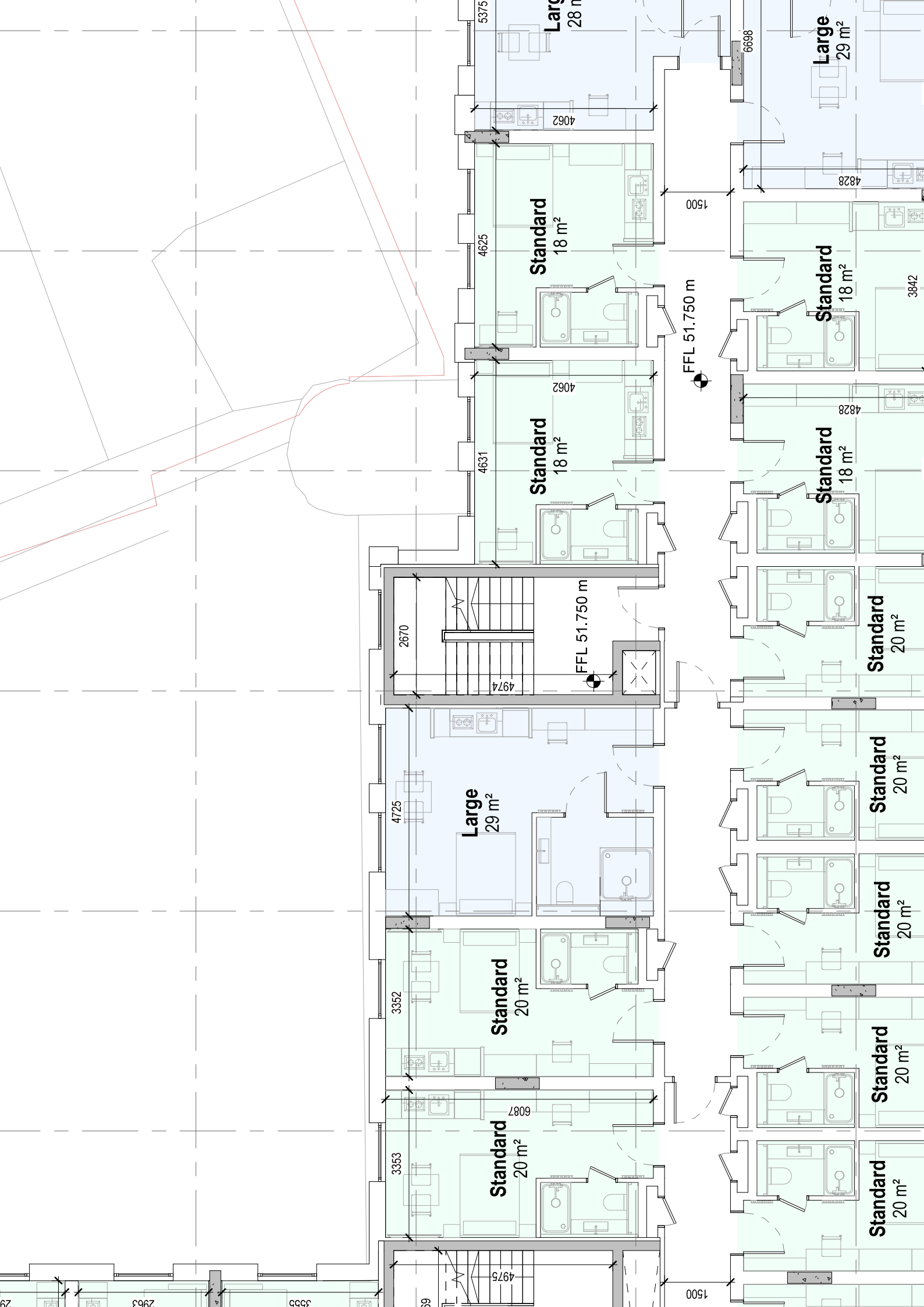


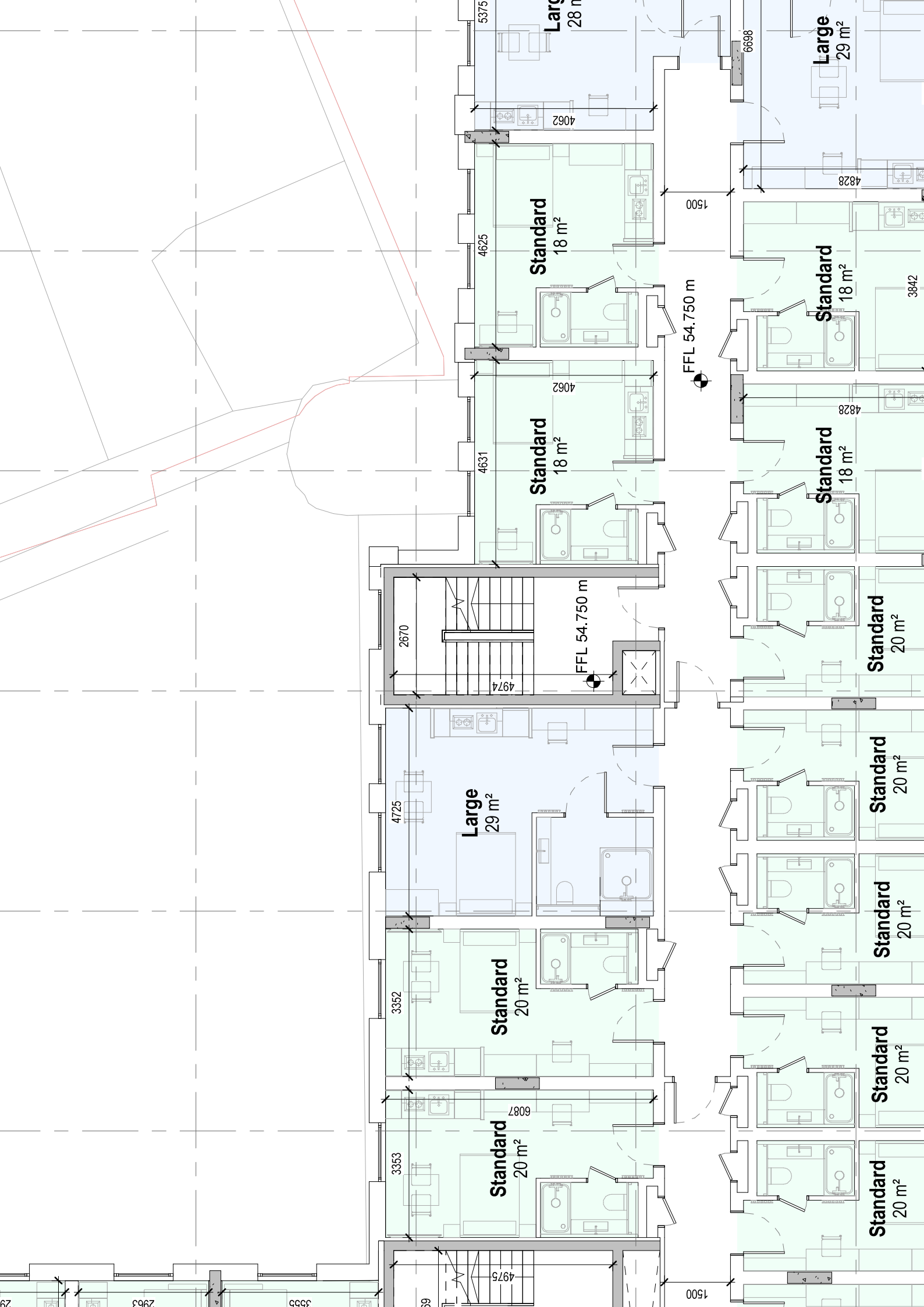


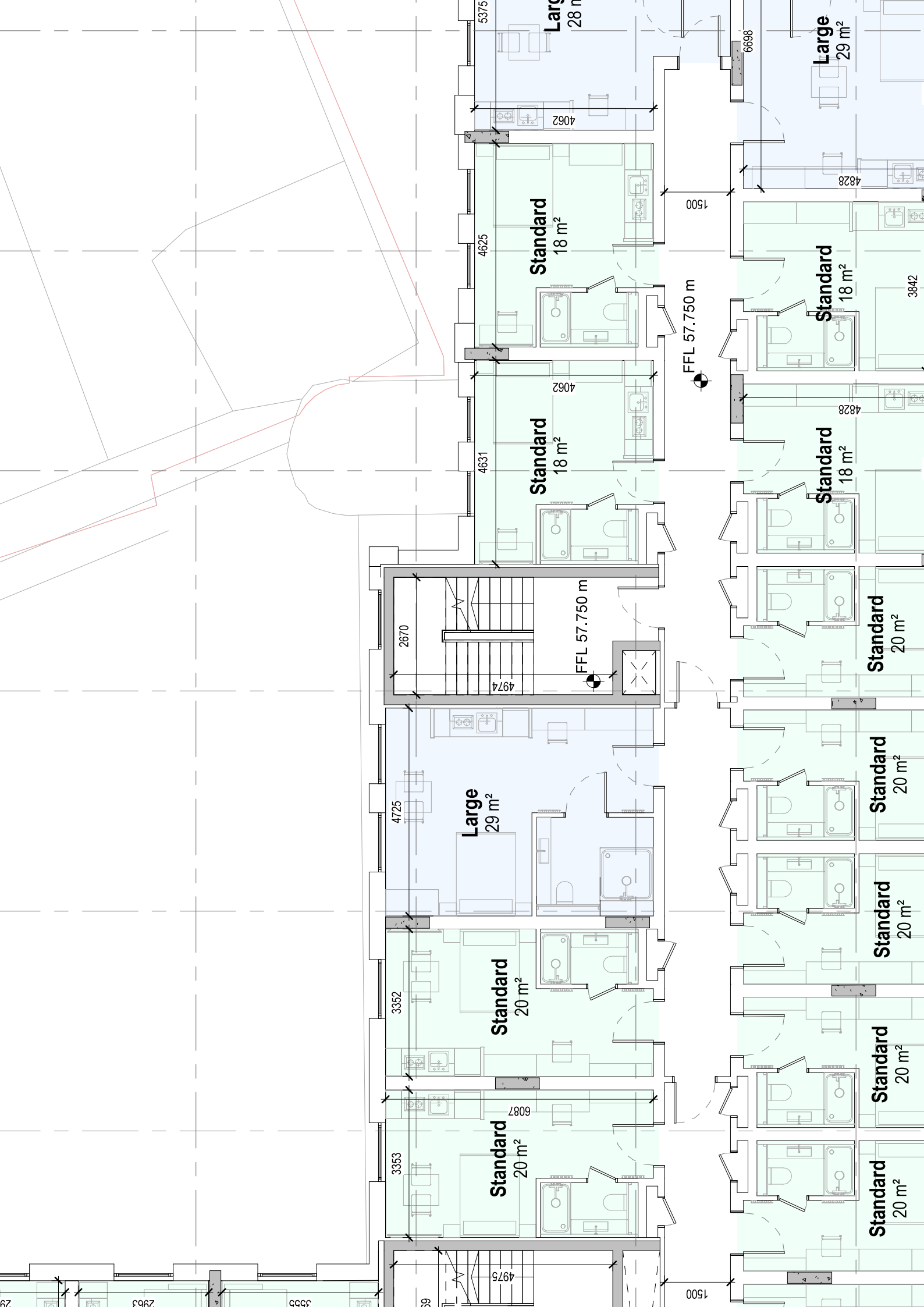


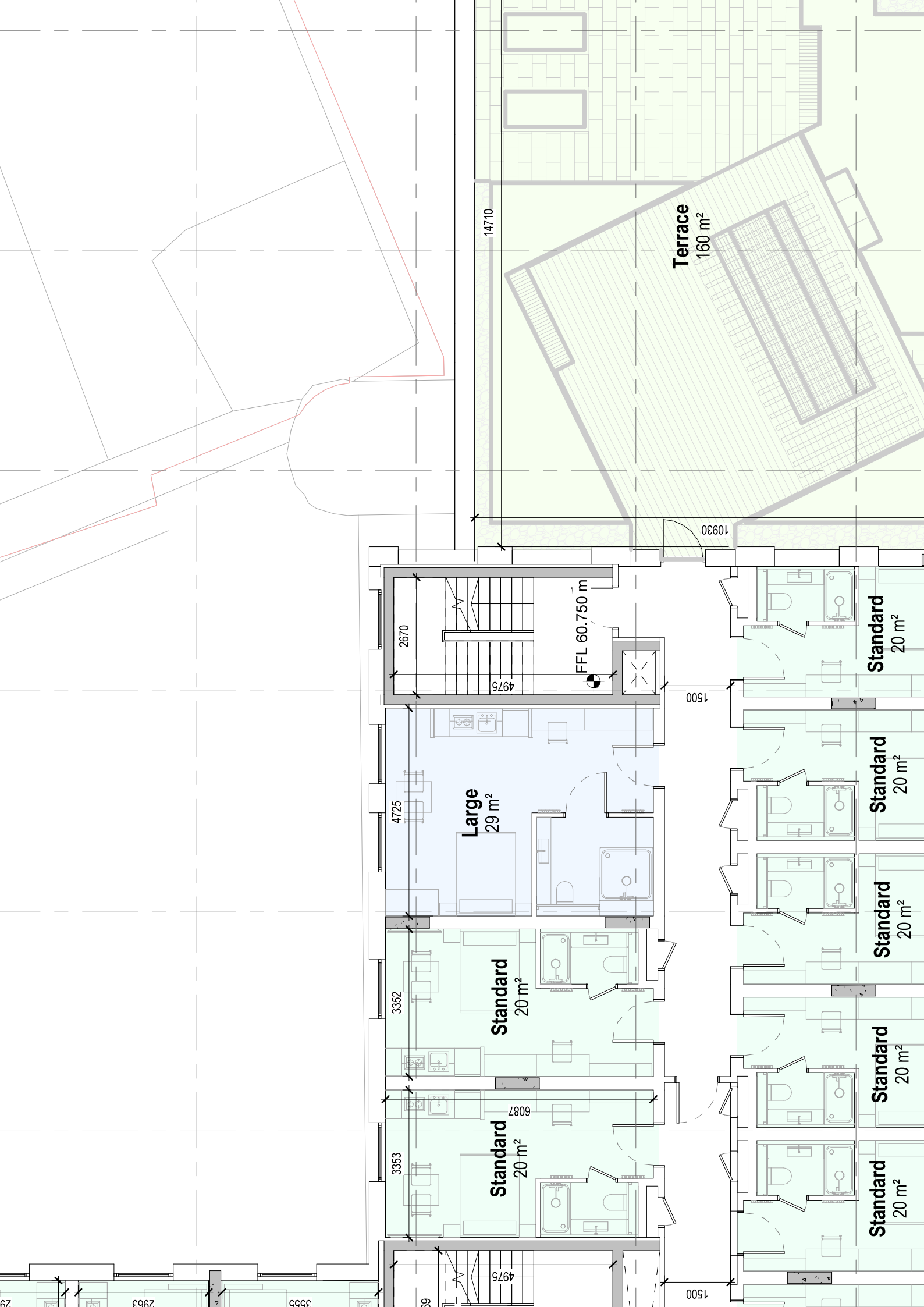


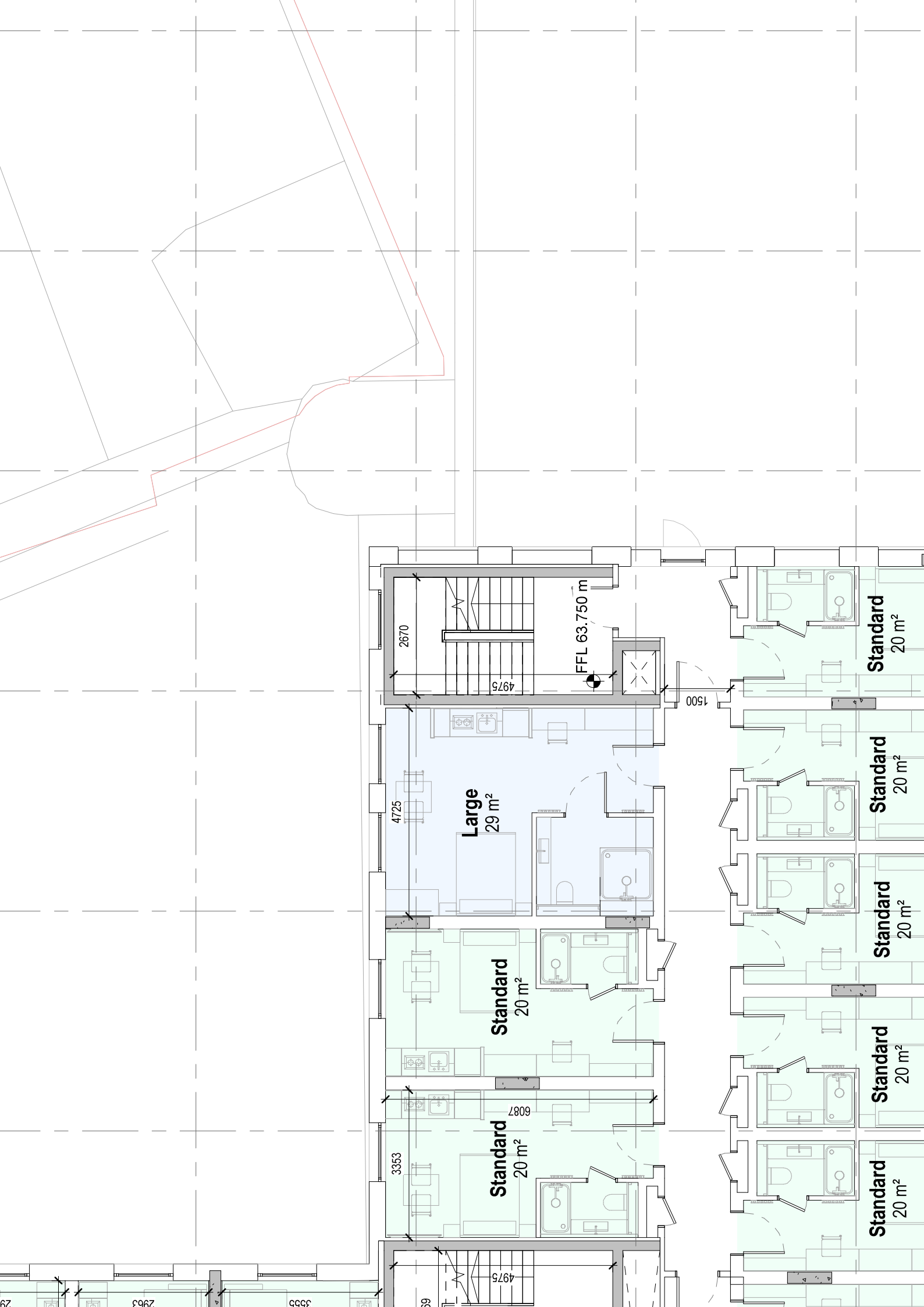


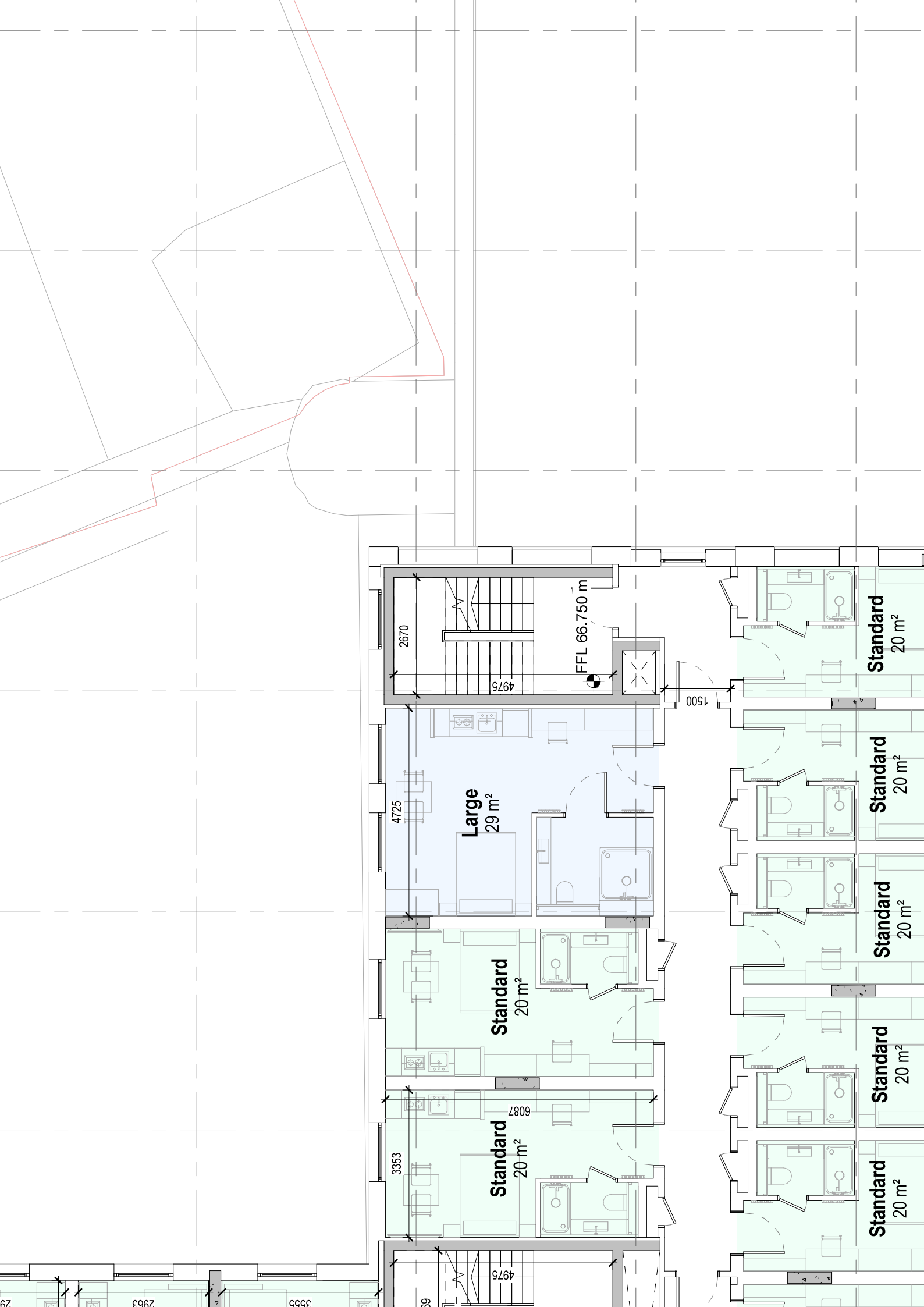


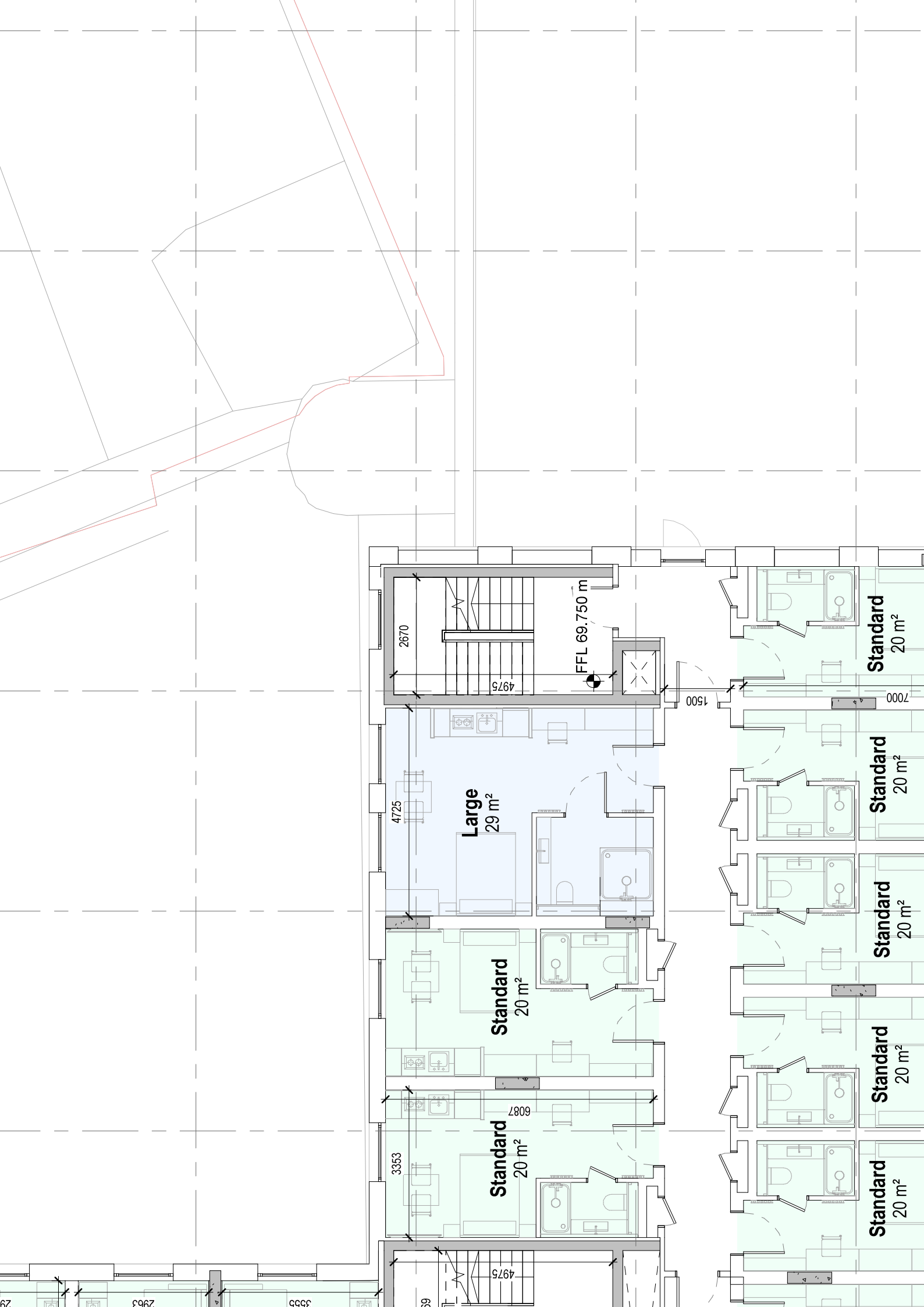


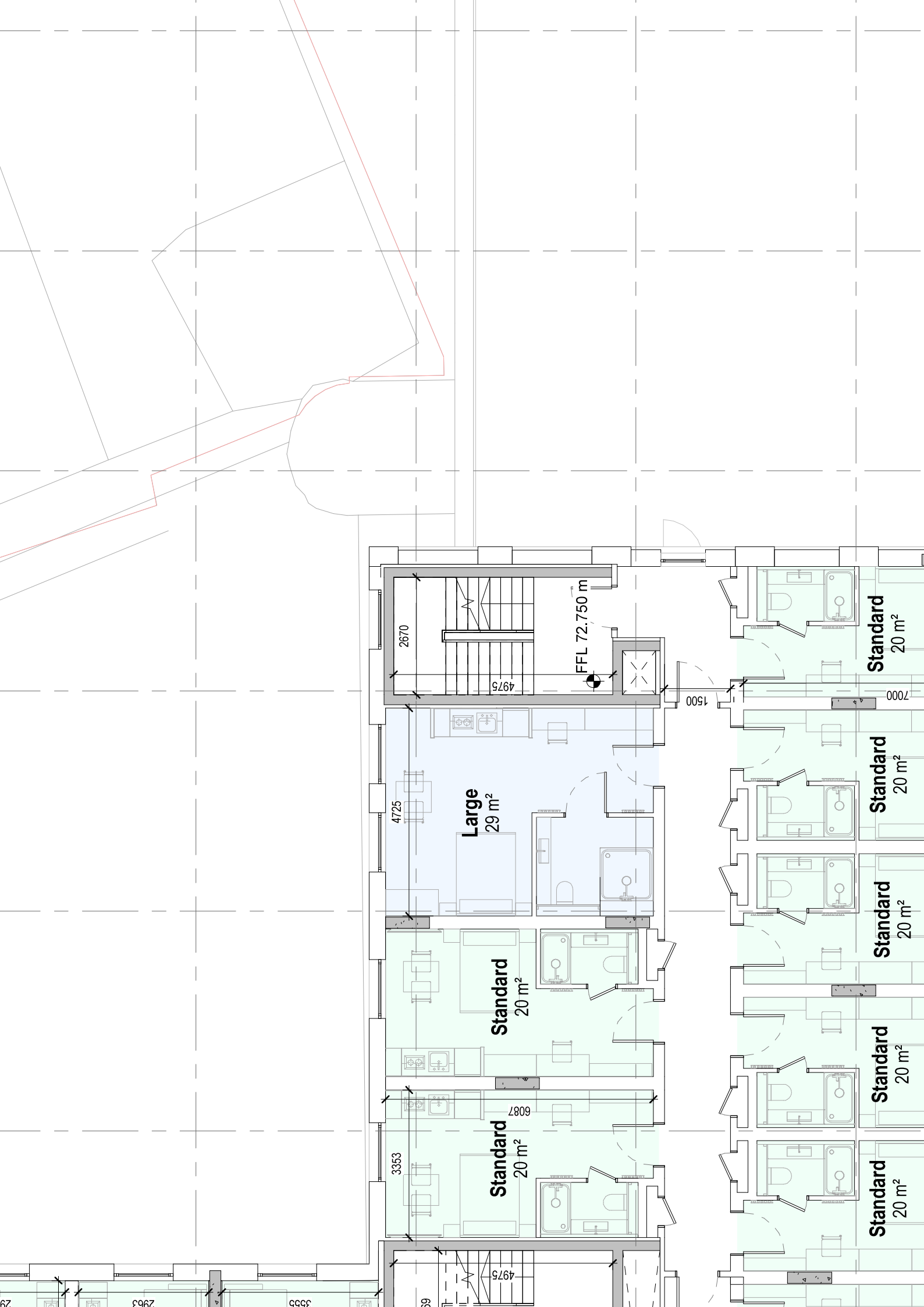


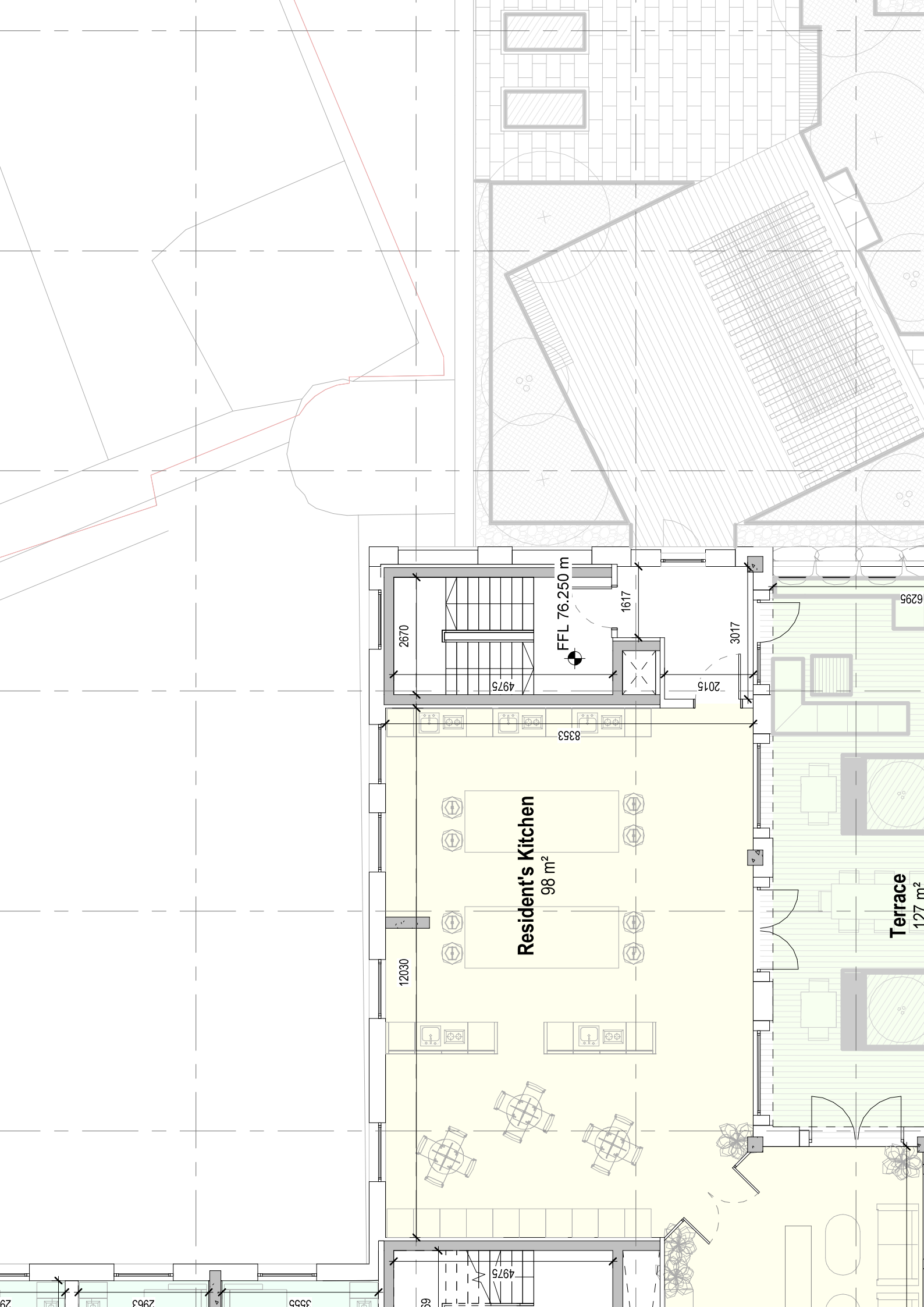












Resident's Kitchen
98 m²

Terrace
127 m²

FFL 76.250 m

8353

12030

2670

4975

1617

2015

3017

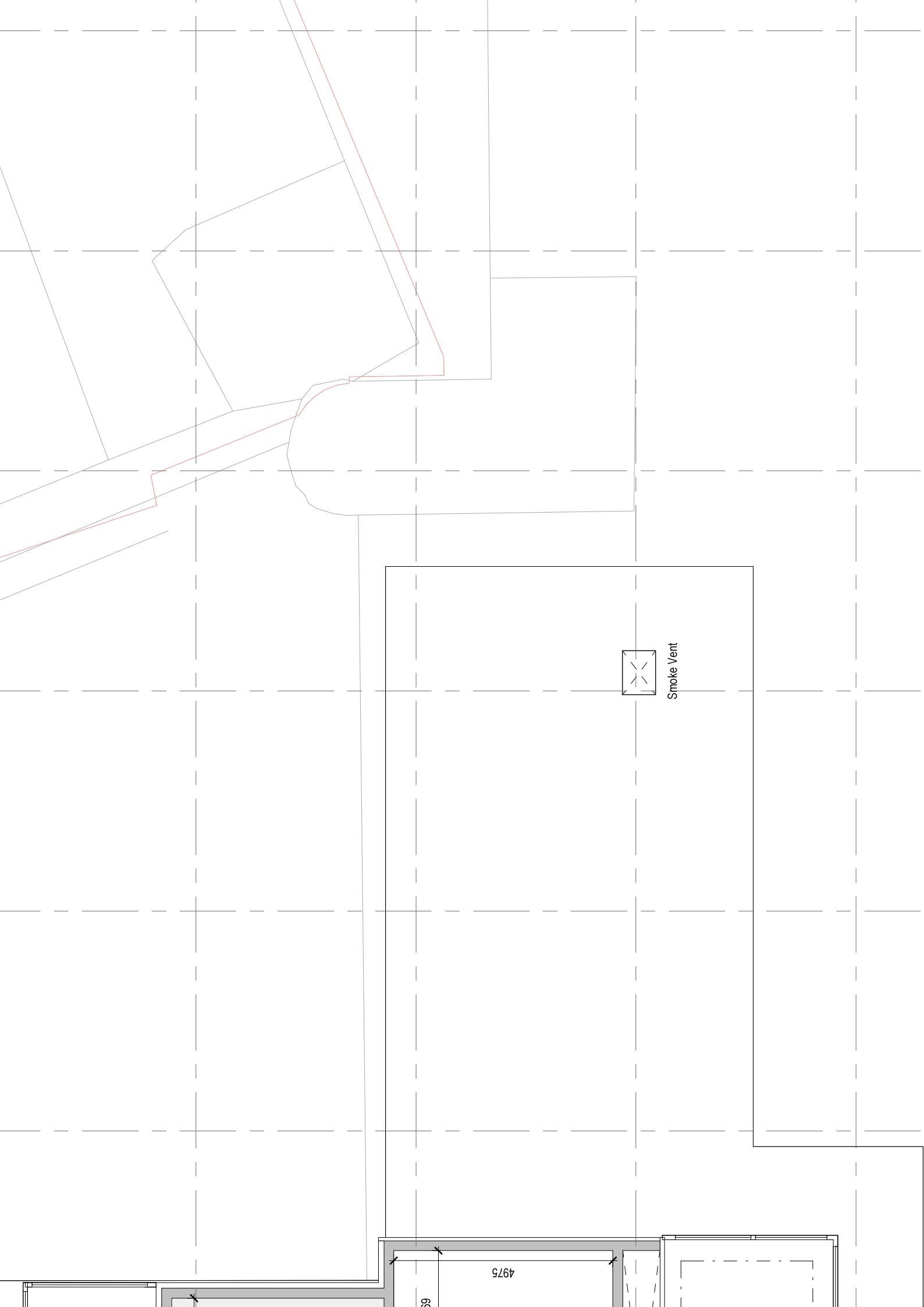
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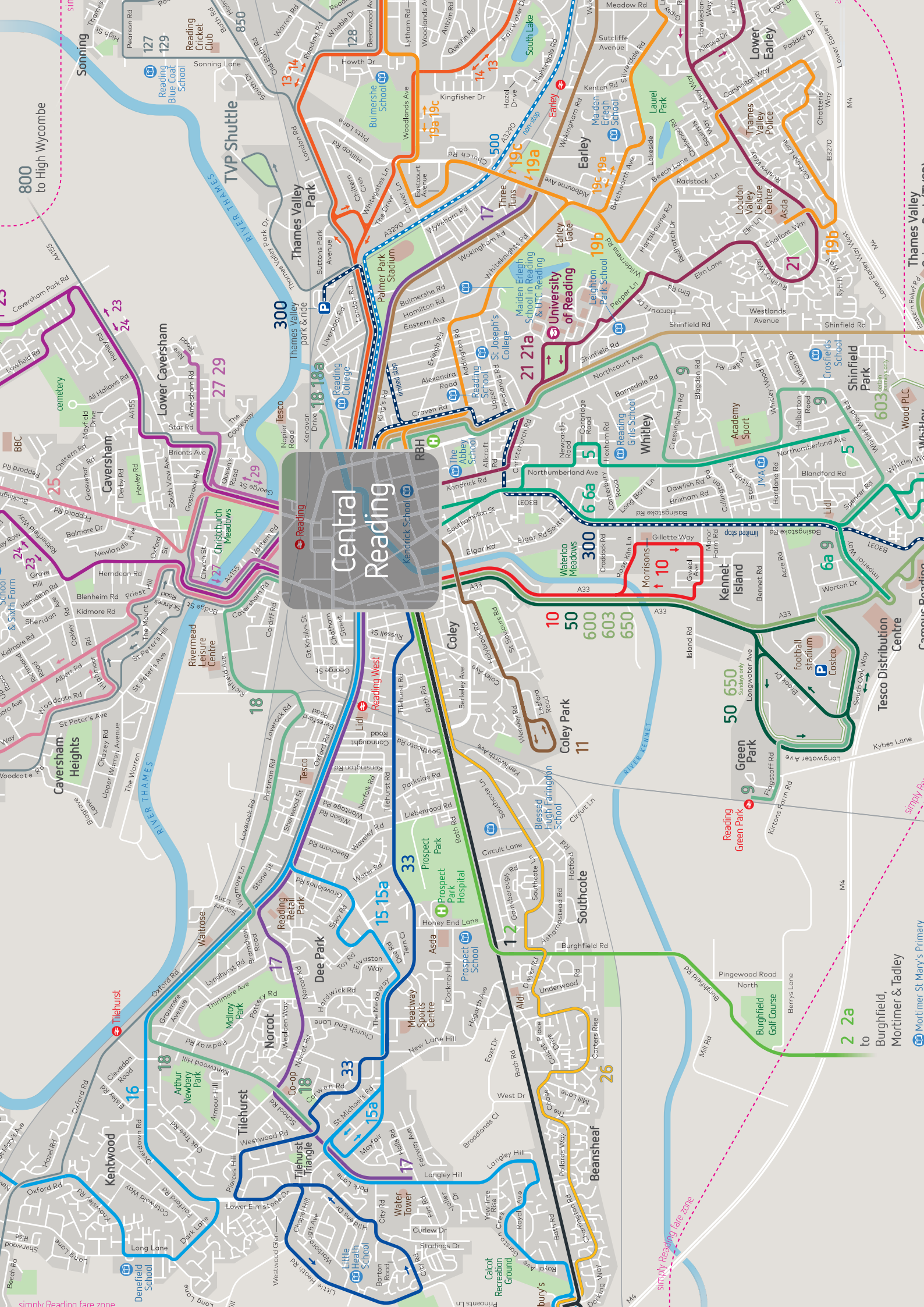
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Appendix B

(Bus Map)



Appendix C

(Census Data)

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 25 June 2024]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	E00174512	E00174483	E00174484		
All categories: Car or van availability	128	127	137	392	
No cars or vans in household	79	80	100	259	66.1%
1 car or van in household	44	42	28	114	29.1%
2 cars or vans in household	5	5	7	17	4.3%
3 cars or vans in household	0	0	2	2	0.5%
4 or more cars or vans in household	0	0	0	0	0.0%
sum of all cars or vans in the area	54	52	48	154	

0.39 cars per house hold

Line	No.	Rail		Car (Driver)		No.	Cycle
		From	To	From	To		
1	231	Reading 011	No fixed place	Reading 011	No fixed place	228	0
	209	Reading 011	City of London 001	Reading 011	Reading 011	162	51
	231	Reading 011	Reading 011	Reading 011	Reading 017	102	1669
2	189	Reading 011	West Berkshire 009	Reading 011	West Berkshire 009	73	124
	209	Reading 011	West Berkshire 012	Reading 011	Reading 007	60	88
	144	Reading 011	Bracknell Forest 007	Reading 011	Wokingham 006	58	2586
3	124	Reading 011	Bracknell Forest 005	Reading 011	Wokingham 012	44	
	117	Reading 011	Windsor and Maidenhead 005	Reading 011	Wokingham 011	42	
	88	Reading 011	Westminster 013	Reading 011	West Berkshire 011	37	
4	85	Reading 011	Wokingham 009	Reading 011	Bracknell Forest 009	37	
	75	Reading 011	Wokingham 008	Reading 011	Bracknell Forest 002	36	
	72	Reading 011	West Berkshire 009	Reading 011	Wokingham 009	34	
5	71	Reading 011	Reading 018	Reading 011	Reading 015	32	
	67	Reading 011	West Berkshire 003	Reading 011	Reading 014	29	
	66	Reading 011	South Gloucestershire 021	Reading 011	Wokingham 017	26	
6	60	Reading 011	Reading 003	Reading 011	West Berkshire 015	19	
	60	Reading 011	Reading 004	Reading 011	West Berkshire 012	18	
	58	Reading 011	Reading 015	Reading 011	Reading 010	18	
7	57	Reading 011	Reading 003	Reading 011	Wokingham 003	17	
	53	Reading 011	Reading 015	Reading 011	South Oxfordshire 019	16	
	52	Reading 011	Wokingham 008	Reading 011	West Berkshire 003	15	
8	51	Reading 011	West Berkshire 009	Reading 011	Windsor and Maidenhead	14	
	50	Reading 011	Reading 018	Reading 011	Bracknell Forest 004	14	
	45	Reading 011	West Berkshire 012	Reading 011	Slough 009	14	
9	39	Reading 011	Bracknell Forest 007	Reading 011	Wokingham 011	14	
	37	Reading 011	Windsor and Maidenhead 005	Reading 011	Windsor and Maidenhead	14	
	36	Reading 011	Westminster 013	Reading 011	South Oxfordshire 011	13	
10	35	Reading 011	Wokingham 009	Reading 011	Wycombe 023	13	
	34	Reading 011	Tower Hamlets 033	Reading 011	Wokingham 005	13	
	34	Reading 011	Vale of White Horse 015	Reading 011	Reading 013	13	
11	33	Reading 011	Westminster 018	Reading 011	Reading 009	13	
	32	Reading 011	Westminster 020	Reading 011	Basingstoke and Deane 0:	12	
	31	Reading 011	Westminster 016	Reading 011	Wokingham 013	12	
12	30	Reading 011	Oxford 008	Reading 011	Wokingham 012	11	
	29	Reading 011	Bracknell Forest 002	Reading 011	Reading 012	11	
	29	Reading 011	Westminster 015	Reading 011	Reading 001	10	
13	29	Reading 011	Basingstoke and Deane 011	Reading 011	Bracknell Forest 007	22	
	28	Reading 011	West Berkshire 019	Reading 011	South Oxfordshire 017	21	
	28	Reading 011	Slough 011	Reading 011	Wokingham 008	20	
14	27	Reading 011	Wokingham 013	Reading 011	West Berkshire 015	19	
	27	Reading 011	Wokingham 016	Reading 011	West Berkshire 012	18	
	26	Reading 011	West Berkshire 003	Reading 011	Reading 010	18	
15	26	Reading 011	Wokingham 001	Reading 011	Wokingham 003	17	
	25	Reading 011	West Berkshire 011	Reading 011	South Oxfordshire 019	16	
	25	Reading 011	Bracknell Forest 009	Reading 011	West Berkshire 003	15	
16	24	Reading 011	Bracknell Forest 004	Reading 011	Windsor and Maidenhead	14	
	24	Reading 011	South Oxfordshire 018	Reading 011	Bracknell Forest 004	14	
	23	Reading 011	Camden 028	Reading 011	Slough 009	14	
17	22	Reading 011	West Berkshire 010	Reading 011	Wokingham 011	14	
	22	Reading 011	Basingstoke and Deane 007	Reading 011	Windsor and Maidenhead	14	
	21	Reading 011	Oxford 009	Reading 011	South Oxfordshire 011	13	
18	21	Reading 011	Westminster 011	Reading 011	Wycombe 023	13	
	20	Reading 011	Camden 027	Reading 011	Wokingham 005	13	
	20	Reading 011	Wokingham 006	Reading 011	Reading 013	13	
19	19	Reading 011	Camden 026	Reading 011	Reading 009	13	
	19	Reading 011	Slough 002	Reading 011	Basingstoke and Deane 0:	12	
	18	Reading 011	Tower Hamlets 015	Reading 011	Wokingham 013	12	
20	18	Reading 011	Slough 009	Reading 011	Wokingham 012	11	
	18	Reading 011	Slough 00	Reading 011	Reading 001	10	

[illegible]

Appendix D

(TRICS Output)

Calculation Reference: AUDIT-752101-240625-0621

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL OGVS

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: Gross floor area
Actual Range: 178 to 15000 (units: sqm)
Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 4 days
Wednesday 2 days
Thursday 3 days

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

Selected survey types:

Manual count 9 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 9

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:

Commercial Zone 1
Development Zone 1
Residential Zone 1
Built-Up Zone 4
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 9 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 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	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	5 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	9 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	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
	HOLDENHURST ROAD		
	BOURNEMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
2	BH-02-A-05	OFFICES	BRIGHTON & HOVE
	ROMAN ROAD		
	HOVE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
3	DY-02-A-02	REAL ESTATE DEVELOPERS	DERBY
	PRIME PARKWAY		
	DERBY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	594 sqm	
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL
4	MS-02-A-02	SCIENCE PARK OFFICES	MERSEYSIDE
	MOUNT PLEASANT		
	LIVERPOOL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	11250 sqm	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
5	MS-02-A-04	OFFICES	MERSEYSIDE
	MANN ISLAND		
	LIVERPOOL		
	MANN ISLAND		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	15000 sqm	
	Survey date: TUESDAY	05/04/22	Survey Type: MANUAL
6	NF-02-A-03	OFFICES	NORFOLK
	NORTH QUAY		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
7	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
8	NY-02-A-02	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	STATION ROAD		
	RICHMOND		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1590 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	4412	0.000	8	4412	0.000	8	4412	0.000
07:30 - 08:00	8	4412	0.000	8	4412	0.000	8	4412	0.000
08:00 - 08:30	9	3941	0.003	9	3941	0.003	9	3941	0.006
08:30 - 09:00	9	3941	0.003	9	3941	0.003	9	3941	0.006
09:00 - 09:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
09:30 - 10:00	9	3941	0.003	9	3941	0.003	9	3941	0.006
10:00 - 10:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
10:30 - 11:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
11:00 - 11:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
11:30 - 12:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
12:00 - 12:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
12:30 - 13:00	9	3941	0.003	9	3941	0.003	9	3941	0.006
13:00 - 13:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
13:30 - 14:00	9	3941	0.006	9	3941	0.006	9	3941	0.012
14:00 - 14:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
14:30 - 15:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
15:00 - 15:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
15:30 - 16:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
16:00 - 16:30	9	3941	0.003	9	3941	0.003	9	3941	0.006
16:30 - 17:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
17:00 - 17:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
17:30 - 18:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
18:00 - 18:30	8	4412	0.000	8	4412	0.000	8	4412	0.000
18:30 - 19:00	8	4412	0.000	8	4412	0.000	8	4412	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	4412	0.130	8	4412	0.014	8	4412	0.144
07:30 - 08:00	8	4412	0.473	8	4412	0.031	8	4412	0.504
08:00 - 08:30	9	3941	0.713	9	3941	0.054	9	3941	0.767
08:30 - 09:00	9	3941	1.043	9	3941	0.132	9	3941	1.175
09:00 - 09:30	9	3941	0.643	9	3941	0.220	9	3941	0.863
09:30 - 10:00	9	3941	0.369	9	3941	0.155	9	3941	0.524
10:00 - 10:30	9	3941	0.293	9	3941	0.217	9	3941	0.510
10:30 - 11:00	9	3941	0.195	9	3941	0.192	9	3941	0.387
11:00 - 11:30	9	3941	0.237	9	3941	0.195	9	3941	0.432
11:30 - 12:00	9	3941	0.279	9	3941	0.319	9	3941	0.598
12:00 - 12:30	9	3941	0.330	9	3941	0.443	9	3941	0.773
12:30 - 13:00	9	3941	0.428	9	3941	0.530	9	3941	0.958
13:00 - 13:30	9	3941	0.510	9	3941	0.589	9	3941	1.099
13:30 - 14:00	9	3941	0.341	9	3941	0.245	9	3941	0.586
14:00 - 14:30	9	3941	0.226	9	3941	0.189	9	3941	0.415
14:30 - 15:00	9	3941	0.152	9	3941	0.203	9	3941	0.355
15:00 - 15:30	9	3941	0.127	9	3941	0.251	9	3941	0.378
15:30 - 16:00	9	3941	0.101	9	3941	0.265	9	3941	0.366
16:00 - 16:30	9	3941	0.096	9	3941	0.474	9	3941	0.570
16:30 - 17:00	9	3941	0.101	9	3941	0.533	9	3941	0.634
17:00 - 17:30	9	3941	0.101	9	3941	0.806	9	3941	0.907
17:30 - 18:00	9	3941	0.070	9	3941	0.572	9	3941	0.642
18:00 - 18:30	8	4412	0.040	8	4412	0.193	8	4412	0.233
18:30 - 19:00	8	4412	0.023	8	4412	0.102	8	4412	0.125
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.021			6.924			13.945

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	4412	0.003	8	4412	0.000	8	4412	0.003
07:30 - 08:00	8	4412	0.011	8	4412	0.003	8	4412	0.014
08:00 - 08:30	9	3941	0.014	9	3941	0.006	9	3941	0.020
08:30 - 09:00	9	3941	0.020	9	3941	0.011	9	3941	0.031
09:00 - 09:30	9	3941	0.014	9	3941	0.031	9	3941	0.045
09:30 - 10:00	9	3941	0.014	9	3941	0.006	9	3941	0.020
10:00 - 10:30	9	3941	0.014	9	3941	0.014	9	3941	0.028
10:30 - 11:00	9	3941	0.011	9	3941	0.011	9	3941	0.022
11:00 - 11:30	9	3941	0.025	9	3941	0.020	9	3941	0.045
11:30 - 12:00	9	3941	0.008	9	3941	0.014	9	3941	0.022
12:00 - 12:30	9	3941	0.003	9	3941	0.011	9	3941	0.014
12:30 - 13:00	9	3941	0.000	9	3941	0.000	9	3941	0.000
13:00 - 13:30	9	3941	0.017	9	3941	0.011	9	3941	0.028
13:30 - 14:00	9	3941	0.008	9	3941	0.008	9	3941	0.016
14:00 - 14:30	9	3941	0.006	9	3941	0.006	9	3941	0.012
14:30 - 15:00	9	3941	0.011	9	3941	0.011	9	3941	0.022
15:00 - 15:30	9	3941	0.003	9	3941	0.014	9	3941	0.017
15:30 - 16:00	9	3941	0.008	9	3941	0.008	9	3941	0.016
16:00 - 16:30	9	3941	0.011	9	3941	0.011	9	3941	0.022
16:30 - 17:00	9	3941	0.000	9	3941	0.003	9	3941	0.003
17:00 - 17:30	9	3941	0.000	9	3941	0.000	9	3941	0.000
17:30 - 18:00	9	3941	0.003	9	3941	0.003	9	3941	0.006
18:00 - 18:30	8	4412	0.003	8	4412	0.000	8	4412	0.003
18:30 - 19:00	8	4412	0.006	8	4412	0.006	8	4412	0.012
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.213			0.208			0.421

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.

Calculation Reference: AUDIT-752101-240625-0625

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	4 days
	PO PORTSMOUTH	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: Total Bedrooms
Actual Range: 21 to 368 (units:)
Range Selected by User: 10 to 368 (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: 01/01/16 to 19/06/23

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

Selected survey days:

Tuesday 8 days
Wednesday 5 days
Thursday 2 days

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

Selected survey types:

Manual count 15 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 6
Suburban Area (PPS6 Out of Centre) 5
Edge of Town 2
Neighbourhood Centre (PPS6 Local 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:

Development Zone 3
Residential Zone 7
Built-Up Zone 2
No Sub Category 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 14 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

C3 15 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	7 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	6 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	7 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	5 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	15 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CT-03-C-01	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total Total Bedrooms:	350		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
2	CT-03-C-02	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total Total Bedrooms:	124		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
3	CT-03-C-03	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total Total Bedrooms:	233		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	DY-03-C-03	BLOCKS OF FLATS		DERBY
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	62		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
5	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Total Bedrooms:	91		
	Survey date: THURSDAY	14/11/19		Survey Type: MANUAL
6	HF-03-C-06	BLOCKS OF FLATS		HERTFORDSHIRE
	FERNDOWN ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	45		
	Survey date: THURSDAY	08/06/23		Survey Type: MANUAL
7	HF-03-C-07	BLOCKS OF FLATS		HERTFORDSHIRE
	OXHEY DRIVE			
	WATFORD			
	SOUTH OXHEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Total Bedrooms:	139		
	Survey date: WEDNESDAY	07/06/23		Survey Type: MANUAL
8	HF-03-C-08	BLOCKS OF FLATS		HERTFORDSHIRE
	HAYLING ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	38		
	Survey date: TUESDAY	06/06/23		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total Total Bedrooms: 368 Survey date: TUESDAY 13/11/18		
10	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total Total Bedrooms: 21 Survey date: TUESDAY 13/11/18		
11	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Total Bedrooms: 76 Survey date: TUESDAY 08/11/16		
12	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Total Bedrooms: 219 Survey date: WEDNESDAY 09/11/16		
13	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total Total Bedrooms: 189 Survey date: TUESDAY 05/06/18		
14	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET IPSWICH IPSWICH WATERFRONT Edge of Town Centre Development Zone Total Total Bedrooms: 151 Survey date: WEDNESDAY 23/06/21		
15	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Total Bedrooms: 36 Survey date: WEDNESDAY 11/05/22		

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

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

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

Total People to Total Vehicles ratio (all time periods and directions): 2.24

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	15	143	0.028	15	143	0.100	15	143	0.128
08:00 - 09:00	15	143	0.030	15	143	0.104	15	143	0.134
09:00 - 10:00	15	143	0.036	15	143	0.045	15	143	0.081
10:00 - 11:00	15	143	0.034	15	143	0.043	15	143	0.077
11:00 - 12:00	15	143	0.035	15	143	0.043	15	143	0.078
12:00 - 13:00	15	143	0.049	15	143	0.053	15	143	0.102
13:00 - 14:00	15	143	0.041	15	143	0.042	15	143	0.083
14:00 - 15:00	15	143	0.034	15	143	0.035	15	143	0.069
15:00 - 16:00	15	143	0.060	15	143	0.035	15	143	0.095
16:00 - 17:00	15	143	0.066	15	143	0.039	15	143	0.105
17:00 - 18:00	15	143	0.090	15	143	0.043	15	143	0.133
18:00 - 19:00	15	143	0.095	15	143	0.050	15	143	0.145
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.598			0.632			1.230

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:	21 - 368 (units:)
Survey date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	15
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	15	143	0.001	15	143	0.001	15	143	0.002
08:00 - 09:00	15	143	0.000	15	143	0.000	15	143	0.000
09:00 - 10:00	15	143	0.000	15	143	0.000	15	143	0.000
10:00 - 11:00	15	143	0.000	15	143	0.000	15	143	0.000
11:00 - 12:00	15	143	0.001	15	143	0.000	15	143	0.001
12:00 - 13:00	15	143	0.000	15	143	0.001	15	143	0.001
13:00 - 14:00	15	143	0.000	15	143	0.000	15	143	0.000
14:00 - 15:00	15	143	0.000	15	143	0.000	15	143	0.000
15:00 - 16:00	15	143	0.000	15	143	0.000	15	143	0.000
16:00 - 17:00	15	143	0.000	15	143	0.000	15	143	0.000
17:00 - 18:00	15	143	0.000	15	143	0.000	15	143	0.000
18:00 - 19:00	15	143	0.000	15	143	0.000	15	143	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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 TOTBED
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.24

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	15	143	0.040	15	143	0.225	15	143	0.265
08:00 - 09:00	15	143	0.055	15	143	0.283	15	143	0.338
09:00 - 10:00	15	143	0.072	15	143	0.112	15	143	0.184
10:00 - 11:00	15	143	0.074	15	143	0.087	15	143	0.161
11:00 - 12:00	15	143	0.065	15	143	0.089	15	143	0.154
12:00 - 13:00	15	143	0.099	15	143	0.103	15	143	0.202
13:00 - 14:00	15	143	0.085	15	143	0.091	15	143	0.176
14:00 - 15:00	15	143	0.080	15	143	0.077	15	143	0.157
15:00 - 16:00	15	143	0.153	15	143	0.071	15	143	0.224
16:00 - 17:00	15	143	0.155	15	143	0.080	15	143	0.235
17:00 - 18:00	15	143	0.220	15	143	0.094	15	143	0.314
18:00 - 19:00	15	143	0.231	15	143	0.112	15	143	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.329			1.424			2.753

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 TOTBED
BOLD print indicates peak (busiest) period

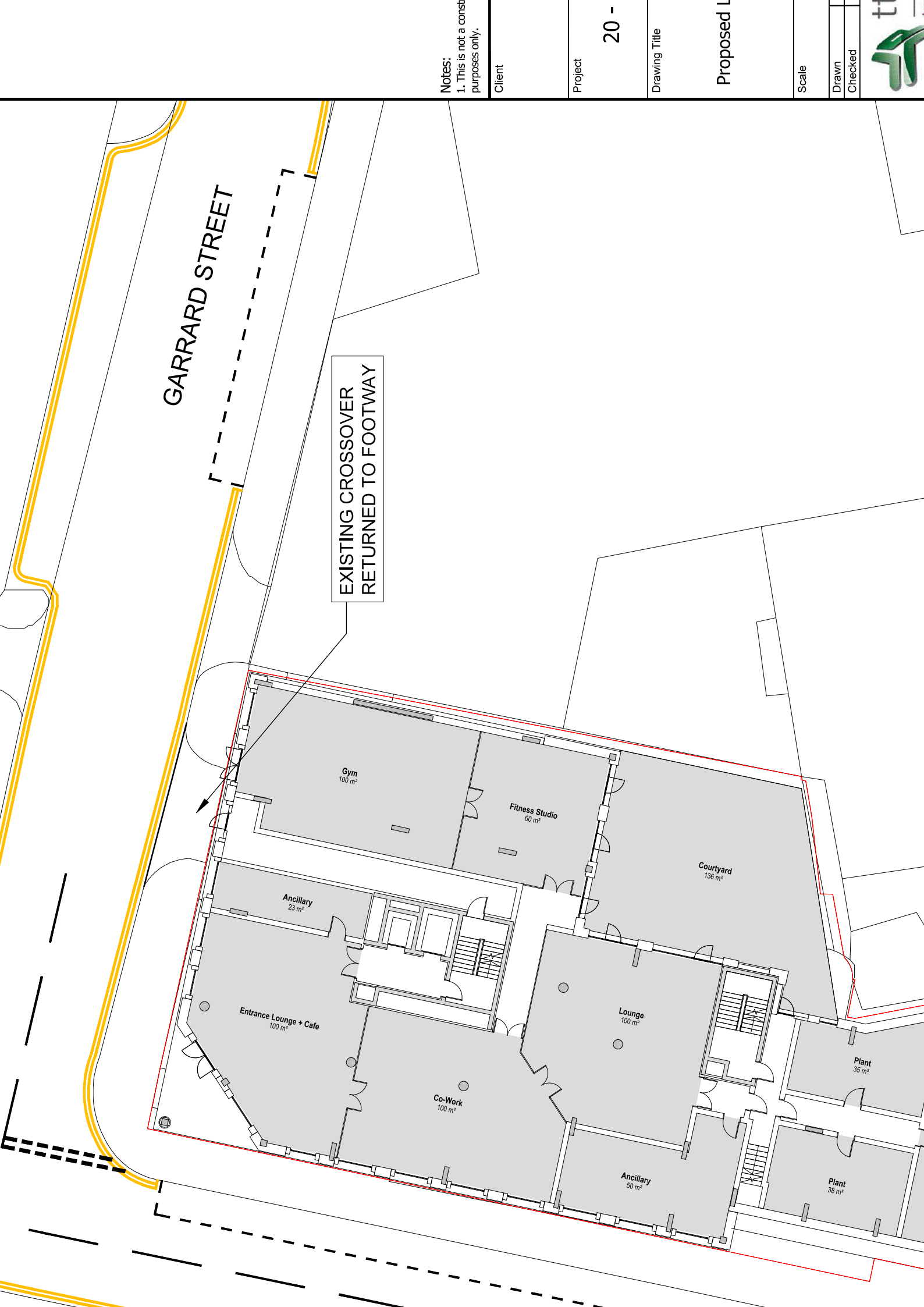
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	143	0.002	15	143	0.005	15	143	0.007
08:00 - 09:00	15	143	0.003	15	143	0.005	15	143	0.008
09:00 - 10:00	15	143	0.004	15	143	0.002	15	143	0.006
10:00 - 11:00	15	143	0.005	15	143	0.007	15	143	0.012
11:00 - 12:00	15	143	0.006	15	143	0.006	15	143	0.012
12:00 - 13:00	15	143	0.006	15	143	0.007	15	143	0.013
13:00 - 14:00	15	143	0.003	15	143	0.005	15	143	0.008
14:00 - 15:00	15	143	0.004	15	143	0.003	15	143	0.007
15:00 - 16:00	15	143	0.007	15	143	0.005	15	143	0.012
16:00 - 17:00	15	143	0.006	15	143	0.006	15	143	0.012
17:00 - 18:00	15	143	0.006	15	143	0.002	15	143	0.008
18:00 - 19:00	15	143	0.003	15	143	0.002	15	143	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.055			0.110

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

(Highway Drawings)



GARRARD STREET

EXISTING CROSSOVER
RETURNED TO FOOTWAY

Gym
100 m²

Fitness Studio
60 m²

Courtyard
136 m²

Ancillary
23 m²

Entrance Lounge + Cafe
100 m²

Co-Work
100 m²

Lounge
100 m²

Ancillary
50 m²

Plant
35 m²

Plant
38 m²

Notes:
1. This is not a construction document for construction purposes only.

Client

Project

20 -

Drawing Title

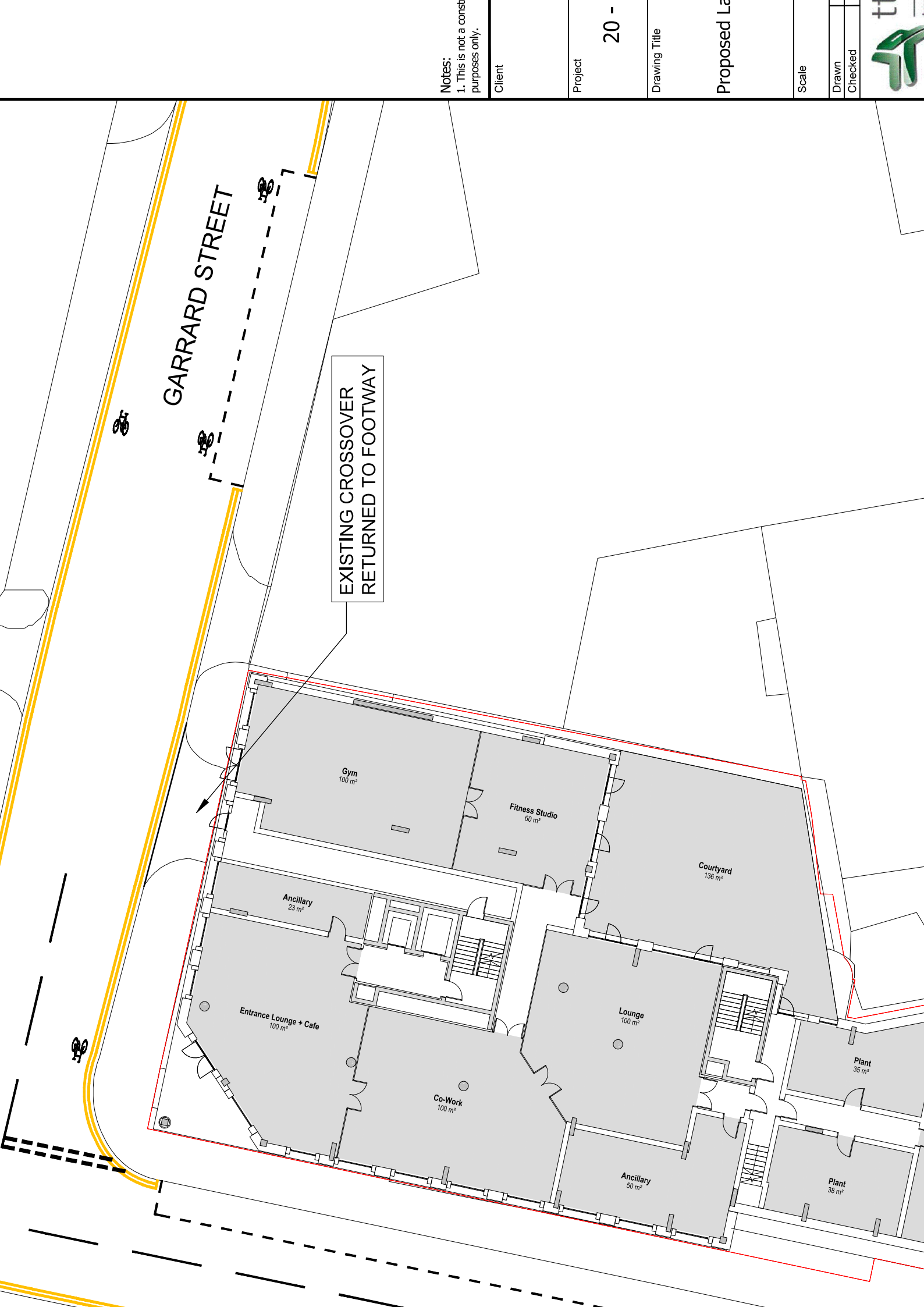
Proposed L

Scale

Drawn

Checked





GARRARD STREET

EXISTING CROSSOVER
RETURNED TO FOOTWAY

Gym
100 m²

Fitness Studio
60 m²

Courtyard
136 m²

Ancillary
23 m²

Entrance Lounge + Cafe
100 m²

Co-Work
100 m²

Lounge
100 m²

Ancillary
50 m²

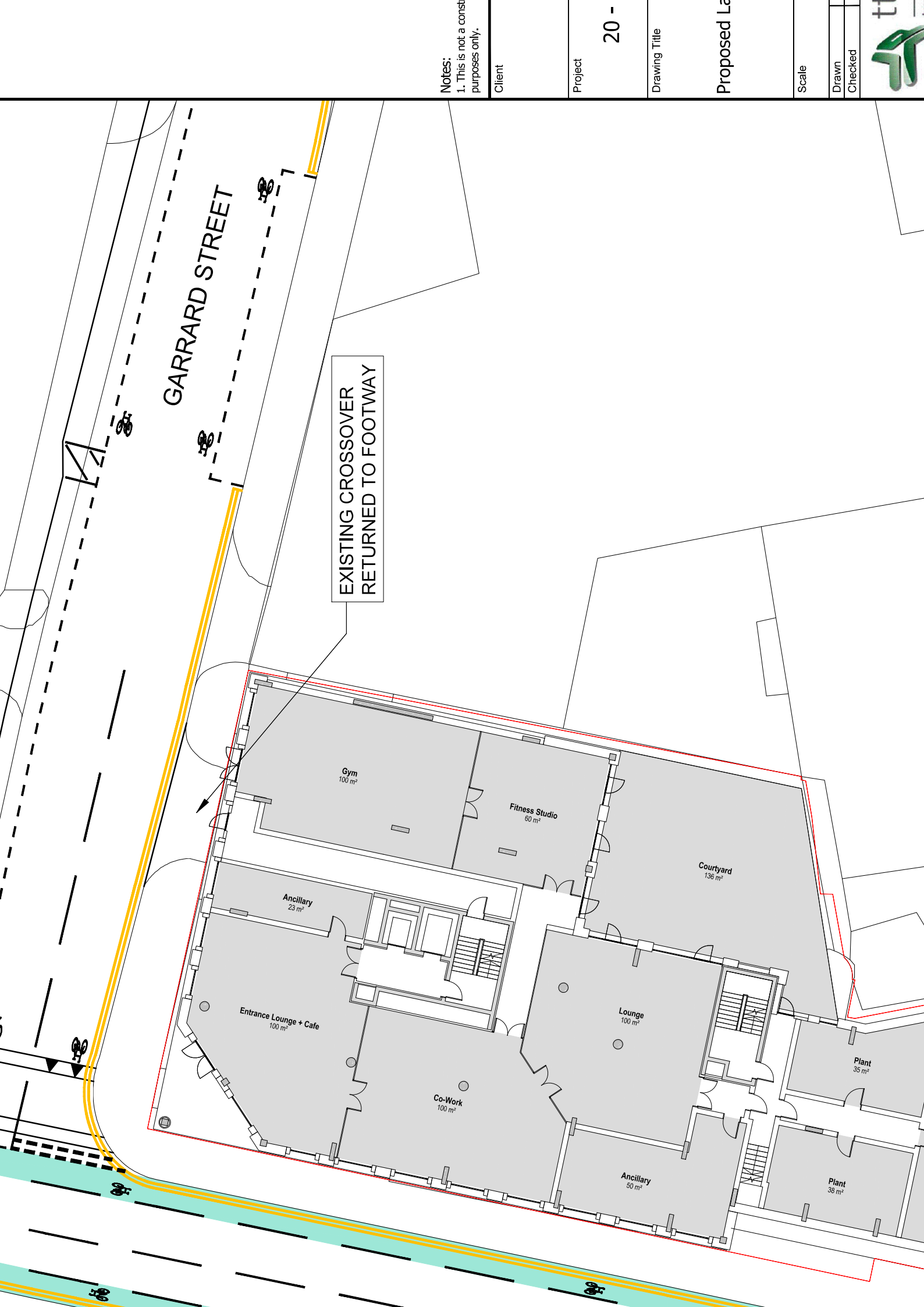
Plant
35 m²

Plant
38 m²

Notes:
1. This is not a construction document for construction purposes only.

Client	Project	Drawing Title	Proposed Layout	Scale	Drawn	Checked
	20 -					





Notes:
1. This is not a const
purposes only.

Client

Project

20 -

Drawing Title

Proposed La

Scale

Drawn

Checked



ELDER

GREYFRIARS HOUSE

20 - 30 GREYFRIARS ROAD , READING

