

Project number: 23097
Prepared by: Ben Crook
Subject: Transport Technical Note

Date: 27th November 2023

File name: 23097TN1

1 Introduction

1.1 Background

- 1.1.1 Lime Transport has been commissioned by Metrix Developments to produce a pre-application Technical Note in support of a residential development of eight dwellings at Queens Wharf, 47 Queens Road, Reading. As part of the development, it is proposed to convert the existing office building to provide eight residential flats.
- 1.1.2 The development site is located on land to the north of Queens Road, approximately 550m east of The Oracle shopping centre and 950m south-east of Reading station.
- 1.1.3 The location of the development site is shown in **Figure 1.1** below.



Figure 1.1 Site location

1.2 Scope of the Technical Note

- 1.2.1 The purpose of this Technical Note is to consider the transport characteristics of the proposed development, consider any impact on the surrounding transport network and identify any measures required to mitigate this impact.

1.3 Structure of the report

- 1.3.1 Following this introductory section, the report is structured as follows:
- Section 2 sets out the most relevant planning policies;
 - Section 3 sets out who the development is for, when they will travel and why;
 - Section 4 details the sustainability of the area and access to facilities within the 20-minute Active Travel Zone;
 - Section 5 sets out the development proposals;
 - Section 6 presents the travel characteristics of the development and considers the impact of the proposed development on the highway network;
 - Section 7 provides a summary and conclusions of the report.

2 Local Planning Policy

2.1 Reading Borough Local Plan 2019– 2036 (November 2019)

- 2.1.1 Reading Borough’s Local Plan was adopted in November 2019 and sets out the planning policies for Reading up to 2036, identifying how Reading as a town will evolve and addressing the key issues facing the town. Within this plan, Policy CC6 states that:

‘The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations.’

- 2.1.2 As set out in the Local Plan, it is important to locate development in areas accessible by walking and cycling, which provide the following benefits:

- increased physical activity;
- decreased incidences of cardiovascular disease and obesity;
- reduced levels of stress caused by traffic noise and congestion;
- fewer cases of lung or heart disease associated with poor air quality;
- proximity to healthcare services; and,
- access to open space for recreation.

- 2.1.3 The Reading Borough Local Plan states 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.’

- 2.1.4 The proposed development of eight flats at Queens Wharf supports the Reading Borough Local Plan, as it provides;

- High density residential development.
- Development within easy walking and cycling distance to a wide range of services and facilities, leisure, education, and health facilities, including Reading town centre and The Oracle shopping centre.
- Generous and well-located cycle parking.
- Development within easy walking distance to public transport facilities, including Reading train station.
- Development within easy walking and cycling distance to employment opportunities.

2.2 Reading Transport Strategy 2040

- 2.2.1 The Reading Transport Strategy 2040 sets the vision for Reading to enhance the quality of life, reduce emissions and improve air quality to create a carbon neutral town. The key policies in this strategy are as follows:

'Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide a transport network that is fast, affordable, connected and resilient.'

'We will reallocate road space away from the private car, to provide healthier streets and encourage more sustainable, active modes of travel.'

'Create healthy streets to encourage active travel and lifestyles, improve accessibility to key destinations and increase personal safety.'

'We will prioritise sustainable travel modes to offer an attractive and realistic alternative to private car trips.'

2.3 Reading Local Transport Plan 3: Strategy 2011 – 2026

- 2.3.1 The Reading Local Transport Strategy encourages people to use public transport rather than the private car, with one of the key strategic objectives of LTP3 to:

'Align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel.'

2.4 Reading Local Cycling and Walking Infrastructure Plan 2020 – 2030

- 2.4.1 The Reading Local Cycling and Walking infrastructure is a sub-strategy to the Reading Transport Strategy 2036, which sets out the plans to transform the streets in Reading and to encourage more people to walk and cycle to destinations or as part of multimodal journeys.

- 2.4.2 Targets to achieve the vision include:

- reducing the number of cars travelling into the town centre;
- increasing the proportion of adults walking at least three times per week;
- increasing the proportion of adults cycling at least three times per week;
- increasing the number of people walking and cycling to the town centre;
- reducing the number of cyclists and pedestrians injured;
- increasing the number of schools with the Modeshift STARS accreditation to promote children cycling and walking to school.

- 2.4.3 The Council will provide safe, attractive, well-connected cycling routes linking residential areas, employment sites, local centres, schools, health centres and transport interchanges to support inclusive growth and reduce congestion.

2.5 Summary

- 2.5.1 The site is located in a very sustainable location, being located within close proximity to a wide range of facilities, including a retail, leisure, local employment opportunities and a wide range of cultural, educational and community services, as well as having easy access to public transport.

3 Transport planning for people

3.1 Introduction

3.1.1 This section of the report considers who the development is for, when they will travel and why.

3.2 Who will use the development?

3.2.1 The development will be used by new residents, their visitors and deliveries. The travel characteristics of the existing residents in the surrounding area and new residents is set out below.

3.3 Travel characteristics of existing residents

3.3.1 Travel to Work data from the 2011 Census has been used to establish the mode of travel to work for existing residents in the area. Lower super output areas are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up Lower Super Output Areas (LSOA), and between four to six LSOA areas make up Middle Super Output Areas (MSOA).

3.3.2 It should be noted that whilst 2021 Census 'Method of Travel to Work' data is available, the Office for National Statistics (ONS) has issued a warning that care should be taken when interpreting the results. This is because the 2021 Census was undertaken during the Covid-19 pandemic, when a large proportion of the population worked from home and people were discouraged from using public transport.

3.3.3 **Table 3.1** below sets out the Travel to Work mode split for the Lower Super Output Area (LSOA 011G), the Middle Super Output Area (MSOA 011) and Reading as a whole. This data excludes those that work from home and those not in employment.

Table 3.1 Mode split for journey to work based on 2011 Census data

Mode	Mode share (%)		
	LSOA 011G	MSOA 011	Reading
Underground, metro, light rail, tram	1	0	0
Train	20	20	10
Bus, minibus or coach	9	11	12
Taxi	0	0	0
Motorcycle, scooter or moped	0	0	1
Car or van (as driver)	33	30	49
Passenger in car or van	2	3	5
Cycle	4	3	4
Walk	30	29	18
Other	0	1	1
Total	100%		

3.3.4 It should be noted that Census Travel to Work data differs from the trip generation survey data, as the survey data records vehicle journeys for all purposes, not just work related.

- 3.3.5 It can be seen from the table above that the most popular commuting mode for these living in the area is by sustainable travel modes with 64% of people traveling by sustainable modes, including 30% walking, 30% on public transport (train, bus) and 4% cycling. This demonstrates that the site is located within a sustainable location, with close proximity to a range of employment opportunities and public transport facilities. 33% of existing residents drive to work with a further 2% travelling as a passenger.

3.4 Car ownership

- 3.4.1 Car ownership data from the 2021 Census has been used to establish the local car ownership rate for existing residents. Car ownership for the Lower Super Output Area (LSOA 011G), Middle Super Output Area (MSOA 011) and Reading has been established and set out in **Table 3.2** below.

Table 3.2 Car ownership across output areas by housing type

Area	Car ownership (no. of cars/vans per dwelling)	
	Flats	Whole house or bungalow
011 MSOA	0.44	0.88
Reading	0.62	1.18

- 3.4.2 As set out in the table above, the car ownership for flats is considerably lower than compared to whole houses or bungalows. In the 011 MSOA in which the site is located, 76% of properties are flats and 23% are houses.

Car ownership by housing size

- 3.4.3 Approximately 26% of dwellings in the LSOA are 1-bedroom, 65% are 2-bedroom and 9+ are 3+ bedroom dwellings. It should be noted that smaller dwellings tend to have lower car ownership than large dwellings. The development proposals include four 1-bedroom dwellings (including one studio flat) and four 2-bedroom dwellings.

Recommendations

- 3.4.4 Based on the information set out above, it is anticipated that the proposed development of eight flats is likely to generate a very low demand for parking and it is proposed that the development will be car-free. It is considered that a car-free lifestyle is achievable given the location of the development.

4 Site and surroundings

4.1.1 This section of the report describes the existing transport network within the vicinity of the site, accessibility by walking, cycling and public transport, and provides a brief description of the local highway network.

4.2 Site location

4.2.1 The proposed development is located approximately 550m east of The Oracle shopping centre and 950m south-east of Reading train station.

4.2.2 The location of the site together with the local highway network is shown in **Figure 4.1** below.

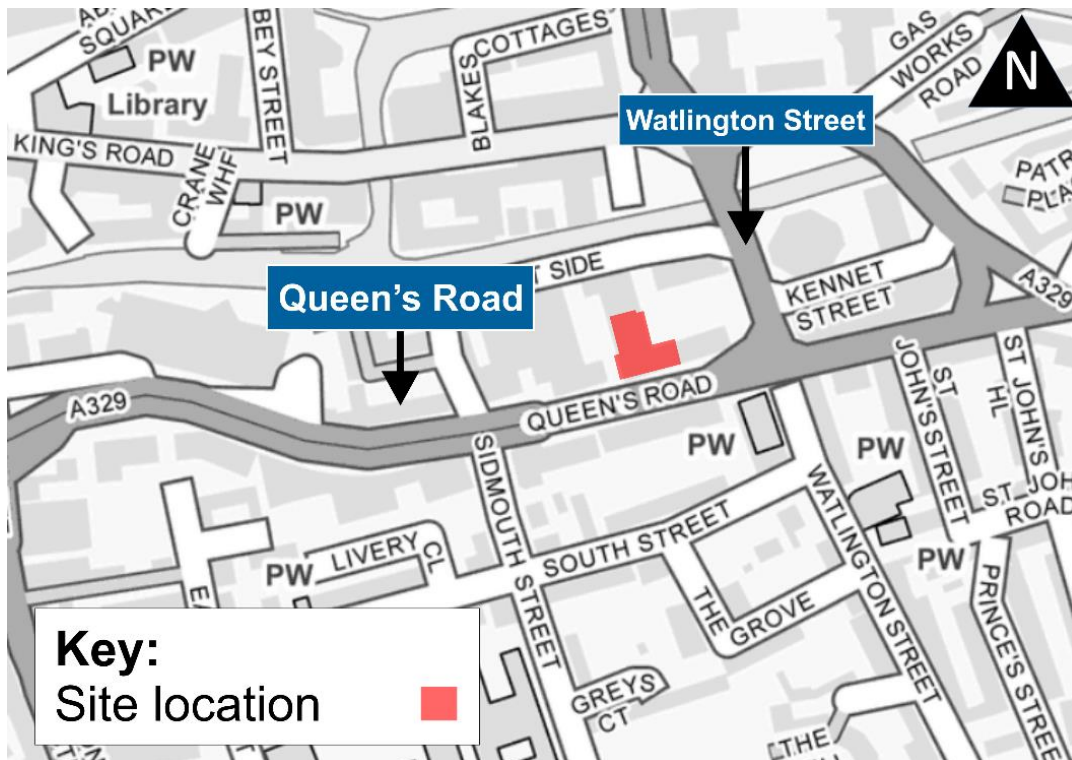


Figure 4.1 Local highway network

4.3 Walking

4.3.1 The development is located within a sustainable location, within walking distance of a range of facilities, including retail convenience and comparison goods, Post Office, pubs/restaurants/cafes, places of worship, library and education. The majority of facilities are located to the west of the site, at The Oracle shopping centre or along Broad Street and Friar Street.

4.3.2 Footways are provided on both sides of the carriageway along Queens Road, and the road is subject to a 30mph speed limit, which runs directly south of the site.

4.3.3 There are a number of facilities within 1.2km of the site, including:

- The Oracle Shopping Centre
- Reading train station

- Primary school
- Secondary school
- Sixth Form College
- University Campus
- Recreational open space
- Nursery
- Hairdressers
- Restaurants/takeaways/cafes
- Pharmacy
- Library
- Medical practices
- Supermarkets
- Convenience stores
- Places of worship

4.3.4 There are various employment opportunities located within 1.2km of the site, including The Oracle shopping centre, University of Reading (London Road Campus), the Royal Berkshire Hospital and Fordingbury Road Retail Park. In addition to these, there are an array of employment opportunities located across the town centre, all within easy walking and cycling distance to the proposed development at Queens Wharf.

4.3.5 The facilities within 20-minute walking distance of the site are shown on **Figure 4.2** below.

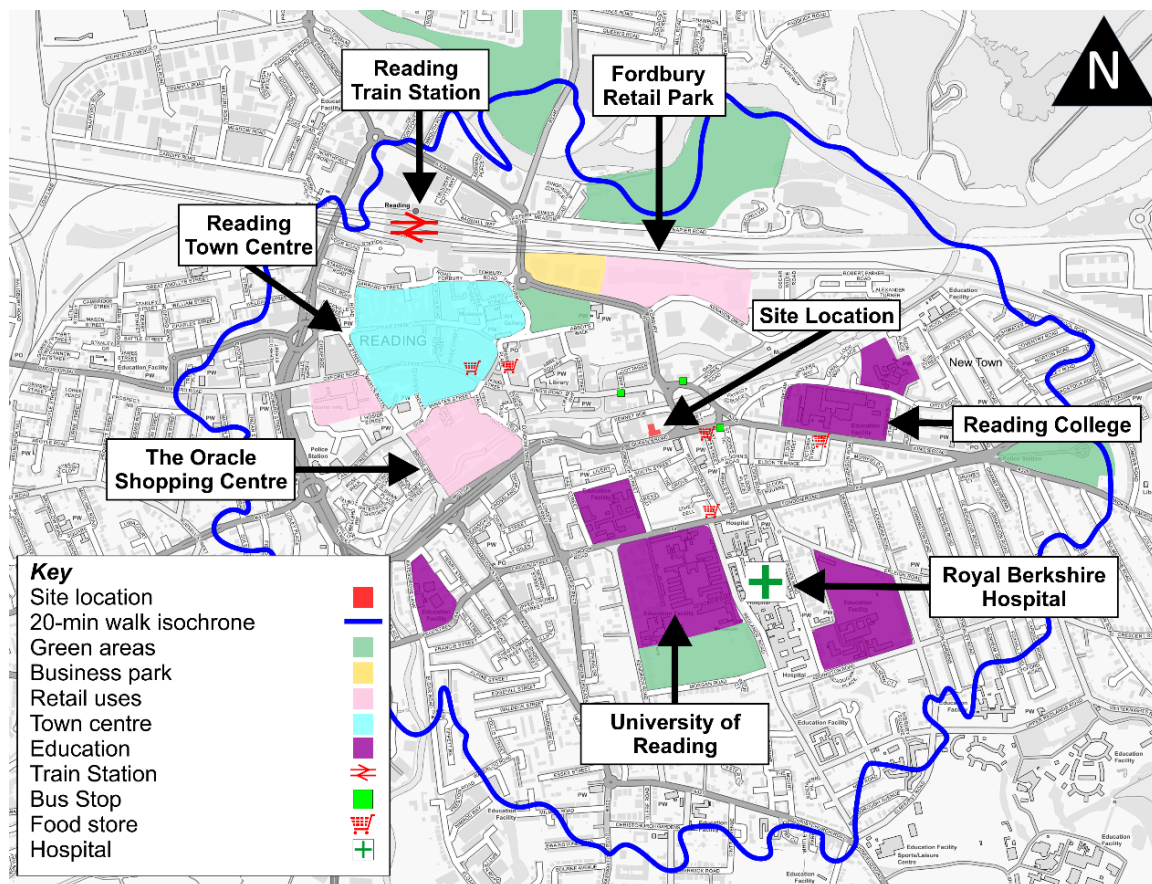


Figure 4.2 Facilities within a 20-minute walking distance of the site

4.4 Cycling

4.4.1 There are a range of local Town Centre Cycle Routes within Reading which pass the development site and provide connections to various local and national routes, as shown in **Figure 4.3** below.

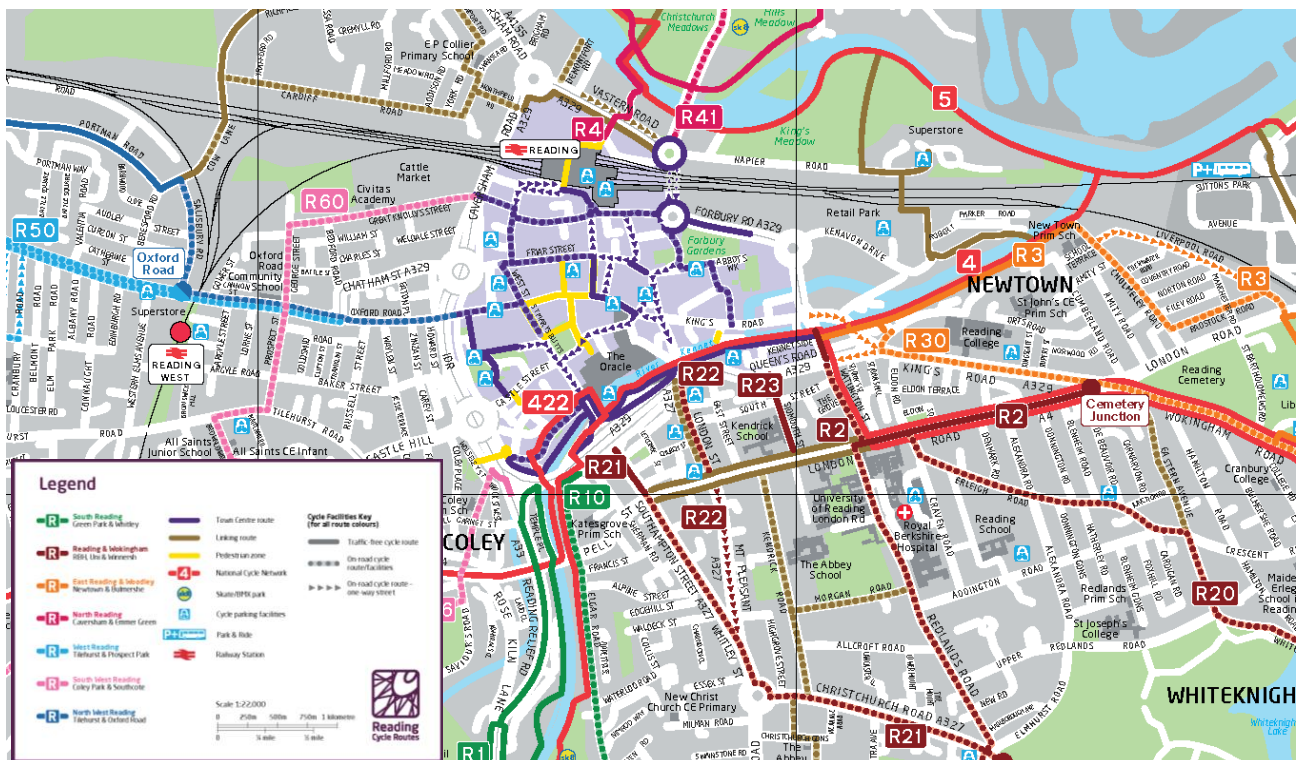


Figure 4.3 Cycle Routes in Central Reading via Reading Borough Council Website

4.4.2 Reading Cycle Route, R2, is the closest cycle route to the site, which can be accessed approximately 100m east of the site on Watlington Street. This route runs north towards National Cycle (NCN) Route 4, and the town centre, and South towards the Royal Berkshire Hospital and the University of Reading.

4.4.3 NCN Route 4 is a long-distance route, running from London to Fishguard and be accessed approximately 260m north of the site along Kennet Side on the south bank of the River Kennet. This route runs east towards Maidenhead, Slough and south-west London, and west to Thatcham and Newbury. Also, National Cycle Network (NCN), route 5 running from Reading to Holyhead, can be accessed approximately 1.3km to the north of the site. This route begins in Reading and heads north towards, Didcot, Oxford and beyond.

4.5 Accessibility by public transport

Bus services

4.5.1 The closest bus stops to the site are located along Queens Road as follows:

- Westbound services – approximately 200m east on Queens Road. These stops can be accessed via the signalised crossing facilities at Watlington Road junction with dropped kerbs and tactile paving.

- Eastbound services – approximately 230m north-east on Kings Road. These stops can be accessed via signalised crossings at the junction on Watlington Road and Kings Road with dropped kerbs and tactile paving.

4.5.2 The bus routes accessed via the stops along Queens Road and Kings Road are summarised in **Table 4.1** below.

Table 4.1 Summary of routes accessed at nearest stop

Route no.	Nearest bus stop (m)	Route	Frequency per hour
Eldon Road (Westbound/Eastbound)			
4	200/230	Reading - Wokingham	2
13	200/230	Reading Station – Woodley (Circular)	2
14	200/230	Reading Station – Woodley (Circular)	2
17	200/230	Wokingham Road – Tilehurst (Via Reading Town Centre, Station)	6
702	200/230	Legoland, Windsor - London	1
850	200/230	High Wycombe – Reading	1
X4	200/230	Reading - Bracknell	2

4.5.3 There are further bus stops located east of the site along the Kings Road, within a 400m walk distance.

Rail services

4.5.4 Reading train station is located approximately 1km north-west of the development site. The station is served by four train operating companies including Cross Country, Great Western Railway, Southwestern Railway and the Elizabeth Line.

4.5.5 **Table 4.2** displays the key destinations from Reading station, with journey times and frequencies per hour.

Table 4.2 Summary of destinations from Reading train station.

Destination	Journey time (approximately)	Frequency per hour
London Paddington	24 minutes	14
London Liverpool Street	50 minutes	4
London Waterloo	1 hour	2
Bristol Parkway	50 minutes	2
Swindon	26 minutes	5
Oxford	24 minutes	4
Bristol Temple Meads	1 hour 7 minutes	2
Cardiff Central	1 hour 25 minutes	2
Birmingham New Street	1 hour 36 minutes	1
Manchester Piccadilly	3 hours 14 minutes	1

4.5.6 It can be seen from the table above that Reading train station offers a variety of destinations across the South of England and further afield. Reading station provides an easy commutable journey to Central London with regular services via GWR and the Elizabeth Line.

4.5.7 Reading station provides step-free access to all platforms, and a total of 344 secure and sheltered cycle stands.

4.6 Car clubs

4.6.1 Car club cars reduce the need to own a car and tend to be more energy efficient and cleaner than average cars. Car club members tend to cycle and use public transport more than the average Londoner.

4.6.2 It is considered that car clubs provide the following benefits:

- Relieve parking pressures within the area;
- Reduce the reliance on the private motor-vehicle by residents;
- Provide an attractive and convenient alternative to owning a car;
- Cost effective for those that drive fewer than 8,000 miles per year; and,
- Act as a catalyst to use sustainable modes of travel.

4.6.3 Co wheels are the only car club operators in Reading. The nearest car club vehicle location to the site is located approximately 600m to the north-west on Filbert Street. Co wheels has other locations across Reading that are within easy walking or cycling distance.

4.7 Local highway network

4.7.1 **Table 4.3** below describes the existing highway network near the site.

Table 4.3 Description of the local highway network

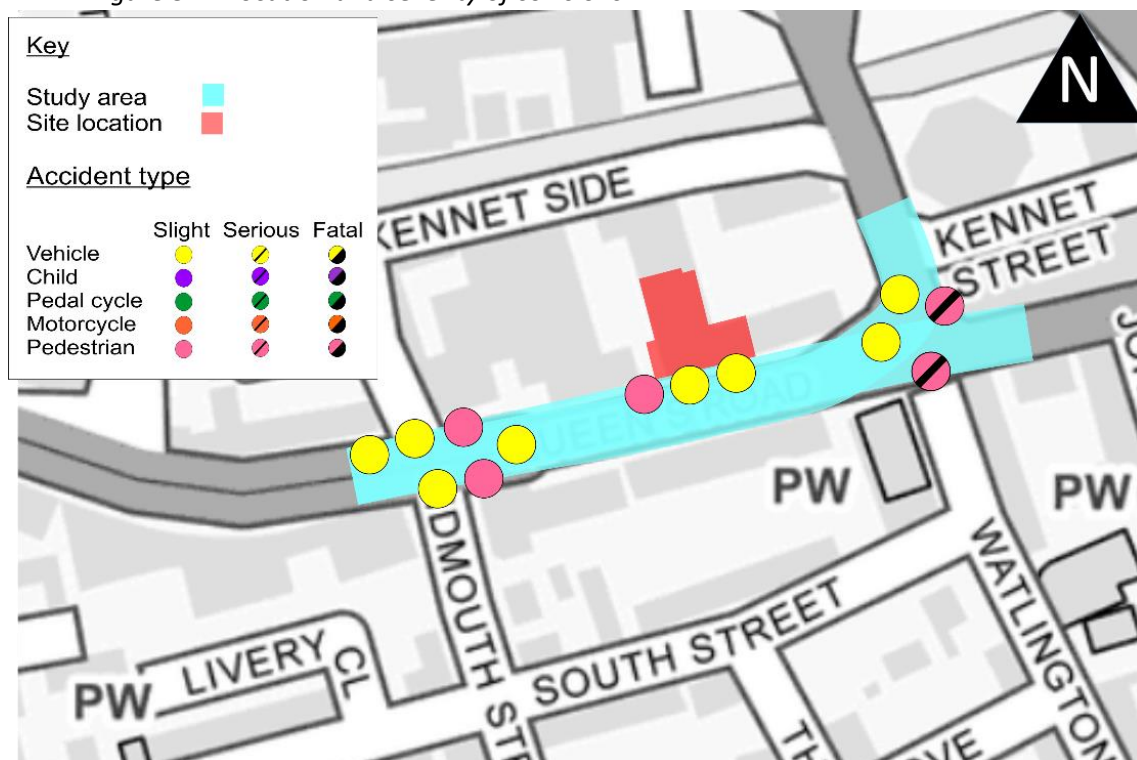
Street name	Description
Queens Road (A329)	
Description	A single carriageway main distributor A-road, that is a main artery through the centre of Reading providing access to different major facilities in Reading, such as The Oracle shopping centre.
Carriageway width	15m
Speed limit	30mph
Street lighting	Yes
Crossing facilities	Signalised crossing with dropped kerbs with tactile paving are provided at the junction on Queens Road and Watlington Street.
Bus route	No
On-street parking	None, double yellow lines on both sides of carriageway.
Character	Urban main distributor, providing access to the centre of Reading, including retail facilities and employment. Alongside the carriageway is a mix of residential frontages and employment users.
Kennet Side	
Description	A single one-way distributor road accessed from Watlington Street from the east and provides connection to Sidmouth Street to the west. Kennet Side is mainly used as a service road for the properties fronting Queens Road.
Carriageway width	3.5m
Speed limit	30mph

Street lighting	Yes
Crossing facilities	Dropped kerbs and tactile paving provided at the junction with Watlington Street. Footway is provided along the northern side of the carriageway, along the River Kennet.
Bus route	No
On-street parking	Double yellow lines on both sides of the carriageway.
Character	A single one-way carriageway providing access to the commercial and residential properties fronting Queens Road.

4.8 Site collisions

4.8.1 Personal injury collision data has been obtained for the period 2018 to 2022 (inclusive) for the roads closest to the site. The number and severity of collisions is shown in **Figure 3.4** below.

Figure 3.4 Location and severity of collisions



4.8.2 It can be seen from the figure above that there have been two serious collisions involving pedestrians within the vicinity of the proposed site at Queens Wharf, both occurring on the junction between Queens Road and Watlington Street.

4.9 Neighbourhood scale

4.9.1 The neighbourhood scale map includes the routes to the most important key destinations.

- Public transport: Reading train station to the north-west of the site, and, Eldon Road bus stop located along the Queens Road to the east of the site.
- Local facilities: Retail facilities, convenience stores, restaurants and leisure surrounding the site, including at The Oracle shopping centre to the west.
- Education: Reading College located to the east.

- Green space: Fordbury Gardens Public Park to the north-west of the site

4.9.2 Given the range of facilities available within walking distance, it is considered that the key routes in the immediate vicinity of the site will be as follows:

- **Route 1** – to Reading train station (14-minute walk)
- **Route 2** – to The Oracle shopping centre (8-minute walk)
- **Route 3** – to Reading College (10-minute walk)
- **Route 4** – to Eldon Road Bus Stop (3-minute walk)
- **Route 5** – to convenience store (3-minute walk)
- **Route 6** – to Fordbury Gardens Public Park (10-minute walk)

4.9.3 The neighbourhood scale map identifies the routes to these key destinations, as shown in **Figure 3.5** below.

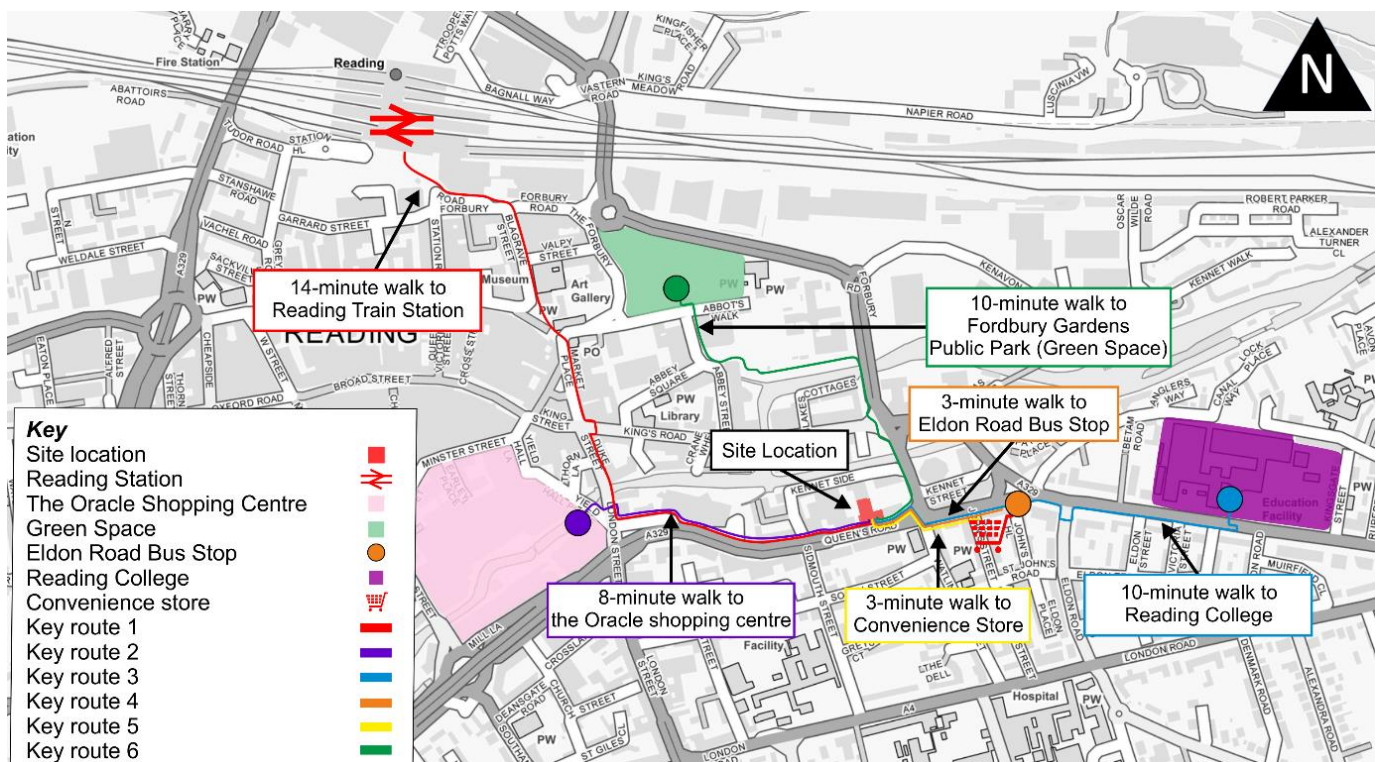


Figure 3.5 Active Travel Zone neighbourhood safety and most important journeys

4.9.4 As part of the Active Travel Zone Assessment, the route to each key destination has been briefly considered. This includes six routes as set out below.

Reading Station (public transport)

- 4.9.5 **Route 1** – to Reading Station, approximately a 14-minute walk from the site. This route heads west out of the site onto Queens Road, where there is a footway provided and along this route there are dropped kerb crossings for side streets. After 400m, it heads north onto London Street which becomes Duke Street, High Street, where there are facilities including convenience stores restaurants/cafes/pubs, personal services. A pedestrian island crossing is located at Kings Road, with a dropped kerb and tactile paving. The route continues north onto Market Place, through the pedestrianised Town Hall Square and Blagrove Street, leading to Fordbury Road, where there is a dropped kerb crossing to enter the Reading station complex.

The Oracle, Shopping Centre (town centre)

- 4.9.6 **Route 2** – to The Oracle shopping centre, approximately an 8-minute walk from the site. This route heads west out of the site onto the Queens Road, where there is a footway provided and along this route there are dropped kerb crossings at side streets. After 400m, there are two zebra crossings, both with dropped kerbs and tactile paving that cross London Street and Yield Hall Place and enter The Oracle shopping centre site, which has pedestrianised streets and footways around the Centre.

Reading College (education)

- 4.9.7 **Route 3** – to Reading College, approximately a 10-minute walk from the site. This route exits the site and heads east along the northern footway on the Queens Road (A329). After 100m, there is a signalised crossing with dropped kerbs and tactile paving to move to the southern footway of Queens Road (A329). Continuing east along Queens Road, where there are footways on both side of the carriageway, the route passes a pub and convenience store and continues east towards the Kings Road, crossing side streets with dropped kerbs and tactile paving. After 330m, there is a signalised crossing to reach the northern footway of the Kings Road and enter the Reading College site. This crossing has dropped kerbs and tactile paving and is directly outside the College's main pedestrian entrance.

Eldon Road Bus Stop (public transport and convenience store)

- 4.9.8 **Routes 4 and 5** – to the Eldon Road bus stop and Nisha Food & Wine convenience store, approximately a 3-minute walk from the site. This route exits the site and heads east along the northern footway on the Queens Road (A329). After 100m, there is a signalised crossing with dropped kerbs to move to the southern footway of the Queens Road (A329), both have tactile paving. Continuing east along the Queens Road (A329), where there are footways on both side of the carriageway. The facilities along this part of the road include a bus stop, convenience store and pub.

Fordbury Gardens Public Park (green space)

- 4.9.9 **Route 6** – to the Fordbury Gardens Public Park, approximately a 10-minute walk from the site. This route exits the site and heads east along the Queens Road and follows the road around to Watlington Street, heading north, utilising the pedestrian signalised crossings on the Kings Road/Watlington Street junction, which have dropped kerbs and tactile paving. This route continues along Fordbury Road, and crosses the River Kennet, then heads east along Chestnut Walk, which is a Public Right of Way Footpath (21A), then heads north along Abbey Street, finally crossing Abbot's Walk to enter Fordbury Gardens Public Park.
- 4.9.10 All six routes to their respective key destination have streetlights and can be achieved entirely on footways (unless crossing a road) or through pedestrianised streets.
- 4.9.11 Due to the site's close proximity to the major distributor road of Queens Road and additionally major retail hub of The Oracle and other town centre facilities, traffic volume is likely to be high in the area, however, all key routes are considered safe, with excellent footway provision and convenient crossing facilities. The routes are all well-lit and either pass residential frontages, high streets facilities or alongside the major carriageways that surround Reading town centre.

4.10 Neighbourhood healthy characteristics

- 4.10.1 The neighbourhood healthy characteristics including green spaces and land uses are described as follows:
- **Land use** – along the Queens Road, in the immediate vicinity of the site, the only nearby facilities are a church, a pub and a small convenience store. To the west of the site is The Oracle shopping centre and Reading town centre, with a wide range of retail facilities, food outlets, pharmacies, supermarkets and other facilities within close proximity.
 - **Street density** – there is very good footway provision in the vicinity of the site leading to the key destinations, with footways leading to destinations such as The Oracle Shopping centre, the town centre and Reading station.
 - **Green space** – the site itself is within a short walking distance to green spaces. To the north (600m) is the Fordbury Gardens Public Park, next to Reading Abbey Ruins and continuing further north, at 1.1km from the site is the Kings Meadow Park, on the south bank of the river Thames. To the east of the site, at 1.1km is a large green space of Reading Old Cemetery and Palmer Park.
 - **Public transport density** – the site is located within proximity to a comprehensive level of public transport. The nearest bus stop is located with a 3/4 minute walk from the site, which offers routes across Reading and surrounding towns and villages. Reading station is 950m from the site and the services provide access to a variety of destinations throughout the South of England, with regular services to Central London.
 - **Permeability** – there are extensive routes around the site, with various pedestrian routes provided. Reading Cycle Route R2 and NCN route 4 can be accessed in close proximity to the site. The River Kennet creates an element of severance, however, there is a multi-modal crossing to the east of the site and a pedestrian only crossing approximately 250m to the west.

5 Development proposals

5.1 Introduction

5.1.1 This section of the Technical Note sets the proposed development proposals, including the proposed layout and access arrangements.

5.2 Development proposals

5.2.1 As part of the development, it is proposed to redevelop the existing office building within Queens Wharf to provide a total of eight flats on the ground floor, comprising of:

- 1 x studio flat
- 3 x 1-bedroom (2 person) flats
- 4 x 2-bedroom (4 person) flats

5.2.2 The development will include cycle parking on the lower ground floor and be car-free. The residents will have access to Concierge services with the office located on the northern side of the building on to Kennet Side.

5.2.3 The proposed development is shown in **Figure 5.1** below.



Figure 5.1 Development proposals

5.3 Access

- 5.3.1 Pedestrian access to the site is via Queens Road at the front of the of the development. In addition, access can be gained via the Kennet Side entrance at the Concierge's office.

5.4 Parking

Car

- 5.4.1 The Reading Borough Local Development Framework '*Revised Parking Standards and Design*' SPD (October 2011) sets out the required maximum car parking standards for the centre of Reading and the surrounding area. The development size is located within Zone 1, Central Core Area, which requires a maximum car parking provision of 0.5 spaces per dwelling for 1/2-bedroom flats (a total of a maximum of four car parking spaces).
- 5.4.2 As the site is located within a highly sustainable location, it is proposed to provide a car free development. The site is well located within close proximity of a range of local amenities and public transport facilities, which enable new residents to travel by sustainable modes.

Cycle

- 5.4.3 To complement the car free development, it is proposed to provide a total of 12 cycle parking spaces located internally in a secure area on the lower ground floor of the building, with access to the cycle store via the car park.
- 5.4.4 This is in excess of the cycle parking standards set out in The Reading Borough Local Development Framework '*Revised Parking Standards and Design*' SPD (October 2011), which requires that 1/2-bedroom flats provide 0.5 cycle parking spaces per flat.

5.5 Refuse

- 5.5.1 Residential refuse will be stored in bin stores located within the undercroft car park, as per the other uses within the development.
- 5.5.2 Refuse will be collected from the car park as per the other uses in the building and as for the consented office use of the site.

5.6 Emergency

- 5.6.1 Access for emergency vehicles (fire and ambulance) will be provided from Queens Road.

6 Travel characteristics

6.1 Person trip generation for proposed use

- 6.1.1 In order to assess the impact of the proposed development on the existing transport network, it is necessary to estimate the number of person trips generated by the proposed development.
- 6.1.2 The likely volume of person trips (by mode) generated by the proposed development of eight residential dwellings has been estimated based on a review of the TRICS (7.9.2) trip generation database.

Trip generation (eight flats)

- 6.1.3 The likely volume of person trips (by mode) generated by the proposed development of eight residential dwelling flats has been estimated based on a review of the TRICS (v.7.9.2) trip generation database.
- 6.1.4 Well located, low-car sites based in Greater London were selected based, due to the lack of similar sites in the rest of the UK and the TRICS assessment based on the following criteria:
- Land use: Residential; Flats Privately Owned
 - Survey type: Multi-modal
 - Survey days: Monday to Friday
 - Size of selected sites: 0 to 100 units
 - Parking spaces per dwelling 0 – 0.03
 - Areas selected: Edge of Town Centre
 - Regions selected: Greater London
- 6.1.5 A total of two sites have been selected, and the daily arrival and departure profile for this site is summarised in **Table 6.1** and included in full In **Appendix A**. It should be noted that average trip rates have been used as there are insufficient sites within the TRICS database to obtain 85th percentile rates.

Table 6.1 Trip generation (8 dwellings, flats)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
Total people						
8am–9am	0.079	1	0.619	5	0.698	6
5pm–6pm	0.444	4	0.302	2	0.746	6
7am–9pm	3.375	27	3.310	26	6.685	53
Pedestrians						
8am–9am	0.024	0	0.206	2	0.230	2
5pm–6pm	0.159	1	0.135	1	0.294	2
7am–9pm	1.145	9	1.199	10	2.344	19
Cyclists						
8am–9am	0.000	0	0.008	0	0.008	0
5pm–6pm	0.008	0	0.000	0	0.008	0
7am–9pm	0.016	0	0.016	0	0.032	0
Public transport users						
8am–9am	0.048	0	0.365	3	0.413	3
5pm–6pm	0.246	2	0.143	1	0.389	3
7am–9pm	1.833	15	1.705	14	3.538	28
Vehicles						
8am–9am	0.08	1	0.032	0	0.112	1
5pm–6pm	0.024	0	0.024	0	0.048	0
7am–9pm	0.312	2	0.32	3	0.632	5

- 6.1.6 It can be seen from the table above that the proposed development of eight residential flats is likely to generate one vehicle movement in the AM peak (8am–9pm) and no vehicle movements in the PM peak (5pm–6pm), with a total of up to five daily vehicle movements, throughout the day (7am–7pm), including taxi drop off and delivery trips.
- 6.1.7 Sustainable trips are anticipated to be the most popular mode of travel across the day with sustainable modes, including walking (36%) and public transport (53%) representing 89% of daily trips. Census data shows that in this location, approximately 33% of people drive to work. However, it should be noted that the TRICS database records journeys for all purposes, whereas Census data records work-related trips. It is considered that the trip rates presented in the table above are representative as many shorter journey types (shopping, leisure, education) can be easily fulfilled locally by sustainable modes.
- 6.1.8 Both the increase in walking and public transportation trips can be easily accommodated in the existing network, given the extensive network of footways in the vicinity of the site to the key destinations across Reading and the options for public transport use.

6.2 Deliveries

- 6.2.1 Delivery and servicing vehicles will either drop parcels off at the Concierge office off Kennet Side or be directed by the Concierge to use the delivery area located under the building and accessed off Queens Road.

6.3 Servicing trip generation

- 6.3.1 There is a limited number of sites available in the TRICS database which detail the likely servicing associated with residential use. Given the increase in home deliveries since the COVID pandemic, there is also a lack of up-to-date data.
- 6.3.2 Therefore, the frequency of delivery and servicing trips has been estimated using an independent survey carried out at the Cherry Orchard Road residential development in Croydon (comprising 300 dwellings) on 2nd July 2020. The survey was undertaken between 7am and 10pm and includes deliveries (by LGVs, HGVs, motorbikes and cars) as well as maintenance and security vehicles. The survey results are set out in **Table 6.2** below.

Table 6.2 Predicted delivery and servicing trips for the development

Time period	Total trip rate	Total no. of trips	Total no. of trips (per week)
LGVs			
8am–9am	0	0	0
5pm–6pm	0.003	0	2
7am–10pm	0.0737	0.6	4
OGVs			
8am–9am	0	0	0
5pm–6pm	0.003	0	0
7am–10pm	0.017	0.1	9
Motorbikes			
8am–9am	0	0.0	0
5pm–6pm	0	0.0	0
7am–10pm	0.007	0.1	0
Cars			
8am–9am	0	0	0
5pm–6pm	0	0	0
7am–10pm	0.01	0.1	0
Total			
8am–9am	0	0.0	0
5pm–6pm	0.006	0.0	0
7am–10pm	0.1077	0.9	5

- 6.3.3 Based on the independent survey results, very few trips are observed during the AM or PM peak periods. Based on the above, it is likely that the development will generate up to five trips per week. This number of deliveries can be accommodated either by dropping off at the Concierge's office on Kennet Side or in loading bay area off Queens Road.
- 6.3.4 Based on the study in Croydon, the majority of deliveries will be by light goods vehicles or cars (85%) with only 15% by larger vehicles. Typically, deliveries take less than 10 minutes.

6.4 Potential impact

- 6.4.1 It is considered that, based on the trip rates identified above, the proposed development will have a minimal impact on the surrounding transport network and the proposals can be accommodated within the existing highway and public transport networks. It should also be noted that the existing use of the site, as office, would generate trips including servicing and deliveries and, therefore, the net impact is likely to be indiscernible.

7 Summary and conclusions

- 7.1.1 This Transport Statement considers the impact of eight flats on the surrounding transport network at Queens Wharf, 47 Queens Road, Reading. The site is well-located to access a number of facilities on foot including the facilities located at The Oracle and Reading town centre. The site is also located within close proximity of public transport (bus stops and rail). The proposed residential use will give rise to a very small number of trips, with the majority being by public transport or on foot and the net impact compared to the existing office use is likely to be indiscernible.
- 7.1.2 It is considered that the transport network can accommodate the additional trips. **Table 8.1** below sets out the key transport impacts associated with the development.

Table 7.1 Summary of key transport impacts and solutions

	Key transport impacts/issues	Solutions/mechanisms
Site and surroundings	Practicalities of living car-free lifestyle	Inclusion of high-quality cycle parking facilities for residents. The site is well located with easy access to a wide range of facilities and various sustainable transport modes (bus, rail and cycle routes) means that that the travel needs of future residents will be met.
	Predominant increases in trips are by walking and public transport	Can be accommodated on the transport network. No action required.
Reading-wide network	Effect of servicing trips, particularly large vehicles	Deliveries can be undertaken off-street. Given the size of the development, the number of deliveries are likely to be low and similar to that generated by the existing office use.

7.2 Conclusion

- 7.2.1 It can be concluded that the development is compliant with national, local policy and in particular with the Reading Borough Local Plan and Reading Transport Strategy 2040. It is considered that the impact on the transport network will be minimal. Any impact is further limited as the development is proposed to be car-free with generous cycle parking provision.
- 7.2.2 National Planning Policy Framework (NPPF) states in Paragraph 111 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.’*
- 7.2.3 It is considered that the proposed development of eight dwellings does not have an unacceptable impact on highway safety, the residual cumulative impacts can be accommodated on the road network and are not severe.

Appendices



Calculation Reference: AUDIT-258601-231110-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	SK SOUTHWARK	1 days
	WF WALTHAM FOREST	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: No of Dwellings
Actual Range: 29 to 97 (units:)
Range Selected by User: 0 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0 to 0.3 Actual: 0.07 to 3.17

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 09/06/22

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 1 days
Thursday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 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 1
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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	1 days
No	1 days

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

PTAL Rating:

5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	SK-03-C-02	BLOCK OF FLATS		SOUTHWARK
	LAMB WALK			
	BERMONDSEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	29		
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL	
2	WF-03-C-01	BLOCKS OF FLATS		WALTHAM FOREST
	ERSKINE ROAD			
	WALTHAMSTOW			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	97		
	Survey date: TUESDAY	05/11/19	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 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): 10.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	63	0.000	2	63	0.000	2	63	0.000
08:00 - 09:00	2	63	0.008	2	63	0.032	2	63	0.040
09:00 - 10:00	2	63	0.024	2	63	0.008	2	63	0.032
10:00 - 11:00	2	63	0.024	2	63	0.008	2	63	0.032
11:00 - 12:00	2	63	0.032	2	63	0.040	2	63	0.072
12:00 - 13:00	2	63	0.016	2	63	0.024	2	63	0.040
13:00 - 14:00	2	63	0.016	2	63	0.000	2	63	0.016
14:00 - 15:00	2	63	0.016	2	63	0.040	2	63	0.056
15:00 - 16:00	2	63	0.024	2	63	0.024	2	63	0.048
16:00 - 17:00	2	63	0.040	2	63	0.040	2	63	0.080
17:00 - 18:00	2	63	0.024	2	63	0.024	2	63	0.048
18:00 - 19:00	2	63	0.024	2	63	0.040	2	63	0.064
19:00 - 20:00	2	63	0.048	2	63	0.024	2	63	0.072
20:00 - 21:00	2	63	0.016	2	63	0.016	2	63	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.312			0.320			0.632

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	29 - 97 (units:)
Survey date range:	01/01/15 - 09/06/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	63	0.000	2	63	0.008	2	63	0.008
08:00 - 09:00	2	63	0.000	2	63	0.008	2	63	0.008
09:00 - 10:00	2	63	0.000	2	63	0.000	2	63	0.000
10:00 - 11:00	2	63	0.000	2	63	0.000	2	63	0.000
11:00 - 12:00	2	63	0.000	2	63	0.000	2	63	0.000
12:00 - 13:00	2	63	0.000	2	63	0.000	2	63	0.000
13:00 - 14:00	2	63	0.000	2	63	0.000	2	63	0.000
14:00 - 15:00	2	63	0.000	2	63	0.000	2	63	0.000
15:00 - 16:00	2	63	0.000	2	63	0.000	2	63	0.000
16:00 - 17:00	2	63	0.000	2	63	0.000	2	63	0.000
17:00 - 18:00	2	63	0.008	2	63	0.000	2	63	0.008
18:00 - 19:00	2	63	0.000	2	63	0.000	2	63	0.000
19:00 - 20:00	2	63	0.008	2	63	0.000	2	63	0.008
20:00 - 21:00	2	63	0.000	2	63	0.000	2	63	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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	2	63	0.016	2	63	0.071	2	63	0.087
08:00 - 09:00	2	63	0.024	2	63	0.206	2	63	0.230
09:00 - 10:00	2	63	0.016	2	63	0.135	2	63	0.151
10:00 - 11:00	2	63	0.056	2	63	0.063	2	63	0.119
11:00 - 12:00	2	63	0.056	2	63	0.071	2	63	0.127
12:00 - 13:00	2	63	0.056	2	63	0.032	2	63	0.088
13:00 - 14:00	2	63	0.056	2	63	0.056	2	63	0.112
14:00 - 15:00	2	63	0.063	2	63	0.040	2	63	0.103
15:00 - 16:00	2	63	0.151	2	63	0.056	2	63	0.207
16:00 - 17:00	2	63	0.135	2	63	0.119	2	63	0.254
17:00 - 18:00	2	63	0.159	2	63	0.135	2	63	0.294
18:00 - 19:00	2	63	0.143	2	63	0.111	2	63	0.254
19:00 - 20:00	2	63	0.143	2	63	0.048	2	63	0.191
20:00 - 21:00	2	63	0.071	2	63	0.056	2	63	0.127
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.145			1.199			2.344

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	2	63	0.016	2	63	0.127	2	63	0.143
08:00 - 09:00	2	63	0.048	2	63	0.365	2	63	0.413
09:00 - 10:00	2	63	0.079	2	63	0.230	2	63	0.309
10:00 - 11:00	2	63	0.103	2	63	0.103	2	63	0.206
11:00 - 12:00	2	63	0.087	2	63	0.079	2	63	0.166
12:00 - 13:00	2	63	0.048	2	63	0.024	2	63	0.072
13:00 - 14:00	2	63	0.048	2	63	0.095	2	63	0.143
14:00 - 15:00	2	63	0.063	2	63	0.071	2	63	0.134
15:00 - 16:00	2	63	0.230	2	63	0.071	2	63	0.301
16:00 - 17:00	2	63	0.183	2	63	0.111	2	63	0.294
17:00 - 18:00	2	63	0.246	2	63	0.143	2	63	0.389
18:00 - 19:00	2	63	0.365	2	63	0.183	2	63	0.548
19:00 - 20:00	2	63	0.222	2	63	0.079	2	63	0.301
20:00 - 21:00	2	63	0.095	2	63	0.024	2	63	0.119
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.833			1.705			3.538

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): 10.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	63	0.032	2	63	0.206	2	63	0.238
08:00 - 09:00	2	63	0.079	2	63	0.619	2	63	0.698
09:00 - 10:00	2	63	0.135	2	63	0.389	2	63	0.524
10:00 - 11:00	2	63	0.175	2	63	0.175	2	63	0.350
11:00 - 12:00	2	63	0.183	2	63	0.198	2	63	0.381
12:00 - 13:00	2	63	0.127	2	63	0.079	2	63	0.206
13:00 - 14:00	2	63	0.119	2	63	0.151	2	63	0.270
14:00 - 15:00	2	63	0.143	2	63	0.151	2	63	0.294
15:00 - 16:00	2	63	0.413	2	63	0.159	2	63	0.572
16:00 - 17:00	2	63	0.373	2	63	0.278	2	63	0.651
17:00 - 18:00	2	63	0.444	2	63	0.302	2	63	0.746
18:00 - 19:00	2	63	0.532	2	63	0.341	2	63	0.873
19:00 - 20:00	2	63	0.437	2	63	0.159	2	63	0.596
20:00 - 21:00	2	63	0.183	2	63	0.103	2	63	0.286
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.375			3.310			6.685

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.*