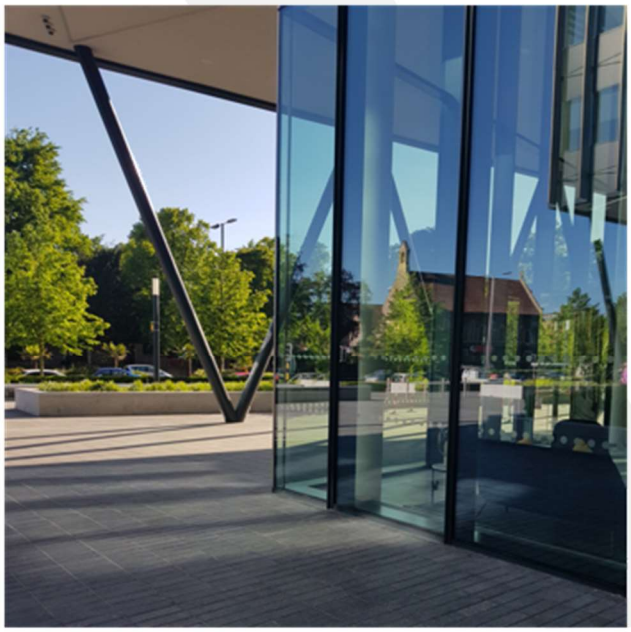

13-15 STATION ROAD, READING

TRANSPORT STATEMENT

16 February 2023

EVOKE

13-15 STATION ROAD, READING

TRANSPORT STATEMENT

PROJECT DETAILS

Project Name:	13-15 Station Road, Reading
Client:	Faye and Yara Ltd
Document Type:	Transport Statement
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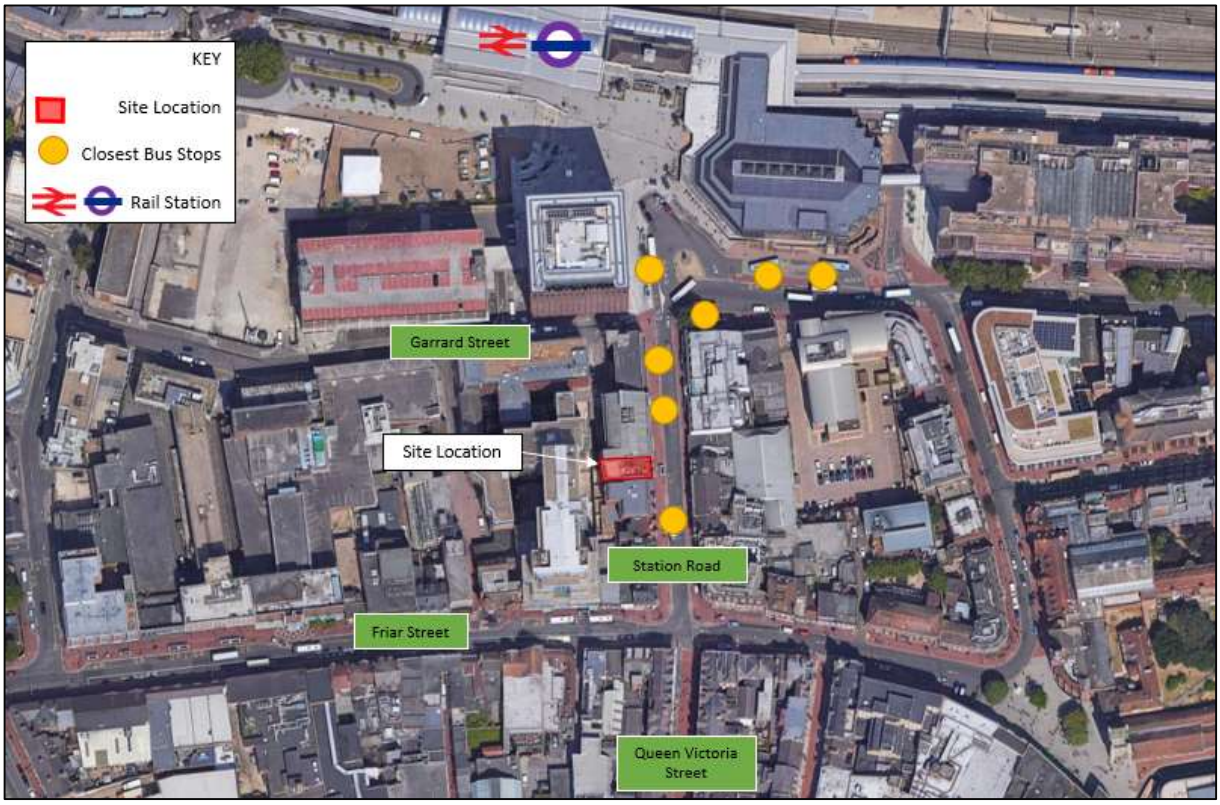
1. Introduction

1.1. Context

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Faye and Yara Ltd to produce a Transport Statement to support a full planning application for the change of use of the first, second, third and fourth floors of 13-15 Station Road, Reading from office space to residential accommodation, with the retention of the ground and lower ground floors as commercial offices. The local planning authority (LPA) and the local highway authority (LHA) are Reading Borough Council (RBC).

1.1.2. The site is located on the western side of Station Road, within Reading Town Centre. The location of the site is outlined in Figure 1 below.

Figure 1 – Site Location Plan



Source: Google Maps

1.2. Existing Site

1.2.1. The existing site comprises c. 696sqm (GIA) of office floor space across the six floors of the building, which are all occupied by one tenant. There is currently no car or cycle parking associated with the site.

1.3. Proposed Development

1.3.1. The proposed development seeks to convert the first, second, third and fourth floors of 13-15 Station Road, with the lower-ground and ground floors remaining unchanged, to provide:

- 236sqm of office use on ground and lower ground floors;
- Seven residential flats, comprising six x one-bedroom and one x two-bedroom apartments.

1.3.2. In accordance with the existing building and given the highly accessible, town centre location, the development will be car-free with cycle parking provided for the flats. The proposed layout plans are attached at **Appendix A**.

1.4. Report Structure

1.4.1. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed redevelopment. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.

1.4.2. The remainder of this report is split into the following sections:

- **Chapter 2: Transport Policy and Existing Situation –** Provides a summary of the national and local planning transport policy that is relevant to the proposed development and describes the existing transport and highways conditions at the site and within the surrounding area;
- **Chapter 3: Proposed Development –** Outlines the development proposals, including access arrangements, refuse and servicing strategy and car and cycle parking arrangements;
- **Chapter 4: Multi-Modal Trip Generation –** Outlines the multi-modal trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Chapter 5: Summary –** Summary of the findings of this Transport Statement.

2. Transport Policy and Existing Situation

2.1. Introduction

2.1.1. This section considers local and national policy and design guidance, in addition to the site location and use in relation to the existing highway network and sustainable modes of transport available near the site.

2.2. Policy Considerations

2.2.1. The key transport policy and guidance documents at a national and local level have been considered when assessing the development proposals, these include the key policy documents outlined below:

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (March 2014);
- Reading Borough Local Plan (November 2019);
- Reading Local Transport Plan 3 (2011); and
- Draft Reading Transport Strategy 2036 (Consultation Draft – May 2020).

2.2.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.

2.2.3. Cross-Cutting Policy 1: Presumption in Favour of Sustainable Development of RBC's Local Plan states "a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the NPPF". In addition, Cross-Cutting Policy 6: Accessibility and the Intensity of Development emphasises "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".

2.2.4. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.3. Site Location and Existing Site

2.3.1. The site is located to the west of Station Road, within Reading Town Centre. The site is bordered to the north and south by buildings fronting Station Road, to the east by Station Road and to the west by a rear access route from Garrard Street.

2.3.2. The existing building at 13-15 Station Road comprises c. 696sqm (GIA) of office floor space across six floors, which are all occupied by one tenant.

2.3.3. Access to the site is currently only available for pedestrians with two pedestrian entrances off Station Road. In addition, pedestrians can access the building from the secure, gated access to the rear. Both pedestrian access locations are shown in Figure 2 below.

Figure 2 – Existing Pedestrian Access Points

2.3.4. There is currently no car or cycle parking associated with the site and the site is currently serviced on street via Station Road.

2.4. Site and Neighbouring Sites Planning History

2.4.1. The site has no recent planning history. However, a number of neighbouring sites have had similar applications consented for the redevelopment of upper floor commercial space to provide residential developments. This includes:

- 1 Station Road/22 Friar Street – change of use of first floor office to provide 4 residential flats (Ref: 201175)
- 29 Station Road – change of use of 1st to 5th floors from office to provide 33 residential flats (Ref: 170772)
- 155 Friar Street – change of use to provide 3 residential units (App Ref: 151500)
- 156-158 Friar Street – change of use to provide 6 residential units (App Ref: 130814)
- 159 Friar Street – change of use to provide 6 residential units
- 160-163 Friar Street – change of use to provide 28 residential units (App Ref: 160212)
- 173-174 Friar Street – change of use to provide 20 residential units (App Ref: 220579)

2.4.2. Each of the applications were granted planning permission with RBC concluding that car free residential units are acceptable due to the highly sustainable location of the sites within Reading's Zone 1 Central Core Area.

2.4.3. Notably in the case of the application at 155 Friar Street it was accepted that space was constrained and therefore wall hung cycle parking was accepted. Similarly in the case of 159 Friar Street where there was not room for ground floor refuse storage the use of weekly refuse sack collection direct from Friar Street was accepted.

2.5. Walking and Cycling Network

2.5.1. To enable an assessment of the viability of walking and cycling as realistic modes for trips to and from the site as an alternative to the private car, it is appropriate to establish the maximum distance that people are generally prepared to walk and cycle and the destinations that existing within these distances.

2.5.2. The Institute of Highways and Transportation's (IHT) guidance, 'Guidelines for Providing for Journeys on Foot (2000) states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres. The guidelines for distances for various land uses are summarised in Table 1.

Table 1 – IHT Walking Distance Guidance

Definition	Town Centre	Commuting/ School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

2.5.3. It should be noted that the site is located within Reading Town Centre and therefore within IHT's desirable walking distance to a Town Centre and the range of amenities and facilities it contains.

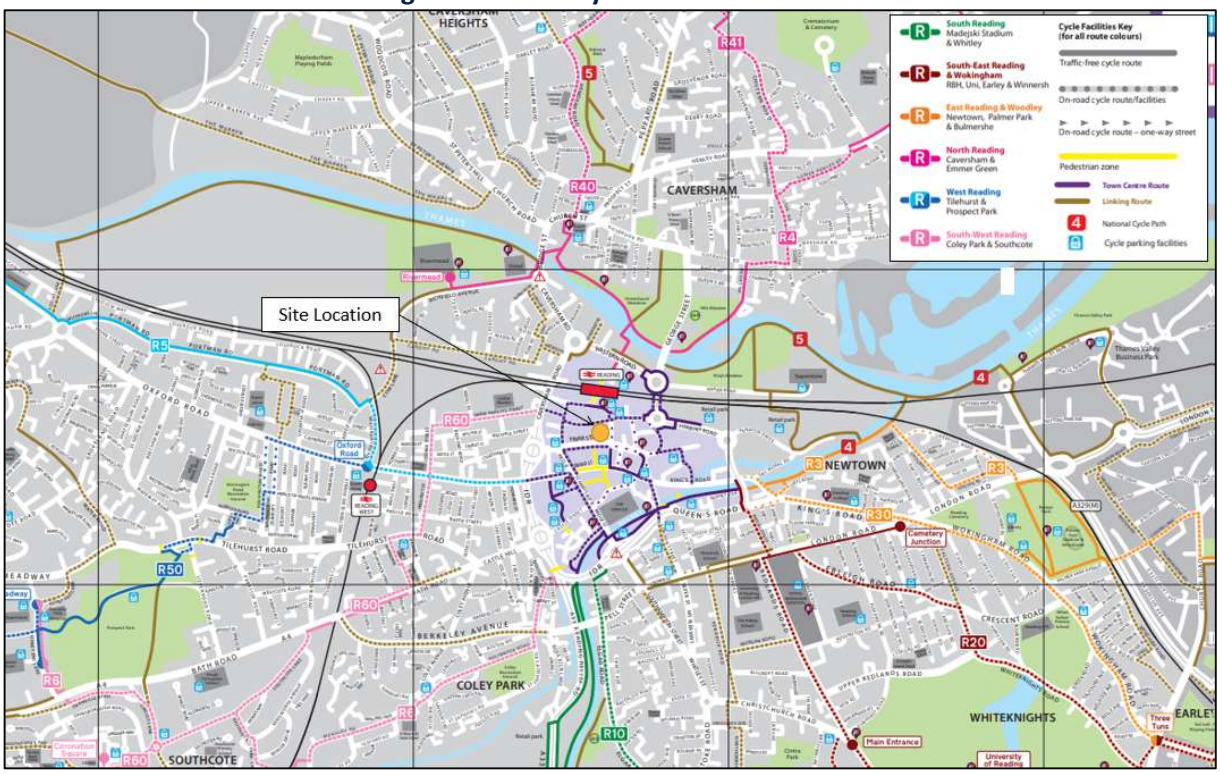
2.5.4. Wide footways of good standard are available directly outside the site along Station Road, measuring approximately 4m in width outside the site frontage. Directly to the south of the site, an uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving is provided across Station Road.

2.5.5. All carriageways within the town centre benefit from good pedestrian infrastructure with footway widths of sufficient width to accommodate mobility impaired users and signalised crossings and tactile paving at key crossing points to facilitate safe and direct pedestrian movement around the town centre to services and local amenities and public transport infrastructure.

2.5.6. Cycling is considered an important mode of sustainable travel, and five miles is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).

2.5.7. Being within Reading Town Centre, the local road network is conducive to travel by cycle due to the low vehicular speeds, pedestrianised areas and shared surface routes. In addition, there are various formalised routes in the vicinity of the site, as shown in Figure 3. This shows that there are on and off-road carriageway routes in close proximity to the site.

Figure 3 – Local Cycle Routes



Source: Reading Cycle Routes Network Map

2.5.8. Cycle parking is provided throughout Reading Town Centre, as shown in Figure 3, with the nearest off-site parking provided at Reading Railway Station, 100m north of the site where c. 100 Sheffield stands are provided. These spaces can conveniently accommodate future visitors to the development arriving by cycle. Reading Railway Station is provided with a total of 344 sheltered and secure cycle parking spaces accessible for future residents and visitors, ensuring that travel via cycle is a viable mode of travel.

2.5.9. In addition, the Reading bicycle hub will also be located within a 5-minute walk from the site, providing an alternative cycle storage option for up to 120 cycles.

2.5.10. In summary, the footway and cycle network is considered high quality and extensive; suitable to support this scale of mixed-use development and there are no barriers to movement for either mode.

Accessibility to Local Amenities

2.5.11. Being within Reading Town Centre, a wide range of facilities and amenities are located well within the 'desirable' or 'acceptable' walking distance recommended by IHT. These include (but are not limited to); retail, education, restaurants, pubs, recreation facilities, libraries and offices/employment. A summary of nearby local amenities and their associated walking and cycling distance is included in Table 2.

Table 2 – Accessibility to Key Local Facilities (examples of)

Amenity	Location	Distance (m)	Journey Times (minutes)	
			Walk	Cycle
EDUCATION / EMPLOYMENT				
Nursery :	Greyfriars Day Nursery	350	4	1
	Forbury Gardens Day Nursery	650	8	2
Primary :	E P Collier School Primary School	900	11	3

Amenity	Location	Distance (m)	Journey Times (minutes)	
			Walk	Cycle
Secondary :	Kendrick School	950	12	4
College :	Reading College	1,500	19	6
Business :	Thames Tower	75	1	0
	Apex Plaza	190	2	1
HEALTH & COMMUNITY				
Hospital :	Royal Berkshire Hospital	1,700	21	6
Doctors :	Reading Walk-in Health Centre	450	6	2
	Abbey Medical Centre	1,100	14	4
Dentist :	Reading Smiles	300	4	1
Pharmacy :	Boots	260	3	1
Library :	Reading Central Library	500	6	2
SHOPPING/RETAIL				
Post Office :	WHSmith Post Office	220	3	1
Convenience Store :	M&S Simply Food	300	4	1
Retail Park :	Forbury Retail Park	650	8	2
Supermarket :	Sainsburys	270	3	1
	M&S	260	3	1
Shopping Centre :	The Oracle	350	4	1
Town Centre :	Reading LP Designation	0	0	0
LEISURE				
Town Hall	Reading Town Hall	280	4	1
Cinema :	Vue Cinema Reading	650	8	2
Leisure Centre :	Rivermead Leisure Centre	1,700	21	6
Gym :	PureGym Reading	600	8	2
Hotel :	Malmaison Reading	50	1	0
Public House :	Revolution Reading	10	0	0
Recreation Ground :	Forbury Gardens Public Park	400	5	2
TRANSPORT				
Bus Stop :	Station Road (Stop SD and SC)	20	0	0
Railway Station :	Reading	140	2	1
Car Club :	Co Wheels Filbert Street	1,000	13	4
	Co Wheels The Printworks, Cardiff Road	1,200	15	5
	Co Wheels Cemetery Junction	1,800	23	7
	Co Wheels Oxford Road	2,000	25	8
Electric Vehicle Charging :	Reading Station Car Park Multi-Storey	500	6	2

The above Table provides just a sample of the extensive facilities and services available within walking and cycling distance of the site.

2.5.12. It is evident from Table 2 that there are a wide range of facilities, such as education, employment, retail, health and leisure uses close to the site, the majority of which are well within a reasonable two kilometre walking or five kilometre cycling distance. The location of the site is exceptionally well placed to maximise the number of shorter distance trips that can be undertaken by active modes and alternative methods of travel to the private car. Furthermore, the neighbouring Station Hill redevelopment, currently under construction, will bring forward further amenities, pocket parks and employment opportunities within walking distance of the site.

2.6. Public Transport Accessibility

Bus Services

2.6.1. The nearest bus stops to the site are located on Station Road, within 20m directly to the north and south of the site. A total of four bus stops are provided along Station Road within 75m of the site. All stops are provided with sheltered, seated waiting areas, timetable information and real time travel information as shown in Figure 4. A summary of the bus services, their routes and approximate timetables accessible within a 300m walk from the site is detailed below in Table 3 and is shown visually in Figure 5.

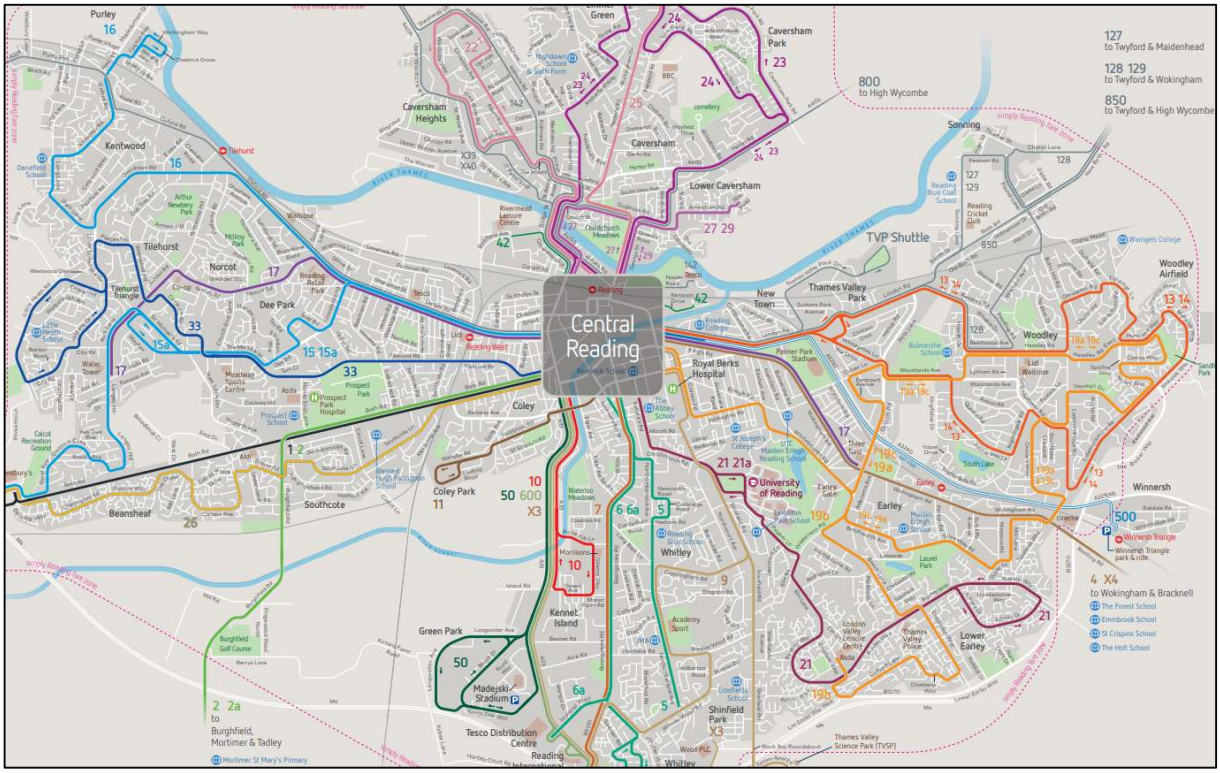
Figure 4 – Station Road Bus Stops

Table 3 – Bus Service Summary

Service Number	Route Summary	Approximate Frequency		
		Monday-Friday	Saturday	Sunday
1 Jetblack	Newbury – Thatcham – Theale – Reading	Every 30 minutes	Every 30 minutes	Every hour
2 / 2a Lime	Reading – Burghfield Common – Mortimer	Every 30 minutes	Every 30 minutes	Every hour
3 Leopard	Reading – Shinfield – Wokingham	Every hour	Every hour	No service
4 Lion / X4	Bracknell – Wokingham – Earley – Reading	Every 30 minutes	Every 30 minutes	Every hour
5 Emerald	Reading – Northumberland Avenue	Every 10 minutes	Every 10 minutes	Every 20 minutes
6 / 6a Emerald	Reading – Whitley Wood	Every 10 minutes	Every 10 minutes	Every 20 minutes
7 Tiger	Reading – Fleet	Every 1 – 2 hours	Every 1 – 2 hours	Every 2 hours
8 / 9 Leopard	Reading – Spencer's Wood	Every 20 minutes	Every 20 minutes	Every hour
10 Ruby	Reading – Kennet Island	Every 20 minutes	Every 20 minutes	Every 30 minutes
11 Bronze	Reading – Coley Park	Every 20 minutes	Every 20 minutes	Every 30 minutes
13 / 14 Orange	Reading – Woodley – Reading	Every 15 minutes	Every 15 minutes	Every 30 minutes
15 / 15a Sky Blue	Reading – Tilehurst – Calcot (Ikea)	Every 20 minutes	Every 20 minutes	Every 30 minutes

Service Number	Route Summary	Approximate Frequency		
		Monday-Friday	Saturday	Sunday
16 Sky Blue	Reading – Purley	Every 20 minutes	Every 20 minutes	Every 30 minutes
17 Purple	Earley – Reading – Tilehurst	Every 10 minutes	Every 10 minutes	Every 10 minutes
19a/c Little Oranges	Reading – Loddon Bridge – Reading	Every 30 minutes	Every 30 minutes	Every hour
19b Little Oranges	Reading – Lower Earley (Asda)	Every hour	Every hour	No service
21/ 21a Claret	Reading – University – Lower Earley	Every 15 minutes	Every 15 minutes	Every 20 minutes
22 Pink	Reading – Caversham Heights	Every 30 minutes	Every hour	No service
23 / 24 Berry	Reading – Caversham – Reading	Every 10-20 mins	Every 10-20 mins	Every 30 minutes
25 Pink	Reading – Peppard Common	Every 30 minutes	Every hour	Every 2 hours
26 Yellow	Reading – Calcot (Ikea)	Every 15 minutes	Every 15 minutes	Every 20 minutes
27 / 29 Little Berries	Lower Caversham – Reading	Every 30 minutes	Every 30 minutes	Every hour
33 Royal Blue	Reading – Turnham's Farm	Every 15 minutes	Every 15 minutes	Every 30 minutes
42/42A Buzz	Rivermead – Kenavon Drive	Every 40 minutes	Every 40 minutes	Every hour
50 Greenwave	Green Park – Reading	Every 10 minutes	Every 20 minutes	No service
143	Reading – Purely – Pangbourne – Goring	Every 2 hours	Every 2 hours	No service
500 Park and Ride	Reading – Winnersh Triangle Park and Ride	Every 15 minutes	Every 15 minutes	No service
600 Park and Ride	Reading – Mereoak Park and Ride	Every 10-15 mins	Every 15 minutes	Every 30 minutes
702	London – Windsor – Slough – Legoland	2 services daily	3 services daily	3 services daily
X40 River Rapids	Oxford – Wallingford – Reading	Every hour	Every hour	Every hour

Figure 5 – Reading Town Centre Buses



Source: Reading Buses

2.6.2. As is demonstrated above, routes include regular services to Newbury, Bracknell, Earley, Tilehurst, Wokingham, Woodley and Caversham, ensuring that buses provide a viable mode of transport for a range of employment, education, retail and leisure purposes.

Rail Services

2.6.3. Reading Railway Station is located 140m (a two-minute walk) to the north of the site.

2.6.4. Reading Railway Station is managed by Network Rail and served by Great Western Railway, CrossCountry, the Elizabeth Line and South Western Railway services. Being a transport hub, Reading Railway Station provides frequent and extensive services both locally and further afield, including, for example to London Paddington (and intermediate stations), London Waterloo, Gatwick Airport, Cardiff, Bournemouth, Birmingham, Manchester and Penzance, Plymouth, Exeter, Bristol Temple Meads as well the Elizabeth Line services through the heart of London and outward destinations.

2.6.5. In terms of accessibility, step-free level access is available to all platforms. Ramps for train access are available as are induction loops, with staff assistance available 24 hours a day 7 days a week.

2.6.6. The station provides covered seating and toilets. In addition, a total of 344 cycle parking spaces are provided at Reading Railway Station.

2.7. Car Clubs

2.7.1. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle the challenges of climate change and congestion. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing, or parking. Members can book cars locally for just an hour or longer periods. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.

2.7.2. Car clubs present a cost-efficient way for residents to have the benefits of a car without the need for always travelling by one. Not only does this provide a mode of transport for residents to travel to and from work but car clubs provide a viable option for short trips whereby residents can use a car club for leisure trips or to transport heavy items for example.

2.7.3. The site is located within walking distance of four car club vehicles operated by Co-Wheels at:

- Filbert Street (3 vehicles) – 1km (a 13 minute walk);
- The Printworks, Cardiff Road (1 vehicle) – 1.2km (a 15-minute walk);
- Cemetery Junction (1 vehicle) – 1.8km (a 23-minute walk); and
- Oxford Road (1 vehicle) – 2km (a 25-minute walk).

2.7.4. It is of note that a number of car club spaces are committed in Reading Town Centre as part of schemes currently under construction or recently consented. This includes;

- Two car club spaces at Station Hill North (Ref: 192032) – within 160m (2 minute walk);
- One car club space at 45 Caversham Road (Ref: 201420) – within 500m (6 minute walk);
- Three car club spaces at Thames Quarter (Ref: 190809) – within 550m (6 minute walk);
- Up to ten car club spaces at Kenavon Drive (Ref: 170509) – within 800m (10 minute walk).

2.7.5. Whilst it is anticipated that most trips to and from the site can be catered for by sustainable modes, including public transport and active travel, the proximity of the site to a number of existing and proposed car club vehicles ensures that viable alternatives to the private car are available for essential trips which are not accessible by other modes of travel.

2.8. Local Highway Network

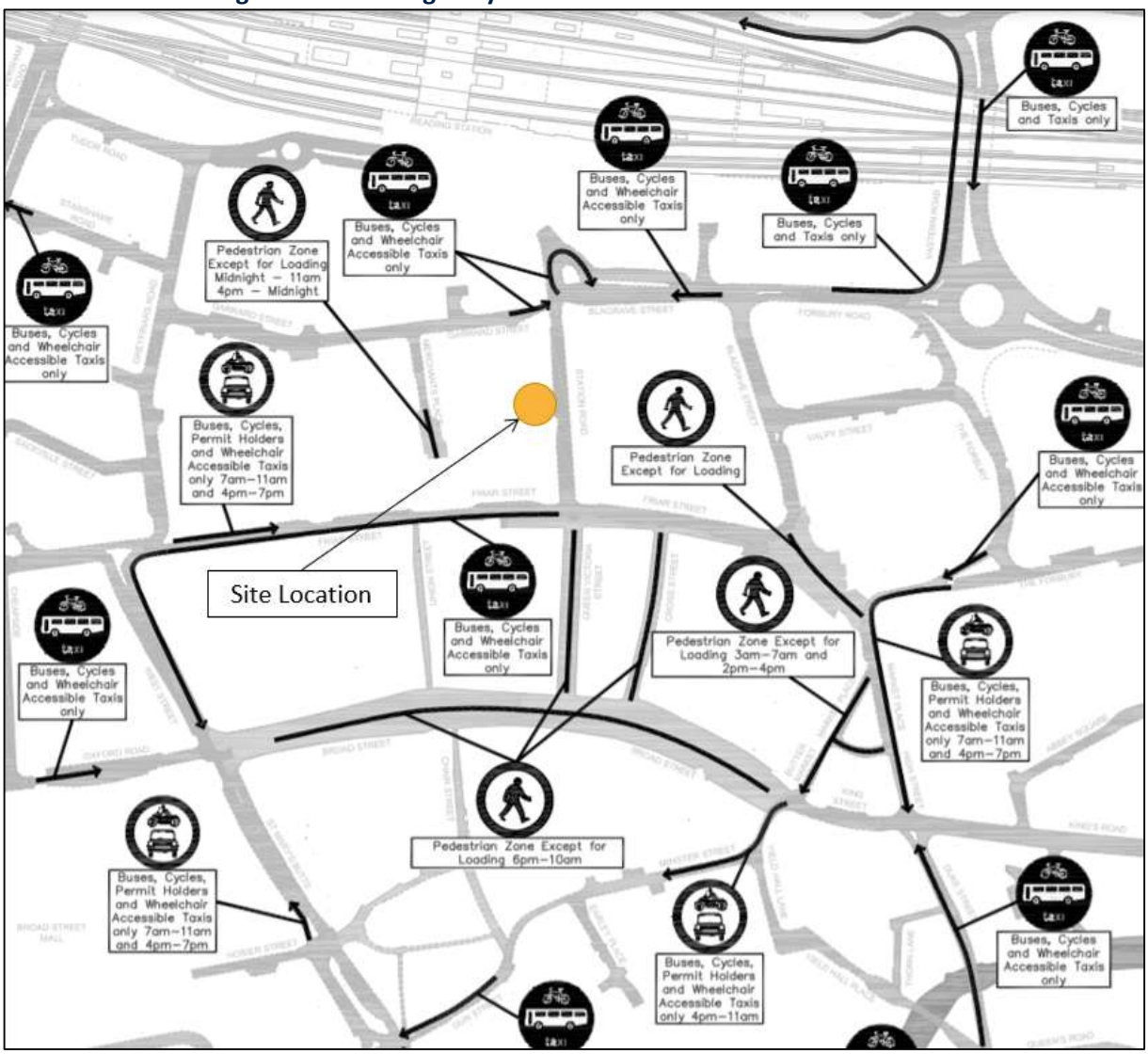
2.8.1. Within Reading Town Centre, the majority of carriageways are subject to restrictions prohibiting vehicle use at certain times of the day or at all times. Station Road is a one-way northbound carriageway only. Approximately 50m to the south of the site, an off-street loading bay is provided on the eastern side of

the carriageway, which allows loading for a maximum of 20 minutes between 9.30am and 4pm and 6pm-7.30am, as shown in Figure 6.

Figure 6 – Station Road Loading Bay

2.8.2. The restrictions throughout the town centre are shown below in Figure 7. The site is surrounded by parking restrictions in the form of double red and yellow lines prohibiting parking or waiting, except for buses and taxis, disabled parking bays, Pay and Display bays and resident permit parking.

Figure 7 – Local Highway Network Access Restrictions



Source: http://www.reading-travelinfo.co.uk/

2.9. Public Car Parks

2.9.1. Public car parking is available within close vicinity of the site. Table 4 outlines these car parks, their capacity and walking distance from the site.

Table 4 – Public Car Parks within 10 minute walk

Car Park	Capacity	Maximum Stay	Distance from Site	Walking Time	Season Ticket
Broad Street Mall	720	No maximum stay	650m	8 mins	£1,600
Oracle Holy Brook	595	No maximum stay	750m	9 mins	-
Q-Park Chatham Place	586	No maximum stay	750m	9 mins	£1,285.20
Reading Station Short Stay Underground	229	3 Hours	210m	2 mins	-
Reading Station Long Stay	1,046	No maximum stay	550m	6 mins	£1,850
Reading Civic B	170	No maximum stay	650m	8 mins	-
Queens Road	700	No maximum stay	750m	9 mins	£1,700
TOTAL	**4,046**	-			

2.9.2. Table 4 demonstrates that there are over 4,000 car parking spaces within public car parks that are all accessible within a 10-minute walk of the site, providing ample opportunity to accommodate any visitor parking that may occur as a result of the development.

2.9.3. Broad Street Mall, Q-Park Chatham Place and Reading Station Long Stay allow parking for longer periods, with no maximum stay, and an annual season tickets are available for between £1,300 - £1,850.

2.10. Census Data

2.10.1. An analysis of Census 2011 and 2021 data has been undertaken to investigate the journey to work modal split for the existing resident population and existing workplace population. The site is located within the Reading 011 mid-level super output area (MSOA) and the Reading 011F lower-layer super output area (LSOA) for the 2011 Census. For the 2021 Census data, which at the time of producing this report is only available for the resident population, the LSOA in which the site is located is now Reading 019B. The data is contained within Table 5.

Table 5 – Census 2011 and 2021 Journey to Work Data

Mode	Resident Population LSOA		Workplace Population Reading 011 MSOA
	2011 Reading 011F LSOA	2021 Reading 019B LSOA	
Work from home	5%	60%	-
Train / Underground	29%	7%	17%
Bus	11%	6%	18%
Taxi	0%	0%	0%
Motorcycle	0%	0%	1%
Driving a car or van	19%	10%	38%
Passenger in a car or van	1%	2%	4%
Bicycle	3%	1%	4%
On foot	31%	13%	18%
Other	1%	1%	0%
TOTAL	**100%**	**100%**	**100%**

2.10.2. Table 5 shows that 74% of journeys from the 2011 LSOA resident population are undertaken by sustainable modes of transport, with 31% travelling on-foot, 29% by train, 11% by train and 3% by cycle. Only 19% travel by private car and an additional 1% are car passengers, with 5% of residents working from home.

2.10.3. The 2021 census revealed a significantly greater proportion of residents working from home (60%), with a significant decrease in journeys undertaken by private car (10%). The number of journeys undertaken

by sustainable modes of transport has decreased to 27%, with 13% travelling on foot, 7% by train, 6% by bus and 1% by cycle. An additional 2% are car passengers.

2.10.4. In terms of the workplace population, 57% of journeys from the existing (2011) workplace population are undertaken by sustainable modes of transport, with 18% travelling on-foot, 18% by bus, 17% by train and 4% by cycle. 38% are undertaken by private car and an additional 4% are car passengers.

2.10.5. As evident, the most recent Census has revealed a significant change in mode shares when compared with the 2011 census. The recent changes in travel habits as a result of the COVID-19 pandemic (including an increase in working from home and greater emphasis on active travel) are likely to have resulted in a shift away from the private car. Furthermore the area covered by the MSOA has had a number of regeneration projects over the last 11 years with reduced parking provision and therefore this is also considered to have resulted in a reduction in private car journeys.

2.10.6. In addition to the journey to work data, car ownership data has also been analysed at Output Area and LSOA level, to determine the likelihood of future residents having to own a car. The data for flats, maisonettes or apartments (again using Census 2011 data) is summarised in Table 6. It is of note that this dataset is not yet available from the 2021 census at the time of producing this report.

Table 6 – Census 2011 Car Ownership Data (E00174484 OA and Reading 011F LSOA)

No of cars	E00174484 Output Areas			Reading O11F LSOA		
	Flat, Maisonette or Apartment	Percentage	Potential Parking Demand	Flat, Maisonette or Apartment	Percentage	Potential Parking Demand
No cars or vans in household	96	74%	0	423	64%	0
1 car or van in household	26	20%	26	210	32%	210
2 or more cars or vans in household*	8	6%	20	30	5%	75
TOTAL	130	100%	46	663	100%	285
Parking Demand per Dwelling			**0.35**	**Parking Demand per Dwelling**		**0.43**
Parking Demand (7 dwellings)			**2**	**Parking Demand (7 dwellings)**		**3**

**Applying a 2.5 cars per household to the 2 or more cars in household category*

2.10.7. As demonstrated in Table 6, 74% (the majority) of households within the OA in which this site is located do not own a car, with only 6% of residents owning two or more cars. 20% of residents only own one car. Relating this to the potential parking demand for the proposed seven apartments would equate to a total of two cars being owned by prospective residents.

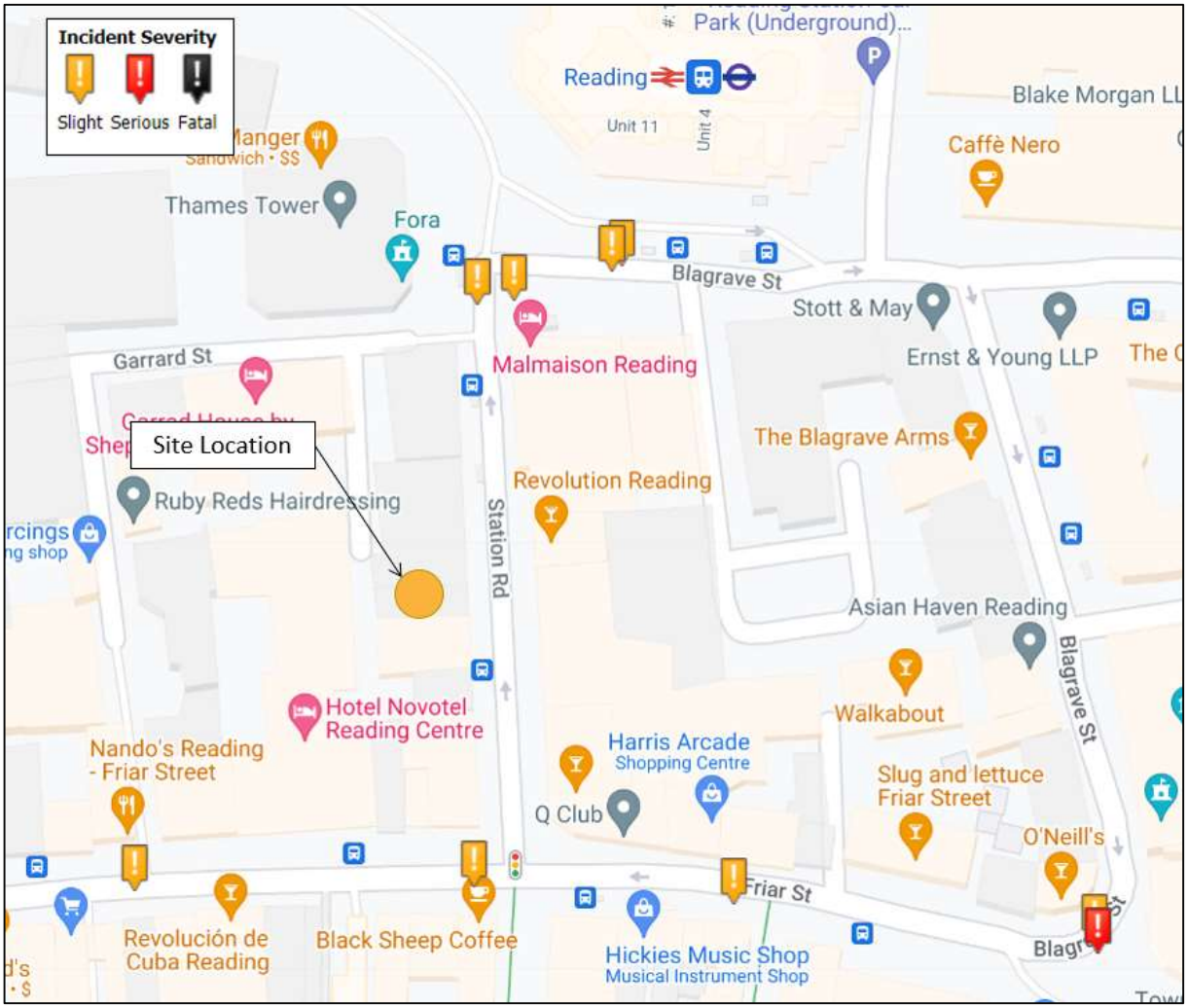
2.10.8. In terms of the LSOA, 64% (the majority) of households within the LSOA in which this site is located do not own a car, with 5% of residents owning two or more cars. 32% of residents only own one car. Relating this to the potential parking demand for the proposed seven apartments would equate to a total of three cars being owned by prospective residents.

2.10.9. As aforementioned, it is worth noting that the Census data is over 11-years old and therefore it is likely that car ownership levels have significantly changed in recent years. The vast majority of residential developments that have come forward or are coming forward in Reading Town Centre are car free or car lite. This coupled with the sustainable transport improvements, the introduction of car club vehicles in Reading and the climate change emergency declaration are all likely to have reduced the car ownership levels. Further, the residential development will be marketed as car-free and therefore future residents seeking to occupy the dwellings would not own a car.

2.11. PIA Data

2.11.1. A review of the most recently available five years of injury accident data (2017-2021) has been undertaken using the Crashmap database. The results are provided in Figure 8.

Figure 8 – PIA Incident Analysis



Source: Crashmap

2.11.2. Figure 8 demonstrates that a total of nine accidents have occurred in the above study area, of which one was classified as 'serious' and eight as 'slight'. One of the serious incidents and seven of the slight incidents resulted in injury to pedestrians and one slight incident resulted in injury to a cyclist. None of the incidents occurred along the site frontage on Station Road.

2.11.3. The number of incidents recorded over a five-year period is considered low for a town centre location such as this. The incidents do not demonstrate a trend or cluster in location or casualty type, with a low incident rate per year. Whilst a number of incidents involved pedestrians, there are suitably wide footways immediately surrounding the development site with good access throughout the town centre, rail stations, bus stops and other local facilities.

2.12. Summary

2.12.1. It is evident that the site is in a highly accessible town-centre location with a range of sustainable modes of transport on offer which would cater for future end-users and visitor journeys to and from the site. The accessible nature of the site is reflected in the 2011 Census modal share which shows a high

proportion of trips (74% of resident population and 57% of workplace population) made by sustainable modes, with a low car ownership use of just 0.35 per household on average.

2.12.2. Over 4,000 public car parking spaces are available within a 10 minute walk distance of the site, providing a range of off-site car parking options for future site users should there be a requirement (such as short term visitors).

2.12.3. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.

3. Proposed Development

3.1. Context

3.1.1. This chapter of the report outlines the proposed development quantum whilst also detailing the access, car and cycling parking and servicing strategy for the site.

3.2. Proposed Development

3.2.1. The proposed development seeks to convert the first, second, third and fourth floors of 13-15 Station Road, with the lower-ground and ground floors remaining unchanged, to provide:

- 236sqm of office use on ground and lower ground floors;
- Seven residential flats, comprising six x one-bedroom and one x two-bedroom apartments.

3.2.2. The proposed layout plans are attached at **Appendix A**.

3.3. Access Arrangements

3.3.1. Access to the development will remain unchanged, with two pedestrian accesses to the building from Station Road. The southern access point will provide pedestrian access to the retained ground and lower ground floor offices and the northern point will provide access to the upper floors to the residential dwellings. Access to the rear will be maintained for the office units.

3.4. Car Parking Provision

3.4.1. RBC set out their car and cycle parking standards within their Local Development Framework's Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within Zone 1 'Central Core Area'. The car parking standards for residential development state that a maximum of 0.5 spaces are to be provided for 1-2 bedroom flats and 1 space for 3+ bedroom flats. Visitor parking does not need to be provided for developments located in Zone 1. When applying the standards to the proposed accommodation schedule, a maximum of four car parking spaces could be provided for the residential units.

3.4.2. It is proposed that this site is 'car-free' in nature, with no on-site parking provided. A car-free use is considered entirely suitable for the development proposals due the location of the site within Reading Town Centre, providing amenities, leisure facilities, employment opportunities and access to a range of public transport links all within walking and cycling distance of the site. Indeed, a highly accessible town centre site is exactly the type of location that should encourage and facilitate car free development.

3.4.3. It is evident from a review of similar applications within Reading Town Centre, that a number of residential schemes are to be provided as car-free. This includes:

- 1 Station Road/22 Friar Street – change of use of first floor office to provide 4 residential flats (Ref: 201175)
- 29 Station Road – change of use of 1st to 5th floors from office to provide 33 residential flats (Ref: 170772)
- 155 Friar Street – change of use to provide 3 residential units (App Ref: 151500)
- 156-158 Friar Street – change of use to provide 6 residential units (App Ref: 130814)
- 159 Friar Street – change of use to provide 6 residential units
- 160-163 Friar Street – change of use to provide 28 residential units (App Ref: 160212)
- 173-174 Friar Street – change of use to provide 20 residential units (App Ref: 220579)

3.4.4. Each of the applications were granted planning permission with RBC concluding that car free residential units were acceptable due to the highly sustainable location of the sites within Reading's Zone 1 Central

Core Area. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.

3.4.5. Table 4 shows that there are numerous car parks within walking distance of the site that could accommodate any visitor parking demand should they be unable to travel by active modes or public transport. Should a resident require a car parking space for any reason they could look to purchase a season ticket to park in a town centre car park. However, it is highly likely that occupiers of the proposed development will not be car owners on the basis it is a car free development.

3.4.6. Notably the 2011 Census shows that approximately 75% of all residents within the MSOA do not own a car. As such it is clear that residents in the area are able to successfully live without the need to own a car. The development will be marketed as car-free to future residents and consequently would not appeal to car owning residents.

1.1.1. There are circa 18 car club vehicles consented or already operational within walking distance of the site, which will offer potential residents the opportunity to use a car on an ad-hoc basis without the need for owning a vehicle for specific trips where alternative modes would not be suitable.

1.1.2. RBC declared a Climate Emergency in February 2019 with goals which seek to invest in and promote more sustainable modes of transport including walking, cycling, public transport and the use of car clubs. Given the highly accessible location of the site, it would be counter to this objective to provide on-site parking when measures are in place to prevent any on-street parking overspill. The site is entirely suitable and in an optimum location for car free development.

3.5. Cycle Parking Provision

3.5.1. RBC provide minimum cycle parking standards within their Revised Parking Standards and Design SPD, which requires cycle parking to be provided at a rate of 0.5 spaces per 1-2 bed flats. When applying the standards to the proposed accommodation schedule, a minimum of four cycle parking spaces are required for the residential units.

3.5.2. Given the car-free nature of the proposals, the proposed development will provide in excess of the proposed standard with a total of seven cycle parking spaces (1 cycle parking space per dwelling).

3.5.3. Due to the site constraints, it is not possible to provide the cycle parking at ground floor level and therefore half of the dwellings have dedicated cycle storage within their apartments, with suitable lift access. The remaining apartments will have access to dedicated cycle parking within the basement, also with suitable lift access.

3.5.4. The existing office units do not have any dedicated cycle parking. The proposals involve the provision of two dedicated cycle parking spaces within the rear courtyard for use by employees and this is a significant improvement compared with the existing facilities.

3.5.5. As mentioned previously, the Reading bicycle hub will also be located within a 5-minute walk from the site, providing an alternative cycle storage option.

3.6. Deliveries and Servicing

3.6.1. Deliveries to the office units will reduce from the existing given the reduction in floor area .

3.6.2. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and

- Removals vehicles.

3.6.3. It is of note that the types of delivery and servicing trips outlined above are already operating at neighbouring residential sites in the local area. Given the change of use from commercial to residential, it is not expected that the number of deliveries per day will significantly exceed that previously experienced.

3.6.4. It is proposed that servicing is taken from Station Road from the dedicated off-street loading bay on the eastern side of the carriageway located approximately 50m to the south of the site, shown in Figure 6.

3.6.5. It has been confirmed with RBC's Recycling and Enforcement Officer (**Appendix B**) that given the constraints of the site a weekly sack collection could take place with no dedicated bin store. In accordance with the advice, all sacks would be presented on Station Road no later than 6am on the collection day and no earlier than 7pm the night before. All residential units have been provided with adequate internal storage space for their rubbish.

3.6.6. Given the town centre location, it is likely that some deliveries, such as takeaway deliveries, could be kept to a minimum as residents are more likely to walk to collect. In addition, many urban areas use smaller vehicles such as mopeds and cycles for local deliveries (as would often be the case here) which reduce the number of larger delivery vehicles.

3.6.7. Other deliveries, such as Amazon deliveries, can often be delivered to Amazon / InPost Lockers and a collect + service is provided from the customer service desk in The Oracle, which are available throughout the town centre in close proximity to the site.

4. Trip Generation

4.1. Context

4.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS (Version 7.9.3) database has been interrogated to determine the likely trip generation of the proposed development and demonstrate that it will have no detrimental impact on the existing highway network.

4.2. Existing Trip Generation

4.2.1. The existing site comprises c. 696sqm (GIA) of office floor space across six floors, which are all occupied by one tenant. The TRICS database has been examined to establish the total trips which could be generated by the office use at the site. The following parameters have been used, with the full TRICS outputs presented in **Appendix C**:

- Employment, Office Use Class;
- Multi-modal surveys;
- Sites located in England only (with sites in Greater London excluded);
- GFA 175-1,500sqm;
- Surveys undertaken Monday-Friday only;
- Town Centre or Edge of Town Centre locations only.

4.2.2. The person trip rates and respective trip generation of the existing 696sqm office is outlined in Table 7.

Table 7 – Existing Office Trip Rates and Generation

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Person Trip Rate (per 100sqm)	4.439	0.262	4.701	0.237	2.863	3.100	16.890	16.989	33.879
Office Person Trips (696sqm)	31	2	33	2	20	22	118	118	236

1.1.3. Table 7 demonstrates that the existing office has the potential to generate 33 two-way person trips in the AM peak, 22 two-way person trips in the PM peak and 236 two-way person trips over a 12-hour period. Table 8 provides the modal split, using 2011 Census Data for the Reading 011 MSOA (Table 5), and associated trip generation for the existing office development.

Table 8 – Existing Office Multi Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	5	0	5	0	3	3	40	17.0%
Bus	6	0	6	0	4	4	42	18.0%
Taxi	0	0	0	0	0	0	0	0.0%
Motorcycle	0	0	0	0	0	0	2	1.0%
Car Driver	12	1	13	1	8	9	90	38.0%
Car Passenger	1	0	1	0	1	1	10	4.0%
Bicycle	1	0	1	0	1	1	10	4.0%
On Foot	6	1	7	1	3	4	42	18.0%
Other	0	0	0	0	0	0	0	0.0%
TOTAL	**31**	**2**	**33**	**2**	**20**	**22**	**236**	**100.0%**

4.2.3. Given the car free nature of the existing office, the car driver and car passenger trips have been redistributed to sustainable modes with a nominal 1% retained to account for any servicing trips (albeit it for the office use employees could have used public car parking). The redistributed multi-modal trip rates are shown in Table 9.

Table 9 – Existing Office Multi Modal Trip Generation (Car Free)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	8	0	8	0	6	6	68	29.0%
Bus	10	1	11	1	6	7	72	30.7%
Taxi	0	0	0	0	0	0	0	0.0%
Motorcycle	1	0	1	0	0	0	6	1.7%
Car Driver	0	0	0	0	0	0	2	1.0%
Car Passenger	0	0	0	0	0	0	0	0.0%
Bicycle	2	0	2	0	2	2	16	6.8%
On Foot	10	1	11	1	6	7	72	30.7%
Other	0	0	0	0	0	0	0	0.0%
TOTAL	**31**	**2**	**33**	**2**	**20**	**22**	**236**	**100.0%**

4.2.4. The existing office site is anticipated to produce a total of 33 two-way person trips during the AM peak hour (08:00-09:00) of which 11 would be undertaken on-foot, 11 by bus, eight by rail, two by cycle and one by motorcycle. During the PM peak hour (17:00-18:00) a total of 22 two-way trips are anticipated including seven on-foot, seven by bus, six by rail and two by cycle.

4.3. Proposed Development

Proposed Office

4.3.1. The proposed development comprises the reduction of the existing office floor area to 236 sqm (GIA). The same trip rates as the existing office have been used to calculate the proposed trip generation.

4.3.2. The person trip rates and respective trip generation of the proposed 236sqm office is outlined in Table 7.

Table 10 – Proposed Office Trip Rates and Generation

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Person Trip Rate (per 100sqm)	4.439	0.262	4.701	0.237	2.863	3.100	16.890	16.989	33.879
Office Person Trips (236sqm)	10	1	11	1	7	8	40	40	80

1.1.4. Table 7 demonstrates that the proposed office has the potential to generate 11 two-way person trips in the AM peak, eight two-way person trips in the PM peak and 80 two-way person trips over a 12-hour period. Table 8 provides the modal split, using 2011 Census Data for the Reading 011F LSOA (Table 5), and associated trip generation for the proposed office development.

Table 11 – Proposed Office Multi Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	2	0	2	0	1	1	14	17.0%
Bus	2	0	2	0	1	1	14	18.0%
Taxi	0	0	0	0	0	0	0	0.0%
Motorcycle	0	0	0	0	0	0	0	1.0%
Car Driver	4	0	4	0	3	3	30	38.0%
Car Passenger	0	0	0	0	0	0	4	4.0%
Bicycle	0	0	0	0	1	1	4	4.0%
On Foot	2	1	3	1	1	2	14	18.0%
Other	0	0	0	0	0	0	0	0.0%
TOTAL	**10**	**1**	**11**	**1**	**7**	**8**	**80**	**100.0%**

4.3.3. Given the car free nature of the existing office, the car driver and car passenger trips have been redistributed to sustainable modes with a nominal 1% retained to account for any servicing trips. The redistributed multi-modal trip rates are shown in Table 9.

Table 12 – Proposed Office Multi Modal Trip Generation (Car Free)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	3	0	3	0	2	2	24	29.0%
Bus	3	0	3	0	2	2	24	30.7%
Taxi	0	0	0	0	0	0	0	0.0%
Motorcycle	0	0	0	0	0	0	2	1.7%
Car Driver	0	0	0	0	0	0	0	1.0%
Car Passenger	0	0	0	0	0	0	0	0.0%
Bicycle	1	0	1	0	1	1	6	6.8%
On Foot	3	1	4	1	2	3	24	30.7%
Other	0	0	0	0	0	0	0	0.0%
TOTAL	**10**	**1**	**11**	**1**	**7**	**8**	**80**	**100.0%**

4.3.4. The proposed office site is anticipated to produce a total of 11 two-way person trips during the AM peak hour (08:00-09:00) of which four would be undertaken on-foot, three by bus, three by rail and one by cycle. During the PM peak hour (17:00-18:00) a total of eight two-way trips are anticipated including three on-foot, two by bus, two by rail and one by cycle.

Proposed Residential

4.3.5. The proposed development comprises seven residential units. The TRICS database has been interrogated to obtain trip rates for C3 private residential flats in locations with similar characteristics. The following parameters have been used, with the full TRICS outputs presented in **Appendix D**:

- Residential - Flats Privately Owned;
- Multi-modal Surveys;
- Sites located in England and Wales only (with sites in Greater London excluded);
- 0-50 Units;
- Surveys undertaken Monday-Friday only;
- Town Centre or Edge of Town Centre locations only.

4.3.6. Table 13 summarises the resulting person trips rates and trip generation for the proposed residential aspect of the development.

Table 13 – Proposed Residential Person Trip Generation

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Person Trip Rate (per dwelling)	0.182	0.424	0.606	0.434	0.293	0.727	2.718	2.909	5.627
Person Trips (7 Units)	1	3	4	3	2	5	19	20	39

4.3.7. The proposed development is anticipated to generate four two-way person trips in the AM Peak period, five two-way trips in the PM Peak period and 39 two-way person trips per day. Using the person trips outlined above and the Census 2021 Journey to Work data for the Reading 019B LSOA presented in Table 5, excluding the work from home category to present a robust, worst-case assessment, the modal split for the residential flats has been calculated as shown in Table 14.

Table 14 – Proposed Residential Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	0	1	1	1	1	2	8	19%
Bus	0	0	0	0	0	0	7	15%
Taxi	0	0	0	0	0	0	0	1%
Motorcycle	0	0	0	0	0	0	0	0%
Car Driver	0	1	1	1	0	1	10	25%
Car Passenger	0	0	0	0	0	0	2	4%
Bicycle	0	0	0	0	0	0	0	2%
On Foot	1	1	2	1	1	2	12	32%
Other	0	0	0	0	0	0	0	2%
TOTAL	**1**	**3**	**4**	**3**	**2**	**5**	**39**	**100%**

4.3.8. As the proposed residential development is to be car free, the car driver and car passenger trips have been redistributed to sustainable modes with a nominal 1% retained to account for any servicing trips. The redistributed multi-modal trip rates are shown in Table 15.

Table 15 – Proposed Residential Multi-Modal Trip Generation (Car Free)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily	Census Modal Split
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way		
Train	0	1	1	1	1	2	10	26%
Bus	0	1	1	1	0	1	8	21%
Taxi	0	0	0	0	0	0	0	1%
Motorcycle	0	0	0	0	0	0	0	0%
Car Driver	0	0	0	0	0	0	0	1%
Car Passenger	0	0	0	0	0	0	0	0%
Bicycle	0	0	0	0	0	0	2	3%
On Foot	1	1	2	1	1	2	18	45%
Other	0	0	0	0	0	0	1	3%
TOTAL	**1**	**3**	**4**	**3**	**2**	**5**	**39**	**100%**

4.3.9. The proposed residential aspect of the development is anticipated to produce a total of four two-way person trips during the AM peak hour (08:00-09:00) of which two would be undertaken on-foot, one by train and one by bus.

4.3.10. During the PM peak hour (17:00-18:00) a total of five two-way trips are anticipated including two on-foot, two by train and one by bus.

Total Proposed

4.3.11. Table 16 summarises the total proposed multi-modal trip generation.

Table 16 – Total Proposed Development Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	3	1	4	1	3	4	17	17	34
Bus	3	1	4	1	2	3	16	16	32
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	1	2
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	1	0	1	0	1	1	4	4	8
On Foot	4	2	6	2	3	5	21	21	42
Other	0	0	0	0	0	0	0	1	1
TOTAL	**11**	**4**	**15**	**4**	**9**	**13**	**59**	**60**	**119**

1.1.5. Table 16 demonstrates that the proposed development is anticipated to produce a total of 15 two-way person trips during the AM peak hour (08:00-09:00) of which six would be undertaken on-foot, four by train, four by bus and one by cycle.

1.1.6. During the PM peak hour (17:00-18:00) a total of 13 two-way trips are anticipated including five on-foot, four by train, three by bus and one by bicycle.

4.4. Net Impact

4.4.1. To determine the net change in trips as a result of the proposed development, a comparison of the multi-modal trip generation of the existing site (Table 9) and the proposed site (Table 16) has been undertaken. A summary of the net change in trips across all modes has been provided below in Table 17.

Table 17 – Net Change in Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Train	-5	1	-4	1	-3	-2	-17	-17	-34
Bus	-7	0	-7	0	-4	-4	-20	-20	-40
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	-1	0	-1	0	0	0	-2	-2	-4
Car Driver	0	0	0	0	0	0	-1	-1	-2
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	-1	0	-1	0	-1	-1	-4	-4	-8
On Foot	-6	1	-5	1	-3	-2	-15	-15	-30
Other	0	0	0	0	0	0	0	1	1
TOTAL	**-20**	**2**	**-18**	**2**	**-11**	**-9**	**-59**	**-58**	**-117**

4.4.2. Table 17 demonstrates that the proposed redevelopment would result in a net decrease of 18 two-way person trips during the AM peak hour (08:00-09:00) and a decrease of nine two-way person trips during the PM peak hour (17:00-18:00) with an overall net reduction of 117 two-way person trips over the daily period. The proposals will therefore result in a benefit on the proposed local highway, pedestrian, cycle and public transport networks.

4.4.3. It has been demonstrated that the existing highway, pedestrian, cycle and public infrastructure is extensive and of high quality and is capable of supporting both the existing and proposed site uses.

4.5. Summary

4.5.1. The development proposals will result in a net decrease in trips by all modes on the local highway network, public transport network, and local walking and cycling infrastructure when compared with the existing/permitted use.

4.5.2. The car-free nature and accessible location of the proposal will ensure that the development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

5. Summary and Conclusions

5.1.1. Evoke has been commissioned by Faye and Yara Ltd to produce a Transport Statement to support a full planning application for the change of use of the first, second, third and fourth floors from office space to residential accommodation, with the retention of the ground and lower ground floors as commercial offices at 13-15 Station Road, Reading.

5.1.2. The proposals include the change of use of the first, second, third and fourth floors to provide seven residential flats. The existing lower-ground and ground floors will remain unchanged, providing 236sqm of office use.

5.1.3. It is evident that the site is in a highly accessible town-centre location with a range of active and sustainable modes of transport on offer which would cater for future end-users and visitor journeys to and from the site. The accessible nature of the site is reflected in the 2011 Census modal share which shows a high proportion of trips (74% of resident population and 57% of workplace population) made by sustainable modes, with a low car ownership use of just 0.35 per household on average.

5.1.4. Even if there were a short term need for car parking (visitor parking for example) there are over 4,000 public car parking spaces available within a 10 minute walk distance of the site, providing a range of off-site car parking options for future site users.

5.1.5. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.

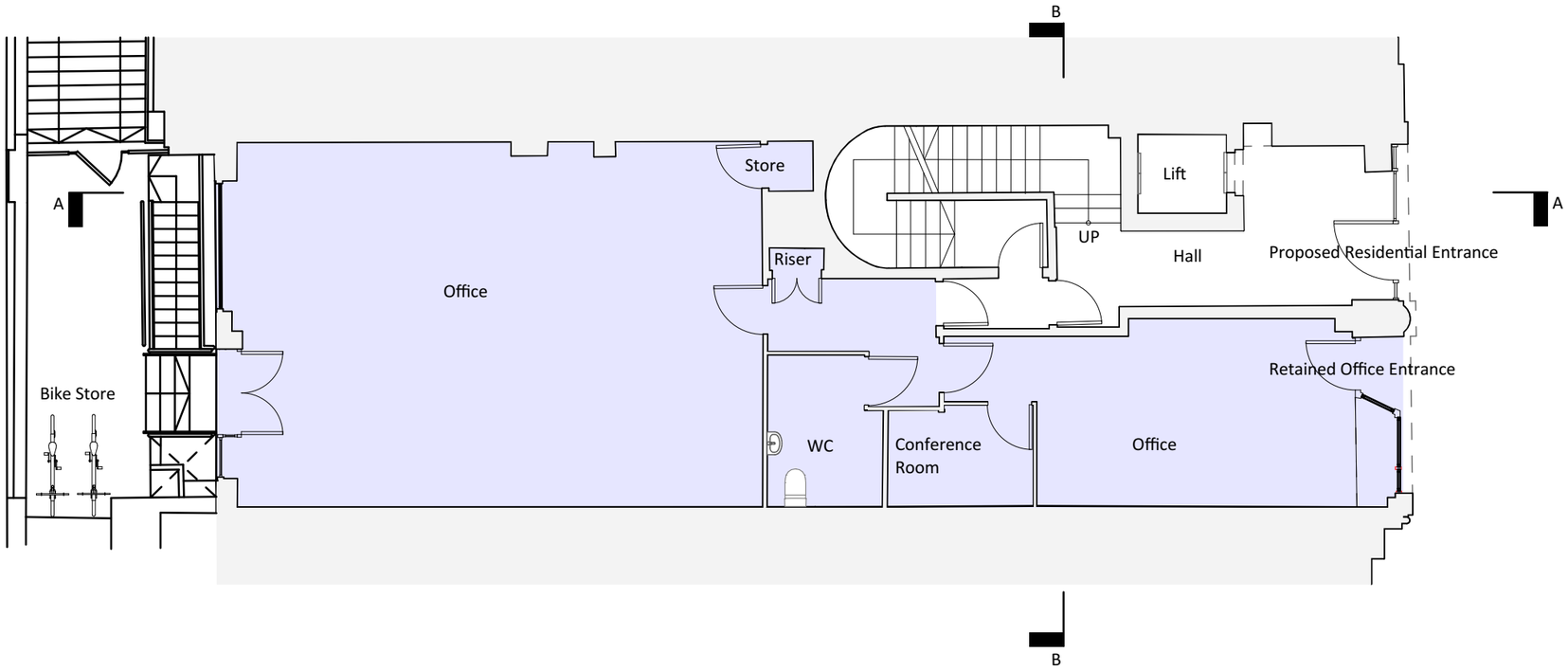
5.1.6. The site is proposed to be car-free, owing to the highly accessible nature of the location and the availability of both on and off-street public car parking in close proximity to the site, including disabled parking bays and the availability of car clubs within Reading. Further, RBC have consented numerous residential and commercial schemes within the area as car-free and therefore agrees with the principles of car-free development in this area.

5.1.7. Access arrangements are proposed to remain as existing. Cycle parking is proposed to be provided in excess of RBC's standards, with one cycle parking space per dwelling. In addition, cycle parking will be provided for the office within the rear courtyard. Currently there are no formal cycle facilities provided on the site and the formal provision is a major benefit of the site.

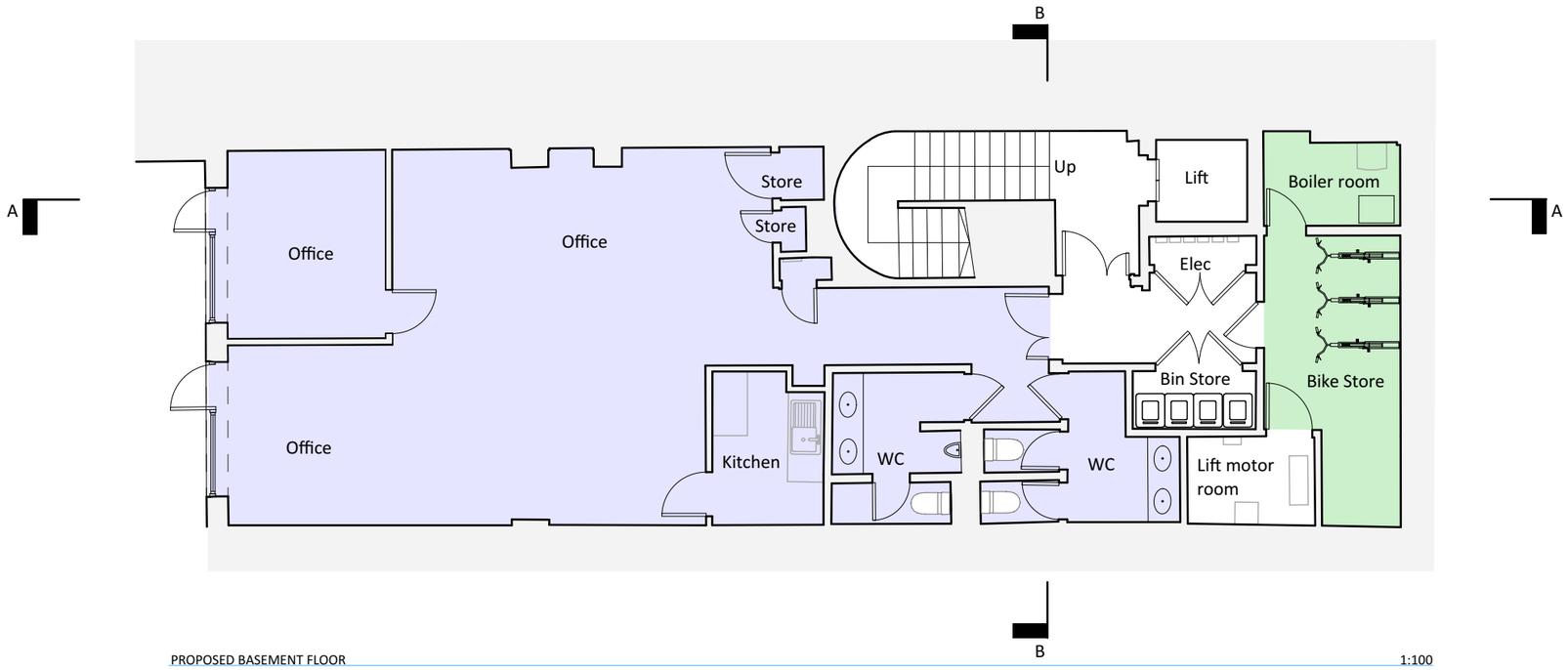
5.1.8. Refuse collection is proposed to be undertaken from Station Road, with a weekly on-street sack collection agreed with RBC, in accordance with neighbouring residential dwellings arrangements. The number of servicing vehicles will reduce compared to the site's existing/permitted use, particularly noting the reduction in commercial floor space and given the town centre location of the site, where residents can benefit from facilities such as Amazon Lockers and the post office along Broad Street.

5.1.9. The development proposals will result in a net decrease in trips by all modes of travel on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF. Further, the car-free nature of the proposal will ensure that the development will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda and RBC's Local Plan.

Appendix A – Proposed Layout Plans



PROPOSED GROUND FLOOR 1:100



PROPOSED BASEMENT FLOOR 1:100

N

0 1 2 3 4 5

Project	**13-15 Station Road** Station Road, Reading	Drawing	**Proposed Floorplans 01**	Status	**Planning**
		Scale	**1:100** @ A3		
		Date	24/11/2022		
Client	**Faye and Yara Limited**	Drawn by	JS	Drawing Number	**2209 - PL09**

iB Architects

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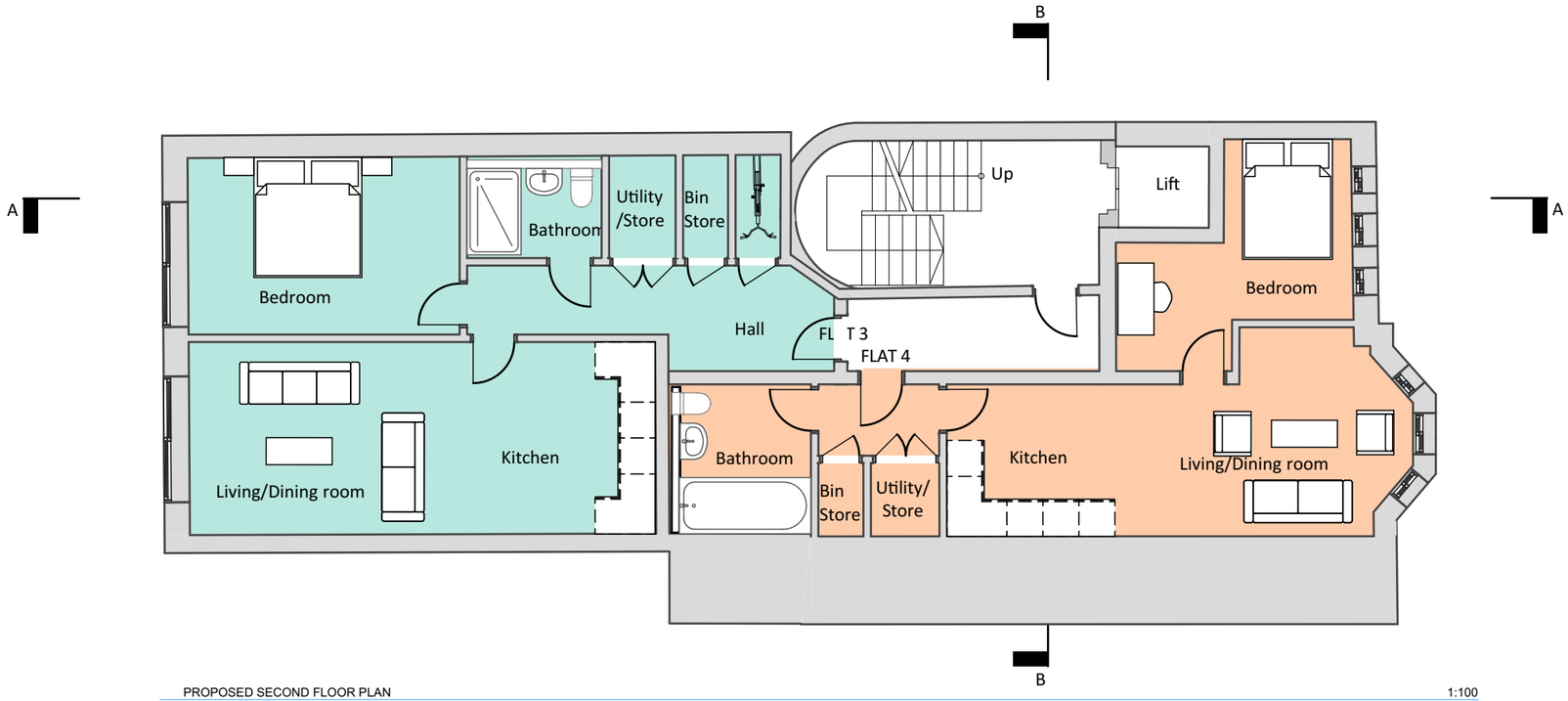
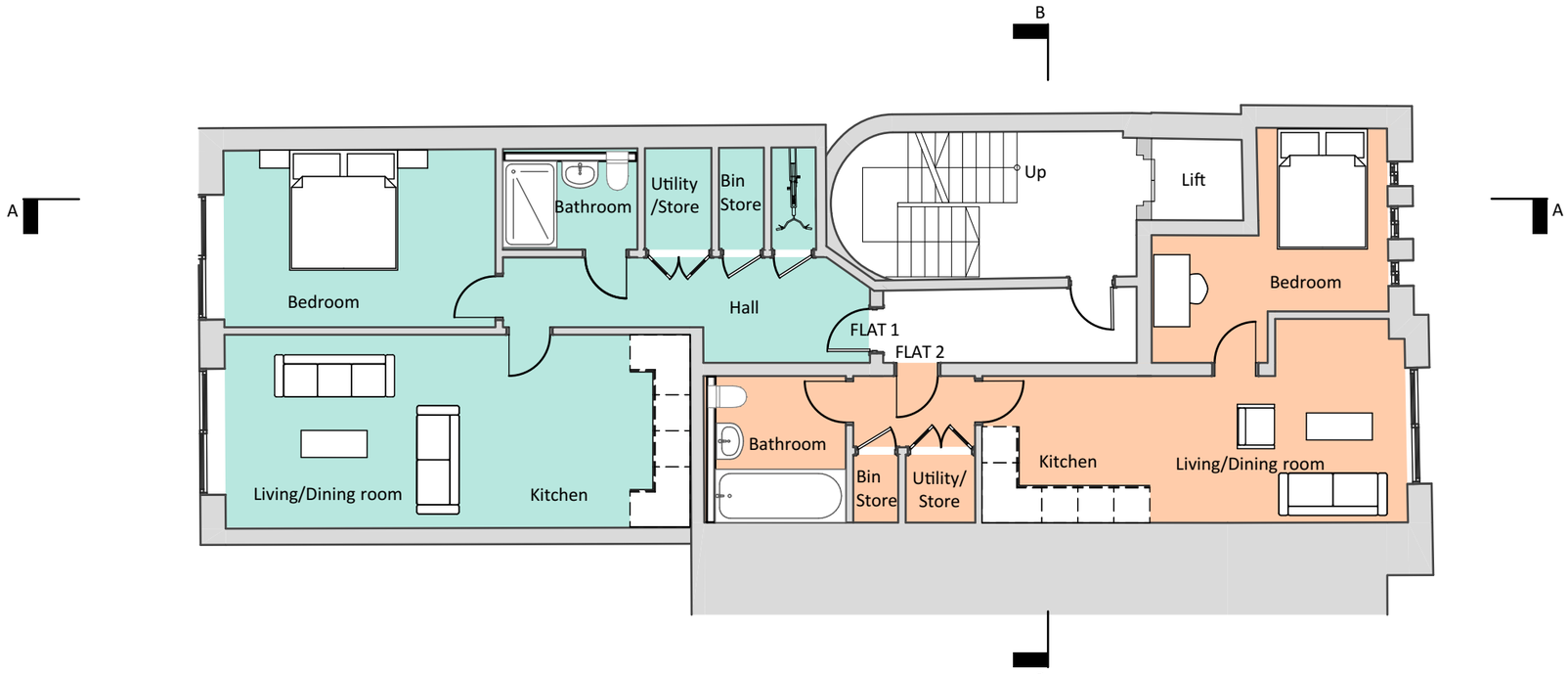


PROPOSED SECOND FLOOR PLAN 1:100



PROPOSED FIRST FLOOR PLAN 1:100

N

0 1 2 3 4 5

Project	**13-15 Station Road** Station Road, Reading	Drawing	**Proposed Floorplans 02**	Status	**Planning**
		Scale	**1:100** @ A3		
		Date	24/11/2022		
Client	**Faye and Yara Limited**	Drawn by	JS	Drawing Number	**2209 - PL 10**

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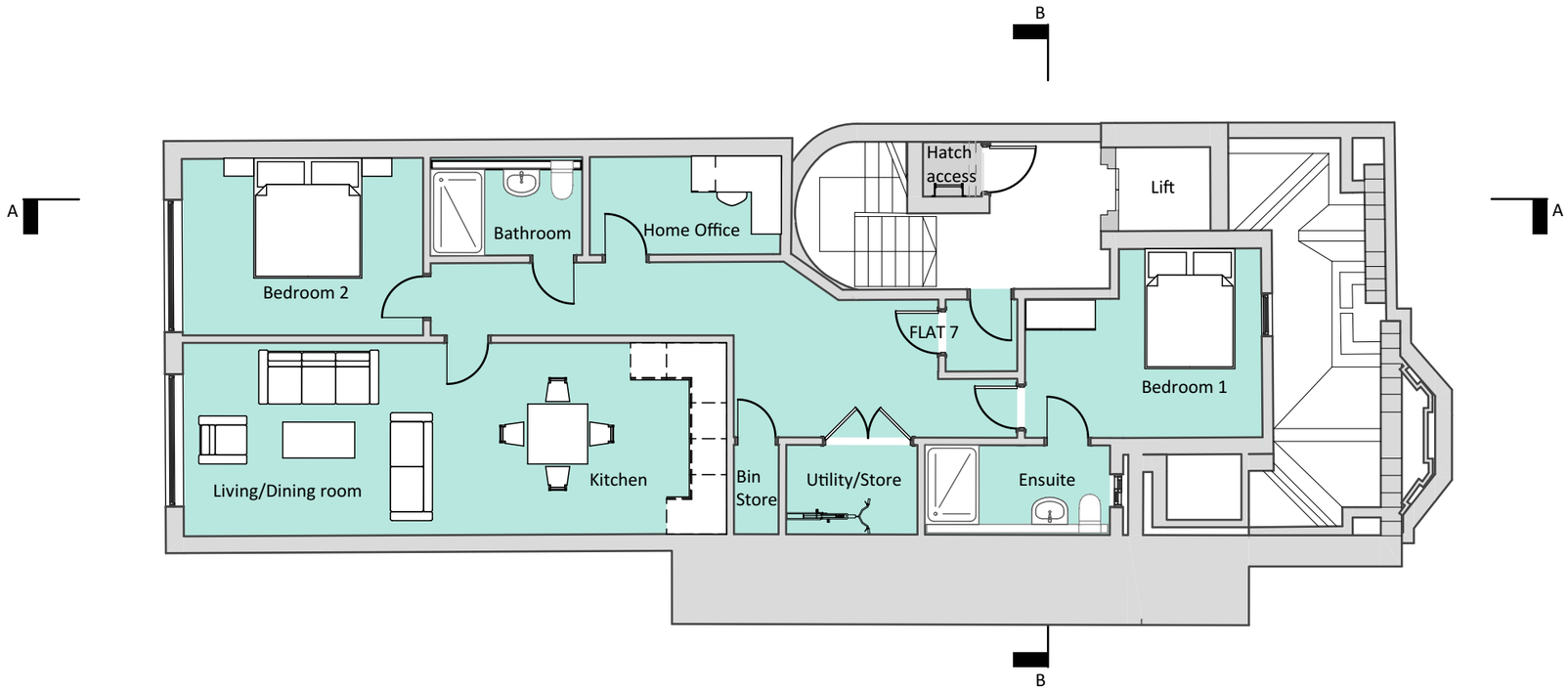
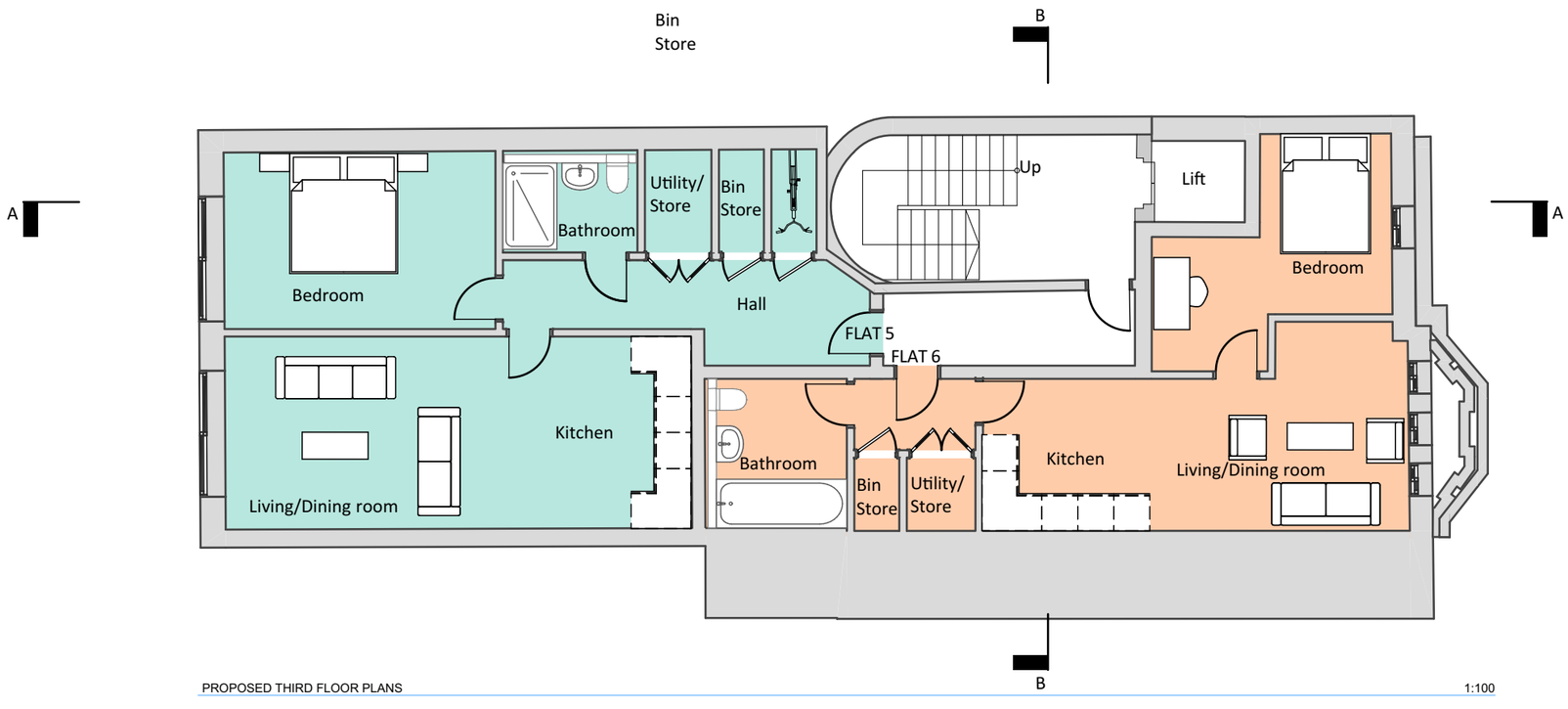


PROPOSED FOURTH FLOOR PLAN 1:100



PROPOSED THIRD FLOOR PLANS 1:100

N

0 1 2 3 4 5

Project	**13-15 Station Road** Station Road, Reading	Drawing	**Proposed Floorplans 03**	Status	**Planning**
		Scale	**1:100** @ A3		
		Date	24/11/2022		
Client	**Faye and Yara Limited**	Drawn by	JS	Drawing Number	**2209 - PL 11**

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Appendix B – Correspondence with RBC Recycling and Enforcement Officer

Olivia Hennessy

From: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Sent: 11 November 2022 17:16
To: Olivia Hennessy
Subject: RE: Station Road

Hi Olivia,

There is currently a sack collection on Station Road that operates weekly on a Tuesday morning.

If there is no external storage space for waste to be stored, will there be space within the properties for waste to be stored between collections? Residents would not be permitted to place bags on the street outside of the collection time period. In some cases we have found that where residents do not have adequate internal storage space for their rubbish, the bags get put out on the street as soon as they are full. This could leave residents subject to penalty notices for unauthorised disposal of waste, and would result in a general untidy appearance outside of the flats.

I look forward to hearing from you.

Kind regards,

Holly Tough
Senior Recycling and Enforcement Officer
Environmental and Commercial Services | Economic Growth and Neighbourhoods Directorate

Reading Borough Council
19 Bennet Road
Reading
RG2 0QX

0118 937 3875 (Internal 73875)
Holly.Tough@reading.gov.uk

Website | **Facebook** | **Twitter** | **YouTube** | **Instagram** | **LinkedIn**

Reading Borough Council
Working better with you

From: Olivia Hennessy <o.hennessy@evoketransport.co.uk>
Sent: 08 November 2022 09:30
To: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Subject: RE: Station Road

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

I believe these would be council tax paying.

Kind regards

Olivia Hennessy

SENIOR CONSULTANT

Phone: + 44 118 380 0182
Direct: + 44 118 380 0163
Mobile: + 44 795 142 5452
Email: o.hennessy@evoketransport.co.uk
Website: www.evoketransport.co.uk
Address: Evoke Transport,
The White Building,
33 King's Road,
Reading, RG1 3AR

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From: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Sent: 25 October 2022 14:42
To: Olivia Hennessy <o.hennessy@evoketransport.co.uk>
Subject: RE: Station Road

Hi Olivia,

Will these be council tax paying, or will they be used as serviced apartments under business rates?

Kind regards,

Holly Tough
Senior Recycling and Enforcement Officer
Environmental and Commercial Services | Economic Growth and Neighbourhoods Directorate

Reading Borough Council
19 Bennet Road
Reading
RG2 0QX

0118 937 3875 (Internal 73875)
Holly.Tough@reading.gov.uk

Website | **Facebook** | **Twitter** | **YouTube** | **Instagram** | **LinkedIn**

Reading Borough Council
Working better with you

From: Olivia Hennessy <o.hennessy@evoketransport.co.uk>
Sent: 25 October 2022 10:35
To: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Subject: RE: Station Road

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

Hi Holly,

Please can you treat the development as confidential for now. The site is 13-15 Station Road, Reading.

Kind regards

Olivia Hennessy

SENIOR CONSULTANT

Phone: **+ 44 118 380 0182**
Direct: **+ 44 118 380 0163**
Mobile: **+ 44 795 142 5452**
Email: **o.hennessy@evoketransport.co.uk**
Website: **www.evoketransport.co.uk**
Address: **Evoke Transport,**
The White Building,
33 King's Road,
Reading, RG1 3AR

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From: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Sent: 25 October 2022 10:24
To: Olivia Hennessy <o.hennessy@evoketransport.co.uk>
Subject: RE: Station Road

Hi Olivia,

Please can you confirm the address for the development so I can take a look?

Kind regards,

Holly Tough
Senior Recycling and Enforcement Officer
Environmental and Commercial Services | Economic Growth and Neighbourhoods Directorate

Reading Borough Council
19 Bennet Road
Reading
RG2 0QX

0118 937 3875 (Internal 73875)
Holly.Tough@reading.gov.uk

Website | **Facebook** | **Twitter** | **YouTube** | **Instagram** | **LinkedIn**

From: Olivia Hennessy <o.hennessy@evoketransport.co.uk>
Sent: 21 October 2022 15:11
To: recyclingandenforcement <recyclingandenforcement@reading.gov.uk>
Subject: Station Road

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

We are working on a small scale residential conversion of first to fourth floor offices on Station Road, Reading to provide a maximum of 8 flats. We don't have room at ground floor level (where the existing commercial use will be retained) to provide a designated bin store and therefore I wanted to check if placing refuse sacks on-street on collection day (no earlier than 6pm on the day before collection) would be sufficient as I note this is the case for a number of town centre properties in Reading?

Many thanks in advance

Olivia

Olivia Hennessy

SENIOR CONSULTANT

Phone: **+ 44 118 380 0182**
Direct: **+ 44 118 380 0163**
Mobile: **+ 44 795 142 5452**
Email: **o.hennessy@evoketransport.co.uk**
Website: **www.evoketransport.co.uk**
Address: **Evoke Transport,**
The White Building,
33 King's Road,
Reading, RG1 3AR

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Appendix C – Office TRICS Output

Calculation Reference: AUDIT-708731-221124-1134

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	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: Gross floor area
Actual Range: 178 to 1500 (units: sqm)
Range Selected by User: 178 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 21/10/21

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

Selected survey days:

Wednesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	6

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 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	5 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	6 days

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

LIST OF SITES relevant to selection parameters

1 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

2 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

3 HF-02-A-03 OFFICE HERTFORDSHIRE
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY 16/10/13 Survey Type: MANUAL

4 KC-02-A-09 COUNCIL OFFICES KENT
SANDLING ROAD
MAIDSTONE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1500 sqm
Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

5 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

6 TW-02-A-01 RADIO STUDIOS TYNE & WEAR
CHURCH STREET
GATESHEAD

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 645 sqm
Survey date: WEDNESDAY 04/05/05 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-A-01	High Parking Provision
CB-02-A-02	High Parking Provision
NF-02-A-02	High Parking Provision
WK-02-A-01	High Parking Provision

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.110	5	726	0.028	5	726	0.138
07:30 - 08:00	5	726	0.496	5	726	0.028	5	726	0.524
08:00 - 08:30	6	635	1.051	6	635	0.079	6	635	1.130
08:30 - 09:00	6	635	1.839	6	635	0.236	6	635	2.075
09:00 - 09:30	6	635	1.024	6	635	0.473	6	635	1.497
09:30 - 10:00	6	635	0.499	6	635	0.420	6	635	0.919
10:00 - 10:30	6	635	0.394	6	635	0.184	6	635	0.578
10:30 - 11:00	6	635	0.236	6	635	0.158	6	635	0.394
11:00 - 11:30	6	635	0.236	6	635	0.236	6	635	0.472
11:30 - 12:00	6	635	0.368	6	635	0.473	6	635	0.841
12:00 - 12:30	6	635	0.079	6	635	0.289	6	635	0.368
12:30 - 13:00	6	635	0.368	6	635	0.263	6	635	0.631
13:00 - 13:30	6	635	0.210	6	635	0.210	6	635	0.420
13:30 - 14:00	6	635	0.289	6	635	0.210	6	635	0.499
14:00 - 14:30	6	635	0.210	6	635	0.289	6	635	0.499
14:30 - 15:00	6	635	0.236	6	635	0.184	6	635	0.420
15:00 - 15:30	6	635	0.263	6	635	0.210	6	635	0.473
15:30 - 16:00	6	635	0.158	6	635	0.289	6	635	0.447
16:00 - 16:30	6	635	0.210	6	635	0.972	6	635	1.182
16:30 - 17:00	6	635	0.210	6	635	1.418	6	635	1.628
17:00 - 17:30	6	635	0.184	6	635	0.972	6	635	1.156
17:30 - 18:00	6	635	0.053	6	635	0.972	6	635	1.025
18:00 - 18:30	5	726	0.028	5	726	0.083	5	726	0.111
18:30 - 19:00	5	726	0.055	5	726	0.083	5	726	0.138
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:			8.806			8.759			17.565

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 1500 (units: sqm)
Survey date date range:	01/01/00 - 21/10/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	4

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.000	5	726	0.000	5	726	0.000
07:30 - 08:00	5	726	0.000	5	726	0.000	5	726	0.000
08:00 - 08:30	6	635	0.000	6	635	0.000	6	635	0.000
08:30 - 09:00	6	635	0.000	6	635	0.000	6	635	0.000
09:00 - 09:30	6	635	0.000	6	635	0.000	6	635	0.000
09:30 - 10:00	6	635	0.000	6	635	0.000	6	635	0.000
10:00 - 10:30	6	635	0.000	6	635	0.000	6	635	0.000
10:30 - 11:00	6	635	0.000	6	635	0.000	6	635	0.000
11:00 - 11:30	6	635	0.000	6	635	0.000	6	635	0.000
11:30 - 12:00	6	635	0.000	6	635	0.000	6	635	0.000
12:00 - 12:30	6	635	0.000	6	635	0.000	6	635	0.000
12:30 - 13:00	6	635	0.053	6	635	0.053	6	635	0.106
13:00 - 13:30	6	635	0.000	6	635	0.000	6	635	0.000
13:30 - 14:00	6	635	0.000	6	635	0.000	6	635	0.000
14:00 - 14:30	6	635	0.000	6	635	0.000	6	635	0.000
14:30 - 15:00	6	635	0.000	6	635	0.000	6	635	0.000
15:00 - 15:30	6	635	0.000	6	635	0.000	6	635	0.000
15:30 - 16:00	6	635	0.026	6	635	0.026	6	635	0.052
16:00 - 16:30	6	635	0.000	6	635	0.000	6	635	0.000
16:30 - 17:00	6	635	0.000	6	635	0.000	6	635	0.000
17:00 - 17:30	6	635	0.053	6	635	0.053	6	635	0.106
17:30 - 18:00	6	635	0.000	6	635	0.000	6	635	0.000
18:00 - 18:30	5	726	0.000	5	726	0.000	5	726	0.000
18:30 - 19:00	5	726	0.000	5	726	0.000	5	726	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:			0.132			0.132			0.264

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 CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.000	5	726	0.000	5	726	0.000
07:30 - 08:00	5	726	0.028	5	726	0.000	5	726	0.028
08:00 - 08:30	6	635	0.079	6	635	0.000	6	635	0.079
08:30 - 09:00	6	635	0.000	6	635	0.000	6	635	0.000
09:00 - 09:30	6	635	0.000	6	635	0.000	6	635	0.000
09:30 - 10:00	6	635	0.000	6	635	0.000	6	635	0.000
10:00 - 10:30	6	635	0.000	6	635	0.000	6	635	0.000
10:30 - 11:00	6	635	0.000	6	635	0.000	6	635	0.000
11:00 - 11:30	6	635	0.000	6	635	0.000	6	635	0.000
11:30 - 12:00	6	635	0.000	6	635	0.000	6	635	0.000
12:00 - 12:30	6	635	0.000	6	635	0.000	6	635	0.000
12:30 - 13:00	6	635	0.000	6	635	0.000	6	635	0.000
13:00 - 13:30	6	635	0.000	6	635	0.000	6	635	0.000
13:30 - 14:00	6	635	0.000	6	635	0.000	6	635	0.000
14:00 - 14:30	6	635	0.000	6	635	0.000	6	635	0.000
14:30 - 15:00	6	635	0.000	6	635	0.000	6	635	0.000
15:00 - 15:30	6	635	0.000	6	635	0.000	6	635	0.000
15:30 - 16:00	6	635	0.000	6	635	0.000	6	635	0.000
16:00 - 16:30	6	635	0.000	6	635	0.026	6	635	0.026
16:30 - 17:00	6	635	0.000	6	635	0.026	6	635	0.026
17:00 - 17:30	6	635	0.000	6	635	0.026	6	635	0.026
17:30 - 18:00	6	635	0.000	6	635	0.000	6	635	0.000
18:00 - 18:30	5	726	0.000	5	726	0.000	5	726	0.000
18:30 - 19:00	5	726	0.000	5	726	0.000	5	726	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:			0.107			0.078			0.185

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.110	5	726	0.028	5	726	0.138
07:30 - 08:00	5	726	0.551	5	726	0.055	5	726	0.606
08:00 - 08:30	6	635	1.208	6	635	0.000	6	635	1.208
08:30 - 09:00	6	635	2.023	6	635	0.184	6	635	2.207
09:00 - 09:30	6	635	1.077	6	635	0.499	6	635	1.576
09:30 - 10:00	6	635	0.499	6	635	0.420	6	635	0.919
10:00 - 10:30	6	635	0.394	6	635	0.184	6	635	0.578
10:30 - 11:00	6	635	0.263	6	635	0.158	6	635	0.421
11:00 - 11:30	6	635	0.263	6	635	0.236	6	635	0.499
11:30 - 12:00	6	635	0.473	6	635	0.499	6	635	0.972
12:00 - 12:30	6	635	0.079	6	635	0.394	6	635	0.473
12:30 - 13:00	6	635	0.447	6	635	0.289	6	635	0.736
13:00 - 13:30	6	635	0.210	6	635	0.236	6	635	0.446
13:30 - 14:00	6	635	0.315	6	635	0.236	6	635	0.551
14:00 - 14:30	6	635	0.210	6	635	0.341	6	635	0.551
14:30 - 15:00	6	635	0.263	6	635	0.184	6	635	0.447
15:00 - 15:30	6	635	0.341	6	635	0.210	6	635	0.551
15:30 - 16:00	6	635	0.131	6	635	0.341	6	635	0.472
16:00 - 16:30	6	635	0.184	6	635	0.998	6	635	1.182
16:30 - 17:00	6	635	0.158	6	635	1.576	6	635	1.734
17:00 - 17:30	6	635	0.131	6	635	1.103	6	635	1.234
17:30 - 18:00	6	635	0.053	6	635	1.156	6	635	1.209
18:00 - 18:30	5	726	0.028	5	726	0.138	5	726	0.166
18:30 - 19:00	5	726	0.055	5	726	0.083	5	726	0.138
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:			9.466			9.548			19.014

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.000	5	726	0.000	5	726	0.000
07:30 - 08:00	5	726	0.138	5	726	0.055	5	726	0.193
08:00 - 08:30	6	635	0.184	6	635	0.026	6	635	0.210
08:30 - 09:00	6	635	0.552	6	635	0.053	6	635	0.605
09:00 - 09:30	6	635	0.315	6	635	0.053	6	635	0.368
09:30 - 10:00	6	635	0.158	6	635	0.158	6	635	0.316
10:00 - 10:30	6	635	0.158	6	635	0.210	6	635	0.368
10:30 - 11:00	6	635	0.079	6	635	0.368	6	635	0.447
11:00 - 11:30	6	635	0.368	6	635	0.026	6	635	0.394
11:30 - 12:00	6	635	0.131	6	635	0.079	6	635	0.210
12:00 - 12:30	6	635	0.210	6	635	1.602	6	635	1.812
12:30 - 13:00	6	635	1.366	6	635	1.629	6	635	2.995
13:00 - 13:30	6	635	0.946	6	635	0.893	6	635	1.839
13:30 - 14:00	6	635	1.077	6	635	0.289	6	635	1.366
14:00 - 14:30	6	635	0.578	6	635	0.000	6	635	0.578
14:30 - 15:00	6	635	0.026	6	635	0.105	6	635	0.131
15:00 - 15:30	6	635	0.053	6	635	0.026	6	635	0.079
15:30 - 16:00	6	635	0.026	6	635	0.026	6	635	0.052
16:00 - 16:30	6	635	0.053	6	635	0.184	6	635	0.237
16:30 - 17:00	6	635	0.026	6	635	0.368	6	635	0.394
17:00 - 17:30	6	635	0.026	6	635	0.184	6	635	0.210
17:30 - 18:00	6	635	0.026	6	635	0.158	6	635	0.184
18:00 - 18:30	5	726	0.000	5	726	0.000	5	726	0.000
18:30 - 19:00	5	726	0.000	5	726	0.138	5	726	0.138
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:			6.496			6.630			13.126

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.028	5	726	0.000	5	726	0.028
07:30 - 08:00	5	726	0.193	5	726	0.000	5	726	0.193
08:00 - 08:30	6	635	0.131	6	635	0.000	6	635	0.131
08:30 - 09:00	6	635	0.263	6	635	0.000	6	635	0.263
09:00 - 09:30	6	635	0.184	6	635	0.000	6	635	0.184
09:30 - 10:00	6	635	0.000	6	635	0.000	6	635	0.000
10:00 - 10:30	6	635	0.000	6	635	0.000	6	635	0.000
10:30 - 11:00	6	635	0.000	6	635	0.000	6	635	0.000
11:00 - 11:30	6	635	0.000	6	635	0.000	6	635	0.000
11:30 - 12:00	6	635	0.000	6	635	0.026	6	635	0.026
12:00 - 12:30	6	635	0.000	6	635	0.000	6	635	0.000
12:30 - 13:00	6	635	0.000	6	635	0.000	6	635	0.000
13:00 - 13:30	6	635	0.000	6	635	0.000	6	635	0.000
13:30 - 14:00	6	635	0.000	6	635	0.000	6	635	0.000
14:00 - 14:30	6	635	0.000	6	635	0.000	6	635	0.000
14:30 - 15:00	6	635	0.000	6	635	0.026	6	635	0.026
15:00 - 15:30	6	635	0.026	6	635	0.000	6	635	0.026
15:30 - 16:00	6	635	0.000	6	635	0.026	6	635	0.026
16:00 - 16:30	6	635	0.000	6	635	0.210	6	635	0.210
16:30 - 17:00	6	635	0.000	6	635	0.210	6	635	0.210
17:00 - 17:30	6	635	0.000	6	635	0.184	6	635	0.184
17:30 - 18:00	6	635	0.000	6	635	0.053	6	635	0.053
18:00 - 18:30	5	726	0.000	5	726	0.000	5	726	0.000
18:30 - 19:00	5	726	0.000	5	726	0.000	5	726	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:			0.825			0.735			1.560

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): 1.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	726	0.138	5	726	0.028	5	726	0.166
07:30 - 08:00	5	726	0.909	5	726	0.110	5	726	1.019
08:00 - 08:30	6	635	1.602	6	635	0.026	6	635	1.628
08:30 - 09:00	6	635	2.837	6	635	0.236	6	635	3.073
09:00 - 09:30	6	635	1.576	6	635	0.552	6	635	2.128
09:30 - 10:00	6	635	0.657	6	635	0.578	6	635	1.235
10:00 - 10:30	6	635	0.552	6	635	0.394	6	635	0.946
10:30 - 11:00	6	635	0.341	6	635	0.525	6	635	0.866
11:00 - 11:30	6	635	0.630	6	635	0.263	6	635	0.893
11:30 - 12:00	6	635	0.604	6	635	0.604	6	635	1.208
12:00 - 12:30	6	635	0.289	6	635	1.996	6	635	2.285
12:30 - 13:00	6	635	1.812	6	635	1.918	6	635	3.730
13:00 - 13:30	6	635	1.156	6	635	1.129	6	635	2.285
13:30 - 14:00	6	635	1.392	6	635	0.525	6	635	1.917
14:00 - 14:30	6	635	0.788	6	635	0.341	6	635	1.129
14:30 - 15:00	6	635	0.289	6	635	0.315	6	635	0.604
15:00 - 15:30	6	635	0.420	6	635	0.236	6	635	0.656
15:30 - 16:00	6	635	0.158	6	635	0.394	6	635	0.552
16:00 - 16:30	6	635	0.236	6	635	1.418	6	635	1.654
16:30 - 17:00	6	635	0.184	6	635	2.180	6	635	2.364
17:00 - 17:30	6	635	0.158	6	635	1.497	6	635	1.655
17:30 - 18:00	6	635	0.079	6	635	1.366	6	635	1.445
18:00 - 18:30	5	726	0.028	5	726	0.138	5	726	0.166
18:30 - 19:00	5	726	0.055	5	726	0.220	5	726	0.275
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:			16.890			16.989			33.879

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 D – Residential TRICS Output

Calculation Reference: AUDIT-708731-221124-1125

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	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: 12 to 40 (units:)
Range Selected by User: 6 to 50 (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: 01/01/00 to 15/10/21

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
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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	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.

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	2 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	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-C-01 BLOCK OF FLATS CUMBRIA
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY 12/06/14 Survey Type: MANUAL

2 DC-03-C-01 BLOCKS OF FLATS DORSET
ABBOTSBURY ROAD
WEYMOUTH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY 08/07/08 Survey Type: MANUAL

3 GM-03-C-03 BLOCK OF FLATS GREATER MANCHESTER
FAIRFIELD STREET
MANCHESTER

Town Centre
Built-Up Zone
Total No of Dwellings: 20
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

4 WY-03-C-02 BLOCK OF FLATS WEST YORKSHIRE
KINGS MILL LANE
HUDDERSFIELD
ASPLEY
Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 12
Survey date: WEDNESDAY 13/09/06 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	COVID Survey
SS-03-C-01	High Parking Provision

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.79

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.061	4	25	0.111	4	25	0.172
08:00 - 09:00	4	25	0.081	4	25	0.172	4	25	0.253
09:00 - 10:00	4	25	0.051	4	25	0.061	4	25	0.112
10:00 - 11:00	4	25	0.051	4	25	0.091	4	25	0.142
11:00 - 12:00	4	25	0.061	4	25	0.051	4	25	0.112
12:00 - 13:00	4	25	0.030	4	25	0.040	4	25	0.070
13:00 - 14:00	4	25	0.101	4	25	0.091	4	25	0.192
14:00 - 15:00	4	25	0.051	4	25	0.051	4	25	0.102
15:00 - 16:00	4	25	0.091	4	25	0.061	4	25	0.152
16:00 - 17:00	4	25	0.141	4	25	0.091	4	25	0.232
17:00 - 18:00	4	25	0.141	4	25	0.131	4	25	0.272
18:00 - 19:00	4	25	0.111	4	25	0.101	4	25	0.212
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.971			1.052			2.023

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:	12 - 40 (units:)
Survey date date range:	01/01/00 - 15/10/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.010	4	25	0.010	4	25	0.020
08:00 - 09:00	4	25	0.000	4	25	0.010	4	25	0.010
09:00 - 10:00	4	25	0.000	4	25	0.000	4	25	0.000
10:00 - 11:00	4	25	0.000	4	25	0.000	4	25	0.000
11:00 - 12:00	4	25	0.010	4	25	0.010	4	25	0.020
12:00 - 13:00	4	25	0.010	4	25	0.010	4	25	0.020
13:00 - 14:00	4	25	0.000	4	25	0.000	4	25	0.000
14:00 - 15:00	4	25	0.000	4	25	0.000	4	25	0.000
15:00 - 16:00	4	25	0.010	4	25	0.010	4	25	0.020
16:00 - 17:00	4	25	0.010	4	25	0.000	4	25	0.010
17:00 - 18:00	4	25	0.010	4	25	0.000	4	25	0.010
18:00 - 19:00	4	25	0.000	4	25	0.010	4	25	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.000	4	25	0.000	4	25	0.000
08:00 - 09:00	4	25	0.000	4	25	0.000	4	25	0.000
09:00 - 10:00	4	25	0.000	4	25	0.000	4	25	0.000
10:00 - 11:00	4	25	0.010	4	25	0.010	4	25	0.020
11:00 - 12:00	4	25	0.000	4	25	0.000	4	25	0.000
12:00 - 13:00	4	25	0.000	4	25	0.000	4	25	0.000
13:00 - 14:00	4	25	0.000	4	25	0.000	4	25	0.000
14:00 - 15:00	4	25	0.000	4	25	0.000	4	25	0.000
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.000	4	25	0.000	4	25	0.000
17:00 - 18:00	4	25	0.000	4	25	0.000	4	25	0.000
18:00 - 19:00	4	25	0.000	4	25	0.000	4	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.010	4	25	0.010	4	25	0.020
08:00 - 09:00	4	25	0.000	4	25	0.000	4	25	0.000
09:00 - 10:00	4	25	0.000	4	25	0.000	4	25	0.000
10:00 - 11:00	4	25	0.000	4	25	0.000	4	25	0.000
11:00 - 12:00	4	25	0.000	4	25	0.000	4	25	0.000
12:00 - 13:00	4	25	0.000	4	25	0.020	4	25	0.020
13:00 - 14:00	4	25	0.000	4	25	0.010	4	25	0.010
14:00 - 15:00	4	25	0.000	4	25	0.000	4	25	0.000
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.000	4	25	0.000	4	25	0.000
17:00 - 18:00	4	25	0.020	4	25	0.010	4	25	0.030
18:00 - 19:00	4	25	0.000	4	25	0.000	4	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.050			0.080

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.051	4	25	0.131	4	25	0.182
08:00 - 09:00	4	25	0.121	4	25	0.192	4	25	0.313
09:00 - 10:00	4	25	0.051	4	25	0.061	4	25	0.112
10:00 - 11:00	4	25	0.061	4	25	0.111	4	25	0.172
11:00 - 12:00	4	25	0.081	4	25	0.091	4	25	0.172
12:00 - 13:00	4	25	0.061	4	25	0.051	4	25	0.112
13:00 - 14:00	4	25	0.121	4	25	0.141	4	25	0.262
14:00 - 15:00	4	25	0.071	4	25	0.051	4	25	0.122
15:00 - 16:00	4	25	0.121	4	25	0.071	4	25	0.192
16:00 - 17:00	4	25	0.182	4	25	0.091	4	25	0.273
17:00 - 18:00	4	25	0.131	4	25	0.172	4	25	0.303
18:00 - 19:00	4	25	0.141	4	25	0.091	4	25	0.232
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.193			1.254			2.447

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.020	4	25	0.111	4	25	0.131
08:00 - 09:00	4	25	0.061	4	25	0.212	4	25	0.273
09:00 - 10:00	4	25	0.051	4	25	0.071	4	25	0.122
10:00 - 11:00	4	25	0.091	4	25	0.141	4	25	0.232
11:00 - 12:00	4	25	0.091	4	25	0.202	4	25	0.293
12:00 - 13:00	4	25	0.091	4	25	0.141	4	25	0.232
13:00 - 14:00	4	25	0.111	4	25	0.121	4	25	0.232
14:00 - 15:00	4	25	0.162	4	25	0.091	4	25	0.253
15:00 - 16:00	4	25	0.111	4	25	0.131	4	25	0.242
16:00 - 17:00	4	25	0.202	4	25	0.121	4	25	0.323
17:00 - 18:00	4	25	0.242	4	25	0.111	4	25	0.353
18:00 - 19:00	4	25	0.141	4	25	0.040	4	25	0.181
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.374			1.493			2.867

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.000	4	25	0.010	4	25	0.010
08:00 - 09:00	4	25	0.000	4	25	0.010	4	25	0.010
09:00 - 10:00	4	25	0.000	4	25	0.020	4	25	0.020
10:00 - 11:00	4	25	0.000	4	25	0.000	4	25	0.000
11:00 - 12:00	4	25	0.000	4	25	0.000	4	25	0.000
12:00 - 13:00	4	25	0.010	4	25	0.010	4	25	0.020
13:00 - 14:00	4	25	0.010	4	25	0.000	4	25	0.010
14:00 - 15:00	4	25	0.030	4	25	0.000	4	25	0.030
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.000	4	25	0.000	4	25	0.000
17:00 - 18:00	4	25	0.010	4	25	0.000	4	25	0.010
18:00 - 19:00	4	25	0.000	4	25	0.000	4	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.050			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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.000	4	25	0.020	4	25	0.020
08:00 - 09:00	4	25	0.000	4	25	0.010	4	25	0.010
09:00 - 10:00	4	25	0.000	4	25	0.000	4	25	0.000
10:00 - 11:00	4	25	0.000	4	25	0.000	4	25	0.000
11:00 - 12:00	4	25	0.000	4	25	0.010	4	25	0.010
12:00 - 13:00	4	25	0.000	4	25	0.000	4	25	0.000
13:00 - 14:00	4	25	0.000	4	25	0.020	4	25	0.020
14:00 - 15:00	4	25	0.010	4	25	0.000	4	25	0.010
15:00 - 16:00	4	25	0.010	4	25	0.000	4	25	0.010
16:00 - 17:00	4	25	0.010	4	25	0.000	4	25	0.010
17:00 - 18:00	4	25	0.030	4	25	0.000	4	25	0.030
18:00 - 19:00	4	25	0.000	4	25	0.000	4	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.000	4	25	0.030	4	25	0.030
08:00 - 09:00	4	25	0.000	4	25	0.020	4	25	0.020
09:00 - 10:00	4	25	0.000	4	25	0.020	4	25	0.020
10:00 - 11:00	4	25	0.000	4	25	0.000	4	25	0.000
11:00 - 12:00	4	25	0.000	4	25	0.010	4	25	0.010
12:00 - 13:00	4	25	0.010	4	25	0.010	4	25	0.020
13:00 - 14:00	4	25	0.010	4	25	0.020	4	25	0.030
14:00 - 15:00	4	25	0.040	4	25	0.000	4	25	0.040
15:00 - 16:00	4	25	0.010	4	25	0.000	4	25	0.010
16:00 - 17:00	4	25	0.010	4	25	0.000	4	25	0.010
17:00 - 18:00	4	25	0.040	4	25	0.000	4	25	0.040
18:00 - 19:00	4	25	0.000	4	25	0.000	4	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.110			0.230

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.79

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	25	0.081	4	25	0.283	4	25	0.364
08:00 - 09:00	4	25	0.182	4	25	0.424	4	25	0.606
09:00 - 10:00	4	25	0.101	4	25	0.152	4	25	0.253
10:00 - 11:00	4	25	0.152	4	25	0.253	4	25	0.405
11:00 - 12:00	4	25	0.172	4	25	0.303	4	25	0.475
12:00 - 13:00	4	25	0.162	4	25	0.222	4	25	0.384
13:00 - 14:00	4	25	0.242	4	25	0.293	4	25	0.535
14:00 - 15:00	4	25	0.273	4	25	0.141	4	25	0.414
15:00 - 16:00	4	25	0.242	4	25	0.202	4	25	0.444
16:00 - 17:00	4	25	0.394	4	25	0.212	4	25	0.606
17:00 - 18:00	4	25	0.434	4	25	0.293	4	25	0.727
18:00 - 19:00	4	25	0.283	4	25	0.131	4	25	0.414
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.718			2.909			5.627

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.*