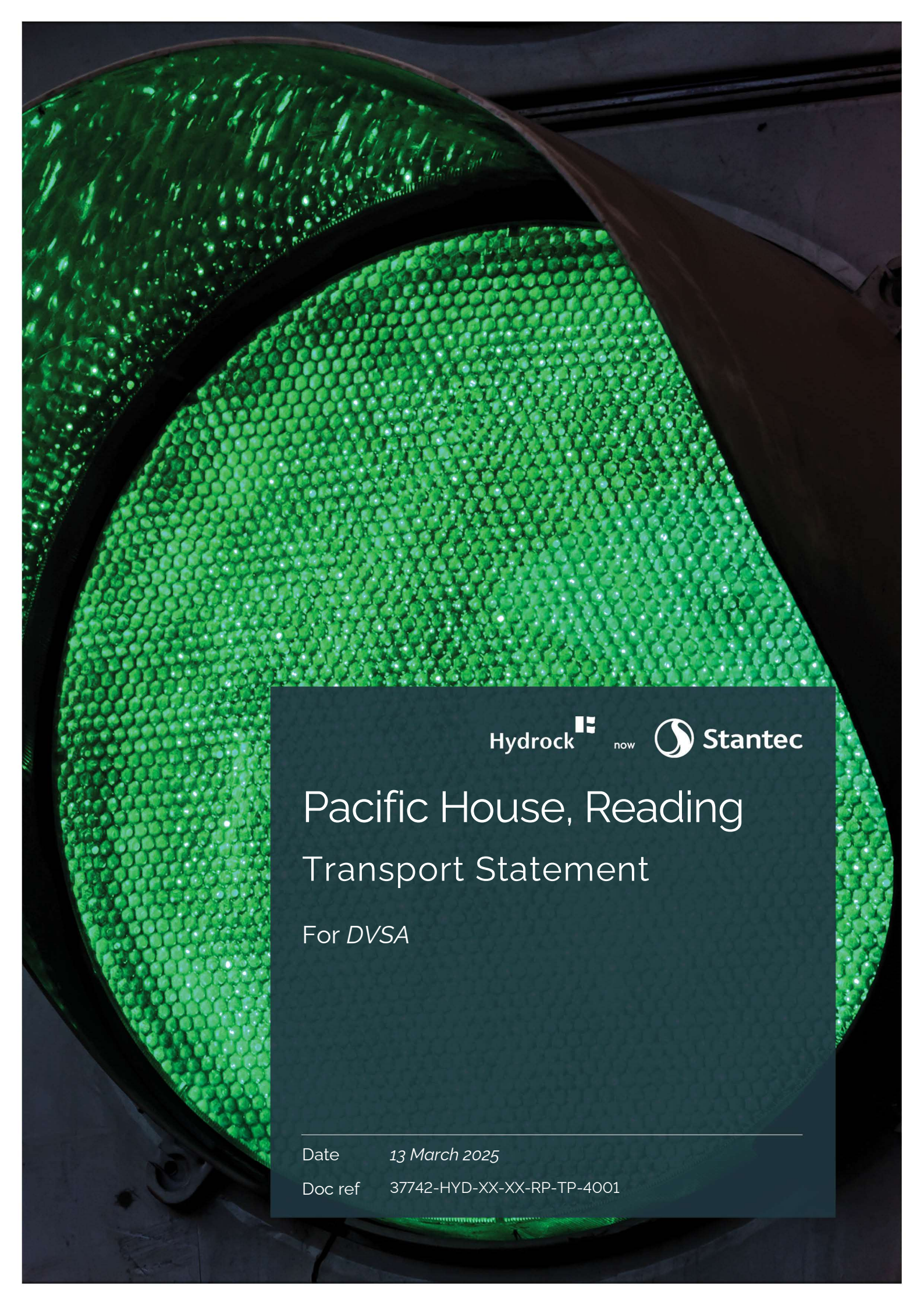




Hydrock  now  Stantec

# Pacific House, Reading Transport Statement

For DVSA

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Date 13 March 2025

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# Document control sheet

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| Issued by      | Hydrock Consultants Limited<br>White Building<br>1-4 Cumberland Place<br>Southampton<br>Hampshire SO15 2NP<br>United Kingdom | T +44 (0)23 82140907<br>E southampton@hydrock.com<br>hydrock.com |
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# 1. Introduction

## 1.1 Overview

- 1.1.1 Hydrock now Stantec has been appointed by the DVSA Limited to provide transport planning advice to support the planning application for the change of use of Suite A of Pacific House into a Driving Test Centre class Sui Generis.
- 1.1.2 The site is located at Pacific House, Imperial Way, Reading RG2 0TD. The site location is shown in Figure 1.1 below and the site layout included as Appendix A.
- 1.1.3 The proposed application will result in a change of use from E Class office use to Sui Generis. No external physical alterations will be made to the existing building. It is understood that the Net Internal Area of the office leased by the DVSA is 155sqm.
- 1.1.4 The opening hours will typically be 08:00-16:15, seven days a week. Up to five driving examiners will be present on site, along with one manager. It is anticipated that each examiner will conduct up to seven tests per day, meaning a minimum of 35 tests per day. The examiners will work a variety of shifts across a day.

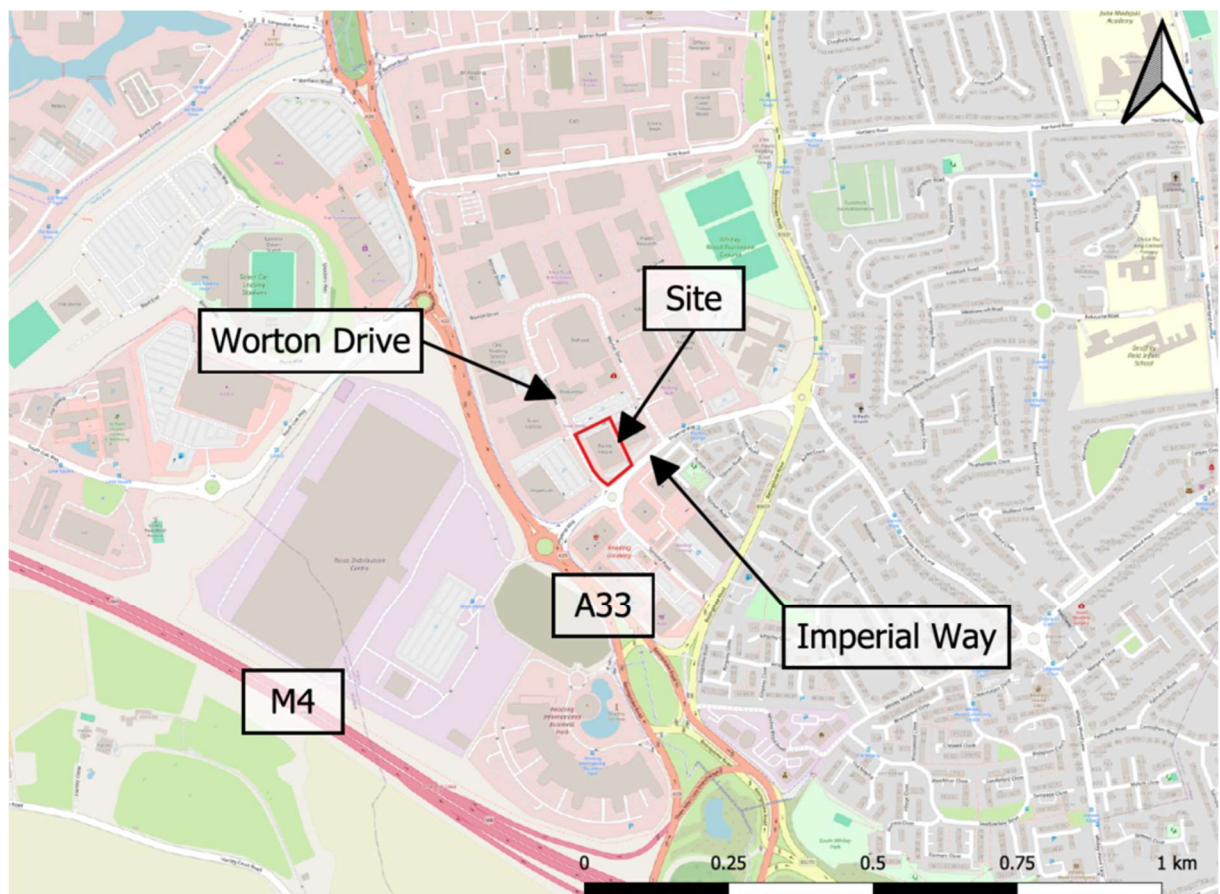


Figure 1.1: Site location

## 2. Policy

2.1.1 The site is located to the south of Reading Town Centre, and is within the jurisdiction of Reading Borough Council as the local planning transport authorities.

2.1.2 The following documents have been considered as part of this transport policy review:

- » National Planning Policy Framework (2024)
- » National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (2014)
- » Reading Borough Local Plan (2019)
- » Reading Borough Council Transport Strategy 2040 (June 2024)

*NPPF (2024)*

2.1.3 The National Planning Policy Framework sets out the Government's overarching strategy for planning policy in England. The most recent version of the National Planning Policy Framework was published in December 2024, as part of the Labour Governments planned wider changes to the way developments are considered.

2.1.4 Paragraph 116 states that

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.1.5 This Transport Statement has been prepared to determine whether the proposed development would have a severe impact on local transport networks using a scenario which considers the travel behaviour and modes used.

2.1.6 The assessment demonstrates that the vehicle traffic generation of the proposed development would not be at a level where it would have an unacceptable impact on the capacity, operation or safety of the local highway network.

*NPPG: Travel Plans, Transport Assessments and Statements (2014)*

2.1.7 Planning Practice Guidance was published by the government online in 2014. The document Travel Plans, Transport Assessments and Statements provides advice on what transport information should be provided to accompany a planning application.

2.1.8 The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the NPPG suggests including the following:

- » Information about the proposed development, site layout and access;
- » Data about existing public transport provision, including services and frequency;
- » A description of the travel characteristics of the proposed development, including movements by all modes;
- » An assessment of trips from local committed development;

- » An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3 or 5-year period;
- » Ways of encouraging environmental sustainability by reducing the need to travel; and
- » Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

2.1.9 The scope of this transport statement is considered to commensurate with the scale and trip generation of the development proposals.

*Reading Borough Local Plan (adopted November 2019)*

2.1.10 The main local planning document is the Reading Borough Local Plan. Transport is considered in Section 4.5. The section of the policy concerning access, highways and traffic is presented below:

*Development will only be permitted where:-*

*i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*

*ii) The development would not have a material detrimental impact on the functioning of the transport network;*

*iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*

*iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*

*v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

2.1.11 The scope of the assessment included in this report is considered to be commensurate with the type and scale of development proposed, and an outcome of the assessment is that the development accords with local and national policy and that no mitigation is required as the development would not have a materially detrimental impact on the operation of the transport network.

*Reading Borough Council Transport Strategy 2040*

2.1.12 Reading Borough Council Local Transport Plan 3: 2011 - 2026 has been replaced with the Reading Transport Strategy 2040.

2.1.13 This document seeks to:

*Set the plan for developing our town's transport network to 2040 and beyond. It includes the guiding policies and principles, alongside schemes and initiatives to be delivered, to enable us to achieve our overall vision for a substantial change in modal shift to support sustainable travel choices in Reading.*

2.1.14 Policy RTS1 concerns sustainable transport.

- » We will prioritise sustainable travel modes to offer an attractive and realistic alternative to private car trips.
- » We will increase the capacity of the sustainable transport network by reallocating road space to sustainable modes.
- » We will seek to ensure essential car journeys which are required for reasons relating to work, family, safety, gender differences or equality issues are made by electric vehicles or alternative ultralow emission vehicles. In addition, we will complement any increase in general traffic capacity with sustainable transport improvements.
- » We will develop sustainable transport schemes in partnership with neighbouring Boroughs to support an increase in sustainable cross-boundary journeys.
- » We will support schools, businesses and organisations to develop travel plans, and to join national travel accreditation programmes, such as Modeshift STARS.

2.1.15 This transport statement demonstrates that the site is in a sustainable location and therefore staff members will be able to use public transport, walking and cycling to travel to work.

### 3. Existing transport conditions

3.1.1 The site is located off Worton Drive, which is approximately 4.3km to the south of Reading town centre. The building currently has planning consent to be used as an office.

#### Bus

3.1.2 The closest set of bus stops are the Worton Grange stops on Imperial Way. Services from these stops include the 6a Emerald and 9 Buzz.

3.1.3 The timetable for these routes is presented below.

Table 3.1: 6a Emerald bus from Worton Grange bus stops

|                   | Route                                  | First/Last bus (Mon-Sat) | Average frequency (Mon-Sat) | First/Last bus (Sundays) | Average frequency (Sundays) |
|-------------------|----------------------------------------|--------------------------|-----------------------------|--------------------------|-----------------------------|
| <b>6a Emerald</b> | To Whitley Wood (Via Worton Grange)    | 06:09/22:21              | 7x a day                    | 05:28/21:43              | 6x a day                    |
|                   | To Reading Station (Via Worton Grange) | 05:25/21:41              | 5x a day                    | 06:16/21:21              | 6x a day                    |

Table 3.2: 9 Buzz bus from Worton Grange bus stops

|               | Route                 | First/Last bus (Mon-Fri) | Average Frequency (Mon-Fri) | First/Last bus (Saturdays) | Average Frequency (Saturdays) |
|---------------|-----------------------|--------------------------|-----------------------------|----------------------------|-------------------------------|
| <b>9 Buzz</b> | To Green Park Station | 06:27/20:16              | Hourly                      | 06:23/19:17                | Hourly                        |
|               | To Reading Station    | 06:14/19:46              | Hourly                      | 06:10/19:27                | Hourly                        |

3.1.4 Additional bus services are located to the south west of the site on the A33. Northbound buses serve the Imperial Way stop a 260m walk away, while southbound services serve the Little Lea stop a 350m walk from the site.

3.1.5 In addition to the 9 Buzz, which serves the Worton Grange stops, these stops are served by the 600 and 650 Park and Ride services.

Table 3.3: 600 bus from Imperial Way/Little Lea bus stops

|            | Route                         | First/Last bus (Mon-Fri) | Average frequency (Mon-Fri) | First/Last bus (Saturdays) | Average frequency (Saturdays) |
|------------|-------------------------------|--------------------------|-----------------------------|----------------------------|-------------------------------|
| <b>600</b> | To Central Reading            | 06:07/23:55              | Approx. every 15 mins       | 06:07/23:44                | Approx. every 15 mins         |
|            | To Mere oak P&R/Spencers Wood | 05:38/23:26              | Approx. every 15 mins       | 05:38/23:16                | Approx. every 15 mins         |

Table 3.4: 650 bus from Imperial Way/Little Lea bus stops

|            | Route                         | First/Last bus (Sundays) | Average Frequency (Sundays) |
|------------|-------------------------------|--------------------------|-----------------------------|
| <b>650</b> | To Central Reading            | 08:04/20:04              | Hourly                      |
|            | To Mere oak P&R/Spencers Wood | 07:47/19:52              | Hourly                      |

- 3.1.6 To the east of the site, a set of bus stops are provided on the B3031 Basingstoke Road opposite the Holiday Inn. These stops are served by the 6 and 6a Emerald.

Table 3.5: 6/6a Emerald bus from Holiday Inn bus stops

|                   | Route                                  | First/last bus (Mon-Sat) | Average frequency (Mon-Sat) | First/last bus (Sunday) | Average frequency (Sunday) |
|-------------------|----------------------------------------|--------------------------|-----------------------------|-------------------------|----------------------------|
| <b>6 Emerald</b>  | To Whitley Wood                        | 04:25/03:27              | Every 10 minutes            | 04:25/03:27             | Every 20 minutes           |
|                   | To Reading Station                     | 05:06/04:01              | Every 10 minutes            | 05:01/04:01             | Every 20 minutes           |
| <b>6a Emerald</b> | To Whitley Wood (Via Worton Grange)    | 05:20/21:36              | 7x a day                    | 05:27/21:43             | 6x a day                   |
|                   | To Reading Station (Via Worton Grange) | 06:15/22:21              | 5x a day                    | 06:17/22:22             | 6x a day                   |

- 3.1.7 There are three higher frequency bus services within walking distance of the site during peak hours provided by the 6 Emerald, the 9 Buzz and the 600 P&R service. These offer services to Central Reading, Reading Railway Station, Green Park Railway Station and to Mere oak Park and Ride, which is located to the south of the site. The journey time from the Mere oak Park and Ride to the Imperial Way bus stop is 5 minutes.
- 3.1.8 There are additional services provided by the 6a Emerald, which stops outside the site, and Sunday services to Mere oak Park and Ride provided by the 650 service.
- 3.1.9 Therefore, the site is well located to be accessed by public transport and these would be a viable option for staff to travel to and from the site.

#### *Rail*

- 3.1.10 The closest railway station is Reading Green Park, which is located 2.0km to the north west and serves the Green Park business park. Services from this station are provided by GWR and operate two trains per hour in each direction between Basingstoke and Reading.

#### *Walking and Cycling*

- 3.1.11 The local highway network features footways on both sides of the carriageway measuring in excess of 2.0m. These footways are lit and feature dropped kerbs at crossovers, with the majority of these also featuring tactile paving. The local walking infrastructure is considered commensurate with the edge of town location of the site.
- 3.1.12 Whilst no formal cycle infrastructure is provided on Imperial Way, Reading Cycle Route 1 crosses Imperial Way approximately 45m from the site access. Reading Cycle Route 1 routes from Reading International Business Park to Reading Town Centre via Green Park along the A33, Shared use cycle/footways and Toucan crossings are provided along the length.

#### *Local Highway Network*

- 3.1.13 The site is accessed from Worton Drive, which routes in a loop from Imperial Way to the west and east of the site. Worton Drive is a private road with access controlled using automatic barriers. The road is single carriageway and lit. The posted speed limit is 20mph, which is enforced with speed bumps. Parking is controlled along Worton Drive through the use of double yellow lines.
- 3.1.14 Imperial Way routes in a broadly south east-north west orientation to the south of the site. The carriageway measures approximately 10.0m wide and is subject to a 30mph speed limit. The road is lit and features footways on both sides. Parking is controlled along Imperial Way through the use of double yellow lines.
- 3.1.15 The A33 routes in a broadly north-south orientation to the west of the site. The road is a lit dual carriageway measuring approximately 20.0m and features two standard lanes and a bus lane in each direction. Footways are provided on both sides, with the eastern one, closest to the site, a shared use cycle/footway. The A33 is a subject to a 40mph speed limit and a clearway restriction, which means vehicles are not permitted to stop or park.

3.1.16 The B3031 Basingstoke Road routes in a broadly north - south orientation to the east of the site. The road is a lit single carriageway subject to a 30mph speed limit with footways measuring in excess of 2.0m on both sides. There are frequent crossing points featuring refuge islands, dropped kerbs and tactile paving, as well as a pelican crossing. ghost island markings separate traffic flow, with right turn lanes provided at junctions. Parking is controlled along Basingstoke Road through the use of double yellow lines.

#### Road Safety

3.1.17 Personal Injury Accident data has been obtained for the most recent 5-year period for Imperial Way in the vicinity of the site. One serious incident was recorded in 2021 approximately 150m north east of the site and one slight incident was recorded in 2022 approximately 40m south west of the site. No discernible pattern has been identified which would be indicative of a safety issue that would be exacerbated by the proposed development.

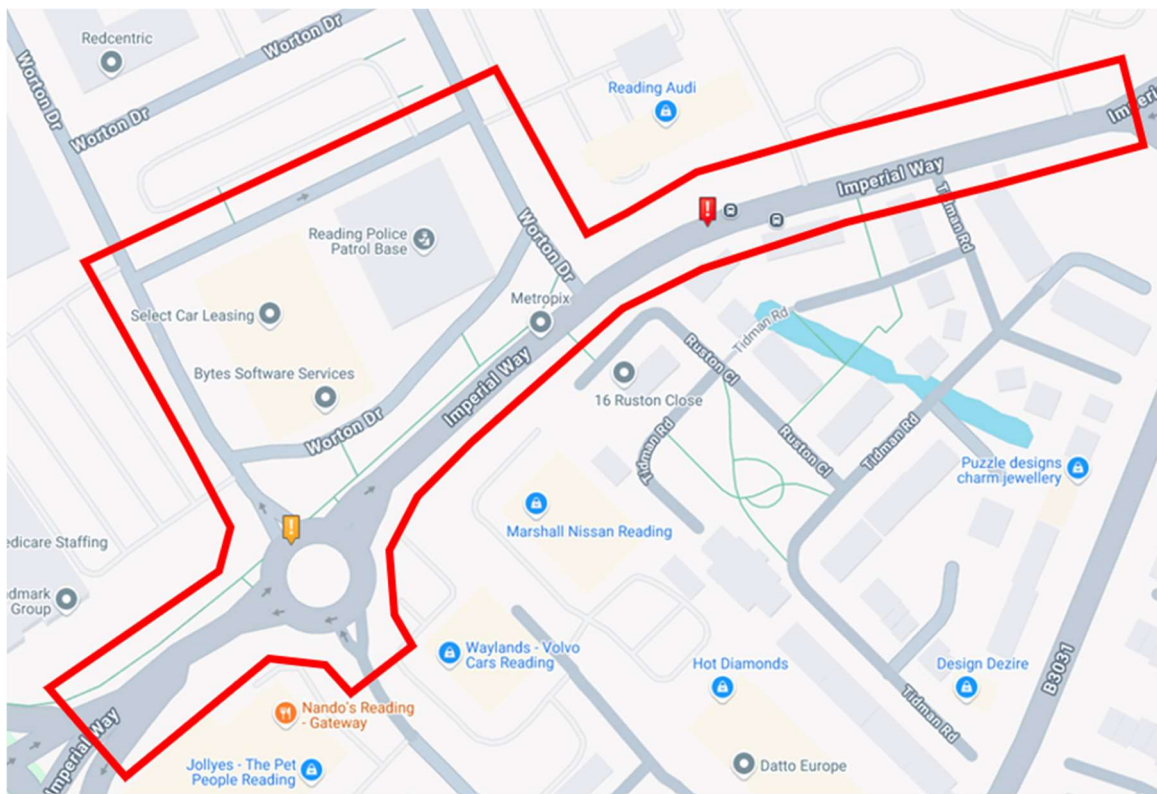


Figure 3.1: Local Personal Injury Accidents (source: Crashmap)

## 4. Proposed Development

### 4.1 Overview

- 4.1.1 The proposed application will result in a change of use of Suite A from E Class office use to a driving test centre (Sui Generis). No external physical alterations will be made to the existing building. It is understood that the Net Internal Area of the office leased by the DVSA is 155sqm.
- 4.1.2 It is understood that the opening hours will typically be 08:00-16:15, seven days a week. Up to 5 driving examiners will be present on site, along with one manager. It is anticipated that each examiner will conduct up to seven tests per day, meaning a minimum of 35 tests per day. The examiners will work a variety of shifts across a day.
- 4.1.3 The DSVA might seek to recruit additional instructors in the future should there be an increase in demand for tests in this area. While this is scenario may not eventuate, an additional 'sensitivity test' scenario of 12 examiners being employed has been considered.

### 4.2 Access

- 4.2.1 Access will remain as per the existing arrangement. Vehicles will be able to enter the site from one of the two accesses from the western part of Worton Drive, pass either to the front or rear of Pacific House and Atlantic House, before exiting onto the eastern part of Worton Drive. The northernmost access which passes to the rear of Pacific House is one-way from west to east.
- 4.2.2 Refuse collection will be undertaken on site with the bins being stored to the rear of Pacific House and accessed via the northernmost access road. Commercial waste collection is undertaken under a private contract and would be able to be scheduled outside of the site's operational hours.
- 4.2.3 Figure 4.1 shows the access arrangement and refuse storage.



Figure 4.1: Access and refuse layout (Source: Google Earth)

## 4.3 Parking

### *Operational requirements*

- 4.3.1 As part of the rental agreement, 10 allocated spaces will be available for use at the site. An agreement has also been reached with the Holiday Inn located on Imperial Way, approximately 350m (<5 min walk) from the site, to allow the use of an additional five spaces. It is proposed that these additional off-site spaces will be reserved for staff, which will make the majority of on-site spaces next to Pacific House available to customers.
- 4.3.2 The DVSA consider that this level of parking will allow them to operate from the site to deliver the number of tests that would be achieved from five examiners.
- 4.3.3 A review of the local highway network has indicated that double yellow lines prevent opportunities for on-street parking on Worton Drive, Imperial Way and Sentinel Drive. Restrictions also apply on the A33 to the west of the site and Tidman Road to the east. This means that overspill of parking should not occur.

### *Sensitivity test*

- 4.3.4 A sensitivity test has been undertaken to consider the changes to the parking demand and operation should additional examiners be recruited to bring the total number up to 12. This would result in staggered testing of two sets of six test groups per hour.

4.3.5 The timetable shown below is an indicative schedule of tests and this is based on 12 instructors conducting hour long tests. This includes the 30-minute off site driving element of the test. Customers would be advised to arrive no longer than five minutes before the test, and would depart following the conclusion of the test.

| Tests | Arrival | Start time | Off site    | End time | Tests | Arrival | Start time | Off site    | End time |
|-------|---------|------------|-------------|----------|-------|---------|------------|-------------|----------|
| 6     | 08:05   | 08:10      | 08:25-08:55 | 09:10    | 6     | 08:35   | 08:40      | 08:55-09:25 | 09:40    |
| 6     | 09:05   | 09:10      | 09:25-09:55 | 10:10    | 6     | 09:35   | 09:40      | 09:55-10:25 | 10:40    |
| 6     | 10:05   | 10:10      | 10:25-10:55 | 11:10    | 6     | 10:35   | 10:40      | 10:55-11:25 | 11:40    |
| 6     | 11:05   | 11:10      | 11:25-11:55 | 12:10    | 6     | 11:35   | 11:40      | 11:55-12:25 | 12:40    |
| 6     | 12:05   | 12:10      | 12:25-12:55 | 13:10    | 6     | 12:35   | 12:40      | 12:55-13:25 | 13:35    |
| Break |         |            |             |          | 6     | 13:35   | 13:40      | 13:55-14:25 | 14:35    |
| 6     | 14:05   | 14:10      | 14:25-14:55 | 15:10    | 6     | 14:35   | 14:40      | 14:55-15:25 | 15:35    |
| 6     | 15:05   | 15:10      | 15:25-15:55 | 16:10    |       |         |            |             |          |

Figure 4.2: Indicative driving test schedule

4.3.6 Six of the parking spaces on site will be needed for customers who are visiting the site for their driving test. This leaves nine spaces available for 13 staff (12 examiners, one manager) at the site and Holiday Inn. The DVSA consider that the parking available would allow them to operate, and that staff not able to park on site or at the Holiday Inn will be able to take advantage of the good public transport accessibility and walking and cycling connections.

## 5. Trip Generation

- 5.1.1 A first principles approach has been used to determine trip generation of the proposed development based on the driving test schedule and staff numbers. The trip generation of the existing consented land use is determined from surveys contained in the TRICS database.
- 5.1.2 This approach assumes that the staff arrive on site prior to the first tests, with the first customers arriving from 08:00. As customers will be required to drive off site and return as part of their exam, these trips have been counted in the 'Exam' column. Customers will depart following their exam, with the final exam and staff departing site before 16:15.
- 5.1.3 As staff parking is split between Pacific House and the Holiday Inn, not all trip generation will be occurring at the site access points and will instead be spread along Imperial Way. Therefore, the vehicle trips associated with both locations have been defined individually and then combined in the tables below.

### Proposed development

Table 5.1: Proposed development vehicle trip generation for the site only

| Hour starting | Staff |     | Customer |     | Exam |     | Total |     |
|---------------|-------|-----|----------|-----|------|-----|-------|-----|
|               | Arr   | Dep | Arr      | Dep | Arr  | Dep | Arr   | Dep |
| 07:00         | 5     | 0   | 0        | 0   | 0    | 0   | 5     | 0   |
| 08:00         | 0     | 0   | 5        | 0   | 5    | 5   | 10    | 5   |
| 09:00         | 0     | 0   | 5        | 5   | 5    | 5   | 10    | 10  |
| 10:00         | 0     | 0   | 5        | 5   | 5    | 5   | 10    | 10  |
| 11:00         | 0     | 0   | 5        | 5   | 5    | 5   | 10    | 10  |
| 12:00         | 0     | 0   | 5        | 5   | 5    | 5   | 10    | 10  |
| 13:00         | 0     | 0   | 0        | 5   | 0    | 0   | 0     | 5   |
| 14:00         | 0     | 0   | 5        | 0   | 5    | 5   | 10    | 5   |
| 15:00         | 0     | 0   | 5        | 5   | 5    | 5   | 10    | 10  |
| 16:00         | 0     | 5   | 0        | 5   | 0    | 0   | 0     | 10  |
| 17:00         | 0     | 0   | 0        | 0   | 0    | 0   | 0     | 0   |
| Total         |       |     |          |     |      |     | 75    | 75  |

Table 5.2: Proposed development vehicle trip generation for the Holiday Inn only

| Hour starting | Staff |     | Customer |     | Exam |     | Total |     |
|---------------|-------|-----|----------|-----|------|-----|-------|-----|
|               | Arr   | Dep | Arr      | Dep | Arr  | Dep | Arr   | Dep |
| 07:00         | 1     | 0   | 0        | 0   | 0    | 0   | 1     | 0   |
| 16:00         | 0     | 1   | 0        | 0   | 0    | 0   | 0     | 1   |
| Total         |       |     |          |     |      |     | 1     | 1   |

5.1.4 Table 5.1 shows the arrival and departure profile for the site based on the schedule where 5 examiners are working on site with a test per hour. This shows that the site would generate a maximum of 150 daily two-way vehicle trips. The site is also shown to generate 15 trips during the 08:00-09:00 AM peak hour and none in the 17:00-18:00 PM peak hour. It is considered that this would not have a detrimental impact on the operation of the local highway network.

5.1.5 Table 5.2 indicates that the Holiday Inn parking is set to generate a total of two two-way trips, neither of which are during the AM or PM peak hours. This assessment assumes that initially only one of the parking spaces available at the Holiday Inn is utilised, but the total overall trip numbers are unchanged if the management determine an alternative split once the site is operational.

#### Sensitivity test

5.1.6 The vehicle trip generation for the sensitivity test has also been considered. The staff numbers arriving by car is capped based on the number of parking spaces that would be available to them, with the remaining examiners taking advantage of the sites connectivity to public transport, walking and cycling networks. Table 5.5 shows the arrival and departure profile for the site based on the schedule where 12 examiners are working on site with a staggered testing schedule. This shows that the site would generate a maximum of 354 daily two-way vehicle trips.

5.1.7 The site is also shown to generate 30 trips during the 08:00-09:00 AM peak hour and none in the 17:00-18:00 PM peak hour. It is considered that this would not have a detrimental impact on the operation of the local highway network.

Table 5.3: Sensitivity test vehicle trip generation for the site only

| Hour starting | Staff |     | Customer |     | Exam |     | Total |     |
|---------------|-------|-----|----------|-----|------|-----|-------|-----|
|               | Arr   | Dep | Arr      | Dep | Arr  | Dep | Arr   | Dep |
| 07:00         | 4     | 0   | 0        | 0   | 0    | 0   | 4     | 0   |
| 08:00         | 0     | 0   | 12       | 0   | 6    | 12  | 18    | 12  |
| 09:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24    | 24  |
| 10:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24    | 24  |

| Hour starting | Staff |     | Customer |     | Exam |     | Total      |            |
|---------------|-------|-----|----------|-----|------|-----|------------|------------|
|               | Arr   | Dep | Arr      | Dep | Arr  | Dep | Arr        | Dep        |
| 11:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24         | 24         |
| 12:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24         | 24         |
| 13:00         | 0     | 0   | 6        | 12  | 6    | 6   | 12         | 18         |
| 14:00         | 0     | 0   | 12       | 6   | 12   | 12  | 24         | 18         |
| 15:00         | 0     | 0   | 6        | 12  | 12   | 6   | 18         | 18         |
| 16:00         | 0     | 4   | 0        | 6   | 0    | 0   | 0          | 10         |
| 17:00         | 0     | 0   | 0        | 0   | 0    | 0   | 0          | 0          |
| <b>Total</b>  |       |     |          |     |      |     | <b>172</b> | <b>172</b> |

Table 5.4: Sensitivity test vehicle trip generation for the Holiday Inn only

| Hour starting | Staff |     | Customer |     | Exam |     | Total    |          |
|---------------|-------|-----|----------|-----|------|-----|----------|----------|
|               | Arr   | Dep | Arr      | Dep | Arr  | Dep | Arr      | Dep      |
| 07:00         | 5     | 0   | 0        | 0   | 0    | 0   | 5        | 0        |
| 16:00         | 0     | 5   | 0        | 0   | 0    | 0   | 0        | 5        |
| <b>Total</b>  |       |     |          |     |      |     | <b>5</b> | <b>5</b> |

Table 5.5: Sensitivity test vehicle trip generation for the site and Holiday Inn combined

| Hour starting | Staff |     | Customer |     | Exam |     | Total |     |
|---------------|-------|-----|----------|-----|------|-----|-------|-----|
|               | Arr   | Dep | Arr      | Dep | Arr  | Dep | Arr   | Dep |
| 07:00         | 9     | 0   | 0        | 0   | 0    | 0   | 9     | 0   |
| 08:00         | 0     | 0   | 12       | 0   | 6    | 12  | 18    | 12  |
| 09:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24    | 24  |
| 10:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24    | 24  |
| 11:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24    | 24  |
| 12:00         | 0     | 0   | 12       | 12  | 12   | 12  | 24    | 24  |
| 13:00         | 0     | 0   | 6        | 12  | 6    | 6   | 12    | 18  |
| 14:00         | 0     | 0   | 12       | 6   | 12   | 12  | 24    | 18  |
| 15:00         | 0     | 0   | 6        | 12  | 12   | 6   | 18    | 18  |
| 16:00         | 0     | 9   | 0        | 6   | 0    | 0   | 0     | 15  |
| 17:00         | 0     | 0   | 0        | 0   | 0    | 0   | 0     | 0   |

|       |  |     |     |
|-------|--|-----|-----|
| Total |  | 177 | 177 |
|-------|--|-----|-----|

#### *Trip generation from currently consented use*

- 5.1.8 The site currently has consent to operate as an office. The vehicle trip generation for this use has been determined using the industry-standard TRICS trip rate database for offices in England in an edge of town/suburban location with a Gross Floor Area of up to 1500sqm. Any surveys conducted on Mondays, Fridays or during the Covid-19 pandemic have been discounted. The full TRICS output is included in Appendix B.
- 5.1.9 Vehicle trip rates and generation for the office use is presented below, along with the difference in trip generation between the consented and proposed uses.

Table 5.6: Office vehicle trip rates

| Hour starting | Office   |            |       |
|---------------|----------|------------|-------|
|               | Arrivals | Departures | Total |
| 07:00         | 1.929    | 0.000      | 1.929 |
| 08:00         | 1.466    | 0.077      | 1.543 |
| 09:00         | 1.466    | 0.385      | 1.851 |
| 10:00         | 0.000    | 0.000      | 0.000 |
| 11:00         | 0.309    | 0.385      | 0.694 |
| 12:00         | 0.463    | 0.772      | 1.235 |
| 13:00         | 0.385    | 0.154      | 0.539 |
| 14:00         | 0.231    | 0.154      | 0.385 |
| 15:00         | 0.154    | 0.385      | 0.539 |
| 16:00         | 0.000    | 0.771      | 0.771 |
| 17:00         | 0.000    | 2.700      | 2.700 |

Table 5.7: Office vehicle trip generation (existing land use)

| Hour starting | Office    |            |           |
|---------------|-----------|------------|-----------|
|               | Arrivals  | Departures | Total     |
| 07:00         | 3         | 0          | 3         |
| 08:00         | 2         | 0          | 2         |
| 09:00         | 2         | 1          | 3         |
| 10:00         | 0         | 0          | 0         |
| 11:00         | 0         | 1          | 1         |
| 12:00         | 1         | 1          | 2         |
| 13:00         | 1         | 0          | 1         |
| 14:00         | 0         | 0          | 1         |
| 15:00         | 0         | 1          | 1         |
| 16:00         | 0         | 1          | 1         |
| 17:00         | 0         | 4          | 4         |
| 18:00         | 0         | 1          | 1         |
| <b>Total</b>  | <b>10</b> | <b>10</b>  | <b>20</b> |

5.1.10 Table 5.7 indicates that as an office the unit being redeveloped is anticipated to generate a maximum of 20 daily two-way vehicle trips.

5.1.11 The vehicle trip generation from the office use has been compared to that of the proposed driving test centre (with five examiners) to determine the net impact of the development proposals. This is shown in Table 5.8.

Table 5.8: Proposed development vehicle trip generation difference (net change in trips) – five examiners

|       | Net change in vehicle trips office and driving test centre |            |       |
|-------|------------------------------------------------------------|------------|-------|
|       | Arrivals                                                   | Departures | Total |
| 07:00 | 3                                                          | 0          | 3     |
| 08:00 | 8                                                          | 5          | 13    |
| 09:00 | 8                                                          | 9          | 17    |
| 10:00 | 10                                                         | 10         | 20    |
| 11:00 | 10                                                         | 9          | 19    |

|       | Net change in vehicle trips office and driving test centre |            |       |
|-------|------------------------------------------------------------|------------|-------|
|       | Arrivals                                                   | Departures | Total |
| 12:00 | 9                                                          | 9          | 18    |
| 13:00 | -1                                                         | 5          | 4     |
| 14:00 | 10                                                         | 5          | 14    |
| 15:00 | 10                                                         | 9          | 19    |
| 16:00 | 0                                                          | 10         | 10    |
| 17:00 | 0                                                          | -4         | -4    |
| 18:00 | 0                                                          | -1         | -1    |

5.1.12 Table 5.8 shows that the change of use to a DVSA test centre with five examiners will result in 13 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00 when compared to the currently consented use. The net impact of the development would not severely impact the operation of the local highway network.

5.1.13 The difference in vehicle trip generation between uses has also been considered for the sensitivity test scenario.

Table 5.9: Sensitivity test vehicle trip generation difference (net change in trips)

| Hour starting | Net change in vehicle trips office and driving test centre |            |       |
|---------------|------------------------------------------------------------|------------|-------|
|               | Arrivals                                                   | Departures | Total |
| 07:00         | 6                                                          | 0          | 6     |
| 08:00         | 16                                                         | 12         | 28    |
| 09:00         | 22                                                         | 23         | 45    |
| 10:00         | 24                                                         | 24         | 48    |
| 11:00         | 24                                                         | 23         | 47    |
| 12:00         | 23                                                         | 23         | 46    |
| 13:00         | 11                                                         | 18         | 29    |
| 14:00         | 24                                                         | 18         | 41    |
| 15:00         | 18                                                         | 17         | 35    |
| 16:00         | 0                                                          | 14         | 14    |
| 17:00         | 0                                                          | -4         | -4    |

| Hour starting | Net change in vehicle trips office and driving test centre |            |       |
|---------------|------------------------------------------------------------|------------|-------|
|               | Arrivals                                                   | Departures | Total |
| 18:00         | 0                                                          | -1         | -1    |

- 5.1.14 Table 5.8 shows that the change of use to a DVSA test centre with five examiners will result in 13 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00 when compared to the currently consented use. The net impact of the development would not severely impact the operation of the local highway network.
- 5.1.15 The difference in vehicle trip generation between uses has also been considered for the sensitivity test scenario.
- 5.1.16 Table 5.9 shows that the change of use to a DVSA test centre with 12 examiners will result in 28 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00 when compared to the currently consented use. The net impact of the development would not severely impact the operation of the local highway network.
- 5.1.17 There are increases at other times of the day, but these are outside of the traditional highway network peak hours of 08:00 to 09:00 and 17:00 to 18:00, and therefore unlikely to impact the operation of the local highway network.

### Summary

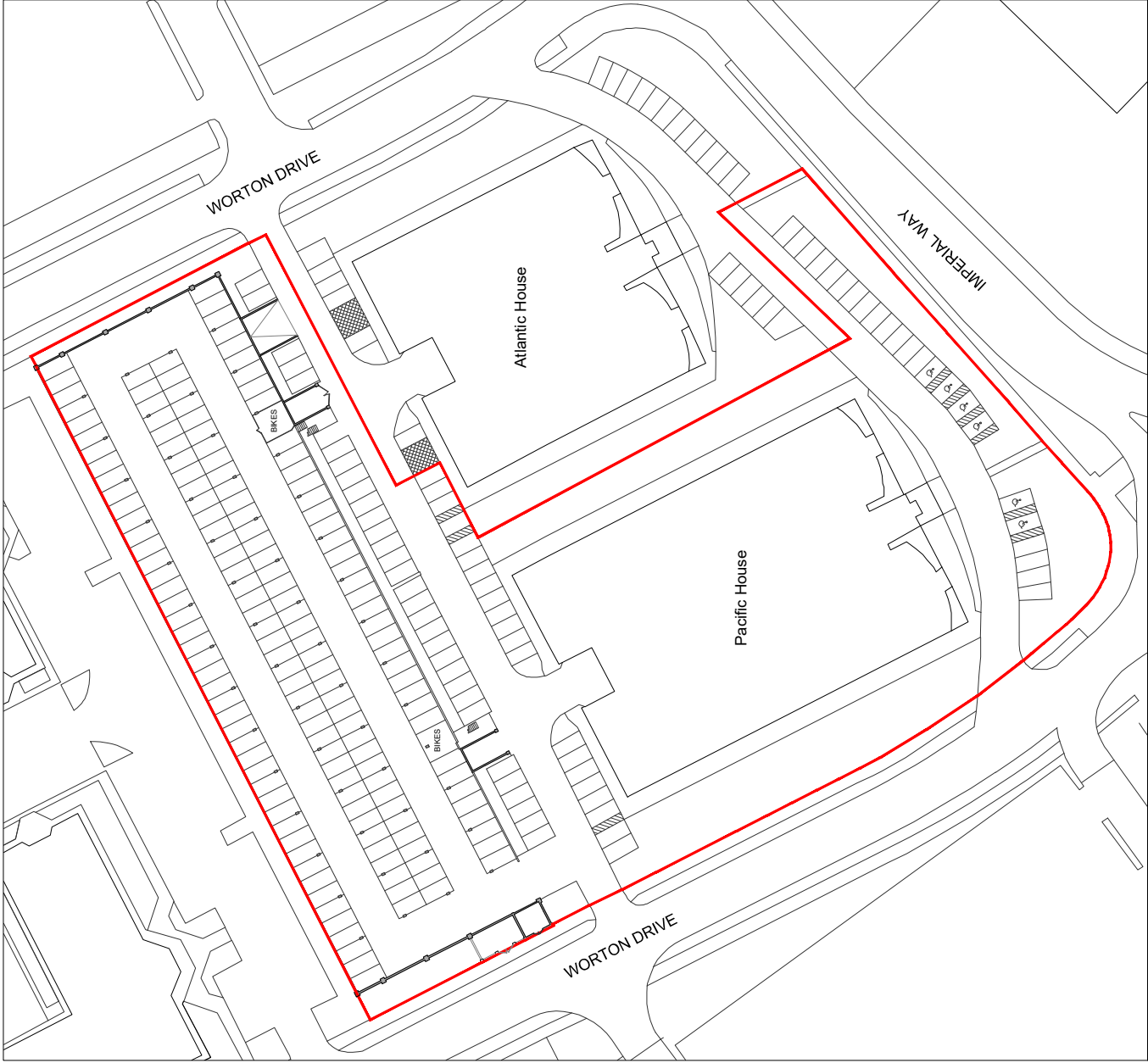
- 5.1.18 During the highway network peak hours, it is anticipated that the proposed development would result in 15 two-way trips being generated in the AM peak hour (08:00-09:00) and none in the PM peak hour (17:00-18:00) This level of traffic generation is unlikely to result in a material impact on the operation of the local highway network.
- 5.1.19 The change of use to a DVSA test centre with five examiners will mean that the existing office trips will be no longer travelling to the site and therefore when these are discounted, the net change in vehicle trips is 13 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00.
- 5.1.20 The sensitivity test scenario will result in 30 two-way trips being generated in the AM peak hour (08:00-09:00) and none in the PM peak hour (17:00-18:00) This level of traffic generation is unlikely to result in a material impact on the operation of the local highway network.
- 5.1.21 The change of use to a DVSA test centre with 12 examiners will mean that the existing office trips will be no longer travelling to the site and therefore when these are discounted, the net change in vehicle trips is 28 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00.

5.1.22 There are increases at other times of the day, but these are outside of the traditional highway network peak hours of 8:00 to 9:00 and 17:00 to 18:00, and therefore unlikely to impact the operation of the local highway network.

## 6. Summary and Conclusion

- 6.1.1 Hydrock now Stantec has been appointed by the DVSA to provide transport planning advice to support the planning application for the change of use of an office building into a Driving Test Centre class Sui Generis.
- 6.1.2 The site is located at the Pacific House, Imperial Way, Reading RG2 0TD.
- 6.1.3 The proposed application will result in a change of use from E Class office use to Sui Generis. No external physical alterations will be made to the existing building. It is understood that the Net Internal Area of the office leased by the DVSA is 155sqm.
- 6.1.4 The opening hours will typically be 08:00-16:15, seven days a week. Five driving examiners are proposed on site, along with one manager. It is anticipated that each examiner will conduct up to seven tests per day, meaning a minimum of 35 tests per day. The examiners will work a variety of shifts across a day.
- 6.1.5 The report has considered both national and local policies, in addition to the existing transport conditions around the site, including accessibility by walking and cycling. Opportunities to travel to the site by alternative non-car modes are present, including by bus and rail.
- 6.1.6 The parking provision on site and at the Holiday Inn is suitable for the proposed site's operation and meets the DVSA's requirements.
- 6.1.7 During the highway network peak hours, it is anticipated that 15 two-way trips will be generated in the AM peak hour (08:00-09:00) and none in the PM peak hour (17:00-18:00).
- 6.1.8 It is also noted that the change of use to a DVSA test centre will mean the vehicles travelling to the existing office land use would no longer be doing so. When the vehicle trip generation of this is considered, it results in a net change of 13 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00 when compared to the currently consented use. There are increases at other times of the day, but these are outside of the traditional highway network peak hours of 8:00 to 9:00 and 17:00 to 18:00, and therefore unlikely to impact the operation of the local highway network.
- 6.1.9 A sensitivity test scenario has also been considered, where the five examiners working at the site is increased to 12. This would result in 30 two-way trips will be generated in the AM peak hour (08:00-09:00) and none in the PM peak hour (17:00-18:00).
- 6.1.10 When the vehicle trip generation of the sensitivity test scenario is considered against the vehicle trip generation of the existing office land use, it results in a net change of 28 additional vehicle trips during the AM peak hour of 08:00-09:00 and a reduction of four vehicle trips during the PM peak hour of 17:00-18:00 when compared to the currently consented use.
- 6.1.11 This level of traffic generation is unlikely to result in a material impact on the operation of the local highway network.

# Appendix A Site Layout



drawing address  
PACIFIC HOUSE, IMPERIAL WAY  
READING  
RG2 0TD

location/details  
LOWER CAR PARKING  
SITE PLAN

date  
07/05/20  
dwg. no.  
PP6462-09

scale  
1/500  
sheet  
A2

## Appendix B Office Use TRICS Output

Calculation Reference: AUDIT-540501-250129-0133

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                 |        |
|----|-----------------|--------|
| 04 | EAST ANGLIA     |        |
|    | NF NORFOLK      | 1 days |
| 06 | WEST MIDLANDS   |        |
|    | WK WARWICKSHIRE | 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: 500 to 796 (units: sqm)  
Range Selected by User: 0 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

*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 2 days

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

Selected survey types:

Manual count 2 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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:

Industrial Zone 1  
Commercial Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known 2 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

# Secondary Filtering selection (Cont.):

## Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 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 | 1 days |

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

## Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
|------------|--------|

*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 | 2 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 | 2 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

- |   |                                                                                                                           |                         |              |
|---|---------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------|
| 1 | NF-02-A-04<br>WHITING ROAD<br>NORWICH                                                                                     | BUILDING CONSULTANT     | NORFOLK      |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area: 500 sqm<br>Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL |                         |              |
| 2 | WK-02-A-03<br>BUDBROOKE ROAD<br>WARWICK                                                                                   | ENGINEERING CONSULTANTS | WARWICKSHIRE |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 796 sqm<br>Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL |                         |              |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| AK-02-A-01 | Size                   |
| MS-02-A-03 | Covid-19               |

Hydrock Consultants Ltd Tolvaddon Energy Park Camborne

Licence No: 540501

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30 | 2        | 648      | 0.077     | 2          | 648      | 0.000     | 2        | 648      | 0.077     |
| 07:30 - 08:00 | 2        | 648      | 1.852     | 2          | 648      | 0.000     | 2        | 648      | 1.852     |
| 08:00 - 08:30 | 2        | 648      | 0.926     | 2          | 648      | 0.000     | 2        | 648      | 0.926     |
| 08:30 - 09:00 | 2        | 648      | 0.540     | 2          | 648      | 0.077     | 2        | 648      | 0.617     |
| 09:00 - 09:30 | 2        | 648      | 1.312     | 2          | 648      | 0.231     | 2        | 648      | 1.543     |
| 09:30 - 10:00 | 2        | 648      | 0.154     | 2          | 648      | 0.154     | 2        | 648      | 0.308     |
| 10:00 - 10:30 | 2        | 648      | 0.000     | 2          | 648      | 0.000     | 2        | 648      | 0.000     |
| 10:30 - 11:00 | 2        | 648      | 0.000     | 2          | 648      | 0.000     | 2        | 648      | 0.000     |
| 11:00 - 11:30 | 2        | 648      | 0.000     | 2          | 648      | 0.154     | 2        | 648      | 0.154     |
| 11:30 - 12:00 | 2        | 648      | 0.309     | 2          | 648      | 0.231     | 2        | 648      | 0.540     |
| 12:00 - 12:30 | 2        | 648      | 0.463     | 2          | 648      | 0.463     | 2        | 648      | 0.926     |
| 12:30 - 13:00 | 2        | 648      | 0.000     | 2          | 648      | 0.309     | 2        | 648      | 0.309     |
| 13:00 - 13:30 | 2        | 648      | 0.154     | 2          | 648      | 0.077     | 2        | 648      | 0.231     |
| 13:30 - 14:00 | 2        | 648      | 0.231     | 2          | 648      | 0.077     | 2        | 648      | 0.308     |
| 14:00 - 14:30 | 2        | 648      | 0.077     | 2          | 648      | 0.000     | 2        | 648      | 0.077     |
| 14:30 - 15:00 | 2        | 648      | 0.154     | 2          | 648      | 0.154     | 2        | 648      | 0.308     |
| 15:00 - 15:30 | 2        | 648      | 0.077     | 2          | 648      | 0.154     | 2        | 648      | 0.231     |
| 15:30 - 16:00 | 2        | 648      | 0.077     | 2          | 648      | 0.231     | 2        | 648      | 0.308     |
| 16:00 - 16:30 | 2        | 648      | 0.000     | 2          | 648      | 0.077     | 2        | 648      | 0.077     |
| 16:30 - 17:00 | 2        | 648      | 0.000     | 2          | 648      | 0.694     | 2        | 648      | 0.694     |
| 17:00 - 17:30 | 2        | 648      | 0.000     | 2          | 648      | 1.080     | 2        | 648      | 1.080     |
| 17:30 - 18:00 | 2        | 648      | 0.000     | 2          | 648      | 1.620     | 2        | 648      | 1.620     |
| 18:00 - 18:30 | 2        | 648      | 0.077     | 2          | 648      | 0.694     | 2        | 648      | 0.771     |
| 18:30 - 19:00 | 2        | 648      | 0.000     | 2          | 648      | 0.000     | 2        | 648      | 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:  |          |          | 6.480     |            |          | 6.477     |          |          | 12.957    |

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:           | 500 - 796 (units: sqm) |
| Survey date date range:                       | 01/01/16 - 28/06/24    |
| Number of weekdays (Monday-Friday):           | 2                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 0                      |
| Surveys manually removed from selection:      | 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.*