

TRANSPORT NOTE
PROPOSED OFFICE EXTENSION
HADWYN HOUSE, FIELD ROAD, READING RG1 6AP
MAGNA REF: 25/637/B, MAY 2025

1.0 Introduction

- 1.1 Magna Transport Planning Ltd has been instructed to prepare this Transport Note in support of a planning application for the proposed erection of new mansard roof and provision of additional office space with the roof space with dormer windows and rooflights and remodelling the exterior of the building with changes to fenestration at Hadwyn House, Field Road, Reading, RG1 6AP.
- 1.2 The report aligns with the transport and accessibility objectives outlined in the National Planning Policy Framework (NPPF, 2024) and Reading Borough Council's (RBC) Local Plan (adopted in 2019).
- 1.3 This Transport Note demonstrates that the proposed development is suitably located to encourage sustainable travel choices, does not result in an unacceptable impact on highway safety, and does not generate residual cumulative transport impacts that could be considered severe.

2.0 Highway Authority's Comments on Previous Planning Application

- 2.1 Planning permission was previously granted in May 2018 under application ref: 180379 for a development identical in quantum and nature to the current proposal. That application was itself a resubmission of an earlier consent (ref: 141889/FUL), thereby establishing a clear and recent planning precedent for the proposed development.
- 2.2 The Local Highway Authority (LHA) raised no objection to the 2018 application, subject to appropriate conditions and informatives. The LHA's comments were as follows:
- The site was acknowledged as being in close proximity to the town centre and therefore accessible by sustainable modes of transport.

- The proposed extension, comprising an additional 186 sqm of office floorspace, was forecast to generate approximately 31 additional trips across the day, which was considered acceptable.
- Although the extension would nominally require two additional parking spaces, the LHA accepted that no additional parking was necessary due to the existing overprovision on site and the extensive parking controls in the surrounding area.
- A single cycle parking space was requested in line with the Council's Parking Standards and Design SPD, to be provided in a covered and conveniently located store and secured by condition.

2.3 Given that the current proposal mirrors the scale and nature of the previously approved scheme, and there has been no material change in local transport policy or site context since the 2018 decision, it is reasonable to conclude that the LHA's previous assessment remains relevant and applicable. As such, there is no evidence to suggest that the proposed development would give rise to any unacceptable transport or highways impacts.

3.0 Site Context and Local Highway Network

3.1 The site is located on the western side of Field Road, approximately 600 metres walking distance to the west of Reading town centre.

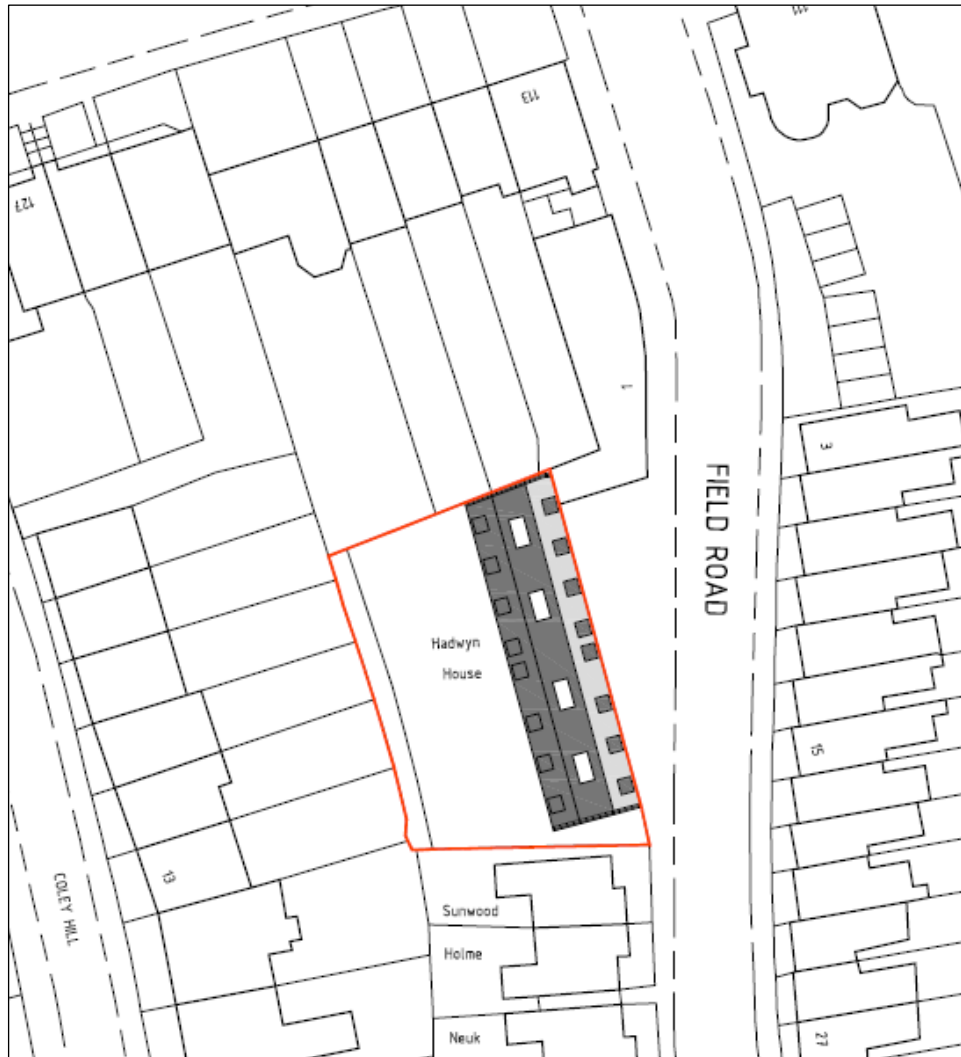
3.2 The site location in its wider context is shown in Figure 3A.

Figure 3A Site Location in Wider Context



- 3.3 The site is bound by Field Road to the east, Marven House (office building), rear gardens of the residential properties fronting Coley Hill to the west and residential properties fronting Field Road to the south.
- 3.4 The site location in its local context is shown in Figure 3B.

Figure 3B Site Location in Local Context



- 3.5 The site comprises an existing two-storey building with a total floor area of approximately 427 sqm. The site comprises a total of 12 car parking spaces located at the rear of the site.
- 3.6 The entrance into the site is through the building, via an undercroft.
- 3.7 As such, the site benefits from an established vehicular access, and a review of the publicly available CrashMap database confirms that there have been no recorded personal injury collisions at or in the immediate vicinity of the site access in the most recent five-year period.

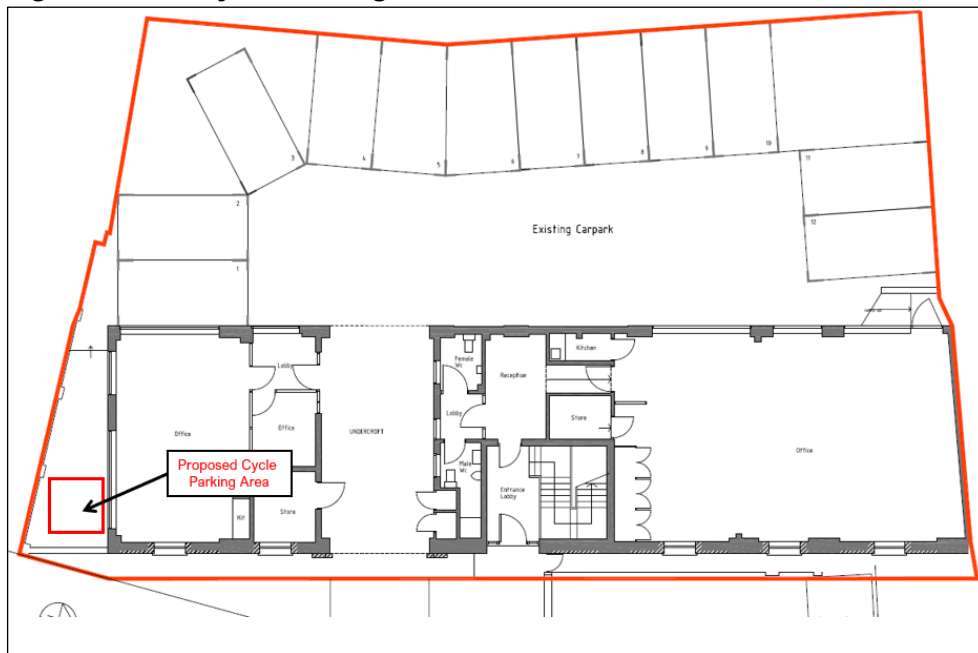
It can therefore be concluded that there are no identifiable highway safety concerns requiring mitigation as part of this planning application.

4.0 Development Proposals

The Proposal

- 4.1 The Applicant seeks planning permission for the erection of a new mansard roof and provision of additional office space (approximately 186 sqm) within the roof space with dormer windows and roof lights. The exterior of the existing building would be re-modelled with changes to the fenestration type.
- 4.2 The overall site will have a total floor area of 427 sqm + 186 sqm = 613 sqm.
- 4.3 The proposed site plan is provided in Appendix 1.
- 4.4 No changes are proposed to the existing site access and on-site car parking arrangements.
- 4.5 Based on the RBC's Revised Parking Standards and Design SPD (October 2011), office developments within Zone 2 – Primary Core Area (where the site is located) are required to provide 1 car parking space per 100 sqm of floorspace. For a total floor area of 613 sqm, the policy requirement equates to six spaces. The site currently benefits from 12 on-site car parking spaces, meaning the existing provision exceeds the policy requirement, offering operational flexibility without reliance on on-street parking.
- 4.6 In terms of the cycle parking requirement, based on the Council's standards of one cycle parking space per 200 sqm, the proposed 186 sqm office extension will require at least one cycle parking space.
- 4.7 As such, the Applicant proposed to introduce three secure and covered cycle stands (i.e., six cycle parking spaces spaces) which will be accessed via the rear. This provision will accommodate the cycle parking demand for the entire development.
- 4.8 The potential cycle parking location is shown in Figure 4A (overleaf), and the cycle stand design is provided in Appendix 2.

Figure 4A Cycle Parking Location



4.9 The cycle parking design (in Appendix 2) shows that six cycle parking spaces could be provided, which exceeds Council's cycle parking requirements.

4.10 Waste storage and collection arrangements will be managed in line with the existing situation, with refuse being stored in a secure, accessible location on-site on the ground floor.

5.0 Sustainable Transport Opportunities

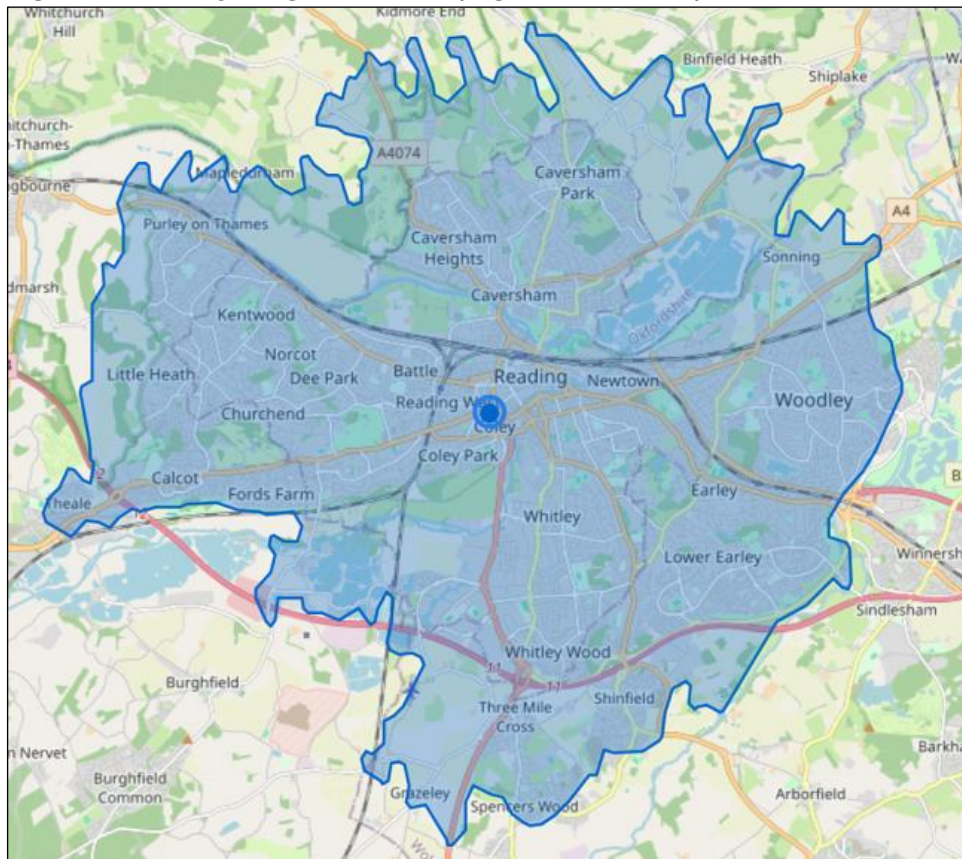
5.1 The site is located in close proximity to the town centre, benefiting from access to a wide range of local amenities and strong public transport connectivity. This makes it well placed to support sustainable patterns of movement.

5.2 The pedestrian environment around the site is well developed. Field Road and all surrounding streets are served by footways on both sides, which connect directly onto the A4155. From there, the footways lead eastwards to a signalised roundabout with the A329, where pedestrian crossings are provided on all four arms. These continue onto Castle Street, providing a direct pedestrian route into the town centre.

5.3 Field Road also provides pedestrian access southwards, while footways along the A4155 continue westward, ensuring connectivity in all directions. Dropped kerbs with tactile paving are provided at key junctions.

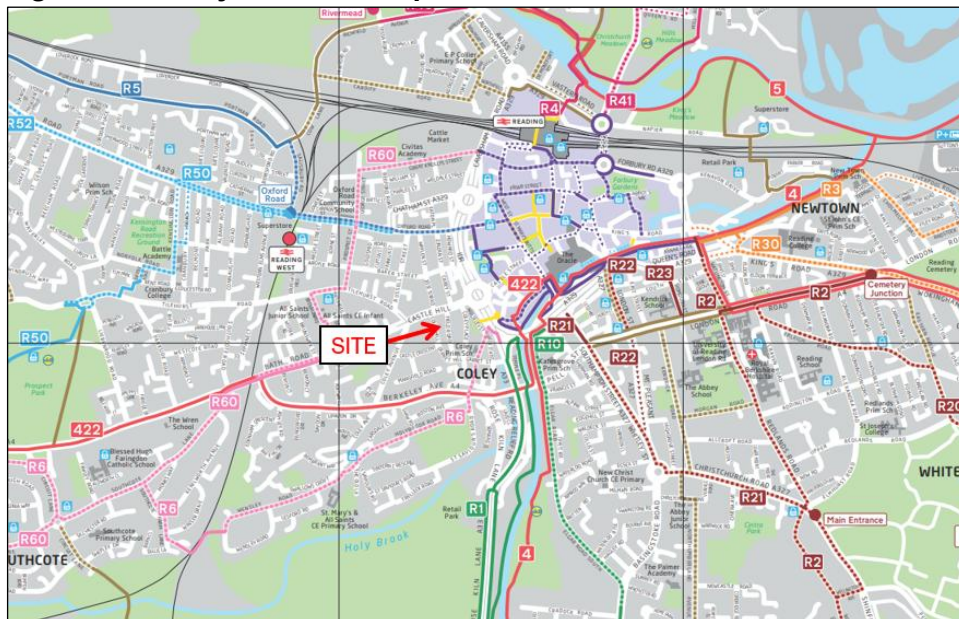
- 5.4 All streets in the vicinity are subject to a 20mph speed limit, enhancing safety for both pedestrians and cyclists. Overall, the pedestrian infrastructure surrounding the site is considered to be of good quality and conducive to safe, convenient movement on foot.
- 5.5 Figure 5A shows an eight-kilometre cycle isochrone centred on the site, based on guidance from CIHT's Planning for Cycling (2014), which notes that 80% of cycle trips are under five miles (approximately eight kilometres). As shown, the entire urban area of Reading falls within this isochrone, demonstrating the realistic potential for commuting and other utility trips by bike.

Figure 5A Cycling Isochrone (Eight Kilometres)



- 5.6 Figure 5B illustrates the existing cycle network in the area. The site is in close proximity to several designated cycle routes, providing a high level of accessibility by bicycle.

Figure 5B Cycle Route Map



- 5.7 Public transport options are equally strong. Bus stops located on Castle Street are within 400 metres of the site and offer frequent services to Reading town centre, Reading Railway Station, Newbury and Mortimer Common.
- 5.8 Reading Railway Station is located approximately 1.2 kilometres from the site—equivalent to a five-minute cycle or a 12-minute bus journey. The station provides extensive rail connections, enhancing the site's regional accessibility.
- 5.9 In summary, the site's location and surrounding infrastructure strongly support sustainable and low-carbon modes of travel, including walking, cycling and public transport. The proposed development therefore presents a genuine opportunity to encourage and embed active travel behaviour in line with current policy objectives.

6.0 Traffic Impact Assessment

- 6.1 The TRICS database (version 7.11.4) has been used to estimate the trip generation associated with the proposed additional 186 sqm of office floorspace. The corresponding TRICS output is provided in Appendix 3.
- 6.2 Based on the selected parameters, the development is forecast to generate approximately 30 two-way vehicular trips per day. This equates to no more than three trips per hour over a typical 10-hour day, which is not considered to result in any material impact on the operation or capacity of the surrounding road network.

- 6.3 The TRICS analysis also indicates that the development would generate approximately 15 two-way pedestrian trips, one cycle trip, and two two-way public transport trips per day. These figures reflect the sustainable location of the site and the opportunities for access via non-car modes.
- 6.4 In conclusion, the proposed uplift in office floorspace is modest in scale and will result in a negligible increase in vehicle movements. The existing highway network has sufficient capacity to accommodate the anticipated demand, and no off-site mitigation is considered necessary.

7.0 Summary and Conclusion

- 7.1 This Transport Note has been prepared to support a full planning application for the erection of a new mansard roof at Hadwyn House, Field Road, Reading, to facilitate the provision of approximately 186 sqm of additional office floorspace. The proposals also include alterations to the exterior of the building.
- 7.2 The development mirrors a previously approved scheme granted under application ref: 180379, where the Local Highway Authority raised no objections. There has been no material change in local transport policy or site circumstances since that approval, and the current scheme therefore benefits from an established planning precedent.
- 7.3 The site is located in a highly sustainable location within walking distance of Reading town centre, benefitting from excellent pedestrian, cycling and public transport connectivity. The surrounding road network includes footways, traffic calming measures and controlled crossings, and all streets in the vicinity are subject to a 20mph speed limit.
- 7.4 A review of CrashMap data confirms that there have been no recorded personal injury collisions at or near the site access in the last five years. As such, there are no identified road safety issues that would be exacerbated by the development.
- 7.5 The development results in a modest uplift of 186 sqm of B1 office floorspace. Trip generation forecasts indicate approximately 30 two-way vehicular movements per day—equivalent to three movements per hour over a 10-hour day. This level of increase is negligible and will not result in any adverse impact on the capacity or safety of the surrounding road network.
- 7.6 Car parking provision at the site already exceeds the Council's adopted standards, with 12 spaces available compared to a requirement of six based on total floor area. No additional

car parking is proposed or required. Six secure and covered cycle parking space will be provided on site.

- 7.7 In line with Paragraph 116 of the 2024 National Planning Policy Framework, development should only be refused on transport grounds if there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the road network would be severe. The analysis in this report confirms that neither threshold is met.
- 7.8 The proposed development represents a sustainable and policy-compliant intensification of an existing employment site. It makes efficient use of previously developed land, supports economic growth, and promotes sustainable modes of travel.
- 7.9 For these reasons, the development is considered acceptable in transport planning terms and should be supported by the Local Planning Authority.

Appendix 1. PROPOSED FLOOR PLANS



PROPOSED GROUND FLOOR PLAN

Client Rob & Phil Andrews

Project Hadwyn House
Field House, Field Road
Reading. RG1 6AP

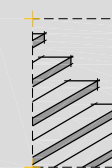
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Date June 2024

Drawing Title Proposed Ground Floor Plan

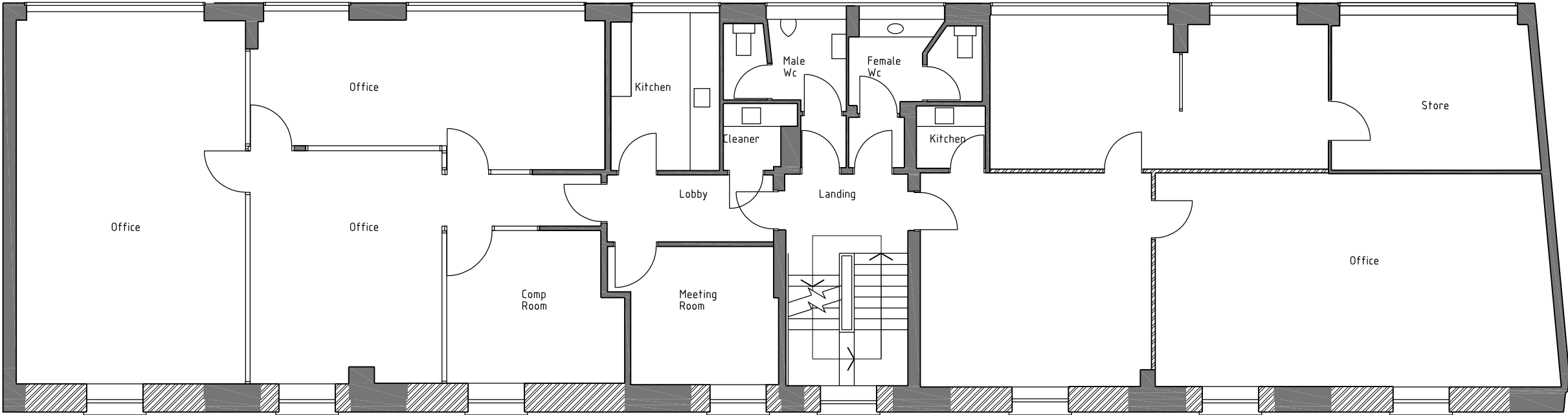
Drawing No. 24-007-02

sheet 1 of 6

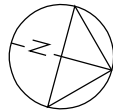


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tel. 01628-826066 www.basementdesignstudio.co.uk



PROPOSED FIRST FLOOR PLAN



Client **Rob & Phil Andrews**

Project **Hadwyn House**
Field House, Field Road
Reading. RG1 6AP

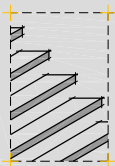
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Drawing Title **Proposed First Floor Plan**

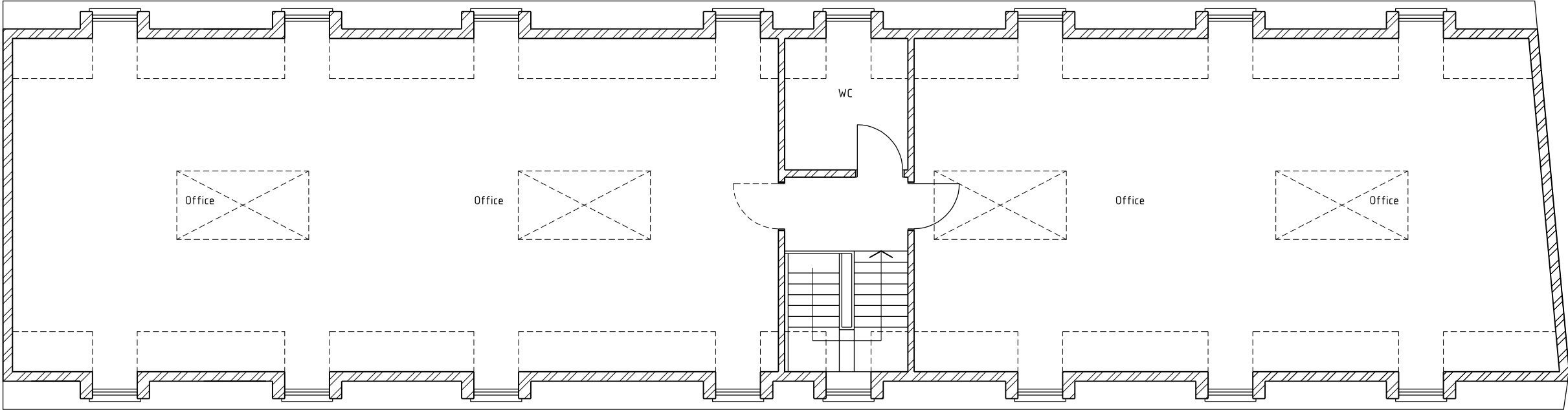
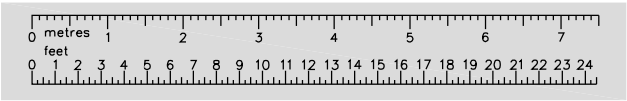
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sheet 2 of 6

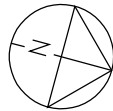


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PROPOSED SECOND FLOOR PLAN



Client **Rob & Phil Andrews**

Project **Hadwyn House**
Field House, Field Road
Reading. RG1 6AP

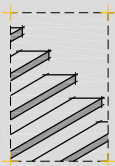
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Date **June 2024**

Drawing Title **Proposed Second Floor Plan**

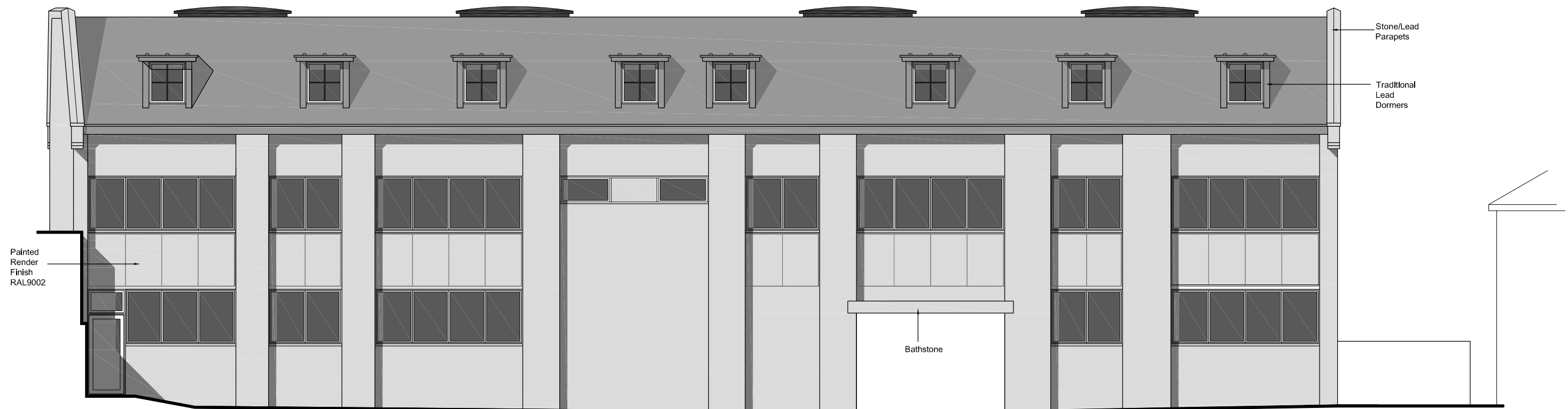
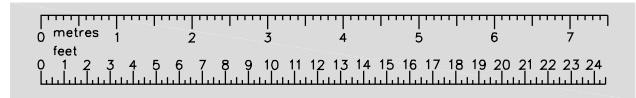
Drawing No. **24-007-02**

sheet 3 of 6



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PROPOSED WEST ELEVATION

Client Rob & Phil Andrews

Project Hadwyn House
Field House, Field Road
Reading. RG1 6AP

Scale 1:100 @ A3

Date June 2024

Drawing Title Proposed West Elevation

Drawing No. 24-007-02

sheet 4 of 6



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PROPOSED EAST ELEVATION

Client Rob & Phil Andrews

Project Hadwyn House
Field House, Field Road
Reading. RG1 6AP

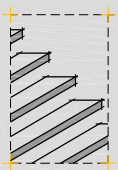
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Date June 2024

Drawing Title Proposed Second Floor Plan

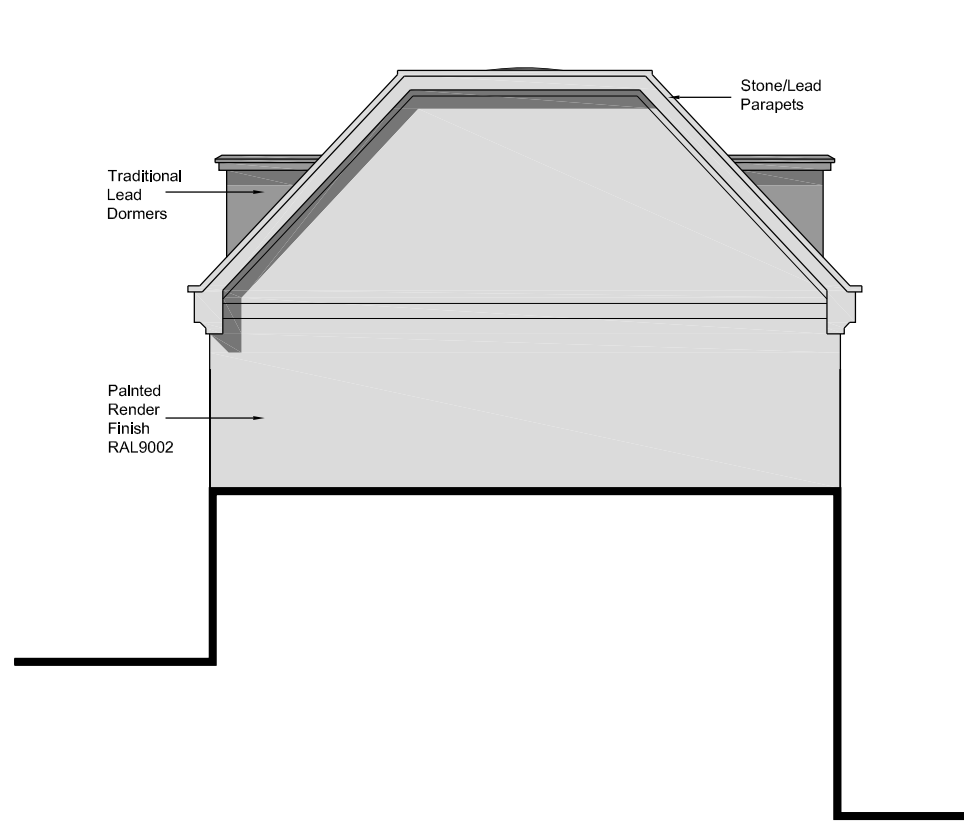
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sheet 5 of 6

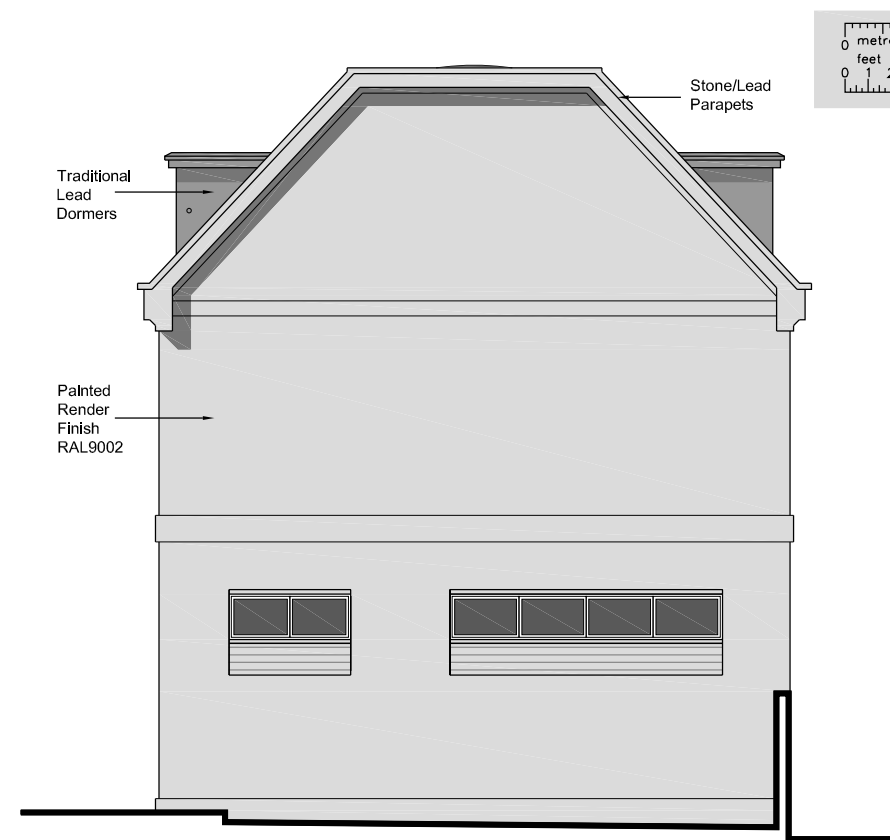


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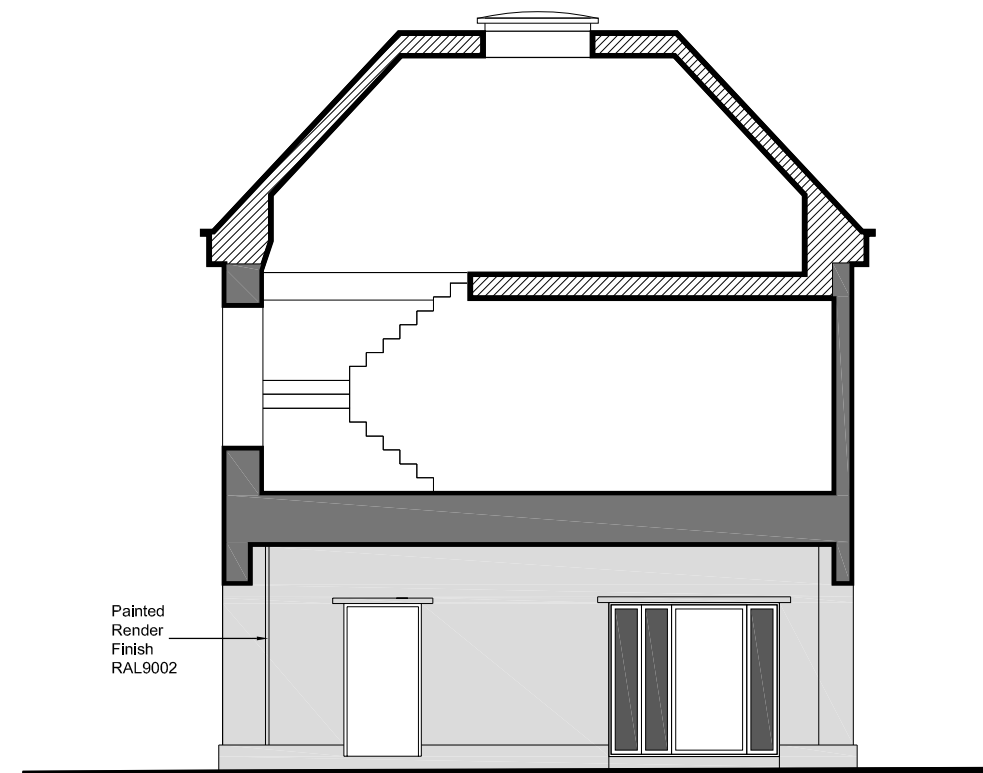
PROPOSED NORTH ELEVATION



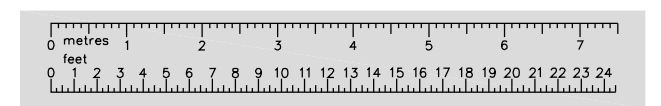
PROPOSED SOUTH ELEVATION



PROPOSED SOUTH/ SECTIONAL ELEVATION



PROPOSED NORTH/ SECTIONAL ELEVATION



Client **Rob & Phil Andrews**

Project **Hadwyn House**
Field House, Field Road
Reading. RG1 6AP

Scale **1:100 @ A3**

Date **June 2024**

Drawing Title **Proposed North & South Elevations**
North & South Sectional Elevations

Drawing No. **24-007-02**

sheet 6 of 6

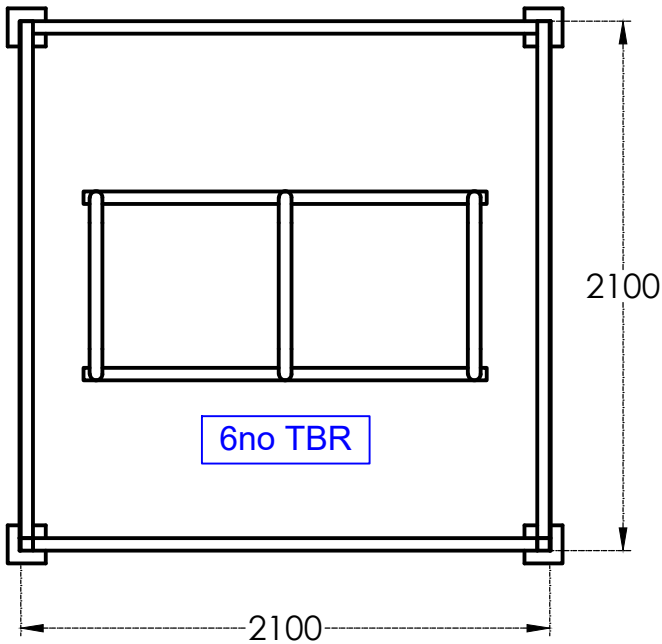


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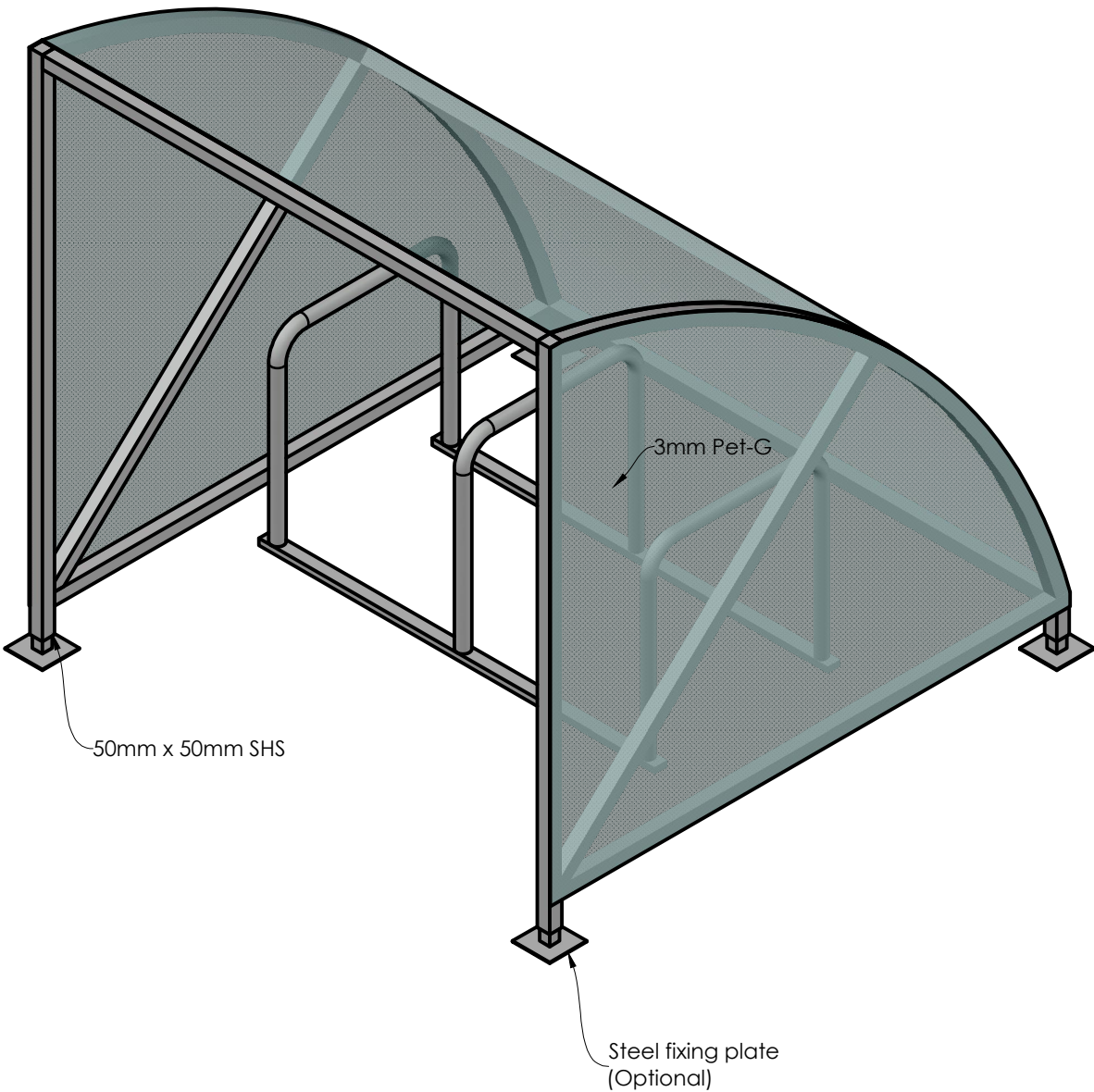
Suite 17, Maple Court, Grove Park, White Waltham. SL6 3LW
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Appendix 2. CYCLE PARKING DESIGN

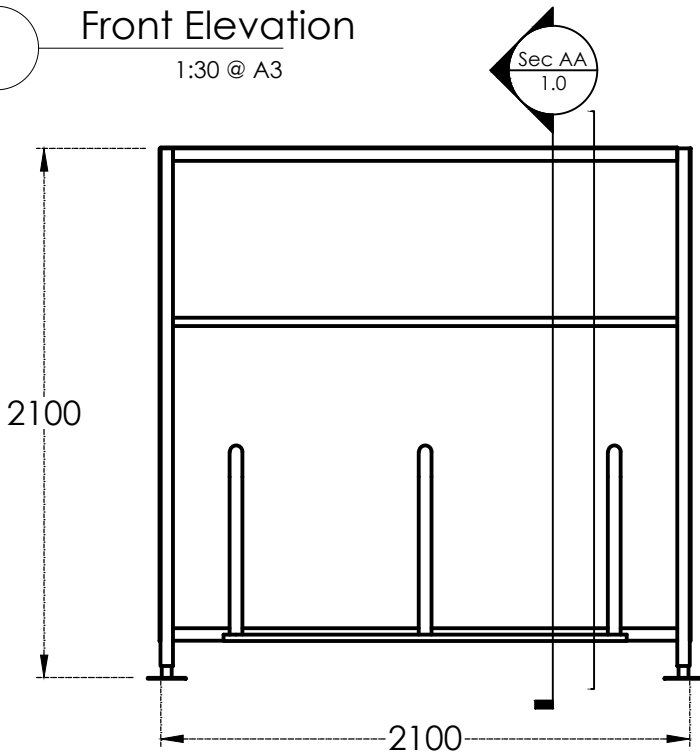
Plan
1:30 @ A3



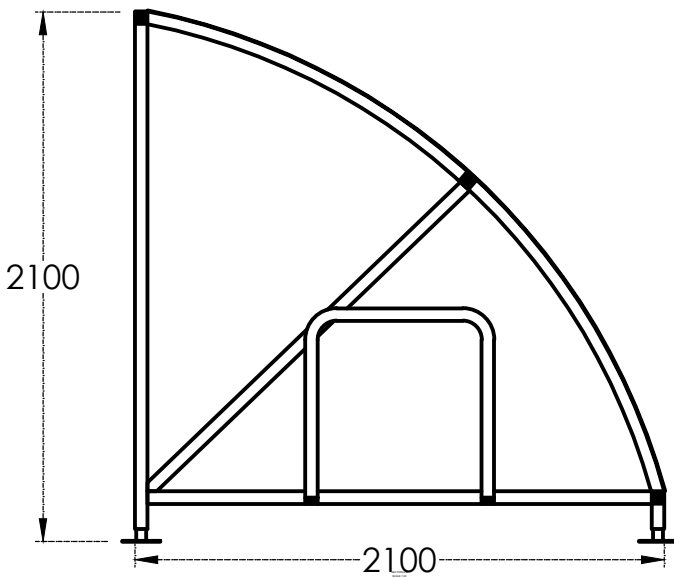
Isometric View
1:30 @ A3



Front Elevation
1:30 @ A3



Section AA
1:30 @ A3



Legend:
TBR Toast Bike Rack

Notes:

Finishes:

Revision Notes:

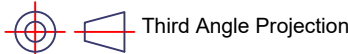


Client: ---

Venue: ---

Date Drawn: 07/06/2019

Draftsperson: S.AGYEMAN



Third Angle Projection

Project: ---

Title: 6 Space Original Shelter

Scale: 1:30 @ ISO A3

DWG No: 1.0

Revision:

Appendix 3. TRICS: OFFICES

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

Primary Filtering selection:

Parameter:

Gross floor area

Actual Range:

178 to 925 (units: sqm)

Range Selected by User:

178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/03/24

Selected survey days:

Monday2 days

Tuesday1 days

Wednesday1 days

Thursday2 days

Friday1 days

Selected survey types:

Manual count7 days

Directional ATC Count0 days

Selected Locations:

Edge of Town Centre7

Selected Location Sub Categories:

Industrial Zone1

Commercial Zone1

Residential Zone2

Built-Up Zone2

No Sub Category1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included8 days - Selected

Servicing vehicles Excluded1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known7 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,0001 days

20,001 to 25,0003 days

25,001 to 50,0003 days

Population within 5 miles:

25,001 to 50,0001 days

75,001 to 100,0001 days

100,001 to 125,0002 days

125,001 to 250,0001 days

250,001 to 500,0002 days

Car ownership within 5 miles:

0.6 to 1.04 days

1.1 to 1.53 days

Travel Plan:

No7 days

PTAL Rating:

No PTAL Present7 days

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date:	WEDNESDAY	04/07/18	Survey Type: MANUAL
2	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date:	FRIDAY	24/06/16	Survey Type: MANUAL
3	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date:	THURSDAY	21/10/21	Survey Type: MANUAL
4	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date:	MONDAY	11/09/17	Survey Type: MANUAL
5	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
	Survey date:	THURSDAY	04/10/18	Survey Type: MANUAL
6	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES		WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		540 sqm	
	Survey date:	MONDAY	14/11/22	Survey Type: MANUAL
7	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY		WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		830 sqm	
	Survey date:	TUESDAY	17/05/22	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	Survey during covid excllude

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): 1.71

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 - 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	6	677	0.615	6	677	0.025	6	677	0.640
08:00 - 09:00	7	606	2.688	7	606	0.377	7	606	3.065
09:00 - 10:00	7	606	1.179	7	606	0.920	7	606	2.099
10:00 - 11:00	7	606	0.519	7	606	0.495	7	606	1.014
11:00 - 12:00	7	606	0.401	7	606	0.519	7	606	0.920
12:00 - 13:00	7	606	0.448	7	606	1.037	7	606	1.485
13:00 - 14:00	7	606	0.943	7	606	0.707	7	606	1.650
14:00 - 15:00	7	606	0.377	7	606	0.424	7	606	0.801
15:00 - 16:00	7	606	0.236	7	606	0.519	7	606	0.755
16:00 - 17:00	7	606	0.259	7	606	0.825	7	606	1.084
17:00 - 18:00	7	606	0.401	7	606	1.863	7	606	2.264
18:00 - 19:00	6	677	0.074	6	677	0.369	6	677	0.443
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.140			8.080			16.220

Parameter summary

Trip rate parameter range selected: 178 - 925 (units: sqm)

Survey date date range: 01/01/16 - 21/03/24

Number of weekdays (Monday-Friday): 7

Number of Saturdays: 0

Number of Sundays: 0

Surveys automatically removed from selection: 1

Surveys manually removed from selection: 1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
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 - 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	6	677	0.000	6	677	0.000	6	677	0.000
08:00 - 09:00	7	606	0.283	7	606	0.000	7	606	0.283
09:00 - 10:00	7	606	0.000	7	606	0.000	7	606	0.000
10:00 - 11:00	7	606	0.000	7	606	0.000	7	606	0.000
11:00 - 12:00	7	606	0.000	7	606	0.000	7	606	0.000
12:00 - 13:00	7	606	0.000	7	606	0.024	7	606	0.024
13:00 - 14:00	7	606	0.000	7	606	0.000	7	606	0.000
14:00 - 15:00	7	606	0.000	7	606	0.000	7	606	0.000
15:00 - 16:00	7	606	0.000	7	606	0.024	7	606	0.024
16:00 - 17:00	7	606	0.000	7	606	0.000	7	606	0.000
17:00 - 18:00	7	606	0.000	7	606	0.212	7	606	0.212
18:00 - 19:00	6	677	0.000	6	677	0.000	6	677	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.283			0.260			0.543

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PEDESTRIANS
 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 - 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	6	677	0.025	6	677	0.000	6	677	0.025
08:00 - 09:00	7	606	0.566	7	606	0.000	7	606	0.566
09:00 - 10:00	7	606	0.283	7	606	0.283	7	606	0.566
10:00 - 11:00	7	606	0.307	7	606	0.684	7	606	0.991
11:00 - 12:00	7	606	0.637	7	606	0.330	7	606	0.967
12:00 - 13:00	7	606	0.707	7	606	1.085	7	606	1.792
13:00 - 14:00	7	606	0.920	7	606	0.802	7	606	1.722
14:00 - 15:00	7	606	0.189	7	606	0.118	7	606	0.307
15:00 - 16:00	7	606	0.094	7	606	0.094	7	606	0.188
16:00 - 17:00	7	606	0.094	7	606	0.401	7	606	0.495
17:00 - 18:00	7	606	0.094	7	606	0.401	7	606	0.495
18:00 - 19:00	6	677	0.000	6	677	0.000	6	677	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.916			4.198			8.114

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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 - 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	6	677	0.000	6	677	0.000	6	677	0.000
08:00 - 09:00	7	606	0.259	7	606	0.000	7	606	0.259
09:00 - 10:00	7	606	0.189	7	606	0.000	7	606	0.189
10:00 - 11:00	7	606	0.047	7	606	0.000	7	606	0.047
11:00 - 12:00	7	606	0.000	7	606	0.024	7	606	0.024
12:00 - 13:00	7	606	0.000	7	606	0.000	7	606	0.000
13:00 - 14:00	7	606	0.000	7	606	0.000	7	606	0.000
14:00 - 15:00	7	606	0.000	7	606	0.000	7	606	0.000
15:00 - 16:00	7	606	0.000	7	606	0.047	7	606	0.047
16:00 - 17:00	7	606	0.000	7	606	0.000	7	606	0.000
17:00 - 18:00	7	606	0.000	7	606	0.307	7	606	0.307
18:00 - 19:00	6	677	0.000	6	677	0.000	6	677	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.495			0.378			0.873