



MARKIDES ASSOCIATES

Transport Statement

Abbey Gardens, Reading

17 November 2025

Prepared for McGrath Group

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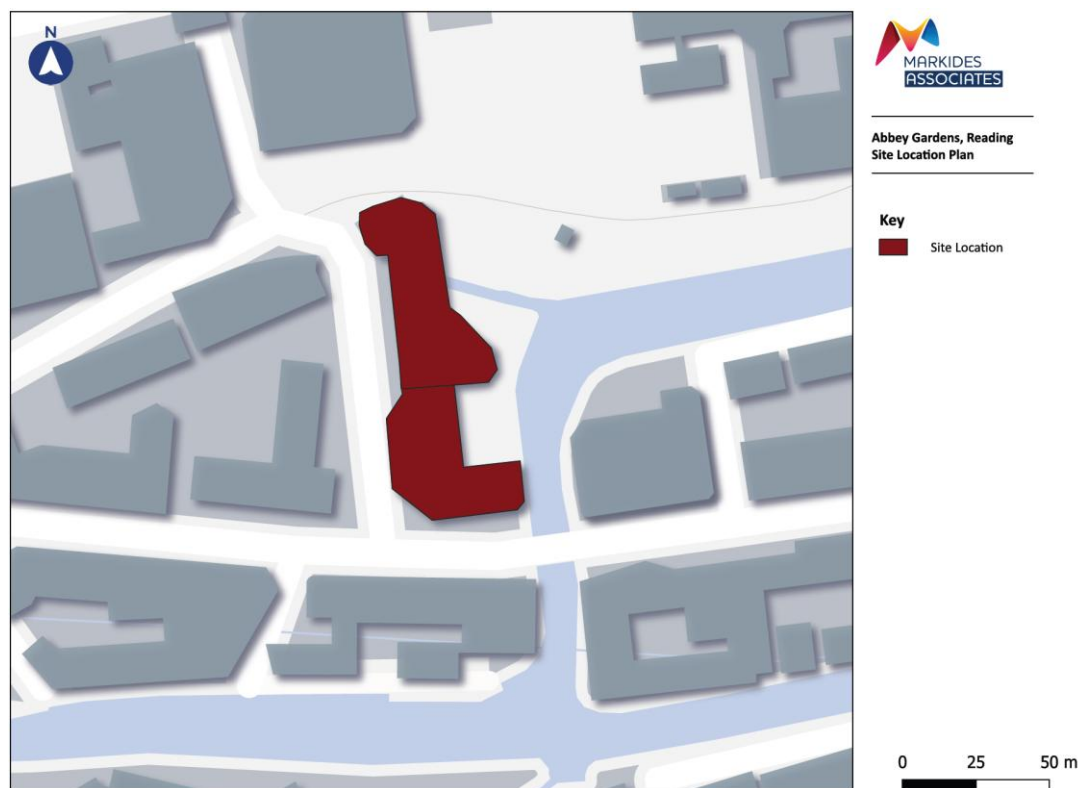
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1. Introduction

1.1 Preamble

- 1.1.1 Markides Associates (MA) have been instructed by HGH on behalf of McGrath Group (the 'Applicant') to provide a Transport Statement (TS) for a Permitted Development (PD) planning application for a site which is located at Abbey Gardens, Abbey Street, Reading, RG1 3BA ('the Site').
- 1.1.2 The site is located within the Planning and Authority area of Reading Borough Council (RBC).

Figure 1.1 Site Location Plan



- 1.1.3 The site fronts onto Abbey Street, which is currently characterised by other office buildings (Use Class E). The site is bound to the south to the east by the River Kennett and to the north by Abbots House, another Use Class E Office building. A site location plan is included as **Figure 1.1** as an extract and to scale at the end of this report.

1.2 Development Overview

- 1.2.1 The site currently consists of 1,162sqm of plant space associated with the office floor space located on the below floor, along with associated secure parking located at basement and ground floor level. The development proposals comprise of 17 x duplex apartments (Use Class C3), spanning over the 5th, 6th and 8th floor, and is supported with policy compliant cycle parking and waste provision.

1.3 Report Structure

1.3.1 The report is structured as follows:

- **Section 2 – Policy Guidance** examines the relevant national, regional and local planning policy with regards to the site.
- **Section 3 – Baseline Conditions** details the site and its location, and the surrounding areas in highways and transport terms, including analysis of the site accessibility by walking, cycling and public transport.
- **Section 4 – Proposed Development** outlines the application proposals, site access, cycle provision and servicing arrangements.
- **Section 5 – Trip Generation and Impact** examines the likely multi-modal trip generation, footfall for the site and the impact in transport and highways terms.
- **Section 6** – summarises and concludes this report.

2. Planning Policy Considerations

2.1 Preamble

- 2.1.1 This section outlines the relevant national and regional planning policy in relation to the site.

2.2 National Planning Policy

National Planning Policy Framework 2024 (NPPF)

- 2.2.1 The NPPF was revised in December 2024. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.
- 2.2.2 With regards to transport, the NPPF Paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007); and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- 2.2.3 Paragraph 115 continues: *“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.”*

- 2.2.4 Paragraph 117 continues that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 2.2.5 Paragraph 118 states that: *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

National Planning Practice Guidance (NPPG) - Travel Plans, Transport Assessments and Statements (2014)

- 2.2.6 This document sets out the overarching principles on Travel Plans, Transport Assessments and Statements and supplements Paragraph 111 of the NPPF as previously published (Now updated to Paragraph 114).
- 2.2.7 It defines the thresholds for need for Transport Assessment and the difference between Transport Assessment Reports and Transport Statements, and when the use of one or other is appropriate.
- 2.2.8 The NPPG sets out that Transport Assessment Reports should include the following non-exhaustive list of information, as appropriate to the site context and proposals:

- Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network.
- data about existing public transport provision, including provision/ frequency of services and proposed public transport changes.
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site.
- An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years).
- Data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network.
- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.

- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas).
- Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms.
- A description of parking facilities in the area and the parking strategy of the development.
- Ways of encouraging environmental sustainability by reducing the need to travel.
- 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).

2.2.9 It concludes that “in general, assessments should be based on normal traffic flow and usage conditions”.

2.3 Local Planning Policy

Reading Borough Local Plan (2019)

2.3.1 The Local Plan for Reading was adopted in 2019 and contains policies that will be relevant up to 2036. The plan identifies the amount of development that will take place, the areas and sites where development is expected to be accommodated and where it will be restricted. The Local Plan is the main planning document for reading and covers transport planning. The main aim of the document is to encourage sustainable development.

2.3.2 The most relevant transport policies within the Local Plan have been set out below, with a summary for each of the policies subsequently provided.

- TR1: Achieving the Transport Strategy
- TR3: Access, Traffic and Highway-Related Matters
- TR4: Cycle Routes and Facilities
- TR5: Car and Cycle Parking and Electric Vehicle Charging

TR1: Achieving the Transport Strategy

‘Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.'

TR3: Access, Traffic and Highway-Related Matters

'In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.'

Development will only be permitted where:

- *Accesses and works to the highway comply with the adopted standards of the Transport Authority.*
- *The development would not have a material detrimental impact on the functioning of the transport network.*
- *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists.*
- *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.*
- *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.'

TR4: Cycle Routes and Facilities

'Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.'

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.'

TR5: Car and Cycle Parking and Electric Vehicle Charging

Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- All new houses with dedicated off-street parking should provide charging points.
- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.

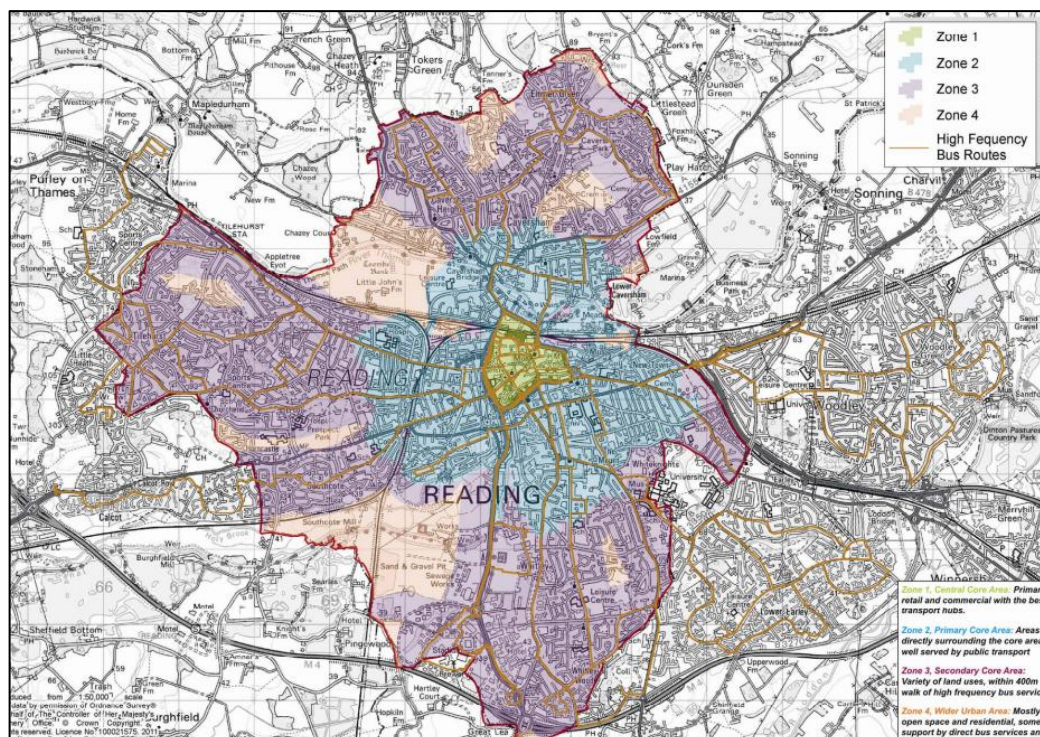
Reading Parking Standards and Design SPD (2011)

2.3.3 The parking SPD sets out the car and cycle parking standards that should be adhered to in the borough. Reading operates a zonal scheme which splits the RBC into 4 different zones, those being:

- Zone 1 – Central Core Zone
- Zone 2 – Primary Core Area
- Zone 3 – Secondary Core Area
- Zone 4 – Wider Urban Area

2.3.4 **Figure 2.1** visually demonstrate the geographical positioning of each of the zones. The site mentioned in this report lies within Zone 1.

Figure 2.1 RBC Zonal Scheme



Source: RBG Parking SPD

- 2.3.5 The Zone 1 Car and Cycle parking standards, which apply to this site, have been summarised in **Table 2.1**.

Table 2.1 Zone 1 - Car and Cycle Parking Standards

Residential Dwellings (Use Class C3)	Maximum Car Parking Standards	Minimum Cycle Parking Standards
1 bedroom	0.5 spaces per unit	0.5 spaces per unit
2 bedrooms		
3+ bedrooms	1 space per unit	1 space per unit
Visitor	N/A	N/A

- 2.3.6 The parking SPD also mentions that for residential units providing less than 200 spaces, there should be a minimum of 3 accessible spaces or 5% of the total capacity, whichever is greater.

3. Existing Conditions

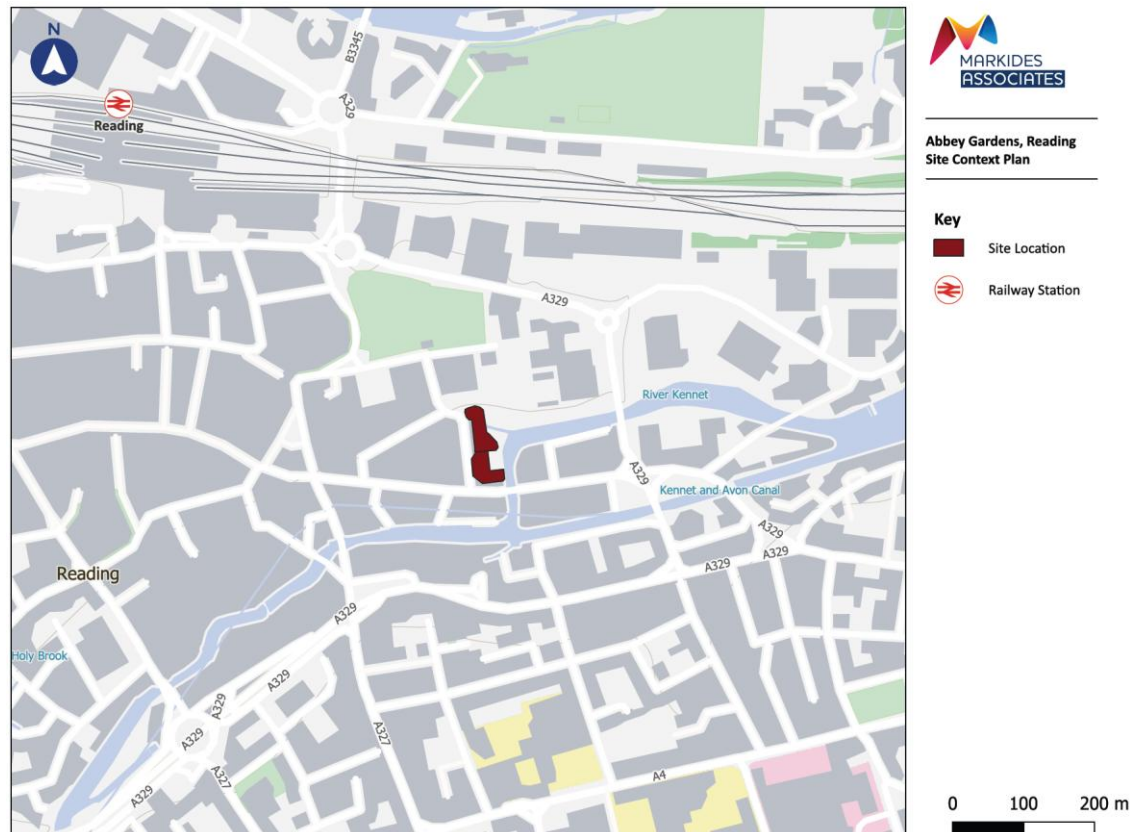
3.1 Preamble

- 3.1.1 This section of the report provides details of the site as existing, its permitted uses, access arrangements and accessibility by all modes.

3.2 Site Context

- 3.2.1 The site is located at Abbey Gardens, Abbey Street, Reading, RG1 3BA ('the Site'). A site context plan has been provided as an extract as **Figure 3.1** and is reproduced at the end of this report at scale.

Figure 3.1 Site Context Plan



- 3.2.2 As shown in **Figure 3.1**, the site fronts onto Abbey Street. The site is situated within walking distance of Reading Railway Station. Abbey Street is currently made up of predominantly office floor space.

3.3 Local Highway and Parking

- 3.3.1 Abbey Street is a two-way single carriageway road with a speed restriction of 30mph. Abbey Street runs in a north-south direction and is accessed from Kings Road to the south. Kings Road connects into Reading Town Centres one-way system to the east and provides a route

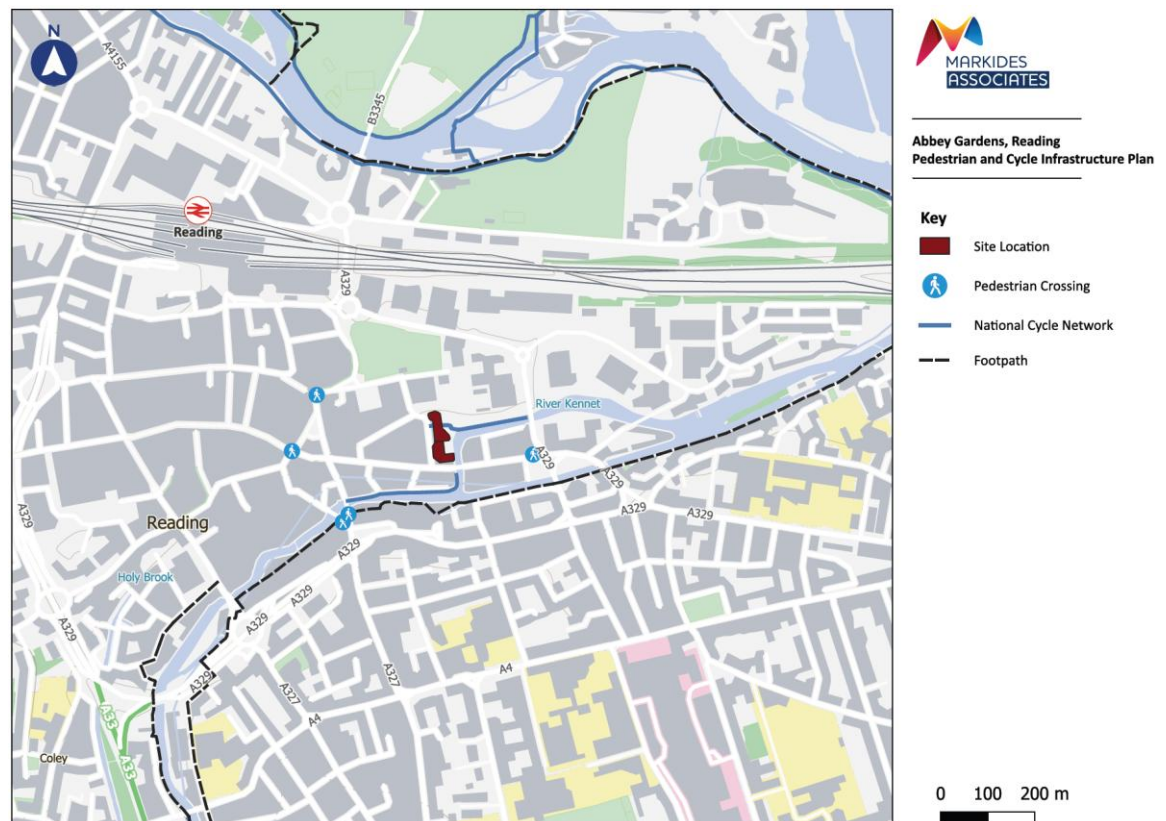
to the A329 to the west. The A329/A33 is a main arterial road which provides access to the site from the M4.

- 3.3.2 The site is also accessible to the north of Abbey Street via The Forbury/Abbot's Walk, although this is a pedestrian only route.
- 3.3.3 In terms of car parking, the site benefits from several spaces located at basement level and are accessed from Abbey Street. With regards to on-street parking, there is a very limited stock available within proximity of the site as a result of on-street restrictions. Abbey Street, where the site is situated, is double yellow lined along its length preventing any parking with the exception of a marked parking bay which allows pay and display parking for a maximum of 2 hours, with no return within 3 hours.
- 3.3.4 However, due to the town centre location, the site also benefits from being within proximity to a number of public car parks. The closest car park is Queens Road Multi-Storey Car Park, some 350m south of the site. The car park is open 24 hours per day and has a capacity of around 700 spaces. The charge for the car park is £16.70 for a 24-hour period.

3.4 Pedestrian and Cycle Connectivity

- 3.4.1 The site benefits from footways on either side of Abbey Street, which measure approximately 2m in width. According to MfS (Manual for Streets), a footway of 2m is an acceptable width to allow for accessible movements.
- 3.4.2 There are several signalised pedestrian crossings located a short walk to the south of the site, along Kings Road. The location of each of the crossings has been highlighted in **Figure 3.2**.
- 3.4.3 Further to this, the minor side roads generally benefit from dropped kerbs and tactile paving, again to aid the safe crossing of pedestrians. The area within the vicinity of the site is well lit with street lighting.
- 3.4.4 In terms of cycle infrastructure and as shown in **Figure 3.2**, the site is a short distance from National Cycle Route 4 (NCR). NCR 4 spans between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Tenby, Haverfordwest and St Davids. The route spans some 700km with 47% of the route being traffic-free.

Figure 3.2 Pedestrian and Cycle Connectivity



3.5 Local Facilities

- 3.5.1 **Table 3.1** provides a summary of the local facilities surrounding the site and the approximate walking/cycling distances. The facilities summarised are the key trip attractors likely to be used by future residents. It should also be noted that the site located only 350m to the east of Reading town centre, where most of the facilities outlined are located.

Table 3.1 Local Facilities and Services

Facility		Distance	Travel Time (mins)	
			Walk	Cycle
Medical Facilities				
Doctors	Eldon Square Surgery	850m	12	5
Dentist	Berkshire Dental Care	300m	4	1
Pharmacy/Opticians	Boots Pharmacy	550m	8	3
Hospital	Royal Berkshire Hospital	800m	12	5
Retail Facilities				
Supermarket/General Retail	Tesco Express	350m	5	1
	Sainsburys	400m	6	2
	M&S Foodhall	400m	6	2
	Premier	500m	7	3
Education Facilities				
Secondary School	The Abbey School	1.1km	15	6
Primary School	Katesgrove Primary School	1.1km	15	4
Nursery	Forbury Gardens Day Nursery	190m	3	1
Community Facilities				
Sports and Open Spaces	Forbury Gardens Park	240m	4	1
	Buzz Gym	180m	2	1
	The Gym Group	800m	11	4
Post Office	Reading Post Office	550m	8	3
Public House	The Back of Beyond	260m	3	1
Café	Costa Coffee	400m	5	1
Co-Working Space	Work Life Reading	130m	2	1

- 3.5.2 **Table 3.1**, confirms that a range of amenities are located within close proximity of the development site ensuring that these trip attractors can be accessed by modes other than the motor vehicle, thereby, reflecting fundamental requirements of national, regional and local planning policy for creating sustainable communities.

3.6 Access by Public Transport

Bus Services

- 3.6.1 The nearest pair of bus stops to the site are located along Kings Road, some 240m east of the site, which is around a 2-minute walk. Both bus stops are characterised by a shelter, seating and a flag and a post with some timetable information.
- 3.6.2 The bus stops are served by routes 3 leopard, 9 Buzz, 18 Buzz, 19a/b/c little oranges, 4/X4 lion, 17 purple and 500 Park and Ride. The bus stops provide services towards The Water Tower, Minster Street, St Mary's Butts, Kenavon Drive, Chalfont Way, Arborfield Green.

3.6.3 The bus services, their routes and frequencies for the nearest bus stops to the site are summarised in **Table 3.2**, and shown diagrammatically in **Figure 3.3**.

Table 3.2 Public Transport Table

Bus Route Number	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
3 Leopard	St Mary's Butts – Beech Road – Station Interchange – Broad Street	4 per hour	4 per hour	2 per hour	05:48	23:28
9 Buzz	St Mary's Butts – Community Centre – Green Park Station	1 per hour	1 per hour	None	06:04	19:51
19a Little Oranges	Central Reading – Loddon Bridge via Berkshire Hospital, Earley Gate, Silverdale Road	1 per hour	1 per hour	None	06:33	18:55
19b Little Oranges	Central Reading – Royal Berkshire Hospital, Earley Gate, Beech Lane – Lower Easley (Asda)	1 per hour	1 per hour	None	06:03	19:51
19c Little Oranges	Loddon Bridge - Central Reading via Woodley Piazza, Chequers, Bulmershe, Earley Gate, Royal Berkshire Hospital	1 per hour	1 per hour	None	06:13	19:20
18 Buzz	Reading – Forbury Road – Kenavon Drive	11 per day	None	None	06:24	19:04
X4 Lion	Reading – Bracknell via Wokingham, John Nike Way	1-2 per hour	1 per hour	1 per hour	05:36	23:11
4 Lion	Reading – Bracknell via Wokingham, Great Hollands	2 per hour	2 per hour	1 per hour	05:06	22:06
17 Purple	Wokingham Road (Three Tuns) - Tilehurst (Water Tower) via Cemetery Junction, Central Reading, Oxford Road	6 per hour	3 per hour	2 per hour	24-hour	24-hour
500 Park and Ride	Central Reading – Cemetery Junction – Winnersh Triangle Park and Ride	4 per hour	4 per hour	None	07:03	18:56

3.6.4 **Table 3.2** demonstrates that the site is well connected to central Reading and surrounding railway stations by bus.

Railway Services

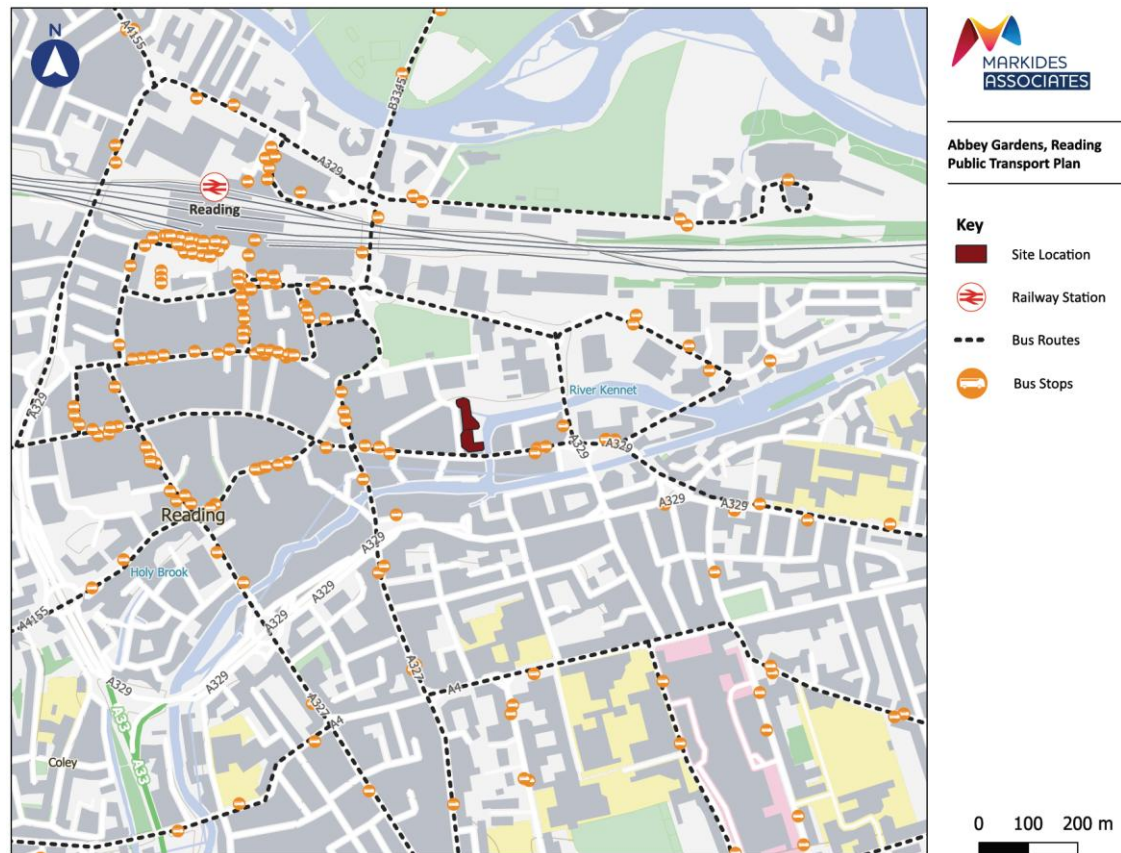
- 3.6.5 The closest railway station to the site is Reading, which is approximately 600m in a northbound direction and takes around 8 minutes to walk or 2-minutes to cycle. As well as national rail services, Reading also benefits from being on the Elizabeth Line. To summarise, Reading Railway Station provides direct services towards Taunton, London Paddington, Didcot Parkway, Cardiff Central, Newbury, York and Basingstoke as well as other intermediate destinations.
- 3.6.6 Reading station benefits from 344 sheltered cycle parking spaces and, therefore, helps to encourage sustainable travel to the station itself.
- 3.6.7 The location of Reading Railway Station has been included in **Figure 3.3**, whilst the local direct railway services taken from Reading by destination, frequency and journey times are summarised in **Table 3.3**.

Table 3.3 Local Railway Services

Direct Service Destination	Peak Hour Frequency	Approx. Journey Times
Reading Railway Station – Network Rail		
London Paddington	11 per hour	24 minutes
Oxford	3 per hour	25 minutes
Bournemouth	1 per hour	55 minutes
Reading Railway Station – Network Rail		
London Paddington	2 per hour	55 minutes
Abbey Wood	2 per hour	90 minutes

- 3.6.8 **Table 3.3** shows that the site benefits from direct frequent rail services from Reading to London Paddington, Oxford, Bournemouth and Abbey Wood; Reading Railway Station is a major interchange hub.

Figure 3.3 Public Transport Plan



3.7 Local Characteristics

Existing Modal Share – Residents

- 3.7.1** To establish local travel characteristics of the area, the 2011 Census has been queried to establish how existing residents within the vicinity of the site travel to work. Therefore, the 2011 Method of Travel to Work census data was queried with Reading 011 selected as the usual place of residence (where the site is situated). The result of the search is included in **Table 3.4**.
- 3.7.2** The 2021 census data have not been considered, in this instance, as this was collected when Covid restrictions were in place and is not representative of normal travel behaviour.

Table 3.4 Local Baseline Mode Split – 2011 Census (Reading 011)

Mode	%
Underground, Metro, Light Rail or Tram	0%
Train	20%
Bus, Minibus or Coach	12%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	29%
Passenger in a Car or Van	3%
Bicycle	4%
On Foot	31%
Other method of travel to work	0%
Total	100%

- 3.7.3 **Table 3.4** demonstrates that in the locality of the site, only 29% of people travel to work via the private car, whilst 32% travel to work via public transport. Further to this, 35% of people are likely to travel to work using active modes of transport, active modes of transport include commuting to work via foot or bicycle.

Existing Modal Share – Employees

- 3.7.4 A similar exercise has been carried out to establish the main method of transport people use to travel to the site (Reading 011) for their workday. Again the 2011 census has been searched for Method of Travel to Work, with the usual place of work being selected as Reading 011. The result of the search is included in **Table 3.5**.

Table 3.5 Workday Method of Travel to Work (Reading 011)

Mode	%
Underground, Metro, Light Rail or Tram	0%
Train	17%
Bus, Minibus or Coach	18%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	38%
Passenger in a Car or Van	4%
Bicycle	4%
On Foot	18%
Other method of travel to work	0%
Total	100%

- 3.7.5 **Table 3.5** demonstrates that in the locality of the site, 38% of employees travel to work via the private car, whilst 35% travel to work via public transport. Further to this, 22% of people are likely to travel to work using active modes of transport, active modes of transport include commuting to work via foot or bicycle.

Car Ownership Data

- 3.7.6 The level of car or van availability by tenure of flats by number of habitable rooms within the Abbey (Reading) area have been extracted from the 2021 Census, for privately owned flats. The results are summarised in **Table 3.6**.

Table 3.6 2021 Car Ownership

Private Housing	Number of Beds	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Parking Ratio
Abbey, Reading (E05013864)	Total	42%	50%	8%	1%	0.7
	1	42%	50%	8%	1%	0.7
	2	25%	64%	11%	0%	0.9
	3	75%	25%	0%	0%	0.3

- 3.7.7 **Table 3.6** demonstrates that, the average parking ratio in the Abbey area is 0.7 cars per household. When breaking this down across the different tenures of housing, the more bedrooms the higher the parking ratio.

4. Development Proposals

4.1 Scale of Development

- 4.1.1 The development proposal consists of the re-development of 1,162sqm of plant space to provide 17 x duplex apartments (Use Class C3). The development will be supported by policy compliant cycle parking and a dedicated refuse store.
- 4.1.2 A ground floor plan of the proposed development has been included at the end of this report as **Appendix A**.

4.2 Access

- 4.2.1 Pedestrian and cycle access will be taken from Abbey Street to the south of the site, as per the existing arrangement.
- 4.2.2 Vehicular access will also be taken from Abbey Street, as per the existing situation. This access provides a direct route into the basement of the site, where the car parking will be located.

4.3 Car Parking

- 4.3.1 The development site will be car-free. The car-free nature of the site will be in accordance with local planning policy which states that those sites situated within Zone 1 (Town Centre Location), which this site is, benefit from ease of access to sustainable methods of travel and, therefore, a lower provision of parking is accessible.
- 4.3.2 However, RBC's parking guidance states that 3 accessible parking spaces should be provided for residential units providing less than 200 parking spaces. This would equate to a 18% accessible parking provision for the 17 units.
- 4.3.3 However, Department for Transport Statistics demonstrates that the level of disabled badge uptake in Reading area is only 2.6%. Therefore, by providing the 1 car parking space (2.6%) it is considered that demand will be met.
- 4.3.4 The accessible car parking spaces shall be 2.4m x 4.8m wide, with a 1.2m hatching around either side of the spaces and to the front. Therefore, in total the accessible parking spaces will measure 4.8m x 6.0m as per the Reading Parking Standards SPD.
- 4.3.5 The accessible parking spaces shall be located at basement level. Tracking analysis has been carried out to demonstrate that cars will be able to enter and egress out of the 3 parking spaces safely. This tracking has been carried out using industry standard software AutoCAD and the results are included at the end of this report as drawing ref: 24553-MA-DR-XX-XX-D-7005.

4.4 Cycle Parking

- 4.4.1 A total of 10 long-stay cycle parking spaces shall be provided. This level of cycle parking accords with the standards set out in the RBC local plan as summarised in **Table 2.1**, earlier in this report.
- 4.4.2 The long-stay cycle parking spaces will be provided at basement level in the form of two-tier stands. This cycle parking will, therefore, be covered and sheltered.
- 4.4.3 No short-stay cycle parking will be provided as there is no policy requirement for this type of development.

4.5 Delivery and Servicing Arrangements

- 4.5.1 Delivery and servicing of the site will be carried out as per the existing situation. Refuse bins shall be moved from the bin store to the kerbside by the building management on collection day.

5. Trip Generation and Assessment

5.1 Preamble

- 5.1.1 This section of the report summarises the impact of the development in respect of transport matters.

5.2 Existing Trip Generation

- 5.2.1 As mentioned, the site is currently used as plant space and it is, therefore, understood that the existing situation will not generate any daily trips. Rather the space would generate several trips per year. As a result, for the purposes of this trip generation assessment it is assumed that the exiting site generates 0 vehicles trips.

5.3 Proposed Trip Generation

- 5.3.1 To determine the trip generation for the proposed development, the TRICS database has again been searched for comparable proxy sites. The following parameters were selected to generate total person trip rates for the proposed flatted units:

- Land Use: 03 – Residential
- Category: C – Flats Privately Owned
- Region: South East, East Anglia
- Use Class: C3
- Date Range: 2016-2023
- Parameter: 1 dwelling

- 5.3.2 The total person trip rates per flat have been extracted and applied to the total number flats, that being 17, and the results have been summarised in **Table 5.1**. The full TRICS output is included at the end of this report as **Appendix C**.

Table 5.1 Total Person Trip Generation (17 Flats)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person Trip Rate	0.08	0.45	0.54	0.31	0.14	0.45	2.32	2.40	4.72
Total Person Trips	1	8	9	5	2	8	39	41	80

- 5.3.3 **Table 5.1** shows that the 17 flats are likely to generate a total of 9 two-way person trips in the AM peak, 8 in the PM peak and a total of 80 across the entire day.

- 5.3.4 In order to determine how many of these person trips will be attributed to car trips, the 2011 Travel to Work Census data for residents, as set out in **Table 3.4**, has been applied to the

total person trip rates in **Table 5.1**. This data has also been pro-rated to account for the car-free nature of the site, whilst considering the 3 accessible spaces. The results of this analysis have been set out in **Table 5.2**.

Table 5.2 Residential Multi-Modal Trip Generation

Method of Travel	LTDS %	Pro-Rated %	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Flows		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	0%	0%	0	0	0	0	0	0	0	0	0
Train	20%	28%	0	2	3	1	1	2	11	11	22
Bus, minibus or coach	12%	16%	0	1	1	1	0	1	6	7	13
Taxi	0%	0%	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	0%	1%	0	0	0	0	0	0	0	0	0
Driving a car or van	29%	3%	0	0	0	0	0	0	1	1	3
Passenger in a car or van	3%	4%	0	0	0	0	0	0	2	2	3
Bicycle	4%	5%	0	0	0	0	0	0	2	2	4
On foot	31%	42%	1	3	4	2	1	3	17	17	34
Other method of travel to work	0%	0%	0	0	0	0	0	0	0	0	0
Total	100%	100%	1	8	9	5	2	8	39	41	80

5.3.5 **Table 5.2** shows that the proposed residential units will generate an uplift of only 3 two-way vehicles trip across the entire day (this includes taxi trips) in comparison to the existing situation.

5.3.6 Therefore, it can be summarised that the proposed development will not have any negative impact on the existing highway network.

6. Summary and Conclusion

- 6.1.1 In summary, Markides Associates (MA) have been instructed by HGH on behalf of McGrath (the 'Applicant') to provide a Transport Statement (TS) to support Permitted Development (PD) planning application for the development of 17 x duplex apartments (Use Class C3). The development will be located at Abbey Gardens, Abbey Street, Reading, RG1 3BA ('the Site').
- 6.1.2 This assessment has been prepared based on Reading's Local Plan and any guidance set out in the NPPF. The assessment has demonstrated that the proposed development could be delivered in accordance with current local and national policy.
- 6.1.3 Key facilities, such as the high street, the school, retail, public open space and community facilities are all within appropriate walking and cycling distances. The local bus stops are also within acceptable walking distances. Other facilities including Reading Railway Station and other retail and employment opportunities are accessible by walking, cycling and public transport.
- 6.1.4 The bus and train services operating in proximity to the site are very regular in frequency and, therefore, sufficient to provide future residents with realistic travel alternatives to the private car, supporting a car-free development.
- 6.1.5 An assessment of the trip generation has concluded that the proposed development will have a negligible impact on the existing highway network with only a minor uplift in the number of vehicle trips.
- 6.1.6 The delivery and servicing arrangements are appropriate for the proposed development.
- 6.1.7 In summary, this report presents a comprehensive and robust assessment of the transport impact arising from the proposed development. It demonstrates that the proposed scheme can be accommodated on the existing transport network and should therefore be considered acceptable.

FIGURES

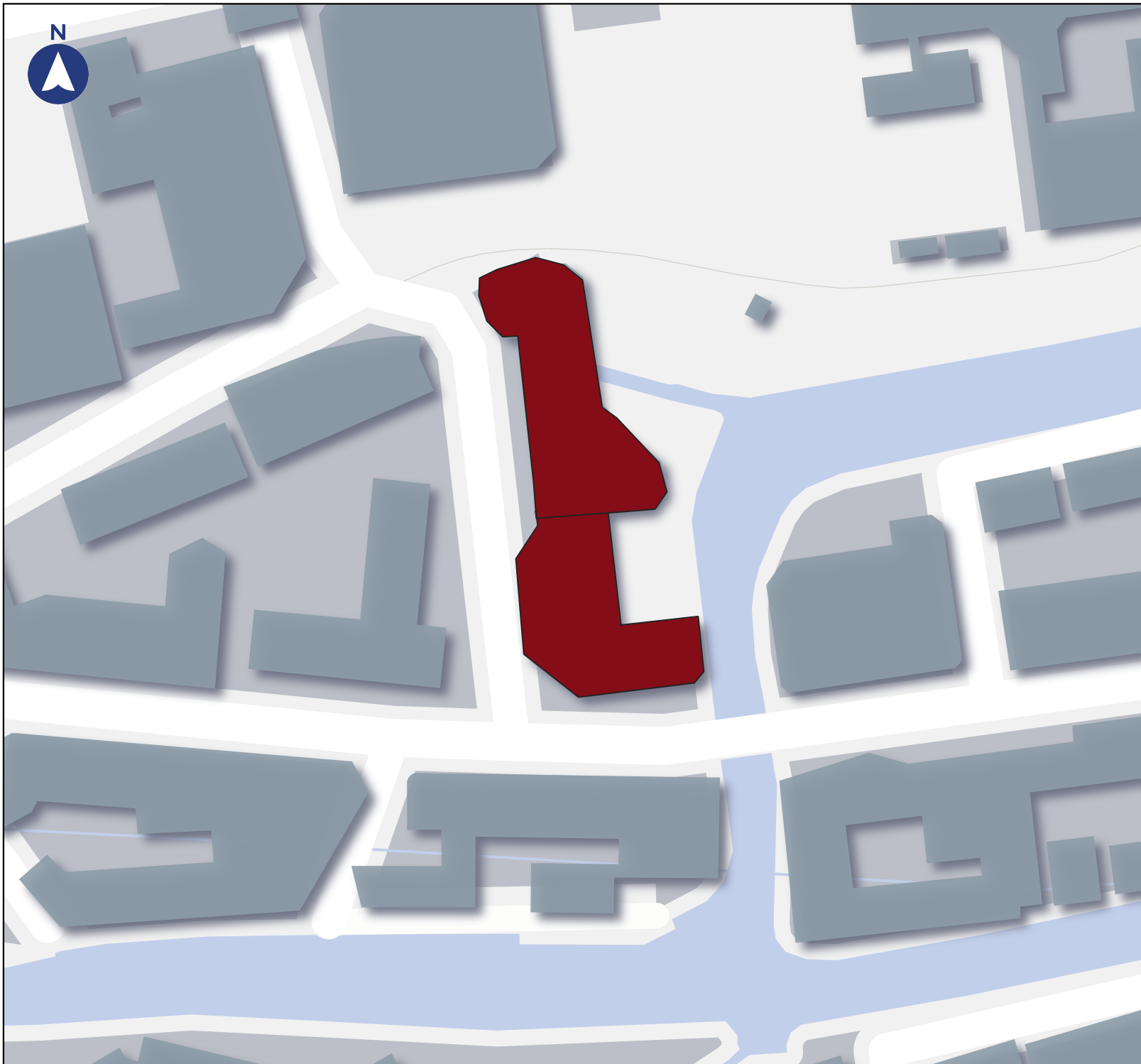
Figure 1.1	Site Location Plan
Figure 2.1	RBC Zonal Scheme
Figure 3.1	Site Context Plan
Figure 3.2	Pedestrian and Cycle Connectivity
Figure 3.3	Public Transport Plan



Abbey Gardens, Reading
Site Location Plan

Key

 Site Location



0 25 50 m

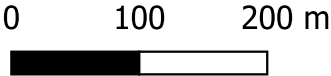


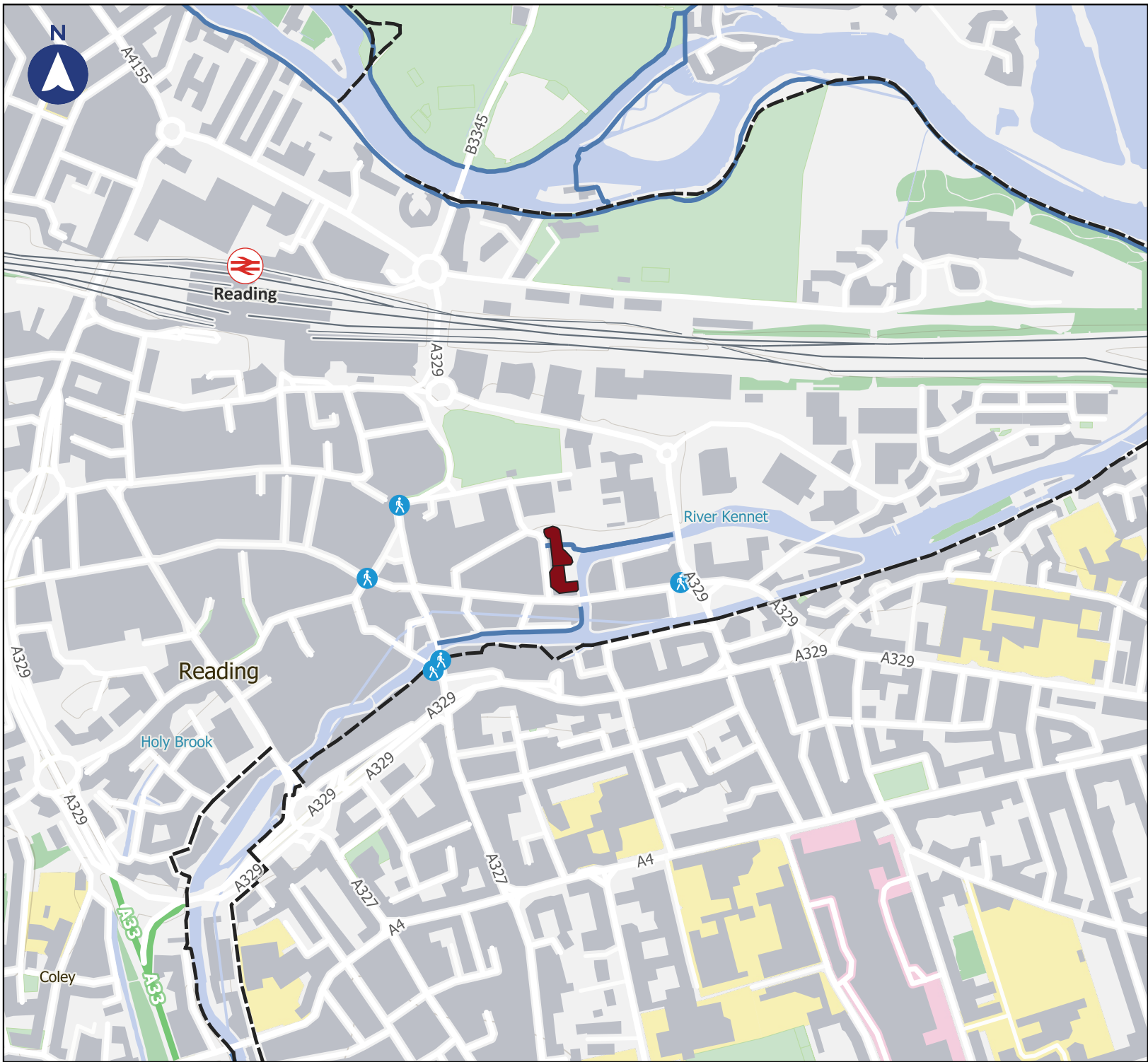


Abbey Gardens, Reading
Site Context Plan

Key

-  Site Location
-  Railway Station





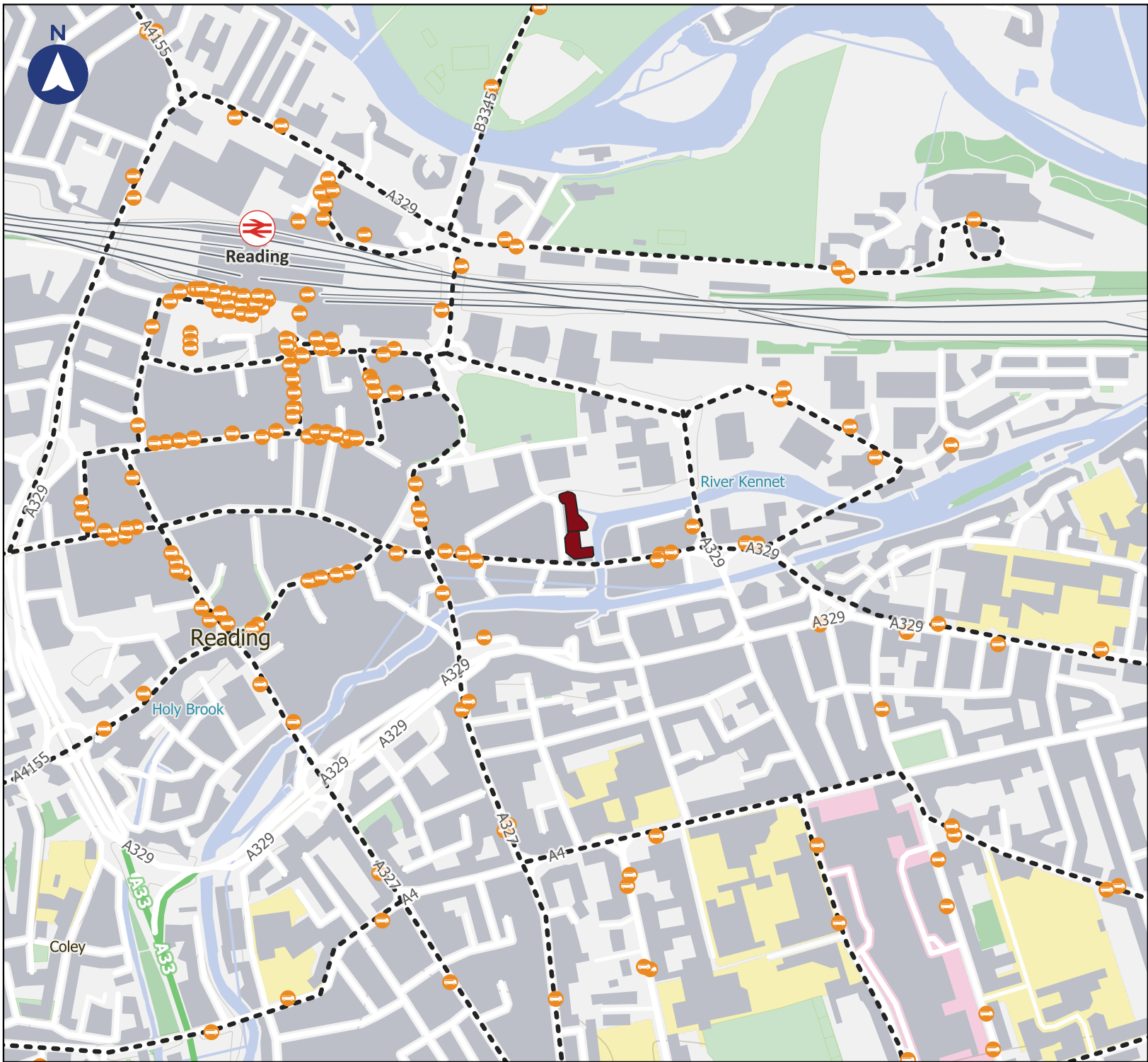
Abbey Gardens, Reading
Pedestrian and Cycle Infrastructure Plan

Key

-  Site Location
-  Pedestrian Crossing
-  National Cycle Network
-  Footpath

0 100 200 m

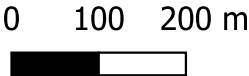




Abbey Gardens, Reading
Public Transport Plan

Key

-  Site Location
-  Railway Station
-  Bus Routes
-  Bus Stops



DRAWINGS

24553-MA-DR-XX-XX-D-7005 – Accessible Parking Tracking – Large Car

Associated with this PD application:
4no. Recycling Bins
3no. General Refuse Bins
2no. Food Waste Bins

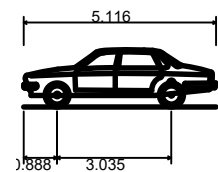
1no. accessible car parking space
associated with this PD application



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number XXX supplied by XXX and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Highway boundary information has been provided by XXX County Council on XXX and has been transcribed by Markides Associates onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the highway boundary information shown is subject to checks by a licensed conveyancer.
5. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Large Car (2016)
Overall Length 5.116m
Overall Width 1.899m
Overall Body Height 1.526m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.150m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

Rev		Comment	SD	XX	XX	XX.XX.XX
P01		FOR INFORMATION	SD	XX	XX	XX.XX.XX
Rev		Comment	By	Chkd	Appr	Date
Current Revision						
P01		FOR INFORMATION	EW	DJT	DJT	17.11.2025
Rev		Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

RANDALSWOOD CONSTRUCTION UK LTD



MARKIDES ASSOCIATES
TRANSPORT PLANNING AND ENGINEERING

Project
ABBEY GARDENS, READING

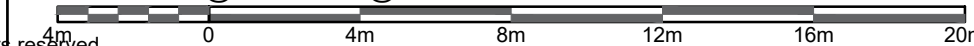
Drawing Title

LARGE CAR TRACKING

Markides Associates reference: 24553 1:200 @ A1

24553-MA-XX-XX-DR-D-7005 - P01

Scale 1:200 @ A1 - 1:400 @ A3

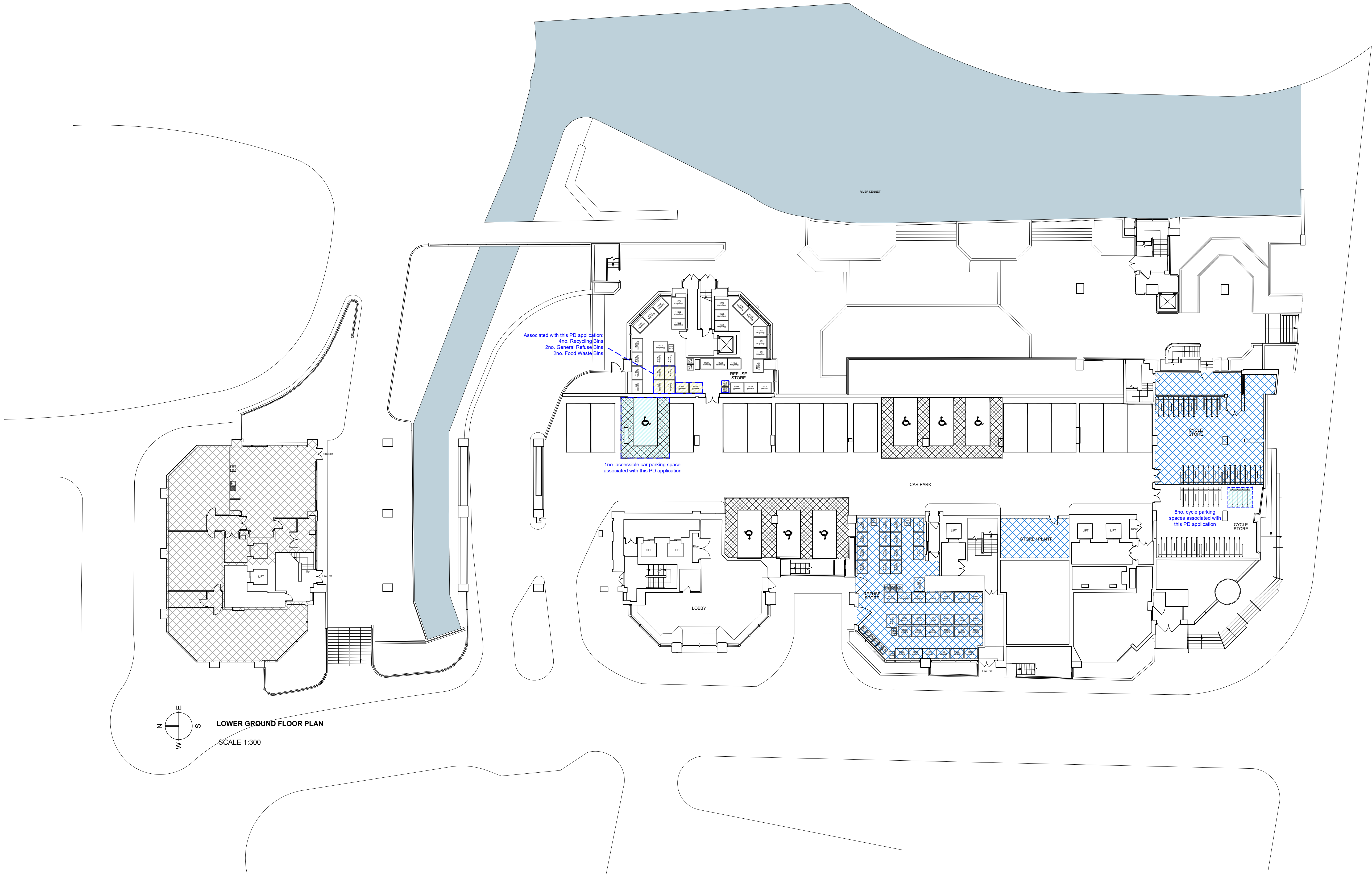


APPENDICES

Appendix A – Ground Floor

Appendix B – Residential TRICS Output

APPENDIX A – GROUND FLOOR LAYOUT



LOWER GROUND FLOOR PLAN

SCALE 1:300

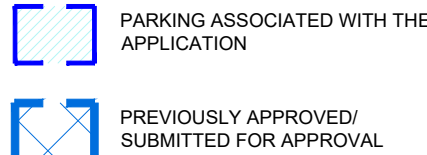
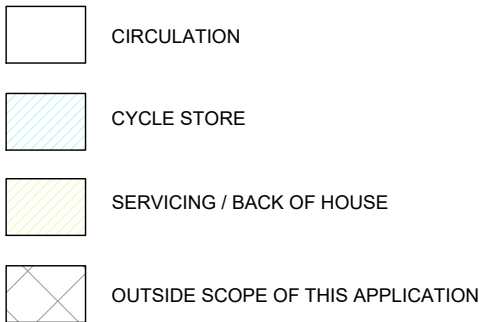
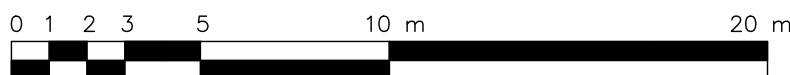
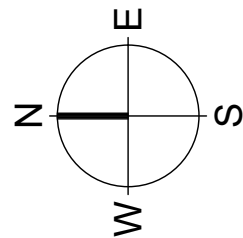
NOTES

DO NOT SCALE - USE FIGURED DIMENSIONS ONLY.

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO CONSTRUCTION AND ANY DISCREPANCIES TO BE HIGHLIGHTED BY CONTRACTOR.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS AND DRAWINGS.

ALL LEVELS ARE TO FINISHED LEVELS UNLESS OTHERWISE INDICATED.



Drawing Status:	P L A N N I N G	
Revision:	Description:	Date:
P.01	Issued for Information	10.11.25
P L A N N I N G		

SADAarchitecture

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T : 01 727 860810

Project: 24-013 Abbey Gardens

Drawing: Proposed Lower Ground Floor Plan

Date: 24.10.2024 drawn by: YY check: CC

Scale: 1:200@A1 drwg no.: 309 rev. no.: P.01

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APPENDIX B – RESIDENTIAL TRICS OUTPUT

Calculation Reference: AUDIT-860401-250123-0151

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	IS ISLINGTON	3 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	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: 14 to 194 (units:)
Range Selected by User: 6 to 724 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

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:

Monday 2 days
Tuesday 3 days
Wednesday 1 days
Thursday 2 days

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

Selected survey types:

Manual count 8 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 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:

Development Zone 1
Residential Zone 1
Built-Up Zone 5
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 17 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days
100,001 or More	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	4 days
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	3 days
6a Excellent	4 days
6b (High) Excellent	1 days

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

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): 3.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.029	8	108	0.083	8	108	0.112
08:00 - 09:00	8	108	0.030	8	108	0.089	8	108	0.119
09:00 - 10:00	8	108	0.038	8	108	0.046	8	108	0.084
10:00 - 11:00	8	108	0.029	8	108	0.032	8	108	0.061
11:00 - 12:00	8	108	0.031	8	108	0.048	8	108	0.079
12:00 - 13:00	8	108	0.043	8	108	0.059	8	108	0.102
13:00 - 14:00	8	108	0.043	8	108	0.043	8	108	0.086
14:00 - 15:00	8	108	0.025	8	108	0.028	8	108	0.053
15:00 - 16:00	8	108	0.055	8	108	0.031	8	108	0.086
16:00 - 17:00	8	108	0.068	8	108	0.039	8	108	0.107
17:00 - 18:00	8	108	0.084	8	108	0.043	8	108	0.127
18:00 - 19:00	8	108	0.090	8	108	0.053	8	108	0.143
19:00 - 20:00	5	108	0.035	5	108	0.030	5	108	0.065
20:00 - 21:00	5	108	0.020	5	108	0.020	5	108	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.620			0.644			1.264

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.*

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Parameter summary

Trip rate parameter range selected:

14 - 194 (units:)

Survey date date range:

01/01/16 - 05/09/24

Number of weekdays (Monday-Friday):

8

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.007	8	108	0.007	8	108	0.014
08:00 - 09:00	8	108	0.005	8	108	0.003	8	108	0.008
09:00 - 10:00	8	108	0.005	8	108	0.007	8	108	0.012
10:00 - 11:00	8	108	0.006	8	108	0.006	8	108	0.012
11:00 - 12:00	8	108	0.005	8	108	0.005	8	108	0.010
12:00 - 13:00	8	108	0.006	8	108	0.006	8	108	0.012
13:00 - 14:00	8	108	0.003	8	108	0.003	8	108	0.006
14:00 - 15:00	8	108	0.000	8	108	0.000	8	108	0.000
15:00 - 16:00	8	108	0.002	8	108	0.002	8	108	0.004
16:00 - 17:00	8	108	0.006	8	108	0.006	8	108	0.012
17:00 - 18:00	8	108	0.002	8	108	0.002	8	108	0.004
18:00 - 19:00	8	108	0.005	8	108	0.005	8	108	0.010
19:00 - 20:00	5	108	0.006	5	108	0.006	5	108	0.012
20:00 - 21:00	5	108	0.007	5	108	0.006	5	108	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.064			0.129

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.003	8	108	0.003	8	108	0.006
08:00 - 09:00	8	108	0.001	8	108	0.001	8	108	0.002
09:00 - 10:00	8	108	0.003	8	108	0.003	8	108	0.006
10:00 - 11:00	8	108	0.000	8	108	0.000	8	108	0.000
11:00 - 12:00	8	108	0.002	8	108	0.001	8	108	0.003
12:00 - 13:00	8	108	0.001	8	108	0.001	8	108	0.002
13:00 - 14:00	8	108	0.000	8	108	0.001	8	108	0.001
14:00 - 15:00	8	108	0.000	8	108	0.000	8	108	0.000
15:00 - 16:00	8	108	0.000	8	108	0.000	8	108	0.000
16:00 - 17:00	8	108	0.000	8	108	0.000	8	108	0.000
17:00 - 18:00	8	108	0.000	8	108	0.000	8	108	0.000
18:00 - 19:00	8	108	0.000	8	108	0.000	8	108	0.000
19:00 - 20:00	5	108	0.000	5	108	0.000	5	108	0.000
20:00 - 21:00	5	108	0.000	5	108	0.000	5	108	0.000
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 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.000	8	108	0.000	8	108	0.000
08:00 - 09:00	8	108	0.000	8	108	0.001	8	108	0.001
09:00 - 10:00	8	108	0.000	8	108	0.001	8	108	0.001
10:00 - 11:00	8	108	0.000	8	108	0.000	8	108	0.000
11:00 - 12:00	8	108	0.000	8	108	0.002	8	108	0.002
12:00 - 13:00	8	108	0.000	8	108	0.003	8	108	0.003
13:00 - 14:00	8	108	0.000	8	108	0.001	8	108	0.001
14:00 - 15:00	8	108	0.000	8	108	0.000	8	108	0.000
15:00 - 16:00	8	108	0.000	8	108	0.001	8	108	0.001
16:00 - 17:00	8	108	0.000	8	108	0.001	8	108	0.001
17:00 - 18:00	8	108	0.000	8	108	0.000	8	108	0.000
18:00 - 19:00	8	108	0.000	8	108	0.000	8	108	0.000
19:00 - 20:00	5	108	0.000	5	108	0.000	5	108	0.000
20:00 - 21:00	5	108	0.000	5	108	0.000	5	108	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.010			0.010

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.002	8	108	0.008	8	108	0.010
08:00 - 09:00	8	108	0.000	8	108	0.013	8	108	0.013
09:00 - 10:00	8	108	0.000	8	108	0.001	8	108	0.001
10:00 - 11:00	8	108	0.002	8	108	0.003	8	108	0.005
11:00 - 12:00	8	108	0.003	8	108	0.002	8	108	0.005
12:00 - 13:00	8	108	0.001	8	108	0.002	8	108	0.003
13:00 - 14:00	8	108	0.002	8	108	0.001	8	108	0.003
14:00 - 15:00	8	108	0.005	8	108	0.002	8	108	0.007
15:00 - 16:00	8	108	0.002	8	108	0.000	8	108	0.002
16:00 - 17:00	8	108	0.003	8	108	0.001	8	108	0.004
17:00 - 18:00	8	108	0.009	8	108	0.003	8	108	0.012
18:00 - 19:00	8	108	0.002	8	108	0.000	8	108	0.002
19:00 - 20:00	5	108	0.009	5	108	0.004	5	108	0.013
20:00 - 21:00	5	108	0.006	5	108	0.002	5	108	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.042			0.088

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.030	8	108	0.112	8	108	0.142
08:00 - 09:00	8	108	0.035	8	108	0.137	8	108	0.172
09:00 - 10:00	8	108	0.039	8	108	0.052	8	108	0.091
10:00 - 11:00	8	108	0.030	8	108	0.042	8	108	0.072
11:00 - 12:00	8	108	0.035	8	108	0.052	8	108	0.087
12:00 - 13:00	8	108	0.057	8	108	0.070	8	108	0.127
13:00 - 14:00	8	108	0.054	8	108	0.047	8	108	0.101
14:00 - 15:00	8	108	0.025	8	108	0.033	8	108	0.058
15:00 - 16:00	8	108	0.074	8	108	0.035	8	108	0.109
16:00 - 17:00	8	108	0.098	8	108	0.037	8	108	0.135
17:00 - 18:00	8	108	0.118	8	108	0.054	8	108	0.172
18:00 - 19:00	8	108	0.122	8	108	0.066	8	108	0.188
19:00 - 20:00	5	108	0.037	5	108	0.035	5	108	0.072
20:00 - 21:00	5	108	0.022	5	108	0.015	5	108	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.776			0.787			1.563

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.014	8	108	0.069	8	108	0.083
08:00 - 09:00	8	108	0.029	8	108	0.106	8	108	0.135
09:00 - 10:00	8	108	0.030	8	108	0.063	8	108	0.093
10:00 - 11:00	8	108	0.044	8	108	0.046	8	108	0.090
11:00 - 12:00	8	108	0.043	8	108	0.045	8	108	0.088
12:00 - 13:00	8	108	0.043	8	108	0.042	8	108	0.085
13:00 - 14:00	8	108	0.050	8	108	0.055	8	108	0.105
14:00 - 15:00	8	108	0.047	8	108	0.059	8	108	0.106
15:00 - 16:00	8	108	0.073	8	108	0.055	8	108	0.128
16:00 - 17:00	8	108	0.100	8	108	0.070	8	108	0.170
17:00 - 18:00	8	108	0.087	8	108	0.068	8	108	0.155
18:00 - 19:00	8	108	0.113	8	108	0.088	8	108	0.201
19:00 - 20:00	5	108	0.072	5	108	0.057	5	108	0.129
20:00 - 21:00	5	108	0.067	5	108	0.059	5	108	0.126
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.812			0.882			1.694

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.003	8	108	0.042	8	108	0.045
08:00 - 09:00	8	108	0.010	8	108	0.072	8	108	0.082
09:00 - 10:00	8	108	0.002	8	108	0.028	8	108	0.030
10:00 - 11:00	8	108	0.009	8	108	0.018	8	108	0.027
11:00 - 12:00	8	108	0.007	8	108	0.010	8	108	0.017
12:00 - 13:00	8	108	0.015	8	108	0.014	8	108	0.029
13:00 - 14:00	8	108	0.010	8	108	0.022	8	108	0.032
14:00 - 15:00	8	108	0.017	8	108	0.012	8	108	0.029
15:00 - 16:00	8	108	0.036	8	108	0.018	8	108	0.054
16:00 - 17:00	8	108	0.025	8	108	0.008	8	108	0.033
17:00 - 18:00	8	108	0.042	8	108	0.007	8	108	0.049
18:00 - 19:00	8	108	0.048	8	108	0.013	8	108	0.061
19:00 - 20:00	5	108	0.024	5	108	0.006	5	108	0.030
20:00 - 21:00	5	108	0.004	5	108	0.011	5	108	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.252			0.281			0.533

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.010	8	108	0.118	8	108	0.128
08:00 - 09:00	8	108	0.007	8	108	0.127	8	108	0.134
09:00 - 10:00	8	108	0.008	8	108	0.025	8	108	0.033
10:00 - 11:00	8	108	0.017	8	108	0.023	8	108	0.040
11:00 - 12:00	8	108	0.010	8	108	0.021	8	108	0.031
12:00 - 13:00	8	108	0.014	8	108	0.017	8	108	0.031
13:00 - 14:00	8	108	0.012	8	108	0.014	8	108	0.026
14:00 - 15:00	8	108	0.014	8	108	0.008	8	108	0.022
15:00 - 16:00	8	108	0.008	8	108	0.009	8	108	0.017
16:00 - 17:00	8	108	0.015	8	108	0.017	8	108	0.032
17:00 - 18:00	8	108	0.054	8	108	0.010	8	108	0.064
18:00 - 19:00	8	108	0.093	8	108	0.013	8	108	0.106
19:00 - 20:00	5	108	0.122	5	108	0.006	5	108	0.128
20:00 - 21:00	5	108	0.046	5	108	0.002	5	108	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.430			0.410			0.840

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.014	8	108	0.159	8	108	0.173
08:00 - 09:00	8	108	0.017	8	108	0.198	8	108	0.215
09:00 - 10:00	8	108	0.010	8	108	0.053	8	108	0.063
10:00 - 11:00	8	108	0.025	8	108	0.042	8	108	0.067
11:00 - 12:00	8	108	0.015	8	108	0.031	8	108	0.046
12:00 - 13:00	8	108	0.029	8	108	0.031	8	108	0.060
13:00 - 14:00	8	108	0.023	8	108	0.036	8	108	0.059
14:00 - 15:00	8	108	0.030	8	108	0.020	8	108	0.050
15:00 - 16:00	8	108	0.045	8	108	0.028	8	108	0.073
16:00 - 17:00	8	108	0.040	8	108	0.025	8	108	0.065
17:00 - 18:00	8	108	0.096	8	108	0.017	8	108	0.113
18:00 - 19:00	8	108	0.144	8	108	0.025	8	108	0.169
19:00 - 20:00	5	108	0.146	5	108	0.011	5	108	0.157
20:00 - 21:00	5	108	0.050	5	108	0.013	5	108	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.684			0.689			1.373

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): 3.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.060	8	108	0.348	8	108	0.408
08:00 - 09:00	8	108	0.081	8	108	0.454	8	108	0.535
09:00 - 10:00	8	108	0.080	8	108	0.170	8	108	0.250
10:00 - 11:00	8	108	0.101	8	108	0.133	8	108	0.234
11:00 - 12:00	8	108	0.096	8	108	0.130	8	108	0.226
12:00 - 13:00	8	108	0.129	8	108	0.145	8	108	0.274
13:00 - 14:00	8	108	0.129	8	108	0.140	8	108	0.269
14:00 - 15:00	8	108	0.107	8	108	0.114	8	108	0.221
15:00 - 16:00	8	108	0.194	8	108	0.118	8	108	0.312
16:00 - 17:00	8	108	0.242	8	108	0.134	8	108	0.376
17:00 - 18:00	8	108	0.309	8	108	0.143	8	108	0.452
18:00 - 19:00	8	108	0.382	8	108	0.179	8	108	0.561
19:00 - 20:00	5	108	0.265	5	108	0.107	5	108	0.372
20:00 - 21:00	5	108	0.144	5	108	0.089	5	108	0.233
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.319			2.404			4.723

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 CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.012	8	108	0.067	8	108	0.079
08:00 - 09:00	8	108	0.016	8	108	0.076	8	108	0.092
09:00 - 10:00	8	108	0.023	8	108	0.027	8	108	0.050
10:00 - 11:00	8	108	0.014	8	108	0.020	8	108	0.034
11:00 - 12:00	8	108	0.016	8	108	0.029	8	108	0.045
12:00 - 13:00	8	108	0.025	8	108	0.035	8	108	0.060
13:00 - 14:00	8	108	0.028	8	108	0.023	8	108	0.051
14:00 - 15:00	8	108	0.021	8	108	0.023	8	108	0.044
15:00 - 16:00	8	108	0.038	8	108	0.017	8	108	0.055
16:00 - 17:00	8	108	0.047	8	108	0.016	8	108	0.063
17:00 - 18:00	8	108	0.075	8	108	0.037	8	108	0.112
18:00 - 19:00	8	108	0.078	8	108	0.043	8	108	0.121
19:00 - 20:00	5	108	0.022	5	108	0.017	5	108	0.039
20:00 - 21:00	5	108	0.011	5	108	0.013	5	108	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.426			0.443			0.869

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.006	8	108	0.006	8	108	0.012
08:00 - 09:00	8	108	0.008	8	108	0.007	8	108	0.015
09:00 - 10:00	8	108	0.007	8	108	0.008	8	108	0.015
10:00 - 11:00	8	108	0.006	8	108	0.006	8	108	0.012
11:00 - 12:00	8	108	0.008	8	108	0.010	8	108	0.018
12:00 - 13:00	8	108	0.010	8	108	0.013	8	108	0.023
13:00 - 14:00	8	108	0.010	8	108	0.013	8	108	0.023
14:00 - 15:00	8	108	0.002	8	108	0.002	8	108	0.004
15:00 - 16:00	8	108	0.014	8	108	0.009	8	108	0.023
16:00 - 17:00	8	108	0.013	8	108	0.014	8	108	0.027
17:00 - 18:00	8	108	0.005	8	108	0.002	8	108	0.007
18:00 - 19:00	8	108	0.005	8	108	0.003	8	108	0.008
19:00 - 20:00	5	108	0.004	5	108	0.004	5	108	0.008
20:00 - 21:00	5	108	0.000	5	108	0.000	5	108	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.097			0.195

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 MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.001	8	108	0.000	8	108	0.001
08:00 - 09:00	8	108	0.000	8	108	0.000	8	108	0.000
09:00 - 10:00	8	108	0.000	8	108	0.000	8	108	0.000
10:00 - 11:00	8	108	0.003	8	108	0.001	8	108	0.004
11:00 - 12:00	8	108	0.000	8	108	0.001	8	108	0.001
12:00 - 13:00	8	108	0.000	8	108	0.001	8	108	0.001
13:00 - 14:00	8	108	0.001	8	108	0.001	8	108	0.002
14:00 - 15:00	8	108	0.002	8	108	0.002	8	108	0.004
15:00 - 16:00	8	108	0.001	8	108	0.001	8	108	0.002
16:00 - 17:00	8	108	0.002	8	108	0.002	8	108	0.004
17:00 - 18:00	8	108	0.002	8	108	0.001	8	108	0.003
18:00 - 19:00	8	108	0.002	8	108	0.002	8	108	0.004
19:00 - 20:00	5	108	0.004	5	108	0.004	5	108	0.008
20:00 - 21:00	5	108	0.002	5	108	0.002	5	108	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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 Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	108	0.010	8	108	0.009	8	108	0.019
08:00 - 09:00	8	108	0.009	8	108	0.007	8	108	0.016
09:00 - 10:00	8	108	0.012	8	108	0.012	8	108	0.024
10:00 - 11:00	8	108	0.006	8	108	0.006	8	108	0.012
11:00 - 12:00	8	108	0.009	8	108	0.010	8	108	0.019
12:00 - 13:00	8	108	0.008	8	108	0.010	8	108	0.018
13:00 - 14:00	8	108	0.010	8	108	0.012	8	108	0.022
14:00 - 15:00	8	108	0.001	8	108	0.001	8	108	0.002
15:00 - 16:00	8	108	0.012	8	108	0.009	8	108	0.021
16:00 - 17:00	8	108	0.012	8	108	0.014	8	108	0.026
17:00 - 18:00	8	108	0.001	8	108	0.001	8	108	0.002
18:00 - 19:00	8	108	0.006	8	108	0.006	8	108	0.012
19:00 - 20:00	5	108	0.004	5	108	0.004	5	108	0.008
20:00 - 21:00	5	108	0.000	5	108	0.000	5	108	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.101			0.201

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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