



The National Pub Portfolio Limited

138-144 Friar Street,
Reading

Transport Statement

August 2026



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138-144 Friar Street,
Reading

Transport Statement

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PROJECT NO:
J329308

DATE:
August 2026

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
V1.4	260814 J329308 TS V1.4.docx	MC	14 August 2026	Final	AF	MF

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
V1.0	03 July 2026	AF	Initial Issue
V1.1	14 July 2026	MF	Second Issue
V1.2	15 July 2026	MF	Third Issues
V1.3	29 July 2026	AF	Fourth Issue
V1.4	14 August 2026	MF	Fifth Issue

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APPENDICES

APPENDIX A Site Layout

APPENDIX B RBC Cycle Map

APPENDIX C Town Centre Bus Map

APPENDIX D Public Transport Accessibility Index Calculator

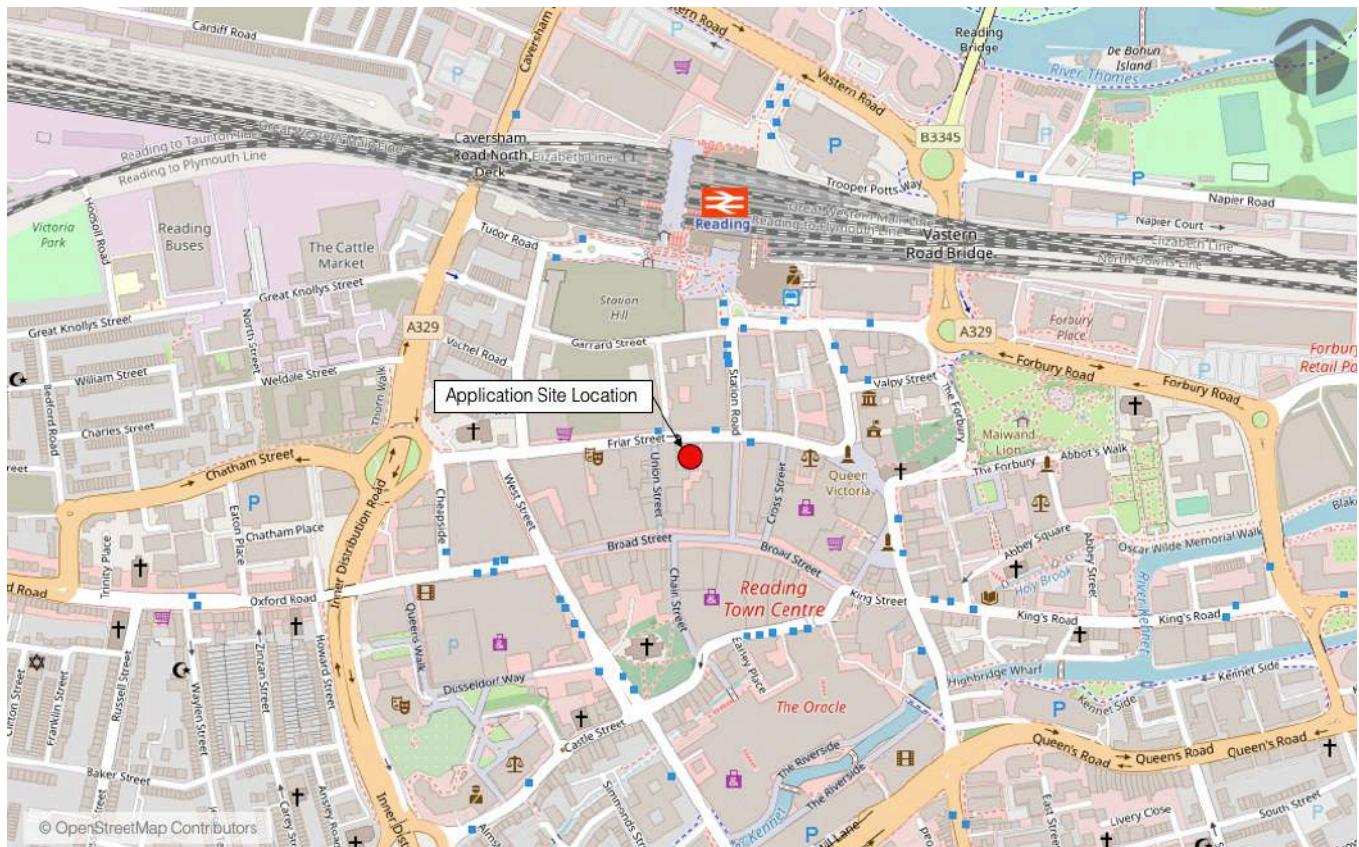
APPENDIX E Full TRICS Report

1. Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of The National Pub Portfolio Limited in relation to a planning application for a residential co-living development, comprising 145 units and partial retention of the former Bugle Public House as a standalone Class E commercial unit at 138-144 Friar Street, Reading.
- 1.1.2 The site is located within the Reading Unitary Authority where Reading Borough Council (RBC) acts as both the Local Planning Authority (LPA) and Local Highways Authority (LHA).
- 1.1.3 The site currently comprises a vacant public house, a Class E retail unit and Sui Generis bar,
- 1.1.4 The application site will be retained as car-free given its town centre location and strong accessibility by sustainable modes of travel, giving future residents the opportunity to travel by sustainable means.
- 1.1.5 This TS has been produced alongside a Framework Travel Plan (FTP) and a Delivery and Servicing Plan (DSP) and as such these documents should be read in conjunction.
- 1.1.6 The site layout plan is provided in [Appendix A](#).
- 1.1.7 The site location in relation to Central Reading, Reading Station, and the wider area is demonstrated on [Figure 1.1](#).

Figure 1.1 Site Location



1.2 Pre-Application Engagement

1.2.1 A pre-application consultation with RBC was undertaken on 27th February 2026 (Ref: PL/25/1846), with RBC's formal response received on 9th March 2026. With regard to highways and transport, the response received from RBC stated:

- *"There are no specific standards for co living units, due to the constraints of the site it would appear that no on-site parking will be provided. Given the sites town centre location and close proximity to the station and access to taxis' and bus services, this would be deemed acceptable in this instance."*
- *"Friar Street is used by buses and has access restrictions in place during certain times of the day. There is a 24 hours restriction in place for Friar Street West Bound (except for buses and taxis) and time restricted access Friar Street Eastbound between 7am – 11am and 4pm – 7pm and restricted access to Market Place. A new section of a 'no stopping' red route has recently been introduced east along Friar Street. The new restriction means vehicles will not be allowed to stop anyway unless they are within a dedicated loading bay".*
- *"Policy TR5 requires new development to be supported by suitable car and bicycle parking provision, according to their accessibility. There are no adopted bicycle parking standards specifically for co-living uses, however the Council's current Parking standards for C3 residential units states each 1- and 2-bedroom dwelling would require 0.5 storage spaces (this includes HMOs). Based on this, the development would require 73 cycle storage spaces (rounded up from 72.5). The Design and Access Statement proposes installation of 52 bicycle parking spaces. If a lower provision is requested an independent evidence-based survey to support a lower provision will be required to confirm the proposed provision is appropriate."*

(Planning Officer comment: Officers also have additional concerns in respect of the basement location of the cycle store and this negatively impacting on the use of the space, given the optimal location would be at ground floor level – see the DOCO comments for more details, for example)”.

- *“In principle, there are no Transport objections to this pre application. Please be aware that this is an officer response and is made without prejudice to the formal determination of any subsequent planning application by this Council, as the local Planning Authority”.*

1.3 Document Purpose

- 1.3.1 The purpose of this TS is to address all highways and transportation matters relating to the development proposals, as required by National and Local planning policies, and by covering the key themes of the pre-application engagement discussed above.

1.4 Planning History

- 1.4.1 A previous planning application was submitted at the site (ref: PL/22/1235) for a 163-bed hotel, with associated ground floor lounge, bar, and restaurant. This application was granted planning permission in May 2023, and it was determined that the site should be car free and could be suitably served via the existing access arrangements. The planning permission subsequently lapsed in May 2026.

1.5 Structure of the Report

- 1.5.1 The remainder of this TS is structured as follows:

- **Chapter 2:** Policy and Guidance;
- **Chapter 3:** Existing Situation;
- **Chapter 4:** Proposed Development;
- **Chapter 5:** Trip Generation;
- **Chapter 6:** Summary and Conclusion.

2. Policy and Guidance

2.1 Overview

2.1.1 This chapter provides a review of the following adopted National and Local transport and land use policies which relate to the proposed development:

- National Planning Policy Framework (2024);
- National Planning Practice Guidance (2024);
- Reading Borough Local Plan (2019);
- Reading Transport Strategy 2040 (2024).

2.2 National Policy

National Planning Policy Framework (2024)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. The document was most recently revised in December 2024 and replaces the previous versions in response to the proposed reforms to the NPPF and other changes to the planning system consultation. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.2 Paragraph 109 highlights that *"transport issues should be considered from the earliest stages of plan-making and development proposals using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

- *"making transport considerations an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

2.2.3 Paragraph 115 states that when assessing specific site uses for development applications, 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; 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.”*

2.2.4 Paragraph 116 ultimately states the following for transport:

- *“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.”*

2.2.5 Paragraph 118 references Travel Plans and states:

“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)

2.2.6 The NPPG is a web-based source which supports the NPPF. The guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:

- *“Improving the sustainability of transport provision.*
- *Enhancing the levels of accessibility.*
- *Create a choice amongst different modes of transport.*
- *Improving health and well-being.*
- *Supporting economic vitality.*

- *Improving public understanding of the transport implications of development.*

2.3 Local Policy

Reading Borough Local Plan

- 2.3.1 The Reading Borough Local Plan (RBLP) was adopted in November 2019 and details planning policies for development in Reading until 2036. The relevant transport-related policies are summarised below.
- 2.3.2 Policy CC1 sets out the Council's Presumption in Favour of Sustainable Development. It states, "*A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)*".
- 2.3.3 Policy TR1 focuses on 'achieving the transport strategy' and states that, "*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... 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*".
- 2.3.4 Policy TR3 encompasses access and traffic-related matters and states that, "*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*".
- 2.3.5 Policy TR3 continues and states that "*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; and*
 - *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided*".
- 2.3.6 Policy TR4 refers to cycling and states that, "*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*".

- 2.3.7 Policy TR5 focuses on parking and states that *“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”*.
- 2.3.8 Since March 2023, a minor review of the RBLP has been taking place. On 9th May 2025 the Local Plan Partial Update was submitted to the Secretary of State for review and is not currently adopted. The emerging changes have been reviewed and are predominantly in relation to council targets and energy related policy changes, with minimal changes from a transport perspective. As a result, the review discussed above is appropriate to support this application.

Reading Transport Strategy 2040

- 2.3.9 Reading Local Transport Strategy 2040 was adopted in June 2024 with an aim to improve the current situation within the town by setting out policies to help combat poor air quality and help contribute towards creating a net zero carbon Reading by 2030.
- 2.3.10 There is a heavy push within the policy to transform travel options and create realistic and high-quality alternatives to the private car.

3. Existing Situation

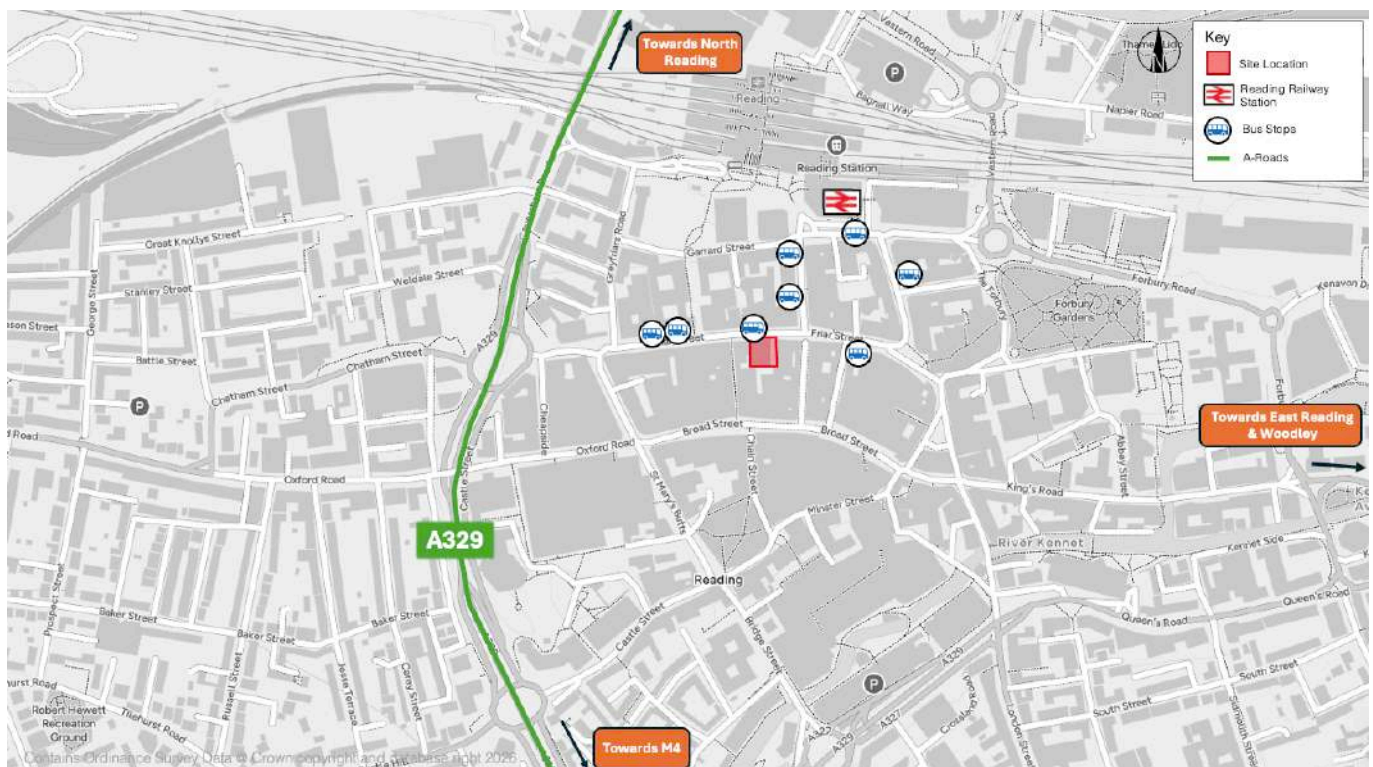
3.1 Overview

3.1.1 This chapter details the existing highways and public transport infrastructure accessible to the site including walking and cycling and includes a review of Personal Injury Collision (PIC) data. It also includes reference to the current usage of the site and the accepted 163-bed hotel proposal which were both car-free and set a precedent as to why the site should maintain its car-free status, with reference to high quality sustainable transport links.

3.2 Site Location

3.2.1 The application site is located in Reading town centre fronting Friar Street which is centrally located to the town's main shopping area and public transport hubs, including Reading railway station, Friar Street bus stop and a number of bus stops along Friar Street and within a short distance. The location of the application site in the context of the local highway and public transport network is illustrated in **Figure 3.1**.

Figure 3.1 Site Location



3.3 Pedestrian Accessibility

- 3.3.1 The location of the application site within central Reading is such that there is a well-established network of pedestrian routes along key highway links providing excellent connectivity to destinations throughout Reading as well as nearby bus stops and Reading Railway Station. This offers residents realistic opportunities to travel to the site by sustainable modes of transport.
- 3.3.2 Friar Street is provided with well-lit and wide footways, approximately 4 metres in width, along both sides of the carriageway and designated pedestrian crossings, either uncontrolled with tactile paving and dropped kerbs or signalised, which are provided at regular intervals aiding safe pedestrian movements between the site and nearby bus stops. Friar Street is subject to a 20-mph speed limit, making it more appealing for pedestrians to walk along due to the low-speed environment.
- 3.3.3 To the east of the application site, lit footways continue along adjoining streets such as Station Road providing access towards Reading station, which is located approximately 300m north of the site, approximately a 4-minute walk. A combination of signalised pedestrian crossings and dropped kerbs and tactile paved crossings are provided where Friar Street junctions with Station Road and Queen Victoria Street which is pedestrianised. Where pedestrians interact with vehicles, designated crossing points are provided throughout the town centre.
- 3.3.4 There are several amenities within close proximity to the site that can be accessed by the existing pedestrian infrastructure. A range of amenities such as Reading railway station, Broad Street Shopping area, supermarkets, pubs, restaurants, cafes, banks and green spaces are easily accessible from the site.
- 3.3.5 The site's location in relation to local amenities is demonstrated on [Figure 3.2](#). A selection of key amenities that are walkable from the site are further summarised in [Table 3.1](#).

Figure 3.2 5-Minute Walking Isochrone & 500m Radial from Site

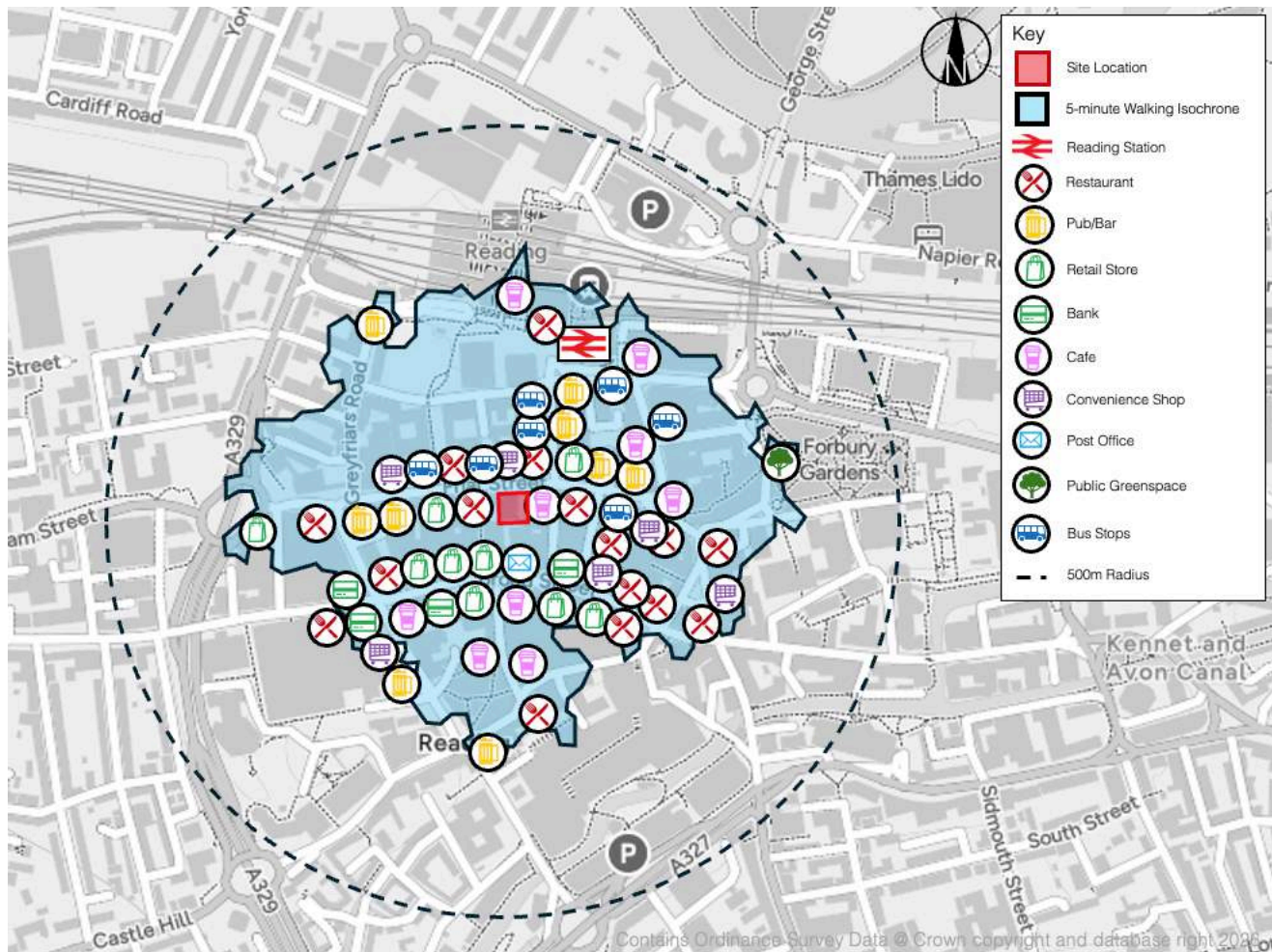


Table 3.1 Local Amenities and Approximate Walking Times¹

Local Amenity	Distance from Site	
	Approximate Distance	Approximate Walking Duration
Friar Street Stop FP	10m	1 min
Friar Street Stop FN	30m	1 min
Davina's Convenience Store	30m	1 min
Friar Street Stop FM	40m	1 min
Black Sheep Coffee	40m	1 min
Post Office	60m	1 min
McDonald's	70m	1 min

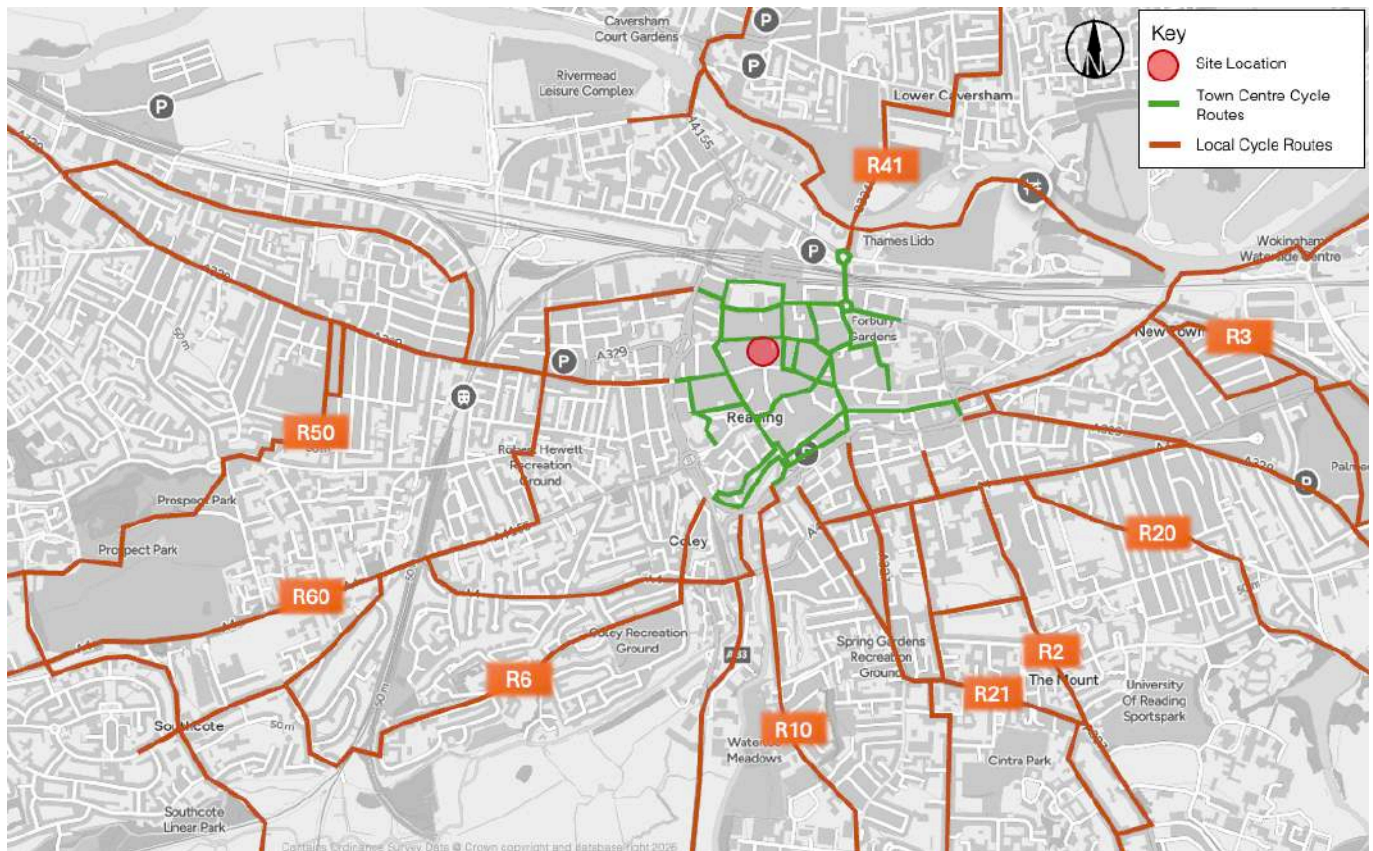
¹ Distances have been calculated via google maps taking distances from the centre of the site.

COSMO Buffet	70m	1 min
You Me Sushi	70m	1 min
Station Road Stop SD	90m	2 mins
Harris Arcade Shopping Centre	110m	2 mins
Friar Street Stop FL	120m	2 mins
Slug & Lettuce	140m	2 mins
Friar Street Stop FJ	140m	2 mins
Nationwide	150m	2 mins
Sainsbury's	150m	2 mins
The Hope Tap	190m	3 mins
Broad Street Shopping Hub	200m	3 mins
Santander	210m	3 mins
Marks and Spencer	250m	3 mins
Reading Station Bus Stop	290m	4 mins
Reading Railway Station	300m	4 mins
Forbury Gardens	350m	5 mins

3.4 Cycle Accessibility

- 3.4.1 As with pedestrian accessibility, the quality of a site's cycling accessibility depends on a combination of the distances of surrounding amenities and the level of infrastructure provision.
- 3.4.2 The local cycle connections within the vicinity of the application site and around Reading are illustrated in the RBC Cycle Map included as **Appendix B**. Within the town centre, numerous cycle lanes are available to provide safe routes for cyclists linking to nearby retail and residential areas.
- 3.4.3 This allows for vast coverage within Reading for employment purposes, and for education purposes, includes the University of Reading located approximately 2.8km from the site, accessed via the Town Centre cycle routes, and then either cycle route R2 or R21.
- 3.4.4 The site in relation to local cycling routes provided by RBC is shown in **Figure 3.3**.

Figure 3.3 Local Cycle Routes



3.5 Bus Accessibility

- 3.5.1 The nearest bus stops to the application site are located on Friar Street. Friar Street is a key bus corridor through the town centre where most bus services route through.
- 3.5.2 Friar Street Bus Stop FP is located immediately outside the site frontage with additional Friar Street Stops FN, FM, FL and FJ, are accessible by a short walk (circa 50-150m). Further stops are provided on Station Road and Blagrove Street, approximately 100m and 300m from the site respectively. Given that this area of the town acts as the hub for bus services, each bus stop is typically designated for specific services.
- 3.5.3 A summary of the bus services and routes from the bus stops on Friar Street, Station Road and Blagrove Street is provided in **Table 3.2**, with all bus services within a 5-minute walk of the site, and the furthest stop being Blagrove Street, located approximately 300 metres from the site. **Appendix C** illustrates the full town centre bus map.

Table 3.2 Local Bus Services

Service No.	Route	Weekday Timetable	Daytime Freq. Mon-Fri	Daytime Freq. Saturday	Daytime Freq. Sunday
Lion 4 & 4a	Friar Street – Bracknell Bus Station	05:01-23:01	Every 15 mins	Every 15 mins	Every 30 mins
Emerald 5	Station Road - Northumberland Avenue	24 hrs	Every 12 mins	Every 12 mins	Every 20 mins
Emerald 6 & 6a	Station Road - Whitley Wood	24 hrs	Every 12 mins	Every 12 mins	Every 20 mins
Buzz 18	Kenavon Drive – Tilehurst Triangle	06:25-20:17	Every 30 mins	Every 30 mins	Every 40 mins
Leopard 3	Reading Station – Wokingham	05:40-23:05	Every 15 mins	Every 15 mins	Every 30 mins
Buzz 9	Reading Station – Green Park Station	05:57-23:30	Every 1 hour	Every 1 hour	None
12	Reading – Twyford	08:27-14:37	Every 30 mins	Every 30 mins	None
Yellow 26	Friar Street - Calcot	24 hrs	Every 15 mins	Every 15 mins	Every 30 mins
Little Berry 29	Friar Street - Lower Caversham	09:30-23:15	Every 30 mins	Every 30 mins	Every 1 hour
Royal Blue 33	Friar Street - Turnhams Farm	05:50-23:25	Every 20 mins	Every 20 mins	Every 30 mins
Greenwave 50 & 50a	Station Road - Green Park	05:30-23:53	Every 15 mins	Every 30 mins	Every 1 hour
600 Park & Ride	Reading – Mere oak P&R	05:23-23:10	Every 15 mins	Every 15 mins	Every 1 hour
Aqua 28 & 28a	Henley-On-Thames	05:05-23:10	Every 30 mins	Every 30 mins	Every 1 hour
500 Park & Ride	Central Reading – Winnersh P&R	06:25-18:34	Every 15 mins	Every 15 mins	Every 30 mins
Azure 43	Friar Street – Pangbourne	09:00-17:15	5 per day	5 per day	None
Bronze 11	Friar Street - Coley Park	05:45-23:45	Every 20 mins	Every 20 mins	Every 20 mins
Jet Black 1	Reading – Newbury	05:05-22:30	Every 30 mins	Every 30 mins	Every 1 hour
Lime 2 & 2a	Central Reading – Mortimer	04:55-23:00	Every 30 mins	Every 30 mins	Every 1 hour
Yellow 26	Reading Station – Calcot	24 hrs	Every 15 mins	Every 15 mins	Every 30 mins
Little Oranges 19a & 19c	Friar Street – London Bridge	06:19-18:52	Every 20 or 40 mins	Every 1 hour	None
Little Oranges 19b	Friar Street - Lower Earley	06:00-19:45	Every 1 hour	Every 1 hour	None
Orange 13 & 14	Blagrove Street - Woodley	05:00-23:30	Every 15 mins	Every 15 mins	Every 30 mins
Sky Blue 15 & 15a	Friar Street - Calcot	05:10-23:30	Every 20 mins	Every 20 mins	Every 30 mins
Sky Blue 16	Friar Street - Purley	05:25-23:20	Every 20 mins	Every 20 mins	Every 30 mins
Purple 17	Three Tuns – Water Tower	24 hrs	Every 6-10 mins	Every 6-10 mins	Every 8-10 mins
Claret 21	Reading Station - Lower Earley	24 hrs	Every 20 mins	Every 20 mins	Every 20 mins
Pink 22	Friar Street - Caversham Heights	06:10-19:35	Every 30 or 60 mins	Every 1 hour	None
Berry 23	Friar Street - Caversham Park / Emmer Green / Reading	05:35-23:30	Every 30 mins	Every 30 mins	Every 1 hour
Berry 24	Friar Street - Emmer Green / Caversham Park/ Reading	05:25-23:00	Every 30 mins	Every 30 mins	Every 1 hour

3.6 Rail Accessibility

- 3.6.1 Reading railway station is located circa 300m to the north of the application site, accessible in an average walk time of 4 minutes. Footways between the application site and the station are approximately 4 metres wide for the vast majority of the route, with residents provided with suitable crossing points.
- 3.6.2 A selection of major railway stations directly accessible from Reading railway station on frequent services along with approximate journey times is summarised in **Table 3.3**.

Table 3.3 Direct Rail Connections from Reading Railway Station

Destination	Journey Time (approx.)	Peak Time Frequency (approx.)
London Paddington	25 mins	Every 5 minutes
London Waterloo	1 hour 26 mins	2 per hour
Basingstoke	26 mins	3 per hour
Bournemouth	1 hour 21 mins	1 per hour
Birmingham New Street	1 hour 33 mins	2 per hour
Bristol Temple Meads	1 hour 4 mins	2 per hour
Cheltenham Spa	1 hour 33 mins	1 per hour
Clapham Junction	1 hour 14 mins	2 per hour
Exeter St David's	1 hour 43 mins	1 per hour
Guildford	45 mins	2 per hour
Manchester Piccadilly	3 hours 14 mins	1 per hour
Oxford	23 mins	3 per hour
Slough	22 mins	4 per hour
Southampton	51 mins	1 per hour
Swindon	24 mins	5 per hour
Cardiff Central	1 hour 25 mins	2 per hour
Canary Wharf (Elizabeth Line)	1 hour 12 mins	4 per hour

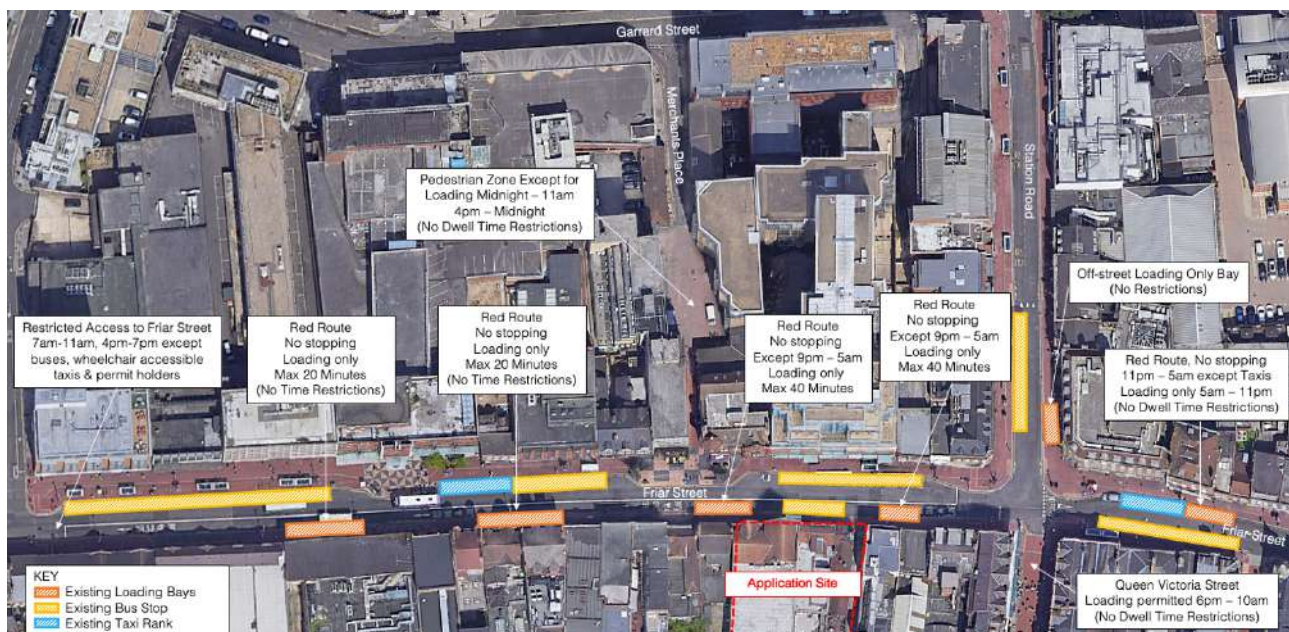
3.7 Site Accessibility Summary

- 3.7.1 Overall, the pedestrian and cycling infrastructure surrounding the site is of high quality, allowing access to plenty of key amenities within the centre of Reading, with a focus on maintaining pedestrian accessibility throughout Friar Street. The site also has numerous bus services and rail options from Reading Railway Station both within Reading and providing excellent access to other notable cities, culminating in very good public transport facilities and all-round outstanding sustainability standards.

3.8 Local Highway Network

- 3.8.1 The application site is located towards the eastern end of Friar Street. Friar Street prohibits access by motor vehicles (except buses and wheelchair accessible taxis) travelling westbound. Vehicles travelling eastbound are restricted between 7am – 11am and 4pm – 7pm with the exception of buses, wheelchair accessible taxis and permit holders. These restrictions determine that direct access to the site via private car is not realistic, supporting the existing, and proposed, car-free operation of the site.
- 3.8.2 Friar Street is also a red route which restricts stopping at any time except for in designated loading bays or where signage permits.
- 3.8.3 The locations of the loading bays in the context of the application site are illustrated in **Figure 3.4** demonstrating that there are numerous loading options within a short distance of the site.

Figure 3.4 Loading Bays and Red Route Restrictions



- 3.8.4 There are two loading bays positioned to the east and west of the application site, directly outside, which are permitted for loading for a maximum of 40 minutes between 9pm – 5am. An additional loading bay is located approximately 80 metres to the west of the application site where loading is permitted for a maximum of 20 minutes. Further loading bays are located on Station Road which benefits from an off-street loading bay, and on Friar Street, east of Queen Victoria Street, where the loading bay is restricted for loading only between 11am – 5pm.
- 3.8.5 Opposite the site, Merchants Place permits loading between midnight – 11am and 4pm - midnight with no dwell time restrictions and there is a pedestrian access through to Friar Street directly to a designated crossing point. Additionally, Queen Victoria Street permits loading between 6pm – 10am.

3.8.6 The red route continues along Friar Street, east of Queen Victoria Street, and along Station Road and Blagrove Street, all of which are subject to a one-way circulatory route.

3.9 Summary

3.9.1 Friar Street contains a high number of loading bays, important to the existing businesses operating within the area. Friar Street also has a number of road restrictions which affect the road on a daily basis and discourages single occupancy vehicles from travelling down the High Street.

3.10 Accessibility Index

3.10.1 The aim of calculating a Public Transport Accessibility Index (PTAI) of the existing public transport services available is to recognise and encourage development in proximity to good public transport networks, thereby helping to reduce transport related pollution and congestion. The development is seeking to obtain a BREEAM score of 'Excellent'.

3.10.2 The PTAI assessment uses the Tra 01 Calculator to provide an indicator of the accessibility and density of the public transport networks at a point of interest to issue BREEAM credits in accordance with the building type being assessed. The PTAI is determined by entering the following information:

- The distance (m) from the main building entrance to each compliant public transport node (any bus service within 650m and any railway station within 1000m);
- The public transport type(s) serving the compliant node (e.g. bus or rail); and
- The average number of services stopping per hour at each compliant node during the standard operating hours of the building for a typical day.

3.10.3 A compliant node includes any bus service with a stop within 650m and any railway station within 1000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'), but along the actual route. The service stopping at each node must provide transport from, or onward travel to, either an urban centre, major transport node or a community focal point, e.g. doctor's surgery, library, school or village centre. Only local services should be assessed, and any national public transport services should be excluded from the analysis, unless such a service can be said to provide a local commuter service.

3.10.4 In line with Tra 01, the development is classed within the 'Multi-residential accommodation' category. For this assessment, the standard operating hours of 08:00-19:00 have been used to determine the accessibility of public transport. There are several bus stops located within 650m, and Reading Railway Station is located within 1000m of the site; therefore, these have all been considered as compliant public transport nodes. As such, this site has an PTAI Score of 41.21.

3.10.5 The full PTAI calculator is provided in [Appendix D](#).

3.11 Personal Injury Collision Analysis

3.11.1 Personal Injury Collision (PIC) data has been obtained from the Crashmap Pro 2.0 (www.crashmap.com) database for the most recently available five-year period of 2019-2024.

3.11.2 **Figure 3.5** shows the scope of the PIC coverage, which includes Friar Street, the junction to the east with Station Road, and the junction to the west with West Street and Greyfriars Road. **Figure 3.5** also shows the severity and location of collisions during the five-year period in relation to the proposed site development.

Figure 3.5 PIC Scope and Collisions



3.11.3 Within the study area there have been a total 10 collisions with all 10 of them being slight in severity, and none being reported as serious or fatal collisions during the five-year period. The collision descriptions have been summarised below:

- Incident ID 2023430313594: This slight collision occurred on 15/07/2023 at 03:30 during darkness but with street lights present and lit, with conditions which were reported as dry and fine without high winds. The incident occurred on Friar Street and involved 1 car and 1 pedestrian with the car reported as proceeding from West to East and the pedestrian crossing from the driver's nearside and the vehicles first impact point reported as front.
- Incident ID 2024430310995: This slight collision occurred on 26/05/2024 at 00:45 during darkness but with street lights present and lit, with conditions which were reported as dry and fine without high winds. The incident occurred on Friar Street and involved 1 car and 1 cyclist

with the car described as moving off and impacting at the first point with the cyclist on the offside.

- Incident ID 2024430133654: This slight collision occurred on 22/03/2024 at 16:10 during daylight with conditions which were reported as dry and fine without high winds. The incident occurred on Friar Street and involved 1 car and 1 pedestrian where the pedestrian is reported as being on footway or verge and the vehicle impact point reported as front.
- Incident ID 2022430503541: This slight collision occurred on 08/11/2022 at 13:06 during daylight with conditions where were reported as wet or damp and raining without high winds. The incident occurred on Friar Street and involved 1 bus or coach and 1 mobility scooter with the mobility scooter travelling from southeast to southwest and the bus travelling from southwest to northeast.
- Incident ID 2019430330996: This slight collision occurred on 18/10/2019 at 02:50 during darkness but with street lights present and lit, with conditions where were reported as wet or damp and raining without high winds. The incident occurred on Friar Street and involved 1 taxi or private hire car and 1 pedestrian with the pedestrian reported as in the carriageway, crossing elsewhere from the driver's nearside and the vehicle's first impact point reported as front.
- Incident ID 2022430406219: This slight collision occurred on 09/09/2022 at 12:20 during daylight with conditions where were reported as wet or damp and raining without high winds. The incident involved 1 car and 1 cyclist with the car described as in the act of turning right onto Greyfriars Road travelling from east to north and the cyclist travelling from west to east.
- Incident ID 2022430383943: This slight collision occurred on 25/08/2022 at 20:02 during daylight with conditions which were reported as dry and fine without high winds. The incident involved 1 bus or coach and 1 motorcycle with the bus or coach described as being in the act of turning right and the motorcycle's reported first point of impact was the offside.
- Incident ID 2024430162923: This slight collision occurred on 02/04/2024 at 17:50 during daylight with conditions where were reported as wet or damp and raining without high winds. The incident involved 1 taxi or private hire car and 1 pedestrian, with the taxi or private car described as travelling west to east on Friar Street at the West Street and Greyfriars junction and the pedestrian described as in carriageway, crossing elsewhere within 50 metres of pedestrian crossing.
- Incident ID 2022430024540: This slight collision occurred on 18/01/2022 at 05:40 during darkness but with street lights present and lit, with conditions where were reported as wet or damp and raining without high winds. The incident involved 1 goods vehicle and 1 pedestrian with the pedestrian described as in carriageway, crossing elsewhere within 50 metres of pedestrian crossing and crossing from drivers offside and the good vehicle impact point described as front.
- Incident ID 2021430472370: This slight collision occurred on 19/10/2021 at 17:28 during daylight with conditions which were reported as dry and fine without high winds. The incident involved 1 bus or coach which was in the act of turning right, impacting with the pedestrian on the nearside as the pedestrian was reported to be in the carriageway, crossing elsewhere within 50 metres of pedestrian crossing.

- 3.11.4 After a review of the accident descriptions relating to PIC data, the incidents appear to be isolated events primarily attributable to driver behaviour or pedestrian errors rather than deficiencies in the local highway layout. There are plenty of safe crossing points with wide pavements on both sides of the road with sufficient street lighting for pedestrian safety throughout the day and year when daylight is limited.
- 3.11.5 The 20-mph restriction throughout the majority of Friar Street and a restriction on all vehicles except for buses and authorised vehicles during peak hours of 7:00-11:00am and 4:00-7:00pm helps to improve the safety along the high street.

3.12 Summary

- 3.12.1 The proposed development site is situated to benefit from access to a range of public transport services within reasonable proximity including bus and rail services. Reading railway station provides access to a range of destinations, including Central London. The site also benefits from access to a comprehensive local network of pedestrian infrastructure which will connect residents to a number of amenities within a short walk of the site.
- 3.12.2 The surrounding road network has a lot of restrictions on private vehicles, providing a safer experience for pedestrians and cyclists and reducing congestion for buses travelling through Reading town centre especially during peak times.
- 3.12.3 The PIC study does not raise any concerns regarding the safety of the existing surrounding highway.

4. Proposed Development

4.1 Overview

- 4.1.1 This chapter provides for a full review of the development proposals, including details on access arrangements, proposed refuse and servicing arrangements and the proposed levels of cycle parking.
- 4.1.2 The development proposals will entail a phased redevelopment of the site involving the demolition of Nos. 138-141 and 142-143 Friar Street, partial demolition of No. 144 Friar Street, and erection of a basement and 6-story building to provide 145 co-living residential accommodation (purpose-built shared living accommodation – Sui Generis use class), together with the partial retention of the former Bugle Public House as a standalone Class E commercial unit.
- 4.1.3 The site will contain a number of ancillary facilities on the ground floor of the co-living development including co-working space, gym and lounge. The proposed site layout is provided in [Appendix A](#), with an extract of the ground floor layout also provided by way of [Figure 4.1](#).

Figure 4.1 Ground Floor Site Layout



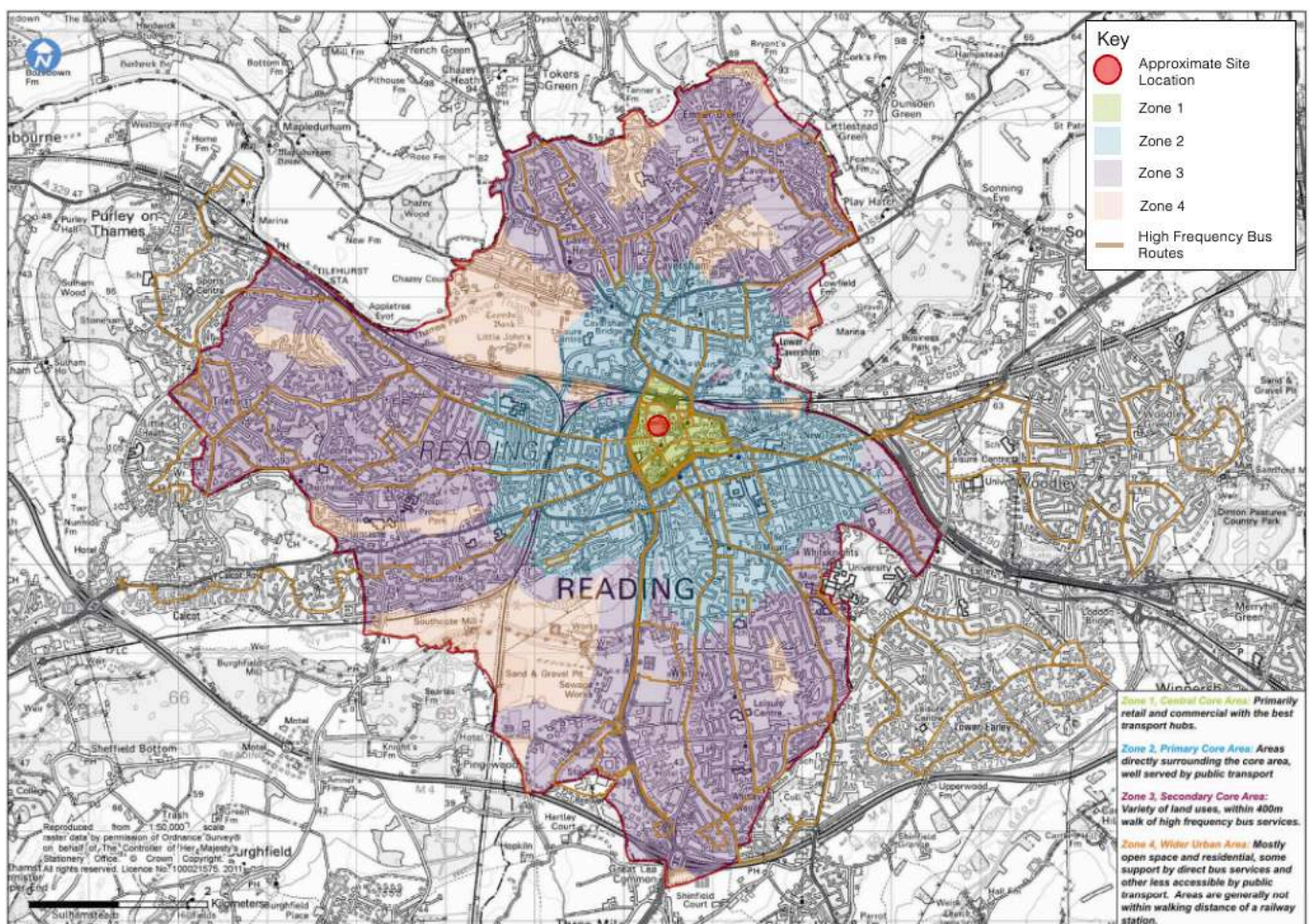
4.2 Site Access

- 4.2.1 The proposed development will retain the existing pedestrian access from the site frontage on Friar Street for pedestrian access.
- 4.2.2 Fife Court will be retained as existing, and access will continue to be maintained for existing users to the rear of the application site i.e. units that front Broad Street.

4.3 Car Parking Arrangements

- 4.3.1 The application site currently operates on a car-free basis, and it is proposed that the site will continue to operate as car-free. This is in line with Reading Borough Council's supplementary planning document "Revised Parking Standards and Design" (2011) states that developments within Zone 1 (including Friar Street) have access to the largest proportion of public car parking spaces if necessary and also the best transport hubs. **Figure 4.2** demonstrates the site in relation to the 4 zones outlined by RBC, showing the site falls within Zone 1.

Figure 4.2 RBC's 4 Zone System



4.3.2 As detailed in the pre-application engagement, RBC have already deemed the car free aspect of the site as acceptable due to the *"sites town centre location and close proximity to the station and access to taxis' and bus services"*.

4.3.3 The previous application for a 163-bed hotel was also accepted to be car-free due to the high quality sustainable nature of the site.

4.4 Cycle Parking Arrangements

4.4.1 The proposals include cycling parking of 56 spaces, which equates to 0.38 spaces per unit, the provision is considered appropriate due to a number of factors:

- There are no cycle parking standards for co-living accommodation in Reading Borough Policy Guidance. Co-living can be seen as similar to a blend of traditional apartments and student halls of residence. As such, Reading Borough Policy requires a minimum of 0.5 spaces per dwelling for typical one and two bedroom apartments, and a minimum of 0.2 spaces per student for halls of residence. As such 0.36 is a reasonable middle ground between the two standards.
- Having consulted the Nomis data *"location of usual residence and place of work by method of travel to work"* at the MSOA level, the Reading 011 area was used as it encapsulates the site. Whilst it is a reasonable comparison, it should be noted that Friar Street is the most central area within Reading 011 and as such walking levels should be expected to be even higher. 31% of trips to work were undertaken by foot and only 4% cycle to work. It can also be assumed that public transport users, making up 32%, would walk to their relevant stops as almost all bus routes and Reading Railway Station are located within a 5-minute walking distance of the site. This suggests that whilst cycling is still an important mode of sustainable transport, cycling from central locations within Reading is a far smaller proportion of travel than walking and public transport and as such less cycle parking capacity should be needed.
- A similar scheme (Ref: PL/24/1501) on the corner of Greyfriars Road and Friar Street, located only c.200m to the west of this proposal was approved as a co-living scheme for 266 units, and was deemed acceptable to provide 76 cycling parking spaces (72 for residents and 4 for visitors) at a ratio of 0.29 per dwelling. This proposed development is providing cycle parking ratio in excess of the Greyfriars scheme and as such should be deemed acceptable.

4.4.2 Cycle parking will be provided on the basement level in the form of two-tier bike racks.

4.5 Disabled Accessibility

4.5.1 Disabled access has been considered during the development of this site, with no obstructions to the site entrance, alongside a flat and level entrance provided for wheelchair accessibility.

4.5.2 Accessible WCs have been allocated on the ground floor for any visitors to utilise, and 2 lifts are positioned within the site at different locations, to allow for access to all floors and areas of the site.

4.6 Delivery and Servicing Arrangements

- 4.6.1 All deliveries to the site are anticipated to take place from the existing loading bays on Friar Street. The location and restrictions relating to the on-street loading bays are set out in [Section 3.7](#) of this TS and demonstrated on [Figure 3.4](#).
- 4.6.2 It is proposed that refuse arrangements remain as per the existing arrangements and therefore it is expected that refuse collection will take place from the loading bay on Friar Street to the east of the site.
- 4.6.3 Bins will be wheeled from the designated refuse and recycling store on the ground floor of the development to Friar Street via Fife Court. Pre-application engagement outlined queries on the site layout, noting the layout meant having to navigate through 4 internal doors to take the waste bins out. This has now been rectified with a new site layout as shown in [Appendix A](#) now allowing for just 1 door to separate waste bin storage to the collection zone, with storage taking place within the site.
- 4.6.4 The location of refuse and recycling storage is shown on the site layout plan provided in [Appendix A](#), with an extract provided by way of [Figure 4.1](#).
- 4.6.5 Further details on the delivery and servicing arrangements are provided within the Delivery and Servicing Plan submitted under separate cover.

5. Trip Generation

5.1 Overview

5.1.1 This section provides an overview of the anticipated trip generation associated with the proposed development and provides an assessment on how this development will affect the local highway network.

5.2 Previous Approved Hotel Use Trip Generation

5.2.1 As set out in **Chapter 1** of this report, the site has previously been granted planning permission for use as a 163-bed hotel.

5.2.2 The total person trip generation assessment undertaken for the permitted hotel application is set out in **Table 5.1** for reference.

Table 5.1 Permitted Hotel Use Total Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (08:00-09:00)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rates	0.182	0.348	0.530	0.303	0.183	0.486
Trip Generation	30	57	87	49	30	79

5.3 Proposed Trip Generation

5.3.1 To determine the total person trip generation associated with the development, the industry standard TRICS 8 database has been interrogated under the category '03 – Residential – C – Flats Privately Owned'.

5.3.2 Whilst Residential Class C is not entirely representative of a co-living residential situation, this is the closest available category on the TRICS database and is therefore considered to provide a sufficient comparison.

5.3.3 The Class E Commercial unit will be retained and as such, trips associated with this aspect of the development should be assumed to remain constant.

5.3.4 The following criteria has been applied when examining the TRICS data:

- Date range: 2016 – 2025
- Sites in England, outside London only
- Location: Town Centre & Edge of Town Centre

- No. Units: 70 – 300
- Weekday surveys only

5.3.5 The full TRICS output is provided in [Appendix E](#), and the resulting total person trip rates and trip generation for the development are summarised in [Table 5.2](#). The total person movements presented below are based on the proposed development quantum of 145 one-bedroom dwellings.

Table 5.2 Total Person Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (08:00-09:00)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rates	0.063	0.301	0.364	0.237	0.115	0.352
Trip Generation	9	44	53	34	17	51

5.3.6 The trip generation outlined in [Table 5.2](#) demonstrates that the development proposals could generate in the region of 53 and 51 two-way total person trips in the AM and PM network peak hours, respectively.

5.3.7 In order to distribute the total person movements across the varying modes of travel, Census 2011 data has been utilised. The travel to work data for the MSOA within which the site is located (Reading 011) has been adopted for this analysis, with a summary of the data provided in [Table 5.3](#).

5.3.8 Due to the town centre location and car-free nature of the development proposals, no vehicle trips are anticipated at the site, aside from delivery and servicing vehicles.

5.3.9 As such, the trips that would be associated with a car driver mode share based on census data have been distributed pro-rata to the other modes of travel.

Table 5.3 Proposed Trip Generation by Mode

Mode	Mode Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Train	30%	3	13	16	10	5	15
Bus	18%	2	8	9	6	3	9
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Car Driver	0%	0	0	0	0	0	0
Bicycle	5%	0	2	3	2	1	3

Pedestrian	46%	4	20	24	16	8	24
Total	100%	9	44	53	34	17	51

5.3.10 On the basis of the above, it is considered that the development proposals will have a negligible impact on the operation of the local highway network since all trips generated will be attributed to sustainable travel due to the car-free nature of the development. Whilst the hotel trip generation is outlined previously, the proposed trip generation can still be viewed as a standalone new development and be deemed acceptable due to its tilt towards sustainable travel.

5.3.11 Trip generation in relation to the servicing of the site is outlined within the DSP.

6. Summary and Conclusion

6.1.1 This Transport Statement has been prepared by mode transport planning on behalf of The National Pub Portfolio Limited in relation to a planning application for a residential co-living development, comprising 145 units and partial retention of the former Bugle Public House as a standalone Class E commercial unit at 138-144 Friar Street, Reading.

6.1.2 A summary of the key points set out within this TS are as follows:

- The site benefits from strong accessibility by sustainable means, with direct connection to local amenities and bus stops, as well as Reading railway station.
- The development proposals comprise the phased development of up to 145 residential co-living dwellings.
- The site is to be delivered as car-free. Main pedestrian access to the site is to be provided off Friar Street, with deliveries and servicing to take place via the existing on-street loading bays.
- 56 cycle parking spaces will be provided on the basis of 0.38 spaces per dwelling.
- Appropriate provision will be made for deliveries and servicing at the site. Deliveries and servicing are to be undertaken from the existing loading bays on Friar Street, with refuse stored in a dedicated area on-site. A dedicated DSP will be submitted as part of the planning application.
- The trip generation analysis demonstrates that the development is anticipated to generate in the order of 53 and 51 two-way total person trips in the AM and PM peak hours, respectively.

6.2 Conclusion

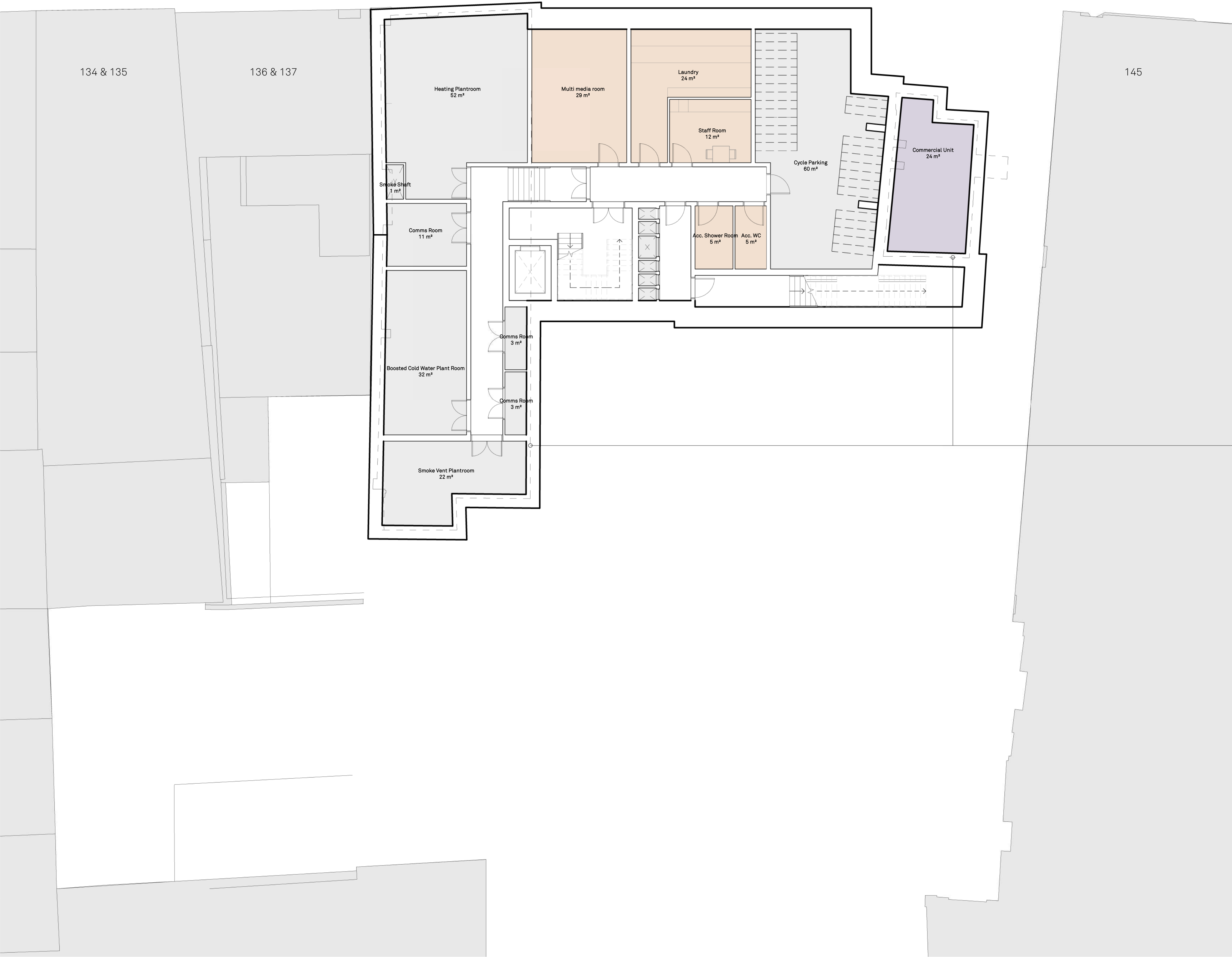
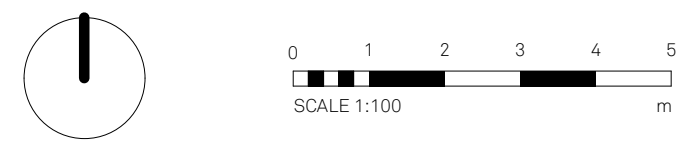
6.2.1 Based on the assessments undertaken, the development proposals are considered acceptable in transport and highway terms. The development encourages sustainable travel, integrates effectively with the surrounding pedestrian and cycle networks, and provides appropriate arrangements for access, servicing and cycle parking.

6.2.2 No adverse impacts on the operation or safety of the local road network are anticipated. There are no transport or highway reasons why planning permission should not be granted for the Proposed Development.

APPENDICES

APPENDIX A

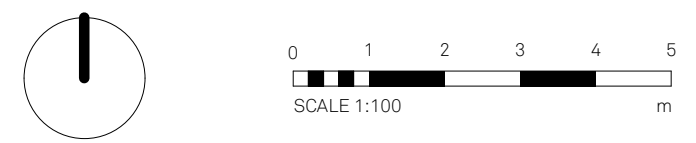
Site Layout



- Use Type Key
- Residential Amenity
 - Standard Studio
 - Accessible Studio
 - Plant & Servicing
 - Commercial Unit
 - Wall Mounted Plant

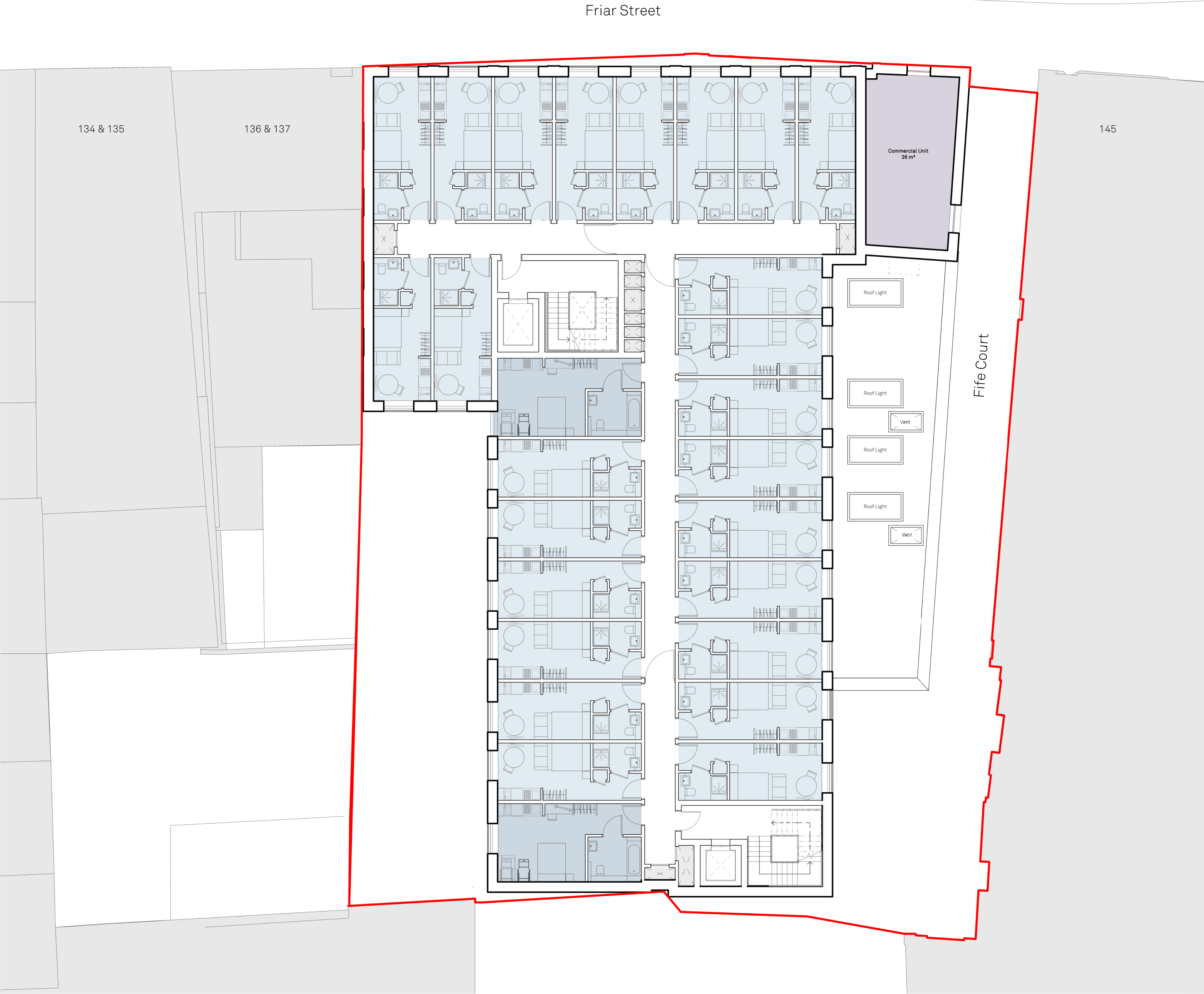
Outline of existing basement

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P15	04.08.26	JD	JH	For Planning
P14	31.07.26	JD	JH	Draft Planning Issue
P13	24.07.26	JD	MH	Draft Planning Issue
P12	22.07.26	JH	MH	Draft Planning Issue
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P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
P04	18.06.26	JH	MH	Structural Implementation
P03	15.06.26	JD	MH	Minor Amendments
P02	08/05/26	AW	MH	Annotations Amended
P01	05/05/26	AW	MH	Draft Issue
Rev	Date	By	Chk	Description



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P06	01.07.26	JD	MH	Updated
P05	24.06.26	JH	MH	Updated
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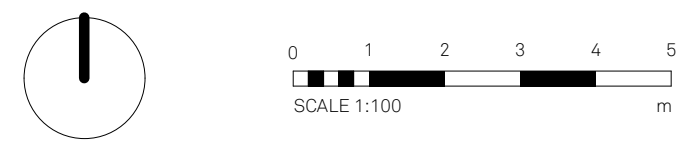
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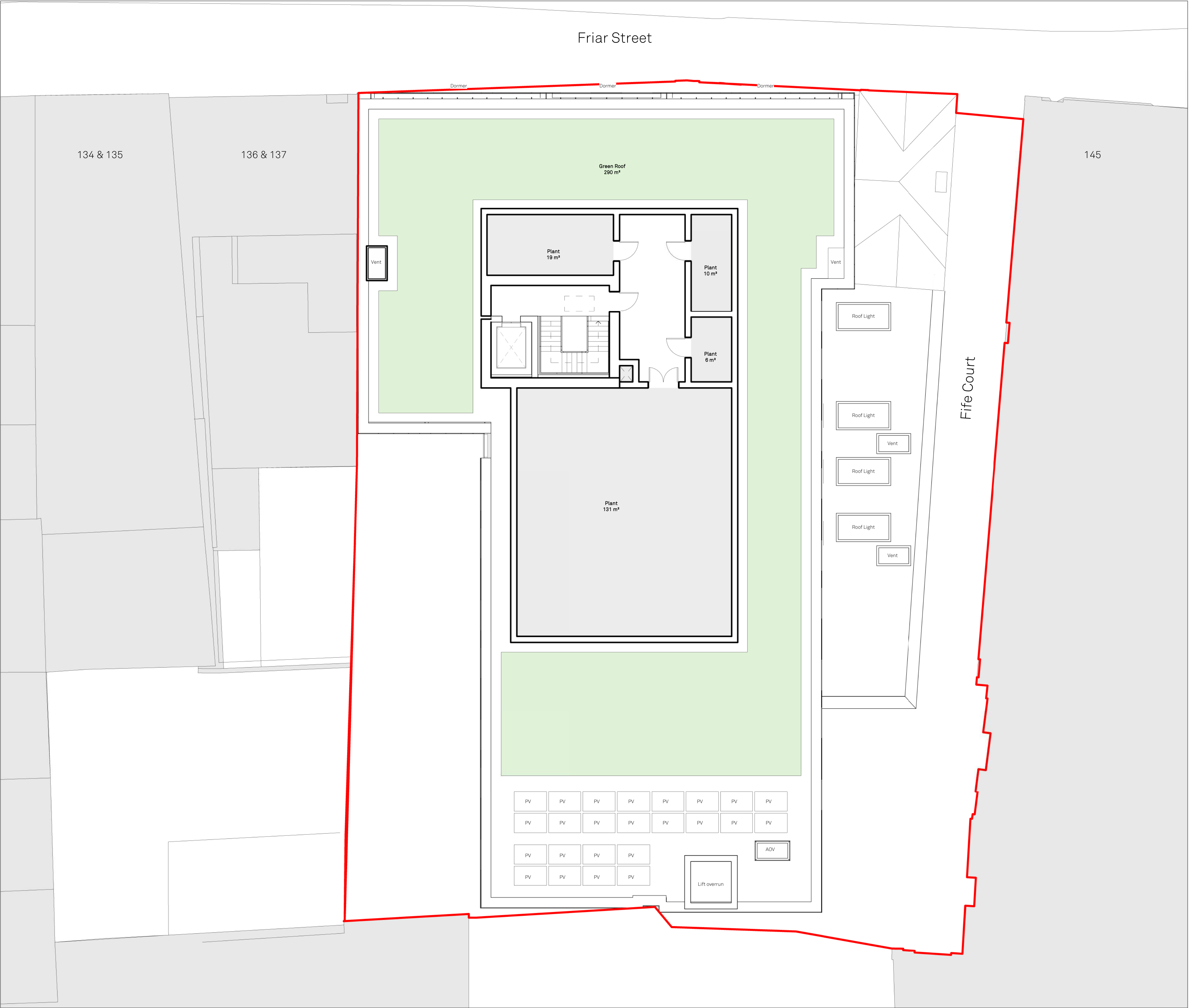
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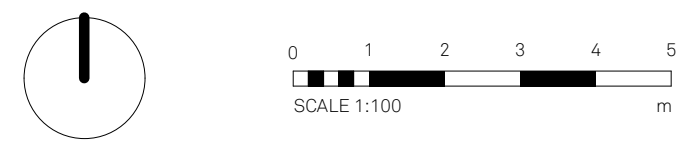
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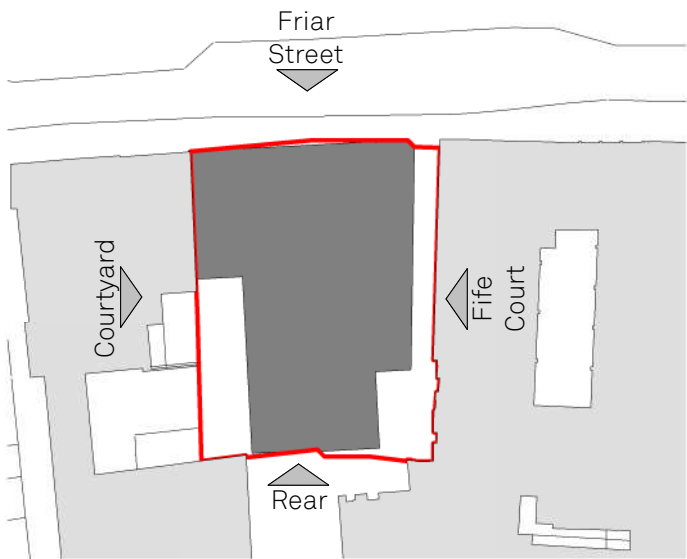
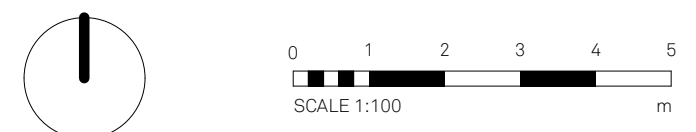
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Material Key

- 01 Red / brown multi brick in stretcher bond
- 02 Red / brown multi brick in soldier course
- 03 Light buff brick in stretcher bond
- 04 Standing seam zinc cladding in VM Zinc ANTHRA- ZINC
- 05 Off white stone effect banding
- 06 Aluminium window with integrated vent and Juliet balcony inset to window reveal(RAL 7021)
- 07 Curtain wall with integrated vents (PPG Aluminium in RAL 7021 to match windows)
- 08 Aluminium signage plate in dark grey (RAL 7021)
- 09 Rainscreen render with high quality finish in off white
- 10 Projected banding within render
- 11 Recessed brickwork
- 12 Existing Bugle Elevation
- 13 Aluminium Door with louvre above in dark grey (RAL 7021)
- 14 Roof Plant enclosure with louvres
- 15 Smokeshaft overrun
- 16 Aluminium Railing & Gate (RAL 7021)
- 17 Aluminium window with integrated vent (RAL 7021)



P13	13.08.26	JH	MH	For Planning
P12	04.08.26	JD	JH	For Planning
P11	31.07.26	JD	JH	Draft Planning Issue
P10	24.07.26	JD	MH	Draft Planning Issue
P09	22.07.26	JH	MH	Draft Planning Issue
P08	16.07.26	JH	MH	Draft Planning Issue
P07	10.07.26	JD	MH	Draft Planning Issue
P06	09.07.26	JD	MH	Draft Planning Issue
P05	08.07.26	JD	MH	Updated
P04	15.06.26	JD	MH	Minor Amendments
P03	29/05/26	AW	MH	Design Update
P02	08/05/26	AW	MH	Annotations Amended
P01	05/05/26	AW	MH	Draft Issue
Rev	Date	By	Chk	Description

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HALL

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Project Title
Friar Street - Reading

Client
Thackery Estates

Drawing Title
Proposed General Arrangement - Friar Street

Drawing No.
P21109-FCH-XX-XX-DR-A-1400

Revision

Status
S2

Issue suitable for:
Planning

Date
05.05.26

Drawn By

JD

Job No.
P21-109

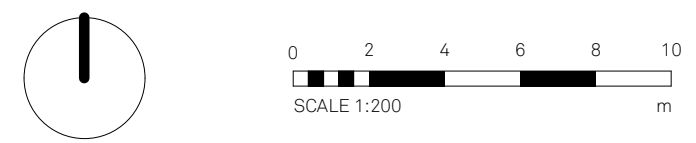
Drawing Stage
Stage 2

Scale
As indicated

@ A1

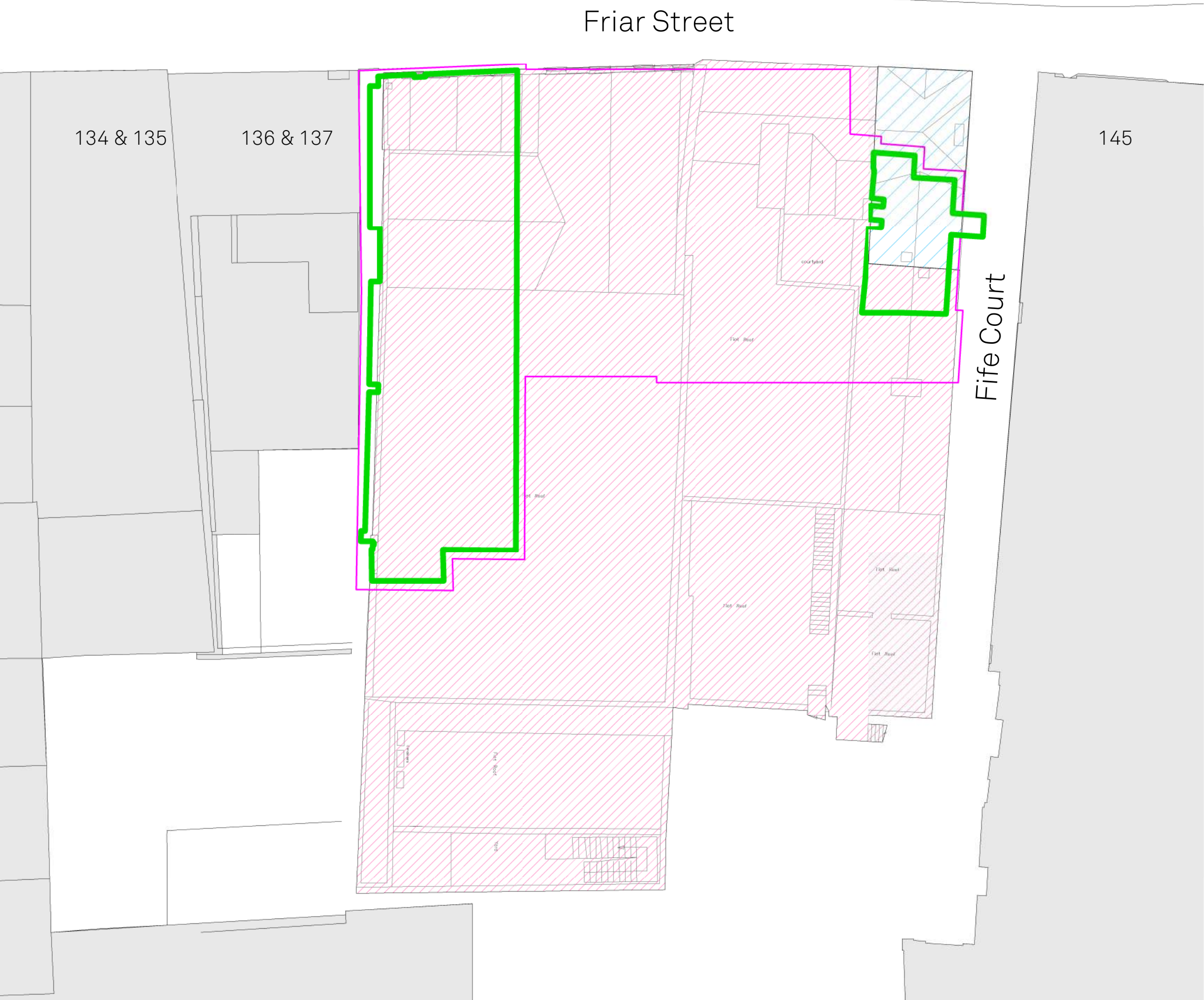
Checked By

JH



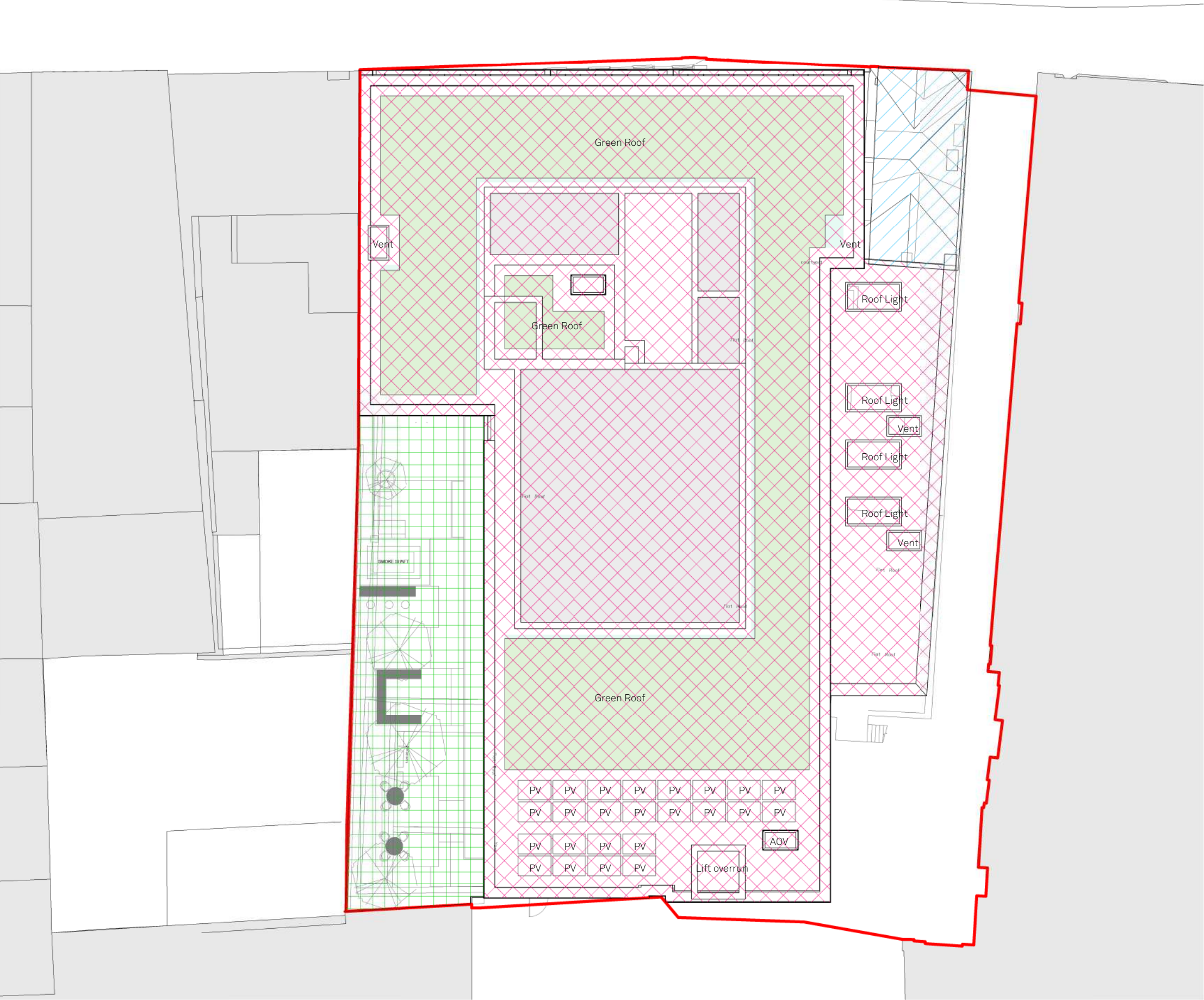
Phase 1

- Demolition of 138-142 Friar Street
- Retention and enabling works to 143 Friar St
- Enabling and temporary works
- Extend basement
- New foundations, columns and lid on extended basement (to grade level)



Phase 2

- Construction of above ground works
- Formation of external hardstanding and landscaping

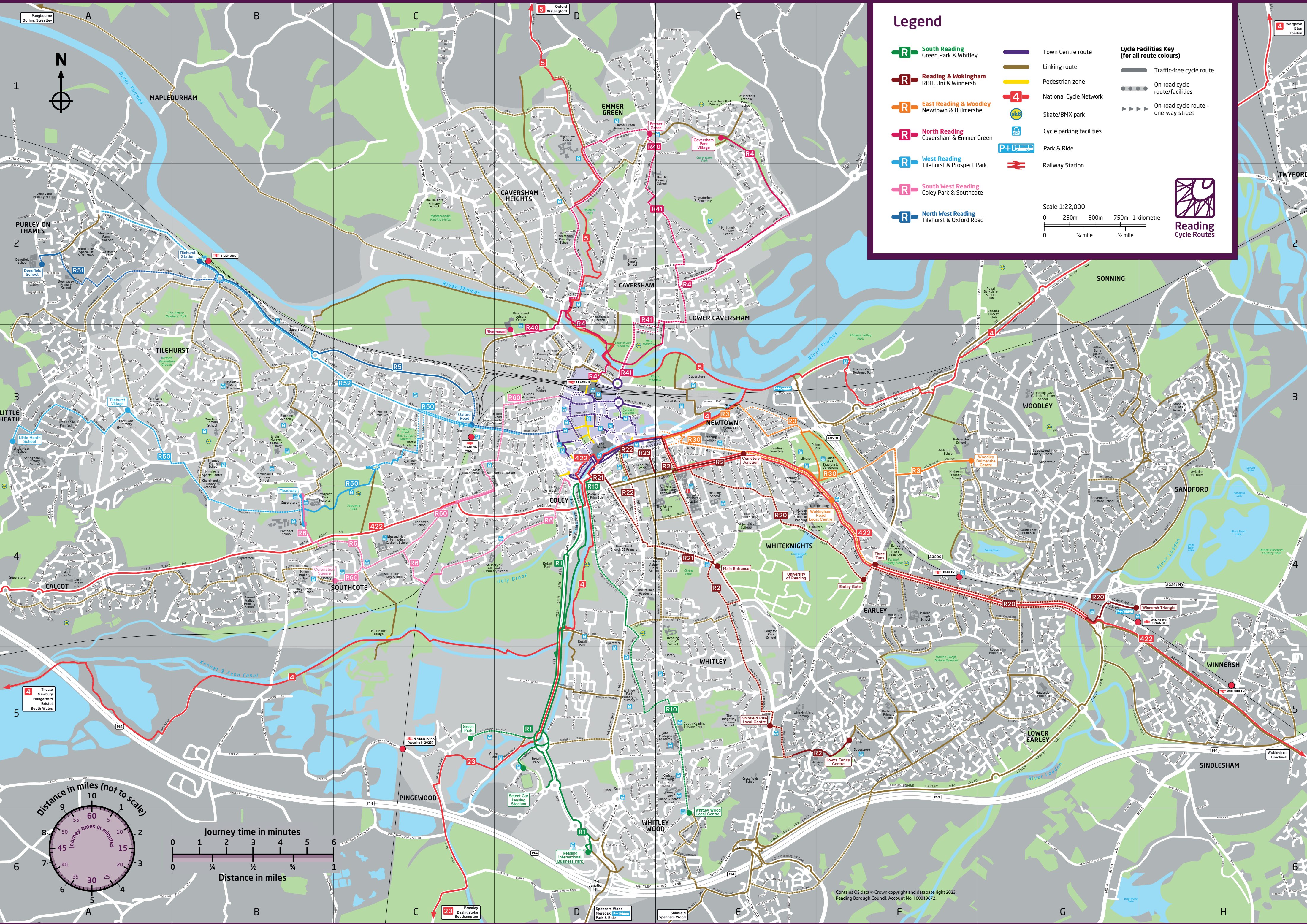


- Use Type Key
- To be demolished
 - To be retained
 - Existing basement to be retained
 - Extended new basement
 - Construction of above ground works
 - External hardstanding & landscaping
 - To be renovated and refurbished

P04	13.08.26	JH	MH	For Planning
P03	04.08.26	JD	JH	For Planning
P02	31.07.26	JD	JH	Draft Planning Issue
P01	24.07.26	JD	MH	Draft Planning Issue
Rev	Date	By	Chk	Description

APPENDIX B

RBC Cycle Map



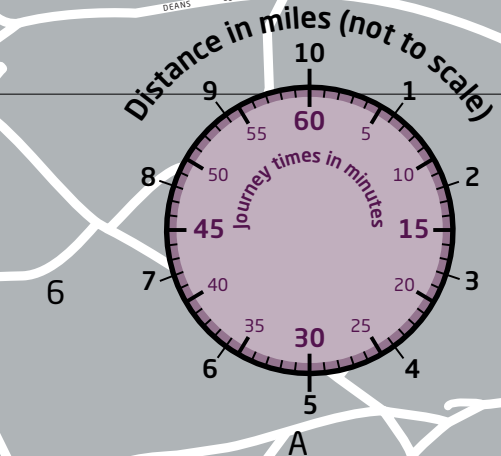
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South West Reading**
Coley Park & Southcote
- North West Reading**
Tilehurst & Oxford Road
- Town Centre route
- Linking route
- Pedestrian zone
- National Cycle Network
- Skate/BMX park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key
(for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street



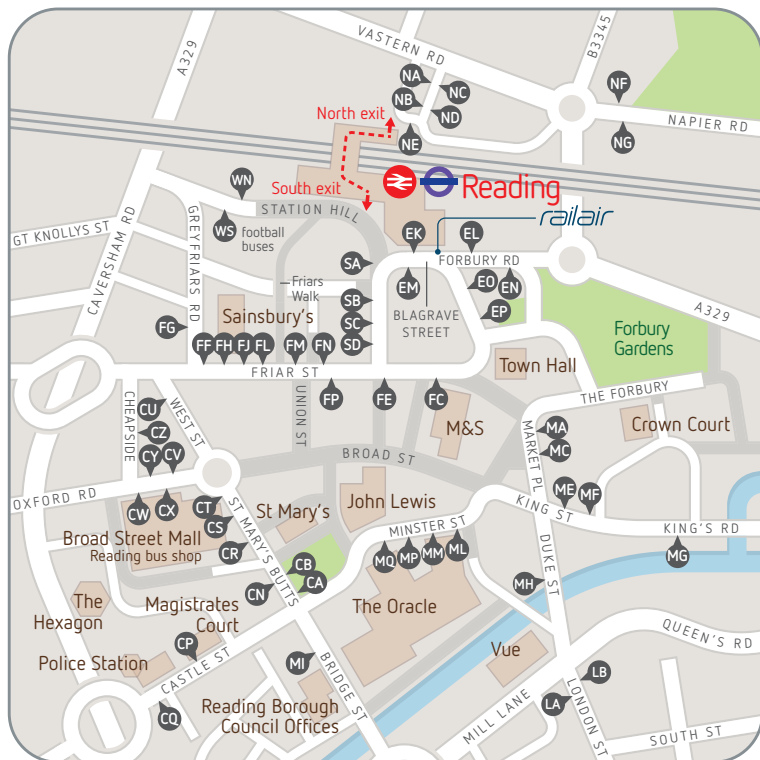
Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



APPENDIX C

Town Centre Bus Map

where to catch your bus in Central Reading



route	towards	stops
jet black 1	Bath Road/ Calcot Sainsbury's/Theale/Thatcham/Newbury	EP FP CA CQ
lime 2 2a	Bath Road/Burghfield/Mortimer/Tadley	EP FP CA CQ
leopard 3	Royal Berks Hospital/ UoR/Shinfield/Arborfield/Wokingham	CR FM SA MA MF
lion 4 4a	Reading College/ Winnersh/Wokingham/Great Hollands (4)/Bracknell	CT FN EO ME
emerald 5	Whitley Street/Corbridge Road/Northumberland Avenue	MI CR CU SC MC
emerald 6 6a	Whitley Street/Basingstoke Road/Whitley Wood/Tesco Depot (6a)	MI CR CU SC MC
buzz 9	Royal Berks Hospital/ UoR/Whitley Wood/Worton Grange/Green Park	CR FM SA MA MF
bronze 11	Pell Street/Coley Park	MI CR FM EO MC
route 12	Reading College/Charvil/Twyford	FC EO ME
orange 13 14	Reading College/Woodley Centre/Woodley	EM ME
sky blue 15 15a	Oxford Road/Dee Park/Tilehurst/Calcot Sainsbury's/Theale	FE CX
sky blue 16	Oxford Road/Norcot Junction/Overdown Road/Purley	FE CX
purple 17	Reading College/Wokingham Road (Three Tuns)	CY FN EO ME
	Oxford Road/Norcot/Tilehurst (Water Tower)	MG MM CN CW
buzz 18	Forbury Retail Park/Kenavon Drive	FN EO MF
	Rivermead Leisure Centre/Portman Road/Kentwood Hill/Tilehurst Triangle	EN FE FG
little oranges 19a 19c	Royal Berks Hospital/ UoR/Earley (Silverdale Road)/Woodley	CR FM SA MA MF
little oranges 19b	Royal Berks Hospital/ UoR/Beech Lane/Lower Earley	CR FM SA MA MF
white knight 20	University of Reading fast	CR CU EK MA
claret 21	University of Reading/Lower Earley	CR CU EK MA
pink 22	Caversham Centre/Caversham Heights	FJ EL NB
berry 23	Caversham Centre/Caversham Park/Emmer Green	FL EL NA
berry 24	Caversham Centre/Emmer Green/Caversham Park	FL EL NA
pink 25 25a	Caversham Centre/Sonning Common/Peppard Common	FJ EL NA
yellow 26	Bath Road/Southcote/Fords Farm/Beansheaf/Calcot Sainsbury's & IKEA	EK FP CA CQ
aqua 28 28a	Caversham/Lower Caversham/Binfield Heath (28a)/Shiplake/Henley	FC EL NA
little berries 29	Lower Caversham	FJ EL
royal blue 33	Tilehurst Road/Meadway/Tilehurst/Turnham's Farm	FE CB CQ
azure 43	Oxford Road/Purley/Pangbourne/Upper Basildon	FE CX
greenwave 50 50a	Kennet Island (50a)/Green Park/ football stadium	MI CS SD MC
Thames Valley 127 128 129	Twyford/Maidenhead/Wokingham	FC EO MF
Winnersh Triangle park&ride 500	Winnersh Triangle park&ride	MQ CS FM EO MC
Mere oak park&ride 600	Campus Reading International/Green Park/Mere oak park&ride/Spencers Wood/Swallowfield/Riseley	MI CS SD MC
Thames Travel X40 NX40	Woodcote/Wallingford/Oxford	SB EL NA
railair	Heathrow Airport	Reading Station
football buses	football stadium (matchdays only)	WS

APPENDIX D

Public Transport Accessibility Index Calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	10									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	2.090909091	4.181818182	1.818181818						

NODE 2

Public transport type	Bus									
Distance to node (m)	30									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.818181818	7.090909091	2.181818182							

NODE 3

Public transport type	Bus									
Distance to node (m)	40									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.909090909	1	3	1	1	1	3.909090909			

NODE 4

Public transport type	Bus									
Distance to node (m)	90									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4.272727273	3.909090909								

NODE 5

Public transport type	Bus									
Distance to node (m)	120									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1.909090909	1.818181818								

NODE 6

Public transport type	Bus									
Distance to node (m)	130									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4.909090909	4.909090909								

NODE 7

Public transport type	Bus									
Distance to node (m)	140									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1.454545455	1.818181818								

NODE 8

Public transport type	Bus									
Distance to node (m)	290									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.090909091									

NODE 9

Public transport type	Rail									
Distance to node (m)	300									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	14.54545455	2	3	1	1.818181818	2	1	1.545454545	2	1.909090909

NODE 10

Public transport type	Rail									
Distance to node (m)	300									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4.636363636	3	2.818181818							

NODE 11										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 12										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 13										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 14										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 15										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 16										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 17										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 18										
Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index	41.21
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BREEAM 2018 Tra01/02 Accessibility Index calculator



Current Version	Release date	Description of changes/additions to previous version resulting in current version
2.00	14/09/2018	"Dedicated bus service" removed. Building in Greater London removed from drop down (KBCN1149).

Previous Version	Release date	
1.00	20/03/2018	"Building in Greater London?" removed
0.00	09/03/2018	Release version.

APPENDIX E

Full TRICS Report

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 70 - 300 Total Bedrooms

Actual Trip Rate Calculation Parameter Range: 12 - 556 Total Bedrooms

Date Range: Minimum: 01/01/2016 Maximum: 24/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 846 4500

Days of the week selected:

Monday	1
Thursday	1
Tuesday	3
Wednesday	1

Main Location Types selected:

Edge of Town Centre	5
Town Centre	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

25,001 to 50,000	5
50,001 to 100,000	1

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Population <5 Mile ranges selected:

125,001 to 250,000	2
250,001 to 500,000	3
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	2
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	6
-----------------	---

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	PO	PORTSMOUTH	1 day
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

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:	Total Bedrooms
Actual Range:	12 to 556 (units:Total Bedrooms)
Range Selected by User:	70 to 300 (units:Total Bedrooms)
Parking Spaces Range:	4 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 24/06/25

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	1 days
Thursday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	5 days
Town Centre	1 days

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:

Built-Up Zone	3 days
Development Zone	1 days
No Sub Category	1 days
Residential Zone	1 days

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 Vehicle Counts:

Servicing vehicles Included	5 days
Servicing vehicles Unknown	1 days

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Secondary Filtering Selection:

Use Class:

C3	6 surveys
----	-----------

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:

846 - 14642

Population within 1 mile:

25,001 to 50,000	5 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	6 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

LIST OF SITES relevant to selection parameters:

Site 1:	CT-03-C-02	Site area:	0.6800000071525574 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	62 DWELLS
Location:	LEIGHTON BUZZARD	Housing density:	311.56
Postcode:	LU7 4QX	Total Bedrooms:	124.00
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 2:	CT-03-C-03	Site area:	3.2200000286102295 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	146 DWELLS
Location:	DUNSTABLE	Housing density:	297.96
Postcode:	LU5 4GU	Total Bedrooms:	233.00
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/2018
Sub Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a		
Site 3:	HF-03-C-03	Site area:	0.5 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	91 DWELLS
Location:	BOREHAMWOOD	Housing density:	182.00
Postcode:	WD6 1TD	Total Bedrooms:	91.00
Main Location Type:	Edge of Town Centre	Survey Date:	14/11/2019
Sub Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	NG-03-C-03	Site area:	0.18400000035762787 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	46 DWELLS
Location:	NOTTINGHAM	Housing density:	255.56
Postcode:	NG1 7HD	Total Bedrooms:	70.00
Main Location Type:	Town Centre	Survey Date:	
Sub Location Type:	Built-Up Zone	Survey Day:	
PTAL:	n/a		
Site 5:	PO-03-C-01	Site area:	0.5400000214576721 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	90 DWELLS
Location:	PORTSMOUTH	Housing density:	321.43
Postcode:	PO1 3GG	Total Bedrooms:	189.00
Main Location Type:	Edge of Town Centre	Survey Date:	05/06/2018
Sub Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 6:	SF-03-C-05	Site area:	0.41999998688697815 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	69 DWELLS
Location:	IPSWICH	Housing density:	164.29
Postcode:	IP4 1QH	Total Bedrooms:	151.00
Main Location Type:	Edge of Town Centre	Survey Date:	23/06/2021
Sub Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BE-03-C-01	19-09-2018	Sites in England, outside London used only
BM-03-C-01	12-11-2018	Sites in England, outside London used only
CO-03-C-01	26-03-2018	Sites in England, outside London used only
EG-03-C-03	03-03-2025	Sites in England, outside London used only
IS-03-C-07	06-06-2019	Sites in England, outside London used only
TH-03-C-05	24-06-2025	Sites in England, outside London used only
WF-03-C-01	05-11-2019	Sites in England, outside London used only
WF-03-C-04	25-05-2021	Sites in England, outside London used only

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.017	0.079	0.096
08:00-09:00	6	143	0.029	0.106	0.135
09:00-10:00	6	143	0.030	0.042	0.072
10:00-11:00	6	143	0.028	0.038	0.066
11:00-12:00	6	143	0.030	0.038	0.068
12:00-13:00	6	143	0.051	0.057	0.108
13:00-14:00	6	143	0.038	0.034	0.072
14:00-15:00	6	143	0.030	0.035	0.065
15:00-16:00	6	143	0.056	0.031	0.087
16:00-17:00	6	143	0.069	0.030	0.099
17:00-18:00	6	143	0.091	0.043	0.134
18:00-19:00	6	143	0.106	0.065	0.171
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.575	0.598	1.173

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total People

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.037	0.209	0.246
08:00-09:00	6	143	0.063	0.301	0.364
09:00-10:00	6	143	0.063	0.106	0.169
10:00-11:00	6	143	0.078	0.082	0.160
11:00-12:00	6	143	0.065	0.071	0.136
12:00-13:00	6	143	0.120	0.121	0.241
13:00-14:00	6	143	0.104	0.090	0.194
14:00-15:00	6	143	0.077	0.089	0.166
15:00-16:00	6	143	0.163	0.076	0.239
16:00-17:00	6	143	0.170	0.085	0.255
17:00-18:00	6	143	0.237	0.115	0.352
18:00-19:00	6	143	0.247	0.152	0.399
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.424	1.497	2.921

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cyclists

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.001	0.005	0.006
08:00-09:00	6	143	0.000	0.008	0.008
09:00-10:00	6	143	0.000	0.001	0.001
10:00-11:00	6	143	0.001	0.000	0.001
11:00-12:00	6	143	0.003	0.002	0.005
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.002	0.002	0.004
14:00-15:00	6	143	0.002	0.001	0.003
15:00-16:00	6	143	0.002	0.000	0.002
16:00-17:00	6	143	0.001	0.000	0.001
17:00-18:00	6	143	0.006	0.002	0.008
18:00-19:00	6	143	0.003	0.001	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.021	0.022	0.043

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVs

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.000	0.000	0.000
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.000	0.000	0.000
10:00-11:00	6	143	0.000	0.000	0.000
11:00-12:00	6	143	0.000	0.000	0.000
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.000	0.000	0.000
18:00-19:00	6	143	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVs

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.003	0.003	0.006
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.001	0.001	0.002
10:00-11:00	6	143	0.001	0.001	0.002
11:00-12:00	6	143	0.002	0.001	0.003
12:00-13:00	6	143	0.000	0.001	0.001
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.000	0.000	0.000
18:00-19:00	6	143	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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

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

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Taxis

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.000	0.000	0.000
08:00-09:00	6	143	0.003	0.002	0.005
09:00-10:00	6	143	0.001	0.002	0.003
10:00-11:00	6	143	0.002	0.002	0.004
11:00-12:00	6	143	0.002	0.002	0.004
12:00-13:00	6	143	0.005	0.005	0.010
13:00-14:00	6	143	0.001	0.001	0.002
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.001	0.001	0.002
16:00-17:00	6	143	0.002	0.002	0.004
17:00-18:00	6	143	0.002	0.002	0.004
18:00-19:00	6	143	0.003	0.003	0.006
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.022	0.044

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cars

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.009	0.071	0.080
08:00-09:00	6	143	0.020	0.096	0.116
09:00-10:00	6	143	0.026	0.037	0.063
10:00-11:00	6	143	0.019	0.027	0.046
11:00-12:00	6	143	0.019	0.028	0.047
12:00-13:00	6	143	0.037	0.040	0.077
13:00-14:00	6	143	0.031	0.023	0.054
14:00-15:00	6	143	0.026	0.031	0.057
15:00-16:00	6	143	0.043	0.023	0.066
16:00-17:00	6	143	0.059	0.021	0.080
17:00-18:00	6	143	0.079	0.038	0.117
18:00-19:00	6	143	0.098	0.058	0.156
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.466	0.493	0.959

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVs

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.003	0.005	0.008
08:00-09:00	6	143	0.006	0.008	0.014
09:00-10:00	6	143	0.002	0.001	0.003
10:00-11:00	6	143	0.005	0.007	0.012
11:00-12:00	6	143	0.007	0.007	0.014
12:00-13:00	6	143	0.009	0.012	0.021
13:00-14:00	6	143	0.005	0.008	0.013
14:00-15:00	6	143	0.005	0.003	0.008
15:00-16:00	6	143	0.012	0.007	0.019
16:00-17:00	6	143	0.007	0.007	0.014
17:00-18:00	6	143	0.007	0.001	0.008
18:00-19:00	6	143	0.003	0.002	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.071	0.068	0.139

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Motorcycles

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.001	0.000	0.001
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.000	0.000	0.000
10:00-11:00	6	143	0.001	0.001	0.002
11:00-12:00	6	143	0.000	0.000	0.000
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.001	0.001	0.002
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.002	0.001	0.003
18:00-19:00	6	143	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.004	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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 23/06/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.023	0.113	0.136
08:00-09:00	6	143	0.035	0.174	0.209
09:00-10:00	6	143	0.034	0.052	0.086
10:00-11:00	6	143	0.038	0.049	0.087
11:00-12:00	6	143	0.036	0.040	0.076
12:00-13:00	6	143	0.070	0.084	0.154
13:00-14:00	6	143	0.055	0.036	0.091
14:00-15:00	6	143	0.034	0.044	0.078
15:00-16:00	6	143	0.079	0.038	0.117
16:00-17:00	6	143	0.106	0.036	0.142
17:00-18:00	6	143	0.134	0.052	0.186
18:00-19:00	6	143	0.166	0.085	0.251
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.810	0.803	1.613

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Pedestrians

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.012	0.051	0.063
08:00-09:00	6	143	0.019	0.051	0.070
09:00-10:00	6	143	0.028	0.033	0.061
10:00-11:00	6	143	0.033	0.029	0.062
11:00-12:00	6	143	0.019	0.026	0.045
12:00-13:00	6	143	0.036	0.027	0.063
13:00-14:00	6	143	0.035	0.030	0.065
14:00-15:00	6	143	0.024	0.035	0.059
15:00-16:00	6	143	0.038	0.024	0.062
16:00-17:00	6	143	0.038	0.042	0.080
17:00-18:00	6	143	0.057	0.054	0.111
18:00-19:00	6	143	0.047	0.055	0.102
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.386	0.457	0.843

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.001	0.040	0.041
08:00-09:00	6	143	0.009	0.068	0.077
09:00-10:00	6	143	0.001	0.020	0.021
10:00-11:00	6	143	0.006	0.003	0.009
11:00-12:00	6	143	0.007	0.003	0.010
12:00-13:00	6	143	0.014	0.010	0.024
13:00-14:00	6	143	0.012	0.021	0.033
14:00-15:00	6	143	0.016	0.008	0.024
15:00-16:00	6	143	0.043	0.013	0.056
16:00-17:00	6	143	0.024	0.007	0.031
17:00-18:00	6	143	0.040	0.007	0.047
18:00-19:00	6	143	0.031	0.010	0.041
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.204	0.210	0.414

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.

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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.001	0.024	0.025
08:00-09:00	6	143	0.009	0.065	0.074
09:00-10:00	6	143	0.001	0.017	0.018
10:00-11:00	6	143	0.006	0.003	0.009
11:00-12:00	6	143	0.007	0.003	0.010
12:00-13:00	6	143	0.014	0.009	0.023
13:00-14:00	6	143	0.010	0.021	0.031
14:00-15:00	6	143	0.016	0.008	0.024
15:00-16:00	6	143	0.038	0.013	0.051
16:00-17:00	6	143	0.019	0.007	0.026
17:00-18:00	6	143	0.030	0.007	0.037
18:00-19:00	6	143	0.024	0.008	0.032
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.175	0.185	0.360

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 Total Bedrooms

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.000	0.000	0.000
08:00-09:00	6	143	0.000	0.000	0.000
09:00-10:00	6	143	0.000	0.000	0.000
10:00-11:00	6	143	0.000	0.000	0.000
11:00-12:00	6	143	0.000	0.000	0.000
12:00-13:00	6	143	0.000	0.000	0.000
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.000	0.000	0.000
15:00-16:00	6	143	0.000	0.000	0.000
16:00-17:00	6	143	0.000	0.000	0.000
17:00-18:00	6	143	0.000	0.000	0.000
18:00-19:00	6	143	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	Arrivals	Departures	Totals
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	143	0.000	0.015	0.015
08:00-09:00	6	143	0.000	0.002	0.002
09:00-10:00	6	143	0.000	0.002	0.002
10:00-11:00	6	143	0.001	0.000	0.001
11:00-12:00	6	143	0.002	0.000	0.002
12:00-13:00	6	143	0.000	0.001	0.001
13:00-14:00	6	143	0.000	0.000	0.000
14:00-15:00	6	143	0.001	0.000	0.001
15:00-16:00	6	143	0.003	0.000	0.003
16:00-17:00	6	143	0.006	0.000	0.006
17:00-18:00	6	143	0.009	0.000	0.009
18:00-19:00	6	143	0.005	0.002	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.022	0.049

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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Audit Code: 2d13a8ed-27cc-4aeb-9537-731865deadc7

Parameter Summary:

Trip rate parameter range selected:	70 - 300 (units: Total Bedrooms)
Survey date date range:	15/05/2018 - 02/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.



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