



MARKIDES ASSOCIATES

Transport Statement

**400 Thames Valley Park Drive,
Earley, Reading**

24 June 2024

Prepared for TVP Investments Limited

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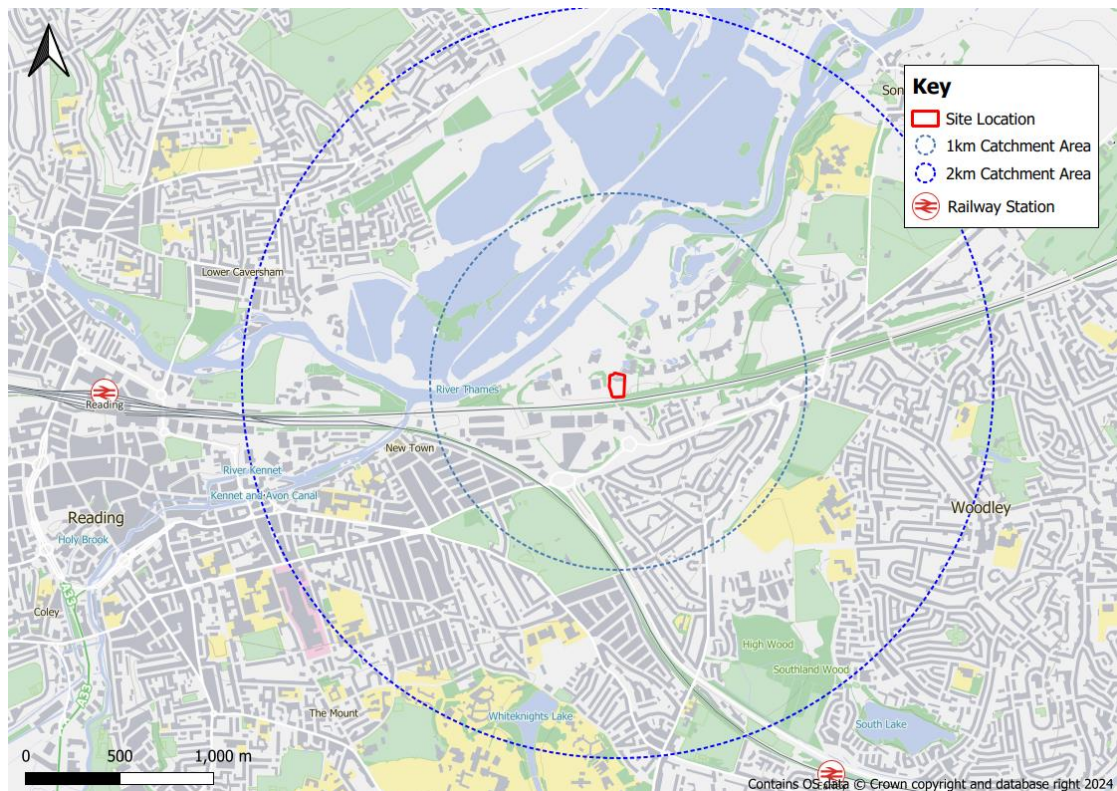
1. Introduction

1.1 Preamble and Site Location

1.1.1 Markides Associates (MA) have been instructed by TVP Investments Ltd. (the Applicant) to prepare this Transport Statement (TS) in support of a Prior Approval Application under Schedule 2, Part 20, Class AA (new dwellinghouses on detached buildings in commercial or mixed use) of the General Permitted Development Order 2015 for a two-storey upwards extension providing 32 residential units on the 4th and 5th floor with associated plant and car and cycle parking ("the Proposed Development") at a site, 400 Thames Valley Park Drive, Earley, Reading, RG6 1PT.

1.1.2 A site location plan is indicated below at **Figure 1.1**

Figure 1.1 Site Location Plan



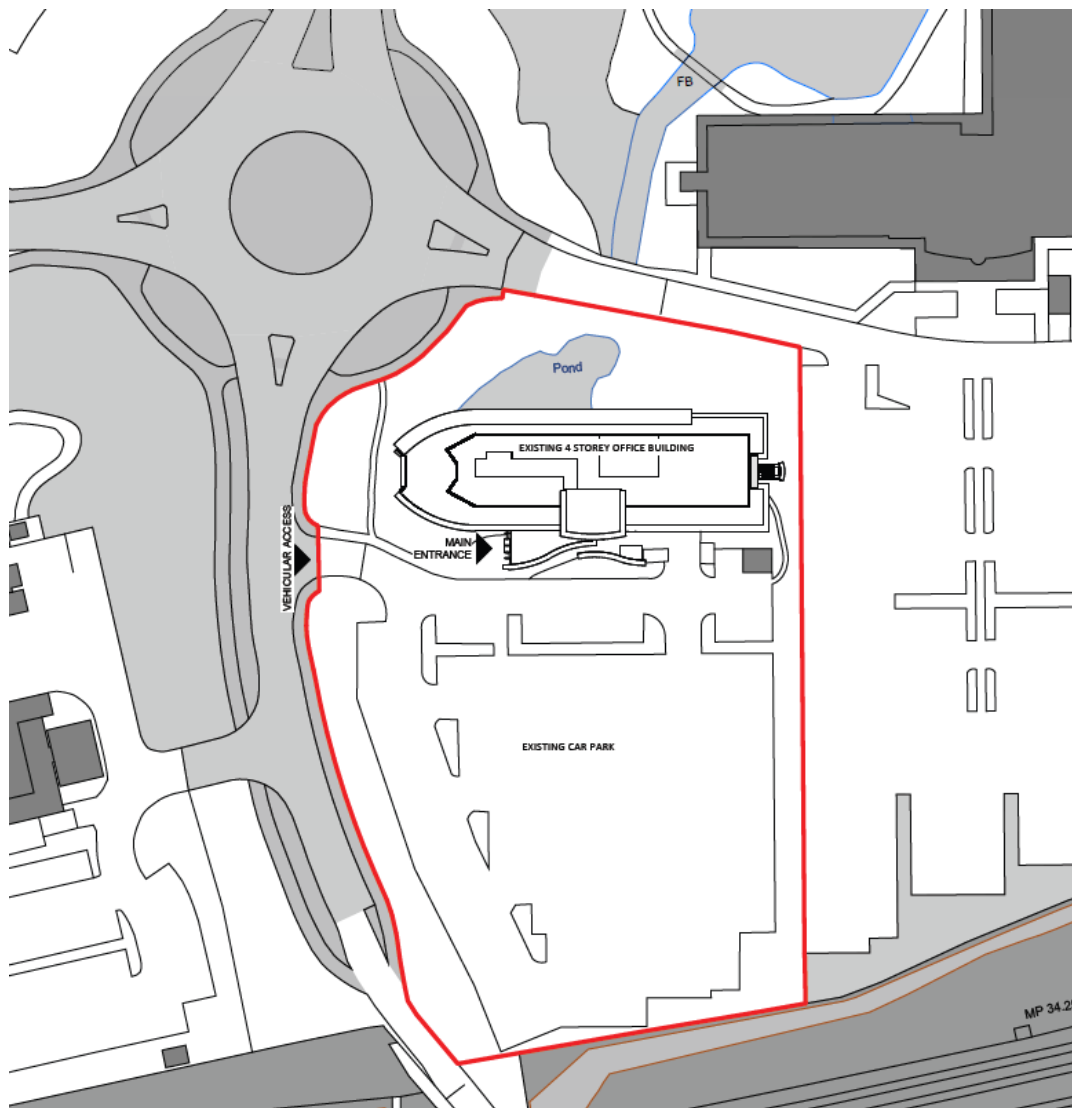
1.1.3 The site is bound to the north by an access road serving an adjacent office located north-east of the site, to the east by the car park associated with this adjacent office, to the south by railway tracks, and to the west by Shepherds House Lane, from which the site is currently accessed.

1.1.4 The site is situated within the administrative boundary of Wokingham Borough Council (WBC).

1.2 Existing Site

- 1.2.1 The existing site consists of a 4 storey commercial building, with gross internal area (GIA) totalling approximately 3,755sqm, supported by an external car parking area with approximately 180 existing parking spaces, including blue badge provision, with a small secure and sheltered cycle compound occupying 2 of these spaces.
- 1.2.2 The car park area is accessed via a simple priority junction with Shepherds House Lane and is also used to accommodate delivery and servicing activity, including refuse collection.
- 1.2.3 Pedestrian access to the building is taken from the rear.
- 1.2.4 The existing site layout is indicated below at **Figure 1.2**.

Figure 1.2 Existing Site Layout



Source: Rohacs Architects

1.3 Development Proposals (Summary)

- 1.3.1 The proposals are for a two-storey upwards extension to provide 32 residential units, with accommodation mix as follows:
- 26 x one-bedroom units; and
 - 6 x two-bedroom units
- 1.3.2 For the purpose of this TS the one-bedroom units are considered to have two habitable rooms and the two-bedroom units have three habitable rooms.
- 1.3.3 The existing floor areas will otherwise continue to operate as offices, remaining unaffected by the proposals.
- 1.3.4 It is however intended that the residential units will be provided with allocated car parking from within the existing car park and that some of the existing car parking will be converted to allow for the introduction of secure and sheltered residential cycle parking.
- 1.3.5 The residential units will also be provided with their own residential bin store, accessed via the internal car parking area.

1.4 Transport Statement Requirement

- 1.4.1 The Town and Country Planning (General Permitted Development) Order 2015, which came into force on the 15th April 2015, along with subsequent amendments, sets out the permitted development rights for a development under Class AA.
- 1.4.2 The Order states that development of this nature will consist of *“construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building.”*
- 1.4.3 *The Order continues and states that the Development can include “works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.”*
- 1.4.4 The Order states that development of this nature is permitted subject to the condition that before the beginning of the development the Applicant shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required, with one of the considerations being; *“the transport and highways impacts of the development.”*
- 1.4.5 The Order states, *“On receipt of the application, where in the opinion of the local planning authority, the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site, the local planning authority must consult,”* in this instance, *“with the local highway authority where the increase or change relates to*

traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority.”

- 1.4.6 The Order states that the local planning authority must also have regard to the National Planning Policy Framework (NPPF), so far as relevant to the subject matter of the prior approval, as if the application were a planning application. In this regard, NPPF states under paragraph 115 that, *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*
- 1.4.7 This TS has therefore been prepared to support the proposed extension and to demonstrate that there are no concerns generated regarding a material increase or a material change in the character of traffic in the vicinity of the site, and that the site can be safely accessed, providing WBC with the information necessary to conclude that prior approval is not required in relation to transport, or if it is required, it can be given.

1.5 Report Structure

- 1.5.1 Following this introduction, the TS is structured as follows:
- **Section 2 – Existing Situation** reviews the accessibility of the site location in order to demonstrate that it is appropriate for residential development;
 - **Section 3 – Development Proposals** outlines the application proposals in detail, including site access, car parking, cycle parking and servicing arrangements;
 - **Section 4 – Trip Generation and Impact** undertakes a comparative trip generation assessment and;
 - **Section 5 – Summary and Conclusions** provides an overview of the key points of this report and concludes.

2. Existing Conditions

2.1 Existing Site and Site Location

- 2.1.1 As stated in the Introduction, the existing site consists of a 4 storey commercial building, with GIA totalling approximately 3,755sqm, supported by an external car parking area with approximately 180 existing parking spaces, including blue badge provision, with a small secure and sheltered cycle compound occupying 2 of these spaces.
- 2.1.2 The car park area is accessed via a simple priority junction with Shepherds House Lane and is also used to accommodate delivery and servicing activity, including refuse collection.
- 2.1.3 Pedestrian access to the building is taken from the rear.
- 2.1.4 The site is bound to the north by an access road serving an adjacent office located north-east of the site, to the east by the car park associated with this adjacent office, to the south by railway tracks, and to the west by Shepherds House Lane, from which the site is currently accessed.

2.2 Accessibility

- 2.2.1 The site benefits from being within close proximity of a range of social infrastructure that acts as typical trip attractors for residential developments, such as food retail, childcare, employment centres and leisure. **Table 2.1** below lists a range of such trip attractors, with location indicated in **Figure 2.1**.

Table 2.1 Local Facility Table

Facility		Location	Distance	Travel Time	
				Walk	Cycle
Food Outlet	Aldi	London Road	500m	8	3
	Marks and Spencer	25 Washway Road	1300m	19	7
Access to Outdoor Open Space	Thames Valley Park Nature Reserve	Thames Valley Park Drive	500m	8	2
	Palmer Park	London Road	1250m	18	5
Access to Recreation/Leisure Facility for Fitness/Sport	David Lloyd	Valley Park Drive	640m	8	2
	Anytime Fitness	Shepherds Hill	1300m	19	5
Pharmacy	Orange Pharmacy	237 London Road	1650m	22	5
Access to Employment	Thames Valley Estate	Thames Valley Park Drive	250m	5	1
GP	Kennet Surgery	30 Cholmeley Road	1650m	22	7
Child Care	Bright Horizons Day Nursery	Thames Valley Park Drive	640m	8	2

Figure 2.1 Local Facilities Plan



2.2.2 This proximity ensures that these land uses can be accessed using modes other than private car and realistically using active modes, supported by established infrastructure described below.

2.3 Pedestrian and Cycle Access

2.3.1 Pedestrian access to the site is achieved from the rear, connecting with the established footway network on Shepherds House Lane, which to the north connects with the wider footway network along Thames Valley Park Drive. Pedestrian severance caused by the traffic movements on Thames Valley Park Drive is mitigated by a signalised pedestrian crossing located immediately west of the roundabout with Oracle Way.

2.3.2 To the south, Shepherds House Lane where it passes under the railway track is filtered to remove traffic movements, therefore providing safe and convenient access to adjacent land uses such as the Aldi supermarket.

2.3.3 In terms of cycle provision, the immediate footway network actually forms part of a shared use footway / cycleway network, with Shepherds House Lane along the site frontage actually forming part of National Cycle Network Route 4, which to the west connects with Reading town centre and Reading National Rail Station. Within transport planning 5km is often adopted as an acceptable distance where car trips can reasonably transfer to cycle trips and in this regard the whole of Reading town centre is within this threshold, with a flat topography conducive to this mode of travel.

2.3.4 This local pedestrian and cycle infrastructure is indicated in **Figure 2.2**.

Figure 2.2 Local Pedestrian & Cycle Infrastructure



2.4 Public Transport Accessibility

Bus Services

- 2.4.1 The site is located within circa 450m of the nearest bus stop on London Road to the south, which provides access to services 14 and 127/128/129, which route around Reading and provide access to the town centre and rail station, with a service pattern and frequency that supports traditional commuter patterns.
- 2.4.2 A summary of the bus services is provided in **Table 2.2** below.

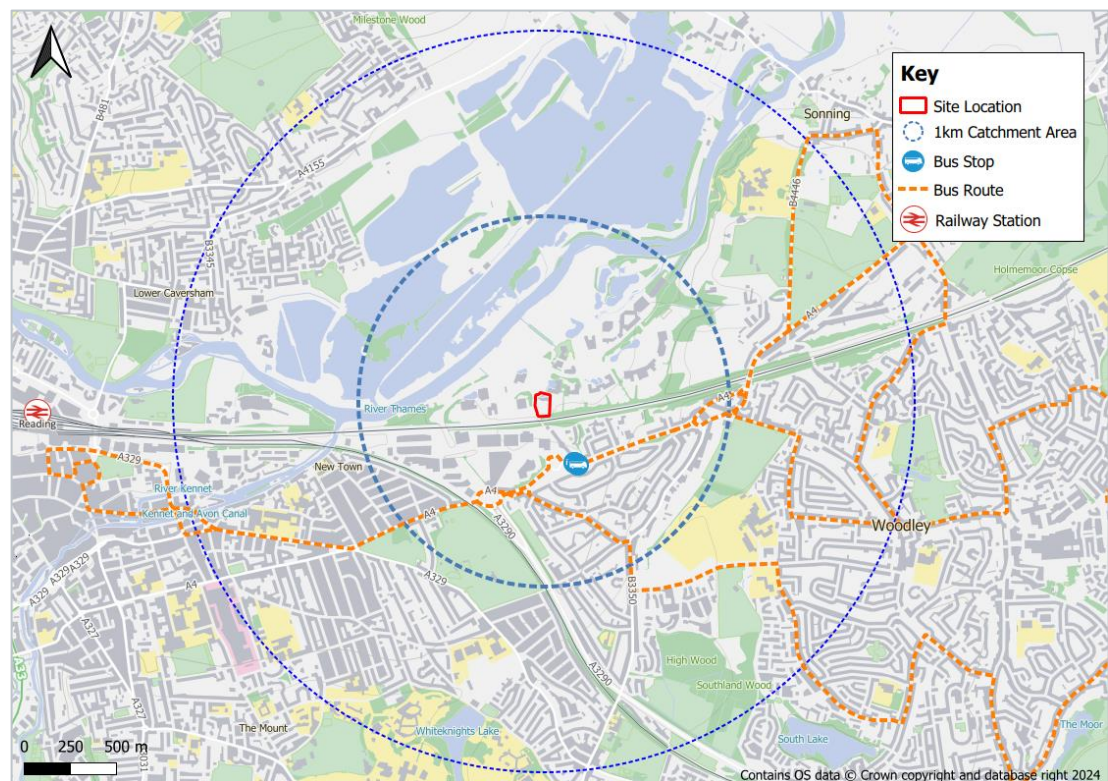
Table 2.2 Bus Services

No.	Route	Service Frequency		
		Weekday	Saturday	Sunday
14	Reading Station – Woodley	2 services per hour throughout the day	2 services per hour throughout the day	1 service per hour throughout the day
127/128/129	Wokingham town centre – Reading Town Centre	2 services during AM peak hour, 1 per hour throughout day	1 service per hour throughout the day	N/A

Rail Services

- 2.4.3 Reading Rail Station is located circa 3.3km west of the site, and can be accessed from the site as part of a multi-modal trip via the No.14 bus service.
- 2.4.4 Reading Rail station provides local, regional and national rail services to destinations such as Newbury, Basingstoke, Bristol Temple Meads, London Waterloo, Paddington, as well as regular services on the Elizabeth Line connecting to central London.
- 2.4.5 The local public transport infrastructure is indicated on **Figure 2.3**.

Figure 2.3 Local Public Transport Infrastructure



2.5 Local Highway Network

- 2.5.1 The site is accessed via an existing simple priority junction with Shepherds House Lane, which to the north forms a roundabout junction with Oracle Parkway, which in turn provides access to Thames Valley Park Drive which provides access to Reading town centre.
- 2.5.2 Shepherds House Lane along the site frontage is subject to double yellow line no waiting controls, preventing parking overspill from the site.

2.6 Summary

- 2.6.1 The site is therefore within an accessible area, benefiting from active travel infrastructure that supports pedestrian and cycle movements, with infrastructure in place to support varying levels of ability.
- 2.6.2 The site is also located within close proximity of a range of social infrastructure, ensuring that future residents would not be wholly reliant on single occupancy car trips to access key amenities.
- 2.6.3 The site is therefore an appropriate location for sustainable residential development.

3. Development Proposals

3.1 Scale of Development and Site Layout

3.1.1 The development proposals are for a two-storey upwards extension to provide 32 residential units, with accommodation mix as follows:

- 26 x one-bedroom units; and
- 6 x two-bedroom units

3.1.2 For the purpose of this TS the one-bedroom units are considered to have two habitable rooms and the two-bedroom units have three habitable rooms.

3.1.3 The existing floor areas will otherwise continue to operate as offices, remaining unaffected by the proposals.

3.1.4 The proposed floor plans are attached at **Appendix A**.

3.2 Pedestrian Access

3.2.1 Residents will access the existing building using the existing main entrance, accessing the existing core provision, with lift access up to the upper floors.

3.3 Cycle Parking

3.3.1 In terms of cycle parking, whilst the proposals will not be considered against specific policies of the WBC Local Plan, the proposals will provide secure and sheltered cycle parking in accordance with adopted standards, which for the proposed residential mix, being 2 and 3 habitable rooms, is 1 space per unit and therefore 32 cycle parking spaces.

3.3.2 It is intended that this cycle parking will be provided within a secure compound in place of some of the existing car parking.

3.3.3 It is however acknowledged that the Order does not allow for any changes to the external area beyond the curtilage of the building.

3.3.4 On that basis the Applicant will accept a planning condition where the details of the cycle parking in terms of location and type can be provided for subsequent approval.

3.4 Car Parking

3.4.1 In terms of car parking, whilst the proposals will not be considered against specific policies of the WBC Local Plan, the proposals can readily accommodate residential car parking in accordance with adopted standards within the available provision, which for the proposed residential mix and site location, being within an urban area, is 1.1 car parking spaces per unit on the basis that each flat would be allocated 1 space and is rented (*Table C3-2 of WBC's adopted standards*).

- 3.4.2 The standards also require 0.2 spaces per unit for visitors.
- 3.4.3 Applying these standards to the proposed scale of development requires 42 spaces.
- 3.4.4 This would leave approximately 138 spaces for the office provision.
- 3.4.5 The WBC adopted office parking standard of 1 space per 30sqm for sites in excess of 2,500sqm would require 125 spaces.
- 3.4.6 There is therefore sufficient headroom to reduce the office allocation to this 125 threshold in order to allow the excess provision to be converted into dedicated areas for required residential cycle storage and bin storage.
- 3.4.7 It is acknowledged that the Order does not allow for any changes to the external area beyond the curtilage of the building. On that basis the Applicant will accept a planning condition where the details of the car parking allocations can be provided for subsequent approval.

3.5 Delivery and Servicing

- 3.5.1 Residential deliveries, including refuse collection, will follow the same arrangements as adopted by the existing commercial land uses, with vehicles entering the existing rear car parking area, accessing the site, then leaving in forward gear.

4. Trip Generation

4.1 Overview

- 4.1.1 The Order requires any application to demonstrate that the proposed change of use does not result in a material increase or change in character of traffic.
- 4.1.2 The TS therefore quantifies the anticipated trip generation associated with the proposed scale of development.

4.2 Proposed Residential Trip Generation

- 4.2.1 Multi-modal trip generation associated with the proposed residential units have also been calculated with reference to the industry standard TRICS database. Site selection criteria was adopted as follows:

- TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED;
- Sites located within South East/South West England;
- Sites situated within Edge of Town Centre/Edge of Town locations;
- Surveys excluded during COVID;
- Sites with car parking availability

- 4.2.2 The TRICS output for the proxy sites based on this search criteria is appended to this report at **Appendix B**.

- 4.2.3 **Table 4.1** sets out the resultant 'Total People' and Vehicle trip rates per unit, which have then been applied to the proposed scale of development, totalling 32 units, to quantify the associated trip generation.

Table 4.1: Residential Trip Rates

32 Units	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
All Person Trip Rate	0.106	0.578	0.684	0.484	0.212	0.696	2.747	2.868	5.615
All Person Trips	3	18	22	15	7	22	88	92	180
Car Trip Rate	0.052	0.188	0.240	0.193	0.096	0.289	1.181	1.238	2.419
Car Trips	2	6	8	6	3	9	38	40	77

- 4.2.4 **Table 4.1** therefore indicates that the proposed scale of development is anticipated to generate approximately 8 vehicle movements in the AM peak and 9 vehicle movements in the PM peak.

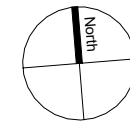
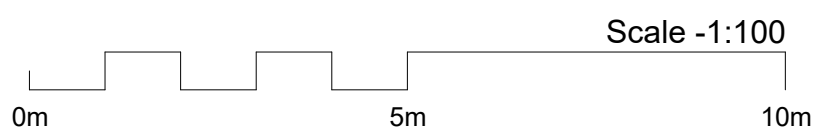
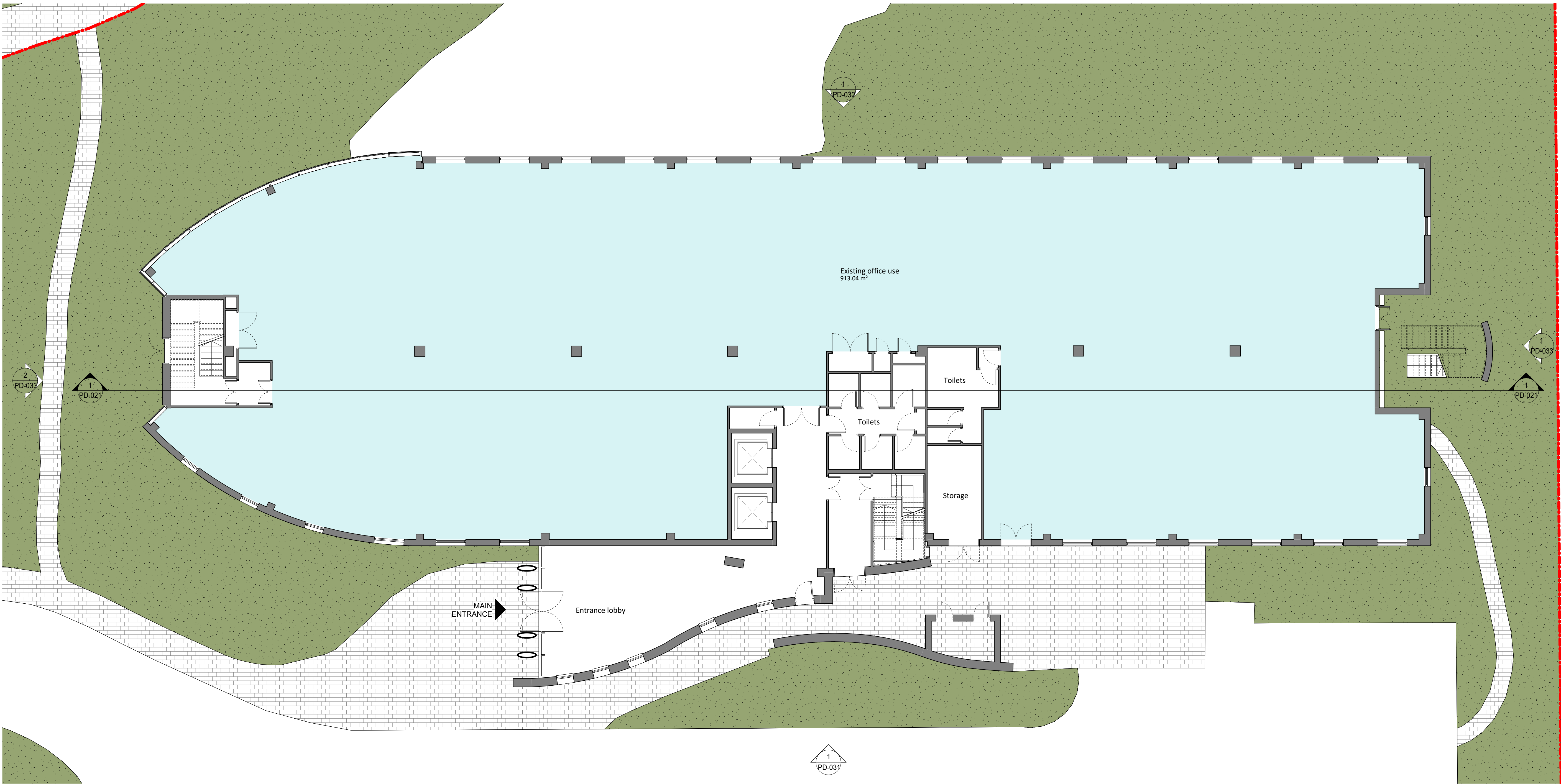
- 4.2.5 It is not anticipated that this level of vehicular traffic generation will result in a material impact on the operation of the local highway network and on this basis traffic impact analysis is not necessary to support the application.

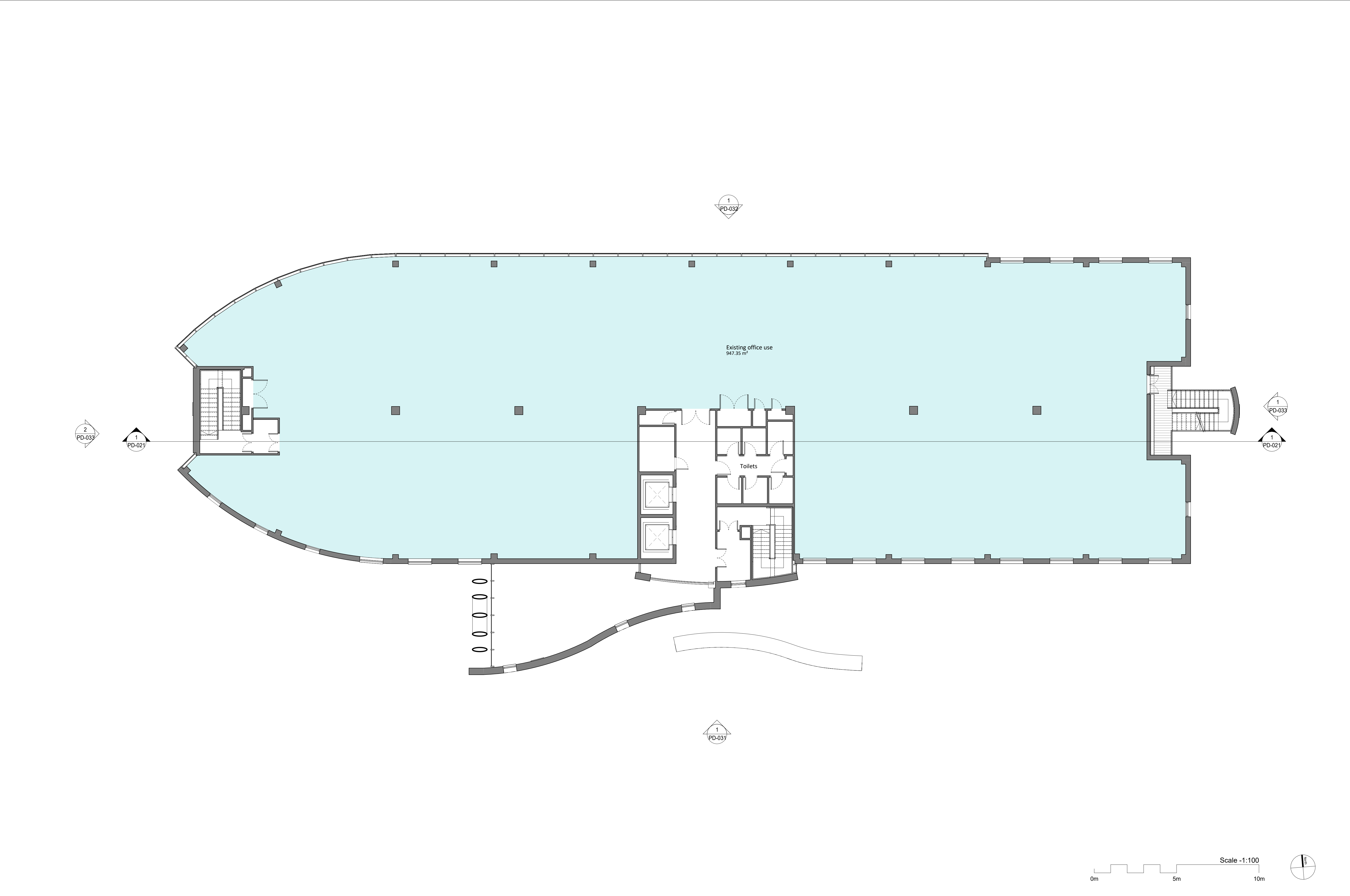
5. Summary and Conclusion

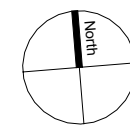
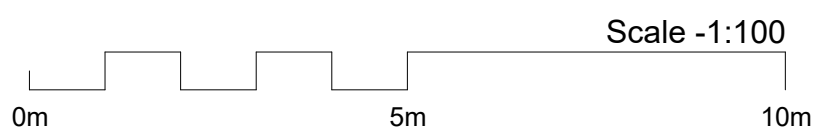
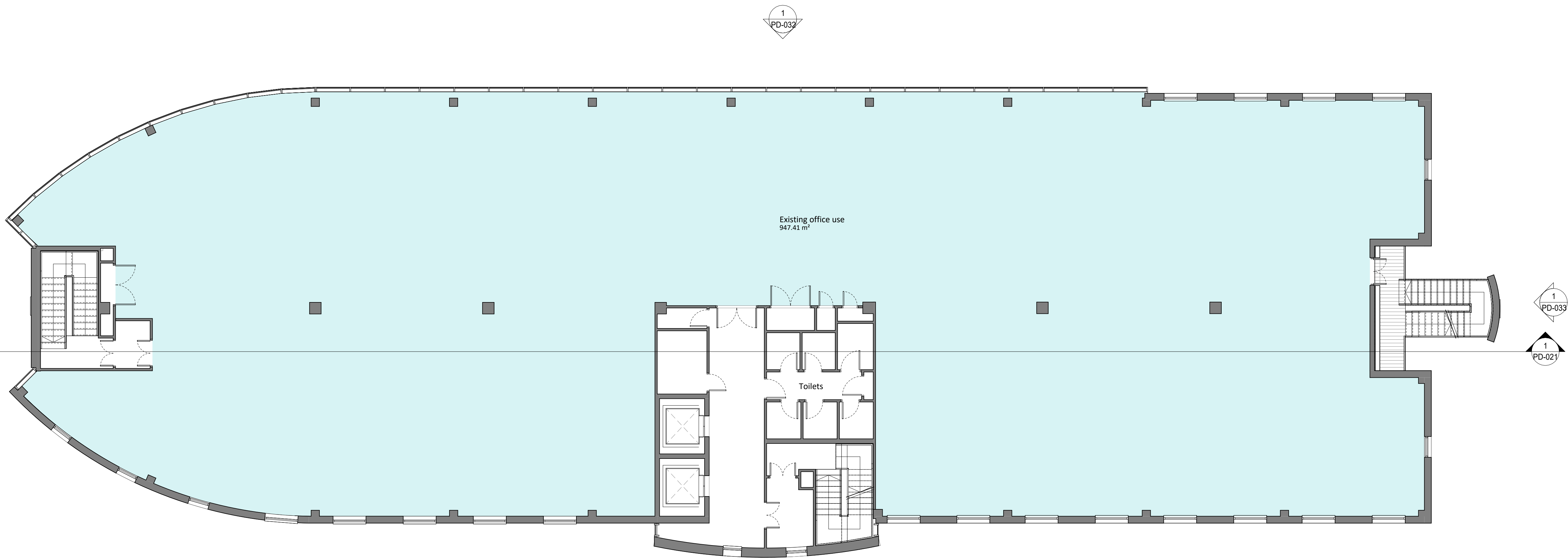
- 5.1.1 Markides Associates have been instructed by TVP Investments Ltd. to prepare this Transport Statement in support of a Prior Approval Application under Schedule 2, Part 20, Class AA (new dwellinghouses on detached buildings in commercial or mixed use) of the General Permitted Development Order 2015 for a two-storey upwards extension providing 32 residential units on the 4th and 5th floor with associated plant and car and cycle parking at a site, 400 Thames Valley Park Drive, Earley, Reading, RG6 1PT.
- 5.1.2 The existing site consists of a 4 storey commercial building, with gross internal area totalling approximately 3,755sqm, supported by an external car parking area with approximately 180 existing parking spaces.
- 5.1.3 The proposals are for a two-storey upwards extension to provide 32 residential units. It is assumed that the existing lower ground floor areas will continue to operate as offices, remaining unaffected by the proposals.
- 5.1.4 The Transport Statement has established that the site is an appropriate location for sustainable residential development, being within close proximity of a range of social infrastructure and adjacent to established active travel and public transport infrastructure.
- 5.1.5 The proposals will be supported by secure cycle parking, bin storage and car parking, achieved via the reallocation of existing external space. It is however acknowledged that the Order does not allow any changes other than within the curtilage of the building and on that basis the Applicant will accept a planning condition that will allow further details to be submitted for approval concerning cycling parking, bin storage and car parking.
- 5.1.6 The proposals will otherwise maintain the same pedestrian, vehicle and delivery and servicing access arrangements as the retained commercial use.
- 5.1.7 The Transport Statement has undertaken a trip generation assessment which has demonstrated that the scale of development will generate less than 10 vehicle movements during each peak hour.
- 5.1.8 This Transport Statement has therefore demonstrated that there are no concerns generated regarding a material increase or a material change in the character of traffic in the vicinity of the site, and that the site can be safely accessed.
- 5.1.9 On this basis, it is considered there are no transport related reasons why prior approval cannot be granted.

APPENDICES

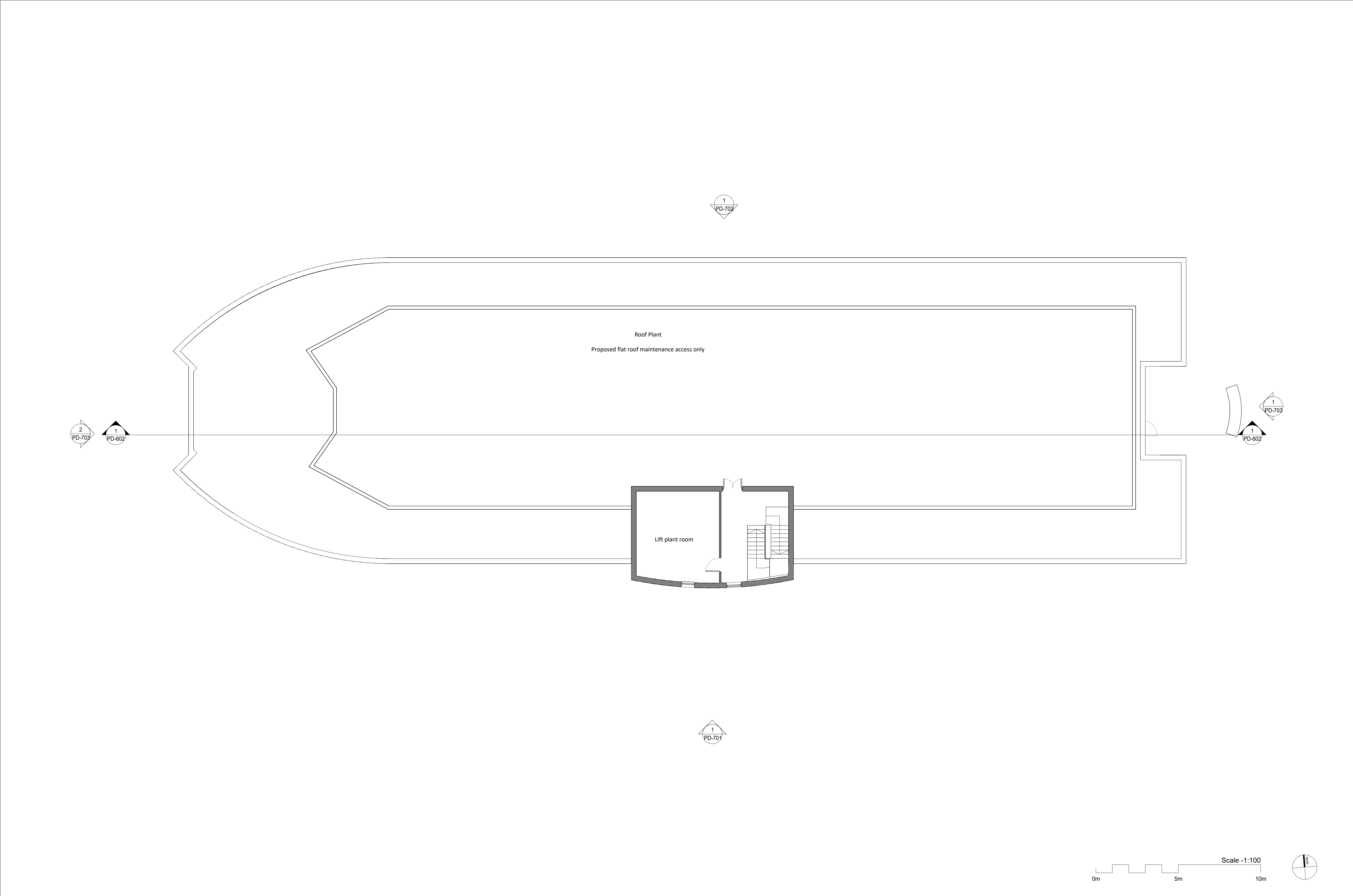
APPENDIX A – PROPOSED DEVELOPMENT LAYOUT

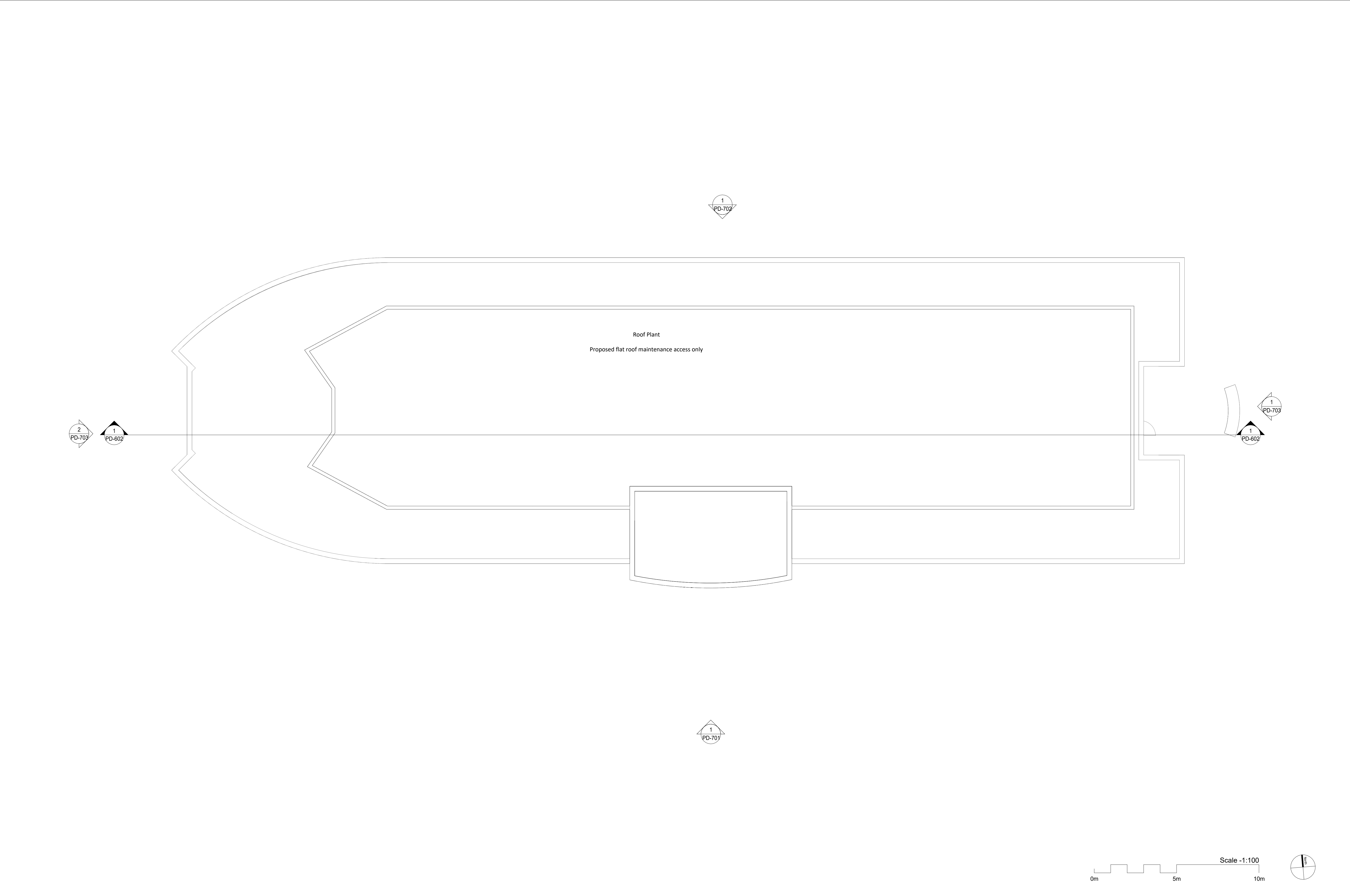












APPENDIX B – TRICS OUTPUTS - RESIDENTIAL

Calculation Reference: AUDIT-860401-240518-0557

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
CT	CENTRAL BEDFORDSHIRE	3 days
HF	HERTFORDSHIRE	3 days
PO	PORTSMOUTH	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 22 to 175 (units:)
 Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/06/23

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

Selected survey days:

Tuesday 5 days
 Thursday 2 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 5
 Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 4
 Built-Up Zone 2
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 9 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	4 days
No	3 days

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

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CT-03-C-01	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	CT-03-C-03	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
6	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
7	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	87	0.039	7	87	0.191	7	87	0.230
08:00 - 09:00	7	87	0.052	7	87	0.188	7	87	0.240
09:00 - 10:00	7	87	0.064	7	87	0.077	7	87	0.141
10:00 - 11:00	7	87	0.062	7	87	0.078	7	87	0.140
11:00 - 12:00	7	87	0.060	7	87	0.088	7	87	0.148
12:00 - 13:00	7	87	0.116	7	87	0.118	7	87	0.234
13:00 - 14:00	7	87	0.085	7	87	0.077	7	87	0.162
14:00 - 15:00	7	87	0.065	7	87	0.065	7	87	0.130
15:00 - 16:00	7	87	0.106	7	87	0.069	7	87	0.175
16:00 - 17:00	7	87	0.127	7	87	0.082	7	87	0.209
17:00 - 18:00	7	87	0.193	7	87	0.096	7	87	0.289
18:00 - 19:00	7	87	0.212	7	87	0.109	7	87	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.181			1.238			2.419

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

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

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Parameter summary

Trip rate parameter range selected:

22 - 175 (units:)

Survey date date range:

01/01/16 - 08/06/23

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	87	0.065	7	87	0.451	7	87	0.516
08:00 - 09:00	7	87	0.106	7	87	0.578	7	87	0.684
09:00 - 10:00	7	87	0.119	7	87	0.185	7	87	0.304
10:00 - 11:00	7	87	0.147	7	87	0.158	7	87	0.305
11:00 - 12:00	7	87	0.114	7	87	0.162	7	87	0.276
12:00 - 13:00	7	87	0.230	7	87	0.242	7	87	0.472
13:00 - 14:00	7	87	0.186	7	87	0.172	7	87	0.358
14:00 - 15:00	7	87	0.149	7	87	0.144	7	87	0.293
15:00 - 16:00	7	87	0.310	7	87	0.154	7	87	0.464
16:00 - 17:00	7	87	0.312	7	87	0.180	7	87	0.492
17:00 - 18:00	7	87	0.484	7	87	0.212	7	87	0.696
18:00 - 19:00	7	87	0.525	7	87	0.230	7	87	0.755
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.747			2.868			5.615

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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