



640 OXFORD ROAD, READING

TRANSPORT NOTE

27 September 2022



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PROJECT DETAILS

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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by VX Kva Ltd ("the Client") to produce a Transport Note to accompany a planning application for the extension of 640 Oxford Road to provide additional residential apartments (Use Class C3) and a commercial unit (Use Class E).
- 1.1.2. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC). The location of the site is shown in Figure 1 below.

Figure 1 – Location Plan



1.2. Existing Site

- 1.2.1. The existing property at 640 Oxford Road is a mixed-use property split into separate self-contained units. The building currently comprises;
- Basement: A 40.69sqm Class E unit currently used for storage;
 - Ground Floor: A 38.1sqm Class E unit currently occupied by Lux Lounge Salon hairdressers;

- Ground Floor: A 13.3sqm Class E Unit currently vacant;
- First and Second Floor: 2 x one-bedroom apartments.

1.2.2. A rear gated parking area is provided at the site which provides informal parking for circa 4-5 vehicles. The car park is shared with the offices unit occupied by Rapid Personnel, which will remain unchanged as part of these proposals.

1.3. Proposed Development

1.3.1. The proposed development seek to extend the building to provide;

- Basement Floor: Retain the 40.69sqm Class E unit currently used for storage;
- Ground Floor: Retain the 38.1sqm Class E unit currently occupied by Lux Lounge Salon hairdressers;
- Ground Floor: Creation of a new 40.5sqm Class E Unit;
- First Floor: 1 x one-bedroom apartment and 1 x Studio apartment;
- Second Floor: 2 x Studio apartments.

1.3.2. It is proposed that the four apartments will be let out to RBC on a five-year scheme; who would respectively let the housing out to vulnerable tenants. Drawings of the proposed site layout and plans of the buildings are attached at **Appendix A**. As part of the proposals the parking arrangements at the site will be formalised with a total of three parking spaces retained and marked out.

1.4. Report Structure

1.4.1. This Transport Note considers the sustainability / suitability of the site's location in respect of the proposed development. It has been produced with consideration of the National Planning Policy Framework (NPPF) and Planning Practice Guidelines (PPG).

1.4.2. This report is split in to the following sections;

- Section 2: Transport Policy & Existing Situation;
- Section 3: Trip Generation and Impact; and
- Section 4: Summary and Conclusions.

2. Transport Policy and Existing Situation

2.1. Policy

2.1.1. The key transport policy documents at a national and Local level have been considered when assessing the development proposals, these include the key policy documents outlined below:

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- Reading Borough Local Plan (November 2019);
- Draft Reading Transport Strategy 2036;
- Reading Local Transport Plan 3 (2011); and
- Reading Revised Parking Standards and Design Supplementary Planning Document (October 2011)

2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles. Policy TR5 of the RBC Local Plan states that developments 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.

2.1.3. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.2. Existing Site

2.2.1. A rear gated parking area is provided at the site which provides informal parking for circa 4-5 vehicles. The car park is shared with the offices unit occupied by Rapid Personnel, which will remain unchanged as part of these proposals, as shown in Figure 2. Not cycle parking is currently provided at the site.

Figure 2 – Existing Car Parking



2.2.2. The bin storage area is fronting the rear of the site, serviced off Alma Street.

2.2.3. The site is located within a highly accessible location, with Reading West Railway Station located within 1.2 kilometre of the site, the Reading Town Centre located within 2km of the site and bus stops located on Oxford Road within 200m of the site. The site is bordered to the north by an existing recruitment company and residential buildings beyond this. To the east the site is bound by Alma Street and to the south, Oxford Road. A pub (Royal Albion) borders the west of the site.

2.3. Pedestrian Network

- 2.3.1. To enable an assessment of the viability of walking between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.
- 2.3.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres. The distances for various land uses, are summarised in Table 1.

Table 1 – Acceptable Walking Distances (metres)

Definition	Town Centres	Commuting/School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Providing for Journeys on Foot (IHT, 2000)

- 2.3.3. Reading Town Centre is within 2km of the site, wide street lit footways are provided along Oxford Road and Alma Street, as outlined in Figure 3 below.

Figure 3 – Oxford Road/Alma Street Footways



- 2.3.4. As outlined in Figure 4 below, signalised pedestrian crossings are provided at the Oxford Road / Groveland's Road crossing which assist with pedestrians crossing the road.

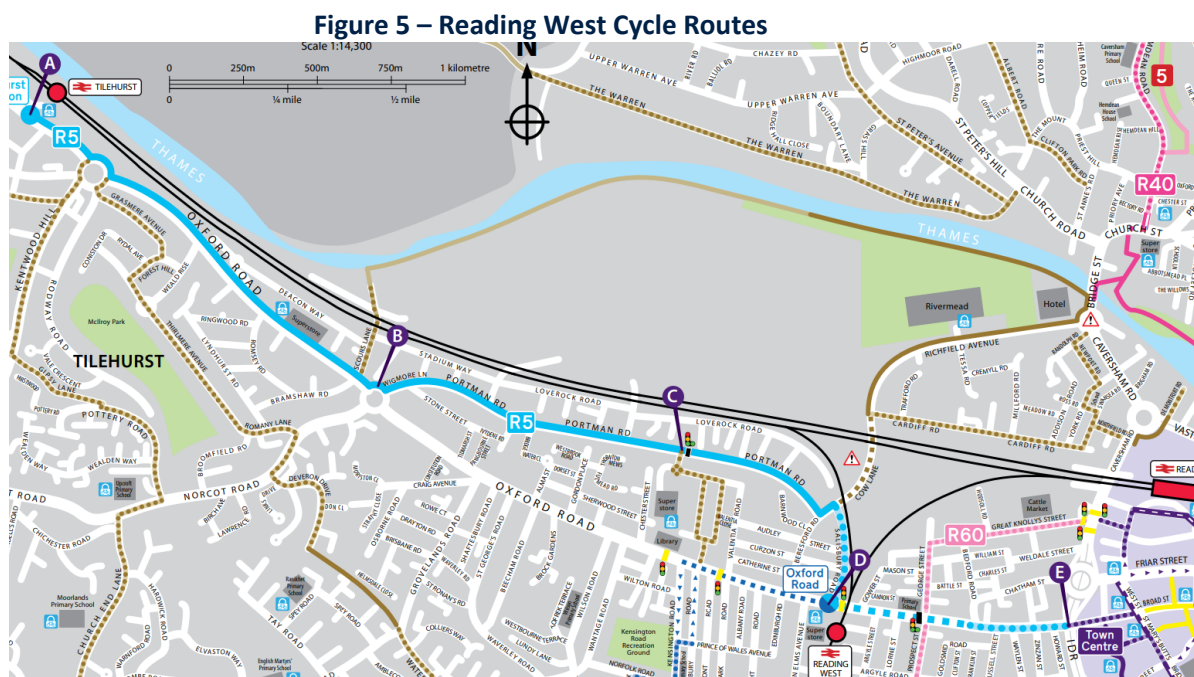
Figure 4 – Oxford Road Crossings



- 2.3.5. Various additional signalised pedestrian crossings are provided along the length of Oxford Road in addition to dropped kerbs and pedestrian refuge islands.
- 2.3.6. To the rear of the site, Alma Street provides streetlit footways which connect with footways on Sherwood Street, Dorset Street and Portman Road.
- 2.3.7. Minor junctions and crossing points in the local vicinity are supported by a range of other pedestrian facilities such as raised tables, refuge islands, tactile paving and dropped kerbs. These facilities assist the movement of pedestrians and facilitate movement for the mobility impaired in the locality.
- 2.3.8. The site is well connected by high quality pedestrian routes and facilities ensuring it is a walkable neighbourhood. The number of services, amenities, residential areas and public transport interchanges that can be reached within a reasonable walking distance ensure that walking is a viable mode to and from the site and can readily form part of a multi-modal trip.

2.4. Cycle Network

- 2.4.1. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances up to 3 miles (4.8km) for regular journeys in urban areas and 5 miles (8.0km) for commuting journeys (source: LTN 2\08, Cycle Infrastructure design).
- 2.4.2. Although the site is located c.2km west of Reading Town Centre, the local road network is conducive to travel by cycle with various routes in the vicinity of the site. Route R5 is located along Portman Road and provides a shared cycle footway connection to Reading West Railway Station and Tilehurst Railway Station as outlined in Figure 5 below.



- 2.4.3. Cycle parking is available throughout the Reading Town Centre, with the nearest public cycle racks located outside Tesco Extra on Oxford Road.
- 2.4.4. The site benefits from good cycle connections to an array of built up areas and amenities, ensuring that the opportunities for site residents to travel via bicycle will be maximised. The provision of cycle parking at the site will further help to encourage residents to travel by bicycle.

2.5. Bus Connections

- 2.5.1. Oxford Road is classed by RBC as a “High Frequency Bus Route”. Bus stops are located on Oxford Road within 200m of the site. The eastbound bus stop on Oxford Road provide shelters, seating, lighting, bus flags and timetable information whilst the westbound stop provides a shelter, seating, bus flag and timetable information, as outlined in Figure 6.

Figure 6 – Oxford Road Bus Stops



- 2.5.2. The stops are served by the 15/15a, 16, 17, 85, 88, 91, 143, BB3 and provide regular services to Reading Town Centre, Reading Railway Station, Calcot, Tilehurst Triangle, Whitley, Kentwood Circle, Pangbourne, Goring and Purley on Thames. Combined the stops are served by approximately 15 buses per hour. Reading Railway Station is accessible within a 13 minute bus journey. The Reading bus routes map is outlined below in Figure 7.

Figure 7 – Reading Bus Routes



Source: Reading Buses

2.6. Rail Connections

- 2.6.1. Reading West Railway Station is located 1.2 kilometres east of the site and is accessible via a 15-minute walk or a 4-5 minute cycle. The station is managed by Great Western Railway (GWR) and provides connections to Reading, Newbury and Basingstoke. A total of 10 cycle parking spaces (5 Sheffield Stands) are provided in close proximity to the station.
- 2.6.2. Reading Railway Station is located 2.8 kilometres to the east of the site which is accessible via a 30-minute walk or a 9-10 minute cycle. Reading Railway Station is managed by Network Rail and served by GWR, CrossCountry and South Western Railway services. Being a transport hub, Reading Railway Station provides frequent services both locally and further afield, including to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, amongst many others. A total of 344 cycle parking spaces are provided at Reading Railway Station.
- 2.6.3. The level of accessibility to frequent bus and rail services to a wide range of locations ensures that travel to and from the site by bus and rail are viable options and could form part of a multi-modal journey from the site to wider afield.

2.7. Car Clubs

- 2.7.1. In the coming years, Reading faces challenges of population growth, congestion and the environment. Reading declared a Climate Emergency in 2019 and are committed to reducing congestion and vehicle trips. Part of the strategy is to increase the existing offer of car clubs in the town.
- 2.7.2. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle these challenges. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer. They reduce the need for people to own their own cars by providing access to conveniently located, high-quality vehicles on an affordable 'pay-as-you drive' basis.
- 2.7.3. The nearest existing car club, is CoWheels (www.co-wheels.org.uk) which has a dedicated car club vehicle within 620 metres of the site;
 Oxford Road – 620 metres;

2.8. Local Amenities

- 2.8.1. Being within 2km of Reading Town Centre, a wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. These include (but are not limited to); shops, restaurants, pubs, churches, Mosques, recreation facilities, car parks, libraries and offices. A summary of nearby local amenities and their associated walking and cycling distance are shown in Table 2.

Table 2 – Summary of Walking and Cycling Distances to Local Amenities

Amenity	Distance (metres)	Walking Time (Minutes)	Cycling Time (minutes)
Retail and Leisure			
TNT Gym	170m	2	1
Tesco Extra	670m	8	2
Reading Town Centre	2000m	24	7
Kensington Park	1000m	12	4
Lidl	1120m	14	4
Salisbury Road Post Office	1160m	14	4
Prospect Park	1300m	16	5
Healthcare			
Medicare Clinic – Reading	80m	1	1
Groveland's Pharmacy	240m	3	1
Groveland's Medical Centre - Reading	330m	4	1
Tesco Pharmacy	670m	8	2
Transport			
Oxford Road Car Park	600m	7	2
Brock Gardens Bus Stop	120m	2	1
Pond House Bus Stop	130m	2	1
Reading West Train Station	1200m	15	4
Reading Railway Station	2800m	33	10
Co-Wheels Car Club – Oxford Road	620m	8	2

2.9. Census Analysis

- 2.9.1. Census 2011 data has been analysed for the Reading 007 Output Area to establish the journey to work modal split for people that live and work within the MSOA. The results are shown below in Table 3.

Table 3 – Journey to Work Data

Mode	Commercial	Residential
Train / Underground	4.8%	14.1%
Bus	7.6%	14.9%
Taxi	0.3%	0.3%
Motorcycle	1.1%	0.6%
Car Driver	63.8%	36.6%
Car Passenger	4.7%	3.9%
Bicycle	4.8%	4.4%
On foot	12.6%	25.0%
Other	0.1%	0.3%
Total	100.0%	100.0%

- 2.9.2. Table 3 shows that 58.4% of residents travel to work by sustainable modes of transport with an additional 3.9% car sharing. In terms of staff working in the MSOA, 29.9% travel by sustainable modes of transport with an additional 4.7% car sharing.
- 2.9.3. This shows that the site is located in a highly sustainable location and together with the amenities outlined in Table 3 shows that the vast majority of trips can be made to and from the site by sustainable modes of transport, reducing the need to own a car. It is evident that the journey to work modal shares

and the car ownership data reflect the sustainable modes of transport on offer to potential residents and visitors at the site's location.

- 2.9.4. Car or van availability data has been analysed for the Reading 007 Output Area to establish the percentage of the population that have access to a car within the MSOA. This has been cross referenced with the accommodation type "flats or apartments". The results are shown in Table 4.

Table 4 – Car or Van availability

Cars	Total	Percent
No cars or vans in household	552	50%
1 car or van in household	462	42%
2 or more cars or vans in household	88	8%
Cars per household (assuming 2.5 for 2 or more category)		0.62

- 2.9.5. Table 4 shows that 50% of residents do not own a car or van at all with an average car occupancy of 0.62 cars per household.

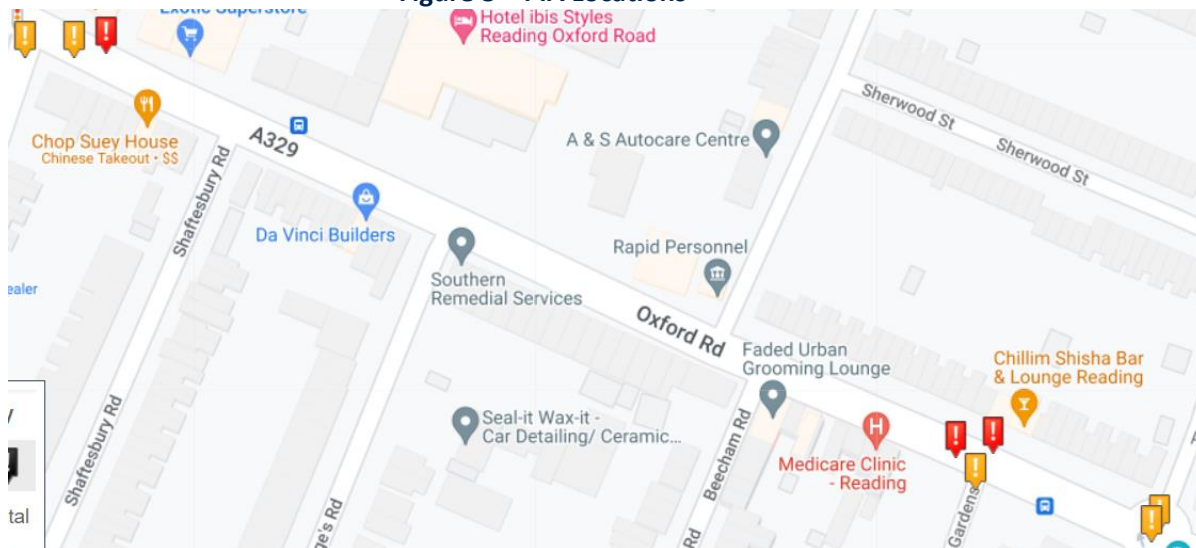
2.10. Parking Restrictions

- 2.10.1. The majority of roads in the vicinity of the site either have single or double-yellow line parking restrictions in place or are restricted to resident permit holders only between 08:00-20:00. The Lambeth Parking Survey methodology, which is the most widely accepted industry methodology for parking, states that residents want to park within 200m of their property (2-3 minutes' walk). The roads within 200m of the site are all Controlled Parking Zones, restricted to resident permit holders only between 08:00 -20:00. The bays allow for short stay parking for up to 2 hours, with no return within two hours.
- 2.10.2. Notably Oxford Road Car Park is located within 670m of the site and provides 24 parking spaces (with an additional 3 disabled bays) free for 30 minutes or stay for up to 3 hours maximum.

2.11. Road Safety

- 2.11.1. A review of the most recently available five years of injury accident data (2017-2021) has been undertaken using the Crashmap database. The study area includes Oxford Road between Groveland's Road and Gordon Place. The results are provided in Figure 8.

Figure 8 – PIA Locations



Source: Crashmap

- 2.11.2. Over the most recent available five-year period (up to May 2021) a total of eight recorded injury accidents occurred in the study area. There were three serious injury accidents and the rest were all slight injury accidents, with no fatalities taking place or injury accidents taking place at the site access junction or in the immediate vicinity of the site.
- 2.11.3. A total of three injury accidents have taken place in the vicinity of the Brock Gardens / Oxford Road T-junction with two serious injury accidents and one slight injury accident. The serious incidents involved two pedestrians being struck by a vehicle in 2019 as well as a cyclist being struck by a car in 2019. No further details were provided by Crashmap for the slight incident that took place in 2021.
- 2.11.4. A total of two injury accidents occurred in the vicinity of the Gordon Place / Oxford Road roundabout, approximately 160m south east of the site entrance with both being of sight severity. One incident involved a car being struck by another car, injuring one driver and taking place in 2019, the other involved a motorcyclist being struck by a car in 2020.
- 2.11.5. A total of three injury accidents also occurred in the vicinity of the Oxford Road / Grovelands Road T-junction, approximately 240m west of the site entrance with one serious injury accident and two slight injury accidents. The serious incident involved a motorcyclist being struck by a vehicle turning right at the junction in 2020. One slight incident involved a car being struck by another car, injuring one of the drivers in 2018 and the other slight incident involved a pedestrian being struck by a vehicle in 2017.
- 2.11.6. It is considered that these injury accidents were not a result of a defect in the public highway and were largely a result of driver error. It is therefore considered that there is no inherent road safety issues in the vicinity of the site and the development proposals are highly unlikely to exacerbate the level of injury accidents in the vicinity of the site.

2.12. Summary

- 2.12.1. This section has demonstrated that the site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre, located approximately 2km away. The closest bus stops to the site provide regular services to the town centre and further afield, including retail and employment and Reading Railway Station; which is a transport hub with numerous, frequent services to a wide range of destinations. Reading West Railway Station is also located within a short walk of the site providing connections to Reading, Basingstoke and Newbury.
- 2.12.2. An array of local amenities and facilities including employment, healthcare and retail facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.

3. Proposed Development

3.1. Proposed Development

- 3.1.1. The proposed development seek to extend the building to provide;
- Basement Floor: Retain the 40.69sqm Class E unit currently used for storage;
 - Ground Floor: Retain the 38.1sqm Class E unit currently occupied by Lux Lounge Salon hairdressers;
 - Ground Floor: Creation of a new 40.5sqm Class E Unit;
 - First Floor: 1 x one-bedroom apartment and 1 x Studio apartment;
 - Second Floor: 2 x Studio apartments.
- 3.1.2. Drawings of the proposed site layout and plans of the buildings are attached at **Appendix A**.

3.2. Access Arrangements

- 3.2.1. Pedestrian access will be retained to the rear and eastern side of the site onto Alma Street. Vehicular access will remain the same, with an access point to the rear of the building branching from Alma Street to provide access to the car parking and refuse storage.

3.3. Car Parking

- 3.3.1. RBC set out their car and cycle parking standards within their Local Development Framework's Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within Zone 3 'Secondary Core Area'. Table 5 summarises these standards for C3 residential dwellings within Zone 3 and calculates the number of car and cycle spaces required for the proposed site.

Table 5 – Car Parking Standards

Use	Car Parking Standard	Visitor Parking Requirement	Disabled Parking Requirements	TOTAL
C3 Dwelling Flat 1-2 bed	1.5 per dwelling	1 space per 4 dwellings (Flats only)	1.5 disabled spaces or 5% of total capacity, whichever is greater	3 + 1 visitor spaces
A1 Non-Food Retail Up to 1,000m	1 per 40sqm	-	4% of Total	2-3 spaces
A2 Financial & Professional Services	1 per 30sqm			

- 3.3.2. Based on the parking standards outlined in Table 5 above, a total of three car parking spaces will be required for the proposed residents plus one visitor parking space and up to three spaces for the proposed commercial uses. Therefore a total of up to seven parking spaces would be required at the site.
- 3.3.3. In accordance with NPPF Para 107 when establishing a parking rationale for a development the following should be considered;
1. the accessibility of the development;
 2. the type, mix and use of development;
 3. the availability of and opportunities for public transport;
 4. local car ownership levels; and
 5. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

- 3.3.4. With regard to accessibility and public transport availability, Section 2 of this report outlines the site accessibility with an array of services and amenities within walking distance and bus stops within 120m of the site which are served by high frequency services as defined by RBC. Furthermore Reading West Railway Station is within a 15 minute walk of the site.
- 3.3.5. In terms of the type and mix of accommodation, the four units are studio or one bed units and therefore are not large family units which would be more likely to require a parking space. Furthermore it is proposed that the four units will be let to RBC on a five-year scheme; who would respectively let the housing out to vulnerable tenants and therefore the prospective tenants would likely have a lower car ownership.
- 3.3.6. A review of the local car ownership has been undertaken using Census 2011 data for the Reading 007 MSOA and cross referenced this with the accommodation type (flats). This shows that there circa 0.62 cars per household and applying this to the proposed four flats would equate to demand 2-3 parking spaces.
- 3.3.7. RBC declared a Climate Emergency in February 2019 with goals which seek to invest in and promote more sustainable modes of transport including walking, cycling, public transport and the use of car clubs. Notably a car club vehicle is located within a short walk of the site and therefore offers potential residents the opportunity to use a car for occasional travel, without the need to own one.
- 3.3.8. It is therefore proposed to reconfigure the existing informal parking area and provide three parking spaces at the site, with these provided on shared basis for both the commercial and residential units as is currently the case. To enhance the sustainable credential of the site, each space will be provided with electric vehicle charging infrastructure in accordance with Policy TR5 of the Local Plan. Swept path analysis of the rear parking courtyard is attached at **Appendix A**.
- 3.3.9. As mentioned previously, the local highway network bordering the site and surrounding areas are marked with single or double yellow lines or are restricted to resident permit holders only between 08:00-20:00. All roads within 200m of the site are covered by parking restrictions. It is proposed as part of the S106 agreement to restrict residents at the site from applying for an on-street parking permit.

3.4. Cycle Parking

- 3.4.1. RBC provide minimum cycle parking standards within their Revised Parking Standards and Design SPD and Table 6 below summarises these standards and calculates the cycle and motorcycle parking requirements of the proposed development.

Table 6 – Cycle Parking Standards

Use	Bicycle Parking	
	Minimum Standard	Total required
C3 Dwelling Flat 1/2-bed	0.5 per dwelling	2
A1 Non-Food Retail Up to 1,000m	1 space per 6 staff and 1 space per 250m ²	1
A2 Financial & Professional Services	1 space per 6 staff	

- 3.4.2. Cycle parking must be:
- Conveniently located in relation to the trip origin and destination;
 - Easy to use (where cycles can be secured easily and quickly);
 - Secure (where parking is overlooked by development nearby, located close to well used areas or is within the coverage of a local security camera system. After dark, lighting is required to ensure personal safety for bike users); and
 - Covered.

- 3.4.3. It is proposed to provide cycle parking for the flats in excess of the standards, given the car lite nature of the site. As such each flat will be provided with a secure and covered bike locker within the rear parking area. In addition to this two cycle parking spaces will be provided for the commercial uses at the site.
- 3.4.4. It is of note that safe and secure cycle parking is provided approximately 670m east of the site within the Oxford Road Car Park as well as at strategic points along Oxford Road.

3.5. Trip Generation

- 3.5.1. To demonstrate that the proposed redevelopment will have no detrimental impact on the existing local road network, the TRICS database (Version 7.9.1) has been interrogated to determine the likely trip generation of both the proposed residential and commercial developments.

3.6. Existing Trip Generation

- 3.6.1. The existing site provides two residential apartments and provides a total of 92.09sqm of commercial space at ground and basement level. Trip rates have been established using the TRICS online database and the estimated trip generation of the existing site has been calculated based on the following criteria:

Commercial Uses

- Retail – Shopping Centre – Local Shops;
- Sites located in England only (excluding Greater London);
- Sites located in Suburban Area, Edge of Town Neighbourhood Centre;
- Sites with 0-500sqm only; and
- Surveys from 01/01/00

Residential Uses

- Residential – Affordable/Local Authority Flats;
- Sites located in England only (excluding Greater London);
- Sites located in Suburban Area and Edge of Town;
- Sites with 0-20 units only; and
- Surveys from 01/01/00 – 16/10/14

- 3.6.2. A total of nine sites were selected in the local shops category and a total of six sites in the residential category. The TRICS outputs are attached as **Appendix B**. A summary of the existing trip generation is presented below in Table 7.

Table 7 – Existing Site Vehicle Trips

	AM Peak (0800-0900)			PM Peak (1700-1800)			Total
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Daily
Local Shops Trip Rate Per 100sqm	7.803	7.698	15.501	6.186	6.714	12.900	201.369
Retail Trips (92.9 sqm)	7	7	14	6	6	12	185
Residential Trips per Dwelling	0.085	0.098	0.183	0.159	0.098	0.257	2.904
Residential Trips (2 Dwellings)	0	0	0	0	0	0	6
Total Existing Site	7	7	14	6	6	12	191

- 3.6.2. Table 7 shows that the existing site generates up to 14 two way vehicle trips in the AM peak hour, up to 12 two way vehicle trips in the PM peak hour and up to 191 two way vehicle trips per day. It is considered that this is very much a robust assessment of the existing trip generation, with the site only providing parking area for circa 3-5 vehicles. As such the majority of these trips are likely to be by sustainable modes of transport or pass-by trips to the commercial units.

3.7. Proposed Trip Generation

- 3.7.1. The proposed development seeks to extend the building to provide four residential apartments together with 119.29sqm of commercial space, through the creation of an additional commercial unit. It is proposed that the four apartments will be let out to RBC on a five-year scheme; who would respectively let the housing out to vulnerable tenants. For consistency the same trip rates outlined above have been applied to the minor uplifts in residential and commercial accommodation at the site. The proposed trip generation is outlined in Table 8 below.

Table 8 – Proposed Site Vehicle Trips

	AM Peak (0800-0900)			PM Peak (1700-1800)			Total
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Daily
Local Shops Trip Rate Per 100sqm	7.803	7.698	15.501	6.186	6.714	12.900	201.369
Retail Trips (119.29 sqm)	9	9	18	7	8	15	240
Residential Trips per Dwelling	0.085	0.098	0.183	0.159	0.098	0.257	2.904
Residential Trips (4 Dwellings)	0	0	0	1	0	1	12
Total Proposed Site	9	9	18	8	8	16	252

- 3.7.2. Table 8 shows that the proposed site is predicted to generate up to 18 two way vehicle trips in the AM peak hour, up to 16 two way vehicle trips in the PM peak hour and up to 252 two way vehicle trips per day. Again it is considered that this is very much a robust assessment of the proposed trip generation, with the site only providing a formal parking area for three vehicles. As such the majority of these trips are likely to be by sustainable modes of transport or pass-by trips to the commercial units.

3.8. Net Trip Generation

- 3.8.1. The existing site vehicle trips have been removed from the proposed site vehicle trips to establish the net increase in trips outlined in Table 9 below.

Table 9 – Net Vehicle Trips

	AM Peak (0800-0900)			PM Peak (1700-1800)			Total
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Daily
Existing Site	7	7	14	6	6	12	191
Proposed Site	9	9	18	8	8	16	252
Net	+2	+2	+4	+2	+2	+4	+61

- 3.8.2. It is evident that the proposed extension at the site is likely to result in a minor increases of up to two vehicle trips in both the AM peak hour and the PM peak hour with an increase of up to 61 two way trips over the day. As aforementioned it is considered that this is very much a robust assessment of the traffic generation given the site proposes three parking spaces. As such it is considered that the majority of

trips to the commercial uses will be by sustainable modes of transport and would likely form pass-by trips similar to the existing hairdressers at the site.

- 3.8.3. It is considered that the provision of cycle parking at the site coupled with the restriction on parking permits for the proposed residents will further encourage travel by sustainable modes of transport.

3.9. Deliveries and Servicing

- 3.9.1. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and
- Removals vehicles.

- 3.9.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring residential sites along Oxford Road and the majority would have already been accessing the existing residential and commercial units at the site.

- 3.9.3. There is likely to be the occasional removals vehicle when residents move into / out of properties. This will be most notable when the development is first occupied, subsequent to which, these movements will be infrequent. Given the nature of the apartments it is unlikely that these move in / move out trips will be vehicles larger than cars or vans.

- 3.9.4. The estimated delivery and servicing trips are outlined in Table 10.

Table 10 – Servicing Trip Generation

Delivery	Vehicle	Time of Day	Approx. Frequency
Post	Post Van	09:00-17:00	Daily
Parcel / Couriers	Transit Van	07:00-22:00	0-2 per day
Groceries	Transit Van	07:00-22:00	0-2 per day
Refuse Collection	RBC Refuse Vehicle	07:30-17:00	Weekly / Bi-weekly
Recycling Collection	RBC Refuse Vehicle	07:30-17:00	Weekly / Bi-weekly
Maintenance Vehicles	Transit Van / Box Van	09:00-17:00	1-2 timer per year
Removals Vehicles	Car / Van	09:00-17:00	Infrequent

- 3.9.5. Based on this, it is anticipated that the proposed development is likely to generate 2-8 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours.

3.10. Refuse Storage

- 3.10.1. Refuse storage at the site will be provided in accordance with RBC's Waste Management Guidelines for Property Developer, Architects, Planner and Contractors. The refuse vehicle would continue to service the site utilising the loading area on Alma Road. In accordance with the existing arrangements a dedicated refuse storage area will be provided within the rear parking courtyard and residents will be able to access the bin store from the north of the site. The refuse store location will ensure that no residents have to carry their refuse more than 30m.

3.11. Summary

- 3.11.1. This section has outlined the development proposals, including car and cycle parking provision, refuse storage and trip generation. The development proposals are not considered to result in a negligible

impact on the local highway network, public transport network, and local walking and cycling infrastructure.

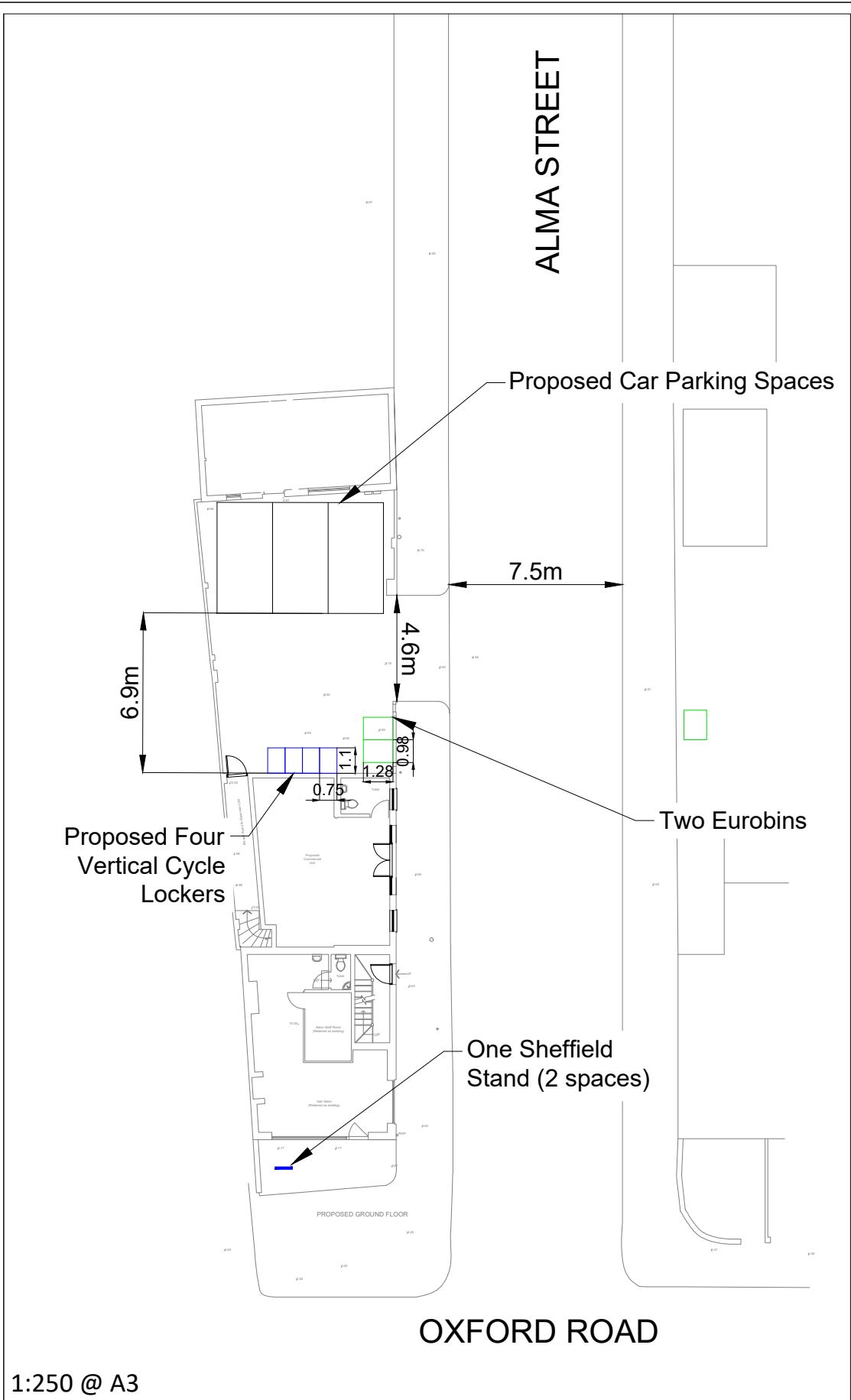
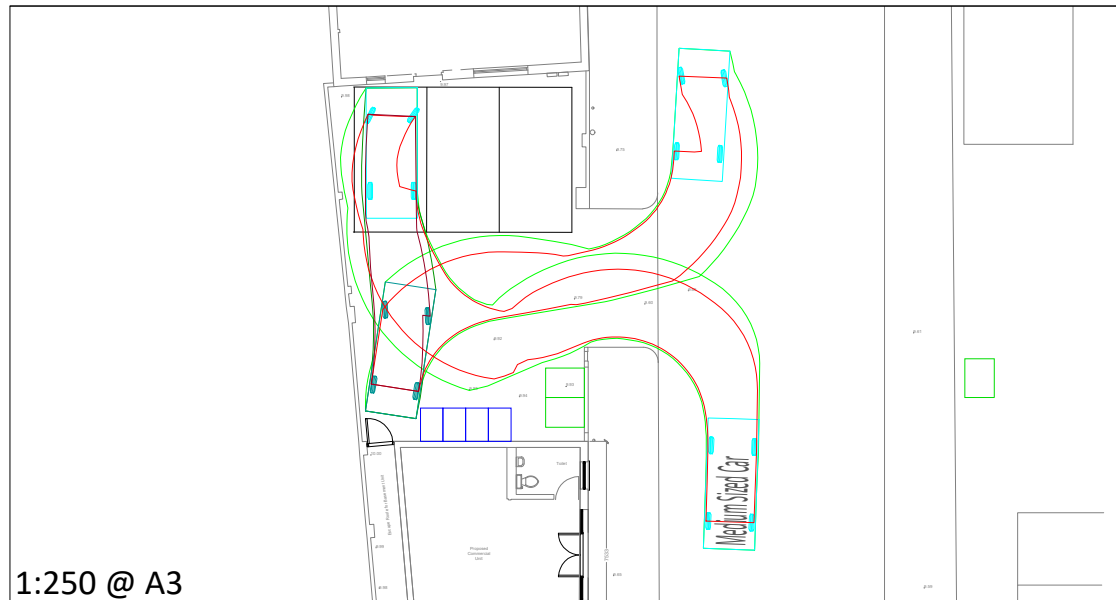
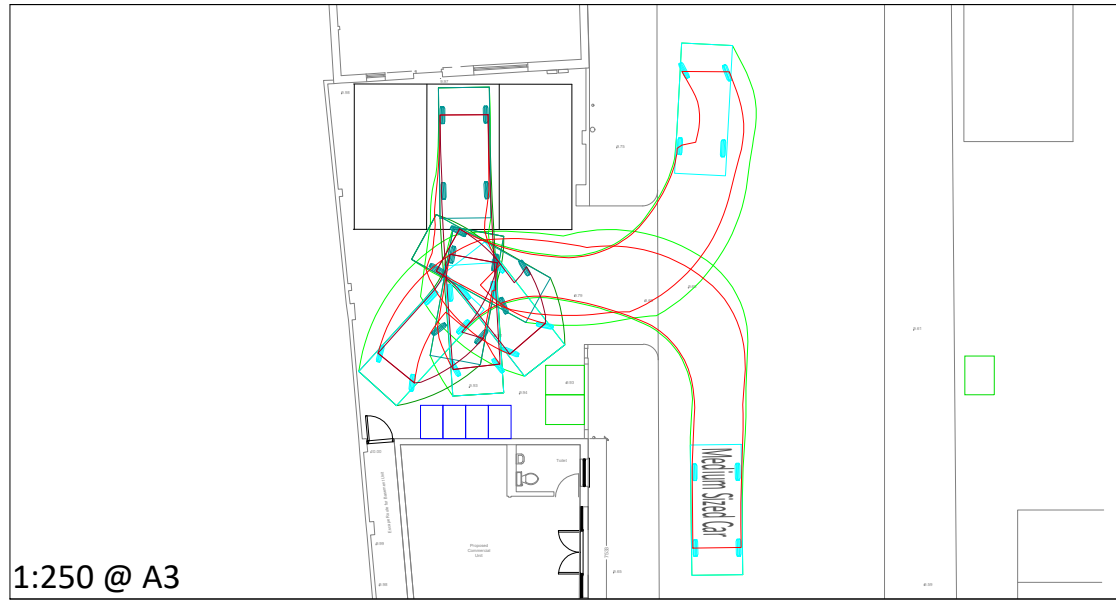
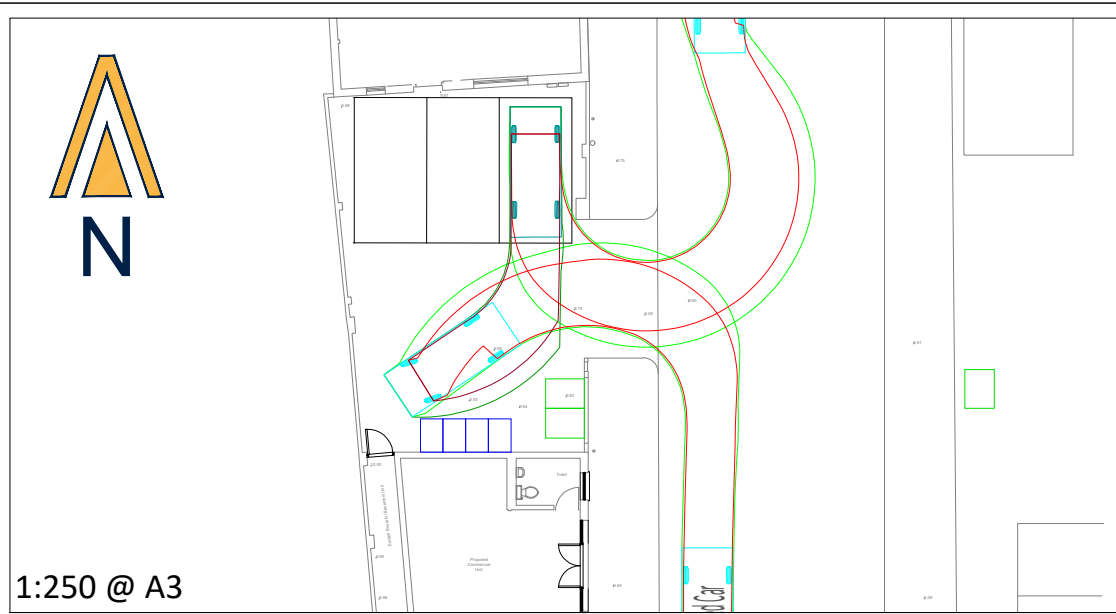
- 3.11.2. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF. The restriction on future residents from applying for on-street parking permit will ensure that the reduced level of on-site parking will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

4. Conclusion

- 4.1.1. Evoke has been commissioned by VX Kva Ltd to produce a Transport Note to accompany a planning application for the extension of 640 Oxford Road to provide additional residential apartments (Use Class C3) and a commercial unit (Use Class E). In total the proposed development seek to provide four residential apartments together with 119.29sqm of commercial space, through the creation of an additional commercial unit.
- 4.1.2. This site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre, located just 2km away. The closest bus stops to the site provide regular services to the town centre and further afield, including local schools and employment and Reading Railway Station is a transport hub with numerous, frequent services to a wide range of destinations. Reading West Railway Station is also located within a 15 minute walk of the site.
- 4.1.3. An array of local amenities and facilities including employment, healthcare and transport facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.
- 4.1.4. This lower provision of car parking compared to RBC standards is deemed appropriate for the development proposals due the location of the site. The reduced level of on-site parking will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.
- 4.1.5. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.
- 4.1.6. The development proposals are not considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. The proposed development is anticipated to marginally reduce the number of trips during the AM peak hour, PM peak hour and daily.
- 4.1.7. It is therefore considered that the site is a suitable and sustainable location for the proposed development and would not have a detrimental impact on the operation of the local highway or transport networks or highway safety. The development would not result in a severe residual impact in accordance with the NPPF.

Appendix A – Proposed Plans

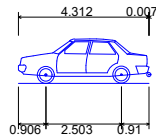
C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\R-22-0051 640 Oxford Road, Reading\50 Drawings\51 AutoCAD\R-22-0051-001A.dwg



NOTES

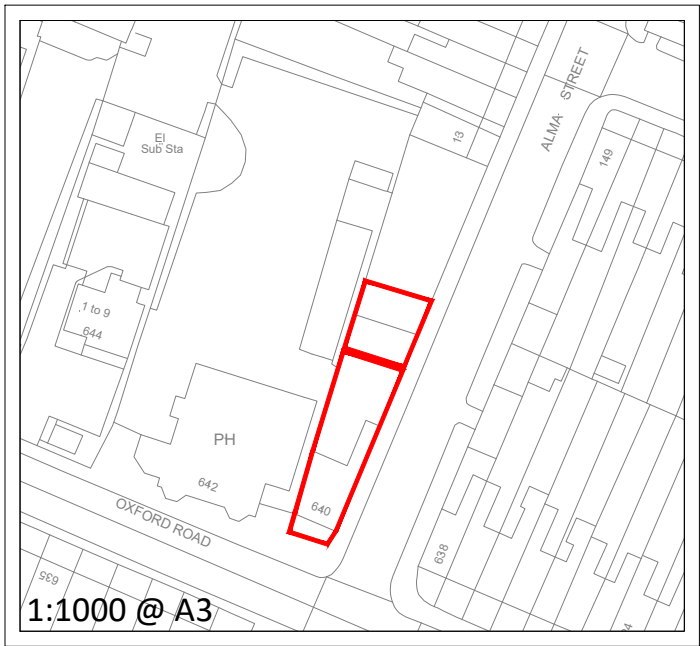
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

VEHICLE PROFILE



Medium Sized Car	4.319m
Overall Length	1.686m
Overall Width	1.466m
Overall Body Height	0.228m
Min Body Ground Clearance	1.591m
Max Track Width	4.00s
Lock to lock time	5.042m
Kerb to Kerb Turning Radius	

SITE LOCATION



A	UPDATED LAYOUT	OH	DF	27.09.22
Rev	Amendment	Drn	App	Date
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Drawn by	RH	Approved by	DF	Date
				16.05.2022
Scale	SEE INSETS		Job No	R-22-0051
Drawing No	R-22-0051-001			Rev
				A



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E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name	640 OXFORD ROAD, READING
Drawing Title	PROPOSED SITE LAYOUT

Client	EVANS JONES
--------	-------------

Appendix B – TRICS Outputs

Calculation Reference: AUDIT-708731-220513-0523

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	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: 6 to 20 (units:)
 Range Selected by User: 6 to 20 (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: 01/01/00 to 16/10/14

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	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
15,001 to 20,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 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	5 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	1 days
No	5 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-03-D-01	BLOCKS OF FLATS	BRISTOL CITY
	HONEY GARSTON ROAD		
	BRISTOL		
	HARTCLIFFE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	02/10/03	Survey Type: MANUAL
2	ES-03-D-06	FLATS & HOUSES	EAST SUSSEX
	WELLINGTON ROAD		
	BRIGHTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
3	HC-03-D-02	FLATS	HAMPSHIRE
	BOURNEMOUTH ROAD		
	EASTLEIGH		
	AMPFIELD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	10	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
4	LN-03-D-01	BLOCKS OF FLATS	LINCOLNSHIRE
	WOODFIELD AVENUE		
	LINCOLN		
	BIRCHWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL
5	NF-03-D-01	BLOCK OF FLATS	NORFOLK
	DICKENS AVENUE		
	GREAT YARMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: TUESDAY	20/09/05	Survey Type: MANUAL
6	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	OXFORD		
	UPPER WOLVERCOTE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	05/10/10	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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.40

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	6	14	0.049	6	14	0.159	6	14	0.208
08:00 - 09:00	6	14	0.085	6	14	0.098	6	14	0.183
09:00 - 10:00	6	14	0.085	6	14	0.061	6	14	0.146
10:00 - 11:00	6	14	0.037	6	14	0.061	6	14	0.098
11:00 - 12:00	6	14	0.073	6	14	0.049	6	14	0.122
12:00 - 13:00	6	14	0.134	6	14	0.085	6	14	0.219
13:00 - 14:00	6	14	0.085	6	14	0.085	6	14	0.170
14:00 - 15:00	6	14	0.098	6	14	0.122	6	14	0.220
15:00 - 16:00	6	14	0.073	6	14	0.098	6	14	0.171
16:00 - 17:00	6	14	0.183	6	14	0.085	6	14	0.268
17:00 - 18:00	6	14	0.159	6	14	0.098	6	14	0.257
18:00 - 19:00	6	14	0.171	6	14	0.171	6	14	0.342
19:00 - 20:00	1	6	0.000	1	6	0.333	1	6	0.333
20:00 - 21:00	1	6	0.167	1	6	0.000	1	6	0.167
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.399			1.505			2.904

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: 6 - 20 (units:)
 Survey date range: 01/01/00 - 16/10/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.000	6	14	0.000	6	14	0.000
08:00 - 09:00	6	14	0.000	6	14	0.000	6	14	0.000
09:00 - 10:00	6	14	0.012	6	14	0.000	6	14	0.012
10:00 - 11:00	6	14	0.000	6	14	0.012	6	14	0.012
11:00 - 12:00	6	14	0.000	6	14	0.000	6	14	0.000
12:00 - 13:00	6	14	0.000	6	14	0.000	6	14	0.000
13:00 - 14:00	6	14	0.000	6	14	0.000	6	14	0.000
14:00 - 15:00	6	14	0.000	6	14	0.000	6	14	0.000
15:00 - 16:00	6	14	0.000	6	14	0.000	6	14	0.000
16:00 - 17:00	6	14	0.000	6	14	0.000	6	14	0.000
17:00 - 18:00	6	14	0.000	6	14	0.000	6	14	0.000
18:00 - 19:00	6	14	0.000	6	14	0.000	6	14	0.000
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.000	6	14	0.012	6	14	0.012
08:00 - 09:00	6	14	0.000	6	14	0.012	6	14	0.012
09:00 - 10:00	6	14	0.012	6	14	0.024	6	14	0.036
10:00 - 11:00	6	14	0.012	6	14	0.012	6	14	0.024
11:00 - 12:00	6	14	0.012	6	14	0.000	6	14	0.012
12:00 - 13:00	6	14	0.000	6	14	0.000	6	14	0.000
13:00 - 14:00	6	14	0.000	6	14	0.012	6	14	0.012
14:00 - 15:00	6	14	0.012	6	14	0.000	6	14	0.012
15:00 - 16:00	6	14	0.000	6	14	0.000	6	14	0.000
16:00 - 17:00	6	14	0.000	6	14	0.000	6	14	0.000
17:00 - 18:00	6	14	0.000	6	14	0.024	6	14	0.024
18:00 - 19:00	6	14	0.012	6	14	0.024	6	14	0.036
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.120			0.180

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.037	6	14	0.171	6	14	0.208
08:00 - 09:00	6	14	0.061	6	14	0.134	6	14	0.195
09:00 - 10:00	6	14	0.085	6	14	0.098	6	14	0.183
10:00 - 11:00	6	14	0.037	6	14	0.073	6	14	0.110
11:00 - 12:00	6	14	0.110	6	14	0.037	6	14	0.147
12:00 - 13:00	6	14	0.171	6	14	0.110	6	14	0.281
13:00 - 14:00	6	14	0.122	6	14	0.085	6	14	0.207
14:00 - 15:00	6	14	0.146	6	14	0.159	6	14	0.305
15:00 - 16:00	6	14	0.098	6	14	0.171	6	14	0.269
16:00 - 17:00	6	14	0.268	6	14	0.134	6	14	0.402
17:00 - 18:00	6	14	0.171	6	14	0.098	6	14	0.269
18:00 - 19:00	6	14	0.220	6	14	0.256	6	14	0.476
19:00 - 20:00	1	6	0.000	1	6	0.667	1	6	0.667
20:00 - 21:00	1	6	0.333	1	6	0.000	1	6	0.333
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.859			2.193			4.052

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.012	6	14	0.085	6	14	0.097
08:00 - 09:00	6	14	0.073	6	14	0.220	6	14	0.293
09:00 - 10:00	6	14	0.171	6	14	0.146	6	14	0.317
10:00 - 11:00	6	14	0.171	6	14	0.232	6	14	0.403
11:00 - 12:00	6	14	0.293	6	14	0.354	6	14	0.647
12:00 - 13:00	6	14	0.146	6	14	0.122	6	14	0.268
13:00 - 14:00	6	14	0.134	6	14	0.159	6	14	0.293
14:00 - 15:00	6	14	0.280	6	14	0.341	6	14	0.621
15:00 - 16:00	6	14	0.341	6	14	0.207	6	14	0.548
16:00 - 17:00	6	14	0.220	6	14	0.085	6	14	0.305
17:00 - 18:00	6	14	0.146	6	14	0.098	6	14	0.244
18:00 - 19:00	6	14	0.183	6	14	0.268	6	14	0.451
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.170			2.317			4.487

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.000	6	14	0.073	6	14	0.073
08:00 - 09:00	6	14	0.000	6	14	0.049	6	14	0.049
09:00 - 10:00	6	14	0.000	6	14	0.024	6	14	0.024
10:00 - 11:00	6	14	0.024	6	14	0.037	6	14	0.061
11:00 - 12:00	6	14	0.024	6	14	0.000	6	14	0.024
12:00 - 13:00	6	14	0.012	6	14	0.000	6	14	0.012
13:00 - 14:00	6	14	0.012	6	14	0.012	6	14	0.024
14:00 - 15:00	6	14	0.012	6	14	0.049	6	14	0.061
15:00 - 16:00	6	14	0.037	6	14	0.000	6	14	0.037
16:00 - 17:00	6	14	0.024	6	14	0.012	6	14	0.036
17:00 - 18:00	6	14	0.024	6	14	0.000	6	14	0.024
18:00 - 19:00	6	14	0.037	6	14	0.000	6	14	0.037
19:00 - 20:00	1	6	0.000	1	6	0.167	1	6	0.167
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.167	1	6	0.000	1	6	0.167
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.373				0.423	0.796	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.40

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	6	14	0.049	6	14	0.341	6	14	0.390
08:00 - 09:00	6	14	0.134	6	14	0.415	6	14	0.549
09:00 - 10:00	6	14	0.268	6	14	0.293	6	14	0.561
10:00 - 11:00	6	14	0.244	6	14	0.354	6	14	0.598
11:00 - 12:00	6	14	0.439	6	14	0.390	6	14	0.829
12:00 - 13:00	6	14	0.329	6	14	0.232	6	14	0.561
13:00 - 14:00	6	14	0.268	6	14	0.268	6	14	0.536
14:00 - 15:00	6	14	0.451	6	14	0.549	6	14	1.000
15:00 - 16:00	6	14	0.476	6	14	0.378	6	14	0.854
16:00 - 17:00	6	14	0.512	6	14	0.232	6	14	0.744
17:00 - 18:00	6	14	0.341	6	14	0.220	6	14	0.561
18:00 - 19:00	6	14	0.451	6	14	0.549	6	14	1.000
19:00 - 20:00	1	6	0.000	1	6	0.833	1	6	0.833
20:00 - 21:00	1	6	0.333	1	6	0.000	1	6	0.333
21:00 - 22:00	1	6	0.167	1	6	0.000	1	6	0.167
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.462			5.054			9.516

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.