



Proposed Residential Development
Tower House Hotel, Wokingham Road,
Reading

Transport Statement

For

Tower House Hotel

Document Control Sheet

Proposed Residential Development

Tower House Hotel, Wokingham Road, Reading

Tower House Hotel

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of the Tower House Hotel to accompany a planning application for the demolition of the existing hotel and the construction of a residential development consisting of 14 flats, with associated access and parking.
- 1.2 The Application Site is located along Wokingham Road, opposite Palmer Park, approximately two kilometres southeast of Reading Town Centre and is shown on Figure 1.1 below. The site falls within the administrative boundaries of Reading Borough Council (RBC),



Figure 1.1 – Application Site Location

- 1.3 The Application Site currently comprises a hotel comprising of 33 hotel rooms with a restaurant/bar on the ground floor, which is available to residents only.

Scope of Report

- 1.4 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access to the Application Site can be achieved by all modes;
 - ▶ The proposals will make provision for car parking having regard to adopted local parking standards; and,
 - ▶ The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.
- 1.5 Following this introduction, this Transport Statement is split into 5 sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;

- ▶ Section 3 assesses the existing level of accessibility;
- ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and
- ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework (February 2019);
- ▶ Reading Borough Local Plan (November 2019); and,
- ▶ Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 102 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 The NPPF defines 'Sustainable Modes' as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport."

2.6 Off-street parking provision is referred to in Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.7 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,

or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.8 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

- 2.9 Paragraph 109 says 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."

- 2.10 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

- 2.11 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Reading Borough Local Plan (November 2019)

- 2.12 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered. A summary of the transportation policies which are relevant to the proposals are as follows:

- 2.13 With regards access, traffic and highway-related matters, Policy TR3 states:

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

Development will only be permitted where:

- ▶ *accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ▶ *the development would not have a material detrimental impact on the functioning of the transport network;*
- ▶ *the proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- ▶ *the proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and,*

- ▶ for non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

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

- 2.14 With regards cycle routes and facilities, Policy TR4 states:

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

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

- 2.15 With regards car and cycle parking and electric vehicle charging, Policy TR5 states:

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

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

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

Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011)

- 2.16 RBC's parking requirements are set out in their SPD titled 'Revised Parking Standards and Design', adopted in October 2011. This document adopts a zonal strategy depending on a site's proximity to local centres and public transport corridors. The site is located in Zone 2 – Primary Core Area.

- 2.17 Table 2.1 below summarises the maximum car parking standards for the Application Site location as detailed in the Revised Parking Standards and Design Supplementary Planning Document for a flatted development within Zone 2.

Parking Type	Parking Standard
Maximum Car Parking	Flat 1-2 bed = 1 parking space Flats 3+ bed = 1.5 parking space
Visitor Parking	1 space per 10 dwellings
Minimum Cycle Parking	1 space per 6 staff
Minimum Blue Badge Parking	5% of total capacity

Table 2.1: Car Parking Standards

Summary

- 2.18 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking having regard to local characteristics, need and access by sustainable forms of transport.
- 2.19 The following sections of this report review the accessibility of the Application Site and evaluate whether the proposals will encourage the use of sustainable modes of transport. In addition to this, a further

assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a detailed review of the surrounding area has been undertaken. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Site Details

- 3.2 The site which covers a total area of approximately 1,200 square metres, is located on the southern side of Wokingham Road approximately two kilometres south-west of Reading Town Centre, within the administrative boundaries of Reading Borough Council (RBC). A plan showing the location of the site in relation to the local highway network is shown below.



Figure 3.1 - Local Highway Network

- 3.3 Wokingham Road, is classified as the A329, is a two way single carriageway road, circa 9 metres wide, street lit and subject to a 30 miles per hour speed limit. The road has one lane eastbound, with an advisory cycle lane provided and consists of a general traffic lane and a bus/cycle/taxi lane westbound.
- 3.4 Wokingham Road runs east to west, to the west, Wokingham Road becomes Kings Road providing a connection to Reading Town Centre, while to the east it provides connections to Woodley, Early and Wokingham. Wokingham Road connects via St Bartholomews Road with the A4 London Road, which connects with the A329(M) and the strategic highway network.
- 3.5 Bus stops are within 125 metres of the site on both sides of the road and a zebra crossing is provided adjacent to the site enabling pedestrians safe crossing facilities across the road.
- 3.6 Wokingham Road is a red route which prevents parking along the road 24/7 and restricts loading to between 7pm and 7am only. The neighbouring streets are within a residents controlled parking zone where a permit is required to park between 8pm and 8am, seven days a week, while between 8am and 8pm non permit holders are restricted to two hours parking with no return within two hours.

Sustainable Transport Accessibility

- 3.7 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).
- 3.8 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
- 3.9 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Pedestrian and Cycle Access

- 3.10 Wokingham Road is provided with footways either side of the road. The footways are between two and three metres in width and street lighting is provided, contributing to a sense of security during the night time hours. Furthermore, there are pedestrian crossings located along the road, enabling pedestrians to cross safely.
- 3.11 As stated above, The Institute for Highways and Transportation (IHT) provides guidance on distances considered suitable for a journey on foot. A journey of up to two kilometres is considered an acceptable distance to walk for most people. These walking catchments have been plotted and are provided within **Appendix A**.
- 3.12 Within two kilometres of the application site a large number of amenities can be accessed such as restaurants and cafes, several places of worship, convenience and grocery stores, banks, gyms, pharmacies, post office, schools and medical facilities.
- 3.13 As detailed within paragraph 3.4, Wokingham Road is provided with cycle lanes which are part of the Reading cycle way network (R30 cycle route). The cycle network provides a network of cycle routes which provide connections to the majority of Reading and surrounding areas and the map of the network is provided within **Appendix B**.
- 3.14 It is generally accepted that a distance of up to five kilometres is considered an acceptable distance to most cyclists. As stated above, a large number of amenities, services, leisure uses, and places of worship are located within two kilometres and thus the provision expands considerably over a five kilometre distance. The five kilometre cycling catchments have been plotted and are provided within **Appendix C**.

Public Transport Accessibility

Travel by Bus

- 3.15 The closest bus stops to the site are located approximately 125 metres to the west of the site on Wokingham Road, within the 640 metres BREEAM's Accessibility Index identifies as a reasonable distance

to walk to a bus stop. These stops benefit from shelters, seating and timetable information. They are serviced by routes 4, X4 and 17. A summary of the routes and frequencies of the buses that serve these stops is provided in Table 3.1.

Service Number	Distance to Application Site (metres)	Route	Average Frequency (per hour)		
			Monday-Friday	Saturday	Sunday
4/X4	125	Reading Town Centre – Palmer Park – Whiteknights – Earley – Loddon Bridge – Winnersh – Emmbrook – Wokingham Town Centre – John Nike Leisure Centre – Western Industrial Area – Bracknell Bus Station	Every 15 minutes	Every 15 minutes	Every 30 minutes
17		Three Tuns – Palmer Park – Cemetery Junction – Eldon Road – Kings Road – Minster Street – Oxford Road – Norcot Junction – Tilehurst – Park Lane	Every 8 minutes	Every 10 minutes	Every 10 minutes

Table 3.1: Existing Bus Services

- 3.16 The table above shows that there are 12 buses per hour in each direction serving the Application Site within recommended walk distances, with bus route 17 operating 24/7 between Reading Town Centre and Tilehurst.

Access by Rail

- 3.17 The Application Site is located three kilometres metres walking from Reading Station and can be easily reached by the bus services detailed within Table 3.1. Reading is the second busiest interchange station in England after Birmingham New Street and is located at the crossing point between the Great Western Main Line and the North and South Cross Country Lines. It is possible to access London Paddington in approximately 25 minutes along with a wide range of other destinations as detailed within Table 3.2.

Station	Operator	Route	Average Service Headway (minutes)
Basingstoke	Great Western Railway	Reading – Reading West – Mortimer – Bramley (Hampshire) – Basingstoke	30
London Waterloo	South Western Railway	Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot (Berks) – Staines – Feltham – Whitton (London) – Twickenham – Richmond (London) – Clapham Junction – London Waterloo	30
Swansea	Great Western Railway	Reading – Swindon – Bristol Parkway – Newport – Cardiff Central – Bridgend – Port Talbot Parkway – Neath – Swansea	60
Birmingham New Street	CrossCountry	Reading – Oxford – Banbury – Leamington Spa – Coventry – Birmingham International – Birmingham New Street	30
London Paddington (Stopping Service)	Great Western Railway / TfL	Reading – Twyford – Maidenhead – Slough – West Drayton – Hayes and Harlington – Ealing Broadway – London Paddington	15
London Paddington (Non Stop)	Great Western Railway	London Paddington	6-8
Bristol Temple Meads	Great Western Railway	Reading – Didcot Parkway – Swindon – Chippenham – Bath Spa – Bristol Temple Meads	20

Table 3.2: Existing Rail Services

- 3.18 The railway stations identified above provide a connection to other mainline stations as well as the London Underground Network.

Baseline Travel Patterns

- 3.19 In order to assess the relative attractiveness of the sustainable modes of transport the site has access to, 2011 Census data associated with residents living in the local area has been interrogated. Details of the data extracted from the 2011 Census are summarised in Table 3.3 and provided at **Appendix D** for completeness.

Mode	Reading 011 MSOA	Reading
Public Transport	8.9%	19.7%
<i>Rail</i>	3.3%	8.9%
<i>Bus</i>	5.6%	10.8%
Car/van driver	43.6%	49.7%
Car/van passenger	2.6%	3.9%
Taxi	0.2%	0.2%
Motorcycle	0.5%	0.6%
Pedal Cycle	6.5%	3.7%
On foot	22.0%	14%
Work at Home	15.1%	7.9%
Other	0.5%	0.4%
TOTAL	100%	100%

Table 3.3 – Travel to Work Data (2011 Census)

- 3.20 As with the rest of Reading Borough, Table 3.2 indicates that the majority of existing residents travel to work by modes other than the private car. This indicates that it is one of the most sustainable areas of the town and thus ideally suited for further residential development and car free schemes.

Local Amenities

- 3.21 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the application site to key local services including education, employment, retail and health facilities. The application site is well located with respect to a range of local facilities and services that can be accessed by walking, cycling and public transport in accordance with the guiding principles of the NPPF.
- 3.22 Table 3.4 provides a summary of these together with the associated walk and cycle times, which are based on standard walk (i.e. 1.4 m/s) and cycle speeds (i.e. 12 mph or 5.4 m/s) referenced in the Institute of Highways and Transportation's document entitled 'Providing for Journeys on Foot' and the Department for Transport's 'Local Transport Note 2/08 – Cycle Infrastructure Design'.

Destination	Distance (Metres)	Typical Journey Time (Minutes)	
		Foot	Cycle
Education Facilities			
Alfred Sutton Primary School	370 Metres	4	1
Maiden Erlegh Secondary School (Reading)	500 metres	6	1½
Reading University Technical College	450 metres	5½	1½
Health Facilities			
Parkside Family Practice	670 metres	8	2
Earley Dental Practice	800 metres	9½	2½
Leisure Facilities			
Palmer Park Sports Centre	250 metres	3	1
Palmer Park	100 metres	1	1
Key Employment Areas			
Central Reading	2,200 metres	26	7
Thames Valley Park	1,600 metres	19	5
Suttons Business Park	1,400 metres	16½	5
Local Shops			
Wokingham Road District Centre	370 metres	4	1
Cemetery Junction District Centre	450 metres	5½	1½

Table 3.4 – Typical Journey Times to Key Local Services

Summary

- 3.23 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. The location so the site therefore accords with the requirements of Local Plan Policy TR3.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of the development proposals and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Development Proposals

- 4.2 The Application Site currently comprises a hotel with 33 rooms and with ancillary bar/restaurant for residents only, which is provided with 24 parking spaces.
- 4.3 This planning application seeks permission for the comprehensive redevelopment of the site following the demolition of the hotel to provide 14 residential dwellings. A site layout plan is provided at **Appendix E**, whilst Table 4.1 provides a summary of the numbers and types of units likely to be provided.

Dwelling Type	Number
1 Bedroom Flat	5
2 Bedroom Flat	7
3 Bedroom Flat	2
Total	14

Table 4.1 – Development Details

Vehicular Access

- 4.4 Vehicular access to the site will continue through the existing access point from the site located in the centre of the site. This access has visibility splays of 2.4 metres by 90 metres which is in excess of the 2.4 metres by 70 metres requirement of the Design Manual for Roads and Bridges (March 2020) required for accesses onto roads with a 30 miles per hour speed limit.

Car Parking Arrangements

- 4.5 As outlined in Section 2, the site is located within Zone 2 of the RBC's 'Revised Parking Standards and Design SPD' and would therefore ordinarily be allowed to provide up to a maximum of 17 car parking spaces based on the schedule of accommodation provided at Table 4.1. The scheme provides a provision of 14 spaces equating to one space per dwelling, which is acceptable for a site within a sustainable location.
- 4.6 Notwithstanding this, the SPD states:
- "should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result".*
- 4.7 As set out in Section 3, the site is located within one of the most accessible areas of Reading which benefits from excellent access to:
- ▶ a high frequency local bus network that is located within 125 metres of the site;
 - ▶ Bus connection within 10 minutes to the second busiest railway station in the country that provides direct connections to Central London and other principal Thames Valley towns;
 - ▶ The Reading Cycle Network, which connects the site with the town centre and key local employment areas located to the east of Reading (incl. Thames Valley Park); and,
 - ▶ A range of employment; leisure; retail; education; and, health facilities within recognised walk/cycle distances.
- 4.8 In addition to this, it has also been shown at Section 3 that the local highway network is subject to a number of waiting restrictions that preclude the ability of vehicles to park on-street without the necessary

permit. Similarly, there are public car parks located within a short walk of the site, within Palmer Park, that have the ability to cater for shorter term parking to take place off the public highway.

- 4.9 Given the sustainability credentials of the site; its access to an extensive range of local amenities and services; the presence of waiting restrictions that preclude on-street parking within 200 meters of the site; and the location of public car parks that can cater for visitor parking, it is considered that the provision of 14 car parking spaces is consistent with RBC's Parking Standards, Local Plan and the NPPF.
- 4.10 Notwithstanding this, the Applicant is willing to accept a suitably worded planning condition that would prevent future residents from applying for (i) residents and (ii) visitor parking permits to minimise any potential for parking to take place on surrounding roads. With this measure included, it is clear that the Applicant and RBC will have made suitable provision to prevent the overspill of parking onto surrounding streets. There can thus be no suggestion that the scheme would thus introduce a highway safety issue and accordingly it is clear that the proposed development accords with Local Plan Policy TR5.
- 4.11 Swept analysis has been undertaken of the parking areas as shown on drawings 2105017/TK01, TK02, TK03 and TK04 within **Appendix F**, which shows vehicles will be able to enter and leave the Wokingham Road in a forward gear.

Cycle Parking

- 4.12 Two cycle storage areas will be provided to the rear of each of the two blocks as shown on ground floor plan provided within **Appendix E**. Each unit will be provided with one cycle parking space in excess of the requirements of RBC Parking Standards.

Servicing and Deliveries

- 4.13 Deliveries for the dwellings will take place within the site and the swept path of a 7.5 tonne delivery vehicle is shown on drawing 2105017/TK06 within **Appendix G**, which shows vehicles up to this size can enter and leave the site in a forward gear.
- 4.14 However, as is the case with the current hotel, refuse collection will continue from the highway and a new bin storage area has been provided adjacent to the footway, as shown on the ground floor plan within **Appendix D**, to enable refuse collectors to obtain easy access to the bin store area.

5.0 Trip Analysis

Overview

- 5.1 This section outlines the trip generating potential of the proposed residential development and compares it with the existing use, during the morning (AM) and evening (PM) peak hours and across the course of a typical day, which for the purposes of this assessment is taken to be between 07:00 and 19:00.

TRICS Assessment

- 5.2 The TRICS database has been interrogated to find comparable sites in order to obtain trip rate information for the existing and proposed land uses at the site. The subsequent TRICS Output files are attached at **Appendix H**.

Existing Trip Generation – Hotel

- 5.3 Table 5.1 shows the daily number of vehicle trips associated with the existing Hotel which has 33 rooms.

Time Period	Trip Rates (Per room)			Trip Generation (Per 33 rooms)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.088	0.158	0.246	3	5	8
PM Peak (17:00-18:00)	0.15	0.095	0.245	5	3	8
Daily (07:00-19:00)	1.23	1.16	2.39	41	38	79

Table 5.1: Trip Generation of the Existing Hotel

- 5.4 Table 5.1 indicates the existing hotel generates up to eight vehicle movements in both the AM and PM peak hours, while the hotel generates up to 79 vehicle movements over the course of a day.

Proposed Trip Generation

- 5.5 Table 5.2 below shows the daily number of vehicle trips associated with the proposed 14 flats.

Time Period	Trip Rates (Per flat)			Trip Generation (Per 14 flats)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.051	0.176	0.227	1	2	3
PM Peak (17:00-18:00)	0.206	0.096	0.302	3	1	4
Daily (07:00-19:00)	1.103	1.155	2.258	15	16	32

Table 5.2: Trip Generation of the Proposed Flats

- 5.6 Table 5.2 indicates the proposed residential dwellings will generate three vehicle movements in the AM peak, four vehicle movements in the PM peak and up to 32 vehicle movements over the course of a day.

Trip Generation – Net Change

- 5.7 Table 5.3 below shows the net change in the daily number of vehicle trips resulting from the Proposed Development.

Time Period	Net Change		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	-2	-3	-5
PM Peak (17:00-18:00)	-2	-2	-4
Daily (07:00-19:00)	-26	-22	-47

Table 5.3: Net Change in Trip Generation

- 5.8 Table 5.3 demonstrates the proposed development will lead to a decrease of five vehicle movements in the AM peak, four movements in the PM peak and a decrease of 47 vehicle movements during a typical day.

Summary

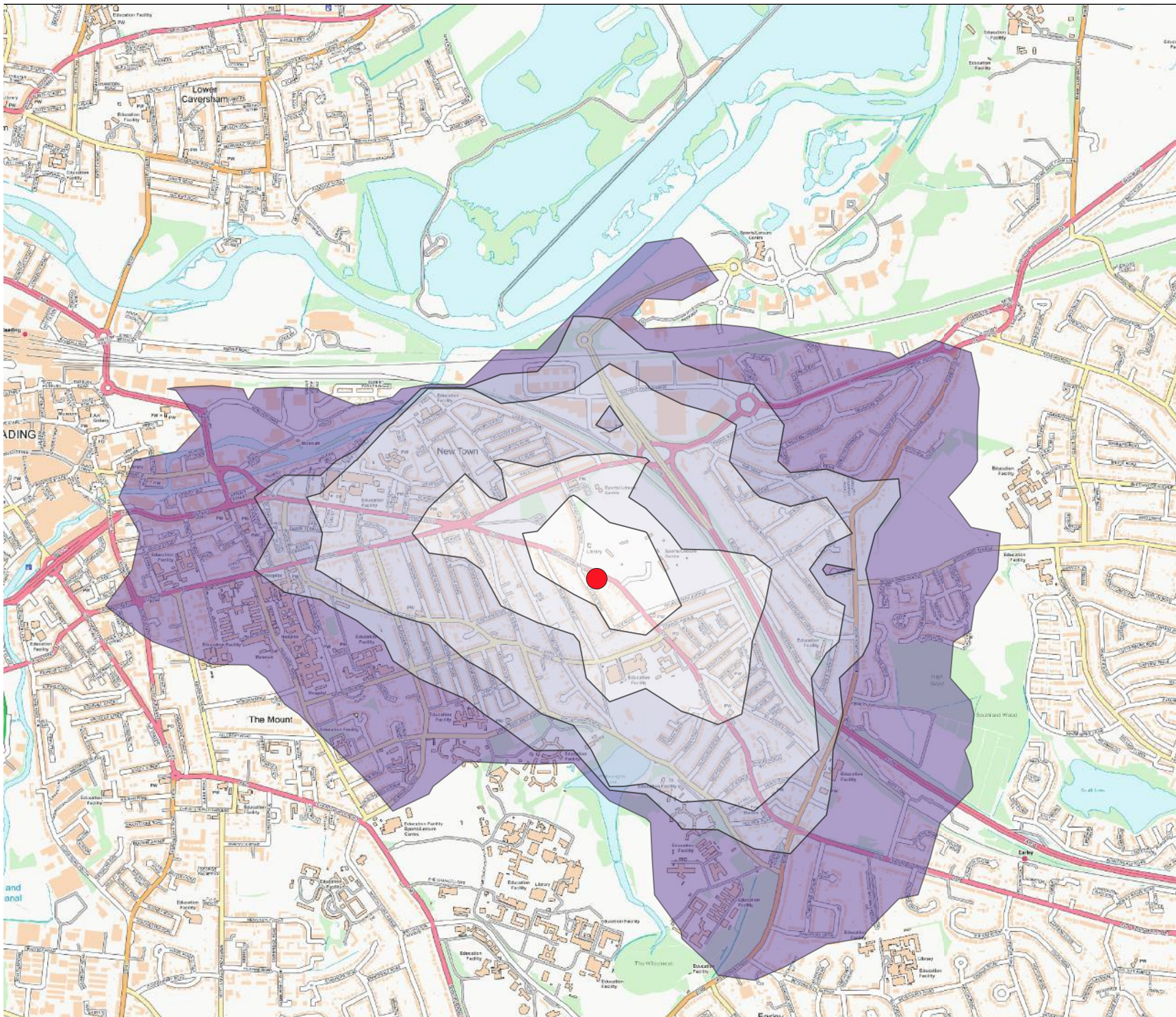
- 5.9 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in an overall reduction in vehicle trips is predicted.
- 5.10 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with Local Plan Policy TR3. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared on behalf of the Tower House Hotel to accompany a planning application for the demolition of the existing hotel and the construction of a residential development consisting of 14 flats, with associated access and parking.
- 6.2 The Application Site currently comprises a 33 room hotel with ancillary restaurant and bar and the proposals seek permission to demolish the existing building and construct a development of 14 residential dwellings with associated parking.
- 6.3 This Transport Statement demonstrates that the site benefits from access to a good network of pedestrian and cycle links, which connect the site to the public transport network that serves the local area and a range of local facilities. On this basis, it is considered that the proposed development is ideally located to encourage people to travel by more sustainable modes of transport in accordance with the aims of the NPPF and Local Plan Policy TR1.
- 6.4 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks. Indeed, the results of our various analyses indicate that the proposals will lead to an overall reduction in vehicle trips associated with the site. In this regard, the proposed development accords with Local Plan Policy TR3.
- 6.5 In summary, this Transport Statement demonstrates that:
- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable future residents to walk and cycle to a range of local facilities and amenities;
 - ▶ Through the commitment to preventing future residents from applying for parking permits together with the provision of 14 spaces on site, the development will not place any additional parking stress upon the local highway network and thus accords with Local Plan Policy TR5;
 - ▶ The provision of cycle parking at a level that exceeds the adopted standards will ensure that the use of this important mode of transport is encouraged, in accordance with Local Plan Policy TR4 and TR5.
 - ▶ The proposed development will lead to a net reduction in vehicle trips, and is thus in accordance with Local Plan Policy TR3; and,
 - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network in accordance with Local Plan Policy TR3.
- 6.6 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Walking Catchment Isochrones



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Legend

Walking Catchment

- 400m
- 800m
- 1.2km
- 1.6km
- 2km

Assumed Walk Speed: 4.8 km/h

Project

70-78 Wokingham Road

Title

Accessibility by Foot

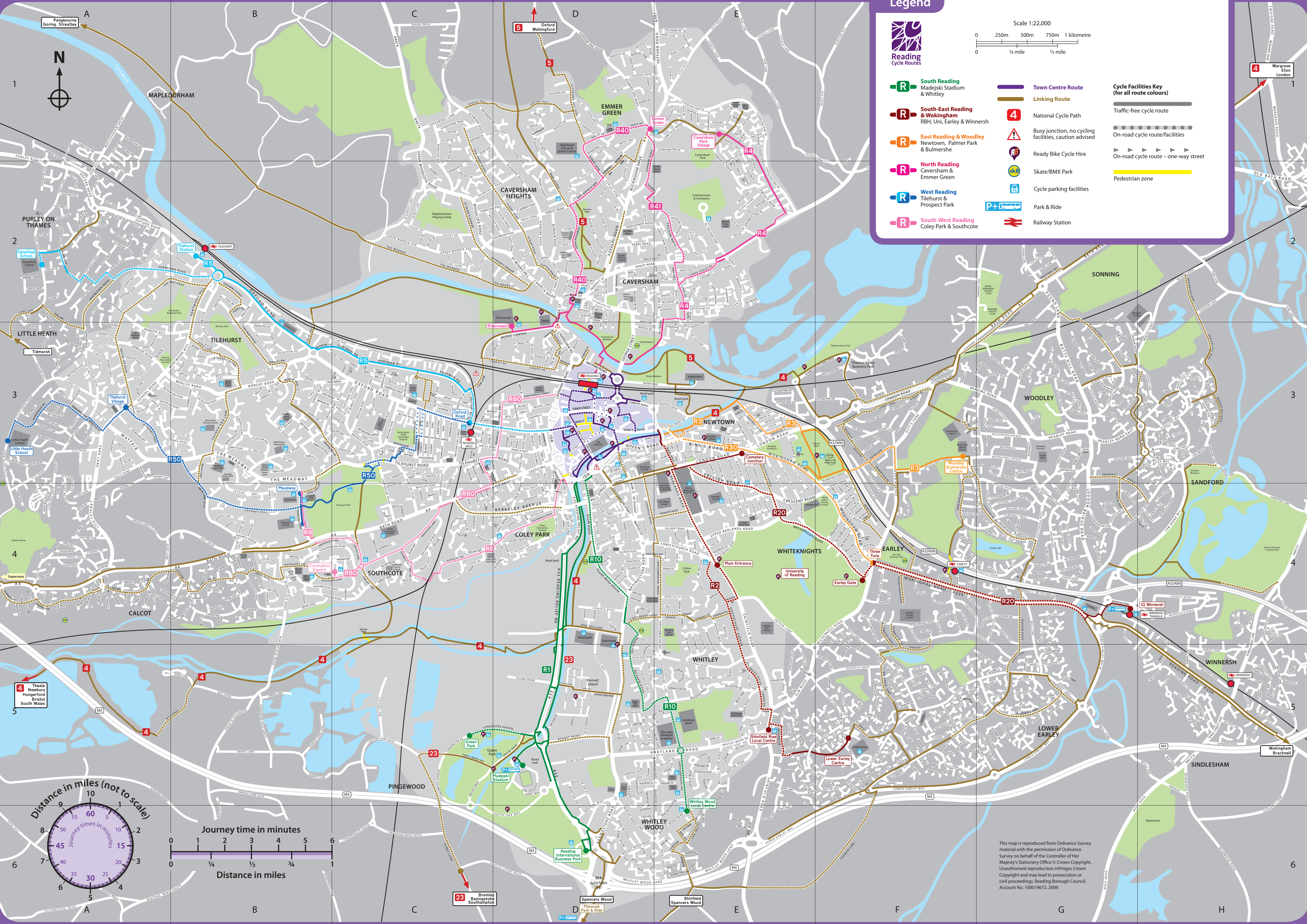


9 Greyfriars Road, Reading, RG1 1NU
Tel: +44 (0) 118 206 2930

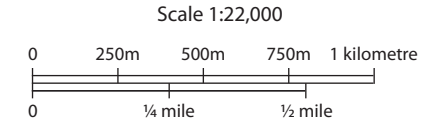
scale stated	drawn by AN	date 07/06/2021
drawing number 2105017	rev -	

Appendix B

Reading Cycle Map



Legend



- South Reading**
Madejski Stadium & Whitley
- South-East Reading & Wokingham**
RBH, Uni, Earley & Winnersh
- East Reading & Woodley**
Newtown, Palmer Park & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South-West Reading**
Coley Park & Southcote

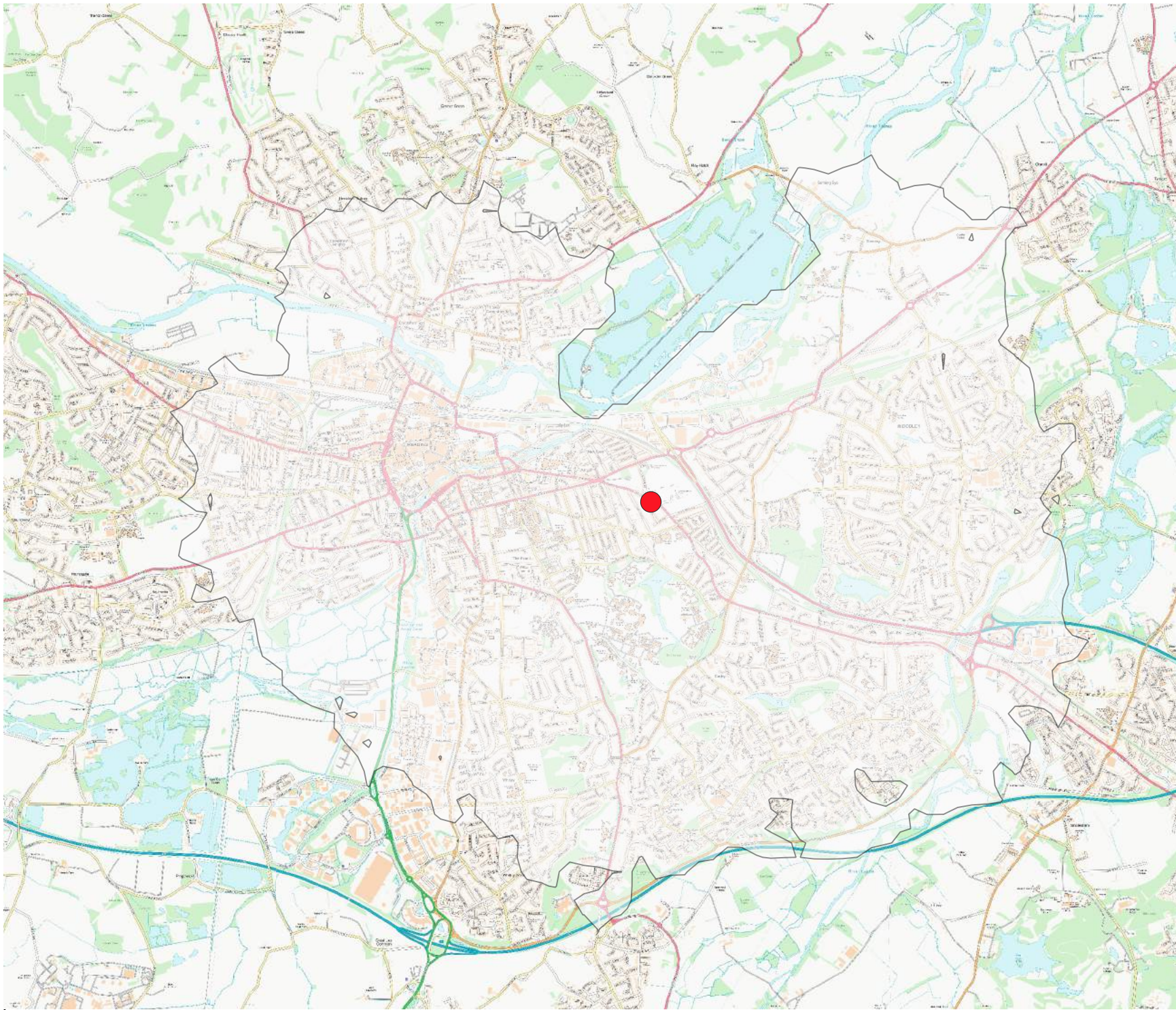
- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

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

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Appendix C

Cycling Isochrones



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Legend

● Site Location

Cycle Catchment

□ 5km

Project

70-78, Wokingham Road

Title

Accessibility by Cycle



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Tel: +44 (0) 118 206 2930

scale stated	drawn by AN	date 07/06/2021
drawing number 2105017	rev -	

Appendix D

Census Data – Method of Travel to Work

WD703EW - Method of travel to work (2001 specification) (Workday population)

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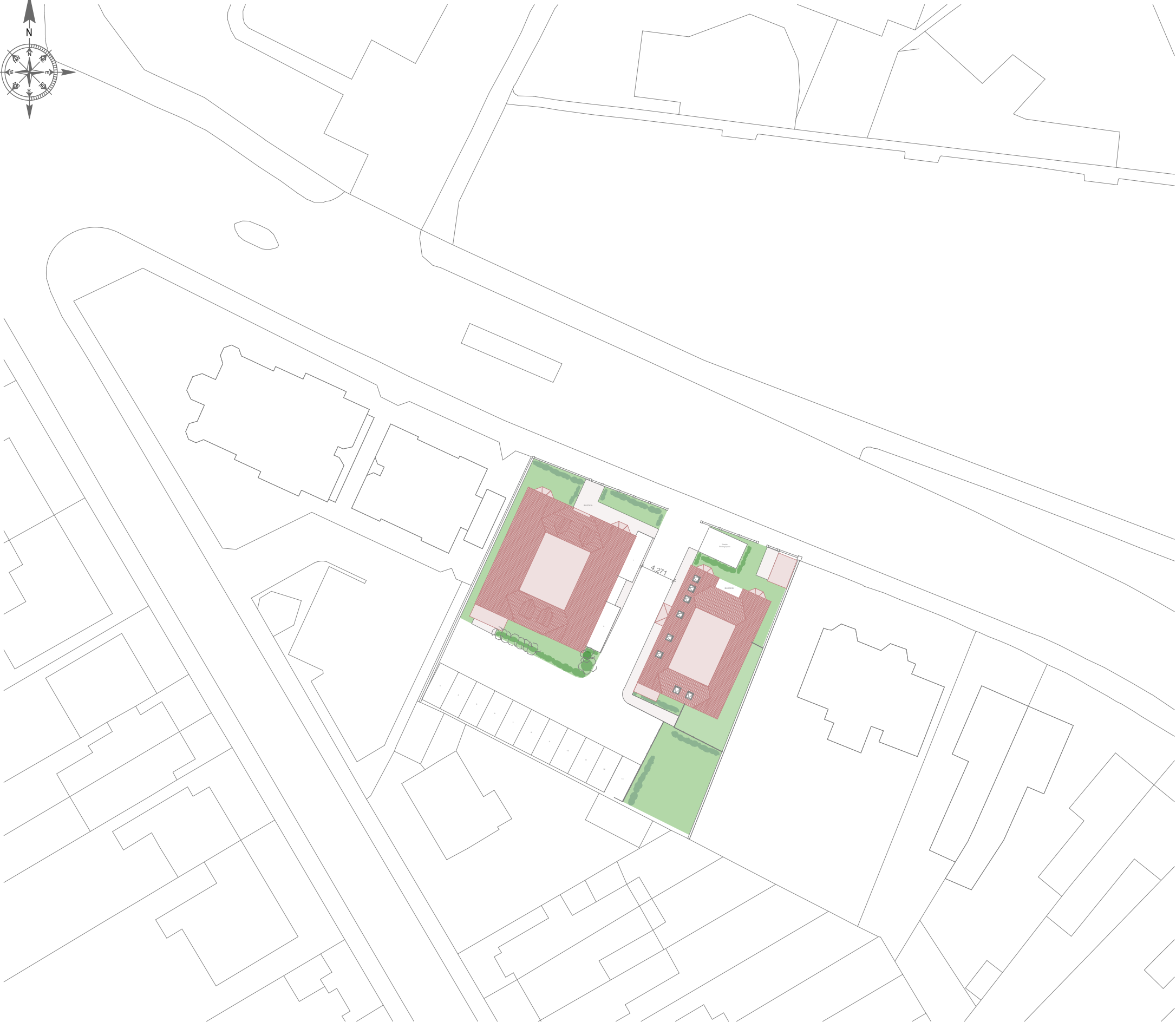
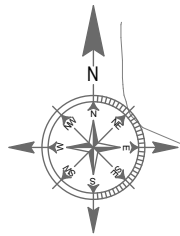
population All usual residents aged 16-74 either in employment in the area, or not in employment but live there
units Persons
area type 2011 super output areas - middle layer
area name E02003400 : Reading 012 Reading Borough

Method of travel to work (2001 specification)	2011	%	2011	%
All categories: Method of travel to work (2001 specification)	2,454	100.0%	89115	100.0%
Work mainly at or from home	370	15.1%	6999	7.9%
Underground, metro, light rail or tram	5	0.2%	322	0.4%
Train	76	3.1%	7555	8.5%
Bus, minibus or coach	138	5.6%	9620	10.8%
Taxi	6	0.2%	220	0.2%
Motorcycle, scooter or moped	12	0.5%	565	0.6%
Driving a car or van	1,071	43.6%	44265	49.7%
Passenger in a car or van	64	2.6%	3491	3.9%
Bicycle	159	6.5%	3254	3.7%
On foot	541	22.0%	12511	14.0%
Other method of travel to work	12	0.5%	313	0.4%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix E

Site Layout



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All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:

Plot Area (red line): 1.233,28 m²

Existing Building: 429,05 m²

BLOCK A

Proposed Foot Print: 224,28 m²

Proposed G.I.A: 203,58 m²

Flat 1: 90,88 m² - 3Bed - 5P

Flat 2: 74,40 m² - 2Bed - 4P

Flat 3: 89,72 m² - 2Bed - 4P

Flat 4: 82,50 m² - 2Bed - 4P

Flat 5: 82,82 m² - 2Bed - 3P

Flat 6: 46,57 m² - 1Bed - 1P

Flat 7: 45,77 m² - 1Bed - 1P

Flat 8: 82,82 m² - 2Bed - 3P

BLOCK B

Proposed Foot Print: 163,35 m²

Proposed G.I.A: 144,72 m²

Flat 1: 54,19 m² - 1Bed - 2P

Flat 2: 65,50 m² - 2Bed - 3P

Flat 3: 54,19 m² - 1Bed - 2P

Flat 4: 64,80 m² - 2Bed - 3P

Flat 5: 55,24 m² - 1Bed - 2P

Flat 6: 64,65 m² - 2Bed - 1P

1:500

0 5 10 25 20 25 m

**THE
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cabe
chartered association
of building engineers



RICS

Job Title:

**Tower House Hotel 70-78
Wokingham Rd RG6 1JL**

Drawing Title:

Proposed Site Plan

Drawing Date:

22-03-2021

Status:

PLANNING DRAWINGS

Issue Date:

09/06/2021

Drawn By:

PD

Scale:

@A3

Job No:

8895

Drawing No:

PL-09

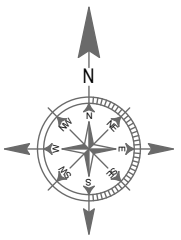
Rev:



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All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:



1:100

0 1 2 3 4 5 m

THE KEEN PARTNERSHIP
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Tel: 0118 9510 855
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chris@keenpartnership.co.uk
www.keenpartnership.co.uk



Client:

Job Title:
**Tower House Hotel 70-78
Wokingham Rd RG6 1JL**

Drawing Title:
Proposed Ground Floor Plan

Drawing Date:
22-03-2021

Issue Date:
09/06/2021

Job No:
8895

Status:
PLANNING DRAWINGS

Drawn By:
PD

Drawing No:
PL-10

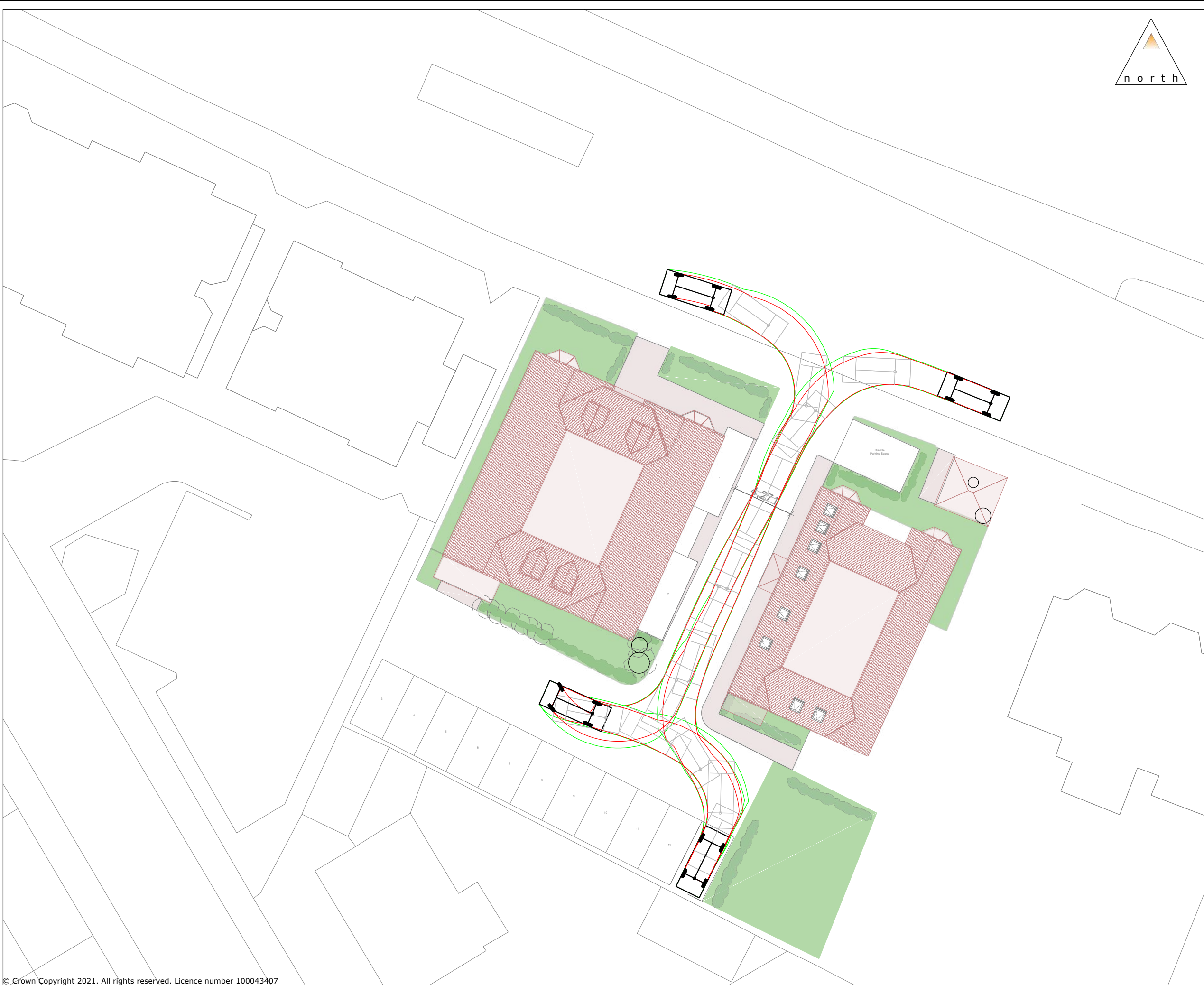
Scale:
@A2

Rev:

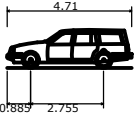
Appendix F

Swept Path Analysis - Cars

C:\Users\andre\OneDrive\Documents\Drawings\2105017 - TK01.dwg



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Rev:	Description:	Date:	Rev By:	Chk'd:
 Estate Car (2006) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb Turning Radius				
 9 Greyfriars, Reading, Berkshire, RG1 1NU T: 0118 206 2930 Guildford - London - Reading www.motion.co.uk				
Project: 70-78 Wokingham Road				
Title: Swept Path Analysis Estate Car				
Client: Tower House Hotel				
Drawing Status:				
Scale: 1:250 (@ A3) Date:07/06/2021				
Drawn: AN Checked: CS Approved: CS				
Drawing: Revision:				
2105017 - TK01				

C:\Users\andre\OneDrive\Documents\2105017\Drawings\2105017 - TK02.dwg



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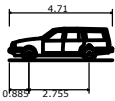
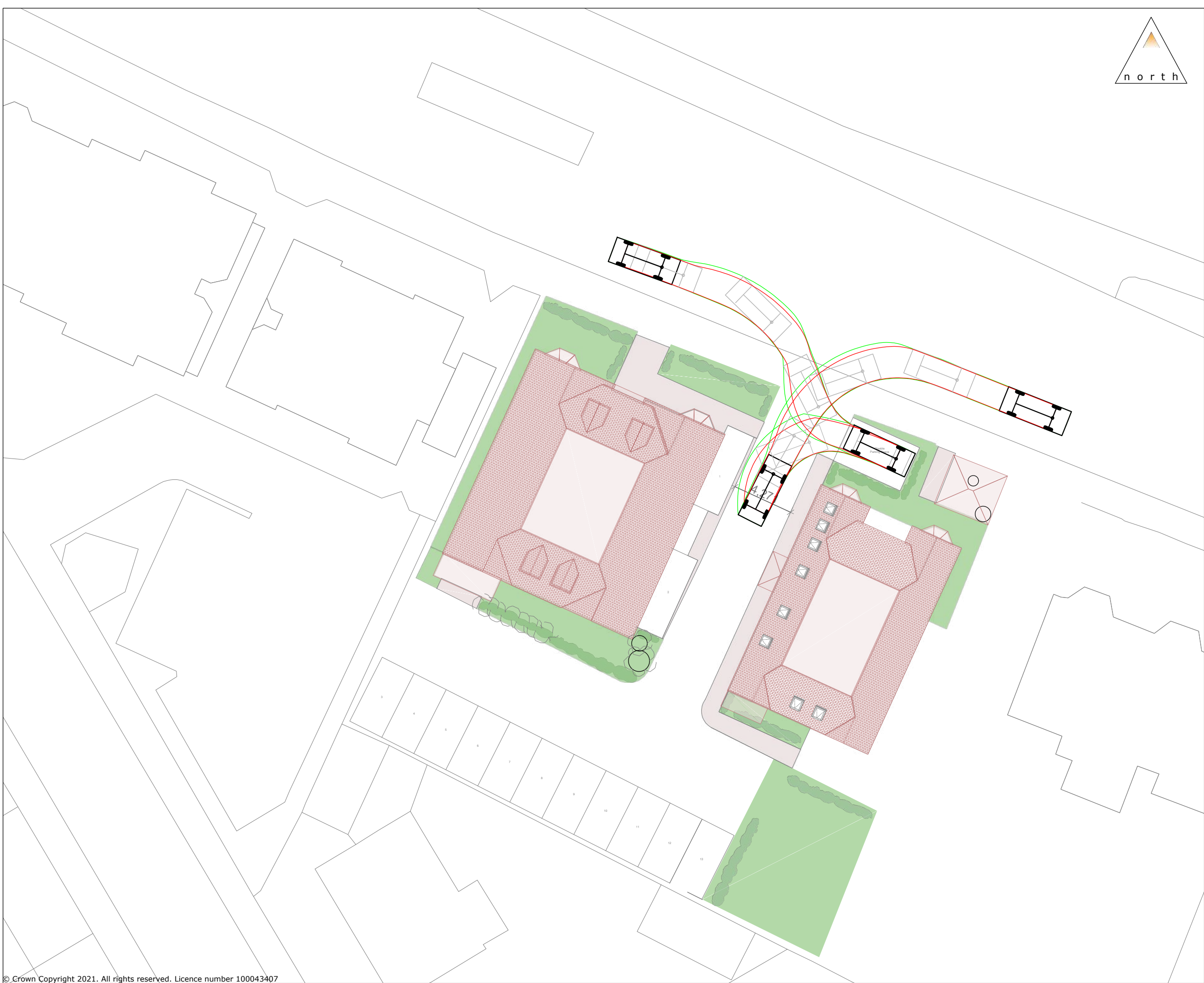
Rev:	Description:	Date:	Rev By:	Chk'd:
------	--------------	-------	---------	--------

Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

9 Greyfriars, Reading, Berkshire, RG1 1NU
T: 0118 206 2930
Guildford - London - Reading
www.motion.co.uk

Project: 70-78 Wokingham Road	
Title: Swept Path Analysis Estate Car	
Client: Tower House Hotel	
Drawing Status:	
Scale: 1:250 (@ A3)	Date: 07/06/2021
Drawn: AN	Checked: CS
Approved: CS	
Drawing: 2105017 - TK02	Revision:

C:\Users\andre\OneDrive\Documents\2105017\Drawings\2105017 - TK03.dwg



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	



9 Greyfriars, Reading, Berkshire, RG1 1NU

T: 0118 206 2930

Guildford - London - Reading
www.motion.co.uk

Project:
70-78 Wokingham Road

Title:
Swept Path Analysis
Estate Car

Client:
Tower House Hotel

Drawing Status:

Scale: 1:250 (@ A3) Date:07/06/2021

Drawn: AN Checked: CS Approved: CS

Drawing: 2105017 - TK03 Revision:

C:\Users\andre\OneDrive\Documents\2105017\Drawings\2105017 - TK04.dwg



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Rev:	Description:	Date:	Rev By:	Chk'd:
------	--------------	-------	---------	--------

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

9 Greyfriars, Reading, Berkshire, RG1 1NU
T: 0118 206 2930
Guildford - London - Reading
www.motion.co.uk

Project: 70-78 Wokingham Road	
Title: Swept Path Analysis Estate Car	
Client: Tower House Hotel	
Drawing Status:	
Scale: 1:250 (@ A3)	Date: 07/06/2021
Drawn: AN	Checked: CS
Drawing: 2105017 - TK04	
Approved: CS	
Revision:	

Appendix G

Swept Path Analysis – Delivery Vehicles

C:\Users\andre\OneDrive\Documents\2105017\Drawings\2105017 - TK05.dwg



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Rev:	Description:	Date:	Rev By:	Chk'd:
------	--------------	-------	---------	--------

7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

9 Greyfriars, Reading, Berkshire, RG1 1NU
T: 0118 206 2930
Guildford - London - Reading
www.motion.co.uk

Project: 70-78 Wokingham Road	
Title: Swept Path Analysis Luton Vehicle	
Client: Tower House Hotel	
Drawing Status:	
Scale: 1:250 (@ A3)	Date: 07/06/2021
Drawn: AN	Checked: CS
Approved: CS	
Drawing: 2105017 - TK05	Revision:

Appendix H

TRICS Outputs

Calculation Reference: AUDIT-734001-210604-0657

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Number of bedrooms

Actual Range: 38 to 67 (units:)

Range Selected by User: 15 to 70 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	1
Built-Up Zone	1
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.

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

C1 5 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	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	2 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:

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 5 days

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

LIST OF SITES relevant to selection parameters

1	GS-06-A-02	PREMIER INN		GLOUCESTERSHIRE
	GLOUCESTER ROAD			
	CHELtenham SPA			
	SAINT MARKS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	67		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	
2	NF-06-A-04	HOTEL		NORFOLK
	THORPE ROAD			
	NORWICH			
	THORPE HAMLET			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	38		
	Survey date: MONDAY	25/11/19	Survey Type: MANUAL	
3	TW-06-A-02	TRAVELODGE		TYNE & WEAR
	CASPER WAY			
	GATESHEAD			
	SWALWELL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of bedrooms:	60		
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL	
4	WL-06-A-03	TRAVELODGE		WILTSHIRE
	LAWRENCE HILL			
	WINCANTON			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:	57		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
5	WY-06-A-03	TRAVELODGE		WEST YORKSHIRE
	DEAN CLOUGH			
	HALIFAX			
	Edge of Town Centre			
	Development Zone			
	Total Number of bedrooms:	51		
	Survey date: MONDAY	22/10/18	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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	5	55	0.018	5	55	0.147	5	55	0.165
08:00 - 09:00	5	55	0.088	5	55	0.158	5	55	0.246
09:00 - 10:00	5	55	0.033	5	55	0.110	5	55	0.143
10:00 - 11:00	5	55	0.018	5	55	0.055	5	55	0.073
11:00 - 12:00	5	55	0.062	5	55	0.066	5	55	0.128
12:00 - 13:00	5	55	0.062	5	55	0.062	5	55	0.124
13:00 - 14:00	5	55	0.037	5	55	0.048	5	55	0.085
14:00 - 15:00	5	55	0.059	5	55	0.040	5	55	0.099
15:00 - 16:00	5	55	0.077	5	55	0.081	5	55	0.158
16:00 - 17:00	5	55	0.121	5	55	0.077	5	55	0.198
17:00 - 18:00	5	55	0.150	5	55	0.095	5	55	0.245
18:00 - 19:00	5	55	0.168	5	55	0.048	5	55	0.216
19:00 - 20:00	5	55	0.128	5	55	0.081	5	55	0.209
20:00 - 21:00	5	55	0.132	5	55	0.059	5	55	0.191
21:00 - 22:00	5	55	0.077	5	55	0.033	5	55	0.110
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.230			1.160			2.390

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 38 - 67 (units:)
 Survey date range: 01/01/13 - 25/11/19
 Number of weekdays (Monday-Friday): 5
 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.

Calculation Reference: AUDIT-734001-210604-0631

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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 30 (units:)
 Range Selected by User: 6 to 30 (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: 01/01/13 to 16/10/20

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Friday	1 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	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6

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 7 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:

10,001 to 15,000 3 days

20,001 to 25,000 2 days

25,001 to 50,000 2 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 3 days

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 1 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 2 days

1.1 to 1.5 5 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:

No 7 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

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	FLATS IN BLOCKS 14 28/03/14	DORSET Survey Type: MANUAL
2	DS-03-C-03 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 25/09/19	DERBYSHIRE Survey Type: MANUAL
3	DV-03-C-01 BONHAY ROAD EXETER Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCK OF FLATS 27 10/07/17	DEVON Survey Type: MANUAL
4	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: TUESDAY	FLATS 6 22/10/13	ESSEX Survey Type: MANUAL
5	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 9 13/11/18	MERSEYSIDE Survey Type: MANUAL
6	RI-03-C-01 465 PRIORY ROAD HULL Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	FLATS 20 13/05/14	EAST RIDING OF YORKSHIRE Survey Type: MANUAL
7	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 03/12/14	SUFFOLK 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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	19	0.074	7	19	0.147	7	19	0.221
08:00 - 09:00	7	19	0.051	7	19	0.176	7	19	0.227
09:00 - 10:00	7	19	0.103	7	19	0.132	7	19	0.235
10:00 - 11:00	7	19	0.029	7	19	0.081	7	19	0.110
11:00 - 12:00	7	19	0.066	7	19	0.059	7	19	0.125
12:00 - 13:00	7	19	0.059	7	19	0.051	7	19	0.110
13:00 - 14:00	7	19	0.074	7	19	0.088	7	19	0.162
14:00 - 15:00	7	19	0.088	7	19	0.081	7	19	0.169
15:00 - 16:00	7	19	0.110	7	19	0.074	7	19	0.184
16:00 - 17:00	7	19	0.118	7	19	0.096	7	19	0.214
17:00 - 18:00	7	19	0.206	7	19	0.096	7	19	0.302
18:00 - 19:00	7	19	0.125	7	19	0.074	7	19	0.199
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.103			1.155			2.258

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 - 30 (units:)
Survey date range:	01/01/13 - 16/10/20
Number of weekdays (Monday-Friday):	7
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.