



County House, Reading Transport Statement

For Savills

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Issued by	Hydrock Consultants Limited Northern Assurance Buildings 9-21 Princess Street Albert Square Manchester M2 4DN United Kingdom	T +44 (0)161 804 5550 E manchestercentral@hydrock.com www.hydrock.com
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Prepared by	Christopher Peachey BA (Hons)	
Checked by	Sam Denby BA (Hons) MSc CMILT	
Approved by	Sam Denby BA (Hons) MSc CMILT	

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CONTENTS

1.	INTRODUCTION.....	1
1.1	Overview.....	1
1.2	Site Location and background.....	1
1.3	Report Structure	2
2.	EXISTING CONDITIONS.....	3
2.1	Site Location and Description	3
2.2	Highway Network.....	3
2.3	Friar Street	3
2.4	Station Road.....	4
2.5	Blagrove Street.....	5
2.6	Collision Data Analysis	6
3.	TRANSPORT POLICY CONTEXT	9
3.1	Preamble.....	9
3.2	National Planning Policy Framework	9
3.3	Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making....	9
3.4	Manual for Streets [MfS]	10
3.5	Guidelines for Providing Journeys on Foot	10
3.6	Reading Borough Council Local Transport Plan (3) – 2011-2026 (Adopted April 2011).....	11
3.7	Reading Borough Council Local Transport Plan (4)	11
3.8	Reading Borough Council Local Plan	12
3.9	Reading Borough Parking Standards.....	12
3.10	Summary.....	13
4.	SUSTAINABLE ACCESS	14
4.1	Access on Foot	14
4.2	Access by Cycle	15
4.3	Access by Bus	16
4.4	Access by Rail	16
4.5	Journey Times by Public Transport	17
4.6	Conclusions.....	17
5.	DEVELOPMENT PROPOSALS.....	18
5.1	Introduction	18
5.2	Proposed Site Layout	18

5.3	Proposed Site Access	18
5.4	Parking	19
5.5	Servicing.....	19
6.	DEVELOPMENT TRIP GENERATION	20
6.1	Introduction	20
6.2	Trip Generation - Extant Planning Use (1,174sqm)	20
6.3	Trip Generation - Proposed Planning Use	21
6.4	Covid-19 and the Rise of Home Working	22
6.5	Summary.....	22
7.	SUMMARY AND CONCLUSION	23
7.1	Summary.....	23
7.2	Conclusion	23

Tables

Table 2.1	Accident Analysis.....	7
Table 3.1	User Hierarchy (taken from MfS, March 2007)	10
Table 3.2	Acceptable Walking Distances.....	10
Table 3.2:	Parking Standards (within the City Centre)	12
Table 6.1	Extant Trip Rates	20
Table 6.2	Extant Trip Generation	20
Table 6.3	Proposed People Trip Rates	21
Table 6.4	Proposed People Generation	21
Table 6.5	Reading (011) Travel to Work Census Data	21
Table 6.6	Proposed Vehicle Trip Rates.....	22
Table 6.7	'NET' Trip Generation	22

Figures

Figure 1.1	Site Location.....	1
Figure 2.1	Local Highway Network.....	3
Figure 2.2	Friar Street	4
Figure 2.3	Station Road	5
Figure 2.4	Blagrove Street.....	6
Figure 2.5	Collision Data	7
Figure 4.2	2km Walking Catchment	15
Figure 4.3	5km Cycle Catchment	16
Figure 4.4	60 Minute Public Transport	17
Figure 5.1	Proposed Site Layout	18

Appendices

Appendix A Accessibility Figures

Appendix B Site Layout

Appendix C TRICS Outputs

1. INTRODUCTION

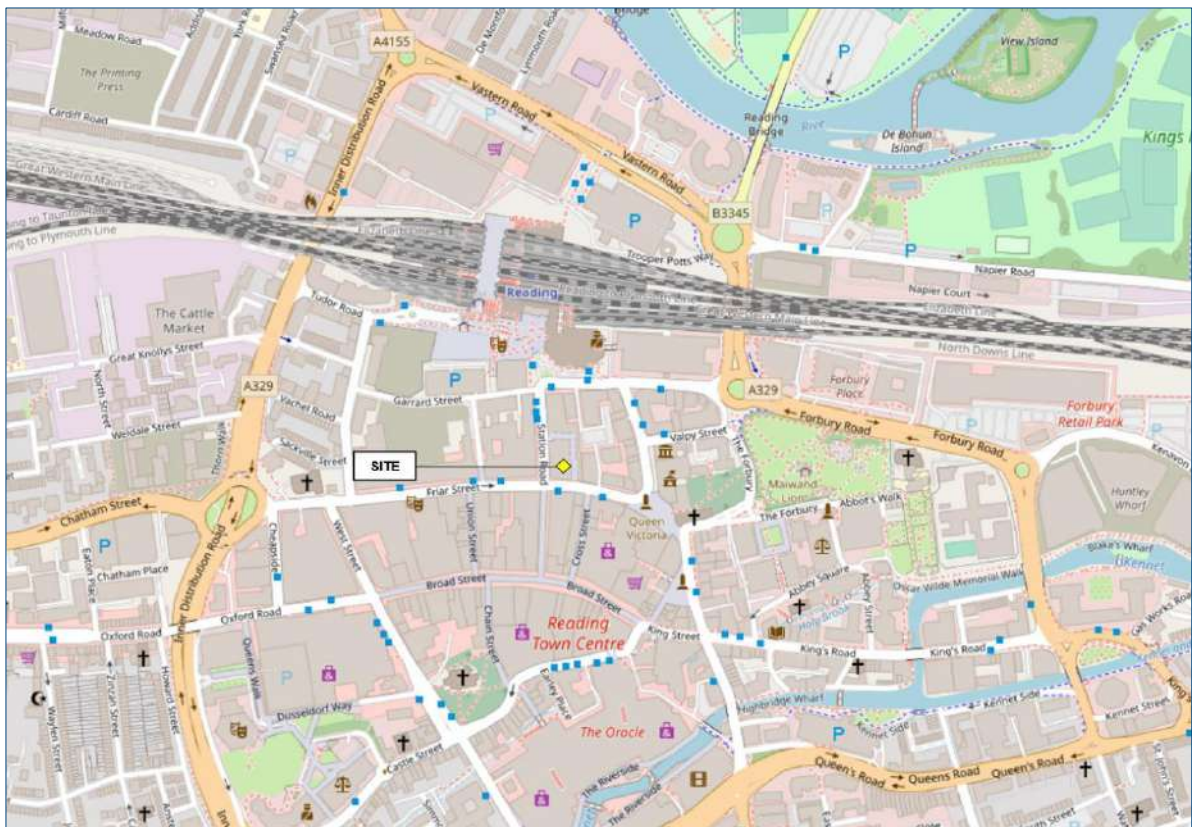
1.1 Overview

- 1.1.1 Hydrock have been instructed by Savills to prepare a Transport Statement [TS] in support of an application for the prior approval for the proposed change of use of floorspace within County House, Friar Street, Reading from office to residential use.

1.2 Site Location and background

- 1.2.1 The site is located on Friar Street within Reading Town Centre. The location of the site is presented in Figure 1.1.

Figure 1.1 Site Location



Source: OpenStreet Map

- 1.2.2 This report has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document.
- 1.2.3 It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.
- 1.2.4 The report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.3 Report Structure

1.3.1 This report comprises seven sections, including this introduction:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the national and local transport policy;
- **Section 4** assesses the sustainable accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** summarises the impact of the development; and
- **Section 7** sets out the summary and conclusions.

2. EXISTING CONDITIONS

2.1 Site Location and Description

- 2.1.1 As shown in the aforementioned **Figure 1.1**, the site is located within Reading Town Centre. The site is bounded by adjacent commercial and retail units to the north, east and west, and Friar Street to the south.
- 2.1.2 A detailed location plan of the site and the surrounding area is illustrated in **Figure 2.1**.

Figure 2.1 Local Highway Network



Source: Google Maps

2.2 Highway Network

- 2.2.1 The following sub sections offer a full description of the local highway network, including infrastructure characteristics and local highway traffic conditions.

2.3 Friar Street

- 2.3.1 Friar Street is a one-way street in a westerly direction within proximity to the development site. Friar Street is a main street within Reading Town Centre and hosts a number of bus stops and taxi ranks.
- 2.3.2 Friar Street is governed by Red Route Stopping Control traffic regulation orders [TROs] in the form of double red lines, this prevents all stopping and loading aside from taxis between 23:00 and 05:00 hours.

- 2.3.3 Footways in excess of 2.0m wide are provided on either side of the carriageway, with dropped kerbs and tactile paving available at crossing points. The pedestrianised retail and commercial core of Reading Town Centre is to the south of the site via Cross Street and Queen Victoria Street.
- 2.3.4 Friar Street is presented in **Figure 2.2**.

Figure 2.2 Friar Street



Source: Google Maps.

2.4 Station Road

- 2.4.1 Station Road connects Friar Street in the south to Blagrove Street and Reading Station's public realm to the north. Station road is a one-way road in a northbound direction and is host to a series of bus stops.
- 2.4.2 Station Road is governed by Red Route Stopping Control TROs in the form of double red lines, this prevents all stopping and loading aside from taxis between 23:00 and 05:00 hours.
- 2.4.3 Footways in excess of 2.0m are present, with dropped kerbs and tactile paving at crossing points. Street lighting is present along Station Road.
- 2.4.4 Station Road is presented in **Figure 2.3**.

Figure 2.3 Station Road



2.5 Blagrove Street

- 2.5.1 Blagrove Street connects Station Road to Friar Street. Footways in excess of 2.0m are provided in addition to dropped kerbs and tactile paving at crossing points. Bus shelters are provided on Blagrove Street, and street lighting is also present.
- 2.5.2 Blagrove Street is governed by Red Route Stopping Control TROs in the form of double red lines, this prevents all stopping and loading. Blagrove Street is presented in **Figure 2.4**.

Figure 2.4 Blagrove Street



Source: Google Maps.

2.6 Collision Data Analysis

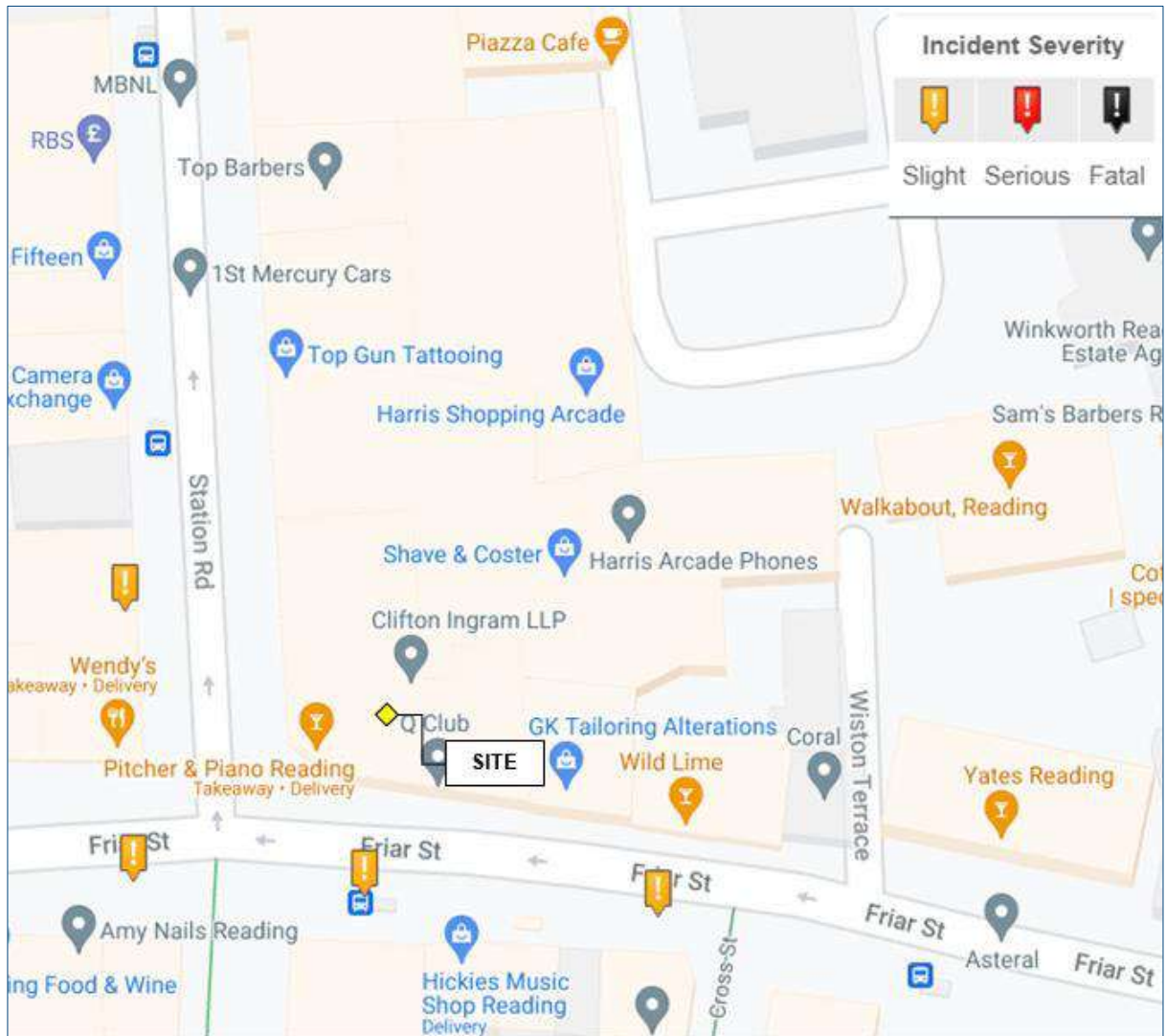
2.6.1 The DfT Document "Guidance on Transport Assessments" states that:

"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

2.6.2 This subsection considers the accident record within the local study network to establish if there are any specific highway safety issues that need to be considered.

2.6.3 A review of the Personal Injury Accidents [PIAs] recorded within the study area within the most recently available five-year period (1st January 2016 - 31st December 2020) available from the DfT. Examination of the PIA data revealed that four accidents have occurred within the study area during the five-year period **Figure 2.5** illustrates that accident plot for the study area for the most recent five-year period, as obtained from Crashmap.

Figure 2.5 Collision Data



Source: Crashmap

- 2.6.4 The figure illustrates a low volume of accidents in the area, with a total of three accidents recorded in the area. Three collisions occurred on Friar Street. The yearly summary is presented in **Table 2.1**.

Table 2.1 Accident Analysis

Severity	2016	2017	2018	2019	2020	Total
Slight	2	0	2	0	0	4
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
TOTAL	2	0	2	0	0	4

- 2.6.5 From the above it is evident that the accident record within the vicinity of the site is minor. There have been no fatal accidents within the study network during the analysed period.

- 2.6.6 All four accidents were recorded as a slight severity, whilst all accidents are unfortunate it is Hydrock's view that the accidents can be attributed to random fluctuations, circumstantial factors and driver behaviour, and not as a result of the existing highways design. Therefore, the existing highway does not give rise to any material concern.

3. TRANSPORT POLICY CONTEXT

3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.2.2 The most recent NPPF report was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).
- 3.2.5 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.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. The TS considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be. Manual for Streets
- 3.3.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.4 Manual for Streets [MfS]

- 3.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:
- Place;
 - Movement;
 - Access;
 - Parking; and
 - Drainage and utilities.
- 3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 3.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 3.4.5 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1 User Hierarchy (taken from MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public Transport Users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

3.5 Guidelines for Providing Journeys on Foot

- 3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2 Acceptable Walking Distances

Criteria	Town Centre (m)	School/Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.6 Reading Borough Council Local Transport Plan (3) – 2011-2026 (Adopted April 2011)

3.6.1 Access on foot, cycle and public transport is discussed in the following section of this report. RBC Local Transport Plan (LTP) was adopted in the April 2011 and contains the objectives, policies and schemes intended to improve transport within the local area.

3.6.2 The LTP is supported by a number of additional documents such as Reading's Strategic Environmental Assessment (SEA). The LTP also has a number of 'daughter' documents which cover topics such as:

- School Travel;
- Road Safety;
- Public Transport;
- Walking;
- Cycling; and
- Network Management.

3.6.3 The policies and objectives contained within the LTP contribute towards RBC's vision that:

- » "Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.
- » "Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there."

3.6.4 The strategic objectives for the LTP are split into three categories: people, place and prosperity. A number of these objectives are listed below:

- To provide affordable, accessible and inclusive travel options for everyone;
- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport; and
- To improve journey times, journey time reliability and the availability of information.

3.7 Reading Borough Council Local Transport Plan (4)

3.7.1 Reading Borough Council are in the process of producing an updated Local Transport Plan (LTP4).

3.7.2 LTP4 vision will seek to support healthy lifestyle choices, improve quality of life and facilitate economic growth by reducing congestion, improving air quality and promoting sustainable transport options for local journeys or as part of longer journeys.

3.7.3 This vision will be outlined in the core LTP strategy and further detailed in supporting sub-strategies that will set out our long-term goals and aspirations for a Reading that is clean, green, safety and active. As part of the Plan, we are proposing to develop a borough-wide car parking and air quality strategy to address commuter and through traffic.

- 3.7.4 This will be further complemented by ambitious improvements supporting more people to make sustainable travel choices, including the development of a new Local Cycling and Walking Infrastructure Plan that will identify new routes and improvements based on key destinations.

3.8 Reading Borough Council Local Plan

- 3.8.1 The Local Plan for Reading is the document that contains the policies for how Reading will develop up to 2036, which is the end date of the plan. It identifies the amount of development that will take place, the areas and sites where development is expected to be accommodated, and where it will be restricted, and sets out policies for how planning applications will be decided.
- 3.8.2 Within Chapter 4 General Policies, sub section 4.5 Transport of the Local Plan are a number of policies pertinent to the application site insofar as they concern transport matters.

Policy TR1: Achieving the Transport Strategy

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

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

Policy TR3: Access, Traffic and Highway-related Matters

"Development will only be permitted where:

- ii) The development would not have a material detrimental impact on the functioning of the transport network..."

3.9 Reading Borough Parking Standards

- 3.9.1 Reading's parking standards are contained within the Revised Parking Standards and Design Supplementary Planning Document [SPD] published in 2011. Within the parking standards, Reading is divided into a zonal system. Zone 1 the Central Core Area primarily consists of retail and commercial office development with limited residential. This area has access to the "best transport hubs" for rail and bus interchanges.
- 3.9.2 The car parking standards are recommended standards, any deviation would need to demonstrate that a lower provision would not be a detriment to the local highway network.
- 3.9.3 The parking standards for Zone 1 are presented in **Table 3.2** below.

Table 3.3: Parking Standards (within the City Centre)

Residential	Car Parking	Cycle Parking
Dwelling Flat 1-2 Bed	0.5	0.5
Dwelling Flat 3+ Bed	1	1

3.10 Summary

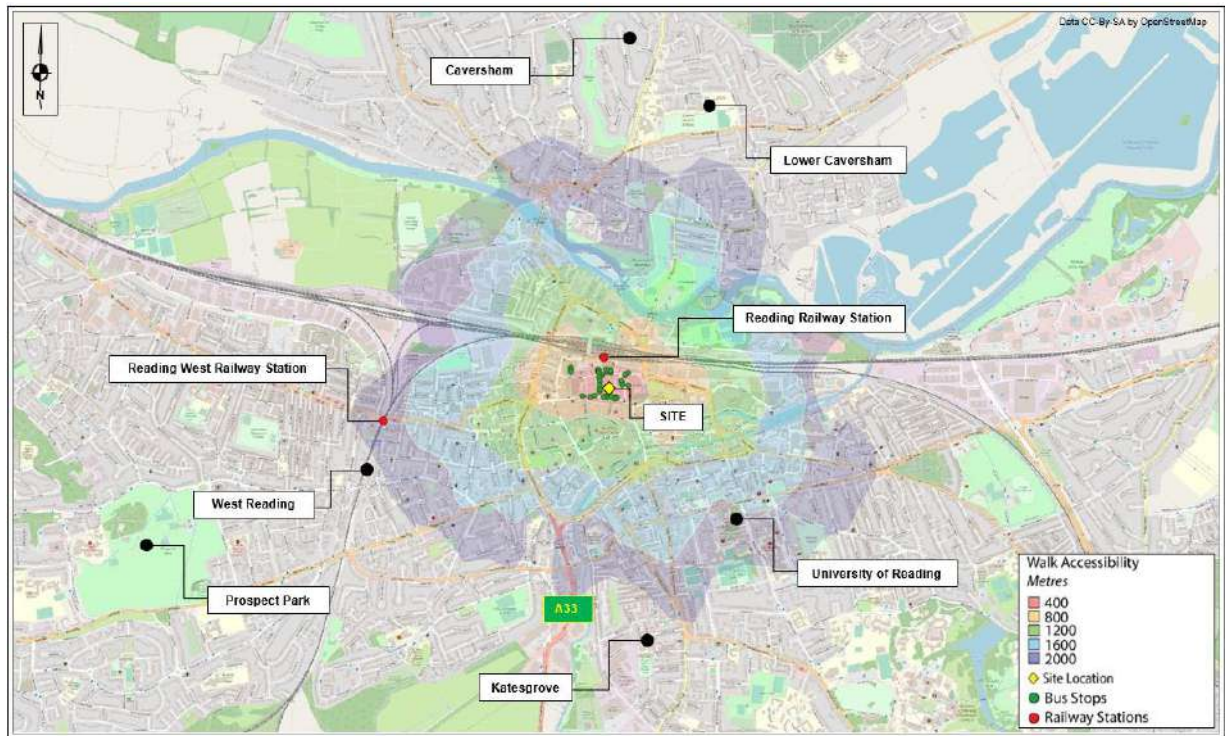
- 3.10.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 3.10.2 Access on foot, cycle and public transport is discussed in the following section of this report.

4. SUSTAINABLE ACCESS

4.1 Access on Foot

- 4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).
- 4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.1.3 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users states that "Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to two miles" (3.2km).
- 4.1.4 Paragraph 2.2 of TA91/05 states that two miles is a "distance that could easily be walked by the majority of people" and (at paragraph 2.3) that "walking and rambling can also be undertaken as a leisure activity often over longer distance".
- 4.1.5 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain around "80% of journeys shorter than one mile are made wholly on foot".
- 4.1.6 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 4.1.7 The site benefits from footways in excess of 2.0m on Friar Road, dropped kerbs at crossing points and street lighting. The pedestrianised shopping area and high-quality public realm is available within proximity of the development site on Cross Street and Queen Victoria Street.
- 4.1.8 **Figure 4.1** presents the 2km catchment from the site, which illustrates the areas that lie within a reasonable walking distance. A copy of the walking catchment is presented in **Appendix A**.

Figure 4.1 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

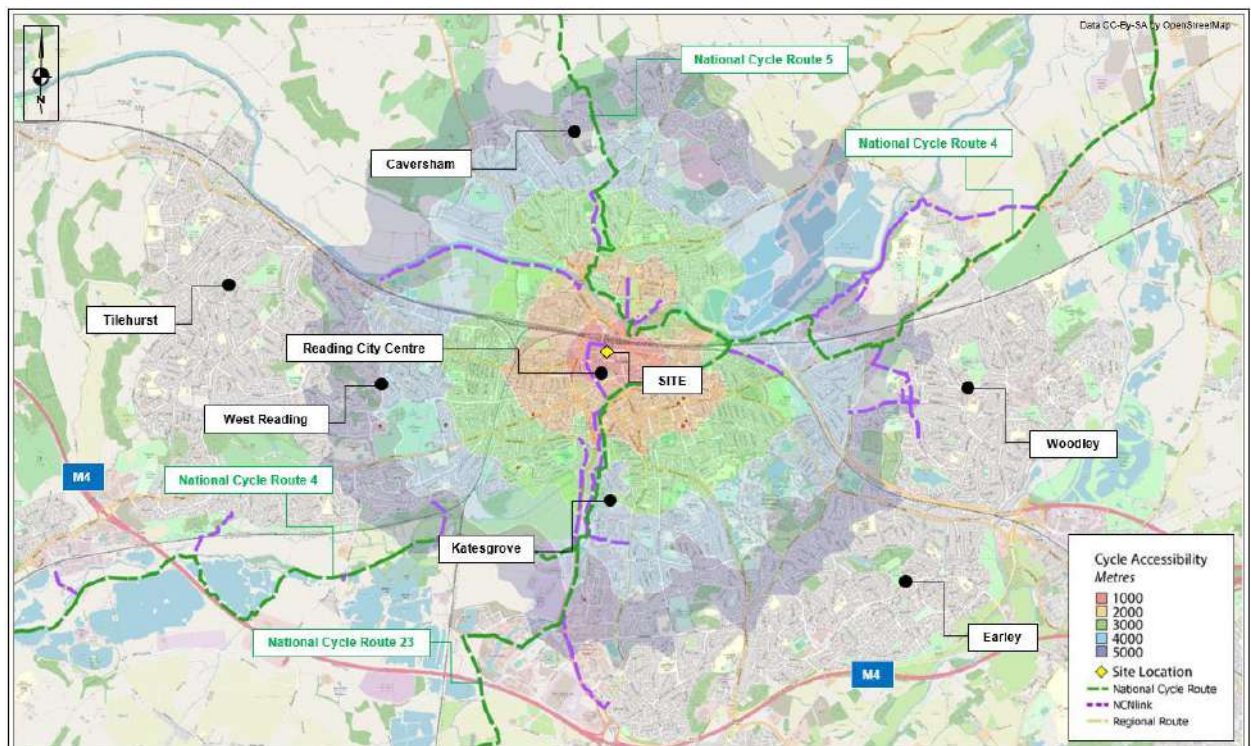
- 4.1.9 As demonstrated within **Figure 4.1**, the site benefits from a number of bus stops within 800m of the site and Reading Station is within 200 m of the site. The proximity of the site to local bus and national rail services provides opportunities to travel further afield.
- 4.1.10 The site is located within a short walking distance of Reading's retail and commercial core, providing access to employment and leisure opportunities.
- 4.1.11 In summary the site is highly accessible on foot, this will reduce the requirements for residents to make short car journeys to the site.

4.2 Access by Cycle

- 4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those 5km in length.
- 4.2.2 With regard to cycling, TA90/05 states (paragraph 2.11) that "Cycling is used for accessing a variety of destinations, including educational facilities shops and places of work, up to a range of around 5 miles.
- 4.2.3 Cycling is also undertaken as a leisure activity, often over much longer distances". At paragraph 2.9, TA91/05 states that five mile (8km) is a distance "that could easily be cycled by the majority of people".
- 4.2.4 This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states: "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 4.2.5 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose'.

- 4.2.6 In terms of a sustainable mode of transport, it should be noted that 5km is equivalent to a typical cycle time of 15-20 minutes making it an achievable distance for most people.
- 4.2.7 **Figure 4.2** below presents an extract of the 5km cycling catchment for the site. A copy is provided within **Appendix A**.

Figure 4.2 5km Cycle Catchment



Source: CC-BY-SA by OpenStreetMap

- 4.2.8 The figure demonstrates that a number of local areas such as West Reading, Caversham, and Katesgrove, in addition to key education and employment sites such as The University Reading and the Royal Berkshire Hospital are all within 5km of the site.
- 4.2.9 National Cycle Route 4 provides connections to other towns and boroughs outside of Reading's boundary providing opportunities to travel further afield.
- 4.2.10 Cycling would therefore be a viable mode of transport for residents.

4.3 Access by Bus

- 4.3.1 The site benefits from a number of bus stops within 800m of the site. The closest bus stops are located on Friar Road directly outside of the site with services running from Reading Town Centre to destinations such as The University of Reading, High Wycombe, Workingham Town Centre, and Oxford City Centre.

4.4 Access by Rail

- 4.4.1 Reading Railway Station is within 200m of the development site. The station provides high frequency services to London Paddington and London Waterloo, in addition to national and regional services to destinations such as Manchester Piccadilly, Oxford, Gatwick Airport, Heathrow Airport, Swansea and Bristol.

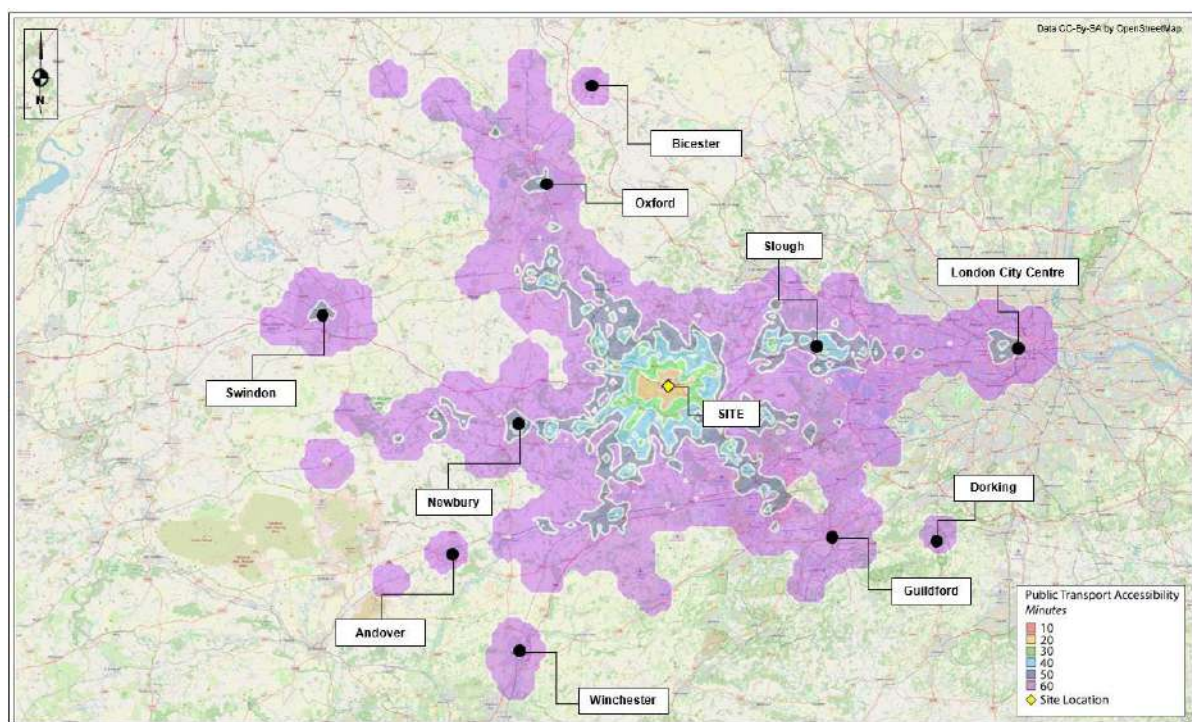
4.4.2 Reading Station will also benefit from Crossrail services into London and Essex, providing higher frequency services into and through London.

4.5 Journey Times by Public Transport

4.5.1 A calculation has been undertaken using GIS software and Basemaps' Visography (TRACC) programme, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to bus stops and railway stations and demonstrates that key areas such as London, Oxford, Guildford and Bicester are within a 60 minute public transport journey.

4.5.2 **Figure 4.3** below provides an extract of the 60 minute public transport catchment area. A copy of the plan is provided within **Appendix A**.

Figure 4.3 60 Minute Public Transport



Source: CC-BY-SA by OpenStreetMap

4.5.3 The site benefits from access to an extensive public transport network, providing access to employment, education and leisure opportunities further afield.

4.6 Conclusions

4.6.1 In summary the site is located within a highly sustainable location within Reading Town Centre and is well located to make use of the existing and proposed public transport links and pedestrian and cycle routes.

5. DEVELOPMENT PROPOSALS

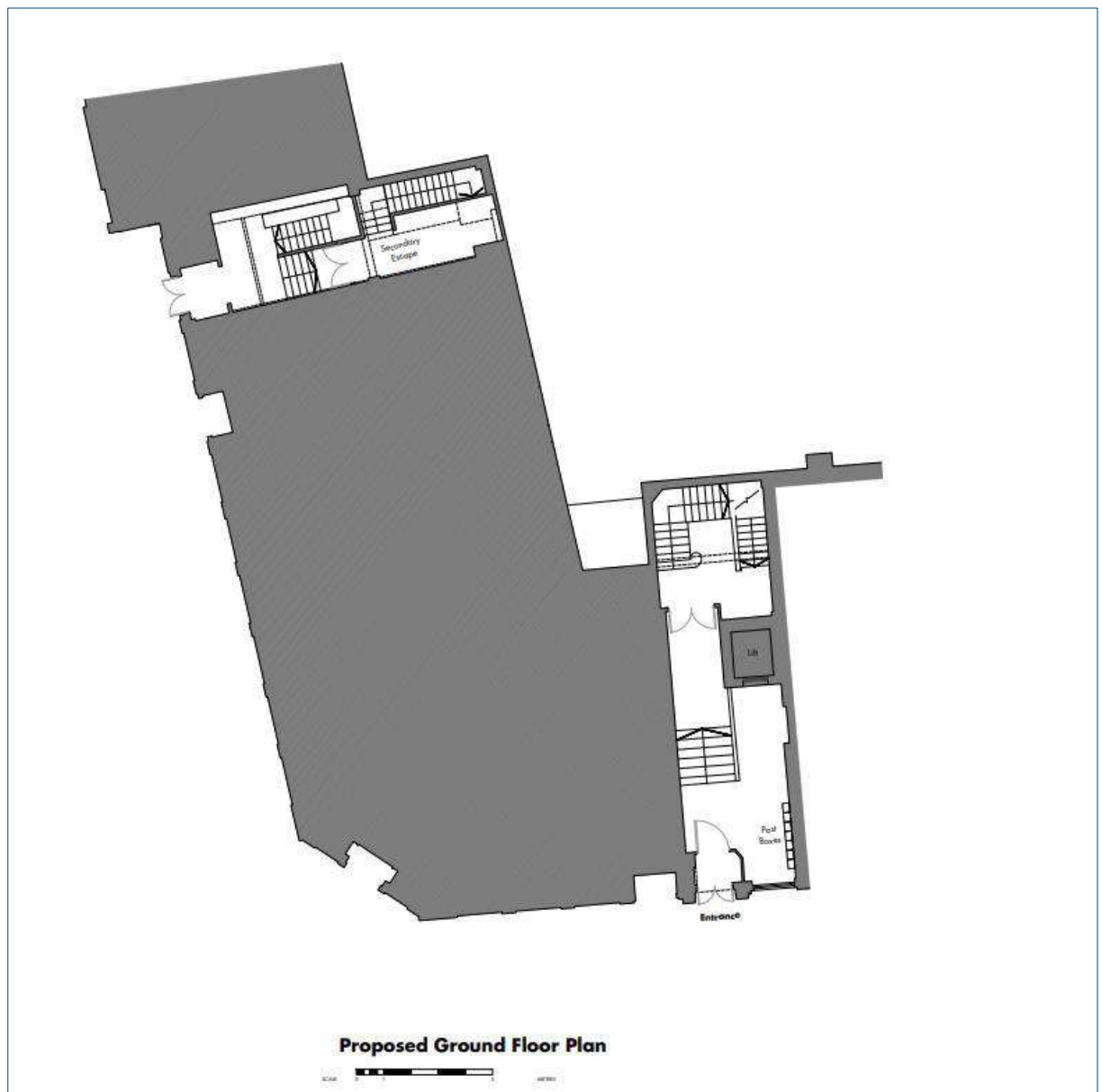
5.1 Introduction

5.1.1 The development is for the change of use from office space to provide 23 residential units.

5.2 Proposed Site Layout

5.2.1 The proposed ground floor layout is presented in **Figure 5.1**.

Figure 5.1 Proposed Site Layout



5.2.2 A copy of the site layout is presented in **Appendix B**.

5.3 Proposed Site Access

5.3.1 The primary access to the development will be taken from the existing entrance on Friar Street.

5.4 Parking

Car Parking

- 5.4.1 The building has access to 41 car parking spaces within the basement of the building, these spaces are currently under separate private lease agreements, as such no car parking will be provided with for this site. The development is located within Reading Town Centre in close proximity to bus and rail facilities. The provision of car parking is deemed to be appropriate for a development at this location.
- 5.4.2 If deemed necessary, there is scope to provide 12 car parking spaces in accordance with Reading Council's parking standards for use by the development within the existing basement car park.

Cycle Parking

- 5.4.3 The development will provide 28 cycle parking spaces in a secure cycle storage room on the first floor of the development representing a provision of 120% in excess of Reading's cycle standards. The cycle parking store is located in a convenient location adjacent to the lift, this is illustrated in **Appendix B**.

5.5 Servicing

- 5.5.1 The existing servicing arrangements will remain unchanged as part of this development. Refuse collection will be taken internally within the site from the designated area.

6. DEVELOPMENT TRIP GENERATION

6.1 Introduction

- 6.1.1 This section of the report considers the trip generation levels associated with the proposed development and the impact it will have on the local highway network.
- 6.1.2 The site was most recently in operation as an office. This site is a standalone three storey building. Under the proposed change of use application, the site will provide 23 residential apartments.
- 6.1.3 With regards to the potential vehicle trips associated with the development, the weekday morning and weekday afternoon peak periods have been assessed.

6.2 Trip Generation - Extant Planning Use (1,174sqm)

- 6.2.1 To determine the number of trips generated by the extant use of the site, a trip generation exercise has been undertaken.
- 6.2.2 The Trip Rate Information Computer System [TRICS] version 7.7.4 has been used to derive the predicted vehicle trip generation for the extant land uses. The TRICS database is an industry accepted tool for predicting the likely number of trips from a proposed development by comparing the site with an existing development of a similar size and characteristic within the UK. The database was interrogated to determine the trip rates for assessment peak periods.
- 6.2.3 In order to obtain the appropriate trip rates, sites within Greater London and the Republic of Ireland have been omitted from the calculation. The results of the TRICS interrogation are shown within **Table 6.1** and the TRICS outputs presented in **Appendix C**. In the following tables the trip rate is given per 100sqm of Gross Floor Area (GFA) for an office (Use Class B1a in TRICS).

Table 6.1 Extant Trip Rates

Trip Rate	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Office	1.304	0.17	0.246	1.266

- 6.2.4 The above trip rates have been applied to the total GFA of the extant use (1,174sqm) to determine the total traffic generation associated with the extant use. The resultant traffic generations for all vehicles are shown in **Table 6.2**

Table 6.2 Extant Trip Generation

Trip Rate	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	15	2	3	15

- 6.2.5 The above tables demonstrate that the extant planning use of the existing building generates the following two-way vehicular trips.

- 17 in the Weekday Morning peak; and
- 18 in the Weekday Evening peak.

6.3 Trip Generation - Proposed Planning Use

- 6.3.1 The TRICS database has also been interrogated to determine trip rates for the weekday peak hours for residential flats.
- 6.3.2 The results of the TRICS interrogation are presented within **Table 6.3**, whilst the TRICS outputs for the proposed development are presented within **Appendix C**.

Table 6.3 Proposed People Trip Rates

Trip Rate	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Residential Flats	0.1	0.025	0.35	0.425

- 6.3.3 Again, the above trips have been applied to 23 residential apartments to determine the potential number of people trips within the peak hours. The resultant people trips generated are presented in **Table 6.4**.

Table 6.4 Proposed People Generation

Trip Generation	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
People	2	1	8	10

- 6.3.4 Travel to Work from the 2011 Census for Reading (011) has been used to understand the modal split within this area. The results of the travel to work data is presented in **Table 6.5** below.

Table 6.5 Reading (011) Travel to Work Census Data

Mode	Percentage Split
On foot	31%
Driving a car or van	29%
Train	20%
Bus, minibus or coach	12%
Bicycle	4%
Passenger in a car or van	3%
Motorcycle, scooter or moped	0%
Underground, metro, light rail or tram	0%
Taxi	0%
Other method of travel to work	0%
Work mainly at or from home	0%
Total	100%

6.3.5 As demonstrated within the Census, 29% of residents within this area travel to work by car, whilst 31% walk to work. As such the people numbers generated in **Table 6.4** have been factored by the number of people who travel to work by car. The resultant vehicle generation for this site is presented in **Table 6.6**.

Table 6.6 Proposed Vehicle Trip Rates

Trip Generation	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	3	2	3

6.3.6 The above tables demonstrate that the proposed planning use of the overall site generated the following two-way vehicular trips:

- 4 in the Weekday Morning peak; and
- 5 in the Weekday Evening peak.

6.3.7 The above extant trip generation figures in **Table 6.2** have been deducted from the proposed trip generation figures, presented in **Table 6.6** to determine the 'NET' trip generation figures, the results are presented in **Table 6.7**.

Table 6.7 'NET' Trip Generation

'NET' Trip Generation	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	-14	+1	-1	-12

6.3.8 As demonstrated in **Table 6.7**, the net trip generation associated with the development equates to the following two-way trips:

- -14 in the Weekday Morning peak; and
- -13 in the Weekday Evening peak.

6.4 Covid-19 and the Rise of Home Working

6.4.1 Given the rise in home working due to the Covid-19 pandemic and the changes in the way in which we work, it is likely that the need to travel to workplace will reduce over the course of a working week. For example, it would not be uncommon for a typical office worker to work from home at least one day per week and thus eliminates 20% of the person's trips originating from the site over the course of the standard working week.

6.5 Summary

6.5.1 The resultant 'NET' trip generation exercise presents a reduction in trips on the local highway network due to the change of use of the site from offices to accommodate 23 residential apartments. This further supports the proposed level of parking is appropriate given the overall reduction of vehicle trips when compared to the existing use.

7. SUMMARY AND CONCLUSION

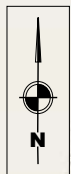
7.1 Summary

- 7.1.1 Hydrock have been instructed by Savills to prepare this report in support of a change of use application from office to 23 residential apartments.
- 7.1.2 The proposals are within Reading Town Centre in an accessible location for public transport infrastructure.
- 7.1.3 There will be no car parking provided on site for residents, 28 cycle parking spaces will be provided this is in excess of Reading's cycle parking standards.
- 7.1.4 A trip generation exercise has been undertaken which demonstrates that the change of use will reduce the number of trips associated with the site in peak periods and will therefore provide a betterment on the local highway network.

7.2 Conclusion

- 7.2.1 Having undertaken a comprehensive analysis of the development site and reviewing planning policies, it has been demonstrated by this report that the proposed development will not have a negative impact on the surrounding highway network and is located in a highly accessible area. Thus, there is no basis for highways and transportation objections to the proposals.

Appendix A Accessibility Figures



Caversham

Lower Caversham

Reading Railway Station

Reading West Railway Station

SITE

West Reading

Prospect Park

University of Reading

A33

Katesgrove

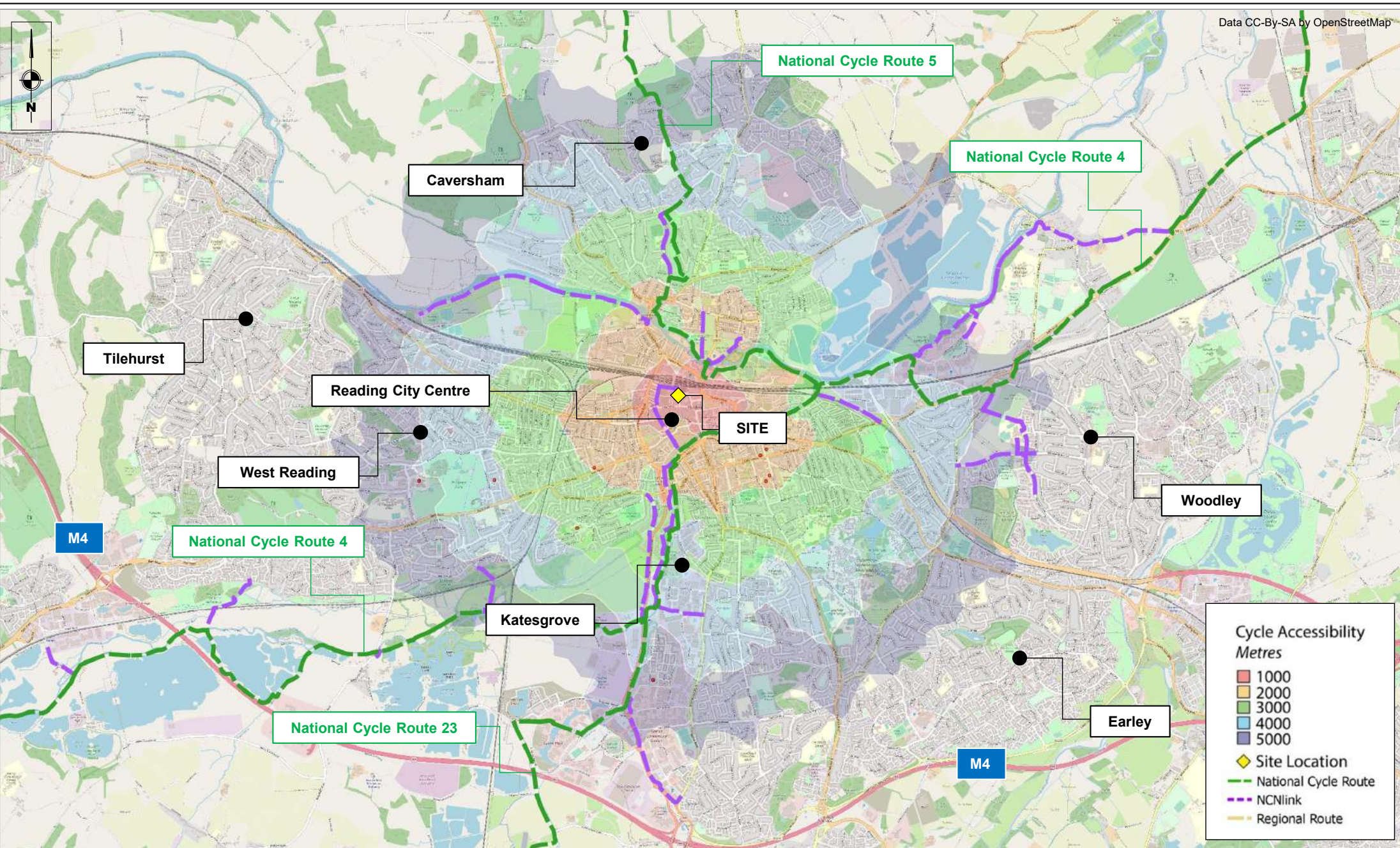
Walk Accessibility
Metres

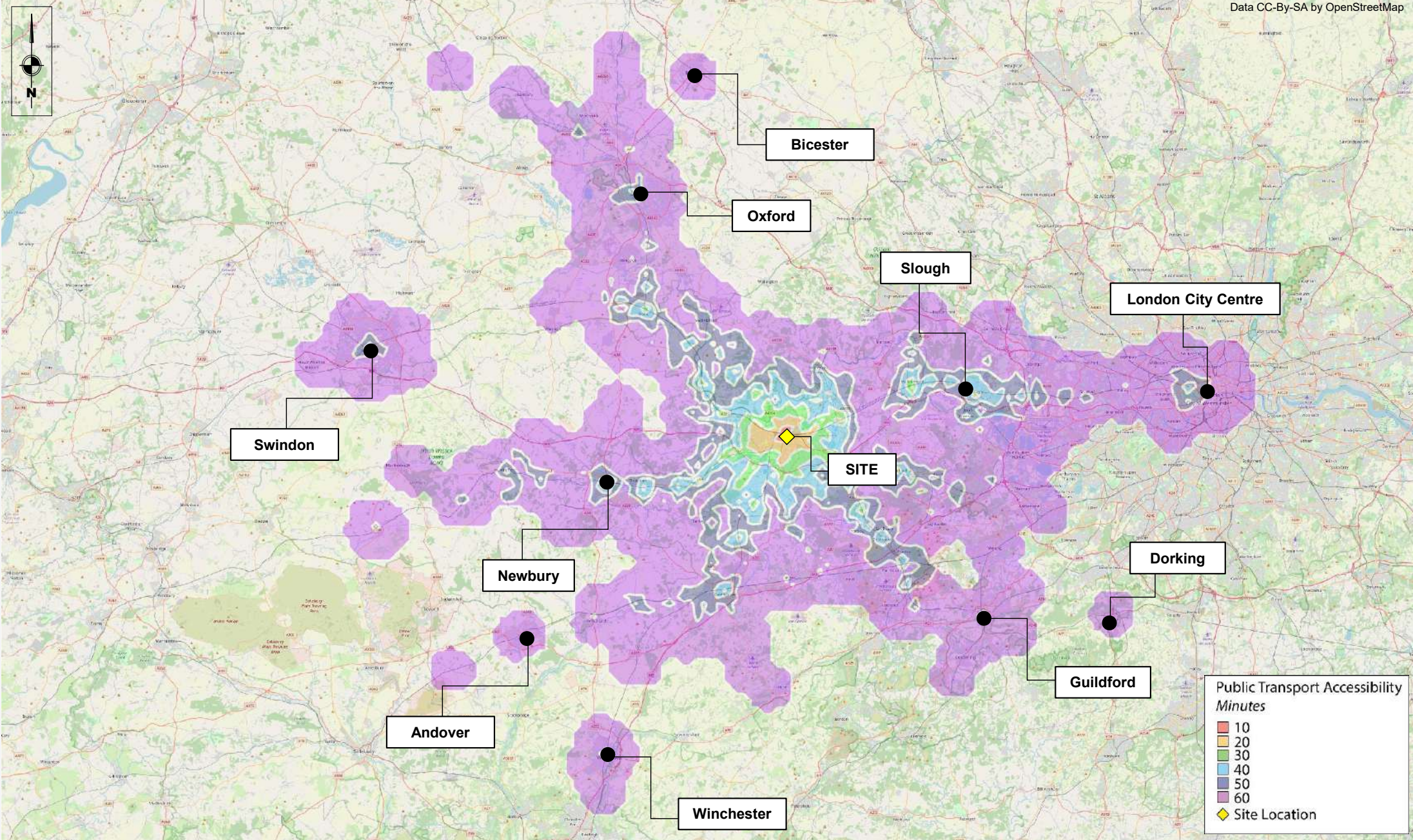
400
800
1200
1600
2000

◆ Site Location

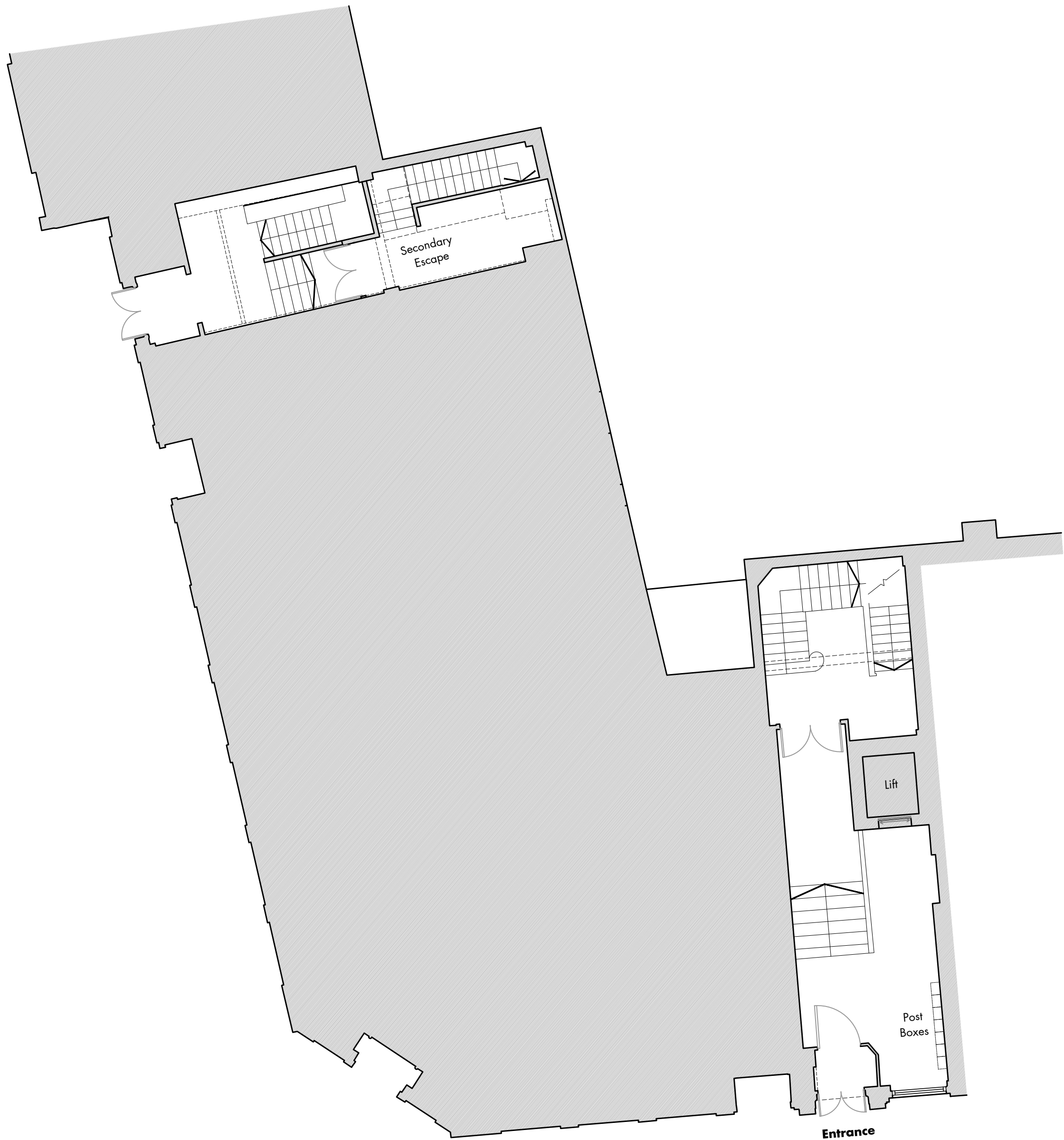
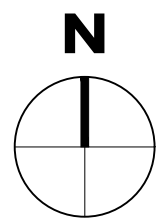
● Bus Stops

● Railway Stations





Appendix B Site Layout



Proposed Ground Floor Plan



- Denotes Existing Elements
- Denotes Proposed Elements

Please note:

This is an appraisal using basic design principles. Site & internal layouts are subject to further checks such as but not restricted to;

- Topographical Survey
- Building Survey (where applicable)
- Site Investigation
- Pre-application advice
- Utility Surveys
- Building Regulations Review
- Easements & Covenants
- Ecology & Tree Surveys
- Fire Engineering

Suggested team at this stage would be;

- Planning Consultant
- Transport Consultant
- Civil Engineer
- MEP Engineer

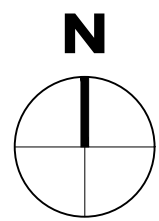
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Project	County House, Reading, RG1 1DB
Title	Proposed Ground Floor Plan
Number	RBA_238_[2]_A100
Scale	1:100 [A1] 1:200 [A3]
Revision	P1
Description	First Issue
Status	Feasibility
Drawn	JJ
Date	13.07.21



Proposed First Floor Plan



Key.

01 NO.	Type A - [1 Bed - 2 Person]
01 NO.	Type B - [2 Bed - 3 Person]
01 NO.	Type C - [1 Bed - 1 Person]
01 NO.	Type D - [1 Bed - 2 Person]
01 NO.	Type E - [1 Bed - 1 Person]
01 NO.	Type F - [1 Bed - 1 Person]

06 NO. TOTAL

	Denotes Existing Elements
	Denotes Proposed Elements

Please note:

This is an appraisal using basic design principles. Site & internal layouts are subject to further checks such as but not restricted to;

- Topographical Survey
- Building Survey (where applicable)
- Site Investigation
- Pre-application advice
- Utility Surveys
- Building Regulations Review
- Easements & Covenants
- Ecology & Tree Surveys
- Fire Engineering

Suggested team at this stage would be;

- Planning Consultant
- Transport Consultant
- Civil Engineer
- MEP Engineer

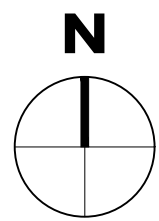
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Project	County House, Reading, RG1 1DB
Title	Proposed First Floor Plan
Number	RBA_238_[2-]_A101
Scale	1:100 [A1] 1:200 [A3]
Revision	P2
Description	Apt 01 Amendment
Status	Feasibility
Drawn	JJ
Date	13.07.21



Proposed Second Floor Plan



Key.

01 NO.	Type A - [1 Bed - 2 Person]
01 NO.	Type B - [2 Bed - 3 Person]
01 NO.	Type C - [1 Bed - 1 Person]
01 NO.	Type D - [1 Bed - 2 Person]
01 NO.	Type E - [1 Bed - 1 Person]
01 NO.	Type F - [1 Bed - 1 Person]

06 NO. TOTAL

	Denotes Existing Elements
	Denotes Proposed Elements

Please note:

This is an appraisal using basic design principles. Site & internal layouts are subject to further checks such as but not restricted to;

- Topographical Survey
- Building Survey (where applicable)
- Site Investigation
- Pre-application advice
- Utility Surveys
- Building Regulations Review
- Easements & Covenants
- Ecology & Tree Surveys
- Fire Engineering

Suggested team at this stage would be;

- Planning Consultant
- Transport Consultant
- Civil Engineer
- MEP Engineer

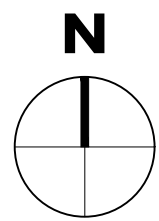
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Project	County House, Reading, RG1 1DB
Title	Proposed Second Floor Plan
Number	RBA_238_[2]_A102
Scale	1:100 [A1] 1:200 [A3]
Revision	P2
Description	Apt 07 Amendment
Status	Feasibility
Drawn	JJ
Date	13.07.21



Proposed Third Floor Plan

SCALE 0 1 5 METRES

Key.

01 NO.	Type A - [1 Bed - 2 Person]
01 NO.	Type B - [2 Bed - 3 Person]
01 NO.	Type C - [1 Bed - 1 Person]
01 NO.	Type D - [1 Bed - 2 Person]
01 NO.	Type E - [1 Bed - 1 Person]
01 NO.	Type F - [1 Bed - 1 Person]

06 NO. TOTAL

	Denotes Existing Elements
	Denotes Proposed Elements

Please note:

This is an appraisal using basic design principles. Site & internal layouts are subject to further checks such as but not restricted to;

- Topographical Survey
- Building Survey (where applicable)
- Site Investigation
- Pre-application advice
- Utility Surveys
- Building Regulations Review
- Easements & Covenants
- Ecology & Tree Surveys
- Fire Engineering

Suggested team at this stage would be;

- Planning Consultant
- Transport Consultant
- Civil Engineer
- MEP Engineer

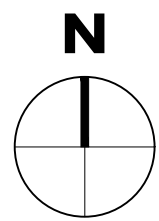
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Project	County House, Reading, RG1 1DB
Title	Proposed Third Floor Plan
Number	RBA_238_[2]_A103
Scale	1:100 [A1] 1:200 [A3]
Revision	P2
Description	Apt 13 Amendment
Status	Feasibility
Drawn	JJ
Date	13.07.21



Proposed Fourth Floor Plan



01 NO.	Type A - [1 Bed - 2 Person]
01 NO.	Type G - [1 Bed - 1 Person]
01 NO.	Type H - [1 Bed - 1 Person]
01 NO.	Type I - [1 Bed - 1 Person]
01 NO.	Type J - [1 Bed - 2 Person]

05 NO. TOTAL

	Denotes Existing Elements
	Denotes Proposed Elements

Please note:

This is an appraisal using basic design principles. Site & internal layouts are subject to further checks such as but not restricted to;

- Topographical Survey
- Building Survey (where applicable)
- Site Investigation
- Pre-application advice
- Utility Surveys
- Building Regulations Review
- Easements & Covenants
- Ecology & Tree Surveys
- Fire Engineering

Suggested team at this stage would be;

- Planning Consultant
- Transport Consultant
- Civil Engineer
- MEP Engineer

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Project	County House, Reading, RG1 1DB
Title	Proposed Fourth Floor Plan
Number	RBA_238_[2]_A104
Scale	1:100 [A1] 1:200 [A3]
Revision	P2
Description	Apt 19 Amendment
Status	Feasibility
Drawn	JJ
Date	13.07.21

Appendix C TRICS Outputs

Calculation Reference: AUDIT-540501-210624-0641

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

09 NORTH
CB CUMBRIA 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: 40 to 40 (units:)
Range Selected by User: 6 to 184 (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 18/11/19

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 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:

Town Centre 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:

Built-Up Zone 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 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 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 1 days

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

Car ownership within 5 miles:

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:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01	BLOCK OF FLATS	CUMBRIA
	KING STREET CARLISLE		
	Town Centre Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

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	1	40	0.075	1	40	0.150	1	40	0.225
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.025	1	40	0.075	1	40	0.100
11:00 - 12:00	1	40	0.050	1	40	0.075	1	40	0.125
12:00 - 13:00	1	40	0.050	1	40	0.025	1	40	0.075
13:00 - 14:00	1	40	0.125	1	40	0.125	1	40	0.250
14:00 - 15:00	1	40	0.050	1	40	0.075	1	40	0.125
15:00 - 16:00	1	40	0.050	1	40	0.050	1	40	0.100
16:00 - 17:00	1	40	0.275	1	40	0.100	1	40	0.375
17:00 - 18:00	1	40	0.175	1	40	0.200	1	40	0.375
18:00 - 19:00	1	40	0.200	1	40	0.150	1	40	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.150			2.325

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: 40 - 40 (units:)
 Survey date range: 01/01/13 - 18/11/19
 Number of weekdays (Monday-Friday): 1
 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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

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	1	40	0.075	1	40	0.200	1	40	0.275
08:00 - 09:00	1	40	0.125	1	40	0.425	1	40	0.550
09:00 - 10:00	1	40	0.100	1	40	0.025	1	40	0.125
10:00 - 11:00	1	40	0.100	1	40	0.175	1	40	0.275
11:00 - 12:00	1	40	0.175	1	40	0.250	1	40	0.425
12:00 - 13:00	1	40	0.075	1	40	0.075	1	40	0.150
13:00 - 14:00	1	40	0.250	1	40	0.275	1	40	0.525
14:00 - 15:00	1	40	0.250	1	40	0.125	1	40	0.375
15:00 - 16:00	1	40	0.150	1	40	0.250	1	40	0.400
16:00 - 17:00	1	40	0.500	1	40	0.200	1	40	0.700
17:00 - 18:00	1	40	0.350	1	40	0.425	1	40	0.775
18:00 - 19:00	1	40	0.400	1	40	0.175	1	40	0.575
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.550			2.600			5.150	

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.

Calculation Reference: AUDIT-540501-210720-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
SO SLOUGH	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	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: Gross floor area
 Actual Range: 442 to 2090 (units: sqm)
 Range Selected by User: 178 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/09/20

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
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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:

Town Centre	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2
High Street	2

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:

Not Known	4 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

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

1 days

125,001 to 250,000

1 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

2 days

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

Yes

1 days

No

3 days

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

No PTAL Present

4 days

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

LIST OF SITES relevant to selection parameters

1	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	High Street		
	SLOUGH		
	Town Centre		
	High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
2	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
3	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
4	WY-02-A-04	INSURANCE COMPANY	WEST YORKSHIRE
	BRADFORD ROAD		
	CLECKHEATON		
	Town Centre		
	High Street		
	Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	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 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1617	0.165	3	1617	0.021	3	1617	0.186
07:30 - 08:00	3	1617	0.289	3	1617	0.041	3	1617	0.330
08:00 - 08:30	4	1323	0.624	4	1323	0.038	4	1323	0.662
08:30 - 09:00	4	1323	0.680	4	1323	0.132	4	1323	0.812
09:00 - 09:30	4	1323	0.699	4	1323	0.132	4	1323	0.831
09:30 - 10:00	4	1323	0.794	4	1323	0.302	4	1323	1.096
10:00 - 10:30	4	1323	1.020	4	1323	0.794	4	1323	1.814
10:30 - 11:00	4	1323	0.718	4	1323	0.624	4	1323	1.342
11:00 - 11:30	4	1323	0.472	4	1323	0.454	4	1323	0.926
11:30 - 12:00	4	1323	0.718	4	1323	0.548	4	1323	1.266
12:00 - 12:30	4	1323	0.567	4	1323	0.378	4	1323	0.945
12:30 - 13:00	4	1323	0.359	4	1323	0.454	4	1323	0.813
13:00 - 13:30	4	1323	0.397	4	1323	0.378	4	1323	0.775
13:30 - 14:00	4	1323	0.472	4	1323	0.397	4	1323	0.869
14:00 - 14:30	4	1323	0.283	4	1323	0.321	4	1323	0.604
14:30 - 15:00	4	1323	0.416	4	1323	0.472	4	1323	0.888
15:00 - 15:30	4	1323	0.359	4	1323	0.718	4	1323	1.077
15:30 - 16:00	4	1323	0.340	4	1323	0.454	4	1323	0.794
16:00 - 16:30	4	1323	0.397	4	1323	0.907	4	1323	1.304
16:30 - 17:00	4	1323	0.321	4	1323	0.680	4	1323	1.001
17:00 - 17:30	4	1323	0.208	4	1323	0.964	4	1323	1.172
17:30 - 18:00	4	1323	0.038	4	1323	0.302	4	1323	0.340
18:00 - 18:30	3	1617	0.062	3	1617	0.454	3	1617	0.516
18:30 - 19:00	3	1617	0.041	3	1617	0.124	3	1617	0.165
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	10.439			10.089			20.528		

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:	442 - 2090 (units: sqm)
Survey date range:	01/01/13 - 24/09/20
Number of weekdays (Monday-Friday):	4
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.