

**BLUE INFINITY SSAS PENSION
PROPOSED RESIDENTIAL DEVELOPMENT
389 GOSBROOK ROAD, READING
TRANSPORT STATEMENT
JANUARY 2021**

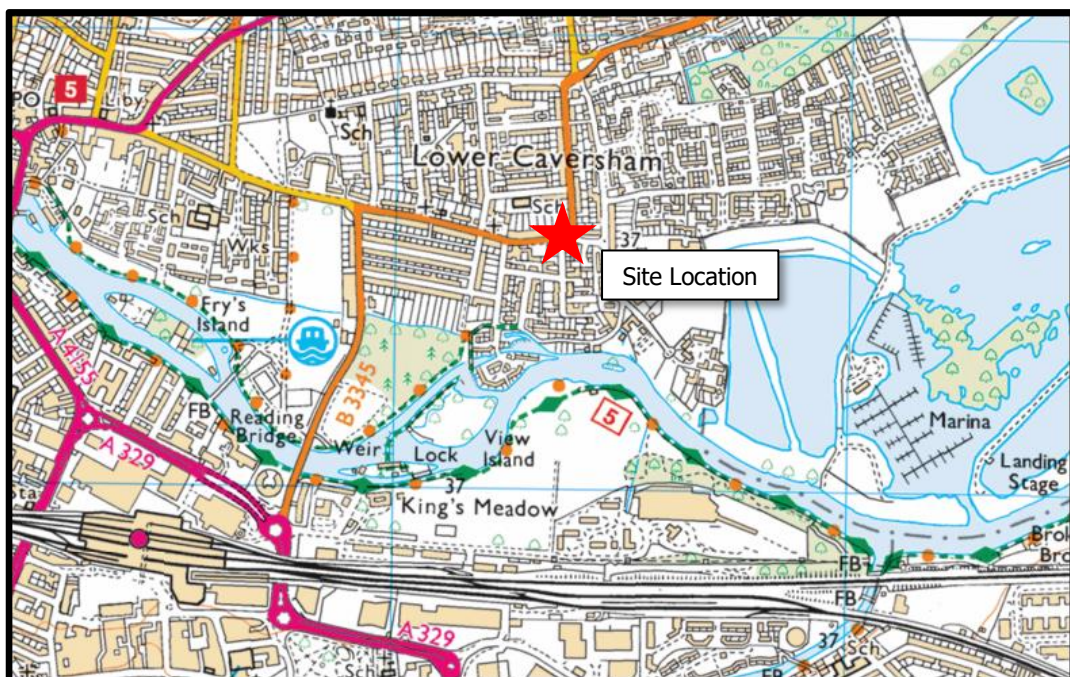
Executive Summary

- 1.1 The proposed development comprises the demolition of the existing warehouse/business unit and the construction of a new building providing five one-bedroom apartments and one two-bedroom apartment, with five parking spaces on site, along with on-site cycle storage capable of securing up to eight cycles. Access to the site will be via an existing crossover, located on the southwest corner of the site on Send Road.
- 1.2 The site is located on a high frequency bus corridor and is within walking distance of a number of services and facilities. It is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 1.3 The proposed development provides on-site cycle parking for each residential unit.
- 1.4 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Reading Local Plan Policy TR1.
- 1.5 A total of five on-site car parking spaces are proposed.
- 1.6 Based on the prevailing car-ownership levels among flats in the local area, of 0.6 cars per unit, the proposed five parking spaces are appropriate for the proposed development, accommodating residents' and visitors' parking without creating additional on-street parking demand. This is in accordance with Reading Borough Local Plan Policy TR5.
- 1.7 The proposed development will result in fewer daily vehicle movements than the extant use of the site, and the proposed vehicular access will represent an improvement from the existing main access which is close to the junction of Send Road with Gosbrook Road.
- 1.8 The proposed access arrangements therefore satisfy NPPF paragraph 108, and emerging Local Plan Policy TR3, which both require safe and suitable access for all users.
- 1.9 The proposed development helps to support the vision of the emerging Reading Transport Strategy.
- 1.10 In the context of NPPF paragraph 109, the effect of the proposed development on highway safety and the road network cannot be considered to be severe, and it must therefore be considered to be acceptable.
- 1.11 The proposed development satisfies all relevant policies and tests of acceptability. There are no highway-related reasons to refuse this planning application.

2.0 Introduction

- 2.1 Connect Consultants Limited is a firm of transport planning and highway design consultants who have been instructed by Blue Infinity SSAS Pension with regards to their proposed residential development on the site of 389 Gosbrook Road in Reading, RG4 8ED.
- 2.2 This Transport Statement sets out the transport and highway matters associated with the proposed development, including a summary of the local transport and infrastructure context, a review of the existing traffic conditions, an assessment of the anticipated trip generation, a review of the local parking standards and access design guidance, and an assessment of the proposed site design.
- 2.3 The location of the proposed development within the local area is shown in Figure 2.1 below.

Figure 2.1 – Site Location



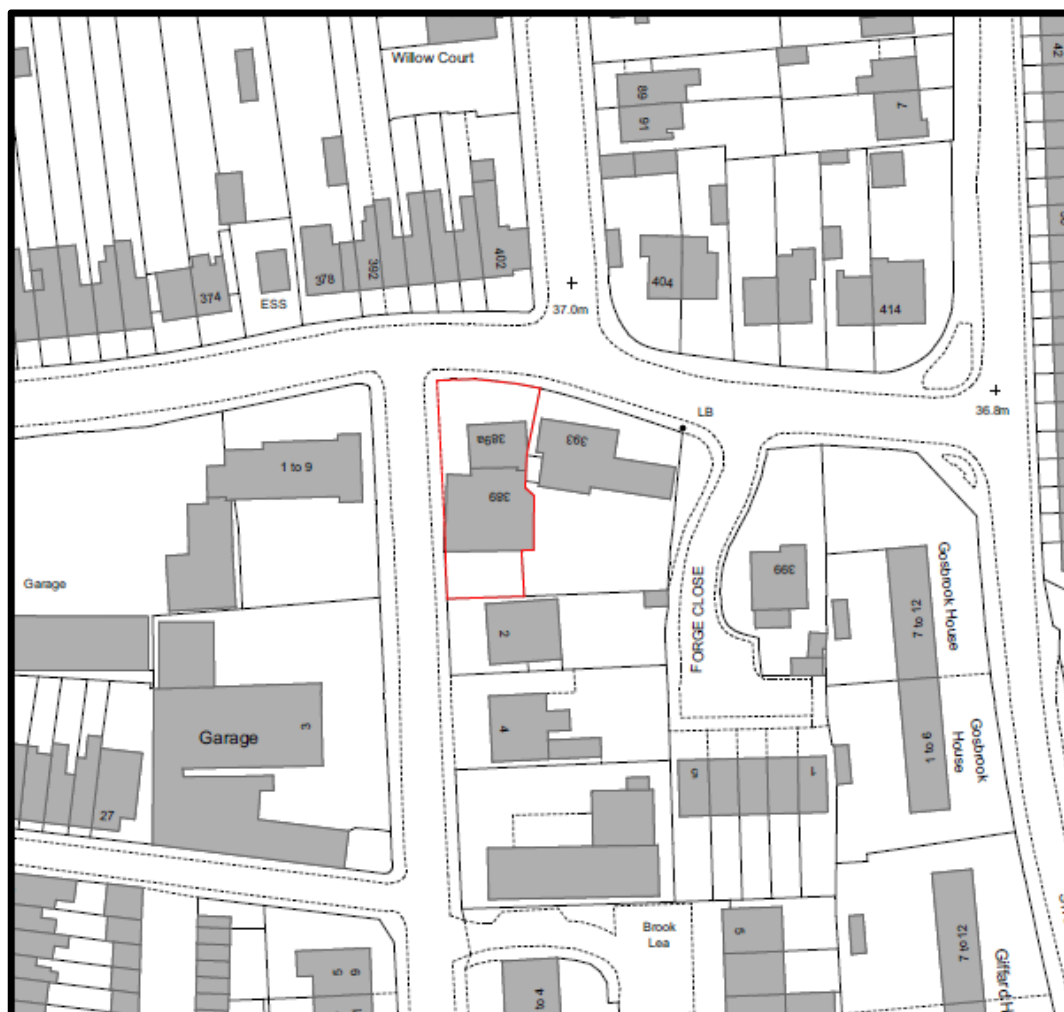
Source: Bing / Ordnance Survey.

3.0 Development Proposals

- 3.1 The proposal site is 389 Gosbrook Road, Reading, and is currently occupied by a warehouse/business unit with access on the east side of Send Road by way of a vehicle crossover, to the northwest corner of the site.
- 3.2 The proposed development comprises the demolition of the existing warehouse/business unit and the construction of a new building providing five one-bedroom apartments and one two-bedroom apartment, with five parking spaces on site, along with on-site cycle storage capable of securing up to eight cycles. Access to the site will be via the existing dropped-kerb crossover located on the southwest corner of the site on Send Road.
- 3.3 The location of the proposal site is shown in Figure 3.1 below.

3.4 A plan of the proposed development is provided at Appendix 1.

Figure 3.1 – Site Context



3.5 The Local Planning Authority and Local Highway Authority is Reading Borough Council (RBC).

3.6 The proposed development has been subject to a pre-application enquiry with RBC; this TS has been prepared with due consideration of the pre-application advice.

4.0 Policy Context

National Planning Policy Framework (NPPF)

4.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 24th July 2018 and updated in February 2019. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

4.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

- 4.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 4.4 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 how development proposals are to be considered. It sets out that,

"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."

- 4.5 Paragraph 109 states,

"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."

Reading Borough Local Plan (Adopted November 2019)

- 4.6 Policy TR1: Achieving the Transport Strategy sets out that;

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

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.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

- 4.7 Policy TR3: 'Access, Traffic and Highway-Related Matters' states that;

"Development will only be permitted where:-

i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) 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*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided."*

4.8 Policy TR5: 'Car and Cycle Parking and Electric Vehicle Charging' 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 Council Local Development Framework: Revised Parking Standards and Design SPD (Adopted 31st October 2011)

- 4.9 The parking standards pertinent to the proposed development are set out in the RBC supplementary planning document 'Revised Parking Standards and Design', adopted on 31st October 2011.
- 4.10 Details of the proposed parking provision in relation to the standards are set out at Section 8.0 of this document.

Emerging Reading Transport Strategy 2036 (Consultation Draft May 2020)

- 4.11 The Consultation Draft of the emerging Reading Transport Strategy sets out its key vision as;
- "Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing.*
- Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."*

5.0 Local Transport Context

- 5.1 This section of the Transport Statement reviews the local public transport provision, walking and cycling infrastructure, and local facilities and services.

Bus Accessibility

- 5.2 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 5.3 The proposed development benefits from being within 400m of two pairs of bus stops. Figure 5.1 shows the nearest bus stops to the development and their indicative walk routes to and from the development site.

Figure 5.1 – Local Bus Stop Locations



Source: Google. N.B. The development site is denoted by a red star. All locations and distances are approximate.

- 5.4 Table 5.1 summarises the bus services that call at the bus stops shown in Figure 5.1.

Table 5.1 – Bus Service Details

Bus Stop	Service	Route	Approximate Peak Frequency / Period		
			Weekdays	Saturday	Sunday
Forge Close, Adjacent	27	Lower Caversham – Reading Town Centre	4 per day	No Service	No Service
	29	Lower Caversham – Reading Town Centre	Every c.30 minutes	Every c.30 minutes	Hourly
Forge Close, Opposite	27	Reading Town Centre – Lower Caversham	No Service	No Service	4 per day
	29	Reading Town Centre – Lower Caversham	Every c.30 minutes	Every c.30 minutes	Hourly
Adj 11a Montague Street	24	Reading Town Centre – Reading Town Centre	Hourly	Hourly	Hourly
	800	High Wycombe – Reading Town Centre	Every c.20-45 minutes	Hourly	Hourly
	X38	Oxford City Centre – Reading Town Centre	Hourly	No Service	No Service
Opp 87 Montague Street	23	Reading Town Centre – Reading Town Centre	Hourly	Hourly	Hourly
	800	Marlow – High Wycombe	Every c.20-45 minutes	Hourly	Hourly
	X38	Reading Town Centre – Oxford City Centre	Every c.45-60 minutes	No Service	No Service

- 5.5 These bus services provide access to a variety of destinations, including Reading Town Centre, Oxford, Marlow and High Wycombe, and various destinations in between.

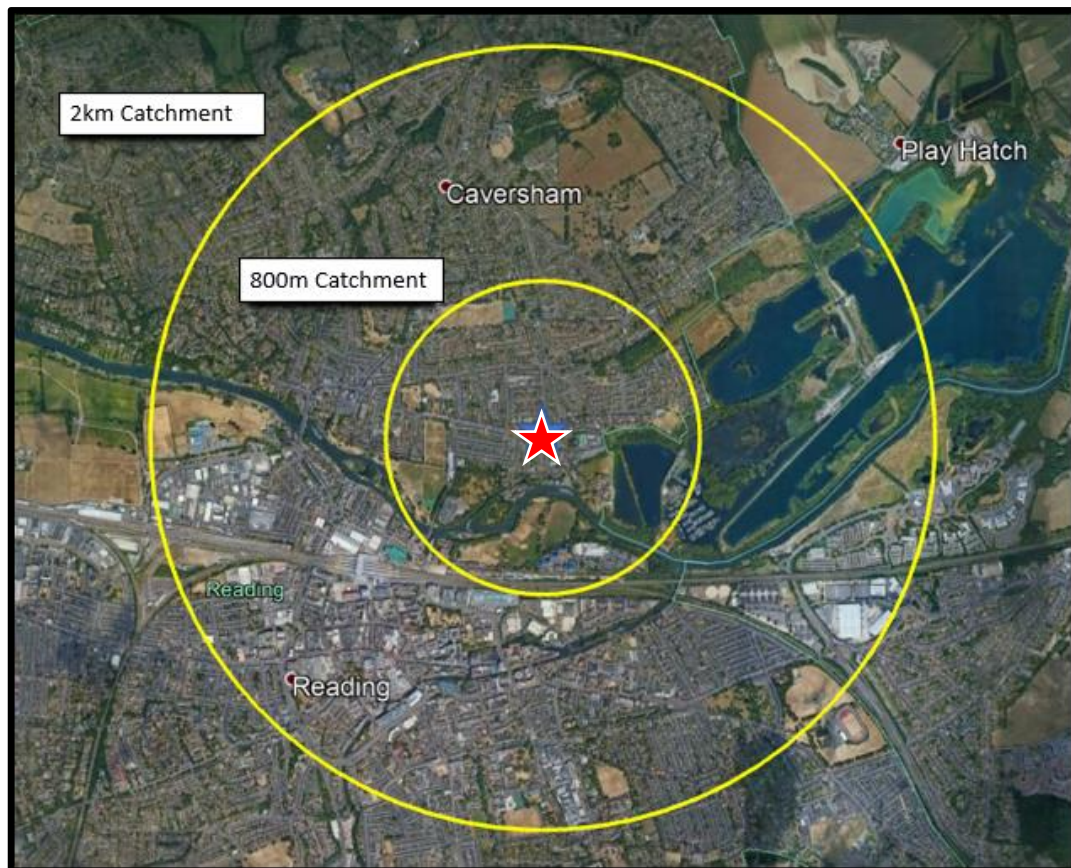
Pedestrian Accessibility

- 5.6 The B3345 Gosbrook Road and Send Road are flanked on both sides by footways, with pedestrian connections around Caversham and into the centre of Reading to the southwest.
- 5.7 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-
- "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".*
- 5.8 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets'. Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 5.9 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 5.10 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 5.11 Figure 5.2 shows the site location and local area overlain with an 800m radius and a 2km radius.
- 5.12 Most of Caversham, including all of Lower Caversham, is within 800m of the development site. The 2km catchment includes central Reading, which includes Reading Station, and a number of schools, retail units, and employment sites.
- 5.13 It is therefore highly likely that future residents will choose to make many of their journeys on foot.

Figure 5.2 – Walking-Distance Catchments

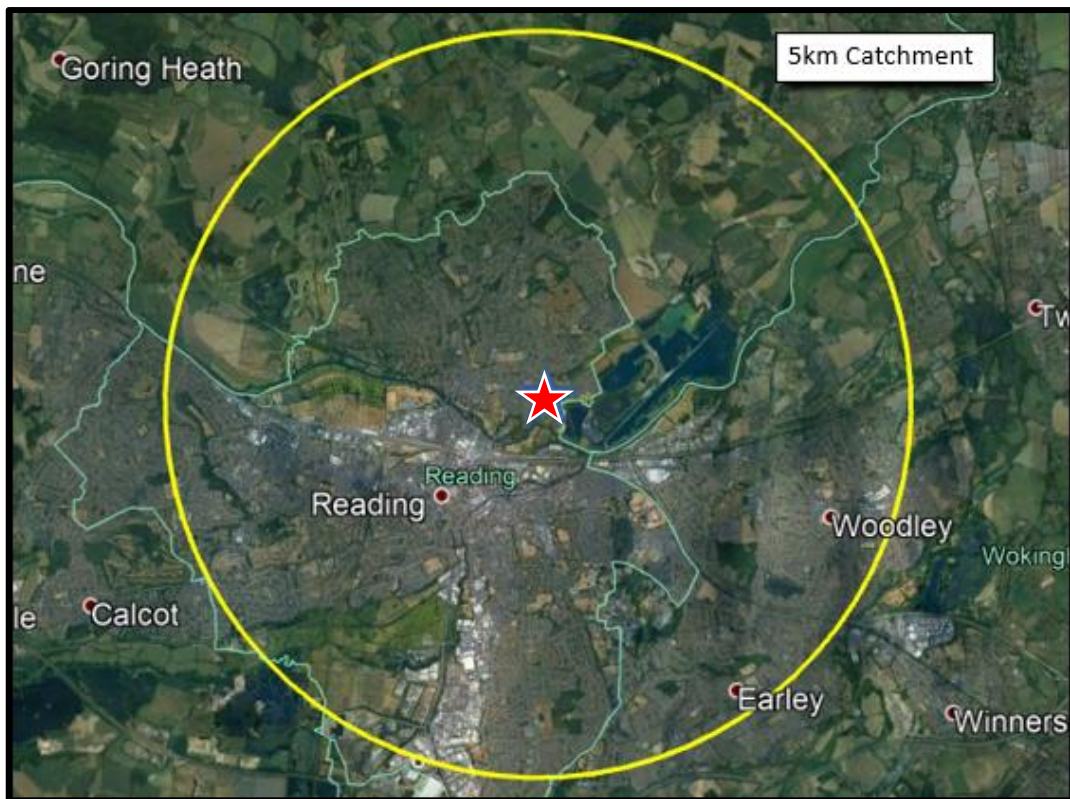


Source: Google. N.B. The development site is denoted by a red star. All locations and distances are approximate.

Cycle Accessibility

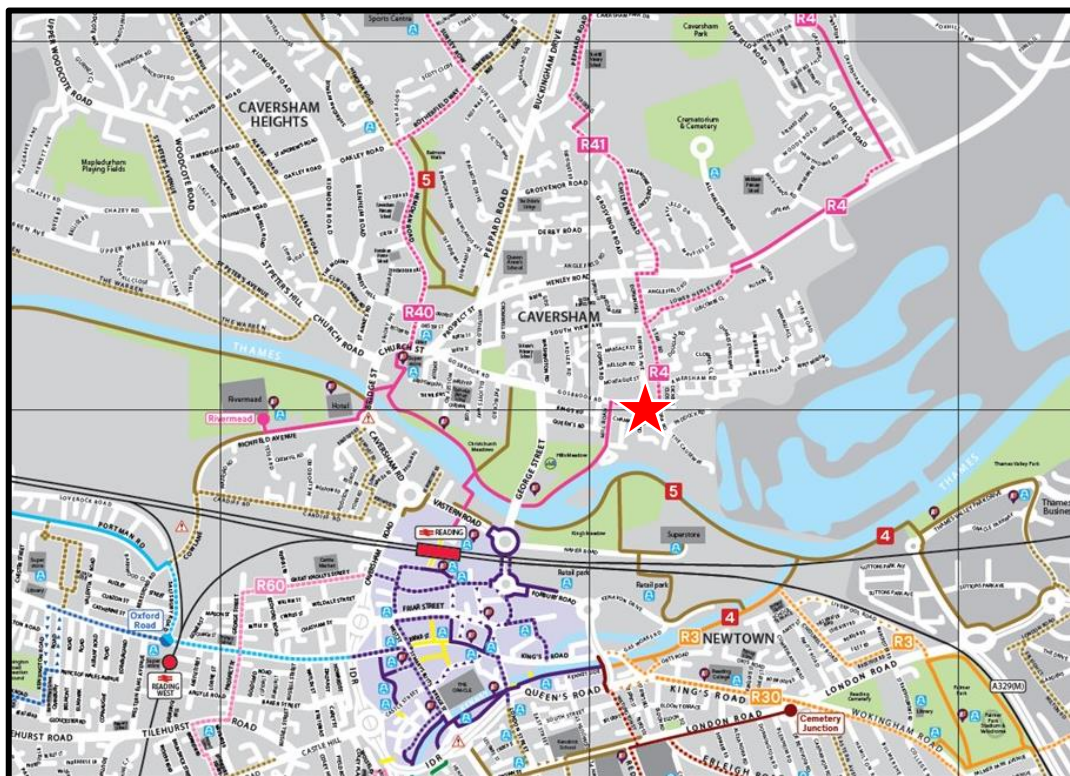
- 5.14 The 2018 National Travel Survey specified average journey lengths, by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.
- 5.15 Assuming the average 5km cycle distance, the cycling catchment area of the site is shown at Figure 5.3. Most of Reading is included within the catchment, as well as a number of local villages.
- 5.16 There are a number of designated cycle routes throughout Reading; cycle route R4 passes the site on Gosbrook Road. An excerpt of the Reading Cycle map is shown at Figure 5.4.

Figure 5.3 – 5km Cycle Catchment Map



Source: Google. N.B. The development site is denoted by a red star. All locations and distances are approximate.

Figure 5.4 – Excerpt of Reading Cycle Routes Map



Source: Reading.gov.uk. N.B. The development site is denoted by a red star.

- 5.17 The roads local to the site are conducive to cycling, and the local topography is generally gentle. Given this, and the relatively short distance between the development site and local destinations, it is entirely feasible that future residents will choose to make some of their journeys by cycle.

Rail Accessibility

- 5.18 Reading Station is located approximately 1.5km walking distance southwest of the proposal site.
- 5.19 Reading Station provides regular and frequent rail services to local and national destinations, including direct trains to London.
- 5.20 The station is c.1.5km from the site, which is a feasible walking and cycling distance via a continuous pedestrian and cycle network, and there are frequent bus links between the site and the centre of Reading near to the station.

Access by Car

- 5.21 The proposal site is bound to the west by Send Road, a residential road that connects at its northern end to the B3345 Gosbrook Road via a priority-controlled (give-way) junction. Both roads are subject to a 30mph speed limit.
- 5.22 There is on-street parking available on the vast majority of the local roads within a 200m walk from the site.
- 5.23 A mini roundabout junction with Briants Avenue is situated on the B3345 Gosbrook Road directly northeast of the proposal site. Briants Avenue provides a route into Caversham.
- 5.24 The B3345 Gosbrook Road meets the B3345 George Street via a signal junction approximately 470m west of the site. The B3345 George Street provides a route into the centre of Reading.
- 5.25 The A33 is accessible from the centre of Reading, which provides a route south of the town and towards the M4.
- 5.26 The development site is therefore located with easy access to the main road network.

Local Facilities

- 5.27 There are a number of local facilities within close proximity to the development site that are easily accessible via pedestrian routes.
- 5.28 Table 5.2 sets out some of the key local facilities and their approximate distances from the development site.

Table 5.2 – Local Destinations

Destination	Walk distance from site	Type
Londis	280m	Retail
Co-op	350m	Retail
Paddock Road Offices and Warehouses	350m	Employment
Christchurch Meadows	600m	Open Space
View Island Nature Reserve	600m	Open Space
River Thames	550m	Open Space
Westfield Park Playground	800m	Recreation /Leisure
Thameside Primary School	850m	Education
King's Meadow	900m	Recreation /Leisure
Waitrose	1.0km	Retail
Iceland	1.0km	Retail
Tesco Express	1.1km	Retail
Thames Lido	1.2km	Recreation /Leisure
Queen Anne's School	1.3km	Education
Baltimore Park Surgery	1.3km	Medical
Vastern Court Retail Park	1.5km	Retail
Forbury Retail Park	1.6km	Retail
Reading Abbey Ruins	1.6km	Recreation /Leisure
Caversham Primary School	1.7km	Education
Micklands Primary School	1.8km	Education
Reading Town Centre	1.8km	Retail/Recreation/Leisure
Tesco Extra	1.9km	Retail
Richfield Ave Retail/Commercial Units	2.0km	Retail/Employment
Rivermead Leisure Complex	2.0km	Recreation/Leisure
Suttons Business Park	2.6km	Employment
Highdown School and Sixth Form Centre	2.6km	Education
Reading Marina	2.7km	Recreation/Leisure

5.29 The destinations above are shown on the plan at Figure 5.5 below.

Figure 5.5 – Local Destinations



Source: Google. N.B. The development site is denoted by a red star. All locations are approximate.

- 5.30 With the location of the proposed development north of the centre of Reading, there are many key destinations within a short distance from the development site, providing future residents of the development with many opportunities to make journeys on foot or cycle.

Section Summary

- 5.31 There are many local facilities and destinations within walking and cycling distance of the proposed development, including local bus stops, Reading Station, and the town centre.
- 5.32 The development site benefits from a range of non-car travel options, and it is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 5.33 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Local Plan Policy TR1.

6.0 Existing Traffic Generation

- 6.1 The development site is currently occupied by a small warehouse/commercial unit, measuring approximately 220 sq.m. Gross Floor Area.

- 6.2 The TRICS database (version 7.7.4) has been used to calculate the likely trip attraction of the existing warehouse/commercial unit. TRICS category '02 - EMPLOYMENT/C – INDUSTRIAL UNIT' has been used, drawing from survey sites in England excluding Greater London, surveyed from the year 2012 onwards. Only sites with floor areas of between 150 sq.m. and 950 sq.m. have been selected, as well as only sites within suburban and edge of town locations. The TRICS outputs are provided at Appendix 2.
- 6.3 The resultant vehicular trip rates and trip numbers, based on the assumed network weekday peak hours and based on an existing floor area of 220 sq.m., are set out at Table 6.1 below.

Table 6.1 – Existing Development Trip Attraction

	Average Vehicular Trip Rates			Trip Numbers (220 sq.m. GFA)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 - 09:00	0.891	0.408	1.299	2	1	3
PM 17:00 - 18:00	0.148	0.705	0.853	0	2	2
Daily	5.194	5.343	10.537	11	12	23

- 6.4 The TRICS data indicates that the extant use of the site might attract on average two or three vehicle movements during each weekday peak hour, and 23 movements across the whole day.

7.0 Proposed Development Traffic

- 7.1 The TRICS database (version 7.7.4) has been used to calculate the likely trip generation of the proposed residential flats. TRICS category 'RESIDENTIAL/C – FLATS PRIVATELY OWNED' has been used, drawing from survey sites in England excluding Greater London, surveyed from the year 2012 onwards. Only sites in edge of town centre and suburban locations have been selected. The TRICS outputs are provided at Appendix 2.
- 7.2 The resultant weekday peak-hour vehicular trip rates and traffic generation vehicle numbers are set out at Table 7.1.

Table 7.1 – Proposed Development Traffic Generation

	Average Vehicular Trip Rates			Traffic Generation (6 flats)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 - 09:00	0.052	0.172	0.224	0	1	1
PM 17:00 - 18:00	0.154	0.081	0.235	1	0	1
Daily	1.032	1.091	2.123	6	7	13

- 7.3 The TRICS data shows that the anticipated weekday peak-hour traffic generation of the proposed development is very small, at one vehicle movement during the each of the AM and PM peak hours.
- 7.4 As this will replace the existing warehouse / commercial unit and its associated traffic movements, the anticipated net traffic effect of the proposed development is shown below at Table 7.2.

Table 7.2 – Net Traffic Effect

Peak	Trip Numbers		
	Arrivals	Departures	Total
AM 08:00 - 09:00	-2	0	-2
PM 17:00 - 18:00	1	-1	0
Daily	-5	-5	-10

Note that the data in the table includes some mathematical rounding

- 7.5 The replacement of the existing warehouse/commercial unit with the proposed development will result in broadly the same number of vehicle movements during the weekday AM and PM peak hours, while the total daily vehicle movements are likely to be reduced by 10 vehicles on average.

8.0 Parking Arrangements

Car Parking Provision

- 8.1 Drawings showing the proposed car parking area, including swept path tracking of a car using the parking and turning, area are provided at Appendix 1.
- 8.2 Five parking spaces are proposed, each measuring 2.5m x 5.0m in accordance with the guidance provided in the RBC supplementary planning document 'Revised Parking Standards and Design' (adopted 31st October 2011).
- 8.3 The parking standards for a development within Reading are dependent on the location of the proposal site within four distinct zones. A plan of the zonal scheme in Reading is shown on page 9 in the RBC parking SPD, of which the proposal site is located in 'Zone 2 – Primary Core Area'.
- 8.4 As set out in the RBC document (section 3.0, page 15), the required number of parking spaces for one- and two-bed flats in Zone 2 is one space per flat, which equates to six spaces for the proposed development.
- 8.5 A total of five parking spaces is proposed, which is one space less than the required standards.

- 8.6 The pre-application advice from RBC stated the following in respect of the proposed parking provision:

"Given the site's close proximity to the centre of Reading, and its easy access to public transport connections and the facilities within the town centre, a lower parking provision could be considered given the surrounding road network all have parking restrictions preventing unauthorised on-street parking, therefore, a reduction in the parking provision would not lead to on street parking being detrimental to road safety."

- 8.7 As the zonal plan on page 9 of the RBC documents shows, the site is located within Zone 2, which on page 7 is described as follows:-

"This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space."

- 8.8 To support this, the RBC plan illustrates that the site sits adjacent to a high frequency bus corridor, the B3345, the services of which are detailed in Table 5.1 of this report. The site is also close to a number of services/facilities with walking and cycling encouraged through a continuous network of footways and cycleways. Therefore, it is very possible that future residents of the proposed flats will lead non-car or low-car-ownership lifestyles.
- 8.9 To provide an indication of the likely car ownership, and the associated parking demand of the proposed six flats, the prevailing local car ownership data has been obtained from Census 2011 Table CT0103, which shows ward-level car/van ownership per household in terms of building type and number of rooms.
- 8.10 The data in Table CT0103 is presented by the number of rooms per dwelling; the Census definition of a room is kitchens, living rooms, bedrooms, utility rooms, studies and conservatories (it does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage).
- 8.11 On this basis, the proposed six flats comprise five flats with two rooms and one flat with three rooms totalling six flats within the Census category "Flat, maisonette or apartment with 1-3 rooms". The proposed development is located in Caversham ward.
- 8.12 Census Table CT0103 identifies that, for the ward of Caversham, the average car ownership for flats with 1-3 rooms is as shown at Table 8.1.

Table 8.1 – Caversham Car / Van Ownership

Car ownership by building type: Caversham Ward	Total Flats, Maisonettes, Apartments	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Flat, maisonette or apartment 1-3 rooms	492	233 47.4%	225 45.7%	30 6.1%	4 0.8%
Proposed 6 no.1-3 room flats	6	47.4% 2.8	45.7% 2.7	6.1% 0.4	0.8% 0.0
Total	6 flats	2.8 x 0 car	2.7 x 1 car	0.4 x 2 cars	0 x 3cars
Car Parking Demand	6	0	3	<1	0

Note that the data in the table includes some mathematical rounding

- 8.13 On the basis of the local Census data of the prevailing car ownership within similar flats to the proposed development, three of the proposed six flats are expected to have no car, three are expected to have one car each, and less than one is expected to have two cars.
- 8.14 This equates to a car-ownership of 0.6 cars per unit, and on this basis, the proposed development is likely to have a car parking demand of no more than four vehicles.
- 8.15 Therefore, based on the prevailing car-ownership levels among comparable flats in the local area, the proposed five parking spaces are appropriate for the proposed development, accommodating residents' and visitors' parking without creating additional on-street parking demand.
- 8.16 This is in accordance with Reading Borough Local Plan Policy TR5: 'Car and Cycle Parking and Electric Vehicle Charging' which 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."*

Cycle Parking Provision

- 8.17 The minimum cycle parking standards are set out in Section 5.0 page 24 of the RBC 'Revised Parking Standards and Design' SPD. The standards indicate a minimum provision of 0.5 cycle parking spaces per dwelling for one- and two-bedroom flats. This equates to a total provision of three cycle parking spaces for the proposed six flats.
- 8.18 The proposed development includes covered communal cycle parking facilities within the curtilage of the site with a total capacity of up to eight cycles. This exceeds the minimum local cycle parking standards, thereby providing further encouragement for non-car travel.

9.0 Access Arrangements

Existing Access

- 9.1 The existing access to the proposal site is a vehicle crossover with dropped kerb, located at the northwest corner of the site. It is located on the east side of Send Road, on the inside of the junction of Send Road and the B3345 Gosbrook Road.
- 9.2 Visibility to the right (north and east) from the existing access is limited due to its proximity to the junction of Send Road with Gosbrook Road.
- 9.3 According to the online resource Crashmap, there have been no recorded personal injury accidents at this location over the past 20 years.

Proposed Access

- 9.4 Drawing '20093 – 010-A' provided at Appendix 1 shows the proposed access, and '20093 – TR001-A' shows the swept path tracking of a car entering and exiting the parking area in a forward gear.
- 9.5 The proposed development includes closing the existing main access and replacing it by extending the existing dropped-kerb crossing at the site's southwestern corner on Send Road.
- 9.6 As this location is further from the junction than the existing access location, it will provide improved visibility to the right (north) compared to the existing access.
- 9.7 The proposed vehicular access is 4.1m wide, and will be slightly extending an existing access with dropped-kerbs.
- 9.8 There is no on-street parking on the eastern side of Send Road in the vicinity of the site, so the proposal will not affect existing on-street parking provision.
- 9.9 The proposed development is expected to result in a reduction of vehicular movements associated with the site, compared to the extant use of the site.
- 9.10 For these reasons, in the context of the NPPF paragraph 108, and Reading Borough Local Plan Policy TR3, which both require safe and suitable access for all users, the proposed access arrangements must be considered to be acceptable.

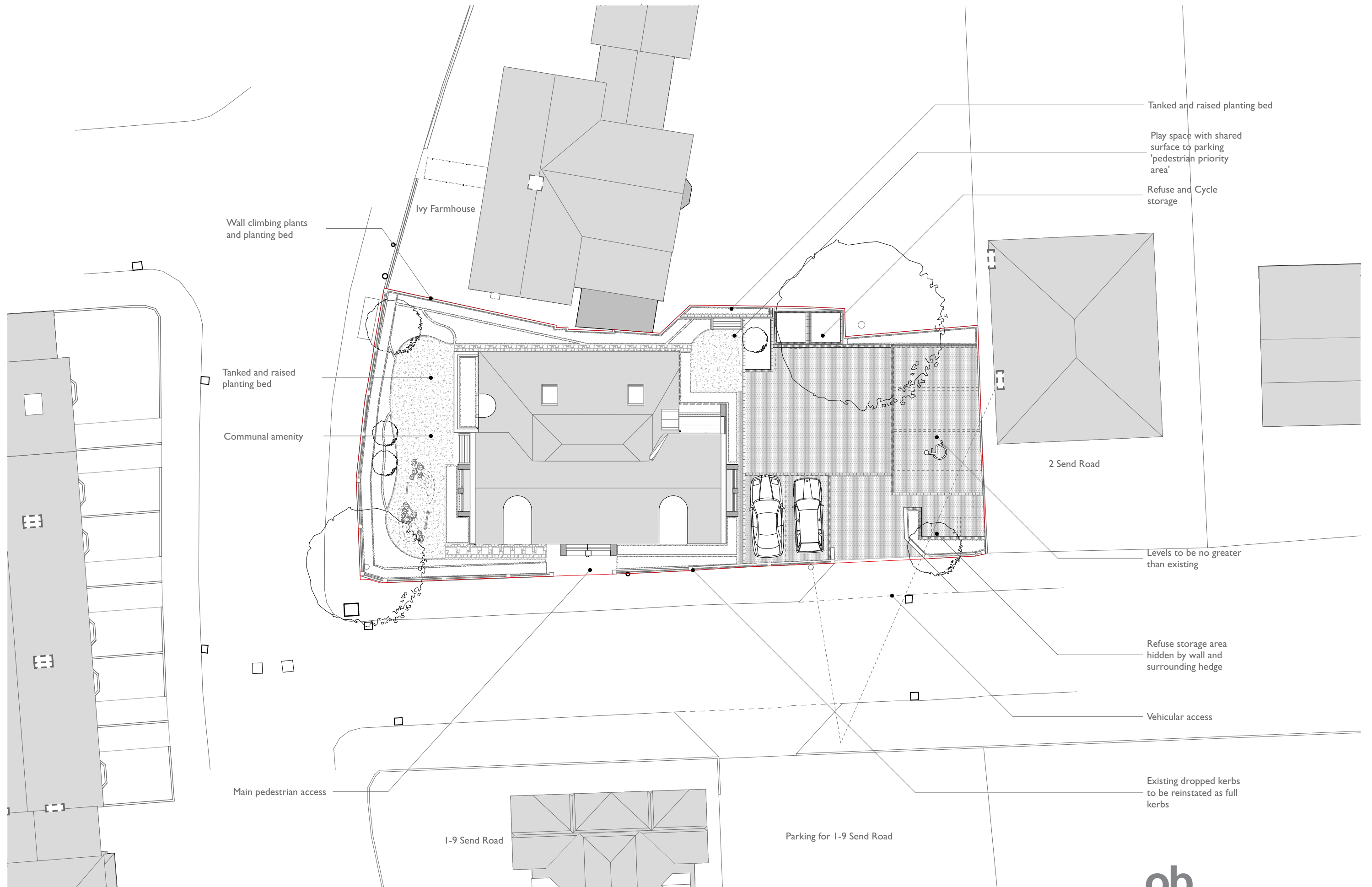
10.0 Conclusions

- 10.1 The proposed development comprises the demolition of the existing warehouse/business unit and the construction of a new building providing five one-bedroom apartments and one two-bedroom apartment, with five parking spaces on site, along with on-site cycle storage capable of securing up to eight cycles. Access to the site will be via an existing crossover, located on the southwest corner of the site on Send Road.
- 10.2 The site is located on a high frequency bus corridor and is within walking distance of a number of services and facilities. It is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 10.3 The proposed development provides on-site cycle parking for each residential unit.
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- 10.7 The proposed development will result in fewer daily vehicle movements than the extant use of the site, and the proposed vehicular access will represent an improvement from the existing main access which is close to the junction of Send Road with Gosbrook Road.
- 10.8 The proposed access arrangements therefore satisfy NPPF paragraph 108, and emerging Local Plan Policy TR3, which both require safe and suitable access for all users.
- 10.9 The proposed development helps to support the vision of the emerging Reading Transport Strategy.
- 10.10 In the context of NPPF paragraph 109, the effect of the proposed development on highway safety and the road network cannot be considered to be severe, and it must therefore be considered to be acceptable.
- 10.11 The proposed development satisfies all relevant policies and tests of acceptability. There are no highway-related reasons to refuse this planning application.

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT



Scale @ A3: 1:200

0 1 2 3 4 5 6 7 8 9 10

NOTE: This drawing is to be scaled for planning purposes only

Project: Gosbrook Road
Address: 389 Gosbrook Road,
Caversham, Reading, RG48ED
Client: Blue Infinity

Drawing: Site Plan Proposed
298 - OBA - 00 - ZZ - DR - A - 0102 -
Status: Planning OBA proj no: 298

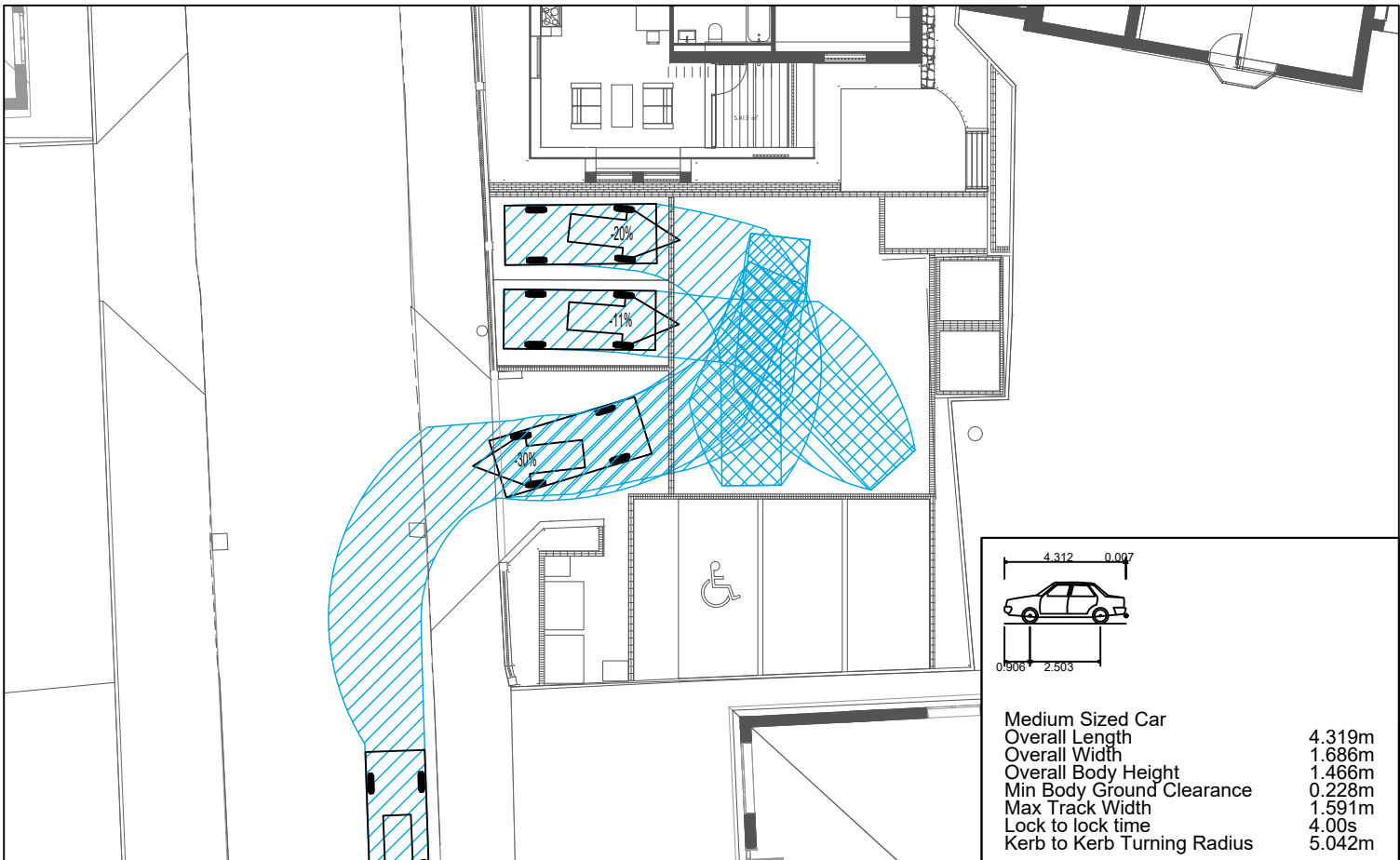
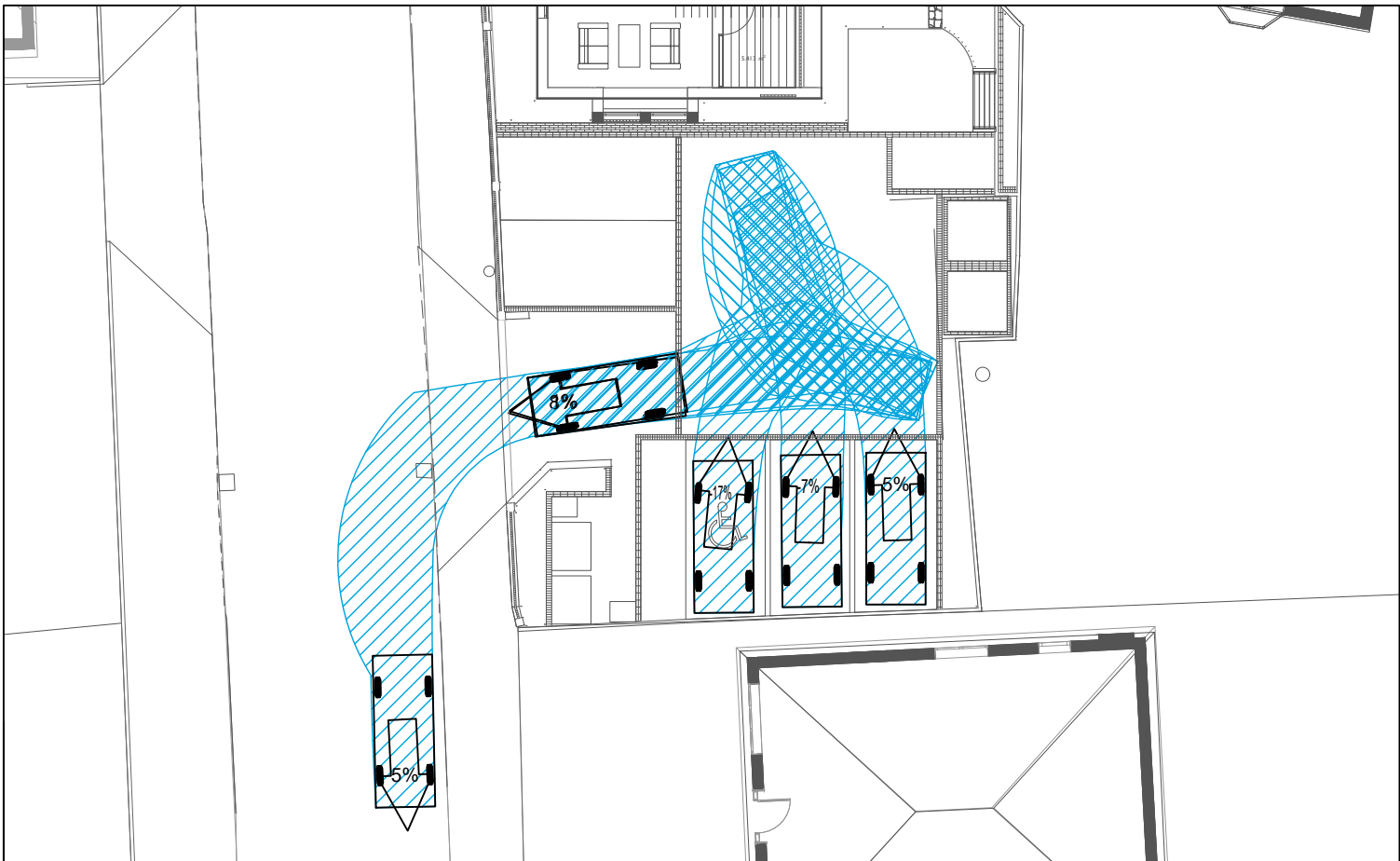
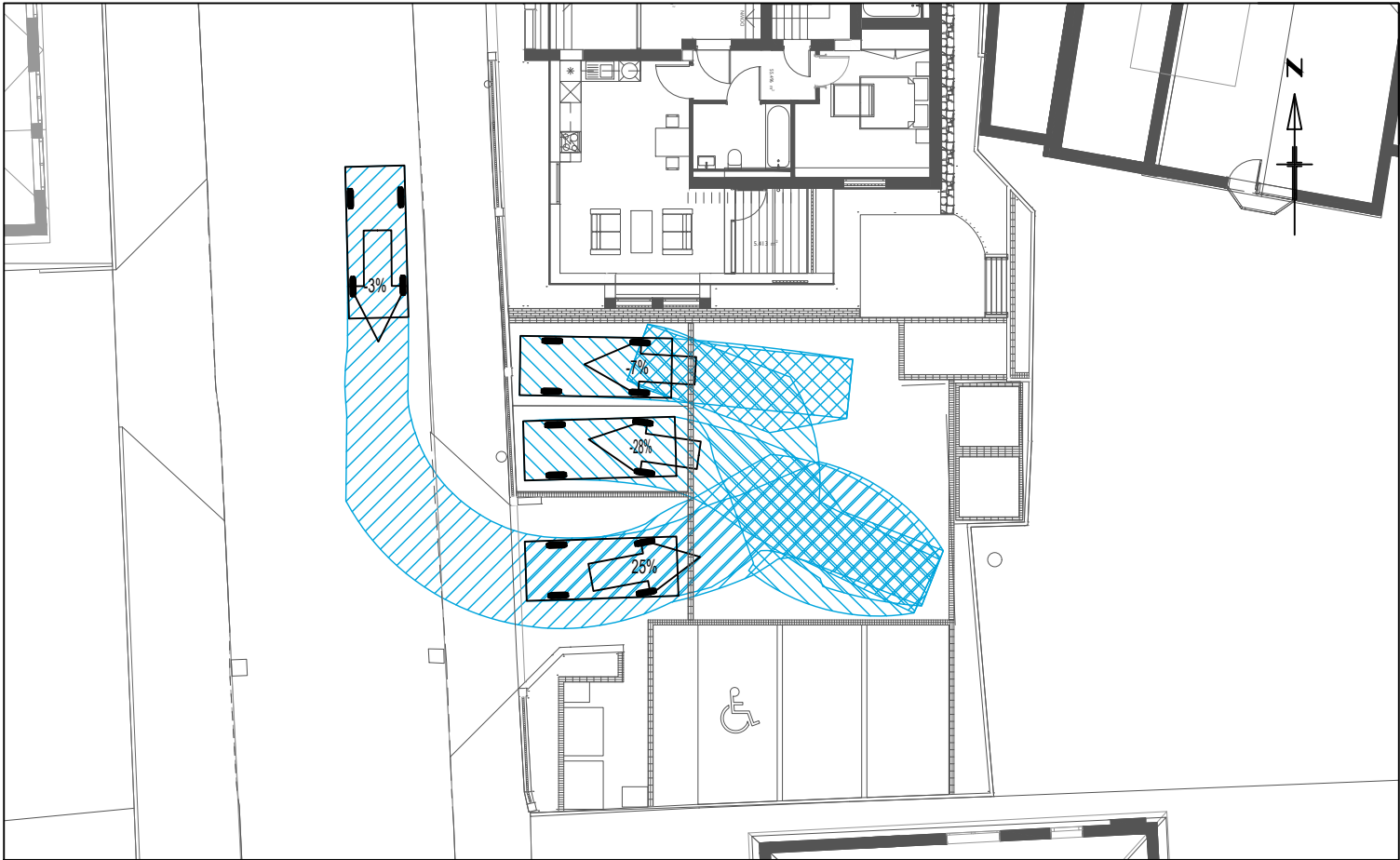
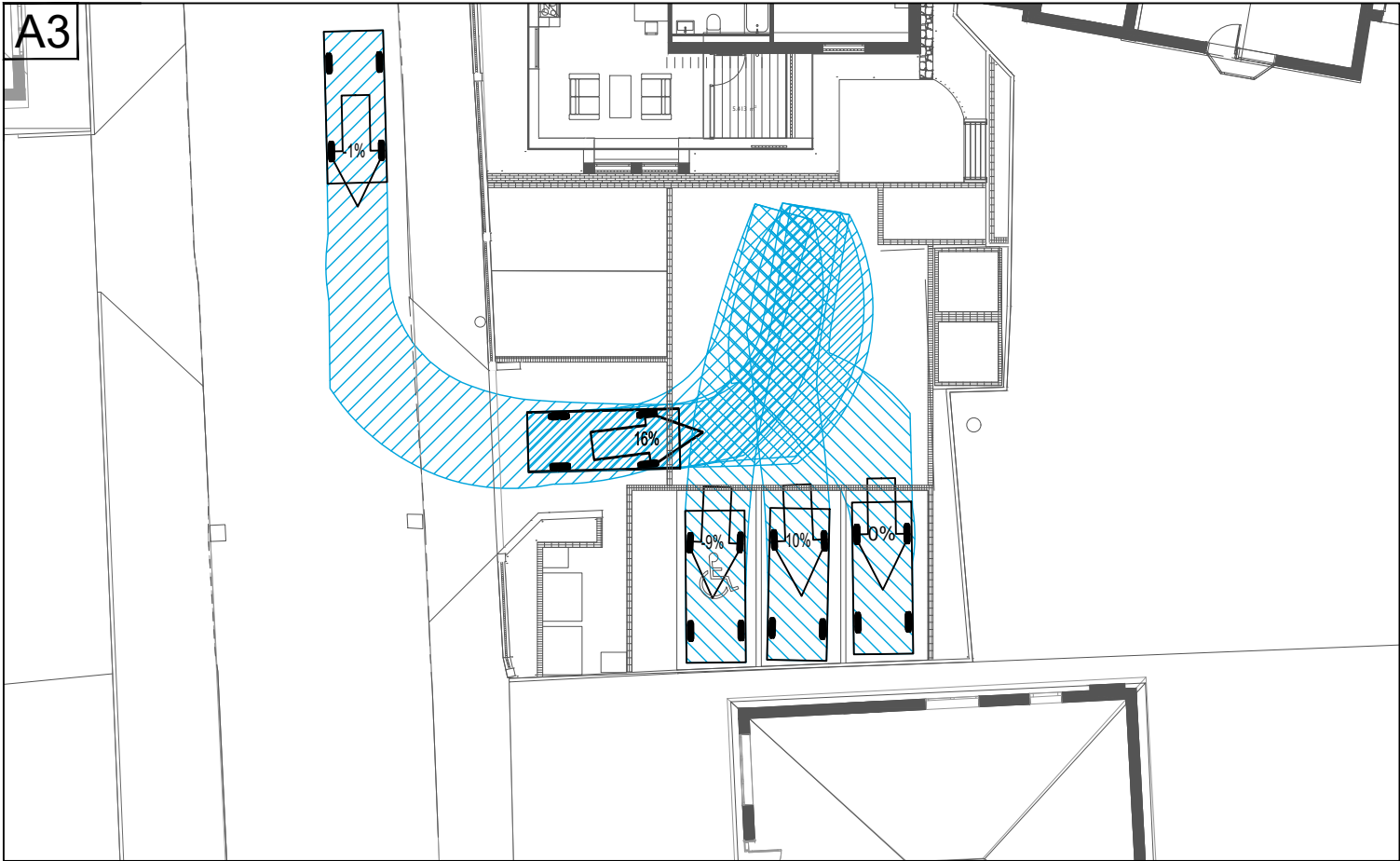
rev	description	Work in Progress date
- - WIP	First Issue	

ob
architecture.
The Dispensary, 5-6 The Square, Winchester, SO23 9ES
01962 865344 info@obarchitecture.co.uk www.obarchitecture.co.uk



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 CONNECT CONSULTANTS LTD, 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com	  QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947	client BLUE INFINITY PROPERTY	scale 1:200	date JUNE 2020
		project 389 GOSBROOK ROAD READING	drawn by T.A.S	checked by T.B
		title PROPOSED VISIBILITY SPLAYS	drawing number 20093 - 010	
			status PLANNING	rev. A



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APPENDIX 2 – TRICS OUTPUT

Calculation Reference: AUDIT-142301-201218-1221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
08	NORTH WEST	
	LC LANCASHIRE	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: 150 to 950 (units: sqm)
 Range Selected by User: 150 to 950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 14/11/19

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:

Tuesday	1 days
Thursday	4 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	5
-----------------	---

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:

B1	4 days
B2	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®.

Filter by Use Class Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

125,001 to 250,000	4 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:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

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	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
2	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
3	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
4	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
5	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	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/C - INDUSTRIAL UNIT

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 - 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	539	0.519	5	539	0.148	5	539	0.667
08:00 - 09:00	5	539	0.891	5	539	0.408	5	539	1.299
09:00 - 10:00	5	539	0.482	5	539	0.223	5	539	0.705
10:00 - 11:00	5	539	0.186	5	539	0.334	5	539	0.520
11:00 - 12:00	5	539	0.482	5	539	0.297	5	539	0.779
12:00 - 13:00	5	539	0.482	5	539	0.557	5	539	1.039
13:00 - 14:00	5	539	0.557	5	539	0.334	5	539	0.891
14:00 - 15:00	5	539	0.594	5	539	0.519	5	539	1.113
15:00 - 16:00	5	539	0.482	5	539	0.482	5	539	0.964
16:00 - 17:00	5	539	0.334	5	539	1.113	5	539	1.447
17:00 - 18:00	5	539	0.148	5	539	0.705	5	539	0.853
18:00 - 19:00	5	539	0.037	5	539	0.223	5	539	0.260
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.194			5.343				10.537

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:	150 - 950 (units: sqm)
Survey date range:	01/01/12 - 14/11/19
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-142301-201218-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
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: 6 to 184 (units:)
 Range Selected by User: 6 to 215 (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: 01/01/12 to 08/09/20

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	4 days
Tuesday	11 days
Wednesday	3 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	23 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	12
Suburban Area (PPS6 Out of Centre)	11

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	12
Built-Up Zone	5
No Sub Category	4

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	23 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:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	10 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	6 days
125,001 to 250,000	7 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	15 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	2 days
No	21 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	23 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
8	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
11	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
12	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
13	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL	
14	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
15	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
16	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
17	NF-03-C-02	MIXED FLATS & HOUSES		NORFOLK
	HALL ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL	
18	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	LAWRENCE WAY			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	56		
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

19	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:		135
	Survey date: WEDNESDAY		09/11/16
20	SF-03-C-01	BLOCKS OF FLATS	Survey Type: MANUAL
	STATION HILL		SUFFOLK
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:		85
	Survey date: THURSDAY		18/12/14
21	SF-03-C-03	BLOCKS OF FLATS	Survey Type: MANUAL
	TOLLGATE LANE		SUFFOLK
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		30
	Survey date: WEDNESDAY		03/12/14
22	SY-03-C-01	BLOCKS OF FLATS	Survey Type: MANUAL
	HEELIS STREET		SOUTH YORKSHIRE
	BARNSELY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:		112
	Survey date: TUESDAY		08/09/20
23	WM-03-C-04	BLOCKS OF FLATS	Survey Type: MANUAL
	GILLQUART WAY		WEST MIDLANDS
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:		55
	Survey date: FRIDAY		11/11/16
			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 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	23	75	0.045	23	75	0.140	23	75	0.185
08:00 - 09:00	23	75	0.052	23	75	0.172	23	75	0.224
09:00 - 10:00	23	75	0.065	23	75	0.088	23	75	0.153
10:00 - 11:00	23	75	0.066	23	75	0.081	23	75	0.147
11:00 - 12:00	23	75	0.067	23	75	0.076	23	75	0.143
12:00 - 13:00	23	75	0.087	23	75	0.085	23	75	0.172
13:00 - 14:00	23	75	0.068	23	75	0.081	23	75	0.149
14:00 - 15:00	23	75	0.069	23	75	0.072	23	75	0.141
15:00 - 16:00	23	75	0.090	23	75	0.059	23	75	0.149
16:00 - 17:00	23	75	0.110	23	75	0.072	23	75	0.182
17:00 - 18:00	23	75	0.154	23	75	0.081	23	75	0.235
18:00 - 19:00	23	75	0.159	23	75	0.084	23	75	0.243
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.032			1.091			2.123

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 - 184 (units:)
 Survey date range: 01/01/12 - 08/09/20
 Number of weekdays (Monday-Friday): 23
 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.