TRANSPORT STATEMENT
PROPOSED RESIDENTIAL DEVELOPMENT
6-8 Market Place, Reading

May 2021

Tene Living

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1. INTRODUCTION

Introduction

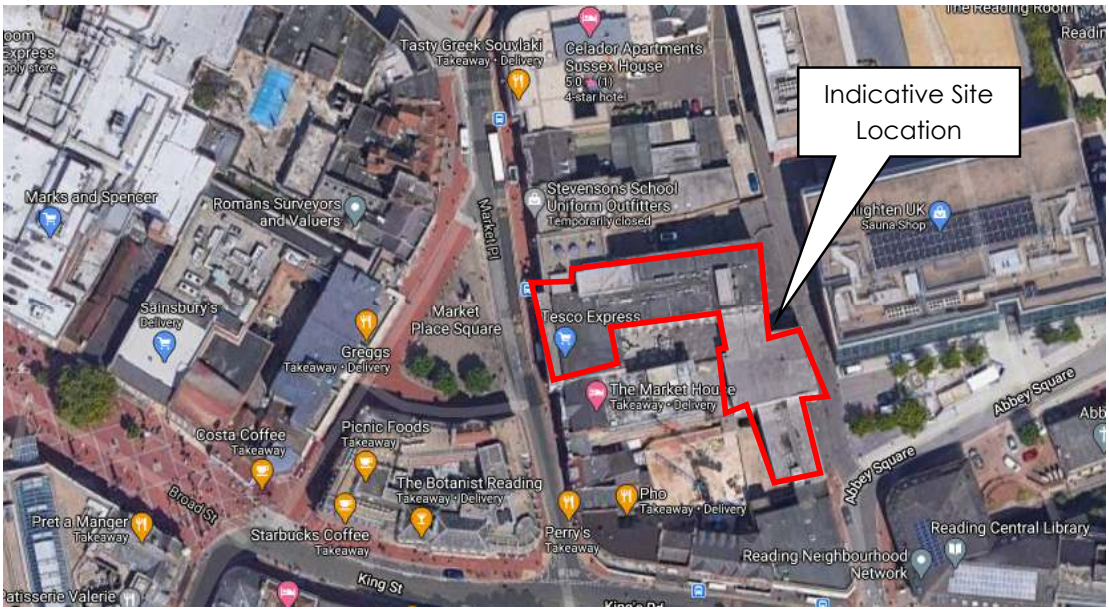
1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Tene Living to prepare a Transport Statement to accompany a permitted development application for 100 apartments which will be located in the upper storeys (floors 1 – 4) of 6-8 Market Place, Reading.

Site Location and Development Proposals

1.2 The site is located in Reading town centre, within the main retail area. At present, the site is has a number of ground floor retail units (including a Tesco Express convenience store) and offices in the upper storeys. Given the location of the site within Reading town centre, the site is bound to the north, east and south by retail and commercial uses, whilst to the west it is bound by Market Place Square.

1.3 The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

1.4 The proposed apartments will be car-free in nature, with the car parking provision for the existing office use not included within the proposals. The ground floor retail units will be retained as part of the proposals. Pedestrian access to the site will be taken primarily from

Market Place, however, pedestrian / cycle access will be taken from the rear of the site (on the eastern boundary). A minimum of 75 secure cycle parking spaces will be provided in a secure cycle store, located in the undercroft of the site.

Report Structure

1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes and the amenities accessible within walking and cycling distance of the site;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated person trip generation associated with the development proposals;

Section 6 considers the cycle parking and servicing arrangements; and

Section 7 offers a summary and conclusion.

2. POLICY REVIEW

Introduction

2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.3 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 109). Paragraph 110 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.4 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy

Reading Borough Local Plan, Adopted November 2019

2.5 The Local Plan is the document which guides development in Reading to 2036 and will be used to play a decisive role in how Reading evolves over the next two decades. 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.

2.6 The overall vision for the Local Plan not only seeks to provide a vision for 2036 (the end of the Plan period), but to include a 2050 vision. The Reading 2050 Vision will help in establishing Reading as an internationally recognised and economically successful city region. It envisages a place where low carbon living will be the norm, and the built environment, technology and innovation have combined to create a smart, dynamic, and sustainable city, with a high quality of life and equal opportunity for all.

2.7 This 2050 vision also envisages that Reading will be a smart or sustainable city that:

- Shares success to support and enable thriving communities;
- Delivers a real sense of place and identity;
- Thrives on cultural and cross-generational diversity;
- Is recognised for its heritage and natural assets;
- Embeds technology to deliver innovation and low carbon living for all; and
- Welcomes ethical and sustainable businesses who support Reading.

2.8 In addition to the vision for the Local Plan, a number of spatial objectives are outlined. The most relevant spatial objectives to the development proposals can be summarised as:

> *"Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to, climate change."*

2.9 The following policies have been identified as relevant to the development proposals and this Transport Statement:

- **Policy CC6 – Accessibility and the Intensity of Development**: "*The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations.*"
- **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; and*
  - *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.*"
- **Policy TR4 - Cycle Routes and Facilities:** "*Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.*"

2.10 It is considered that the development proposals will complement the policy objectives and aspirations outlined within the Reading Borough Local Plan by providing new car-free apartments in a location which is highly accessible location. **Section 3** outlines the existing opportunities for travel by non-car modes to the site, which will be utilised by residents.

Reading Transport Strategy 2036, Consultation Draft – May 2020

2.11 The Reading Transport Strategy 2036 is a statutory document that sets the plan for developing the town's transport network to 2036 and beyond. It includes the guiding policies and principles, alongside schemes and initiatives to be delivered, to facilitate the vision for a step-change in sustainable travel choices in Reading.

2.12 The Council notes *"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."*

2.13 The following objectives are also outlined, the most relevant of these to this Transport Statement and the development proposals can be summarised as:

- **Supporting Healthy Lifestyles** – *"Create healthy streets to encourage active travel and lifestyles, improve accessibility to key destinations and increase personal safety"; and*
- **Connecting People and Places** – *"Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide a transport network that is fast, affordable, connected and resilient"*.

2.14 The following policies have been identified as relevant to this Transport Statement and the development proposals:

- **Policy RTS1 - Sustainable Transport**: *"We will prioritise sustainable travel modes to offer an attractive and realistic alternative to the private car"*.
- **Policy RTS4 – Development Control**: *"We will work with developers to design development that supports delivery of our transport strategy. New developments will be required to demonstrate how they will deliver healthy streets and make a positive contribution to the walking, cycling and public transport network and support sustainable travel, such as initially subsidising bus services, through the development and implementation of travel plans."*

2.15 It is considered that the development proposals will complement the aspirations of the Transport Strategy by providing new car-free apartments in Reading town centre, which are highly accessible by non-car modes. The high level of accessibility to the site, particularly by walking and cycling, would contribute towards the deliverance of 'healthy streets'; the opportunities for travel by non-car modes are outlined in **Section 3**.

3. ACCESSIBILITY

Introduction

3.1 This section of the Transport Statement describes the existing opportunities for travel by non-car modes which could be utilised by residents at the site.

Active Travel Options

Pedestrian Access

3.2 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 3.1**, below; for commuting to work, this is two kilometres.

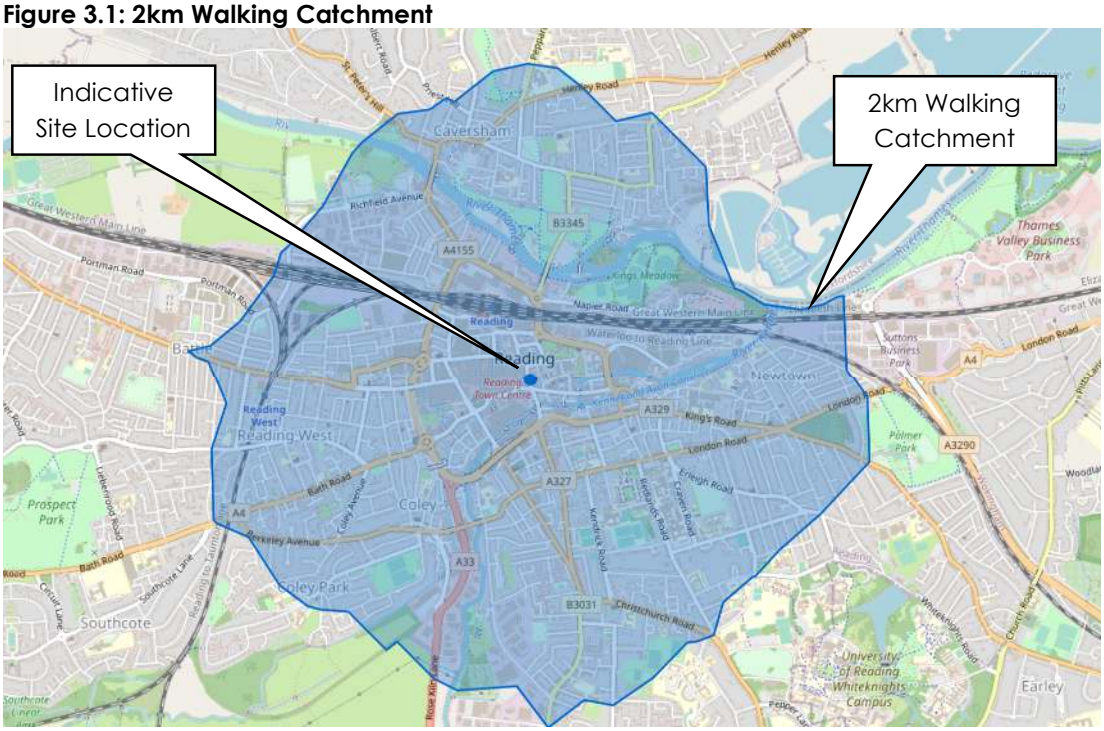
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT)

3.3 A 2km walking catchment from the site includes the entirety of Reading town centre and the surrounding areas of Newtown, Coley, Caversham, and Reading West. This 2km walking catchment is illustrated in **Figure 3.1** overleaf.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

3.4 Given the location of the site within Reading town centre, there are a range of pedestrian routes available to the site. Pedestrian access to the site will primarily be taken via Market Place and Market Place Square to the west of the site. Market Place benefits from footways on both sides of the carriageway, which are lit, whilst Market Square Place is a pedestrianised area to the west of the site; this Square is located on the western side of Market Place.

3.5 To the north of Market Place (and Market Place Square), there is a pedestrian route north towards Friar Street / Blagrave Street via another pedestrianised area (Town Hall Square). This route can be used to access amenities to the north of the site and towards Reading train station. A further pedestrian route continues northeast from Market Place, via footways along The Forbury; this route could be used to access amenities to the northeast of the site.

3.6 The pedestrian route eastward from the site is via the footways along King's Road, which can be accessed to the south of the site on Market Place. These footways are located on both sides of the carriageway, and are lit. To facilitate safe pedestrian movement across King's Road, there are uncontrolled pedestrian crossing points with dropped kerbs and tactile paving at the junctions of High Street and London Street, as well as across King's Road.

3.7 To the south of the site, the principal pedestrian route would be taken via London Street. There are footways on both sides of London Street, which are lit and facilitate a route to amenities to the south of the site and the Riverside Shopping Centre. The aforementioned pedestrian crossing points on King's Road can also be used to safely access these footways.

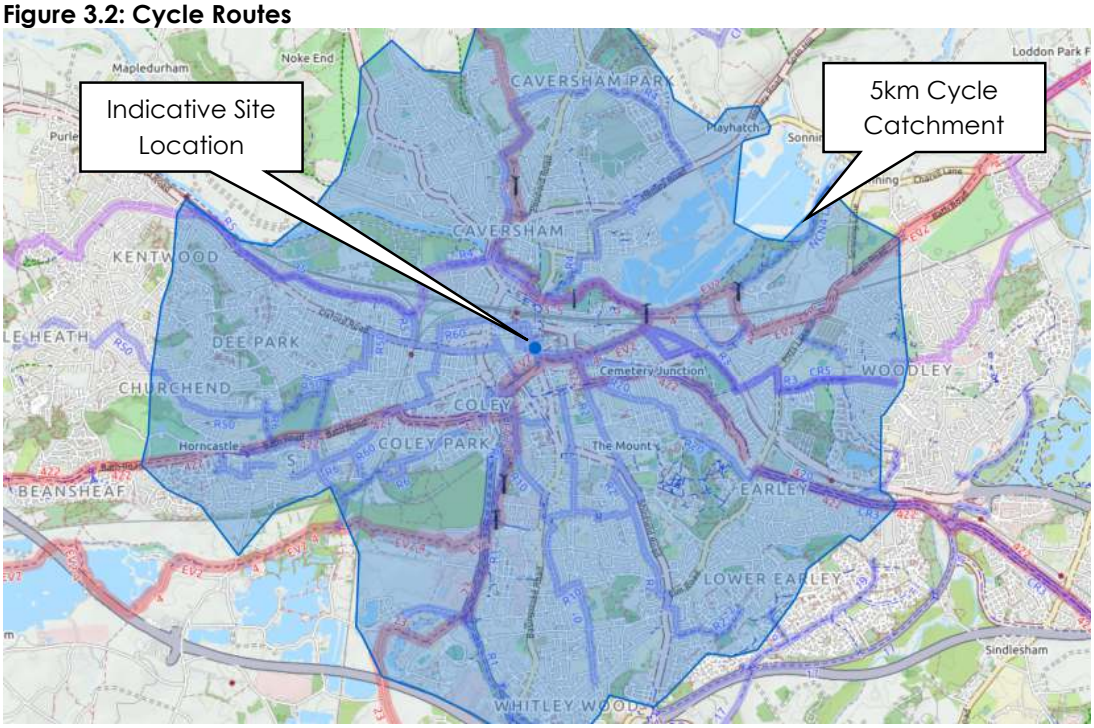
3.8 The westward pedestrian route from the site would be taken via King Street and Butter Market, which join onto Broad Street. It should be noted that Butter Market forms part of the pedestrianised Market Place Square. Broad Street is the main pedestrianised route within Reading town centre and one of the principal retail areas within Reading. It is considered that this route would be an extremely attractive route to access many of the retail / leisure and employment amenities within the town centre.

3.9 Given the location of the site within Reading town centre, there are a range of amenities accessible within walking distance of the site which would be utilised by residents. Details of the amenities accessible within walking distance of the site are provided in the latter part of this section.

Cycle Access

3.10 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of a longer journey by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes Reading town centre, Caversham, Coley, Coley Park, Earley, Dee Park, Lower Earley and Whitley Wood. **Figure 3.2** illustrates a 5km cycle isochrone from the site.

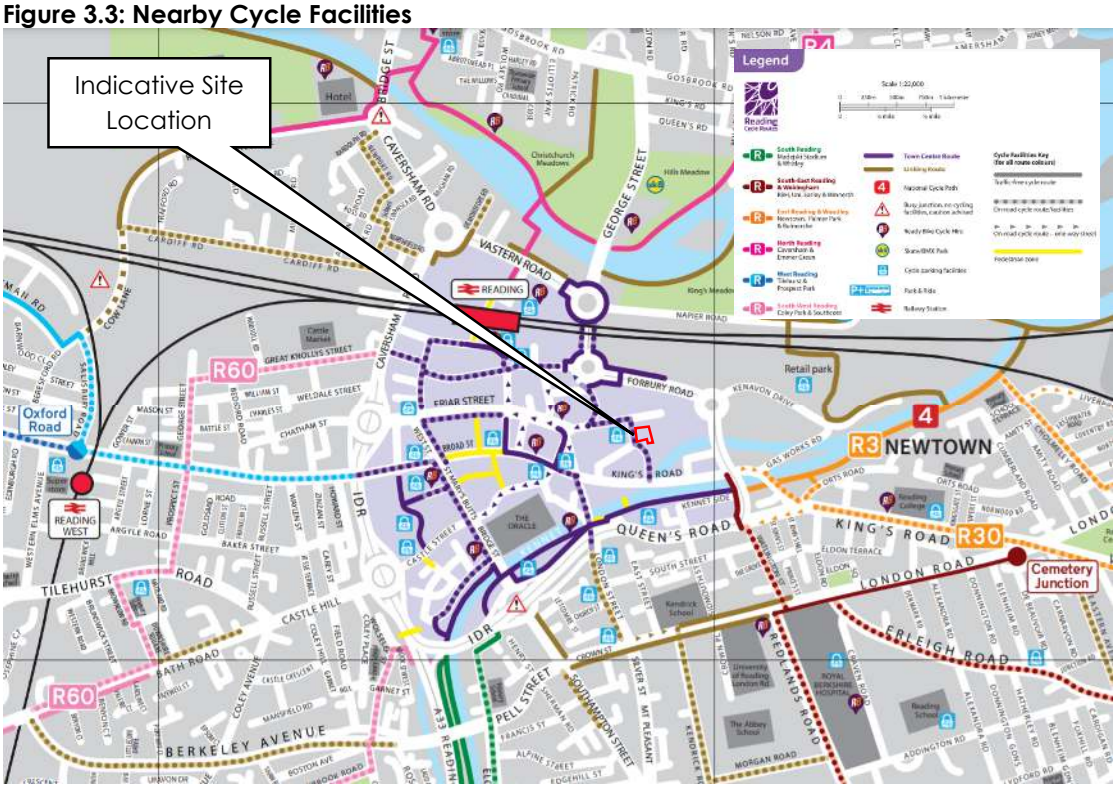
Figure 3.2: Cycle Routes



(Source: Open Street Map)

3.11 As can be seen in **Figure 3.2**, the site is well located to access a number of nearby cycle routes. **Figure 3.3**, illustrates, in more detail, those located within close proximity of the site.

Figure 3.3: Nearby Cycle Facilities



(Source: Sheffield Cycle Map)

3.12 As can be seen in **Figure 3.3** above, given the location of the site in Reading town centre, there are a wide range of cycle routes and facilities in the immediate vicinity of the site.

3.13 The closest cycle routes to the site are located to the immediate northeast, west and south of the site along Forbury Road, Market Place and Kings Road; these form the town centre route of the Reading cycle network. This town centre route runs along a number of streets within the town centre and can be utilised to access a range of amenities, including The Oracle shopping centre and the train station.

3.14 In addition to facilitating a cycle route across Reading town centre, the town centre cycle route facilitates connections to a number of cycle routes across Reading. To the north of the site, the town centre can be used to access the North Reading route this can be used to access the areas of Caversham and Emmer Green. West of the site, the East Reading and Woodley Route can be accessed; this route can be reached via on-road cycling along Kings Road or via the town centre route to the south of the site.

3.15 More broadly, further cycle routes within the Reading cycle network can be reached to the west and south east of the site. The West Reading cycle route can be reached via the town centre route and is located to the west of Broad Street; this route can be used to access

Tilehurst and Prospect Park. The South East Reading route can also be accessed to the southeast of the site, this route can be accessed via a linking route from the main town centre route. Destinations including Reading University and Earley can be reached via this route.

3.16 Given the proximity of the site to nearby cycle facilities and routes which facilitate cycle routes across the local area, it is considered that cycling would represent an attractive travel option for future residents at the site.

Public Transport

Bus Services

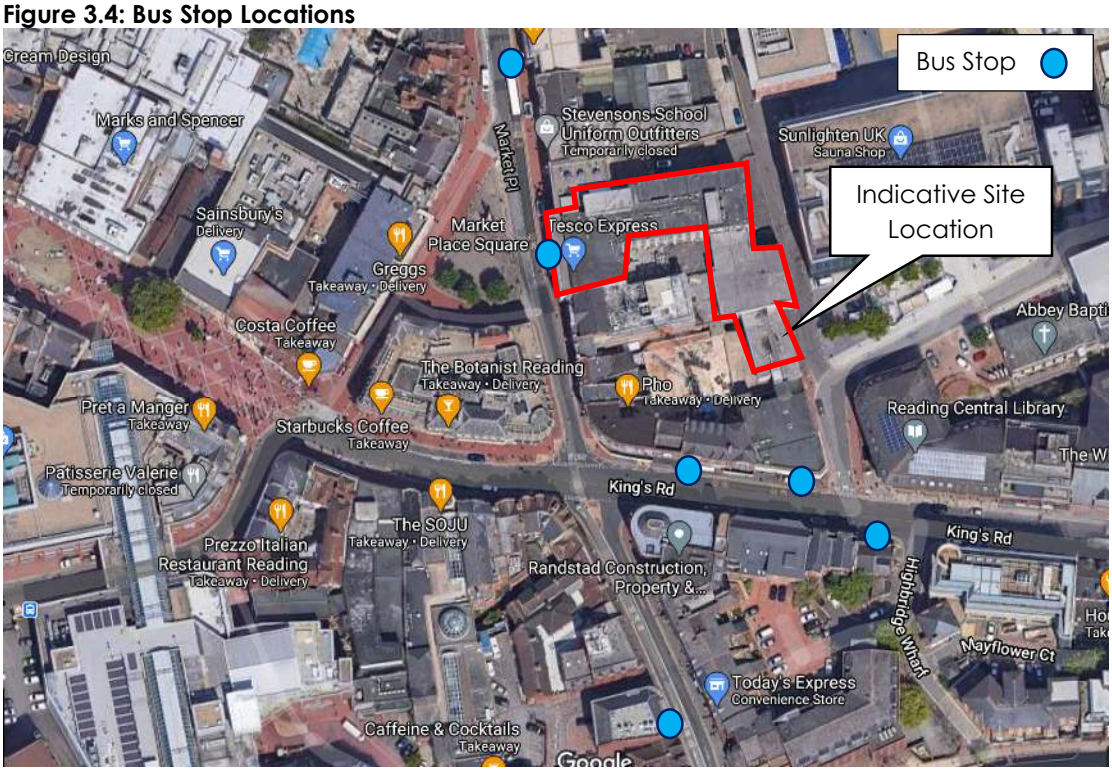
3.17 Given the location of the site within Reading town centre, the site is extremely well located for bus travel.

3.18 The closest bus stops to the site are located on Market Place, to the immediate west of the site where 3 bus stops are located. These bus stops all benefit from waiting shelters, bus cages and timetable information and are served by southbound services only. The corresponding northbound bus services for many of the bus services stopping at Market Place stop at bus stops on London Street, approximately 120m south of the site (1-minute walk); this stop benefits from a flag and timetable information.

3.19 Further bus services can also be accessed from King's Road to the southeast of the site. On King's Road, there are two eastbound stops and a corresponding westbound stop. The eastbound stops benefit from waiting shelters, raised kerbs, bus cages and timetable information; whilst the westbound stop benefits from a flag, pole, bus cage, raised kerbs and timetable information.

3.20 **Figure 3.4** illustrates the locations of the bus stops on Market Place, London Street and King's Road, whilst **Table 3.2** summarises which bus services stop at these bus stops.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services Frequency Summary

Service		Frequency		
		Weekday	Saturday	Sunday
Market Place / London Street				
3	Reading – Wokingham	30 mins	30 mins	60 mins
5	Reading Station – Northumberland Avenue Terminus	20 mins	20 mins	20 mins
6 / 6A	Reading Station – Whitley Wood	10 mins	10 mins	20 mins
7	Reading Station – Fleet	9 Services	9 Services	3 Services
8	Central Reading – Spencer's Wood via Royal Berkshire Hospital	60 mins	60 mins	60 mins
9	Central Reading – Spencer's Wood via Royal Berkshire Hospital	60 mins	60 mins	-
10	Central Reading – Kennet Island	20 mins	20 mins	30 mins
11	Central Reading – Coley Park	20 mins	20 mins	30 mins
19A	Central Reading – Loddon Bridge	60 mins	60 mins	-
19B	Central Reading – Lower Earley	60 mins	60 mins	-
19C	Loddon Bridge – Central Reading	60 mins	60 mins	-
21	Reading Station – Lower Earley via University	15 mins	15 mins	20 mins
21A	Reading Station – University	15 mins	-	-
50	Central Reading – Green Park	20 mins	20 mins	-
91	Reading Girls School – Kentwood Circle	2 Services	-	-
244	Shinfield – Wokingham	2 Services	-	-
600	Central Reading – Mearoak Park and Ride	15 mins	15 mins	-
903	Reading – Bohunt School via Shinfield	2 Services	-	-
905	Reading Station – Northumberland Avenue Terminus	2 Services	-	-
TVP	Reading Station – Thames Valley Park	30 mins	-	-
King's Road				
4	Reading – Bracknell via Wokingham	30 mins	30 mins	60 mins
13 /14	Reading Station – Woodley (Circular)	30 mins	30 mins	60 mins
17	Wokingham Road – Tilehurst via Central Reading	8 mins	10 mins	12 mins
42 / 42A	Rivermead – Kenavon Drive via Central Reading	20 mins	45 mins	-
127	Reading – Maidenhead	-	120 mins	-
128 / 129	Wokingham – Reading	60 mins	120 mins	-

850	High Wycombe Bus Station - Reading Town Centre	60 mins	60 mins	-

(Source: Public Transport Operator Websites)

3.21 As can be seen above, there is a large number of frequent bus services available within a short walk from the site which could easily be utilised by residents of the site.

National Rail Services

Reading Train Station

3.22 The closest national rail services to the site can be accessed from Reading train station, which is located around 400m north of the site; it is accessible in around a 5-minute walk or a 2-minute cycle.

3.23 Reading train station is a major national rail hub, which is located on the Great Western Main Line and benefits from a number of regular services to destinations including: London Paddington, Bristol Temple Meads, Bath, Chippenham, Swindon, Birmingham New Street, Southampton, Manchester Piccadilly, Exeter and Newcastle; as well as many other local, regional and national destinations. It should also be noted that Reading station will form the terminus of Crossrail, which will offer frequent services into London Paddington when competed.

3.24 Facilities at the station include a ticket office, ticket machines, shops / cafes, public toilets, 344 cycle parking spaces and there are customer help points. Step-free access is available throughout the entire station.

Car Club

3.25 Car clubs provide those who do not have access to a private car with the ability to use a vehicle over short rental periods, and at short notice. They are ideal for those who do not need to use a car on a regular basis, but who wish to have access to a car for occasional trips. This, for many people, can avoid the need to own and pay for a car. They also have the potential to bring about wider benefits to the environment and result in less congestion, by reducing the number of private cars on the road.

3.26 The closest Car Club vehicle to the site is operated by Co-wheels Car Club and is located 1.5km east of the site at Cemetery Junction. **Figure 3.5** illustrates the location of the Car Club vehicle in relation to the site.

Figure 3.5: Car Club Vehicle Location

(Source: Co-Wheels Car Club)

Local Amenities

3.27 Given the site location within Reading town centre, there are a range of facilities located within walking and cycling distance which could be easily accessed by future residents. **Table 3.3** details these local facilities, along with their corresponding distance and journey time, by mode.

Table 3.3: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
Health Amenities			
Atos Health Centre	90m	1 min	1 min
Friar Street Dental Practice	240m	3 mins	2 mins
Reading Walk-in Health Centre	270m	3 mins	2 mins
Superdrug Pharmacy	300m	4 mins	2 mins
Boots Pharmacy	600m	7 mins	2 mins
Vesta Dental Care	650m	8 mins	2 mins
Kendrick View Dental Practice	750m	10 mins	2 mins
Saood Pharmacy	800m	10 mins	2 mins
Reading Health Centre	850m	11 mins	2 mins
Chatham Street Surgery	1km	12 mins	4 mins

Reading Dental	1km	13 mins	4 mins
Abbey Medical Centre	1.1km	14 mins	4 mins
Whitley Villa Surgery	1.3km	18 mins	7 mins
Royal Berkshire Hospital	1.4km	18 mins	7 mins
Bupa Health and Dental Centre Reading	1.4km	18 mins	7 mins
Milman Road Health Centre	1.5km	21 mins	9 mins
Castle Hill Dental & Health Care	1.5km	21 mins	9 mins
Tesco Pharmacy	1.5km	21 mins	9 mins
Orange Pharmacy	1.8km	22 mins	9 mins
Ereleigh Rd Pharmacy	1.9km	25 mins	9 mins
Parkside Family Practice	2.8km	36 mins	11 mins
Whitley Health Centre	2.9km	38 mins	12 mins
Education Amenities			
Kendrick School	600m	8 mins	2 mins
The University of Reading – London Road Campus	800m	10 mins	3 mins
Katesgrove Primary School	950m	12 mins	3 mins
The Abbey School	1km	13 mins	4 mins
Civitas Academy	1.2km	15 mins	5 mins
Reading College	1.2km	15 mins	5 mins
EP Collier Primary School	1.2km	15 mins	5 mins
St John's C of E Primary School	1.3km	16 mins	5 mins
Reading School	1.6km	20 mins	8 mins
New Town Primary School	1.6km	20 mins	8 mins
The Abbey Junior School	1.6km	21 mins	10 mins
The Palmer Academy	2.1km	27 mins	11 mins
The University of Reading	2.1km	28 mins	11 mins
St Joseph's College	2.3km	29 mins	12 mins
Retail / Leisure			
Market Place Square (Tesco Express / Shops / Bars)	10m	1 min	1 min
King Street (Restaurants / Shops / Cafes)	90m	1 min	1 min
The Oracle Shopping Centre (Shops / Cinema / Restaurants)	95m	1 min	1 min
John Lewis	220m	3 mins	1 min
Reading Central Library	220m	3 mins	1 min
Broad Street (Shops / Post Office / Cafes)	300m	4 mins	1 min
The Hexagon Theatre	650m	8 mins	2 mins

Forbury Retail Park	650m	8 mins	2 mins
Broad Street Mall (Shopping Centre)	750m	9 mins	2 mins
The Station Shopping Park	1km	13 mins	5 mins
Tesco Extra Reading	1.5km	19 mins	6 mins
Lidl / McDonald's	1.6km	20 mins	7 mins
Reading Link Retail Park	1.9km	24 mins	9 mins
Tesco Extra – Portman Road	2.7km	33 mins	10 mins
Brunel Retail Park	2.7km	34 mins	11 mins
Morrison's / Aldi / Gym	2.7km	34 mins	11 mins
Aldi / Costa Coffee	2.9km	37 mins	14 mins
Reading Retail Park	3.4km	42 mins	14 mins
Employment			
Apex Plaza (Offices)	400m	5 mins	1 min
Thames Tower (Offices)	400m	5 mins	1 min
Forbury Place Office Blocks	450m	6 mins	2 mins
Tessa Road Industrial Estate	1.8km	23 mins	7 mins
Loverock Road Industrial Units	2.6km	32 mins	10 mins
Suttons Business Park	2.9km	37 mins	11 mins
Thames Valley Park	3.2km	40 mins	11 mins

(Source: Google Maps)

3.28 As can be seen above, there are a wide range of amenities available within walking and cycling distances from the site. Given the proximity of Reading town centre to the site, it is considered that many residents at the site would choose to live at the site due to the proximity of it to this wide range of amenities.

Summary

3.29 Overall, it is considered that the site is located within an excellent location for access by non-car modes. There are excellent opportunities for walking and cycling locally, with a wide range of amenities accessible within Reading town centre. Furthermore, residents and users of the site can benefit from regular public transport services with frequent bus services available within a short walk of the site to destinations across Reading and the surrounding region. Reading train station is also accessible within a 5-minute walk, which is a major national rail hub that can be utilised for more long distance journeys.

4. LOCAL HIGHWAY NETWORK

Introduction

4.1 This section of the Transport Statement considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

Highway Network

4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network

(Source: Google Maps)

Market Place

4.3 Market Place is located on the western boundary of the site and is where the primary pedestrian access will be taken to the proposed apartments. It runs broadly northwest – southeast between The Forbury and King's Road via High Street, although it is subject to a one-way restriction south-eastbound. There is a restriction, prohibiting vehicles except buses, wheelchair accessible taxis and permit holders 07:00 – 11:00 and 16:00 – 19:00; this restriction begins on The Forbury to the north of Market Place and continues to the junction with Kings's Road. The carriageway width is approximately 3.4m wide and subject to a 20mph speed limit. There are double yellow lines in place along both sides of the carriageway to prohibit stopping or waiting at all times.

4.4 As discussed previously, Market Place Square is a pedestrianised area, which is located to the west of Market Place; this area includes Butter Market. The pedestrian zone prohibits vehicles at all times, except for loading which is permitted 03:00 – 07:00 and 14:00 – 16:00. There is also a no waiting restriction in place at any time.

King's Road / King Street

4.5 High Street, which continues south-eastward from Market Place forms the northern approach to the crossroads junction of King Street / High Street / King's Road / London Street junction which is located south of the site. At the junction, King Street forms the eastern approach, whilst King's Road forms the western approach; both form a route east – west between Cemetery junction and Broad Street.

4.6 In the vicinity of the aforementioned junction, King's Road is subject to a 20mph speed limit (which is enforced with speed cameras) and is approximately 9m wide. It is a red route which means that stopping and waiting is not permitted at any time (with a double red line restriction). There are a number of marked pay and display on-street parking bays in the vicinity of the junction which permit 2 hours parking with no return within 2 hours, although this is extended to 4 hours for the marked disabled bays. King Street, to the east of the junction is also a red route, with the same restrictions as King's Road including the same on-street parking restrictions. Additionally, there is a no-stopping restriction in place 22:00 – 05:00 except for taxis and there is a restriction prohibiting vehicles (except bicycles, taxis and authorised vehicles) continuing onto Minster Street 16:00 – 23:00.

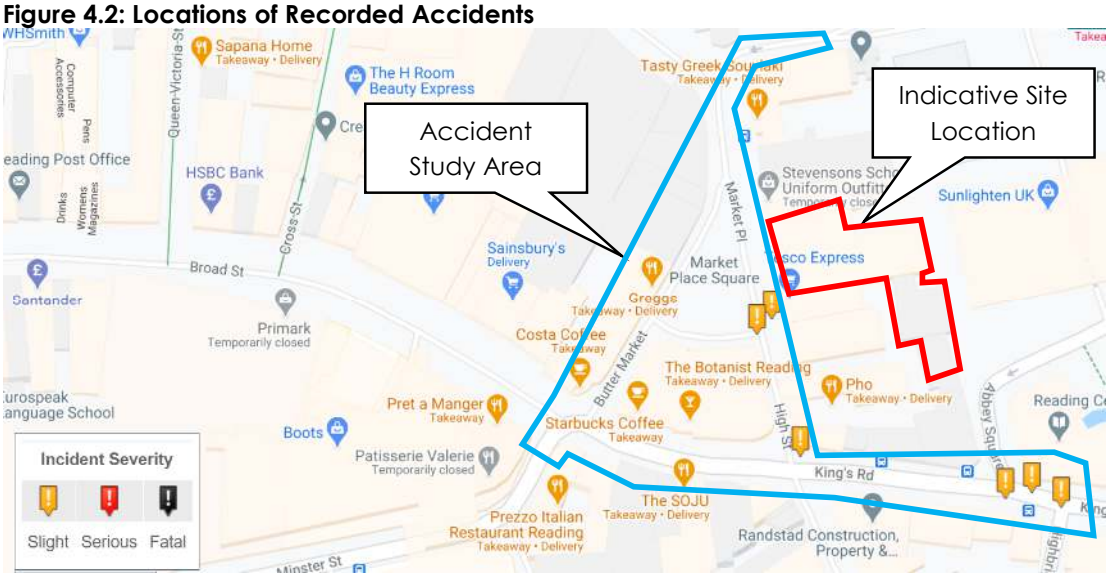
Abbey Square

4.7 Abbey Square is located to the southeast of the site and forms the southern terminus of the access road, which runs to the rear of the site. It forms part of a one-way loop system alongside Abbey Street with King's Road; the one-way restriction permits westbound travel only. The carriageway width is approximately 5.5m wide and is subject to a 30mph speed limit. Double yellow lines, which prohibit stopping or waiting at all times, are in place on both sides of the carriageway, there are also speed humps to reduce vehicle speeds.

Road Safety

4.8 Accident data for the most recent 5-year period (2016 - 2020) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of accidents recorded within the vicinity of the site are shown in **Figure 4.2**, overleaf.

Figure 4.2: Locations of Recorded Accidents



(Source: Crash Map)

4.9 As can be seen in **Figure 4.2** above, only 6 accidents have been recorded within the accident study area over the most recent 5-year period, which equates to an average of 1.2 accidents per year. All of the accidents recorded were slight in nature, with no serious or fatal accidents recorded.

4.10 Two accidents were recorded outside the site, on Market Place which were both slight in nature; these did not involve any vulnerable road users. An accident involving a cyclist did occur on High Street (which continues south-eastward from Market Place) in January 2016, this was slight in nature.

4.11 Three further accidents were recorded at the staggered T-junction of King's Road / Abbey Square / Highbridge Wharf, which forms part of the rear access to the site. All the accidents recorded at the junction were slight in nature. One of these accidents involved a pedestrian which was recorded in August 2017 on King's Road, whilst another accident involved a motorcyclist and occurred on the Highbridge Wharf approach to this junction.

4.12 Based on the level of accidents recorded and the locations they were recorded, it is not considered that there is any existing road safety issue within the area surrounding the site. As discussed previously, given the car-free nature of the development, vehicle trips associated with the site will be minimal and will, therefore, not impact on road safety.

5. TRIP GENERATION

Introduction

5.1 This section of the Transport Statement sets out the likely person trip generation associated with the proposed development in comparison to the former office use.

Trip Generation

Former Office Use

5.2 As discussed previously, the upper floors in which the permitted development is proposed at the site were formerly occupied by offices with a total GFA of 5,319m^2. The TRICS database has, therefore, been interrogated to establish representative person trip rates for this use. The following parameters of the TRICS database have been selected:

- Land Use: Employment, Office;
- Gross Floor Area: 2,660 – 10,639m^2;
- Date Range: 01/01/2012 – 19/10/2018; and
- Location: Town Centre, Edge of Town Centre.

5.3 **Table 5.1** summarises the person trip rates and resultant trip generation associated with the 5,319m^2 of office floorspace at the site. The TRICS output is provided at **Appendix B**.

Table 5.1: Former Office Use, Person Trip Generation

	AM			PM		
	Arrival	**Departure**	**Two-Way**	**Arrival**	**Departure**	**Two-Way**
Trip Rates	2.290	0.186	2.476	0.137	2.036	2.173
Trip Generation	122	10	132	7	108	116

(Source: TRICS)

5.4 As can be seen in **Table 5.1**, the former office use at the site would have generated 132 two-way person trips in the AM peak hour and 116 two-way person trips in the PM peak hour. It should be noted that this office use had access to a significant amount of parking located in an undercroft; access to this parking is not proposed for the apartments.

Proposed Apartments

5.5 As discussed previously, the upper floors of the development will be occupied by 100 apartments. The following parameters of the TRICS database have been selected:

- Land Use: Residential, Flats Privately Owned;

- Number of Residents: 75 – 300;
- Date Range: 01/01/2012 – 18/11/2019; and
- Location: Town Centre, Edge of Town Centre.

5.6 **Table 5.2** summarises the person trip generation and resultant trip generation associated with the proposed apartments. The full TRICS output is provided at **Appendix B**.

Table 5.2: Proposed Apartments, Person Trip Generation

	AM			PM		
	Arrival	**Departure**	**Two-Way**	**Arrival**	**Departure**	**Two-Way**
Trip Rates	0.095	0.463	0.558	0.443	0.196	0.639
Trip Generation	10	46	56	44	20	64

(Source: TRICS)

5.7 As can be seen in **Table 5.1**, the proposed apartments are anticipated to generate 56 two-way person trips in the AM peak hour and 64 two-way person trips in the PM peak hour. Given the car free nature of the proposals, these trips will be made by sustainable modes.

Net Impact

5.8 **Table 5.3** summarises the anticipated net impact in person trip generation between the former office use and the proposed residential use.

Table 5.3: Person Trip Generation, Net Impact

	AM			PM		
	Arrival	**Departure**	**Two-Way**	**Arrival**	**Departure**	**Two-Way**
Former Office Use	122	10	132	7	108	115
Proposed Apartments	10	46	56	44	20	64
Net Impact	**-112**	**+36**	**-76**	**+37**	**-88**	**-51**

(Source: Consultant Calculation)

5.9 As can be seen in **Table 5.3**, the proposed apartments are anticipated to result in 76 fewer two-way person trips in the AM peak hour and 51 fewer two-way person trips in the PM peak hour.

6. PARKING AND SERVICING

Introduction

6.1 This section of the Transport Statement considers the proposed parking and servicing arrangements for the site.

Parking

Visitor Parking Opportunities

6.2 Given that the proposals are car-free in nature, no car parking will be provided for residents of the proposed apartments. Residents will be made aware of the lack of car parking for the apartments, prior to purchasing / letting the apartment; many residents will also likely choose to live at the site given the town centre location and proximity to Reading train station.

6.3 Nevertheless, it is considered that some visitors to the site would arrive via car. There are a number of opportunities for parking in the vicinity of the site, which could be utilised. As discussed in **Section 4**, on-street parking is permitted in marked sections of King's Road, where there is space for around 60 vehicles between the junctions of Abbey Square and Duncan Square. On-street parking is subject to a pay and display restriction for 2 hours, with no return in 2 hours.

6.4 Additional visitor parking could also be accommodated in the private car parks located across Reading town centre. There are multi-storey car parks on Queen's Road and at The Oracle Shopping Centre. The Queen's Road multi-storey car park has 700 spaces and is located approximately 350m southeast of the site and is around a 4-minute walk. A further 1,611 spaces are also located within the multi-storey car park for The Oracle shopping centre which is around a 5-minute walk from the site (400m).

6.5 Given the above, it is considered that there are sufficient opportunities for parking locally within a short walk of the site which could be utilised by visitors to the site.

Cycle Parking

6.6 Minimum cycle parking standards are provided in the 'Revised Parking Standards and Design Supplementary Planning Document' provided by Reading Borough Council; for ease, these standards are summarised in **Table 6.1**.

Table 6.1: Minimum Cycle Parking Standards

Land Use	Minimum Cycle Parking Standard
1 / 2 Bed Flat	0.5 spaces
3+ Bed Flat	1 space

(Source: Reading Borough Council)

6.7 Based on the development proposals, a minimum of 75 cycle parking spaces would be required based on the proposed quantum of apartments at the site.

6.8 Cycle parking will be provided within a secure cycle store accessible to residents at the site, this will be located within the undercroft area of the site.

Servicing

General Servicing and Refuse Collection

6.9 It is assumed that refuse collection will be undertaken by a private contractor, with general servicing and refuse collection undertaken from the roadside to the rear of the site, in line with the servicing associated with the former office use and the existing ground floor retail units.

Fire Appliance Access

6.10 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 8 of the *The Building* Regulations *2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more that 20m long. Fire tenders and emergency vehicles will access the site from the roadside on Market Place, or via the access road to the rear of the site.

7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany a permitted development application for 100 apartments in the upper storeys of a former office block, located at 3 – 10 Market Place, Reading. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- The site is located within an excellent location, within walking distance of amenities in Reading town centre. There are also numerous opportunities for travel by bicycle and public transport locally;
- An analysis of historic accident data suggests that there are no accident trends that might be exacerbated by the addition of development-related traffic;
- It is anticipated that the person trip generation associated with the development will equate to 56 two-way person trips in the AM peak hour and 64 two-way trips in the PM peak hour. Furthermore, in comparison to the previous office use, the proposals are anticipated to result in 76 fewer person trips in the AM peak hour and 51 fewer person trips in the PM peak hour ;
- Opportunities have been identified for on-street visitor parking and cycle parking provision has also been considered; and
- The servicing arrangements for the site have been considered.

Conclusion

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds on which the development should not be granted consent.

Appendix A

Indicative Site Layout

Proposed Lower Ground Floor

1 : 200

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Notes

North

Rev	Description	Date	Iss d by	Chkd By
P2	Issued for Planning	26.05.21	HT	CG
P1	Issued for Planning	24.03.21	CG	CS

headoffice³
design and build

Cartelli House. 3 Hawthorn Park. Seacroft.
Leeds. LS14 1PQ

Tel: 01132 577777
www.headoffice3.com

Project Address
6-8 Market Place
Reading
RG1 2EG

Client
TENE

Status
PLANNING

Project
Market Place

Title
Lower Ground Floor - GA Plan

Scale at A1: 1 : 200
Drawn: CG
Date: 22/03/21
Checked: CS
Drawing No.: P00004 - A(03)B1-001
Revision: P2

26/05/2021 20:53:06

1:200
4m 0 4m 8m 12m 16m 20m

Proposed Ground Floor Plan

1 : 200

1:200

4m 0 4m 8m 12m 16m 20m

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Client
TENE

Status
PLANNING

Project
Market Place

Title
Ground Floor - GA Plan

Scale at A1: 1 : 200
Drawn: CG
Date: 22/03/21
Checked: CS
Drawing No.: P00004 - A(03)00-001
Revision: P2

26/05/2021 10:10:50

Proposed First Floor Plan

1 : 200

1:200

4m 0 4m 8m 12m 16m 20m

26/05/2021 12:04:32

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Client
TENE

Status
PLANNING

Project
Market Place

Title
First Floor - GA Plan

Scale at A1
1 : 200

Drawn
HT

Date
21/05/2021

Checked
CG

Drawing No.
P00004 - A(03)01-001

Revision
P3

Proposed Second Floor Plan

1 : 200

1:200

4m 0 4m 8m 12m 16m 20m

26/05/2021 12:06:04

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Client
TENE

Status
PLANNING

Project
Market Place

Title
Second Floor - GA Plan

Scale at A1: 1 : 200
Drawn: HT
Date: 21/04/2021
Checked: CS/CG
Drawing No.: P00004 - A(03)02-001
Revision: P3

Proposed Third Floor Plan

1 : 200

1:200

4m 0 4m 8m 12m 16m 20m

26/05/2021 12:06:50

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RG1 2EG

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TENE

Status
PLANNING

Project
Market Place

Title
Third Floor - GA Plan

Scale at A1: 1 : 200
Drawn: HT
Date: 21/05/2021
Checked: CS/CG
Drawing No.: P00004 - A(03)03-001
Revision: P3

Proposed Fourth Floor Plan

1 : 200

1:200

4m 0 4m 8m 12m 16m 20m

26/05/2021 12:07:27

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Status
PLANNING

Project
Market Place

Title
Fourth Floor - GA Plan

Scale at A1: 1 : 200
Drawn: HT
Date: 21/05/2021
Checked: CS/CG
Drawing No.: P00004 - A(03)04-001
Revision: P3

Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-210312-0352

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	SO	SLOUGH	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	MT	MERTHYR TYDFIL	1 days
	PS	POWYS	1 days
	SW	SWANSEA	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days
	EB	CITY OF EDINBURGH	1 days
12	CONNAUGHT		
	CS	SLIGO	1 days
	RO	ROSCOMMON	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: 2750 to 8793 (units: sqm)
Range Selected by User: 2660 to 10639 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	16 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 undertaking using machines.

Selected Locations:

Town Centre	6
Edge of Town Centre	10

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:

Commercial Zone	3

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:

A1	1 days
B1	15 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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	3 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	5 days
1.1 to 1.5	9 days
1.6 to 2.0	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	6 days
No	10 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	16 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-A-02 PLANNING & ENGINEERING BRISTOL CITY
ST THOMAS STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 CA-02-A-05 OFFICES CAMBRIDGESHIRE
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

3 CS-02-A-02 COUNCIL OFFICE SLIGO
QUAY STREET
SLIGO

Town Centre
Built-Up Zone
Total Gross floor area: 2750 sqm
Survey date: FRIDAY *01/11/13* *Survey Type: MANUAL*

4 DU-02-A-01 OFFICES DUNDEE CITY
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

5 EB-02-A-06 REGUS OFFICES CITY OF EDINBURGH
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY *16/03/16* *Survey Type: MANUAL*

6 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

7 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

8 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 MT-02-A-02 COUNCIL OFFICES MERTHYR TYDFIL
CASTLE STREET
MERTHYR TYDFIL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5250 sqm
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

10 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

11 PS-02-A-01 COUNCIL OFFICES POWYS
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

12 RO-02-A-02 GOVERNMENT OFFICES ROSCOMMON
GOLF LINKS ROAD
ROSCOMMON
ARDSALLAGH BEG
Edge of Town Centre
Residential Zone
Total Gross floor area: 7200 sqm
Survey date: TUESDAY *23/09/14* *Survey Type: MANUAL*

13 SF-02-A-02 OFFICES SUFFOLK
BATH STREET
IPSWICH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 6505 sqm
Survey date: FRIDAY *19/07/13* *Survey Type: MANUAL*

14 SO-02-A-02 COUNCIL OFFICES SLOUGH
BATH ROAD
SLOUGH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5050 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

15 SW-02-A-01 OFFICES SWANSEA
LANGDON ROAD
SWANSEA

Edge of Town Centre
Development Zone
Total Gross floor area: 6630 sqm
Survey date: FRIDAY *25/10/13* *Survey Type: MANUAL*

16 TV-02-A-04 COUNCIL OFFICES TEES VALLEY
CORPORATION ROAD
MIDDLESBROUGH

Town Centre
Commercial Zone
Total Gross floor area: 3950 sqm
Survey date: TUESDAY *08/10/13* *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
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	5099	0.911	16	5099	0.070	16	5099	0.981
08:00 - 09:00	16	5099	2.290	16	5099	0.186	16	5099	2.476
09:00 - 10:00	16	5099	1.490	16	5099	0.402	16	5099	1.892
10:00 - 11:00	16	5099	0.723	16	5099	0.553	16	5099	1.276
11:00 - 12:00	16	5099	0.631	16	5099	0.618	16	5099	1.249
12:00 - 13:00	16	5099	1.058	16	5099	1.498	16	5099	2.556
13:00 - 14:00	16	5099	1.433	16	5099	1.178	16	5099	2.611
14:00 - 15:00	16	5099	0.870	16	5099	0.770	16	5099	1.640
15:00 - 16:00	16	5099	0.451	16	5099	0.670	16	5099	1.121
16:00 - 17:00	16	5099	0.282	16	5099	1.245	16	5099	1.527
17:00 - 18:00	16	5099	0.137	16	5099	2.036	16	5099	2.173
18:00 - 19:00	16	5099	0.044	16	5099	0.792	16	5099	0.836
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.320			10.018			20.338

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:	2750 - 8793 (units: sqm)
Survey date date range:	01/01/12 - 19/10/18
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-640801-210310-0324

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	2 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
11	SCOTLAND		
	SR	STIRLING	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: 80 to 175 (units:)
Range Selected by User: 75 to 300 (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 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:

Tuesday	4 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	3
No Sub Category	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:

C3	7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE Edge of Town Centre Residential Zone Total No of Dwellings:	BLOCKS OF FLATS	175	BEDFORDSHIRE
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
2	BD-03-C-03 COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total No of Dwellings:	BLOCKS OF FLATS	146	BEDFORDSHIRE
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
3	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total No of Dwellings:	BLOCK OF FLATS	94	ESSEX
	Survey date: TUESDAY		*22/10/13*	*Survey Type: MANUAL*
4	HC-03-C-01 CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total No of Dwellings:	BLOCKS OF FLATS	90	HAMPSHIRE
	Survey date: TUESDAY		*05/06/18*	*Survey Type: MANUAL*
5	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD Edge of Town Centre Built-Up Zone Total No of Dwellings:	BLOCK OF FLATS	91	HERTFORDSHIRE
	Survey date: THURSDAY		*14/11/19*	*Survey Type: MANUAL*
6	SF-03-C-01 STATION HILL BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total No of Dwellings:	BLOCKS OF FLATS	85	SUFFOLK
	Survey date: THURSDAY		*18/12/14*	*Survey Type: MANUAL*
7	SR-03-C-01 FORTHSIDE WAY STIRLING Edge of Town Centre No Sub Category Total No of Dwellings:	FLATS	80	STIRLING
	Survey date: WEDNESDAY		*18/06/14*	*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	109	0.034	7	109	0.145	7	109	0.179
08:00 - 09:00	7	109	0.057	7	109	0.166	7	109	0.223
09:00 - 10:00	7	109	0.059	7	109	0.074	7	109	0.133
10:00 - 11:00	7	109	0.062	7	109	0.085	7	109	0.147
11:00 - 12:00	7	109	0.063	7	109	0.092	7	109	0.155
12:00 - 13:00	7	109	0.114	7	109	0.092	7	109	0.206
13:00 - 14:00	7	109	0.079	7	109	0.088	7	109	0.167
14:00 - 15:00	7	109	0.075	7	109	0.080	7	109	0.155
15:00 - 16:00	7	109	0.081	7	109	0.058	7	109	0.139
16:00 - 17:00	7	109	0.110	7	109	0.068	7	109	0.178
17:00 - 18:00	7	109	0.180	7	109	0.092	7	109	0.272
18:00 - 19:00	7	109	0.166	7	109	0.091	7	109	0.257
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.080			1.131			2.211

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.

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Parameter summary

Trip rate parameter range selected:	80 - 175 (units:)
Survey date date range:	01/01/12 - 18/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	109	0.063	7	109	0.359	7	109	0.422
08:00 - 09:00	7	109	0.095	7	109	0.463	7	109	0.558
09:00 - 10:00	7	109	0.105	7	109	0.185	7	109	0.290
10:00 - 11:00	7	109	0.148	7	109	0.166	7	109	0.314
11:00 - 12:00	7	109	0.124	7	109	0.163	7	109	0.287
12:00 - 13:00	7	109	0.216	7	109	0.201	7	109	0.417
13:00 - 14:00	7	109	0.171	7	109	0.180	7	109	0.351
14:00 - 15:00	7	109	0.158	7	109	0.163	7	109	0.321
15:00 - 16:00	7	109	0.246	7	109	0.134	7	109	0.380
16:00 - 17:00	7	109	0.280	7	109	0.167	7	109	0.447
17:00 - 18:00	7	109	0.443	7	109	0.196	7	109	0.639
18:00 - 19:00	7	109	0.411	7	109	0.208	7	109	0.619
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.460			2.585			5.045

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.

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