

**Soni.Me Ltd**

**42 Portman Road  
Reading**

**Transport Statement**

**May 2020**

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# 1 INTRODUCTION

- 1.1 Soni.Me Ltd has commissioned Pulsar to prepare a Transport Statement in support of a Prior Approval application to change the use of the existing site at 42 Portman Road, Reading (RG30 1EA), from office (Use Class B1a) to residential (Use Class C3). The redeveloped site will consist of 16 residential units.

## **Background**

- 1.2 The Local Planning Authority and Local Highway Authority are Reading Borough Council (RBC).
- 1.3 The redevelopment of the site from its existing office use to a residential use is permitted, subject to limitations and conditions, including the need to apply for Prior Approval based on the:
- Transport and highways impacts
  - Contamination and flooding risks
  - Impacts of noise from commercial premises on the intended occupiers of the development.
- 1.4 This Transport Statement has been prepared to address the transport and highways impacts of the proposed redevelopment.
- 1.5 In February 2019, the existing site was granted full planning permission (Ref: 181934) for the following proposal:
- Proposed Extension to Existing External Car Park Area (Renewal of original Planning Approval Ref: 150391 dated 8th June 2015)*
- 1.6 The proposed car park extension sought to provide an additional 5 parking spaces, including 2 blue badge parking spaces. Although not yet constructed, these additional parking bays will be located to the southeast corner of the site, immediately adjacent to and in line with the existing vehicular forecourt of the adjacent car showroom (currently Vauxhall Eden external sales forecourt). Access to the proposed additional parking area is to be gained from the existing car parking area.
- 1.7 The proposal also included the provision of a loading space for short-duration deliveries immediately adjacent to an external storage unit and the entrance lobby of the existing property.
- 1.8 With no intention to change the existing building occupancy/staff employment levels, the additional parking was proposed only to address an existing shortfall of provision

for the building of both standard and accessible spaces, as well as reducing the extent of on-street overspill parking that occurs as a result of the existing uses.

### **Proposed Development**

- 1.9 The Prior Approval application proposes a change of use from office (Use Class B1a) to residential (Use Class C3). The redeveloped site will consist of 16 residential units across two-storeys, comprised of 12 x 1-bed units and 4 x 2-bed units.
- 1.10 There is no change proposed to the vehicular or pedestrian access to the site. Primary pedestrian access will continue to be provided directly from Portman Road, whilst secondary pedestrian access and vehicular access will be retained via the existing connection with Albury Close to the northeast of the site.
- 1.11 The additional 5 parking spaces, inclusive of 2 blue badge spaces, granted planning permission in February 2019, would be implemented prior to the proposed redevelopment. It is not proposed to change the currently approved car parking provision for the site of 28 car parking spaces, including 23 existing spaces and the further 5 permitted parking spaces. The neighbouring site, 44 Portman Road, shares access to the site and has ownership of 4 car parking spaces towards the northwest of the parking court; these are considered separate to the parking allocation for 42 Portman Road.
- 1.12 The proposed layout is shown on the architect's layout plans in **Appendix A**.
- 1.13 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
  - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
  - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
  - **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
  - **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

## 2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

### **Site Location**

2.2 The application site, 42 Portman Road, is a two-storey commercial building with an existing floor area of 712 sqm. The site is situated to the north of Portman Road with an existing car park located to the east of the building.

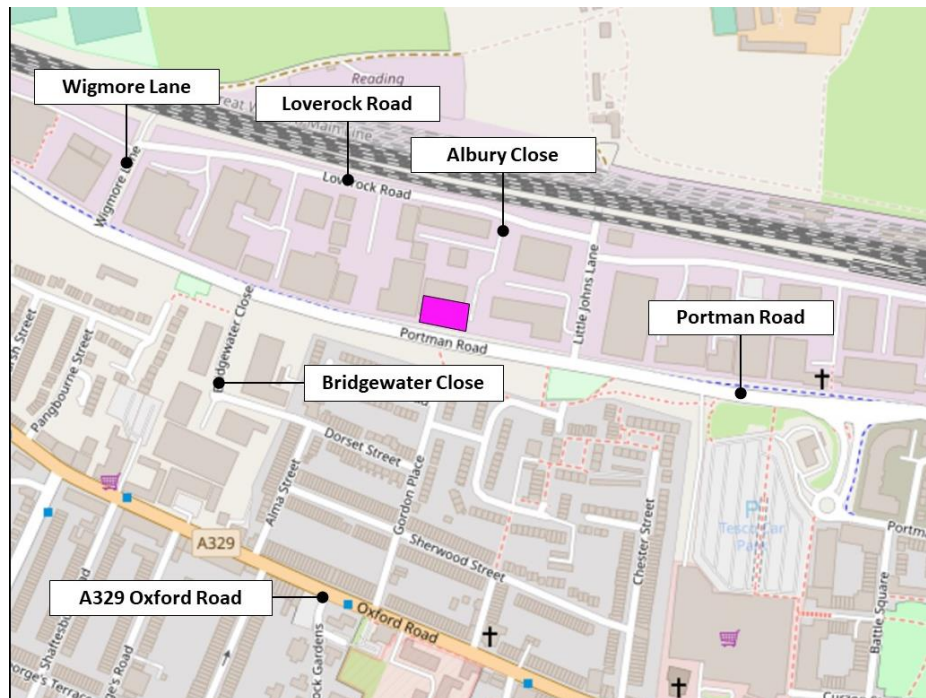
2.3 The car parking provision for the existing site comprises 23 existing spaces and a further 5 spaces. The additional 5 spaces are yet to be constructed following grant of a full planning permission received in February 2019. These will be constructed on the existing grassed frontage to the southeast corner of the site. Vehicular access to the car park is from Albury Close, which connects with Loverock Road further north.

2.4 Located within the Portman Road Core Employment Area, the surrounding area within the immediate vicinity of the site comprises predominantly commercial uses. Adjoining the building to the north is 44 Portman Road, a commercial property with multiple occupiers.

2.5 Beyond the Portman Road Core Employment Area, which forms an east-west corridor that runs parallel to Portman Road, the Great Western Main Line passes to the north, whilst the area south of Portman Road is comprised of residential and commercial uses.

2.6 **Figure 1** shows the site location plan.

**Figure 1: Site Location Plan**



## Accessibility

- 2.7 This section provides information on access to and from the site by sustainable modes of transport.

### ***Walking & Cycling***

- 2.8 The area is conducive to walking with a good level of pedestrian infrastructure present in the vicinity of the site. Furthermore, the topography in the area is generally flat which is good for walking and cycling activity.
- 2.9 Footways are provided throughout the Portman Road Core Employment Area, connecting Albury Close with Loverock Road and further afield. A pedestrian connection through the grass frontage of the site is provided from Portman Road to the front entrance of the existing commercial building.
- 2.10 A shared footway / cycleway benefiting from verge separation is provided along the northern edge of Portman Road. Approximately 750m to the west, the closest formal crossing facility is a zebra crossing across the eastern arm of the Wigmore Lane / Norcot Road / Oxford Road roundabout, whilst approximately 400m to the east a signalised crossing point is provided across the eastern arm of the Portman Road and West Village / Tesco Superstore junction.
- 2.11 Government research contained in Planning Policy Guidance 13: Transport, as well as guidance produced by the Chartered Institution of Highways and Transportation (CIHT) suggests that walking is the most important mode of travel at the local level

and offers the greatest potential to replace short car trips, particularly under two kilometres. Therefore, a consideration of services and facilities accessible by walking within two kilometres is considered appropriate.

- 2.12 **Table 2.1** below sets out walk distances between the site and key local amenities.

**Table 2.1: Approximate walk distances to local amenities**

| Local Facility                 | Distance (m) |
|--------------------------------|--------------|
| Dentist (Oxford Road)          | 600          |
| Supermarket (Tesco Superstore) | 600          |
| Bus Stops                      | 700          |
| GP Surgery (Oxford Road)       | 850          |
| Shops                          | 850          |
| ATM / Bank (Reading Zabka)     | 900          |
| Battle Library                 | 1,100        |
| Wilson Primary School          | 1,200        |
| Post Office (Oxford road)      | 1,300        |
| Reading West Train Station     | 1,400        |

- 2.13 **Table 2.1** demonstrates that a number of key amenities are located within the threshold of two kilometres generally accepted for walking trips.
- 2.14 Accepted guidance and research suggests that cycling is a significant potential mode for journeys up to 5 miles. This catchment would include the entirety of Reading town centre as well as the entirety of the Reading built area both to the south and west of the site.
- 2.15 A shared footway / cycleway is provided along Portman Road immediately to the south of the site. Referred to locally as Route R5, this cycleway provides an off-road cycling connection between the centre of Reading to the east and Tilehurst Station to the west, allowing cyclists to avoid the A329 Oxford Road to the south, which is the key vehicular arterial route leading in and out of Reading.

### ***Public Transport***

- 2.16 The closest bus stops to the site are located on the A329 Oxford Road to the south of the site. Both eastbound and westbound stops are approximately 700m walking distance from 42 Portman Road with the pedestrian route from the site leading west along Portman Road, south along Bridgewater Close, east on Dorset Street, and then south via Alma Street before connecting with A329 Oxford Road.
- 2.17 Both bus stops benefit from covered seating and are marked by a bus flag that provides information on available services.
- 2.18 The following services are available from these bus stops: 15, 15A, 16, and 17. A bus network map provided by Reading Borough Council is contained at **Appendix B**.

- 2.19 Reading West Train Station is located approximately 1,400m to the southeast of the site. The station is served by local services operated by Great Western Railway between Reading and Basingstoke or Newbury.
- 2.20 Connections to Reading Station take 3-4 minutes. From Reading, frequent connections are provided to London Paddington, Oxford, Bristol, and Cardiff Central amongst many other key destinations. **Table 2.2** below provides a summary of the rail services operating from Reading Train Station.

**Table 2.2: Summary of Rail Services (No. Services per Hour – before COVID-19)**

| Destination            | AM Peak Hour<br>(0800-0900) | PM Peak Hour<br>(1700-1800) |
|------------------------|-----------------------------|-----------------------------|
| London Paddington      | 17                          | 15                          |
| Oxford                 | 5                           | 5                           |
| Bristol (All Stations) | 4                           | 4                           |
| Cardiff Central        | 2                           | 2                           |

### ***Local Highway Network***

- 2.21 Loverock Road is a two-way carriageway road that serves as a spine road through the Portman Road Core Employment Area, forming simple priority junctions with Wigmore Lane to the west and Little John Lane to the east.
- 2.22 Albury Close forms a priority junction with Loverock Road within the estate and provides access-only to a number of commercial properties, including both Nos. 42 and 44 Portman Road. Both properties share an access to the southwest of Albury Close.
- 2.23 Double Yellow Lines (DYL) are present along the entire eastern length of Albury Close and are also present along the western side of the road, extending 14m from the give-way line with Portman Road.
- 2.24 Congestion within Albury Close and along Loverock Road resulting from this illegal parking was one reason cited by the applicant as part of the application for additional on-site parking, which was granted planning approval in February 2019.
- 2.25 Portman Road is a two-way carriageway road, which is subject to a 40mph speed limit enforced by speed cameras located immediately adjacent to the site frontage. Along its length, Portman Road provides access into the Portman Road Core Employment Area at three locations: via Little Johns Lane (closest to the site), via Wigmore Lane to the west, and via Ashmere Terrace to the east.
- 2.26 At its western extent, Portman Road continues as Wigmore Lane, which then forms the northeast arm of the Wigmore Lane / Norcot Road / Oxford Road roundabout. Heading west or south from this location, the highway network passes through the

western built-area of Reading before eventually connecting with smaller towns, including Pangbourne or Tidmarsh, or the M4.

- 2.27 To the east, Portman Road forms a signalised junction with the West Village / Tesco Superstore access, before forming the northwest arm of the Portman Road / Cow Lane / Beresford Road roundabout. Further afield, the highway network leads into Reading town centre.

### ***Local Car Ownership***

- 2.28 Census data (for the Reading 007 Middle Super Output Area) was referenced to understand local car ownership levels with the results given below:
- Zero cars – 36.0%
  - 1 car – 48.4%
  - 2 cars – 13.4%
  - 3 cars – 1.9%
  - 4 or more cars – 0.3%
- 2.29 According to Census data, 36% of all household types in the area own no cars, whilst 64% of household types have one or fewer cars. Each household has an average of 0.83 vehicles.

### **Summary**

- 2.30 The above demonstrates a number of key amenities are located within two kilometres of the proposed development site, and Portman Road benefits from a key shared footway / cycleway route that offers strategic connections in both east and west locations, including Reading West Station and the town centre.
- 2.31 In combination, these factors will serve to encourage future residents to use sustainable travel options over private car use.

### 3 POLICY REVIEW

#### Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

#### National Policy

##### ***National Planning Policy Framework (NPPF)***

- 3.2 The revised NPPF was published in July 2018 (and subsequently updated in February 2019) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.
- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 102 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:
- a) the potential impacts of development on transport networks can be addressed;*
  - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
  - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
  - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
  - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 3.5 Paragraph 103 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 3.6 Paragraph 108 states that in assessing specific applications for development, the following should be ensured:

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

*Safe and suitable access to the site can be achieved for all users; and*

*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.*

3.7 Paragraph 109 goes on to state:

*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

***National Planning Practice Guidance (NPPG), 2014***

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

*"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".*

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

## **Local Policy**

### ***Reading Borough Local Plan***

3.12 A new Reading Borough Local Plan was adopted on November 4<sup>th</sup> 2019. This document sets out the planning policies for development in Reading up to 2036, and is the main consideration in deciding planning applications.

3.13 The Local Plan replaces previous development plans including the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document, which no longer apply.

3.14 The following objectives of relevance to this document are included within the Local Plan:

*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*

*Improve and develop excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport, including walking and cycling*

3.15 Policy CC1 of the Local Plan outlines a presumption in favour of sustainable development:

*A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible [...]*

3.16 The accessibility and the intensity of development are discussed in Policy CC6:

*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. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.*

3.17 Figure 4.8 of the Local Plan highlights 'Major Transport Schemes in Reading' with the A329 Oxford Road, which is located within 600m walking distance of the site, proposed to be upgraded as a mass rapid transit route within the Local Plan period.

3.18 Policy TR4 focusses on 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.*

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

Policy TR5 addresses car and cycle parking, as well as electric vehicle charging. It states that, '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**

3.19 The RBC Supplementary Planning Document (SPD) was adopted in October 2011 and sets out the Borough's approach on vehicle parking provision and design.

3.20 Adopted parking standards within Reading are based on a zonal scheme devised by RBC. The proposed development site is located within Zone 3, the 'Secondary Core Area'.

3.21 Section 3 of the SPD outlines the car parking standards for all land uses. A summary of the residential car and cycle parking standards is provided below in **Table 3.1**. It should be noted that guidance relating to car parking are 'required' standards, whilst standards relating to cycle parking are a minimum.

**Table 3.1: Residential Car and Cycle Parking Standards**

| Dwelling Type   | Car Parking (Zone 3)                  | Cycle Parking |
|-----------------|---------------------------------------|---------------|
| Flat: 1-2 bed   | 1.5                                   | 0.5           |
| Flat: 3+ bed    | 2                                     | 1             |
| Visitor Parking | 1 space per 10 dwellings (flats only) | n/a           |

## **Summary**

- 3.22 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. Further information is provided later in this report which details the transport infrastructure proposed for the site.

## **4 THE PROPOSED DEVELOPMENT**

- 4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix A** contains the architect's layout.

The Prior Approval application proposes a change of use from office (Use Class B1a) to residential (Use Class C3). The redeveloped site will consist of 16 residential units across two-storeys, comprised of 12 x 1-bed units and 4 x 2-bed units.

### **Pedestrian Access**

- 4.2 There is no change proposed to the pedestrian access for the site. Primary pedestrian access will continue to be provided directly from Portman Road, whilst secondary pedestrian access will be retained via Albury Close to the northeast of the site.

### **Vehicular Access**

- 4.3 There is no change proposed to the vehicular access for the site. Vehicular access will be retained via the existing connection with Albury Close to the northeast of the site, which will continue to be shared with the adjacent commercial property at 42 Portman Road.

### **Servicing**

- 4.4 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance. Given the scale of the scheme, it is expected that the development will generate a minimal number of deliveries each day.
- 4.5 As part of the planning permission granted for the extension of the existing car park, it was also proposed to provide a loading space for short-duration deliveries. This space would be provided within the car park, situated immediately adjacent to an external storage unit and the entrance lobby of the existing property. It is proposed to provide the same arrangement for loading and unloading activities associated with the proposed development.
- 4.6 All accommodations will be provided with in-unit waste and recycling storage; easily accessible bins will be provided in an external storage unit located within the car park to the east of the building.
- 4.7 Refuse collection will take place within the car park and will be overseen by on-site management and collection staff.

## **Vehicle Parking**

- 4.8 The existing site benefits from planning permission to provide a total of 28 car parking spaces. In addition to 23 existing car parking spaces provided at present, planning permission (Ref: 181934) was granted in February 2019 for the following:

*Proposed Extension to Existing External Car Park Area (Renewal of original Planning Approval Ref: 150391 dated 8th June 2015)*

- 4.9 The proposed car park extension sought to provide an additional 5 parking spaces, including 2 blue badge parking spaces. Although not yet constructed, these additional parking bays will be located to the southeast corner of the site, immediately adjacent to and in line with the existing vehicular forecourt of the adjacent car showroom (currently Vauxhall Eden external sales forecourt). Access to the proposed additional parking area is to be gained from the existing car parking area.
- 4.10 As mentioned previously, RBC's adopted parking standards (Revised Parking Standards and Design SPD – 2011) are based on a zonal system. The proposed development is located within Zone 3 and would therefore need to meet 'required' standards of 1.5 car parking spaces per unit for flat dwelling-types (1-2 bedrooms).
- 4.11 On the basis that the proposed development will provide 12 x 1-bed flats and 4 x 2-bed flats, a total of 24 car parking spaces are required for residents.
- 4.12 In addition, 1 visitor parking space is required for every 10 flats. A further two visitor parking spaces are therefore required for the proposed development.
- 4.13 This total provision of 26 car parking spaces will also include two blue badge parking spaces, as approved in the previous planning permission.
- 4.14 The proposed provision of 28 car parking spaces exceeds the total requirement (for resident and visitor parking) by 2 spaces. However, it is noted that residential (Use Class C3) parking standards are 'required' standards and not maximum standards and this provision is considered appropriate for the development. It should also assist in alleviating existing on-street parking issues on the adjoining streets.

## **Cycle Parking**

- 4.15 The development will provide a minimum of 8 cycle parking spaces in accordance with minimum standards that require 0.5 spaces per unit. Cycle parking in the form of 4 Sheffield Stands (8 spaces) will be provided at ground level within the external storage unit to the east of the building.

- 4.16 Cycle parking will be designed in accordance with the typical cycle stand dimensions and cycle parking layout specified on page 22 of the 'Revised Parking Standards and Design SPD – 2011' document prepared by RBC.

## 5 TRIP ASSESSMENT

5.1 This section considers the net change in forecast person trips when comparing the existing office uses with the proposed residential development.

### Existing Office Trip Generation

5.2 The existing trip generation for the consented office space has been estimated using trip rates derived from the TRICS database using the following parameters:

- Land Use – B1 Office;
- Regions – England (Excluding Greater London); and
- Locations – Edge of Town Centre, Suburban Area, and Edge of Town.

5.3 The resulting trip rates were obtained as set out in **Table 5.1** below and in **Appendix C**.

**Table 5.1: Office Total Person Trip Rates & Trip Generation: All Modes**

| Period               | Trip Rates |        |        | Trip Generation (712 sqm) |     |       |
|----------------------|------------|--------|--------|---------------------------|-----|-------|
|                      | In         | Out    | Total  | In                        | Out | Total |
| <b>08:00 - 09:00</b> | 3.798      | 0.233  | 4.031  | 27                        | 2   | 29    |
| <b>17:00 - 18:00</b> | 0.573      | 3.448  | 4.021  | 4                         | 25  | 29    |
| <b>07:00 - 19:00</b> | 14.602     | 14.734 | 29.336 | 104                       | 105 | 209   |

5.4 The existing office floorspace is estimated to generate 29 two-way total person trips during both peak hours

5.5 Using 2011 Census data, it has been possible to extract 'Method of Travel to Work' modal split proportions (as shown in **Table 5.2** below) for people working within the Reading 007 Middle Super Output Area, within which the development site is situated.

**Table 5.2: Office Modal Splits**

| Mode                              | Modal Split   |
|-----------------------------------|---------------|
| <b>Underground</b>                | 0.1%          |
| <b>Train</b>                      | 4.6%          |
| <b>Bus, minibus or coach</b>      | 7.7%          |
| <b>Taxi</b>                       | 0.3%          |
| <b>Motorcycle, scooter, moped</b> | 1.2%          |
| <b>Driving a car or van</b>       | 63.8%         |
| <b>Passenger in a car or van</b>  | 4.7%          |
| <b>Bicycle</b>                    | 4.8%          |
| <b>On foot</b>                    | 12.7%         |
| <b>Other</b>                      | 0.1%          |
| <b>Total</b>                      | <b>100.0%</b> |

- 5.6 The office modal split presented above has then been applied to the total person trip generation from **Table 5.2**. The existing office trip generation by mode is outlined below in **Table 5.3**.

**Table 5.3: Office Trip Generation by Mode**

| Mode                       | AM Peak Hour |          |           | PM Peak Hour |           |           | 07:00-19:00 |            |            |
|----------------------------|--------------|----------|-----------|--------------|-----------|-----------|-------------|------------|------------|
|                            | In           | Out      | Total     | In           | Out       | Total     | In          | Out        | Total      |
| Underground                | 0            | 0        | 0         | 0            | 0         | 0         | 0           | 0          | 0          |
| Train                      | 1            | 0        | 1         | 0            | 1         | 1         | 5           | 5          | 10         |
| Bus, minibus or coach      | 2            | 0        | 2         | 0            | 2         | 2         | 8           | 8          | 16         |
| Taxi                       | 0            | 0        | 0         | 0            | 0         | 0         | 0           | 0          | 1          |
| Motorcycle, scooter, moped | 0            | 0        | 0         | 0            | 0         | 0         | 1           | 1          | 2          |
| Driving a car or van       | 17           | 1        | 18        | 3            | 16        | 18        | 66          | 67         | 133        |
| Passenger in a car or van  | 1            | 0        | 1         | 0            | 1         | 1         | 5           | 5          | 10         |
| Bicycle                    | 1            | 0        | 1         | 0            | 1         | 1         | 5           | 5          | 10         |
| On foot                    | 3            | 0        | 4         | 1            | 3         | 4         | 13          | 13         | 26         |
| Other                      | 0            | 0        | 0         | 0            | 0         | 0         | 0           | 0          | 0          |
| <b>Total</b>               | <b>27</b>    | <b>2</b> | <b>29</b> | <b>4</b>     | <b>25</b> | <b>29</b> | <b>104</b>  | <b>105</b> | <b>209</b> |

- 5.7 It can be seen that the existing site is anticipated to generate 18 two-way vehicle trips during both the AM and PM peak hours. Across a 12-hour period, the development could generate up to 133 two-way vehicle trips.

### Residential Trip Rates & Trip Generation

- 5.8 In order to derive the potential total person trip generation for the proposed residential use, the TRICS database was interrogated with the following parameters selected:

- Land Use – Residential;
- Category – Flats Privately Owned;
- Regions – England (Excluding Greater London); and
- Locations – Edge of Town Centre, Suburban Area, and Edge of Town.

- 5.9 The resulting total person trip rates are set out in **Table 5.4** below and in **Appendix D**.

**Table 5.4: Residential Total Person Trip Rates & Trip Generation: All Modes**

| Period               | Trip Rates |       |       | Trip Generation (16 Units) |     |       |
|----------------------|------------|-------|-------|----------------------------|-----|-------|
|                      | In         | Out   | Total | In                         | Out | Total |
| <b>08:00 - 09:00</b> | 0.119      | 0.322 | 0.441 | 2                          | 5   | 7     |
| <b>17:00 - 18:00</b> | 0.503      | 0.237 | 0.740 | 8                          | 4   | 12    |
| <b>07:00 - 19:00</b> | 2.617      | 2.706 | 5.323 | 42                         | 43  | 85    |

- 5.10 The proposed development is expected to generate 7 two-way total person trips between 08:00-09:00 and 12 two-way total person trips between 17:00-18:00.
- 5.11 Using 2011 Census data, it has been possible to extract 'Method of Travel to Work' modal split proportions for residents living within the Reading 011 Middle Super Output Area, within which the development site is situated. This is shown below in **Table 5.5**.

**Table 5.5: Residential Modal Splits**

| Mode                       | Modal Split   |
|----------------------------|---------------|
| Underground                | 0.3%          |
| Train                      | 13.7%         |
| Bus, minibus or coach      | 14.9%         |
| Taxi                       | 0.3%          |
| Motorcycle, scooter, moped | 0.6%          |
| Driving a car or van       | 36.6%         |
| Passenger in a car or van  | 3.9%          |
| Bicycle                    | 4.4%          |
| On foot                    | 25.1%         |
| Other                      | 0.3%          |
| <b>Total</b>               | <b>100.0%</b> |

- 5.12 The modal split presented above has then been applied to the total person trip generation from **Table 5.5**. The residential trip generation by mode is outlined below in **Table 5.6**.

**Table 5.6: Residential Trip Generation by Mode**

| Mode                       | AM Peak Hour |          |          | PM Peak Hour |          |           | 07:00-19:00 |           |           |
|----------------------------|--------------|----------|----------|--------------|----------|-----------|-------------|-----------|-----------|
|                            | In           | Out      | Total    | In           | Out      | Total     | In          | Out       | Total     |
| Underground                | 0            | 0        | 0        | 0            | 0        | 0         | 0           | 0         | 0         |
| Train                      | 0            | 1        | 1        | 1            | 1        | 2         | 6           | 6         | 12        |
| Bus, minibus or coach      | 0            | 1        | 1        | 1            | 1        | 2         | 6           | 6         | 13        |
| Taxi                       | 0            | 0        | 0        | 0            | 0        | 0         | 0           | 0         | 0         |
| Motorcycle, scooter, moped | 0            | 0        | 0        | 0            | 0        | 0         | 0           | 0         | 0         |
| Driving a car or van       | 1            | 2        | 3        | 3            | 1        | 4         | 15          | 16        | 31        |
| Passenger in a car or van  | 0            | 0        | 0        | 0            | 0        | 0         | 2           | 2         | 3         |
| Bicycle                    | 0            | 0        | 0        | 0            | 0        | 1         | 2           | 2         | 4         |
| On foot                    | 0            | 1        | 2        | 2            | 1        | 3         | 10          | 11        | 21        |
| Other                      | 0            | 0        | 0        | 0            | 0        | 0         | 0           | 0         | 0         |
| <b>Total</b>               | <b>2</b>     | <b>5</b> | <b>7</b> | <b>8</b>     | <b>4</b> | <b>12</b> | <b>42</b>   | <b>43</b> | <b>85</b> |

- 5.13 It can be seen that 3 and 4 two-way vehicle trips could be generated by the proposed development during both the AM and PM peak hours respectively. Across a 12-hour period, the development could generate up to 31 two-way vehicle trips. While the

majority of person trips generated by the development are likely to be undertaken by car, approximately 25% would be undertaken by foot.

## Net Trip Generation

5.14 **Table 5.7** below shows the net trip generation by mode.

**Table 5.7 Net Trip Generation by Mode**

| Mode                       | AM Peak Hour |          |            | PM Peak Hour |            |            | 07:00-19:00 |            |             |
|----------------------------|--------------|----------|------------|--------------|------------|------------|-------------|------------|-------------|
|                            | In           | Out      | Total      | In           | Out        | Total      | In          | Out        | Total       |
| Underground                | 0            | 0        | 0          | 0            | 0          | 0          | 0           | 0          | 0           |
| Train                      | -1           | 1        | 0          | 1            | -1         | 0          | 1           | 1          | 2           |
| Bus, minibus or coach      | -2           | 1        | -1         | 1            | -1         | 0          | -2          | -2         | -3          |
| Taxi                       | 0            | 0        | 0          | 0            | 0          | 0          | 0           | 0          | 0           |
| Motorcycle, scooter, moped | 0            | 0        | 0          | 0            | 0          | 0          | -1          | -1         | -2          |
| Driving a car or van       | -17          | 1        | -16        | 0            | -14        | -14        | -51         | -51        | -102        |
| Passenger in a car or van  | -1           | 0        | -1         | 0            | -1         | -1         | -3          | -3         | -7          |
| Bicycle                    | -1           | 0        | -1         | 0            | -1         | -1         | -3          | -3         | -6          |
| On foot                    | -3           | 1        | -2         | 1            | -2         | -1         | -3          | -2         | -5          |
| Other                      | 0            | 0        | 0          | 0            | 0          | 0          | 0           | 0          | 0           |
| <b>Total</b>               | <b>-25</b>   | <b>3</b> | <b>-22</b> | <b>4</b>     | <b>-21</b> | <b>-17</b> | <b>-62</b>  | <b>-62</b> | <b>-124</b> |

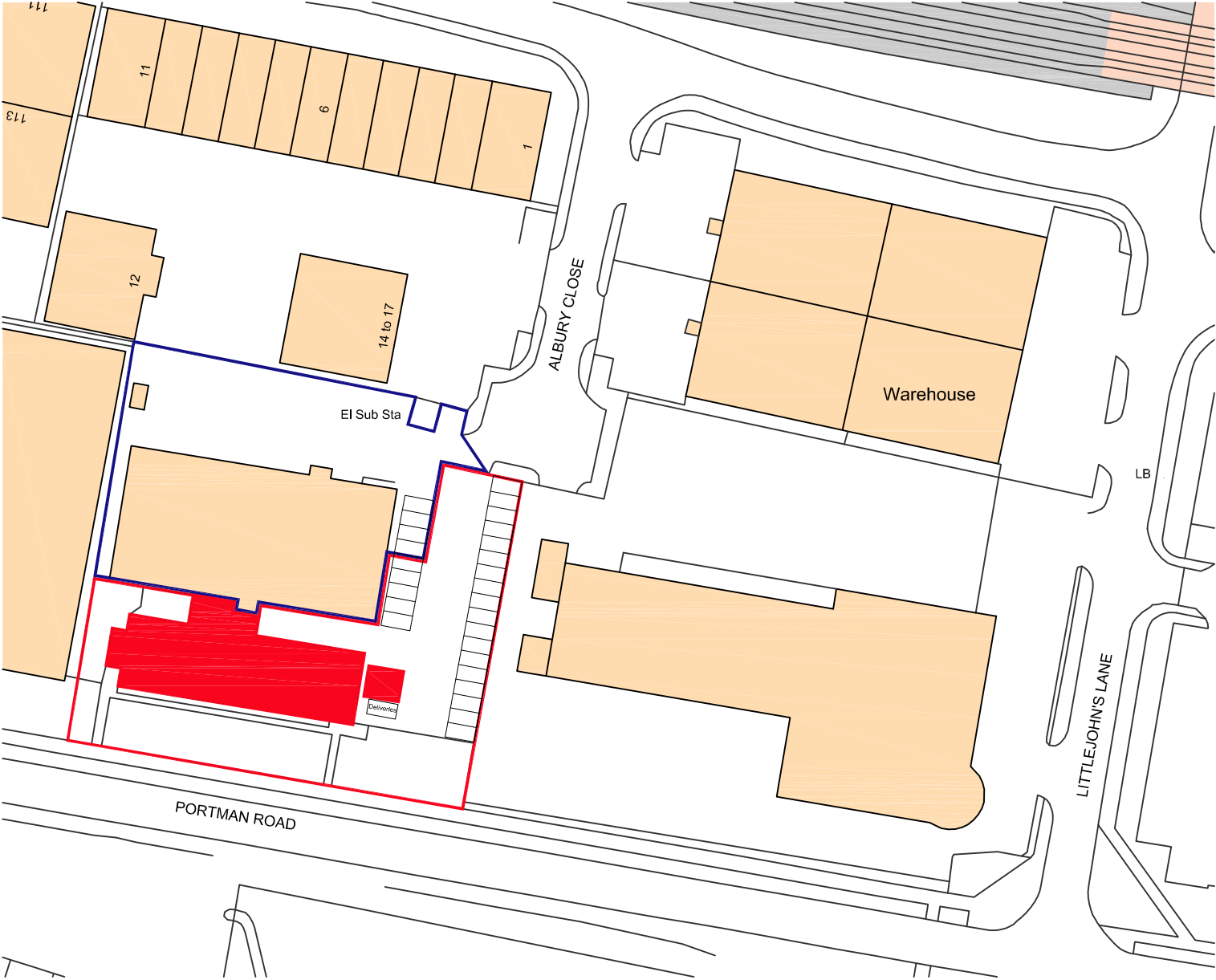
5.15 The table above shows that, when compared against the existing office uses, the proposed residential use would generate fewer vehicle trips during both the AM and PM peak hours. Across the day, there would be a significant reduction in daily vehicle trips of approximately 100 two-way movements.

5.16 It can, therefore, be seen that the proposed development will have a positive impact on the local highway network.

## 6 SUMMARY & CONCLUSIONS

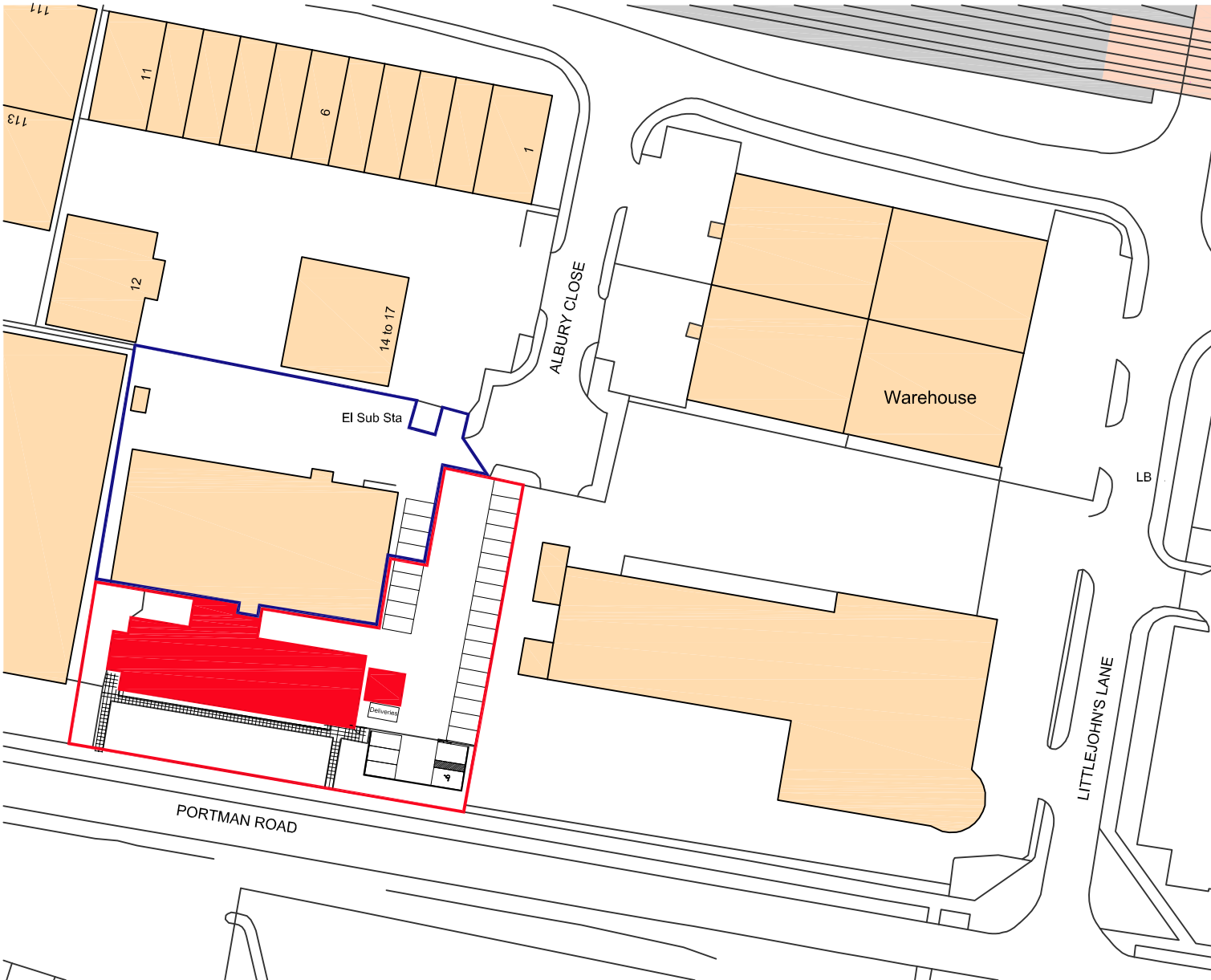
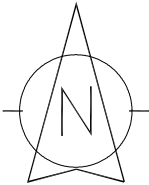
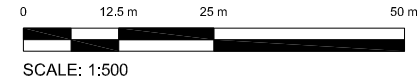
- 6.1 Soni.Me Ltd has commissioned Pulsar to prepare a Transport Statement in support of a Prior Approval application to change the use of the existing site at 42 Portman Road, Reading (RG30 1EA), from office (Use Class B1a) to residential (Use Class C3). The redeveloped site will consist of 16 residential units.
- 6.2 A total of 28 car parking spaces will be provided comprising 23 existing spaces and a further 5 spaces permitted as part of planning permission (Ref: 181934) granted in February 2019. This provision will include two blue badge spaces.
- 6.3 The proposed provision of 28 car parking spaces exceeds the total requirement (for resident and visitor parking) by 2 spaces. However, it is noted that residential (Use Class C3) parking standards are 'required' standards and not maximum standards and this provision is considered appropriate for the development.
- 6.4 The site seeks to maximise the sustainable characteristics of the site by encouraging active travel. Residents and visitors will benefit from the proximity of the site to walking and cycling facilities, including the provision of an off-road cycling connection between the centre of Reading to the east and Tilehurst Station to the west.
- 6.5 The development will provide a minimum of 8 cycle parking spaces in accordance with minimum standards that require 0.5 spaces per unit. Cycle parking in the form of 4 Sheffield Stands will be provided at ground level within the external storage unit to the east of the building.
- 6.6 A trip generation assessment was undertaken, which shows that the impact of the proposed development is expected to be positive in terms of vehicle trips to/from the site.
- 6.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
  - safe and suitable access to the site can be achieved by all people;
  - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 6.8 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds.

## **APPENDIX A – ARCHITECT’S LAYOUT**



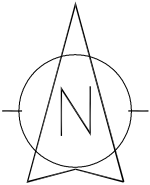
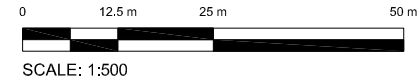
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LOCATION PLAN AS EXISTING 1:500

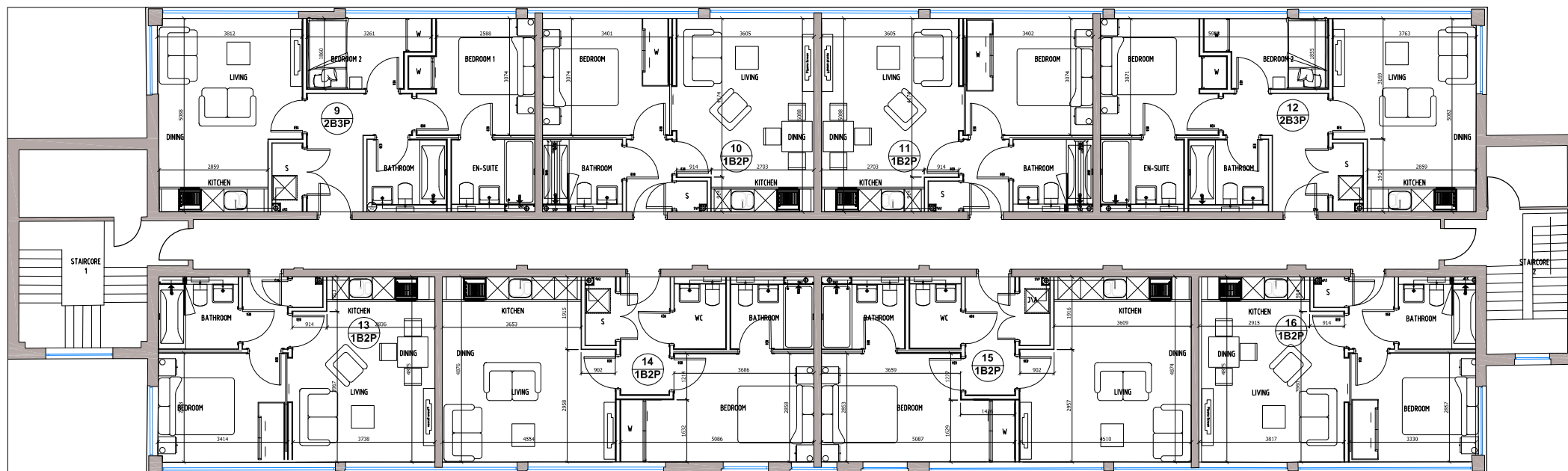


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LOCATION PLAN AS PROPOSED 1:500



|                                                                                       |                                      |           |         |
|---------------------------------------------------------------------------------------|--------------------------------------|-----------|---------|
| P2                                                                                    | Planning Layout as Existing Proposed |           |         |
| Rev                                                                                   | Notes                                | Date      | Initial |
| Status                                                                                | PLANNING                             |           |         |
| robert rigby architects                                                               |                                      |           |         |
|  |                                      |           |         |
| 42 Portman Road, Reading, RG30 1EA                                                    |                                      |           |         |
| Telephone: 0118 9577010                                                               |                                      |           |         |
| Fax: 0118 9577019                                                                     |                                      |           |         |
| E-Mail: enquiries@rigbyarchitects.com                                                 |                                      |           |         |
| Project:<br>42 PORTMAN ROAD<br>READING<br>RG30 1EA                                    |                                      |           |         |
| Client:<br>AMIT MEHTA                                                                 |                                      |           |         |
| Drawing Title:<br>LOCATION PLAN AS EXISTING<br>TO 16 RESIDENTIAL UNITS (FLATS)        |                                      |           |         |
| Scale: 1:75                                                                           |                                      | Dwg. No.: |         |
| Drawn by: MIT                                                                         |                                      | 2009 001  |         |
| Date: April 2020                                                                      |                                      | P2        |         |



FIRST FLOOR PLAN

SCHEDULE OF AREAS

Ground Floor Level

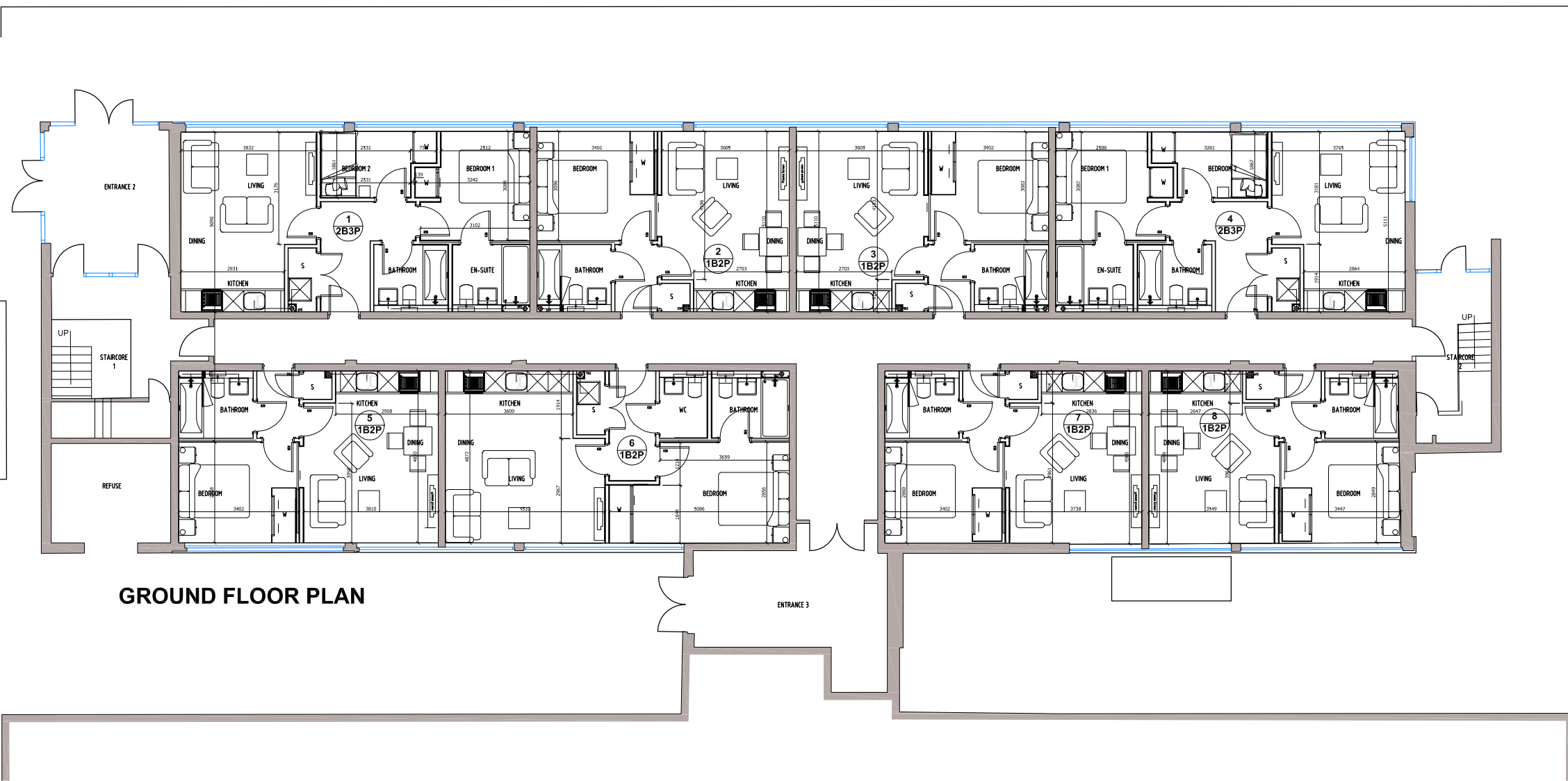
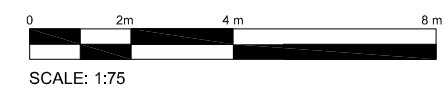
|        |                      |          |       |      |
|--------|----------------------|----------|-------|------|
| Flat 1 | 50.644m <sup>2</sup> | 545sq ft | 2 bed | 2B3P |
| Flat 2 | 36.514m <sup>2</sup> | 393sq ft | 1 bed | 1B2P |
| Flat 3 | 36.408m <sup>2</sup> | 392sq ft | 1 bed | 1B2P |
| Flat 4 | 50.442m <sup>2</sup> | 543sq ft | 2 bed | 2B2P |
| Flat 5 | 35.816m <sup>2</sup> | 386sq ft | 1 bed | 1B2P |
| Flat 6 | 47.631m <sup>2</sup> | 513sq ft | 1 bed | 1B2P |
| Flat 7 | 35.652m <sup>2</sup> | 384sq ft | 1 bed | 1B2P |
| Flat 8 | 35.344m <sup>2</sup> | 380sq ft | 1 bed | 1B2P |

First Floor Level

|         |                      |          |       |      |
|---------|----------------------|----------|-------|------|
| Flat 9  | 50.398m <sup>2</sup> | 542sq ft | 2 bed | 2B3P |
| Flat 10 | 36.301m <sup>2</sup> | 391sq ft | 1 bed | 1B2P |
| Flat 11 | 36.359m <sup>2</sup> | 391sq ft | 1 bed | 1B2P |
| Flat 12 | 50.238m <sup>2</sup> | 541sq ft | 2 bed | 2B3P |
| Flat 13 | 35.456m <sup>2</sup> | 382sq ft | 1 bed | 1B2P |
| Flat 14 | 47.646m <sup>2</sup> | 513sq ft | 1 bed | 1B2P |
| Flat 15 | 47.442m <sup>2</sup> | 511sq ft | 1 bed | 1B2P |
| Flat 16 | 35.442m <sup>2</sup> | 381sq ft | 1 bed | 1B2P |

Total  
667.775m<sup>2</sup> 7311sq ft 20 bed

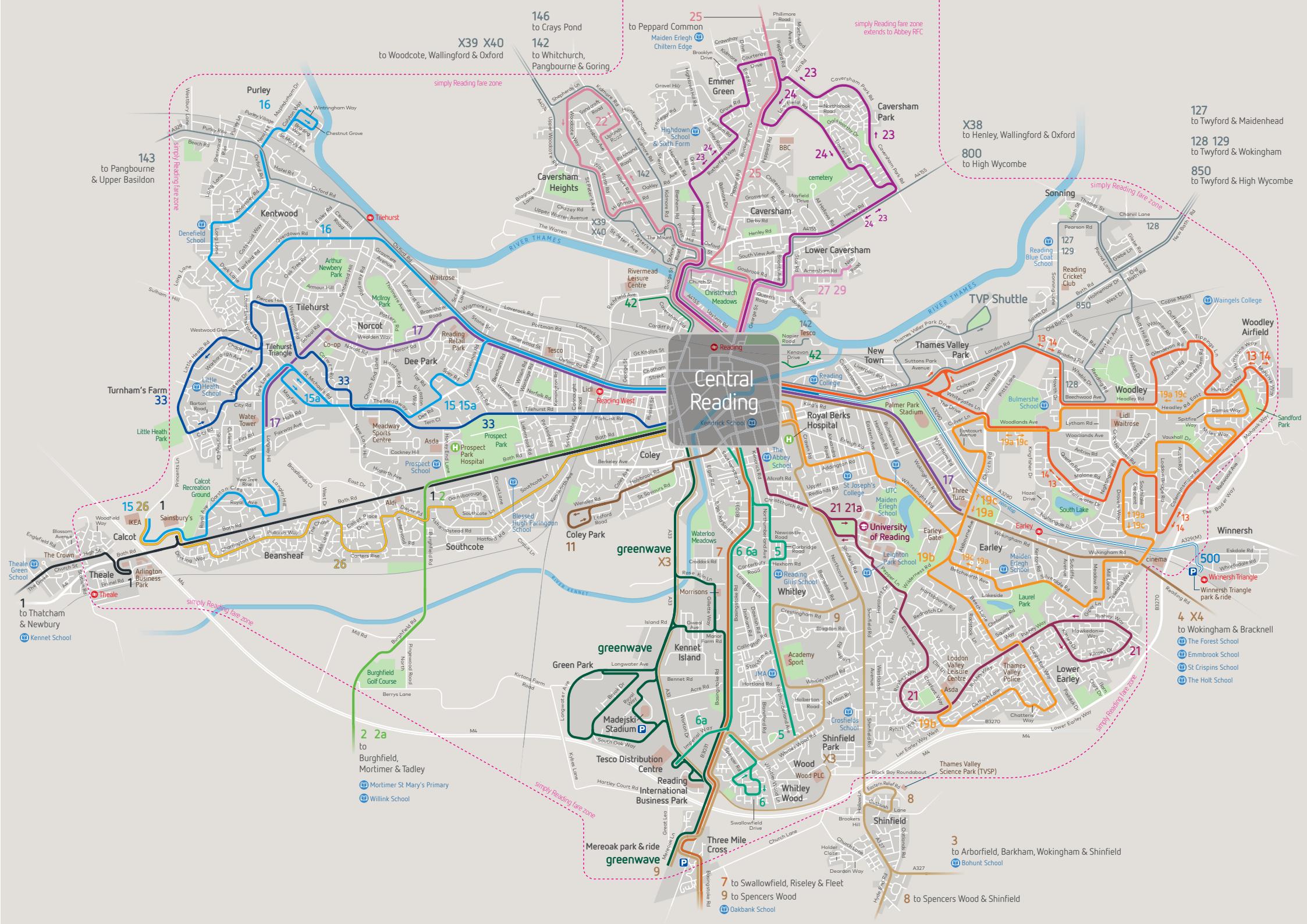
Conversion factor used m x 10.7639 = sq ft



GROUND FLOOR PLAN

|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |          |         |              |           |       |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|--------------|-----------|-------|
| P2        | 4 no Cycle Stands Shown                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 18-05-20 | DH      |              |           |       |
| Rev       | Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Date     | Initial |              |           |       |
| Status    | <div>PLANNING</div> <div>robert rigby architects</div> <div><div>42 Portman Road, Reading, RG30 1EA<br/>Telephone: 0118 951770 10<br/>Fax: 0118 951770 19<br/>E-Mail: enquiry@rroberts.co.uk</div></div> <div>Project:<br/>42 PORTMAN ROAD<br/>READING<br/>RG30 1EA</div> <div>Client:<br/>AMIT MEHTA</div> <div>Drawing Title:<br/>PROPOSED COVERSION FROM<br/>TO 16 RESIDENTIAL UNITS (FLATS)</div> |          |         |              |           |       |
| Scale:    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |          |         | 1:75<br>@ A1 | Dwg. No.: | Rev.: |
| Drawn by: |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |          |         | MIT          | 2009 100  | P2    |
| Date:     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |          |         | April 2020   |           |       |

## **APPENDIX B – BUS NETWORK MAP**



143  
to Pangbourne  
& Upper Basildon

X39 X40  
to Woodcote, Wallingford & Oxford

146  
to Crays Pond  
142  
to Whitchurch,  
Pangbourne & Goring

25  
to Peppard Common  
Maiden Erleigh  
Chilren Edge

simply Reading fare zone  
extends to Abbey RFC

X38  
to Henley, Wallingford & Oxford  
800  
to High Wycombe

127  
to Twyford & Maidenhead  
128 129  
to Twyford & Wokingham  
850  
to Twyford & High Wycombe

1  
to Thatcham  
& Newbury  
Kennet School

2 2a  
to Burghfield,  
Mortimer & Tadley  
Mortimer St Mary's Primary  
Willink School

simply Reading fare zone

7 to Swallowfield, Riseley & Fleet  
9 to Spencers Wood  
Oakbank School

3  
to Arborfield, Barkham, Wokingham & Shinfield  
Bohunt School

4 X4  
to Wokingham & Bracknell  
The Forest School  
Emmbrook School  
St Crispins School  
The Holt School

500  
Winnersh Triangle  
park & ride

Central Reading  
Kendrick School

## **APPENDIX C – TRICS OFFICE TRIP RATES**

Calculation Reference: AUDIT-805401-200504-0515

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BD BEDFORDSHIRE                | 1 days |
|    | ES EAST SUSSEX                 | 2 days |
|    | HF HERTFORDSHIRE               | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 2 days |
|    | WY WEST YORKSHIRE              | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 1 days |
|    | DH DURHAM                      | 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: 178 to 2000 (units: sqm)  
Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 3 days |
| Wednesday | 3 days |
| Thursday  | 2 days |
| Friday    | 1 days |

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

## Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 11 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                | 8 |
| Suburban Area (PPS6 Out of Centre) | 1 |
| 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  | 2 |
| Commercial Zone  | 1 |
| Residential Zone | 2 |
| Built-Up Zone    | 2 |
| 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:

|    |         |
|----|---------|
| B1 | 11 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 1 mile:

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

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 2 days |
| 75,001 to 100,000  | 2 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 3 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 | 7 days |
| 1.1 to 1.5 | 4 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 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 | 11 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                   |                        |          |                     |
|---|-----------------------------------------------------------------------------------|------------------------|----------|---------------------|
| 1 | BD-02-A-03<br>BROMHAM ROAD<br>BEDFORD                                             | OFFICES                |          | BEDFORDSHIRE        |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:                 |                        | 1469 sqm |                     |
|   | Survey date: MONDAY                                                               |                        | 14/10/13 | Survey Type: MANUAL |
| 2 | CB-02-A-02<br>PORT ROAD<br>CARLISLE                                               | OFFICE                 |          | CUMBRIA             |
|   | Edge of Town Centre<br>Industrial Zone<br>Total Gross floor area:                 |                        | 925 sqm  |                     |
|   | Survey date: FRIDAY                                                               |                        | 24/06/16 | Survey Type: MANUAL |
| 3 | DH-02-A-02<br>DURHAM ROAD<br>NEAR DURHAM<br>BOWBURN                               | CONSTRUCTION COMPANY   |          | DURHAM              |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        |                        | 2000 sqm |                     |
|   | Survey date: TUESDAY                                                              |                        | 27/11/12 | Survey Type: MANUAL |
| 4 | DS-02-A-01<br>PRIME PARK WAY<br>DERBY                                             | REAL ESTATE DEVELOPERS |          | DERBYSHIRE          |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:                 |                        | 594 sqm  |                     |
|   | Survey date: WEDNESDAY                                                            |                        | 25/09/19 | Survey Type: MANUAL |
| 5 | ES-02-A-11<br>THE SIDINGS<br>HASTINGS<br>ORE VALLEY                               | HOUSING COMPANY        |          | EAST SUSSEX         |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: |                        | 186 sqm  |                     |
|   | Survey date: TUESDAY                                                              |                        | 17/11/15 | Survey Type: MANUAL |
| 6 | ES-02-A-13<br>ROMAN ROAD<br>HOVE                                                  | OFFICES                |          | EAST SUSSEX         |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area:                |                        | 280 sqm  |                     |
|   | Survey date: WEDNESDAY                                                            |                        | 04/07/18 | Survey Type: MANUAL |
| 7 | HF-02-A-03<br>60 VICTORIA STREET<br>ST ALBANS                                     | OFFICE                 |          | HERTFORDSHIRE       |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:                   |                        | 610 sqm  |                     |
|   | Survey date: WEDNESDAY                                                            |                        | 16/10/13 | Survey Type: MANUAL |
| 8 | NF-02-A-02<br>NORTH QUAY<br>GREAT YARMOUTH                                        | FINANCIAL PLANNERS     |          | NORFOLK             |
|   | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area:                 |                        | 894 sqm  |                     |
|   | Survey date: MONDAY                                                               |                        | 11/09/17 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                        |                          |          |                     |
|----|----------------------------------------|--------------------------|----------|---------------------|
| 9  | NY-02-A-01                             | SOLICITORS               |          | NORTH YORKSHIRE     |
|    | NORTH PARK ROAD<br>HARROGATE           |                          |          |                     |
|    | Edge of Town Centre<br>Built-Up Zone   |                          |          |                     |
|    | Total Gross floor area:                |                          | 178 sqm  |                     |
|    | Survey date: THURSDAY                  |                          | 04/10/18 | Survey Type: MANUAL |
| 10 | NY-02-A-02                             | DISTRICT COUNCIL OFFICES |          | NORTH YORKSHIRE     |
|    | STATION ROAD<br>RICHMOND               |                          |          |                     |
|    | Edge of Town Centre<br>No Sub Category |                          |          |                     |
|    | Total Gross floor area:                |                          | 1930 sqm |                     |
|    | Survey date: THURSDAY                  |                          | 14/03/19 | Survey Type: MANUAL |
| 11 | WY-02-A-05                             | OFFICES                  |          | WEST YORKSHIRE      |
|    | PIONEER WAY<br>CASTLEFORD<br>WHITWOOD  |                          |          |                     |
|    | Edge of Town<br>No Sub Category        |                          |          |                     |
|    | Total Gross floor area:                |                          | 1230 sqm |                     |
|    | Survey date: TUESDAY                   |                          | 23/05/17 | 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

| 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 | 10       | 1012     | 0.791     | 10         | 1012     | 0.119     | 10       | 1012     | 0.910     |
| 08:00 - 09:00 | 11       | 936      | 3.798     | 11         | 936      | 0.233     | 11       | 936      | 4.031     |
| 09:00 - 10:00 | 11       | 936      | 2.195     | 11         | 936      | 1.039     | 11       | 936      | 3.234     |
| 10:00 - 11:00 | 11       | 936      | 1.233     | 11         | 936      | 1.049     | 11       | 936      | 2.282     |
| 11:00 - 12:00 | 11       | 936      | 0.777     | 11         | 936      | 1.010     | 11       | 936      | 1.787     |
| 12:00 - 13:00 | 11       | 936      | 1.331     | 11         | 936      | 1.836     | 11       | 936      | 3.167     |
| 13:00 - 14:00 | 11       | 936      | 1.777     | 11         | 936      | 1.447     | 11       | 936      | 3.224     |
| 14:00 - 15:00 | 11       | 936      | 0.962     | 11         | 936      | 0.884     | 11       | 936      | 1.846     |
| 15:00 - 16:00 | 11       | 936      | 0.554     | 11         | 936      | 1.049     | 11       | 936      | 1.603     |
| 16:00 - 17:00 | 11       | 936      | 0.476     | 11         | 936      | 2.001     | 11       | 936      | 2.477     |
| 17:00 - 18:00 | 11       | 936      | 0.573     | 11         | 936      | 3.448     | 11       | 936      | 4.021     |
| 18:00 - 19:00 | 9        | 988      | 0.135     | 9          | 988      | 0.619     | 9        | 988      | 0.754     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  | 14.602   |          |           | 14.734     |          |           | 29.336   |          |           |

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.

## **APPENDIX D – TRICS RESIDENTIAL TRIP RATES**

Calculation Reference: AUDIT-805401-200504-0548

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | EX ESSEX                       | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DC DORSET                      | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | RI EAST RIDING OF YORKSHIRE    | 1 days |
| 08 | NORTH WEST                     |        |
|    | MS MERSEYSIDE                  | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 2 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 35 (units: )  
 Range Selected by User: 6 to 50 (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 25/09/19

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 3 days |
| Wednesday | 3 days |
| Friday    | 1 days |

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

## Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 8 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                | 1 |
| Suburban Area (PPS6 Out of Centre) | 5 |
| 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:

|                  |   |
|------------------|---|
| Development Zone | 1 |
| Residential Zone | 6 |
| No Sub Category  | 1 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories*

## Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| C3 | 8 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 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 4 days |
| 20,001 to 25,000 | 3 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:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 3 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 6 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 | 8 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 | 8 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                  |                   |          |                          |
|---|----------------------------------------------------------------------------------|-------------------|----------|--------------------------|
| 1 | CB-03-C-02<br>BRIDGE LANE<br>PENRITH                                             | BLOCK OF FLATS    |          | CUMBRIA                  |
|   | Edge of Town<br>No Sub Category<br>Total No of Dwellings:                        |                   | 35       |                          |
|   | Survey date: WEDNESDAY                                                           |                   | 11/06/14 | Survey Type: MANUAL      |
| 2 | CB-03-C-03<br>LOUND STREET<br>KENDAL                                             | FLATS & BUNGALOWS |          | CUMBRIA                  |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                   | 33       |                          |
|   | Survey date: MONDAY                                                              |                   | 09/06/14 | Survey Type: MANUAL      |
| 3 | DC-03-C-02<br>PALM COURT<br>WEYMOUTH<br>SPA ROAD                                 | FLATS IN BLOCKS   |          | DORSET                   |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                   | 14       |                          |
|   | Survey date: FRIDAY                                                              |                   | 28/03/14 | Survey Type: MANUAL      |
| 4 | DS-03-C-03<br>CAESAR STREET<br>DERBY                                             | BLOCKS OF FLATS   |          | DERBYSHIRE               |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                   | 30       |                          |
|   | Survey date: WEDNESDAY                                                           |                   | 25/09/19 | Survey Type: MANUAL      |
| 5 | EX-03-C-01<br>WESTCLIFF PARADE<br>SOUTHEND-ON-SEA<br>WESTCLIFF                   | FLATS             |          | ESSEX                    |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings:                |                   | 6        |                          |
|   | Survey date: TUESDAY                                                             |                   | 22/10/13 | Survey Type: MANUAL      |
| 6 | MS-03-C-03<br>MARINERS WHARF<br>LIVERPOOL<br>QUEENS DOCK                         | BLOCK OF FLATS    |          | MERSEYSIDE               |
|   | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total No of Dwellings: |                   | 9        |                          |
|   | Survey date: TUESDAY                                                             |                   | 13/11/18 | Survey Type: MANUAL      |
| 7 | RI-03-C-01<br>465 PRIORY ROAD<br>HULL                                            | FLATS             |          | EAST RIDING OF YORKSHIRE |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       |                   | 20       |                          |
|   | Survey date: TUESDAY                                                             |                   | 13/05/14 | Survey Type: MANUAL      |
| 8 | SF-03-C-03<br>TOLLGATE LANE<br>BURY ST EDMUNDS                                   | BLOCKS OF FLATS   |          | SUFFOLK                  |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                   | 30       |                          |
|   | Survey date: WEDNESDAY                                                           |                   | 03/12/14 | 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 PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 8        | 22          | 0.147        | 8          | 22          | 0.288        | 8        | 22          | 0.435        |
| 08:00 - 09:00       | 8        | 22          | 0.119        | 8          | 22          | 0.322        | 8        | 22          | 0.441        |
| 09:00 - 10:00       | 8        | 22          | 0.282        | 8          | 22          | 0.322        | 8        | 22          | 0.604        |
| 10:00 - 11:00       | 8        | 22          | 0.136        | 8          | 22          | 0.175        | 8        | 22          | 0.311        |
| 11:00 - 12:00       | 8        | 22          | 0.198        | 8          | 22          | 0.181        | 8        | 22          | 0.379        |
| 12:00 - 13:00       | 8        | 22          | 0.130        | 8          | 22          | 0.124        | 8        | 22          | 0.254        |
| 13:00 - 14:00       | 8        | 22          | 0.153        | 8          | 22          | 0.181        | 8        | 22          | 0.334        |
| 14:00 - 15:00       | 8        | 22          | 0.175        | 8          | 22          | 0.237        | 8        | 22          | 0.412        |
| 15:00 - 16:00       | 8        | 22          | 0.209        | 8          | 22          | 0.147        | 8        | 22          | 0.356        |
| 16:00 - 17:00       | 8        | 22          | 0.249        | 8          | 22          | 0.153        | 8        | 22          | 0.402        |
| 17:00 - 18:00       | 8        | 22          | 0.503        | 8          | 22          | 0.237        | 8        | 22          | 0.740        |
| 18:00 - 19:00       | 8        | 22          | 0.316        | 8          | 22          | 0.339        | 8        | 22          | 0.655        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>2.617</b> |            |             | <b>2.706</b> |          |             | <b>5.323</b> |

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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