



Oxford Road, Reading

Transport Statement

Client: Stonegate Homes

i-Transport Ref: BH/BB/ITB16072-002A R

Date: 29 September 2020

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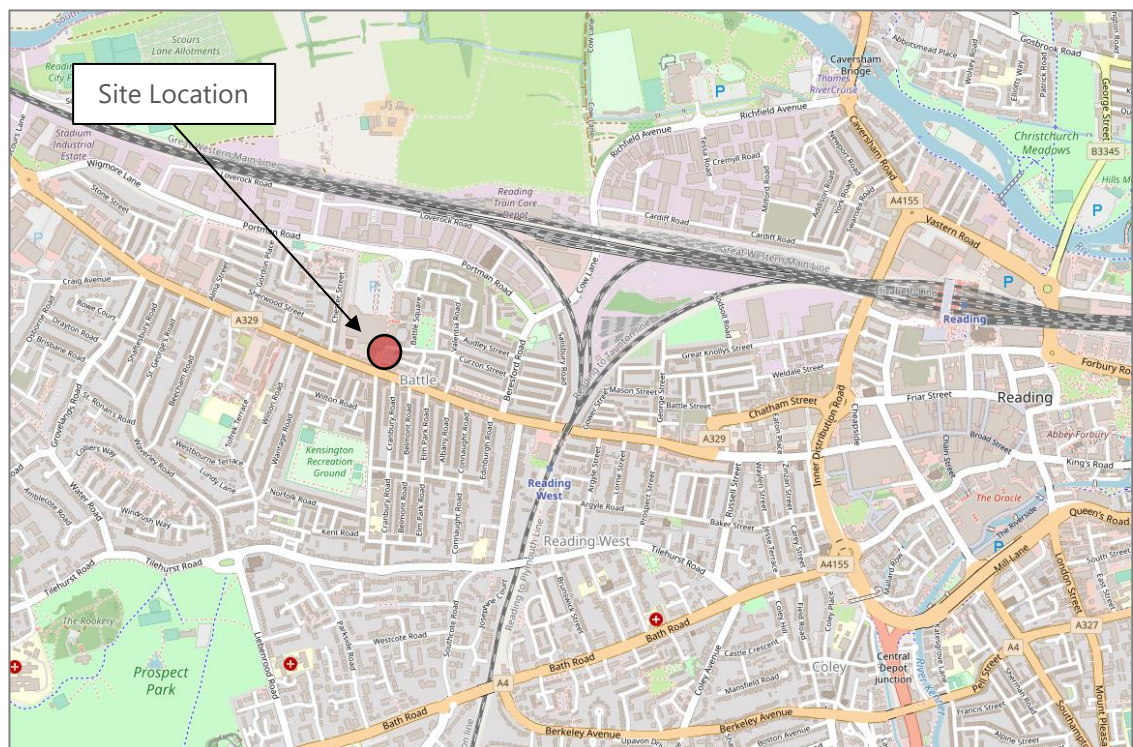
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SECTION 1 INTRODUCTION

1.1 Overview

- 1.1.1** i-Transport has been appointed by Stonegate Homes to provide highways and transport advice in relation to the development of a site at Oxford Road, Reading. The proposal is to develop the site to provide 26 apartments and two small commercial units on the ground floor.
- 1.1.2** The application site is located to the north of Oxford Road. The Curzon Club is located to the south and a large supermarket to the north west. A large modern residential development surrounds the site to the north and east. A site location plan is provided as **Image 1.1**.

Image 1.1: Site Location Plan



Source: Open Street Map and Consultants Illustration

1.2 Planning History

- 1.2.1** The site formed part of the 2006 planning application for the redevelopment of the former Battle Hospital site (06/00011/FUL). A Healthcare centre was proposed for the site within the application, which would have provided a four-storey building which fronted towards the adjacent Tesco supermarket. A total of 16 car parking spaces were then proposed behind the

Healthcare Centre. The residential units that formed part of the planning application on the wider site were built over phases, but the proposed Healthcare centre was never developed.

1.3 Approach to Transport Statement

1.3.1 In line with the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development at the site, and to consider the proposal against relevant transport policies and guidance documents.

1.3.2 Specifically, this TS has been prepared to consider the three critical transport tests outlined in paragraphs 108 / 109 of the NPPF, namely:

- Will the opportunities for sustainable travel be appropriately taken up, given the type of development and its location?
- Will safe and suitable access be provided for all users?
- Will the transport impacts of the site be adequately mitigated, such that the residual cumulative impacts will be acceptable (i.e. not severe), and not result in unacceptable safety impacts?

1.3.3 To inform pre-application discussions, a Technical Note was prepared and submitted to Reading Borough Council (i-Transport Report Reference: ITB16072-001A TN) which provided information in relation to the proposed access, parking and servicing arrangements. Following the submission of the Technical Note, there have been ongoing discussions with the Council in relation to the level of car parking that should be provided on site.

1.4 Report Structure

1.4.1 The remainder of the Transport Statement is structured as follows:

- **Section 2:** Describes the existing transport conditions near the site, including opportunities to travel via more sustainable modes i.e. walking, cycling and public transport and presents an overview of the characteristics of the local highway network;
- **Section 3:** Describes the development proposal including the proposed site access, parking provision, refuse collection and servicing arrangements;

- **Section 4:** Considers the vehicular traffic generation of the site and provides an assessment of the impact of the proposal on the local highway network; and
- **Section 5:** Summarises the report and draws conclusions.

SECTION 2 EXISTING CONDITIONS & SUSTAINABLE TRANSPORT

2.1 Introduction

- 2.1.1 This section of the TS provides a review of the existing transport conditions in the vicinity of the site and the opportunities for sustainable travel.

2.2 Site Location

- 2.2.1 The site is located approximately 1.5km to the west of Reading town centre, to the north of Oxford Road. The Curzon Club is located to the south and a large supermarket to the north west. A large modern residential development surrounds the site to the north and east.
- 2.2.2 The location of the site is illustrated in **Image 1.1**.

2.3 Walking and Cycling

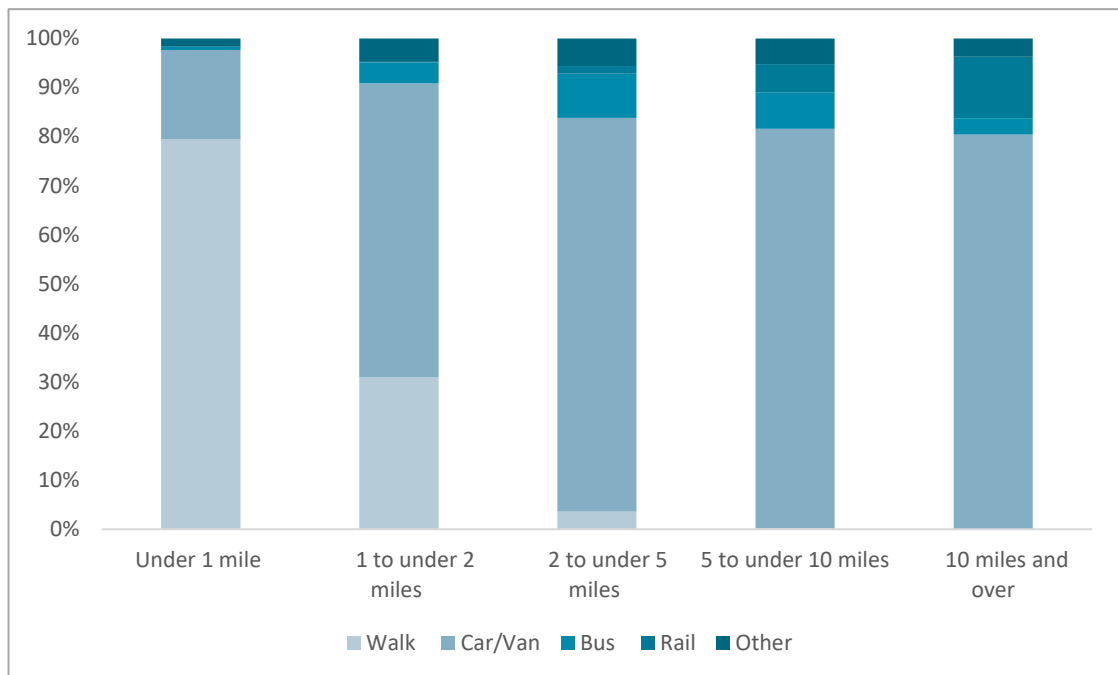
Walking

- 2.3.1 Within the immediate vicinity of the site, Curzon Street has a footway along the site frontage. To the east, Curzon Street operates more as a shared surface and therefore accommodates the movements of pedestrians, cyclists, and vehicles on an equitable basis. At the north-western extent of the site, Curzon Street meets Moultsford Mews, which forms a pedestrian route towards the adjacent Tesco superstore.
- 2.3.2 To the east of the site, Curzon Street meets Battle Square at a priority controlled junction and footways are present on either side of the carriageway. The footways benefit from street lighting and are approximately 2m wide. The footways on Curzon Street and Battle Square connect to the wider residential footway network to the east and north of the site respectively.
- 2.3.3 To the south of the site, high quality footways are provided on either side of Oxford Road. The footways benefit from street lighting and vary in width between 2m – 3m along their extents. Within the vicinity of the site, the footways facilitate pedestrian access to numerous local facilities and services along Oxford Road, including local convenience stores and food outlets.
- 2.3.4 To the east of the site, the footways on Oxford Road provide access to Reading West railway station after circa 700m before forming a continuous pedestrian route toward Reading town

centre. To the south of the site, the footways on Oxford Road connect to the wider footway network via numerous minor road access junctions.

- 2.3.5 Turning to the general accessibility of the site by walking, the National Travel Survey (NTS) 2018 identifies the mode share journeys of different lengths (**Image 2.1**).

Image 2.1: Mode Share of Trips by Main Mode for Different Trip Lengths



Source: National Travel Survey

- 2.3.6 It is demonstrated that the majority (80%) of trips up to one mile (1.6km) are undertaken on foot. This is corroborated by the CIHT guidance 'Planning for Walking'. The NTS data also shows around 33% of journeys between 1 and 2 miles will be on foot i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).
- 2.3.7 The site is situated within the immediate vicinity of numerous local facilities and amenities along Oxford Road and is circa 1.5km to the west of Reading town centre. Therefore, the proposed development will be located considerably less than 1.6km (the distance in which most journeys will be undertaken on foot) from a broad range of local services and facilities. It is therefore considered that any residents of the proposed dwellings or staff/customers of the proposed commercial units at the site will be afforded very good opportunities to travel to key services and facilities on foot.

Cycling

- 2.3.8 Whilst no specific cycle infrastructure i.e. on-road cycle lanes or off-road cycle routes is provided within the vicinity of the site, the nearby local roads of Battle Place, Curzon Street and Oxford Road are subject to 30mph speed limits and afford good levels of forward visibility for car drivers. These characteristics serve to make the roads generally conducive to cycling.
- 2.3.9 With regard to the accessibility of the site by cycling, Paragraph 1.5.1 of the Depart for Transport (DfT) document LTN 02/08 '*Cycle Infrastructure Design*' discusses typical cycle distances, and states that many utility cycle journeys are under 4 miles (4.8km). However, for commuter-style journeys a trip distance of 5 miles (8km) is not uncommon.
- 2.3.10 A cycling distance of up to 5km (3 miles) is therefore a 'reasonable' cycling distance although commuter-style journeys could be longer at 8km (5 miles).
- 2.3.11 The site being located within 1km of Reading West railway station and less than 1.5km from Reading town centre, means that residents at the site / members of staff and customers at the commercial units will be afforded reasonable opportunities to journey to/from further afield by a combination of train services and cycling.

2.4 Public Transport

Bus

- 2.4.1 The nearest bus stops are located on either side of Oxford Road, approximately 100m to the south of the site. Bus stops are present on both sides of the carriageway and the bus stop infrastructure includes bus stop flags, bus timetable information, raised kerb heights, bus shelters with associated seating and on-carriageway bus cages.
- 2.4.2 The bus stops are served by a number of local bus services, which are summarised in **Table 2.1**.

Table 2.1: Summary of Local Bus Services

Service	Route	Frequency		
		Weekdays	Saturday	Sunday
15	Central Reading - Calcot	One every 30 minutes First – 05:05 Last – 23:52	One every 30 minutes First – 06:05 Last – 23:49	One every 30 minutes First – 07:54 Last – 23:38

Service	Route	Frequency		
		Weekdays	Saturday	Sunday
15a	Central Reading – Tilehurst	One every 30 minutes First – 07:01 Last – 19:01	One every 30 minutes: First – 07:01 Last – 19:01	No service
16	Central Reading – Purley	One every 20 minutes First – 05:28 Last – 00:09	One every 20 minutes First – 06:02 Last – 00:09	One every 30 minutes First – 07:28 Last – 00:09
17	Wokingham Road – Tilehurst via Central Reading	One every 10 minutes First – 05:21 Last – 04:41	One every 10 minutes First – 05:19 Last – 04:41	One every 12 minutes First – 05:19 Last – 04:41
143	Reading – Pangbourne – Upper Basildon	One every 2-3 hours First – 07:49 Last – 18:37	One every 2 hours First – 09:08 Last – 17:31	No service

Source: Traveline

- 2.4.3 The site is very well connected to the local bus network, ensuring that residents (and staff/customers of the proposed commercial units) will be offered frequent and realistic opportunities to travel to/from the site to a range of destinations including Central Reading, Tilehurst and Calcot. All five of the bus services summarised in **Table 2.1** operate at less than 30-minute frequencies, whilst the number 17 service operates at a 10 minute frequency throughout a typical weekday.

Rail

- 2.4.4 The nearest railway station is Reading West, which is located approximately 700m to the east of the site and is therefore located within a reasonable walking distance. The station is served by trains operated by Great Western Railway, which offer frequent services to destinations such as Newbury. **Table 2.2** summarises the rail services available from Reading West railway station.

Table 2.2: Summary of Local Rail Services – Reading West

Destination	Frequency		Approximate Journey Time (minutes)
	Peak	Off-Peak	
Newbury	2	1-2	30

Source: National Rail

2.4.5 In addition, Reading West provides four services per hour to Reading railway station throughout the week. Reading station provides frequent services to a number of additional destinations, including London Paddington, Oxford, London Waterloo and Bournemouth.

2.4.6 The information in **Table 2.2** shows that there are numerous frequent rail services available within a short distance of the site. The services stop at a number of key destinations and, in the context of the development, will provide residents and staff of the proposed commercial units, realistic opportunities to travel to/from the site by train.

2.5 Local Highway Network

2.5.1 The northern extent of the site fronts onto Curzon Street. To the east of the site, Curzon Street meets Battle Square at a priority junction. Battle Square and Curzon Street are subject to 30mph speed limits and provide access to the surrounding residential road network at numerous minor road access junctions.

2.5.2 Approximately 250m to the north of the site, Battle Square meets Portman Way at a priority junction. In turn, Portman Way provides access to Portman Road via a traffic signal-controlled junction. Portman Road is a single-carriageway, two-way road that is subject to a 40mph speed limit. To the east, Portman Road forms the primary vehicular route from the site to Oxford Road via Beresford Road.

2.5.3 Oxford Road is a single carriageway, two-way road that is subject to a 30mph speed limit. Along its length, Oxford Road provides access to a number of local businesses and the wider residential road network via numerous minor access road junctions. To the west of the site, Oxford Road forms part of a route towards the nearby settlement of Tilehurst, whilst to the east it forms a direct toward Reading town centre.

2.5.4 Approximately 1.5km to the east of the site, Oxford Road provides access to the A329 (which forms part of the principal road network) at a four-arm grade separated roundabout junction. The A329 forms one of the main arterial routes through Reading and to the south becomes the A33, before providing access to junction 11 of the M4 (which forms part of the strategic road network) at a grade-separated junction.

2.6 **Summary**

- 2.6.1 The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents, staff and customers of the proposed commercial units to travel to/from the site more sustainably. The proximity of the site to local services and facilities on Oxford Road, as well as Reading town centre will enable residents to walk to services and amenities they are likely to use on a day-to-day basis. The commercial uses proposed on site will also provide additional facilities which can be used by new residents and existing residents in the local area.

SECTION 3 DEVELOPMENT, PARKING AND SERVICING

3.1 Introduction

3.1.1 This section of the Transport Statement provides information in relation to the proposed development, access, parking and servicing arrangements.

3.2 Proposed Development

3.2.1 The development proposal would see the construction of 26 apartments and two small commercial units on the ground floor, on land to the north of Oxford Road in Reading. The building is a maximum of six storeys and is located on the north and western boundary of the site, with parking located to the rear of the building.

3.2.2 One commercial unit has a floor area of 80sq.m whilst the second has a floor area of 78sq.m. The planning application seeks permission for flexible commercial uses which will complement the existing commercial uses in the area. Potential uses could include non-food retail, hairdressers, a café or a takeaway use.

3.2.3 The mix of the 26 apartments is as follows:

- Five one-bed apartments;
- 13 two-bed apartments; and
- Eight three-bed apartments

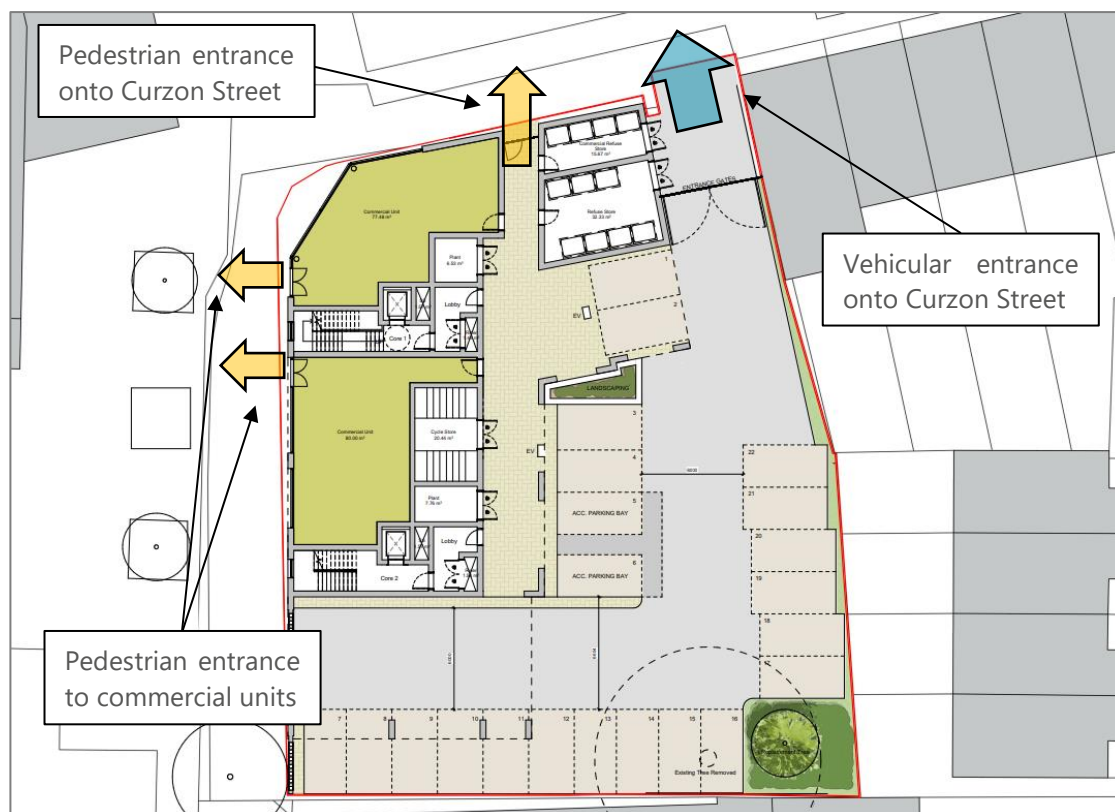
3.2.4 The ground floor site layout drawing is included in **Appendix A**.

3.3 Proposed Access Arrangements

3.3.1 Vehicular access to the site is proposed onto Curzon Street and will take the form of a vehicle crossover. The section of Curzon Street where access is proposed is a cul-de-sac which is circa 60m long and the site is located at its western extent.

3.3.2 The vehicular access will be provided on the north-eastern boundary of the site, whilst a separate pedestrian access to the residential apartment is also proposed onto Curzon Street. Moreover, a pedestrian access to the commercial units is proposed onto the area of public realm on the western boundary of the site. The proposed access arrangements are illustrated in **Image 3.1**.

Image 3.1: Proposed Site Access Arrangements



Source: ECE Architecture and Consultants Illustration

- 3.3.3 Reading Borough Council confirmed as part of pre-application discussions that the proposed access arrangements were acceptable in principle.

3.4 Car Parking

Residential Car Parking

- 3.4.1 Reading Borough Council's residential car parking standards for Zone 2 (where the site is located) are summarised in **Table 3.1**.

Table 3.1: Reading Borough Council Parking Standards

Type	Zone 2
C3 Dwelling Flat 1-2 Bedrooms	1 space
C3 Dwelling Flat 3 Bedrooms	1.5 spaces

Source: Reading Borough Council

- 3.4.2 The standards do however set out that:

"The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway

Authority's satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence."

- 3.4.3** The site is very well located to existing public transport services. The nearest bus stops are located on Oxford Road, where eastbound and westbound services are accessible. The westbound bus stop is circa 100m to the east of the site, whilst the eastbound bus stop is circa 125m to the east of the site. Both bus stops are currently served by circa eight to ten buses per hour (in both directions). The eastbound bus services provide access to Reading Town Centre whilst the westbound bus services provide access to Calcot, Tilehurst and Purley on Thames.
- 3.4.4** Reading West Railway Station is located circa 700m walk to the east of the site and operates two services per hour to Newbury and four services per hour to Reading Railway Station (where onward journeys to a variety of destinations can be made). Travel by public transport will therefore be attractive to residents of the proposed development.
- 3.4.5** The site is also well located to a number of local services and facilities which will enable residents of the proposed development to fulfil a number of journey purposes without the need for a car. There is also a Co Wheels Car Club car located on Oxford Road circa 50m walk from the site. This will provide the opportunity for residents on the site who only need occasional access to a car not to own one.
- 3.4.6** These factors will contribute to lower levels of car ownership and use for residents of the proposed development. To understand how these factors influence current levels of car ownership, data on car ownership has been obtained from the 2011 Census for the Battle Ward (where the site is located). This is summarised in **Table 3.2**.

Table 3.2: Car Ownership Data for Battle Ward

Apartments	Number of Rooms	Number of Bedrooms	Typical Demand
Owned outright or with a mortgage or loan	1 - 3 rooms	1-bedroom	0.84
	1 - 3 rooms	2-bedroom	0.84
	5	3-bedroom	1.17
Shared ownership, rented and living rent free	1 - 3 rooms	1-bedroom	0.46
	4	2-bedroom	0.70
	5	3-bedroom	0.73

Source: Census

3.4.7 Following discussions with the Borough Council, a methodology has been agreed which uses the existing car ownership data to forecast the demand and parking requirement for the development. The agreed methodology is summarised in **Table 3.3**. The table also summarises the anticipated parking demand for the proposed apartments, taking into account the size of dwellings and the tenure.

Table 3.3: Development Forecast Demand

Apartments	Number of Bedrooms	Car Parking Demand	Proposed Mix	Parking Requirement
Private	1 bedroom	0.8	3	2.40
	2 bedroom	1	8	8.00
	3 bedroom	1	7	7.00
Affordable	1 bedroom	0.46	2	0.93
	2 bedroom	0.70	5	3.49
	3 bedroom	0.73	1	0.73
Total	-	-	26	22.55

Source: Consultants Calculations

3.4.8 Taking into account the above analysis, the opportunities for walking, cycling and the use of public transport and the presence of a Car Club, it has been agreed with Reading Borough Council that 22 car parking spaces is an appropriate provision for the development. All car parking spaces will be unallocated, making the most efficient use of the proposed provision.

3.4.9 Two spaces (equating to more than 5%) are accessible parking spaces and four spaces (equating to more than 10%) will have electric vehicle charging facilities.

3.4.10 To ensure ease of use of the proposed car parking spaces, swept path analysis of an estate car has been undertaken. The swept path analysis is presented on drawing **ITB16072-GA-005**.

Commercial Car Parking

3.4.11 Two small commercial units are proposed on the ground floor. The commercial units complement the existing commercial units located to the west of the site and those located to the south of the site along Oxford Road, with the opportunity for linked trips between the existing and proposed commercial uses. These existing commercial units make use of the existing car park to the west of the site and on street parking bays along Oxford Road. This has been agreed as part of pre-application discussions with Reading Borough Council.

3.5 Cycle Parking

Residential Cycle Parking

- 3.5.1 Reading Borough Council's cycle parking standards require the provision of 0.5 spaces per apartment. The 26 apartments would therefore require 13 spaces.

Commercial Cycle Parking

- 3.5.2 Reading Borough Council's cycle parking standards require the maximum provision of one long stay space per 6 staff and one short stay space per 250m². This assumes a non-food retail use, which has a higher requirement for cycle parking than other commercial uses.

Proposed Cycle Parking

- 3.5.3 A secure store is proposed on site which can accommodate 32 long stay cycle parking spaces in tiered racking. This higher provision (of one space per apartment and six spaces for staff of the commercial uses) is proposed to encourage the use of sustainable modes.
- 3.5.4 Five Sheffield stands (providing ten spaces) are already located in the area of public realm to the west of the site providing short stay parking for visitors to the commercial units. No further short stay cycle parking is therefore proposed.

3.6 Servicing Arrangements

- 3.6.1 The site servicing arrangements are illustrated in **Image 3.2** overleaf.
- 3.6.2 Refuse vehicles and larger delivery vehicles (e.g. furniture deliveries) will use the site access as a turning area. The bin store is located adjacent to the access so that the Eurobins are within a short distance of the refuse vehicle. The bin store has been designed to accommodate six bins (three black, three green) for a weekly collection. A separate bin store will be provided for the commercial use that will also be conveniently located to the site access.
- 3.6.3 Smaller delivery vehicles (parcels and supermarket delivery vehicles) will be able to use the space within the car park to turn on site.
- 3.6.4 Reading Borough Council confirmed as part of pre-application discussions that the proposed servicing arrangements were acceptable in principle.

Refuse vehicle and large delivery vehicle to use access to turn

Smaller delivery vehicles to turn

Proposed Building

Refuse Room 10.00 x 12.00

Indoor Store 10.00 x 12.00

Plant & Store 10.00 x 12.00

Lobby

Core 1

Core 2

Core 3

Core 4

Core 5

Core 6

Core 7

Core 8

Core 9

Core 10

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3.6.5 To demonstrate the site servicing arrangements, and to ensure ease of use, the following swept path analysis drawings have been produced:

- **ITB16072-GA-001** – Swept path analysis of a refuse vehicle;
- **ITB16072-GA-003** – Swept path analysis of a 7.5 tonne rigid vehicle; and
- **ITB16072-GA-004** – Swept path analysis of a 13/18 tonne rigid vehicle.

3.7 Summary

3.7.2 Vehicular access to the site is proposed onto Curzon Street and will take the form of a vehicle crossover. The vehicular access will be provided on the north-eastern boundary of the site, whilst a separate pedestrian access to the residential apartment is also proposed onto Curzon Street.

Moreover, pedestrian accesses to the commercial units are proposed onto the area of public realm on the western boundary of the site.

- 3.7.3** An appropriate level of on-site car parking provision has been agreed with Reading Borough Council as part of pre-application discussions. Additional cycle parking is proposed to encourage travel by sustainable modes. Swept path drawings have been provided demonstrating that delivery vehicles and refuse vehicles can gain access to the site.

SECTION 4 TRAFFIC IMPACT

4.1 Introduction

4.1.1 This section of the Transport Statement provides an assessment of the likely traffic impacts of the proposed development at the application site.

4.2 Trip Generation

4.2.1 The development proposals would see the construction of 26 apartments at the site, along with two commercial units on the ground floor. The likely trip generation of these development proposals have been considered in turn.

Proposed Use – Residential Apartments

4.2.2 In order to determine the likely number of vehicle trips associated with the 26 proposed apartments at the site, vehicle trip rates have been obtained from the TRICS database. The trip rates were obtained using the following parameters:

- Sites within England (Excluding Greater London);
- Sites under TRICS land-use class 03 – Residential, sub-category C – Flats Privately Owned;
- Sites with between 10 and 50 dwellings; and
- Sites located within Edge of Town Centre and Suburban Areas only.

4.2.3 The extracted TRICS trip rates and corresponding traffic generation for the 26 apartments is summarised in **Table 4.1**. The full TRICS report has been reproduced in full in **Appendix B**.

Table 4.1: Proposed 26 Apartments – Trip Rates and Traffic Generation

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rate (Vehicles)	0.06	0.157	0.217	0.194	0.09	0.284
Trips (Vehicles)	2	4	6	5	2	7

Source: TRICS and Consultant's Calculations

4.2.4 The data presented in **Table 4.1** indicates that the 26 proposed apartments at the site are likely to generate circa six two-way vehicle movements in the morning peak hour and circa seven two-

way vehicle movements in the evening peak hour. This broadly equates to one additional vehicle every ten minutes in the morning peak hour and one additional vehicle every nine minutes in the evening peak hour. This level of traffic would need to use Curzon Street to access the site. Whilst Curzon Street (and the other roads to the east) are residential streets with some on street parking, they are adequate to accommodate this very small increase in traffic.

Proposed Use – Commercial Unit

4.2.5 To determine the likely number of vehicle trips associated with the two proposed commercial units, vehicle trip rates have been obtained from the TRICS database. The trip rates were obtained using the following parameters:

- Sites within England (excluding Greater London);
- Sites under TRICS land-use class 01 – Retail, sub-category I – Shopping Centre (Local Shops);
- Sites between 80sqm and 370sqm in size; and
- Sites in Neighbourhood Centres (Due to the lack of sites within the TRICS database).

4.2.6 The selected TRICS land-use class includes data from small commercial units, such as Post Offices, Off-licenses, Fast-food restaurants and hairdressers/beauticians. These units are a reasonable reflection of the likely use of the two commercial units at the proposed development, and therefore the extracted TRICS vehicle trip rates are considered to be reliable for the purposes of this assessment.

4.2.7 The extracted TRICS trip rates and corresponding traffic generation for 170sqm of commercial floorspace (Unit 1: 80sqm, Unit 2: 78sqm) is summarised in **Table 4.2**. The full TRICS report has been reproduced in **Appendix C**.

Table 4.2: Proposed 158sqm Commercial Use – Trip Rates and Traffic Generation

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rate (Vehicles)	5.28	4.8	10.08	6.08	5.92	12
Trips (Vehicles)	8	8	16	10	9	19

Source: TRICS and Consultant's Calculations

4.2.8 The data presented in **Table 4.2** indicates that the proposed commercial units at the site are likely to generate circa 16 two-way vehicle movements in the morning peak hour and circa 19

two-way vehicle movements in the evening peak hour. This broadly equates to one additional vehicle every 3-4 minutes in both the morning and evening peak periods respectively.

- 4.2.9 It is likely that a large proportion of these vehicle trips to the proposed commercial units at the site will be pass-by trips (i.e. customers visiting the site as part of a trip already present on the local highway network) or linked trips (i.e. those already visiting the other commercial uses to the west of the site and along Oxford Road). There will not therefore be 16 – 19 ‘new’ vehicle trips to the proposed commercial units. Any traffic associated with the commercial units will use Oxford Road, which can accommodate the small increase in movements anticipated.

4.3 **Traffic Impact Summary**

- 4.3.1 The 26 proposed apartments at the site are likely to generate circa six two-way vehicle movements in the morning peak hour and circa seven two-way vehicle movements in the evening peak hour. This broadly equates to one additional vehicle every ten minutes in the morning peak hour and one additional vehicle every nine minutes in the evening peak hour. This level of traffic would need to use Curzon Street to access the site. Whilst Curzon Street and the other roads to the east are residential streets with some on street parking, they are adequate to accommodate this very small increase in traffic.

- 4.3.2 The data from TRICS indicates that the proposed commercial units at the site are likely to generate circa 16 two-way vehicle movements in the morning peak hour and circa 19 two-way vehicle movements in the evening peak hour. This broadly equates to one additional vehicle every 3-4 minutes in both the morning and evening peak periods respectively. It is likely that a large proportion of these vehicle trips to the proposed commercial units at the site will be pass-by trips or linked trips. There will not therefore be 16 – 19 ‘new’ vehicle trips to the proposed commercial units. Any traffic associated with the commercial units will use Oxford Road, which can accommodate the small increase in movements anticipated.

- 4.3.3 Under any reasonable assessment, this level of traffic generation would not lead to a significant, let alone ‘severe’ impact on the operation of the local highway within the vicinity of the site.

SECTION 5 SUMMARY AND CONCLUSION

- 5.1.1** i-Transport has been appointed by Stonegate Homes to provide highways and transport advice in relation to the development of a site at Oxford Road, Reading. The proposal is to develop the site to provide 26 apartments and two small commercial units on the ground floor.
- 5.1.2** The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents, staff and customers of the proposed commercial units to travel to/from the site more sustainably. The proximity of the site to local services and facilities on Oxford Road, as well as Reading town centre will enable residents to walk to services and amenities they are likely to use on a day-to-day basis. The commercial uses proposed on site will also provide additional facilities which can be used by new residents and existing residents in the local area.
- 5.1.3** Vehicular access to the site is proposed onto Curzon Street and will take the form of a vehicle crossover. The vehicular access will be provided on the north-eastern boundary of the site, whilst a separate pedestrian access to the residential apartment is also proposed onto Curzon Street. Moreover, pedestrian accesses to the commercial units are proposed onto the area of public realm on the western boundary of the site.
- 5.1.4** An appropriate level of on-site car parking provision has been agreed with Reading Borough Council as part of pre-application discussions. Additional cycle parking is proposed to encourage travel by sustainable modes. Swept path drawings have been provided demonstrating that delivery vehicles and refuse vehicles can gain access to the site.
- 5.1.5** The 26 proposed apartments at the site are likely to generate circa six two-way vehicle movements in the morning peak hour and circa seven two-way vehicle movements in the evening peak hour. This level of traffic would need to use Curzon Street to access the site. Whilst Curzon Street and the other roads to the east are residential streets with some on street parking, they are adequate to accommodate this very small increase in traffic.
- 5.1.6** The data from TRICS indicates that the proposed commercial units at the site are likely to generate circa 16 two-way vehicle movements in the morning peak hour and circa 19 two-way vehicle movements in the evening peak hour. It is likely that a large proportion of these vehicle trips to the proposed commercial units at the site will be pass-by trips or linked trips. There will not therefore be 16 – 19 'new' vehicle trips to the proposed commercial units. Any traffic

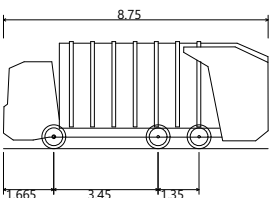
associated with the commercial units will use Oxford Road, which can accommodate the modest increase in movements anticipated.

5.1.7 In accordance with the three transport tests from the NPPF:

- The site is in a highly sustainable location and there are significant opportunities for sustainable travel modes to be appropriately taken up;
- Safe and suitable access has been provided for all users and the parking and servicing arrangements are acceptable; and
- The level of traffic generated by the development will not lead to a significant, let alone 'severe' impact on the operation of the local highway within the vicinity of the site.

5.1.8 The proposed development is therefore considered acceptable from a highway and transport perspective.

DRAWINGS



Olympus OL16N (Elite 6 6x2 RS chassis)
Overall Length 8.750m
Overall Width 2.250m
Overall Body Height 3.540m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m

A	29.09.20	JD	SITE LAYOUT UPDATED	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: OXFORD ROAD, READING

CLIENT: STONEGATE HOMES

DRAWN: JD	CHECKED: BH	APPROVED: BH
PROJECT No: ITB16072	SCALE @ A3: 1:250	DATE: 24.08.20

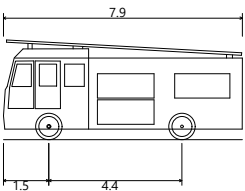
DRAWING No: ITB16072-GA-001
REV: A

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Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.350m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

A	29.09.20	JD	SITE LAYOUT UPDATED	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - FIRE APPLIANCE

PROJECT: OXFORD ROAD, READING

CLIENT: STONEGATE HOMES

DRAWN: JD	CHECKED: BH	APPROVED: BH
PROJECT No: ITB16072	SCALE @ A3: 1:250	DATE: 24.08.20

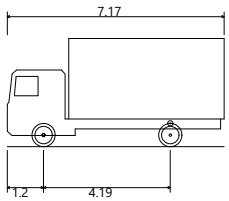
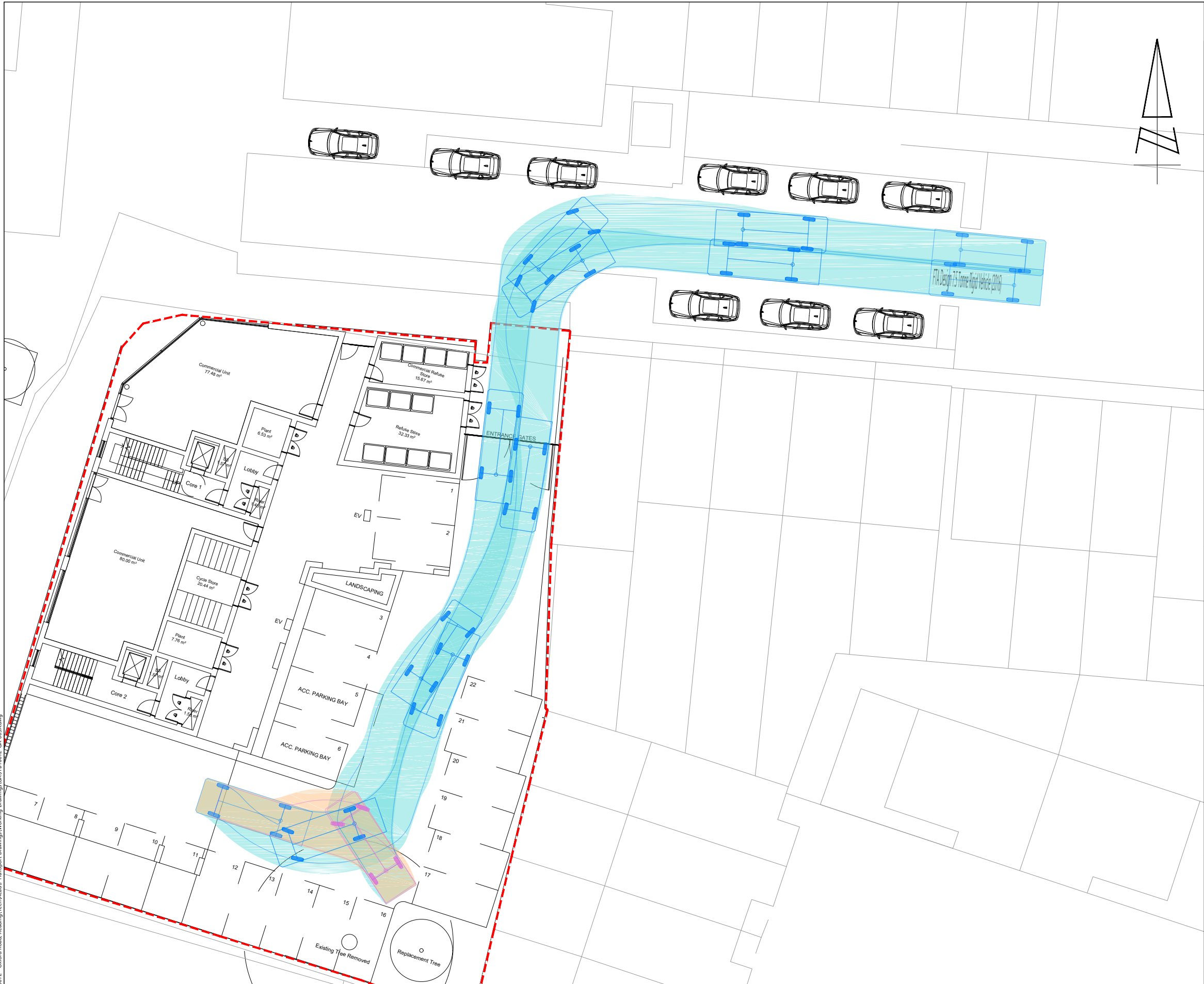
DRAWING No: ITB16072-GA-002	REV: A
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FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

A	29.09.20	JD	SITE LAYOUT UPDATED	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE:
SWEPT PATH ANALYSIS - 7.5T BOX VAN

PROJECT:
OXFORD ROAD, READING

CLIENT:
STONEGATE HOMES

DRAWN: JD	CHECKED: BH	APPROVED: BH
PROJECT No: ITB16072	SCALE @ A3: 1:250	DATE: 24.08.20

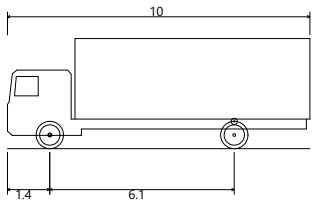
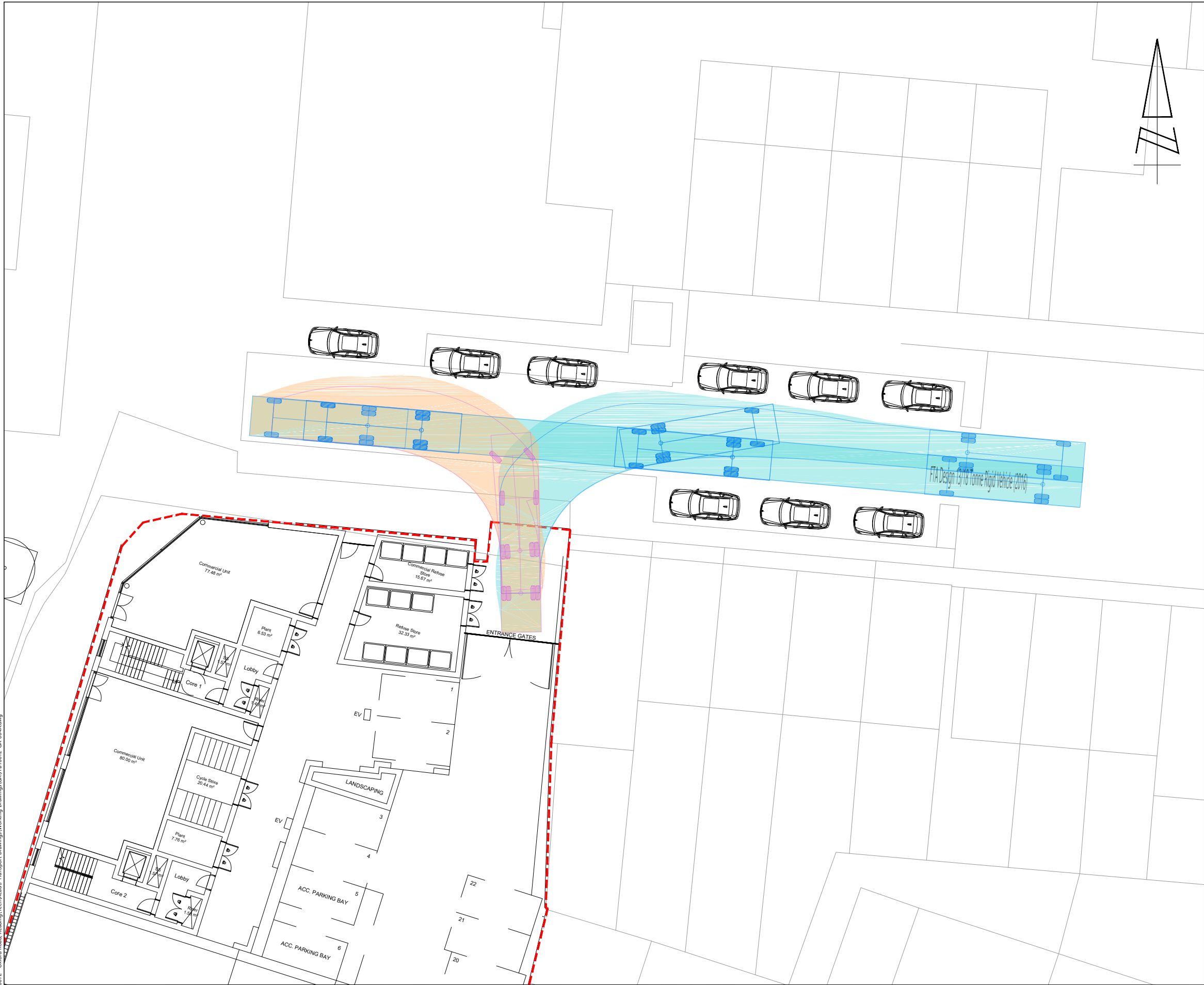
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REV: A

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FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

A	29.09.20	JD	SITE LAYOUT UPDATED	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - 10m RIGID VEHICLE

PROJECT: OXFORD ROAD, READING

CLIENT: STONEGATE HOMES

DRAWN: JD	CHECKED: BH	APPROVED: BH
PROJECT No: ITB16072	SCALE @ A3: 1:250	DATE: 24.08.20

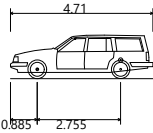
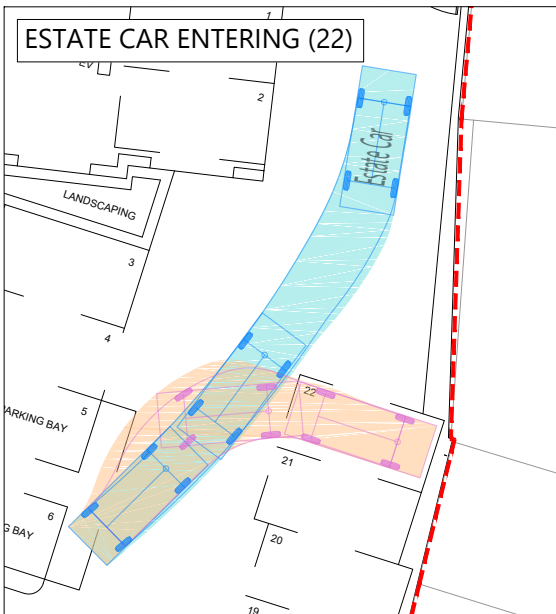
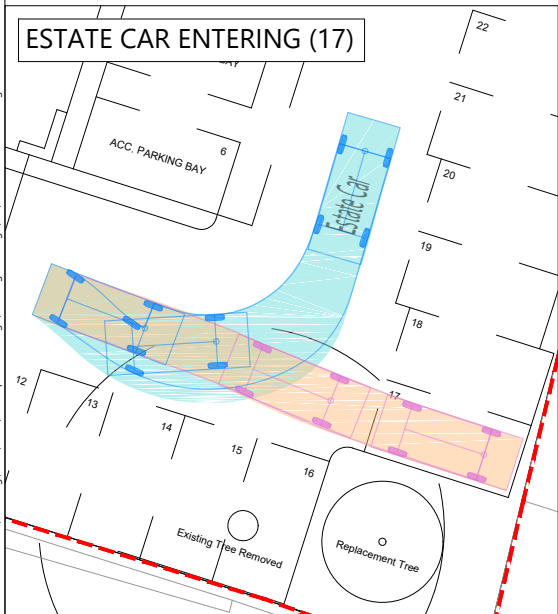
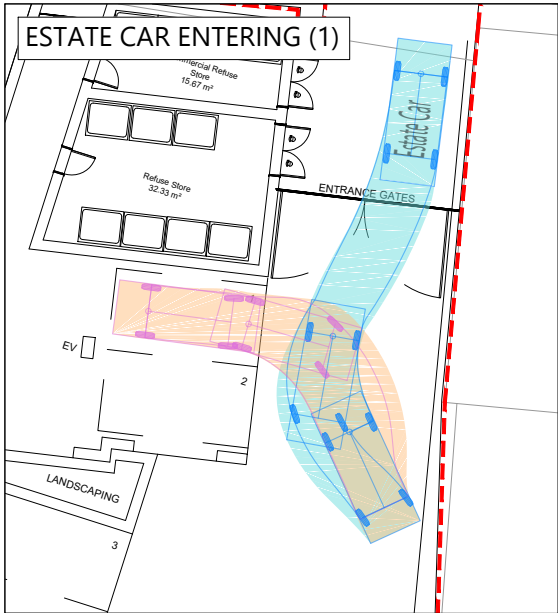
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REV: A

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

A	29.09.20	JD	SITE LAYOUT UPDATED	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

TITLE:

SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:

OXFORD ROAD, READING

CLIENT:

STONEGATE HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BH	BH
PROJECT No:	SCALE @ A3:	DATE:
ITB16072	1:250	24.08.20

DRAWING No:	REV:
ITB16072-GA-005	A

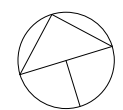


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APPENDIX A. GROUND FLOOR LAYOUT



1

Ground Floor

1 : 100

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Risk Assessment Register.

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STONEGATE
HOMES

Job Title
Oxford Road, Reading

Drawing Title
Ground Floor

Scale
1:100 @ A1 / 1:200 @ A3

0 2 4 6 8 10
meters

Drawn
NK

Checked
MN

Date
15/06/2020

Project
6906

Drawing No
110

Rev
F

Status

PRELIMINARY

F 18/09/2020 Revised Drawing Package NK MN
E 11.09.2020 Revised parking and refuse stores NK MN
D 09.09.2020 Revised scheme NK MN
C 08.09.2020 Revised Site Plan NK MN
B 04.09.2020 Draft Plans Issue NK MN
A 17.08.2020 Revit model issue NK MN

Rev Date Revision Details Dr Ch

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T: 0117 214 1101 E bristol@ecwestworks.com

CAD Plot Date: 18/09/2020 13:15:52

APPENDIX B. TRICS DATA – RESIDENTIAL

Calculation Reference: AUDIT-236601-200907-0951

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 14 to 33 (units:)
 Range Selected by User: 10 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	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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	5
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

5 days

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

Population within 1 mile:

10,001 to 15,000

2 days

20,001 to 25,000

2 days

25,001 to 50,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

2 days

125,001 to 250,000

1 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

5 days

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

Travel Plan:

No

5 days

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

PTAL Rating:

No PTAL Present

5 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 Survey date: MONDAY 09/06/14 Survey Type: MANUAL			
2	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: FRIDAY 28/03/14 Survey Type: MANUAL			
3	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL			
4	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings: 27 Survey date: MONDAY 10/07/17 Survey Type: MANUAL			
5	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone 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
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	27	0.060	5	27	0.104	5	27	0.164
08:00 - 09:00	5	27	0.060	5	27	0.157	5	27	0.217
09:00 - 10:00	5	27	0.075	5	27	0.119	5	27	0.194
10:00 - 11:00	5	27	0.067	5	27	0.104	5	27	0.171
11:00 - 12:00	5	27	0.090	5	27	0.090	5	27	0.180
12:00 - 13:00	5	27	0.082	5	27	0.052	5	27	0.134
13:00 - 14:00	5	27	0.060	5	27	0.082	5	27	0.142
14:00 - 15:00	5	27	0.119	5	27	0.134	5	27	0.253
15:00 - 16:00	5	27	0.104	5	27	0.067	5	27	0.171
16:00 - 17:00	5	27	0.067	5	27	0.060	5	27	0.127
17:00 - 18:00	5	27	0.194	5	27	0.090	5	27	0.284
18:00 - 19:00	5	27	0.149	5	27	0.075	5	27	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.127			1.134			2.261

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: 14 - 33 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX C. TRICS DATA – COMMERCIAL

Calculation Reference: AUDIT-236601-200909-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 VEHICLES

Selected regions and areas:

08 NORTH WEST
 CH CHESHIRE 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: Gross floor area
 Actual Range: 260 to 365 (units: sqm)
 Range Selected by User: 80 to 370 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 17/05/12

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

Selected survey days:

Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 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:

Neighbourhood Centre (PPS6 Local Centre) 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:

Residential Zone 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:

A1 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 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:

100,001 to 125,000	2 days
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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	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-01-I-02	LOCAL SHOPS	CESHIRE
	CHRISTLETON ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:		260 sqm
	Survey date: TUESDAY		15/05/12
			Survey Type: MANUAL
2	CH-01-I-03	LOCAL SHOPS	CESHIRE
	MILL LANE		
	CHESTER		
	BACHE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:		365 sqm
	Survey date: THURSDAY		17/05/12
			Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	313	3.680	2	313	2.400	2	313	6.080
08:00 - 09:00	2	313	5.280	2	313	4.800	2	313	10.080
09:00 - 10:00	2	313	5.920	2	313	6.080	2	313	12.000
10:00 - 11:00	2	313	5.280	2	313	4.480	2	313	9.760
11:00 - 12:00	2	313	7.680	2	313	8.320	2	313	16.000
12:00 - 13:00	2	313	8.000	2	313	7.680	2	313	15.680
13:00 - 14:00	2	313	7.040	2	313	6.720	2	313	13.760
14:00 - 15:00	2	313	6.400	2	313	6.720	2	313	13.120
15:00 - 16:00	2	313	8.480	2	313	9.280	2	313	17.760
16:00 - 17:00	2	313	7.520	2	313	7.840	2	313	15.360
17:00 - 18:00	2	313	6.080	2	313	5.920	2	313	12.000
18:00 - 19:00	2	313	5.600	2	313	6.720	2	313	12.320
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			76.960			76.960			153.920

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: 260 - 365 (units: sqm)
 Survey date range: 01/01/12 - 17/05/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

