

No.1 Reading, 29-35 Station Road, Reading

Transport Statement

On behalf of **Station Road Dev Co Ltd**

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1 Introduction

1.1 Context

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Station Road Dev Co Ltd to undertake an assessment of the potential transport and highways impacts associated with a redevelopment at No. 1 Reading, 29-35 Station Road.
- 1.1.2 This Transport Statement (TS) has been prepared in support of a Full Planning Application for the redevelopment of the site which totals 0.09 Hectares and is proposing the Demolition of existing building and erection of replacement mixed use building comprised of hotel (Class C1), office (Class B1a) and flexible ground floor retail use (Classes A1, A2, A3, A4 and A5 use), with associated servicing from Garrard Street.
- 1.1.3 This report will determine the likely impact of the development proposals on the surrounding transport network and describes how on-site and off-site access and movement are achieved for all modes of travel, including servicing and deliveries. The application drawings are in **Appendix A**.
- 1.1.4 For the purpose of this Transport Statement the hotel bedroom allocation has been assumed as 140 beds as an upper limit for analysis purposes.
- 1.1.5 This TS should be read in conjunction with the Pre-Application response (180289/PREAPP) received on the 18th July 2018. As well as the BREEAM compliant Travel Plan prepared by PBA (September 2018) in support of this application.

1.2 Report Structure

- 1.2.1 The structure of this report is as follows;
- **Section 1** – Describes the aims and objective of the Transport Statement and provides a policy context.
 - **Section 2** – Sets out the site location within its local context including details of the site access and the local highway network as well as the accessibility opportunities for the site in terms of pedestrians, cycle and public transport networks.
 - **Section 3** – Sets out the development schedule, servicing and delivery access and proposed vehicle and cycle parking.
 - **Section 4** – Quantifies the potential level of vehicle trips generated from the proposals.
 - **Section 5** – Summarises the construction amenities and provisions.
 - **Section 6** – Summarises and concludes the report.

1.3 Policy Context

- 1.3.1 This TS incorporates the principles of the following policy documents;

National Policy

National Planning Policy Framework (2018)

- 1.3.2 The Draft NPPF was published in March 2018. In considering travel in the context of planning applications, the following NPPF sections are relevant:

"S108: In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

109. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

S110. Within this context, applications for development should:

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

S111. 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 so that the likely impacts of the proposal can be assessed."

Planning Practice Guidance (2016)

- 1.3.3 The Planning Practice Guidance was launched on the 6th March 2014 and provides additional guidance and interpretation to the Government's strategic policies outlined within the NPPF in a web based resource. This is updated regularly.
- 1.3.4 Matters of relevance to the transport assessment include guidance on Transport Statements (TS) and what they should contain. Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be considered at a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

Local Policy

Reading Borough Council Local Development Framework Adopted Core Strategy (2008)

- 1.3.5 Reading Borough Council adopted its Core Strategy in January 2008 and this was altered in January 2015. This document alongside with the policies of the Local Plan forms the suite of policies at a local level by which planning applications are considered.
- 1.3.6 Policy CS20 states the requirement for development to contribute to the *“implementation of the core transport infrastructure projects and area action plans including the provision of measures that make alternatives to the use of private cars (such as walking, cycling and the use of public transport) more attractive, and contribute to improved accessibility and transport safety.”*
- 1.3.7 Furthermore paragraph 7.12 of this document sets out the aims of the Council for transport:
- “Improve accessibility to central Reading and to neighbourhood centres for all modes of transport, ensuring access to essential facilities for all members of the community and continuing sustainable economic growth;
 - Reduce the impact of congestion on key radial routes, through the provision of justified additional capacity for each mode, thereby enhancing travel choice;
 - Make relevant information widely available in a range of formats, to enable travellers to make informed choices about their journeys and use that information to manage the network efficiently;
 - Ensure that travel in Reading is made as safe as possible, particularly for vulnerable road users, through timely maintenance and traffic management;
 - Protect the natural and built environment through effective long-term planning to reduce the need to travel;
 - Support the delivery of the regional spatial strategy, managing and investing in interregional corridors to deliver urban regeneration and sub-regional objectives; and
 - Promote management of and investment in the local transport system, delivering continuous and sustainable improvements through efficient use of resources, effective use of existing networks, and long-term planning for future travel needs.”
- 1.3.8 New development has a role to play in helping to achieve that vision, particularly in relation to the additional trips generated by individual developments.
- 1.3.9 Its paragraph 7.16 includes that “all developments need to fully consider their transport impacts and include measures to mitigate those impacts. It is important that all modes of transport are considered, particularly sustainable modes that will usually require improvement (or even establishment). It is important that all developments ensure that sustainable choices can be made.”
- 1.3.10 Policy CS23 highlights the need for major development proposals to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to schools, safe routes to parks and similar measures.
- 1.3.11 Paragraph 7.18 adds that *“for major development proposals, it is important that transport assessments give priority to enabling users of, and visitors to the development, sustainable travel choices using non-car modes of transport. This should include provision that enables walking, cycling and the use of public transport from the development.”*
- 1.3.12 Finally, maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Reading Central Area Action Plan (January 2009)

1.3.13 Policy RC1a, Friar Street & Station Road highlights Station Road as a key pedestrian route:

"There will be active retail and leisure uses on the ground floor along Friar Street and Station Road, with a mix of uses on higher floors. Development should enhance linkages in a north-south direction to link to the Station Hill area. The setting of listed buildings in the area will be preserved, and opportunities to improve the environment of Merchants Place will be sought."

Reading Borough Council Draft Reading Borough Local Plan (May 2017)

1.3.14 The RBC's Draft Local Plan outlines where development will occur within the Borough up to 2036. The LTP has nine overarching aims which reflect both local and national priorities. Those most relevant to transport are included below:

- Make the best use of Reading's limited land to ensure that as many new homes as possible are delivered to meet identified needs;
- Improve the quality of life for those living, working, studying in and visiting the Borough, creating inclusive sustainable communities;
- 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; and
- Ensure that Reading is a healthy, clean, safe and socially-inclusive community.

1.3.15 These overarching objectives are underpinned by the following transport specific policies.

1.3.16 Policy TR1 states major development proposals have a *"commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures."*

1.3.17 Policy TR3 states "Development will only be permitted where:

- *Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- *The development would not have a material detrimental impact on the functioning of the transport network;*
- *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided."*

- 1.3.18 Policy TR5 *“Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.”*

Reading Local Transport Plan 3: Strategy 2011-2016

- 1.3.19 Reading’s third Local Transport Plan (LTP3) was published in April 2011 and provides the context for Reading in terms of the economy, environment and quality of life. The long-term vision for transport in Reading is the aim of better ‘connecting Reading’ through a transport system that enables people to move around easily, safely, sustainably and in comfort promoting inclusion, intervention and innovation. This is reflected in the key LTP3 objectives which are:
- *“To facilitate more physically active travel for journeys in a healthy environment;*
 - *To improve personal safety on the transport network;*
 - *To provide affordable, accessible and inclusive travel options for everyone;*
 - *To ensure that the transport network operates safely and efficiently to meet the needs of all users;*
 - *To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;*
 - *To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;*
 - *To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;*
 - *To improve journey times, journey time reliability and the availability of information; and*
 - *To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low carbon future.”*

Reading Borough Council Local Development Framework – Revised Parking Standards and Design SPD (2011)

- 1.3.20 This development will not provide car parking as it is situated in a sustainable location in central Reading close to the train station and numerous bus routes as described in later sections.
- 1.3.21 The required parking standards for this development are summarised in Table 1-1 below.

Table 1-1 RBC Cycle Parking Standards

Land Use	RBC Parking Zones 1-4
C1 Hotels	1 space per 6 staff
B1 Office	1 per 200 m ²
A1, A3, A4 and A5 Retail	1 space per 6 staff and 1 space per 300m ²

2 Baseline Conditions

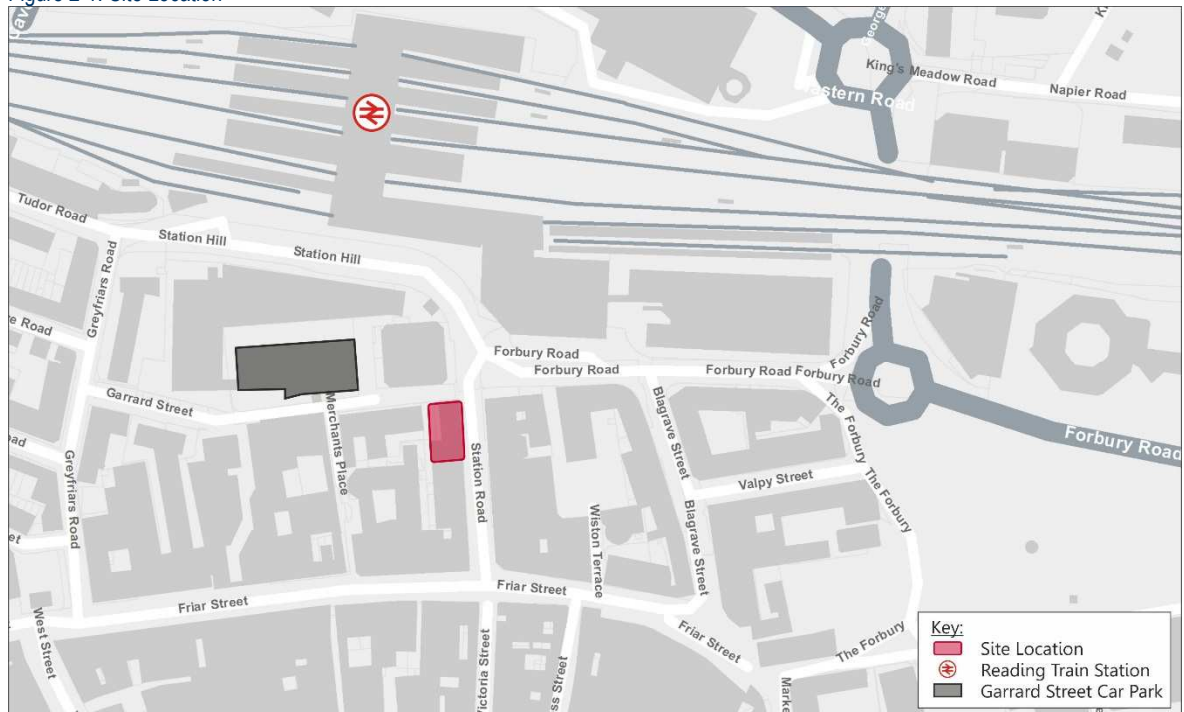
2.1 Introduction

2.1.1 This chapter sets out the existing site characteristics, location and recent planning history.

2.2 Site Location

2.2.1 The site is located on Station Road adjoined to Brunel House to the south and near to Thames Tower to the north and in the centre of Reading town. The site currently comprises of a 6-storey building formally providing commercial shops on the ground floor with offices directly above although the building is now vacant. **Figure 2-1** shows the location of the site in a local context.

Figure 2-1: Site Location



2.2.2 Reading railway station and the associated public transport interchange are located north of the site within a 100-metre walk, while to the west of the site there is an NCP public operated car park accessed off Garrard Street via Greyfriars Road.

2.2.3 The site is bound by Station Road to the east which provides the main pedestrian route from Reading Train Station to the centre of the town. Directly west of the site and along Garrard Street there is a new residential development known as Garrard House and to the north opposite the site is the Thames Tower.

2.3 Current Local Highway Network

2.3.1 As seen in **Figure 2-2**, the site is situated at the northern end of Station Road at the junction with Garrard Street with in turn links with Greyfriars Road to the west linking with the Reading Inner Distributor Road (IDR). To the west, Station Road ends at the front of Reading Station at the junction with Blagrove Street which also connects with the IDR at the Forbury Road / Vastern Road roundabout.

- 2.3.2 Garrard Street is predominantly two-way and has a mixture of on-street pay & display parking bays and taxi bays. Garrard Street at its western end forms a priority junction with Greyfriars Road which in turn provides access to Tudor Road and A329 IDR to the north. At the eastern end of Garrard Street at the junction with Station Road and adjacent to the application site, Garrard Street becomes a one-way access eastbound onto Station Road for buses, bicycles and wheelchair accessible taxis only.

Figure 2-2 local Highway Network



2.4 Vehicle Access

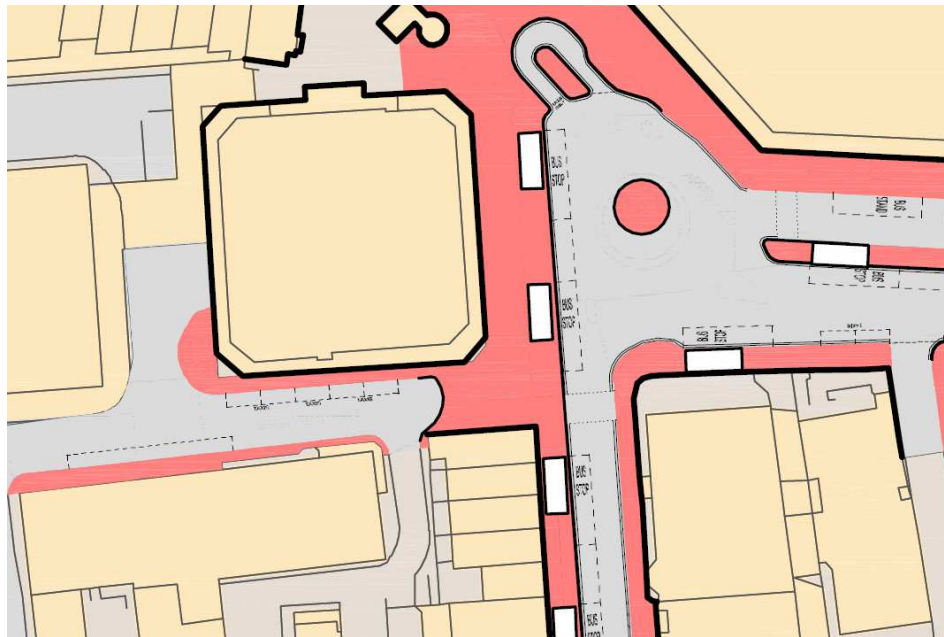
- 2.4.1 As per the previous operations carried out at the site when occupied, the building was serviced directly from Station Road to the east and provided an undercroft servicing area at the southern boundary of the site. Access to the service area would have been gained by a drop kerb on the western footway along Station Road at the entrance. Following the site becoming vacant the service area entrance has been temporarily boarded up.
- 2.4.2 To the rear of the site, a private access road owned by the applicant is provided giving access to a rear service yard area which serves the existing buildings along Friar Street, Station Road, and Garrard Street, including Garrard House, Icon House, Brunel House, Novotel Hotel, and Ibis Hotel.
- 2.4.3 The current arrangement to the rear of site allows for LGV's to enter and exit the servicing area via Garrard Street in a forward gear, however larger delivery and servicing vehicles

would generally reverse directly off Garrard Street down the access road given the limited area for manoeuvring internally.

2.5 Future Local Highway Network

Future Changes to Garrard Street

- 2.5.1 The Station Hill redevelopment lies to the north west of the site and fronts Garrard Street. The redevelopment will provide residential, commercial, retail and supporting public realm which will link the new station with Friar Street. As part of these works there is a proposal to close off Garrard Street with its junction with Station Road to all traffic as per below which is an extract of RBC Future Phase of Highway Changes to Town Centre (Phase 7)



- 2.5.2 This proposal creates a dedicated footway along the front of Garrard Street, closing off access to pedestrians and cyclists only. In principle, this closure would be supported by our client as it would support the increased public realm areas to the side of the site and create a plaza area between the hotel and Thames Tower. This is provided for information purposes only, as our proposal are not dependent on this change.

RBC Red Route

- 2.5.3 There is currently no parking along Station Road enforced with double yellow line restrictions on both sides. However, it is likely that Station Road will become part of the Reading Councils Red Route scheme. A Red Route is a 'no stopping' restriction which has worked well on major bus routes in London. Essentially Double red lines will mean no vehicles can stop at any time, including to load or unload unless they secure a dispensation permit. This helps keep key public transport moving and prevent delays for bus passengers and improve safety for pedestrians and cyclists.

2.6 Pedestrian Facilities

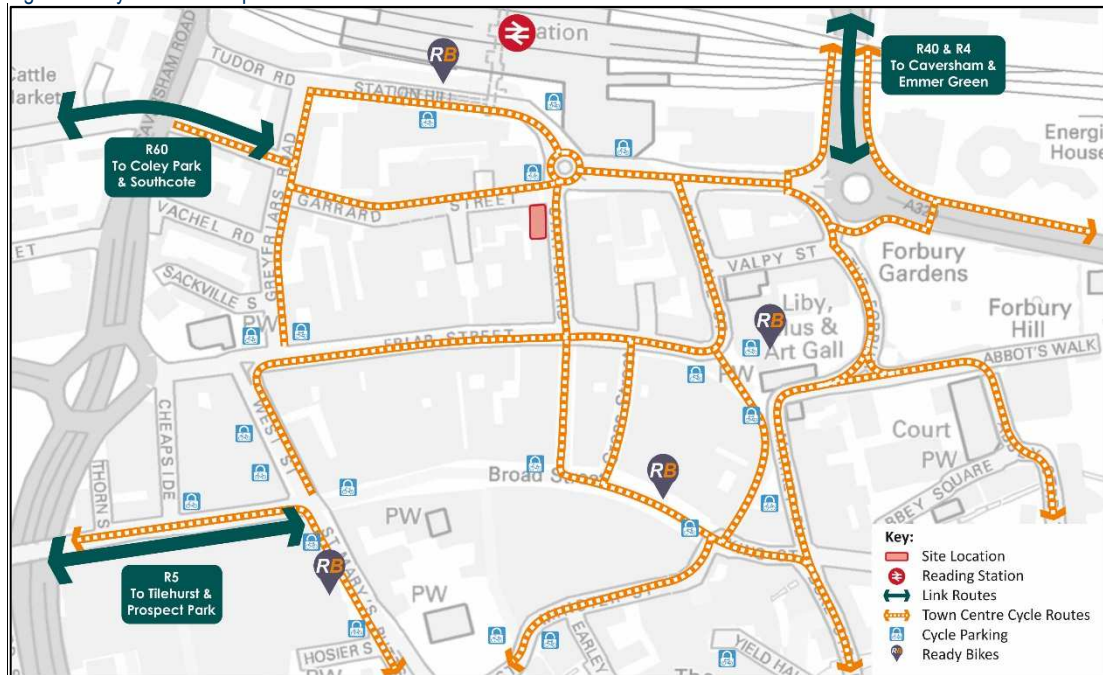
- 2.6.1 The site is in a highly sustainable town centre location and therefore benefits from extensive pedestrian infrastructure in the vicinity to the site. The site is served by a number of street lit footpaths and shared cycleway/footways. There is also good accessibility to the railway station, Friar Street, Broad Street and the Oracle shopping centre to the south of the town

centre with the provision of dropped kerbs, signalised crossings and tactile paving for those with mobility difficulties.

2.7 Cycle Facilities

- 2.7.1 There are a number of cycle routes in the surrounding area which form part of a network of cycle routes within Reading town centre. A map of the Reading cycle routes is highlighted in **Figure 2-3**.

Figure 2-3 Cycle Route Map



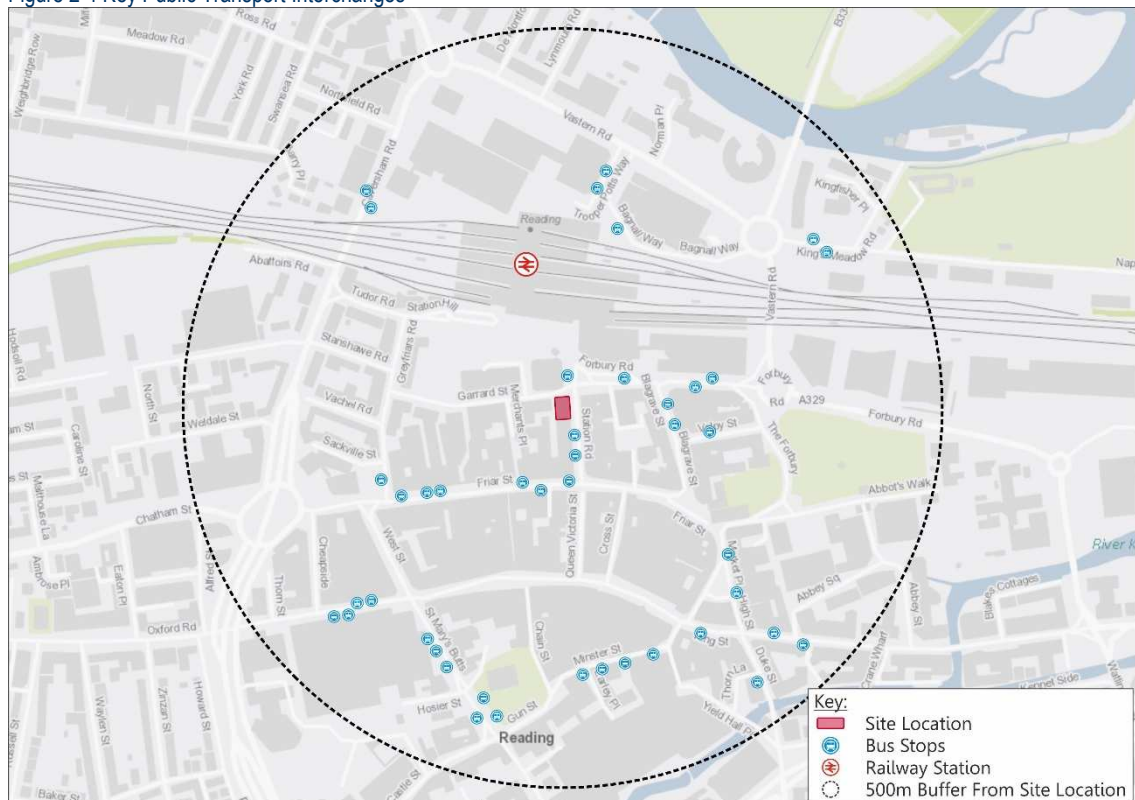
- 2.7.2 In addition to the localised cycle routes, the site is also supported by the canal towpath system to the south which is connected to the National Cycle Route 4 (NCR4). The NCR4 is a long-distance route (432 miles) between London and Fishguard via Reading, Bath Bristol, Newport, Swansea, Camarthen, Tenby, Haverfordwest and St. Davids.
- 2.7.3 On the other side of the river, nearby to our site NCR5, which begins in Reading and follows the northern half of the Thames Valley cycle route to Oxford.
- 2.7.4 The NCR4 also connects to the Reading Town Centre Cycle Route, which is linked to several local cycle routes, making possible to connect our site by cycle in all directions:
- South Reading: Madejski Stadium & Whitley;
 - South-East Reading & Wokingham: Royal Berkshire Hospital, University of Reading, Early and Winnersh;
 - East Reading & Woodley: Newtown, Palmer Park and Bulmershe;
 - North Reading: Caversham and Emmer Green;
 - West Reading: Tilehurst and Prospect Park; and
 - South-West Reading: Coley Park and Southcote.

- 2.7.5 'ReadyBike' hire facilities and publicly-available cycle parking stands are provided at a number of locations in the vicinity to the site, with the closest 'ReadyBike' facility located at the front of the train station and public cycle parking available at several locations around the public open space outside the station.
- 2.7.6 Along the northern side of the site on Garrard Street there are currently five Sheffield stands which are used as public cycle parking.

2.8 Public Transport

- 2.8.1 The site is advantageously located to make full use of the frequent and direct public transport services provided by the local bus services and the national rail network.
- 2.8.2 **Figure 2-4** illustrates the location of these key interchanges in relation to the site and approximate travel times from the site.

Figure 2-4 Key Public Transport Interchanges



Bus Services

- 2.8.3 A number of bus stops and associated shelters are located along the western side of Station Road between Friar Street to the south and the train station to the north. Additional stops are located on either side of Blagrove Street to the east adjacent to the Railair interchange. The facilities provided on Station Road and Blagrove Street form the main bus interchange for central Reading and are located within a 100 metre walk distance of the application site.
- 2.8.4 Across Station Road and Blagrove Street a total of 7 bus stops are accessible near to the site providing access to a range of high frequency bus services to the vast range of destination as summarised in **Table 2.1**.

Table 2.1 Bus Services

Service	Destinations (to/from)	Weekday services per hour	Saturday services per hour	Sunday services per hour
3	Royal Berkshire Hospital (RBH) / Arborfield/ Wokingham	2	2	-
3b	RBH/ Arborfield/ Bracknell	1	1	1
5	Northumberland Avenue	7	6	3
6/6a	Whitley Wood/ Tesco depot	6	6	3
7	Riseley/ Hartley Wintney/ Fleet	1	1	4 per day
9	RBH/ University of Reading (UoR)/ Whitley Wood/ Mereoak	1	1	-
10	RBH/ Thames Valley Science Park / Spencers Wood	2	2	1
19a / 19c	RBH/ UoR/ Earley (Silverdale Road)/ Woodley	2	2	-
19b	RBH/ UoR/ Beech Lane/ Lower Earley	1	1	-
13/14	Reading College/ Woodley Centre/ Woodley	4	4	2
21/21a	UoR/ Lower Earley	8	4	3
26	Southcote/ Calcot (IKEA)	5	5	3
X39	Wallingford / Oxford	1	1	-
X40	Woodcote / Wallingford / Oxford	1	1	1

- 2.8.5 Further to the above services via the 7 bus stops local to the site, the Greenwave services are also widely accessible by the site and provide a combined high frequency service to/from out of town destinations including Kennet Island, Green Park, Madejski Stadium, RIBP, and Mereoak Park and Ride.
- 2.8.6 Overall the available bus services include a mix of premier, Park & Ride, community and out of Reading routes serving local destinations within the Reading urban area as well as destinations further afield including Bracknell, Wokingham, Aldershot, Newbury, Henley-on-Thames and High Wycombe. In addition, 'Rail-Air' provides a frequent coach service to and from Heathrow Airport.
- 2.8.7 The location and associated routes and destination for all Reading town centre bus stop are provided within **Appendix C**.

Rail Services

- 2.8.1 Reading Railway Station is situated less than 100m to the north of the site. This proximity will encourage people to use train travel as a sustainable means of travel for both workers and visitor/guests to the hotel and office proposals. Reading station offers a frequent service to a wide range of destinations across the country.
- 2.8.2 Reading Railway Station is served by a number of lines, the main one being the Great Western Main Line (GWML) which runs East-West from London Paddington to the east and Didcot, Swindon, Bristol, Bath and South Wales to the west. The Westbury Line also extends west from Reading and diverts from GWML via Newbury, Taunton and the South West.

- 2.8.3 A summary of some of the key destinations served from Reading Railway Station, along with the service frequency and journey time, is provided within **Table 2-1** the below.

Table 2-1 Key destinations from Reading Railway Station

Destination	Services per hour		Journey time (mins)*
	AM Peak	Off-Peak	
Maidenhead	4	4	14
Slough	4	4	14
Basingstoke	4	3	16
Oxford	5	4	23
London Paddington	8	9	25
London Waterloo	8	2	61
Swindon	4	4	26
Southampton	2	2	55
Bristol	2	2	71
Bath	2	2	56
Gatwick Airport	5	5	78
Cardiff	2	2	94
Birmingham	2	2	93

*note that these are the fastest trains. Source: www.nationalrail.co.uk

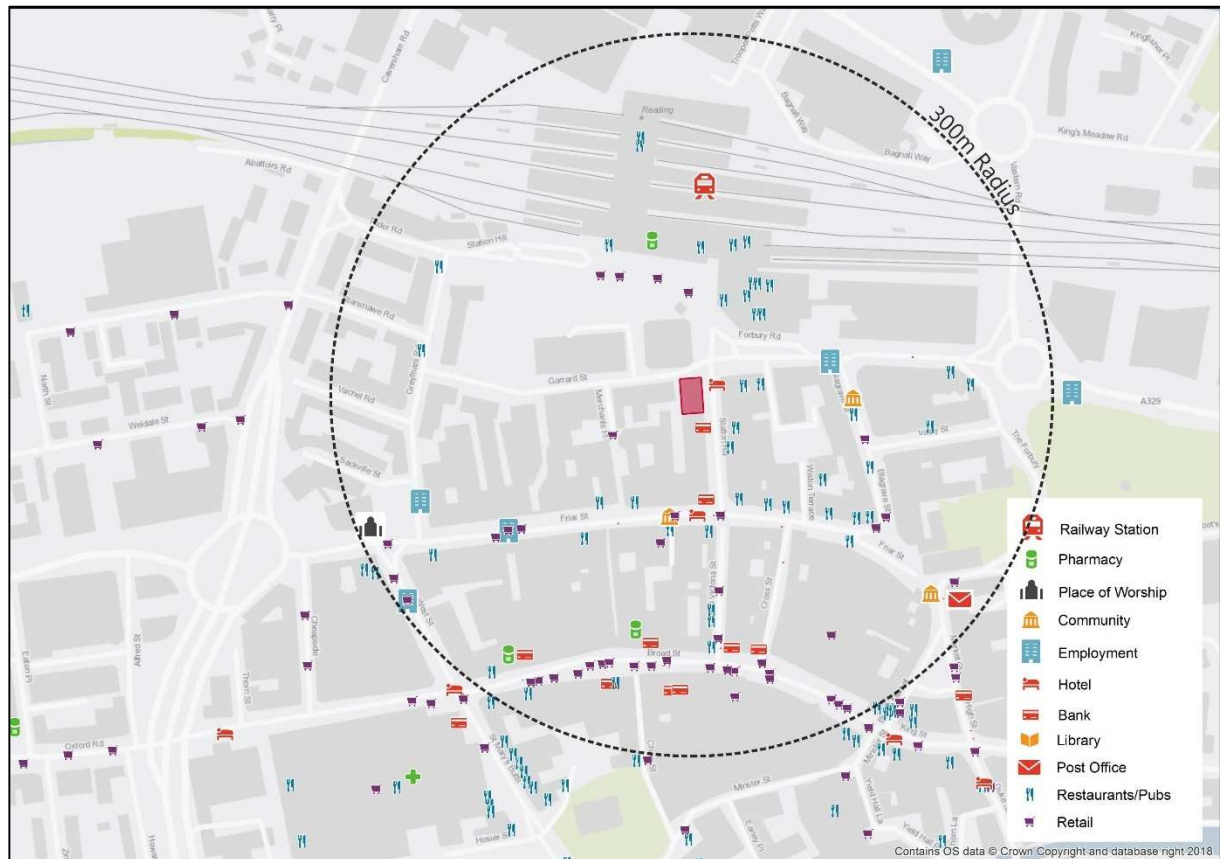
Crossrail

- 2.8.4 The arrival of Crossrail at Reading, timetabled for 2019, will further enhance the accessibility of the area, particularly as Reading station is one of the busiest stations outside London.
- 2.8.5 Crossrail is expected to provide high speeds trains to the centre of London. It is anticipated that four trains an hour at peak times will run from Reading into central London.

2.9 Local Amenities

- 2.9.1 As defined above the site is served by a comprehensive network of footpaths and shared cycle ways linked to the highway. In addition to being under 10 minutes walking distance to Reading town centre and Reading Rail Station.
- 2.9.2 Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot (CIHT Planning for Walking April 2015). The site is situated in a very pedestrian friendly environment with a significant quantity of local amenities and facilities within 300m walking distance as illustrated on **Figure 2-5**.

Figure 2-5 Local Amenities Plan



3 Development Proposals

3.1 Introduction

- 3.1.1 This chapter presents the main elements of proposed development. The application drawings are contained in **Appendix A** and should be reviewed alongside with this chapter.

3.2 Development Schedule

- 3.2.1 The main elements of the proposed development for 29-35 Station Road are detailed in **Table 3-1** below.

Table 3-1 Summary of Land Uses

Land Use	Floor Area
Retail	159 m ²
Office	1,300 m ²
Hotel	135 bedrooms including 3 accessible rooms (140 beds for assessment)

- 3.2.2 The proposed retail on the ground floor has a level access directly from Station Road for shoppers, which is separate from the Hotel and Office entrances. The ground floor lobby area comprises the north-eastern corner of the site with access to the buildings lifts and stairs providing access to the hotel reception and accessible rooms on the floors above.
- 3.2.3 The development has no onsite parking allocated to any of the land uses proposed, however the presence of a public car park (Garrard Street) adjacent to the site means that users of the hotel, would have the choice to consider overnight parking at this location. The pre-application response also states for tall building proposals *“A very low parking requirement (one or two disabled accessible spaces) would be appropriate.”*
- 3.2.4 To the of rear of the building the existing private access is to be improved and widen to 5.5m from its existing width of around 4.0m, by infilling the sunken area adjacent to Garrard House and to the west of the current service road.

3.3 Pedestrian Access

- 3.3.1 There are numerous pedestrian and wheelchair accessible routes from the site to Reading station (1-minute walk), the town centre (7-minute walk), and Garrard Street Car Park (2-minute walk). Along Station Road there are two raised table crossings with tactile paving one of which his located directly opposite the proposed lobby entrance. For those heading south, a signalised crossing is provided across Friar Street which leads to the pedestrianised roads of Queen Victoria Street and Broad Street.
- 3.3.2 As no parking is proposed as part of the development those who may drive could take advantage of the nearby Garrard Street MSCP. Given the gradient changes leading up to the site along Garrard Street from the car park this route may not be desirable for those who have impaired mobility, however a level access is provided from levels 5/6 of the car park which leads out to the Thames Tower just north of the site.
- 3.3.3 **Figure 3-1** shows the three access points into the proposed building. The entrance at the north-eastern corner of the site provides level access directly onto Station Road and Garrard Street, with two further points of access into the retail space also fronting Station Road. A third point of access into the propose site is also proposed at basement level to the rear of the site which will be predominantly for staff and servicing needs.

Figure 3-1 Pedestrian Access and Movement



3.4 Proposed Servicing and Delivery Access

- 3.4.1 As part of this proposal the existing servicing and delivery access off Station Road will be closed. This provides significant safety and accessibility benefits for pedestrians and cyclists travelling along Station Road as well as reduced disruption to bus services and taxis.
- 3.4.2 The proposed delivery and servicing strategy for the site will be required to utilise the private access road to the rear of the site by reversing off Garrard Street, and then departing westbound along Garrard Street and then onto Greyfriars Road northbound. The method of delivery and servicing would not be altered for the alternative arrangements of the Garrard Street /Station Road connection whether the link being open (as per existing) or closed as envisaged through the Station Hill development.
- 3.4.3 At present with the link open, all deliveries by large vehicles to the rear buildings reverse off Garrard Street. As such the proposed strategy for the site reflects the arrangement that is currently happening where the larger vehicles servicing the other buildings including Garrard House, Icon House, Brunel House, Novotel Hotel, and Ibis Hotel.
- 3.4.4 In the alternative future scenario of Garrard Street /Station Road connection closed, the taxi bays would be relocated therefore removing the overlap of access requirements between service vehicles and taxis. As part of the link closure, the new public realm space gained would allow for vehicle over run to maintain the capability for vehicles to reverse off Garrard Street into the rear access road.
- 3.4.5 The following table seeks to demonstrate the delivery and servicing for both options and the PBA drawings as included in **Appendix B** which show the tracks of the various vehicles which will need to access the site.

Vehicle Type	Garrard Street Open	Garrard Street Closed
4.6t Light Van	PBA Drawing 43102_5501_001B	PBA Drawing 43102_5501_002C
7.5t Box Van	PBA Drawing 43102_5501_001B	PBA Drawing 43102_5501_002C
7.5t Panel Van	PBA Drawing 43102_5501_001B	PBA Drawing 43102_5501_002C
Pumping Appliance	PBA Drawing 43102/5501/004C	PBA Drawing 43102/5501/004C
Articulated Lorry	PBA Drawing 43102/5501/005C	PBA Drawing 43102/5501/005C
10.520m Refuse Vehicle	PBA Drawing 43102_5501_003D	PBA Drawing 43102_5501_003D

- 3.4.6 The delivery and servicing for all three land uses within the proposed building will be located at the basement level of the building, with the management company wheeling bins to the service zone (located behind the building on the access road) from the bin stores in the basement via the access ramp. This servicing strategy will always maintain appropriate access to the rear with deliveries having the potential to be managed to minimise conflict with other users.
- 3.4.7 The gradient of Garrard Street and the overhang of the building (Blue Arrow) which forms the bridge section of the proposed development to Garrard Street has been taken account in the vehicle tracking proposals, so as to allow the largest vehicle anticipated (Articulated 12.5m) to track and clear the height limit as shown below. A minimum height clearance of the building overhang is 5.2m.



Servicing and Delivery Options with Red Route

- 3.4.8 If the future Red Route is implemented along Station Road, it would prevent any frontage delivery's or services unless the vehicles have special dispensation from the council or utilise one of the formal loading bays provided along Station Road. These are likely to be located at the junction of the Friar Street and Station Road. However, there is scope to consider a future loading bay on Garrard Street when the link is closed off. This option would provide a loading bay for general use for the buildings at the northern end of Station Road. However, the

applicant is willing to engage if the Council wish to consider in the future. The closure of the existing servicing to the site will assist in the delivery of the red route.

3.5 Coach Access

- 3.5.1 For the event of a coach arrival, we would expect this to be infrequent as such the hotel can seek a dispensation permit to use Station Road to drop off on the basis of a short stay duration.

3.6 Vehicle Parking

- 3.6.1 The RBC maximum parking standards for the three land uses comprising the proposed development are summarised below:

Table 3-2 RBC Maximum SPD Parking Standards

	Zone 1	Required Parking Provision
Retail	Public parking will be provided in line with RBC's current parking strategy.	-
C1 Hotels	0.25* per bedroom * Ancillary facilities such as restaurants, bars and conference areas will be treated as A3/ D2 uses when available to non-residents. Major hotel developments where multiple facilities are provided will be considered on their merits	35
B1 Office	1 space per 250m ²	5

- 3.6.2 No vehicle parking is proposed to support this application site due to the sustainable location of the site.
- 3.6.3 However, with respect to the hotel there are numerous 24-hour pay and display car parks around Reading town centre that could be utilised by the hotel guests and visitors to the office as listed below:
- Garrard Street car park - 918 spaces
 - Broad Street Mall car park - 720 spaces
 - Chatham Street car park - 590 spaces
 - Oracle car park – 1,670 spaces
 - Queens Road car park - 700 spaces
 - Reading Station car park -1,600 spaces

3.7 Blue Badge Parking

- 3.7.1 The development will not provide any dedicated blue badge parking however an assessment of the local area highlights that there are numerous spaces located around the town centre. The nearest spaces to the development are located in Garrard Street multi-storey car park as seen in **Figure 3-2**. This location was also confirmed at the pre-application stage. Further

spaces are also available at Reading Station to the north of the site as well as on street spaces on Blagrove Street, Friar Street and Abbots Walk.

Figure 3-2 Blue Badge Car Parking Spaces



3.8 Cycle Parking

- 3.8.1 The development proposals include a secure bike store located in the basement level of the proposed building which can be accessed via the rear access road. In total 10 Sheffield stands or similar facility are proposed giving a total of 20 spaces for the whole building.
- 3.8.2 The required cycle parking standards in accordance with the RBC's revised parking supplementary planning document (SPD) along with the subsequent proposed cycle parking provision are summarised in **Table 3-3** below.

Table 3-3 Minimum Cycle Parking Standards

Land Use	RBC Parking Zones 1-4	FTE/Floor Areas	Guideline Standards	Actual Provision
C1 Hotels	1 space per 6 staff	4,273 m ² ~ 45 staff	8	20
B1 Office	1 per 200 m ²	1,300 m ²	7	
A1, A3, A4 and A5 Retail*	1 space per 6 staff and 1 space per 300m ²	205 m ² ~ 11 staff	2	
Total			17	20

* FTE Staff Numbers based on TRICS Assessment - Assumed Convenience Store for Retail

4 Development Trip Generation

4.1 Introduction

- 4.1.1 This section will set out the expected number of people and vehicle trips that will be generated by the primary land use of the development, and the impact on the local highway network.
- 4.1.2 The retail employment trips have been assumed to be mainly walking, cycling or via public transport with the customer trips associated with linked trips for visitors passing the frontage.

4.2 Office

- 4.2.1 The site's existing land use as 6 floors of office space would have generated more people trips than the proposed 5 floors. Therefore, as no parking is provided and the proposed office space is below the size required for an assessment we have not considered the Office in the following trip generation assessment.

4.3 Hotel Trip Rate

People Trips

- 4.3.1 In the case of the hotel, there is likely to be an uplift in people trips linked to this land use. Therefore, to determine whether the proposal would be likely to result in a material increase in people and vehicle trips in the vicinity of the site, the TRICS 7.1.1 database has been interrogated to derive people and vehicle trip rate information for the proposed land uses.

The trip rate data has been derived using TRICS data from sites most closely representative of the proposed use, i.e. a town centre location with no allocated parking, but with local parking available.

- 4.3.2 The TRICS database was used to obtain vehicle trip rates for the hotel. The TRICS site selection methodology is as follows:

- Type of Survey: Multimodal Surveys
- Land Use: Hotel
- Selected Regions: England (excluding Scotland, Wales, Ireland and Central London)
- Surveys undertaken between 01/01/10 and 26/09/16
- Location: Town centre
- Parking: None
- TRICS generated two sites:
- Ibis, Portland Street, Manchester
- Holiday Inn Express, Bridge Street, Swindon

- 4.3.3 The above criteria resulted in two applicable sites with the subsequent trip rates contained within **Appendix D**. The multimodal survey trip rates provide person trip rates and have been used to calculate the total person generation for up to 140 bedrooms. With the development schedule proposing a 135-bedroom hotel this can be considered as a robust assessment. The trip rates and trip generation are set out in **Table 4.1**.

Table 4-1: People Trip Generation for 140-bed hotel

People Trips	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (07:00-22:00)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip rate (per bed)	0.146	0.333	0.479	0.142	0.080	0.222	2.128	2.072	4.200
Trip Generation	20	47	67	20	11	31	298	290	588

- 4.3.4 **Table 4-1** shows that the hotel could generate a total of approximately 67 two-way people trips in the morning peak period and 31 in the evening peak period. Across the daily period, a total of 298 and 290 arrival and departs are predicted to the hotel.

Vehicle Trip Rates

- 4.3.5 To understand the vehicle generation demand associated to the proposed 135-bed hotel, the 'Car' trip rates derived from the multi-modal TRICS assessment have been used as set out below in **Table 4-2** with the subsequent trip generation. The vehicle generation associated to the hotel has been limited to that of car only as this provides an estimate of the level of arrivals and departure that could make use of local car parking. Again, this has been based on a greater scale of development than proposed of 140 bedrooms.

Table 4-2: Car only Trip Rates and Generation for 140-bed hotel

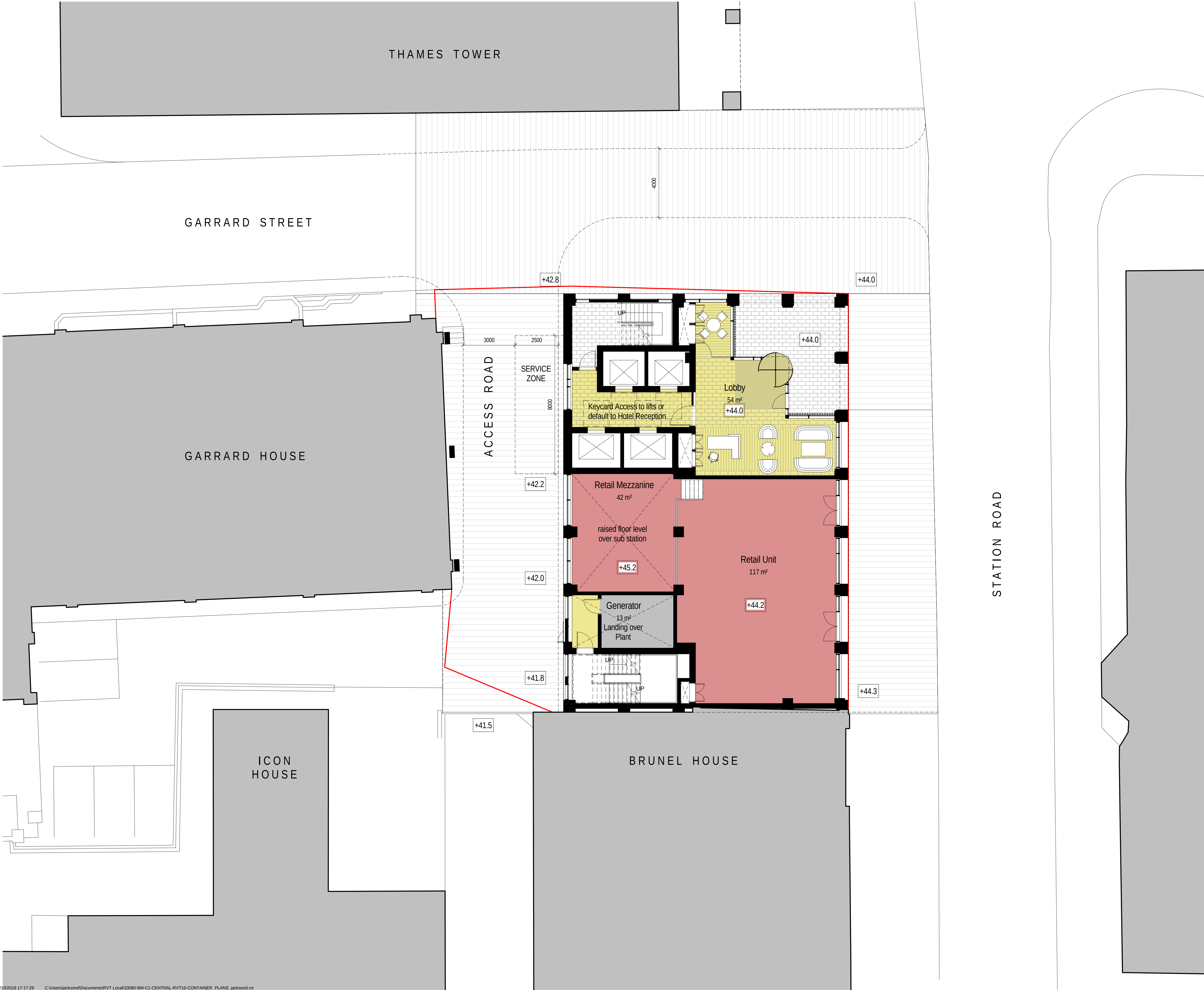
Car Trips	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (07:00-22:00)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip rate (per bed)	0.046	0.119	0.165	0.015	0.008	0.023	0.238	0.414	0.652
Trip Generation	6	17	23	2	1	3	33	58	91

- 4.3.6 **Table 4-2** shows that the proposed hotel development would result in total two-way trips of 23 in the AM and only 3 in the PM peak hour. Across the daily period (07:00 to 22:00) at total of 33 arrivals and 58 departure are predicted. In addition to car trips summarised, there will also be an element of delivery/servicing vehicle trips generated by the development site however these are expected to be nonmaterial with regards to impact on the local network.
- 4.3.7 Parking for the generated car arrivals/departures are assumed to be accommodated within the 24-hour Garrard Street car park. Hotel visitors would likely park overnight and leave the next day as suggested by the am peak profile with a greater number car trips leaving than arriving.
- 4.3.8 It is not anticipated that hotel staff would utilise the car park, even accounting for their shift pattern working, which could see them arriving and departing outside the peak hours. Therefore, the car trips to the car park are more likely to be hotel visitors focused, given the cost that it would be to park in the car park daily.
- 4.3.9 The highest peak in terms of car trip generation is in the am peak, which suggests up to 23 vehicle trips 2-way, which in essence equates to around 1 trip every 2½ minutes. This level of generation is likely to be the maximum extent of trips, given proximity to the station and town centre it is more likely people will travel on foot or cycle. As such a flow of this nature is not seen as material and would not have any impact on the wider highway.
- 4.3.10 For a hotel in this location there will be an element of drop off and pick-ups via taxi which are anticipated to be carried out informally across the local roads and also within the nearby existing taxi ranks at Station Road and Station Hill outside the main railway station.

5 Summary and Conclusions

- 5.1.1 This TS has been prepared by Peter Brett Associates (PBA) on behalf of Station Road Dev Co Ltd to undertake an assessment of transport and highways associated with the redevelopment of 29-35 Station Road. Initially this TS reviews the existing site and accessibility by sustainable modes within the local area.
- 5.1.2 The proposal seeks to demolish the existing building and erect a replacement mixed use building comprised of hotel (Class C1), office (Class B1a) and flexible ground floor retail use (Classes A1, A2, A3, A4 and A5 use), with associated servicing from Garrard Street. The proposed development will provide no parking spaces given its highly sustainable location but it will support 20 cycle parking spaces in line with the current RBC parking standards.
- 5.1.3 The site will in the main be serviced to the rear by the rear accessed road owned by the applicant, via Garrard Street. If RBC introduce their Red Route scheme on Station Road, only vehicles with dispensation or those using the defined loading bays will be allowed to gain access from Station Road. It is proposed to close the servicing and install a retail frontage in its place.
- 5.1.4 The junction of Garrard Street/Station Road is subject to a future closure linked to the Station Hill development. Whether the closure is implemented or not, servicing and delivery will always be to the rear off Garrard Street, however the closure would be supported as it would create a new plaza area between the site and Thames Tower and remove the vehicles permitted to cross the current footpath. The applicant's proposals are not reliant on this being implemented.
- 5.1.5 The office and retail land uses are of such size as to not warrant assessment and would in general terms only generate additional trips to and from the site via walking, cycling or public transport and of a level to not have a material impact on the town centre's operation.
- 5.1.6 An assessment of vehicle trip generation has been undertaken for the proposed hotel through utilisation of the industry standard TRICS database. This was to understand the numbers that could seek to drive and use the adjacent car park.
- 5.1.7 The assessment shows that even in the highest peak (AM Peak) the level of vehicle trips that the hotel could generate is considered to be around 23 trips, or 1 vehicle every 2½ minutes. This level of flow is not a material impact on the wider area. This is likely to be the maximum given the alternative modes of transport available.
- 5.1.8 A Framework Travel Plan (FTP) has been prepared for the site to help manage accessibility and to promote sustainable travel and reduce where practicable single occupancy private car trips related to the hotel. This includes target measures and monitoring for the ongoing management of the site.
- 5.1.9 Given the contents and conclusions set out in this Transport Statement, it is recommended that RBC be minded considering the proposals sustainability on transportation grounds when forming decision for this proposal as it has no material impact on the local highway network. In addition, its operational requirements are sufficiently flexible to match the current practices and support RBC's aspirations to close off Garrard Street.
- 5.1.10 The proposals comply with the Reading Draft Local Plan, NPPF and the other relevant policies.

Appendix A Application Drawings

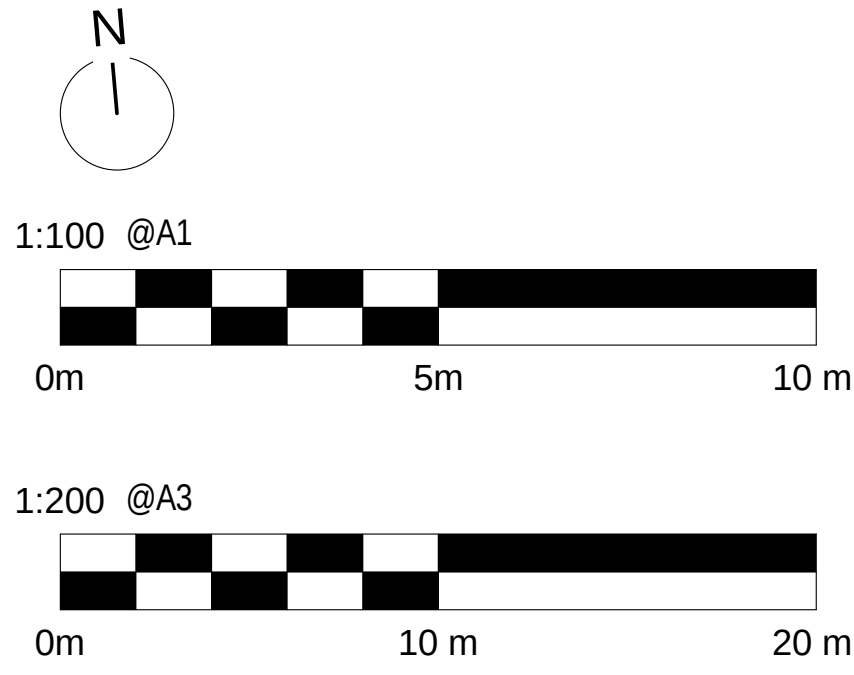


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F	01.10.18	General revisions to entrance and materials
E	18.09.18	General envelope and layout revisions
D	27.07.18	Update to 121m ACD
C	13.07.18	IMC Presentation
B	22.06.18	Core Update
A	14.06.18	IMCOP Brief Update
-	13.04.18	First Issue
Revision	Date	Description

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K2 Consultancy

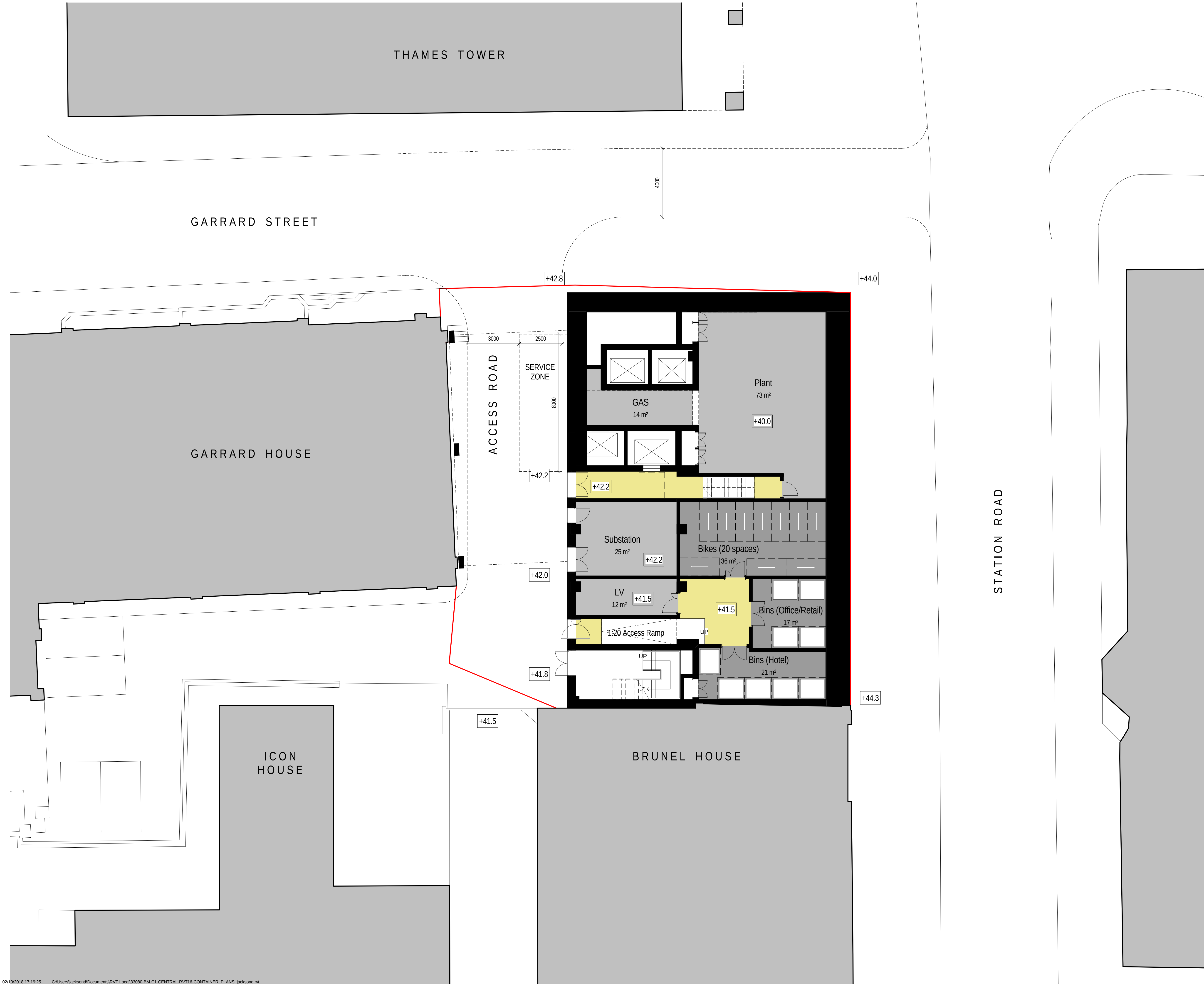
Project
29-35 Station Road

Description
**Proposed Ground Floor (Hotel
Entrance and Retail)**

Status
PRELIMINARY

Scale	Drawn By	Date
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Job Number	Drawing Number	Revision
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Original size 100mm @ A1. Copyright Broadway Malyan Limited

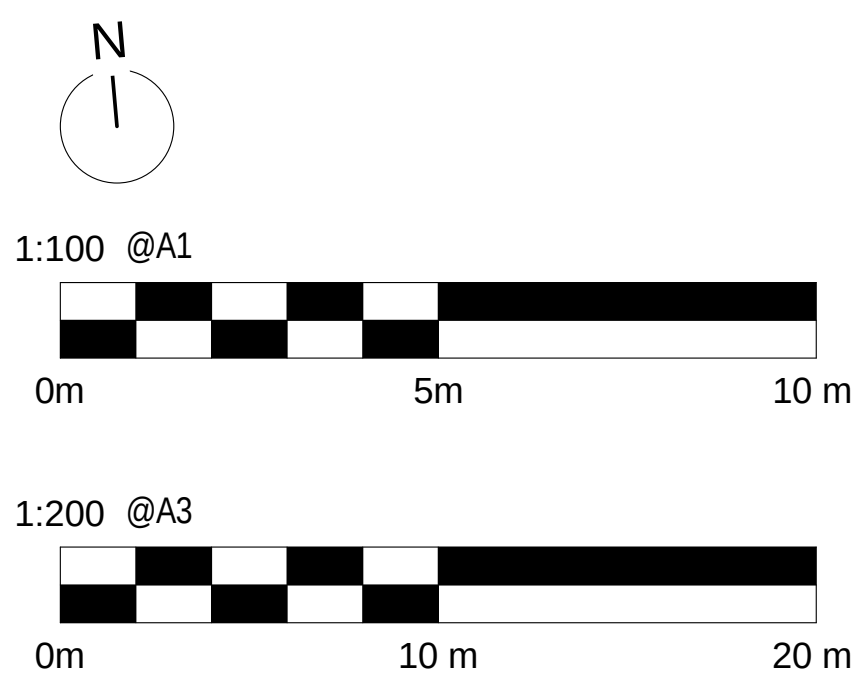


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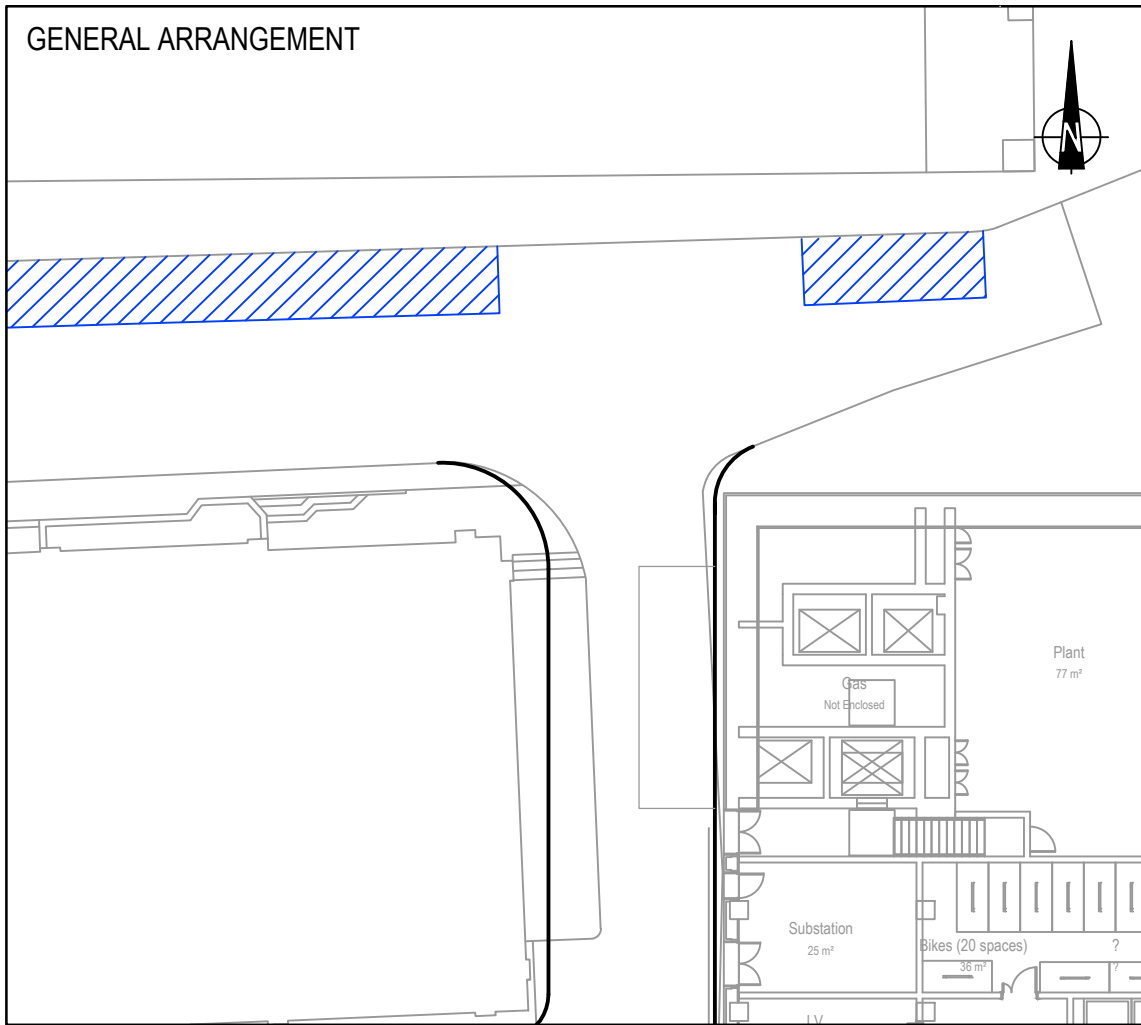
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K2 Consultancy
Project
29-35 Station Road

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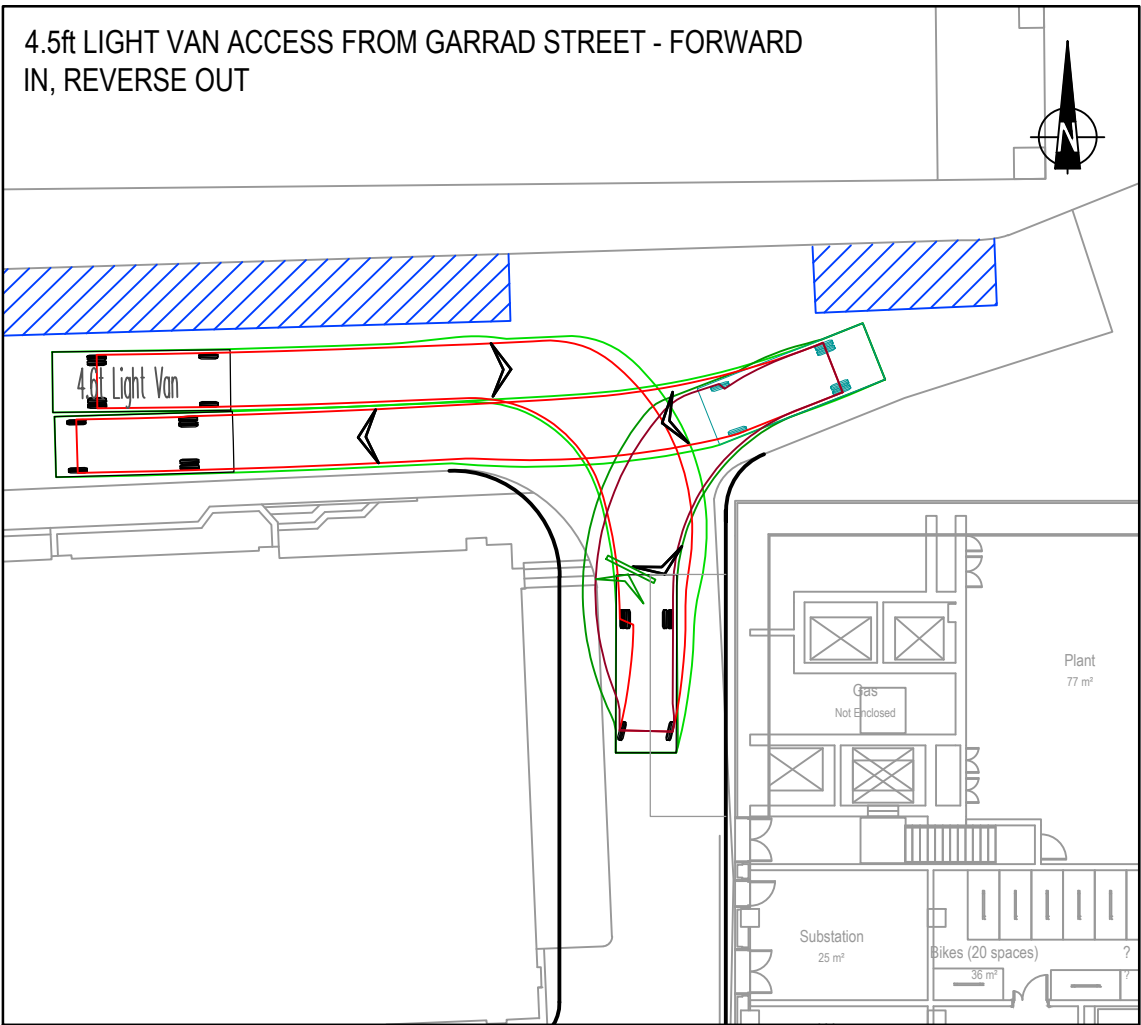
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Date
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Revision
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Appendix B Delivery and Servicing Swept Paths

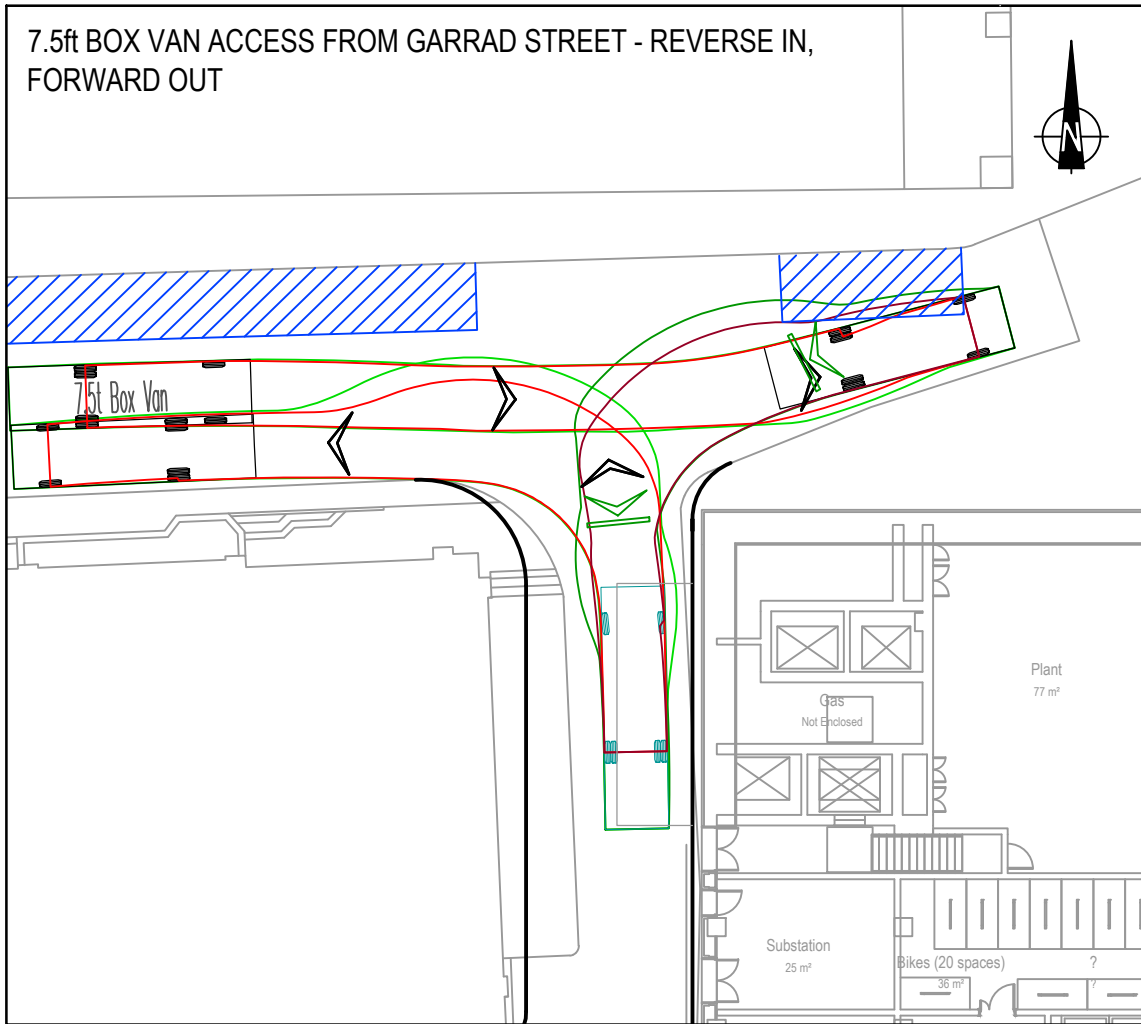
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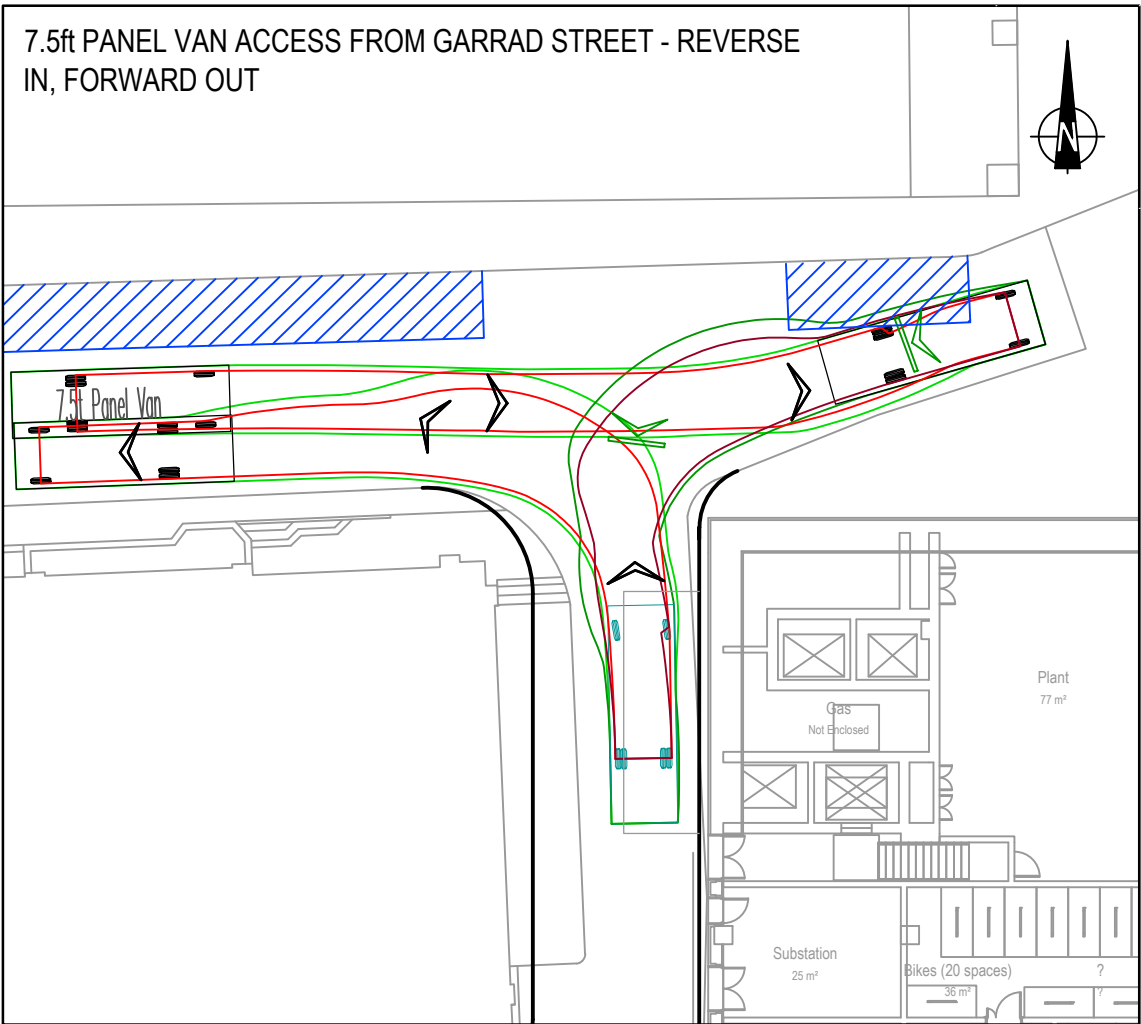
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7.5ft BOX VAN ACCESS FROM GARRAD STREET - REVERSE IN, FORWARD OUT



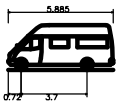
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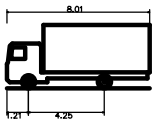
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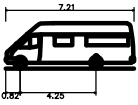
VEHICLE PROFILE



4.6t Light Van
Overall Length 5.882m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.765m
Track Width 1.765m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.000m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.400m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.400m

C	REVISED SWEEP PATH ANALYSIS	02.10.18	SB	JH	PB
B	REVISED MASTERPLAN	25.09.18	SB	JH	PB
A	REVISED MASTERPLAN	14.03.18	AL	JH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status	FOR INFORMATION
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STATION ROAD, READING
SERVICE AREA SWEEP PATH ANALYSIS
(FORWARD IN / FORWARD OUT)

Client

Date of 1st Issue 08.03.2018
A3 Scale 1:250
Drawing Number 43102_5501_001

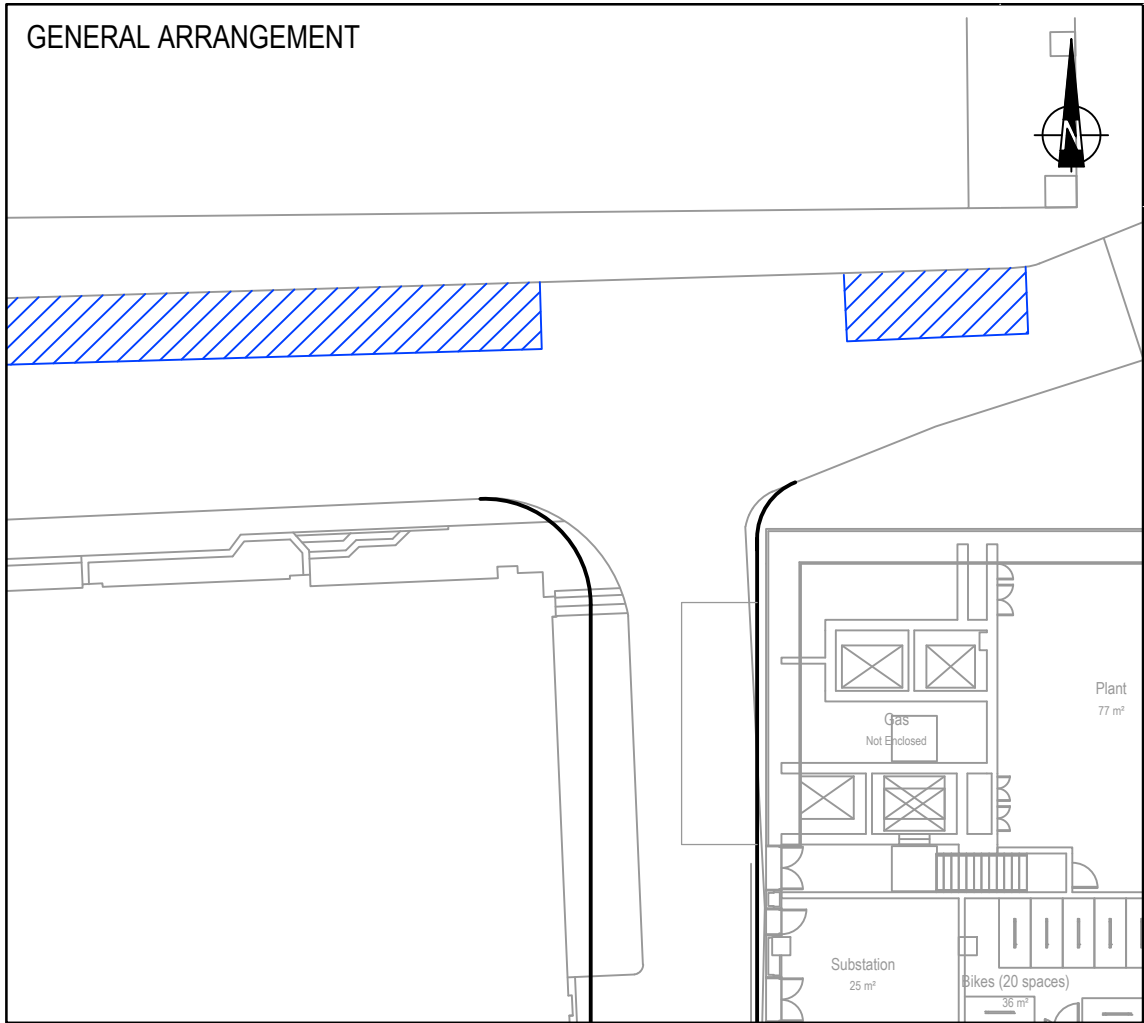
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Approved -

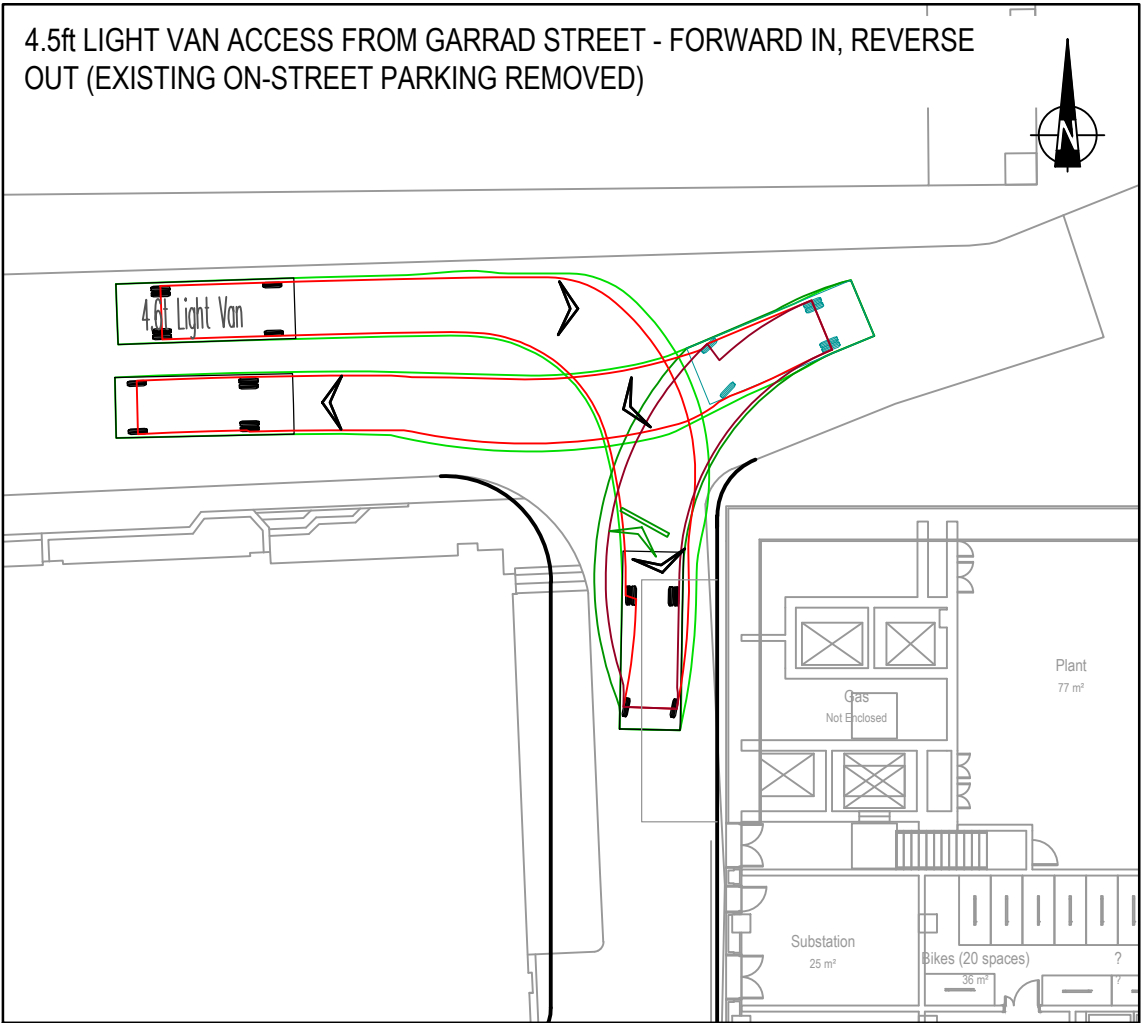
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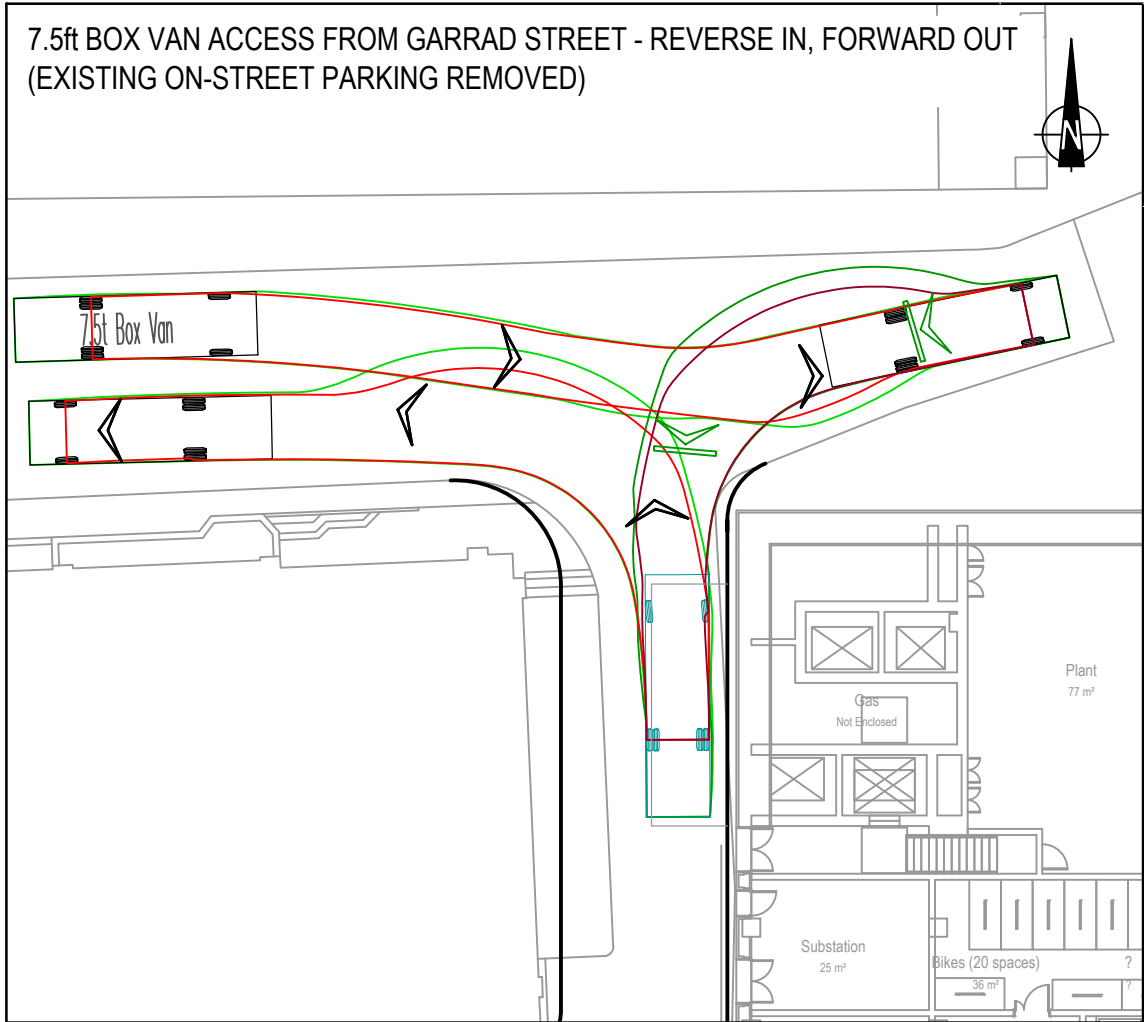
GENERAL ARRANGEMENT



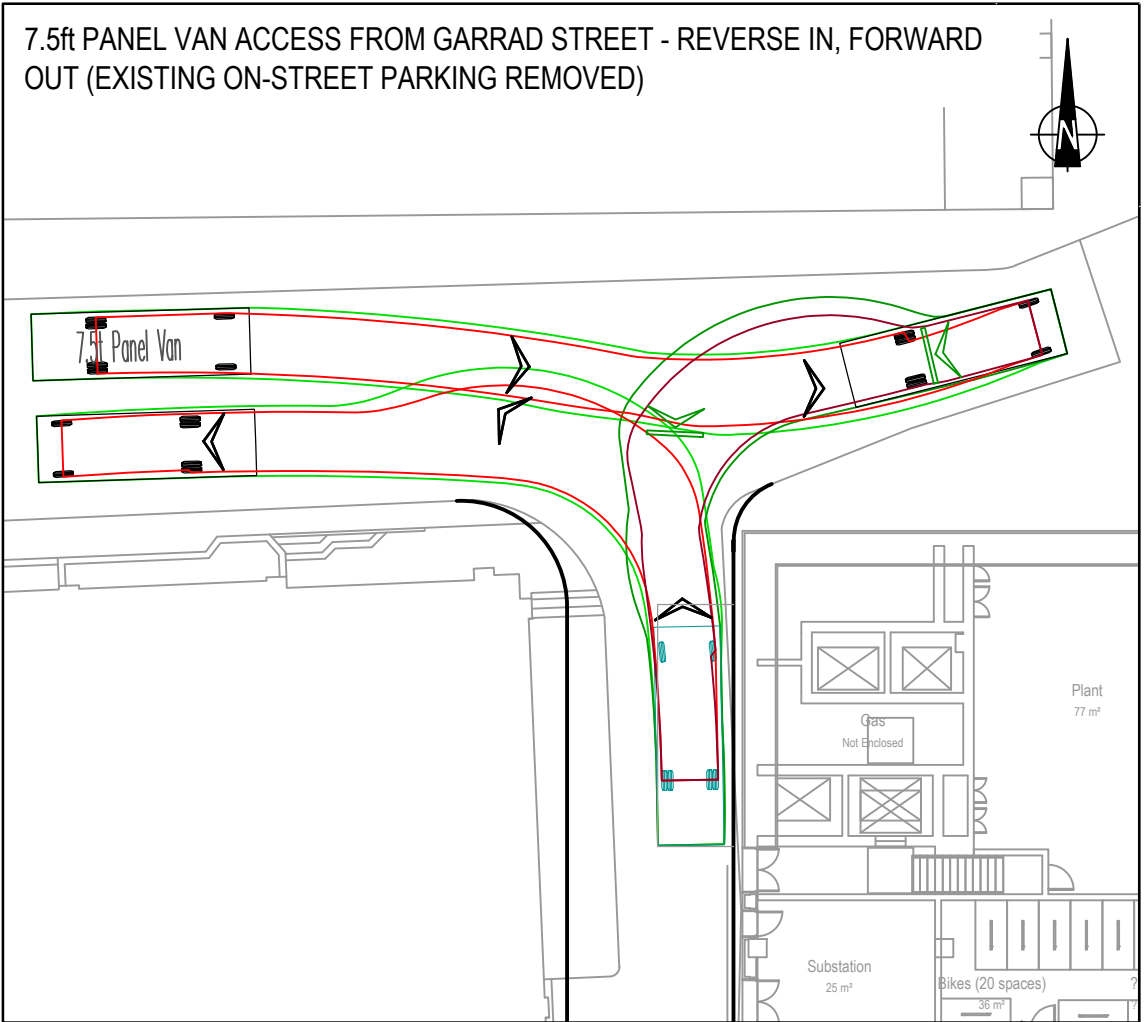
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7.5ft BOX VAN ACCESS FROM GARRAD STREET - REVERSE IN, FORWARD OUT (EXISTING ON-STREET PARKING REMOVED)



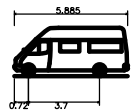
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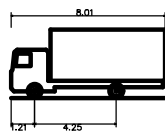
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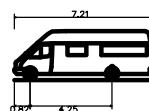
VEHICLE PROFILE



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Lock-to-lock time 4.00s
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E	REVISED SWEEP PATH ANALYSIS	02.10.18	SB	JH	PB
D	REVISED MASTERPLAN	25.09.18	SB	JH	PB
C	REVISED MASTERPLAN	09.05.18	SB	JH	PB
B	REVISED MASTERPLAN	18.04.18	SB	JH	PB
A	REVISED MASTERPLAN	14.03.18	AL	JH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

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STATION ROAD, READING
SERVICE AREA SWEEP PATH ANALYSIS
(REVERSE IN / FORWARD OUT)

Client

Date of 1st Issue 08.03.2018

A3 Scale 1:250

Drawing Number 43102_5501_002

Designed -

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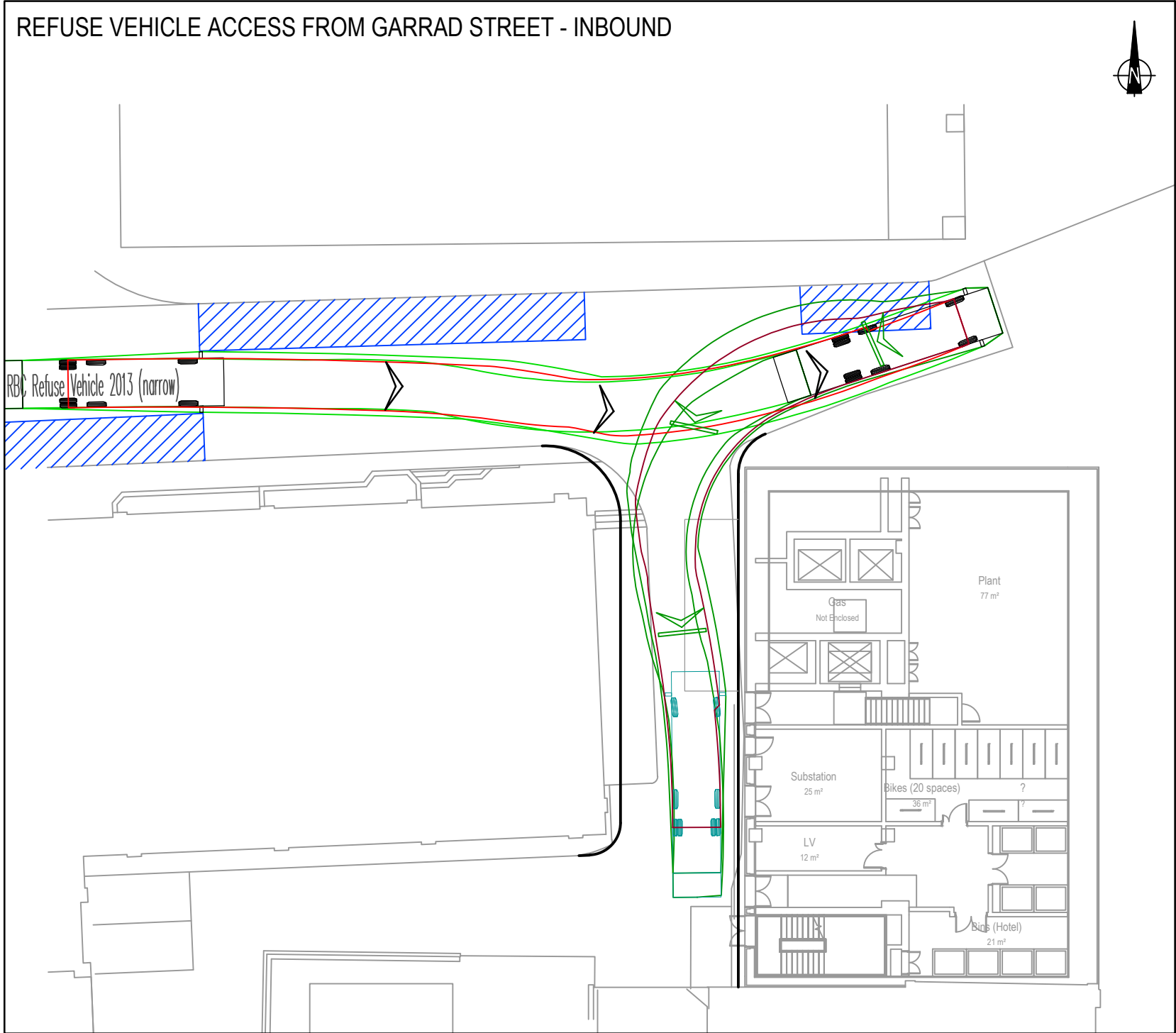
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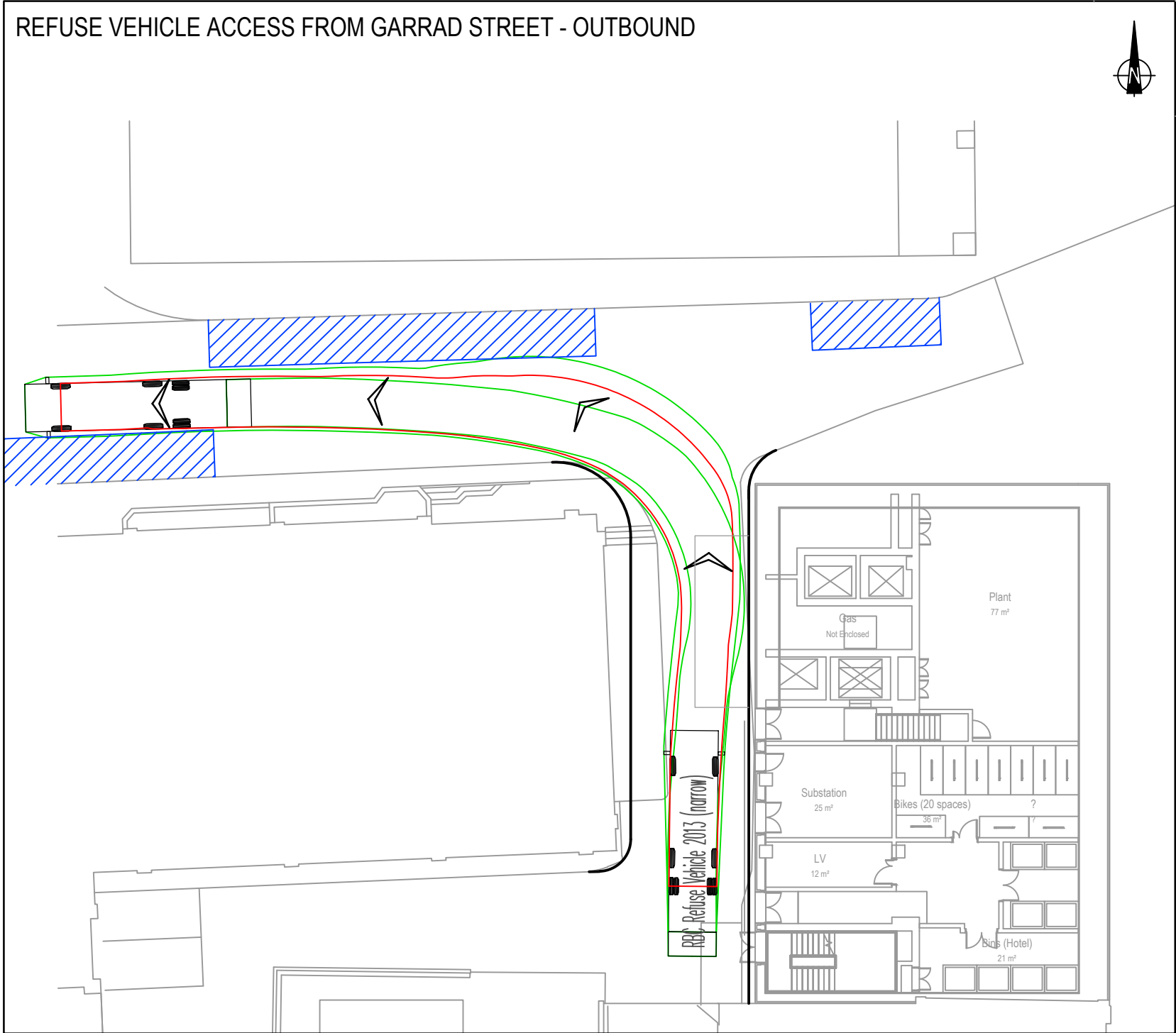
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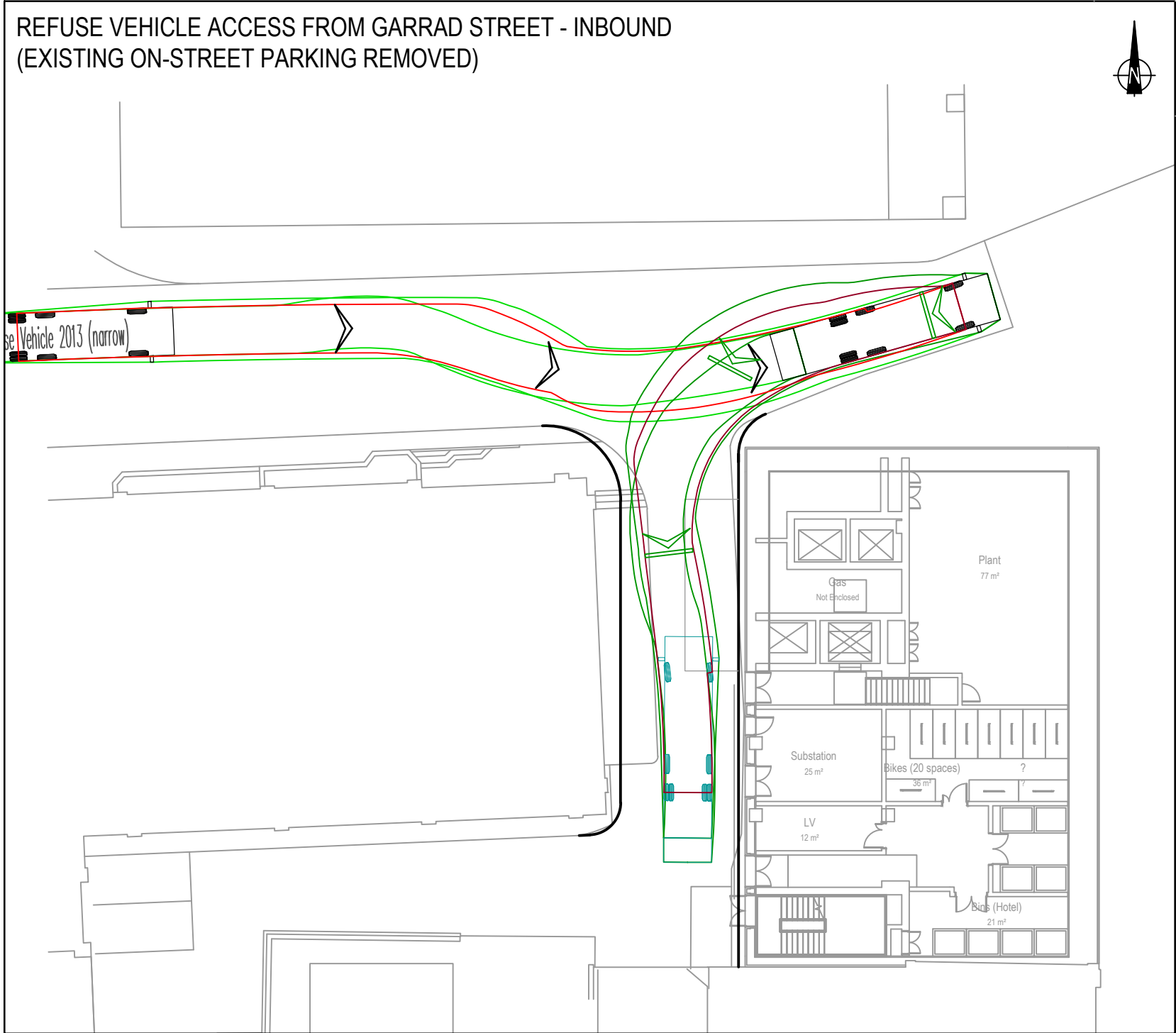
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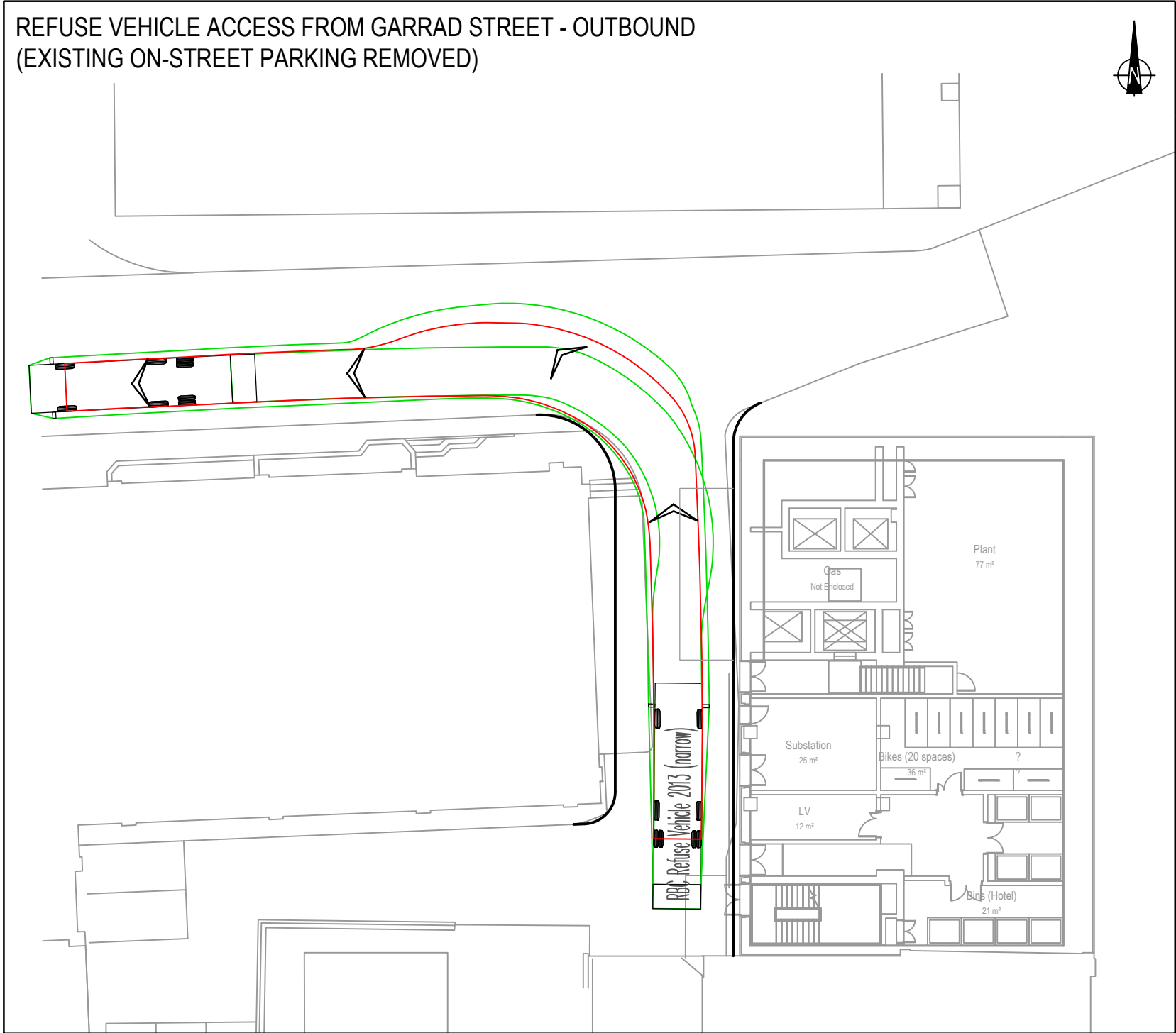
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REFUSE VEHICLE ACCESS FROM GARRAD STREET - INBOUND
(EXISTING ON-STREET PARKING REMOVED)

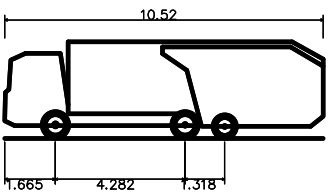


REFUSE VEHICLE ACCESS FROM GARRAD STREET - OUTBOUND
(EXISTING ON-STREET PARKING REMOVED)



KEY
EXISTING ON-STREET PARKING
PROPOSED KERB-LINE

VEHICLE PROFILE



RBC Refuse Vehicle 2013 (narrow)
Overall Length 10.520m
Overall Width 2.230m
Overall Body Height 3.193m
Min Body Ground Clearance 0.398m
Track Width 2.230m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.250m

E	REVISED SWEEP PATH ANALYSIS	02.10.18	SB	JH	PB
D	REVISED SWEEP PATH ANALYSIS	19.09.18	SB	JH	PB
C	HATCHING REMOVED	09.05.18	SB	JH	PB
B	REVISED MASTERPLAN	18.04.18	SB	JH	PB
A	REVISED MASTERPLAN	14.03.18	AL	JH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR INFORMATION

STATION ROAD, READING
SERVICE AREA SWEEP PATH ANALYSIS
REFUSE ACCESS

Client

Date of 1st Issue
08.03.2018

A2 Scale
1:250

Drawing Number
43102_5501_003

Designed
-

Checked
JH

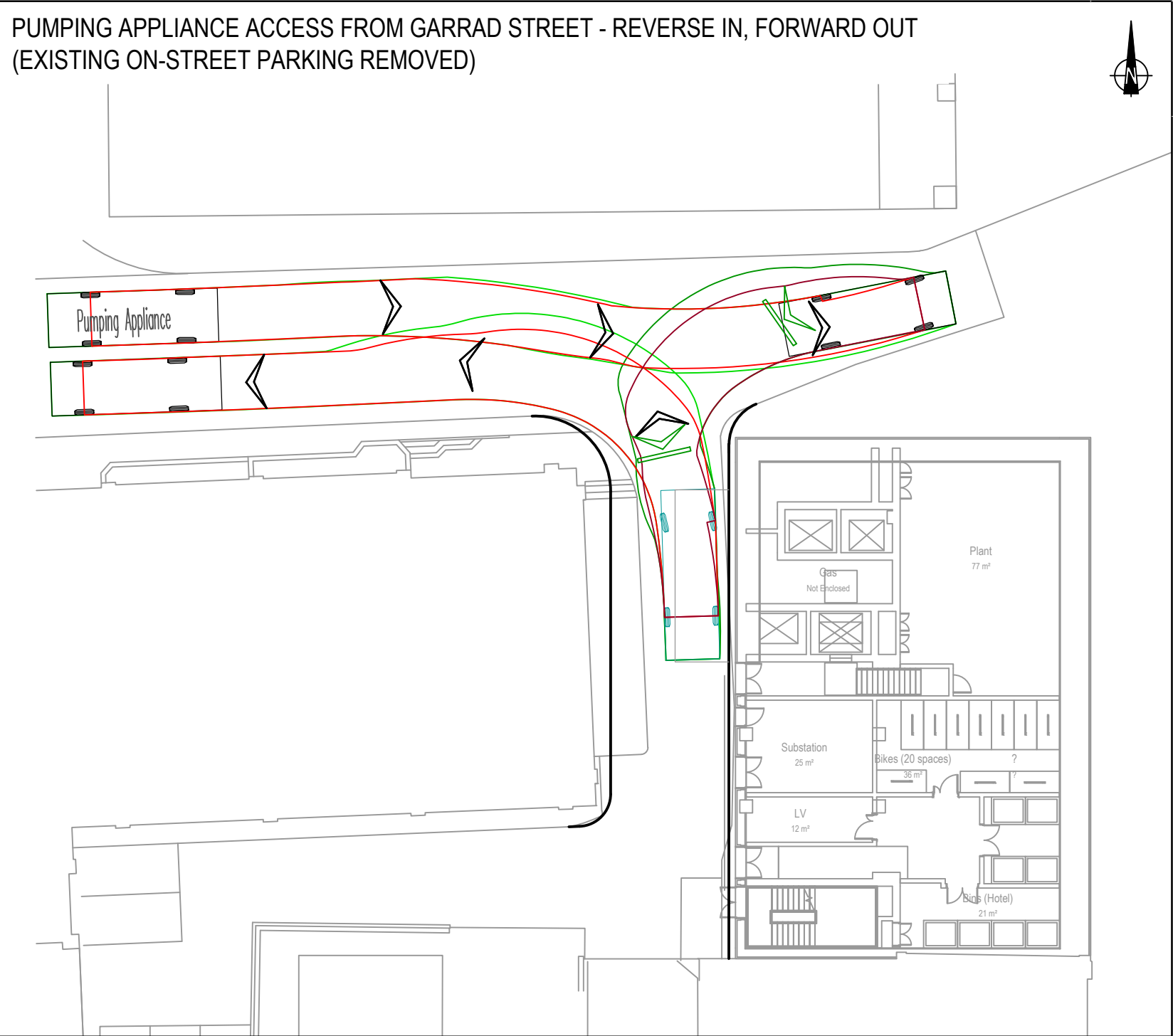
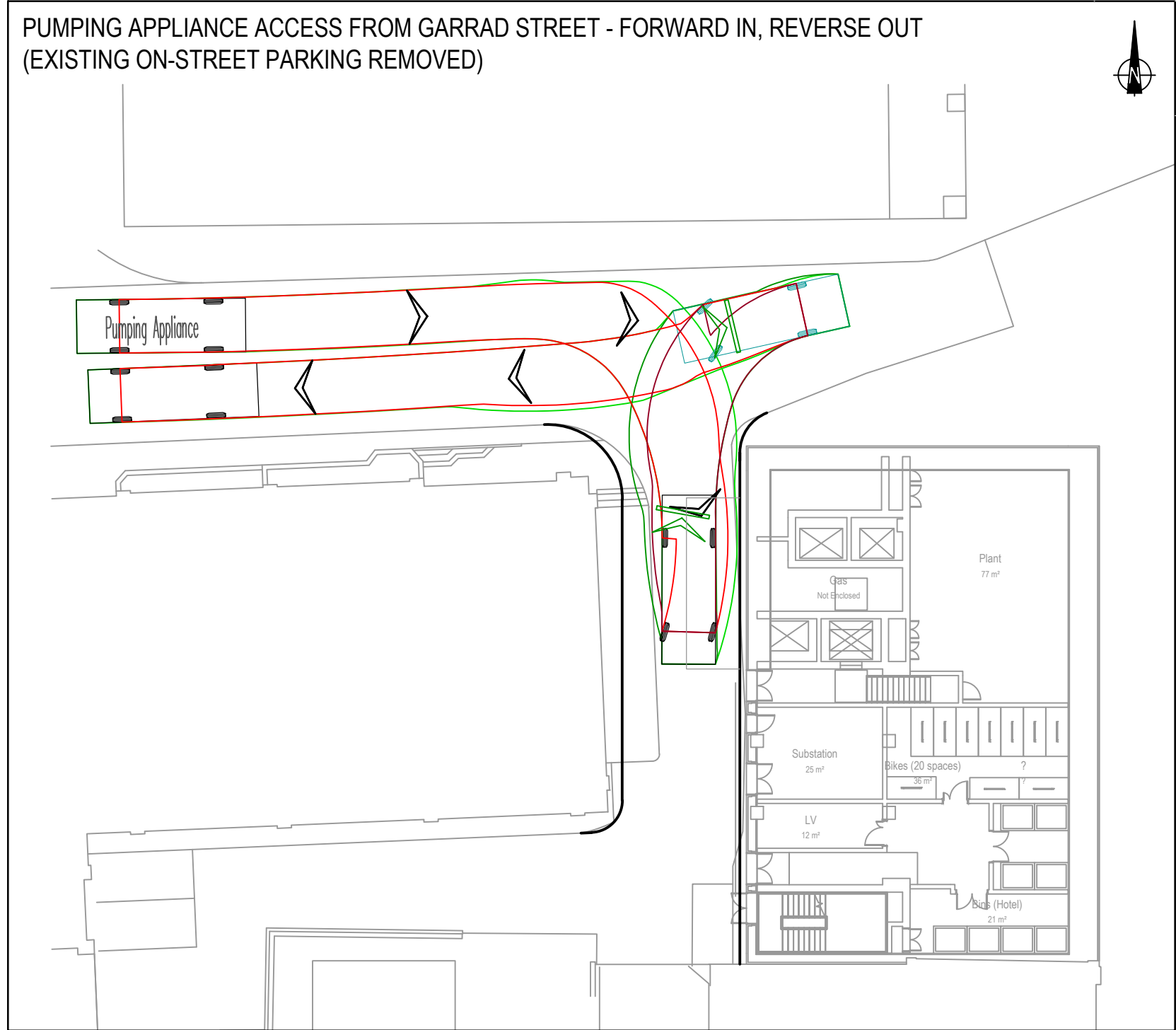
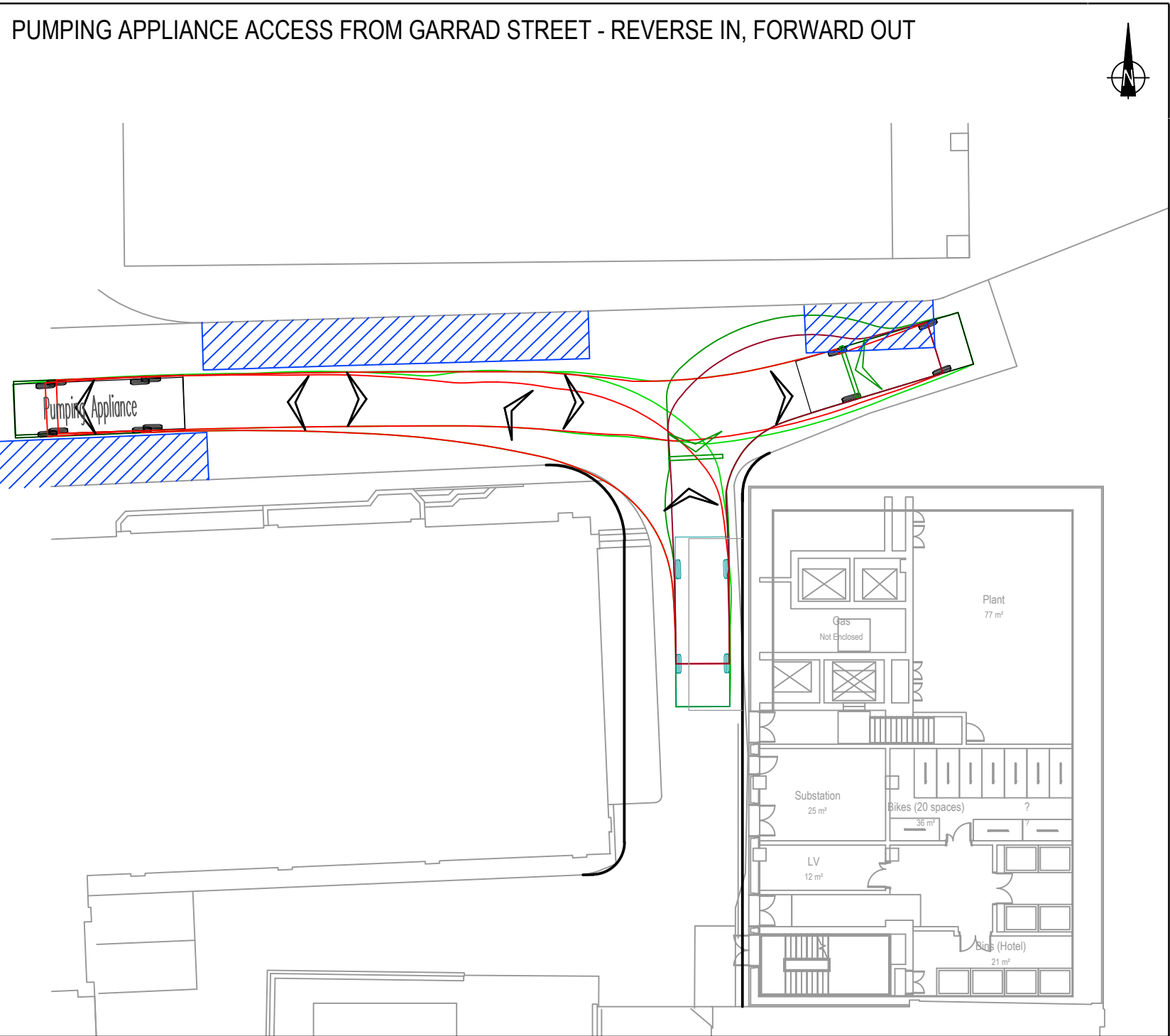
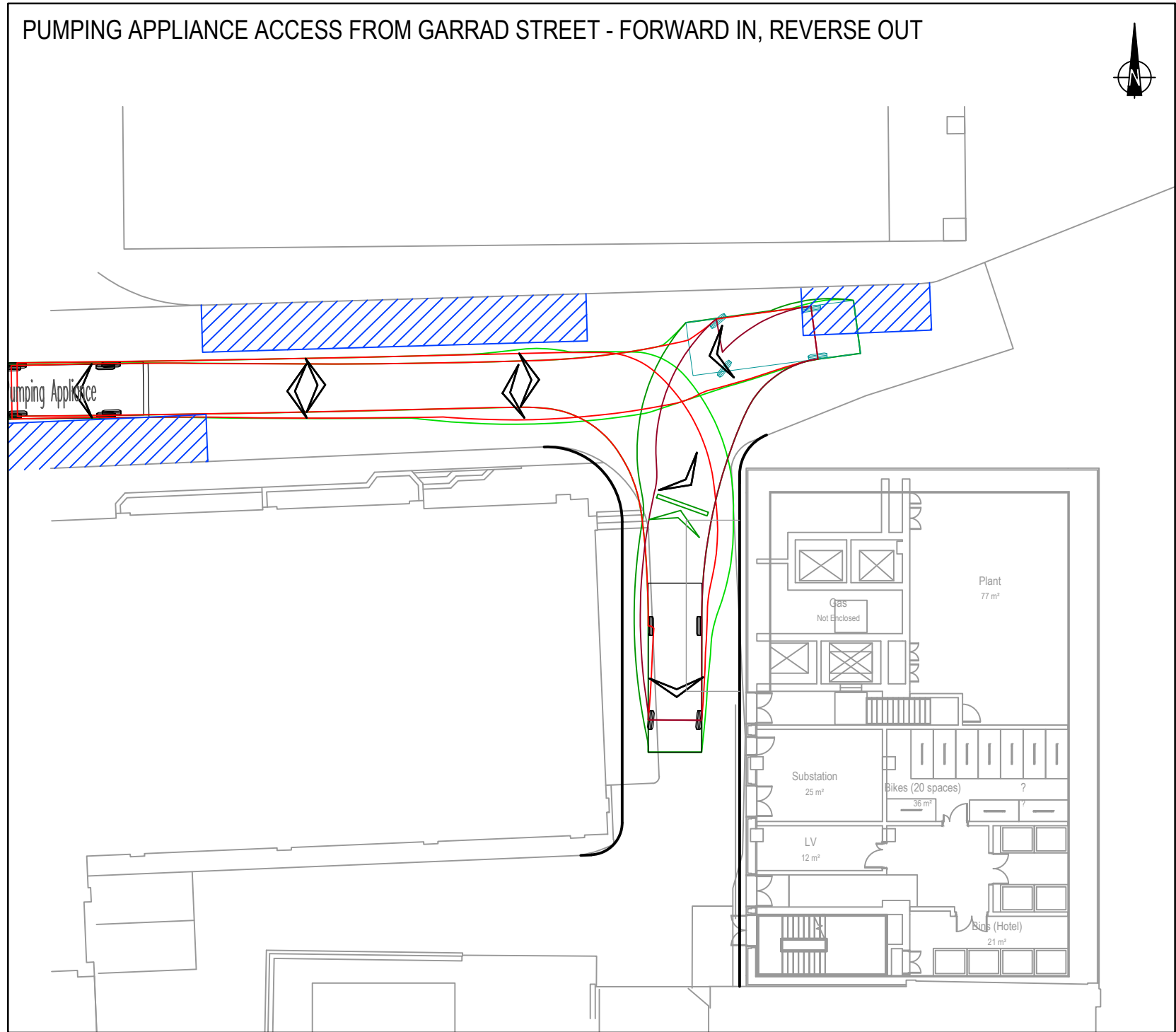
Revision
E

Drawn
AL

Approved
PB

Revision
E

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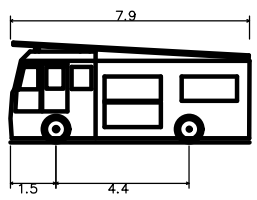


KEY

EXISTING ON-STREET PARKING

PROPOSED KERB-LINE

VEHICLE PROFILE



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock-to-lock time	7.750m
Curb to Curb Turning Radius	

D	REVISED SWEEP PATH ANALYSIS	02.10.18	SB	JH	PB
C	REVISED SWEEP PATH ANALYSIS	19.09.18	SB	JH	PB
B	HATCHING REMOVED	09.05.18	SB	JH	PB
A	REVISED MASTERPLAN	18.04.18	SB	JH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

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Drawing Issue Status

FOR INFORMATION

STATION ROAD, READING

SERVICE AREA SWEEP PATH ANALYSIS

PUMPING APPLIANCE

Client

Date of 1st Issue	Designed	Drawn
13/04/18	-	LA
A2 Scale	Checked	Approved
1:250	JH	PB
Drawing Number	Revision	
43102/5501/004	D	

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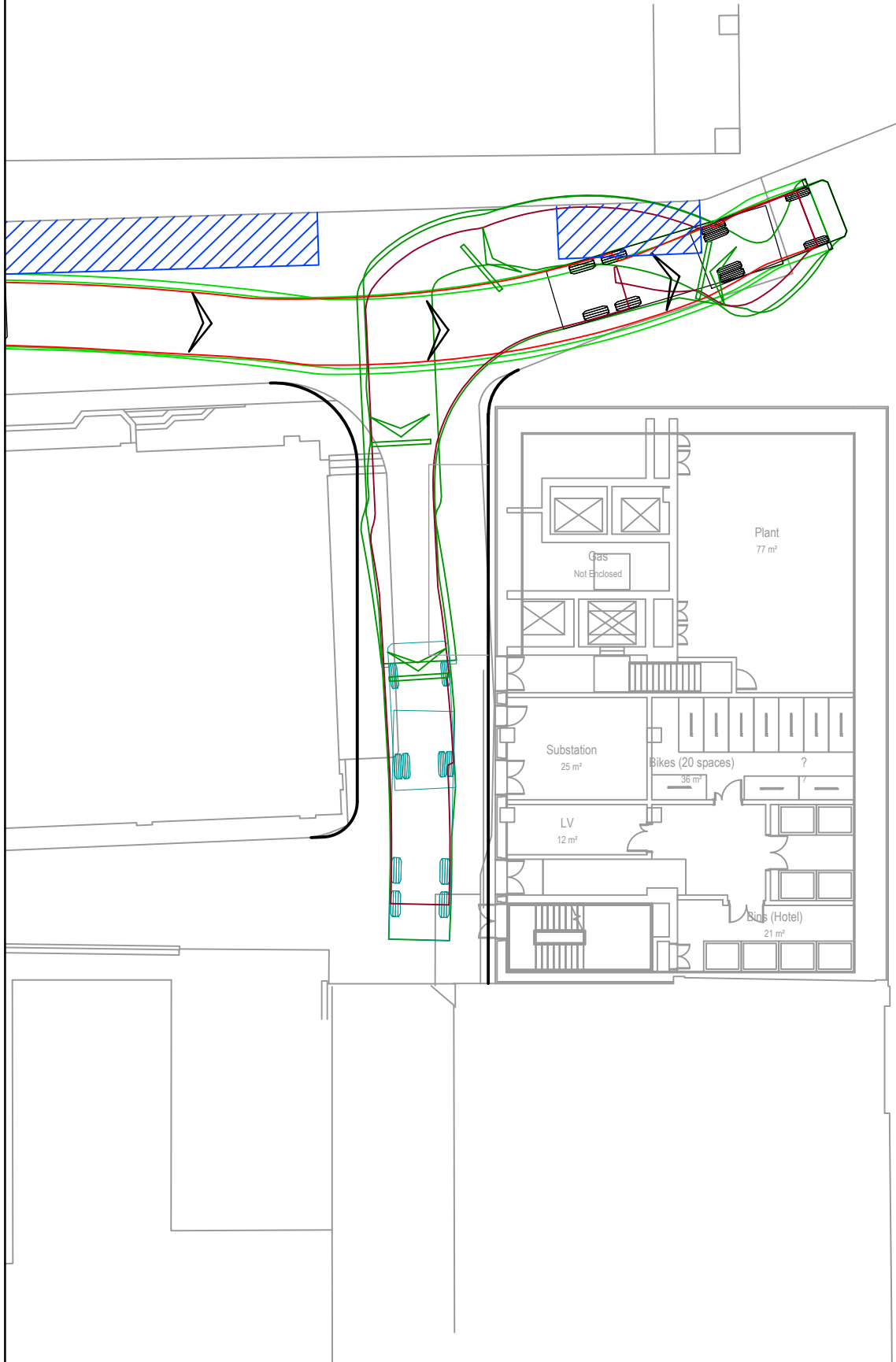
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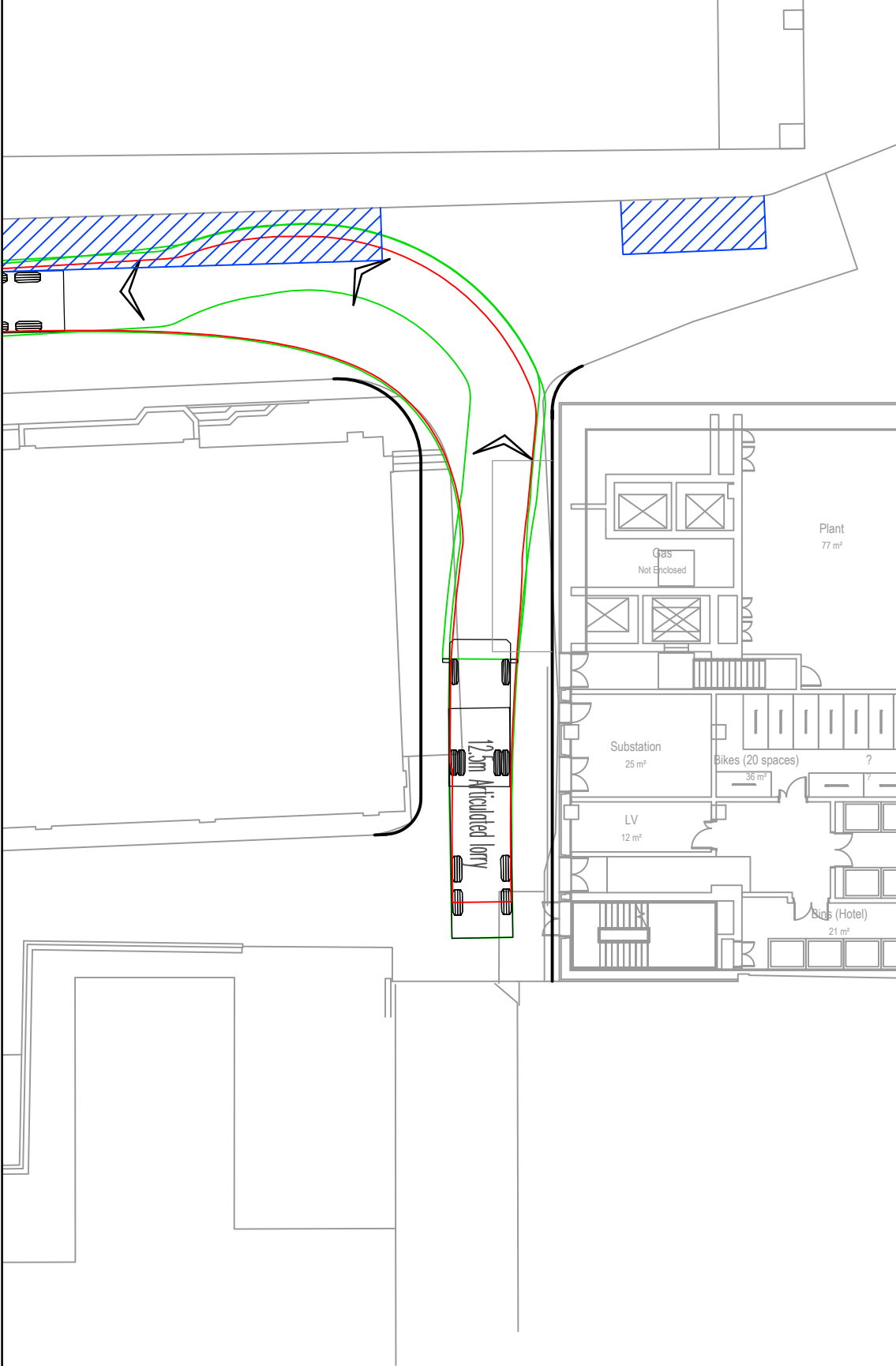
READING

Tel: 01189 500 761

ARTICULATED VEHICLE ACCESS FROM GARRAD STREET -
INBOUND



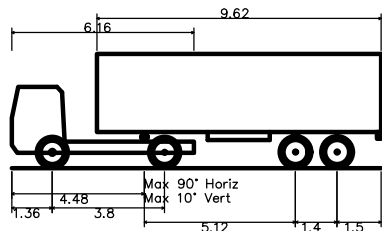
ARTICULATED VEHICLE ACCESS FROM GARRAD STREET -
OUTBOUND



KEY

- EXISTING ON-STREET PARKING
- PROPOSED KERB-LINE

VEHICLE PROFILE



12.5m Articulated lorry
Overall Length 12.500m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-lock time 3.00s
Curb to Curb Turning Radius 6.550m

D	REVISED SWEEP PATH ANALYSIS	02.10.18	SB	JH	PB
C	REVISED MASTERPLAN	19.09.18	SB	JH	PB
B	HATCHING REMOVED	09.05.18	SB	JH	PB
A	REVISED MASTERPLAN	18.04.18	SB	JH	PB
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR INFORMATION

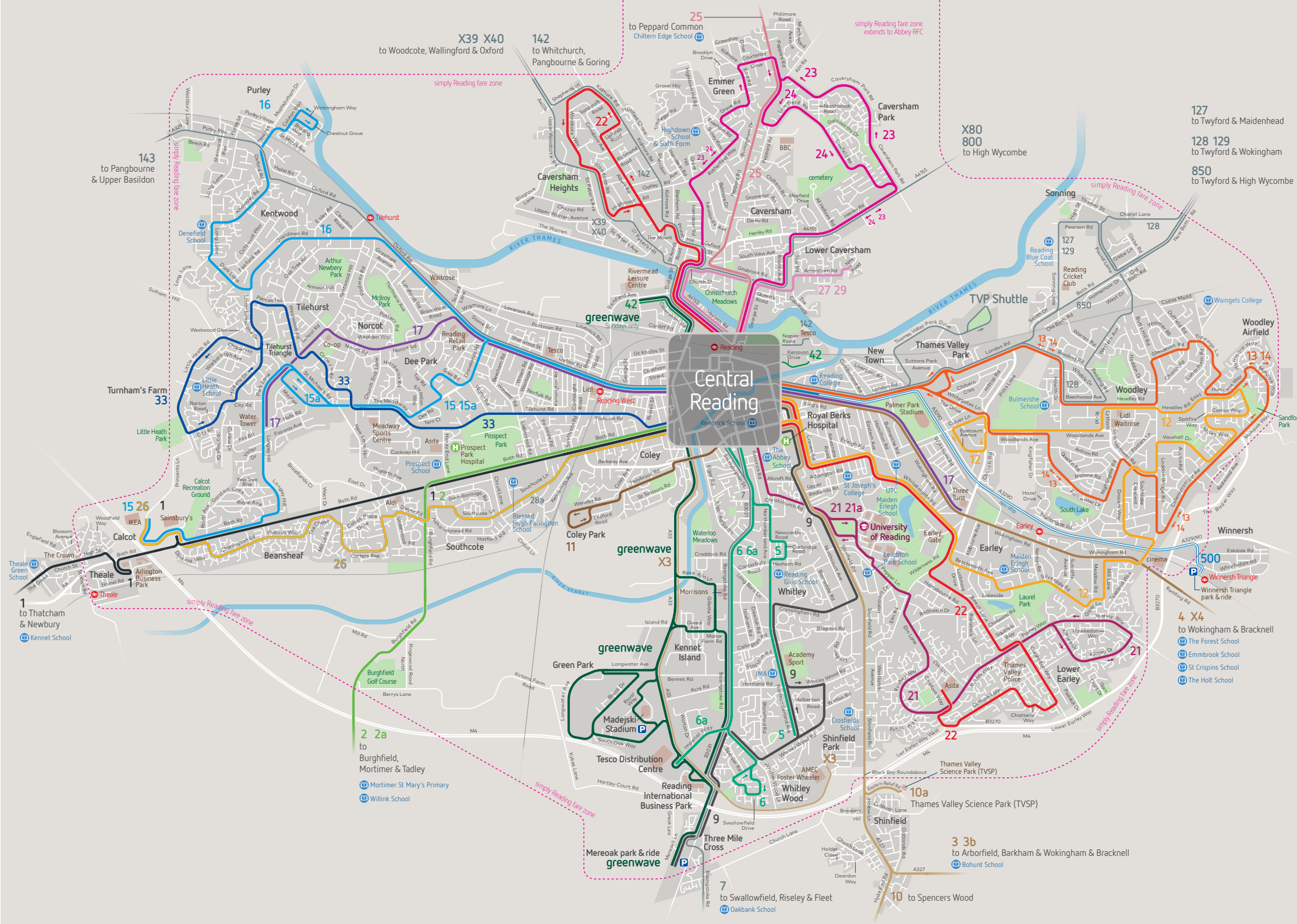
STATION ROAD, READING
SERVICE AREA SWEEP PATH ANALYSIS
12.5m ARTIC

Client

Date of 1st Issue	Designed	Drawn
13/04/18	-	LA
A3 Scale	Checked	Approved
1:250	JH	PB
Drawing Number	Revision	
43102/5501/005	D	

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Appendix C Bus Network Maps



where to catch your bus in Central Reading



get the app



route

	towards	stops at
jet black 1	Theale/Thatcham/Newbury	EP FP CA CQ
lime 2 2a	Burghfield/Mortimer/Tadley	EP FP CA CQ
leopard 3	 Royal Berkshire Hospital/Arborfield/Wokingham	CL FM SA MA MF
leopard 3b	 Royal Berkshire Hospital/Arborfield/Bracknell	CL FM SA MA MF
leopard X3	Shinfield Park (direct)	EP FP
lion 4 X4	 Reading College/Wokingham/Bracknell	CT FN EO ME
emerald 5	Northumberland Avenue	MI CL CU SC MC
emerald 6 6a	Whitley Wood/Tesco depot	MI CL CU SC MC
tiger 7	Riseley/Hartley Wintney/Fleet	SC MC LB
9	 Royal Berkshire Hospital/  UoR/Whitley Wood/Mere oak	CR FM SA MA MF
leopard 10	 Royal Berkshire Hospital/Thames Valley Science Park/Spencers Wood	CR FM SA MA MF
bronze 11	Coley Park	MI CR FM EO MC
little oranges 19a 19c	 Royal Berkshire Hospital/  UoR/Earley (Silverdale Road)/Woodley	CR FM SA MA MF
little oranges 19b	 Royal Berkshire Hospital/  UoR/Beech Lane/Lower Earley	CR FM SA MA MF
orange 13 14	 Reading College/Woodley Centre/Woodley	EM MF
sky blue 15 15a	Tilehurst/Royal Avenue/Dee Park/Oxford Road/IKEA	FE CX
sky blue 16	Oxford Road/Purley	FE CX
purple 17	 Reading College/Wokingham Road (Three Tuns)	CY FN EO ME
	Oxford Road/Tilehurst (Water Tower)	MG MM CN CW
claret 21 21a	 University of Reading/Lower Earley	CR CU EK MA
pink 22	Caversham Centre/ Caversham Heights	FL EL NA
berry 23 24	Caversham Centre/Caversham Park/Emmer Green	FL EL NA
pink 25	Caversham Centre/Sonning Common/Peppard Common	FL EL NA
yellow 26	Southcote/Calcot (IKEA)	EK FP CA CQ
27	Caversham Centre via Lower Caversham	FJ EL
29	Lower Caversham via Caversham Centre	EO FP FG
royal blue 33	Turnhams Farm/Tilehurst	FE CB CQ
buzz 42	Kenavon Drive	FN EO MF
greenwave	Rivermead Leisure Centre	EN MP CS FG
park & ride 60	Kennet Island/Green Park/  Madejski Stadium/RIBP	CS SD MC
park&ride 500	Mere oak park & ride	CS SD MC
stadium buses F1 R1	Winnersh Triangle park & ride	MQ CS FM EO MC
	 Madejski Stadium (football and rugby matchdays only)	WS
	 Heathrow Airport	Reading Station 

railair from First

Appendix D TRICS Output

Calculation Reference: AUDIT-706701-180919-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Secondary 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:	Number of bedrooms
Actual Range:	127 to 134 (units:)
Range Selected by User:	127 to 134 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/10 to 26/09/16
-------------	----------------------

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
Wednesday	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:

Town 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:

Built-Up 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:

C1	2 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:

5,001 to 10,000	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:

25,001 to 50,000	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
------------	--------

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	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

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	GM-06-A-08	IBIS	GREATER MANCHESTER
	PORTLAND STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	127	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
2	WL-06-A-02	HOLIDAY INN EXPRESS	WILTSHIRE
	BRIDGE STREET		
	SWINDON		
	Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	134	
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	131	0.027	2	131	0.080	2	131	0.107
08:00 - 09:00	2	131	0.073	2	131	0.238	2	131	0.311
09:00 - 10:00	2	131	0.065	2	131	0.149	2	131	0.214
10:00 - 11:00	2	131	0.065	2	131	0.107	2	131	0.172
11:00 - 12:00	2	131	0.054	2	131	0.080	2	131	0.134
12:00 - 13:00	2	131	0.042	2	131	0.031	2	131	0.073
13:00 - 14:00	2	131	0.057	2	131	0.042	2	131	0.099
14:00 - 15:00	2	131	0.027	2	131	0.019	2	131	0.046
15:00 - 16:00	2	131	0.038	2	131	0.031	2	131	0.069
16:00 - 17:00	2	131	0.069	2	131	0.034	2	131	0.103
17:00 - 18:00	2	131	0.065	2	131	0.027	2	131	0.092
18:00 - 19:00	2	131	0.050	2	131	0.038	2	131	0.088
19:00 - 20:00	2	131	0.065	2	131	0.065	2	131	0.130
20:00 - 21:00	2	131	0.046	2	131	0.023	2	131	0.069
21:00 - 22:00	2	131	0.011	2	131	0.008	2	131	0.019
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.754			0.972			1.726

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.

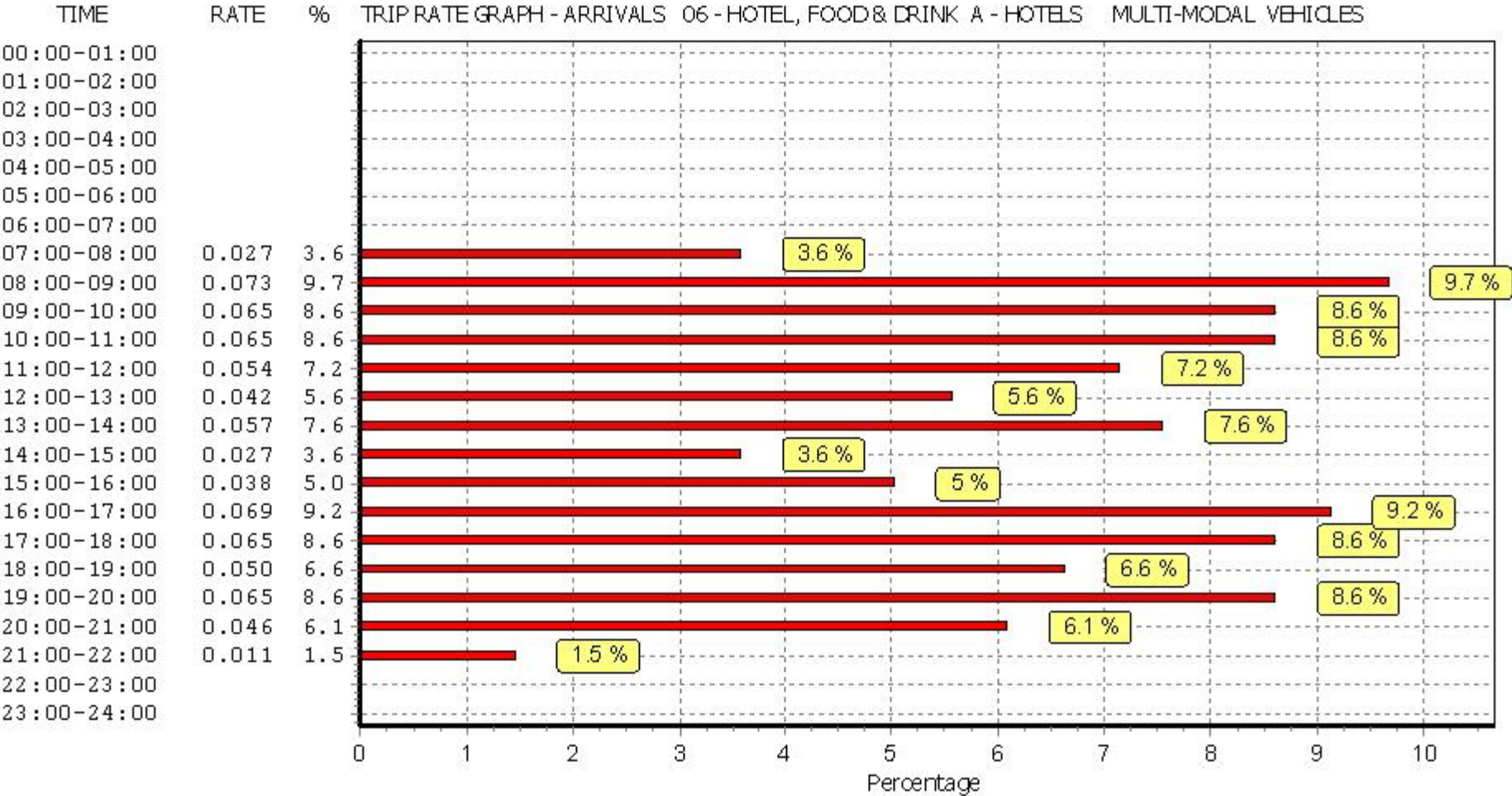
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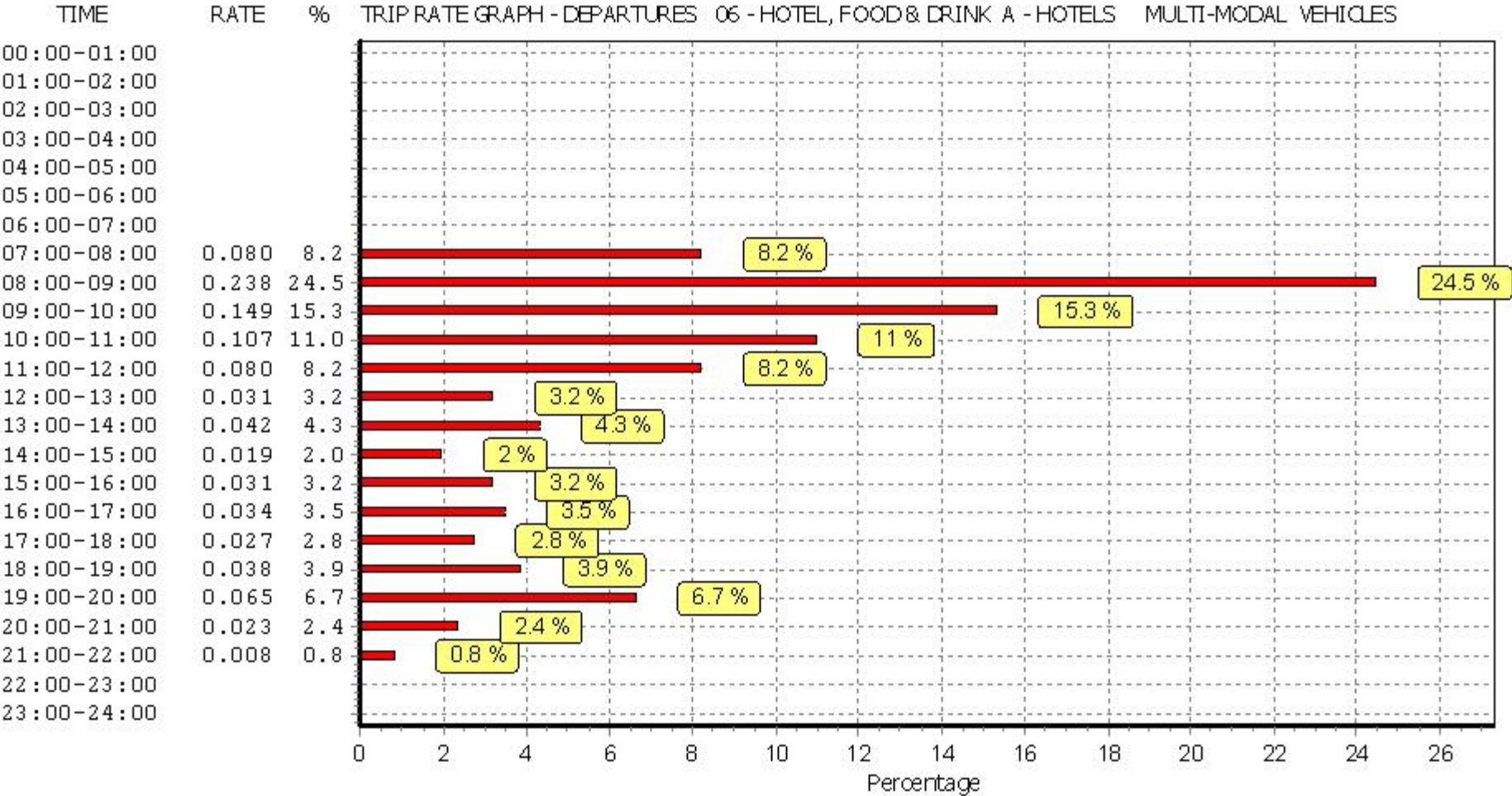
Parameter summary

Trip rate parameter range selected:	127 - 134 (units:)
Survey date range:	01/01/10 - 26/09/16
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

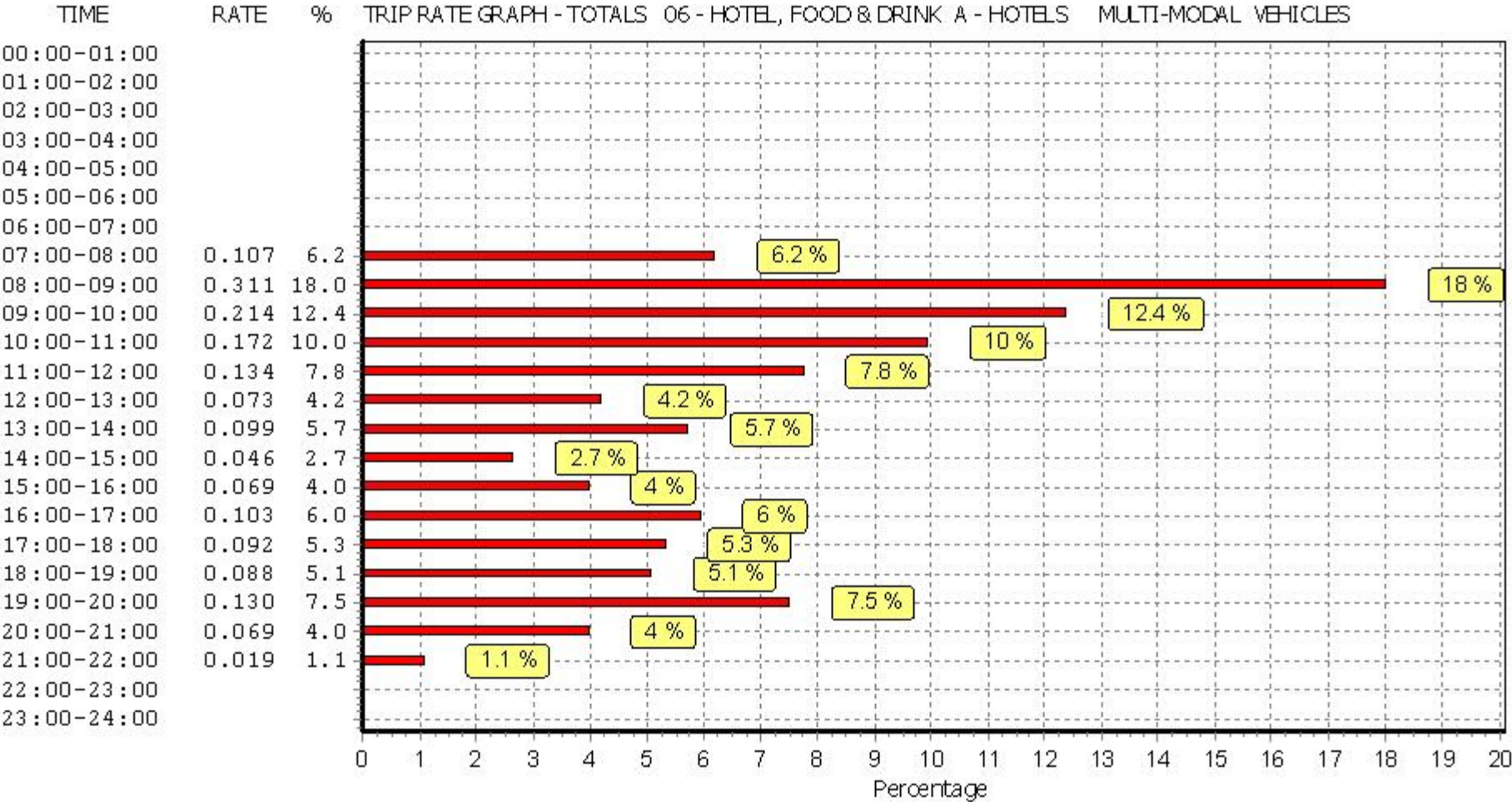
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

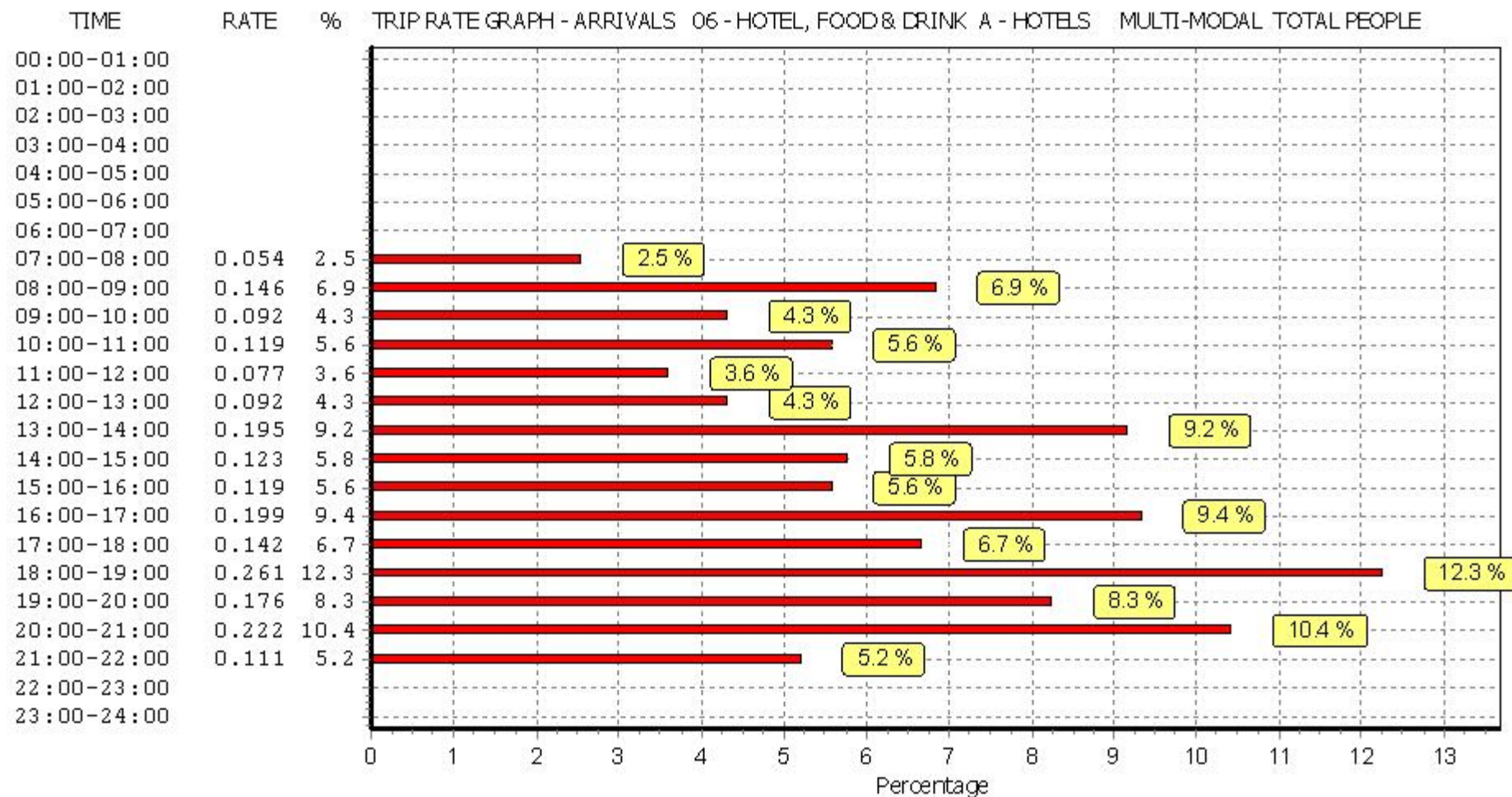
Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

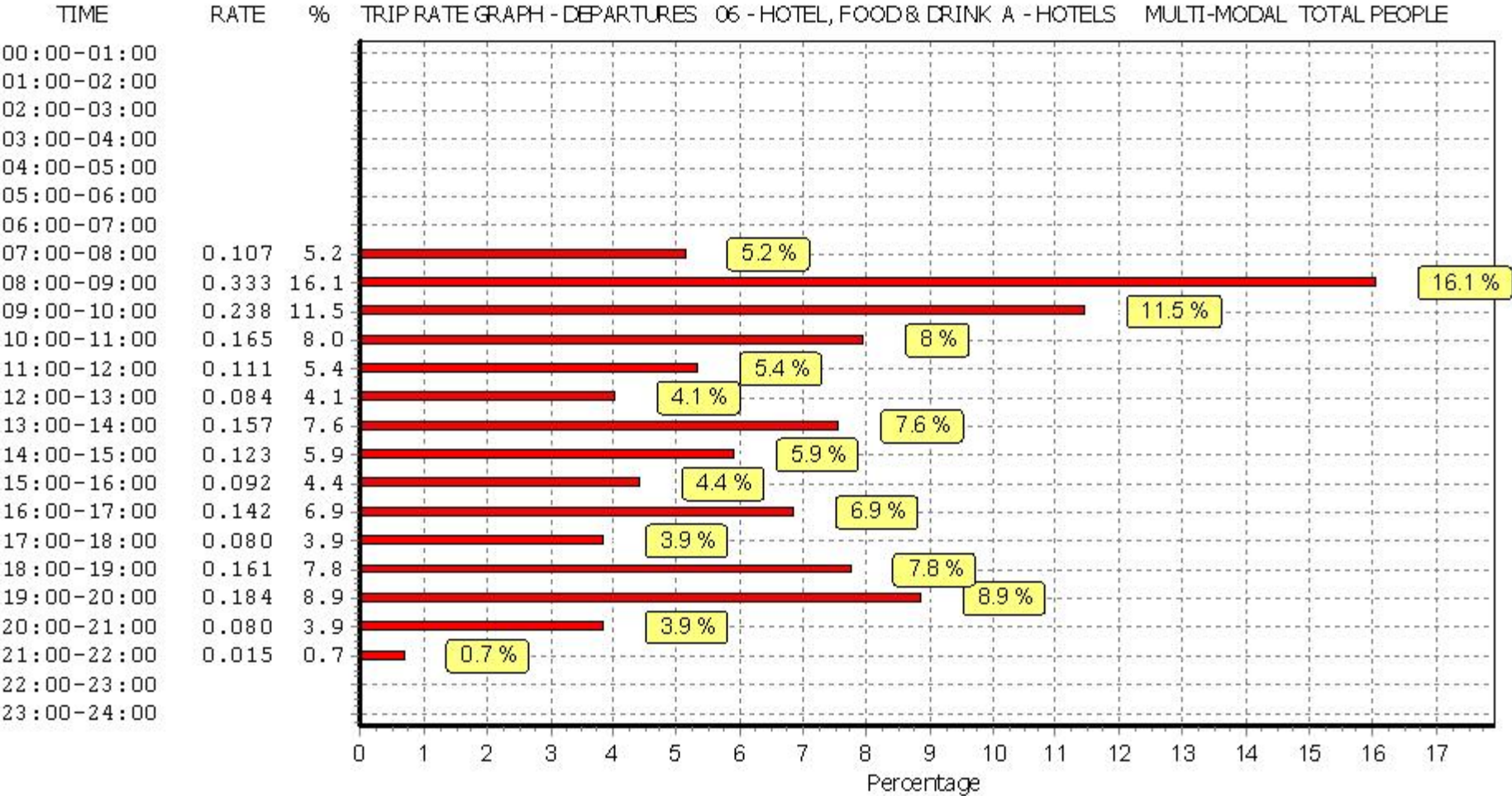
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	131	0.054	2	131	0.107	2	131	0.161
08:00 - 09:00	2	131	0.146	2	131	0.333	2	131	0.479
09:00 - 10:00	2	131	0.092	2	131	0.238	2	131	0.330
10:00 - 11:00	2	131	0.119	2	131	0.165	2	131	0.284
11:00 - 12:00	2	131	0.077	2	131	0.111	2	131	0.188
12:00 - 13:00	2	131	0.092	2	131	0.084	2	131	0.176
13:00 - 14:00	2	131	0.195	2	131	0.157	2	131	0.352
14:00 - 15:00	2	131	0.123	2	131	0.123	2	131	0.246
15:00 - 16:00	2	131	0.119	2	131	0.092	2	131	0.211
16:00 - 17:00	2	131	0.199	2	131	0.142	2	131	0.341
17:00 - 18:00	2	131	0.142	2	131	0.080	2	131	0.222
18:00 - 19:00	2	131	0.261	2	131	0.161	2	131	0.422
19:00 - 20:00	2	131	0.176	2	131	0.184	2	131	0.360
20:00 - 21:00	2	131	0.222	2	131	0.080	2	131	0.302
21:00 - 22:00	2	131	0.111	2	131	0.015	2	131	0.126
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.128			2.072			4.200

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.

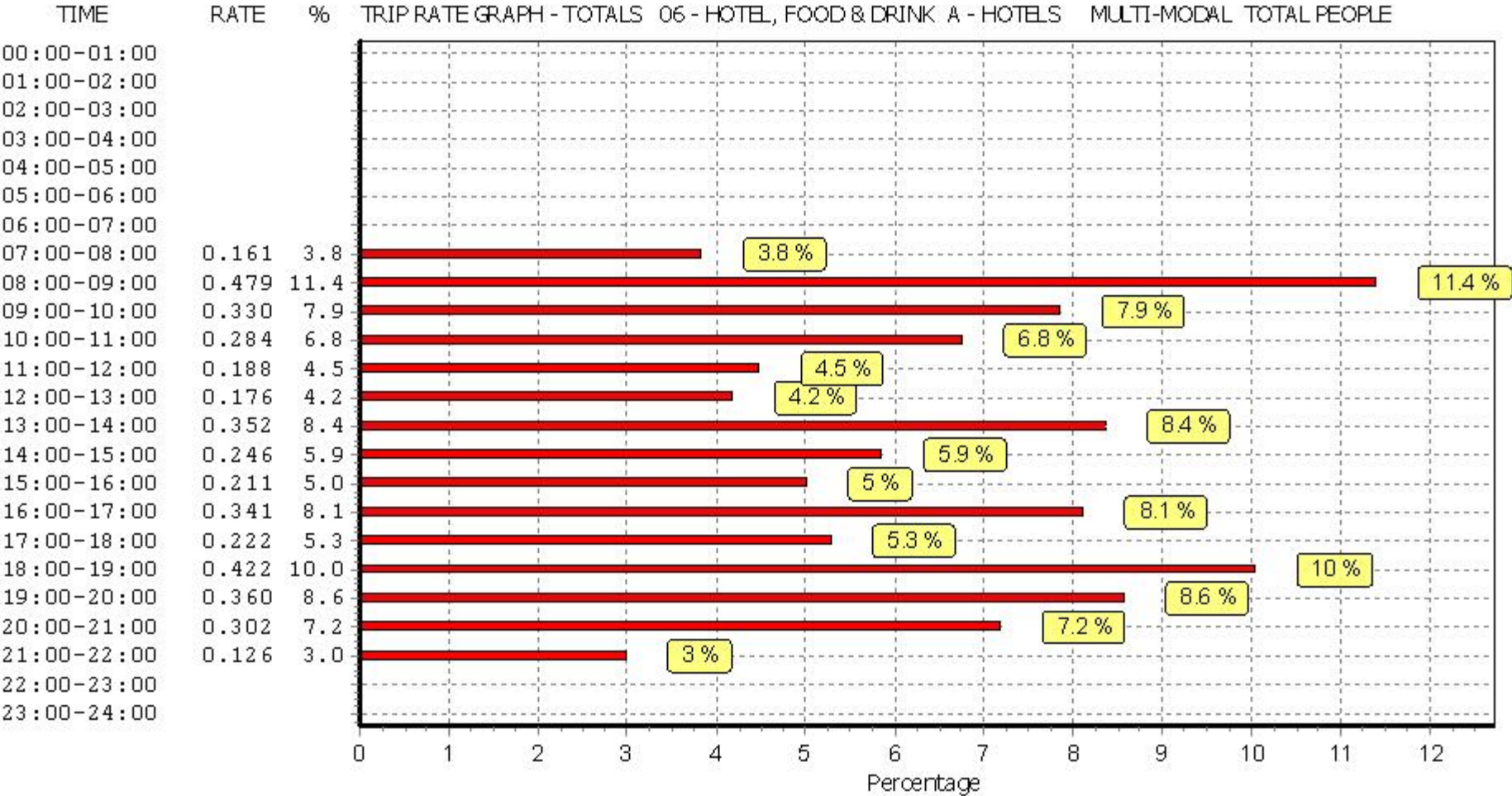
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CARS

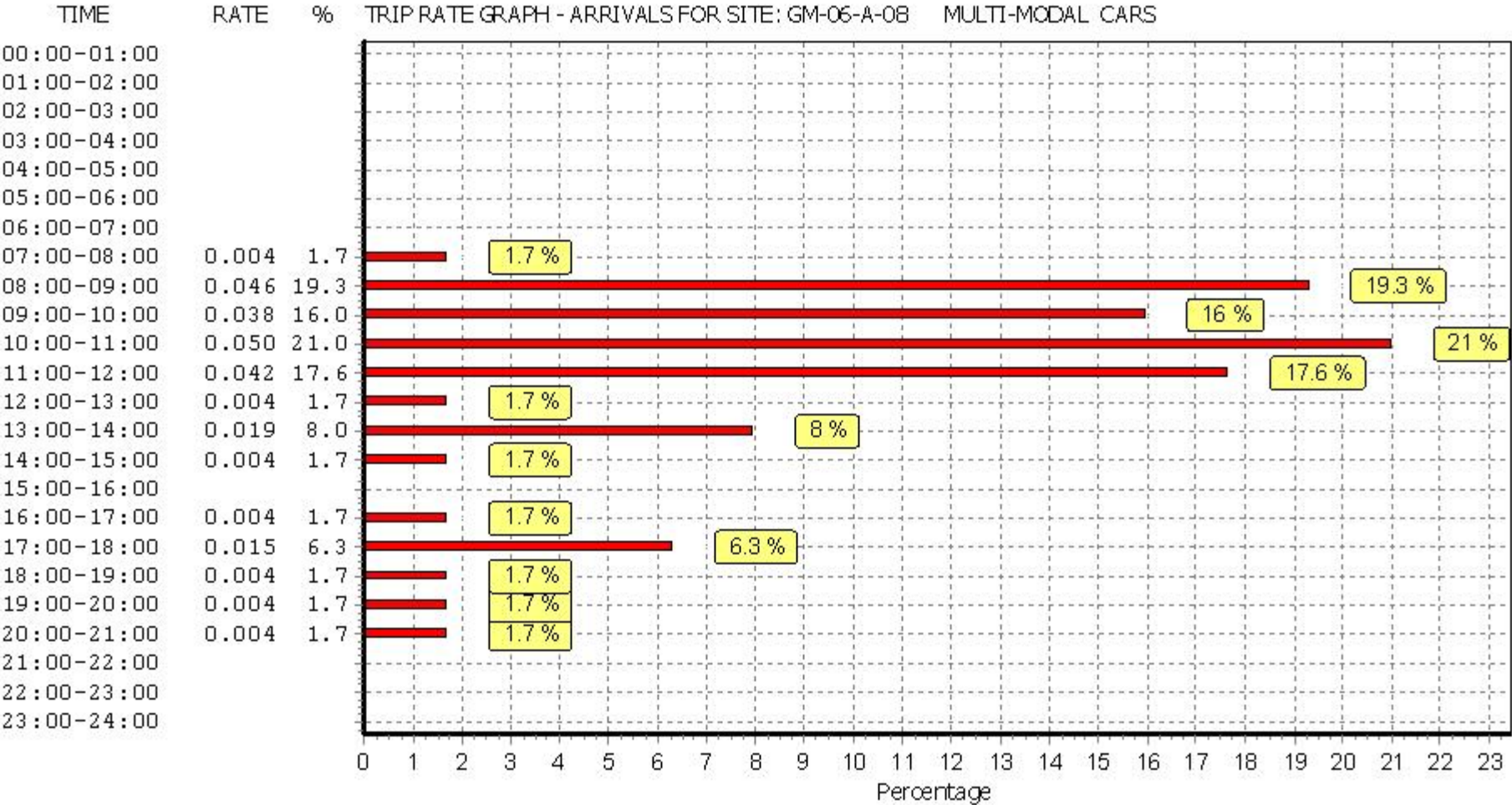
Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

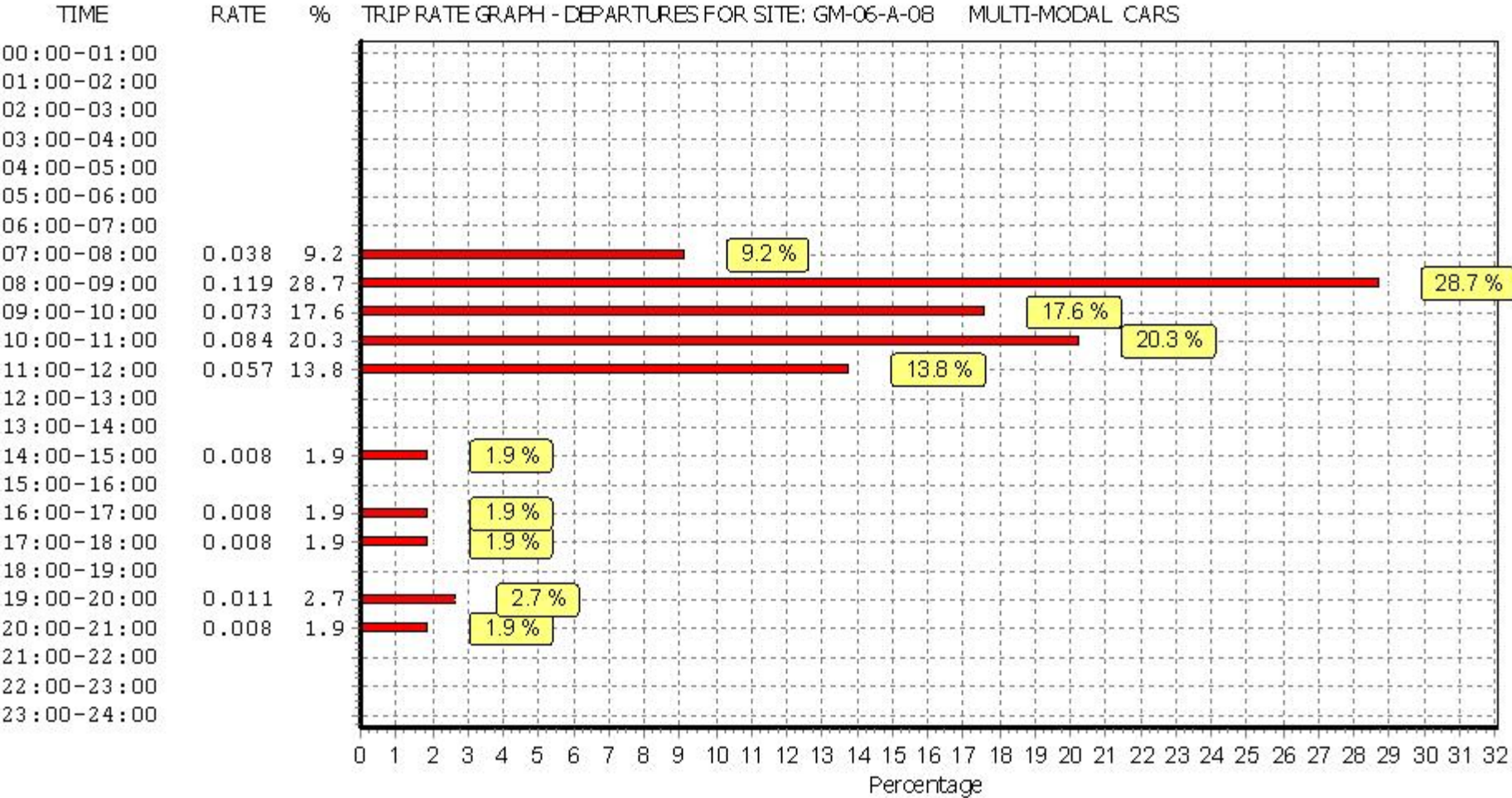
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	131	0.004	2	131	0.038	2	131	0.042
08:00 - 09:00	2	131	0.046	2	131	0.119	2	131	0.165
09:00 - 10:00	2	131	0.038	2	131	0.073	2	131	0.111
10:00 - 11:00	2	131	0.050	2	131	0.084	2	131	0.134
11:00 - 12:00	2	131	0.042	2	131	0.057	2	131	0.099
12:00 - 13:00	2	131	0.004	2	131	0.000	2	131	0.004
13:00 - 14:00	2	131	0.019	2	131	0.000	2	131	0.019
14:00 - 15:00	2	131	0.004	2	131	0.008	2	131	0.012
15:00 - 16:00	2	131	0.000	2	131	0.000	2	131	0.000
16:00 - 17:00	2	131	0.004	2	131	0.008	2	131	0.012
17:00 - 18:00	2	131	0.015	2	131	0.008	2	131	0.023
18:00 - 19:00	2	131	0.004	2	131	0.000	2	131	0.004
19:00 - 20:00	2	131	0.004	2	131	0.011	2	131	0.015
20:00 - 21:00	2	131	0.004	2	131	0.008	2	131	0.012
21:00 - 22:00	2	131	0.000	2	131	0.000	2	131	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.238			0.414			0.652

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.

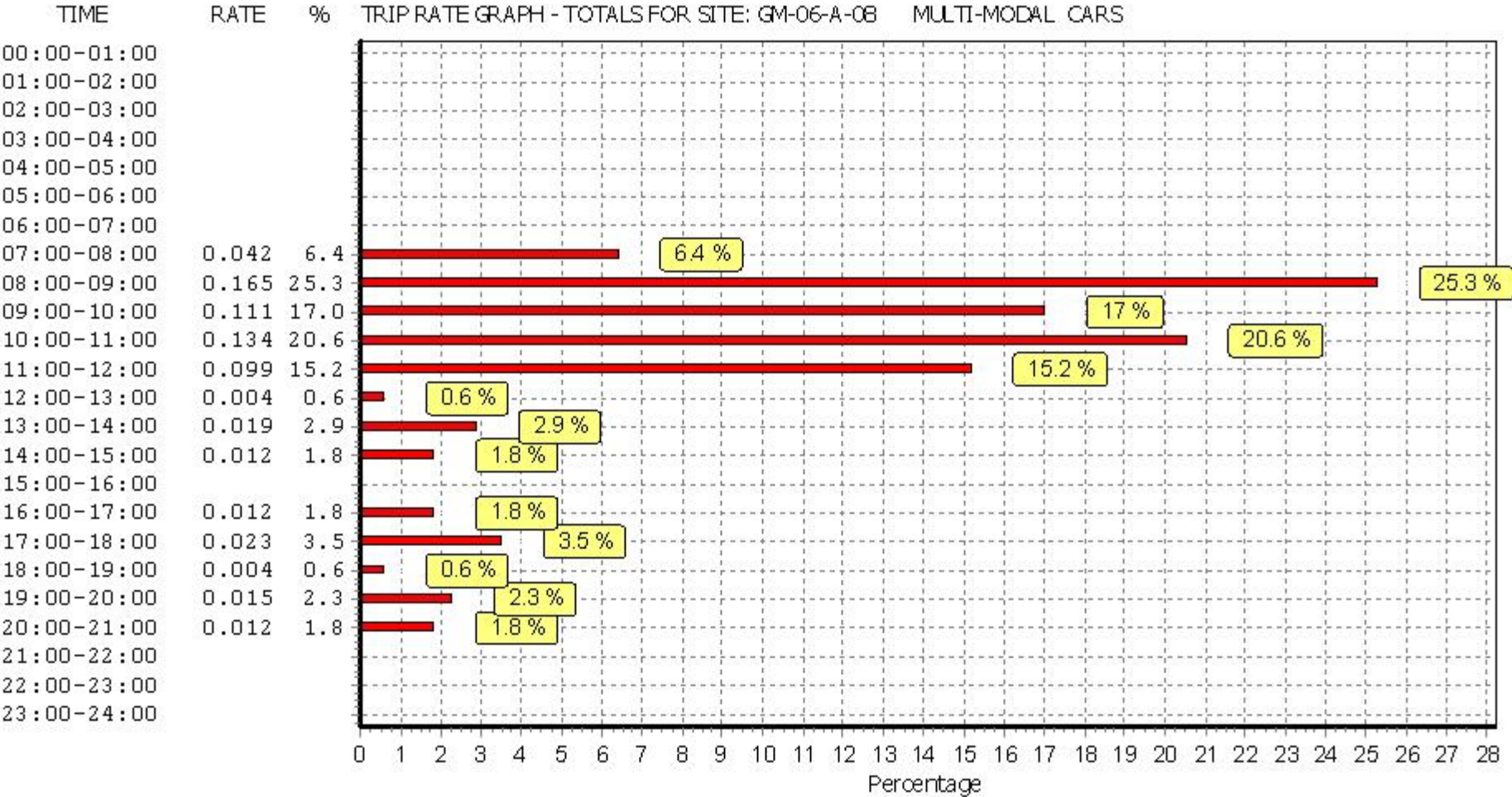
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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