

TRANSPORT STATEMENT

Silver Street and Crown Street, Reading

Prepared for: Thomas Homes Ltd

Issue 3: 13 June 2017

Ref: TR8170238/MB/DW/006

Document History

Issue	Date	Description	Prepared By	Checked By
1	20 Apr 17	First Issue	M Brain	P Whitehead
2	12 May 17	Revised to Client Comments	M Brain	P Whitehead
3	13 Jun 17	Minor Scheme Amendments	M Brain	P Whitehead

Glanville

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- Civil Engineering
- Transport & Highways
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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Thomas Homes Ltd to accompany a detailed planning application for the redevelopment of land at Silver Street and Crown Street, Reading to provide 80 new flats.
- 1.2 Due to the scale and location of the proposal, it is appropriate for the application to be accompanied by a Transport Statement rather than a full Transport Assessment.
- 1.3 This report describes the existing use of the site and scale of the proposed development. Matters pertaining to access, parking, traffic generation, servicing, and the accessibility of the site by means other than the car are also given consideration.
- 1.4 This Transport Statement is prepared in accordance with Central Government policies set out in the *National Planning Policy Framework (NPPF) (March 2012)* and in line with guidance provided by the *National Planning Policy Guidance (NPPG) Travel Plans, Transport Assessments and Statements (March 2014)*.
- 1.5 Planning consent was granted on the site in September 2016 (ref: 160868) for, '*Residential institution (Class C2) comprising 74 no 1 bed and 10 no 2 bed assisted living units*', herein referred to as 'the consented scheme'. The consented scheme included the provision of 26 car parking spaces on site, which would be accessed from Silver Street. It should therefore be acknowledged that the principle of development on site has already been previously established.

2.0 Site Description and Highway Network

Site Description

- 2.1 The development site is located just 350m south of Reading town centre. It is bounded to the east by Silver Street (A327), to the north by Crown Street (A4) and on all other sides by existing residential development. A plan showing the site location is included in Appendix A.
- 2.2 The site currently has two vehicular accesses, one from Silver Street and one from Crown Street. The accesses are formed by footway crossovers. An additional disused footway crossover is also provided just to the north of the access onto Silver Street.
- 2.3 The site is currently occupied by derelict buildings and areas of hardstanding. A hand car wash operates from the site and an area of car parking for approximately 30 cars is provided with parking charged at £6 per day.

Highway Network

- 2.4 The site is located adjacent to the traffic signal junction formed by London Road (A4), Crown Street (A4), London Street (A327) and Silver Street (A327). The junction provides controlled pedestrian crossing facilities on all arms.
- 2.5 In the vicinity of the site, London Street and Silver Street (A327) run one way from north to south (London Street with a northbound contraflow bus lane) and Crown London Road and Street run one way from east to west (London Road with an eastbound contraflow bus lane). Both of these roads are subject to a 30mph speed limit and are street lit.
- 2.6 The classified roads surrounding the site are subject to double yellow lines, which prohibit waiting and loading at any time.
- 2.7 The residential roads surrounding the site are within Reading's Parking Permit Zone (PPZ). Parking bays are marked out within the PPZ which restrict parking to permit holders only between 8am and 8pm. Double yellow lines prohibit parking at any time on the sections of road outside of the parking bays.

3.0 Sustainability

- 3.1 This section considers the accessibility of the site by more sustainable modes of transport.

Walking and Cycling

- 3.2 It is generally considered that up to 2km is a reasonable distance to walk and 5km is a reasonable distance to cycle to work or nearby facilities and amenities. This distance is illustrative and approximate, will vary by individual depending on their own personal mobility and fitness, and will be influenced by their perception and prejudices towards such factors as local topography, their attitude towards particular travel modes and the cost and time of a journey. Reading town centre and rail station are therefore accessible by foot. This would suggest that a wide range of employment, education, healthcare, public transport links, shops and services are available within walking distance of the site.
- 3.3 The local environment has a good degree of permeability for pedestrians with a network of footways providing convenient and safe access to and from the site. The footways are wide, surfaced and in good condition. The larger junctions on the roads surrounding the site include controlled pedestrian crossing facilities. Smaller side roads generally have dropped kerbs and buff coloured tactile paving to assist pedestrian movements.
- 3.4 Most of the town of Reading is within cycling distance of the site. Reading has thirteen cycle routes, all of which radiate from Reading town centre. Crown Street as it runs past the site is designated as a linking route with cycling permitted on the footway on both sides. London Street just to the north of the site is also a linking route with cycling on the carriageway. The future residents of the development would therefore benefit from easy access to these cycle facilities, which connect to the web of cycle routes surrounding the site.

Public Transport

Bus Services

- 3.5 The nearest bus stops are located on London Street approximately 80 metres to the north of the site. These stops are served by the following 9 bus services: 7, 8, 11 Bronze, 21 Claret, 21a Claret Spritzer, Emerald 5, Emerald 6, Emerald 6a and TadRed1. These services provide more than 24 buses per hour in each direction at off-peak times. Both of these stops include bus stops road markings, bus stop flags and timetable information. The southbound bus stop also provides a shelter and seating.
- 3.6 A further 7 bus routes: 9 Scarlet, Leopard 10, Leopard 3, Nineteens 19A, Nineteens 19B, Nineteens and 19C serve the northbound bus stop on London Street providing an additional 9 buses per hour towards the town centre and rail station. Outbound services on these routes serving Earley, Woodley, Shinfield, Arbourfield and Wokingham are available within 800m from Craven Road outside the Royal Berkshire Hospital.

Rail Services

- 3.7 Reading rail station is a major transport hub located a 1km walking distance north of the site. The station is operated by National Rail. It provides services to a range of destinations including: Basingstoke, Birmingham, Bristol, Cardiff, Ealing Broadway, Gatwick Airport via Guildford, London Paddington, London Waterloo, Manchester Piccadilly, Newbury, Oxford, Plymouth, Redhill, Swansea and Worcester Shrub Hill. The station provides 27 off-peak departures per hour.
- 3.8 Reading rail station provides 344 cycle parking spaces which are protected by CCTV, and 1275 car parking spaces.
- 3.9 In summary, the development site is located in a very sustainable location, which is within walking and cycling distance of a wide range of employment, education, healthcare, shops and services. Furthermore, the site is within walking distance of Reading rail station and bus stops that are served by a total of 16 bus routes. A significant proportion of the trips to and from the site will therefore be undertaken by sustainable modes of transport.

4.0 Proposed Development

- 4.1 The development proposals comprise 80 flats including affordable, comprising 31 one bedroom flats, 42 two bedroom flats and 7 three bed flats. It will provide 54 car parking spaces and 44 cycle parking spaces.
- 4.2 Plans showing the proposed site layout are included in Appendix B.

Access Arrangements

- 4.3 Pedestrians will access the site via new entrances which will be provided onto the footways of Crown Street and Silver Street. Pedestrian accesses will also be provided at the rear of the building which connect to the eastern footway of Silver Street via a short footway within the site.
- 4.4 The vehicular access to the site will be formed approximately 1.5m south of the location of the existing vehicle access onto Silver Street. The other two existing vehicular accesses will be removed and the footways reinstated to full height providing safety benefits for all road users. The drawing in Appendix C shows that the access arrangements provide a 2.4m x 70m visibility splay in line with guidance provided by RBC.
- 4.5 A 4.8m wide access road will be provided within the site connecting to an area of surface car parking, the refuse store, the cycle store and the ramp down to the basement car park.

Refuse Collection

- 4.6 Refuse collection at the development will be undertaken by a private contractor. Swept path analysis for an appropriate refuse vehicle is included within Appendix D. This demonstrates that refuse vehicles can access the site in forward gear, manoeuvre, and then exit the site in forward gear. Bin stores are provided and their location ensures that waste carry distances conform to guidance set out in the Manual for Streets.

Parking

- 4.7 The development will provide 54 car parking spaces and 44 cycle parking spaces.
- 4.8 The parking standards pertinent to the development are set out in '*Reading Borough, Local Development Framework, Revised Parking Standards and Design, Supplementary Planning Document, Final Adopted 31st October 2011*'. The standards are broken down by areas and the development site is located within '*Zone 2, Primary Core Area*' just 300m to the south of '*Zone 1, Central Core Area*'.
- 4.9 As described earlier the development site is located in an area with very good access to public transport, this will reduce the future residents need to own a car. The roads surrounding the site are subject to waiting and loading restrictions, which prevent on-street parking in unsafe locations.

- 4.10 In light of the above, the Highways Officer at RBC advised that it would be appropriate for the development to provide a reduced level of car parking than the normal Zone 2 standard, see the email correspondence in Appendix E. Instead, the development should provide parking for residents as per Zone 1 as a minimum, plus one additional space per ten units for visitors. This would equate to a minimum requirement for 52 car parking spaces.
- 4.11 The development will provide 54 car parking spaces. This level of parking provision complies with advice provided by RBC and it responds to the location of the site within a highly sustainable area which is located within a PPZ.
- 4.12 The cycle parking standards within the LDF are as follows:
- C3 Dwelling Flat 1/2-bed, 0.5 cycle parking spaces per dwelling
 - C3 Dwelling Flat 3+-bed, 1 cycle parking space per dwelling
- 4.13 Applying this standard to the development schedule suggest that the proposals should provide a minimum of 44 cycle parking spaces.
- 4.14 The development provides 44 cycle parking spaces in compliance with the minimum standard.

5.0 Traffic Impact

- 5.1 The site is currently used as a hand car wash and a car park and therefore generates some traffic. It also has planning consent for 84 assisted living homes with associated car parking. The below assessment can therefore be considered robust, as the proposed trip generation will be presented without subtracting the trip generation from the existing or consented land uses.
- 5.2 The TRICS database is the UK's national system of trip generation analysis. To determine appropriate vehicle trip rates the TRICS database was interrogated using the following criteria:
- 03 – Residential
 - C – Flats Privately Owned
 - Calculate Trip Rates for Vehicles
 - Regions – All in England Except Greater London
 - Weekday Only
 - Edge of Town Centre Sites Only
- 5.3 Affordable housing generates a slightly lower vehicle trip generation on average than private housing. The TRICS assessment is based solely on private housing and is therefore robust. The full TRICS report is provided in Appendix F and the average trip rates are shown in Table 1.

Table 1: Trip Rates

Period	Trip Rates (Vehs per Dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.073	0.201	0.274
PM Peak (17:00 to 18:00)	0.190	0.110	0.300
Daily (07:00 to 19:00)	1.272	1.348	2.620

- 5.4 Using the trip rates in the table above, it is estimated that that proposed 80 flats would generate the number of vehicular trips shown in Table 2.

Table 2: Traffic Generation – 80 Flats

Period	Trip Generation (Vehs)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	6	16	22
PM Peak (17:00 to 18:00)	15	9	24
Daily (07:00 to 19:00)	102	108	210

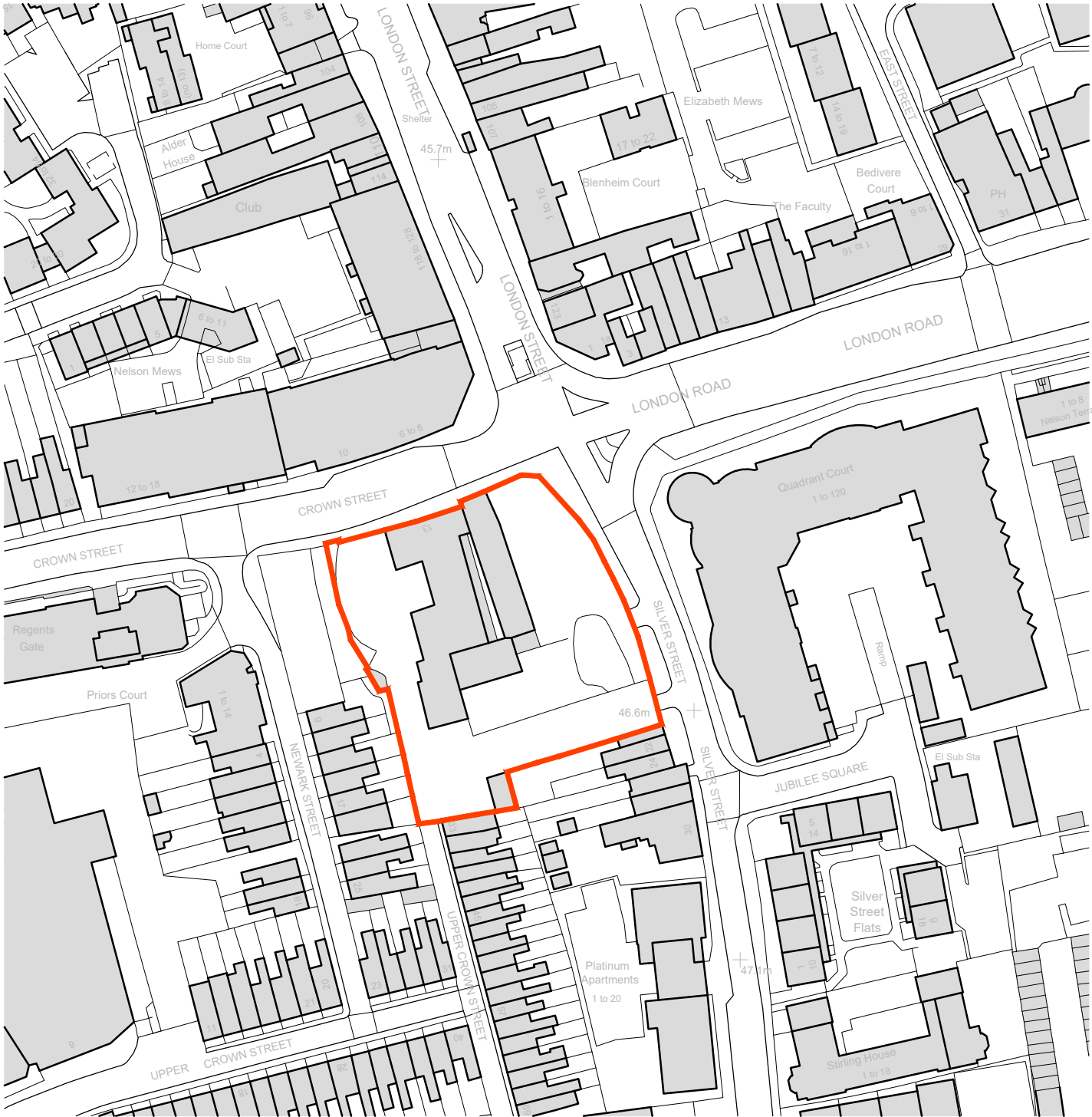
- 5.5 It is evident from the assessment above that the development will result in a modest increase in vehicular traffic during the peak hours, equating to less than one vehicle every two minutes on average, and less over the course of the day. As discussed earlier, as the development is replacing both an existing and a consented use, the net trip generation of the development proposals will be lower than that stated.
- 5.6 The development proposals will also remove two existing accesses onto the public highway which will provide safety benefits for all road users.

6.0 Summary & Conclusion

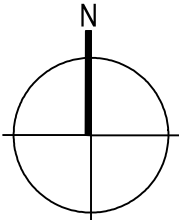
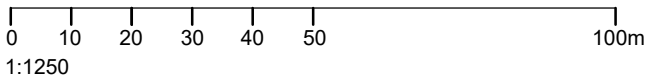
- 6.1 This Transport Statement has been prepared to accompany a detailed planning application for the redevelopment of land at Silver Street and Crown Street, Reading to provide a residential development of 80 dwellings including affordable housing.
- 6.2 The vehicular access to the site will be formed approximately 1.5m south of the location of the existing vehicle access onto Silver Street. The two other existing vehicular accesses will be removed and the footways reinstated to full height providing safety benefits for all road users.
- 6.3 Visibility to appropriate standards can be achieved on exit from the site access and the design of the access complies with all relevant design standards. Thus, the access will not give rise to any highway safety concerns.
- 6.4 The development will result in a modest increase in vehicular traffic during the peak hours, equating to less than one vehicle every two minutes on average, and less over the course of the day. This level of increase will not be detrimental to the capacity or safety of the road network surrounding the site.
- 6.5 The development will provide 54 car parking spaces and 44 cycle parking spaces in compliance with advice provided by RBC through the pre-application process and based on the prevailing parking standards.
- 6.6 The development site is located in a very sustainable location, which is within walking and cycling distance of a wide range of employment, education, healthcare, shops and services. Furthermore, the site is within walking distance of Reading rail station and bus stops served by a total of 18 bus routes. A significant proportion of the trips to and from the sites will therefore be undertaken by sustainable modes of transport.
- 6.7 It is concluded that the proposed development is in accordance with the *National Planning Policy Framework*, which is in favour of sustainable development and advises that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe'. In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as severe. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendices

Appendix A
Site Location Plan



Preliminary Issue
19.04.2017



WOODFIELD BRADY
a r c h i t e c t s

Client / Project
Thomas Homes Ltd
SILVER STREET, READING

Project Address
Silver Street
Reading

Drawing Title

PROPOSED RESIDENTIAL REDEVELOPMENT
Location Plan

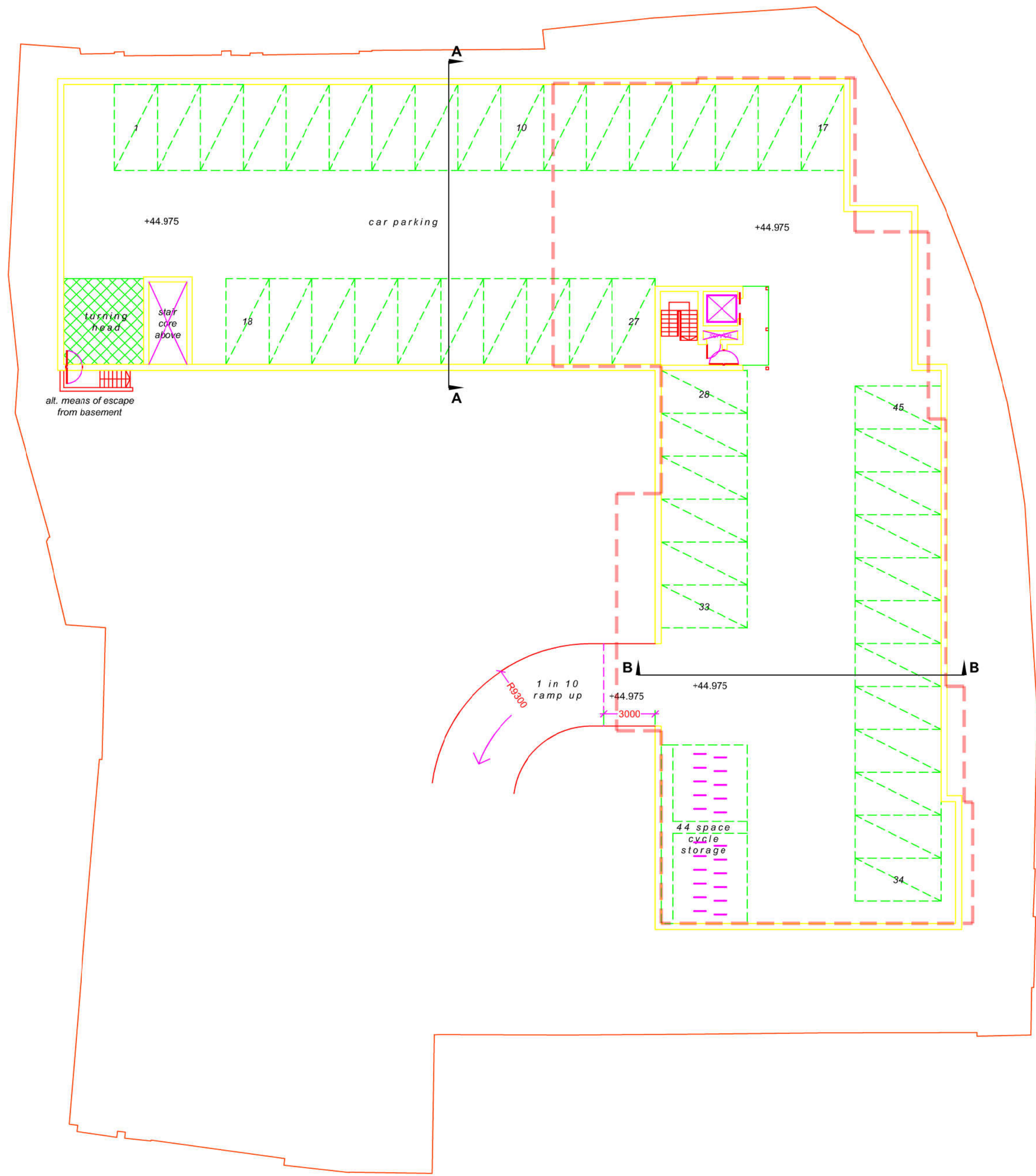
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JAN '17	JDC	1:1250 @ A3	977.01	©

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All dimensions to be checked on site prior to construction. Do not scale except for planning purposes.
Any discrepancy between this drawing and other information to be referred to the architects.

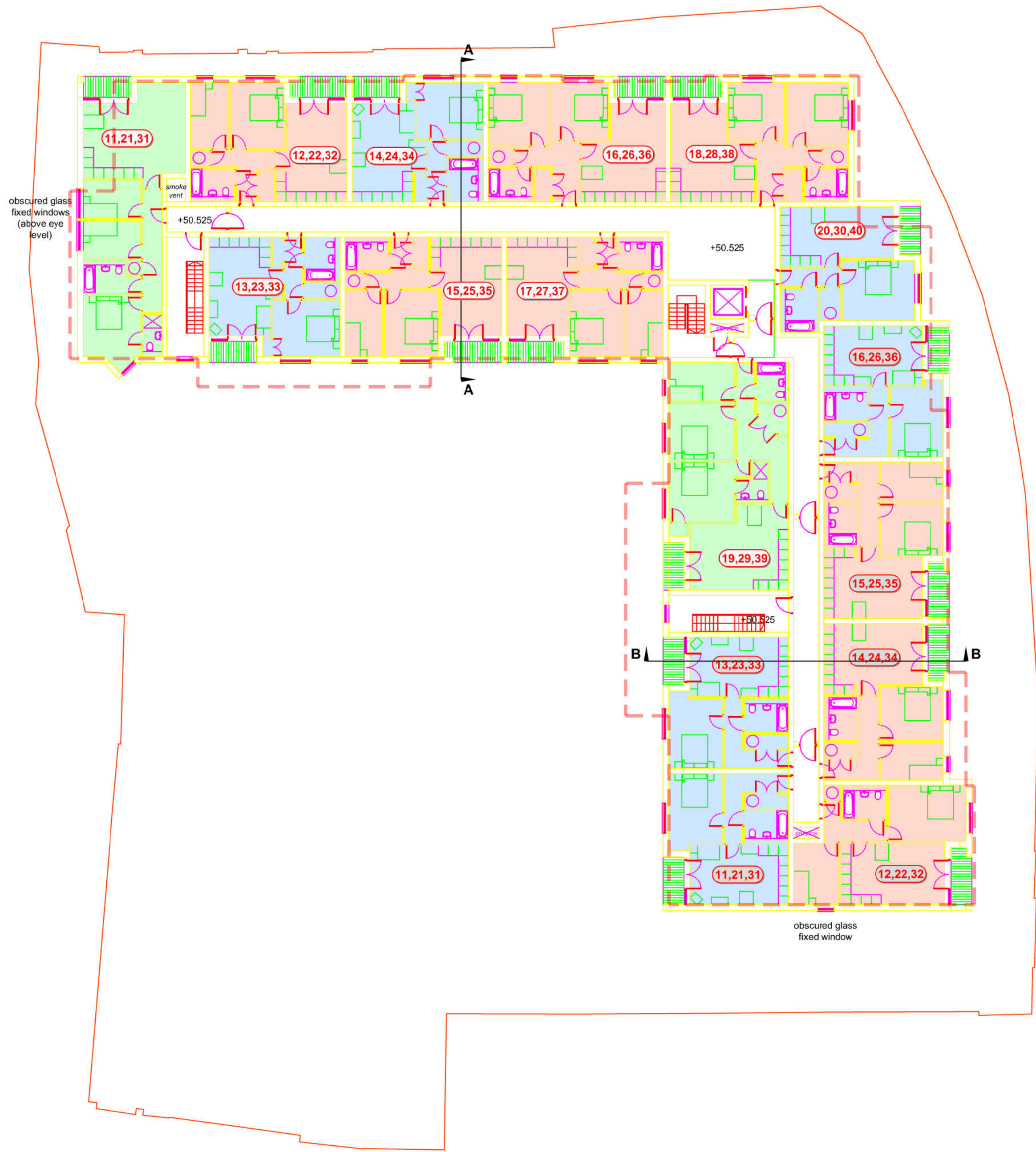
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comment

Appendix B
Proposed Site Layout



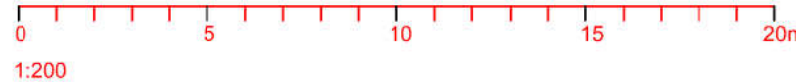
BASEMENT FLOOR PLAN
scale @ 1:200

- KEY**
- 1 Bed flats
 - 2 Bed flats
 - 3 Bed flats
 - Market unit numbers
 - Affordable unit numbers
 - Approved C2 footprint



FIRST, SECOND & THIRD FLOOR PLAN
scale @ 1:200

REV A: Revised to reflect planners comments - AW/JDC - 08.06.2017



WOODFIELD BRADY
architects

Client / Project
Thomas Homes Ltd
SILVER STREET, READING

Project Address
Silver Street
Reading

Drawing Title
PROPOSED RESIDENTIAL REDEVELOPMENT
basement & first to third floor plans

Date	Drawn	Scale / Page	Drawing ref.	Rev.
JAN '17	JDC	1:200 @ A1	977.04	A

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Any discrepancy between this drawing and other information to be referred to the architects.

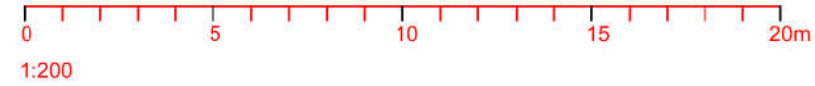
Issued for:
PLANNING APP



- KEY**
- 1 Bed flats
 - 2 Bed flats
 - 3 Bed flats
 - Market unit numbers
 - Affordable unit numbers
 - Distances between proposed window/balconies and neighbouring windows/gardens
 - Approved C2 footprint

NOTE:
REFER TO LANDSCAPE PLANS FOR FULL
HARD AND SOFT LANDSCAPING DETAILS

REV A: Revised to reflect planners comments - AW/JDC - 08.06.2017



WOODFIELD BRADY
architects

Client / Project
Thomas Homes Ltd
SILVER STREET, READING

Project Address
Silver Street
Reading

Drawing Title
PROPOSED RESIDENTIAL REDEVELOPMENT
ground floor plan

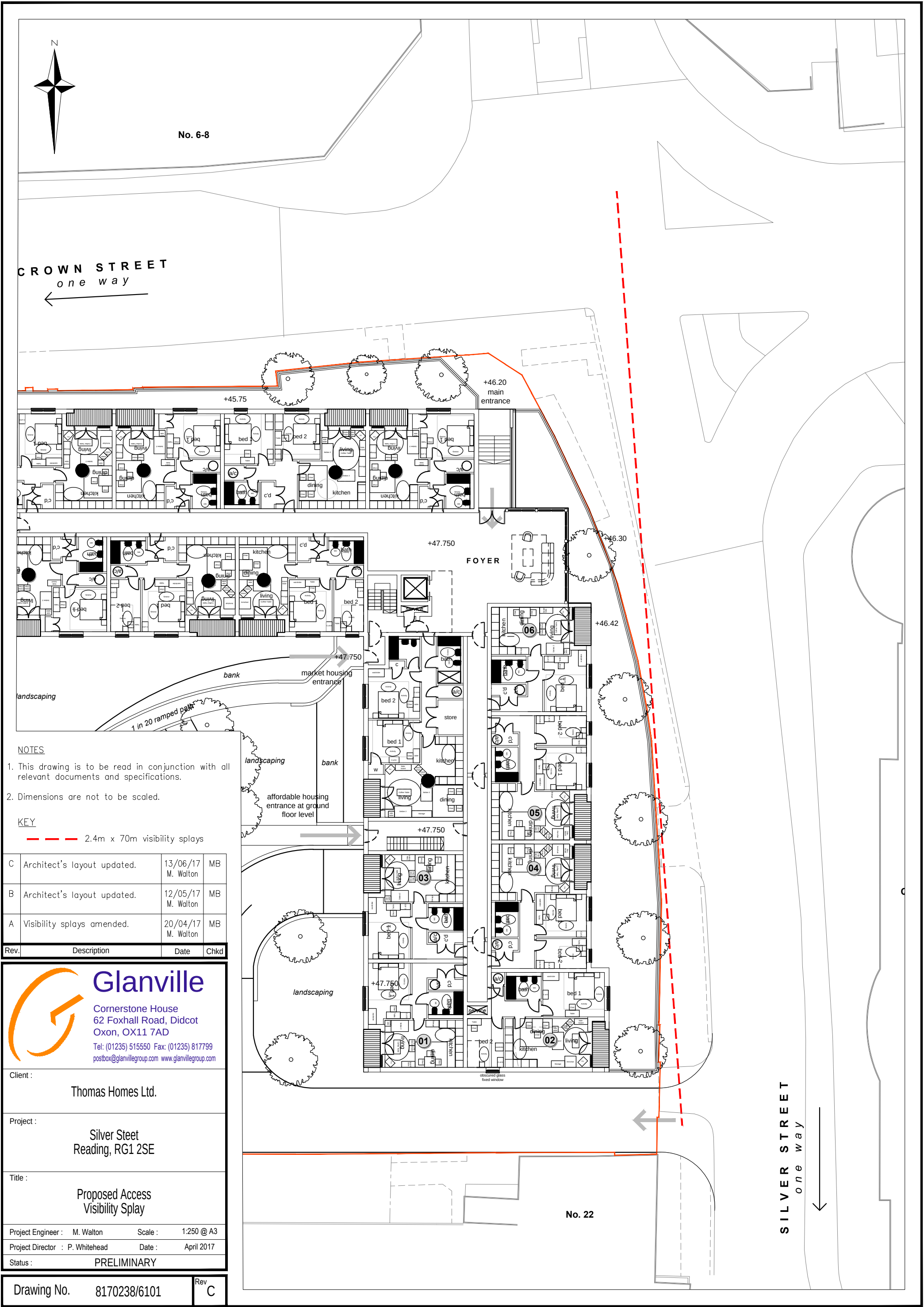
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JAN '17	JDC	1:200 @ A1	977.03	A

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All dimensions to be checked on site prior to construction. Do not scale except for planning purposes.
Any discrepancy between this drawing and other information to be referred to the architects.

Issued for:
PLANNING APP

Appendix C
Proposed Access & Visibility Splays



NOTES

- 1. This drawing is to be read in conjunction with all relevant documents and specifications.
- 2. Dimensions are not to be scaled.

KEY

--- 2.4m x 70m visibility splays

C	Architect's layout updated.	13/06/17 M. Walton	MB
B	Architect's layout updated.	12/05/17 M. Walton	MB
A	Visibility splays amended.	20/04/17 M. Walton	MB

Rev.	Description	Date	Chkd
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Client :

Thomas Homes Ltd.

Project :

Silver Steet
Reading, RG1 2SE

Title :

Proposed Access
Visibility Splay

Project Engineer : M. Walton Scale : 1:250 @ A3

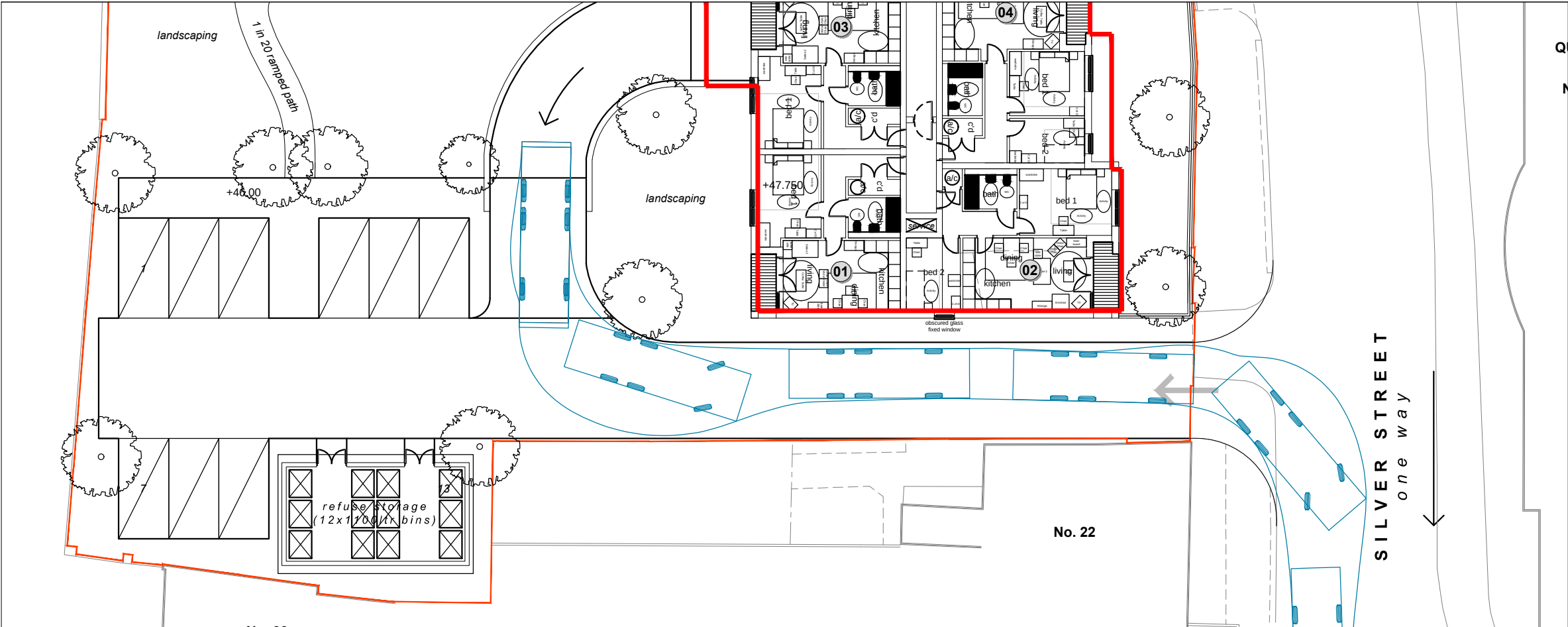
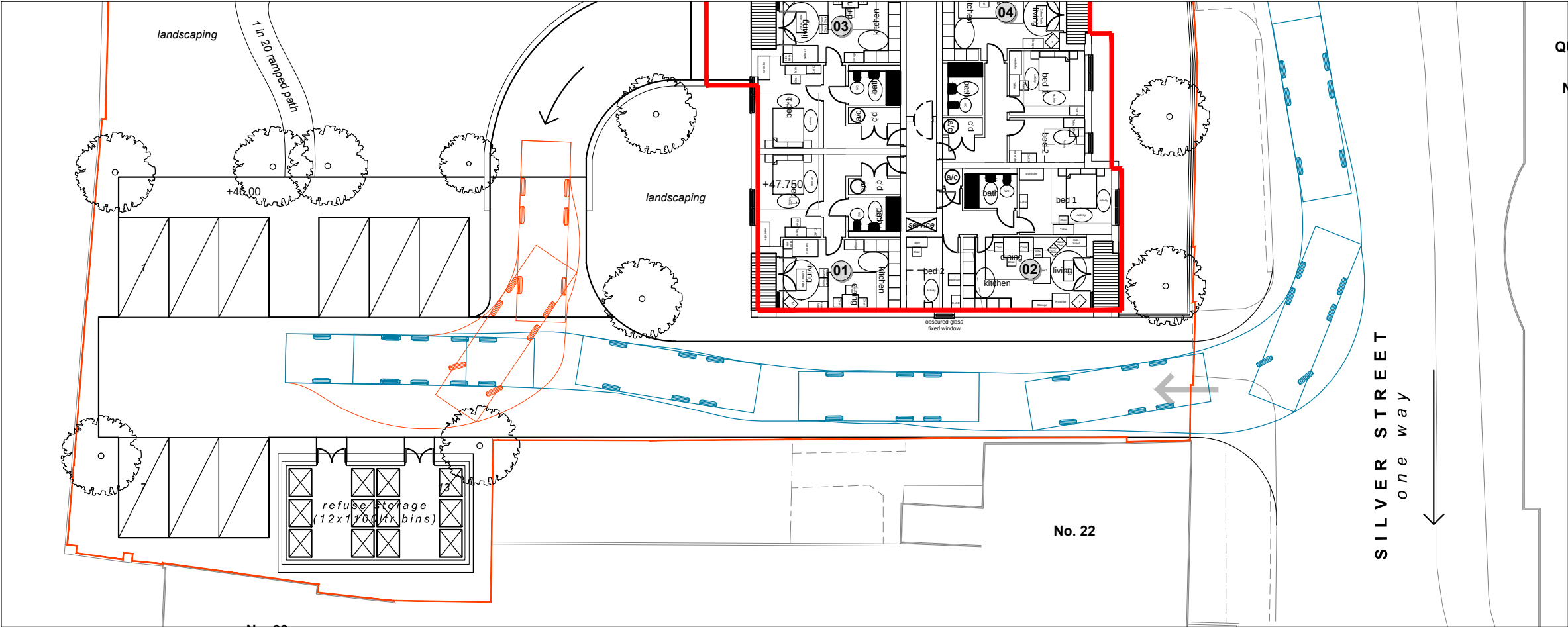
Project Director : P. Whitehead Date : April 2017

Status : PRELIMINARY

Drawing No. 8170238/6101

Rev C

Appendix D
Swept Path Analysis



- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Woodfield Brady Architects drawing number 977.03.A.

KEY

9m refuse vehicle – forward gear

9m refuse vehicle – reverse gear

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C	Architects layout updated.	13/06/17 M. Walton	MB
B	Architects layout updated.	12/05/17 M. Walton	MB
A	Architects layout updated.	20/04/17 M. Walton	MB

Rev.	Description	Date	Chkd



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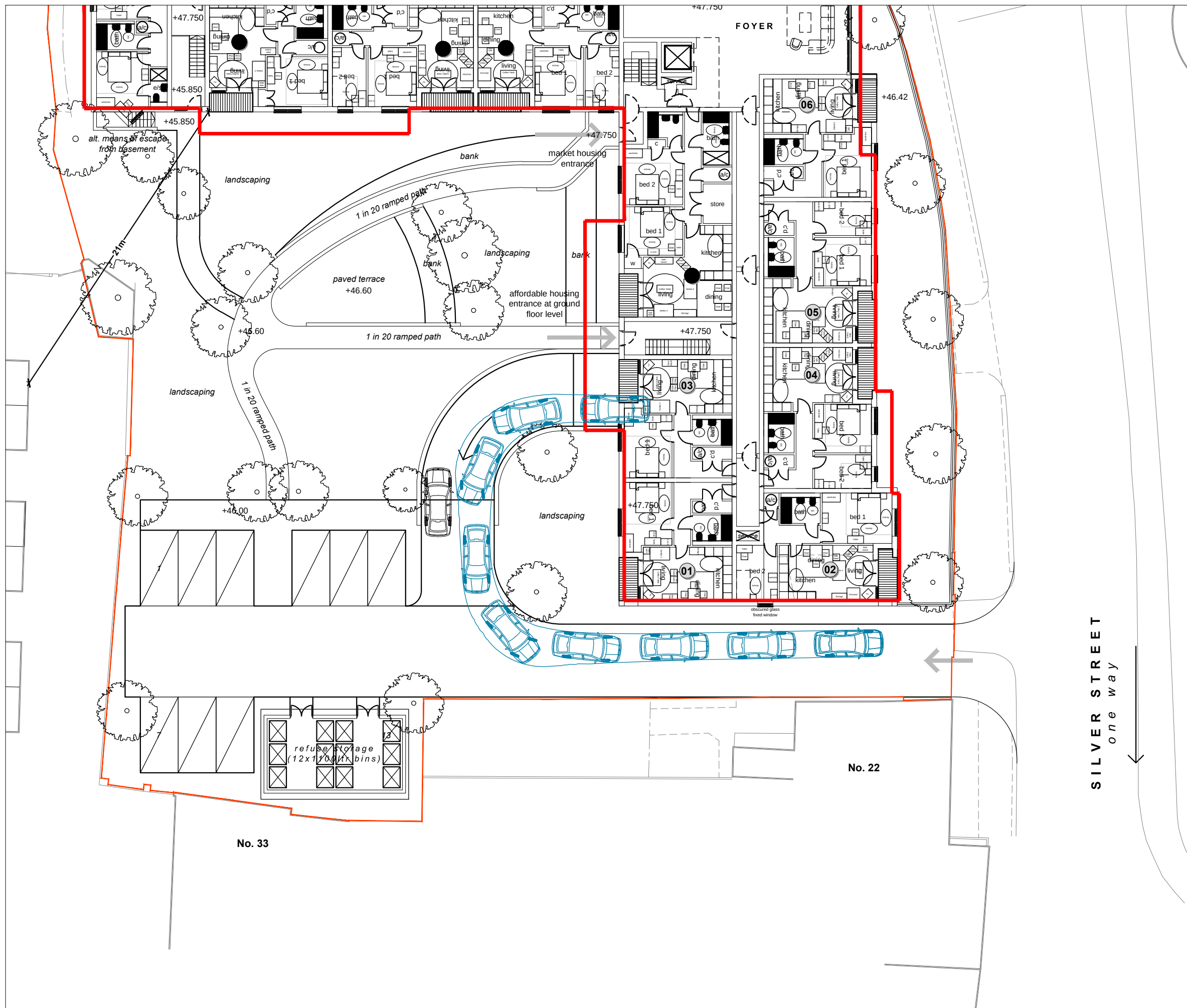
Client : Thomas Homes Ltd

Project : Silver Street
Reading, RG1 2SE

Title : Swept Path Analysis
9m Refuse Vehicle

Project Engineer : M Walton Scale : 1:250 @ A3
Project Director : P Whitehead Date : April 2017
Status : PRELIMINARY

Drawing No. 8170238/6203	Rev C
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- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.

Source: Woodfield Brady Architects drawing number 977.03.A.

KEY

 car – forward gear

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C	Architects layout updated.	13/06/17 M. Walton	MB
B	Architect's layout updated.	12/05/17 M. Walton	MB
A	Architect's layout updated.	20/04/17 M. Walton	MB
Rev.	Description	Date	Chkd



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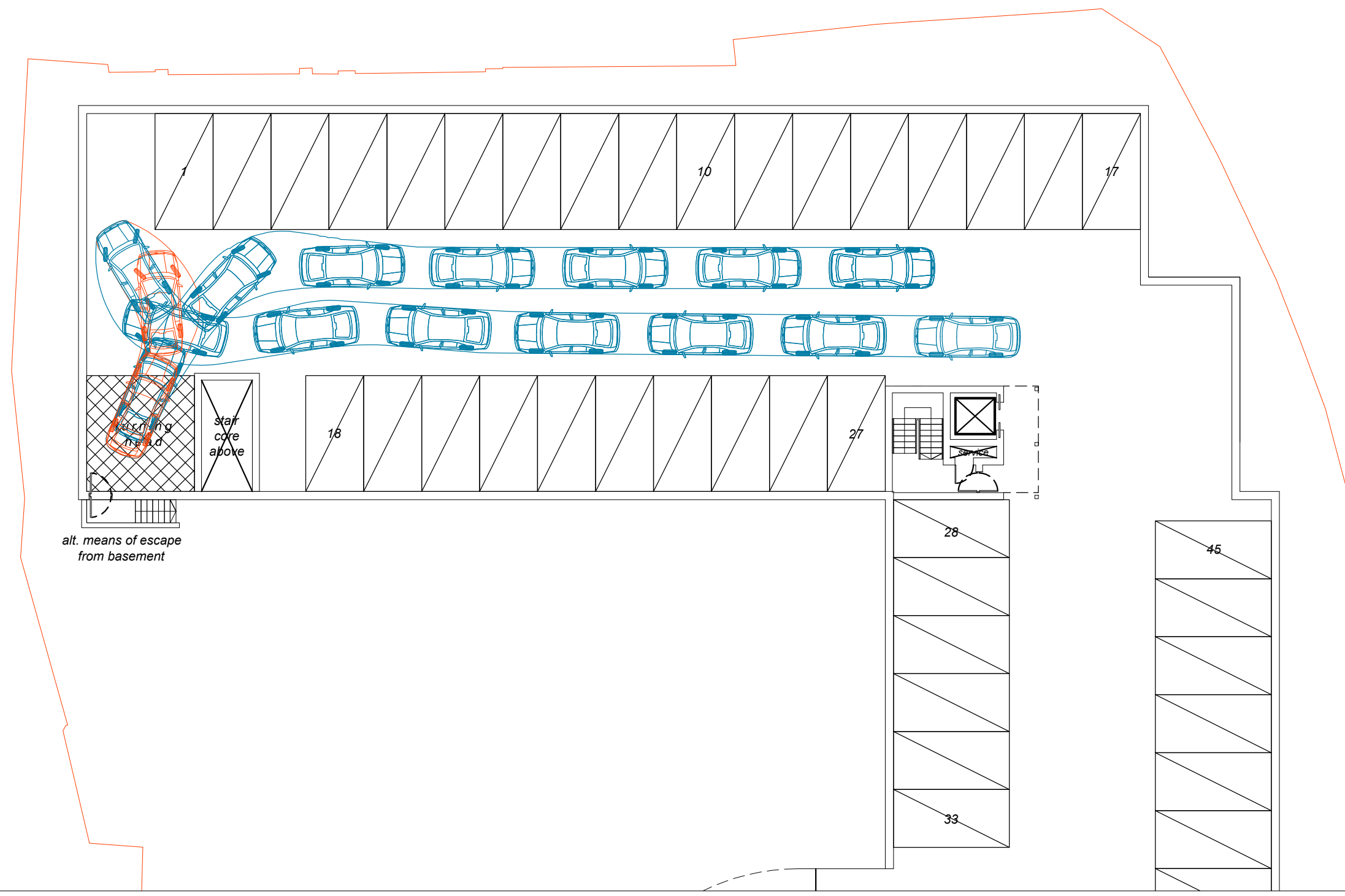
Client :
Thomas Homes Ltd

Project :
**Silver Street
Reading, RG1 2SE**

Title :
**Swept Path Analysis
Car**

Project Engineer : M Walton Scale : 1:250 @ A3
Project Director : P Whitehead Date : April 2017
Status : **PRELIMINARY**

Drawing No. 8170238/6204 Rev **C**



alt. means of escape
from basement

stair
core
above

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Woodfield Brady Architects drawing number 977.03.A.

KEY



car – forward gear



car – reverse gear

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B	Architect's layout updated.	13/06/17 M. Walton	MB
A	Architect's layout updated.	12/05/17 M. Walton	MB
Rev.	Description	Date	Chkd



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Client :

Thomas Homes Ltd

Project :

Silver Street
Reading, RG1 2SE

Title :

Swept Path Analysis
Basement - Car

Project Engineer : M Walton Scale : 1:200 @ A3

Project Director : P Whitehead Date : April 2017

Status : PRELIMINARY

Drawing No. 8170238/6205

Rev B

Appendix E:
Pre-application Correspondence

Mike Brain

From: Lucas, Natalie <Natalie.Lucas@reading.gov.uk>
Sent: 17 March 2017 08:16
To: Mike Brain
Subject: RE: Development at Crown Street / Silver Street
Categories: Filed by Newforma

Dear Mike

Further to your email, in principle I have no objections to the proposed car parking provision given the immediate area is surrounded by parking restrictions and considering the high level of public transport accessibility.

I can confirm that cycle parking should be provided as per Reading Borough Council, Revised Parking Standards and Design SPD 31st October 2011.

Given the location of the site, provisions for off-street servicing must be provided within the site. Please see the link below for Reading Borough Council's Waste Management Guidelines for Property Developers, Architects, Planners and Contractors which provides useful information.
http://www.reading.gov.uk/media/5931/Waste-management-guidelines-for-property-developers/pdf/Waste_Management_Guidelines_for_Reading_V1_2.pdf

Kind regards

Natalie Lucas
Transport Development Control Officer
Transport | Environment & Neighbourhood Services

Reading Borough Council
Civic Offices, Bridge Street, Reading, RG1 2LU

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Wednesday - Friday

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From: Mike Brain [mailto:MBrain@glanvillegroup.com]
Sent: 15 March 2017 12:00
To: Lucas, Natalie
Cc: Peter Whitehead
Subject: RE: Development at Crown Street / Silver Street

This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Dear Natalie

Many thanks for your call this morning regarding the above scheme.

To recap, the site is located close to the town centre, it has a high level of public transport accessibility and the surrounding roads are subject to parking controls. As such you identified that the development would be expected to provide car parking in line with Zone 1 as set out in the '*Reading Borough Council, Revised Parking Standards and Design SPD 31st October 2011*'. You would also ideally like to have 1 space per 10 units for visitor parking as per Zone 2.

You mentioned that you would provide written confirmation of the above before the end of the week. In your response I would be grateful if you would confirm:

- Cycle parking should be provided as per 2011 SPD quoted above
- Appropriate refuse carry distances for residents and waste collection operatives

I look forward to hearing from you.

Kind regards
Mike

Mike Brain
Principal Transport Planner - Transport & Highways

Appendix F
TRICS Outputs

Calculation Reference: AUDIT-225601-170306-0327

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	CH CHESHIRE	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 dwellings
 Actual Range: 6 to 140 (units:)
 Range Selected by User: 6 to 215 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/12/14

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
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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
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:

C3

7 days

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

Population within 1 mile:

10,001 to 15,000

2 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

50,001 to 75,000

3 days

125,001 to 250,000

3 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

7 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

7 days

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

PTAL Rating:

No PTAL Present

7 days

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

Glanville Foxhall Road Didcot

Licence No: 225601

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	7	66	0.045	7	66	0.164	7	66	0.209
08:00 - 09:00	7	66	0.073	7	66	0.201	7	66	0.274
09:00 - 10:00	7	66	0.078	7	66	0.102	7	66	0.180
10:00 - 11:00	7	66	0.106	7	66	0.108	7	66	0.214
11:00 - 12:00	7	66	0.091	7	66	0.086	7	66	0.177
12:00 - 13:00	7	66	0.117	7	66	0.106	7	66	0.223
13:00 - 14:00	7	66	0.106	7	66	0.130	7	66	0.236
14:00 - 15:00	7	66	0.102	7	66	0.106	7	66	0.208
15:00 - 16:00	7	66	0.099	7	66	0.073	7	66	0.172
16:00 - 17:00	7	66	0.127	7	66	0.091	7	66	0.218
17:00 - 18:00	7	66	0.190	7	66	0.110	7	66	0.300
18:00 - 19:00	7	66	0.138	7	66	0.071	7	66	0.209
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.272			1.348			2.620	

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.

Parameter summary

Trip rate parameter range selected: 6 - 140 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

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	7	66	0.000	7	66	0.000	7	66	0.000
08:00 - 09:00	7	66	0.000	7	66	0.000	7	66	0.000
09:00 - 10:00	7	66	0.000	7	66	0.000	7	66	0.000
10:00 - 11:00	7	66	0.002	7	66	0.002	7	66	0.004
11:00 - 12:00	7	66	0.004	7	66	0.004	7	66	0.008
12:00 - 13:00	7	66	0.002	7	66	0.002	7	66	0.004
13:00 - 14:00	7	66	0.002	7	66	0.002	7	66	0.004
14:00 - 15:00	7	66	0.004	7	66	0.002	7	66	0.006
15:00 - 16:00	7	66	0.002	7	66	0.004	7	66	0.006
16:00 - 17:00	7	66	0.002	7	66	0.002	7	66	0.004
17:00 - 18:00	7	66	0.002	7	66	0.002	7	66	0.004
18:00 - 19:00	7	66	0.002	7	66	0.000	7	66	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.020			0.042

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.

Parameter summary

Trip rate parameter range selected:	6 - 140 (units:)
Survey date range:	01/01/08 - 18/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

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	7	66	0.000	7	66	0.000	7	66	0.000
08:00 - 09:00	7	66	0.000	7	66	0.000	7	66	0.000
09:00 - 10:00	7	66	0.000	7	66	0.000	7	66	0.000
10:00 - 11:00	7	66	0.002	7	66	0.002	7	66	0.004
11:00 - 12:00	7	66	0.000	7	66	0.000	7	66	0.000
12:00 - 13:00	7	66	0.002	7	66	0.002	7	66	0.004
13:00 - 14:00	7	66	0.002	7	66	0.002	7	66	0.004
14:00 - 15:00	7	66	0.000	7	66	0.000	7	66	0.000
15:00 - 16:00	7	66	0.000	7	66	0.000	7	66	0.000
16:00 - 17:00	7	66	0.002	7	66	0.002	7	66	0.004
17:00 - 18:00	7	66	0.000	7	66	0.000	7	66	0.000
18:00 - 19:00	7	66	0.000	7	66	0.000	7	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

Parameter summary

Trip rate parameter range selected:	6 - 140 (units:)
Survey date range:	01/01/08 - 18/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS

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	7	66	0.000	7	66	0.000	7	66	0.000
08:00 - 09:00	7	66	0.000	7	66	0.000	7	66	0.000
09:00 - 10:00	7	66	0.000	7	66	0.000	7	66	0.000
10:00 - 11:00	7	66	0.000	7	66	0.000	7	66	0.000
11:00 - 12:00	7	66	0.000	7	66	0.000	7	66	0.000
12:00 - 13:00	7	66	0.000	7	66	0.000	7	66	0.000
13:00 - 14:00	7	66	0.000	7	66	0.000	7	66	0.000
14:00 - 15:00	7	66	0.000	7	66	0.000	7	66	0.000
15:00 - 16:00	7	66	0.000	7	66	0.000	7	66	0.000
16:00 - 17:00	7	66	0.000	7	66	0.000	7	66	0.000
17:00 - 18:00	7	66	0.000	7	66	0.000	7	66	0.000
18:00 - 19:00	7	66	0.000	7	66	0.000	7	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	6 - 140 (units:)
Survey date range:	01/01/08 - 18/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

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	7	66	0.000	7	66	0.006	7	66	0.006
08:00 - 09:00	7	66	0.002	7	66	0.000	7	66	0.002
09:00 - 10:00	7	66	0.004	7	66	0.002	7	66	0.006
10:00 - 11:00	7	66	0.004	7	66	0.009	7	66	0.013
11:00 - 12:00	7	66	0.006	7	66	0.002	7	66	0.008
12:00 - 13:00	7	66	0.002	7	66	0.006	7	66	0.008
13:00 - 14:00	7	66	0.000	7	66	0.002	7	66	0.002
14:00 - 15:00	7	66	0.002	7	66	0.000	7	66	0.002
15:00 - 16:00	7	66	0.004	7	66	0.002	7	66	0.006
16:00 - 17:00	7	66	0.000	7	66	0.002	7	66	0.002
17:00 - 18:00	7	66	0.004	7	66	0.002	7	66	0.006
18:00 - 19:00	7	66	0.002	7	66	0.000	7	66	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.033			0.063

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.

Parameter summary

Trip rate parameter range selected:	6 - 140 (units:)
Survey date range:	01/01/08 - 18/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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