



Class MA Prior Approval Application
134 Oxford Road, Reading

Transport Statement

for

ET Planning

Document Control Sheet

Class MA Prior Approval Application

134 Oxford Road, Reading

ET Planning

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1.0 Introduction

- 1.1 This Transport Statement has been produced on behalf of ET Planning (the 'applicant') to assess the transport implications of an application for the change in land use at 134 Oxford Road, Reading, RG1 7NL, (the 'site') from Land Use Class E (commercial, business, and service) to Land Use Class C3 (residential) (the 'proposed development') to provide 5 x 1-bedroom flats, storage for 5 cycles, and 2 car parking bays.
- 1.2 The site is within the administrative boundary of the unitary Reading Borough Council (RBC). The location of the site in relation to the surrounding area can be seen at **Figure 1.1**.

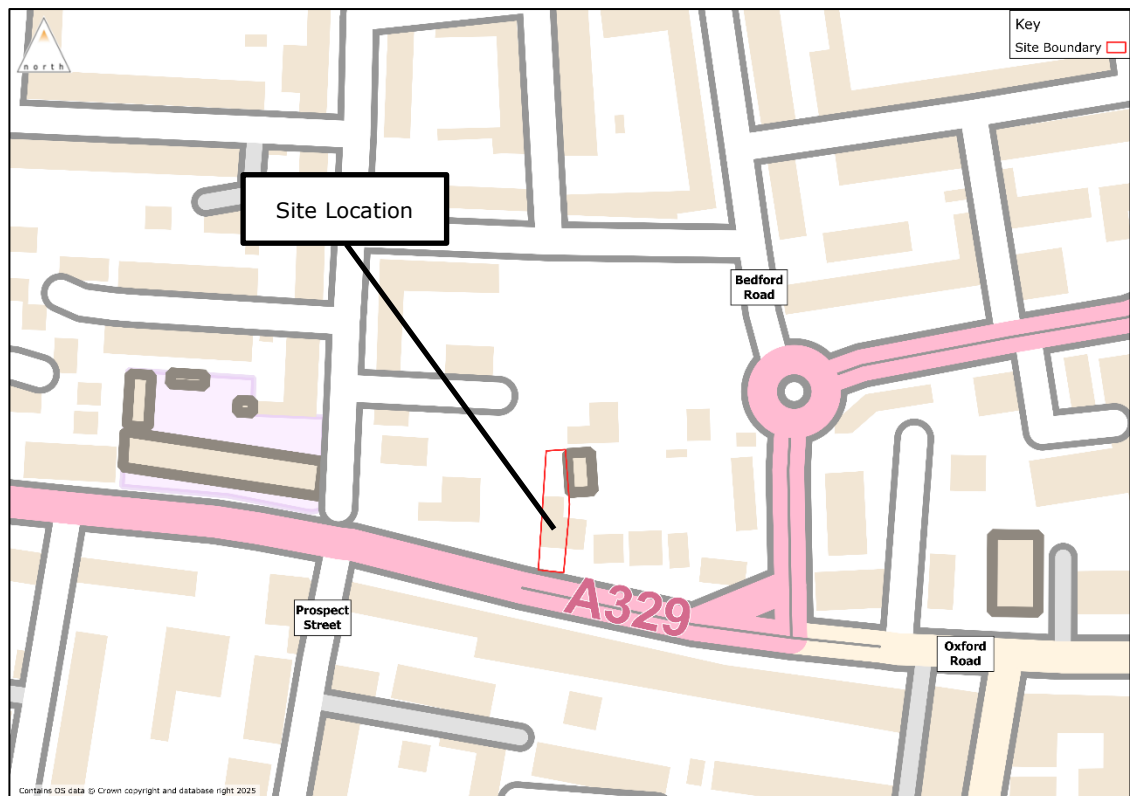


Figure 1.1: Site Location

Scope of Report

- 1.3 This Transport Statement has been prepared in accordance with Reading Borough Council's local policy and demonstrates that:
- ▶ the proposal accords with national and local policies relevant to transport;
 - ▶ safe and suitable access to the application site can be achieved by all applicable modes;
 - ▶ appropriate provision is made for servicing; and,
 - ▶ the level of traffic associated with the proposal will not lead to severe impact on the existing operation and free flow of traffic on the adjoining highway network.
- 1.4 Following this introduction, this Transport Statement is split into five sections:
- ▶ Section 2 - outlining the transport planning policies relevant to this application;
 - ▶ Section 3 - assessing the existing accessibility of the site;

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- ▶ Section 4 - providing an overview of the proposed development, including the proposed parking and servicing arrangements;
 - ▶ Section 5 - assessing the trip generating potential of the proposal and providing an overview of the impacts these are likely to have; and,
 - ▶ Section 6 - summarising the key findings and conclusions of this report.

2.0 Policy

Overview

2.1 The key documents that set the policy context for the proposed development are:

- ▶ National Planning Policy Framework, December 2024;
- ▶ Reading Borough Local Plan, November 2019; and,
- ▶ Reading Borough Local Development Framework: Revised Parking Standards and Design, October 2011.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on 'Promoting Sustainable Transport' which aims to *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes"*.

2.4 Paragraph 110 states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Paragraph 115 acknowledges that when assessing specific site uses for development applications, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) 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 through a vision-led approach.

2.6 Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.7 Paragraph 117 outlines that 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.”*

Reading Borough Local Plan

2.8 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered.

2.9 With regard to access, traffic, and highway-related matters, Policy TR3 states:

"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

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.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would likely result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.”

2.10 With regard to cycle routes and facilities, Policy TR4 states:

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

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

- 2.11 With regard to car and cycle parking and electric vehicle charging, Policy TR5 states:

"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."

Development should make the following provision for electric vehicle charging points:

- ▶ *all new houses with dedicated off-street parking should provide charging points;*
- ▶ *within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

Reading Borough Local Development Framework: Revised Parking Standards and Design

- 2.12 Reading Borough Council's parking requirements are set out in their supplementary planning document (SPD) titled '*Revised Parking Standards and Design*', adopted in October 2011. This document adopts a zonal strategy depending on a site's proximity to local centres and public transport corridors.
- 2.13 The application site is within Zone 2, the Primary Core Area which surrounds the town centre, with the town centre being within Zone 1. Zone 2 extends to walking distances up to 2 kilometres from the town centre and includes areas well served by public transport.
- 2.14 The applicable parking standards for the application site are shown at Table 2.1.

Parking Type	Parking Standard	
	Zone 1	Zone 2
Maximum car parking	Flat 1-2 bed = 0.5 parking space Flats 3+ bed = 1 parking space	Flat 1-2 bed = 1 parking space Flats 3+ bed = 1.5 parking space
Visitor parking	None	1 space per 10 dwellings
Minimum cycle parking	Flat 1-2 bed = 0.5 cycle space Flats 3+ bed = 1 cycle space	Flat 1-2 bed = 0.5 cycle spaces Flats 3+ bed = 1 parking space

Table 2.1: Car and Cycle Parking Standards

- 2.15 The SPD goes on to state:

"The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence."

Summary

- 2.16 Based on the above review, it is evident that the location of a site in relation to active and/or sustainable modes of transport is a key consideration when assessing the acceptability of a proposal.
- 2.17 Furthermore, appropriate provision should be made for car and cycle parking having regard to local characteristics, need, and access by active and/or sustainable forms of transport.

3.0 Baseline Conditions

Overview

- 3.1 A detailed review of the area surrounding the site has been undertaken to establish the site context in terms of site accessibility by all applicable transport modes and local road safety records.

Site Location

- 3.2 The site is located on the northern side of Oxford Road in Reading, approximately 400 metres (m) west of the road bridge over the A329, and approximately 350m east of Reading West railway station (straight-line distances).
- 3.3 The area surrounding the site is mainly residential, with commercial/retail units either at ground floor level or in sole units, along with several churches and schools.
- 3.4 The site location in relation to the local highway network is shown at **Figure 3.1**.

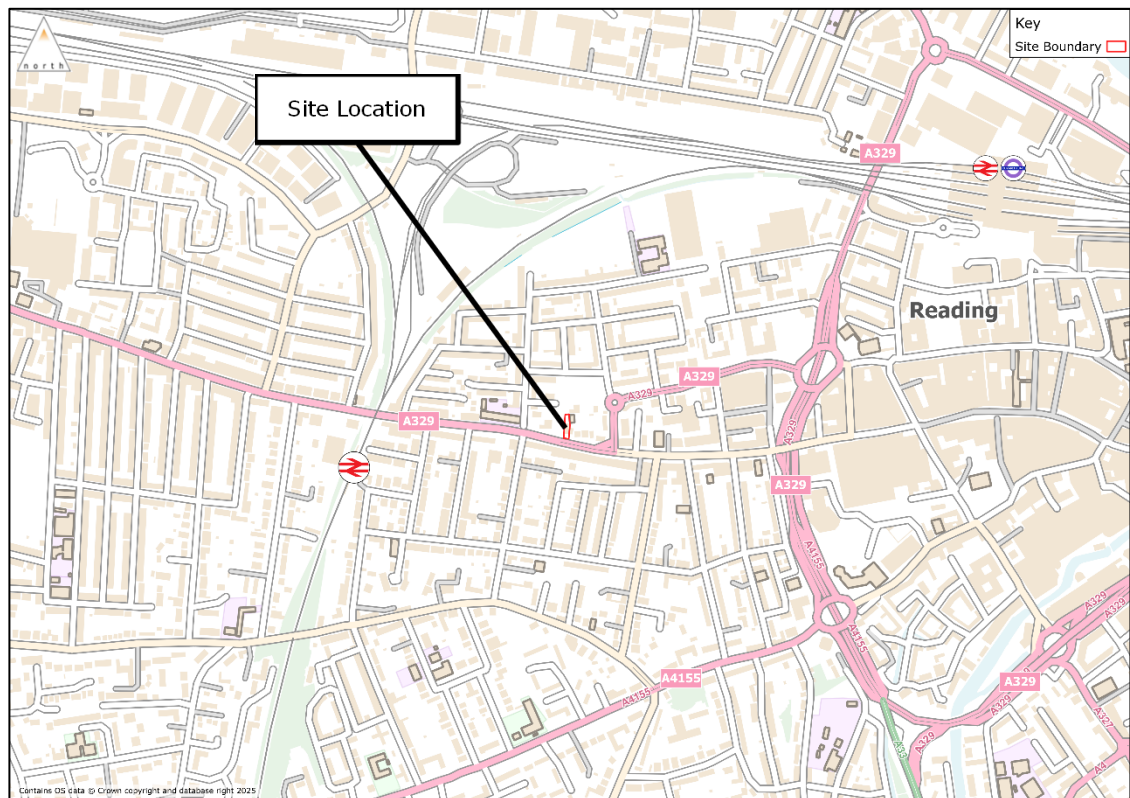


Figure 3.1: Site Location in Relation to Local Highway Network

- 3.5 Oxford Road is a two-way, single-carriageway road on a red route along which stopping on the highway at any time is prohibited for any vehicles except buses.
- 3.6 In front of the site Oxford Road is subject to a 30 miles per hour (mph) speed limit. Approximately 45m west of the site, the speed limit reduces to 20mph, which continues for approximately 145m along the frontage of Oxford Road Community School, reverting to 30mph mid-way along the area occupied by the petrol filling station at 152A Oxford Road. Approximately 75m east of the site is the signalised junction of Oxford Road and Bedford Road.

Recorded Personal Injury Collision (PIC) Analysis

- 3.7 Personal Injury Collision (PIC) data were obtained from CollisionPlot for the adjoining highway network for the most recent five-year period available, 1st January 2019 to 31st December 2023. Six PICs were identified within the study area, which is defined as the section of Oxford Road in the vicinity of the site as shown at **Figure 3.2**, where the locations of the PICs are also shown in relation to the site location.

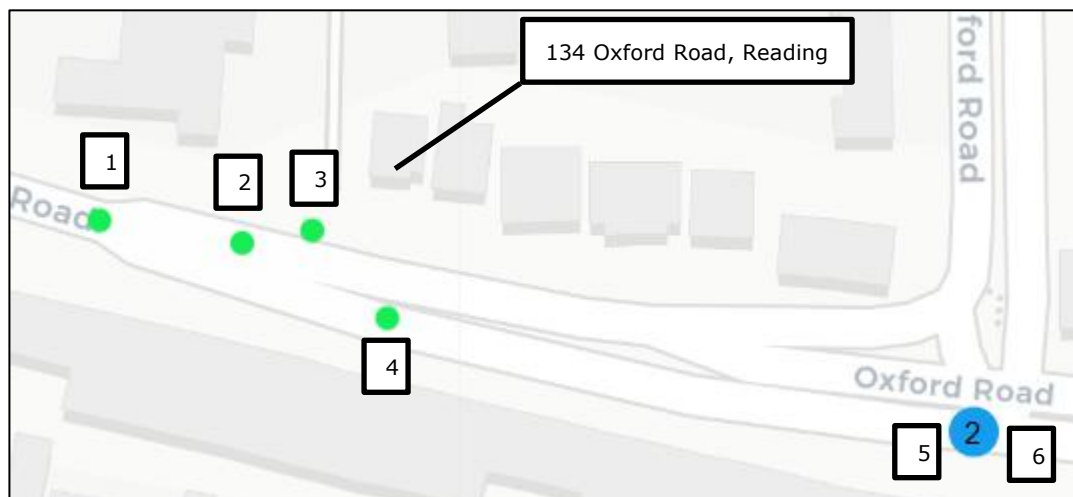


Figure 3.2: Personal Injury Collision Study Area and Locations of Recorded Incidents

- 3.8 Details of the PICs are summarised below, using the numbered locations shown at Figure 3.2, and the full CollisionPlot report can be viewed at [Appendix A](#).
- ▶ 1: 10/01/2020 – light, dry conditions – car and motorcycle – one slight motorcyclist injury casualty.
 - ▶ 2: 18/07/2020 – dark, dry conditions – car and pedestrian – slight pedestrian injury casualty.
 - ▶ 3: 29/05/2022 – light, dry conditions – car and cycle – one slight cyclist injury casualty.
 - ▶ 4: 27/03/2019 – light, dry conditions – car and cycle – one slight injury cyclist casualty.
 - ▶ 5: 17/06/2022 – light, dry conditions – 2 cycles – one serious injury cyclist casualty.
 - ▶ 6: 25/01/2021 – light, dry conditions – car and cycle – one slight cyclist injury casualty.
- 3.9 Most of the personal injury incidents recorded in the vicinity of the site are categorised as being of slight severity. The single incident recorded as being serious involved two cyclists, one of whom was turning right (east to north) at the junction of Oxford Road with Bedford Road, the other cyclist proceeding through that junction from east to west along Oxford Road. The first point of impact was the front of the cycle turning right with the rear of the cycle going ahead east to west. The incident took place during fine weather, and in daylight conditions.
- 3.10 These PIC records do not indicate any inadequacy in highway design or quality of the highway infrastructure in the vicinity of the site.

Sustainable Travel Opportunities

Overview

- 3.11 Planning policy at national and local levels seeks to ensure that development is accessible by a range of active and/or sustainable transport modes.
- 3.12 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents providing advice regarding the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - ▶ the cycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to railway stations (*Planning for Walking, 2015*).
- 3.13 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
- 3.14 Accordingly, this section describes the site accessibility on foot, by cycle, and using public transport.

Pedestrian and Cyclist Access

- 3.15 There are lit footways along both sides of Oxford Road fronting the site.
- 3.16 At the junction of Oxford Road with Bedford Road, approximately 90 metres (m) east of the site, there are signalised pedestrian crossings provided across Bedford Road, and the eastern side of Oxford Road at that junction.
- 3.17 Cyclist access along Oxford Road is on-carriageway, without any marked cycle lanes. There is a designated lane for cyclists, taxi drivers and bus drivers to proceed eastwards along Oxford Road through the junction with Bedford Road, other drivers being required to turn left only at the junction (along Bedford Road northbound). The Reading Cycle Map identifies Oxford Road fronting the site as the West Reading and North West Reading cycle route, demonstrating the suitability of the local highway network for cyclists.

Local Facilities and Amenities

- 3.18 Reading town centre is accessible on foot approximately 490 metres (m) east of the site, just a 7-minute walk from the site. Along that route there are signalised pedestrian crossings on the major junction (Bedford Road and Oxford Road) and dropped kerbs across all other minor junctions, and the entire route is lit.
- 3.19 Reading town centre provides a wide range of retail, commercial, leisure and functional amenities, including a theatre, hotels and serviced apartments, a children's day nursery, a town hall, two cinemas, a museum, and a large public park.
- 3.20 There are further amenities between the site and Reading town centre, comprising three dental surgeries, two convenience stores, a recruitment agency, a café, and three barbers/hairdressers – one of which is also a beauty salon.

- 3.21 A medical doctor's surgery is on Chatham Street, a 5-minute walk (280m) from the site.
- 3.22 Progressing east along Oxford Road from the site, there is a small supermarket, convenience stores, a hairdressers & nail bar, take-away food outlets, and other retail units.
- 3.23 A larger supermarket is just beyond Reading West railway station to the west of the site, accessible on foot in 7 minutes, and by cycle in 2 minutes (490m). A fast-food restaurant is on the same plot as the supermarket, and there is a children's kindergarten and day nursery on the neighbouring street (an 8-minute walk from the site, 590m).
- 3.24 Oxford Road Community Garden is adjacent to that supermarket, and Beresford Road Recreation Ground is an 11-minute walk from the site (790m).
- 3.25 A further strip of retail and commercial amenities is accessible just beyond the junction of Oxford Road with Beresford Road – an 8- to 11-minute walk from the site (600m to 750m), including two pharmacies and a launderette.
- 3.26 The schools near the site are Oxford Road Community School (primary school), a 2-minute walk west of the site (130m), and Civitas Academy, a 7-minute walk or 2-minute cycle ride (500m) north of the site.
- 3.27 There are no public rights of way in the immediate vicinity of the site, the nearest being the Thames Path approximately a 30-minute walk north of the site.

Public Transport

- 3.28 The site is located near bus stops and two railway stations, as shown at **Figure 3.3**.

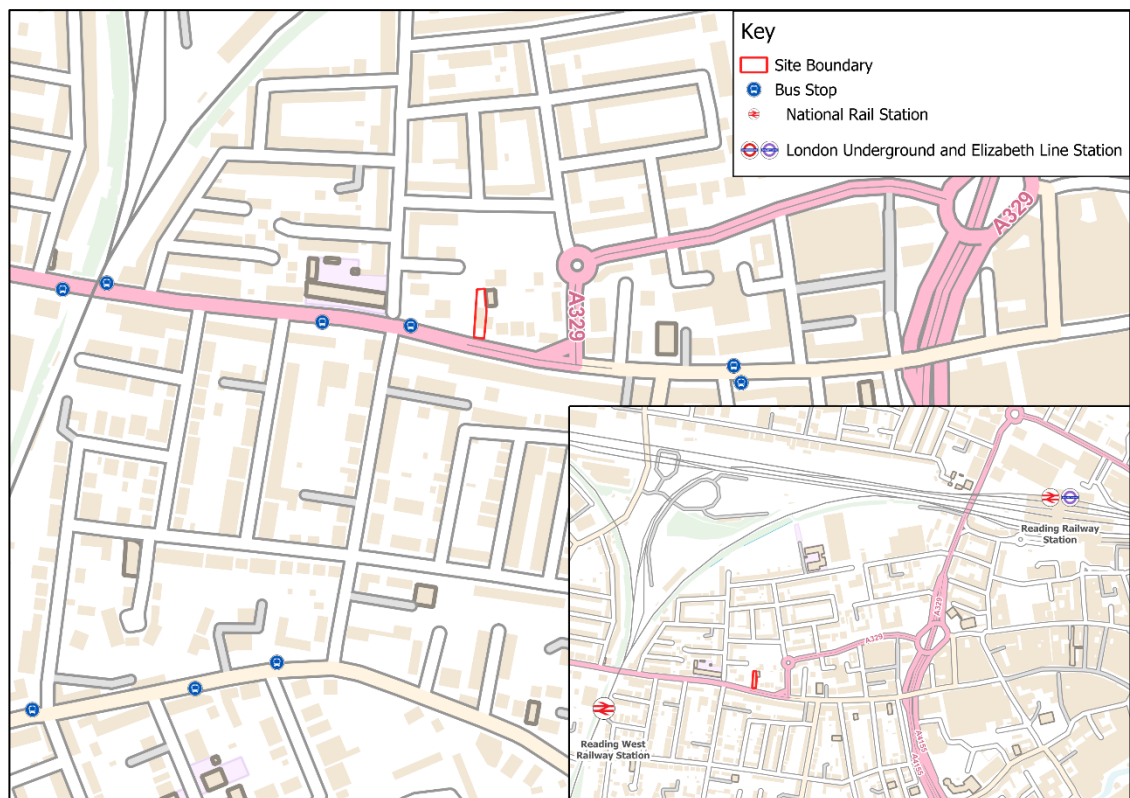


Figure 3.3: Site Location in Relation to Local Public Transport Interchanges

Accessibility by Bus

- 3.29 Reading has an extensive network of bus routes as shown within **Appendix B**.
- 3.30 The closest bus stops to the site are 75m from the site on the north side of Oxford Road for services into Reading town centre, and 150m from the site (using the signalised pedestrian crossing on Oxford Road) on the southern side of Oxford Road for services towards Reading West railway station.
- 3.31 These stops are served by services 15, 16, 17, 43, 85, 88, 91, and 93, all of which serve the town centre. Services 85, 88, 91 and 93 are school services so operate term-time only to Little Heath School (85), Theale Green School (88), Reading Girls' School (91), and Langtree School (93).
- 3.32 Information at Table 3.1 summarises the public bus services local to the site that operate all year.

Service Number and Route	Approximate Service Frequency		
	Monday to Friday	Saturday	Sunday
15			
Ikea/Sainsbury's Calcot, Tilehurst, Meadway Sports Centre, Oxford Road, Reading town centre	05:13, 05:43; every 20 minutes 06:08 to 19:38; 20:08, 20:36, 21:06, 22:01, 23:11	Every 20 minutes 06:20 to 19:39, then hourly at 20:09 to 23:04	Every 30 minutes 07:50 to 18:22; hourly 19:02 to 23:01
16			
Purley, Kentwood, Tilehurst Station, Oxford Road, Reading town centre	05:29, 05:59; every 20 minutes 06:28 to 18:59; every 30 minutes 19:29 to 20:29; hourly until 23:31	Every 30 minutes 05:57 to 08:27; every 20 minutes 08:47 to 18:00; 18:30 to 20:33; hourly to 23:31	Every 30 minutes 07:37 to 19:38; hourly 20:23 to 23:31
17			
Wokingham Road, Tilehurst, Cemetery Junction, Reading town centre, Oxford Road	04:09, 04:29, 05:21, 05:33, 05:46, 06:00, 06:11, 06:20, 06:31; every 7-9 minutes 06:35 to 20:23; every 15 minutes 20:37 to 23:50; every 30 minutes 00:18 to 03:38	04:03, 04:32, 05:20, 05:45; every 20 minutes 06:02 to 07:42; every 5-10 minutes 07:52 to 20:12; every 15 minutes 20:23 to 23:49; every 40 minutes 00:18 to 03:38	04:09, 04:32, 05:15, 05:40, 06:25, 07:00, 07:34, 08:01, 08:31; every 10 minutes 08:51 to 17:56; every 15 minutes 18:11 to 18:45; every 20 minutes 19:04 to 23:40; hourly 00:15 to 03:15
43			
Reading town centre, Norcot Junction, Kentwood Circle, Purley on Thames, Pangbourne, Basildon	09:04, 10:29, 12:39, 14:09, 17:23	09:03, 10:28, 12:39, 14:09, 16:23	No services

Table 3.1: Summary of Local Bus Services

Accessibility by Rail

- 3.33 Reading West railway station is approximately 365m west of the site, accessible on foot in 5 minutes, or 1 minute by cycle, along Oxford Road.
- 3.34 The station is managed by the train operating company Great Western Railway (GWR), and services through the station operate to Reading, Newbury, and Basingstoke.
- 3.35 There is ramped access to Platform 1, whilst the entrance to Platform 2 has 3 short sections of steps. There are accessible height ticket machines, customer help points, an induction loop, accessible toilets (open whilst the station is staffed: Monday-Friday 06:30-18:30, Saturday 09:30-15:30, Sunday 10:30-16:30), seating areas, and a drop-off/pick-up point with capacity for 3 vehicles. There are no cycle or car parking facilities at the station.
- 3.36 Typical weekday journey times and frequencies for direct services from Reading West railway station are summarised at **Table 3.2**.

Destination	Frequency	Journey Time
Reading	3 per hour	3-5 minutes
Newbury	1 per hour	24 minutes
Basingstoke	2 per hour	23-25 minutes

Table 3.2: Summary of Direct Rail Services from Reading West Railway Station

- 3.37 Reading railway station is located 1.2 kilometres to the north-east of the site and is easily accessible by foot (16 minutes), or by cycle (5 minutes).
- 3.38 There are 700 cycle parking spaces at the station, which is the second busiest interchange station in England after Birmingham New Street and is located at the cross point of the main western main line and north-south cross-country lines. Destinations including Newbury, Bournemouth, Birmingham, Manchester Piccadilly, London Paddington, Oxford, Penzance, London Waterloo, Cardiff Central, Newcastle, Bristol Temple Meads and Gatwick Airport can be accessed from Reading station.
- 3.39 The Elizabeth Line on the London Underground network also operates from Reading railway station, towards Abbey Wood, and Shenfield. There are 2 to 4 services an hour from the station on weekdays between 05:45 and 18:59, then half-hourly services until 23:17. On Saturdays, services operate half-hourly from 05:59 until 23:19. Sunday services start at 06:53, then at 07:53, then operate half-hourly 08:23 to 22:58, and end at 23:16.

Summary

- 3.40 Having regard to the above, it is considered that the site is accessible by the active and/or sustainable modes of travel including foot, cycle and public transport.
- 3.41 The recent collision history does not suggest a highway safety deficiency and it is therefore concluded that there is no evidence of an existing road safety concern in the vicinity of the site.
- 3.42 There is a range of local amenities, covering health, education, retail and commercial services, within reach of the site using non-car modes.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of the development proposals and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Proposed Development

- 4.2 The proposed development comprises conversion of the existing offices (Land Use Class E) to 5 x 1-bedroom residential flats (Land Use Class C3), being progressed as a Class MA Prior Approval application.
- 4.3 The proposed residential units are shown on the site layout plan at **Appendix C**.

Site Access

- 4.4 Driver, cyclist, and pedestrian access will be via the existing dropped kerb access from Reading Road.

Parking Provision

- 4.5 As outlined in Section 2, the site is located within Zone 2 of the RBC's 'Revised Parking Standards and Design SPD' and would therefore ordinarily be allowed to provide up to a maximum of 5 car parking spaces based on the schedule of accommodation. However, the site, as detailed within Section 3, is within the Oxford Road district centre and is on a major bus corridor where buses operate 24 hours per day/7 days per week. Given the extremely sustainable location of site, it is considered that the provision of 2 car parking bays is acceptable.
- 4.6 Notwithstanding this, the SPD states:
- "Should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result".*
- 4.7 As set out in Section 3, the site is located within one of the most accessible areas of Reading which benefits from excellent access to:
- ▶ a high frequency local bus network that is located within walking distance of the site;
 - ▶ access within 15 minutes on foot to the second busiest railway station in the country that provides direct connections to Central London and other principal Thames Valley towns;
 - ▶ the Reading Cycle Network, which connects the site with the town centre and key local employment areas located within Reading; and,
 - ▶ a range of employment, leisure, retail, education, and health facilities within recognised walk/cycle distances.
- 4.8 Given the sustainability credentials of the site, its access to an extensive range of local amenities and services, and the presence of waiting restrictions that preclude on-street parking on the roads surrounding the site, it is considered that the provision of 2 car parking spaces is consistent with RBC's Parking Standards, Local Plan and the NPPF.
- 4.9 Notwithstanding this, the Applicant is willing to accept a suitably worded planning condition that would prevent future residents from applying for (i) resident and (ii) visitor parking permits to minimise any potential for parking to take place on surrounding roads. With this measure included, the Applicant and RBC will have made suitable provision to prevent the overspill of parking onto surrounding streets. There can thus be no suggestion that the scheme would introduce a highway safety issue and accordingly it is clear that the proposed development accords with Local Plan Policy TR5.

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- 4.10 On-site parking provision will comprise storage for 5 cycles in the shed in the garden to the rear of the building, and 2 car parking bays at the front of the building. This parking provision is shown on the plan at **Appendix C**.

Servicing

- 4.11 Waste collection and emergency services access to the proposed development will be on-highway from Oxford Road, as per the existing arrangements for the current land use.

5.0 Trip Generation

Overview

- 5.1 This section presents data illustrating the vehicular trip generation associated with use of the existing and the proposed land uses at the site.
- 5.2 When assessing the vehicular trip generation, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00) as it is during these times that traffic flows associated with the use of the site and those on the adjacent highway network are likely to be at their greatest.
- 5.3 The information provided here considers these peak periods as well as the daily movements.
- 5.4 A comparison is then made to present the net change in vehicular trips generated by the existing land use, and the proposed land use.

Existing Use

- 5.5 To calculate the total vehicular trips associated with use of the existing Land Use Class E (office), the TRICS (trip-rate information computer system) database has been interrogated using the following criteria:
- ▶ Main land use: 02 - Employment
 - ▶ Sub land use: A - Office
 - ▶ Regions: all regions in England except London
 - ▶ Range: 118 to 1,500 square metres gross floor area (GFA)
 - ▶ Locations: edge of town centre, and suburban area.
- 5.6 The TRICS data are summarised below and provided in full at [Appendix D](#).

Vehicle Trip Rate/ Number of Trips	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total vehicle trip rate	2.61	0.319	0.259	1.655	7.876	7.769
Total vehicle trips	6	1	1	4	17	17

Table 5.1: Trip Generation Associated with Existing Land Use (Arr = arrivals; Dep = departures)

- 5.7 The data indicate that total vehicular trips associated with use of the existing building at the site could generate 6 arrivals and 1 departure in the weekday morning peak period, and 1 arrival and 4 departures in the weekday evening peak period. Over the course of a typical weekday, use of the existing site could generate 34 vehicular trips.

Proposed Use

- 5.8 To calculate the total vehicular trips expected to be associated with use of the proposed residential dwellings, the TRICS (trip-rate information computer system) database has been interrogated, using the following criteria:
- ▶ Land use: 03 - Residential
 - ▶ Category: flats, privately owned
 - ▶ Regions: all regions in England except London

- ▶ Range: 6 to 215 dwellings
- ▶ Locations: edge of town centre, and suburban area.

5.9 The TRICS data are summarised below and provided in full at [Appendix D](#).

Vehicle Trip Rate/ Number of Trips	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total vehicle trip rate	0.054	0.174	0.150	0.075	0.983	1.051
Total vehicle trips	1	1	1	1	5	6

Table 5.2: Trip Generation Associated with Proposed Land Use (Arr = arrivals; Dep = departures)

5.10 The data indicate that total vehicular trips associated with use of the proposed land use at the site could generate 1 arrival and 1 departure in the weekday morning peak period, and 1 arrival and 1 departure in the weekday evening peak period. Over the course of a typical weekday, use of the site could generate 11 vehicular trips.

Net Change

5.11 To calculate the impact that use of the proposed development would have on the local highway network, in purely vehicular trip generation terms, a comparison has been made between the vehicular movements associated with use of the existing land use at the site and those predicted to be associated with use of the proposed development.

5.12 The comparative data are presented at Table 5.3.

Vehicular Movements	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing	6	1	1	4	17	17
Proposed	1	1	1	1	5	6
Net change	-5	0	0	-3	-12	-11

Table 5.3: Predicted Vehicular Trip Generation - Net Change

5.13 This vehicular trip generation comparison indicates that the proposed land use would generate a reduction of 23 vehicular trips over the course of a 12-hour (07:00-19:00) weekday compared with the vehicular trip generation of the existing land use.

Summary

5.14 It is generally accepted that detailed assessment is not required when traffic impacts amount to less than 30 vehicle movements in any one hour. Given that the proposed development is likely to lead to an overall reduction in vehicular movements across the course of a typical weekday it is not considered that the proposals would result in the severe or unacceptable impacts referred to in the NPPF as reasonable grounds on which to resist development.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been produced on behalf of ET Planning (the 'applicant') to assess the transport implications of an application for change in land use at 134 Oxford Road, Reading, RG1 7NL, (the 'site') from Land Use Class E (commercial, business, and service) to Land Use Class C3 (residential) (the 'proposed development') to provide 5 x 1-bedroom flats, storage for 5 cycles, and 2 car parking bays.
- 6.2 The level of accessibility to and from the application site by all non-car modes of travel has been assessed. Public transport provides accessibility to the nearby Reading town centre, and two railway stations are within access of the site by cycle and on foot, one of those stations being Reading, which is the second busiest interchange railway station in England.
- 6.3 The location of the application site enables future users to gain access to a wide variety of local services and amenities on foot, within a 2-kilometre walk, or by cycle within a 5-kilometre cycle ride. This is considered a highly accessible location.
- 6.4 The proposed development retains the existing car parking provision and vehicular site access arrangements, and cycle parking will be provided for the proposed land use.
- 6.5 On-street car parking is prohibited in the vicinity of the site, and a planning condition can be applied stating that no resident or visitor car parking permit may be requested by users of the proposed development. These control mechanisms should suffice for the purpose of ensuring there will be no overspill parking on the local highway in relation to use of the proposed development.
- 6.6 The proposed development is expected to generate a net reduction in vehicular trips to the site.
- 6.7 In summary this transport statement has demonstrated that:
- ▶ the proposal accords with national and local policies relevant to transport;
 - ▶ safe and suitable access to the proposed development can be achieved by all applicable modes;
 - ▶ the proposed development will make provision for car and cycle parking having regard to adopted local parking standards and the site being highly accessible by non-car modes; and,
 - ▶ the level of traffic associated with the proposed development will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.
- 6.8 In accordance with the NPPF there are therefore no transport or highway reasons why planning permission should be withheld or refused.

Appendix A

Personal Injury Collision Records

Collision Plot Premium

01/01/2019 - 31/12/2023

Number of Collisions Involving

	Slight	Serious	Fatal	Total
Pedestrian	1	0	0	1 (9%)
Cyclist	3	1	0	4 (36%)
Motorcycle	1	0	0	1 (9%)
Car	5	0	0	5 (45%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)

Severity

Slight	5 (83%)
Serious	1 (17%)
Fatal	0 (0%)
Total	6

Light conditions

Dark	1 (17%)
Light	5 (83%)

Casualties

	Slight	Serious	Fatal	Total
Pedestrian	1	0	0	1 (17%)
Cyclist	3	1	0	4 (67%)
Motorcycle	1	0	0	1 (17%)
Car	0	0	0	0 (0%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)
Total	5	1	0	6

Surface conditions

Dry	6 (100%)
Wet	0 (0%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

2019430097877 | Slight | Wed | 27/03/2019 | 10:36 | Light | Dry

Authority (highway):	Reading	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	–	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 329	Crossing (physical):	Standalone signalised crossing	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manoeuvre:	Parked	Going ahead
Direction of travel:	Parked to parked	East to west
Vehicle Location:	On lay-by or hard shoulder	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Offside	Front
Driver sex & age:	Male, 46	Male, 52
Engine capacity (cc):	1198	–
Propulsion:	Petrol	–
Age of vehicle:	10	–

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 52

2020430010987 | Slight | Fri | 10/01/2020 | 15:55 | Light | Dry

Authority (highway):	Reading	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 329	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manoeuvre:	U-turn	Overtaking moving vehicle on its offside
Direction of travel:	East to east	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Offside	Nearside
Driver sex & age:	Female, 22	Male, 30
Journey purpose:	--	Commuting to/from work
Engine capacity (cc):	1995	125
Propulsion:	Heavy oil	Petrol
Age of vehicle:	6	3
Generic make/model:	BMW 1 SERIES	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 30

2020430221479 | Slight | Sat | 18/07/2020 | 22:34 | Dark | Dry

Authority (highway):	Reading	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	Thames Valley	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 329	Crossing (physical):	Central refuge - no other controls	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manoeuvre:	Going ahead
Direction of travel:	West to east
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Offside
Driver sex & age:	Male, 38
Engine capacity (cc):	1968
Propulsion:	Heavy oil
Age of vehicle:	10
Generic make/model:	VOLKSWAGEN PASSAT

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 28
Pedestrian location:	In road, crossing elsewhere
Pedestrian movement:	Crossing from driver's offside

2021430033145 | Slight | Mon | 25/01/2021 | 12:25 | Light | Dry

Authority (highway):	Reading	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manoeuvre:	Turning right	Going ahead
Direction of travel:	East to north	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Nearside	Front
Driver sex & age:	Male, 40	Male, 28
Engine capacity (cc):	1995	--
Propulsion:	Heavy oil	--
Age of vehicle:	8	--
Generic make/model:	BMW 3 SERIES	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 28

2022430234672 | Slight | Sun | 29/05/2022 | 09:15 | Light | Dry

Authority (highway):	Reading	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Using private drive or entrance	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 329	Crossing (physical):	None within 50m	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Cyclist	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	Southeast to northwest	Northeast to southwest
Vehicle Location:	Footway (pavement)	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Entering main road
First point of impact:	Offside	Front
Driver sex & age:	Female, 27	Male, -1
Journey purpose:	Commuting to/from work	–
Engine capacity (cc):	--	1998
Propulsion:	--	Petrol
Age of vehicle:	--	7
Generic make/model:	--	MINI COOPER

Casualties

Casualty reference:	1
Vehicle reference:	1 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 27

2022430265305 | Serious | Fri | 17/06/2022 | 13:14 | Light | Dry

Authority (highway):	Reading	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

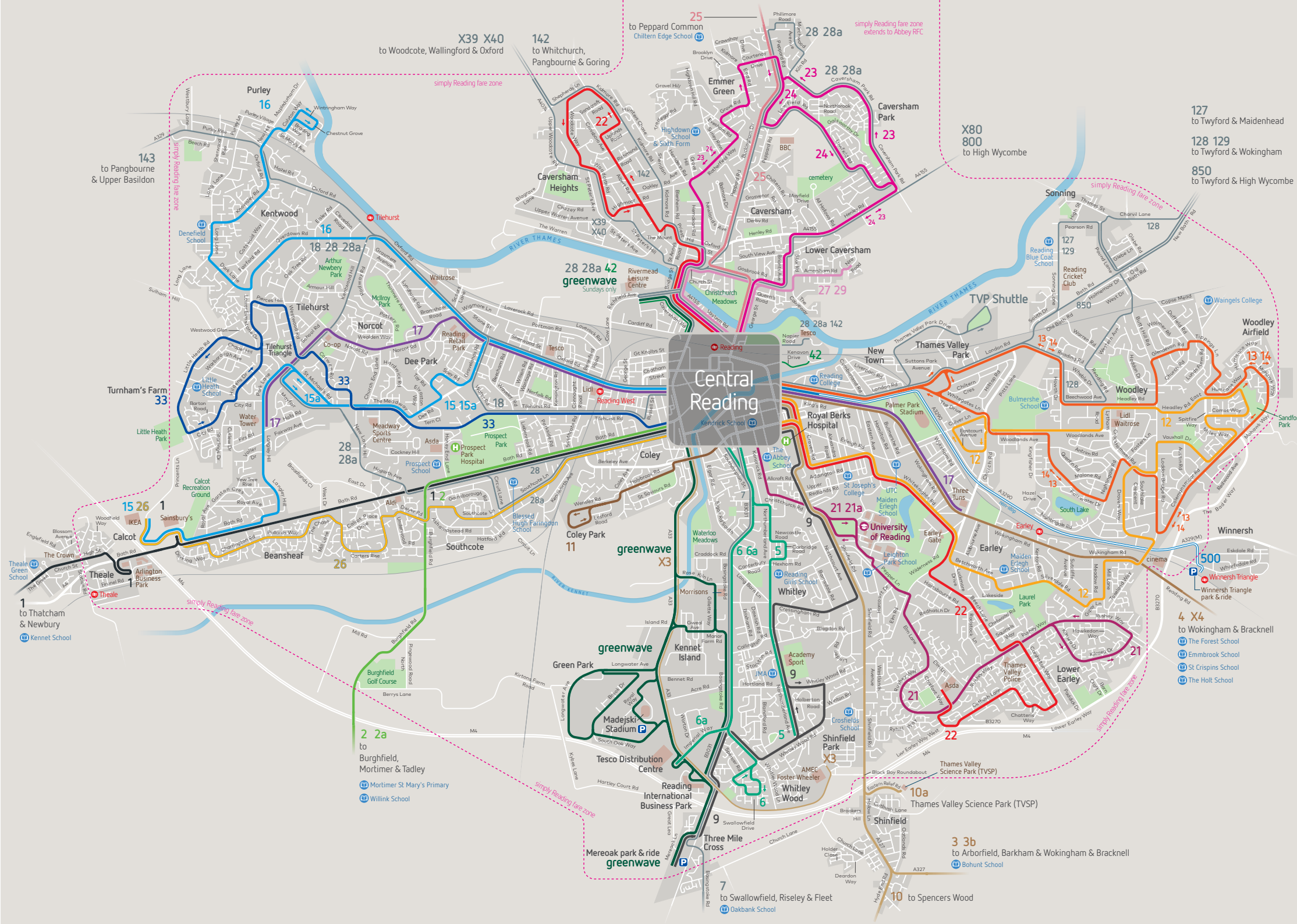
Vehicle ref & type:	1, Cyclist	2, Cyclist
Manoeuvre:	Turning right	Going ahead
Direction of travel:	East to north	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Back
Driver sex & age:	Male, 22	Male, 17

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 17

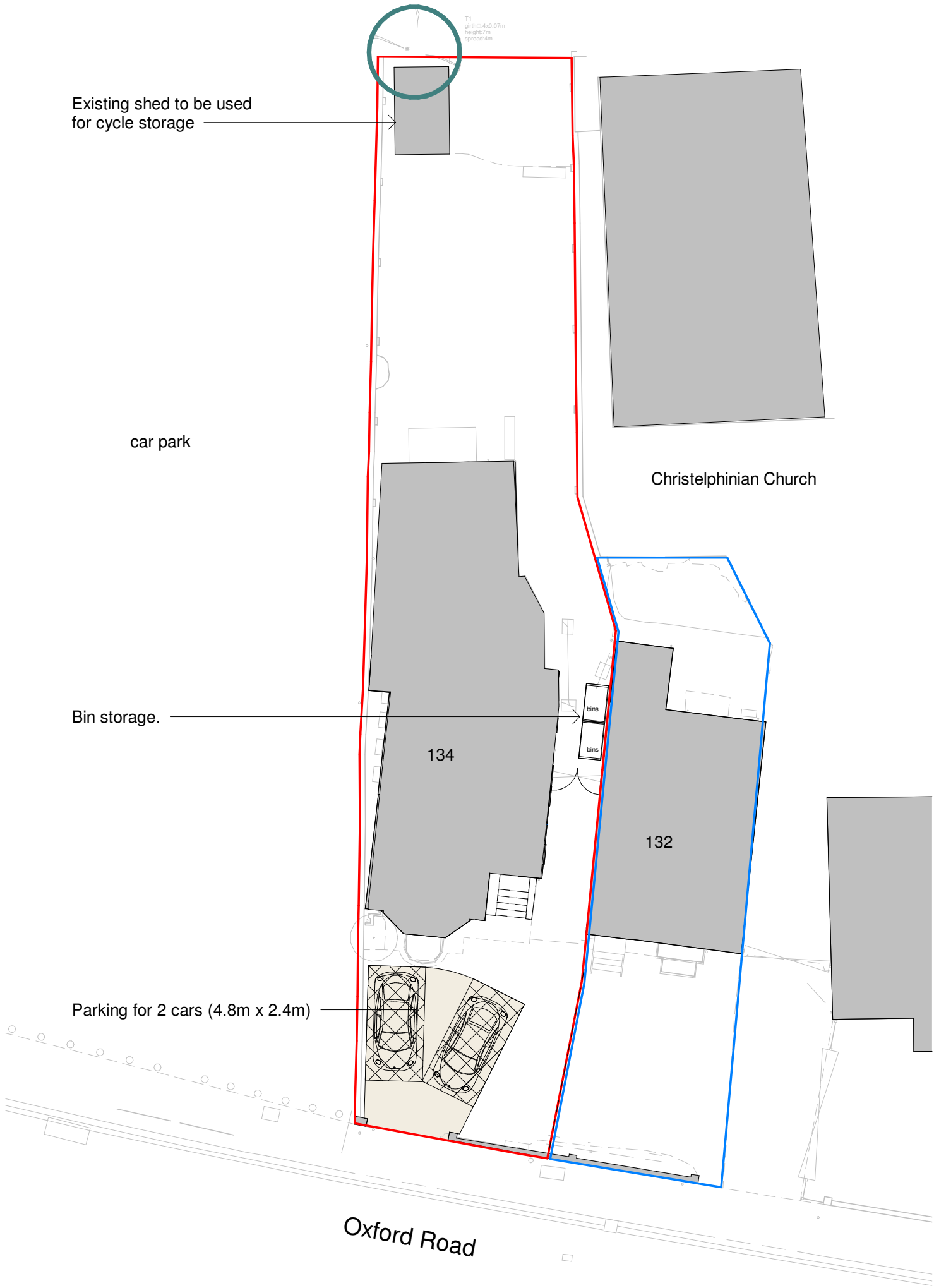
Appendix B

Reading Bus Routes



Appendix C

Site Layout Plan



1 Proposed Site Plan.

1 : 200



David Brazier ARB

Langton, The Ridge, Woking, Surrey GU22 7EQ
TEL: 07974 010 065

The Contractor is to check all dimensions and conditions on site before commencing. Copyright exists on designs and information shown on this drawing. All dimensions are to be checked by user and any errors or discrepancies to be reported to the Architect.

Project **134 Oxford Road, Reading RG17NL**

Drawing Title				Proposed Site Plan 134	
Drawn by		DJB			
Scale		1 : 200 @A3		Date	December 2024
Project number		Z139		Distribution Status	Planning
Drawing number		A-05-502		Revision	B

Appendix D

TRICS Output

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-250306-0348

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days

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

Motion High Street Guildford

Licence No: 734001

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 1200 (units: sqm)
 Range Selected by User: 118 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of 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:

Commercial Zone	1
Residential Zone	3
Built-Up Zone	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	8 days
-----------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

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

Travel Plan:

No	8 days
----	--------

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
2	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL	
3	GM-02-A-10 CHORLEY NEW ROAD BOLTON HEATON	ACCOUNTANTS		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	500 sqm		
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL	
4	MS-02-A-03 ALDERMAN ROAD LIVERPOOL	HOMES DEVELOPER		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	1200 sqm		
	Survey date: TUESDAY	20/04/21	Survey Type: MANUAL	
5	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	
6	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	
7	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES		WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	540 sqm		
	Survey date: MONDAY	14/11/22	Survey Type: MANUAL	
8	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY		WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	830 sqm		
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL	

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	691	0.496	7	691	0.021	7	691	0.517
08:00 - 09:00	8	627	2.612	8	627	0.319	8	627	2.931
09:00 - 10:00	8	627	1.316	8	627	0.817	8	627	2.133
10:00 - 11:00	8	627	0.518	8	627	0.478	8	627	0.996
11:00 - 12:00	8	627	0.419	8	627	0.518	8	627	0.937
12:00 - 13:00	8	627	0.478	8	627	0.857	8	627	1.335
13:00 - 14:00	8	627	0.738	8	627	0.638	8	627	1.376
14:00 - 15:00	8	627	0.419	8	627	0.478	8	627	0.897
15:00 - 16:00	8	627	0.259	8	627	0.558	8	627	0.817
16:00 - 17:00	8	627	0.279	8	627	1.037	8	627	1.316
17:00 - 18:00	8	627	0.259	8	627	1.655	8	627	1.914
18:00 - 19:00	7	691	0.083	7	691	0.393	7	691	0.476
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.876			7.769			15.645

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:	178 - 1200 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-250307-0347

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days

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

Motion High Street Guildford

Licence No: 734001

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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	5 days
Tuesday	9 days
Wednesday	4 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	21 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	10
Suburban Area (PPS6 Out of Centre)	11

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

Selected Location Sub Categories:

Development Zone	3
Residential Zone	11
Built-Up Zone	3
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	21 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	7 days
25,001 to 50,000	10 days
50,001 to 100,000	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	2 days
75,001 to 100,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	19 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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BH-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17	BRIGHTON & HOVE
2	BY-03-C-01 BLOCKS OF FLATS HEELIS STREET BARNLEY Edge of Town Centre Built-Up Zone Total No of Dwellings: 112 Survey date: TUESDAY 08/09/20	BARNLEY
3	CA-03-C-03 BLOCKS OF FLATS CROMWELL ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17	CAMBRIDGESHIRE
4	CT-03-C-01 BLOCKS OF FLATS WING ROAD LEIGHTON BUZZARD LINS LADE Edge of Town Centre Residential Zone Total No of Dwellings: 175 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE
5	CT-03-C-02 BLOCKS OF FLATS STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE
6	CT-03-C-03 BLOCKS OF FLATS COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total No of Dwellings: 146 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE
7	DV-03-C-01 BLOCK OF FLATS BONHAY ROAD EXETER Edge of Town Centre Residential Zone Total No of Dwellings: 27 Survey date: MONDAY 10/07/17	DEVON

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LIST OF SITES relevant to selection parameters (Cont.)

8	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
9	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
10	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
12	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
13	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
14	NG-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
15	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

16	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
17	SF-03-C-04 SAINT MARY'S ROAD IPSWICH	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	56		
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL	
18	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings:	69		
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL	
19	SH-03-C-01 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	47		
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL	
20	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	12		
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL	
21	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:	55		
	Survey date: FRIDAY	11/11/16	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.

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

TOTAL 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	21	77	0.040	21	77	0.147	21	77	0.187
08:00 - 09:00	21	77	0.054	21	77	0.174	21	77	0.228
09:00 - 10:00	21	77	0.063	21	77	0.084	21	77	0.147
10:00 - 11:00	21	77	0.056	21	77	0.074	21	77	0.130
11:00 - 12:00	21	77	0.058	21	77	0.071	21	77	0.129
12:00 - 13:00	21	77	0.076	21	77	0.079	21	77	0.155
13:00 - 14:00	21	77	0.055	21	77	0.066	21	77	0.121
14:00 - 15:00	21	77	0.060	21	77	0.062	21	77	0.122
15:00 - 16:00	21	77	0.094	21	77	0.061	21	77	0.155
16:00 - 17:00	21	77	0.114	21	77	0.071	21	77	0.185
17:00 - 18:00	21	77	0.150	21	77	0.075	21	77	0.225
18:00 - 19:00	21	77	0.163	21	77	0.087	21	77	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.983			1.051			2.034

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: 9 - 184 (units:)
 Survey date range: 01/01/16 - 02/10/23
 Number of weekdays (Monday-Friday): 21
 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.