



Proposed Retail and Residential Development
2 Bedford Road, Reading

Transport Statement

For

The Keen Partnership

Document Control Sheet

Proposed Retail and Residential Development

2 Bedford Road, Reading

The Keen Partnership

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
30 th January 2026	1 st Issue	Chris Saunders	Laura Harris



Motion
Quadrant House
Broad Street Mall
Reading
RG1 7QE
T 0118 467 4498
E info@motion.co.uk
W www.motion.co.uk

Contents

1.0 Introduction 1

2.0 Planning Policy 2

3.0 Baseline Conditions 6

4.0 Planning History.....11

5.0 Proposed Development 12

6.0 Trip Analysis.....14

7.0 Summary and Conclusions 15

Appendices

A Reading Cycle Map

B Site Plan

C TRICS Outputs

1.0 Introduction

- 1.1 Motion has been instructed by The Keen Partnership to prepare This Transport Statement to accompany a planning application for the demolition of the former The Royal public house on the corner of Bedford Road and Oxford Reading and the erection of a four storey building containing six flats and a 105m² retail unit.
- 1.2 The site is located within 500 metres of the centre of Reading within the administrative boundaries of Reading Borough Council (RBC). The local highway network is focused around Bedford Road and Oxford Road which link the site to the town centre and West Reading. The site is also accessible by the more sustainable modes of transport including foot, cycle and public transport. For example bus stops served by regular services are within 150 metres of the site, while West Reading station is within 550 metres and Reading Station is within 1,000 metres of the site.
- 1.3 The proposed scheme will be car free, given the sustainable nature of the site.
- 1.4 This Transport Statement, which has been prepared in accordance with current best practice guidance, demonstrates that:
 - ▶ The site accords with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ Having regard to relevant design guidance, appropriate provision is made for servicing; and,
 - ▶ The residual impact of the proposed development will not be severe.
- 1.5 Following this introduction, this Transport Statement is split into five sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - ▶ Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
 - ▶ Section 4 provides the planning history of the site;
 - ▶ Section 5 provides an overview of the proposed development together with the details related to the access, parking and servicing strategies that will be adopted;
 - ▶ Section 6 assess the trip generating potential of the proposed development, and provides an overview of the likely impacts that these are likely to have; and.
 - ▶ Section 7 summarises the key findings and conclusions of the report.

2.0 Planning Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

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

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 109 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 110 states that:

"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 Annex 2 of the NPPF defines sustainable transport modes as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."

2.6 Off street parking provision is referred to by Paragraph 112, which says that:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.7 Paragraph 113 adds:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, 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 Code⁴⁸; 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."

A footnote to sub-paragraph C states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.9 Paragraph 116 states that:

"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."

2.10 Paragraph 117 adds:

"Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.11 While paragraph 118 continues:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

Reading Borough Local Plan (November 2019)

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

2.13 Regarding access, traffic and highways-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 be likely to 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.”

2.14 Regarding 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 Revised Parking Standards and Design Supplementary Planning Document Final (October 2011)

- 2.15 RBC's parking requirements are set out in their 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. The site is located in Zone 2 – Primary Core Area, with the relevant parking standards are reproduced in Table 2.1.

Planning Use	Maximum Parking Standards
C3 Dwelling Flat 1-2 bed	1 per 2 FTE staff, 1 drop off space per 5 pupils
C3 Dwelling 3+ bed	1 per 2 FTE staff, 1 drop off space per 10 pupils

Table 2.1 – RBC Parking Standards

Summary

- 2.16 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

- 3.1 This section details the location of the site and provides an overview of transport and highway provision within the vicinity of the site.

Site Location and Surrounding Highway Network

- 3.2 The site is located on the north east corner of the A329 Bedford Road / Oxford Road signalised junction, to the west of the town centre and Inner Distribution Road as shown on Figure 3.1. Several bus stops are within 400 metres of the site, while Reading West station is located 550 metres to the west and Reading Railway Station is within 1,000 metres to the north east.

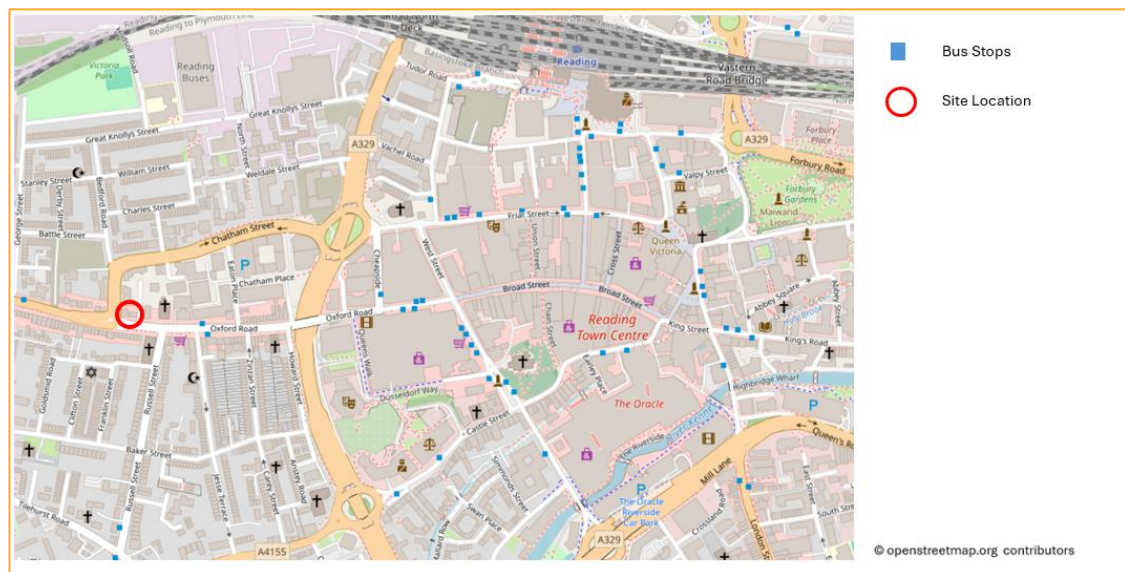


Figure 3.1 – Site Location

- 3.3 Oxford Road is a two way signal carriageway road, approximately 11 metres wide, which has a westbound bus lane and an eastbound cycle lane. Oxford Road, is a red route where all parking and loading is prohibited except in signed bays which are restricted to the following "No stopping, except 8:00am - 8:00pm, 2 hours, no return within 2 hours, At other times, no limit." During the time period 8:00am to 8:00pm, the bays are subjected to a pay and display charge.
- 3.4 The roads to the north of the Oxford Road are within Controlled Parking Zone 8R and south of the Oxford Road within Controlled Parking Zone 5R. Both zones have the same restrictions which consist of permit holder only bays and other bays which are restricted to permit holders but allow general parking for two hours with no return for two hours between 8:00am and 8:00pm.
- 3.5 Trinity Place adjacent to the site, is subjected to no parking at any time restrictions, although there is a 28 metre long parking bay where parking which is restricted as follows "Monday to Saturday 8:00am to 6:30pm, 30 minutes no return within 30 minutes". Outside these times there are no parking restrictions for the parking bay.

Sustainable Transport Assessment

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy, that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- 3.7 80% of journeys one mile, 1.6 kilometres and under are undertaken by foot with an average walking speed of 3 miles per hour (Paragraph 2.1, 'Planning for Walking' 2015).
- 3.8 The bicycle is a potential mode of transport for short journeys of up to five miles , 8 kilometres (Section 2, 'Planning for Cycling' 2014).
- 3.9 Buses are the preferred method of sustainable transport for trips between 2 and 10 miles, with surface rail being the preferred method for trips mover 10 miles (Section A.2, 'Buses in Urban Areas' 2018).
- 3.10 Notwithstanding the above, it should be noted that the NPPF recognises that different polices and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'Walkable Neighbourhoods' as being:
- 3.11 'characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential areas which residents may access comfortably on foot'.
- 3.12 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, paragraph 4.4.1 of MfS contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2022).
- 3.13 However it is important to recognise that 'active travel' is only one of the modes which are classified as sustainable travel as detailed within the Glossary to the NPPF which defines, as outlined within Section 2, sustainable modes as:
- 3.14 "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport".

Public Transport

Buses

- 3.15 The closest bus stops to the site are on Oxford Road, 150 metres east of the site, while the town centre bus stops serving all routes within the town are within 500 metres to the east.
- 3.16 The bus routes and frequency of services provided these services are detailed within Table 3.1 below with the full timetables available on the [Reading Buses website](#).

Route No.	Bus Stop	Route Description	Weekday Frequency	Saturday Frequency	Sunday Frequency
15 / 15a	Oxford Road	Reading Town Centre, Dee Park, Tilehurst, Calcot Retail Park	Every 20 minutes Tilehurst Triangle, Every 60 minutes Calcot Retail Park	Every 20 minutes Tilehurst Triangle, Every 60 minutes Calcot Retail Park	Every 30 minutes
16	Oxford Road	Reading Town Centre, Tilehurst, Purley	Every 20 minutes	Every 20 minutes	Every 30 minutes
17	Oxford Road	Earley, Reading Town Centre, Norcot, Tilehurst	Every 8-10 minutes	Every 8-10 minutes	Every 10 minutes

Table 3.1 – Bus Services and Frequencies

- 3.17 All bus services served Reading Station where connections to mainline rail services and other town and regional bus services are available.

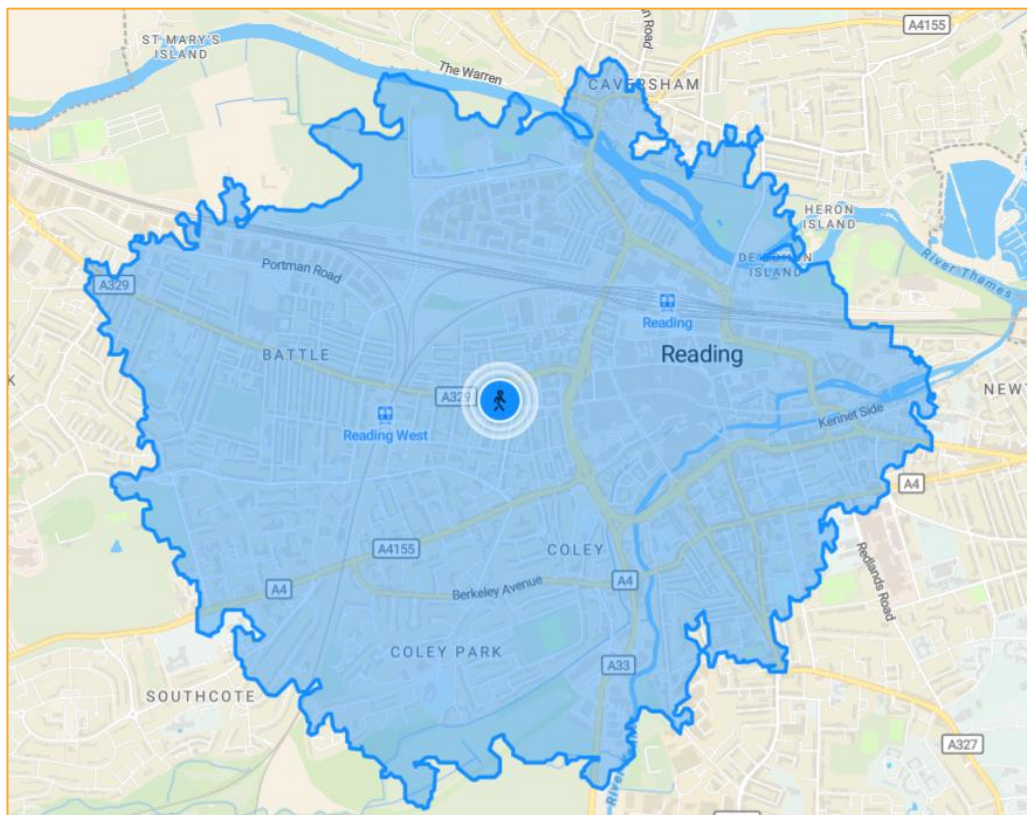
Rail

Accessibility by Rail

- 3.18 Reading Rail station is located 1000 metres to the north east of the site and is easily accessible by foot. It is also shown within **Appendix A**, that it is possible to access the station by cycle. Indeed, it is worthy to note that a total of 700 cycle parking spaces are provided at the Station.
- 3.19 Reading Rail station 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. In addition the Elizabeth Line services commence from Reading Station allowing direct train services to Central London, The City, Canary Wharf, Essex and Abbey Wood in South East London.
- 3.20 Reading West Station is located 550 metres to the west of the site, where there are four service an hour to Reading Station, two stopping services to Basingstoke and two stopping services to Newbury.

Accessibility by Foot and Cycle

- 3.21 The site is located to the west of Reading town centre and good footway links are provided from the site to most areas of town. As stated, above paragraph 4.4 of Manual Street states walking offers the greatest potential to replace short car trips under 2 kilometres (1.25 miles), while paragraph 2.1 of the IHT document 'Planning for Walking' states that than an average walking speed is 3 miles per hour . A 25 minute walk time, equating to a 1.25 miles walking distance has been plotted using the Travel Time website and this is detailed within Figure 3.2.



Figure

3.2 – 25 Minute Walk Time from 2 Bedford Road

- 3.22 Figure 3.2 details that a significant area of West Reading as well as West Reading and Reading Railway Stations, town centre and town centre bus stops are all within a 25 minute walk of the site.
- 3.23 Reading has an extensive network of cycleway routes as detailed on the Reading cycleway map provided within **Appendix A**, with cycle route R50 linking Reading town centre with west Reading and Purley runs along Oxford Road, adjacent to the site.
- 3.24 Paragraph 2.2.2 of LTN 1/20 Cycle Infrastructure Design states “two out of every three personal trips are less than 5 miles in length – an achievable distance to cycle for most people”, while paragraph 13.6.3 states “an average speed of 10 miles per hour provides a baseline for calculating cycle journey times”. A 30 minute cycle time, equating to a 5 mile cycle distance has been plotted using the Travel Time website and is provided within Figure 3.3.



Figure 3.3 – 30 Minute Cycle Time from 2 Bedford Road

- 3.25 Figure 3.3 details that a significant area, including the whole of Greater Reading along with Tilehurst, Shinfield, Woodley and Earley is within a 30 minute cycle time of the site.

DfT Connectivity Tool

- 3.26 The location of the site has been assessed using the DfT Connectivity Tool. The Connectivity Tool combines transport and land use data to generate a national measure of connectivity for any location in England and Wales. This Connectivity score measures people’s ability to get where they want to go by walking, cycling and public transport.

- 3.27 The DfT Connectivity Tool produces an overall connectivity score between 0 and 100. The best score receives a scaled score of 100, and all other areas receive a score which is relative to that. As such, a starting location with a score of 50 can be considered to be half as 'connected' as the best location in England and Wales.
- 3.28 The DfT Connectivity Score for the site is 86 as detailed within Figure 3.4, which details a very good accessibility to sustainable modes of transport.



Figure 3.4 – DfT Connectivity Score Plot

Summary

- 3.29 The above review demonstrate the nursery is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework and the Reading Local Plan.

4.0 Planning History

- 4.1 A planning application was submitted in 2018 for the demolition of the former The Royal public house and the erection of new building consisting of 6 flats and a small retail unit on the ground floor (Planning Ref:180876).
- 4.2 The application was refused on two grounds which were as follows:
- ▶ the effect of the proposal's siting, massing and design on the character and appearance of the area, and;
 - ▶ the impact of the proposal on the significance of heritage assets in the vicinity of the site.
- 4.3 It was noteworthy that there were no highway and transportation reasons for refusal.
- 4.4 The refusal was appealed and the subsequent Inspector allowed the appeal (Appeal Ref: APP/E0345/W/18/3209051.)
- 4.5 However it is noteworthy within the Inspector's decision within Paragraph 30 with regards car parking, he states the following:

"Due to site constraints, it would not be practicable to provide on site car parking. The Council has suggested conditions requiring notification of the postal addresses for all units and the dissemination of information to discourage future occupiers from applying for on street parking permits. Whilst there are controlled parking zones near the site, I have not been presented with any evidence to indicate harm if future occupiers were to apply for permits. The site is in a sustainable location, not far from the centre of Reading and close to public transport facilities; it would therefore be suited to a car free development. To my mind the suggested conditions do not satisfy the tests for planning conditions as they are not necessary or relevant to planning."

5.0 Proposed Development

Overview

- 5.1 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.

Development Proposals

- 5.2 The Application Site currently comprises the vacant The Royal public house, which is within a poor state of repair. The proposals are to demolish the existing building and erect a four storey building containing six flats and a small retail unit, replicating the proposals found acceptable by the Inspector at the previous appeal. The proposed development schedule is provided within Table 5.1.

Use Class		Quantum / Area
Residential	One bed dwelling	4
	Two bed	2
Retail		105m ²

Table 5.1 – Development Schedule

- 5.3 A site layout plan is provided at **Appendix B**.

Vehicular Access

- 5.4 As the site will not be provided with any car parking provision, no new access points onto the highway will be provided. It is noteworthy that the former public house had no access from the highway or parking area.

Car Parking Arrangements

- 5.5 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 two car parking spaces. However the site, as detailed within Section 3, is within 300 metres of the Zone 1 boundary which would require a maximum provision of one space. Given the extremely sustainable location of the site, the proximity of the site to Zone 1 and the fact the site is within a controlled parking zone, it is deemed that the parking provision is acceptable and in compliance with Local Plan and NPPF policies.

- 5.6 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".

- 5.7 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 50 metres of the site;
- ▶ Bus connection within 2 minutes to the second busiest railway station in the country that provides direct connections to Central London and other principal Thames Valley towns;
- ▶ The station being also within an 11 minute walk and 3 minute cycle ride of the site;
- ▶ The Reading Cycle Network, which connects the site with the town centre and key local employment areas located to the east of Reading (incl. Thames Valley Park); and,

- ▶ A range of employment; leisure; retail; education; and health facilities within recognised walk/cycle distances.
- 5.8 In addition to this, it has also been shown at Section 3 that the local highway network is subject to a number of waiting restrictions that preclude the ability of vehicles to park on-street without the necessary permit. Similarly, there are public car parks located within a short walk of the site, with Chatham Place multi storey car park being within 275 metres and the Broad Street Mall car park within 450 metres to cater for shorter term parking to take place off the public highway.
- 5.9 Given the sustainability credentials of the site; its access to an extensive range of local amenities and services; the presence of waiting restrictions that preclude on-street parking on the roads surrounding the site; and the location of public car parks that can cater for visitor parking, it is considered that the car free proposals are consistent with RBC's Parking Standards, Local Plan and the NPPF.
- 5.10 Notwithstanding this, the Inspector within their decision notice, as detailed within Section 4 states that due to site constraints, it would not be practicable to provide on site car parking and the site is acceptable for a car free development.

Cycle Parking

- 5.11 The new dwellings will be provided with six cycle parking spaces within a secure store on the ground floor in accordance with the requirements of RBC Parking Standards SPD, with the retail unit provided with three Sheffield stands to the front of the building as shown on the site plan within **Appendix B**.

Servicing and Deliveries

- 5.12 As is the case with the former pub, refuse collection will continue from the highway and a communal bin storage area has been provided on the ground floor, as shown on the site plan within **Appendix B**, to enable refuse collectors to obtain easy access to the bin store area.
- 5.13 Any home deliveries will be also take place in line with the existing restrictions in force along Oxford Road and Trinity Place, noting that Oxford Road is a red route subject to no stopping restrictions except in marked bays. Any illegal parking is a subject to enforcement from the planning authority.
- 5.14 The applicant will accept a planning condition for the production of a delivery and servicing plan prior to occupation of the unit to detail how deliveries will be made. In principle the following will be adhered to.
- ▶ Given the red route restrictions along Oxford Road, deliveries will take place from Trinity Place; and,
 - ▶ No deliveries will occur between 7:30am and 09:30am and between 4:30pm and 6:30pm avoiding peak times on the highway network.

6.0 Trip Analysis

Overview

- 6.1 This section outlines the person trip generating potential of the proposed residential development during the peak hours and across the course of a typical day.

Residential Units

- 6.2 The TRICS database has been interrogated to find comparable sites in order to obtain person trip rate information for the proposed residential units at the site. The sites chosen all have zero parking provision and close to public transport routes. The subsequent TRICS Output files are attached at [Appendix C](#).
- 6.3 Table 5.1 below shows the daily number of person trips associated with the proposed five dwellings.

Time Period	Trip Rates (Per dwelling)			Trip Generation (Six dwellings)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.260	0.540	0.800	2	3	5
PM Peak (17:00-18:00)	0.300	0.160	0.460	2	1	3
Daily (07:00-21:00)	2.722	2.867	5.589	16	17	33

Table 5.1 – Person Trip Generation

- 6.4 Table 5.1 indicates the proposed residential dwellings will generate 5 person trips in the AM peak, 3 person trips in the PM peak and up to 33 person trips over the course of a 14 hour day.
- 6.5 These levels of person trips are imperceptible considering the number of daily active travel and public transport trips which occur on the network and are within the daily fluctuations experienced on the public transport network.

Retail

- 6.6 The proposed redevelopment also includes a small, 105m² retail use which is expected to be a convenience store or similar in line with the other commercial retail units along the Oxford Road.
- 6.7 Given the expected localised use of the retail unit, which will not be provided with any customer parking, again in line with other retail units within the vicinity, it is considered that the unit would generate a negligible volume of vehicle trips. If the unit does generate a vehicle trip, it is likely to be a pass by trip, with on street parking being available in close proximity to the site, while the Chatham Place multi storey car park is within a short walk.
- 6.8 With regards person trips, these level of trips will be similar to those generated by the former authorised use of the site as a public house if it were brought back into use

Summary

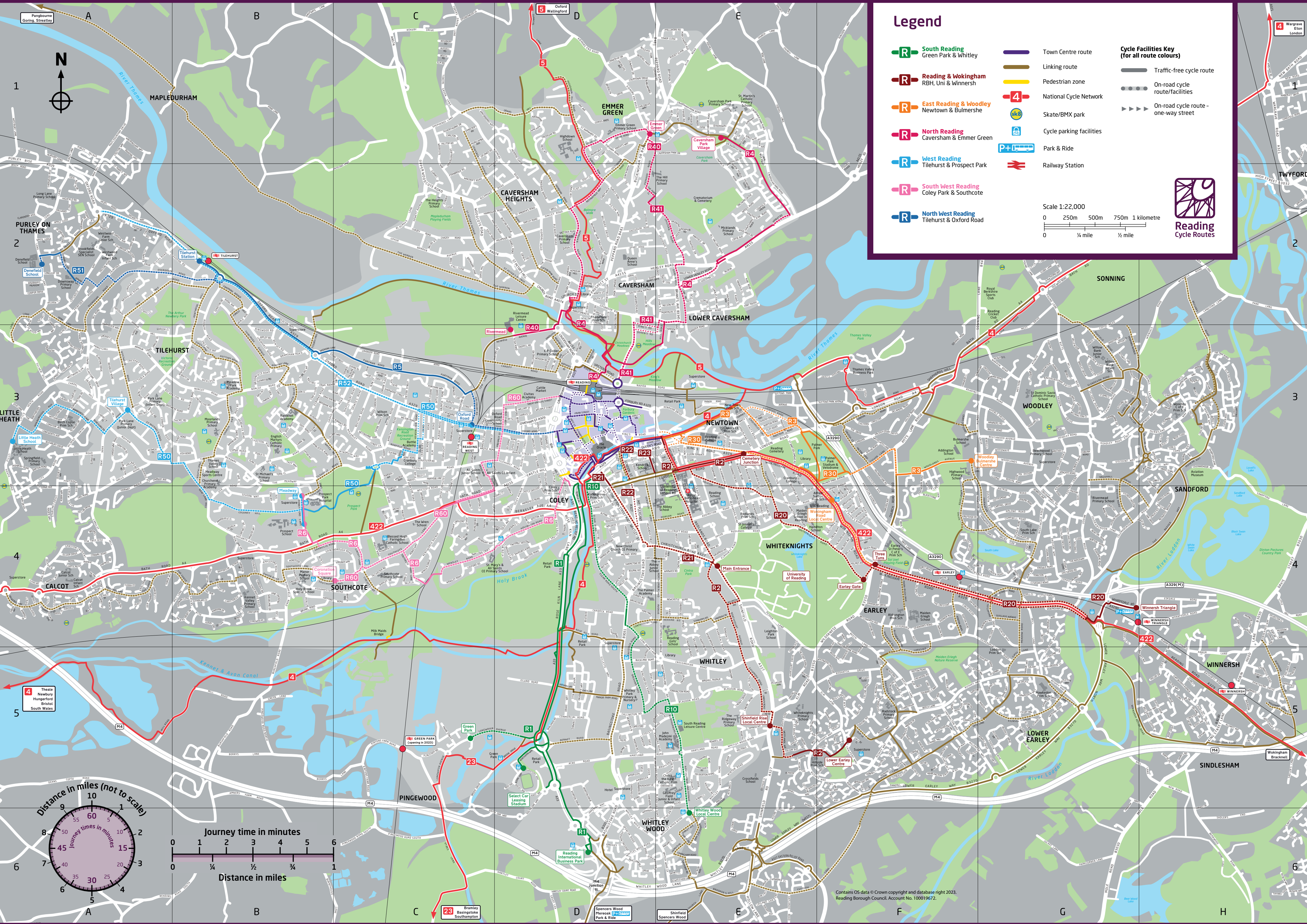
- 6.9 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in a negligible increase in person trips from the site.
- 6.10 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with Local Plan Policy TR3. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

7.0 Summary and Conclusions

- 7.1 Motion has been instructed by The Keen Partnership to prepare This Transport Statement to accompany a planning application for the demolition of the former The Royal public house on the corner of Bedford Road and Oxford Reading and the erection of a four storey building containing six flats and a 105m² retail unit.
- 7.2 The site is located within 500 metres of the centre of Reading within the administrative boundaries of Reading Borough Council (RBC). The local highway network is focused around Bedford Road and Oxford Road which link the site to the town centre and West Reading. The site is also accessible by the more sustainable modes of transport including foot, cycle and public transport. For example bus stops served by regular services are within 150 metres of the site, while West Reading station is within 550 metres and Reading Station is within 1,000 metres of the site.
- 7.3 The proposed scheme will be car free, given the sustainable nature of the site.
- 7.4 In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ The site is within a sustainable location;
 - ▶ Cycle parking have been provided in accordance with relevant parking guidance;
 - ▶ It has been demonstrated that the proposals will not interfere with the operation, capacity or safety of the adjoining highway network, given the authorised use of the site.
- 7.5 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Reading Cycle Map



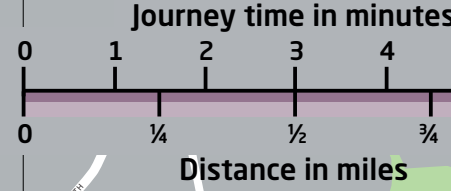
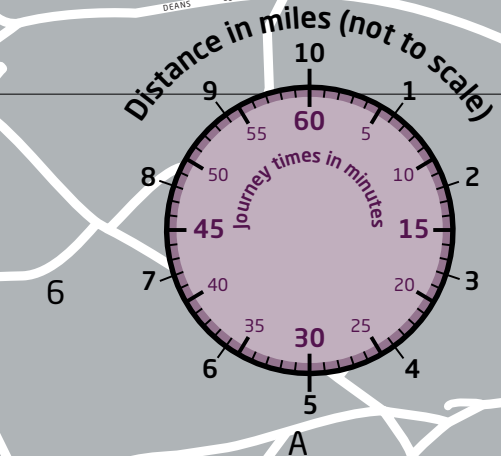
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South West Reading**
Coley Park & Southcote
- North West Reading**
Tilehurst & Oxford Road
- Town Centre route**
- Linking route**
- National Cycle Network**
- Skate/BMX park**
- Cycle parking facilities**
- Park & Ride**
- Railway Station**

- ### Cycle Facilities Key (for all route colours)
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street

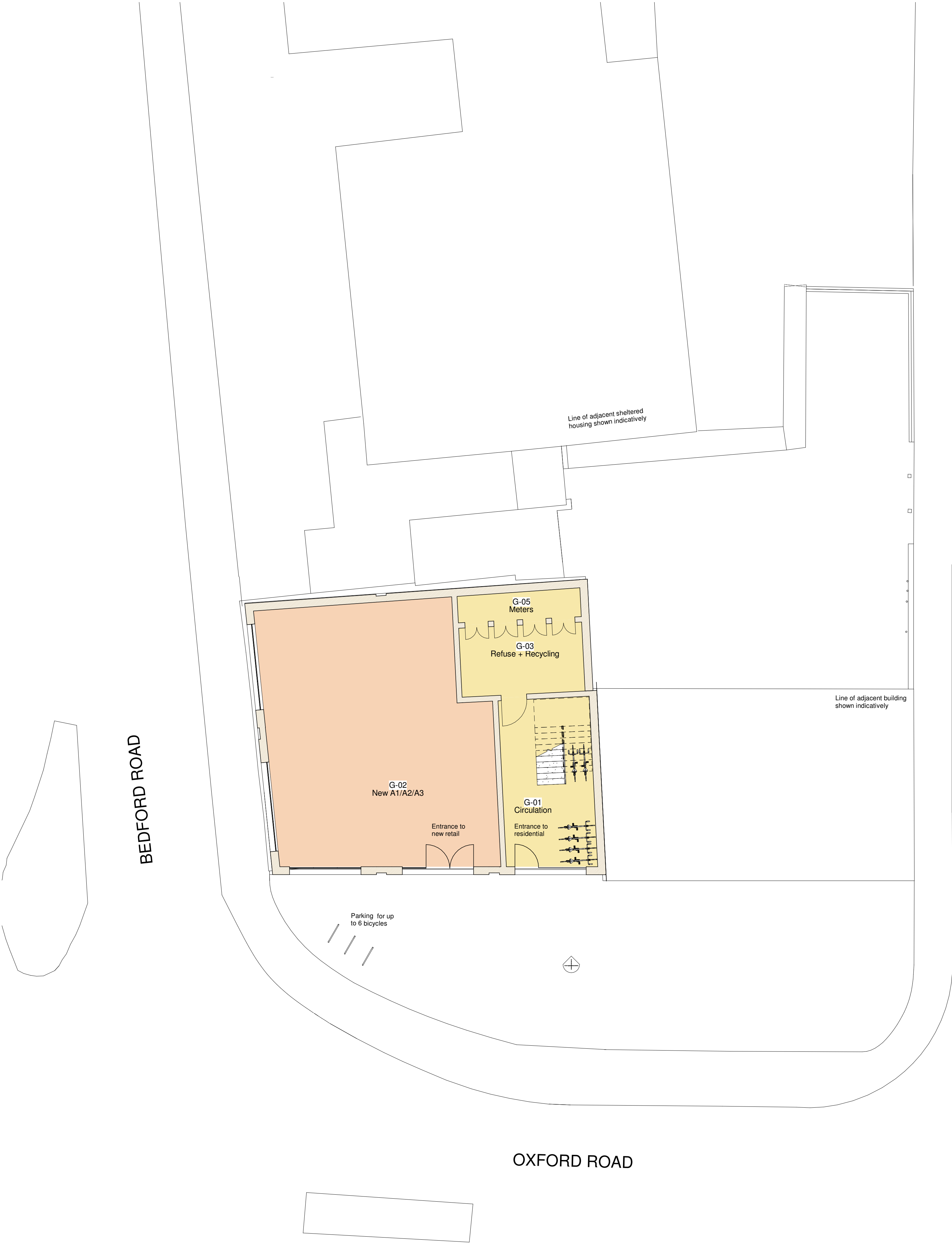


Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile

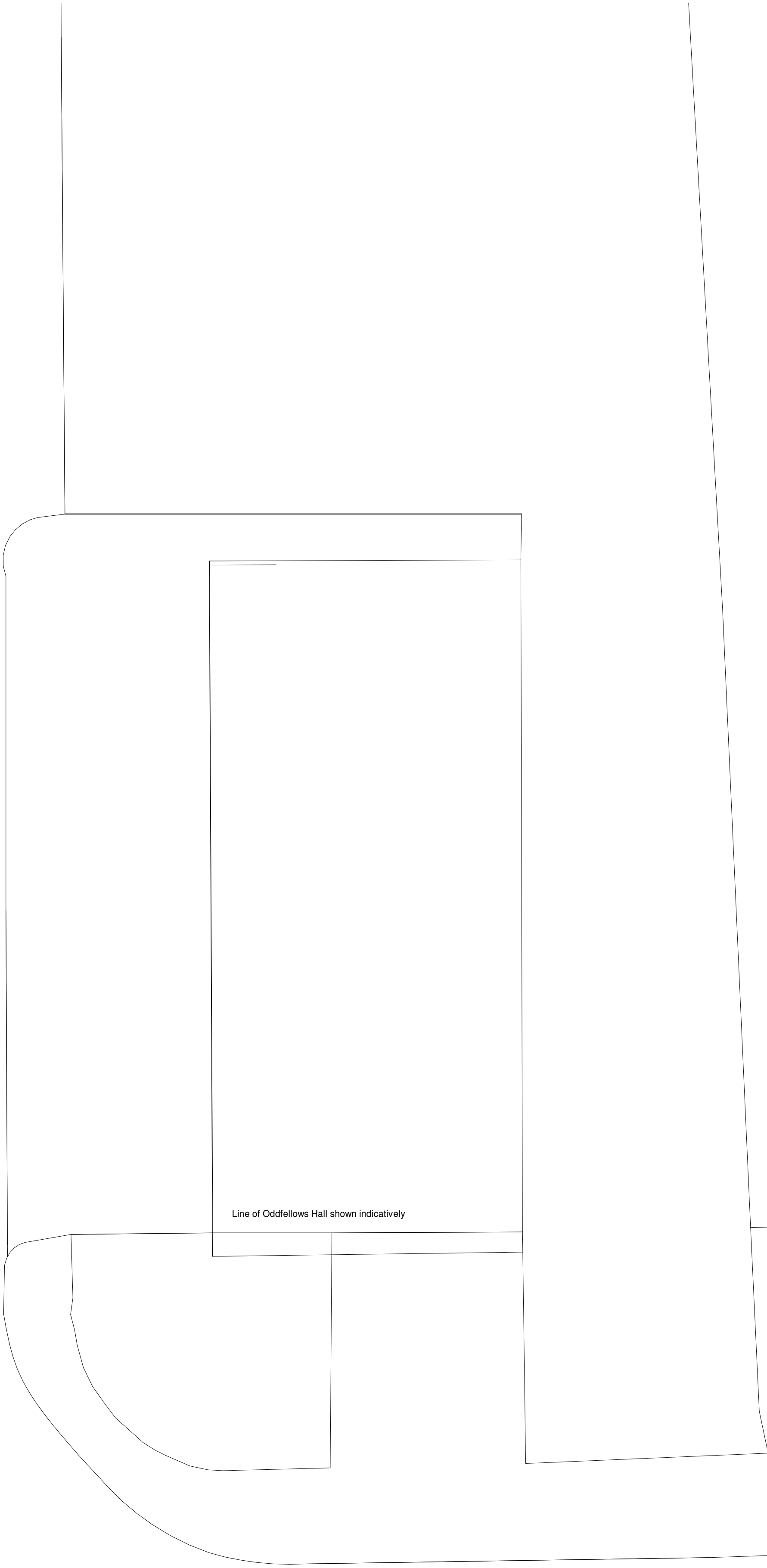


Appendix B

Site Plan



TRINITY PLACE

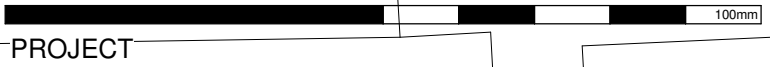


Rev	Description	Date
A	Sheets re-numbered for standalone scheme	15-08-17
B	Retail unit in accordance with approved scheme	26-09-17
C	New scheme	22-12-17
D	Preliminary issue of reduced scheme	27-04-18
E	Alterations	01-05-18
F	Alterations	02-05-18
G	Issued for approval	16-05-18
H	Issued for approval	24-05-18

Information is incorporated from a number of sources and the veracity of the drawing is restricted accordingly. Existing buildings and other context have been shown commensurate to planning purposes, the nature of the application and information / access available.



robin ashley architects
Hawk Works 105 Mary St
Sheffield S1 4RT
0114 258 7450
contact@raarchitects.co.uk
www.raarchitects.co.uk



PROJECT
A1/A2/A3 use and 6 apartments
No 2 Bedford Road, Reading

DRAWING
Ground floor plan

CLIENT
JR Properties

ISSUED FOR
Approval

DRAWN BY DJU	CHECKED BY DJU	DATE 04/28/16
PROJECT NUMBER 15-035	SCALE (@ A1) 1 : 100	
DRAWING NUMBER 321	REV H	

This drawing has been produced using Autodesk Revit so it is important to ensure that it has been reproduced to full size and scale by checking that the scale bar in the title block measures 100 mm overall.
Taking this into account, this drawing may be scaled only for the purposes of planning approval.
All dimensions are to be checked on site + any queries referred prior to carrying work out.
This drawing may be used only for the purposes for which it is issued.
© robin ashley architects LLP
registered in england + wales, number OC310 421



Appendix C

TRICS Outputs

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 day
	HK	HACKNEY	1 day
	SK	SOUTHWARK	1 day

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

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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:	DWELLS
Actual Range:	6 to 97 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	0 - 5

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/08 to 24/06/25

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:

Friday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	1 days
Suburban Area	1 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	2 days
Residential Zone	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days



Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Secondary Filtering Selection:

Use Class:

C3	3 surveys
----	-----------

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:

3741 - 7652

Population within 1 mile:

100,001 or More	1 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

500,001 or More	3 surveys
-----------------	-----------

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

Car ownership within 5 miles:

0.5 or Less	2 surveys
0.6 to 1.0	1 surveys

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.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Petrol filling station:

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

Travel Plan:

No	2 surveys
Yes	1 surveys

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:

6b - Excellent	1 surveys
No PTAL Present	2 surveys

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

COVID-19 Restrictions:

No



Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

1	CN-03-C-01	BLOCK OF FLATS	CAMDEN
OVAL ROAD REGENTS PARK Suburban Area Residential Zone Site area: 0.09000000357627869 hect Survey date: Friday 07/11/2008			
			Survey Type: Unknown
2	HK-03-C-02	BLOCK OF FLATS	HACKNEY
HOXTON SHOREDITCH Town Centre Built-Up Zone Site area: 0.05999999865889549 hect Survey date: Tuesday 11/11/2008			
			Survey Type: Unknown
3	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
LAMB WALK BERMONDSEY Edge of Town Centre Built-Up Zone Site area: 0.10000000149011612 hect Survey date: Thursday 23/04/2015			
			Survey Type: Unknown

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.020	0.020	0.040
08:00-09:00	3	17	0.060	0.040	0.100
09:00-10:00	3	17	0.020	0.040	0.060
10:00-11:00	3	17	0.020	0.040	0.060
11:00-12:00	3	17	0.040	0.040	0.080
12:00-13:00	3	17	0.040	0.040	0.080
13:00-14:00	3	17	0.020	0.020	0.040
14:00-15:00	3	17	0.020	0.040	0.060
15:00-16:00	3	17	0.000	0.000	0.000
16:00-17:00	3	17	0.080	0.060	0.140
17:00-18:00	3	17	0.020	0.000	0.020
18:00-19:00	3	17	0.040	0.020	0.060
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.380	0.360	0.740

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	07/11/2008 - 23/04/2015
Number of weekdays (Monday-Friday):	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.060	0.380	0.440
08:00-09:00	3	17	0.260	0.540	0.800
09:00-10:00	3	17	0.120	0.400	0.520
10:00-11:00	3	17	0.100	0.200	0.300
11:00-12:00	3	17	0.120	0.200	0.320
12:00-13:00	3	17	0.120	0.100	0.220
13:00-14:00	3	17	0.100	0.100	0.200
14:00-15:00	3	17	0.180	0.220	0.400
15:00-16:00	3	17	0.120	0.060	0.180
16:00-17:00	3	17	0.360	0.180	0.540
17:00-18:00	3	17	0.300	0.160	0.460
18:00-19:00	3	17	0.400	0.120	0.520
19:00-20:00	1	29	0.379	0.069	0.448
20:00-21:00	1	29	0.103	0.138	0.241
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.722	2.867	5.589

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	07/11/2008 - 23/04/2015
Number of weekdays (Monday-Friday):	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.000	0.020	0.020
08:00-09:00	3	17	0.000	0.020	0.020
09:00-10:00	3	17	0.000	0.000	0.000
10:00-11:00	3	17	0.000	0.000	0.000
11:00-12:00	3	17	0.000	0.000	0.000
12:00-13:00	3	17	0.000	0.000	0.000
13:00-14:00	3	17	0.000	0.000	0.000
14:00-15:00	3	17	0.000	0.000	0.000
15:00-16:00	3	17	0.000	0.000	0.000
16:00-17:00	3	17	0.000	0.000	0.000
17:00-18:00	3	17	0.020	0.000	0.020
18:00-19:00	3	17	0.000	0.000	0.000
19:00-20:00	1	29	0.034	0.000	0.034
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.040	0.094

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	23/04/2015 - 23/04/2015
Number of weekdays (Monday-Friday):	1
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.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.020	0.100	0.120
08:00-09:00	3	17	0.040	0.180	0.220
09:00-10:00	3	17	0.000	0.100	0.100
10:00-11:00	3	17	0.060	0.040	0.100
11:00-12:00	3	17	0.040	0.080	0.120
12:00-13:00	3	17	0.040	0.040	0.080
13:00-14:00	3	17	0.060	0.040	0.100
14:00-15:00	3	17	0.020	0.080	0.100
15:00-16:00	3	17	0.040	0.020	0.060
16:00-17:00	3	17	0.220	0.080	0.300
17:00-18:00	3	17	0.060	0.140	0.200
18:00-19:00	3	17	0.180	0.080	0.260
19:00-20:00	1	29	0.103	0.000	0.103
20:00-21:00	1	29	0.069	0.103	0.172
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.952	1.083	2.035

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date range:	07/11/2008 - 23/04/2015
Number of weekdays (Monday-Friday):	3
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.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.000	0.220	0.220
08:00-09:00	3	17	0.040	0.200	0.240
09:00-10:00	3	17	0.060	0.200	0.260
10:00-11:00	3	17	0.020	0.120	0.140
11:00-12:00	3	17	0.020	0.060	0.080
12:00-13:00	3	17	0.020	0.000	0.020
13:00-14:00	3	17	0.020	0.040	0.060
14:00-15:00	3	17	0.120	0.080	0.200
15:00-16:00	3	17	0.080	0.040	0.120
16:00-17:00	3	17	0.020	0.000	0.020
17:00-18:00	3	17	0.200	0.020	0.220
18:00-19:00	3	17	0.200	0.020	0.220
19:00-20:00	1	29	0.241	0.069	0.310
20:00-21:00	1	29	0.034	0.034	0.068
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.075	1.103	2.178

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	07/11/2008 - 23/04/2015
Number of weekdays (Monday-Friday):	3
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.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.000	0.100	0.100
08:00-09:00	3	17	0.000	0.060	0.060
09:00-10:00	3	17	0.020	0.020	0.040
10:00-11:00	3	17	0.000	0.040	0.040
11:00-12:00	3	17	0.020	0.040	0.060
12:00-13:00	3	17	0.020	0.000	0.020
13:00-14:00	3	17	0.000	0.020	0.020
14:00-15:00	3	17	0.000	0.000	0.000
15:00-16:00	3	17	0.060	0.020	0.080
16:00-17:00	3	17	0.000	0.000	0.000
17:00-18:00	3	17	0.060	0.000	0.060
18:00-19:00	3	17	0.040	0.000	0.040
19:00-20:00	1	29	0.103	0.069	0.172
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.323	0.369	0.692

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	07/11/2008 - 23/04/2015
Number of weekdays (Monday-Friday):	3
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.

Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.000	0.120	0.120
08:00-09:00	3	17	0.040	0.140	0.180
09:00-10:00	3	17	0.040	0.180	0.220
10:00-11:00	3	17	0.020	0.080	0.100
11:00-12:00	3	17	0.000	0.020	0.020
12:00-13:00	3	17	0.000	0.000	0.000
13:00-14:00	3	17	0.020	0.020	0.040
14:00-15:00	3	17	0.120	0.080	0.200
15:00-16:00	3	17	0.020	0.020	0.040
16:00-17:00	3	17	0.020	0.000	0.020
17:00-18:00	3	17	0.140	0.020	0.160
18:00-19:00	3	17	0.160	0.020	0.180
19:00-20:00	1	29	0.138	0.000	0.138
20:00-21:00	1	29	0.034	0.034	0.068
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.752	0.734	1.486

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: a2bd82b4-91c3-4820-b04d-af7956b62c47

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	07/11/2008 - 23/04/2015
Number of weekdays (Monday-Friday):	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.