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Transport Statement

Astec House, Reading

21 April 2026

Prepared for Bagri Foundation

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26041-MA-XX-XX-DR-C-7000-7004 SPA Large Car & Refuse

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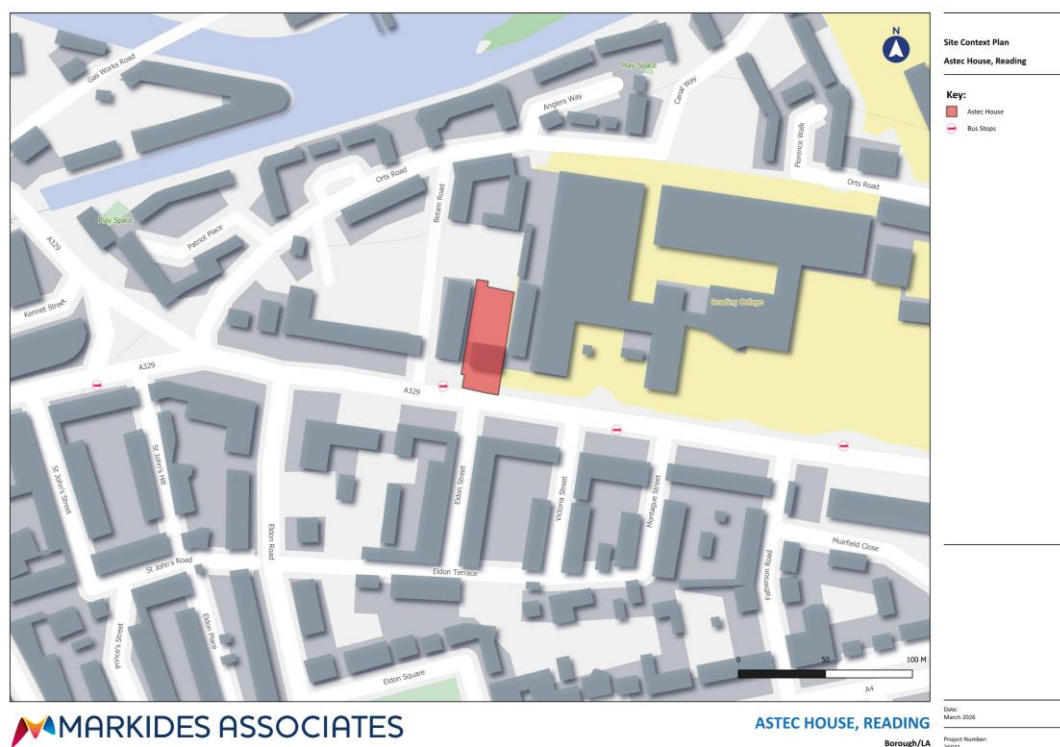
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1. Introduction

1.1 Preamble

- 1.1.1 This Transport Statement (TS) has been prepared on behalf of Bagri Foundation (the Applicant) and supports proposals to convert the Grade II listed Astec House at 187-198 Kings Road, Reading, from Class E flexible town centre commercial floorspace (offices) into approximately 29 student bedrooms, with associated cycle parking, essential on-site car parking and servicing arrangements.
- 1.1.2 The site sits on a principal bus corridor close to Reading Town Centre and Reading College, and less than 1.2km to Reading Station; located in an area with strong walking and cycling connectivity. It is situated within the planning and highway authority area of Reading Borough Council (RBC).
- 1.1.3 The existing rear car park currently accommodates 31 spaces with substandard dimensions and manoeuvring space. The proposals rationalise and reduce on-site parking to support a predominantly car-free student scheme consistent with RBC's policy approach for accessible locations. **Figure 1.1** shows the site in context to the local area.

Figure 1.1 Site Context Plan



1.2 Planning Policy Consideration

1.2.1 The relevant National, Regional, and Local Planning policy in respect of transport has been referred to in preparing this TS, including but not limited to the following:

- **The National Planning Policy Framework**
- **Reading Borough Local Plan (Adopted 2019)** — including TR1, TR4, TR5 (Car & Cycle Parking and EV Charging), which requires appropriate parking by accessibility and ≥10% active EV charging in communal car parks of ≥10 spaces.
- **Revised Parking Standards & Design SPD (2011)**
- **Reading Transport Strategy 2040**

1.2.2 In policy terms, a car-lite/student conversion in this highly accessible location is supported, with emphasis on high-quality cycle parking, proportionate on-site parking (if any), and robust servicing. A full summary of the relevant policy is provided in **Appendix A**.

1.3 Report Structure

1.3.1 This document is structured as follows:

- **Chapter 2 – Development Proposals** sets out access, parking, cycle parking and servicing arrangements.
- **Chapter 3 – Baseline Conditions** summarises the site, local network and accessibility.
- **Chapter 4 – Impact Assessment** considers trip generation, modal split and operational impacts.
- **Chapter 5 – Summary and Conclusions** draws together key findings.

2. Development Proposals

2.1 Preamble

- 2.1.1 This chapter describes the development proposals in highways, transport, and access terms, and how the design responds to policy, heritage and site constraints to deliver a safe, sustainable and manageable operation.

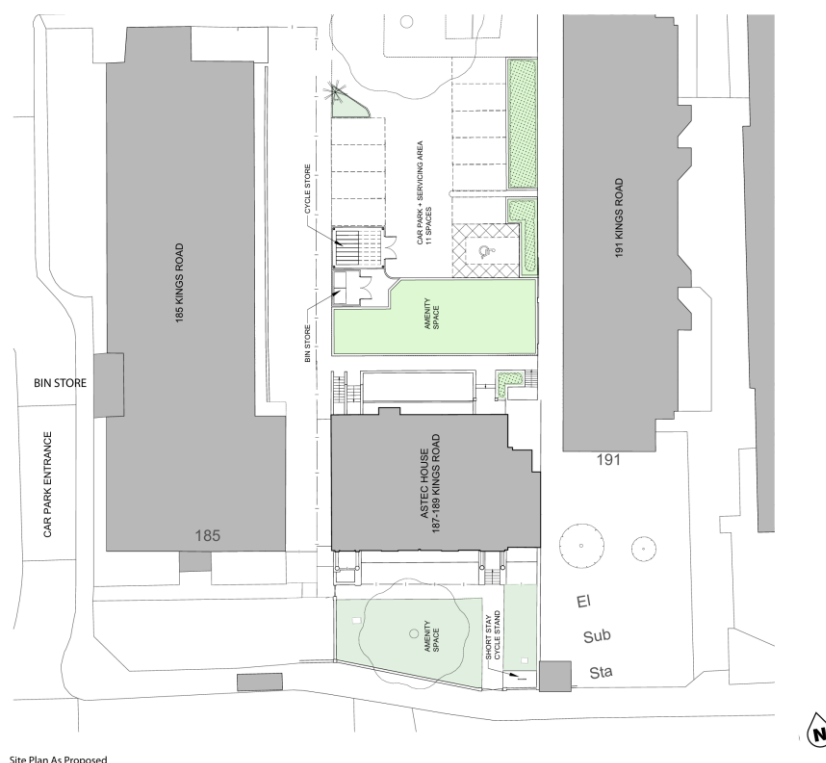
2.2 The Site

- 2.2.1 Astec House is a Grade II listed building within the Eldon Square Conservation Area, located on the north side of Kings Road. The building has been vacant since 2014 and last operated as Class E (office) floor space. To the rear is an at-grade car park (31 spaces) accessed via a shared private road; bays and manoeuvring areas are substandard.

2.3 Proposed Development and Access

- 2.3.1 The proposed development comprises the conversion of the existing listed building to provide 29 student rooms, together with associated ancillary accommodation, cycle parking, and a limited amount of on-site car parking. The scheme represents a fixed quantum associated with a full planning application, and the accommodation provision will not exceed this level. The proposed site layout is provided in **Appendix B** and **Figure 2.1** overleaf.
- 2.3.2 Pedestrian access to the building will continue to be taken from the existing entrances along Kings Road, supported by internal circulation routes that allow residents to move safely and conveniently through the building. These entrances already align well with local pedestrian desire lines and provide direct links to the surrounding footway network. Where possible, step-free access is maintained to ensure that the building remains inclusive and accessible, while also respecting the heritage constraints associated with the Grade II listed structure. This approach ensures that all residents, including those with mobility needs, can enter and move around the building without difficulty.
- 2.3.3 Vehicular access to the site will remain unchanged and will continue to be taken from the private shared access road at the rear of the building. This arrangement provides a controlled and contained way for vehicles to enter the rationalised on-site car park without affecting the Kings Road frontage. No vehicular access is proposed from Kings Road itself, and no alterations are required to the existing frontage. Retaining the rear access for cars, servicing and refuse collection ensures that the operation of the site remains safe and efficient, while preserving the pedestrian-friendly character of Kings Road.

Figure 2.1 Proposed Site Development



Source: Mountford Pigott

2.4 Parking Strategy

- 2.4.1 The development proposes 11 on-site car parking spaces, accessed from the rear of the building via the existing private access. This level of provision reflects the highly accessible location of the site, the characteristics of student accommodation, and the surrounding Controlled Parking Zones, whilst retaining sufficient capacity for essential users and operational needs. Electric vehicle charging will be included in accordance with policy, meaning at least one in ten of the available spaces will have a live charging point at the outset, with capacity to increase over time, or otherwise will comply with the Part S Building Regulations. Residents would not be entitled to apply for local on-street parking permits, secured by S106 legal agreement.
- 2.4.2 Swept path analysis of the new parking arrangement has been undertaken and is included as **Drawing 26041-MA-XX-XX-DR-C-7000-7004 SPA Large Car & Refuse** which demonstrates that all spaces operate without issue.

2.5 Cycle Parking

- 2.5.1 The development will provide 16 long-stay cycle parking spaces for residents as well as 2 short-stay visitor spaces, accommodated within a secure, covered cycle store located at ground-floor level and accessed from the rear of the building. The store will be equipped with CCTV, LED lighting, and controlled access, ensuring that cycles are stored safely and in line with RBC's minimum requirements for student accommodation.

- 2.5.2 The cycle parking will be provided through a combination of Sheffield stands and two-tier racks, providing a practical blend of easy-use spaces and higher-capacity provision. At least four spaces will be arranged as inclusive bays, designed with wider spacing to accommodate non-standard and adapted cycles, cargo cycles or users who need additional manoeuvring room. Aisle widths will comply with RBC standards to ensure comfortable access and ease of use.
- 2.5.3 Cycle parking provision will comprise 16 long-stay spaces for residents and 2 short-stay visitor spaces, provided in accordance with Reading Borough Council standards. The long-stay spaces will be located within a secure, covered store with controlled access, lighting and CCTV, while the short-stay spaces will be positioned in a visible and easily accessible location near the building entrance.

2.6 Servicing and Deliveries

- 2.6.1 Servicing and delivery activity will utilise the existing rear carriageway and circulation space, which has historically served the building during its former office use. Although the site will operate under a different use class, the scale of servicing associated with student accommodation is comparable or lower than the previous situation, with reduced day-to-day commercial movements. Deliveries, refuse collection and maintenance access will continue to be managed from the rear, avoiding Kings Road and ensuring pedestrian safety. Students will be required to load and unload from designated areas within the rear access rather than the public highway, supported by management controls and clear signage.
- 2.6.2 Day-to-day servicing will be managed to avoid conflict between vehicles and pedestrian movements. Refuse collection will be undertaken by a private contractor using vehicles appropriate to the available turning space, consistent with historic servicing patterns. This approach ensures that servicing activity does not result in vehicle queuing, obstruction of access routes, or highway safety issues.
- 2.6.3 Student arrivals and departures at the start/end of residency will be staggered through management protocols, and short-stay loading activity will occur within the rear service area rather than on Kings Road.

3. Baseline Conditions

3.1 Overview

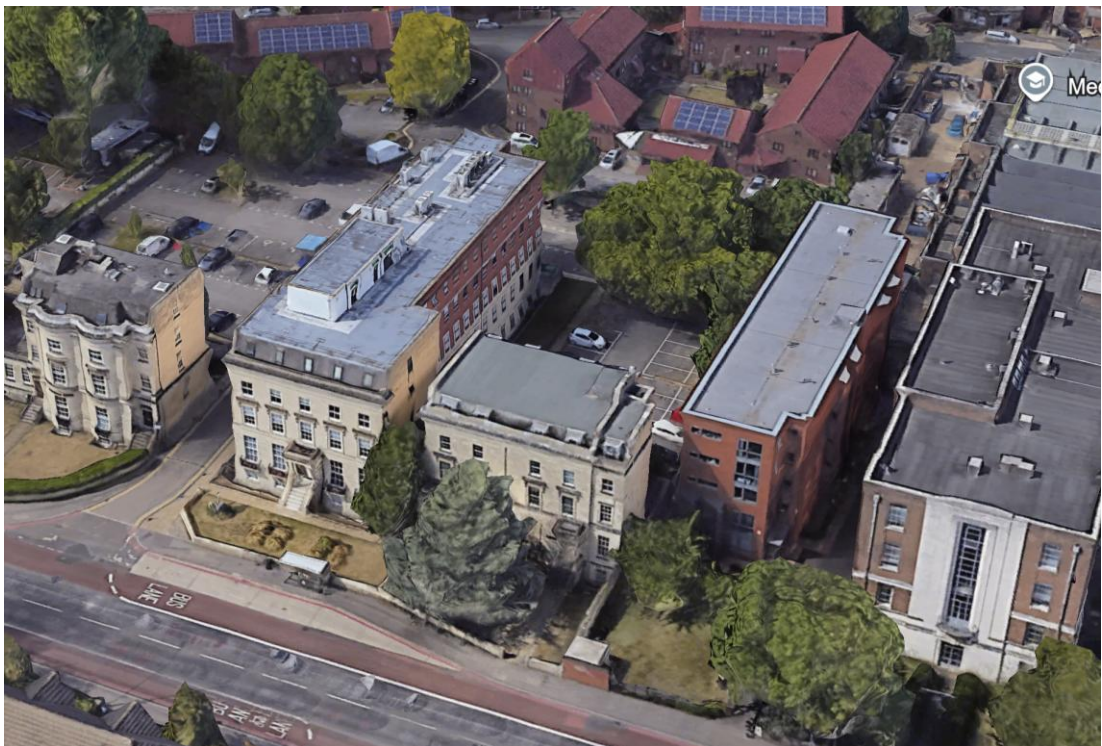
- 3.1.1 This chapter describes existing access, local walking and cycling networks, public transport and parking controls in proximity to the site.

3.2 Existing Use

- 3.2.1 Astec House has been vacant since around 2014 and therefore generates very little current activity. Prior to becoming vacant, the building operated as office accommodation, which falls under Use Class E (Commercial, Business and Service) following the 2020 amendments to the Town and Country Planning (Use Classes) Order. As a result, the lawful existing use of the site is Class E office floorspace, a flexible commercial use typical of town-centre and edge-of-centre locations. The rear car park, which historically served the office use, is now also largely unused. .

- 3.2.2 **Figure 3.1** shows the building in its current form.

Figure 3.1 Current Site Use

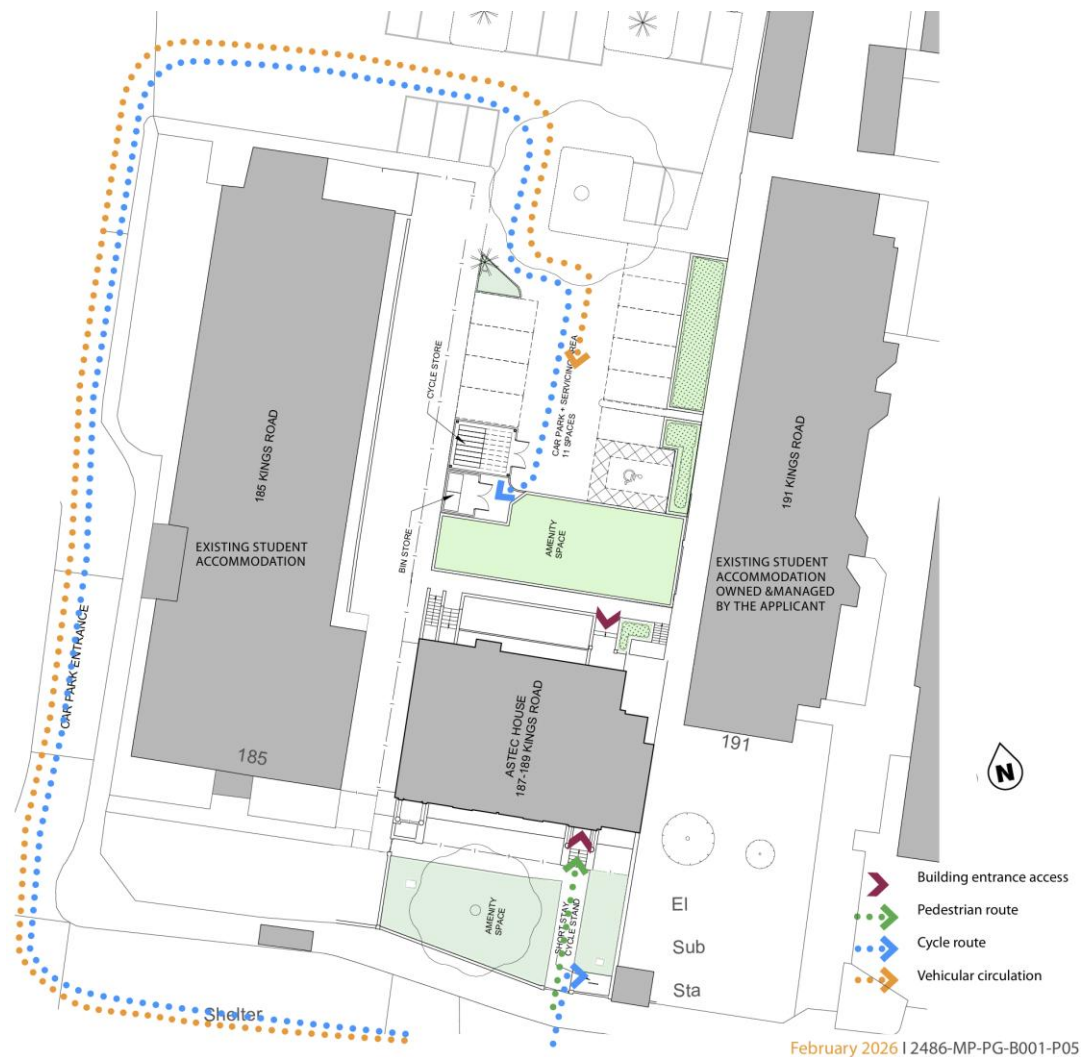


Source: <https://earth.google.com/web/>

3.3 Access

- 3.3.1 Pedestrians enter from Kings Road where footways and formal crossings are present. The rear access is currently used only for parking and occasional servicing. **Figure 3.2** illustrates the existing access the existing access arrangement.

Figure 3.2 Site Access

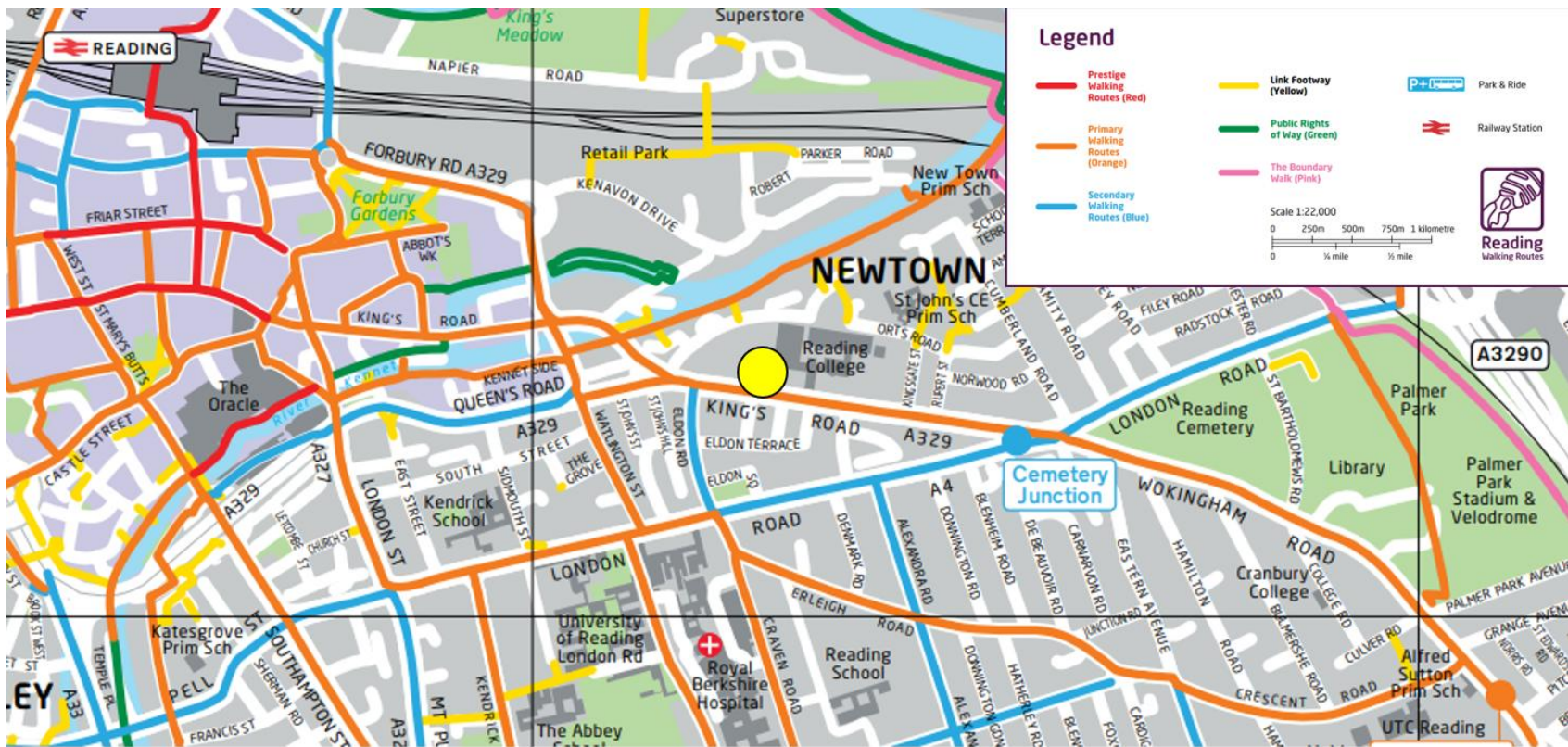


Source: Mountford Pigott

3.4 Walking & Cycling

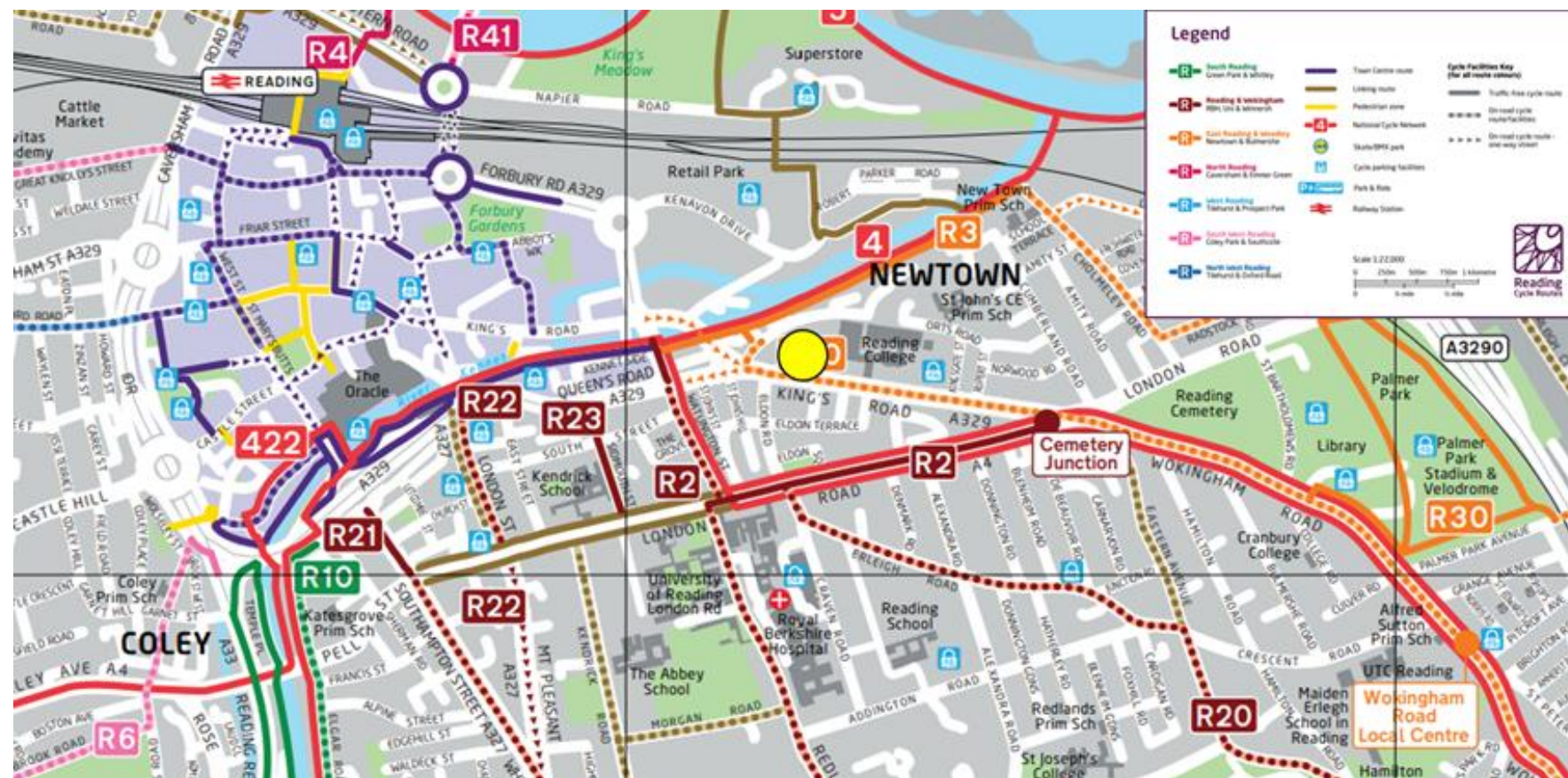
- 3.4.1 The site is well connected to Reading Town Centre's walking and cycling network. These are direct, well-lit footways and short, easy walking distances to shops, education and leisure facilities. Cycle routes into the Town Centre are easily reached from Kings Road.
- 3.4.2 **Figure 3.3** and **Figure 3.4** illustrate the wider walking and cycling context respectively, with the site marked as a yellow dot.

Figure 3.3 Walking Network to Site



Source: https://images.reading.gov.uk/2025/10/RBC-Walking-Map-to-downlad_2-2.pdf

Figure 3.4 Cycling Network to Site



Source: <https://images.reading.gov.uk/2023/03/RBC-Cycling-Map.pdf>

3.5 Public Transport

- 3.5.1 Kings Road is a major bus corridor, with stops directly outside the building. These stops offer frequent across Reading. Reading station is around 15-17 minutes on foot, offering fast and frequent rail services, including the Elizabeth Line. **Table 3.1** and **Table 3.2** summarise the bus and rail services.

Table 3.1 Local Bus Services

Route	Description	Peak Hour Frequency	Weekday Services	
			First	Last
Kings Road Bus Services				
4	Reading – Wokingham – Bracknell	Every 10-15 minutes	05:00	23:00
12	Reading – Twyford (via London Road)	Every 20-30 minutes	08:45	14:53
13/14	Circular services between Reading Station, Woodley and Bulmershe	Every 10 minutes	05:15	00:00
17	Wokingham Road – Central Reading – Tilehurst (purple 17)	Every 7-10 minutes	4:00	00:00
18	Tilehurst Triangle – Kenavon Drive	Every 20 minutes	06:25	20:08
850	High Wycombe – Marlow – Henley – Twyford – Reading	Hourly	06:05	22:50

Table 3.2 Local Rail Services

Operator	Main Destinations	Service Type	Weekday Train Times (From Reading)	
			First	Last
Great Western Railway	London Paddington, Oxford, Didcot Parkway, Bristol, Cardiff	Fast and frequent mainline services	00:05	23:50
Elizabeth Line (TfL Rail)	London Paddington, Bond Street, Farringdon, Canary Wharf, Abbey Wood	Direct stopping service into Central & East London	06:11	23:41
South Western Railway (SWR)	Basingstoke and southern destinations	Regular regional services	05:19	23:34
CrossCountry	Birmingham, Manchester, the Midlands, Bournemouth	Long-distance inter-regional services	06:15	22:51

3.6 Local Facilities

- 3.6.1 There are a wide range of day-to-day amenities within close walking cycling distance of the site including retail, and cafes, Reading College, the hospital and leisure venues. **Table 3.3** summarise the facilities local to the site, along with the walking and cycling distances, while **Figure 3.5** shows the local facilities and amenities on a map.

Table 3.3 Local Facilities Table

Facility	Location	Distance from site (Approx)	Travel Time (mins)	
			Walk	Cycle
Education Facilities				
Reading College	Kings Road Campus	150m	2	1
University of Reading (London Road Campus)	London Road	750m	9-10	3
University of Reading (Main/Whiteknights Campus)	Shinfield Road Entrance	2.2km	25-28	8-10
Retail				
Supermarket	London Road	450m	5	2
Bank	Reading Town Centre	1km	12-14	4-5
Community & Other Needs				
Post Office	Market Place	950m	12	4
GP (London Road Surgery)	London Road	600m	7	2-3
Pharmacy	London Road/Cemetery Junction	600-700m	7	2-3
Royal Berkshire Hospital	Craven Road	650m	8	3
Gym (Buzz Gym / PureGym)	Reading Town Centre	900m	10-12	4
Public Greenspace (Kensington Park)	Newtown	400m	5	1-2

Figure 3.5 Services and Amenities Local to Site



Source: Mountford Pigott

3.6.2 In terms of educational facilities, Reading College lies only 150 metres away on Kings Road, making it highly convenient for students. The University of Reading's London Road Campus is also within a comfortable 10-minute walk, with the main Whiteknights Campus accessible by a short cycle ride.

3.6.3 Reading Town Centre, including banking facilities and wider retail provision, is around a 12- to 14-minute walk. Local parks and green spaces are also easily accessed, supporting healthy, active travel choices for residents.

3.7 DfT Connectivity Tool

3.7.1 In addition to the above, the DfT Connectivity Tool has been used to analyse the site. This identifies a score of 88 (very high connectivity) across all modes, with the lowest modal score being 83 for cycling (still considered 'very high').

3.7.2 For land uses, the site falls within the highest band compared to National Averages, with scores of over 90 for access to education, leisure, health and shopping facilities. Scores for residential and workplace access are 78-79, which while not in the top band are still considered 'High', and which when examined by mode are 'Very High' (80+) for access by bus.

3.8 Car Parking Provision and Management Proposed

3.8.1 Car parking at the development will be managed to ensure that spaces are used appropriately and that the limited on-site supply supports only essential needs. Students will not be eligible for local on-street parking permits and therefore cannot rely on surrounding streets for parking. Any student wishing to keep a car on site will be required to register through a formal site parking permit system, which will be administered by the building management team.

3.8.2 Within the rationalised car park, priority will be given to essential and policy-compliant users only. A disabled parking bay will be reserved for Blue Badge holders, and the design allows for the conversion of additional spaces should more accessible provision be required in the future. In accordance with RBC's Policy TR5 on electric vehicle charging, the development will provide EV-ready parking, including a number of active charging bays with the remaining provision safeguarded for future activation.

3.8.3 Clear signage will be installed to prevent unauthorised parking and to ensure that adjacent parking areas are not misused by students or non-residents. Where necessary, private enforcement will be used to ensure compliance, and the car park will be monitored by site CCTV.

3.8.4 A small number of spaces (typically 1–2 bays) will be retained for site management and maintenance vehicles, enabling contractors, cleaning staff, pest control and other essential servicing to attend the building without impacting residents or causing overspill onto the public highway.

- 3.8.5 All streets surrounding the site are subject to Controlled Parking Zone (CPZ) restrictions, comprising permit-holder bays, time-limited parking and extensive sections of double-yellow line controls. Parking enforcement is undertaken by Reading Borough Council, with Penalty Charge Notices issued to unauthorised vehicles. The development will not be eligible for resident parking permits on surrounding streets, which can be secured through a planning condition removing the site address from the list of permit-eligible properties. As a result, residents will not be able to rely on on-street parking, reinforcing the reliance on sustainable modes and the limited nature of on-site provision.

4. Impact Assessment

4.1 Overview

4.1.1 This Chapter considers the likely effects of the development on local transport networks.

4.2 Existing Situation

4.2.1 As the building has been vacant for many years, current trip generation is very low, with only occasional visits by maintenance staff. On that basis, the existing use has not been assessed, although it is noted it holds a legal land use of Class E Offices and could be reoccupied as such without need for planning consent. Similarly, as Class E, it could be occupied by other town centre uses without need for planning approval.

4.3 Trip Generation - Proposed Residential Use

4.3.1 To assess the proposed residential use, the TRICS database has been used to identify proxy sites for student accommodations in town centres or at the edge of town, removing London sites and making it appropriate for the Kings Road area.

4.3.2 The derived trip rates for total person, total vehicle, and servicing are summarised below in **Table 4.1**, while the full TRICS output is included as **Appendix C**.

Table 4.1 Trip Rates and Calculated Trip Generation

Total Vehicle Trips	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Servicing	0.001	0.001	0.002	0.000	0.000	0.000	0.004	0.004	0.008
Total Vehicle Trips	0.024	0.022	0.046	0.028	0.024	0.052	0.292	0.304	0.596
Total Person	0.129	0.152	0.281	0.217	0.115	0.332	1.812	1.883	3.695
Total Vehicle Trips	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Servicing	0	0	0	0	0	0	1	1	2
Total Vehicle Trips	1	1	1	1	1	2	9	9	18
Total Person	4	5	8	7	3	10	54	56	111

4.3.3 As shown in **Table 4.1**, the development is expected to generate a low level of trips vehicle throughout the day, reflecting its use as student accommodation and the limited

operational demand associated with servicing. The anticipated daily vehicle movements equate to around 20 two-way trips, with negligible numbers during the AM and PM peak hours, meaning the development will have no material impact on the surrounding highway network.

- 4.3.4 To assign trips by mode, the local Census-based mode share has been adjusted to reflect the very limited servicing demand associated with the site. **Table 4.2** presents the adjusted mode split, incorporating a dedicated servicing allowance of 1% and redistributing the remaining proportions across the standard travel modes.
- 4.3.5 Walking remains the most common mode at 29%, followed by bus at 13% and rail at 11%, consistent with the site's strong accessibility to public transport and local services. Cycling accounts for 6%, while taxi, powered two-wheelers and "other" modes each remain at around 1%. The resulting adjusted mode split provides a proportionate and robust basis for subsequent multi-modal assessment, and it should also be noted that this is an increased assumption compared to the TRICS output.

Table 4.2 Adjusted Mode Split

Method of travel to work	All categories: Usual residence	%	Adjusted to Include Servicing
LUL	21	0%	0%
Rail	588	11%	11%
Bus	712	13%	13%
Taxi	31	1%	1%
P2W	29	1%	1%
Car	1,900	35%	35%
Car share	179	3%	3%
Bicycle	357	7%	6%
On foot	1,591	29%	29%
Other	52	1%	1%
Servicing	NA	NA	1%
Total	5,460	100%	100%

- 4.3.6 The adjusted mode split in **Table 4.2** has been applied to the total person trips in **Table 4.1** and the results are given in **Table 4.3**.

Table 4.3 Multi-modal Residential Trip Generation

Mode	Adjusted Modal Split	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)			Daily Flows		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	0%	0	0	0	0	0	0	0	0	0
Train	11%	0	0	1	1	0	1	6	6	12
Bus	13%	0	1	1	1	0	1	7	7	14
Taxi	1%	0	0	0	0	0	0	0	0	1
Motorcycle	1%	0	0	0	0	0	0	0	0	1
Car	35%	1	2	3	2	1	3	19	20	39
Passenger	3%	0	0	0	0	0	0	2	2	4
Bicycle	6%	0	0	1	0	0	1	4	4	7
On foot	29%	1	1	2	2	1	3	16	16	32
Other	1%	0	0	0	0	0	0	1	1	1
Servicing	1%	0	0	0	0	0	0	1	1	2
Total Person	100%	4	5	8	7	3	10	54	56	111
Total Vehicle	38%	1	2	3	2	1	4	20	21	41
Total Sustainable	59%	2	3	5	4	2	6	31	32	63

- 4.3.7 The multi-modal assessment indicates that the proposed development is expected to generate approximately 111 person trips per day across all modes. Peak-hour activity remains very low, with around 8 trips in the AM peak and 10 in the PM peak. Within this, only around 3 car trips are expected in the AM peak, reflecting the limited on-site parking provision and the generally sustainable travel behaviour expected from student residents.
- 4.3.8 The resulting distribution of trips reflects the adjusted mode split, with car (including car-share) forming the largest single mode, followed by walking, bus, and rail. The total sustainable mode split remains the majority mode at 59%.
- 4.3.9 This level of car activity is significantly lower than the previous office use, which accommodated around 31 vehicles on-site and therefore generated a much higher level of car demand. Servicing activity remains minimal, contributing only 2 movements per day.
- 4.3.10 Of the 11 on-site parking spaces, a proportion will be retained for essential purposes, including a designated disabled bay and limited operational use associated with building management and servicing. The remaining spaces will be available only through a managed permit system and will not be allocated to individual rooms. This approach ensures that parking demand remains controlled and that the development does not encourage private car reliance inconsistent with the site's accessibility.
- 4.3.11 The site benefits from a level of connectivity that materially reduces reliance on the private car. Census journey-to-work data for the surrounding area demonstrates that approximately 59% of trips are already made by sustainable modes, despite higher levels of residential

parking availability than proposed at this site. In transport planning terms, students are also a demographic group that typically exhibits lower levels of car ownership and higher use of public transport, walking and cycling compared to the general population. This is reinforced by the site's immediate proximity to education facilities, frequent bus services on Kings Road, and direct rail connections from Reading Station to regional destinations. These factors collectively provide a strong evidential basis for the anticipated mode split.

- 4.3.12 Nevertheless, the accommodation is not expected to be linked to any specific educational facility, and depending on the course some students may be reliant on some car travel – for example, travelling out to placements outside of reading. The 11 car spaces retained therefore allows for this flexibility as well as the operational need described above.
- 4.3.13 Overall, the final trip-generation profile confirms that the proposed development represents a substantial reduction in car activity compared with the former use and will operate with a negligible transport impact on the surrounding network.

4.4 Servicing Accumulation

- 4.4.1 It is not possible to derive the servicing mode trip rates by hour across the day; however, the TRICS lower total vehicle trip rate has been extracted, and used to provide a 'worst case' assumption of the servicing movements. The results are given in **Table 4.4**.
- 4.4.2 Note that as the generated trips are all very low (<5 in any given hour) that due to the effect of rounding, some hours do not total neatly. These rates are also based on surveys between 06:00 and 00:00 and therefore do not capture movements between 00:00 and 05:00.
- 4.4.3 These two variables result in the accumulation entering negative numbers; this is not the reality, but is indicative that even if 2 vehicles are assumed to be on site prior to 06:00 to balance the calculation, the overarching accumulation would therefore be zero.

Table 4.4 Total Vehicle Accumulation

Trip Rates	Trip Rates			Trip Generation			
	In	Out	Total	In	Out	Total	Accumulation
06:00-07:00	0.00	0.00	0.00	0	0	0	
07:00-08:00	0.01	0.01	0.03	0	0	1	0
08:00-09:00	0.02	0.02	0.04	1	1	1	0
09:00-10:00	0.01	0.02	0.03	0	1	1	-1
10:00-11:00	0.02	0.02	0.05	1	1	1	-1
11:00-12:00	0.02	0.03	0.06	1	1	2	-1
12:00-13:00	0.02	0.02	0.05	1	1	1	-1
13:00-14:00	0.03	0.02	0.05	1	1	1	-1
14:00-15:00	0.02	0.03	0.05	1	1	1	-1
15:00-16:00	0.03	0.02	0.05	1	1	2	-1
16:00-17:00	0.03	0.02	0.05	1	1	1	-1
17:00-18:00	0.02	0.02	0.04	0	1	1	-2
18:00-19:00	0.02	0.02	0.04	1	1	1	-2
19:00-20:00	0.01	0.01	0.02	0	0	1	-2
20:00-21:00	0.02	0.01	0.03	0	0	1	-2
21:00-22:00	0.01	0.01	0.02	0	0	1	-2
22:00-23:00				0	0	0	-2
23:00-00:00				0	0	0	-2
Daily Trip Rates:	0.29	0.30	0.60	8	9	17	

-
- 4.4.4 As shown, it is unlikely that any service or delivery vehicle would seek to access at the same time as any other vehicle. Even if all flows are fully rounded, this equates to a maximum of 1 vehicle per hour.
- 4.4.5 With average postal delivery times of <3 minutes and most large delivery times averaging around 6-10 minutes as a maximum, it is not expected that this would result in any noticeable impact on users of the site.

5. Summary and Conclusions

5.1 Summary

5.1.1 This Transport Statement (TS) has been prepared on behalf of Bagri Foundation (the Applicant) and supports proposals to convert the Grade II listed Astec House at 187-198 Kings Road, Reading, from Class E flexible town centre commercial floorspace (offices) into 29 student bedrooms, with associated cycle parking, essential on-site car parking and servicing arrangements.

5.1.2 The redevelopment will bring a long-vacant building back into productive use. The location is ideal for student accommodation because it benefits from:

- Short walking distances to local services and the Town Centre
- Frequent bus services along Kings Road
- Good cycle route connections
- Close proximity to Reading Station

5.1.3 The proposals include:

- A reduced, more efficient car park with disabled provision
- A strong emphasis on cycling, with high-quality secure cycle storage containing 16 long stay cycle parking + 2 x short stay spaces
- Servicing and Delivery arrangements that reflect the existing situation without change, and which ensure that such activity is away from Kings Road and the bus corridor

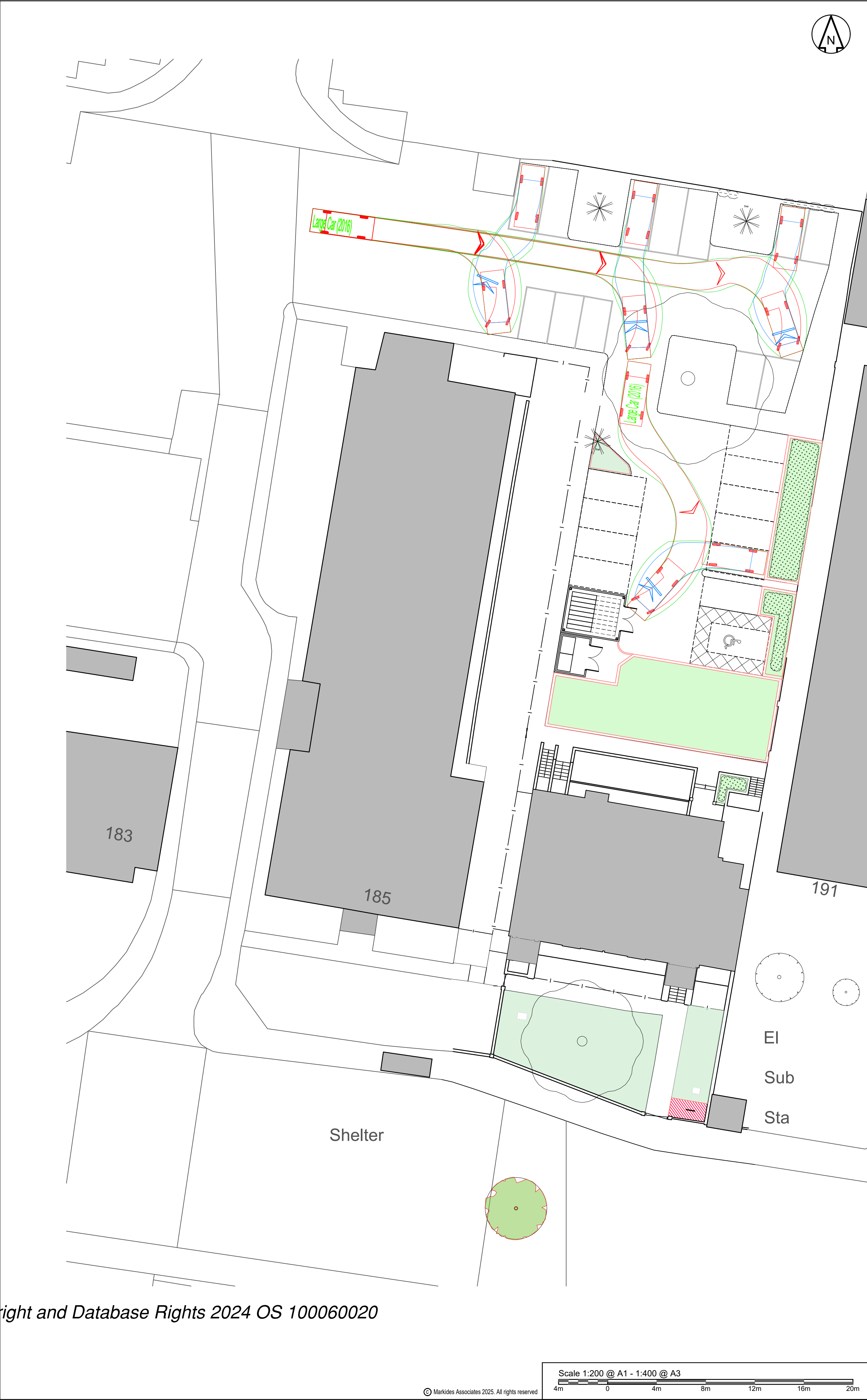
5.1.4 Trip levels will be low, and almost all movements will be on foot, by bike or by public transport.

5.2 Conclusions

5.2.1 The development is well suited to its surroundings and has been demonstrated to meet policy objectives. There are no transport-related reasons why planning permission should not be granted. The proposals support sustainable travel, improve the quality of the existing car park, and safely accommodate all servicing activities.

DRAWINGS

26041-MA-XX-XX-DR-C-7000-7004 SPA Large Car & Refuse



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NOTES

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KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Large Car (2016)

Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to lock time	4.05s
Kerb to Kerb Turning Radius	6.150m

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	PP	SC	SC	27.03.26

PRELIMINARY

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MARKIDES ASSOCIATES

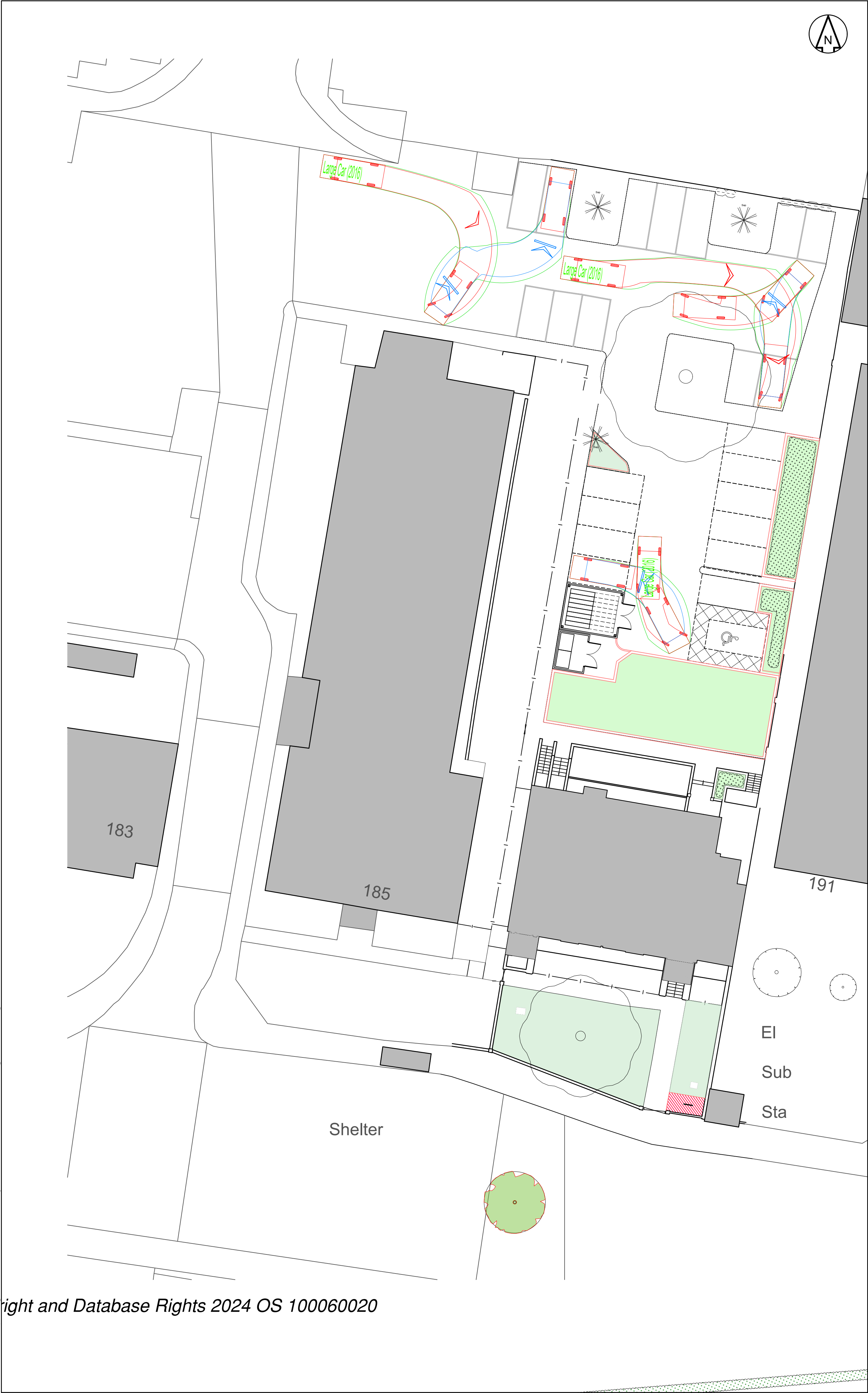
TRANSPORT PLANNING AND ENGINEERING

Project: **ASTEC HOUSIE READING**

Drawing Title: **SWEPT PATH ANALYSIS LARGE CAR**

Markides Associates reference: 26041 1:200 @ A1

26041-MA-XX-XX-DR-C-7000 - P01



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5.116

1.896

1.526

0.311

1.834

4.05

6.150

Large Car (2016)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.116m

1.896m

1.526m

0.311m

1.834m

4.05s

6.150m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	PP	SC	SC	27.03.26

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	PP	SC	SC	27.03.26

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Project

ASTEC HOUSIE READING

Drawing Title

SWEPT PATH ANALYSIS LARGE CAR

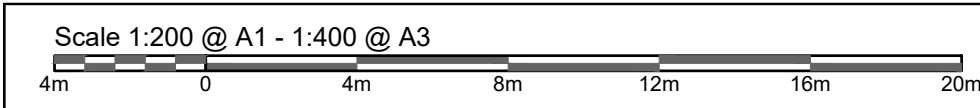
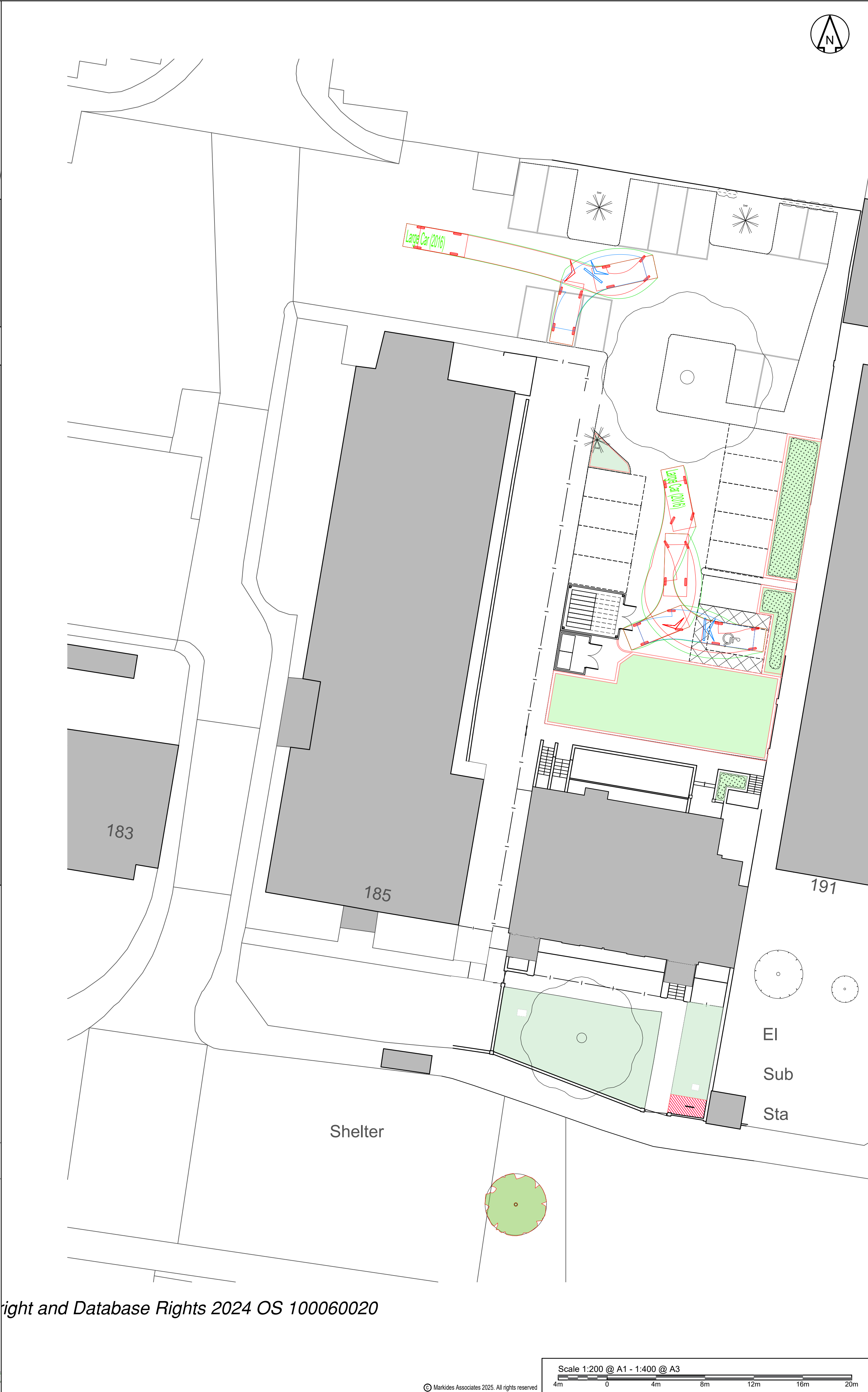
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26041-MA-XX-XX-DR-C-7001 - P01

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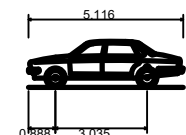
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Large Car (2016)	5.116m
Overall Length	1.896m
Overall Width	1.526m
Overall Body Height	0.311m
Min Body Ground Clearance	1.834m
Track Width	4.05s
Lock to lock time	6.150m
Kerb to Kerb Turning Radius	

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	PP	SC	SC	27.03.26

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	PP	SC	SC	27.03.26

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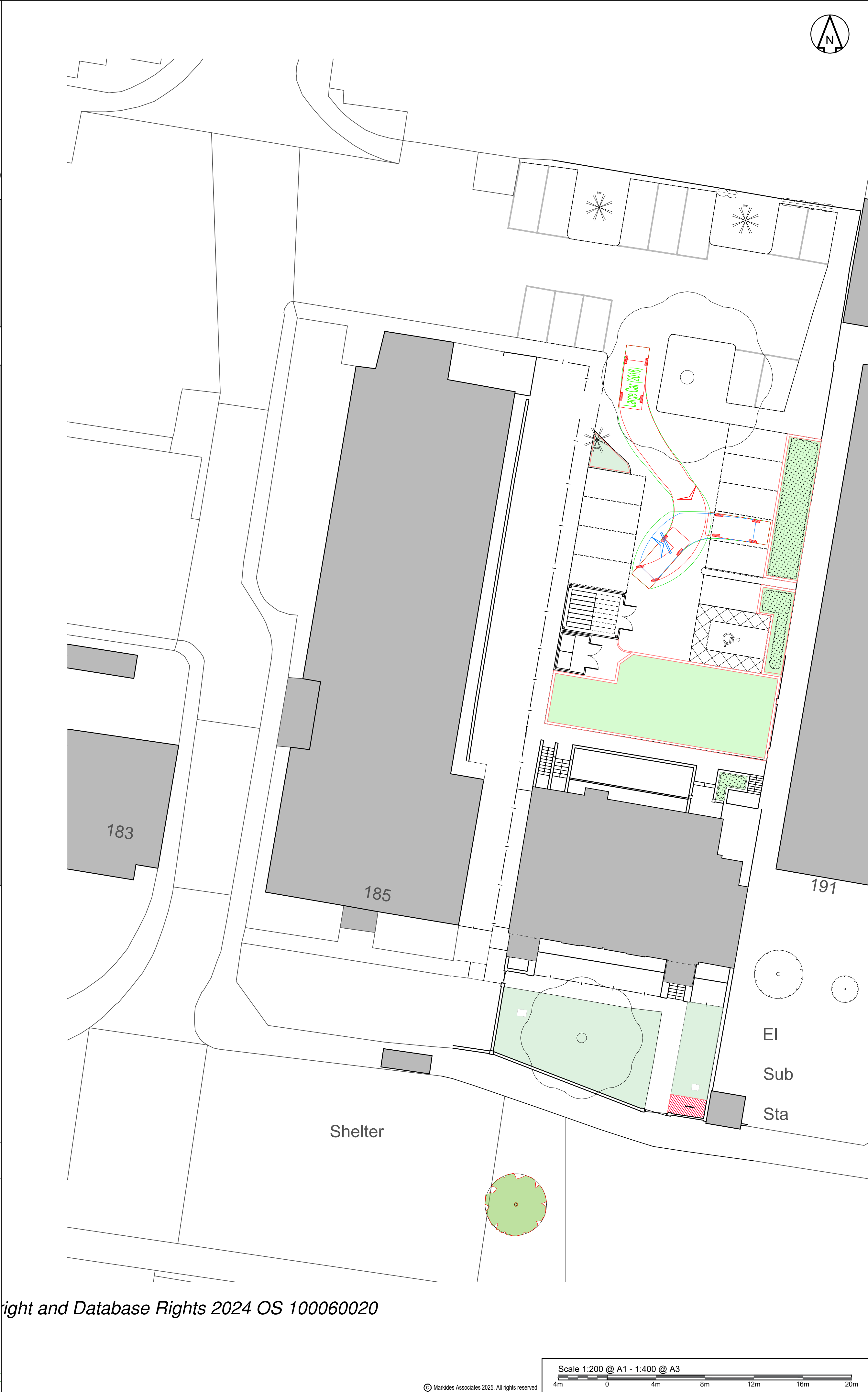
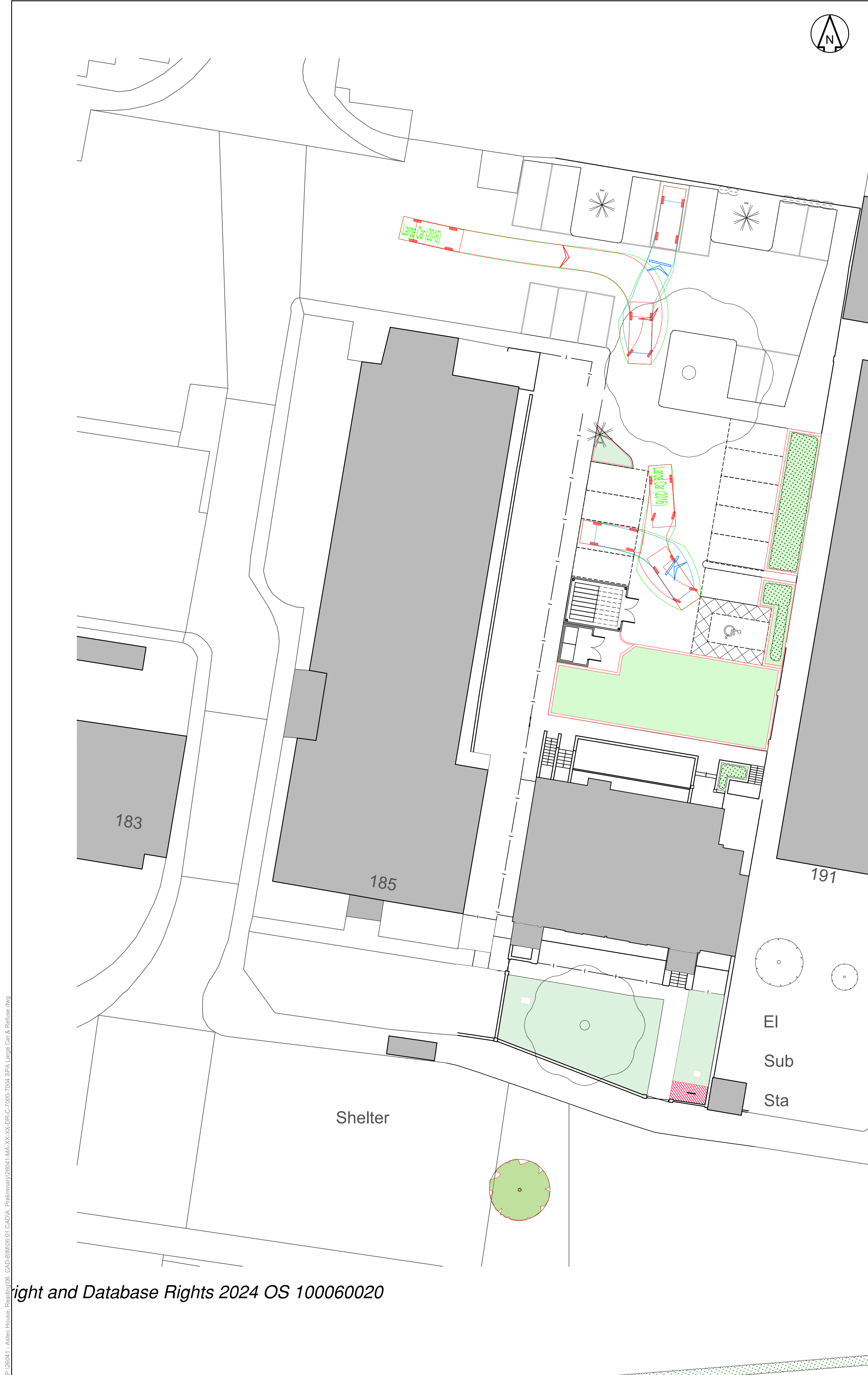
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Project
ASTEC HOUSIE
READING

Drawing Title
SWEPT PATH ANALYSIS
LARGE CAR

Markides Associates reference: 26041 1:200 @ A1

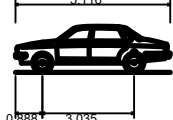
26041-MA-XX-XX-DR-C-7002 - P01



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Large Car (2016)
Overall Length 5.116m
Overall Width 1.896m
Overall Body Height 1.526m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.05s
Kerb to Kerb Turning Radius 6.150m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	PP	SC	SC	27.03.26	
Rev	Comment	By	Chkd	Appr	Date	

Current Revision						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	PP	SC	SC	27.03.26	
Rev	Comment	By	Chkd	Appr	Date	

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Project
ASTEC HOUSIE READING

Drawing Title
**SWEPT PATH ANALYSIS
LARGE CAR**

Markides Associates reference: 26041

1:200 @ A1

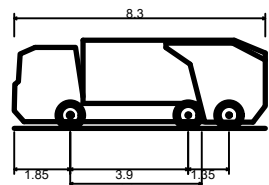
26041-MA-XX-XX-DR-C-7003 - P01



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Brent Refuse Vehicle	8.300m
Overall Length	2.490m
Overall Width	2.520m
Overall Body Height	0.210m
Min Body Ground Clearance	2.490m
Track Width	4.05s
Lock to lock time	8.050m
Wall to Wall Turning Radius	

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR
- DRAG DISTANCE 36m

Revision History

Rev	Comment	By	Chkd	Appr	Date

P01	FOR INFORMATION	PP	SC	SC	27.03.26
Rev	Comment	By	Chkd	Appr	Date

P01	FOR INFORMATION	PP	SC	SC	27.03.26
Rev	Comment	By	Chkd	Appr	Date

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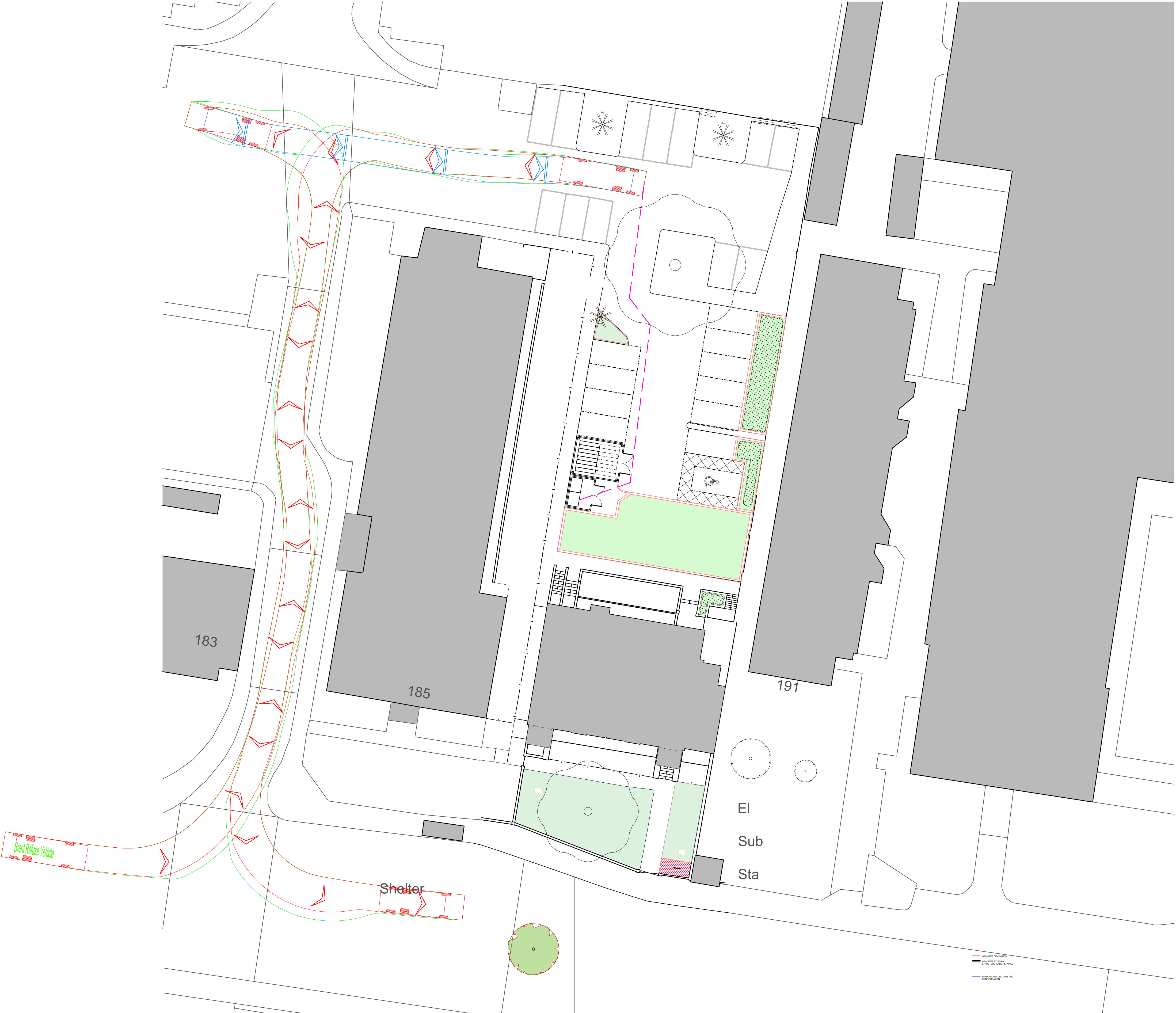
Project
ASTEC HOUSIE
READING

Drawing Title
SWEPT PATH ANALYSIS
8.3M REFUSE VEHICLE

Markides Associates reference: 26041 1:200 @ A1
26041-MA-XX-XX-DR-C-7004 - P01

Scale 1:200 @ A1 - 1:400 @ A3
4m 0 4m 8m 12m 16m 20m

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APPENDICES

Appendix A – Planning Policy Review

Appendix B – Proposed Site Layout

Appendix C – TRICS Output – Student Accommodation

APPENDIX A – PLANNING POLICY REVIEW

A1 National Planning Policy Framework (NPPF) (2025)

The NPPF was revised in February 2025. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

With regards to transport, the NPPF Paragraph 115 states that:

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 Code (Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007); 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

Paragraph 115 continues: “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.

Paragraph 117 continues 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

Paragraph 118 states that: “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.

A2 National Planning Practice Guidance (NPPG)- Travel Plans, Transport Assessments and Statements (2014)

This document sets out the overarching principles on Travel Plans, Transport Assessments and Statements and supplements Paragraph 111 of the NPPF as previously published (Now updated to Paragraph 114).

It defines the thresholds for need for Transport Assessment and the difference between Transport Assessment Reports and Transport Statements, and when the use of one or other is appropriate.

The NPPG sets out that Transport Assessment Reports should include the following non-exhaustive list of information, as appropriate to the site context and proposals:

- Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);
- Data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);

- Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

It concludes that “In general, assessments should be based on normal traffic flow and usage conditions”.

A2 Reading Borough Local Plan (Adopted 2019) – Key Policies

- **TR1 Achieving the Transport Strategy** – requires measures that promote walking, cycling, public transport and Travel Plans for major development.
- **TR3 Access, Traffic & Highway-Related Matters** – development must not materially harm network operation or safety.
- **TR4 Cycle Routes and Facilities** – safeguard and improve cycle access, routes and facilities.
- **TR5 Car & Cycle Parking and EV Charging** – require appropriate car/cycle parking by accessibility and EV charging: in communal car parks ≥ 10 spaces, 10% active charging points are required.

A3 RBC Revised Parking Standards & Design SPD (2011)

Under the RBC Revised Parking Standards and Design SPD (2011), car-parking provision is controlled through a zonal system which sets maximum parking standards based on accessibility, proximity to the town centre, and availability of sustainable transport choices. Astec House is located on Kings Road, immediately adjacent to Reading College and within a short walking distance of Reading Station and the town centre. This area falls within the Central Area / Primary Core of the zonal scheme, where maximum parking levels are intentionally set at their lowest to encourage sustainable travel. The SPD states that car parking in these zones should be significantly restricted, reflecting the high accessibility of the location. Given this context, the proposed provision of 11 on-site parking spaces—including disabled bays and EV charging—sits well below the maximum permissible level for development of this scale in the Central/Primary Core zone, thereby fully complying with RBC’s parking standards and the strategic aims of the SPD.

Reading Transport Strategy 2040

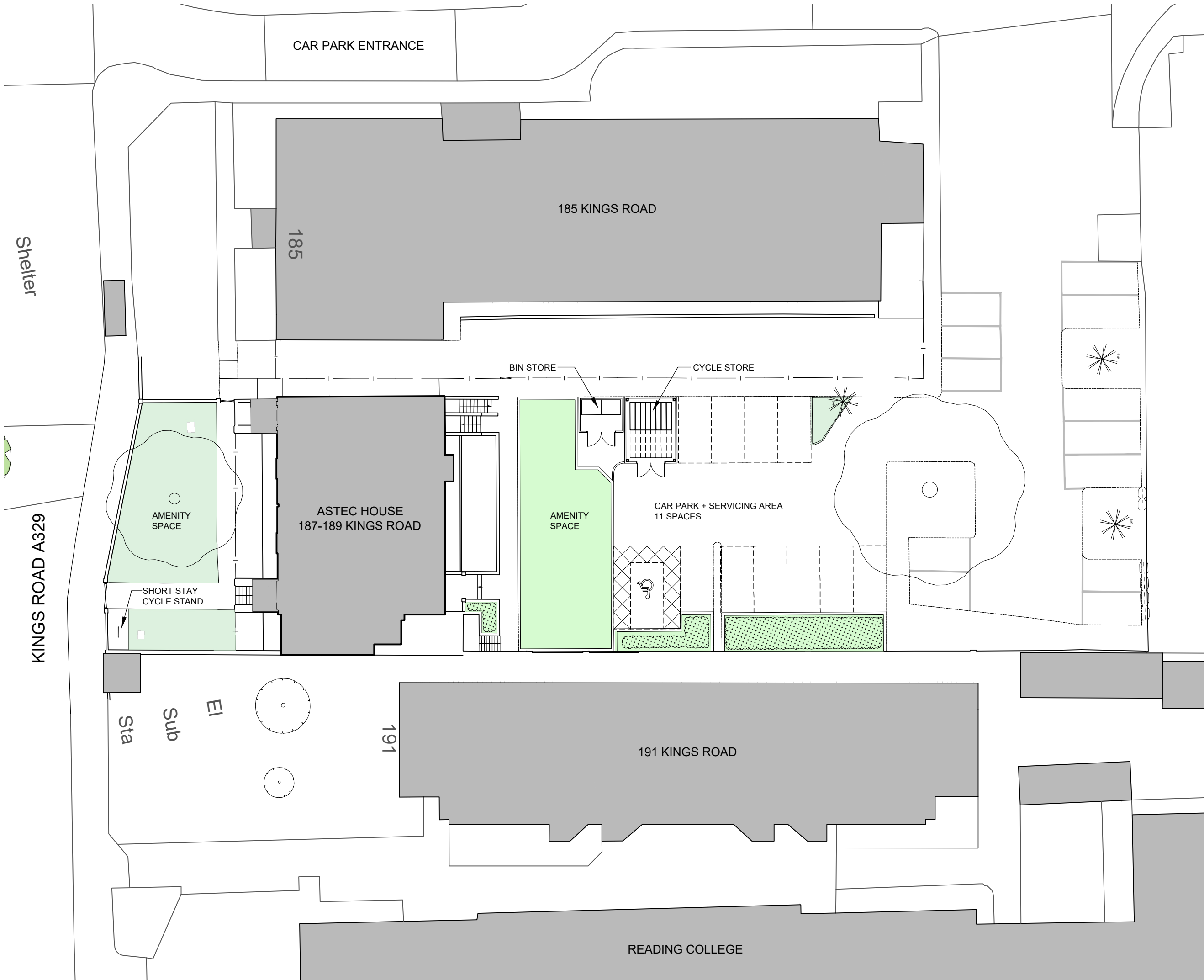
- A4** The Reading Transport Strategy 2040 identifies the lack of secure cycle parking as a key barrier to increasing cycling uptake, stating that “a barrier to people cycling can be the lack

of secure cycle parking areas,” which affects both short-stay and long-stay cycle use and deters residents who “do not have the space to keep a bicycle at home.” The Strategy’s Walking and Cycling Schemes and Initiatives therefore include specific measures for “secure, covered cycle hubs at transport interchanges,” providing CCTV, lighting, electrical charging points, repair stands, pumps and 24-hour key-card access, along with the establishment of residential cycle parking facilities in areas where storage is constrained. These improvements are intended to deliver “new and improved cycle parking mobility hubs and secure facilities,” directly addressing identified security and storage barriers. This approach aligns with Policy 14 of the Strategy, which commits the Council to transforming the walking and cycling network to be “safe, clean and green” and to better connecting people to local facilities and services—reinforcing the importance of high-quality, secure cycle parking provision across the borough.

A5 RBC Waste Management Guidelines

The RBC Waste Management Guidelines require developments to demonstrate appropriate waste storage and servicing arrangements. Section 1.0 (“This Document”) confirms that schemes must provide the correct type, capacity and location of bins in accordance with Council requirements. Detailed standards for purpose-built flats – including internal and external storage – are set out in Sections 3.1, 3.2 and 3.5, covering bin sizes, capacities and design features. Requirements for access and collection are specified in Section 3.6 (“External Storage – Access and Pulling Distances”), which outlines mandatory pull distances and access criteria, while Section 3.7 sets out the rules for designated collection points. Collection frequencies are defined in Section 2.0 (“Collection Services Overview”), including alternate-weekly residual and recycling collections and weekly food waste collections.

APPENDIX B – PROPOSED SITE LAYOUT



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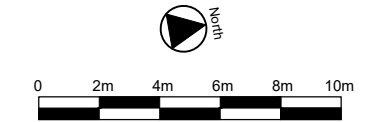
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LIST OF INFORMANTS :
GREENHATCH SURVEY: 52799_01-05_PES_REVA
-
-
-

REVISIONS	DATE	DRN	REV
ISSUED FOR PLANNING	23.02.26	DR	P06

This drawing contains critical information in colour



APPENDIX C – TRICS OUTPUT – STUDENT ACCOMMODATION

Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: G - STUDENT ACCOMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	1 day
	DV	DEVON	3 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	DH	DURHAM	1 day
10	WALES		
	SW	SWANSEA	1 day
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 day

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

Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

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:	RESIDE
Actual Range:	0 to 250 (units:RESIDE)
Range Selected by User:	0 to 250 (units:RESIDE)
Parking Spaces Range:	1 - 87

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/09/91 to 17/06/25

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
Monday	1 days
Thursday	5 days
Wednesday	3 days

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

Selected survey types:

Manual count	10
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	2 days
Edge of Town Centre	5 days
Suburban Area	3 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	4 days
No Sub Category	4 days
Residential Zone	2 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	2 days
Servicing vehicles Unknown	8 days

Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Secondary Filtering Selection:

Use Class:

C3	10 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:

500 - 4476

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	4 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
75,001 to 100,000	1 surveys

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	3 surveys
1.1 to 1.5	7 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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

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 10 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:

No PTAL Present 10 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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

1	BR-03-G-01	STUDENT FLATS	BRISTOL CITY
BLACKBERRY HILL BRISTOL STAPLETON Edge of Town No Sub Category Number of residents: 170.00 RESIDE Survey date: Thursday 28/09/2006			
			Survey Type: Manual
2	DE-03-G-01	HALLS OF RESIDENCE	DERRY
STRAND ROAD LONDONDERRY Suburban Area No Sub Category Number of residents: 72.00 RESIDE Survey date: Wednesday 17/10/2012			
			Survey Type: Manual
3	DH-03-G-01	STUDENT FLATS	DURHAM
ASHWOOD DURHAM GILESGATE Suburban Area Residential Zone Number of residents: 168.00 RESIDE Survey date: Thursday 18/10/2018			
			Survey Type: Manual
4	DV-03-G-01	STUDENT FLATS	DEVON
BONHAY ROAD EXETER Suburban Area No Sub Category Number of residents: 207.00 RESIDE Survey date: Thursday 13/11/2003			
			Survey Type: Manual
5	DV-03-G-02	STUDENT FLATS	DEVON
COWLEY BRIDGE ROAD EXETER Edge of Town No Sub Category Number of residents: 110.00 RESIDE Survey date: Wednesday 05/10/2011			
			Survey Type: Manual
6	DV-03-G-04	STUDENT ACCOMMODATION	DEVON
BONHAY ROAD EXETER Edge of Town Centre Residential Zone Number of residents: 241.00 RESIDE Survey date: Thursday 28/11/2013			
			Survey Type: Manual
7	GM-03-G-02	STUDENT FLATS	GREATER MANCHESTER
THYNNE STREET BOLTON ROSE HILL Edge of Town Centre Built-Up Zone Number of residents: 250.00 RESIDE Survey date:			
			Survey Type: Manual
8	KS-03-G-02	STUDENT FLATS	KIRKLEES
BANKFIELD ROAD HUDDERSFIELD FOLLY HALL			

Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Edge of Town Centre
Built-Up Zone
Number of residents: 15.00 RESIDE
Survey date: Friday 03/11/2006

Survey Type: Manual

9	SW-03-G-01	STUDENT ACCOMMODATION	SWANSEA
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THE KINGSWAY
SWANSEA
Edge of Town Centre
Built-Up Zone
Number of residents: 0.00 RESIDE
Survey date: Wednesday 19/10/2022

Survey Type: Manual

10	WM-03-G-02	STUDENT FLATS	WEST MIDLANDS
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RAGLAN STREET
COVENTRY
Edge of Town Centre
Built-Up Zone
Number of residents: 197.00 RESIDE
Survey date: Thursday 17/10/2013

Survey Type: Manual

Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.013	0.012	0.025
08:00-09:00	10	143	0.020	0.018	0.038
09:00-10:00	10	143	0.013	0.018	0.031
10:00-11:00	10	143	0.024	0.022	0.046
11:00-12:00	10	143	0.024	0.034	0.058
12:00-13:00	10	143	0.022	0.024	0.046
13:00-14:00	10	143	0.027	0.022	0.049
14:00-15:00	10	143	0.024	0.026	0.050
15:00-16:00	10	143	0.028	0.024	0.052
16:00-17:00	10	143	0.027	0.024	0.051
17:00-18:00	10	143	0.017	0.022	0.039
18:00-19:00	10	143	0.020	0.023	0.043
19:00-20:00	4	152	0.010	0.010	0.020
20:00-21:00	4	152	0.015	0.013	0.028
21:00-22:00	3	202	0.008	0.012	0.020
22:00-23:00					
23:00-00:00					
Total Rates:			0.292	0.304	0.596

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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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 19/10/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total People

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.017	0.022	0.039
08:00-09:00	10	143	0.027	0.231	0.258
09:00-10:00	10	143	0.028	0.197	0.225
10:00-11:00	10	143	0.081	0.144	0.225
11:00-12:00	10	143	0.129	0.152	0.281
12:00-13:00	10	143	0.128	0.144	0.272
13:00-14:00	10	143	0.148	0.163	0.311
14:00-15:00	10	143	0.142	0.148	0.290
15:00-16:00	10	143	0.191	0.120	0.311
16:00-17:00	10	143	0.217	0.115	0.332
17:00-18:00	10	143	0.206	0.115	0.321
18:00-19:00	10	143	0.198	0.142	0.340
19:00-20:00	4	152	0.112	0.073	0.185
20:00-21:00	4	152	0.129	0.084	0.213
21:00-22:00	3	202	0.059	0.033	0.092
22:00-23:00					
23:00-00:00					
Total Rates:			1.812	1.883	3.695

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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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 19/10/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Cyclists

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.000	0.000	0.000
08:00-09:00	10	143	0.001	0.001	0.002
09:00-10:00	10	143	0.000	0.002	0.002
10:00-11:00	10	143	0.000	0.001	0.001
11:00-12:00	10	143	0.002	0.002	0.004
12:00-13:00	10	143	0.001	0.001	0.002
13:00-14:00	10	143	0.001	0.002	0.003
14:00-15:00	10	143	0.001	0.001	0.002
15:00-16:00	10	143	0.002	0.000	0.002
16:00-17:00	10	143	0.001	0.000	0.001
17:00-18:00	10	143	0.003	0.001	0.004
18:00-19:00	10	143	0.001	0.000	0.001
19:00-20:00	4	152	0.002	0.000	0.002
20:00-21:00	4	152	0.000	0.000	0.000
21:00-22:00	3	202	0.002	0.000	0.002
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.011	0.028

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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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 18/10/2018
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

PSVs

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.001	0.000	0.001
08:00-09:00	10	143	0.003	0.003	0.006
09:00-10:00	10	143	0.002	0.003	0.005
10:00-11:00	10	143	0.000	0.000	0.000
11:00-12:00	10	143	0.000	0.000	0.000
12:00-13:00	10	143	0.000	0.000	0.000
13:00-14:00	10	143	0.000	0.000	0.000
14:00-15:00	10	143	0.000	0.000	0.000
15:00-16:00	10	143	0.001	0.001	0.002
16:00-17:00	10	143	0.001	0.001	0.002
17:00-18:00	10	143	0.000	0.000	0.000
18:00-19:00	10	143	0.000	0.000	0.000
19:00-20:00	4	152	0.000	0.000	0.000
20:00-21:00	4	152	0.000	0.000	0.000
21:00-22:00	3	202	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.008	0.008	0.016

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

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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 28/09/2006
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

OGVs

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.000	0.000	0.000
08:00-09:00	10	143	0.001	0.001	0.002
09:00-10:00	10	143	0.001	0.001	0.002
10:00-11:00	10	143	0.001	0.001	0.002
11:00-12:00	10	143	0.001	0.001	0.002
12:00-13:00	10	143	0.000	0.000	0.000
13:00-14:00	10	143	0.000	0.000	0.000
14:00-15:00	10	143	0.000	0.000	0.000
15:00-16:00	10	143	0.000	0.000	0.000
16:00-17:00	10	143	0.000	0.000	0.000
17:00-18:00	10	143	0.000	0.000	0.000
18:00-19:00	10	143	0.000	0.000	0.000
19:00-20:00	4	152	0.000	0.000	0.000
20:00-21:00	4	152	0.000	0.000	0.000
21:00-22:00	3	202	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.004	0.004	0.008

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

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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 18/10/2018
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Vehicle Occupants

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.015	0.010	0.025
08:00-09:00	10	143	0.013	0.018	0.031
09:00-10:00	10	143	0.011	0.023	0.034
10:00-11:00	10	143	0.028	0.027	0.055
11:00-12:00	10	143	0.030	0.047	0.077
12:00-13:00	10	143	0.024	0.029	0.053
13:00-14:00	10	143	0.041	0.030	0.071
14:00-15:00	10	143	0.027	0.034	0.061
15:00-16:00	10	143	0.040	0.029	0.069
16:00-17:00	10	143	0.038	0.025	0.063
17:00-18:00	10	143	0.025	0.027	0.052
18:00-19:00	10	143	0.024	0.034	0.058
19:00-20:00	4	152	0.015	0.007	0.022
20:00-21:00	4	152	0.021	0.013	0.034
21:00-22:00	3	202	0.013	0.008	0.021
22:00-23:00					
23:00-00:00					
Total Rates:			0.365	0.361	0.726

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

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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 19/10/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Pedestrians

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.003	0.004	0.007
08:00-09:00	10	143	0.009	0.148	0.157
09:00-10:00	10	143	0.015	0.121	0.136
10:00-11:00	10	143	0.049	0.092	0.141
11:00-12:00	10	143	0.083	0.082	0.165
12:00-13:00	10	143	0.092	0.095	0.187
13:00-14:00	10	143	0.090	0.106	0.196
14:00-15:00	10	143	0.092	0.095	0.187
15:00-16:00	10	143	0.127	0.074	0.201
16:00-17:00	10	143	0.145	0.082	0.227
17:00-18:00	10	143	0.150	0.075	0.225
18:00-19:00	10	143	0.142	0.098	0.240
19:00-20:00	4	152	0.074	0.061	0.135
20:00-21:00	4	152	0.092	0.066	0.158
21:00-22:00	3	202	0.040	0.025	0.065
22:00-23:00					
23:00-00:00					
Total Rates:			1.203	1.224	2.427

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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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 19/10/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Public Transport Users

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	1	241	0.000	0.000	0.000
07:00-08:00	10	143	0.000	0.008	0.008
08:00-09:00	10	143	0.003	0.062	0.065
09:00-10:00	10	143	0.002	0.050	0.052
10:00-11:00	10	143	0.004	0.024	0.028
11:00-12:00	10	143	0.013	0.021	0.034
12:00-13:00	10	143	0.011	0.018	0.029
13:00-14:00	10	143	0.016	0.025	0.041
14:00-15:00	10	143	0.022	0.017	0.039
15:00-16:00	10	143	0.022	0.017	0.039
16:00-17:00	10	143	0.033	0.008	0.041
17:00-18:00	10	143	0.028	0.011	0.039
18:00-19:00	10	143	0.031	0.010	0.041
19:00-20:00	4	152	0.021	0.005	0.026
20:00-21:00	4	152	0.015	0.005	0.020
21:00-22:00	3	202	0.005	0.000	0.005
22:00-23:00					
23:00-00:00					
Total Rates:			0.226	0.281	0.507

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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Audit Code: 2d89da2f-9ae2-41b2-b931-f309e6d0db8d

Parameter Summary:

Trip rate parameter range selected:	0 - 250 (units: RESIDE)
Survey date date range:	13/11/2003 - 19/10/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.



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