Transport Statement

April 2026

EAS

58 Bath Road

Reading

Dusek Design Associates Ltd

EAS

Document History

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The content of this report is based on information available as of April 2026, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS on behalf of Dusek Design Associates Ltd (hereinafter referred to as the client) to support a planning application for 5 residential dwellings.

1.2 The full site location is Land at 58 Bath Road, Reading RG30 2AY (hereinafter referred to as the site).

1.3 It is proposed that the existing bungalow is demolished and replaced with 5 x four-bedroom houses, each provided with a garden and parking.

1.4 The site location and proposed site plan is demonstrated in the drawing contained at **Appendix A**.

Planning History

1.5 The development site was subject to a planning pre-app (ref: PL/24/1489) in 2024 for a development of 7 x detached houses. Whilst the scope of the development has changed, the proposed access arrangements remain identical, as such the comments remain relevant to this Transport Statement. The comments relevant to transport and highways are listed below:

"The Bath Road is a classified road and is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD…

… The applicant should confirm whether any changes are proposed to this arrangement as the red line boundary indicates that the residential traffic will utilise the eastern access only…

…the appearance and effect on character will also be important considerations and it will be important to ensure that any changes to the access do not harm the existing character…

…The width of the access road is recommended to be 4.8 m wide and provide a 1.8m wide pedestrian footway, in order to accommodate a refuse vehicle within the site, and allow pedestrian access. The current proposal seeks to retain the existing single track access, and provide a shared pedestrian and vehicle access point. This may not be acceptable, though the provision of a full width design should be carefully considered. <u>It is recommended that independent advice from a suitably qualified transport engineer be provided in support of the scheme.</u> This should ensure that a balanced approach to retaining the spacious garden character of the area is maintained to the maximum amount possible. This should also be complemented by driveway treatments that reflect this, avoiding an over- engineered appearance or extensive tarmac…

… the development should consider how pedestrians will access the site safely…"

1.6 Following a review of the Council's adopted Parking Standards and Design SPD it is understood that the site falls within Zone 2, and as such should be classified as a 'Primary Core Area'. However, regardless of whether the site is in Zone 2 or 3, there is no change in the car or cycle parking standards for a C3 dwellinghouse with 4+ beds.

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1.7 Planning Application PL/25/0350 was submitted in March 2025 for the erection of five detached 4-bed dwellings, and associated works, following demolition of detached bungalow. Whilst the scheme was refused, highways did not appear to raise any objection, and no highways comments were cited in the decision notice.

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2 Policy Context

Introduction

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2024)
- Reading Borough Local Plan (2019)
- Reading Transport Strategy 2040
- Revised Parking Standards and Design SPD (2011)

National Planning Policy Framework (NPPF) (2024)

2.2 The current National Planning Policy Framework was published in December 2024, replacing the previous revised NPPF of December 2023. This document sets out the government's planning policies for England and how these are expected to be applied.

2.3 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.5 In this regard, Paragraph 10 of the NPPF states:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a ***presumption in favour of sustainable development*** *[original emphasis].*

2.6 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

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 consideration 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;

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d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, 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.*

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

2.7 Paragraph 112 states that the following should be taken into account when setting local parking standards:

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.*

2.8 Paragraph 113 adds that:

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.

2.9 Paragraph 115 states:

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;*

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c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.10 Paragraphs 116 states:

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

2.11 Within that context, paragraphs 117 states 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. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

2.12 Paragraph 118 states:

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 (2019)

2.13 The Reading Local Plan (2019) provides the policy framework guiding development in Reading until 2036. The transport policies focus on enhancing sustainable mobility, reducing car dependency, and improving accessibility:

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2.14 **TR1: Achieving the Transport Strategy** – development should align with Reading's transport strategy, prioritizing sustainable transport, reducing congestion, and improving air quality.

2.15 **TR3: Access, Traffic, and Highway-Related Matters** - developments must demonstrate safe and appropriate access arrangements, ensuring minimal impact on the highway network. Adequate visibility splays and turning space are expected.

2.16 **TR4: Cycle Routes and Facilities** - proposals should encourage cycling by integrating safe, accessible cycle routes and adequate cycle parking facilities.

2.17 **TR5: Car and Cycle Parking and Electric Vehicle Charging** - residential developments must provide parking in line with adopted standards. Cycle parking should be secure and conveniently located, and electric vehicle charging infrastructure is encouraged.

Reading Transport Strategy 2040

2.18 The Reading Transport Strategy 2040 is a statutory document setting out the long-term vision for transport in Reading, aiming to deliver a sustainable, low-carbon, and efficient transport system.

2.19 Key themes include:

- Prioritisation of Sustainable Transport – new developments should support walking, cycling, and public transport use. Good connectivity to existing networks is essential
- Reducing Car Dependency – the strategy encourages minimising private car use, particularly in areas with good public transport links, and supports alternative travel options
- Air Quality and Environmental Considerations – developments must help improve air quality by reducing vehicle emissions, which aligns with the borough's goal of achieving carbon neutrality
- Access and Road Safety – safe access must be ensured, particularly in residential areas, with appropriate visibility splays, traffic calming measures, and pedestrian-friendly design

Revised Parking Standards and Design SPD (2011)

2.20 The site falls on the border of Zone 2 which is defined as a 'Primary Core Area' on page 9 of the SPD. Zone 2 is defined as "*areas directly surrounding the core area, well served by public transport*".

2.21 A C3 dwelling house with 4+ bedrooms located in Zone 2 has a requirement of 2 parking spaces per unit.

2.22 The SPD also outlines that a C3 dwelling house with 4+ bedrooms requires provision of a minimum of 2 cycle parking spaces.

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3 Existing Site

The Site

3.1 The site currently comprises a bungalow at the land at 58 Bath Road, Reading RG30 2AY.

3.2 The site is bordered by the Beech House Hotel to the south, and existing residential properties to the north, east and west.

3.3 Bath Road runs in an east-west alignment to the south of the site. Bath Road forms part of the A4, which circa 5.75km to the west provides a direct connection to Junction 12 of the M4. To the east Bath Road Transitions into Castle Hill, which shortly after links with the A329 and A33, which each provide north-south connections through Reading city centre.

3.4 In the vicinity of the site the Bath Road carriageway measures circa 9m in width and is subject to a 30mph speed limit. At this point there are three lanes, two for eastbound traffic and one for westbound traffic. In addition to this there is also a layby serving a bus stop on the southern side of the carriageway for westbound bus routes.

3.5 Vehicular access is facilitated through an ‘entrance only’ access point at the southeastern border of the site, there is a corresponding ‘exit only’ access point at the southwestern border of the site. This arrangement is facilitated through a horseshoe style access loop fronting the Beech House Hotel.

3.6 Access to the existing bungalow is made through an access track, which diverts from the aforementioned horseshoe style access loop. The track measures circa 105m in length and circa 4-4.5m in width.

Local Facilities

3.7 The proposed development is well-served by a variety of essential facilities within walking and cycling distances, promoting sustainable transport options in line with local policies.

3.8 Tesco Extra (Portman Road) can be accessed circa 2.0km north of the site via a 28-minute walk or 8-minute cycle.

3.9 Asda Tilehurst Superstore (Honey End Lane) can be accessed circa 2.1km west of the site via a circa 30-minute walk or 9-minute cycle.

3.10 Wilson Primary School (Wilson Road) can be accessed circa 1.5km north of the site via a circa 20-minute walk or 8-minute cycle.

3.11 Prospect School (Cockney Hill) can be accessed circa 2.0km west of the site via a circa 28-minute walk or 8-minute cycle.

3.12 Reading Town Centre (Broad Street) can be accessed circa 2.0km northeast of the site via a circa 29-minute walk or 9-minute cycle.

3.13 There are multiple bus stops along Bath Road within a 0.5km 5-10 minute walk. The nearest stops to the site are the Southcote Road stops, the westbound stop is located directly opposite the site access, the eastbound stop is located circa 150m east of the site access.

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The Southcote Road stops provide access to the 1 (Jet Black), 2/2a (Lime), 26 (Yellow), 87, 90 F20, F21, and F22 bus routes. For further details see the 'Bus' subheading within Section 3 of this report.

3.14 Reading West Railway Station is located circa 1.3km north of the site and can be accessed via a circa 18-minute walk or 7-minute cycle. For further details see the 'Rail' subheading within Section 3 of this report.

3.15 Western Elms Surgery (Oxford Road) is located circa 1.1km north of the site and can be accessed via a circa 15-minute walk or 4-minute cycle.

3.16 Inspire Dental (Oxford Road) is located circa 1.5km northeast of the site and can be accessed via a circa 21-minute walk or 8-minute cycle.

3.17 Oxford Road Pharmacy (Oxford Road) is located circa 1.2km north of the site and can be accessed via a circa 17-minute walk or 5-minute cycle.

3.18 Southcote Community Centre (Coronation Square) is located circa 1.5km southwest of the site and can be accessed via a circa 20-minute walk or 5-minute cycle.

3.19 The Castle Tap Pub (Castle Street) is located circa 1.3km west of the site and can be accessed via a circa 19-minute walk or 5-minute cycle.

Bus

3.20 There are multiple bus stops along Bath Road within a 500m 5-10 minute walk. The nearest stops to the site are the Southcote Road stops, the westbound stop is located directly opposite the site access, the eastbound stop is located circa 150m east of the site access.

3.21 The Southcote Road stops provide access to the 1 (Jet Black), 2/2a (Lime), 26 (Yellow), 87, 90, F20, F21 and F22 bus routes.

3.22 Bus route 1 (Jet Black) runs between Newbury and Reading at circa 30-minute intervals. The route passes through Thatcham, Woolhampton, Lower Padworth, Theale and Calcot. Key stops include Newbury West Berkshire Community Hospital, Arlington Business Park, Calcot Sainsburys, and Station Road (access to Reading West Station).

3.23 Bus route 2 (Lime 2) runs between Central Reading and Mortimer at circa hourly intervals. The route passes through Burghfield Common and serves key stops including Reading West Station and Burghfield Village.

3.24 Bus route 2a (Lime 2a) also operates between Central Reading and Mortimer at circa hourly intervals. It follows a similar route to Lime 2, passing through additional stops at Burghfield Hill, before extending into Brimpton. Key stops include Reading West Station and Burghfield Village.

3.25 Bus route 26 (Yellow 26) runs between Reading Station and Calcot at circa 15-minute intervals. The route passes through Southcote, Ford's Farm, Beansheaf, and Calcot, with key stops including Reading Station and Calcot Sainsburys.

3.26 Bus route 87 operates between Reading and Little Heath School, with a limited service timed around school hours.

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3.27 Bus route 90 connects Reading to Theale Green School, running a limited service in line with school timings.

3.28 Bus route F20 provides a single return trip between Newbury and Reading Stadium on Sundays and Mondays.

3.29 Bus route F21 provides a single return trip between Norcot and Reading Stadium on Saturdays, Sundays and Mondays.

3.30 Bus route F22 provides a single return trip between Reading West station and Reading Stadium on Saturdays, Sundays and Mondays.

Rail

3.31 Reading West Railway Station is located circa 1.3km north of the site and can be accessed via a circa 18-minute walk or 7-minute cycle.

3.32 The station is served by local services operated by Great Western Railway between Reading and Basingstoke or Newbury. During weekdays, the station is served by two trains an hour on the Basingstoke route, plus one on the Newbury route. In the morning peak, there are also a few through trains to Paddington. Trains are less frequent on Sundays. Trains typically take 3 minutes to reach Reading, 24 minutes to reach Basingstoke, 25 minutes to reach Newbury and just over 35 minutes to reach London.

Road Safety

3.33 A review of local personal injury road traffic accidents in the last five years, 2020 - 2024 (5-year inclusive), has been undertaken using the data contained in CrashMap. This gives personal injury accidents only, which are then classified as slight, serious or fatal.

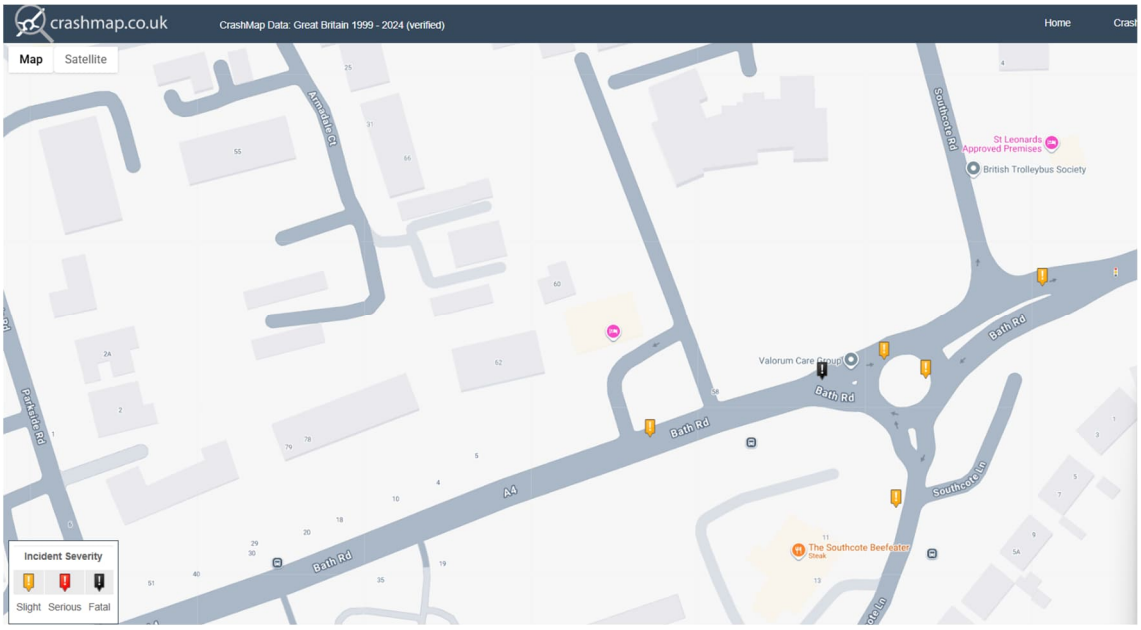

Figure 3.1 – CrashMap Output (source: https://www.crashmap.co.uk/Search)

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3.34 Regrettably, a fatal incident occurred circa 50m east of the site on Bath Road in May 2020. The report indicates that a car made a front-on impact with a pedestrian, who was fatally injured. The report states that the pedestrian was on the footway or verge, and that the vehicle also made contact with a road sign/traffic signal located off the carriageway. Another car is listed in the CrashMap report; however, this vehicle is not reported to have made contact with anything. A Google search of the incident reveals numerous news articles regarding an incident that occurred on the same day (Saturday, 23rd May 2020) at the same time (circa 05:20), on the same road, including individuals falling within the age brackets listed in the report. The news articles detail that the relevant vehicle had been involved in a 'high speed' police pursuit, which had been called off after the vehicle had failed to stop. As such, it is expected that the incident unfortunately, was the result of dangerous and irresponsible driving, which lead to the arrest of two individuals in connection to the incident, as opposed to unsafe highway layout. Therefore, it has been concluded that the tragic incident is an exceptionally unique and isolated event and has not been considered to be relevant in determining the safety of the highway design in the vicinity of the proposed site and the existing access.

3.35 The full CrashMap report of this incident is contained at **Appendix B**. An example of a relevant news article can be found here: https://www.getreading.co.uk/news/reading-berkshire-news/man-dies-crash-car-being-18301644

3.36 There is a small cluster of 'slight' incidents on or surrounding the Bath Road/Southcote Lane roundabout. Given the volume of traffic using Bath Road, this level of incidents over a five-year period is not unexpected. Therefore, it is expected that these occurrences are the result of occasional driver error rather than an inherent safety issue with the junction design.

3.37 One 'slight' injury is recorded top have taken place in the direct vicinity of the existing access. The CrashMap report states that a goods vehicle (<3.5t) that had been 'proceeding normally along the carriageway, not on a bend' had made impact at the driver's nearside with a pedestrian 'in (the) carriageway, crossing elsewhere'. The report states that the incident did not take place at a junction or crossing, and therefore would not have taken place at the proposed entrance or exit access points used at the existing site. Following this review, it has been concluded that the incident was likely the result of a pedestrian attempting to cross three lanes of traffic on a busy through road at a point with no formal crossing infrastructure.

3.38 The abovementioned CrashMap report is contained at **Appendix B**.

3.39 Following this review of the CrashMap database, it was concluded that there is no pattern of incidents that raises concern of unsafe highway design leading to repeat incidents either at the site access or in the vicinity of the site along Bath Road. As such it has been concluded that the existing access remains suitable to serve the site.

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4 The Proposed Development

4.1 The proposed development will be located in place of the existing bungalow and surrounding land located to the north of the Beech House Hotel. The site address is 58 Bath Road, Reading RG30 2AY.

4.2 It is proposed to construct 5 detached, four-bedroom houses. The proposed plans are contained at **Appendix A**.

Site Access

4.3 All access will be retained via the existing arrangement that currently serves the existing bungalow and the Beech House Hotel.

4.4 Vehicular access is facilitated through an 'entrance only' access point at the southeastern border of the site; there is a corresponding 'exit only' access point at the southwestern border of the site. This arrangement is facilitated through a horseshoe style access loop fronting the Beech House Hotel. From this loop, access can be gained to the track serving the existing bungalow. The track measures circa 105m in length and circa 4-4.5m in width.

4.5 It has been confirmed by the landowner that a right of access for the existing access points fronting 60 Bath Road (Beech House Hotel) will be retained, and as such, the existing arrangement will remain in place.

4.6 There is a circa 4.5m footway and verge between the site and the edge of Bath Road carriageway on both the east and west of the site access. Bath Road has a straight alignment, and as such it is evident that there will be no issues regarding visibility at the access points.

4.7 As part of the development, a passing point has been proposed along the access track. This passing point will allow for the two-way movement of vehicles along the existing access track, which will be suitably surfaced to serve the site. There is a clear line of sight along the access track, and therefore the proposals will not encourage any unnecessary reversing. The passing point has been designed and implemented to cater for both refuse vehicles and private cars as per the swept path analysis contained at **Appendix C**. However, it is noted that, as outlined in further detail in Section 5 of this report, that the site is expected to generate a low trip rate, so the likelihood of two vehicles utilising the access track simultaneously are very low, especially for larger vehicles such as refuse vehicles that would be expected to access the site a maximum of once per week. The flow of vehicle movements is expected to be prominently tidal, and therefore use of the passing point is expected to be infrequent.

4.8 The swept path analysis also confirms that in the highly unlikely event that the 'exit' access point and/or 'horseshoe' style driveway fronting the Beech House Hotel become unavailable for any reason, that the proposed access track, passing point, and 'entrance' access point would be suitable to accommodate for all movements related to the proposed site. Although, it should be reiterated that a right of access for 60 Bath Road (Beech House Hotel) will be retained by the landowner.

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4.9 The surfacing along the access track will differ from the existing carriageway to highlight a shared surface arrangement. This will demonstrate the right of way for pedestrians along the access track, facilitating pedestrian and cycle access into the site. It has been concluded that the access is sufficiently wide, and with the addition of the proposed passing point, would be able to cater for two-way movement of vehicles, pedestrians and cyclists.

4.10 As such it is considered that the proposed access arrangements are suitable to cater for a development of this scale. This arrangement was proposed as part of application reference PL/25/0350 and received no objection on highway grounds. As such, it is concluded that the proposed access arrangements remain acceptable.

Parking

4.11 As per Section 2, parking standards are set out within the 'Revised Parking Standards and Design SPD' (2011).

4.12 The site falls on the border of Zone 2, which is defined as a 'Primary Core Area' on page 9 of the SPD. Zone 2 is defined as "*areas directly surrounding the core area, well served by public transport*".

4.13 A C3 dwelling house with 4+ bedrooms located in Zone 2 has a requirement of 2 parking spaces per unit.

4.14 As per the proposed site plan contained at **Appendix A**, provision of 2 parking spaces per unit has been provided in line with guidance for a four bedroom house.

4.15 The SPD also outlines that a C3 dwelling house with 4+ bedrooms requires provision of a minimum of 2 cycle parking spaces.

4.16 As per the proposed site plan contained at **Appendix A**, it is proposed that each unit's rear amenity space provides access to a shed with space to store a minimum of 2 cycles, in line with guidance for a four bedroom house.

4.17 EV charging spaces will be provided in line with the relevant policy.

Servicing

4.18 Refuse collection is proposed to take place internally within the site. Swept path analysis contained at **Appendix C** illustrates that an 8.9m refuse vehicle (in excess of the vehicle profile demonstrated in Appendix B of the Waste Management Guidelines available on the Reading BC website (updated 03/04/2025)) is able to access and egress from the site in a forward gear, having manoeuvred within the site. Residents would be required to present their waste at the frontage of their house on the relevant collection days.

4.19 It is therefore evident that the site will also be able to cater for a smaller fire tender. Using the turning head fronting the proposed residential units in an identical manner to the refuse vehicle, the fire tender will be within 45m of all floorspace, as per the requirements set out in paragraph 6.7.2 of Manual for Streets.

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5 Trip Generation & Traffic Impact

5.1 To estimate the vehicle trip generation associated with the proposed development, the TRICS data presented within application reference: PL/25/0350 was used. It is noted that this application received no objection relating to highways, and as such it has been concluded that the presented trip rates are considered appropriate and acceptable. The following filtering criteria were utilised:

- Multi-modal
- Privately owned houses;
- Sites within England, but excluding Greater London;
- Sites located in 'Edge of Town Centre' or 'Suburban Area' locations;
- Carried out in the past five years (at time of application);
- Not undertaken whilst Covid-19 restriction were in place

5.2 Six surveys met these criteria, informing the estimated vehicle trip rates, from which estimations of trip generation were calculated. The TRICS datasheet is included at **Appendix D** and is tabulated in Table 5.1.

Private Houses	08:00 – 09:00			17:00 – 18:00			07:00 – 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.099	0.374	0.473	0.321	0.129	0.450	2.052	2.074	4.126
Pedestrians	0.018	0.113	0.131	0.061	0.034	0.095	0.506	0.530	1.036
Cyclists	0.008	0.046	0.054	0.026	0.008	0.034	0.156	0.164	0.320
Public Transport	0.006	0.046	0.052	0.048	0.010	0.058	0.249	0.249	0.498

Table 5.1 – TRICS Trip Rates

5.3 Following the TRICS review, the number of dwellings has been multiplied by the trip rate to calculate the estimated level of traffic proposed for the site.

Private Houses	08:00 – 09:00			17:00 – 18:00			07:00 – 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0	2	2	2	1	2	10	10	21
Pedestrians	0	1	1	0	0	0	3	3	5
Cyclists	0	0	0	0	0	0	1	1	2

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Public Transport	0	0	0	0	0	0	1	1	2

Table 5.2 – Estimated Trip Numbers for Privately Owned Houses *allow for rounding.

5.4 Two total vehicle trips are estimated to occur during the AM and PM peak hours, with a total trip generation of 21 movements across the day.

5.5 This level of vehicle movements would be expected to have an imperceptible impact on the local highway network.

5.6 It is also noted that the flow of movements is predominantly tidal for all modes. As such the likelihood of two vehicles utilising the access track in opposing directions is highly unlikely. Regardless, the proposed passing point should be sufficient to cater for this eventuality.

5.7 The outlined trip numbers were presented as part of application reference PL/25/0350, and received no objection on highways grounds.

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6 Summary

6.1 The site currently comprises a bungalow at the land at 58 Bath Road, Reading RG30 2AY. It is proposed to construct 5 detached four-bedroom houses, each with private gardens and parking provision.

6.2 The site is located on Bath Road (A4), a key route providing direct access to Reading town centre to the east and Theale and the M4 Junction 12 to the west.

6.3 The site is well-connected by public transport, with multiple bus stops along Bath Road within a 5-10 minute walk. The nearest bus stops are the Southcote Road stops, which provide access to several key routes linking the site to Reading town centre, Newbury, Theale, Calcot, Mortimer, and other key local destinations.

6.4 The nearest railway station is Reading West, located approximately 1.3km north of the site, accessible via an 18-minute walk or 7-minute cycle. The station provides services to Reading, Basingstoke, Newbury, and London.

6.5 Access to the site will be retained via the existing arrangement, which comprises an 'entrance only' access at the southeastern border and an 'exit only' access at the southwestern border, forming a loop in front of the Beech House Hotel. From this loop access can be gained to a circa 105m long access track which serves the existing bungalow. A new passing point will be introduced along the existing access track, ensuring suitable two-way vehicle movements.

6.6 The proposed access width and layout have been reviewed and deemed suitable, with swept path analysis demonstrating that all necessary vehicle types, including refuse vehicles and emergency vehicles, can access and egress the site in a forward gear.

6.7 Visibility splays at the site access are in line with appropriate design standards, benefiting from the existing straight alignment of Bath Road and the presence of a wide footway and verge on both sides.

6.8 Pedestrian access will be facilitated via the existing footway along Bath Road. The surfacing of the internal access track will be differentiated to highlight a shared surface arrangement, ensuring pedestrian priority and safety.

6.9 Parking provision is in line with Reading Borough Council's Revised Parking Standards and Design SPD (2011), with each dwelling providing two off-street spaces. Secure cycle storage is accommodated within private garden sheds, in accordance with policy requirements.

6.10 Refuse collection will take place internally within the site, with residents presenting waste at the frontage of their homes on collection days. Swept path analysis confirms that an 8.9m refuse vehicle can navigate the site safely, and emergency access is ensured within 45m of all units as per Manual for Streets guidance.

6.11 A TRICS assessment indicates that the proposed development will generate only 2 vehicle movements in the AM and PM peak hours, with a total daily trip generation of 21 movements. Given the low number of additional trips, the impact on the local highway network is expected to be imperceptible.

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Conclusion

6.12 The proposed development has been designed in accordance with the Reading Local Plan (2019), Reading Transport Strategy 2040, and NPPF guidance.

6.13 The proposed trip generation is expected to have an imperceptible impact on the local highway network, and the proposed access arrangements are suitable for both vehicles and pedestrians. Therefore, the proposed development should not be refused on highway grounds.

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Appendix: A – Proposed Site and Location Plan

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NOTES

1. All dimensions are to be checked on site prior to the commencement of work and any discrepancy is to be reported to the construction manager before construction.

2. All work is to comply with current Building Regulations and allied legislation.

3. All contractors and sub-contractors must ensure that they have the latest issue of this drawing and details before the commencement of work on site.

4. All materials are to be used and installed in strict compliance with the relevant manufacturers instructions and recommendations.

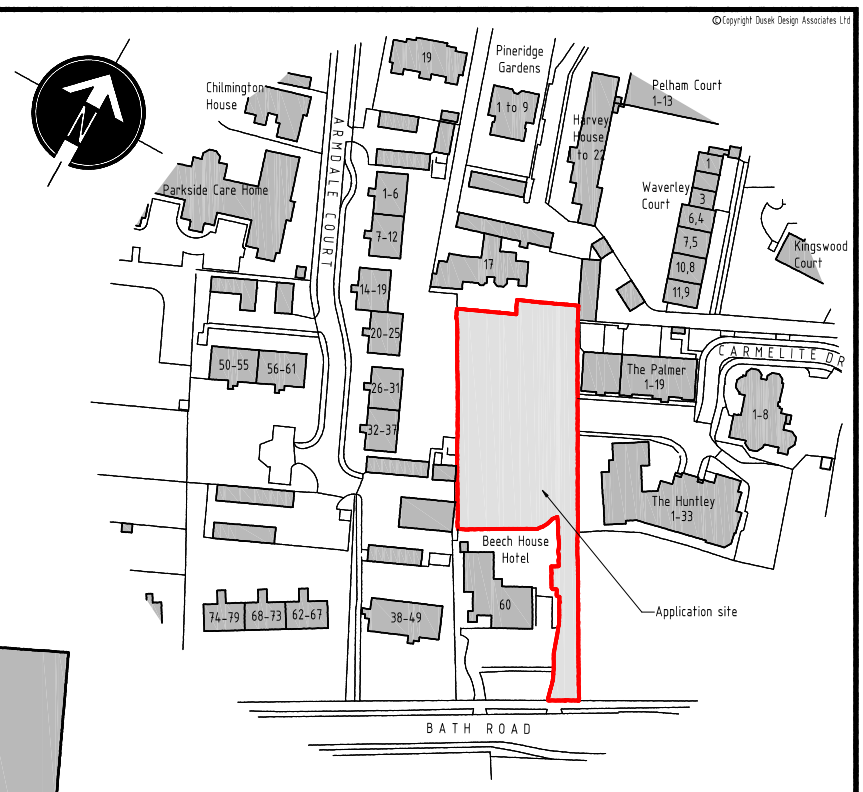
5. All works on site, managed and implemented as a result of the designs indicated on this drawing, are to be given full consideration for compliance with the Health and Safety CDM Regulations in respect of design and implementation on site and no works are to be undertaken if it is considered that compliance with the Building Regulations cannot be achieved.

6. All dimensions shown in millimetres.

7. Footprint of buildings shown at1.0m above ground level.

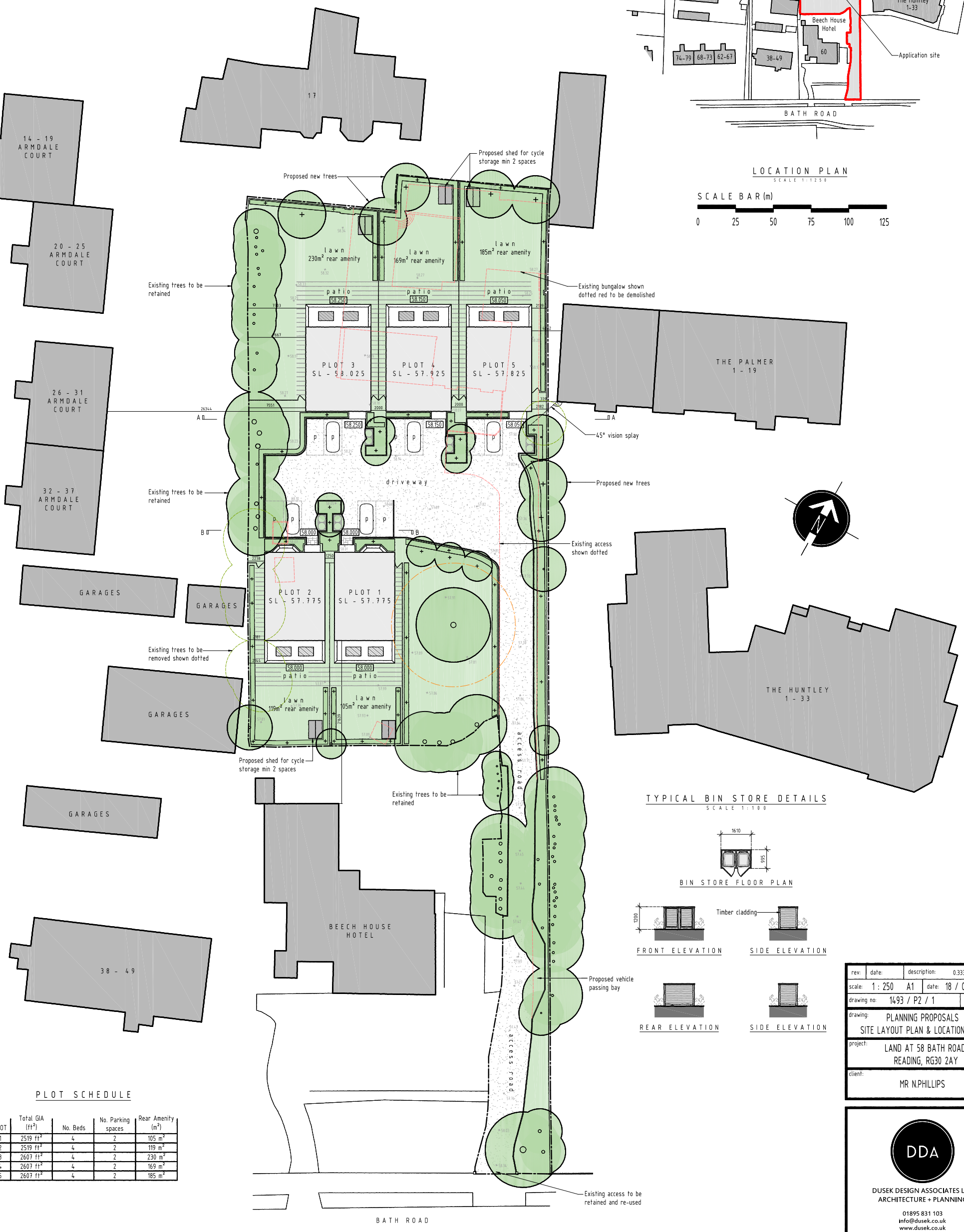
LEGEND

Proposed two storey		Existing trees to be removed		Refuse and recycling storage & collection points	
Proposed single storey		Permeable patio	patio	Proposed structural ground floor slab level	SL 71.375
Existing structures to be demolished		Grassed areas	lawn	Proposed Levels	71.600
Proposed new planting		Existing trees & planting to remain		Existing Levels	+71.93
Root protection area (RPA)		Proposed shed for cycle storage min 2 spaces		Section Lines	A A



LOCATION PLAN
SCALE 1:1250

SCALE BAR (m)
0 25 50 75 100 125



SITE LAYOUT PLAN
SCALE 1:250

SCALE BAR (m)
0 5 10 15 20 25

TYPICAL BIN STORE DETAILS
SCALE 1:100

PLOT SCHEDULE

PLOT	Total GIA (ft^2)	No. Beds	No. Parking spaces	Rear Amenity (m^2)
1	2519 ft^2	4	2	105 m^2
2	2519 ft^2	4	2	119 m^2
3	2607 ft^2	4	2	230 m^2
4	2607 ft^2	4	2	169 m^2
5	2607 ft^2	4	2	185 m^2

rev:	date:	description: 0.333 ha	
scale: 1 : 250	A1	date: 18 / 03 / 2026	
drawing no: 1493 / P2 / 1		drawn: AF	

drawing: PLANNING PROPOSALS
SITE LAYOUT PLAN & LOCATION PLAN

project: LAND AT 58 BATH ROAD, READING, RG30 2AY

client: MR N.PHILLIPS

DDA
DUSEK DESIGN ASSOCIATES LTD
ARCHITECTURE + PLANNING
01895 831 103
info@dusek.co.uk
www.dusek.co.uk

print history: Wednesday, 18 March, 2026 16:45:01

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Appendix: B – CrashMap Reports

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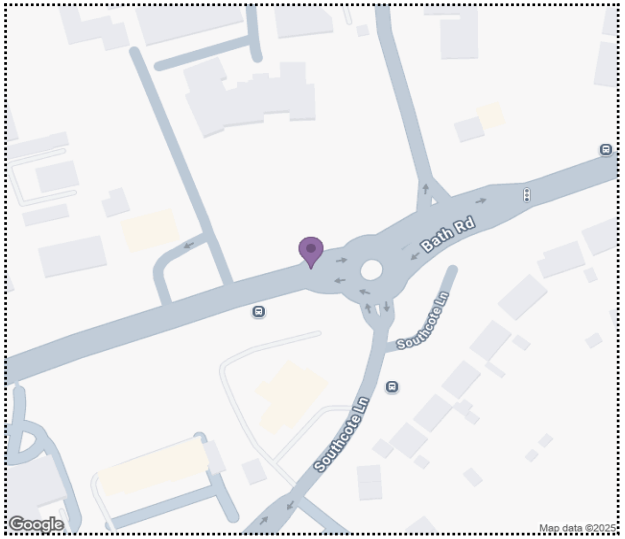
crashmap.co.uk

Validated Data

Crash Date:	Saturday, May 23, 2020	**Time of Crash:**	05:20:00	**Crash Reference:**	2020430152128
Highest Injury Severity:	Fatal	**Road Number:**	A4	**Casualties:**	3
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	469879 172600
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date: Saturday, May 23, 2020 **Time of Crash:** 05:20:00 **Crash Reference:** 2020430152128

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	Pedestrian	Male	36 - 45	On footway or verge	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

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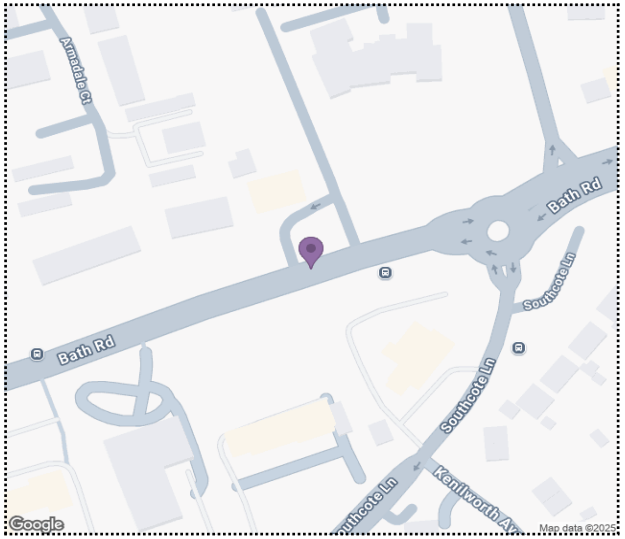
Validated Data

Crash Date:	Tuesday, May 18, 2021	**Time of Crash:**	08:38:00	**Crash Reference:**	2021430213545
Highest Injury Severity:	Slight	**Road Number:**	A4	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	1
Local Authority:	Reading			**OS Grid Reference:**	469830 172583
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date: Tuesday, May 18, 2021 **Time of Crash:** 08:38:00 **Crash Reference:** 2021430213545

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix: C – Swept Path Analysis

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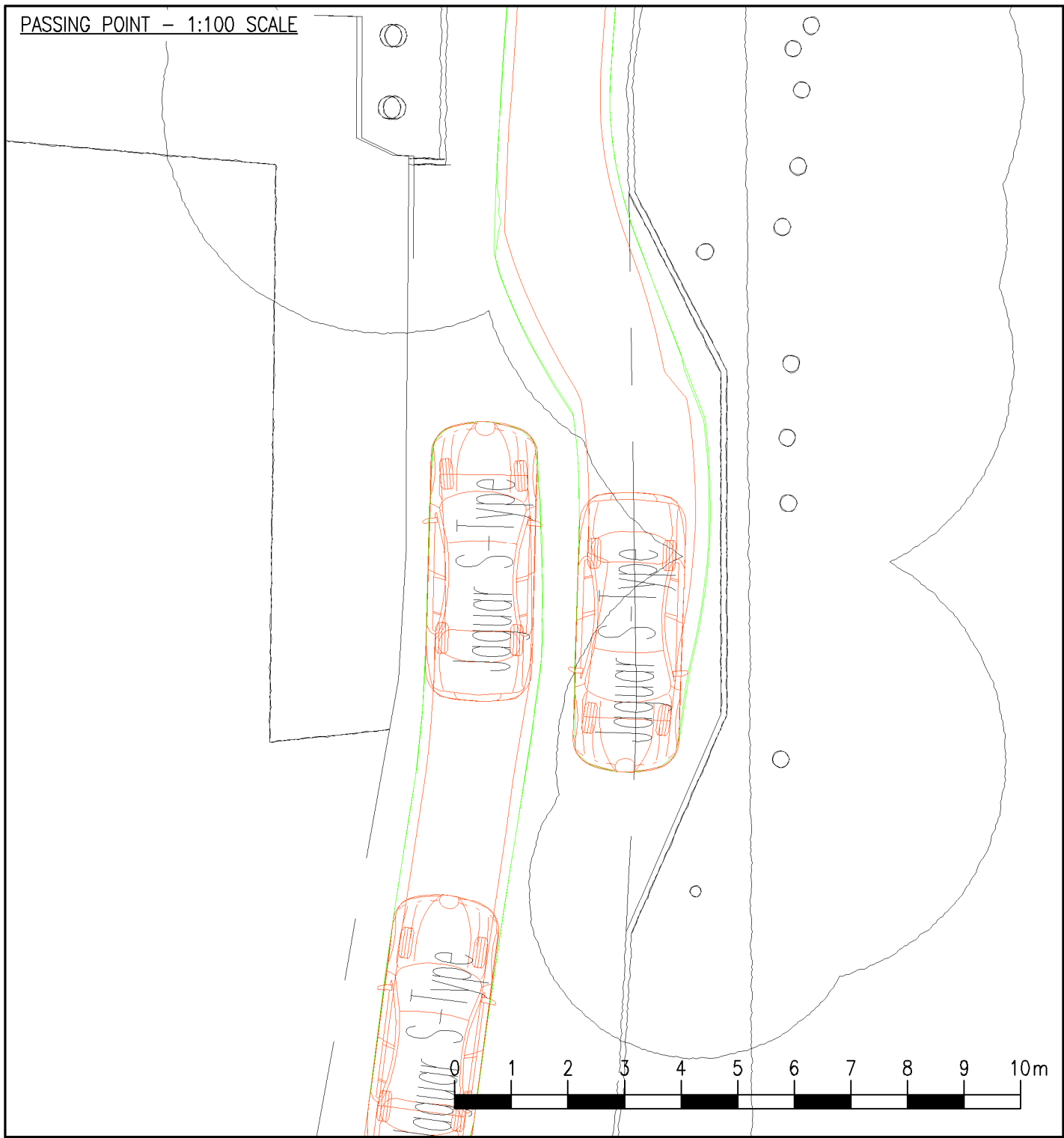
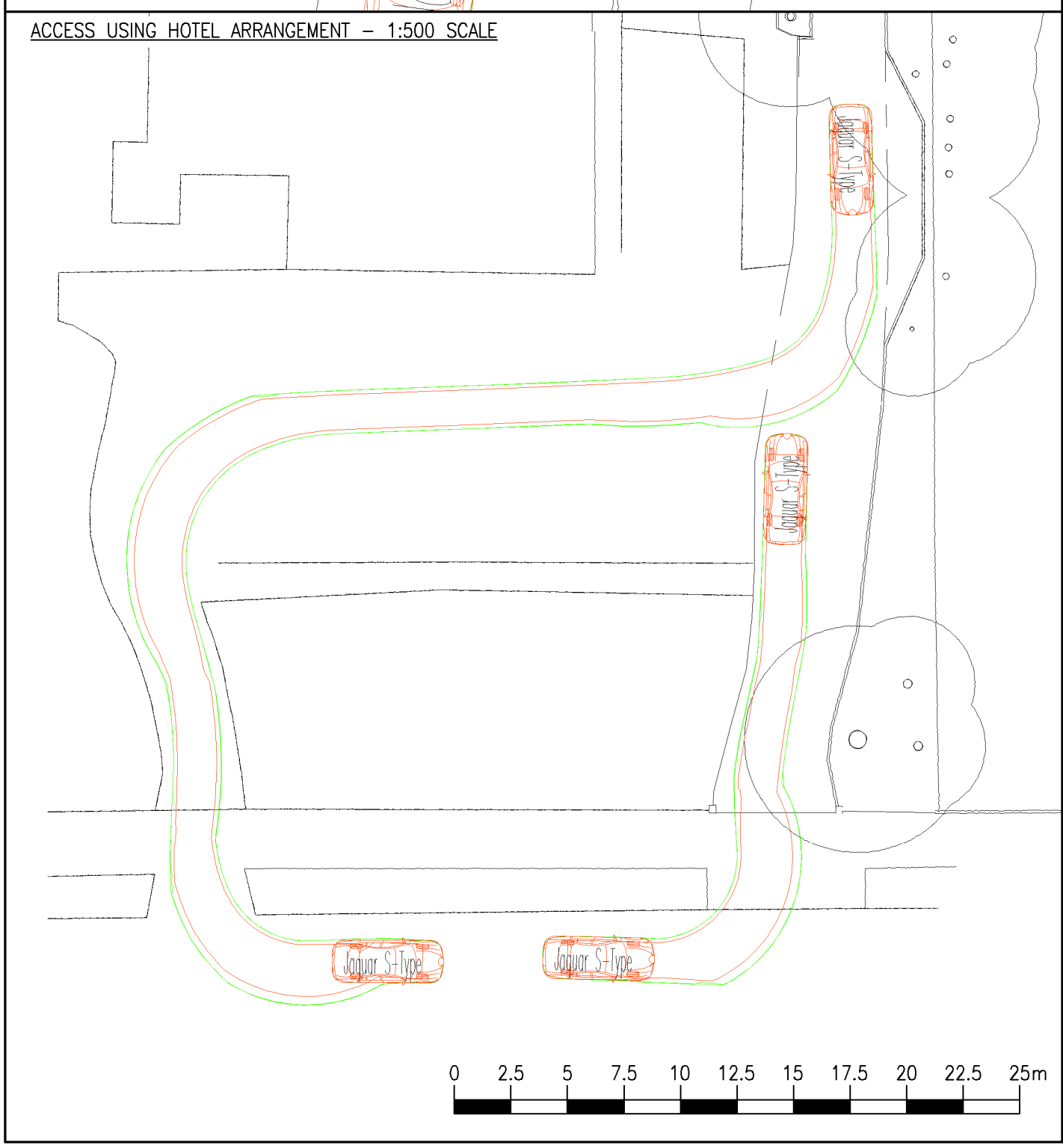
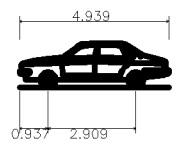
PASSING POINT – 1:100 SCALE



ACCESS USING HOTEL ARRANGEMENT – 1:500 SCALE





Jaguar S–Type	
Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

REV	DATE	BY	DESCRIPTION	CHK	APD
-	-	-	-	-	-

DRAWING STATUS:
–

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT:
–

LEAD CONSULTANT
–

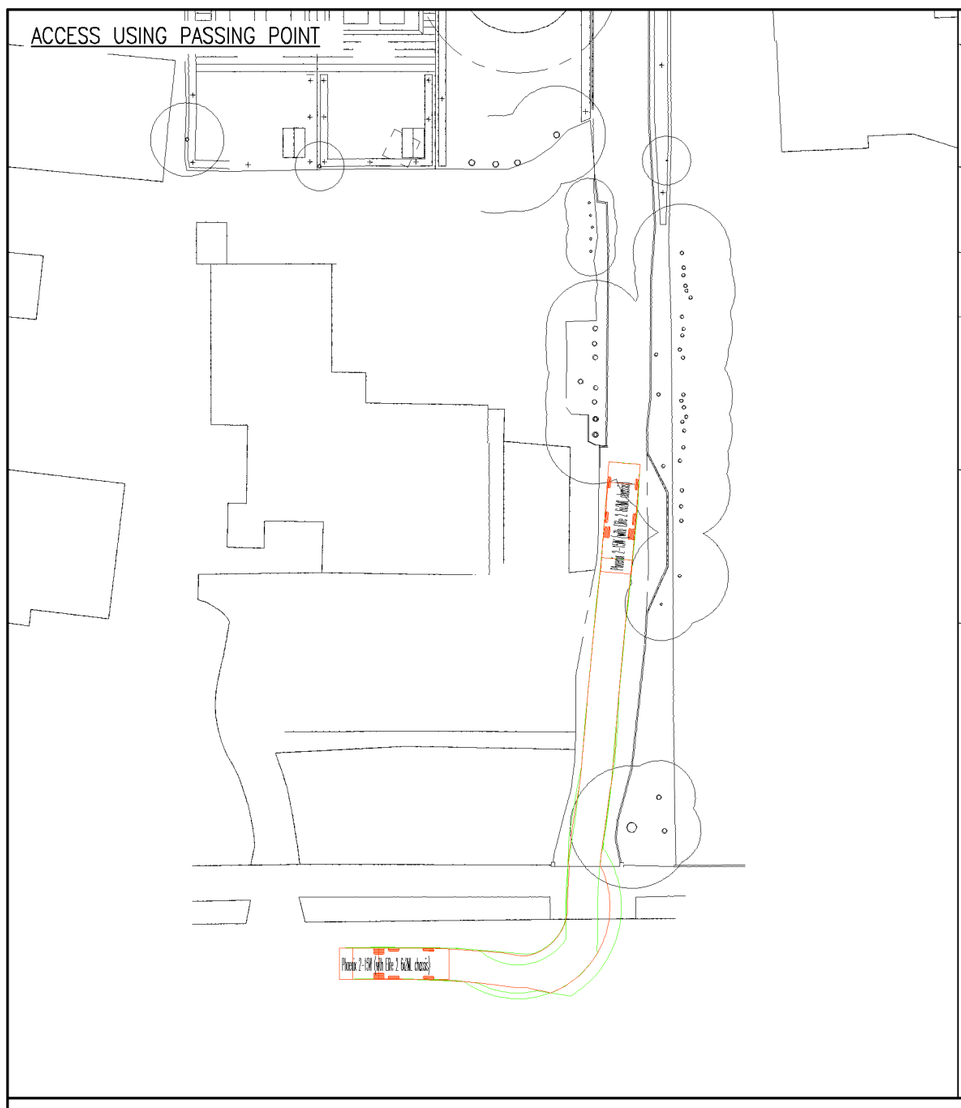
PROJECT:
58 BATH ROAD, READING,
READING BC

TITLE:
CAR ACCESS AND PASSING POINT
SWEPT PATH ANALYSIS

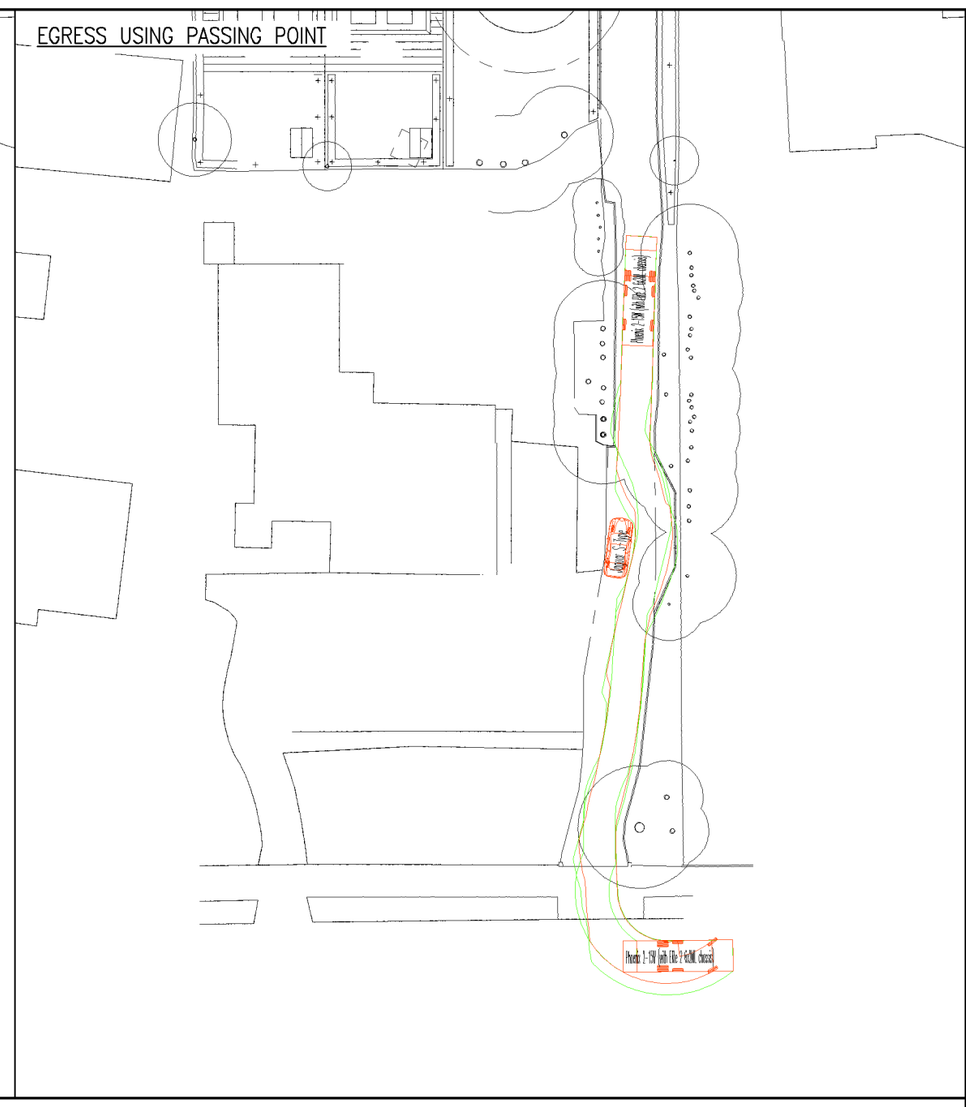
SCALE @ A3:	DESIGN–DRAWN:	DATE:
SEE VIEWPORT	TJS	31/03/2026

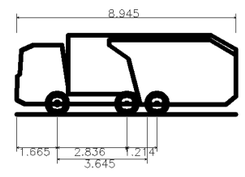
PROJECT No:	DRAWING No:	REVISION:
5668	100	–

ACCESS USING PASSING POINT



EGRESS USING PASSING POINT





Phoenix 2–15W (with Elite 2 6x2ML chassis)

Overall Length	8.945m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

ACCESS THROUGH HOTEL

REV	DATE	BY	DESCRIPTION	CHK	APD
–	–	–	–	–	–

DRAWING STATUS: –

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Tel: 01920 871777
www.eastp.co.uk

CLIENT: CLIENT

LEAD CONSULTANT: –

PROJECT: 58 BATH ROAD, READING, READING BC

TITLE: REFUSE VEHICLE SWEPT PATH ANALYSIS

SCALE @ A2:	DESIGN–DRAWN:	DATE:
1:500	TJS	31/03/2026

PROJECT No:	DRAWING No:	REVISION:
5668	101	–

Appendix: D – TRICS Datasheets

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Calculation Reference: AUDIT-743101-250204-0221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
09	NORTH		
	IM	ISLE OF MAN	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	31 to 145 (units:)
Range Selected by User:	6 to 10000 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/20 to 18/09/25

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:

Monday	2 days
Tuesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	3 days
No	3 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 ES-03-A-17 MIXED HOUSES & FLATS EAST SUSSEX
RAILWAY ROAD
NEWHAVEN

Edge of Town Centre
No Sub Category
Total No of Dwellings: 145
Survey date: FRIDAY *28/06/24* *Survey Type: MANUAL*

2 HC-03-A-30 TERRACED HOUSES HAMPSHIRE
MEUDON AVENUE
FARNBOROUGH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 31
Survey date: FRIDAY *14/10/22* *Survey Type: MANUAL*

3 HF-03-A-07 MIXED HOUSES & BUNGALOWS HERTFORDSHIRE
BAKER STREET
POTTERS BAR

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

4 IM-03-A-04 MIXED HOUSES ISLE OF MAN
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

5 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

6 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	COVID 19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.84

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	84	0.069	6	84	0.253	6	84	0.322
08:00 - 09:00	6	84	0.099	6	84	0.374	6	84	0.473
09:00 - 10:00	6	84	0.194	6	84	0.196	6	84	0.390
10:00 - 11:00	6	84	0.137	6	84	0.150	6	84	0.287
11:00 - 12:00	6	84	0.133	6	84	0.117	6	84	0.250
12:00 - 13:00	6	84	0.117	6	84	0.152	6	84	0.269
13:00 - 14:00	6	84	0.166	6	84	0.141	6	84	0.307
14:00 - 15:00	6	84	0.135	6	84	0.162	6	84	0.297
15:00 - 16:00	6	84	0.214	6	84	0.180	6	84	0.394
16:00 - 17:00	6	84	0.263	6	84	0.131	6	84	0.394
17:00 - 18:00	6	84	0.321	6	84	0.129	6	84	0.450
18:00 - 19:00	6	84	0.204	6	84	0.089	6	84	0.293
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.052			2.074			4.126

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	31 - 145 (units:)
Survey date date range:	01/01/20 - 18/09/25
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	84	0.002	6	84	0.014	6	84	0.016
08:00 - 09:00	6	84	0.008	6	84	0.046	6	84	0.054
09:00 - 10:00	6	84	0.016	6	84	0.010	6	84	0.026
10:00 - 11:00	6	84	0.004	6	84	0.008	6	84	0.012
11:00 - 12:00	6	84	0.008	6	84	0.004	6	84	0.012
12:00 - 13:00	6	84	0.008	6	84	0.008	6	84	0.016
13:00 - 14:00	6	84	0.010	6	84	0.006	6	84	0.016
14:00 - 15:00	6	84	0.010	6	84	0.018	6	84	0.028
15:00 - 16:00	6	84	0.036	6	84	0.022	6	84	0.058
16:00 - 17:00	6	84	0.026	6	84	0.008	6	84	0.034
17:00 - 18:00	6	84	0.022	6	84	0.016	6	84	0.038
18:00 - 19:00	6	84	0.006	6	84	0.004	6	84	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.164			0.320

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	84	0.008	6	84	0.040	6	84	0.048
08:00 - 09:00	6	84	0.018	6	84	0.113	6	84	0.131
09:00 - 10:00	6	84	0.053	6	84	0.042	6	84	0.095
10:00 - 11:00	6	84	0.036	6	84	0.036	6	84	0.072
11:00 - 12:00	6	84	0.036	6	84	0.032	6	84	0.068
12:00 - 13:00	6	84	0.032	6	84	0.030	6	84	0.062
13:00 - 14:00	6	84	0.028	6	84	0.040	6	84	0.068
14:00 - 15:00	6	84	0.048	6	84	0.044	6	84	0.092
15:00 - 16:00	6	84	0.079	6	84	0.046	6	84	0.125
16:00 - 17:00	6	84	0.071	6	84	0.053	6	84	0.124
17:00 - 18:00	6	84	0.061	6	84	0.034	6	84	0.095
18:00 - 19:00	6	84	0.036	6	84	0.020	6	84	0.056
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.506			0.530			1.036

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	84	0.002	6	84	0.053	6	84	0.055
08:00 - 09:00	6	84	0.006	6	84	0.046	6	84	0.052
09:00 - 10:00	6	84	0.004	6	84	0.024	6	84	0.028
10:00 - 11:00	6	84	0.012	6	84	0.020	6	84	0.032
11:00 - 12:00	6	84	0.010	6	84	0.020	6	84	0.030
12:00 - 13:00	6	84	0.018	6	84	0.014	6	84	0.032
13:00 - 14:00	6	84	0.022	6	84	0.016	6	84	0.038
14:00 - 15:00	6	84	0.012	6	84	0.020	6	84	0.032
15:00 - 16:00	6	84	0.032	6	84	0.008	6	84	0.040
16:00 - 17:00	6	84	0.055	6	84	0.010	6	84	0.065
17:00 - 18:00	6	84	0.048	6	84	0.010	6	84	0.058
18:00 - 19:00	6	84	0.028	6	84	0.008	6	84	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.249			0.249			0.498

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.*