



MARKIDES ASSOCIATES

Transport Statement

**400 Thames Valley Park Drive,
Earley, Reading**

24 June 2024

Prepared for TVP Investments Limited

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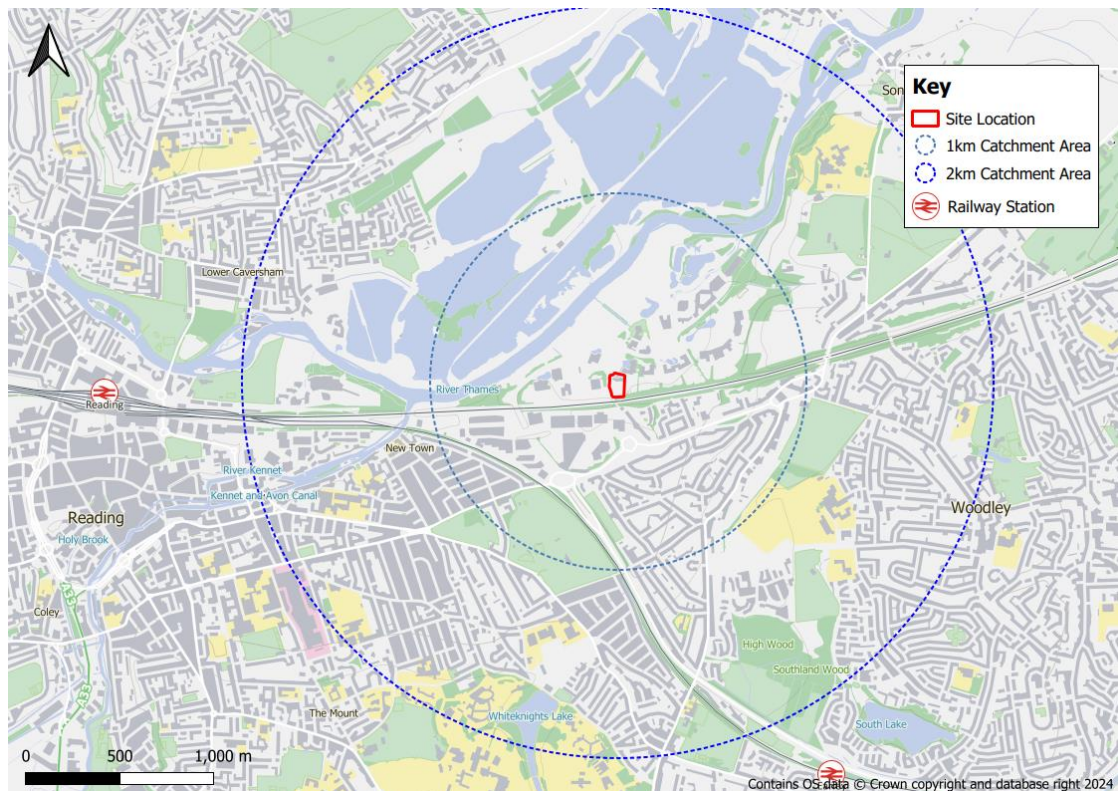
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1. Introduction

1.1 Preamble and Site Location

- 1.1.1 Markides Associates (MA) have been instructed by TVP Investments Ltd. (the Applicant) to prepare this Transport Statement (TS) in support of a Prior Approval Application under Schedule 2, Part 3, Class MA (commercial, business and service uses to dwellinghouses) of the new dwellinghouses on detached buildings in commercial or mixed use) of the General Permitted Development Order 2015 for a change of use of the ground, 1st, 2nd and 3rd floors (use Class E) to 62 residential units with associated plant and car and cycle parking ("the Proposed Development") at a site, 400 Thames Valley Park Drive, Earley, Reading, RG6 1PT.
- 1.1.2 A site location plan is indicated below at **Figure 1.1**

Figure 1.1 Site Location Plan

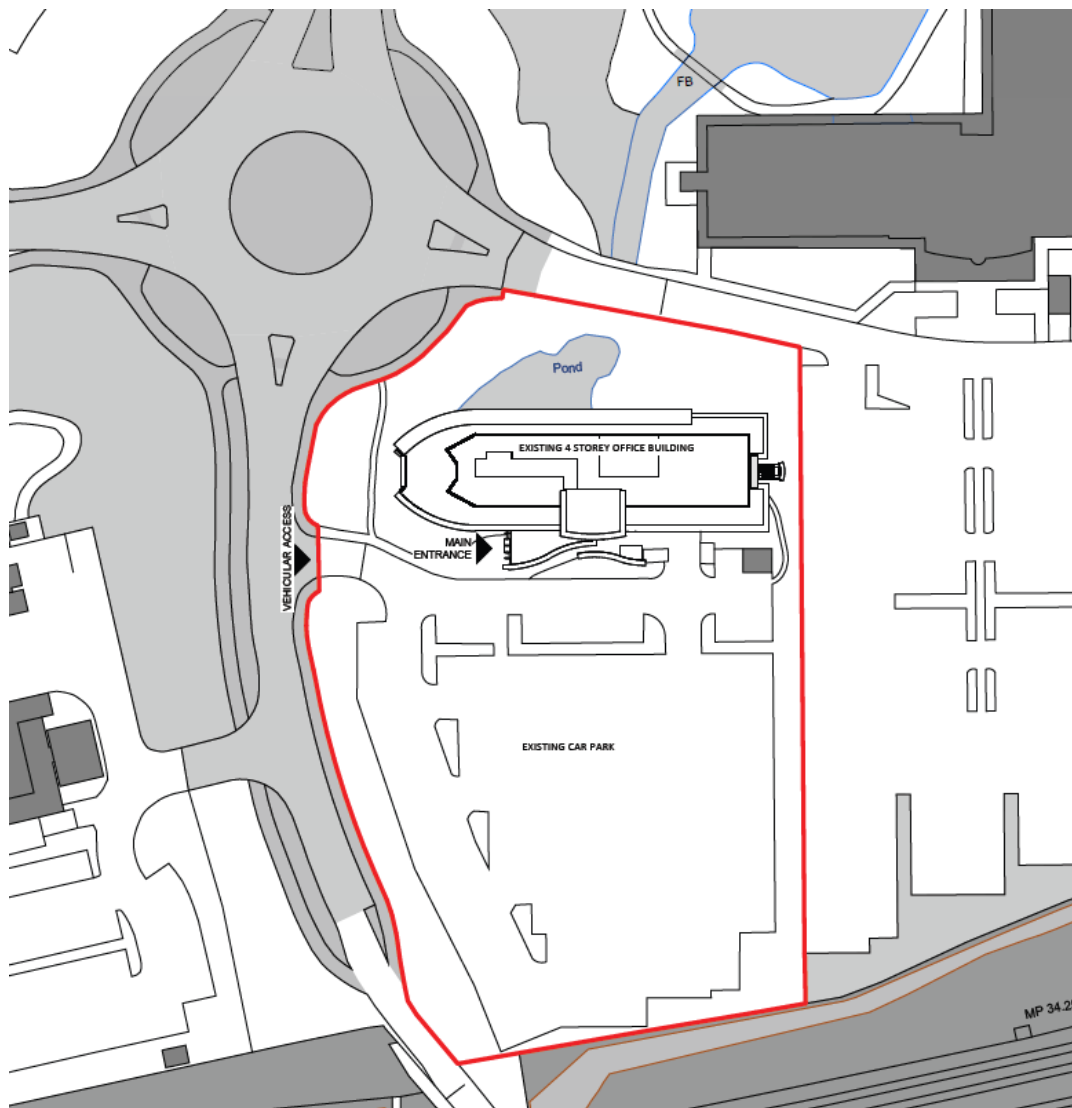


- 1.1.3 The site is bound to the north by an access road serving an adjacent office located north-east of the site, to the east by the car park associated with this adjacent office, to the south by railway tracks, and to the west by Shepherds House Lane, from which the site is currently accessed.
- 1.1.4 The site is situated within the administrative boundary of Wokingham Borough Council (WBC).

1.2 Existing Site

- 1.2.1 The existing site consists of a 4 storey commercial building, with gross internal area (GIA) totalling approximately 3,755sqm, supported by an external car parking area with approximately 180 existing parking spaces, including blue badge provision, with a small secure and sheltered cycle compound occupying 2 of these spaces.
- 1.2.2 The car park area is accessed via a simple priority junction with Shepherds House Lane and is also used to accommodate delivery and servicing activity, including refuse collection.
- 1.2.3 Pedestrian access to the building is taken from the rear.
- 1.2.4 The existing site layout is indicated below at **Figure 1.2**.

Figure 1.2 Existing Site Layout



Source: Rohacs Architects

1.3 Development Proposals (Summary)

- 1.3.1 The proposals are for a change of use of each of the existing commercial floors to provide 62 residential units, with accommodation mix as follows:
- 52 x one-bedroom units; and
 - 10 x two-bedroom units
- 1.3.2 For the purpose of this TS the one-bedroom units are considered to have two habitable rooms and the two-bedroom units have three habitable rooms.
- 1.3.3 The existing car park will be used to accommodate residential parking, with some of the existing car parking area used to accommodate secure and sheltered residential cycle parking and bin storage.

1.4 Cumulative Development Proposals

- 1.4.1 In addition to this change of use application, the Applicant has concurrently submitted a separate Prior Approval Application under Schedule 2, Part 20, Class AA (new dwellinghouses on detached buildings in commercial or mixed use) of the General Permitted Development Order 2015 for a two-storey upwards extension providing 32 residential units (26 x one-bedroom and 6 x two bedroom) on the 4th and 5th floor.
- 1.4.2 That application is also supported by a Transport Statement (**TS01**) prepared by Markides Associates.
- 1.4.3 This Transport Statement (**TS02**) will also therefore consider the cumulative impact of both applications so that they can be considered together, should they both be delivered.

1.5 Transport Statement Requirement

- 1.5.1 The Town and Country Planning (General Permitted Development) Order 2015, which came into force on the 15th April 2015, and its subsequent 2024 Amendment, which came into force on the 5th March 2024, sets out the permitted development rights for a proposed change from office to residential under Class MA.
- 1.5.2 The Order states that development of this nature will consist of *“from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order.”*
- 1.5.3 The Order states that development of this nature is permitted subject to the condition that before the beginning of the development the Applicant shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required, with one of the considerations being; *“the transport impacts of the development, particularly to ensure safe site access.”*
- 1.5.4 The Order states, *“on receipt of the application, where in the opinion of the local planning authority, the development is likely to result in a material increase or a material change in*

the character of traffic in the vicinity of the site, the local planning authority must consult,” in this instance, “with the local highway authority where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority.”

- 1.5.5 The Order states that the local planning authority must also have regard to the National Planning Policy Framework (NPPF), so far as relevant to the subject matter of the prior approval, as if the application were a planning application. In this regard, NPPF states under paragraph 115 that, ‘*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*’
- 1.5.6 This TS has therefore been prepared to support the proposed change of use and to demonstrate that there are no concerns generated regarding a material increase or a material change in the character of traffic in the vicinity of the site, and that the site can be safely accessed, providing WBC with the information necessary to conclude that prior approval is not required, or if it is required, it can be given.
- 1.5.7 In terms of the cumulative considerations, it is noted that the Order requires the same considerations in terms of any material increase of material change in the character of traffic in the vicinity of the site.

1.6 Report Structure

- 1.6.1 Following this introduction, the TS is structured as follows:
- **Section 2 – Existing Situation** reviews the accessibility of the site location in order to demonstrate that it is appropriate for residential development;
 - **Section 3 – Development Proposals** outlines the application proposals in detail, including site access, car parking, cycle parking and servicing arrangements;
 - **Section 4 – Trip Generation and Impact** undertakes a comparative trip generation assessment and;
 - **Section 5 – Summary and Conclusions** provides an overview of the key points of this report and concludes.

2. Existing Conditions

2.1 Existing Site and Site Location

- 2.1.1 As stated in the Introduction, the existing site consists of a 4 storey commercial building, with GIA totalling approximately 3,755sqm, supported by an external car parking area with approximately 180 existing parking spaces, including blue badge provision, with a small secure and sheltered cycle compound occupying 2 of these spaces.
- 2.1.2 The car park area is accessed via a simple priority junction with Shepherds House Lane and is also used to accommodate delivery and servicing activity, including refuse collection.
- 2.1.3 Pedestrian access to the building is taken from the rear.
- 2.1.4 The site is bound to the north by an access road serving an adjacent office located north-east of the site, to the east by the car park associated with this adjacent office, to the south by railway tracks, and to the west by Shepherds House Lane, from which the site is currently accessed.

2.2 Accessibility

- 2.2.1 The site benefits from being within close proximity of a range of social infrastructure that acts as typical trip attractors for residential developments, such as food retail, childcare, employment centres and leisure. **Table 2.1** below lists a range of such trip attractors, with location indicated in **Figure 2.1**.

Table 2.1 Local Facility Table

Facility		Location	Distance	Travel Time	
				Walk	Cycle
Food Outlet	Aldi	London Road	500m	8	3
	Marks and Spencer	25 Washway Road	1300m	19	7
Access to Outdoor Open Space	Thames Valley Park Nature Reserve	Thames Valley Park Drive	500m	8	2
	Palmer Park	London Road	1250m	18	5
Access to Recreation/Leisure Facility for Fitness/Sport	David Lloyd	Valley Park Drive	640m	8	2
	Anytime Fitness	Shepherds Hill	1300m	19	5
Pharmacy	Orange Pharmacy	237 London Road	1650m	22	5
Access to Employment	Thames Valley Estate	Thames Valley Park Drive	250m	5	1
GP	Kennet Surgery	30 Cholmeley Road	1650m	22	7
Child Care	Bright Horizons Day Nursery	Thames Valley Park Drive	640m	8	2

Figure 2.1 Local Facilities Plan



2.2.2 This proximity ensures that these land uses can be accessed using modes other than private car and realistically using active modes, supported by established infrastructure described below.

2.3 Pedestrian and Cycle Access

2.3.1 Pedestrian access to the site is achieved from the rear, connecting with the established footway network on Shepherds House Lane, which to the north connects with the wider footway network along Thames Valley Park Drive. Pedestrian severance caused by the traffic movements on Thames Valley Park Drive is mitigated by a signalised pedestrian crossing located immediately west of the roundabout with Oracle Way.

2.3.2 To the south, Shepherds House Lane where it passes under the railway track is filtered to remove traffic movements, therefore providing safe and convenient access to adjacent land uses such as the Aldi supermarket.

2.3.3 In terms of cycle provision, the immediate footway network actually forms part of a shared use footway / cycleway network, with Shepherds House Lane along the site frontage actually forming part of National Cycle Network Route 4, which to the west connects with Reading town centre and Reading National Rail Station. Within transport planning 5km is often adopted as an acceptable distance where car trips can reasonably transfer to cycle trips and in this regard the whole of Reading town centre is within this threshold, with a flat topography conducive to this mode of travel.

2.3.4 This local pedestrian and cycle infrastructure is indicated in **Figure 2.2**.

Figure 2.2 Local Pedestrian & Cycle Infrastructure



2.4 Public Transport Accessibility

Bus Services

- 2.4.1 The site is located within circa 450m of the nearest bus stop on London Road to the south, which provides access to services 14 and 127/128/129, which route around Reading and provide access to the town centre and rail station, with a service pattern and frequency that supports traditional commuter patterns.
- 2.4.2 A summary of the bus services is provided in **Table 2.2** below.

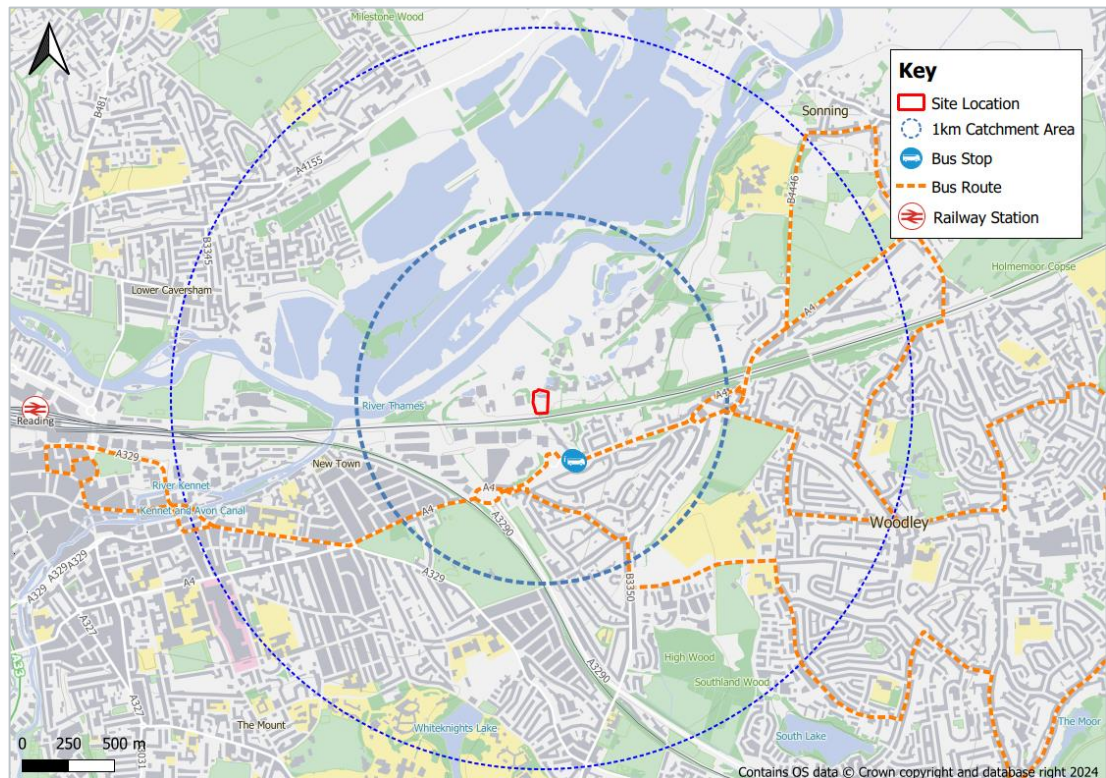
Table 2.2 Bus Services

No.	Route	Service Frequency		
		Weekday	Saturday	Sunday
14	Reading Station – Woodley	2 services per hour throughout the day	2 services per hour throughout the day	1 service per hour throughout the day
127/128/129	Wokingham town centre – Reading Town Centre	2 services during AM peak hour, 1 per hour throughout day	1 service per hour throughout the day	N/A

Rail Services

- 2.4.3 Reading Rail Station is located circa 3.3km west of the site, and can be accessed from the site as part of a multi-modal trip via the No.14 bus service.
- 2.4.4 Reading Rail station provides local, regional and national rail services to destinations such as Newbury, Basingstoke, Bristol Temple Meads, London Waterloo, Paddington, as well as regular services on the Elizabeth Line connecting to central London.
- 2.4.5 The local public transport infrastructure is indicated on **Figure 2.3**.

Figure 2.3 Local Public Transport Infrastructure



2.5 Local Highway Network

- 2.5.1 The site is accessed via an existing simple priority junction with Shepherds House Lane, which to the north forms a roundabout junction with Oracle Parkway, which in turn provides access to Thames Valley Park Drive which provides access to Reading town centre.
- 2.5.2 Shepherds House Lane along the site frontage is subject to double yellow line no waiting controls, preventing parking overspill from the site.

2.6 Summary

- 2.6.1 The site is therefore within an accessible area, benefiting from active travel infrastructure that supports pedestrian and cycle movements, with infrastructure in place to support varying levels of ability.
- 2.6.2 The site is also located within close proximity of a range of social infrastructure, ensuring that future residents would not be wholly reliant on single occupancy car trips to access key amenities.
- 2.6.3 The site is therefore an appropriate location for sustainable residential development.

3. Development Proposals

3.1 Scale of Development and Site Layout

3.1.1 The proposals are for a change of use of each of the existing commercial floors to provide 62 residential units, with accommodation mix as follows:

- 52 x one-bedroom units; and
- 10 x two-bedroom units

3.1.2 The proposed floor plans are attached at **Appendix A**.

3.1.3 For the purpose of this TS the one-bedroom units are considered to have two habitable rooms and the two-bedroom units have three habitable rooms.

3.2 Pedestrian Access

3.2.1 Residents will access the existing building using the existing main entrance, accessing the existing core provision, with lift access up to the upper floors.

3.3 Cycle Parking

3.3.1 In terms of cycle parking, whilst the proposals will not be considered against specific policies of the WBC Local Plan, the proposals will provide secure and sheltered cycle parking in accordance with adopted standards, which for the proposed residential mix, being 2 and 3 habitable rooms, is 1 space per unit and therefore 62 cycle parking spaces.

3.3.2 It is intended that this cycle parking will be provided within a secure compound in place of some of the existing car parking.

3.3.3 It is however acknowledged that the Order does not allow for any changes to the external area beyond the curtilage of the building.

3.3.4 On that basis the Applicant will accept a planning condition where the details of the cycle parking in terms of location and type can be provided for subsequent approval.

3.4 Car Parking

3.4.1 In terms of car parking, whilst the proposals will not be considered against specific policies of the WBC Local Plan, the site can readily accommodate residential car parking in accordance with adopted standards within the available provision, which for the proposed residential mix and site location, being within an urban area, is 2 car parking spaces per unit on the basis that each flat would be allocated 2 spaces (*Table C3-2 of WBC's adopted standards*).

3.4.2 The standards also require 0.2 spaces per unit for visitors.

3.4.3 Applying these standards to the proposed scale of development requires 136 spaces.

- 3.4.4 There would therefore be sufficient capacity to accommodate this requirement, whilst allowing some existing spaces to be used for cycle and bin storage.

3.5 Delivery and Servicing

- 3.5.1 Residential deliveries, including refuse collection, will follow the same arrangements as adopted by the existing commercial land uses, with vehicles entering the existing rear car parking area, accessing the site, then leaving in forward gear

3.6 Cumulative Scale of Development

- 3.6.1 The cumulative scale of development would result in a total of 94 units, with an accommodation mix as follows:
- 78 x one-bedroom units; and
 - 16 x two-bedroom units

3.7 Cumulative Pedestrian Access

- 3.7.1 Under the cumulative development scenario, residents will access the building as above.

3.8 Cumulative Cycle Parking

- 3.8.1 Under the cumulative development scenario, the proposals will also provide cycle parking in accordance with adopted standards, at 1 space per unit and therefore a total of 94 spaces, which would again be accommodated within a secure compound at the expense of existing car parking.
- 3.8.2 Again, the Applicant will accept a planning condition where the details of the cycle parking in terms of location and type can be provided for subsequent approval.

3.9 Cumulative Car Parking

- 3.9.1 In terms of car parking, whilst the cumulative proposals will not be considered against specific policies of the WBC Local Plan, the site can readily accommodate residential car parking in accordance with adopted standards within the available provision, which for the cumulative residential mix and site location, being within an urban area, is 1.1 car parking spaces per unit on the basis that each flat would be allocated 1 space (*Table C3-2 of WBC's adopted standards*).
- 3.9.2 The standards also require 0.2 spaces per unit for visitors.
- 3.9.3 Applying these standards to the cumulative scale of development requires 122 spaces.
- 3.9.4 There would therefore be sufficient capacity to accommodate this requirement, whilst allowing some existing spaces to be used for cycle and bin storage.

- 3.9.5 Again, on the basis that the Order does not allow for any changes to the external area beyond the curtilage of the building, the Applicant will accept a planning condition where the details of the car parking can be provided for subsequent approval.

3.10 Cumulative Delivery and Servicing

- 3.10.1 Residential deliveries, including refuse collection, will follow the same arrangements as above.

4. Trip Generation

4.1 Overview

- 4.1.1 The Order requires any application to demonstrate that the proposed change of use does not result in a material increase or change in character of traffic.
- 4.1.2 The TS therefore undertakes a comparative trip generation assessment, quantifying the multimodal trip generation associated with both the established office use and proposed residential use, to calculate the change in movements.

4.2 Existing Office Trip Generation

- 4.2.1 Multi-modal trip generation associated with the existing office use have been calculated with reference to the industry standard TRICS database. Site selection criteria were selected as follows:
- TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE;
 - Sites located within South East/West regions;
 - Sites excluding Town Centre locations; and
 - Anomalous sites removed.
- 4.2.2 The TRICS output for the sites is appended to this report at **Appendix B**.
- 4.2.3 **Table 4.** sets out the resultant 'Total People' and 'Vehicle' trip rates per 100sqm for the existing office use, which have been applied to the existing floorspace (3,755sqm GIA) to quantify the associated trip generation.

Table 4.1: Existing Office Trip Generation

Trip Rate (3,755sqm)	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person Trip Rate	2.519	0.176	2.695	0.202	2.216	2.418	6.987	6.851	13.838
Person Trips	70	5	74	4	60	64	179	175	354
Total Vehicle Trip Rate	1.856	0.126	1.982	0.117	1.587	1.704	4.779	4.651	9.43
Vehicle Trips	95	7	101	8	83	91	262	257	520

- 4.2.4 **Table 4.** therefore indicates that the existing office use would generate around 74 total vehicle trips during the AM peak, 64 during the PM peak, and 354 across the day.

4.3 Proposed Residential Trip Generation

4.3.1 Multi-modal trip generation associated with the proposed residential units have also been calculated with reference to the industry standard TRICS database. Site selection criteria was adopted as follows:

- TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED;
- Sites located within South East/South West England;
- Sites situated within Edge of Town Centre/Edge of Town locations;
- Surveys excluded during COVID;
- Sites with car parking availability

4.3.2 The TRICS output for the proxy sites based on this search criteria is appended to this report at **Appendix C**.

4.3.3 **Table 4.2** sets out the resultant 'Total People' and Vehicle trip rates per unit, which have then been applied to the proposed scale of development, totalling 62 units, to quantify the associated trip generation.

Table 4.2: Residential Trip Rates

(62 units)	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
All Person Trip Rate	0.106	0.578	0.684	0.484	0.212	0.696	2.747	2.868	5.615
All Person Trips	7	36	42	30	13	43	170	178	348
Car Trip Rate	0.052	0.188	0.240	0.193	0.096	0.289	1.181	1.238	2.419
Car Trips	3	12	15	12	6	18	73	77	150

4.3.4 **Table 4.2** therefore indicates that the proposed change of use is anticipated to generate approximately 15 vehicle movements in the AM peak and 18 vehicle movements in the PM peak.

4.4 Net Change

4.4.1 Having quantified the trips associated with both the existing and proposed uses, **Table 4.3** below indicates the net change in trip generation.

Table 4.3: Net Change

Net Change	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
All Person Trips	-88	29	-59	22	-70	-48	-92	-79	-171
Car Trips	-66	7	-60	8	-54	-46	-106	-98	-204

4.4.2 **Table 4.3** therefore confirms that the proposed change of use will result in a reduction in both All Person and Vehicle trips during both peak hours and across the day.

4.4.3 The proposals will not therefore result in a material traffic impact.

4.5 Proposed Residential Trip Generation Cumulative Scenario

4.5.1 **Table 4.4** below quantifies the potential trip generation associated with the cumulative residential scenario totalling 94 units, applying the same residential trip rates to the 32 units that would be delivered by the vertical extension.

Table 4.4: Residential Trip Rates

(94 units)	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
All Person Trip Rate	0.106	0.578	0.684	0.484	0.212	0.696	2.747	2.868	5.615
All Person Trips	10	54	64	45	20	65	258	270	528
Car Trip Rate	0.052	0.188	0.240	0.193	0.096	0.289	1.181	1.238	2.419
Car Trips	5	18	23	18	9	27	111	116	227

4.5.2 **Table 4.4** therefore indicates that the cumulative residential units are anticipated to generate approximately 23 vehicle movements in the AM peak and 27 vehicle movements in the PM peak.

4.6 Net Change Cumulative Development Scenario

4.6.1 Having quantified the trips associated with both the existing and cumulative development scenario, **Table 4.5** below indicates the net change in trip generation.

Table 4.5: Net Change

Net change	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
All Person Trips	-85	48	-37	38	-63	-25	-4	12	8
Car Trips	-65	13	-52	14	-51	-37	-68	-58	-127

- 4.6.2 **Table 4.5** therefore confirms that even under a cumulative scenario with both the change of use and vertical extension delivered together, the proposals will also result in a reduction in vehicle trips during each of the peak hours and across the day.
- 4.6.3 The cumulative development proposals will not therefore result in a material traffic impact.

5. Summary and Conclusion

- 5.1.1 Markides Associates have been instructed by TVP Investments Ltd. to prepare this Transport Statement in support of a Prior Approval Application under Schedule 2, Part 3, Class MA (commercial, business and service uses to dwellinghouses) of the General Permitted Development Order 2015 for a change of use of the ground, 1st, 2nd and 3rd floors (use Class E) to 62 residential units with associated plant and car and cycle parking at a site, 400 Thames Valley Park Drive, Earley, Reading, RG6 1PT.
- 5.1.2 The existing site consists of a 4 storey commercial building, with gross internal area totalling approximately 3,755sqm, supported by an external car parking area with approximately 180 existing parking spaces.
- 5.1.3 The Transport Statement has established that the site is an appropriate location for sustainable residential development, being within close proximity of a range of social infrastructure and adjacent to established active travel and public transport infrastructure.
- 5.1.4 The proposals will be supported by secure cycle parking, bin storage and car parking, achieved via the reallocation of existing external space. It is however acknowledged that the Order does not allow any changes other than within the curtilage of the building and on that basis the Applicant will accept a planning condition that will allow further details to be submitted for approval concerning cycling parking, bin storage and car parking.
- 5.1.5 The proposals will otherwise maintain the same pedestrian, vehicle and delivery and servicing access arrangements as the retained commercial use.
- 5.1.6 The Transport Statement has undertaken a trip generation assessment which has demonstrated that the scale of development will result in a reduction in vehicle movements compared with the established office use.
- 5.1.7 This Transport Statement has therefore demonstrated that there are no concerns generated regarding a material increase or a material change in the character of traffic in the vicinity of the site, and that the site can be safely accessed.
- 5.1.8 On this basis, it is considered there are no transport related reasons why prior approval can not be granted.
- 5.1.9 The Transport Statement has also considered a cumulative scenario where the change of use is delivered in tandem with a proposed vertical extension of the building to deliver an additional 32 units. The TS has established that even under this cumulative scenario the proposals will continue to generate less vehicle movements than the established office use.
- 5.1.10 Any change associated with car and cycle parking to accommodate the demands associated with this cumulative development scenario can also be addressed via a suitable planning condition.
- 5.1.11 On this basis, it is considered there are no transport related reasons why prior approval can not be granted for the cumulative development scenario.

5.1.12

APPENDICES

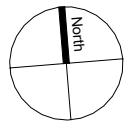
Appendix A – Proposed Development Layout

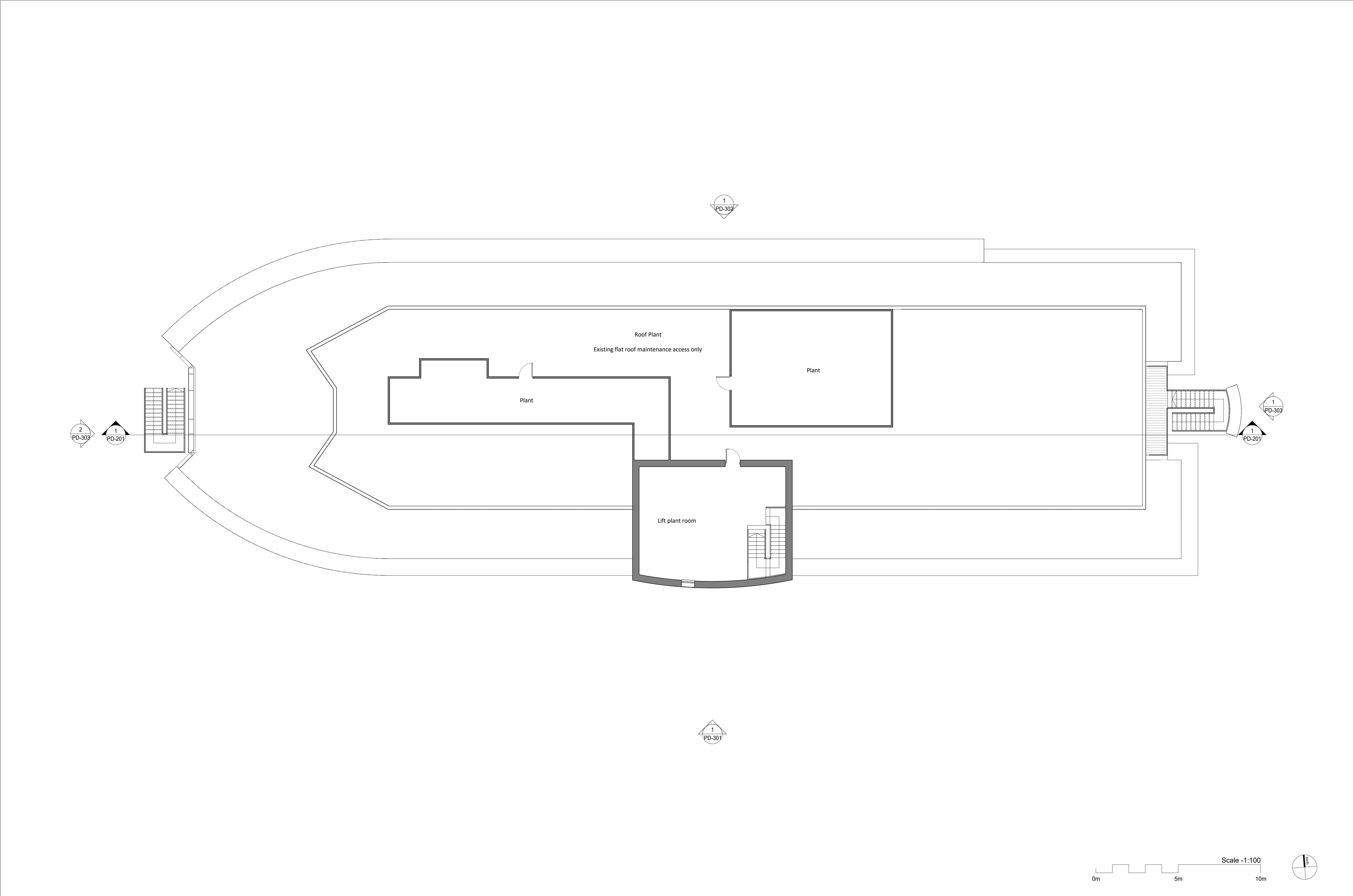
Appendix B – TRICS Outputs – Office

Appendix C – TRICS Outputs – Residential

APPENDIX A – PROPOSED DEVELOPMENT LAYOUT







APPENDIX B – TRICS OUTPUTS – OFFICE

Calculation Reference: AUDIT-860401-240520-0510

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	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: Gross floor area
 Actual Range: 830 to 5700 (units: sqm)
 Range Selected by User: 186 to 45000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 11/11/22

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:

Tuesday 1 days
 Wednesday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
 Edge of Town 1

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

Selected Location Sub Categories:

Built-Up Zone 2
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
	HOLDENHURST ROAD		
	BOURNEMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
2	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
3	WS-02-A-06	SOUTHERN WATER OFFICES	WEST SUSSEX
	YEOMAN ROAD		
	WORTHING		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5700 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
4	WS-02-A-07	BUSINESS TECHNOLOGY	WEST SUSSEX
	HAM ROAD		
	SHOREHAM-BY-SEA		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2780 sqm	
	Survey date: FRIDAY	11/11/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-02-A-05	anomolous

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2978	0.294	4	2978	0.034	4	2978	0.328
07:30 - 08:00	4	2978	0.630	4	2978	0.008	4	2978	0.638
08:00 - 08:30	4	2978	0.781	4	2978	0.076	4	2978	0.857
08:30 - 09:00	4	2978	1.075	4	2978	0.050	4	2978	1.125
09:00 - 09:30	4	2978	0.487	4	2978	0.109	4	2978	0.596
09:30 - 10:00	4	2978	0.235	4	2978	0.050	4	2978	0.285
10:00 - 10:30	4	2978	0.101	4	2978	0.059	4	2978	0.160
10:30 - 11:00	4	2978	0.034	4	2978	0.034	4	2978	0.068
11:00 - 11:30	4	2978	0.084	4	2978	0.092	4	2978	0.176
11:30 - 12:00	4	2978	0.092	4	2978	0.076	4	2978	0.168
12:00 - 12:30	4	2978	0.101	4	2978	0.243	4	2978	0.344
12:30 - 13:00	4	2978	0.118	4	2978	0.176	4	2978	0.294
13:00 - 13:30	4	2978	0.134	4	2978	0.202	4	2978	0.336
13:30 - 14:00	4	2978	0.151	4	2978	0.118	4	2978	0.269
14:00 - 14:30	4	2978	0.092	4	2978	0.126	4	2978	0.218
14:30 - 15:00	4	2978	0.059	4	2978	0.067	4	2978	0.126
15:00 - 15:30	4	2978	0.076	4	2978	0.243	4	2978	0.319
15:30 - 16:00	4	2978	0.000	4	2978	0.185	4	2978	0.185
16:00 - 16:30	4	2978	0.034	4	2978	0.386	4	2978	0.420
16:30 - 17:00	4	2978	0.008	4	2978	0.285	4	2978	0.293
17:00 - 17:30	4	2978	0.025	4	2978	0.579	4	2978	0.604
17:30 - 18:00	4	2978	0.092	4	2978	1.008	4	2978	1.100
18:00 - 18:30	4	2978	0.042	4	2978	0.277	4	2978	0.319
18:30 - 19:00	4	2978	0.034	4	2978	0.168	4	2978	0.202
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.779			4.651			9.430

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:	830 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 11/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2978	0.369	4	2978	0.042	4	2978	0.411
07:30 - 08:00	4	2978	0.764	4	2978	0.017	4	2978	0.781
08:00 - 08:30	4	2978	1.083	4	2978	0.092	4	2978	1.175
08:30 - 09:00	4	2978	1.436	4	2978	0.084	4	2978	1.520
09:00 - 09:30	4	2978	0.638	4	2978	0.160	4	2978	0.798
09:30 - 10:00	4	2978	0.353	4	2978	0.059	4	2978	0.412
10:00 - 10:30	4	2978	0.143	4	2978	0.109	4	2978	0.252
10:30 - 11:00	4	2978	0.076	4	2978	0.076	4	2978	0.152
11:00 - 11:30	4	2978	0.160	4	2978	0.151	4	2978	0.311
11:30 - 12:00	4	2978	0.185	4	2978	0.176	4	2978	0.361
12:00 - 12:30	4	2978	0.252	4	2978	0.487	4	2978	0.739
12:30 - 13:00	4	2978	0.243	4	2978	0.311	4	2978	0.554
13:00 - 13:30	4	2978	0.269	4	2978	0.369	4	2978	0.638
13:30 - 14:00	4	2978	0.311	4	2978	0.176	4	2978	0.487
14:00 - 14:30	4	2978	0.168	4	2978	0.176	4	2978	0.344
14:30 - 15:00	4	2978	0.084	4	2978	0.143	4	2978	0.227
15:00 - 15:30	4	2978	0.067	4	2978	0.269	4	2978	0.336
15:30 - 16:00	4	2978	0.000	4	2978	0.235	4	2978	0.235
16:00 - 16:30	4	2978	0.050	4	2978	0.571	4	2978	0.621
16:30 - 17:00	4	2978	0.025	4	2978	0.353	4	2978	0.378
17:00 - 17:30	4	2978	0.059	4	2978	0.831	4	2978	0.890
17:30 - 18:00	4	2978	0.143	4	2978	1.385	4	2978	1.528
18:00 - 18:30	4	2978	0.059	4	2978	0.361	4	2978	0.420
18:30 - 19:00	4	2978	0.050	4	2978	0.218	4	2978	0.268
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.987			6.851			13.838

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.

APPENDIX C – TRICS OUTPUTS – RESIDENTIAL

Calculation Reference: AUDIT-860401-240518-0557

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
CT	CENTRAL BEDFORDSHIRE	3 days
HF	HERTFORDSHIRE	3 days
PO	PORTSMOUTH	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: 22 to 175 (units:)
Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/06/23

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

Selected survey days:

Tuesday 5 days
Thursday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 5
Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 4
Built-Up Zone 2
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 9 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	4 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CT-03-C-01	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	CT-03-C-03	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
6	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
7	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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): 2.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	87	0.039	7	87	0.191	7	87	0.230
08:00 - 09:00	7	87	0.052	7	87	0.188	7	87	0.240
09:00 - 10:00	7	87	0.064	7	87	0.077	7	87	0.141
10:00 - 11:00	7	87	0.062	7	87	0.078	7	87	0.140
11:00 - 12:00	7	87	0.060	7	87	0.088	7	87	0.148
12:00 - 13:00	7	87	0.116	7	87	0.118	7	87	0.234
13:00 - 14:00	7	87	0.085	7	87	0.077	7	87	0.162
14:00 - 15:00	7	87	0.065	7	87	0.065	7	87	0.130
15:00 - 16:00	7	87	0.106	7	87	0.069	7	87	0.175
16:00 - 17:00	7	87	0.127	7	87	0.082	7	87	0.209
17:00 - 18:00	7	87	0.193	7	87	0.096	7	87	0.289
18:00 - 19:00	7	87	0.212	7	87	0.109	7	87	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.181			1.238			2.419

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:

22 - 175 (units:)

Survey date date range:

01/01/16 - 08/06/23

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	87	0.065	7	87	0.451	7	87	0.516
08:00 - 09:00	7	87	0.106	7	87	0.578	7	87	0.684
09:00 - 10:00	7	87	0.119	7	87	0.185	7	87	0.304
10:00 - 11:00	7	87	0.147	7	87	0.158	7	87	0.305
11:00 - 12:00	7	87	0.114	7	87	0.162	7	87	0.276
12:00 - 13:00	7	87	0.230	7	87	0.242	7	87	0.472
13:00 - 14:00	7	87	0.186	7	87	0.172	7	87	0.358
14:00 - 15:00	7	87	0.149	7	87	0.144	7	87	0.293
15:00 - 16:00	7	87	0.310	7	87	0.154	7	87	0.464
16:00 - 17:00	7	87	0.312	7	87	0.180	7	87	0.492
17:00 - 18:00	7	87	0.484	7	87	0.212	7	87	0.696
18:00 - 19:00	7	87	0.525	7	87	0.230	7	87	0.755
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.747			2.868			5.615

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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