

Transport Statement

Hexham Road, Reading

On behalf of Reading Borough Council via **Property Services,**
Hampshire County Council

March 2023

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1. Background

1.1. Overview

- 1.1.1. This Transport Statement (TS) has been prepared to support the submission of a planning application for a day centre providing social care services (Use Class E(f)) and housing (Use Class C3) with landscaping, car parking and access at Hexham Road, Reading, herein referred to as 'the site.'
- 1.1.2. The scope and methodology of this report has been agreed in advance with Reading Borough Council's (RBC) Highways Development Planning department who agreed that a Transport Statement would be required in relation to this development.
- 1.1.3. The scope of the TS was agreed via a meeting between Hampshire County Council (HCC) Property Services and RBC Officers (18th May 2021), details are attached as **Appendix 1**. Through this pre-app advice, the RBC planning department set out the scope they would require; the points raised are addressed in the report below.

1.2. Policy and Guidelines

- 1.2.1. This TS has been prepared with reference to local policy and guidelines including:
- National Planning Policy Framework (NPPF) 2021
 - Department for Transport guidance on travel plans, transport assessments and statements (2014)¹
 - RBC's adopted Local Plan (4th November 2019) with specific note to:
 - RBC's Sustainability Appraisal SPD (2019)
 - RBC's Design and Construction SPD (2019)
 - RBC's Adults Care Strategy (2019)
 - RBC's draft Local Transport Plan 4 (2020-2036) which, in direct relation to their Corporate Plan (section 2.35) identifies the following key priorities:
 - *Improving access to decent housing to meet local needs, and*
 - *Protecting and enhancing the lives of vulnerable adults and children.*
 - The 'Infrastructure Delivery Plan' of the LTP also highlights a borough-wide need for the delivery of extra care housing provision, mental health accommodation, learning disability accommodation and dementia friendly provision.
 - RBC's Revised Parking Standards and Design SPD (2011)

¹ [Travel Plans, Transport Assessments and Statements - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/travel-plans-transport-assessments-and-statements)

1.2.2. The context for the parking requirements contained within this TS need to be recognised in accordance with the following:

- Climate emergency declared by RBC (2019)
- RBC's requirement for low carbon emissions strategy on new schemes and developments (2020-2025)
- RBC's Supplementary Planning Policy for Sustainability (as highlighted by the draft LTP4).

1.2.3. With regards to RBC's Sustainability Appraisal SPD (2019) new development will seek '*...to reduce the need to travel through appropriately located development, with the questions to address as follows:*

- *How has the design and layout incorporated measures to reduce the need to travel, especially by car, and promote alternative and sustainable modes of transport such as walking, cycling and the use of public transport?*
- *How have public transport networks been considered in terms of the location of the development and proximity to local amenities?*
- *How have deliveries and the manoeuvring of delivery vehicles been considered?"*

1.2.4. There is no current approved Neighbourhood Plan for the locality or for Reading as a whole.

1.3. The new PMLD facility and sheltered/general needs housing

1.3.1. The following facilities and accommodation is planned at the site located on Hexham Road, formally known as 'The Willows' Figure 1:

- **Relocation of Strathy Close PMLD Day Care Service**

A new adult day care service (to accommodate the relocated Strathy Close day care service). This service provides opportunities for adults with profound and multiple learning difficulties (PMLD).

Service users are supported to meet their personal care needs and to participate in activities within the service and local community. Service users will arrive via Readibus²/taxi/carer and go on to join activities of their choice either in the service or be taken to activities in the community via Readibus/public transport.

- **Sheltered Flats**

The construction of 36 one-bedroom sheltered accommodation flats for people typically over the age of 55. Occupants can have a range of needs from fully independent living to those with mental health and mobility issues. Occupants are supported but the accommodation will not be supervised on site, like for example with a 'live in' warden.

² Readibus is a dial-a-ride bus service for people with restricted mobility in and around Reading

- **General Needs Flats**

The construction of six one-bedroom general needs flats. The flats will be located on the ground floor, with two of the flats providing more specialist facilities for wheelchair users.

1.3.2. The site is situated on Hexham Road (see Figure 1), in the Borough of Reading, approximately 2.3km south of Reading Town Centre. The site was previously known as 'The Willows' which was a former specialist dementia and intermediate care home for the elderly.

1.3.3. The current PMLD day care service, to be moved and accommodated at the site, is currently located at Strathy Close, approx. 2.5km west of Reading town centre and 4.3km north-west of the new site (Figure 1).



Figure 1: PMLD Day Care Facility – Existing and New Site Locations

- 1.3.4. The Strathy Close PMLD Day Care service is run and owned by RBC. This offers a day care service for adults with learning disabilities who need a high level of support and will continue this same level of service at the Hexham Road site. The service offers a programme of interactive, sensory, and physical activities that helps develop independence and promote a healthy lifestyle.
- 1.3.5. There are currently 27 adults (25 years and over) who use the PMLD Day Care service at Strathy Close, with a total of 18 full time equivalent (FTE) staff working there.
- 1.3.6. The site that would accommodate the relocated Strathy Close PMLD day care service, is located on Hexham Road, approx. 2.4km north of Whitley 4.4km north-west of Strathy Close and 2km south of Reading Town Centre (Figure 1). The PMLD provision would be expanded to accommodate up to 31 places at this site. Formally this site was known as 'The Willows.'
- 1.3.7. Prior to closures, the Willows served as a specialist dementia care home and intermediate care service for the elderly and was split into two adjoining units on the site. The dementia unit provided a service for up to 16 residents. The intermediate care unit comprised of 10 small flats (one person per flat), which provided up to six weeks rehabilitation care following an injury or illness for adults. Both these units were staffed by care workers at all times.
- 1.3.8. The Willows was closed and the intermediate care/rehabilitation beds moved to Charles Clore Court (an Extra Care provision) on the basis that this would deliver better outcomes for users as the alternative options would be better suited to meeting their needs. It closed in 2020 and was demolished in November 2022.
- 1.3.9. There were 19 parking spaces on the site and one accessible parking bay. The Willows site and its buildings were sealed off and remained vacant from 2019 until complete demolition of the site in 2022, which was subject to an earlier Prior Approval application (application number 221019).
- 1.3.10. There were 24 staff associated with the former Willows site across both facilities. These staff would have covered a number of shifts patterns across the day and night.
- 1.3.11. The intention is for the day centre adult day care attendees and occupants of the housing to come from within the Reading Borough area. The new day centre day care facility will be owned, managed, and run by RBC.

1.4. Why is the new care facility and accommodation required?

- 1.4.1. RBC is reviewing in-house services across Adult Social Care in order to ensure that services are sustainable and able to meet the need of their communities, now and into the future. As part of this process RBC are reviewing their facilities and the buildings that they run these services from, this includes the current facilities at the Strathy Close PMLD Day Care service.
- 1.4.2. RBC made a formal commitment to continue running these valuable services, following a consultation in the summer of 2017. However, in order to ensure the best use of their resources and to meet the mental health needs of a wide range of people living in the Reading borough, the Council needed to consider alternative options for the location of these services.
- 1.4.3. RBC also seeks to make significant steps to meet the Council's housing objectives as part of the Adults Care Strategy (2019) by maximising the opportunities for housing as part of the new site's viability. The Strategy therefore has two key components; adults care and housing.
- 1.4.4. RBC's current stock of flats do not meet the needs of older people and are not located near local services and amenities. The ambition for the new flats is to re-provide new, affordable homes for older people with modern facilities that meet the needs of existing and new tenants, including those who wish to downsize from family sized homes, freeing up properties required for young families.
- 1.4.5. For the adult care aspects of the accommodation, RBC carried out public consultations for the future of the service with service users, carers, families, staff and partner organisations.
- 1.4.6. The selected site at Hexham Road (formally known as The Willows) are a result of viability schematics on several sites across the Borough. It furthermore centralises an existing site; making use of a vacant site well situated within the Borough. This process is also summarised in the Planning Statement.

2. Existing site conditions

2.1. Location and operation

2.1.1. **Figure 2** details a closer view of the Hexham Road site, outlined within the red hatched area, showing the immediate highway network surrounding the site.



Figure 2 – The Former Willows Site, Hexham Road

2.1.2. The site is located within the Redlands area of Reading Borough (approx. 2.3km south of Reading town centre) and is positioned on the corner of Hexham Road and Northumberland Avenue.

2.1.3. The site consisted of a, now demolished, part-two part-single storey building which was formerly in use as an elderly persons' dementia care home.

2.1.4. The surrounding area is predominantly residential consisting of two storey terraced and semi-detached dwellings whilst some four storey blocks of flats are also present, located 100m to the east further along Hexham Road. Adjoining the site to the south is the Reading Girls School site.

2.2. Local highway network

- 2.2.1. The site is currently accessed via a single vehicular entrance directly off Hexham Road (Figure 2). Hexham Road is a single carriageway road, residential in nature and subject to a 30mph speed limit.
- 2.2.2. Hexham Road provides access to a residential housing area, that links Northumberland Avenue to Corbridge Road and Newcastle Road (Figure 2). These roads are similar to Hexham Road in their layouts.
- 2.2.3. Residential parking is present along Hexham Road in the form of on-street, laybys, resident only parking areas and some private driveways. There are no parking restrictions on Hexham Road, within the immediate vicinity of the site entrance junction. Double yellow lines are present at the roundabout junction of Hexham Road and Northumberland Avenue.
- 2.2.4. Northumberland Avenue is a residential road providing access to the wider residential area, as well as the Reading Girls School, directly south of the site. The majority of Northumberland Avenue forms part of a 20mph zone, with traffic calming present, in the form associated signage, 20mph road markings and speed cushions. The 20mph zone runs from its northern entrance junction with Christchurch Gardens, past the Hexham Road junction and ends at the Long Barn Lane roundabout junction (Figure 2), where it transfers to 30mph.
- 2.2.5. Footways are present along both sides of Hexham Road, in the vicinity of the site entrance and the roundabout junction with Northumberland Avenue. There are no formalised pedestrian crossing facilities are present on Hexham Road. Northumberland Avenue has a zebra crossing present 150m north of the Hexham Road roundabout junction and an uncontrolled pedestrian crossing point 120m south of this junction. Both these crossing facilities fall within the 20mph zone.
- 2.2.6. A pedestrian access footway (Bede Walk) is directly to the south of the site, off Northumberland Avenue. This provides pedestrian only access to the wider residential area including Hexham Road (Figure 2). Two new pedestrian access points will be created as part of this development to access Bede walk outlined within the site plan of Figure 3, later on in this TS.
- 2.2.7. The closest bus stops are on Northumberland Avenue, approx. 50m from the site entrance. These stops cater for the emerald 5 and number 91 bus services. The emerald 5 serves a north-south route from Reading town centre/railway station to Whitley Wood via Northumberland Avenue and Corbridge Road. Emerald 5 runs a high frequency service 24 hours a day, 7 days a week, with buses every 10 minutes throughout the working day.
- 2.2.8. The 91 service caters mainly for the Reading Girls School pupils and operates around school opening and closing times, Monday to Friday only. It covers a similar route but also extends towards West Reading.

2.2.9. The nearest mainline railway station is Reading station which is approximately 2.5km north from the site (served by the emerald 5 bus service). Reading station is served by stopping services run by Great Western Railway between Reading and Oxford (or in a few cases onward to Banbury). Most of these services start or continue as semi-fast services between Reading and London Paddington and run twice per hour throughout most of the day, but only hourly on Sundays. Typical journey times are about 35 minutes to Oxford, and just under one hour to Paddington and Winchester.

2.3. Local Improvement Works

2.3.1. Reading Borough Council's Highways Development Team has confirmed that there are no planned works within the direct vicinity of the Site, in relation to any other development.

2.4. Personal Injury Collision review

2.4.1. Given the fact that the surrounding area of the site is heavily traffic calmed, with good footways, street lighting and crossing facilities present, Personal Injury Collision (PIC) data, in agreement with RBC, was not collected as part of this TS.

2.4.2. Furthermore a large proportion of the trips generated by the site, will be via organised transport (taxis and minibuses) for the day care facility.

2.4.3. No issues were raised concerning the history of PIC data for Hexham Road and its surrounding roads. It was therefore agreed at the 18th of May 2021 meeting, between Reading Borough Council and Hampshire Council Officers, that a review and analysis of Personal Injury Collision Data (PIC) was not required as part of this TS.

3. Trip generation

3.1. Trip Generation Methodology

3.1.1. Trip generation methodology was agreed during the meeting held between RBC as Highway Authority and HCC officers on 18th of May 2021. It was agreed that trip rates of the sites anticipated new use would be produced and analysed against the trip rate of the sites previous use. This would be done to demonstrate the net difference in anticipated vehicle trips.

3.1.2. This analysis is to be based on a Trip Rate Information Computer System (TRICS) assessment for the relevant site use for its new use as residential, sheltered/assisted living accommodation and a day centre providing social care services, and its previous use as a dementia care home facility.

3.1.3. For the purposes of the TRICs assessment the site's land use class was split into three different categories, outlined below. It is worth noting that there was no specific 'day care service or centre' land use category within the TRICs database, therefore it was agreed that the best comparison would be a nursery site, as the day service would run specific time slots for attendees throughout the day, akin to nursery traffic movements.

For the sites new use:

- **Class C3:**
 - **Assisted Living** - *Housing developments for older people that offer more support than sheltered housing, but still allow residents to live independently. Residents usually live in a self-contained flat with their own front door, but meals may be provided. Personal care and support services are generally available on-site 24 hours per day. Trip rates are calculated by Site Area, Dwellings, Housing Density or Bedrooms.*
 - **Sheltered accommodation for elderly people** – *not to be confused with nursing homes. Trip rates are calculated by Site Area, Dwellings, or Housing Density.*
- **Class D1:**
 - **Nursery Pre-school centres.** Trip rates can be calculated by Gross Floor Area, Pupils, or Employees. For the purposes of the day care service to illustrate a trip rate akin to a Day Service. Day Service land use category not available on TRICs.

For the sites previous use as a dementia care home:

- **Class C2:**
 - **Care Home (Specific Condition)** - *A care home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included. Not to be confused with the "Care Home (elderly residential)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.*

3.1.4. It is worth noting that within TRICs the category for 'Sheltered Accommodation' was only listed against 'elderly people (not care homes).' Therefore, 'Assisted Living' offered a better fit than 'Sheltered Accommodation' for the TRICs methodology sub-categories, as listed in the description above. Both these sub-categories share the same land use group of C3. This was agreed via HCC and RBC.

3.1.5. There was no category in TRICS for 'general needs' accommodation so this has been combined with the C3 'assisted living' category, as it is not dissimilar.

3.1.6. As previously stated, there was no specific 'day care service or centre' land use category within the TRICs database, therefore it was agreed that the best comparison would be a nursery facility, as the day service would run specific time slots for attendees throughout the day, and they would be dropped off and collected from the day service.

- 3.1.7. The nursery calculations via TRICs are based on the number of staff (18 FTE) for the day service. However, this trip generation represents a 'worst case scenario' based on peak hour assumptions. It does not take into account shared use transportation, for example car sharing amongst staff and residents. It is also anticipated that taxis, minibuses or dial-a-ride shared bus services would be the main form of transport for users the day centre, therefore minimising the overall anticipated vehicle trip rates at peak hours.
- 3.1.8. The TRICs assessment will aim to provide an anticipated peak hour trip rate (AM & PM) for the sites new use in terms of its capacity of assisted/sheltered residential accommodation and day centre, as well as the sites previous use as a dementia care home facility to ascertain a net differential in trip rates. All trips related to car/small van transportation – as outlined in TRICs
- 3.1.9. The demand for on-site staff and visitor parking, for the site, has been calculated using RBC's *Parking Standards and Design SPD (2011)*, in relation to the number of care staff expected to be employed by the day care facility. A total of 18 FTE staff has been established based on the number of staff at the current Strathy Close day care service.

3.2. TRICs Assessments

- 3.2.1. All survey sites selected were located within either a 'residential/suburban area/residential zone' and 'edge of town centre' location, similar to that of the current area surrounding the new site off Hexham Road. The trip rate parameters and calculations, for all land use types, are included in **Appendix 2**.
- 3.2.2. Five comparable TRICs survey sites were available to use in the assessment of the residential dementia care home use (C2), and four sites for the assisted living accommodation (C3). The information from these sites was used in order to produce an average estimated trip against the maximum capacity of residents for both facilities across the site.
- 3.2.3. For the day care service, nursery comparison (use class D1), a total of five comparable sites were available to use within the trip generation TRICs assessment.
- 3.2.4. TRICs trip generation calculations for the new site are based on an assumed 31-place day service, 36 one bedroom sheltered accommodation affordable housing units and six assisted living one bedroom flats.
- 3.2.5. For the sites previous use the TRICs calculations are based on the 16 resident capacity of the dementia care facility and 10 resident capacity of the intermediate sheltered care accommodation (26 residents in total).
- 3.2.6. The outputs of the calculations above were used in order to produce an average estimated peak hour vehicle arrival and departure trip rate, in relation to the maximum capacity of units for residents and spaces for the relocated day care service on the site.

3.2.7. Outlined below are the trip rate summaries for the new accommodation and relocated day care service:

New Sheltered Accommodation/General Needs Flats:

3.2.8. For the new sheltered/general needs flats the TRICS assessment showed that the highest level of arrivals and departures for the AM peak would be between 10:00-11:00, and 16:00-17:00 for the PM. This was measured within a 12 hour period from 07:00-19:00.

3.2.9. From the TRICs data the sheltered/general needs flats produced the highest combined vehicle arrival and departure trip rate between the hours of 10:00-11:00, at a calculation of 0.272 per resident. This figure was then multiplied against the number of planned dwellings (42) which gave the calculation of **11 vehicle arrivals and departures** at the peak hour associated with this accommodation.

Relocated Day Centre:

3.2.10. For the purpose of the relocated day centre, the trip rate for a nursery was used as a robust comparison. A nursery facility operates in a similar way whereby attendees would be dropped off and picked up at different times throughout the operational hours of the service. The trip rate used was based on full time equivalent (FTE) staff numbers - 18 in total for the current adult day care service.

3.2.11. The TRICS assessment showed that the peak level of arrivals and departures for the AM were between 08:00-09:00, and for the PM peak 17:00-18:00. This was measured within a 12 hour period from 07:00 – 19:00. As the day centre is expected to close at 15:00, it can be assumed that the peak hour for PM trips will be 14:00-15:00.

3.2.12. From TRICS this calculation produced a combined vehicle arrival and departure trip rate of 1.529, at the peak hour of 08:00-09:00. When calculated against the total number of staff associated with the adult day care facility (18) this equated to **28 vehicle arrival and departures** (rounded up), during the peak hours associated with this facility type, within the 12 hours assessment period.

3.2.13. The combined anticipated peak hour vehicle arrival and departure outputs, for the new accommodation and relocated day care services are detailed in Table 1 below:

Table 1 Estimated Arrival/Departure Trip Rate for Peak AM & PM Times - New Use

Accommodation Type/Facility Type	Measurement for Comparison	TRICS Estimated Trip Rate - AM Peak Hour	TRICS Estimated Trip Rate - PM Peak Hour	Total no. of Peak Hour Vehicles
New use				
Sheltered accommodation/general needs housing (C3)	42 Units	6	5*	11
Adult day service (as Nursery D1)	18 staff	16*	12	28

*rounded up

3.2.14. Outlined below is the trip rate summary for the sites previous use as a dementia and intermediate care home.

Former dementia care home:

3.2.15. For the former dementia and intermediate care home the TRICS assessment demonstrated that the highest level of arrivals and departures for the AM peak were between 09:00-10:00, and 13:00-14:00 for the PM.

3.2.16. From TRICS the care home facility produced a combined vehicle arrival and departure trip rate of 0.311, at the peak hour of 15:00-16:00. When calculated against the capacity of residents within the former care home this equated to **8 vehicle arrival and departures** during the peak hours associated with this facility type, within the 14-hour assessment period.

3.2.17. The peak hour vehicle arrival and departure outputs for the dementia and intermediate care are detailed in Table 2 below:

Table 2 Estimated Arrival/Departure Trip Rate for Peak AM & PM Times - Sites Previous Use

Accommodation Type/Facility Type	Measurement for Comparison	TRICS Estimated Trip Rate - AM Peak Hour	TRICS Estimated Trip Rate - PM Peak Hour	Total no. of Peak Hour Vehicles
Dementia and intermediate care home	26 resident capacity	3	5*	8

*rounded up

3.2.18. Table 1 outlines that there would have been approximately 8 arrival and departure vehicle trips that would have occurred at peak periods, associated with the sites previous use as a care home and intermediate care facility.

3.3. TRICS Trip Generation Comparison and Conclusions

- 3.3.1. With regards to the sites new uses, vehicle trip rates are estimated to total **39 arrival and departure vehicle trips** occurring at the peak hour AM & PM periods combined. This represents a net increase of **+31 vehicle trips** over the sites previous trip generation estimation.
- 3.3.2. The difference in trip generation from the site's previous use to its anticipated use shows that although there is a net increase in trips (+31), the resulting anticipated impact on the highway however is expected to be minimal, for the following reasons:
- 3.3.3. This trip generation represents a 'worst case scenario' based on peak hour assumptions. It does not take into account shared use transportation, for example car sharing amongst staff and residents. It is also anticipated that taxis, minibuses or dial-a-ride shared bus services would be the main form of transport for users of the day centre, therefore minimising the overall anticipated vehicle trip rates at peak hours.
- 3.3.4. The 31 peak hour trips would be spread out during the day, as it is clearly demonstrated that the day centre care service peaks (section 3.2.11) differ from the accommodation trip peaks (section 3.2.8).
- 3.3.5. Furthermore the anticipated vehicle trip generation for the adult day centre shows different peak hours to that of the sheltered/general needs accommodation, spreading the trips apart further throughout the day. The day care would also be more regimented in the arrival and drop off of attendees.
- 3.3.6. It is worth noting however that sufficient staff parking will be accommodated on site against RBC guidelines, within the new layout, against the total of 18 FTE staff.

4. The new development

4.1. Development outline

4.1.1. The new buildings will be split into three distinct elements that represent different uses; day centre providing social care services, general needs flats on the ground floor with specialist units aimed at people typically over 55 with a range of needs (sheltered accommodation).

4.1.2. A total of 42 new residential dwellings will be accommodated at the site. These will all be affordable housing, owned and run by RBC and tenanted. They will comprise of the following accommodation:

- **6 x 1 bed general needs flats – to accommodate up to 2 persons per flat, 2 of which will have wheelchair accessibility.**
- **36 x 1 bed sheltered flats – to accommodate up to 2 persons per flat.**

4.1.3. Together with the new accommodation an anticipated 31 space adult day care facility will be constructed. It is expected that This will be open from 09:00 until 15:00, Monday to Friday, as per the current hours of its current site at Strathy Close.

4.1.4. **Figure 3** below outlines the site plan proposals. A new 'in only' vehicle, pedestrian and cycle entrance will be created off Hexham Road (approx.20m east of the existing entrance). The existing entrance will become 'exit only' to allow all vehicles and cyclists to loop through the car park. Two new pedestrian gated entrances will be created to the south of the site, off Bede Walk. No other entrances to the site are proposed. Figure 3 appears in larger detail within **Appendix 3**.

4.1.5. The day centre will comprise of:

- A Reception and an administration office
- Toilets for all building users
- Assisted bathrooms
- Life skills kitchen and support area
- Group activity rooms
- Sensory rooms

4.1.6. The building will be carefully placed on the site and respects the existing trees which provide a screen to the busier road to the west. A series of courtyards and garden spaces on the ground floor will provide different types of landscaped spaces for the different user groups.

4.1.7. 12 mobility scooter places are planned for the sheltered/general needs flats, contained within a secure and safe room with electric charging points. This and the provision of other Electric charging points for cars supports measures to deal with the RBC Carbon Crises issues of car emissions. Cycle storage is provided in line with the requirements.

4.1.8. New cycle parking will be provided, at 0.5 spaces per dwelling flat (1-2 beds) and 1 space per 2 FTE staff for the PMLD day care service, in accordance with RBCs policy. Cycle parking will be combined for both the accommodation and day care service staff, in the form of hoops and will be covered.

4.2. On-site parking for residents, staff and visitors

- 4.2.1. This section outlines the parking proposals for the site, in relation to the accommodation and day care service to be provided. Previous on-site parking arrangements for the site's previous use as a dementia care home was 19 parking spaces.
- 4.2.2. The off-site parking on the roads that surround the site is not controlled. The current local street parking for residents and visitors is a mixture of laybys and on uncontrolled areas of the carriageway. Many properties have created driveways that open onto the layby parking areas.
- 4.2.3. In relation to RBC's adopted *Parking Standards and Design SPD (2011)* the site sits within Zone 2 (Primary Core Area) of Reading borough. Zone 2's definition within RBC's *Parking Standards and Design SPD (2011)* states that:
- *'This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.'*
- 4.2.4. With this in mind the site is within a sustainable location. It is close to the centre of Reading (2.3km) and is served by rapid transit high frequency public transport links, therefore, this site will seek to try and discourage private car travel, where possible, given the needs of site users.
- 4.2.5. With regard to the RBC Parking Standards and Design SPD (2011) it outlines that the required standard for category C3 residential is 1 space per 1-2 bed dwellings. However, there is no specification on the type of dwelling being provided (i.e. sheltered). There is no standard reflected for a day centre reflected within their SPD.

4.2.6. When assessing the parking requirements for the site within Zone 2, as outlined within RBCs *Parking Standards and Design SPD (2011)*, the following factors have to be taken into consideration:

- A climate emergency has been declared by the RBC;
- RBC's low carbon policy within their Local Plan;
- RBC's Supplementary Planning Policy for Sustainability;
- The site's location close to the centre of Reading, with accessible and rapid public transport links adjacent to the site, which will help to discourage private car travel;
- The new site is within accessible walking distances of local shops, schools, and other amenities (e.g. doctor's surgery, dentist).
- Due to the nature of the new residents (older and disabled persons) trips via private motor cars will be limited.
- Mobility scooter parking and charging facilities have been increased to accommodate a great need from the residents.

4.2.7. Under RBC's Sustainability Policy item 2:11 it states that there is a requirement '*...to develop a transport infrastructure which supports more low carbon travel options for people in Reading and encourage non-car travel for all sectors of the population.*'

4.2.8. Any new parking construction within the borough must also be in accordance with RBC's Sustainability Planning Policy SPD where development seeks to achieve the aims, '*...to minimise damage to the environment through air, ground/surface water, land, noise or light pollution, by having limited car spaces, and also providing Electric Vehicle charging points.*' The site will have electric charging facilities for vehicles in line with RBC guidance.

Residential and Visitor Parking:

4.2.9. Whilst C3 category accommodation is planned it is understood that given the nature of accommodation (sheltered and general needs for people typically over 55s) it is unlikely that all residents would require the maximum parking requirements against RBCs *Parking Standards and Design SPD (2011)*, of one space per 1-2 bed dwellings.

4.2.10. When considering parking provision at other similar sites within the borough, parking is not allocated to tenants. It is provided on a 'first come first served' basis. The tenancy agreement for the individual resident is for the property, and not a parking space.

4.2.11. All similar sheltered/assisted living accommodation within the borough does have parking available, although the parking area varies in amount and size. It is also typical that spaces on these sites will also be used by visitors and carers to pick up and drop off on a "short stay" basis.

4.2.12. It is expected that any staff associated with the sheltered/assisted living accommodation will park on site for a short period of time when undertaking visits or checks on the site. Numbers of staff for sheltered who will attend site at any one time will generally be a maximum of two maximum, however usually only one car at a time.

4.2.13. There are no restrictions in place at most of the other similar accommodation sites, within the borough, and RBC do not “manage” the car parks at these sites. Parking areas are marked with “RBC Residents and Visitors only”, and historically one space is specifically marked out for staff.

4.2.14. Car ownership across each site, within the borough, can vary depending upon who moves in and out and when specific individual needs change. Typically it can be demonstrated that the majority of sites with lower numbers of cars, are nearer the town centre and have smaller car parking areas.

4.2.15. Table 3 below outlines these sites, their distance to the town centre, and the current level of car ownership against the number of properties at each site.

Table 3 Sheltered/assisted living accommodation car ownership

Site	Distance to town centre (approx.)	Number of properties	Current number of cars	Car ownership against property total (%)
Liebenrood Road	2.37km	27	7	26
Bristow Court	1.2km	24	8	33
Trinity Place	800m	25	2	8
St Stephens Court	1km	24	3	13
Woodlands	3.9km	29	8	28
Christchurch	1.4km	28	5	18
Durham	3.6km	30	8	27
Corwen	4.5km	42	8	19
Wierside	1km	31	5	16
	Average			21%

Source: Reading Borough Council Supported Housing

4.2.16. From Table 3 it can be seen that averages of car ownership at similar sites, close to the town centre, produce on average 21% car ownership, against the number of properties on the site. In relation to the Hexham Road site and the proposed accommodation (42 dwellings) that would equate to eight spaces.

Day Centre Staff Parking

- 4.2.17. The day centre will generate a parking need for a total of 18 full time equivalent (FTE) staff. Within RBC's parking guidelines there is no specific guidance on staff parking for a day care facility.
- 4.2.18. In relation to the current day centre at Strathy Close, this consists of a total 13 off road parking spaces, 11 for general staff parking and two parking spaces for buses. It has been stated, by RBC Adult Care and Health Services that the two bus parking spaces are used as regular parking bays and not currently utilised by buses as the care service doesn't own its own minibuses.
- 4.2.19. Parking at the Strathy Close site is predominantly for staff on a 'first come first served' basis. Staff generally park there for the whole day Monday – Friday during the service opening hours. They do not use their cars during the day unless they are attending a training course off site. Spaces may also be used by visitors, professional and carers/taxi drivers to pick up and drop off on a "short stay" basis.
- 4.2.20. The parking bays at the Strathy Close site are not marked, nor do they have a dedicated accessible or visitor space.
- 4.2.21. Table 4 below details the current car usage at the Strathy Close site:

Table 4 Current Parking Provision at Strathy Close Day Service Site

Number of staff	21
Number of general parking bays	11
Number of staff – car drivers	11
Number of staff – non car drivers	10
Number of bus bays	2
Number of motor bike bays	1
Number of bicycle sheds	1 - Capacity for 4 Bikes

Source: RBC Adult Care & Health Services

- 4.2.22. In relation to Table 4, parking provision is catered for 52% of the 21 staff at the Strathy Close day care service, amounting to 11 bays. RBC have stated that with the day care service's move to the Hexham Road site, the FTE staff will be decreasing with the move to the new Hexham Road site, to a total of 18.
- 4.2.23. With this in mind 52% of the 18 staff that will be associated with the moved day care service amounts to nine car parking spaces being provided.

Parking Provision at the Site

4.2.24. **Table 5** below outlines the parking requirements for the site.

Table 5 Parking Requirements for the Site

Parking type	New Provision Total
Day Centre Staff Parking	9 (of which one accessible)
Residential and visitor parking	8 (of which two accessible)
Cycle Residential	21
Cycle Staff	6
Powered Two Wheeler	1

4.2.25. From RBC's parking standards cycle parking is calculated for staff at the day centre as one per three members of FTE staff, which makes seven spaces. For residential C3 category cycle parking is calculated at 0.5 spaces per 1-2 bed flat dwelling, this would amount to 21 spaces.

4.2.26. Powered two wheeler parking provision is calculated at 2% of the maximum total car parking provision, which makes one space.

4.2.27. Accessible parking bays will be provided in line with RBCs parking standards of '3 disabled spaces or 5% of total capacity whichever is greater.' This would amount to three accessible bays being provided.

4.2.28. To help enhance car parking provision RBC have suggested a 'car-pool' scheme, available to all local residents, utilising spaces on Hexham Road to help deal with the parking balance. This will be achieved with an allocation of three new spaces, to be created on Hexham Road immediately outside the site. These will utilise the existing verge to form a layby, thus reducing on street parking that would otherwise obstruct one side of the highway. These spaces will be provided with electrical charge points.

4.2.29. In total 19 spaces will be provided for the site, which will include three bays being accessible. This will consist of 16 spaces on-site and three in the newly created layby, just outside the site (Figure 4).

4.2.30. To form a safer one way loop car park, a vehicular entrance to the site is shown to the north-eastern boundary. The formation of this connection to Hexham road would result in the loss of 3 Nr lay-by parking spaces off site.

4.2.31. A lower level of car parking is proposed for the site in the context of the following points:

- A climate emergency has been declared by the Borough;
- RBC's low carbon policy within the Local Plan (and its location within an Air Quality Management Area);
- RBC's Supplementary Planning Policy for Sustainably;
- The site's location close to the centre of Reading, with accessible and rapid public transport links adjacent to the site, which will help to discourage private car travel;
- The site is within in accessible walking distances of local shops, schools, and other amenities (e.g. doctor's surgery, dentist).
- It has been demonstrated that potential tenants of the accommodation typically have less private car ownership amongst them, and guaranteed parking spaces are not a requirement of their tenancy agreement.

4.2.32. Any new parking construction within the borough must also be in accordance with RBC's Sustainability Planning Policy SPD where development seeks to achieve the aims, '...to minimise damage to the environment through air, ground/surface water, land, noise or light pollution, by having limited car spaces, and also providing Electric Vehicle charging points.'

4.2.33. In line with RBC's Local Plan 10% of any newly constructed parking spaces must provide electric charging points, to deal with the RBC carbon crises issues of car emissions. This would equate to two new spaces providing electric charging points. In total as part of this development 11 car parking spaces will accommodate electric charging points.

4.2.34. In addition 10 new mobility scooter places are planned within the building in a secure and safe room with electric charging points.

4.2.35. A Construction Phase Traffic Management Plan will manage the impacts of construction traffic. It is subject to contractor approval and is therefore proposed to be made a condition of planning. Construction deliveries will be managed to avoid peak morning and afternoon times.

4.2.36. Figure 4 below outlines the parking arrangements for the site. A larger more detailed version is available in **Appendix 4**.

3.8 Parking & Cycle Storage

Figure 41 shows the parking areas associated with the development.

Parking Provision:

- 16 Nr parking spaces (inc 3 accessible)
- 3 Nr spaces provided within the existing verges along Hexham Road.
- 28 Bicycle parking spaces
- 1 Motorcycle parking space
- 10 mobility scooter parking spaces
- EV charging for 11 spaces on site and 3 along Hexham Road.

Bicycle Parking

Three locations for cycle storage are being provided as part of the development, all conveniently located in close proximity to the main access points to the flats, as well as for the day service staff. The storage area to the north is part of the mobility scooter store area, potentially utilising the charging points for e-bikes.

Key

Existing Parking	
Offstreet Parking	
Dropped kerb	
New Electric Car Pool Spaces	
New Car Parking Spaces	
New Disabled Car Parking Spaces	
Scooter Store	
Bicycle Storage	
Parking Restriction	
Removed Parking Space	

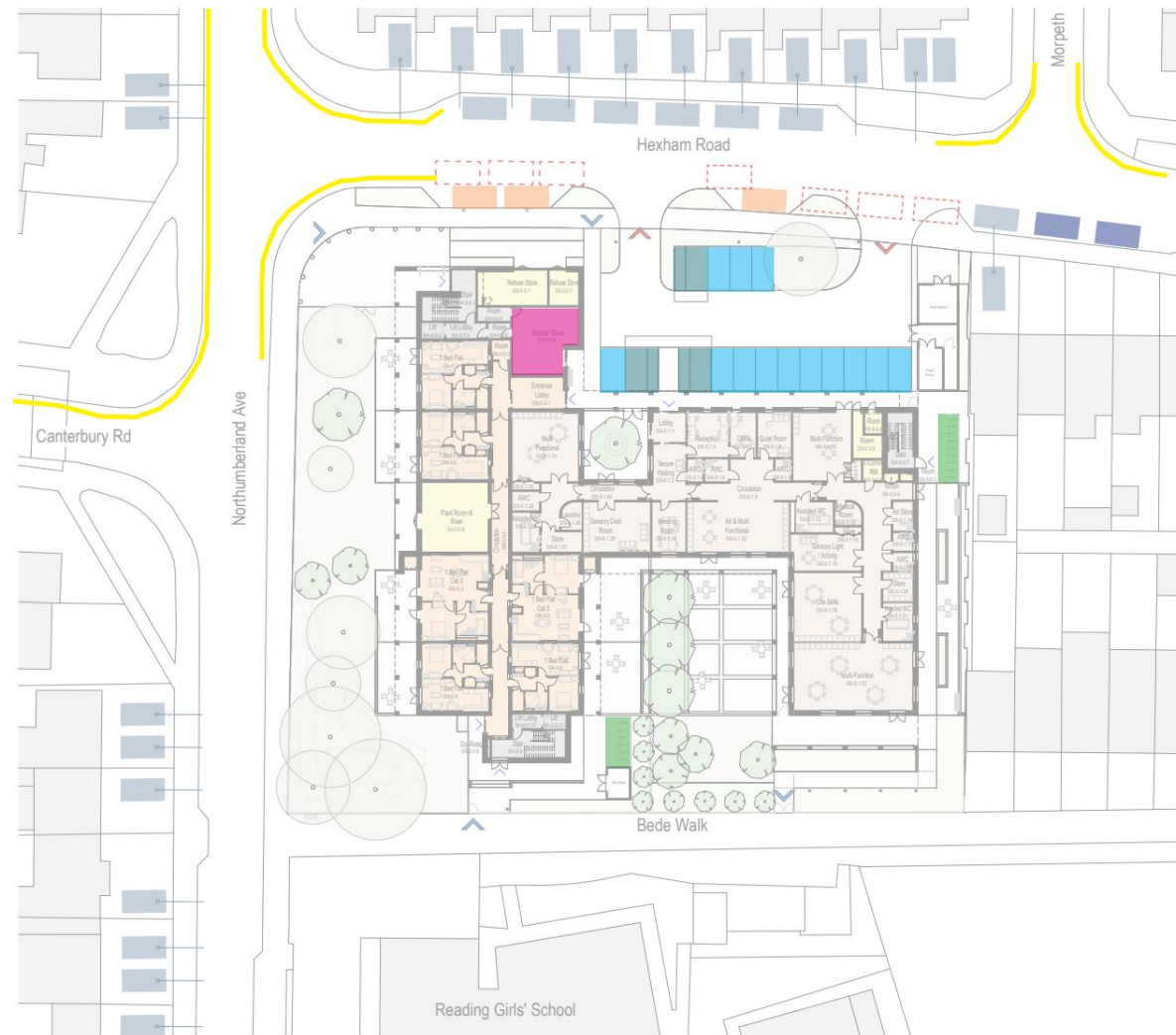


Figure 41. Proposed Parking Plan

Figure 4: Parking Layout

5. Consultation

5.1. Consultation stages

5.1.1. A public consultation was held locally on the plans in November 2022. A newsletter about the site's development were circulated to residents in October 2022 with an update in January 2022.

5.1.2. Contained within the first newsletter was an invitation to a public planning exhibition, showing the plans for the site to repurpose was held at the Hexham Road Community Centre, via an informal drop-in session on Thursday 10th and Friday 11th November 2022.

5.1.3. Views and comments were welcomed throughout the consultation process, to help inform the design process prior to any planning submission. A dedicated website was promoted in order to achieve this.

5.1.4. There were very few comments received that related highway matters. Of those that were mentioned these included:

- *Readibus* had concerns regarding widths of entrance / exit and position of rear of bus dropping off at the main entrance to PMLD.
- Provide sufficient waymarking / tactile paving for a partially sighted person to navigate from bus stop to entrance of building.

5.1.5. From these two comments it was agreed that further tests will be carried out to ensure that the design solution is acceptable for entrance widths, and that measures to assist partially sighted people will be developed further as detail design progresses.

5.1.6. From the consultation no issues were raised in relation to highway safety concerns, parking issues, or the trip generation impact of the site.

6. Summary and Conclusions

6.1. Summary

- 6.1.1. This TS has been provided by Hampshire Transport Planning Services on behalf of RBC. It is submitted in support of a planning application that seeks planning permission for a day centre providing social care services (Use Class E(f)) and housing (Use Class C3) with landscaping, car parking and access at 2 Hexham Road, Reading. It will result in 42 affordable houses comprising 36 one bedroom sheltered accommodation units and six one bedroom general needs flats with disabled access.
- 6.1.2. This TS has been produced to provide the necessary information for the local highway and planning authorities to assess the development in terms of accessibility and the impact of the anticipated development traffic on the local highway network.

6.2. Conclusions

- 6.2.1. The Site is located on Hexham Road, situated within a residential area approximately 2.4km south of Reading Town Centre, and sits within the planning authority area of Reading Borough Council.
- 6.2.2. The proposals will be making use of an old vacant site, within Reading Borough, and is providing improved care provision and new affordable housing.
- 6.2.3. It has been established that the site can be accessed by a good existing network of footways connecting the day care facility and new accommodation successfully to the local residential area. There are also good opportunities for staff and residents of the new accommodation to travel by sustainable transport modes to and from the site.
- 6.2.4. For the day centre it is expected that, care service transport for attendees will be via organised community transport via taxis and minibuses would be the main form of transport, maximising vehicle sharing for a number of attendees at once and helping to reduce multiple trips to and from the site.
- 6.2.5. It is also worth noting that the site has in previous years been used as a care home facility, offering specialist dementia care for up to 16 elderly residents along with an intermediate care unit comprising of 10 small flats (one person per flat), which provided up to six weeks rehabilitation care following an injury or illness for adults.
- 6.2.6. An anticipated trip generation for the site have been produced to demonstrate the net difference of vehicle trips for the new sites use, against the previous sites use. This aims to show the net difference in peak hour vehicle trips made to and from the site. This was achieved using TRICS analysis, based on the capacity of the new PMLD adult day care service facility and sheltered/general needs accommodation.

- 6.2.7. Through the trip generation assessment it has been established that although there is a net increase in the predicted peak hour trips for the new site capacity, it is by no means enough to have any detrimental impact on the local highway network.
- 6.2.8. The site is accessible with a range of travel options available to those who wish to walk or cycle, as well as use public transport, with a high frequency bus service available with links to the borough's main destinations and transport hubs.
- 6.2.9. Parking is being provided in line with similar existing facilities, within the borough, that are located within a comparable distance of the town centre. Current car ownership has been taken into account for residents of the existing sheltered/general needs living accommodation, where it has been demonstrated that due to the needs of some of the residents there is a much lower car ownership rate. Furthermore as part of the tenancy agreement of this accommodation car parking spaces are not provided.
- 6.2.10. For the day centre staff parking is provided in line with the percentage of current car users at the Strathy Close site. This is measured against the anticipated day centre staff at the Hexham Road site (18) to provide the anticipated staff parking provision.
- 6.2.11. Sufficient cycle parking provision for staff is being provided in accordance with RBC's parking guidelines and discussions with RBC's Highway Development Planning Team.
- 6.2.12. In light of the analysis within the TS, it is considered that the proposals for the site on Hexham Road are not anticipated to have a detrimental impact on the local highway network. This is provided that the measures within the Construction Phase Traffic Management Plan are implemented.
- 6.2.13. Consequently, it is considered that there are no significant highways and transportation matters that should prevent this planning application from being approved.

Appendix 1: Pre-application Advice



Email excerpt detailing confirmation to Reading Borough Council from Property Services re: Transport Statement requirements for Haxham Road.

18th May 2021.

Notes below:

The cost estimate will be on a time charge basis, so if it's subject to change (for example if the Client happens to ask for anything above what was discussed in the meeting) then this can be discussed, and any extra costs estimated – however the risk would be considered low for this aspect of the project.

The contents of each Transport Statement are outlined within this table:

Chapter Heading	Content
Background	An overview of the report, relevant policy / guidelines, history of the proposed site (planning history) and details on why the relocation and repurposing of the sites are proposed.
Existing Site Conditions	The sites location and operation, a brief description of the local highway network, details of any local improvement works (if relevant to the project/or are likely to have impact on the proposals).
Trip Generation	An analysis of existing and/or previous trips rates versus predicted trip rates for the sites new use. This is to be based on TRICs assessments for the relevant site usage. (TRICs assessment site outputs would need to be agreed with Reading, prior to any analysis taking place). Comment on accessibility to the sites, in term so of how staff and visitors are going to get there. This will include a brief overview of public transport and any proposed cycle facilities.
Proposed Development	New site layout and access arrangements / operation, on-site parking requirement assessment against Reading BC parking standards - this will include any justifications if standards are not met.
Summary and Conclusions	A summary with concluding remarks.

The following outlines any exclusions / exceptions from the Transport Statements:

- Any technical drawings, including but not limited to; access design, tracking and visibility splays are to be commissioned by Property Services through Engineering Consultancy. As such, the fees incurred are not included within this proposed fee. Liaison with Engineering Consultancy and inclusion of drawings within the Transport Statement are included in the fee.
- Modelling and surveys, having been informed by Reading Borough Council that they would not be required. Should this decision change, the associated fees will be additional.
- Personal injury collision information and analysis.
- Traffic volume and speed surveys – as discussed with RBC.
- Analysis of any new public consultation or engagements made via Reading Borough Council for the 2 sites – as discussed with RBC.

Any work outside of the scope of this proposal will incur additional fees based on our standard rates.

Appendix 2: TRICS Assessments

The background of the page features a series of large, overlapping, rounded shapes in various colors: a large light green shape in the upper right, a large orange shape in the middle left, a large pink shape in the lower left, and a large light blue shape in the lower right. There are also smaller, semi-transparent shapes in shades of purple and teal that overlap with the larger ones.

Calculation Reference: AUDIT-146301-220711-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	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: Number of residents
 Actual Range: 7 to 48 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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	1 days
Wednesday	1 days
Thursday	1 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	1
Suburban Area (PPS6 Out of Centre)	3

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
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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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

Secondary Filtering selection:

Use Class:

C2 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 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:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No 4 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

LIST OF SITES relevant to selection parameters

1	DS-05-L-02 DOUGLAS STREET DERBY	CARE HOME		DERBYSHIRE
	Edge of Town Centre Residential Zone Total Number of residents:		43	
	Survey date: THURSDAY		25/06/15	Survey Type: MANUAL
2	HC-05-L-01 BEACH ROAD HAYLING ISLAND	CARE HOME		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		34	
	Survey date: MONDAY		23/11/15	Survey Type: MANUAL
3	LN-05-L-01 ALTHAM TERRACE LINCOLN	CARE HOME		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		48	
	Survey date: WEDNESDAY		04/10/17	Survey Type: MANUAL
4	SF-05-L-01 TOKIO ROAD IPSWICH	CARE HOME		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		7	
	Survey date: FRIDAY		25/06/21	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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	33	0.091	4	33	0.061	4	33	0.152
08:00 - 09:00	4	33	0.083	4	33	0.008	4	33	0.091
09:00 - 10:00	4	33	0.114	4	33	0.045	4	33	0.159
10:00 - 11:00	4	33	0.045	4	33	0.023	4	33	0.068
11:00 - 12:00	4	33	0.053	4	33	0.098	4	33	0.151
12:00 - 13:00	4	33	0.083	4	33	0.091	4	33	0.174
13:00 - 14:00	4	33	0.174	4	33	0.068	4	33	0.242
14:00 - 15:00	4	33	0.098	4	33	0.106	4	33	0.204
15:00 - 16:00	4	33	0.091	4	33	0.220	4	33	0.311
16:00 - 17:00	4	33	0.068	4	33	0.098	4	33	0.166
17:00 - 18:00	4	33	0.030	4	33	0.076	4	33	0.106
18:00 - 19:00	4	33	0.068	4	33	0.068	4	33	0.136
19:00 - 20:00	4	33	0.030	4	33	0.068	4	33	0.098
20:00 - 21:00	4	33	0.045	4	33	0.061	4	33	0.106
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.073			1.091			2.164

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: 7 - 48 (units:)
 Survey date range: 01/01/14 - 25/06/21
 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: 0

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

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

Calculation Reference: AUDIT-146301-220711-0700

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : F - SHELTERED ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days
11	SCOTLAND	
	EL EAST LOTHIAN	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: 32 to 73 (units:)
 Range Selected by User: 14 to 80 (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: 01/01/14 to 25/09/19

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	1 days
Tuesday	1 days
Wednesday	1 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
Suburban Area (PPS6 Out of Centre)	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:

Residential Zone	3
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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 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	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No 4 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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

LIST OF SITES relevant to selection parameters

1	DB-03-F-02 HIGHFIELD PARK RHYL	SHELTERED HOUSING	DENBIGHSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 59 Survey date: TUESDAY 11/11/14		Survey Type: MANUAL
2	EL-03-F-01 INVERESK ROAD MUSSELBURGH	SHELTERED HOUSING	EAST LOTHIAN
	Edge of Town Centre Residential Zone Total No of Dwellings: 56 Survey date: MONDAY 23/04/18		Survey Type: MANUAL
3	GM-03-F-07 LANCASTER ROAD SALFORD SWINTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 21/06/19	SHELTERED HOUSING	GREATER MANCHESTER
4	ST-03-F-01 EARLSWOOD WAY CANNOCK BRIDGTOWN Edge of Town Centre No Sub Category Total No of Dwellings: 73 Survey date: WEDNESDAY 25/09/19	SHELTERED HOUSING	STAFFORDSHIRE
			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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	55	0.045	4	55	0.050	4	55	0.095
08:00 - 09:00	4	55	0.064	4	55	0.073	4	55	0.137
09:00 - 10:00	4	55	0.100	4	55	0.086	4	55	0.186
10:00 - 11:00	4	55	0.150	4	55	0.123	4	55	0.273
11:00 - 12:00	4	55	0.118	4	55	0.141	4	55	0.259
12:00 - 13:00	4	55	0.100	4	55	0.105	4	55	0.205
13:00 - 14:00	4	55	0.109	4	55	0.118	4	55	0.227
14:00 - 15:00	4	55	0.114	4	55	0.123	4	55	0.237
15:00 - 16:00	4	55	0.100	4	55	0.091	4	55	0.191
16:00 - 17:00	4	55	0.100	4	55	0.073	4	55	0.173
17:00 - 18:00	4	55	0.059	4	55	0.077	4	55	0.136
18:00 - 19:00	4	55	0.064	4	55	0.036	4	55	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.123			1.096			2.219

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:	32 - 73 (units:)
Survey date range:	01/01/14 - 25/09/19
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:	0

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

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

Calculation Reference: AUDIT-146301-220711-0750

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
11	SCOTLAND	
	DU DUNDEE CITY	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 Employees
 Actual Range: 9 to 19 (units:)
 Range Selected by User: 4 to 20 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

*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
Wednesday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	5 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	2
Suburban Area (PPS6 Out of Centre)	3

*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
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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

Secondary Filtering selection:

Use Class:

E(f) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 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:

75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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:

No 5 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 5 days

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

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees: 17 Survey date: TUESDAY 18/10/16 Survey Type: MANUAL			
2	CH-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		CHESHIRE
	Edge of Town Centre No Sub Category Total No of Employees: 19 Survey date: MONDAY 24/11/14 Survey Type: MANUAL			
3	DU-04-D-01 LONGTOWN TERRACE DUNDEE	NURSERY		DUNDEE CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees: 9 Survey date: MONDAY 24/04/17 Survey Type: MANUAL			
4	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK	NURSERY		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees: 12 Survey date: TUESDAY 31/10/17 Survey Type: MANUAL			
5	SH-04-D-01 OLD COLEHAM SHREWSBURY	NURSERY		SHROPSHIRE
	Edge of Town Centre Residential Zone Total No of Employees: 11 Survey date: WEDNESDAY 28/05/14 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.

Hampshire County Council STREET NAME TOWN/CITY

Licence No: 146301

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	17	0.000	1	17	0.000	1	17	0.000
07:00 - 08:00	5	14	0.338	5	14	0.235	5	14	0.573
08:00 - 09:00	5	14	0.897	5	14	0.632	5	14	1.529
09:00 - 10:00	5	14	0.235	5	14	0.235	5	14	0.470
10:00 - 11:00	5	14	0.088	5	14	0.118	5	14	0.206
11:00 - 12:00	5	14	0.162	5	14	0.147	5	14	0.309
12:00 - 13:00	5	14	0.132	5	14	0.221	5	14	0.353
13:00 - 14:00	5	14	0.221	5	14	0.221	5	14	0.442
14:00 - 15:00	5	14	0.132	5	14	0.162	5	14	0.294
15:00 - 16:00	5	14	0.191	5	14	0.191	5	14	0.382
16:00 - 17:00	5	14	0.500	5	14	0.500	5	14	1.000
17:00 - 18:00	5	14	0.706	5	14	0.765	5	14	1.471
18:00 - 19:00	5	14	0.074	5	14	0.191	5	14	0.265
19:00 - 20:00	1	17	0.000	1	17	0.000	1	17	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.676				3.618	7.294	

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 19 (units:)
 Survey date range: 01/01/14 - 19/11/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix 3: Site Plan



Hexham Road

PMLD Day Service, Sheltered and General Needs Accommodation

GA Ground Floor Plan

Legend

- Development Boundary
- > Pedestrian Access
- > Vehicular Access
- > Building Entrances
- Existing Buildings
- General Needs Flats
- PMLD Day Service
- Sheltered Flats
- Shared Services
- Existing Tree
- New Tree
- Green / Brown Roof
- Terrace Roof (Paving Slabs)
- Single Ply Roof with PV
- Photovoltaic Panel
- Roof Light
- Roof Access Hatch

Northumberland Ave

Canterbury Rd

Morpeth Cl

Hexham Road

Bede Walk

Reading Girls' School

PLANNING

0 2 4 10 Metres
Scale 1:200



1 : 200 @ A1 1 : 400 @ A3

E05076-HCC-PS-GF-DR-A-2050

January 2023

Appendix 4: Parking layout



Figure 41 shows the parking areas associated with the development.

- 16 Nr parking spaces (inc 3 accessible)
- 3 Nr spaces provided within the existing verges along Hexham Road.
- 28 Bicycle parking spaces
- 1 Motorscycle parking space
- 10 mobility scooter parking spaces
- EV charging for 11 spaces on site and 3 along Hexham Road.

Three locations for cycle storage are being provided as part of the development, all conveniently located in close proximity to the main access points to the flats, as well as for the day service staff. The storage area to the north is part of the mobility scooter store area, potentially utilising the charging points for e-bikes.

Measure	Frequency (Relative)
Existing Parking	1.0
Offstreet Parking	1.0
Dropped kerb	0.1
New Electric Car Pool Spaces	1.0
New Car Parking Spaces	1.0
New Disabled Car Parking Spaces	1.0
Scooter Store	1.0
Bicycle Storage	1.0
Parking Restriction	1.0
Removed Parking Space	0.1

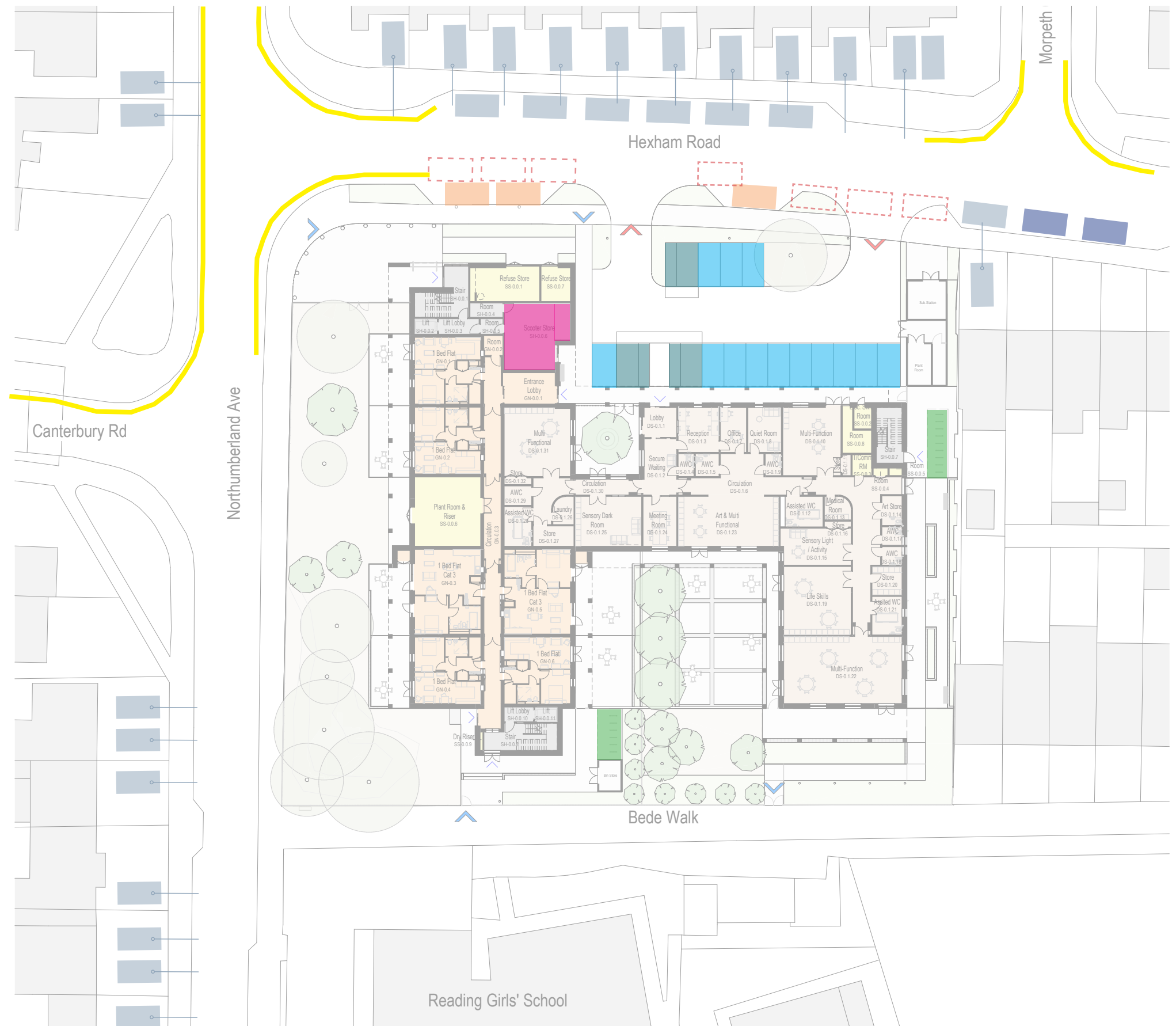


Figure 41. Proposed Parking Plan

Existing Parking Provision:

- 19 Nr parking spaces (inc 1 accessible)
- 4 Nr spaces on the carriageway adjacent to the site.

Figure 42 Shows the existing parking condition on site when the, now demolished, Willows Care home was in operation.

The accompanying Transport statement demonstrates that we are providing spaces in line with the anticipated demand, however the development aspires to encourage sustainable modes of transport as follows:

- The site is located close to the centre of Reading, with accessible and rapid public transport links adjacent to the site, which will help discourage private car travel;
- The site is within accessible walking distances of local shops, schools, and other amenities
- Due to the nature of the new residents (older and disabled persons) trips via private motor cars will be limited.
- Mobility scooter parking and charging facilities have been increased to accommodate a greater need from the residents.
- EV ‘car club’ spaces are provided on Hexham Road for all the community.
- Flats will be let without a parking space.

Key

- Existing Disabled Parking
- Existing Parking
- Offstreet Parking
- Dropped kerb
- Parking Restriction

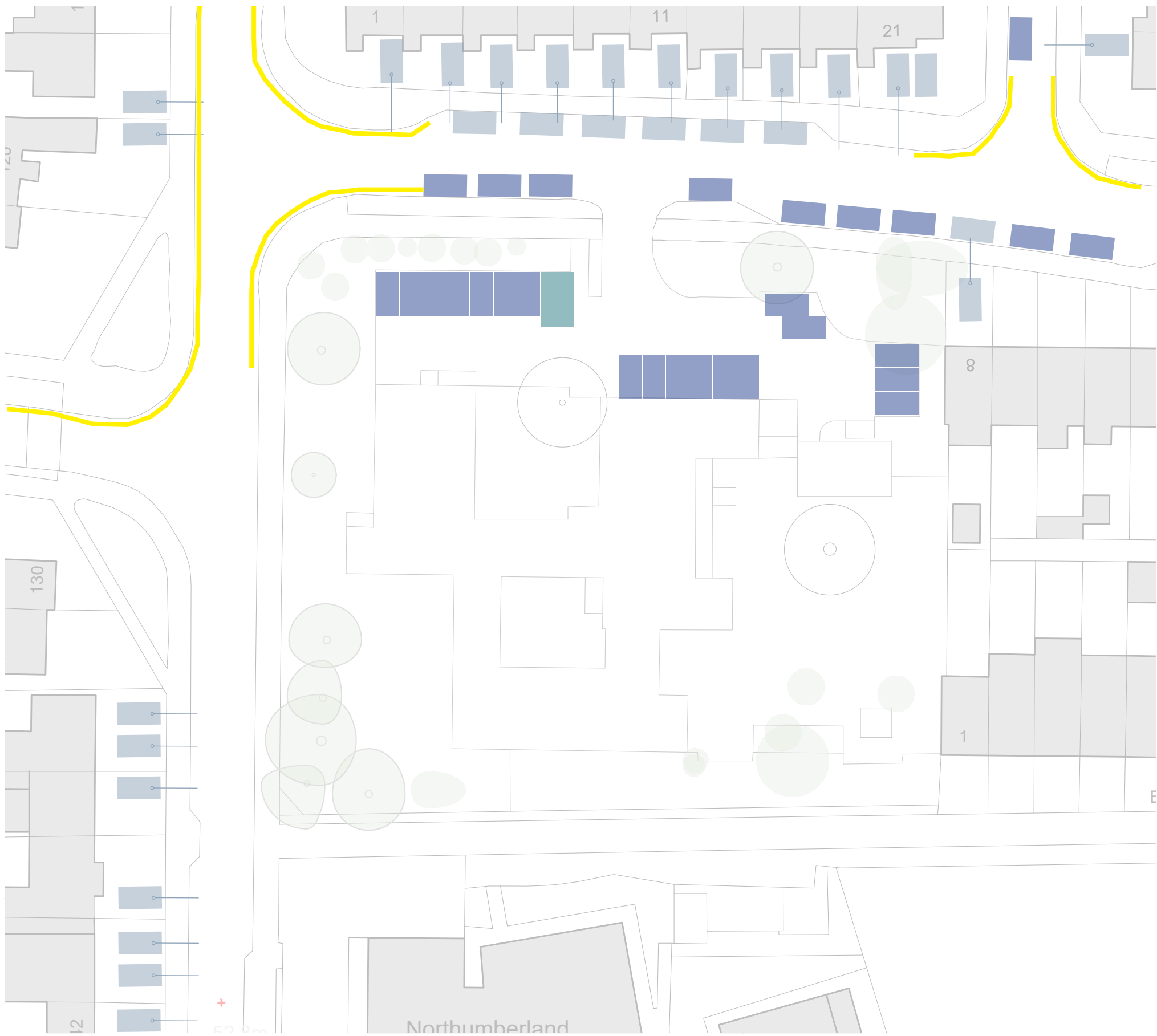


Figure 42. Existing Parking Plan