97a-117 Caversham Road, Reading

Transport Statement

Client: Bellway Homes (Thames Valley) Limited

i-Transport Ref: JDW/IN/SH/ITB17593-002A

Date: 06 September 2022

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Quality Management

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SECTION 1 Introduction

1.1 Background

1.1.1 Bellway Homes Ltd has appointed i-Transport LLP to provide transport advice in relation to a potential redevelopment of 97a - 117 Caversham Road, Reading. The redevelopment will provide a total of 60 dwellings, consisting of a mixture of 1, 2 and 3 bedroom private and affordable apartments and 4 bedroom houses.

1.1.2 The site location is shown on **Image 1.1** below:

Image 1.1: Extract of Site Location Plan

1.2 Scope and Structure of the Transport Statement

1.2.1 In line with NPPF requirements, this Transport Statement (TS) has been produced in accordance with the guidance contained in the National Planning Practice Guidance.

1.2.2 The National Planning Policy Framework (NPPF) outlines four key transport 'tests' for development in its Paragraph 110 which are broadly compatible to local policy requirements.

1.2.3 In transport terms, the policy framework requires development sites to demonstrate that:

a) "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

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

1.2.4 Paragraph 111 of the NPPF confirms 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."

1.2.5 The NPPF therefore sets a very high bar in terms of when development related traffic impacts are sufficiently great as to warrant a reason for refusal. The framework identifies that developments should only be refused when the impact, cumulative with other development, would be severe.

1.2.6 The TA has been produced to assess the proposal against these policy requirements.

1.2.7 The remainder of this TA is structured as follows:

- **Section 2** provides an overview of relevant national and local transport policies;
- **Section 3** summarises the existing transport conditions in the vicinity of the site;
- **Section 4** considers the accessibility of the site by sustainable modes to key local destinations and services;
- **Section 5** sets out the details of the development proposal;
- **Section 6** sets out the methodology for assessing the impact of the proposal and the impact resulting from the development; and
- **Section 7** provides a summary and conclusion.

SECTION 2 Policy Context

2.1.1 To provide context for the TA, this section of the report provides an overview of relevant national and local transport planning policy.

2.2 National Policy

National Planning Policy Framework – July 2021 (NPPF)

2.2.1 This TA assesses the acceptability of the proposed development in transport terms.

2.2.2 Paragraph 105 of the NPPF requires that significant development should be located in places which are or can be made sustainable. The site is allocated in Reading Borough Councils Local Plan (within Policy CR11F – West of Caversham Road) and has therefore been considered to be a sustainable location for growth.

2.2.3 The TA therefore assesses the development proposal against the four key tests identified in paragraph 110 of the National Planning Policy Framework (NPPF), which states:

> ***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***b) safe and suitable access to the site can be achieved for all users;***
>
> ***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and***
>
> ***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree***

2.2.4 Paragraph 111 of the NPPF presents the primary test that should be applied when assessing development applications, stating 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"***

2.2.5 Therefore, development should provide opportunities for sustainable travel, achieve safe access, and should only be prevented where the residual cumulative impact is **'severe'** or if there are unacceptable highway safety impacts. This provides a very high bar for any decision-making

process. The remainder of the TA identifies how the development can be delivered in an acceptable manner, compliant with the NPPF, and to ensure that there are no severe residual impacts arising from the proposals.

Planning Practice Guidance (PPG)

2.2.6 Various planning practice guidance, including guidance on the role of Travel Plans and TA's in decision-making was moved to an on-line portal, known as the Planning Practice Guidance (PPG) in 2014. The PPG provides guidance on how policies within the NPPF should be applied. This TA follows the approach set out in the PPG, which identifies the following key principles:

"Travel Plans, Transport Assessments and Statements should be:

- ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
- ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."***

2.3 Local Policy

Reading Borough Local Plan – November 2019

2.3.1 The Local Plan contains information on the policies which will inform how Reading will develop up until 2036. The Local Plan replaces all existing development plans in Reading and is the main consideration when deciding planning applications in the Borough.

2.3.2 The proposed development site falls within the Station / River Major Opportunity (Policy CR11) and forms part of the Land West of Caversham Road Policy CR11f which is identified as providing circa 75-115 dwellings. The policy states:

"This area will be developed for residential with on-site open space. Densities will be lower than elsewhere in the Station/River area to reflect the proximity to low-rise residential areas, and the edge of the site nearest to the areas of terracing will require careful design treatment and respect the historic context of areas to the west. Development should take account of mitigation required as a result of a Flood Risk Assessment".

2.3.3 As such the principle of a residential development on the site location has already been established in a location which is considered suitable and sustainable.

2.3.4 The following local plan policies relate to transport and are applicable to the proposed development:

TR1: Achieving the Transport Strategy

"Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

TR3: Access, Traffic and Highways-Related Matters

"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

ii) The development would not have a material detrimental impact on the functioning of the transport network;

iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;

iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and

v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

2.3.5 Information on the proposed access arrangements can be found in Section 5. Information regarding the impact on the local highway network can be found in Section 6.

TR4: Cycle Routes and Facilities

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions."

2.3.6 Information on the cycle provision to be provided within the site is presented in the Development Proposal, at Section 5.

TR5: Car and Cycle Parking and Electric Vehicle Charging

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- ***All new houses with dedicated off-street parking should provide charging points;***
- ***Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.***

2.3.7 Information on the proposed parking provision is presented in the Development Proposal, at Section 5.

Revised Parking Standards and Design Supplementary Planning Document

2.3.8 This document provides guidance for public and private car parking within the town centre and reflect some of the Council's Core Strategy Policies.

2.3.9 The standards use a zonal system due to the urban nature of the and transport systems across the Borough which are taken into consideration when setting the parking standards. The site sits in Zone 2 (Primary Core Area), however it is on the very edge of Zone 2 on the boundary of Zone 1 and thus, benefits from the extensive transport opportunities available in Zone 1. An extract of the parking zones is included as at **Image 2.1** which identifies that the proposed application site sits near the border of Zone 1 and Zone 2.

Image 2.1: RBC Zoning Map

Source: RBC Parking Standards – Zone

2.3.10 Through the pre application process, it has been agreed that reduced parking standards could be applied to the proposed development. Information on the required levels of parking for Zone 2 and the proposed level of parking to be provided on-site is set out at Section 5.

Draft Reading Transport Strategy 2036

2.3.11 The Reading Transport Strategy 2036 is a statutory document that presents a plan for Reading's transport network until 2036 and beyond. This document sets out the vision and objectives for transport in Reading.

2.4 Transport Policy Summary

2.4.1 The NPPF identifies the following key transport tests, consistent with local policy:

- Will appropriate opportunities to promote sustainable travel modes be taken up?
- Will safe and acceptable access be provided to the site for all users?
- Will the design of the streets, parking areas, other transport elements accord with standards in local and national guidance?
- Will the traffic impact be acceptable in capacity and safety terms, i.e. will there be less than a 'severe' residual cumulative impact?

2.4.2 This Transport Statement assesses the development proposal against these tests as well as Development Plan policies outlined in the Reading Borough Local Plan.

SECTION 3 Existing Conditions and Sustainable Transport

3.1.1 This section of the TA sets out a detailed review of existing transport conditions in the local area surrounding the site. The opportunities for travel by sustainable transport have also been identified which inform a sustainable transport strategy for the site.

3.2 Walking

3.2.1 The site is accessed from the A4155 Caversham Road, which is a single lane two-way carriageway, subject to a 30-mph speed limit. Along the site frontage the footway (within the adoptable highway) measures circa 3-4m wide.

3.2.2 To the northwest of the site, footways are provided on both sides of the carriageway with a width of 2-3m and, street trees are provided on the western side of the carriageway to provide shelter and shade for pedestrians. Signalised pedestrian crossing facilities are provided on Caversham Road circa 90m and 270m to the northwest of the site, enabling pedestrians to be able to safely cross the employment facilities to the north of Caversham Road, as well as providing access to the Thames Path. The route is street lit and natural observation from existing dwellings occurs along the route.

3.2.3 Immediately to the southeast of the site lies the A4155 Caversham Road / A329 Caversham Road / A329 Vastern Road Roundabout. There are footways provided alongside all arms of the roundabout as well as signalised crossing facilities.

3.2.4 The A329 Vastern Road continues south eastwards from the site and provides access to a supermarket, retail park and a number of employment opportunities. Footways with a width of between 2-5m are provided on both sides of the carriageway and three sets of signalised crossing facilities are provided along its length, enabling pedestrians to safely access the facilities on both sides of the road. The route is street lit and natural observation from existing dwellings and businesses occurs along the route.

3.2.5 The A329 Caversham Road to the south of the site is subject to a 30mph speed limit and footways with a width of circa 2 to 5m are provided on both sides of the carriageway. The route provides access towards the town centre and signalised crossing facilities are provided in the vicinity of Northfield Road, as well as at the Caversham Road / Stanshawe Road / Great Knollys Street signalised junction. The pedestrian route narrows under the railway bridge, however, the footways are elevated by double height kerbs and pedestrian guard railing is provided to ensure pedestrians have a safe separation from traffic. The route is well street lit and natural observation from existing dwellings and businesses occurs along the route.

3.2.6 Consequently, it can be seen that there are good pedestrian facilities in close proximity to the site, which enable walking to be a realistic and attractive form of travel.

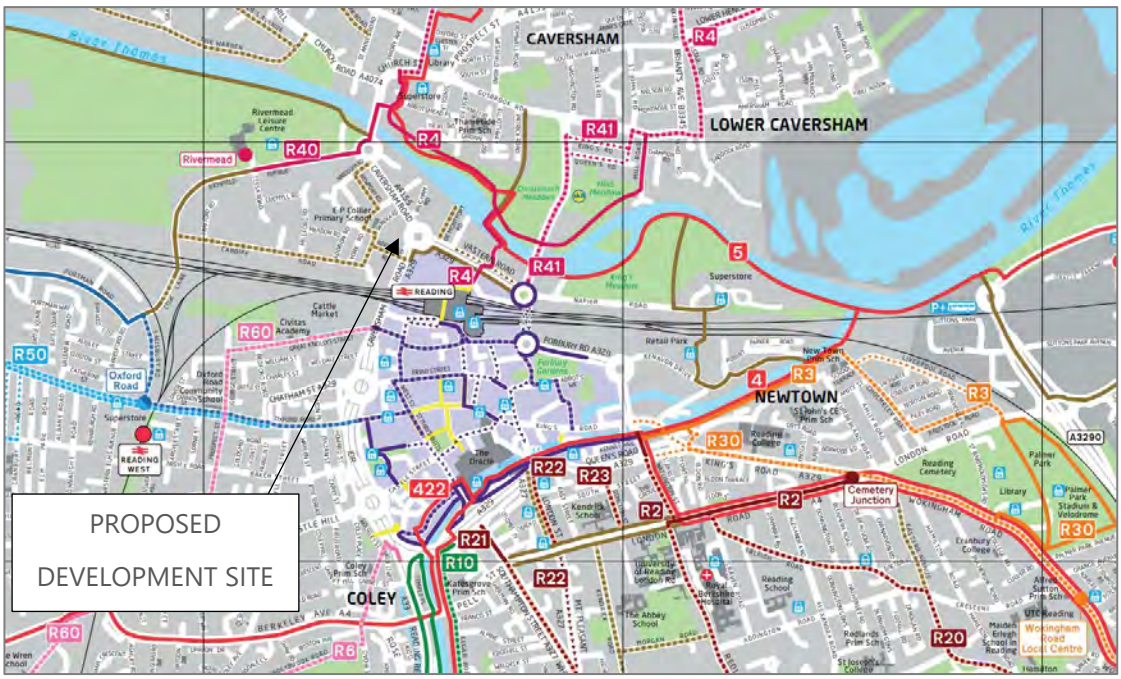
3.3 Cycling

3.3.1 There are number of cycle routes in close proximity to the site, including both local and national cycle routes. Reading cycle routes R4, R40 and R41, provide access between Reading and Caversham. There are also local connecting routes along Vastern Road and in the town centre which provide a combination of on and off-road connections to key areas of local facilities and services.

3.3.2 National Cycle Network routes 4 and 5 also route through Reading, providing long distance opportunities between Reading and North Wales and London to Fishguard respectively. In proximity to the site, these routes provide largely off-road cycle connections along the River Thames and River Kennet for access to the town centre and other key local service centres.

3.3.3 **Image 3.1** provides an extract of the Reading Cycle map with full map included in **Appendix A.**

Image 3.1: Extract of Reading Cycle Network Map



Source: Reading Cycle Network Map

3.4 Public Transport

Bus

3.4.1 The nearest bus stops to the site are located on the A4155 Caversham Road circa 60m from the centre of the site. The bus stops consist of flag and poles with timetable information and are served by the 22, 23, 27, 42, 82, 800, X39, X40 services. A summary of the bus services is provided in **Table 3.1** below:

Table 3.1: Summary of Bus Services

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
22	St Andrews Church – St Peters Avenue – Reading Station – Central Reading	Every 30 minutes (05:54 – 21:04)	Every hour (06:24 – 21:04)	No Service
	Central Reading – Reading Station – Caversham Library – St Andrews Church	Every 30 minutes (05:34 – 20:46)	Every hour (06:04 - 20:44)	No Service
23	Central Reading – Queensway – Chalgrove Way – Reading Station - Central Reading	Every 30 minutes (05:54 – 23:54)	Every 30 minutes (07:01 – 23:54	No Service

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
27	Amersham Road – Forge Close – Central Reading	Every hour (10:03 – 16:10) then again from (20:37 – 23:37)	Every hour (10:09 – 16:10) then again from (20:36 – 23:16)	No Service
42	Kenavon Drive – Central Reading Station	Every hour minutes (08:42 – 15:42)	Every hour (07:42 – 18:42)	No Service
	St Marys Butts – Friar Street – Kenavon Drive	Every hour (08:53 – 15:53)	Every hour (07:53 – 18:53)	No Service
800	High Wycombe Bus Station – Marlow West Street – Wargrave Station Road – Reading College – Reading Town Centre	Every hour minutes (06:44 – 19:54)	Every Hour (07:57 - 19:57)	Every Hour (08:43 - 18:43)
	Reading Town Centre – Reading College – Marlow Dean Streetcar Park – High Wycombe Bus Station	Every Hour (06:21 – 20:22)	Every hour (08:23 – 20:22)	Every hour (09:00 – 19:00)
X39	Oxford City Centre – Shillingford – Woodcote – Caversham Heights – Reading Town Centre	Every hour (09:35 – 17:53)	Once at (06:08) then Every hour 10:35 - 17:35)	No Service
	Reading Town Centre – Caversham – Heights – Woodcote – Shillingford – Oxford City Centre	Every hour (06:11 – 16:34)	Every 2 hours (06:18 – 17:25)	No Service
X40	Oxford City Centre – Shillingford – Woodcote – Caversham Heights – Reading Town Centre	Every 30 minutes (05:22 – 06:20) and then every hour between (07:35 23:05)	Every 30 minutes (06:30 – 08:50) and then every hour between (07:35 23:05)	Every 30 minutes (07:55 – 23:00)
	Reading Town Centre – Caversham – Heights – Woodcote – Shillingford – Oxford City Centre	Every hour (06:28 – 23:33)	Once at 07:27 then Every 30 minutes (08:18 – 23:33)	Every hour (09:28 - 22:33)

3.4.2 Consequently, it can be seen that the stops are well served by frequent buses, which provide regular services to destinations such as, Reading Town Centre and surrounding residential areas, Caversham, Oxford and High Wycombe. The bus services run during the week from early in the morning until late in the evening, and services are available at the weekend. Consequently, buses provide a realistic opportunity for residents to travel to destinations further afield for a variety of journey purposes, including employment/community, retail, leisure and personal business.

Rail

3.4.3 Reading Central railway station is located approximately 450m to the southeast from the site and is accessible by foot in 5 minutes via Vastern Road or by bicycle in less than two minutes. Reading Central Station is located on the Great Western Mainline and Elizabeth Line. The station has 344 cycle parking spaces. Error! Reference source not found. provides a summary of the rail services available from Reading Central Station

Table 3.2: Summary of Train Timetable – Reading Central Station

Services to	Frequency (services per hour)		Approx. Duration
	Peak	Off Peak	
Twyford	11	4	5 minutes
Wokingham	4	5	11 minutes
Basingstoke	2	2	27 minutes
London Paddington	6	3	28 minutes
Oxford	2	1	28 minutes
Newbury	4	3	29 minutes
Guildford	3	2	45 minutes
Bristol Parkway	1	1	1 hour
Bristol Temple Meads	2	3	1 hour 10 minutes
London Waterloo	3	2	1 hour 22 minutes

Source: National Rail

3.5 Local Highway Network

3.5.1 The site is accessed from A4155 which abuts to the east of the site boundary. The A4155 is a two-lane two-way carriageway and is subject to a 30-mph speed limit.

3.5.2 South of the A4155 is the A4155/ Vastern Road Roundabout which is connects to Caversham Road and Vastern Road. The Roundabout is two lanes wide and is subject to 30mph speed limit

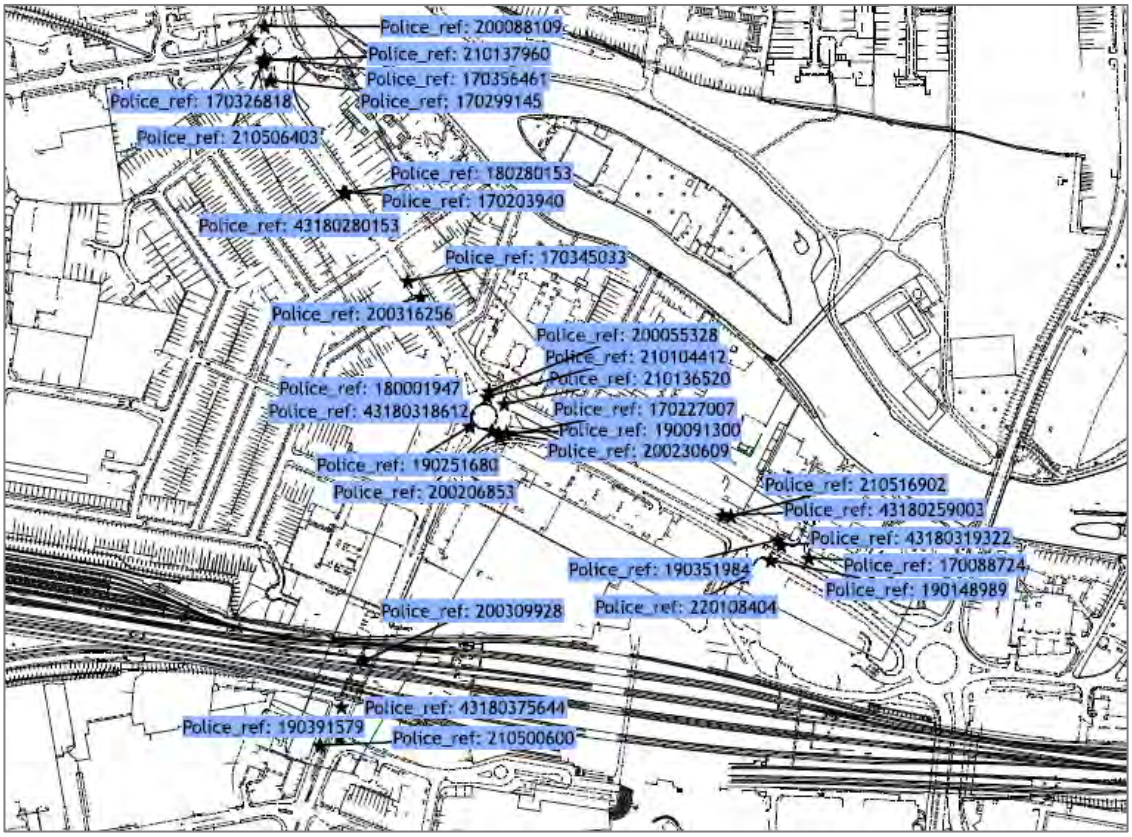
3.5.3 To the east of the is A4155/ Vastern Road Roundabout is Vastern Road which is a two-lane carriageway separated by an island and is subject to 30 mph

3.5.4 Finally, Caversham Way is to the south and is a two-lane carriageway separated by an island and is subject to 30 mph.

Personal Injury Accident Data

3.5.5 Personal Injury Accident (PIA) data has been obtained from Reading Borough Council for the local highway network within the most recent five-year period (01/02/2017 – 31/01/2022). An extract of the results is shown in **Image 3.2**.

Image 3.2: PIA Study Area



3.5.6 In total there were 32 collisions recorded in the latest available five-year period (2017 – 2022), for which the vast majority (29) were recorded as being slight in nature, with just three being classified as being serious. A summary of the incidents nearest to the site, located at the Caversham Road / Vastern Road Roundabout, on the A4155 Caversham Road and at the A4155 Caversham Road/ Waterman Place / Richfield Avenue Roundabout is provided overleaf and a copy of the full data is provided in **Appendix B:**

A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road

3.5.7 A total of 10 collisions occurred at the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road junction. A summary of the collisions is summarised below:

- One collision (slight) occurred when a vehicle entered the roundabout heading NW and collided with vehicle already on the roundabout;

- Five collisions occurred when a vehicle entered the roundabout and collided with cyclist already on the roundabout, one of which was serious in nature;
- One collision (slight) occurred when a cyclist failed to give way at the roundabout and collided with another cyclist;
- One collision (slight) occurred when a motorcycle entered the roundabout and braked suddenly causing the rider to come off the bike;
- One collision (slight) occurred when a vehicle turned right and collided with a taxi in another lane; and
- One collision (slight) was a shunt type collision occurred a vehicle suddenly braked and the car travelling behind failed to stop in time.

A4155 Caversham Road

3.5.8 A total of five collisions occurred on the A4155 Caversham Road between the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road and the A4155 Caversham Road/ Waterman Place / Richfield Avenue Roundabout. A summary of the collisions is summarised below:

- Two collisions (both classified as serious in nature) occurred at the junction with Thames Avenue when a vehicle collided with cyclist on the cycle way;
- Two collisions (slight) occurred on A4155 Caversham Road 60m north of Thames Avenue, when a vehicle collided with the rear of another vehicle;
- One collision occurred when a vehicle changed lanes and collided with another vehicle.

A4155 Caversham Road/ Waterman Place / Richfield Avenue Roundabout

3.5.9 A total of six collisions occurred at the A4155 Caversham Road / Waterman Place / Richfield Avenue Roundabout, all of which were slight in nature. A summary of the collisions is summarised below:

- One collision occurred when a car overtook another car and collided;
- Once collision occurred when a car entered the roundabout and collided with a cyclist already travelling around the roundabout;
- One collision occurred on A329 Vastern Road Junction with Richfield Avenue Reading, when a Taxi changed lane and collided with another vehicle waiting to enter the roundabout;

- Two collisions occurred when a car entering the roundabout failed to give way to a car already circulating the roundabout; and
- One collision occurred when a bus travelling along Caversham Road failed to give way to a pedestrian using the pedestrian crossing.

Remaining collisions

3.5.10 There were a further 11 collisions within the study area within the latest available five-year period, a summary of the locations and severity is provided below and the full PIA data can be found in **Appendix B**:

Table 3.3: Remaining PIA Data Table

Location / Road	Slight Incidents	Serious incidents	Total
A329 Caversham Road	4	0	4
Vastern Road	7	0	7
Total	11	0	11

Summary

3.5.11 In total, of the 32 collisions that occurred, 10 involved cyclists and 6 involved pedestrians. A small cluster of accidents which involve cyclists at the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road has been identified, which suggests that there may be some merit in an improvement scheme being considered in this location. A review of the Reading Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-2030 (March 2020) has been undertaken, which identifies a number of cycle improvements in the vicinity of the proposed development site including an orbital cycle route on the A329 Caversham Road and Vastern Road and a Strategic Cycle Route on the A4155 Caversham Road, which are among the locations where collisions have occurred. **Table 5.1** of the LCWIP report sets out the design principles for the new cycle facilities along these routes, which include:

Strategic Routes

- Dedicated Cycle Paths / segregated cycle lanes;
- Priority at junctions / side roads; and
- Advanced stop lines.

Orbital Routes

- Light touch segregation and shared use facilities;

- Enhanced crossings and raised tables;
- Mini Holland treatments (modal filters, contraflow cycling etc.).

3.5.12 Consequently, it can be seen that improvements along these routes are already identified, which should help address the cause of the pedestrian and cycle collisions.

3.6 Summary

3.6.1 The site is very accessible by a range of sustainable modes of travel. Reading rail station is accessible via a short walk from the site and there are local bus which can be accessed just to the north of the site, which provide access from key local destinations as well as destinations further afield such as Oxford and High Wycombe.

3.6.2 Travel via bicycle and on foot are also viable options utilising the existing pedestrian and cycle infrastructure/routes surrounding the site. The routes in the vicinity of the site have identified improvements set out in the LCWIP which will enhance access via these modes.

SECTION 4 Promoting Sustainable Transport

4.1.1 Paragraph 110 of the NPPF sets out that development proposals should ensure that:

> ***"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location."***

4.1.2 This section of the report assesses the accessibility of the site by non-car modes of transport to key services and facilities. It identifies how future residents of the site will be encouraged to use these alternative modes of travel through the proposed development, Sustainable Transport Strategy and associated Framework Travel Plan.

4.2 Why People Travel

4.2.1 The Department for Transport's (DfT) National Travel Survey (2019) identifies the proportion of all trips by purpose as set out in **Table 4.1**.

Table 4.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

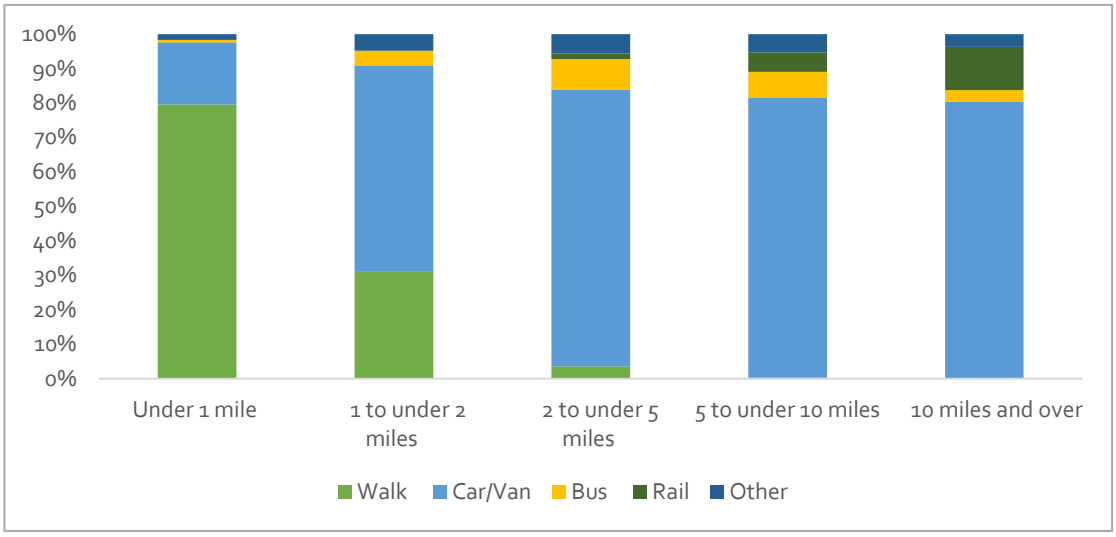
Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2019 Edition

4.2.2 Trips are made up of a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

4.3 Walking Distances

4.3.1 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths: The vast majority (80%) of trips are undertaken on foot for journeys up to one mile. The data also shows that approximately 31% of journeys between one and two miles (3.2 km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

Image 4.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



4.3.2 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) further states that:

> ***"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."***

4.3.3 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

4.3.4 That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of all facilities, as it is clear from the NTS data that around one-third of journeys between one and two miles are undertaken on foot.

4.3.5 Against this background, the following walking distances are identified:

- 1,600m – a distance where most people (circa 80%) will walk and offers "the greatest potential to replace short car trips"; and
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

4.3.6 **Figure 1** and **Table 4.2** demonstrates that there is a good variety of local services and facilities within a 'reasonable' walking distance of the site including nursery, primary and secondary schools, employment area, retail, leisure facilities and health care.

4.4 Cycling Distances

4.4.1 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. On this basis, a cycle distance of 5km is considered reasonable.

4.4.2 Furthermore, more people are turning to e-bikes, which mean that people are able to travel further. E-bikes are particularly useful for people who, for example, need to ride in business clothes without breaking sweat, or to ride up hills, or to travel long distances, who are older or less fit, or who are otherwise put off by the physical effort of an ordinary bike.

4.4.3 **Figure 1** and **Table 4.2** demonstrate that there is a good variety of local services and facilities within a comfortable cycling distance of the site including nursery, primary and secondary schools, employment area, retail, leisure facilities and health care.

4.5 Accessibility to Local Facilities

4.5.1 **Table 4.2** provides a summary of the travel distance (from centre of the site), journey time and accessibility by bus service to key destinations. The site therefore offers good potential to deliver sustainable development and to promote sustainable travel options, a point considered and determined in allocating the site in the Reading Local Plan 2030.

Table 4.2: Accessibility to Key Facilities

Facility	Destination	Distance from centre of site (m)	Walking Time (Mins)	Cycling Time (Mins)
Leisure	Pure Gym	350	4	1
	Revive Health Club and Spa	400	5	2
	Christchurch Meadows and Tennis Court	700	8	3
	Caversham Court	850	10	3
	Thames Lido	900	10	3
	River Mead Leisure Centre	900	10	3
	Kings Meadow	950	11	4
	Kings Meadow Playground	1000	12	4
	Broad Street Mall	1,100	13	4
	Reading Town Centre	1,300	15	5
	The Oracle	1,500	17	6
Retail	Your Local Store	150	2	1
	Caversham Convenience Store and Post Office	170	2	1
	Aldi	300	3	1
	Station Shopping Park	300	3	1
	Harris Arcade	950	11	4
	Broad Street Mall	1,100	13	4
	Broad Street Mall	1,100	13	4
	The Village	1,300	15	5
	Reading Town Centre	1,300	15	5
	Forbury Retail Park	1,400	16	5
	The Oracle	1,500	17	6
	Tesco Extra	1,500	17	6
Employment	Great Brighams Mead	150	2	1
	Station Shopping Park	300	3	1
	Caversham Bridge House	400	5	2
	Normal Place Employment Park	400	5	2
	Clearwater Court (Thames Water)	500	6	2
	Reading Bridge House	600	7	2
	Spaces Greyfriars	600	7	2
	Kings Meadow House	700	8	3
	Richfield Avenue Trading Estate	750	9	3
	Napeir Court Employment Park	750	9	3
	Apex Plaza	850	10	3
	Reading Business Centre	950	11	4
	Co-space	1,100	13	4

	Regus	1,100	13	4
	Reading Town Centre	1,300	15	5
	Thames Valley Park	3,800	44	14
	Suttons Business Park	4,000	46	15
Education	Thameside Primary School	100	1	0
	EP Collier Primary School	240	3	1
	Civitas Academy	800	9	3
	Crawshay Pre School	1,300	15	5
	Kendrick School	1,700	20	6
	Reading College	2,000	23	8
	The Wren School	3,000	35	11
	University of Reading	3,000	35	11
Health	Riverside Dental Practice	600	7	2
	Reading Walk-in Health Centre	950	11	4
	Chiltern Medical Clinic	1,000	12	4
	Catham Street Surgery	1,000	12	4
	Superdrug Pharmacy	1,000	12	4
	Royal Berkshire Hospital	2,200	25	8
Transport	Swansea Road Bus Stops	110	1	0
	Reading Station	450	5	2

Key:	Within 800m walking distance
	Within 1600m walking distance
	Within 3200m walking distance

4.6 Summary

4.6.1 The site is well located to take advantage of the range of local services and facilities in the local area. The proposal will connect the site into the local footway network, from which a good range of facilities and services including a leisure, retail, employment and education. There are also a range of other sustainable transport opportunities available in the vicinity of the site for local residents, as such there will be a reduced reliance on the private car, which will in turn lead to a reduced need to own a vehicle, and improved network and environmental conditions.

SECTION 5 Development Proposals

5.1 Overview

5.1.1 The proposed re-development of the site will provide a total of 60 residential dwellings, consisting of:

- 1 Bedroom Flat – 16 Dwellings;
- 2 Bedroom Flat – 20 Dwellings;
- 3 Bedroom Flat – 14 Dwellings; and
- 4 Bedroom House – 10 Dwellings.

5.1.2 The proposed site layout can be found in **Appendix C** and is shown as an extract at **Image 5.1.**

Image 5.1: Site Layout

Source: RM_A Architects Drawing: CR-RMA-ZZ-00-DR-A-0100 P4

5.2 Site Access Strategy

Vehicular Access

5.2.1 Vehicular access is proposed from a single point of access from the A4155 Caversham Road in the position of the existing site access to the MOT garage. The site access road would have a width of 5.5m, which accords with Readings Geometric Design Guidance. The access arrangement demonstrates that 2.4m x 43m visibility splays can be achieved in accordance with a 30mph speed limit.

The site is also currently served by a vehicular crossover from the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road roundabout. As part of the development proposals, it is proposed to close this point of access, thus having a beneficial impact of the safety of the local highway network.

5.2.2 The site access arrangement is shown on Drawing ITB17593-GA-001B, extracted as **Image 5.2** below:

Image 5.2: Proposed Vehicular Access Arrangement

5.2.3 A review of the latest available 5-year Personal Injury Accident (PIA) data has been obtained and reviewed (**Section 3.5**), which demonstrates that no accidents have occurred at the site access during this period (which includes circa 3 years of the site being fully operational), as such it can be seen that the existing site access is operating safely.

5.2.4 In the pre-application advice provided by RBC, it is stated that:

> ***"we would have no grounds in which to object to its retention as long as it is for a level of vehicular movement no greater than existing."***

5.2.5 As identified in **Section 6** of the report, the proposed development will result in a net reduction in vehicle trips when compared to its existing / previous use, as such there will be a reduced number of vehicle movements at the proposed access and on the local highway network, as such the proposal will have a beneficial impact on the operation and safety of the local highway network and should be considered acceptable to RBC.

5.2.6 Vehicular connection to the remainder of the allocation (if it comes forward) is expected off Northfield Road and therefore no access for motor vehicles is provided within the proposals. This will ensure that the number of vehicles utilising the existing access onto Caversham Road do not exceed that hereby assessed and forecasted.

Pedestrian and Cycle Access

5.2.7 Within the site, a mixture of 2.0m wide footways and shared surface areas will be provided to connect into the existing network of footways surrounding the site as shown on the proposed site layout included at **Appendix C**.

5.2.8 In addition, the site has been designed to accommodate a 3.0m wide pedestrian and cycle link in the southwestern corner of the site to provide a potential connection to the wider West of Caversham Road allocation when this comes forward in the future. This is in line with feedback received from RBC during the pre-application process.

5.3 Car and Cycle Parking Standards

Car Parking

5.3.1 Reading Borough Council's parking standards are set out in the 'Revised Parking Standards and Design SPD' (October 2011). The site is located within Zone 2, although lies adjacent to the edge of Zone 1. The maximum car parking requirements for residential developments for Zone 1 and 2 are reproduced in **Table 5.1.**

Table 5.1: RBC Parking Standards

Dwelling Type	Residential Parking Provision (Zone 2)	Residential Parking Provision (Zone 1)
1 Bed Flat	1 Space	0.5 Space
2 Bed Flat	1 Space	0.5 Space
3+ Bed Flat	1.5 Spaces	1 Space
4+ Bed House	2 Spaces	1 Space
Visitor Parking	1 space per 10 dwellings (Flat only)	-

Source: Reading Borough Council Revised Parking Standards and Design SPD

5.3.2 The standards which are set out in **Table 5.1** identify a maximum of 77 parking spaces for residents and 6 visitor spaces (i.e. 83 in total) for a development located in Zone 2 and 42 parking spaces for Zone 1. However, during the pre-application process it was agreed that given the central location of the site, a that significantly lower level of parking below the maximum would be acceptable.

5.3.3 The proposed development will provide a total of 30 car parking spaces, with one parking space provided for each of the four-bedroom houses, and 20 unallocated parking spaces provided for the flats (equating to 0.4 spaces per flat).

5.3.4 The proposed provision of one space per dwelling for the houses is in line with the current standards.

5.3.5 The parking for the flats is below the number of parking spaces identified in the maximum standards, i.e. is still within the standards. The parking provision is considered appropriate given the excellent accessibility to local facilities and services as well as connections to public transport services (both bus and rail) for access to destinations further afield, meaning that future residents would be able to live successfully without the need to own car.

5.3.6 The provision of a reduced level of parking was raised during pre-application discussions with RBC. In the pre-app response it stated that:

> ***"It is acknowledged in the pre-application submission that the proposal falls below parking standards, however, the Transport Development Control Manager's advice is that as a highly accessible location this restrained level of parking would be acceptable, given the controlled parking areas surrounding the application site, and the unlikelihood of units being eligible for permits."***

5.3.7 On this basis the proposed number of spaces will adequately serve the site and the likely demand. In addition, RBC are keen to encourage a low number of parking spaces.

Cycle Parking

5.3.8 Cycle parking for the proposed development will either be provided in garden sheds for the 10 dwellings or in secure cycle stores for the flats.

5.3.9 Reading Borough Council's parking standards are set out in the 'Revised Parking Standards and Design SPD' (October 2011) and are summarised in **Table 5.2** below:

Table 5.2: RBC Cycle Parking Standards

Dwelling Type	Minimum Cycle Parking Standards
1-2 Bed Flat	0.5 Space
3+ Bed Flat	1 Space
4+ Bed House	2 Spaces

5.3.10 It is proposed that cycle parking will be provided for the houses in accordance with RBCs standards, with two cycle parking spaces provided for the four bedroom dwellings in secure cycle stores for each dwelling.

5.3.11 For the flats, a total of 38 cycle parking spaces provided, which is in excess of 32 cycle parking spaces required in line with the minimum standards.

5.3.12 **Table 5.2** below sets out the proposed cycle parking provision for the development:

Table 5.2: Summary of cycle parking provision

Dwelling Type	RBC Minimum Cycle Parking Standards	No. of Proposed Dwellings	Minimum No. of Cycle Parking Spaces	Proposed No. of Cycle Parking Spaces
1 Bed Flat	0.5 Spaces	17	8.5	38
2 Bed Flat	0.5 Spaces	19	9.5	
3+ Bed Flat	1 Space	14	14	
4+ Bed House	2 Spaces	10	20	22
Total	-	60	52	60

5.3.13 Consequently, the proposed development provides cycle parking in excess of the minimum requirement and is therefore in line with RBCs cycle parking standards.

Electric Vehicle Parking

5.3.14 In line with the Building Regulations (Part S), it is proposed to provide an electric vehicle charging points for all dwellings with private driveways / off road parking spaces, in addition, each unallocated parking bay for the flats will also provide an electric vehicle charging point.

Car Club

5.3.15 It is proposed that a financial contribution towards a car club space would be provided as part of the proposed development. It is envisaged that the car club space would be located on street in proximity to the proposed development. Two options have been identified initially, one on Brigham Road and one on Northfield Road.

5.3.16 This will enable residents who only need occasional access to a car to purchase an apartment without a car parking space, as well as attract users from the surrounding residential areas. According to research, the provision of one Car Club car can replace up to ten private cars[1]

1 Source: Carplus Annual Survey 2016/2017 - www.carplus.org.uk

5.3.17 Car clubs provide a 'pay-as-you-go' car hire scheme and are increasingly being provided as part of new developments, with vehicles available to hire by residents of the development and existing residents should they wish to sign up to use them at their own cost.

5.3.18 People who don't need a car everyday save money by giving up their own car and using a car club vehicle, saving on the cost of insurance, tax, service, maintenance and depreciation. With a car club vehicle, you just pay for what you use. Individuals who don't have access to their own car but do have access to a car club vehicle also often choose walking, cycling and public transport much more, only using the car club when it really is the best option. They therefore drive less reducing congestion and improving air quality. When they do need a car and use a car club vehicle, they are either electric, hybrid or low emission vehicles.

5.4 Deliveries and Emergency Vehicles

5.4.1 It is proposed that large deliveries and servicing will be undertaken within the site. Swept path analysis has been undertaken for a refuse vehicle and shows entering, turning using the turning head provided and existing. This is presented on **drawing ITB7593-GA-002B.**

5.4.2 Swept path analysis has also been undertaken for a fire tender, as shown on **drawing ITB17593-GA-004B**, which demonstrates that a fire tender access distances meet the standards set out in the Building Regulations (Part B)**.**

5.5 Summary

5.5.1 The proposal is for 60 residential dwellings, with vehicular access taken from the A4155 Caversham Road, along with pedestrian and cycle access to the southwest of the site, to provide a connection to the wider allocation.

5.5.2 The access strategy has been designed in accordance with design standards and prevailing highways conditions.

5.5.3 Swept path analysis has been undertaken and it is demonstrated that the site can be delivered in a manner that ensures:

- The proposed roads and movement network are appropriate to the site and in accordance with design guidance and standards;
- An appropriate level of car parking provision is provided given the sites sustainable location and cycle parking are provided in line with RBC's parking guidance; and
- Refuse and emergency vehicles can safely and efficiently access the site.

5.5.4 Overall, the proposed access arrangements are safe and suitable and will create a sustainable pattern of development.

SECTION 6 Traffic Impact

6.1 Existing Trip Generation

6.1.1 The site is currently occupied by an MOT Centre, as well as former retail and office units, therefore, the site has previously had a high level of vehicles entering and exiting the site on a daily basis. A breakdown of the existing / extant land use is provided below:

- MOT garage and vehicle repair centre – approx. 1,950sqm;
- Office use – 243.26sqm (comprising of 31.30sqm in 97a and 211.96sqm in 115-117; and
- Retail use – approx. 708sqm within plots 99-107.

Vehicle Repair and MOT Centre

6.1.2 To quantify the number of trips generated by the existing MOT centre, a TRICS assessment has been undertaken for a 'Vehicle Repair Garage' located on the 'Edge of Town Centre' which is the most representative to the current use. Based on a floor area of circa 1,950sqm trip rates have been obtained and is summarised along with the estimated trip generation in **Table 6.1.**

Table 6.1: Vehicle Repair Garage Trip Rates and Trip Generation (1,950sqm)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Trip Rate	0.0697	0.00	0.0697	0.000	0.348	0.348	8.36
Trip Generation	1	0	1	0	7	7	163

Source: TRICS

6.1.3 **Table 6.1** demonstrates that one vehicle arrival would be observed in the morning peak period and 7 departures in the evening peak period. Across the day it is estimated that there could be up to circa 163 two-way movements from the MOT site.

Office

6.1.4 To quantify the number of trips generated by the former office use on the site, a TRICS assessment has been undertaken for Employment / Office use located both in 'Town Centre' and 'Edge of Town Centre' locations. Whilst the site is located on the edge of Reading Town Centre, Town Centre locations have also been included to reflect sites with reduced levels of parking. The database has been filtered to ensure the characteristics of the sites are representative of the existing use. Based on a floor area of circa 243sqm trip rates have been obtained and are summarised along with the estimated trip generation in **Table 6.2.**

Table 6.2: Retail Trip Rates and Trip Generation (243sqm)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Trip Rate	2.632	0	2.632	0.139	1.108	1.247	11.247
Trip Generation	6	0	6	0	3	3	27

Source: TRICS

6.1.5 **Table 6.2** demonstrates that up to 6 arrivals could occur in the morning peak period and 3 departures in the evening peak period. Across the day it is estimated that there could be 27 two-way movements generated by the office use.

Retail

6.1.6 The site also previously contained a specialist snow and outdoor sports shop, occupying a floor area of approximately 700 sqm. A review of the TRICS database has been undertaken for retail land uses, however, no comparable sites were found, therefore a review of recent planning applications for similar types of stores has been undertaken to determine the likely trip generation of the site.

6.1.7 A recent planning application for a 'Go Outdoors' store was approved in Derby in December 2021 (planning ref: 21/01466/VAR). Whilst the site is located in an 'edge of town location' within a retail park rather than on the 'edge of town centre', the sites still draw many similarities, in that they sell specialist outdoors equipment (some of which may be bulky in nature) with customers typically travelling specifically to the store rather than making bypass trips.

6.1.8 Data submitted in the Transport Statement accompanying the Go Outdoors application which is based on other surveyed Go Outdoors stores indicates that these types of stores typically generate the trip rates summarised in **Table 6.3.** The trip rates have been multiplied by the floor area of the previous retail use to estimate the trip generation from the store.

Table 6.3 Outdoors Store Trip Rates and Trip Generation (700sqm)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Trip Rate	1.09	0.67	1.76	1.06	1.29	2.35	27.80
Trip Generation	8	5	12	7	9	16	195

6.1.9 **Table 6.3** demonstrates that 12 two-way vehicle movements occur in the morning peak period and 16 two-way movements in the evening peak period associated with the former retail use. Across the day it is estimated that there would be 195 two-way movements generated by the retail use.

6.1.10 It is of note that the surveys undertaken for the Go Outdoors stores (on which the trip rates are based), were undertaken in July, which is the peak sales period for the company, therefore, these provide a 'worst case' scenario, with other periods of the year typically generating slightly lower trips. This is particularly notable for the daily trip generation; however, the morning and evening peak periods are considered to be more representative as these would largely consist of staff and delivery movements.

Total Existing Trip Generation

6.1.11 The potential total existing trip generation of the site is summarised in **Table 6.4** below:

Table 6.4: Summary of Existing Trip Generation

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
MOT Centre							
Trip Generation	1	0	1	0	7	7	163
Offices							
Trip Generation	6	0	6	0	3	3	27
Retail							
Trip Generation	8	5	12	7	9	16	195
Total							
Total Trip Generation	15	5	19	7	19	26	385

6.1.12 **Table 6.4** demonstrates that the existing land uses on the site would generate 19-26 vehicle movements during the peak periods and a maximum of 385 two-way movements across the course of a weekday. As previously noted, the traffic generation for the existing uses are likely to represent maximum / worst case trip rates for the existing land use.

6.2 Proposed Trip Generation

6.2.1 To understand the potential traffic generation of the site, a traffic impact assessment has been undertaken. Trip rates have been obtained from the TRICS database to understand the likely vehicular demand of the site. The following parameters were used:

- Type – Privately owned flats and Privately Owned Houses;
- Region – England (excluding Greater London);
- Location Type – Edge of Town Centre;
- Number of Dwellings – 6 to 175;
- Days of the Week – Monday to Friday

6.2.2 The trips rates and the likely trip generation of a development of 50 flats and 10 dwellings is presented below in **Table 6.5** and the full TRICS report can be found in **Appendix D.**

Table 6.5: Trip Rates and Trip Generation (60 Dwellings)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Flats							
Trip Rate	0.055	0.179	0.234	0.17	0.099	0.269	2.374
Trip Generation	3	9	12	9	5	13	119
Houses							
Trip Rate	0.132	0.25	0.382	0.257	0.162	0.419	3.449
Trip Generation	1	3	4	3	2	4	34
Total							
Total Residential Trip Generation	4	11	16	11	7	18	153

6.2.3 **Table 6.5** demonstrates that the development is likely to generate a total of 16 two-way vehicle movements in the morning peak period and 18 in the evening peak period. This equates to an additional vehicle movement every circa 4 minutes in the morning peak period and circa every 3 minutes in the evening peak period.

6.3 Net Impact Assessment

6.3.1 Based on the trip generation from **Table 6.4** and **6.5** a net impact assessment has been undertaken and is presented in **Table 6.6.**

Table 6.6: Net Impact Assessment

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Existing Use	15	5	19	7	19	26	385
Proposed Use	4	11	16	11	7	18	153
Net Impact	-11	6	-3	4	-12	-8	-232

6.3.2 **Table 6.6** demonstrates that overall, the proposed development could generate a net decrease in traffic during the peak periods and across the day when compared to the potential existing number of vehicle movements generated by the site, with circa 3 fewer movements in the morning peak, 8 fewer movements in the evening peak and 232 fewer movements across the duration of the day.

6.3.3 As previously noted, it is anticipated that the existing daily trip generation for the site for the site is likely to be overestimated and represent a worst case scenario (largely as a result of the daily retail trips), however, even if there was a significant reduction in daily trips, the site is still likely to result in net reduction in trips.

6.3.4 In summary:

- The proposed development generates a relatively small amount of traffic, which is unlikely to have a material impact upon the operation of the local highway network.
- The net impact of the development is unlikely to see an increase in traffic movements on the highway network in either of the peak periods, or across the day.

- Based on a worse case assessment, the proposals could generate less traffic on the network when compared to the sites previous use and therefore there would be a potential beneficial impact.

SECTION 7 Summary and Conclusion

7.1 Summary

7.1.1 i-Transport has been appointed by Bellway Homes (Thames Valley) Ltd to provide highways and transport advice for the demolition of existing buildings and construction of 60 residential dwellings with associated landscaping and parking. The site is currently occupied by an MOT garage, offices and former retail unit and is located to the west of the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road Roundabout. The site forms part of the local plan local plan allocation site CR11f: West of Caversham Road.

7.1.2 The site is located immediately adjacent to Zone 1 (Central Core Area) as set out Reading Borough Council's Parking Standards which is defined as having the best transport hubs and consists of retail and commercial office developments. This demonstrates that the site is located in close proximity to the most sustainable and accessible area in Reading.

7.1.3 The site is located within close proximity to bus stops on Caversham Road which provide frequent services around Reading as well as other key service centres. The site is also located within a reasonable walking distance of Reading Railway Station, which provides excellent opportunities to travel to nearby destinations and those further afield, including the Elizabeth Line providing access to Crossrail. Overall, the site offers great potential to take up travel via sustainable modes and reduces the need to use or require a car.

7.1.4 It is proposed to retain the existing vehicle access to the site from the A4155 Caversham Road, providing access to the 30 parking spaces (all of which will provide electric vehicle charging spaces). A separate pedestrian and cycle access point is also proposed to provide a connection to the remaining part of the West of Caversham Road allocation (when it comes forwards).

7.1.5 The level of car parking is within RBCs maximum standards and is considered appropriate given the sites sustainable location, which benefits from excellent access to both public transport and to local services and facilities, which will significantly reduce the need to own a car in this location.

7.1.6 As part of the development, it is also proposed to provide a contribution towards a car club, this would provide future residents with access to a car without needing to own one. Thus, reducing the need for parking further.

7.1.7 The site has been also designed to accommodate refuse collection, deliveries and emergency vehicles turning within the site so that vehicles can enter and egress in a forward gear.

7.2 Conclusion

Overall, the proposal meets both local and national guidance and is considered acceptable in highway and transport terms.

FIGURES

Key

Site Boundary

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i-Transport

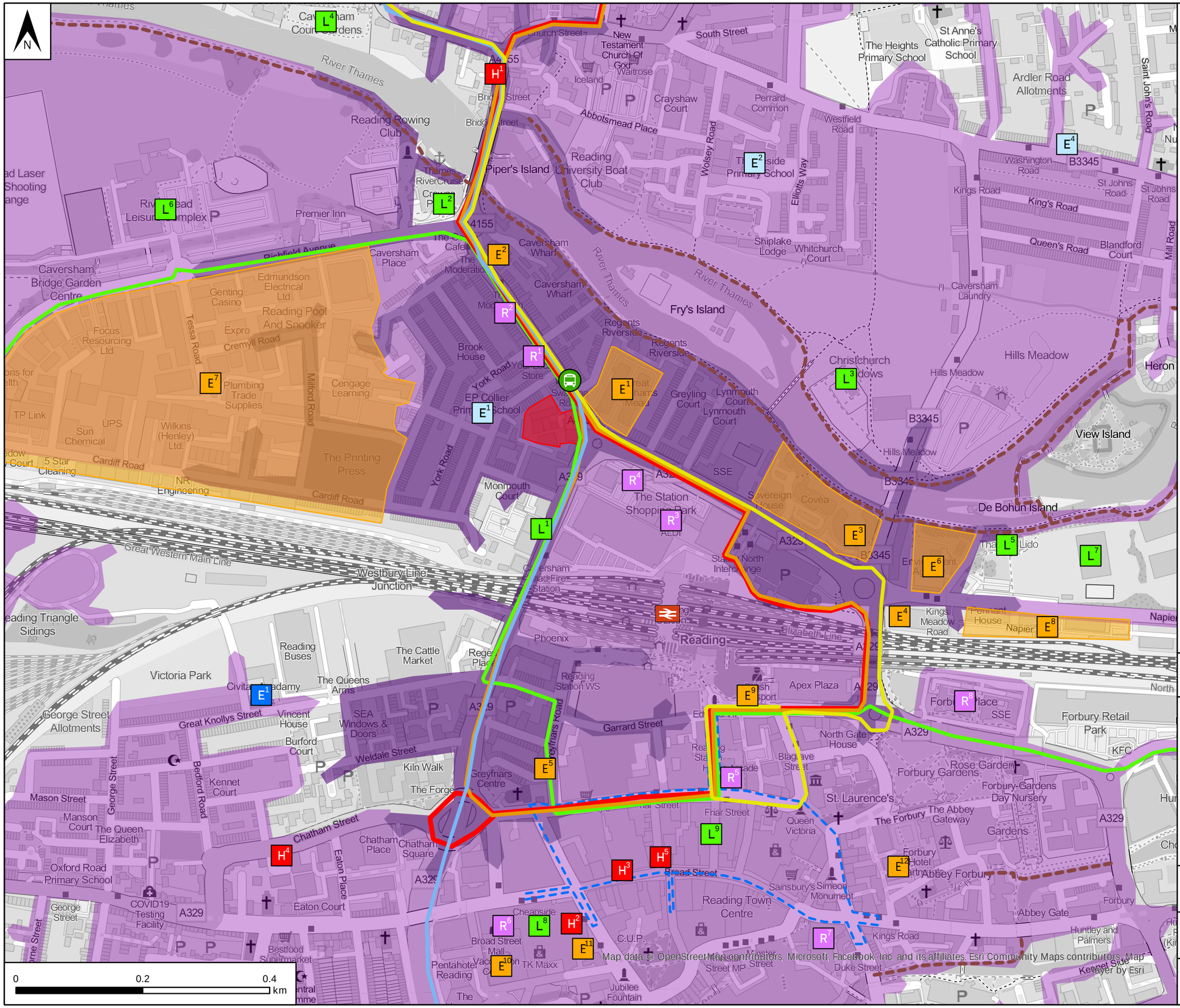
Basingstoke: 01256 637 940
Leeds: 0113 357 1360
London: 020 3705 9215
Manchester: 0161 830 2172

www.i-transport.co.uk

Title: Site Boundary

Project: Caversham Road, Reading

Project Number:	Figure Number:	Revision:
ITB17593	Figure 2	-



Key

- Site Boundary
- Employment Area
- Town Centre Boundary
- 800m Walking Distance
- 1600m Walking Distance
- R^1 Your Local Store
- R^2 Caversham Convenience Store and Post Office
- R^3 Aldi
- R^4 Station Shopping Park
- R^5 Harris Arcade
- R^6 Broad Street Mall
- R^7 The Village
- R^8 Fobury Retail Park
- R^9 The Oracle
- L^1 Pure Gym
- L^2 Revive Health Clu and Spa
- L^3 Christchurch Meadow Playground and Tennis Court
- L^4 Caversham Court
- L^5 Thames Lido
- L^6 River Mead Leisure Centre
- L^7 Kings Meadow
- L^8 Broad Street Mall
- L^9 Reading Town Centre
- Bus Stop
- Rail Station
- H^1 Riverside Dental Centre
- H^2 Reading Walk-in Health Centre
- H^3 Chiltern Medical Clinic
- H^4 Catham Street Surgery
- H^5 Superdrug
- E^1 EP Collier Primary School
- E^2 Thameside Primary School
- E^3 Kendrick Primary School
- E^4 Crawshay Pre School
- E^1 Civitas Academy
- E^1 Great Brighams Mead
- E^2 Caversham Bridge House
- E^3 Clearwater Court
- E^4 Reading Bridge House
- E^5 Spaces Greyfriars
- E^6 King Meadow House
- E^7 Richfield Avenue Trading Estate
- E^8 Napier Court Employment Park
- E^9 Apex
- E^{10} Reading Business Centre
- E^{11} Co-space
- E^{12} Regus
- 22 Service
- 24 Service
- 42 Service
- 81 Service
- X39/X40 Service
- Public Rights of Way

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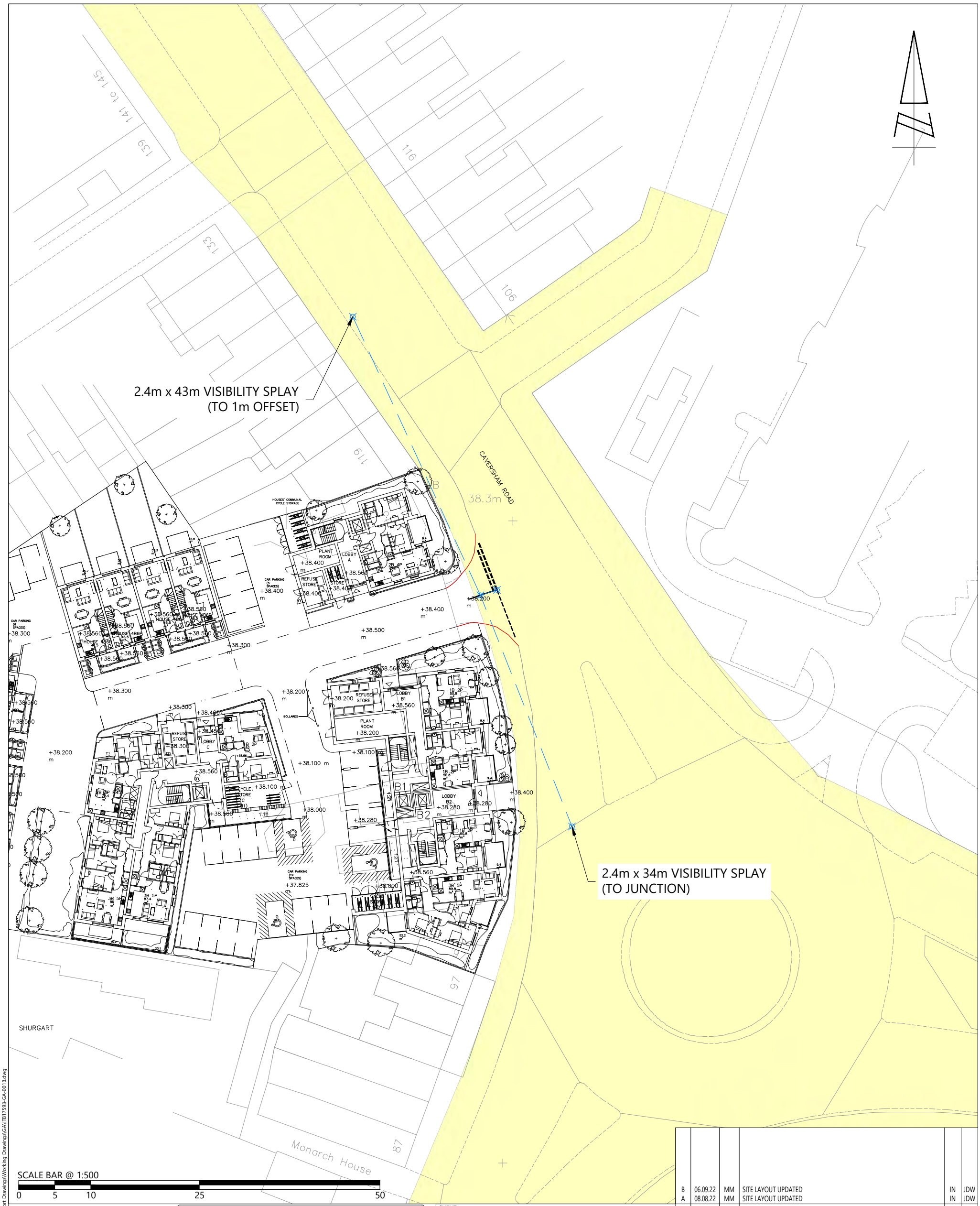
Title:
Local Amenities Plan

Project:
Caversham Road, Reading

Project Number:	Figure Number:	Revision:
ITB17593	Figure 1	-

DRAWINGS



REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.09.22	MM	SITE LAYOUT UPDATED	IN	JDW
A	08.08.22	MM	SITE LAYOUT UPDATED	IN	JDW

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CLIENT: BELLWAY HOMES

STATUS: FOR INFORMATION

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Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
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TITLE: INITIAL SITE ACCESS ARRANGEMENT

PROJECT: CAVERSHAM ROAD, READING

DRAWN:	CHECKED:	APPROVED:
SH	IN	JDW
PROJECT No: ITB17598	SCALE @ A3: 1:500	DATE: 26.04.22

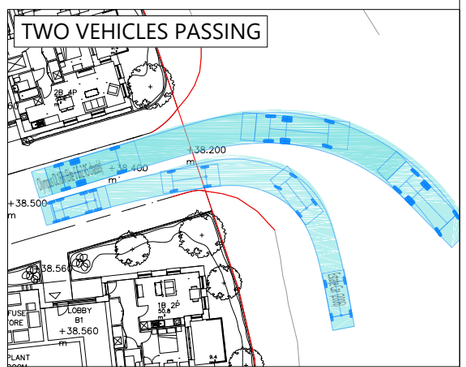
DRAWING No: ITB17598-GA-001 REV: B

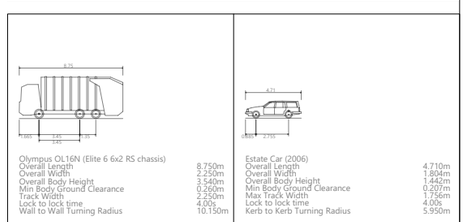
T:\Projects\17000 Series\17593\TB - 99 to 113 Caversham Road, Reading\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB17593-GA-001B.dwg

INBOUND

OUTBOUND

TWO VEHICLES PASSING





Olympus OL16N (Elite 6 6x2 RS chassis)

Overall Length	8.750m
Overall Width	2.250m
Overall Body Height	3.540m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.150m

Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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SCALE BAR @ 1:500

0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.09.22	MM	SITE LAYOUT UPDATED	IN	JDW
A	08.08.22	MM	SITE LAYOUT UPDATED	IN	JDW

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: CAVERSHAM ROAD, READING

CLIENT: BELLWAY HOMES

DRAWN:	CHECKED:	APPROVED:
MM	IN	JDW
PROJECT No: ITB17593	SCALE @ A3: 1:500	DATE: 18.07.22

DRAWING No: ITB17593-GA-002

REV: B

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Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.09.22	MM	SITE LAYOUT UPDATED	IN	JDW
A	08.08.22	MM	SITE LAYOUT AND SWEPT PATHS UPDATED	IN	JDW

STATUS: FOR INFORMATION

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TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: CAVERSHAM ROAD, READING

CLIENT: BELLWAY HOMES

DRAWN:	CHECKED:	APPROVED:
MM	IN	JDW
PROJECT No: ITB17593	SCALE @ A3: 1:500	DATE: 18.07.22

DRAWING No: ITB17593-GA-003 REV: B

SCALE BAR @ 1:500

0 5 10 25 50

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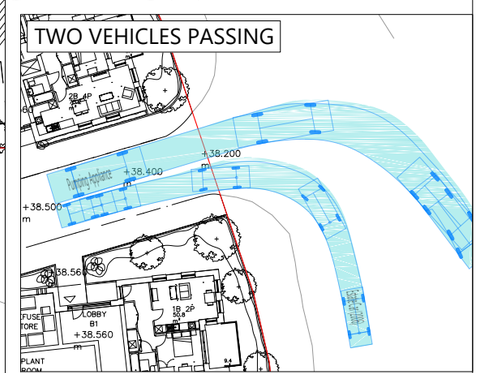
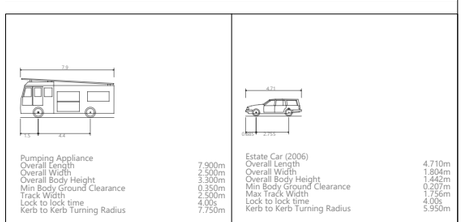
INBOUND

OUTBOUND

TWO VEHICLES PASSING





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SCALE BAR @ 1:500

0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.09.22	MM	SITE LAYOUT UPDATED	IN	JDW
A	08.08.22	MM	SITE LAYOUT UPDATED	IN	JDW

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT: CAVERSHAM ROAD, READING

CLIENT: BELLWAY HOMES

DRAWN:	CHECKED:	APPROVED:
MM	IN	JDW
PROJECT No: ITB17593	SCALE @ A3: 1:500	DATE: 18.07.22
DRAWING No: ITB17593-GA-004		REV: B

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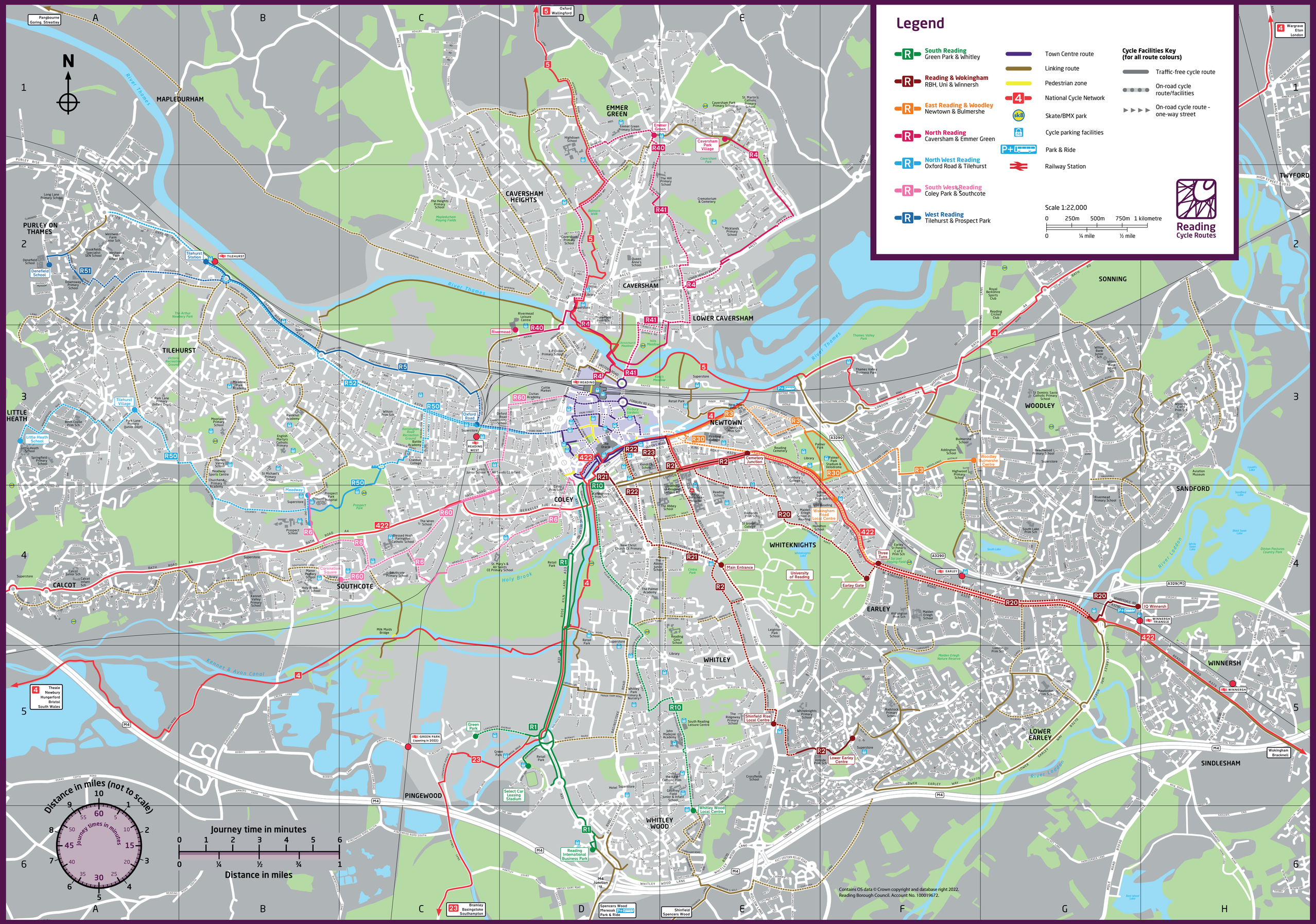
APPENDIX A. Reading Cycle Newtwork Map


Legend
South Reading
Green Park & Whitley
Reading & Wokingham
RBH, Uni & Winnersh
East Reading & Woodley
Newtown & Bulmershe
North Reading
Caversham & Emmer Green
North West Reading
Oxford Road & Tilehurst
South West Reading
Coley Park & Southcote
West Reading
Tilehurst & Prospect Park
Town Centre route
Linking route
Pedestrian zone
National Cycle Network
Skate/BMX park
Cycle parking facilities
Park & Ride
Railway Station
Cycle Facilities Key
(for all route colours)
Traffic-free cycle route
On-road cycle route/facilities
On-road cycle route – one-way street
Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 ¼ mile ½ mile
Reading Cycle Routes
N
MAPLEDURHAM
PURLEY ON THAMES
TILEHURST
LITTLE HEATH
CALCOT
SOUTHCOTE
PINGEWOOD
COLEY
CAVERSHAM HEIGHTS
EMMER GREEN
CAVERSHAM
LOWER CAVERSHAM
NEWTOWN
WHITEKNIGHTS
WHITLEY
WHITLEY WOOD
EARLEY
LOWER EARLEY
WOODLEY
SONNING
SANDFORD
WINNERSH
SINDLESHAM
TWYFORD
River Thames
Kennet & Avon Canal
Holy Brook
River Loddon
Distance in miles (not to scale)
Journey times in minutes
Journey time in minutes
0 1 2 3 4 5 6
0 ¼ ½ ¾ 1
Distance in miles
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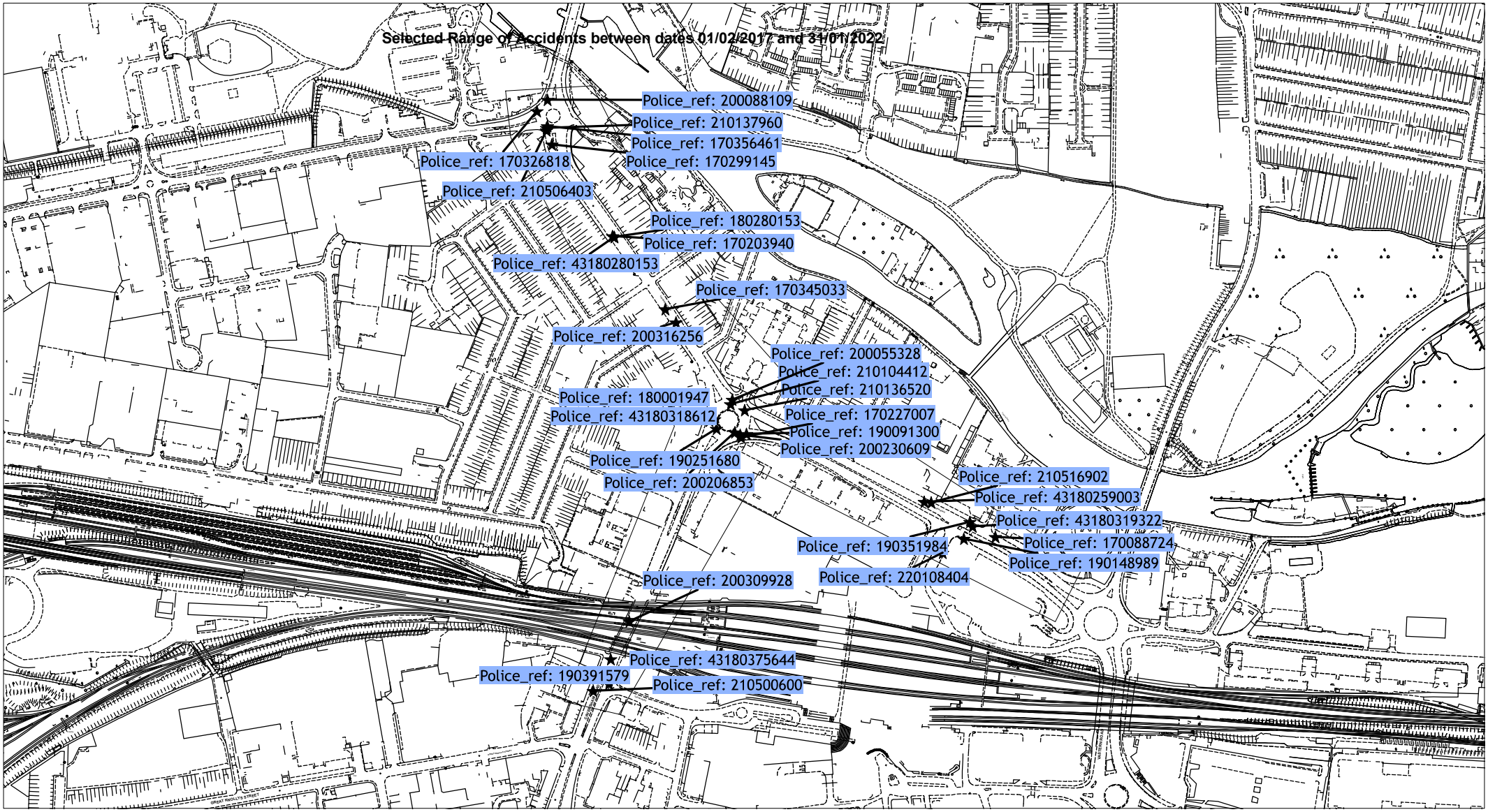
Reading Borough Council. Account No. 100019672.

APPENDIX B. Personal Injury Accident Data



Reading BOROUGH COUNCIL

Caversham Rd PIA 2022

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SCALE	1 : 6000
DATE	29/06/2022
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
170088724	Tuesday 21/03/2017 0908hrs	A329 VASTERN RD J/W NORMAN RD READING	Veh 1 Car Going ahead NW to SE Veh 2 Car Going ahead NW to SE Dri	F 37 Slight
R1: A 329	Daylight:street lights present			
R2: U 7201	Dry			
E 471,630	Fine without high winds			
N 174,009	30 mph			

Causation Factor:

		Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely

C1 TRAV SE, DRIV BLINDED BY SUN & COLL/W REAR C2

170203940	Friday 30/06/2017 1525hrs	A4155 CAVERSHAM RD APP 60M N THAMES AVE READING	Veh 1 Car Going ahead SE to NW Veh 2 Car Wait go ahead held SE to NW Dri	F 54 Slight
R1: A 4155	Daylight:street lights present			
E 471,195	Dry			
N 174,351	Fine without high winds			
	30 mph			

Causation Factor:

		Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	

C2 TRAV NW BUT HELD UP IN TRAFF HIT IN REAR BY C1

170227007	Tuesday 25/07/2017 0047hrs	A4155 CAVERSHAM ROAD RBT/W A329 VASTERN ROAD READING	Veh 1 Car Turning left SE to SW Veh 2 Pedal cycle Turning right NW to SW Dri	M 24 Slight
R1: A 4155	Darkness: street lights present a			
R2: A 329	Dry			
E 471,341	Fine without high winds			
N 174,122	30 mph			

Causation Factor:

		Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	Possible
4th:	Not displaying lights at night or in poor visibility	Vehicle 2	Possible

C1 FAILD TO GWAY AT RBT TRNG LT SE TO SW & COLL/W PC2 TRNG RT NW TO SW

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev

Causation Factor:

170299145
R1: A 4155
R2: U 7201
E 471,126
N 174,455

Saturday 23/09/2017 0015hrs
Darkness: street lights present a
Dry
Fine without high winds
40 mph

A4155 CAVERSHAM ROAD RBT/W RICHFIELD AVENUE READING

Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Veh 1	Bus/coach	Going ahead	S to N	Ped	F	31	Slight

Causation Factor:		Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
6th:	Careless/Reckless/In a hurry	Vehicle 1	Possible

PSV1 TRAV N COLL/W PED XING RD IN U/K DIRN. PSV1 FTS

170326818
R1: U 7201
R2: A(4155
E 471,109
N 174,493

Tuesday 31/10/2017 0710hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

RICHFIELD AVENUE RBT/W A4155 CAVERSHAM ROAD READING

Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Veh 1	Car	Wait go ahead held	SW to NE				
Veh 2	Car	Wait go ahead held	SW to NE	Dri	M	27	Slight

Causation Factor:		Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible

C2 TRAV E BUT HLD UP WAITG TO ENT RBT HIT IN REAR BY C1

170345033
R1: A 329
E 471,255
N 174,268

Monday 13/11/2017 2212hrs
Daylight:street lights present
Dry
Fine without high winds
40 mph

A329 CAVERSHAM ROAD READING 30M S OF YORK RD

Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Veh 1	Car	Going ahead	S to N				
Veh 2	Car	Wait go ahead held	S to N	Dri	F	36	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Disobeyed automatic traffic signal	Vehicle 1	

C1 TRAV N FAILD TO STP & COLL/W C2 WTNG AT ATS

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
170356461	Saturday 25/11/2017 1740hrs	CAVERSHAM ROAD JUNC/W RICHFIELD AVENUE READING	Veh 1 Car Starting S to N Veh 2 Car Going ahead E to W Dri	M 32 Slight
R1: U 7201	Daylight:street lights present			
R2: U 7201	Dry			
E 471,121	Fine without high winds			
N 174,476	30 mph			

Causation Factor:

		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely
3rd:	Distraction outside vehicle	Vehicle 1	Possible
4th:	Vehicle blind spot	Vehicle 1	Possible

C1 TRAV N FAILD TO G/WAY & COLL/W C1 TRNG RT N TO W

180001947	Sunday 24/12/2017 1300hrs	A33 CAVERSHAM ROAD, J/W A4155 RICHFIELD AVENUE, READING	Veh 1 Car Going ahead S to N Veh 2 Taxi Going ahead S to N RSP	F 63 Slight
R1: A 33	Daylight:street lights present			
R2: A 4155	Wet/Damp			
E 471,311	Fine without high winds			
N 174,143	30 mph			

Causation Factor:

		Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely

C1 COLL/W C2 BOTH TRAV S TO N ON RBT. C2 BRAKED SUDDENLY

180280153	Saturday 08/09/2018 0930hrs	CAVERSHAM ROAD J/W THAMES AVENUE READING	Veh 1 Car Going ahead NW to SE Ped	M 71 Serious
R1: A 4155	Daylight:street lights present			
R2: U 7201	Dry			
E 471,197	Fine without high winds			
N 174,350	30 mph			

C1 TRAV NK DIR COLL/W PED1 XING C/WAY NE TO SW.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
Causation Factor:				

43180259003
R1: A 329
R2: U 7201
E 471,549
N 174,049

Thursday 23/08/2018 1410hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A329 VASTERN ROAD J/W TROOPER POTTS WAY READING

Veh No	Type	Manv	Dir	Class	Casualties: Sex	Age	Sev
Veh 1	Bus/coach	Going ahead	W to E	Ped	M	17	Slight

Causation Factor:		Participant:	Confidence:
1st:	Visor or windscreen dirty or scratched	Casualty 1	Very Likely

PED1 TRAV S FAILED TO G/WAY & COLL/W PSV1 TRAV E

43180280153
R1: A 4155
R2: U 7201
E 471,197
N 174,350

Saturday 08/09/2018 0930hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

CAVERSHAM ROAD J/W THAMES AVENUE READING

Veh No	Type	Manv	Dir	Class	Casualties: Sex	Age	Sev
Veh 1	Car	Going ahead	NW to SE	Ped	M	71	Serious

C1 TRAV NK DIR COLL/W PED1 XING C/WAY NE TO SW.

43180318612
R1: A 415
R2: A 329
E 471,305
N 174,141

Thursday 18/10/2018 0945hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A4155 CAVERSHAM ROAD ROUNDABOUT JUNCTION WITH VASTERN ROAD

Veh No	Type	Manv	Dir	Class	Casualties: Sex	Age	Sev
Veh 1	Car	Going ahead	S to E				
Veh 2	Pedal cycle	Going ahead	E to W	Dri	M	72	Serious

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Possible
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
4th:	Failed to look properly	Vehicle 1	Very Likely

V1 ENTERED ROUNDABOUT FAILED TO GIVE WAY TO PC2 COMING FROM RIGHT ALREADY ON ROUNDABOUT. PC2 HIT REAR OFFSIDE OF V1 AND FELL TO GROUND

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev		
43180319322	Thursday	VASTERN ROAD J/W TROOPER	Veh 1		Going ahead	SW to NE Dri	F	86	Serious
	18/10/2018	NORMAN PLACE READING	Veh 2	Car	Going ahead	NW to SE			
R1: A 329	1625hrs								
R2: U 7201	Daylight:street lights present								
E 471,604	Dry								
N 174,021	Fine without high winds								
	30 mph								

Causation Factor:

		Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 1	

MS1 XING C/WAY SW TO NE COLL/W C2 TRAV NW TO SE.

43180375644	Saturday	A329 CAVERSHAM ROAD J/W	Veh 1	Taxi	U turn	S to S	Dri	M	39	Slight
	08/12/2018	ABATTOIRS ROAD READING	Veh 1	Taxi	U turn	S to S	RSP	M	25	Slight
R1: A 329	0500hrs		Veh 1	Taxi	U turn	S to S	RSP	M	26	Slight
R2: U 7201	Darkness: street lights present a		Veh 1	Taxi	U turn	S to S	FSP	M	28	Slight
E 471,193	Wet/Damp		Veh 2	Car	Going ahead	S to N	Dri	M	22	Slight
N 173,870	Fine with high winds									
	30 mph									

Causation Factor:

		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

TX1 UNDERTKNG U-TURN S TO S COLL/W C2 TRAV S TO N.

200055328	Monday	A4155 CAVERSHAM ROAD J/W A329	Veh 1	Car	Going ahead	NW to SE			
	17/02/2020	VASTERN ROAD READING	Veh 2	M/C > 125 cc	Going ahead	SW to NE Dri	M	53	Slight
R1: A 4155	0935hrs								
R2: A 329	Daylight:street lights present								
E 471,331	Dry								
N 174,165	Fine without high winds								
	30 mph								

Causation Factor:

		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

C1 ENT RBT NW TO SE COLL/W MC2 TRAV SW TO NE ON RBT.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
190148989	Saturday 18/05/2019 0032hrs	A329 VASTERN ROAD J/W TROOPER POTTS WAY READING	Veh 1 Pedal cycle Going ahead SW to NE Dri	M 40 Serious
R1: A 329				
R2: U 7201	Darkness: street lights present a			
E 471,594	Dry			
N 174,007	Fine without high winds			
	30 mph			

Causation Factor:

		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	

RIDER PC1 XING C/WAY SW TO NE USING PED XING FELL OFF CAUSNG INJ. RIDER PC1 INTOX.

190251680	Thursday 15/08/2019 0730hrs	A329 VASTERN ROAD J/W B4155 CAVERSHAM ROAD READING	Veh 1 Car Turning left SW to NW					
			Veh 2 Pedal cycle Going ahead SE to NW Dri	M	23	Slight		
R1: A 329								
R2: B 155	Daylight:street lights present							
E 471,313	Dry							
N 174,132	Fine without high winds							
	30 mph							

Causation Factor:

		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

C1 TRNG LT SW TO NW AT RBT FAILD TO G/WAY & COLL/W PC2 TRAV SE TO NW

190351984	Friday 08/11/2019 0840hrs	A329 VASTERN ROAD J/W NORMAN PLACE READING	Veh 1 Car Change lane to right W to E Dri	M	53	Slight		
			Veh 2 Car Going ahead W to E					
R1: A 329								
R2: U 7201	Daylight:street lights present							
E 471,601	Dry							
N 174,026	Fine without high winds							
	30 mph							

C1 TRAV W TO E IN LN1 CHNGD LN TO RT & WAS HIT IN RR BY C2 TRAV W TO E IN LN2.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
190391579 **R1: A 329** **R2: U 7201** **E 471,191** **N 173,842**	Friday 13/12/2019 1330hrs Daylight:street lights present Dry Fine without high winds 30 mph	A329 CAVERSHAM ROAD J/W TUDOR ROAD READING	Veh 1 Car Wait go ahead held N to S Dri Veh 2 Car Going ahead N to S	M 47 Slight

Causation Factor:

C2 TRAV N TO S COLL/W C1 STAT AT RED ATS WAITNG TO TRAV N TO S.

190091300 **R1: A 329** **R2: A 329** **E 471,347** **N 174,126**	Sunday 24/03/2019 1405hrs Daylight:street lights present Dry Fine without high winds 30 mph	A329 VASTERN ROAD J/W A329 CAVERSHAM ROAD READING	Veh 1 Car Wait go ahead held SE to NW Dri Veh 2 Taxi Change lane to left SE to NW	F 69 Slight

TX2 APPRCHNG RBT SE TO NW IN LN3 CHNGD LN TO LFT & COLL/W C1 STAT WAITNG TO ENT RBT SE TO NW IN LN2. TX2 FTS.

200088109 **R1: A 4155** **R2: U 7201** **E 471,121** **N 174,506**	Friday 06/03/2020 1800hrs Daylight:street lights present Dry Fine without high winds 30 mph	A1455 CAVERSHAM ROAD J/W RICHFIELD AVENUE READING	Veh 1 Car Going ahead SW to NE Dri Veh 2 Car O/take m/veh o/side SW to NE	M 35 Slight

C2 LEAVING RBT S TO N OVERTK C1 TRAV S TO N & COLL/W C1.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
Causation Factor:				

200206853
R1: A 329
R2: U 7201
E 471,334
N 174,128

Wednesday 08/07/2020 1848hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

A329 VASTERN ROAD J/W CAVERSHAM ROAD READING

Veh No	Type	Manv	Dir	Class	Casualties: Sex	Age	Sev
Veh 1	M/C < 50 cc	Going ahead	SE to NW	Dri	F	44	Slight

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely

MC1 ENT RBT IN N/K DIR BRKD SUDD & RIDER FELL OFF.

200230609
R1: A 329
R2: A 4155
E 471,340
N 174,125

Monday 27/07/2020 1208hrs
Daylight:street lights present
Dry
Fine without high winds
40 mph

A329 VASTERN ROAD J/W A4155 CAVERSHAM ROAD READING

Veh No	Type	Manv	Dir	Class	Casualties: Sex	Age	Sev
Veh 1	Car	Going ahead	SE to NW				
Veh 2	Pedal cycle	Turning right	NW to SW	Dri	M	27	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

C1 ENT RBT SE TO NW & COLL/W PC2 TRAV NW TO SW ON RBT.

200316256
R1: A 329
R2: U 7201
E 471,267
N 174,253

Friday 02/10/2020 1638hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

A329 CAVERSHAM ROAD J/W SWANSEA ROAD CAVERSHAM

Veh No	Type	Manv	Dir	Class	Casualties: Sex	Age	Sev
Veh 1	Taxi	Going ahead	SE to NW	Dri	M	44	Slight
Veh 2	Car	Turning right	SW to SE				

C2 TRN RT SW TO SE COLL/W TX1 TRAV SE TO NW IN LN2.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
Causation Factor:				

200309928
R1: A 329
E 471,214
N 173,913

Friday
02/10/2020
0835hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

A329 CAVERSHAM ROAD APPX 140M S J/W NORTHFIELD ROAD READING

Veh No	Type	Manv	Dir	Class		
Veh 1	Car	O/take m/veh o/side	S to N			
Veh 2	Pedal cycle	Going ahead	S to N	Dri	M 41	Slight

Causation Factor:		Participant:	Confidence:
1st:	Not displaying lights at night or in poor visibility	Vehicle 2	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely

C1 TRAV S TO N OVERTK PC2 TRAV S TO N & COLL OCCRD.

210104412
R1: A 4155
R2: A 329
E 471,329
N 174,160

Friday
12/03/2021
1831hrs
Darkness: street lights present a
Wet/Damp
Raining without high winds
30 mph

A4155 CAVERSHAM ROAD J/W A329 VASTERN ROAD READING

Veh No	Type	Manv	Dir	Class		
Veh 1	Car	Going ahead	NW to SE			
Veh 2	Pedal cycle	Turning right	SW to SE	Dri	M 25	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

C1 ENT RBT NW TO SE COLL/W PC2 TRN RT SW TO SE.

210136520
R1: A 329
R2: A 4155
E 471,345
N 174,153

Wednesday
31/03/2021
1150hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A329 VASTERN ROAD J/W A4155 CAVERSHAM ROAD READING

Veh No	Type	Manv	Dir	Class		
Veh 1	Car	Turning right	SW to SE	Dri	M 23	Slight
Veh 2	Goods < 3.5t	Change lane to left	SW to SE			

LGV2 XITING RBT IN N/K DIR CHNGD LN TO LFT & COLL/W C1 LEAVNG RBT IN N/K DIR.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
Causation Factor:				
210137960	Thursday 01/04/2021 2026hrs	A4155 CAVERSHAM ROAD J/W RICHMOND AVENUE READING	Veh 1 Car Going ahead S to N Veh 2 Pedal cycle Turning right N to W Dri	M 17 Slight
R1: A 4155				
R2: U 7201	Darkness: street lights present a			
E 471,120	Dry			
N 174,474	Fine without high winds			
	30 mph			

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

C1 ENT RBT S TO N & COLL/W PC2 TRN RT N TO W.

210500600	Monday 15/11/2021 1645hrs	A329 CAVERSHAM ROAD APPX 39M SW J/W ABATTOIRS ROAD READING	Veh 1 Pedal cycle Going ahead SW to NE Ped	M 46 Serious
R1: A 329				
	Darkness: street lights present a			
E 471,173	Wet/Damp			
N 173,834	Fine without high winds			
	30 mph			

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Defective brakes	Vehicle 1	Very Likely

PED XING C/WAY NW TO SE COLL/W PC1 TRAV SW TO NE.

210506403	Tuesday 09/11/2021 1120hrs	A4155 CAVERSHAM ROAD J/W RICHFIELD ROAD READING	Veh 1 Pedal cycle Going ahead S to N Dri Veh 2 Car Going ahead S to N	F 64 Slight
R1: A 4155				
R2: U 7201	Daylight:street lights present			
E 471,120	Dry			
N 174,471	Fine without high winds			
	30 mph			

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Vehicle blind spot	Vehicle 1	Possible

PC1 ENT RBT S TO N COLL/W RR C2 ENT RBT S TO N. C2 FTS.

Details of Personal Injury Accidents for Period - **01/02/2017** **to** **31/01/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Caversham Road PIA June 2022

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev		
210516902	Saturday	A329 VASTERN ROAD APPX 62M NW J/W NORMAN PLACE READING	Veh 1	M/C < 50 cc	Wait go ahead held	NW to SE Dri	M	30	Slight
R1: A 329	13/11/2021 1800hrs		Veh 2	Car	Going ahead	NW to SE			
E 471,557	Darkness: street lights present a								
N 174,048	Dry								
	Fine without high winds								
	30 mph								

C2 TRAV NW TO SE COLL/W RR C1 STAT AT RED ATS WAITNG TO TRAV NW TO SE.

220108404	Monday	TROOPER POTTS WAY J/W A329 VASTERN ROAD READING	Veh 1	Bus/coach	Starting	NE to SW Ped	M	36	Slight
R1: A 329	27/12/2021 1830hrs								
R2: U 7201	Darkness: street lights present a								
E 471,570	Wet/Damp								
N 173,991	Raining without high winds								
	30 mph								

PSV1 STRTNG NE TO SW COLL/W PED STAT IN C/WAY.

APPENDIX C. Proposed Site Layout

A1

Notes:

- Do not scale from this drawing; work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.

CDM ERIC Notes

- Where RMA services on a project do not include for site inspections and works surveys, RMA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been constructed
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.

Rev	Date	Description	By	Chkd
P4	05.09.22	Planning Submission	NK	CT

RM_A

320C Highgate Studios
53-79 Highgate Road, London, NW5 1TL
London NW5 1TL

020 7284 1414, rmaarchitects.co.uk © RMA

Key Plan

Project

Carters Site, Reading

RMA Project Reference 2207

Client

Bellway Thames Valley

Scale	Date	By	Checked
1 : 200 @ A1	07/22	KD	AS

Drawing Title

SITE PLAN

00

GROUND FLOOR LEVEL

Purpose of Issue	Status Code
PLANNING	

Drawing No	Revision
CR-RMA-ZZ-00-DR-A-0100	P4

APPENDIX D. TRICS Outputs

Calculation Reference: AUDIT-236601-220906-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
TOTAL VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WM WEST MIDLANDS 1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	287 to 287 (units: sqm)
Range Selected by User:	144 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 20/11/21

Selected survey days:
Saturday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Edge of Town Centre 1

Selected Location Sub Categories:
Industrial Zone 1

Secondary Filtering selection:

Use Class:
Not Known 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

Population within 5 miles:
500,001 or More 1 days

Car ownership within 5 miles:
0.6 to 1.0 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 WM-15-A-01 GARAGE WEST MIDLANDS
CHEAPSIDE
BIRMINGHAM
DERITEND
Edge of Town Centre
Industrial Zone
Total Gross floor area: 287 sqm
Survey date: SATURDAY 20/11/21 Survey Type: MANUAL

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00	1	287	0.697	1	287	0.000	1	287	0.697
09:00 - 10:00	1	287	0.697	1	287	0.000	1	287	0.697
10:00 - 11:00	1	287	0.697	1	287	0.697	1	287	1.394
11:00 - 12:00	1	287	0.697	1	287	1.045	1	287	1.742
12:00 - 13:00	1	287	0.697	1	287	0.348	1	287	1.045
13:00 - 14:00	1	287	0.000	1	287	0.348	1	287	0.348
14:00 - 15:00	1	287	0.348	1	287	0.348	1	287	0.696
15:00 - 16:00	1	287	0.348	1	287	1.045	1	287	1.393
16:00 - 17:00	1	287	0.000	1	287	0.348	1	287	0.348
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.181			4.179			8.360

Parameter summary

Trip rate parameter range selected:	287 - 287 (units: sqm)
Survey date date range:	01/01/14 - 20/11/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-236601-220729-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	280 to 442 (units: sqm)
Range Selected by User:	118 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

Selected survey days:

Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	1

Selected Location Sub Categories:

Residential Zone	1
High Street	1

Secondary Filtering selection:

Use Class:

Not Known	2 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	2 days

PTAL Rating:

No PTAL Present	2 days

LIST OF SITES relevant to selection parameters

1 ES-02-A-13 OFFICES EAST SUSSEX
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY 04/07/18 Survey Type: MANUAL

2 WY-02-A-04 INSURANCE COMPANY WEST YORKSHIRE
BRADFORD ROAD
CLECKHEATON

Town Centre
High Street
Total Gross floor area: 442 sqm
Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-02-A-03	site not representative - no on-site parking
CB-02-A-02	site not representative - located too far from town center with lots of parking
DS-02-A-02	site not representative - located too far from town center with lots of parking
NF-02-A-02	site not representative - located too far from town center with lots of parking
NY-02-A-01	site not representative - too much parking

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	280	0.714	1	280	0.000	1	280	0.714
08:00 - 09:00	2	361	2.632	2	361	0.000	2	361	2.632
09:00 - 10:00	2	361	0.693	2	361	1.108	2	361	1.801
10:00 - 11:00	2	361	0.693	2	361	0.554	2	361	1.247
11:00 - 12:00	2	361	0.139	2	361	0.416	2	361	0.555
12:00 - 13:00	2	361	0.139	2	361	0.139	2	361	0.278
13:00 - 14:00	2	361	0.139	2	361	0.277	2	361	0.416
14:00 - 15:00	2	361	0.139	2	361	0.416	2	361	0.555
15:00 - 16:00	2	361	0.139	2	361	0.416	2	361	0.555
16:00 - 17:00	2	361	0.277	2	361	0.970	2	361	1.247
17:00 - 18:00	2	361	0.139	2	361	1.108	2	361	1.247
18:00 - 19:00	1	280	0.000	1	280	0.000	1	280	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.843			5.404			11.247

Parameter summary

Trip rate parameter range selected:	280 - 442 (units: sqm)
Survey date date range:	01/01/14 - 15/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	5

Calculation Reference: AUDIT-236601-200610-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	3 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	CB	CUMBRIA	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: 6 to 175 (units:)
Range Selected by User: 6 to 215 (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: 01/01/12 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	6 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	10

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	6
Built-Up 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.

Secondary Filtering selection:

Use Class:

C3	11 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 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	9 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	4 days
75,001 to 100,000	1 days
125,001 to 250,000	4 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	2 days
1.1 to 1.5	9 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	10 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	11 days

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

LIST OF SITES relevant to selection parameters

1 BD-03-C-01 BLOCKS OF FLATS 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 BD-03-C-02 BLOCKS OF FLATS 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 BD-03-C-03 BLOCKS OF FLATS 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 CB-03-C-01 BLOCK OF FLATS CUMBRIA
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

5 DV-03-C-01 BLOCK OF FLATS DEVON
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY *10/07/17* *Survey Type: MANUAL*

6 EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

7 EX-03-C-02 BLOCK OF FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

8 HC-03-C-01 BLOCKS OF FLATS HAMPSHIRE
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		51	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
10	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		85	
	Survey date: THURSDAY		*18/12/14*	*Survey Type: MANUAL*
11	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		55	
	Survey date: FRIDAY		*11/11/16*	*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
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	11	76	0.047	11	76	0.156	11	76	0.203
08:00 - 09:00	11	76	0.055	11	76	0.179	11	76	0.234
09:00 - 10:00	11	76	0.064	11	76	0.071	11	76	0.135
10:00 - 11:00	11	76	0.072	11	76	0.091	11	76	0.163
11:00 - 12:00	11	76	0.073	11	76	0.084	11	76	0.157
12:00 - 13:00	11	76	0.111	11	76	0.097	11	76	0.208
13:00 - 14:00	11	76	0.085	11	76	0.097	11	76	0.182
14:00 - 15:00	11	76	0.075	11	76	0.075	11	76	0.150
15:00 - 16:00	11	76	0.082	11	76	0.072	11	76	0.154
16:00 - 17:00	11	76	0.141	11	76	0.078	11	76	0.219
17:00 - 18:00	11	76	0.170	11	76	0.099	11	76	0.269
18:00 - 19:00	11	76	0.200	11	76	0.100	11	76	0.300
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.199			2.374

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:	6 - 175 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-236601-220906-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days

Primary Filtering selection:

Parameter:	No of Dwellings
Actual Range:	17 to 89 (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: 01/01/14 to 19/11/21

Selected survey days:

Monday	2 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	3 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

25,001 to 50,000	3 days

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	3 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY 29/06/15 Survey Type: MANUAL

2 ST-03-A-06 SEMI-DET. & TERRACED STAFFORDSHIRE
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Total No of Dwellings: 17
Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

3 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY 21/11/16 Survey Type: MANUAL

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	45	0.059	3	45	0.221	3	45	0.280
08:00 - 09:00	3	45	0.132	3	45	0.250	3	45	0.382
09:00 - 10:00	3	45	0.110	3	45	0.088	3	45	0.198
10:00 - 11:00	3	45	0.132	3	45	0.140	3	45	0.272
11:00 - 12:00	3	45	0.103	3	45	0.118	3	45	0.221
12:00 - 13:00	3	45	0.103	3	45	0.140	3	45	0.243
13:00 - 14:00	3	45	0.162	3	45	0.132	3	45	0.294
14:00 - 15:00	3	45	0.074	3	45	0.162	3	45	0.236
15:00 - 16:00	3	45	0.176	3	45	0.118	3	45	0.294
16:00 - 17:00	3	45	0.206	3	45	0.110	3	45	0.316
17:00 - 18:00	3	45	0.257	3	45	0.162	3	45	0.419
18:00 - 19:00	3	45	0.184	3	45	0.110	3	45	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.698			1.751			3.449

Parameter summary

Trip rate parameter range selected:	17 - 89 (units:)
Survey date date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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