



TRANSPORT ASSESSMENT
Caversham Park, Peppard Road,
Reading, RG4 8TZ

Document History

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1	10 Mar 22	Draft for Client Comment	M Brain	T Foxall
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1.0 Introduction

- 1.1 This Transport Assessment has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd. It has been prepared to accompany a planning application for the conversion and redevelopment of Caversham Park, Peppard Road, Reading, RG4 8TZ (the 'Site').
- 1.2 Due to the nature and scale of the proposal, it is appropriate for the application to be accompanied by a Transport Assessment.
- 1.3 This report describes the existing use of the Site and scale of the proposed development. Matters pertaining to access, parking, traffic impact, servicing, and the sustainability of the Site are all considered.
- 1.4 This Transport Assessment is prepared in accordance with Central Government Policies set out in the *National Planning Policy Framework* (NPPF) (July 2021) and in line with guidance provided by planning policy guidance, *Travel Plans, Transport Assessments and Statements* (March 2014).
- 1.5 This report should be read alongside the Travel Plan and Construction Traffic Management Plan that have been submitted with the application.

2.0 Existing Situation

Location

- 2.1 The Site is located in Caversham, Reading, approximately 3.5km north of Reading Town Centre.
- 2.2 It is bound to the north and east by Lowfield Road, to the south by Reading Cemetery and Crematorium, and to the west by Peppard Road and Harvey's Nurseries housing estate. A site location plan is included at Appendix A.

The Site

Overview

- 2.3 The Site comprises a Grade II listed Victorian stately home, with parkland towards the north and south. It includes the following buildings and facilities:
- Main building and various other buildings extending to 9,570m² Gross Floor Area (GFA);
 - A pavilion and Tennis Court; and
 - Circa 257 Parking Spaces.
- 2.4 From 1943 the Site was home to BBC Monitoring and related uses.
- 2.5 The Site is allocated in the Local Plan at Policy CA2 for redevelopment.

Access

- 2.6 The sole operational vehicular and pedestrian access to the Site is off Peppard Road. It comprises a bellmouth junction that has two gate piers set back within the bellmouth circa 4m apart. Pedestrian footways are provided on the outside of the piers, connecting the footways on Peppard Road with those within the Site.
- 2.7 The positioning of the gate piers is such that a natural one-way working arrangement is provided at the site entrance. This arrangement operates safely and conveniently given the good intervisibility between drivers entering and exiting the Site, and the low traffic speeds in the area, which are regulated by the traffic calming features on Peppard Road.
- 2.8 A further gated access is provided circa 100m to the south of the main access, comprising a timber gate and secondary iron gate to the rear, both of which are locked shut. Although the access adjoins the highway, no dropped kerbs are provided at this location.
- 2.9 Historically other accesses have been formed on Lowfield Road to the east, these include a service access close to Galsworthy Drive (until the 1950s) and a temporary construction access associated with the installation of a satellite dish. Both of these accesses have been permanently closed and a third party has acquired a strip of land to prevent access to the Site from being reopened at these locations.

Adjacent Road Network

- 2.10 Peppard Road is a two-way residential road, subject to a 20mph speed limit that is enforced by speed cushions.

- 2.11 Approximately 150m north of the Site access, Peppard Road connects to the B481 Buckingham Drive at a mini-roundabout.
- 2.12 Peppard Road also connects to the B481 Buckingham Drive 600m to the south of the Site access, via a conventional priority junction that includes a ghost island right turn lane.
- 2.13 The B481 follows a broadly north south orientation, connecting to Reading Town Centre via the A5155 in the south, and Sonning Common in the north.

Traffic Generation Potential of Extant Use

- 2.14 The house and its grounds have been used by the BBC as its Monitoring Station, together with the base for BBC Radio Berkshire.
- 2.15 Policy CA2 of the Local Plan confirms the extant use of the Site as being office. Furthermore, it does not appear to preclude the continued use of the Site for offices if it sustains the significance of the listed building.
- 2.16 There are no available records of the traffic generation of the Site whilst it was fully occupied by the BBC. However, given that the site has an extant use for offices, it is reasonable to assess the existing traffic generation potential of the Site against this land use.
- 2.17 Therefore, to determine appropriate trip rates for the existing traffic generation potential of the Site, the TRICS Database has been interrogated using the following parameters:
- 02: Employment;
 - A: Office;
 - Suburban Area, Edge of Town and Neighbourhood Centre; and
 - GFA: 7,000m² to 17,000m².
- 2.18 The full TRICS output for the above assessment, and all other TRICS assessments undertaken herein, are provided at Appendix B.
- 2.19 The trip rates obtained from the TRICS database, and the associated traffic generation are outlined in Table 1 on the next page.

Table 1: Trip Rates and Traffic Generation: Extant Use (Office)

Period	Trip Rates Vehicles per 100m ²			Traffic Generation Vehicles		
	In	Out	2 Way	In	Out	2 way
AM Peak (08:00-09:00)	1.515	0.168	1.683	145	16	161
PM Peak (17:00-18:00)	0.267	0.881	1.148	26	84	110
Daily (07:00-19:00)	6.712	6.585	13.297	642	630	1,272

- 2.20 It is noteworthy that the peak hour traffic generation in Table 1 is significantly less than the total car parking provision on the Site, giving confidence that it provides a fair estimate of the likely traffic generation related to the extant use of the Site.

Road Safety

- 2.21 The accident record was obtained from Reading Borough Council for the surrounding highway network for the most recent 5 year period available, which extends from August 2016 to July 2021. The full accident record is provided at Appendix C.
- 2.22 The accident record shows that there were 5 recorded accidents within the past 5 years, 3 of which were slight and 2 of which were serious. There were no fatalities. Furthermore, no clusters of accident type occurred.
- 2.23 Based on the above, it is clear that the existing highway network functions in a safe manner.

3.0 Sustainability

- 3.1 The Site is located in a northern suburb of Reading. Its allocation in the Local Plan under policy CA2 for conversion of the main house from office to residential, among other possible identified uses, clearly indicates that the location of the Site must be considered to be suitably sustainable to support residential development. Nevertheless, this section of the report considers the accessibility of the Site by more sustainable modes of transport.

Walking

- 3.2 It is generally considered that 2km is an acceptable distance to walk to local facilities and amenities.
- 3.3 As such, the majority of Caversham, Caversham Heights and Emmer Green are within walking distance of the Site. Continuous footways extend throughout Caversham and the surrounding areas, ensuring safe and convenient pedestrian accessibility.
- 3.4 Given the above, the Site benefits from access to a range of facilities and amenities within walking distance such as supermarkets, convenience stores, post offices, public houses, restaurants, shops, a GP surgery and a veterinary surgery.

Cycling

- 3.5 It is generally considered that 5km is an acceptable distance to cycle to local facilities and amenities.
- 3.6 The Site is therefore within cycling distance of the whole of Reading Town Centre. As such, a wide range of shops, supermarkets, schools, colleges, transport links, workplaces, GP surgeries and more are all accessible by bike from the Site.

Bus Services

- 3.7 The nearest bus stops to the Site are located on Buckingham Drive, 220m to the north and west of the Site entrance. The stops are served by bus route 25 Pink, which is operated by Reading Buses.
- 3.8 The 25 Pink calls at Central Reading, Peppard Common via Reading Bridge, Prospect Street, Emmer Green and Sonning Common. It calls at the stops adjacent to the Site from 05:33 to 20:24, between Monday and Friday, with an hourly service throughout the day and 2 to 3 buses per hour at peak times. On Saturdays the service is available from 06:58 to 19:56, once per hour, and on Sundays, it is available from 07:58 to 17:57, once every two hours.
- 3.9 There are also bus stops on Grove Road, circa 350m from the Site entrance, that are served by bus route 23 Berry.
- 3.10 The 23 Berry provides regular services between Central Reading, Emmer Green via Caversham Bridge and Hemdean Road. It calls at the stops near the Site from 05:19 to 23:21 weekdays, with 2 buses per hour. It offers similar frequency and coverage throughout the day on Saturdays and a reduced service on Sundays, with 1 bus per hour from 08:53 to 18:53. Importantly, this service provides a direct connection to Reading Rail Station, for onward journeys by rail.

Rail Services

- 3.11 Reading Railway Station is located approximately 3.5km south of the Site and it is the nearest station to the Site.
- 3.12 Reading Railway Station provides regular services to the following terminals: London Paddington (9 trains per hour), Ealing Broadway (5 trains per hour), Didcot Parkway (2 trains per hour), Basingstoke (2 trains per hour), London Waterloo (2 trains per hour).
- 3.13 It also provides 1 train per hour to the following terminals: Bedwyn, Bournemouth, Bristol Temple Meads, Cheltenham Spa, Gatwick Airport via Guildford, Manchester Piccadilly via Coventry & Stoke-on-Trent, Oxford, Paignton, Penzance, Redhill, Swansea, Weston-Super-Mare and Worcester Foregate Street.
- 3.14 The Railway Station is within cycling distance of the Site and is accessible by route 23 Berry.

Summary

- 3.15 The Site is in a highly sustainable location, within walking and cycling distances of many amenities and facilities. Additionally, the Site benefits from easy access to a number of frequent bus services, and access to Reading Railway Station for onward journeys by rail.

4.0 Proposed Development

4.1 The full planning description of the proposals is as follows:

“Redevelopment of Caversham Park for;

- *64 assisted living units (Class C2) for the over 55's through conversion of Caversham Park House;*
- *64 bed care home (Class C2);*
- *61 age restricted retirement dwellings (class C3);*
- *5 market dwellings (class C3);*
- *28 affordable dwellings (class C3); and*
- *refurbishment and extension of the existing pavilion to provide enhanced changing facilities, café/studio and sports provision comprising 2 no. croquet lawns, 2 no. bowling greens, an additional tennis court, refurbishment of the existing tennis court and associated parking and landscaping following the demolition of unsympathetic extensions and associated outbuildings to the main house and removal of twentieth century satellite dishes and associated infrastructure.”*

4.2 A drawing showing the proposed Site layout is included at Appendix D.

Access

4.3 The existing vehicular access via the main gate will remain unaltered, thereby retaining the priority working arrangement described in Section 2 of this report.

4.4 The existing security barriers will be removed, and a new set of gates will be provided well within the site to ensure that cars can pull in off the road before reaching them. The gates would be controlled by fob, intercom and the estate manager.

4.5 The drawing at Appendix E shows that the access easily achieves visibility splays commensurate with the posted 20mph speed limit.

4.6 The internal spine road within the Site will be retained at its current alignment and a width will be maintained ranging between 5m and 6m.

4.7 The Site will be retained in private ownership, maintained by a management company. The internal streets may therefore be designed to adoptable standards but will not be offered for adoption as public highway.

4.8 The existing pedestrian access either side of the piers at the main access will be retained. The southern footway at this location will be retained in its current arrangement as it runs past the existing buildings. It will then widen to 2m and continue for the entire length of the Site, up to the proposed development in the eastern extents of the Site.

4.9 A new 2m wide footway will also be provided on the northern side of the road, extending circa 50m into the Site, at which point it terminates and a formal crossing point is provided.

- 4.10 In addition, three pedestrian connections to Peppard Road will be provided from the proposed development, located between the main access and the southwestern corner of the Site, to tie in with the pedestrian infrastructure running through the Site.

Parking

Car Parking

- 4.11 The proposed development will accord with the local parking standards¹, the pertinent elements of which are reproduced in Table 2.

Table 2: Car Parking Standards

Land Use	Per	Maximum Number of Parking Spaces
C3 Dwelling Flat	1-2 bed	1.5
C3 Dwelling Flat	3+ bed	2
C3 Dwelling House	1 bed	1
C3 Dwelling House	2 bed	1.5
C3 Dwelling House	3 bed	2
Visitor Parking		1 space per 4 dwellings (Flats only)
Care Home		
C2 Nursing Home		1 per FTE staff & 1 per 4 residents
Retirement Flats and Houses		
For a retirement village, parking requirements will be determined separately.		
Disabled Parking		
3 disabled spaces or 5% of total capacity, whichever is greater.		

- 4.12 Table 3 on the next page shows the maximum level of car parking allowable in the standards, against the proposed provision, the full calculations for which are shown at Appendix F.
- 4.13 The retirement dwellings in Table 3 are compared to the maximum level of parking that would be allowed for conventional residential development, in order to provide a maximum benchmark for the level of car parking allowable, given that as set out in Table 2, the standards require 'retirement village' parking to be determined separately.

¹ Reading Borough Local Development Framework, Revised Parking Standards and Design, Supplementary Planning Document, Final, Adopted 31st October 2011

Table 3: Car Parking Level: Maximum Standards and Proposed Provision

Land Use / Location	Car Parking Level	
	Maximum Standard	Proposed Provision
64 Assisted Living Units (Class C2) over 55's (Conversion of Caversham Park House)*		
Main House Conversion	118	101
61 Age Restricted Retirement Dwellings (class C3)*		
Gate House etc (4 units)	7	7
Land to East (57 units)	104	92
5 Market Dwellings (Class C3) and 28 Affordable Dwellings (Class C3)		
Land to the West	63	63
* Maximum standards benchmarked against C3 residential		

- 4.14 It can be seen that the 5 Market Dwellings and 28 Affordable Dwellings meet the maximum parking standards.
- 4.15 The 64 Assisted Living Units and the 57 Age Restricted Retirement Dwellings located in the East provide 1.6² parking spaces per dwelling, a level of car parking slightly below the maximum standard for a conventional residential development. However, as mentioned earlier, this standard is only quoted to provide a maximum benchmark, as parking for retirement villages is to be determined separately, a matter that is explored later in this chapter.
- 4.16 It is noteworthy that the elements of the development located near the entrance, i.e. Gate House, which is at the site entrance, and Land to the West, which is located at the point where the site borders Peppard Road, meet the maximum standard.

Care Home Parking

- 4.17 The arrangement of the Care Home has been developed by an architect working directly for the future operator of the facility. The operator is well incentivised to ensure they have enough spaces, as if either staff or visitors have issues parking it will impact the operation of the home, a risk they obviously cannot entertain.
- 4.18 By way of background information, it is anticipated that there would be 24 staff on site from 9am to 4pm, with a brief 'blip' to around 27 staff around the 2pm shift change depending on handovers. Based on analysis of existing staff travel arrangements, the operators expect the number of staff arriving by car to peak at 20 during the 2pm shift change. There are usually at least a couple of those having shared a car, putting the maximum number of staff cars on site at around 18.
- 4.19 The provision of 29 spaces has therefore been provided in response to the well-established needs of the Care Home and will be sufficient to ensure that all of the associated parking demands can be met within the curtilage of the facility.

Car Parking Strategy

- 4.20 The proposed car parking provision is inherently compliant with the parking standards, given that they are maximum standards.

² (101+92) / (64+57) = 1.6

- 4.21 All of the conventional housing, i.e. non-retirement housing, meets the maximum residential standard.
- 4.22 Furthermore, the part of the proposed development located close to the Site access, and by extension the surrounding road network, meets the maximum standards.
- 4.23 The proposed level of parking for the retirement housing component of the development is slightly below the benchmark maximum allowable for a conventional non-retirement residential development. However, the standards state that the parking provision for a retirement village should be determined separately. The following paragraphs therefore explore the appropriateness of the proposed level of parking provision.
- 4.24 It is the case that retirement housing is generally occupied by one or two people, with each household typically requiring only one car as the need for two car diminishes with retirement.
- 4.25 The car parking demand for the Assisted Living units will be particularly low, given that these residents require a level of care as these types of units are in fact a precursor to entering a care home. A review of recent Beechcroft schemes for retirement flats and houses, included at Appendix G, shows that on average these type of schemes provide a total parking provision of 1.3 spaces per unit. As such the level of parking proposed at the Site is relatively generous and as such would be ample to meet the needs of the future residents of and visitors to the development.
- 4.26 Furthermore, it is the case that Caversham House is located circa 300m from Peppard Road, with the Land to the East being over 500m from Peppard Road. As such, these parts of the development are well beyond the 200m that residents would normally walk from a car parking space to their house³. This matter is further reinforced by the fact that the residents of the retirement units will be older, and therefore far less likely on average than residents of non-retirement homes, to walk a significant distance to their homes. On this basis, there is little prospect of residents of this component of the development parking on the streets surrounding the Site.
- 4.27 In conclusion therefore, the proposed development would provide a level of parking in compliance with the prevailing standards. It would provide adequate parking for the residents of and visitors to the development and would not generate parking on the streets surrounding the Site.
- 4.28 Finally, 10% of all of the spaces will provide charging for Electric Vehicles.

Cycle Parking

- 4.29 The cycle parking standards pertinent to the development are set out in Table 4 on the next page.

³ Lambeth Council Parking Survey Guidance Note

Table 4: Cycle Parking Standards

Residential Use	No. of Beds	No of Parking Spaces
C2 Nursing Home		1 per 3 staff
C3 Retirement Home with Warden (spaces per individual units)		1 per 3 staff / 1 space minimum
C3 Dwelling Flat	1-2	0.5*
C3 Dwelling Flat	3+	1*
C3 Dwelling House	1	1
C3 Dwelling House	2	2
C3 Dwelling House	3	2

- 4.30 It is confirmed that the 5 Market Dwellings (Class C3) and 28 Affordable Dwellings (Class C3) will achieve the above standards, with individual cycle stores located in the rear gardens.
- 4.31 As mentioned earlier, the proposed layout of the Care Home has been developed by a specialist in this field who understands the requirements of the end users well and therefore 36 cycle parking spaces have been provided.
- 4.32 There are no prevailing cycle parking standards for retirement dwellings, however Beechcroft understand the requirements of their end users well. The site layout therefore shows cycle stores that would provide sufficient space to store 1 cycle per unit. An additional 1 cycle parking space per 2 units will be provided via Sheffield stands for visitors. It is proposed that the cycle parking stores would be provided with 50% of their total maximum cycle storage racks from day 1, and the management company will monitor their usage going forwards to provide more or less racks as necessary, to allow the facilities to adapt to the demands for cycle or mobility scooter parking.

Servicing

- 4.33 The largest vehicle likely to access the Site on a regular basis is a refuse vehicle. The swept path analysis drawing at Appendix H shows that a refuse vehicle can get to within 25m of the various bin collection points within the Site.
- 4.34 A drawing showing a tanker accessing the foul water pumping station on Site is also provided at Appendix H.

5.0 Traffic Impact

- 5.1 This section estimates the traffic generation of the proposed development. The change in traffic flows that would be likely to arise as a result of the redevelopment is then calculated by 'netting off' the traffic generation potential of the extant use.

Proposed Development

- 5.2 To determine appropriate trip rates, the TRICS Database has been interrogated under the parameters presented in Table 5.

Table 5: TRICS Assessment Parameters

Main Land Use	Sub Land Use	Location
Residential	M: Mixed Private / Affordable Housing	Suburban Area
Residential	P: Assisted Living	Suburban Area
Health	F - Care Home (Elderly Residential)	Suburban Area
Residential	N: Retirement Flats	Suburban Area

- 5.3 The resultant trip rates are summarised in Table 6 along with the traffic generation for the proposed development, which for ease of reference is summarised below:

- 33 conventional dwellings (28 affordable plus 5 open market);
- 64 assisted living units;
- 64 bed care home; and
- 61 age restricted retirement dwellings.

Table 6: Trip Rates and Traffic Generation: Proposed Development

Period	Trip Rates Vehicles per Unit			Traffic Generation Vehicles		
	In	Out	2-Way	In	Out	2-Way
Mixed Private/Affordable Housing						
AM Peak (08:00-09:00)	0.103	0.343	0.446	3	11	14
PM Peak (17:00-18:00)	0.3	0.138	0.438	10	5	15
Daily (07:00-19:00)	1.926	1.982	3.908	64	65	129
Retirement Flats						
AM Peak (08:00-09:00)	0.07	0.06	0.13	4	4	8
PM Peak (17:00-18:00)	0.07	0.064	0.134	4	4	8
Daily (07:00-19:00)	0.91	0.914	1.824	56	56	112
Assisted Living						
AM Peak (08:00-09:00)	0.085	0.048	0.133	5	3	8
PM Peak (17:00-18:00)	0.03	0.067	0.097	2	4	6
Daily (07:00-19:00)	1.504	1.482	2.986	96	95	191
Care Home						
AM Peak (08:00-09:00)	0.048	0.048	0.096	3	3	6
PM Peak (17:00-18:00)	0.024	0.071	0.095	2	5	7
Daily (07:00-19:00)	1.953	1.978	3.931	125	127	252
Total						
AM Peak (08:00-09:00)	N/A			15	21	36
PM Peak (17:00-18:00)				18	18	36
Daily (07:00-19:00)				341	343	684

- 5.4 It can be seen that the development is anticipated to result in a relatively modest level of traffic generation.
- 5.5 Furthermore, the Site already has an established traffic generation potential based on its extant use, as set out in Table 1 of this report. The change in traffic flows likely to arise as a result of the redevelopment proposals, i.e. the net traffic impact, is calculated by subtracting the traffic generation of the extant use, from that of the proposed development, as shown in Table 7.

Table 7: Net Traffic Impact

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	-126	10	-116
PM Peak (17:00-18:00)	-8	-66	-74
Daily (07:00-19:00)	-301	-287	-588

- 5.6 As shown in Table 7, the proposed redevelopment is anticipated to result in a significant reduction in the traffic generation of the Site compared to its extant use. As such, the redevelopment would have a beneficial impact on the safety and capacity of the surrounding road network.
- 5.7 Given the above, it is clear that the development of the Site would not result in a severe cumulative impact in the context of paragraph 111 of the NPPF.

6.0 Summary and Conclusions

- 6.1 This Transport Assessment has been prepared on behalf of Beechcroft Developments Ltd to accompany a planning application for the conversion and redevelopment of Caversham Park, Peppard Road, Reading.

Summary

- 6.2 The main findings of this Transport Assessment are as follows:
- The Site is located in a suitably sustainable location to support the scale and nature of the proposal.
 - The development will provide an appropriate level of car parking provision, compliant with the prevailing standards. Furthermore, it has been demonstrated that the level of car parking proposed would be adequate for the future residents of, and visitors to, the development and would not result in parking on the streets surrounding the Site.
 - Cycle parking will be provided in line with residential standards for the open market and affordable non-retirement homes. The retirement homes will be provided with a level of cycle parking appropriate for the needs of the future residents.
 - A review of the accident record has been undertaken which shows that the streets surrounding the Site do not suffer from any existing safety concerns.
 - The development will result in a relatively modest level of traffic generation. Furthermore, once the traffic generation potential of the extant use of the Site has been taken into consideration, the redevelopment would result in a significant reduction in the level of traffic that would be generated by the Site.

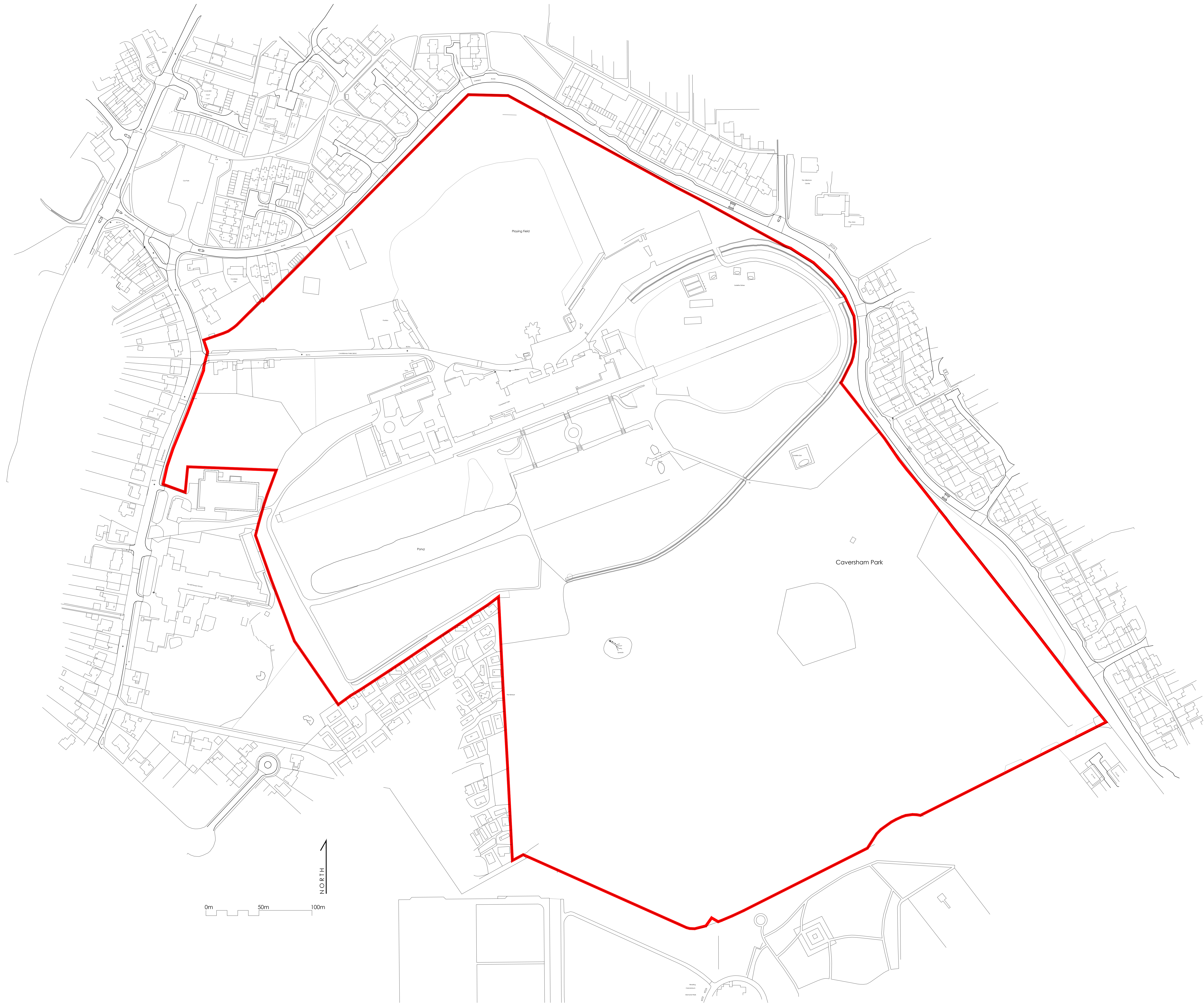
Conclusion

- 6.3 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises 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'*.
- 6.4 In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as either giving rise to an unacceptable impact on highway safety or a severe impact on the road network. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendices

Appendix A

Site Location Plan



NOTES		
DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECTS.		
ALL DIMENSIONS AND LEVELS GIVEN ARE APPROXIMATE AND SHOULD BE CHECKED ON SITE.		
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REVISIONS		
Rev.	Date	Description
A	17.11.21	Amended
B	22.11.21	Road Names Added
C	14.12.21	Road Names Added

Client :
Beechcroft
Developments

Job :
Caversham Park
Reading

Drawing Title:
Site Location Plan

Scale:
1:1250 @ A0

Date:	Nov 2021	Drawn By:	RN	Checked:	***
Drawing No.:	3251.P.100	Revision:	C		

PRELIMINARY

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Appendix B

TRICS Outputs

Calculation Reference: AUDIT-225601-220307-0349

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : P - ASSISTED LIVING
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 24 to 61 (units:)
 Range Selected by User: 20 to 200 (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: 01/01/13 to 11/05/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
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.

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AD-03-P-01	ASSISTED LIVING	ABERDEEN CITY
	ST MACHAR DRIVE		
	ABERDEEN		
	OLD ABERDEEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total No of Dwellings:	24	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
2	CF-03-P-01	ASSISTED LIVING & RET. FLATS	CARDIFF
	ILEX CLOSE		
	CARDIFF		
	LLANISHEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total No of Dwellings:	61	
	Survey date: TUESDAY	11/05/21	Survey Type: MANUAL
3	NF-03-P-01	ASSISTED LIVING	NORFOLK
	MOUNTBATTEN DRIVE		
	NORWICH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	08/11/19	Survey Type: MANUAL
4	NF-03-P-02	ASSISTED LIVING	NORFOLK
	LAKENFIELDS		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	22/11/19	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.

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.085	4	41	0.042	4	41	0.127
08:00 - 09:00	4	41	0.085	4	41	0.048	4	41	0.133
09:00 - 10:00	4	41	0.200	4	41	0.121	4	41	0.321
10:00 - 11:00	4	41	0.188	4	41	0.164	4	41	0.352
11:00 - 12:00	4	41	0.158	4	41	0.182	4	41	0.340
12:00 - 13:00	4	41	0.133	4	41	0.127	4	41	0.260
13:00 - 14:00	4	41	0.145	4	41	0.200	4	41	0.345
14:00 - 15:00	4	41	0.109	4	41	0.182	4	41	0.291
15:00 - 16:00	4	41	0.145	4	41	0.115	4	41	0.260
16:00 - 17:00	4	41	0.073	4	41	0.085	4	41	0.158
17:00 - 18:00	4	41	0.030	4	41	0.067	4	41	0.097
18:00 - 19:00	4	41	0.055	4	41	0.067	4	41	0.122
19:00 - 20:00	1	61	0.098	1	61	0.082	1	61	0.180
20:00 - 21:00	1	61	0.000	1	61	0.000	1	61	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.504			1.482			2.986

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 24 - 61 (units:)
 Survey date range: 01/01/13 - 11/05/21
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Glanville Foxhall Road Didcot

Licence No: 225601

Calculation Reference: AUDIT-225601-211013-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
 HC HAMPSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 42 to 42 (units:)
 Range Selected by User: 17 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/07/16

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

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:

C2 1 days

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

Population within 500m Range:

All Surveys Included

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5

1 days

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

No

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	HC-05-F-01	CARE HOME	HAMPSHIRE
	BOTLEY ROAD		
	SOUTHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	42	
	Survey date: TUESDAY	24/11/15	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.

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	42	0.238	1	42	0.048	1	42	0.286
08:00 - 09:00	1	42	0.048	1	42	0.048	1	42	0.096
09:00 - 10:00	1	42	0.143	1	42	0.071	1	42	0.214
10:00 - 11:00	1	42	0.214	1	42	0.143	1	42	0.357
11:00 - 12:00	1	42	0.119	1	42	0.095	1	42	0.214
12:00 - 13:00	1	42	0.262	1	42	0.286	1	42	0.548
13:00 - 14:00	1	42	0.238	1	42	0.167	1	42	0.405
14:00 - 15:00	1	42	0.119	1	42	0.262	1	42	0.381
15:00 - 16:00	1	42	0.286	1	42	0.310	1	42	0.596
16:00 - 17:00	1	42	0.024	1	42	0.262	1	42	0.286
17:00 - 18:00	1	42	0.024	1	42	0.071	1	42	0.095
18:00 - 19:00	1	42	0.071	1	42	0.048	1	42	0.119
19:00 - 20:00	1	42	0.024	1	42	0.048	1	42	0.072
20:00 - 21:00	1	42	0.143	1	42	0.119	1	42	0.262
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.953			1.978			3.931

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: 42 - 42 (units:)
 Survey date range: 01/01/13 - 13/07/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Glanville Foxhall Road Didcot

Licence No: 225601

Calculation Reference: AUDIT-225601-211013-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
HC	HAMPSHIRE	1 days
SC	SURREY	1 days
WS	WEST SUSSEX	4 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: 23 to 199 (units:)
 Range Selected by User: 16 to 200 (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: 01/01/13 to 11/06/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 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	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

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
------------------	---

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 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	2 days

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-03-M-05 WIMPSON LANE SOUTHAMPTON MAYBUSH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	HOUSES & FLATS 62 03/10/14	HAMPSHIRE Survey Type: MANUAL
2	SC-03-M-07 EPSOM ROAD GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	HOUSES / FLATS 199 24/10/13	SURREY Survey Type: MANUAL
3	WS-03-M-12 UPPER SHOREHAM ROAD SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	HOUSES & FLATS 192 27/04/16	WEST SUSSEX Survey Type: MANUAL
4	WS-03-M-13 IRENE AVENUE WORTHING LANCING Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED & FLATS 23 21/06/16	WEST SUSSEX Survey Type: MANUAL
5	WS-03-M-18 WESTLOATS LANE BOGNOR REGIS NORTH BERTSD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES & FLATS 86 17/10/19	WEST SUSSEX Survey Type: MANUAL
6	WS-03-M-19 ADLINGTON GARDENS BOGNOR REGIS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES & FLATS 32 17/10/19	WEST SUSSEX 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.

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	99	0.062	6	99	0.226	6	99	0.288
08:00 - 09:00	6	99	0.103	6	99	0.343	6	99	0.446
09:00 - 10:00	6	99	0.116	6	99	0.178	6	99	0.294
10:00 - 11:00	6	99	0.094	6	99	0.160	6	99	0.254
11:00 - 12:00	6	99	0.113	6	99	0.121	6	99	0.234
12:00 - 13:00	6	99	0.140	6	99	0.125	6	99	0.265
13:00 - 14:00	6	99	0.162	6	99	0.126	6	99	0.288
14:00 - 15:00	6	99	0.126	6	99	0.135	6	99	0.261
15:00 - 16:00	6	99	0.217	6	99	0.131	6	99	0.348
16:00 - 17:00	6	99	0.229	6	99	0.153	6	99	0.382
17:00 - 18:00	6	99	0.300	6	99	0.138	6	99	0.438
18:00 - 19:00	6	99	0.264	6	99	0.146	6	99	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.926			1.982			3.908

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:	23 - 199 (units:)
Survey date range:	01/01/13 - 11/06/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-225601-211013-1004

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

HC HAMPSHIRE

1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 10100 to 10100 (units: sqm)

Range Selected by User: 186 to 135750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 04/07/18

*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

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

Manual count 1 days

Directional ATC Count 0 days

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

Suburban Area (PPS6 Out of Centre) 1

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

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:

Not Known 1 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®.*Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5

1 days

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

No

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	HC-02-A-12	HMRC	HAMPSHIRE
	NORTHERN ROAD		
	PORTSMOUTH		
	COSHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	10100 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-02-A-11	too small

Glanville Foxhall Road Didcot

Licence No: 225601

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10100	1.109	1	10100	0.168	1	10100	1.277
07:00 - 08:00	1	10100	1.515	1	10100	0.168	1	10100	1.683
08:00 - 09:00	1	10100	1.475	1	10100	0.119	1	10100	1.594
09:00 - 10:00	1	10100	0.812	1	10100	0.198	1	10100	1.010
10:00 - 11:00	1	10100	0.257	1	10100	0.139	1	10100	0.396
11:00 - 12:00	1	10100	0.198	1	10100	0.228	1	10100	0.426
12:00 - 13:00	1	10100	0.228	1	10100	0.347	1	10100	0.575
13:00 - 14:00	1	10100	0.188	1	10100	0.465	1	10100	0.653
14:00 - 15:00	1	10100	0.228	1	10100	0.743	1	10100	0.971
15:00 - 16:00	1	10100	0.178	1	10100	1.386	1	10100	1.564
16:00 - 17:00	1	10100	0.198	1	10100	1.337	1	10100	1.535
17:00 - 18:00	1	10100	0.267	1	10100	0.881	1	10100	1.148
18:00 - 19:00	1	10100	0.059	1	10100	0.406	1	10100	0.465
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.712			6.585			13.297

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:	10100 - 10100 (units: sqm)
Survey date range:	01/01/13 - 04/07/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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-225601-220307-0315

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days
14	LEINSTER	
	KK KILKENNY	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: 30 to 88 (units:)
 Range Selected by User: 20 to 200 (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: 01/01/13 to 18/05/21

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	10
Village	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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

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	10 days
0 None	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-N-02	RETIREMENT FLATS		CAMBRIDGESHIRE
	DOGSTHORPE ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
2	CF-03-N-01	RETIREMENT FLATS		CARDIFF
	CARDIFF ROAD			
	CARDIFF			
	LLANDAFF			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	60		
	Survey date: WEDNESDAY	05/10/16	Survey Type: MANUAL	
3	IW-03-N-01	RETIREMENT FLATS		ISLE OF WIGHT
	CHURCH ROAD			
	BEMBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	27/06/19	Survey Type: MANUAL	
4	KC-03-N-08	RETIREMENT FLATS		KENT
	CANTERBURY ROAD			
	HERNE BAY			
	EDDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	88		
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL	
5	KK-03-N-01	RETIREMENT FLATS		KILKENNY
	DONOUGHMORE			
	BALLYRAGGET			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	55		
	Survey date: THURSDAY	26/10/17	Survey Type: MANUAL	
6	LN-03-N-01	RETIREMENT FLATS		LINCOLNSHIRE
	NEWPORT ROAD			
	LINCOLN			
	ERMINE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	39		
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL	
7	MM-03-N-01	RETIREMENT FLATS		MONMOUTHSHIRE
	BRYNGWYN ROAD			
	NEWPORT			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	65		
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL	

Glanville Foxhall Road Didcot

Licence No: 225601

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
9	NY-03-N-01	RETIREMENT FLATS	NORTH YORKSHIRE
	EASTGATE		
	PICKERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
10	WF-03-N-01	RETIREMENT FLATS	WALTHAM FOREST
	SEWARDSTONE ROAD		
	WALTHAMSTOW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
11	WY-03-N-01	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL

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

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	48	0.023	11	48	0.021	11	48	0.044
08:00 - 09:00	11	48	0.070	11	48	0.060	11	48	0.130
09:00 - 10:00	11	48	0.060	11	48	0.083	11	48	0.143
10:00 - 11:00	11	48	0.107	11	48	0.111	11	48	0.218
11:00 - 12:00	11	48	0.111	11	48	0.085	11	48	0.196
12:00 - 13:00	11	48	0.096	11	48	0.081	11	48	0.177
13:00 - 14:00	11	48	0.072	11	48	0.083	11	48	0.155
14:00 - 15:00	11	48	0.130	11	48	0.134	11	48	0.264
15:00 - 16:00	11	48	0.068	11	48	0.066	11	48	0.134
16:00 - 17:00	11	48	0.060	11	48	0.060	11	48	0.120
17:00 - 18:00	11	48	0.070	11	48	0.064	11	48	0.134
18:00 - 19:00	11	48	0.043	11	48	0.066	11	48	0.109
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00	1	40	0.000	1	40	0.000	1	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.910			0.914			1.824

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: 30 - 88 (units:)
 Survey date range: 01/01/13 - 18/05/21
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Accident Record

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

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

190027443 Friday B481 BUCKINGHAM DRIVE J/W 25/01/2019 LANGFORD CLOSE CAVERSHAM
R1: B 481 1746hrs
R2: U 7201 Darkness: street lights present a
E 472,009 Dry
N 176,332 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed

LGV1 TRNG RT S TO E FAILD TO G/WAY & COLL/W PC2 TRAV N TO S

Participant:

Vehicle 1

Confidence:

Very Likely

190285331 Sunday B481 BUCKINGHAM DRIVE J/W 15/09/2019 EVESHAM ROAD READING
R1: B 481 0830hrs
R2: U 7201 Daylight:street lights present
E 471,961 Dry
N 176,177 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

C1 ENT RBT W TO E & COLL/W MC2 TRAV S TO N ON RBT.

Participant:

Vehicle 1

Confidence:

Very Likely

190290470 Thursday B481 BUCKINGHAM DRIVE APPX 19/09/2019 62M SW J/W MARSHLAND SQUARE READING
R1: B 481 1453hrs
Daylight:street lights present
E 471,956 Dry
N 176,091 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

MC1 TRAV SW TO NE OVERTKNG STAT PSV COLL/W PEDS XING C/WAY NW TO SE.

Participant:

Vehicle 1

Confidence:

Very Likely

Details of Personal Injury Accidents for Period - 01/08/2016 to 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

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

190373148 Friday BUCKINGHAM DRIVE 65M S J/W Veh 1 Car Going ahead N to S Ped   Serious
29/11/2019 EVESHAM ROAD EMMER GREEN
R1: B 481 0951hrs
Daylight:street lights present
E 471,963 Dry
N 176,103 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

C1 TRAV N TO S LFT C/WAY N/S & COLL/W PED STAT WAITNG AT BUS STP.

210110783 Tuesday LOWFIELD ROAD CAVERSHAM EX Veh 1 Pedal cycle Going ahead SE to NW Dri  Slight
16/03/2021 LOC N/K Veh 2 Car O/take m/veh o/side SE to NW
R1: U 7201 0800hrs
Daylight:street lights present
E 472,662 Dry
N 176,445 Fine without high winds
30 mph

C2 TRAV IN N/K DIR OVERTK PC1 TRAV IN N/K DIR & CAUSED PC1 TO LOSE CONT. RIDER PC1 FELL OFF. C2 FTS.

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

190027443 25/01/2019 Time 1746 Vehicles 2 Casualties 1 Serious
E:472009 N: 176332 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

LGV1 TRNG RT S TO E FAILD TO G/WAY & COLL/W PC2 TRAV N TO S

Occurred on B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age:   Driver/rider Severity: Serious
Not a pupil Seatbelt

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

190285331 15/09/2019 Time 0830 Vehicles 2 Casualties 1 Slight
E:471961 N: 176177 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 ENT RBT W TO E & COLL/W MC2 TRAV S TO N ON RBT.

Occurred on B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver  
Not hit and run Breath test Negative

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver  
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age:   Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

190290470 19/09/2019 Time 1453 Vehicles 1 Casualties 2 Slight
E:471956 N: 176091 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

MC1 TRAV SW TO NE OVERTKNG STAT PSV COLL/W PEDS XING C/WAY NW TO SE.

Occurred on B481 BUCKINGHAM DRIVE APPX 62M SW J/W MARSHLAND SQUARE READING

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age:   Driver/rider Severity: Slight
Not a pupil Seatbelt
Casualty Reference: 2 Vehicle: 1 Age:   Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SE bound
Driver's nearside masked

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

190373148 29/11/2019 Time 0951 Vehicles 1 Casualties 1 Serious
E:471963 N: 176103 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRAV N TO S LFT C/WAY N/S & COLL/W PED STAT WAITNG AT BUS STP.

Occurred on BUCKINGHAM DRIVE 65M S J/W EVESHAM ROAD EMMER GREEN

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: Bus stop / shelter
Nearside Age of Driver [REDACTED] [REDACTED]
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: [REDACTED] [REDACTED] Pedestrian Severity: Serious
Not a pupil Seatbelt
On footpath / verge Standing still
Movement U/K

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

210110783 16/03/2021 Time 0800 Vehicles 2 Casualties 1 Slight
E:472662 N: 176445 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

C2 TRAV IN N/K DIR OVERTK PC1 TRAV IN N/K DIR & CAUSED PC1 TO LOSE CONT. RIDER PC1 FELL OFF.
C2 FTS.

Occurred on LOWFIELD ROAD CAVERSHAM EX LOC N/K

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 1 Age:   Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted

Accidents between dates **01/08/2016 and 31/07/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	1	2
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	2	3	5

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	1	1
Cyclist	0	1	1	2
Pedestrian	0	1	1	2
Other	0	0	0	0
Total	0	2	4	6

Accidents between dates **01/08/2016 and 31/07/2021** (60) months

Selection: **Notes:**

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
190027443	25/01/2019	1	Serious	0	1	0	1	0	Dark	Right	Dry	1746	B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM
190285331	15/09/2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	0830	B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING
190290470	19/09/2019	2	Slight	0	0	1	1	0	Light	No turn	Dry	1453	B481 BUCKINGHAM DRIVE APPX 62M SW J/W MARSHLAND SQUARE
190373148	29/11/2019	1	Serious	0	0	1	0	1	Light	No turn	Dry	0951	BUCKINGHAM DRIVE 65M S J/W EVESHAM ROAD EMMER GREEN
210110783	16/03/2021	1	Slight	0	1	0	0	0	Light	No turn	Dry	0800	LOWFIELD ROAD CAVERSHAM EX LOC N/K
Column Totals		6		1	2	2	2	1					
No. of Accidents				1	2	2	2	1					
Total number of accidents listed:		5											

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection: Notes:

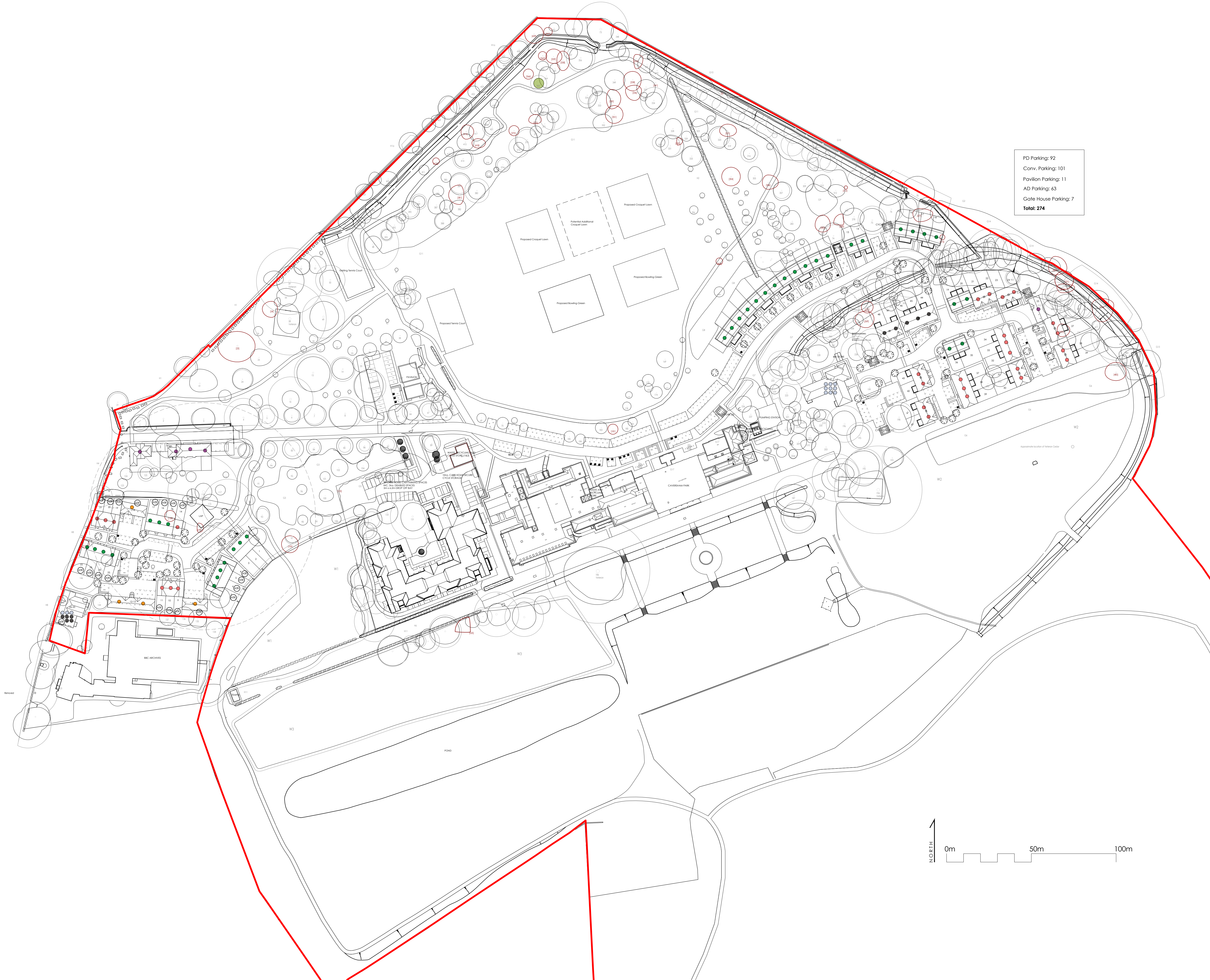
Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Weather	Road Surface	Vehicle Types		
					Ftl	Ser	Slt		L	M				D	Light
190027443	Serious	25/01/2019	1746	472009 176332	0	1	0	406V1A	0	0	0	Dark	Fine without high winds	Dry	19 1
190285331	Slight	15/09/2019	0830	471961 176177	0	0	1	405V1A	0	0	0	Light	Fine without high winds	Dry	9 3
190290470	Slight	19/09/2019	1453	471956 176091	0	0	2	405V1A	5	2	4	Light	Fine without high winds	Dry	9
190373148	Serious	29/11/2019	0951	471963 176103	0	1	0	410V1A	6	9	0	Light	Fine without high winds	Dry	9
210110783	Slight	16/03/2021	0800	472662 176445	0	0	1		0	0	0	Light	Fine without high winds	Dry	1 9
Column Totals					0	2	4		Light : 4				Dry : 5		
									Dark : 1				Wet : 0		

Total number of accidents listed: 5

Appendix D

Proposed Site Layout



NOTES:
DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING
ALL DIMENSIONS ARE TO BE CHECKED AGAINST ACTUAL SITE
DIMENSIONS BEFORE ANY WORK IS FABRICATED

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REVISIONS		
Rev.	Date	Description
A	23.12.21	Updated
B	18.02.22	Lifted wall & stair core added to Eastern end
C	21.02.22	Southern footpath
D	22.02.22	Northern path revised
E	28.02.22	Western paths rev
F	04.03.22	Highways Amends
G	04.03.22	Highways Amends
H	09.03.22	Highways Amends

Client :
BEEHCROFT
DEVELOPMENTS LTD

Job :
CAVERSHAM PARK

Drawing Title:
Site Plan
Sheet 1 of 2

Scale:
1:1000 @ A1

Date:	Drawn By:	Checked:
Feb 22	RN	CM

Drawing No: 3251.P.101
Revision: H

PLANNING

The White Barn, Manor Farm, Manor Road
Wantage, Oxfordshire, OX12 8NE
T: 01235 765322 F: 01235 765373

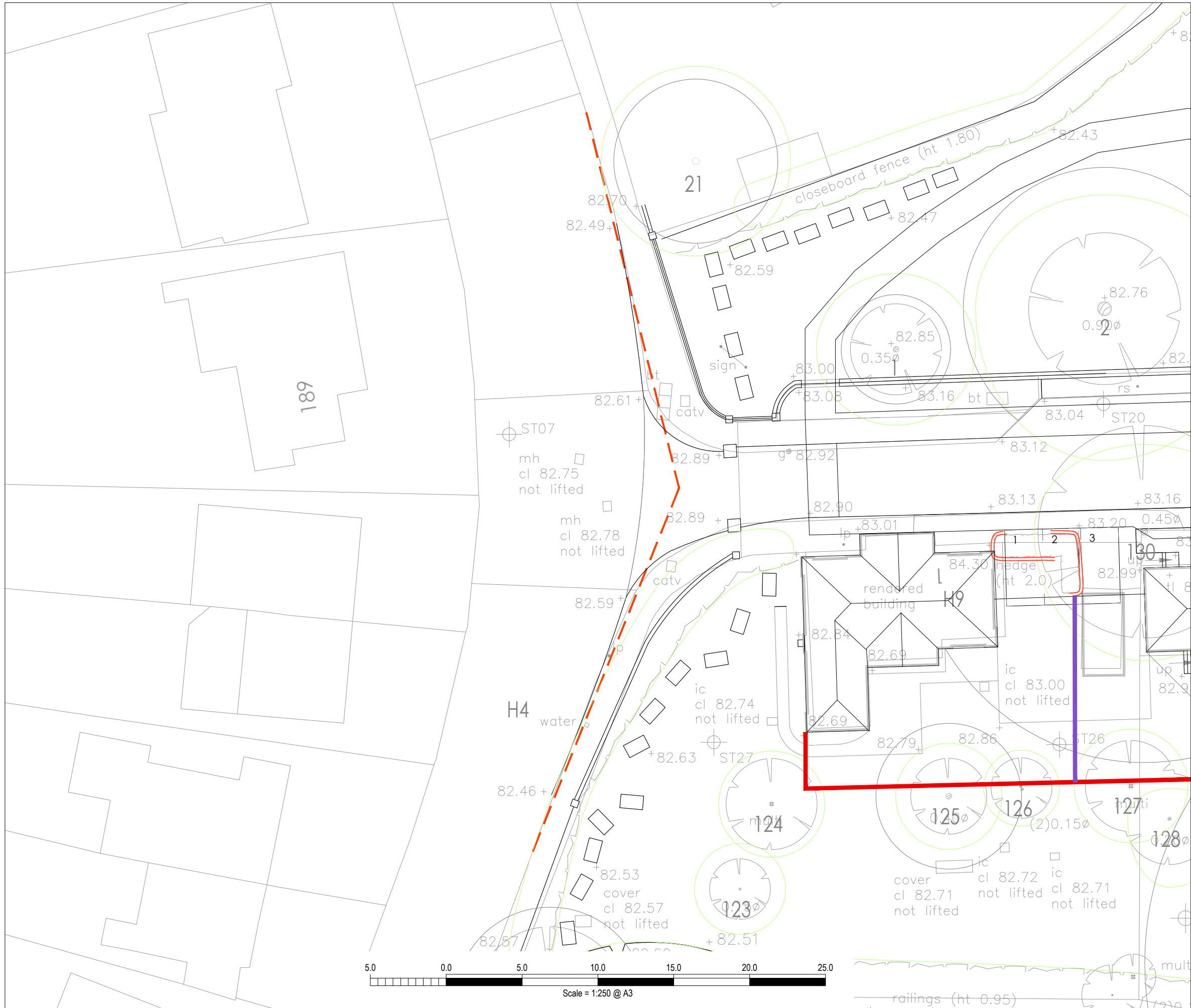
The Mansion House, Hartham Park, Corsham,
Wiltshire, SN13 0RP
T: 01249 700489 F: 01249 470077

info@bpharwood.co.uk - www.bpharwood.co.uk



Appendix E

Visibility Splays



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev E
Midland Survey drawing number 26008

KEY

— 2.4m x 25.0m visibility splays

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Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : Beachcroft Developments Ltd.			
Project : Caversham Park Peppard Road, Reading, RG4 8TZ			
Title : Site Access Visibility Splays			
Project Engineer : T. Hart		Scale : 1:250 @ A3	
Project Director : T. Foxall		Date : March 2022	
Status :		PRELIMINARY	
Drawing No. 8210894/6102			Rev

Appendix F

Parking Calculations

		Units	Standard	Spaces to Standard
64 assisted living units (Class C2) through conversion of Caversham Park House				
Conversion	1/2 bed flat	64	1.50	96.00
	Visitor	64	0.25	16.00
	Disabled	112	5%	5.60
			Sub Total	118
61 age restricted retirement dwellings (class C3)				
Open Market (Gate House etc)	1/2 bed flat	1	1.50	1.50
	2 bed house	3	1.50	4.50
	Visitor	1	0.25	0.25
	Disabled	6.25	5%	0.31
			Sub Total	7
Land to East	1/2 bed flat	9	1.50	13.50
	2 bed house	26	1.50	39.00
	3 bed house	22	2.00	44.00
	Visitor	9	0.25	2.25
	Disabled	98.75	5%	4.94
			Sub Total	104
5 market dwellings (class C3); 28 affordable dwellings (class C3)				
Affordable	Type	No.		Provision
	1/2 bed flat	10	1.50	15.00
	2 bed house	7	1.50	10.50
	3 bed house	11	2.00	22.00
	Visitor	10	0.25	2.50
	Disabled	50	5%	2.50
			Sub Total	53
Open Market (In Aff. Parcel)	1/2 bed flat	2	1.50	3.00
	3 bed house	3	2.00	6.00
	Visitor	2	0.25	0.50
	Disabled	9.5	5%	0.48
			Sub Total	10

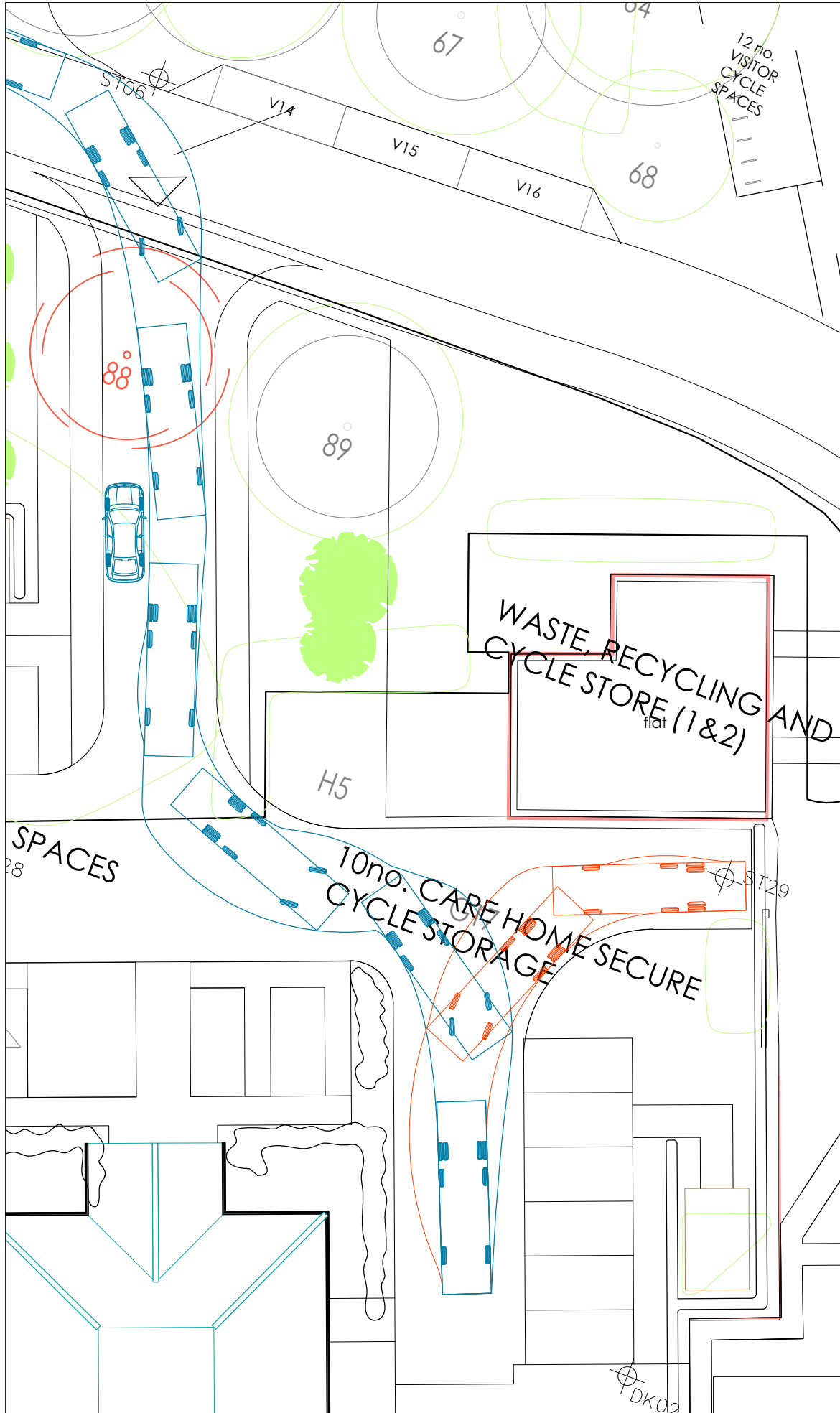
Appendix G

Beechcroft Parking Requirements Evidence Base

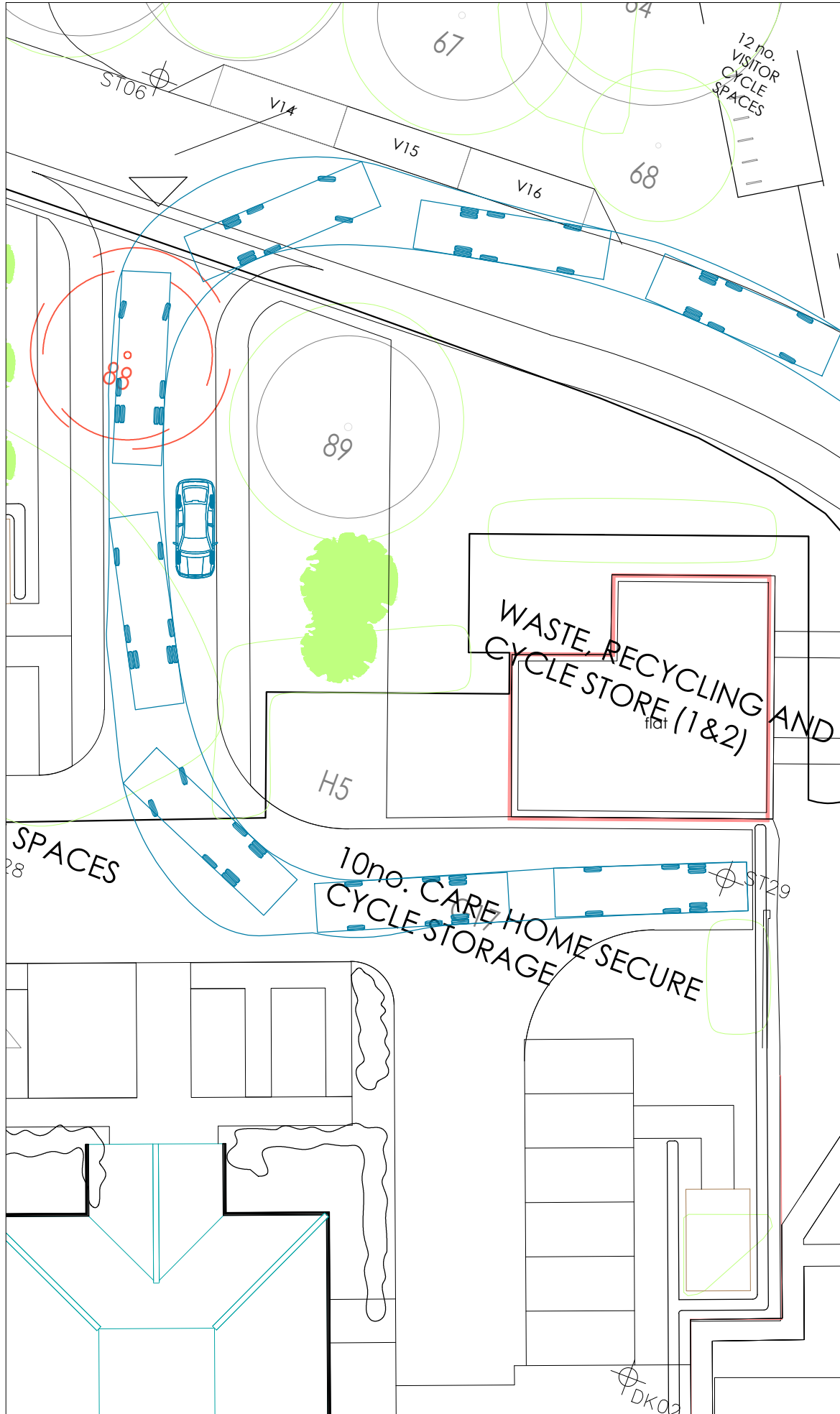
Site	No. of units	Unit breakdown	Parking Spaces Provided	Retirement space per unit
Eridge Road, Tunbridge Wells, Kent	40	Retirement 38 two-bed apartments 2 one-bed apartments	44	1.1
	4	2 Private houses	4	n/a
Shirburn Rd, Watlington	34	Retirement 17 one-bed apartments 17 two-bed apartments	44	1.3
Abbey Mill, Bishops Waltham	66	Care home	27	n/a
	38	Assisted living units 35 two-bed 3 three-bed	51	1.3
	19	Private houses 16 two-bed 3 three-bed	37	n/a
	12	Affordable 4 one-bed 8 two-bed	17	n/a
Fonthill, Reigate Road	36	Retirement Apartments	47	1.3
St Michael's Convent, Ham Common	26	Retirement 23 two-bed 1 four-bed 2 three-bed	35	1.3
Pine Lodge, Windsor	50	Retirement 7 three-bed houses 43 two-bed apartments	66	1.3
Binfield House, Bracknell	18	Retirement Apartments	22	1.2
			Average	1.3

Appendix H

Swept Path Analysis



TURNING AREA - ENTRY

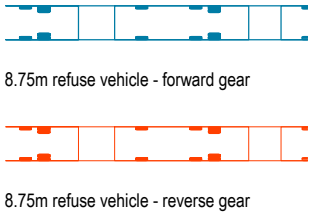


TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev E
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



A	Architects layout updated. Swept paths revised to suit.	04/03/22 T. Hart	MB
Rev.	Description	Date	Chkd



Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
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postbox@glanvillegroup.com www.glanvillegroup.com

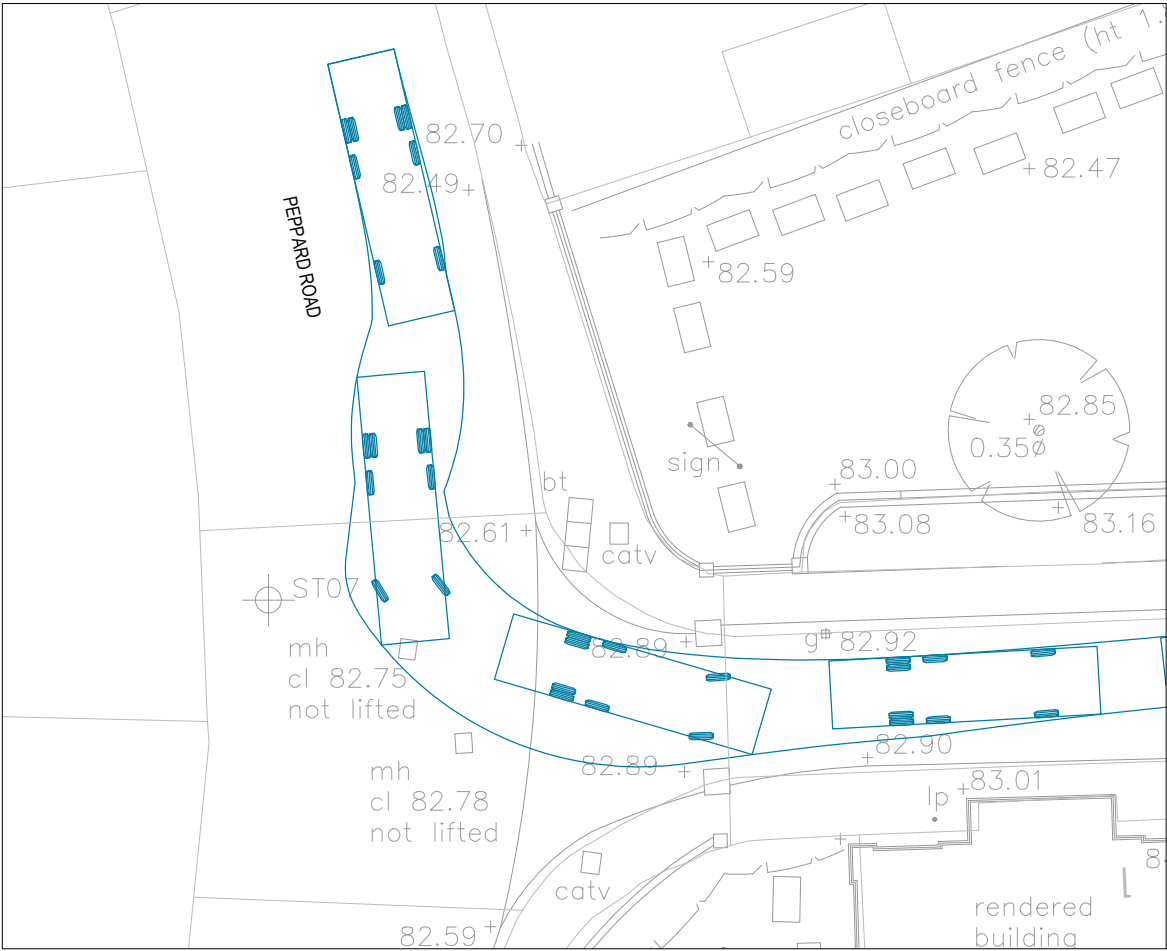
Client :
Beachcroft Developments Ltd.

Project :
Caversham Park
Peppard Road, Reading, RG4 8TZ

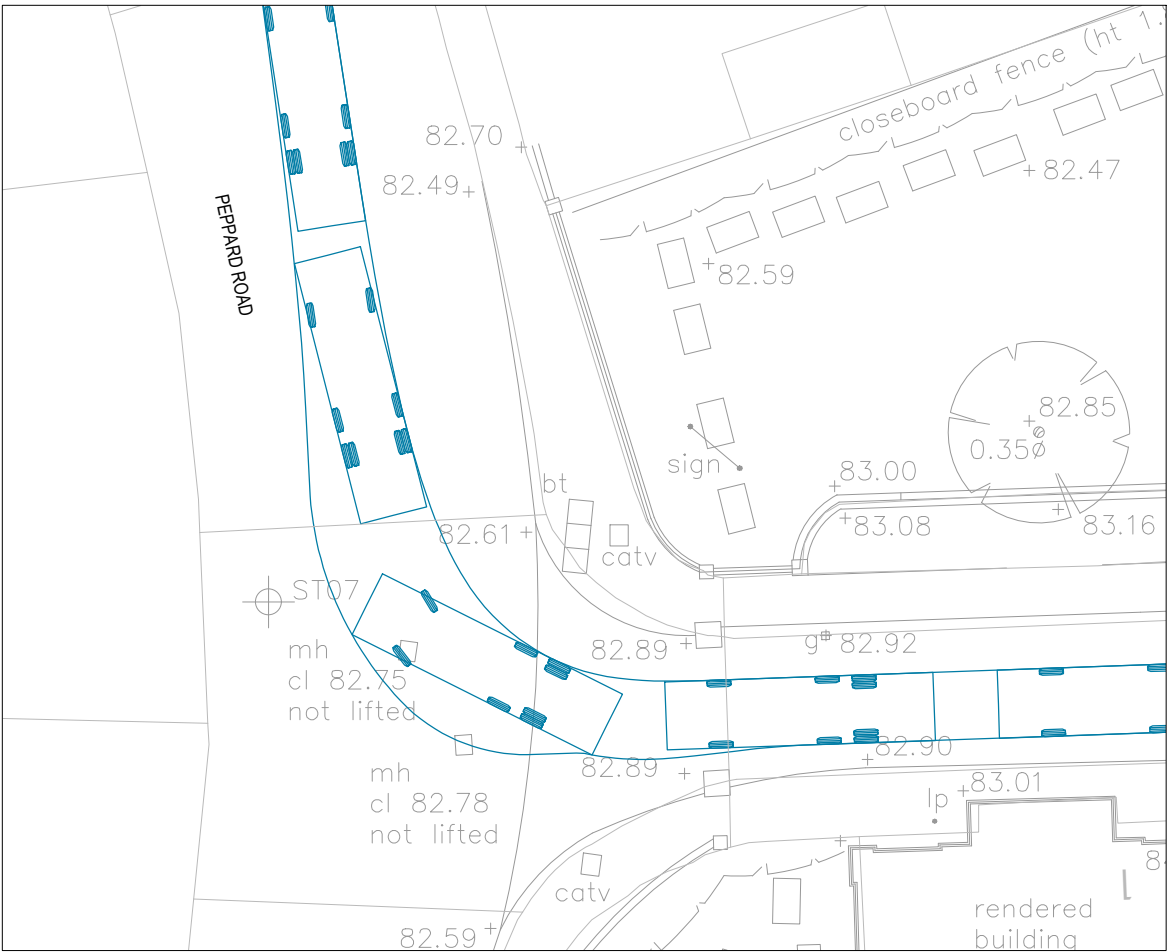
Title :
Swept Path Analysis
8.75m Refuse Vehicle
At Care Home

Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : T. Foxall Date : December 2021
Status : PRELIMINARY

Drawing No.	8210894/6201	Rev	A
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LEFT-TURN - ENTRY



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev E
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

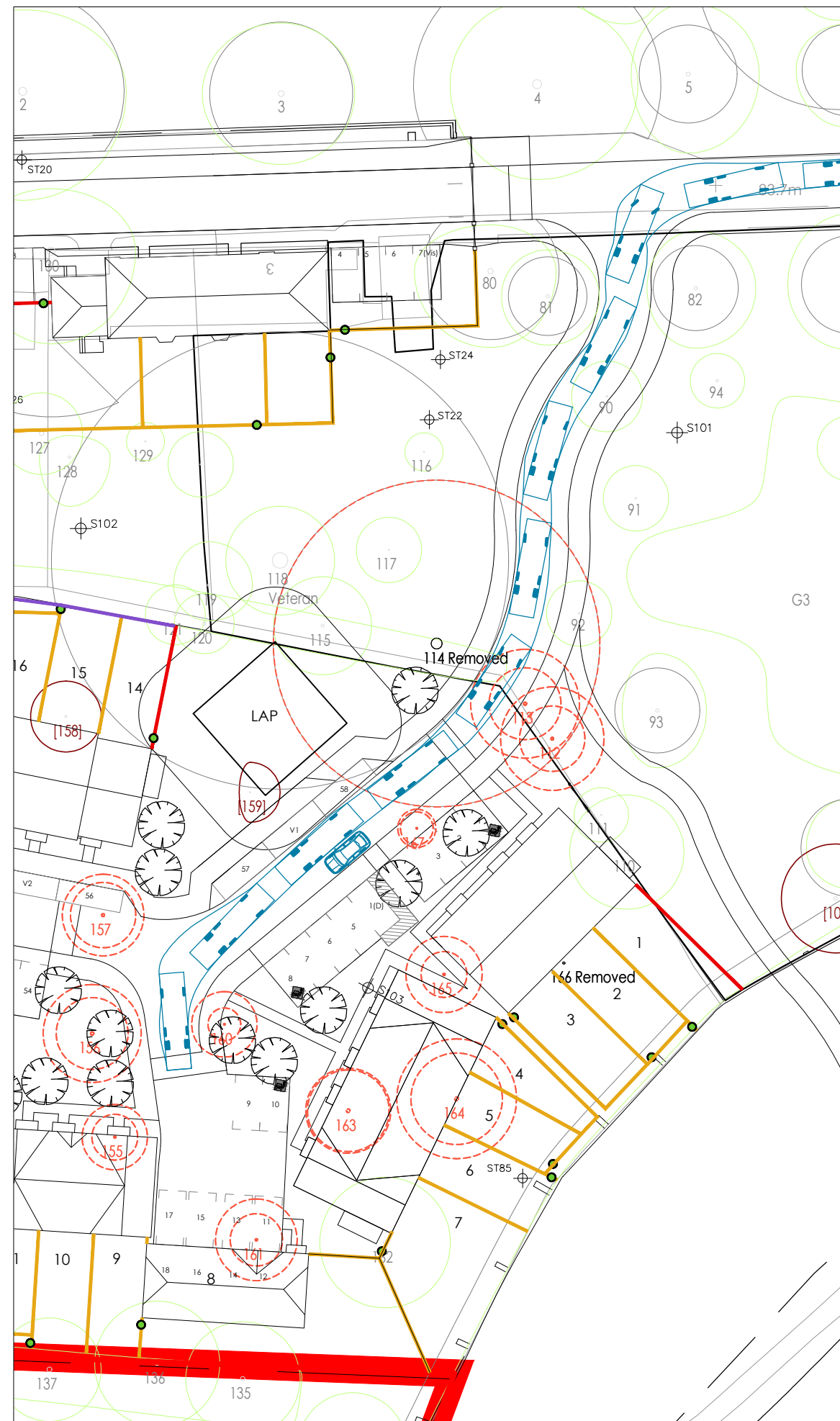
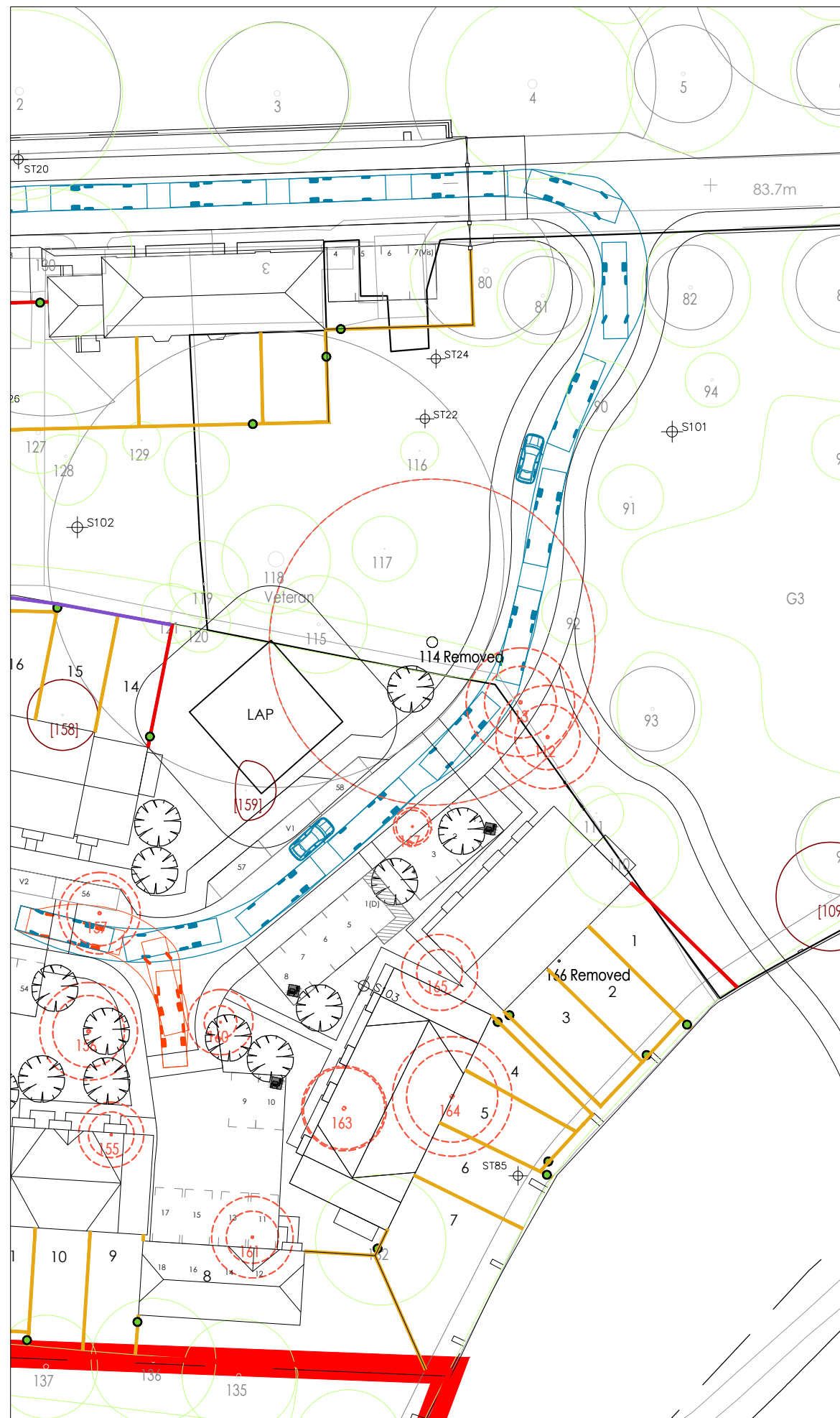
KEY



8.75m refuse vehicle - forward gear

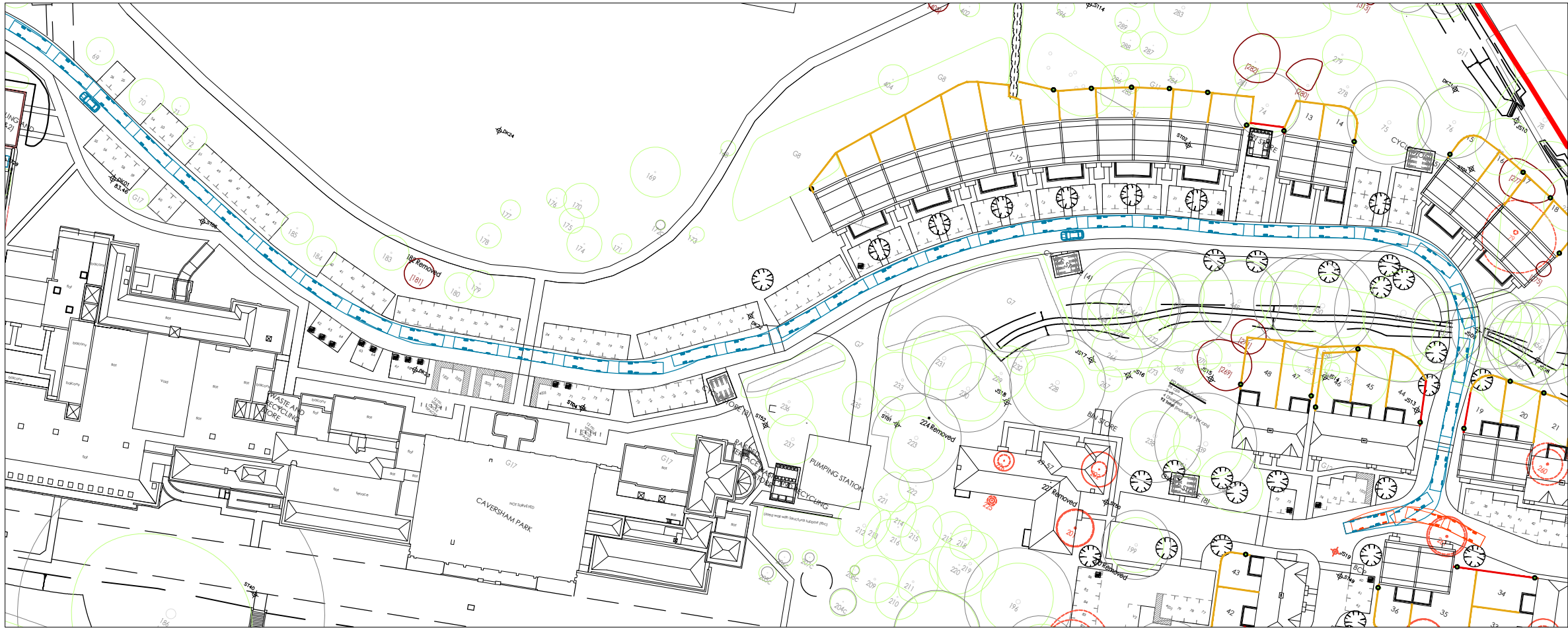


A	OS mapping added.	04/03/22 T. Hart	MB
Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client :		Beachcroft Developments Ltd.	
Project :		Caversham Park Peppard Road, Reading, RG4 8TZ	
Title :		Swept Path Analysis 8.75m Refuse Vehicle At Main Entrance	
Project Engineer :		T. Hart	Scale : 1:250 @ A3
Project Director :		T. Foxall	Date : December 2021
Status :		PRELIMINARY	
Drawing No. 8210894/6202			Rev A

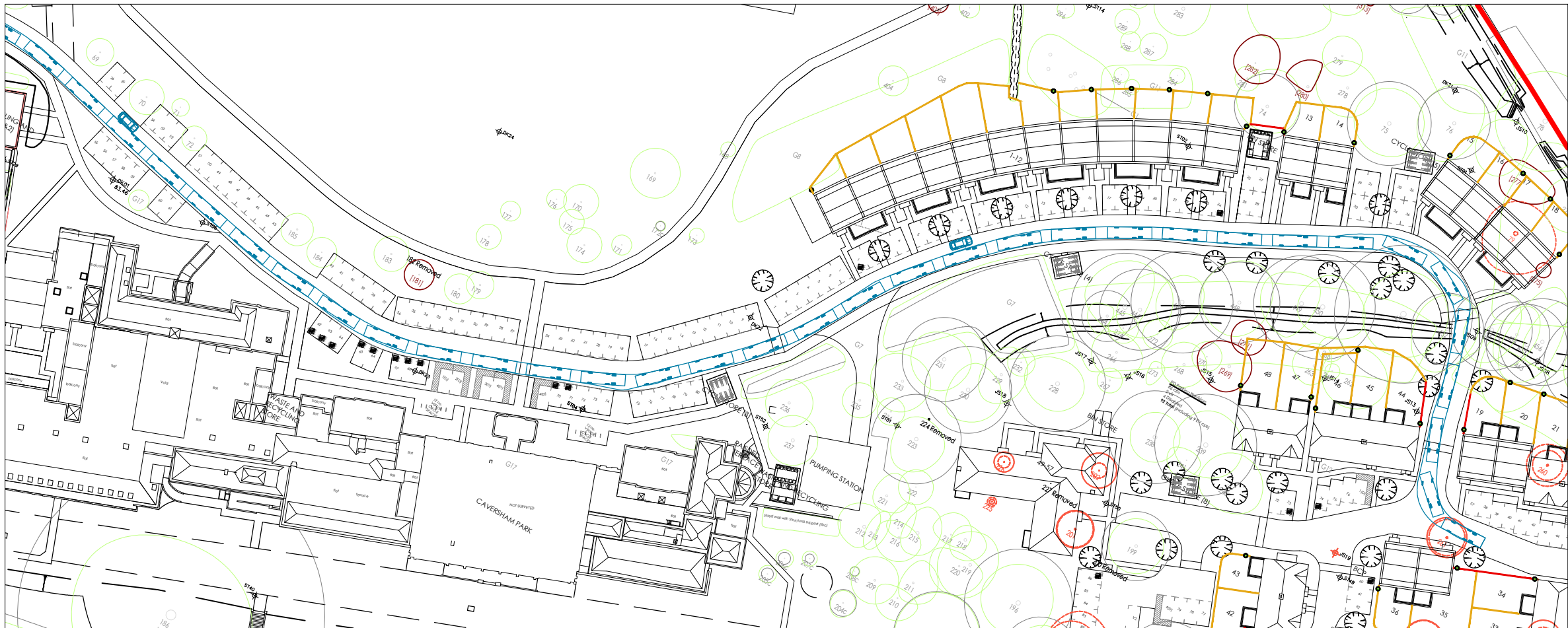


Rev

Rev



ENTRY



EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev E
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



8.75m refuse vehicle - forward gear



8.75m refuse vehicle - reverse gear



A	Architects layout updated. Swept paths revised to suit.	04/03/22 T. Hart	MB
Rev.	Description	Date	Chkd



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Client :
Beachcroft Developments Ltd.

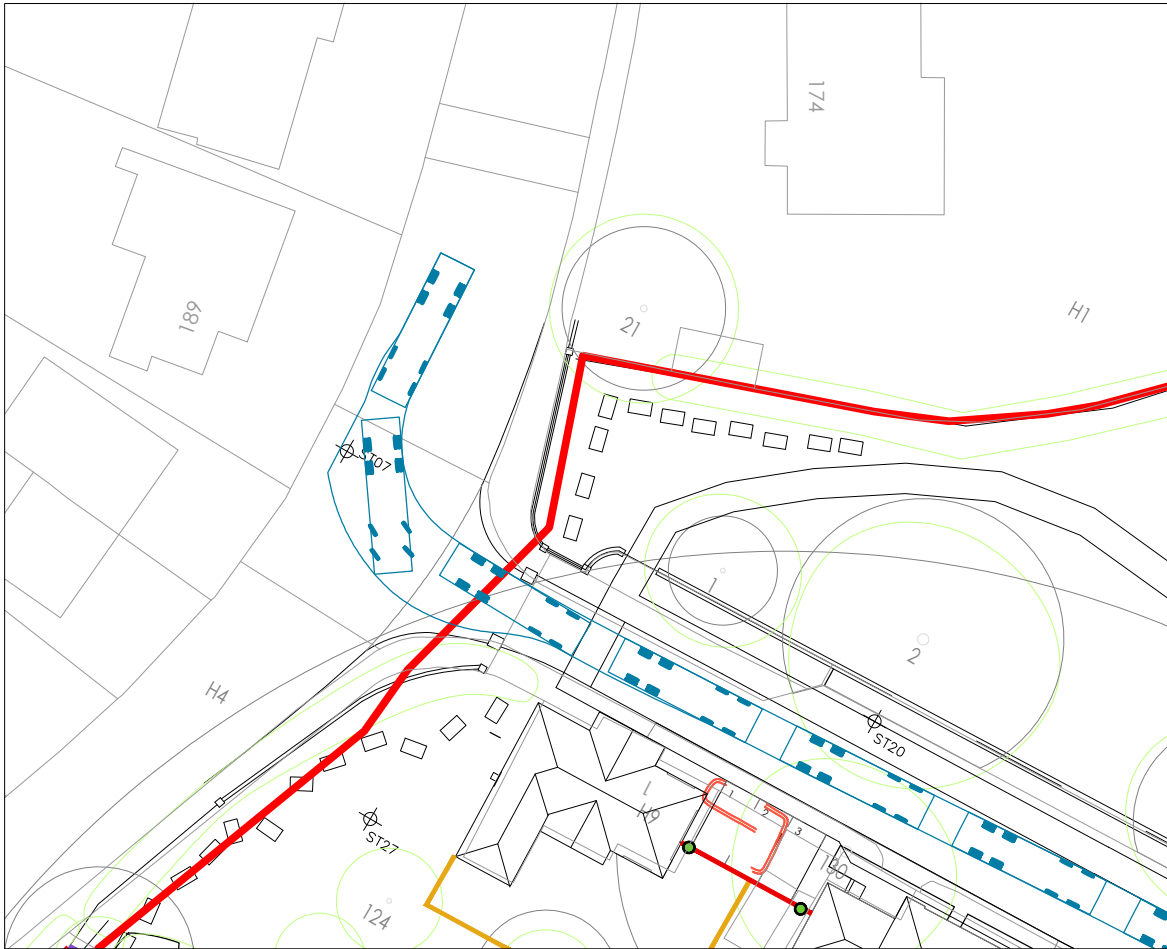
Project :
Caversham Park
Peppard Road, Reading, RG4 8TZ

Title :
Swept Path Analysis
8.75m Refuse Vehicle
Along Main Spine Road and at Land to the East

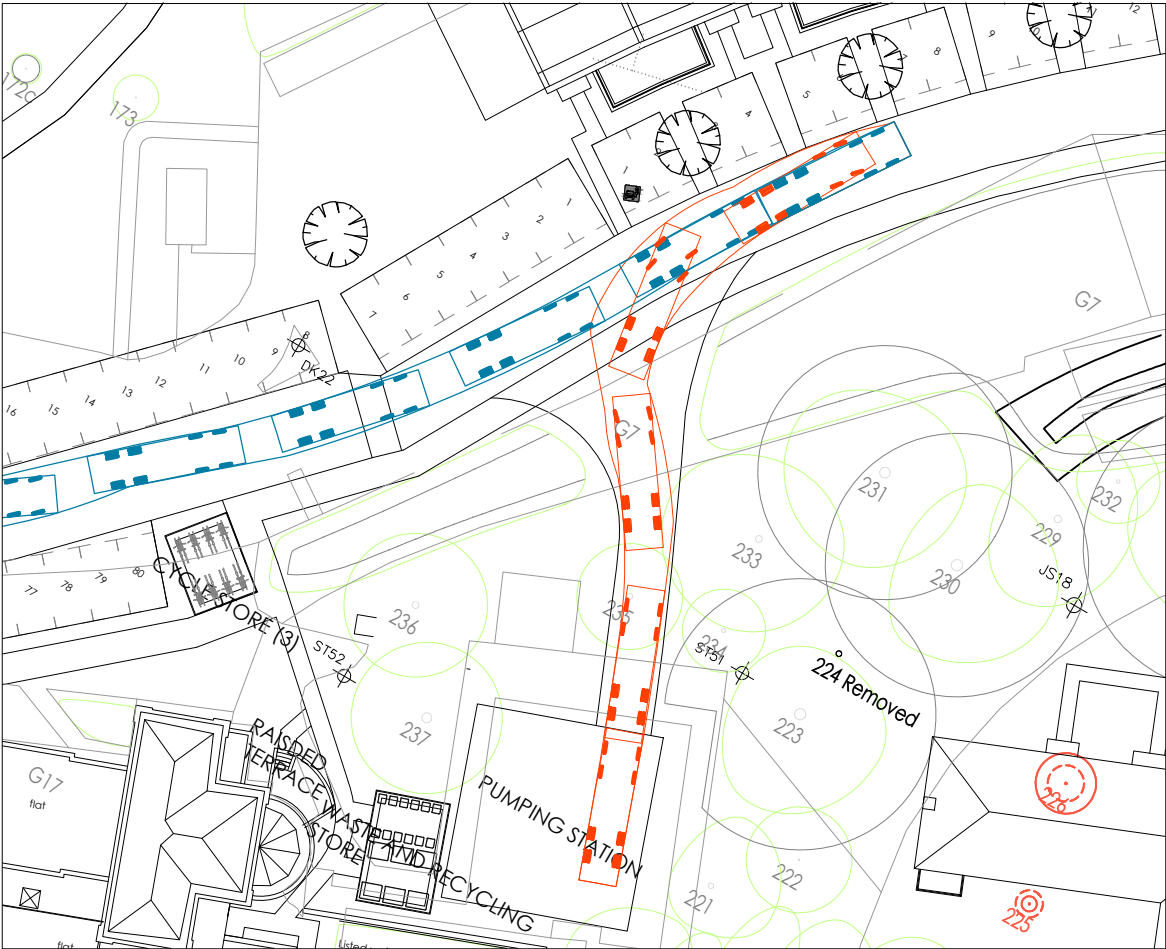
Project Engineer : T. Hart Scale : 1:1000 @ A3
Project Director : T. Foxall Date : March 2022

Status : PRELIMINARY

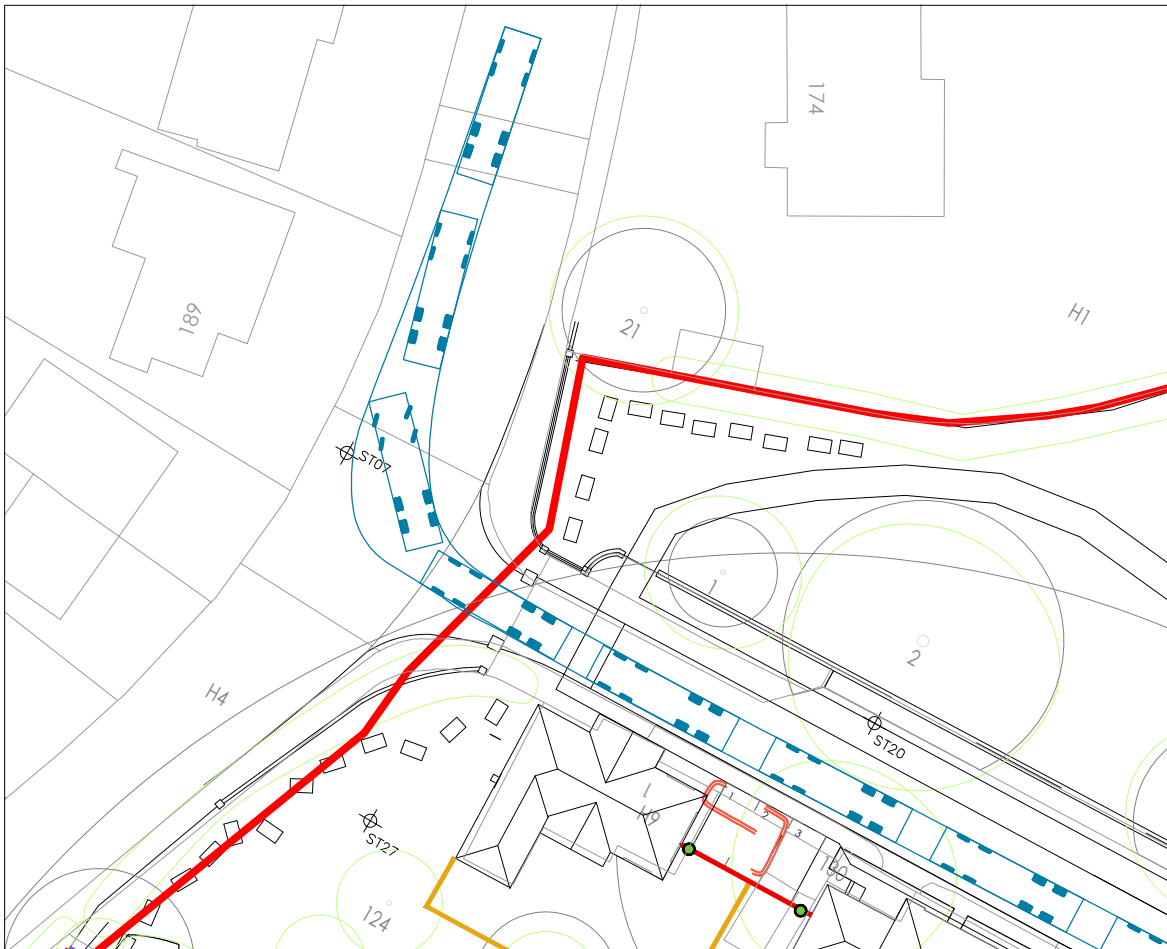
Drawing No. 8210894/6204 Rev A



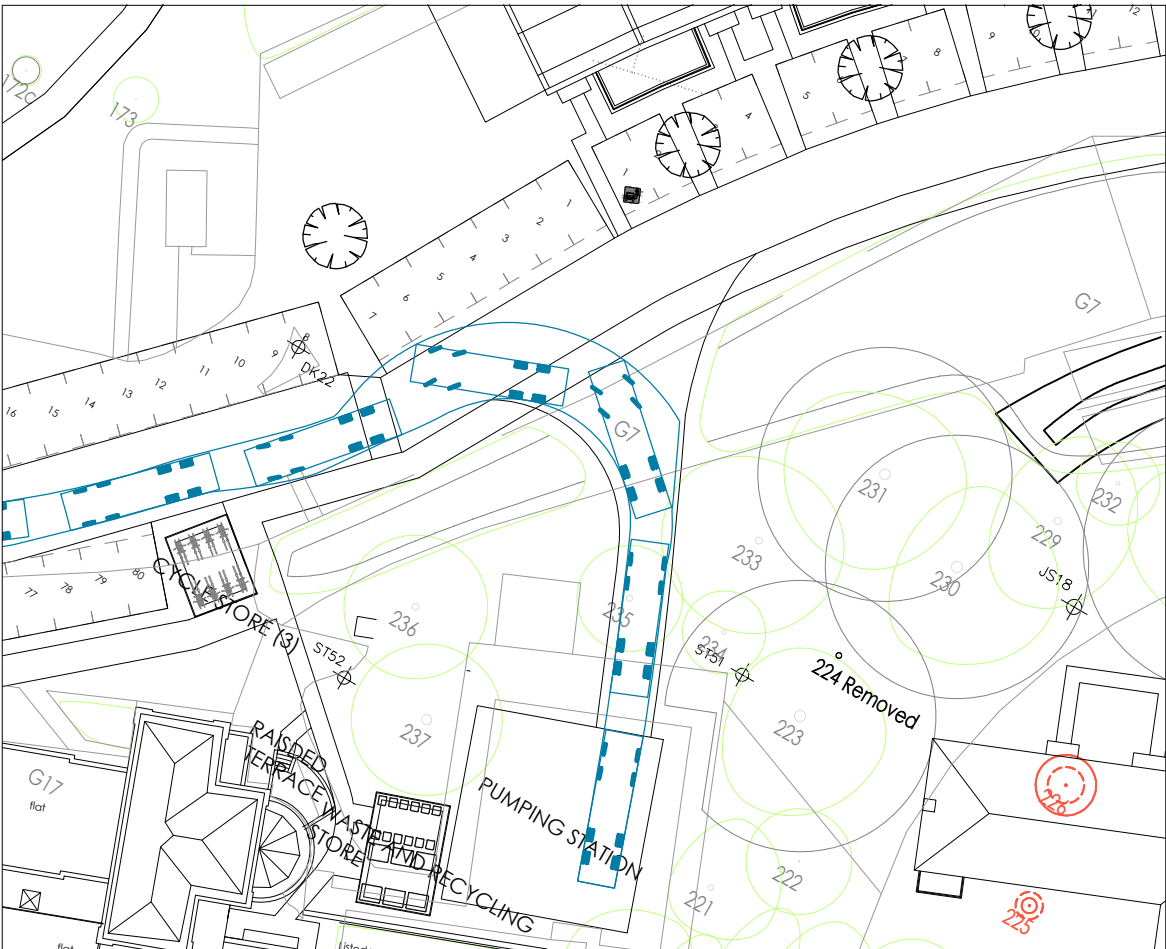
LEFT-TURN - ENTRY



ENTRY



RIGHT-TURN - EXIT



EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev E
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



10.2m tanker - forward gear



10.2m tanker - reverse gear



Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : Beachcroft Developments Ltd.			
Project : Caversham Park Peppard Road, Reading, RG4 8TZ			
Title : Swept Path Analysis 10.2m Tanker			
Project Engineer : T. Hart		Scale : 1:1000 @ A3	
Project Director : T. Foxall		Date : March 2022	
Status : PRELIMINARY			
Drawing No. 8210894/6205		Rev	



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