



**12 TILBURY CLOSE,
CAVERSHAM, READING
RG4 5JF**

**Proposed Change of Use from
Class E Office to Class C3 Residential**

**Transport Statement
On behalf of Callmount Ltd**

January 2022

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Project: 12 Tilbury Close, Caversham, Reading RG4 5JF
Proposed Change of Use from Class E Office to Class C3 Residential

Client: Callmount Ltd

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1 INTRODUCTION

- 1.1** This Transport Statement is prepared on behalf of Callmount Ltd (the ‘applicant’) in relation to their Prior Approval application to Reading Borough Council (‘RBC’) for a change of use at 12 Tilbury Close, Caversham, Reading RG4 5JF (the ‘application site’).
- 1.2** The application site is some 323sqm in area and comprises a two-storey building totalling 190sqm gross internal area (GIA) of class E office space, with associated off-street surface car parking area. The property is situated within the Caversham district of Reading, some 2km to the northeast of Reading town centre.
- 1.3** The application relates to a change of use of all floors from class E floorspace to C3 residential use, comprising four flatted dwellings under Class MA of the current Permitted Development rights (reference ‘*Statutory Instruments, 2015 No. 596, The Town and Country Planning (General Permitted Development) (England)*’ as amended by The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 No. 428 (the GPDO).
- 1.4** Class MA of the GPDO (paragraph W.5), requires the local authority to consider whether “*the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site*”. If the local authority considers this to be the case, paragraph W.5(b) states that they must consult “*the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority*”. In this case, RBC is a unitary authority.
- 1.5** Paragraph W.10 stipulates that the local authority must, when determining an application for Prior Approval, have regard to the National Planning Policy Framework (NPPF) so far as is relevant to the subject matter of the prior approval, as if the application were a planning application.

1.6 Paragraph 111 of the NPPF 2021 states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

1.7 This report considers the transport and highways implications of the proposed change of use from class E to 4 residential units (comprising 4 x 1-bed studio units) in terms of accessibility, parking provision and traffic generation in order to assist RBC in their determination of whether *“the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site”*.

1.8 This Transport Statement is set out as follows:-

- Section 2 describes the site location and the surrounding highway network;
- Section 3 describes the accessibility of the site by non-car modes of travel;
- Section 4 provides details of the proposals, including car and cycle parking and refuse collection arrangements;
- Section 5 assesses the potential impact of the proposals upon the stress levels of the surrounding streets;
- Section 6 discusses the likely trip generation of the proposals compared to the existing use; and
- Section 7 provides a summary and conclusions to the report.

2 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

2.1 The application site is located within the suburban area of Caversham, an approximate 2.3km walk distance to the northeast of Reading town centre. The application site is situated within a predominantly residential area but with a number of commercial and retail uses within the vicinity. The location of the application site is highlighted in Figure 2.1 below.

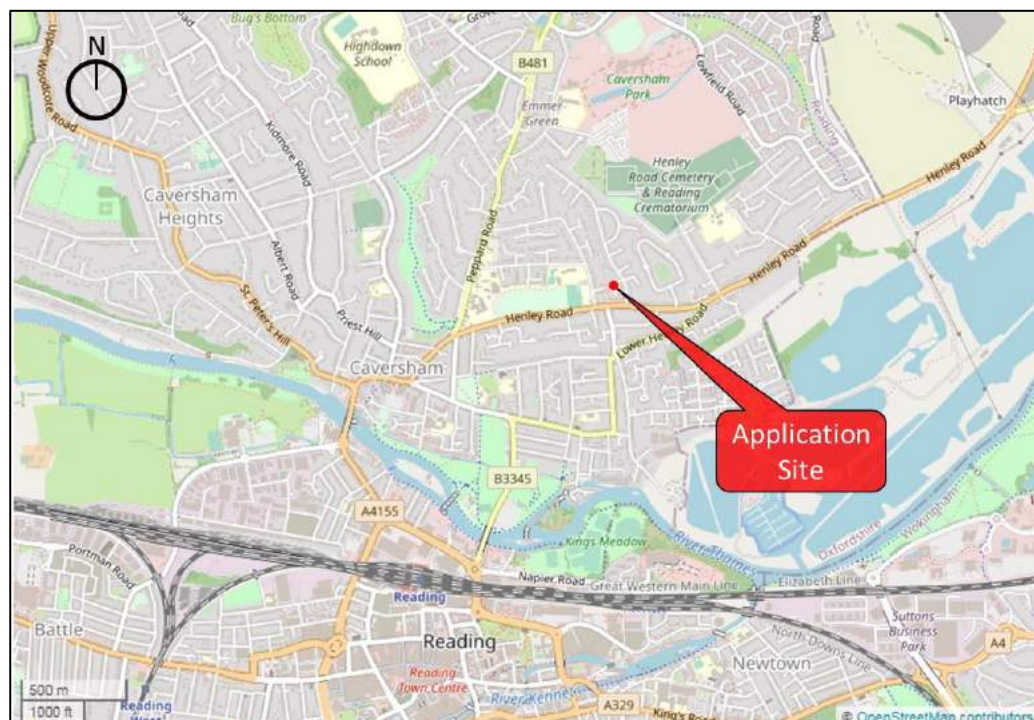


Figure 2.1: Site Location

2.2 The site is located at the western end of Tilbury Close which is a 5.0m wide gravelled private access road that serves adjacent residential and commercial properties, including an MOT centre and garage. There are private parking controls in place to maintain the flow of traffic movements. There are a number of adjacent parking areas including those used the garage and the local parade of shops directly to the south.

- 2.3** Tilbury Close forms a simple priority junction with Chiltern Road some 70m to the east of the site with good visibility in each direction. Chiltern Road is a two-way single carriageway road that is subject to a 30mph speed limit, with street lighting and footways (with grassed verges) along both sides. In the vicinity of the Tilbury Close access, the footway width is 2.0m-2.2m, with 2.0m wide grassed verge. There are double yellow line restrictions immediately to either side of the Tilbury Road access. Further to the north and where restrictions are not in place, on-street car parking is permitted along both sides of the carriageway. The width of the carriageway of Chiltern Road is generally 6.5m and so on-street car parking tends to take place along only one side of the carriageway at any point.
- 2.4** To the north of the site, Chiltern Road serves predominantly residential uses continuing for some 750m to where it continues through to Peppard Road for pedestrian and cyclist access only.
- 2.5** Some 60 metres to the south of Tilbury Road, Chiltern Road forms a three-arm priority junction with the A4155 Henley Road which is the main vehicular route to Henley on Thames to the northeast and to Reading town centre to southwest. In the vicinity of the junction with Chiltern Road there are double yellow line restrictions, two bus stops and a signalised pedestrian crossing with zig-zag markings and so on-street parking is generally restricted. Further afield along Henley Road, on-street car parking is generally unrestricted. Henley Road is subject to a 30mph speed limit with pedestrian footways and street lighting along both sides of the carriageway.
- 2.6** The application site itself is located at the western end of Tilbury Close along its northern side. There is no pedestrian or vehicular link to the west, although a pedestrian footpath does border the site to the west. Access to the site is via a 5.0m wide gated access and in keeping with neighbouring properties, informal 'no parking' signs are located along the site boundary and at the site entrance. Within the site there is an unmarked area of hardstanding that is used for car parking.

3 ACCESSIBILITY BY NON CAR MODES

Walking and Cycling

- 3.1** As the site is located within an established suburban environment, the footways along Chiltern Road and Henley Road form part of extensive pedestrian infrastructure in the locality. There are few barriers to walking, with footways, dropped kerbs with tactile paving and adequate street lighting adjacent to the site and connecting to the wider pedestrian network.
- 3.2** A local parade of retail units with visitor car parking is located to the south of the site at the northwestern corner of the Henley Road/Chiltern Road junction. Residents at the site would be able to directly access the retail units from Tilbury Close via the pedestrian footway along the western side of Chiltern Road.
- 3.3** Amenities and facilities located within the parade of shops (all within a 180m walk distance of the site) include cycle shop, hot-food takeaways, cashpoint, newsagents, bookmakers, bakery, pharmacy, post office and Co-op convenience store.
- 3.4** A signalised pedestrian crossing facility is located on Henley Road immediately to the south of the local parade of shops, providing convenient access to the southern side of Henley Road and westbound bus stops along Henley Road.
- 3.5** Chiltern Road and Henley Road form part of Reading Cycle Route R41, with advisory cycle lane markings provided along Henley Road. Local directional signage identifies Reading rail station as a 7 minute cycle journey to the south via Henley Road and Donkin Hill, and Emmer Green Local Centre a 5 minute cycle journey to the north via Chiltern Road.

Bus Services

3.6 The nearest bus stops to the application site are located on Henley Road directly to the east of the junction with Chiltern Road, within a 170 metre walk distance of the site. Further bus stops are located to the south on Donkin Hill and Briants Avenue within a 400m and 550m walk distance respectively.

3.7 A summary of the bus services that are accessible from these local stops, along with their frequencies is shown in Table 3.1 below.

Service Number	Walk Distance	Route Towards	Daytime Frequency		
			Week	Sat	Sun
23 berry	170m	Caversham Park	2/hr	2/hr	1/hr
24 berry	170m	Central Reading	2/hr	2/hr	1/hr
800	170m	High Wycombe	2/hr	1/hr	1/hr
	170m	Central Reading	2/hr	1/hr	1/hr

Table 3.1: Summary of Local Bus Services

3.8 It can be seen from Table 3.1 that the timetabled bus services operate to a half hourly frequency on Monday to Friday, serving destinations between central Reading and High Wycombe. The 800 service reduces to an hourly frequency on Saturday, with all services operating to an hourly service on Sunday. In addition, there are three further bus services (83, 84, 145C) which each provide a daily service to and from local schools.

3.9 An extract from the Reading Bus Map showing the services within the Caversham area is shown in Figure 3.1 overleaf.

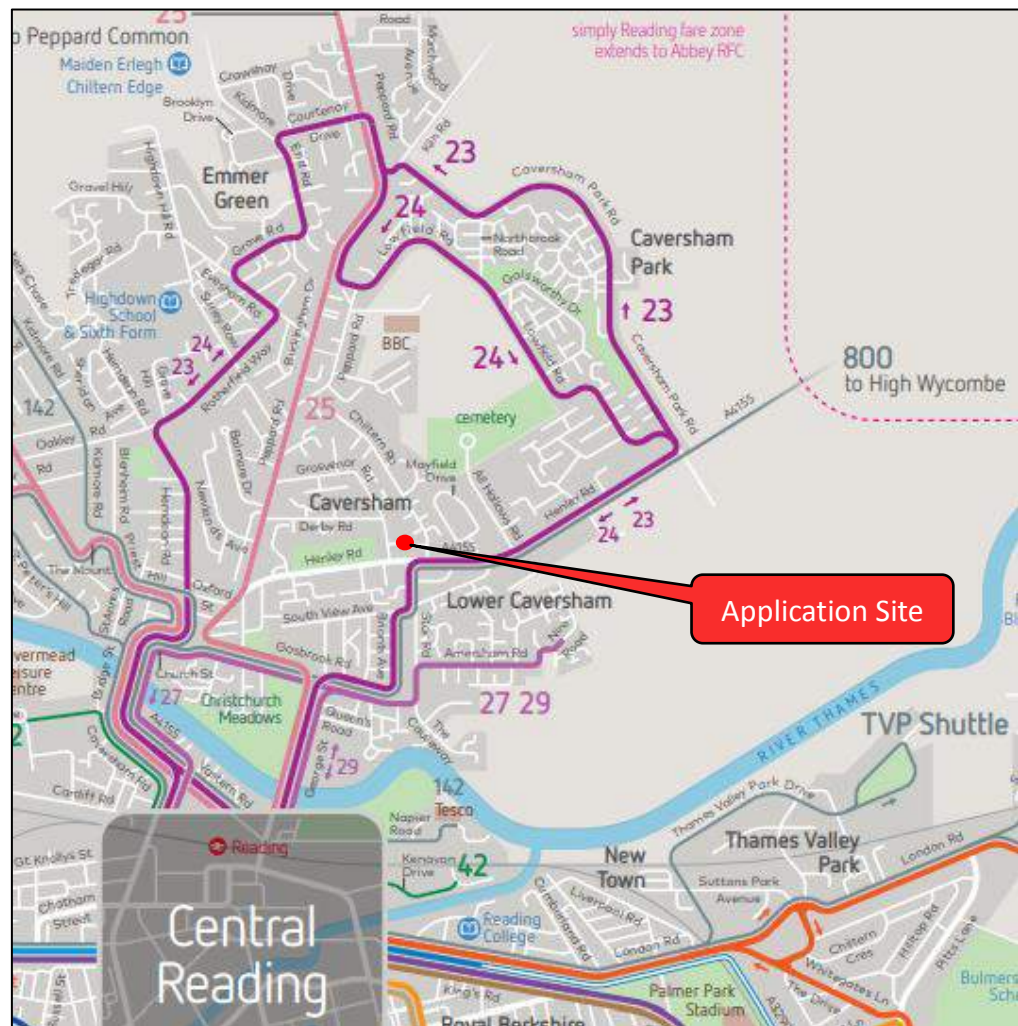


Figure 3.1: Reading Bus Map Extract - Caversham

Rail Services

- 3.10** Reading rail station is located an approximate 2.3 walk/cycle distance to the southwest of the site. Whilst the station is considered to be too far for residents to be likely to walk regularly for commuting purposes, the station is within a 7 minute cycle journey and is directly accessible by both local timetabled bus services.

- 3.11** The station, along with the adjacent main bus interchange, is recognised as a key regional transport hub and has undergone a recent major redevelopment, with significant track, platform, concourse and public realm works to improve rail capacity and passenger facilities.
- 3.12** Rail services from Reading station are operated by First Great Western, South West Trains and Cross Country Trains and provide frequent connections to the regional and national rail network.
- 3.13** First Great Western operates services to destinations including London Paddington, Didcot Parkway, Maidenhead, Swindon, Oxford, Banbury, Bristol, Taunton, Exeter and further destinations within the southwest of England.
- 3.14** South West Trains operate services to destinations including London Waterloo, Ascot, Basingstoke, Winchester, Eastleigh, Fareham, Woking, Clapham Junction, Southampton and Portsmouth.
- 3.15** Cross Country Trains operate services to destinations including Guildford, Southampton, Bournemouth, Oxford, Coventry, Birmingham, Manchester, York, the North of England and Scotland.

4 DEVELOPMENT PROPOSALS

4.1 The change of use comprises the conversion of both floors of the building from 190sqm GIA of class E office space to 4 residential flats. The proposed schedule of accommodation is:-

- Ground floor: 2 x studio flats
- First floor: 2 x studio flats.

4.2 The existing and proposed layout drawings prepared UPP Architects accompany the application.

Car Parking

4.3 As set out within section 2, the application site is inclusive of a surface area that is used for car parking for the class E office use. The proposed layout drawings illustrate how this area would be marked up to provide three independently accessible parking spaces within the site for the future residents.

4.4 In order to establish the likely level of car ownership for the proposed residential use and the appropriateness of the on-site provision, the existing car ownership levels for the local area have been obtained from the 2011 Census. The data provides existing levels of car ownership by habitable room for defined areas and in this case the data for the electoral ward of Thames has been interrogated, within which the development site is located.

4.5 Table 4.1 sets out the car ownership data by the number of habitable rooms per flat for all tenure types within the Thames ward. In the case of the proposed scheme, all units are studios, whereas the smallest census data range includes dwellings with 1-3 habitable rooms, which will include larger 1-bed and 2-bed units. Therefore the analysis is considered to be robust.

4.6 By applying the census data to the proposed number of residential units on site, the following estimate of unrestrained car ownership for the proposed site use is made.

Unit Type*	No. Habitable Rooms*	No. Households *	No. Households – No cars or van*	No. Households – 1 car or van*	No. Households – 2 cars or van*	No. Households – 3 or more cars or van*	Total cars owned	Average cars per dwelling	Proposed No. Units	Estimated Car Ownership
Flats: Total Tenure	1 – 3 rooms	145	58	67	18	2	109	0.75	4	3

* Information taken directly from 2011 Census for Electoral Ward of E36000885 Thames

Table 4.1: Estimate of Residential Development Car Ownership

4.7 Based on 2011 Census data, it is estimated that the unrestrained level of car ownership demand from the 4 units would be 3 cars. It is notable that 40% of households with 1-3 habitable rooms within the ward are car-free, which further emphasises the propensity for residents to be able undertake their daily journeys without needing to rely on owning a car.

4.8 As described earlier, the proposed layout will be able to accommodate 3 standard sized, individually accessible parking spaces. The existing site is therefore deemed to be sufficient to accommodate the anticipated car parking demand for the development.

4.9 Therefore, having considered the latest Census data and assessed the site as being accessible by non-car modes of travel, it has been established that the provision of 3 on-site parking spaces for the occupants of the proposed 4 residential units would be appropriate and would not result in an adverse effect on the highway network in terms of car parking demand. Consequently the proposed change of use would not lead to “a material change in the character of the traffic in the vicinity of the site”.

4.10 With regards to local car parking standards, the *Reading Parking Standards and Design SPD*, adopted October 2011 states a required provision of 1.5 car parking spaces per 1-2 bed dwelling flat (within Zone 3).

4.11 Whilst the application of standards does not demonstrate or substantiate an impact in respect of transport and highways matters, applying the standards suggests that the scheme would result in an under provision of 3 spaces, which in turn could result in an increase in stress levels on the surrounding streets.

4.12 This potential impact on stress levels is considered further within section 5, with reference to parking stress surveys that have been undertaken in accordance with the widely-adopted Lambeth Methodology.

Cycle Parking

4.13 For Prior Approval applications for a change of use, it is established that the provision of cycle parking relates to convenience only, rather than an impact on transport and highways. However, the applicant would wish to encourage travel by bicycle given the site's proximity to the local cycle network.

4.14 The proposed site layout drawing that forms part of the application submission illustrates where secure and sheltered cycle parking for four cycles (i.e. one space per unit) could be located within the site. The provision of one space per unit exceeds the Council's minimum cycle parking standard of 0.5 spaces per 1-2 bed dwelling flat.

Refuse Collections

4.15 Presently, refuse and recycling bins for the majority of the various adjacent uses along Tilbury Close are seemingly stored alongside the respective property boundary. Some properties will have private collections whereas some, including flatted dwellings at the southwestern end of Tilbury Close will have collections by the Council's bin operatives.

- 4.16** It is unclear whether bins are wheeled closer to the Chiltern Road kerbside by occupiers in advance of collections or whether the refuse vehicle reverses back in Tilbury Close. Either way, it is clear that the proposed bin collection arrangements for the proposed use could remain in keeping with existing arrangements.
- 4.17** The proposed layout drawing which accompanies the application illustrates the location of the proposed refuse and recycling storage arrangements within the site boundary.

5 ON-STREET PARKING STRESS LEVELS

- 5.1** The car ownership Census data suggests that the level of car parking provision will be appropriate for the expected demand. The application of the locally adopted parking standards suggests that the required car parking provision is six spaces, which represents a shortfall of three spaces. This section sets out the findings of the on-street parking stress surveys which have been undertaken, with consideration then given to the potential impact of the development on the observed levels of on-street parking demand in order to determine whether any resulting overspill parking can be satisfactorily accommodated on-street.

Existing On-Street Parking

- 5.2** Existing on-street parking occupancy levels, or 'stress', in streets surrounding the development have been assessed by undertaking manual parking surveys.
- 5.3** The parking surveys have been undertaken in accordance with the principles of the industry-standard 'Lambeth Council Parking Survey Guidance Note', as described in further detail below.

Survey Design – Time Period

- 5.4** In accordance with the guidance, a parking survey for a residential development in a residential area should be undertaken on a weekday, overnight between 00:30hrs and 05:30hrs. This is the time period when residential parking is anticipated to be highest as residents will be at home.
- 5.5** Accordingly, the overnight surveys for this assessment were undertaken on the mornings of Wednesday 19 January 2022 and Thursday 20 January 2022 at 05:00hrs and 04:30hrs respectively.

Survey Design – Study Area

- 5.6** The parking survey guidance advises that a survey area should cover streets within a 200m walking distance of a point of interest, as this is the distance most residents would wish to park within. Where the 200m boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. Common sense should be applied in all cases when considering the extent of the survey area.
- 5.7** The extent of the survey area covered within this parking assessment is shown in Figure 5.1 below.



Figure 5.1: Area of Parking Stress Survey (extract from Appendix A)

- 5.8** The focus of the study area is Chiltern Road from the junction with Henley Road to 200m to the north of Tilbury Close. Also included is the length of Henley Road within a 200m walk distance of the site and the parking spaces at the frontage of the parade of shops were also included.

- 5.9** The culs-de-sac of Onslow Gardens, Banbury Gardens and Pembroke Place were excluded from the survey as these roads are narrow with residents who do not live on these roads highly unlikely to consider these roads as opportunities for parking. Similarly, Tilbury Close itself was excluded from the survey as it would be assumed the signed parking controls would be complied with and residents would not be permitted to park along the road.
- 5.10** The streets within the study area are not located within a Controlled Parking Zone (CPZ) however kerbside restrictions are in place where necessary to ensure the safe freeflow of traffic in the form of double yellow lines and zig-zag markings associated with the nearby pedestrian crossing. Parking restrictions elsewhere within the study area are generally by way of vehicle crossovers and dropped kerbs, some with advisory white lines.
- 5.11** The numbers of parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where a minimum length of 5 metres was observed, this was counted as an available parking space. Any lengths of space less than 5 metres were not regarded as a parking space. All vehicle crossovers and dropped kerbs were measured on-site and eliminated from available kerb space, in accordance with guidance. Any lengths of road where it was observed that the width was too narrow for parking to occur on both sides without leading to cars blocking the road, parking availability was excluded from one side as observed. This was particularly the case along Chiltern Road where it was evident that vehicles were only parked along the western side of the carriageway.

Survey Results and Analysis

- 5.12** In terms of parking occupancy, or 'stress', the survey results for the study area are contained in full within **Appendix A**, with a summary of the results set out below in Table 5.1.

Street Name	Wednesday 19 January 2022			Thursday 20 January 2022			Average		
	Parked	Observed Spaces	% Stress	Parked	Observed Spaces	% Stress	Parked	Observed Space	% Stress
Chiltern Road	7	7	50%	7	7	50%	7	7	50%
A4155 Henley Road	1	2	33.3%	1	2	33.3%	1	2	33.3%
TOTAL	8	9	47.1%	8	9	47.1%	8	9	47.1%
Note: 5-6 out of 23 visitor parking bays outside local parade of shops occupied.									

Table 5.1: Parking Stress Survey Results – Unrestricted Spaces

- 5.13** The overnight surveys show a parking demand of 8 vehicles within the study area, with an average of 9 observed spaces. The equivalent total stress level for the surveyed area averaged across both nights equates to 47.1%.
- 5.14** What constitutes a level of ‘high parking stress’ is not well defined in published guidance however stress levels of greater than 85%-90% are typically deemed by councils to be high. It can therefore be concluded that the existing parking stress levels surrounding the application site are not high.
- 5.15** The Lambeth Methodology also states that a separate note should be made of any areas where cars can park legally overnight but not during the day. There are no such areas within the study area. The parking spaces in front of the local parade of shops are limited to a maximum duration of stay of 2hrs. There are no posted hours of operation so in theory overnight parking of greater than 2hrs should not occur, although it is unlikely that this would be enforced during the night and so it is reasonable to assume that some residents are minded to park their vehicles in these spaces overnight. No vehicles were observed parked across any driveways or on advisory white lines within the study area.

Development Parking Demand

5.16 As discussed in paragraphs 4.7-4.8, the level of car parking proposed on-site is likely to be sufficient to accommodate the expected car ownership demand. However, applying locally adopted car parking standards suggest a shortfall of 3 parking spaces. In theory therefore, the change of use could lead to a demand for three overnight on-street parking spaces.

5.17 As a sensitivity test and for the purposes of a robust assessment, the remainder of this section is based upon the robust assumption that the proposed change of use will result in a net increase in overnight on-street parking of three vehicles.

Nearby Consented Developments

5.18 In accordance with the Lambeth Methodology, a review of local, recently consented development has been undertaken in order to take into account any potential cumulative parking demand arising from forthcoming development in the area.

5.19 Whilst there have been various property extensions and conversions granted by RBC, there are no developments that are considered to have any significant parking implications within the surrounding area.

On-Street Parking with Development

5.20 Table 5.2 below summarises the future parking stress projection taking into account the additional demand of three vehicles as a result of the change of use.

	SURVEY DAY 1			SURVEY DAY 2			AVERAGED		
	Parked	Spare	Stress	Parked	Spare	Stress	Parked	Spare	Stress
19&20 January 2022 Surveys	8	9	47.1%	8	9	47.1%	8	9	47.1%
With Proposed Development	11	6	64.7%	11	6	64.7%	11	6	64.7%

Table 5.2: Assessment of Potential Parking Impacts with Proposed Scheme

- 5.21** On the basis that the proposed change of use could lead to an additional demand for up to three cars parked on the surrounding roads overnight, the level of parking stress within the local study area would increase from 47.1% to 64.7%, still well below the 85%-90% threshold typically deemed by councils to be high.

Summary

- 5.22** Based on the findings of the analysis it is considered that the local streets do not have a 'high' level of parking stress and it is considered that the potential scheme would lead to a minor impact on parking levels, with an average of some 6 parking spaces remaining available with the localised study area.
- 5.23** Based upon clear empirical evidence and established methodology, it can therefore be concluded that the proposed change of use would cause no unacceptable impacts on parking levels in the locality.

6 TRAFFIC GENERATION

6.1 In order to determine whether the change of use would be likely to result in a material increase in traffic onto the highway network in the vicinity of the site, the TRICS 7.6.4 database has been interrogated to derive trip rate information for the existing and proposed land uses.

6.2 Due to the small scale of the existing and proposed uses, the TRICS search criteria has been widened to generate a sufficient number of comparable sites from which meaningful traffic generation data can be derived. The search criteria is as follows:

Existing Class E Office Use

Land Use/Category – 02 Employment/A Office

Regions – England, excluding Greater London

GFA – up to 1,000sqm

Location – Edge of Town, Suburban or Neighbourhood Centre

Proposed C3 Residential Use

Land Use/Category – 03 Residential/C Flats Privately Owned

Regions – England, excluding Greater London

Number of Dwellings – up to 40 units

Location – Edge of Town, Suburban or Neighbourhood Centre

6.3 The results of the TRICS 7.6.4 analysis are summarised in Table 6.1 below.

	B1(a) Office Use (190sqm GIA)			C3 Residential Use (4 units)			Net Change (vehs)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00hrs)	2.423 (5)	0.202 (0)	2.625 (5)	0.081 (0)	0.194 (1)	0.275 (1)	-5	+1	-4
PM Peak Hour (17:00-18:00hrs)	0.538 (1)	3.499 (7)	4.037 (8)	0.242 (1)	0.113 (0)	0.355 (0)	-1	-7	-8
Daily Total (07:00-19:00)	11.44 2 (22)	11.91 1 (22)	23.35 3 (44)	1.308 (5)	1.421 (6)	2.729 (11)	-17	-16	-33

Table 6.1: Summary of trip rate analysis (trip rates and vehicle movements)

6.4 Table 6.1 indicates that the likely change in the number of vehicle trips to and from the site as a result of the change in use would be an overall reduction during the typical network peak hours and daily time periods considered. It is evident therefore that the change in use would not result in *“a material increase in traffic onto the highway network in the vicinity of the site”*.

7 SUMMARY AND CONCLUSION

- 7.1** This Transport Statement has been prepared on behalf of Callmount Ltd in relation to their Prior Approval proposal for a change of use at 12 Tilbury Close, Caversham, Reading RG4 5JF, under Class MA of the current GPDO.
- 7.2** This report has considered the transport, parking and highways effects of the proposed change of use from 190sqm of class E office use to 4 residential units
- 7.3** Section 2 described the site location as being located 2km to the northeast of Reading town centre and located within a predominantly residential area but with a number of commercial and retail uses within the vicinity.
- 7.4** Section 3 described the accessibility of the site by non-car modes of travel and advised that there are few barriers to walking and cycling, with extensive pedestrian and cycle infrastructure in the vicinity of the site. The site is within a short walk distance of bus stops which provide access to two timetabled bus services. Reading rail station is accessible via a direct bus journey or within a 7 minute cycle ride.
- 7.5** Section 4 provided details of the proposals from which it was demonstrated that the provision of 3 car parking spaces would be appropriate in this location based on an analysis of the latest Census data, although applying the Council's parking standards would suggest an under provision of 3 spaces. Cycle parking provision would exceed locally adopted standards and refuse collection arrangements would continue to take place in accordance with current arrangements.
- 7.6** Section 5 described the findings of overnight on-street parking stress surveys which have been carried out. Based on the findings it is considered that the local streets do not have a 'high' level of parking stress and it is considered that the potential scheme would cause no unacceptable impacts on parking levels in the locality. If the Council's parking standards are applied, there would remain an average of some 6 parking spaces within the localised study area.

- 7.7** Section 6 considered the likely vehicular trip generation levels of the proposal compared to the existing use and concluded that the change of use would be likely to result in an overall reduction in site traffic flows.
- 7.8** It has therefore been demonstrated that the proposed change of use would not give rise to a *“material increase or a material change in the character of traffic in the vicinity of the site”*. The change of use is therefore considered entirely acceptable on transport and highways grounds

Appendix A:

Parking Stress Survey

DATE : 19 AND 20 JANUARY 2022

DAY : WEDNESDAY & THURSDAY

LOCATION : CHILTERN ROAD, CAVERSHAM, READING RG4 5JF

			WEDNESDAY 19 JANUARY 2022			THURSDAY 20 JANUARY 2022		
			TIME : 05:00			TIME : 04:30		
ROAD NAME	ZONE	RESTRICTION	OBSERVED PARKED	OBSERVED SPACES	%RESTRICTION STRESS	OBSERVED PARKED	OBSERVED SPACES	%RESTRICTION STRESS
CHILTERN ROAD	1	UNRESTRICTED	7	7	50.0%	7	7	50.0%
		DROPPED KERB / DRIVEWAY						
		DOUBLE YELLOW LINE						
	2	UNRESTRICTED BUT TOO NARROW TO PARK						
		DROPPED KERB / DRIVEWAY						
		DOUBLE YELLOW LINE						
A4155 HENLEY ROAD	3	PEDESTRIAN CROSSING / ZIG-ZAGS						
		DOUBLE YELLOW LINE						
	4	UNRESTRICTED	0	1	0.0%	0	1	0.0%
		DROPPED KERB / DRIVEWAY						
		DOUBLE YELLOW LINE						
		BUS STOP						
	5	UNRESTRICTED	1	1	50.0%	1	1	50.0%
		DROPPED KERB / DRIVEWAY						
		DOUBLE YELLOW LINE						
		BUS STOP						
RESTRICTED PARKING ZONE FOR VISITORS TO PARADE OF SHOPS ONLY (MAX STAY 2HRS)	6	MARKED BAYS	6	17		5	18	
TOTAL		UNRESTRICTED SPACES	8	9	47.1%	8	9	47.1%



Extent of Stress Survey Area (Map Source: Google Maps)
12 Tilbury Close, Caversham, Reading, RG4 5JF





Stress Survey Area Zones (Map Source: Google Maps)
12 Tilbury Close, Caversham, Reading, RG4 5JF





Stress Survey Wednesday 19 January 2022 – 05:00hrs
12 Tilbury Close, Caversham, Reading, RG4 5JF





Stress Survey Thursday 20 January 2022 – 04:30hrs
12 Tilbury Close, Caversham, Reading, RG4 5JF



Appendix B:

TRICS Output – Class E Office Use

Calculation Reference: AUDIT-302901-220121-0128

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
08	NORTH WEST	
	GM	GREATER MANCHESTER 1 days
10	WALES	
	BG	BRIDGEND 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: 186 to 500 (units: sqm)
 Range Selected by User: 178 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/05/21

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2

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

Secondary Filtering selection:

Use Class:

Not Known	3 days
E(c)	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

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 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
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 300 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
2	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15		Survey Type: MANUAL
3	GM-02-A-10 CHORLEY NEW ROAD BOLTON HEATON	ACCOUNTANTS	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 500 sqm Survey date: MONDAY 19/04/21		Survey Type: MANUAL
4	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		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.

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									
07:00 - 08:00	4	372	1.548	4	372	0.202	4	372	1.750
08:00 - 09:00	4	372	2.423	4	372	0.202	4	372	2.625
09:00 - 10:00	4	372	1.817	4	372	0.336	4	372	2.153
10:00 - 11:00	4	372	0.673	4	372	0.538	4	372	1.211
11:00 - 12:00	4	372	0.606	4	372	0.606	4	372	1.212
12:00 - 13:00	4	372	1.077	4	372	1.077	4	372	2.154
13:00 - 14:00	4	372	0.606	4	372	0.740	4	372	1.346
14:00 - 15:00	4	372	0.606	4	372	0.942	4	372	1.548
15:00 - 16:00	4	372	0.202	4	372	0.606	4	372	0.808
16:00 - 17:00	4	372	0.673	4	372	1.817	4	372	2.490
17:00 - 18:00	4	372	0.538	4	372	3.499	4	372	4.037
18:00 - 19:00	4	372	0.673	4	372	1.346	4	372	2.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.442			11.911			23.353

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:	186 - 500 (units: sqm)
Survey date range:	01/01/13 - 06/05/21
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.

Appendix C:

TRICS Output – C3 Residential Use

Calculation Reference: AUDIT-302901-220121-0104

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: 9 to 20 (units:)
 Range Selected by User: 6 to 20 (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 16/10/20

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	2 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)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local 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:

Development Zone	1
Residential Zone	3

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 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 2 days

20,001 to 25,000 2 days

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

Population within 5 miles:

50,001 to 75,000 2 days

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 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
2	LE-03-C-01	BLOCK OF FLATS	LEICESTERSHIRE
	NEW STREET		
	LEICESTER		
	OADBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
3	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
4	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	16	0.065	4	16	0.194	4	16	0.259
08:00 - 09:00	4	16	0.081	4	16	0.194	4	16	0.275
09:00 - 10:00	4	16	0.177	4	16	0.161	4	16	0.338
10:00 - 11:00	4	16	0.032	4	16	0.081	4	16	0.113
11:00 - 12:00	4	16	0.065	4	16	0.048	4	16	0.113
12:00 - 13:00	4	16	0.065	4	16	0.065	4	16	0.130
13:00 - 14:00	4	16	0.129	4	16	0.113	4	16	0.242
14:00 - 15:00	4	16	0.081	4	16	0.113	4	16	0.194
15:00 - 16:00	4	16	0.129	4	16	0.081	4	16	0.210
16:00 - 17:00	4	16	0.161	4	16	0.145	4	16	0.306
17:00 - 18:00	4	16	0.242	4	16	0.113	4	16	0.355
18:00 - 19:00	4	16	0.081	4	16	0.113	4	16	0.194
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.308			1.421			2.729

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 20 (units:)
 Survey date range: 01/01/13 - 16/10/20
 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.