

PROPOSED RESIDENTIAL DEVELOPMENT

2-4 SEND ROAD, READING

TRANSPORT STATEMENT

OCTOBER 2021

RAYWOOD DEVELOPMENTS LIMITED
PROPOSED RESIDENTIAL DEVELOPMENT
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TRANSPORT STATEMENT
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Executive Summary

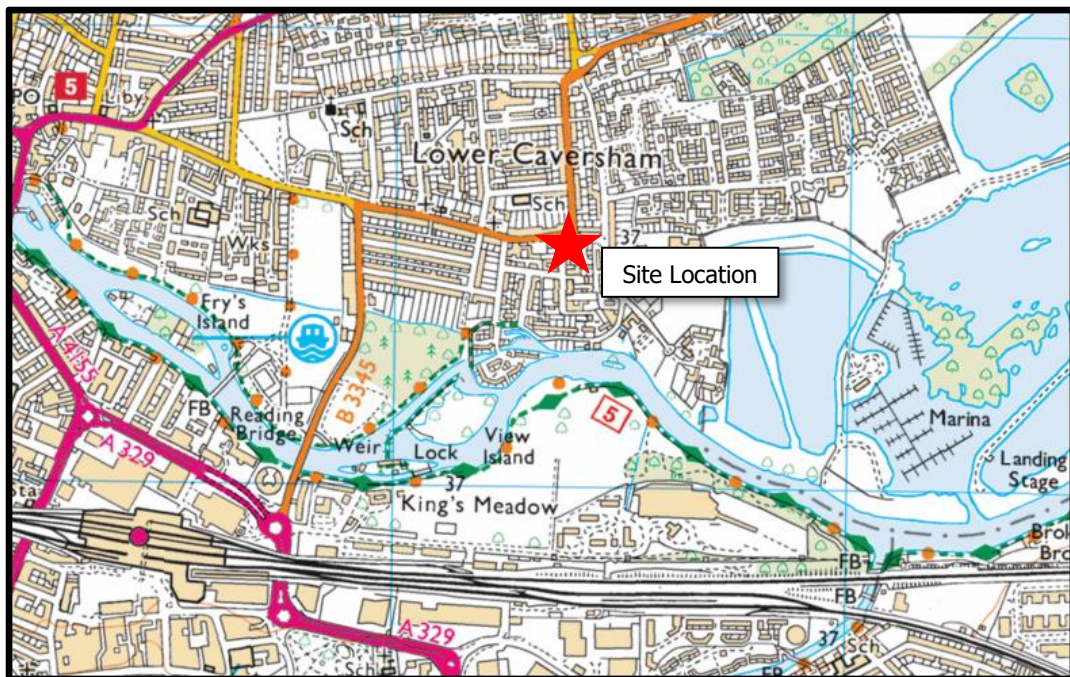
- 1.1 The development proposal is for the demolition of the existing residential dwelling at 2 Send Road and the light industrial units at 4 Send Road, and the construction of nine new residential dwellings comprising seven no. three-bedroom houses and two no. two-bedroom houses.
- 1.2 Four of the proposed houses will have direct driveway access off the east side of Send Road, replacing the existing vehicle crossovers and commercial forecourt; five of the houses will have direct access off the west side of Forge Close, which is also an adopted highway, via new vehicle crossovers. Both roads are adopted public highways. Eight of the proposed houses have on-site parking for one car; one of the two-bedroom houses has on-site motorcycle parking (or alternatively it can be configured as mobility scooter parking). All proposed houses have on-site cycle storage for two cycles, and an additional mobility store in the rear gardens, which can accommodate two further full-sized cycles, or a range of other personal mobility options. Please see Appendix 4: Mobility Store. All bike and mobility stores will feature electric charging, and together greatly exceed the policy requirement for cycle storage, while maximising the sustainable transport offering of the site.
- 1.3 Send Road falls within a controlled parking zone, introduced at the end of 2019. Anecdotal evidence from a recent planning application on 2-4 Send Road (planning application number 190980) indicates that cars currently being parked on street in Forge Close do not belong to residents of the close.
- 1.4 The site is located on a high frequency bus corridor and is within walking distance of a number of services and facilities, including Reading Station. It is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 1.5 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Reading Local Plan Policy TR1.
- 1.6 Census data shows that the local average car-ownership among similar sized houses is one car per household, and the proposed development is likely to have a similar demand for parking, or even less, given the extra provision for sustainable modes of transport and a growing trend for car free households.

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- 1.7 The proposed two-bedroom house with no on-site car parking will be marketed as such, and will be self-enforcing in terms of car parking demand. There is already a local precedent and demand for car-free dwellings, demonstrated by the 25% of local households with no car, or even less, given the extra provision for sustainable modes of transport and a growing trend for car free households.
 - 1.8 A parking survey has demonstrated that there are typically on-street parking spaces available on the local roads within walking distance of the proposal site, so if there is demand for on-street parking associated with the proposed development, there is sufficient capacity for it to be appropriately accommodated locally.
 - 1.9 The proposed development is expected to result in fewer daily vehicle movements than the extant use of the site. The current use of 4 Send Road is a vehicle cleaning, repair and maintenance business operating six days a week with associated vehicle movements, including larger commercial vehicles, throughout the day. It is understood that the commercial operation included the parking of vehicles in the controlled parking zone spaces along Send Road, which has resulted in complaints from local residents and subsequent enforcement action. There have also been several complaints made to Reading Council by Send Road residents regarding the commercial use of 4 Send Road, including abandoned vehicles, blocked highway, and noise (especially late at night outside of normal working hours).
 - 1.10 The proposed development helps to support the vision of the emerging Reading Transport Strategy 2036, as detailed in the accompanying document 'Send Road Sustainable Journeys'.
 - 1.11 The proposed access arrangements satisfy NPPF paragraph 110, and Local Plan Policy TR3, which both require safe and suitable access for all users.
 - 1.12 In the context of NPPF paragraph 111, the effect of the proposed development on highway safety and the road network cannot be considered to be severe, and it must therefore be considered to be acceptable.

2.0 Introduction

- 2.1 Connect Consultants Limited is a firm of transport planning and highway design consultants who have been instructed by Raywood Developments Limited with regards to their proposed residential development at 2-4 Send Road in Reading, RG4 8EH.
- 2.2 This Transport Statement sets out the transport and highway matters associated with the proposed development, including a summary of the local transport and infrastructure context, a review of the local highway network, an assessment of the anticipated trip generation, a review of the local parking standards, parking demand and parking availability, and an assessment of the proposed site design.
- 2.3 The location of the proposed development within the local area is shown in Figure 2.1 below.

Figure 2.1 – Site Location



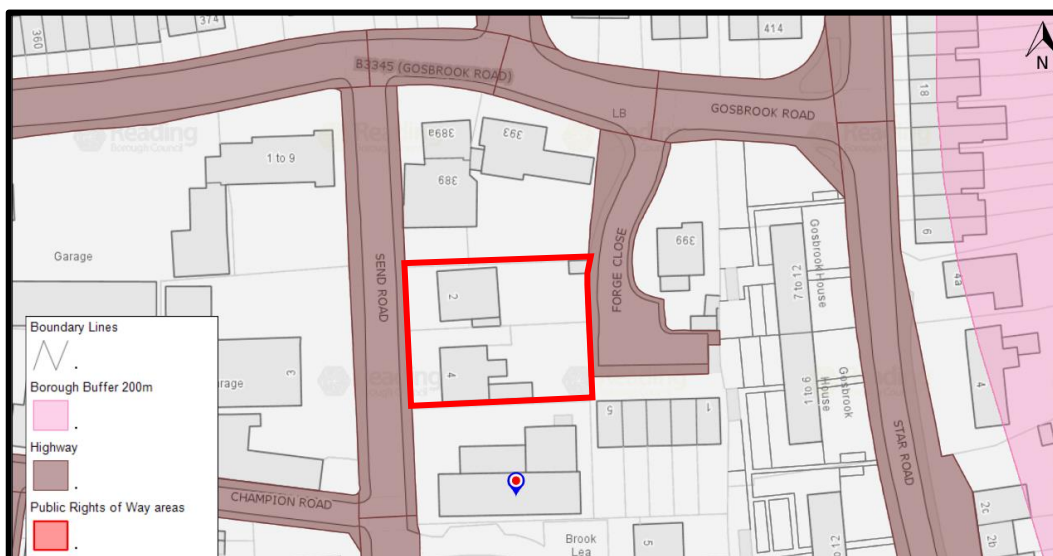
Source: Bing / Ordnance Survey.

3.0 Development Proposals

- 3.1 The proposal site is 2-4 Send Road, Reading. 2 Send Road is a residential dwelling with driveway access on the east side of Send Road. 4 Send Road is currently occupied by three small light industrial / business units also with access on the east side of Send Road by way of a vehicle crossover. The plots of both 2 and 4 Send Road extend to abut the western side of Forge Close at the rear, a small residential cul-de-sac comprising adopted public highway to the east of the proposal site.

- 3.2 The proposed development comprises the demolition of the existing residential and commercial buildings and the construction of nine new residential dwellings comprising seven no. three-bedroom houses and two no. two-bedroom houses. The three-bedroom houses have been designed to be adaptable for home working and study, accordingly with two bedrooms and a study, in line with new working habits of increased working from home, that are projected to continue following the removal of the COVID-19 restrictions.
- 3.3 Four of the proposed houses will have direct driveway access off the east side of Send Road, replacing the existing vehicle crossovers and commercial forecourt; five of the houses will have direct access off the west side of Forge Close, via new vehicle crossovers. Eight of the proposed houses have on-site parking for one car; one of the two-bedroom houses has no on-site car parking, but will be equipped for motorcycle parking including a dedicated electric charging point to encourage use of an electric motorcycle.
- 3.4 All proposed houses have on-site cycle storage for two cycles, plus mobility stores in the private rear gardens, which can accommodate two further full-sized cycles, or a range of other personal mobility options. Please see Appendix 4 for details of the mobility stores. All bike and mobility stores will feature electric charging, and together greatly exceed the policy requirement for cycle storage, while maximising the sustainable transport offering of the site.
- 3.5 The location of the proposal site is shown in Figure 3.1 below, which also indicates the adopted public highway, demonstrating that the application site abuts public highway on both sides. The highway boundary map and accompanying correspondence are provided at Appendix 1.
- 3.6 A plan of the proposed development is provided at Appendix 2.

Figure 3.1 – Site Context



Map source: Reading Borough Council / Ordnance Survey. Red line indicates approximate site boundary.

- 3.7 The Local Planning Authority and Local Highway Authority is Reading Borough Council (RBC).

4.0 Policy Context

National Planning Policy Framework (NPPF), July 2021

- 4.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 4.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 4.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 4.4 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,
"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network..."
- 4.5 Paragraph 110 addresses how development proposals are to be considered. It sets out that,
"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

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

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

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 4.6 Paragraph 111 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."
- 4.7 This TA has been prepared in accordance with the NPPF, as outlined above.

Reading Borough Local Plan (Adopted November 2019)

4.8 Policy TR1: Achieving the Transport Strategy sets out that;

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

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

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

4.9 Policy TR3: 'Access, Traffic and Highway-Related Matters' states that;

"Development will only be permitted where:-

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

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

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

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

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

4.10 Policy TR5: 'Car and Cycle Parking and Electric Vehicle Charging' states;

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

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

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

Reading Borough Council Local Development Framework: Revised Parking Standards and Design SPD (Adopted 31st October 2011)

- 4.11 The parking standards pertinent to the proposed development are set out in the RBC supplementary planning document 'Revised Parking Standards and Design', adopted on 31st October 2011.
- 4.12 Details of the proposed parking provision in relation to the standards are set out at Section 8.0 of this document.

Emerging Reading Transport Strategy 2036 (Consultation Draft May 2020)

- 4.13 The Reading Transport Strategy (RTS) was due for adoption in late-2020, but is currently delayed awaiting any further changes resulting from COVID-19.
- 4.14 The Consultation Draft of the RTS sets out its key vision as;

"Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing.

Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."

- 4.15 A key thrust of the RTS is removing dependency on the private car and simultaneously improving more sustainable forms of transport.
- 4.16 RTS states: "*Transforming how we travel is essential to achieving this vision,*" with goals outlined of reliable journey times, less congestion and sustainable options for all.
- 4.17 It also states "*The status quo is not an option*" and the "*strategy provides high quality and realistic alternatives to the private car.*" It adds: "*We recognise that difficult choices will need to be made to address the climate crisis and improve air quality in our town*" and to "*achieve our overall vision for a step-change in sustainable travel choices in Reading.*"
- 4.18 RTS touches on parking with the following statement:

"Parking management is an important transport planning tool, enabling us to influence how people may choose to travel, with the aim of encouraging them to use more sustainable forms of transport."

- 4.19 It makes reference to an updated parking policy, but that is not yet available to assess. Given all the other arguments and evidence put forward in RTS, for Reading's urban areas, reduced car parking must be fundamental to a new parking SPD, which could potentially follow some London Boroughs in having maximum rather than minimum parking requirements, and encouraging more car-free and reduced-parking development schemes to come forward.
- 4.20 The RTS and its implications on the proposed development is reviewed in more detail in the accompanying document "*Send Road Sustainable Journeys*".

5.0 Local Transport Context

- 5.1 This section of the Transport Statement reviews the local public transport provision, walking and cycling infrastructure, and local facilities and services.

Bus Accessibility

- 5.2 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 5.3 The proposed development benefits from being less than 200m of two pairs of bus stops. Figure 5.1 shows the nearest bus stops to the development and an indicative 150m radius from the site.

Figure 5.1 – Local Bus Stop Locations



Source: Google. N.B. The development site is denoted by a red star. All locations and distances are approximate.

- 5.4 Table 5.1 summarises the bus services that call at the bus stops shown in Figure 5.1.

Table 5.1 – Bus Service Details

Bus Stop	Service	Route	Approximate Peak Frequency / Period		
			Weekdays	Saturday	Sunday
Forge Close, Adjacent	27	Lower Caversham – Reading Town Centre	4 per day	No Service	No Service
	29	Lower Caversham – Reading Town Centre	Every c.30 minutes	Every c.30 minutes	Hourly
Forge Close, Opposite	27	Reading Town Centre – Lower Caversham	No Service	No Service	4 per day
	29	Reading Town Centre – Lower Caversham	Every c.30 minutes	Every c.30 minutes	Hourly
Adj 11a Montague Street	24	Reading Town Centre – Reading Town Centre	Hourly	Hourly	Hourly
	800	High Wycombe – Reading Town Centre	Every c.20-45 minutes	Hourly	Hourly
	X38	Oxford City Centre – Reading Town Centre	Hourly	No Service	No Service
Opp 87 Montague Street	23	Reading Town Centre – Reading Town Centre	Hourly	Hourly	Hourly
	800	Marlow – High Wycombe	Every c.20-45 minutes	Hourly	Hourly
	X38	Reading Town Centre – Oxford City Centre	Every c.45-60 minutes	No Service	No Service

- 5.5 These bus services provide access to a variety of destinations, including Reading Town Centre, Oxford, Marlow and High Wycombe, and various destinations in between.

Pedestrian Accessibility

- 5.6 Send Road, Forge Close, and the B3345 Gosbrook Road are flanked on both sides by footways, with pedestrian connections around Caversham and into the centre of Reading to the southwest.
- 5.7 Walkscore.com gives 2-4 Send Road a “very walkable” rating of 71.
- 5.8 The Department for Transport’s (DfT) document titled ‘Manual for Streets’ dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot”.

- 5.9 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets'. Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 5.10 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 5.11 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 5.12 Figure 5.2 shows the site location and local area overlain with an 800m radius and a 2km radius.
- 5.13 Most of Caversham, including all of Lower Caversham, is within 800m of the development site. The 2km catchment includes central Reading, which includes Reading Station, and a number of schools, retail units, and employment sites.
- 5.14 In line with 'Planning for Walking' stating that the propensity to walk or cycle is influenced by the "quality of experience", there are scenic walking routes to Reading Railway Station and town centre across Caversham Weir and Caversham Lock, and along the River Thames across Christchurch Bridge – a cycling and pedestrian bridge across the river.
- 5.15 It is therefore highly likely that future residents will choose to make many of their journeys on foot.

Figure 5.2 – Walking-Distance Catchments

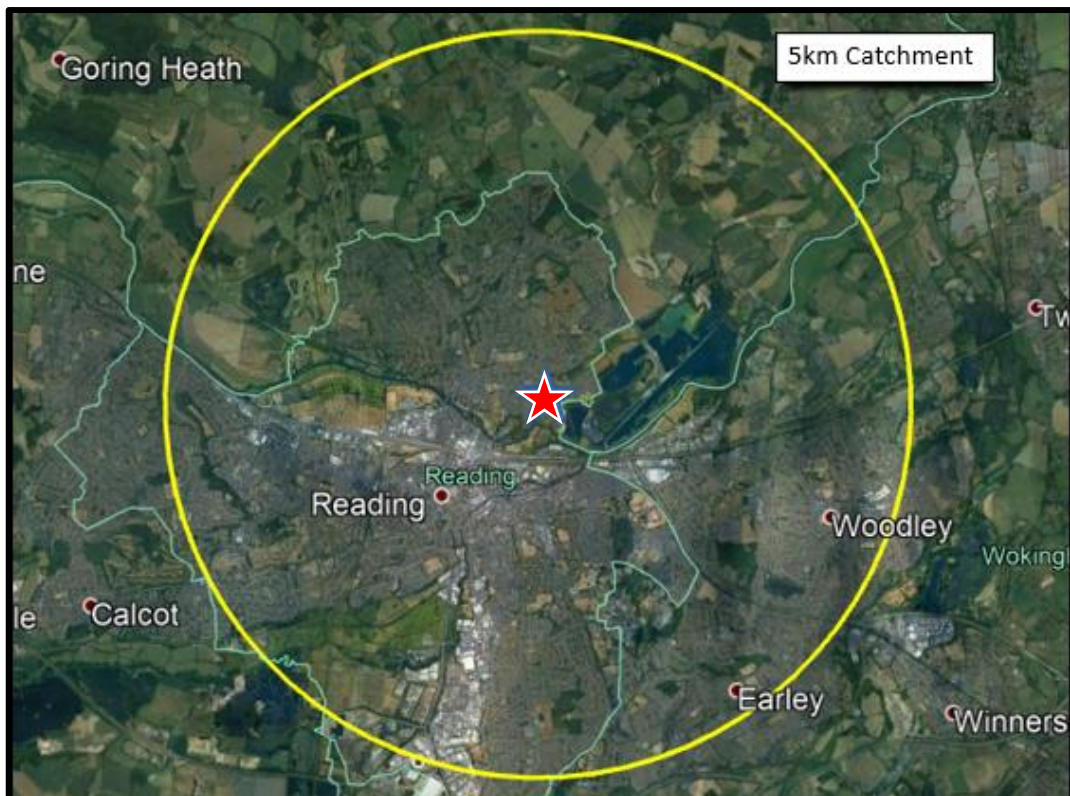


Source: Google. N.B. The development site is denoted by a red star. All locations and distances are approximate.

Cycle Accessibility

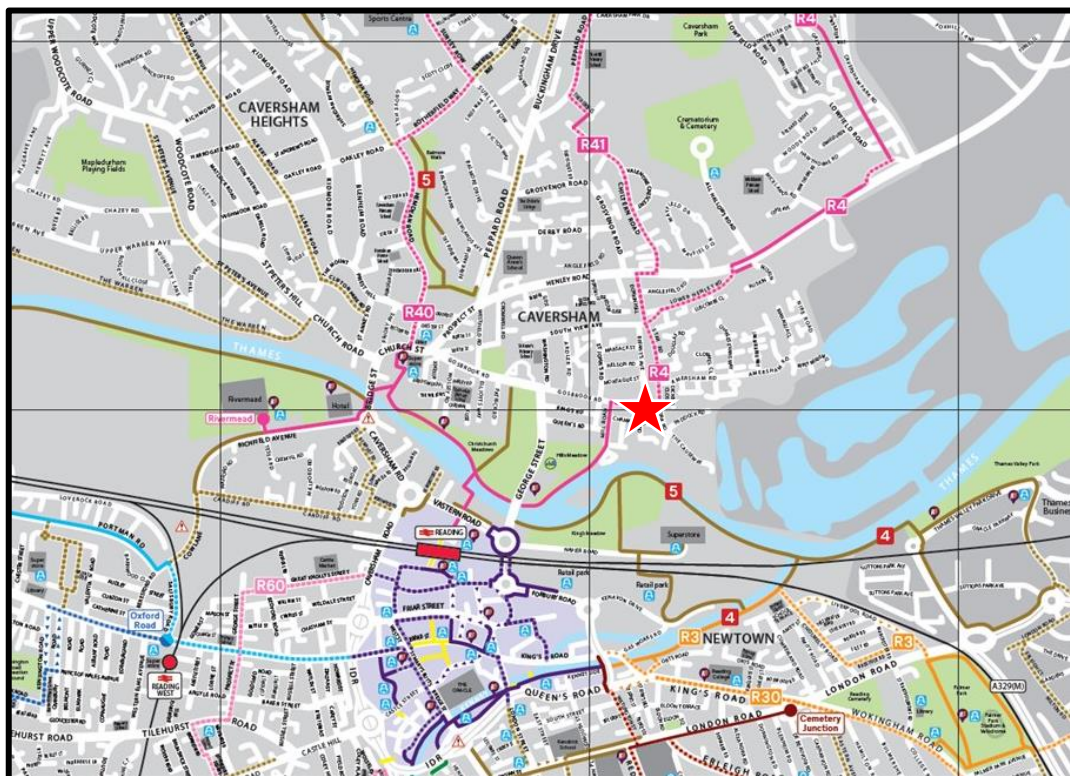
- 5.16 The 2019 National Travel Survey table NTS0303 identifies average journey lengths, by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km. It should be noted that electric cycles both extend that range and make cycling a more feasible and appealing option for a wider demographic of the population.
- 5.17 Assuming the average 5km 'traditional' cycle distance, the cycling catchment area of the site is shown at Figure 5.3. Most of Reading is included within the catchment, as well as a number of local villages.
- 5.18 There are a number of designated cycle routes throughout Reading; cycle route R4 passes the site on Gosbrook Road. An excerpt of the Reading Cycle map is shown at Figure 5.4.

Figure 5.3 – 5km Cycle Catchment Map



Source: Google. N.B. The development site is denoted by a red star. All locations and distances are approximate.

Figure 5.4 – Excerpt of Reading Cycle Routes Map



Source: Reading.gov.uk. N.B. The development site is denoted by a red star.

- 5.19 The roads local to the site are conducive to cycling, and the local topography is generally gentle. Given this, and the relatively short distance between the development site and local destinations, it is entirely feasible that future residents will choose to make many of their journeys by cycle.

Rail Accessibility

- 5.20 Reading Station is approximately 1.5km walking distance from the proposal site.
- 5.21 Reading Station provides regular and frequent rail services to local and national destinations, including direct trains to London (London Paddington and London Waterloo). There are approximately 140 trains to London Paddington a day from Reading, including a 24-minute journey fast train. There is also a train service to London Gatwick Airport.
- 5.22 The station is c.1.5km from the site, which is a feasible walking and cycling distance via a continuous pedestrian and cycle network, and there are frequent bus links between the site and the centre of Reading near to the station.

Access by Car

- 5.23 The proposal site abuts both Send Road and Forge Close. Send Road is a residential road that connects at its northern end to the B3345 Gosbrook Road via a priority-controlled (give-way) junction. Forge Close is a small residential cul-de-sac accommodating six residential dwellings. Send Road, Forge Close, and Gosbrook Road are subject to a 30mph speed limit.
- 5.24 There is on-street parking on the vast majority of the local roads within walking distance from the site (as evidenced in the traffic survey in Appendix 5); Send Road is within a residents' parking zone which was introduced at the end of 2019, with parking bays on the west side of the road opposite the proposal site.
- 5.25 Forge Close lies just outside the parking zone; anecdotal evidence from a recent planning application on 2-4 Send Road (planning application number 190980) indicates that cars currently being parked on street in Forge Close do not belong to residents of the close.
- 5.26 A mini roundabout junction with Briants Avenue is situated on the B3345 Gosbrook Road directly northeast of the proposal site. Briants Avenue provides a route into Caversham.
- 5.27 The B3345 Gosbrook Road meets the B3345 George Street via a signal junction approximately 470m west of the site. The B3345 George Street provides a route into the centre of Reading.
- 5.28 The A33 is accessible from the centre of Reading, which provides a route south of the town and towards the M4.
- 5.29 The development site is therefore located with easy access to the main road network.

Local Facilities

- 5.30 There are a number of local facilities within close proximity to the development site that are easily accessible via pedestrian routes.
- 5.31 Table 5.2 sets out some of the key local facilities and their approximate distances from the development site.

Table 5.2 – Local Destinations

Destination	Walk distance	Type
Londis	280m	Retail
Co-op	350m	Retail
Paddock Road Offices and Warehouses	350m	Employment
Christchurch Meadows	600m	Open Space
View Island Nature Reserve	600m	Open Space
Amazon Locker – Chubby, George Street	650m	Services
River Thames	550m	Open Space
AW Cycles	750m	Recreation /Leisure
Westfield Park Playground	800m	Recreation /Leisure
Henley Road Post Office	800m	Retail
Thameside Primary School	850m	Education
King's Meadow	900m	Recreation /Leisure
Waitrose	1.0km	Retail
Iceland	1.0km	Retail
Tesco Express	1.1km	Retail
Thames Lido	1.2km	Recreation /Leisure
Queen Anne's School	1.3km	Education
Baltimore Park Surgery	1.3km	Medical
Vastern Court Retail Park	1.5km	Retail
Forbury Retail Park	1.6km	Retail
Reading Abbey Ruins	1.6km	Recreation /Leisure
Reading Rowing Club	1.7km	Recreation /Leisure
Caversham Primary School	1.7km	Education
Micklands Primary School	1.8km	Education
Reading Town Centre	1.8km	Retail/Recreation/Leisure
Tesco Extra	1.9km	Retail
Richfield Ave Retail/Commercial Units	2.0km	Retail/Employment
Rivermead Leisure Complex	2.0km	Recreation/Leisure
Thames Valley Business Centre	2.2km	Employment
Caversham Lakes Watersports	2.4km	Recreation/Leisure
Suttons Business Park	2.6km	Employment
Highdown School and Sixth Form Centre	2.6km	Education
Reading Marina	2.7km	Recreation/Leisure

5.32 The destinations above are shown on the plan at Figure 5.5 below.

Figure 5.5 – Local Destinations



Source: Google. N.B. The development site is denoted by a red star. All locations are approximate.

- 5.33 With the location of the proposed development north of the centre of Reading, there are many key destinations within a short distance from the development site, providing future residents of the development with many opportunities to make journeys on foot or cycle.

Section Summary

- 5.34 There are many local facilities and destinations within walking and cycling distance of the proposed development, including local bus stops, Reading Station, and the town centre.
- 5.35 The development site benefits from a range of non-car travel options, and it is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 5.36 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Local Plan Policy TR1.

6.0 Existing Traffic Conditions

- 6.1 An Automatic Traffic Count (ATC) survey was undertaken on Send Road adjacent to the proposal site for the seven days between 13th July 2021 and 19th July 2021 inclusive, recording traffic flows, speeds, and vehicle classification throughout that time.

Traffic Flows

- 6.2 A summary of the weekday average traffic flows between 08:00-09:00 and 17:00-18:00, and the average 24-hour weekday total is shown in Table 6.2.

Table 6.2 – Summary of Weekday Vehicle Movements

	Northbound	Southbound	Two-Way
0800-0900	18	25	43
1700-1800	29	21	50
24hr	292	297	589

Vehicle Classification

- 6.3 The data shows that the on the average weekday, 14.3% of the traffic on Send Road comprises heavy goods vehicles or buses.

Traffic Speeds

- 6.4 The ATC data recorded the seven-day average speeds as summarised in Table 6.3, which shows the mean average speed and the 85th percentile average speeds, being the speed below which 85% of traffic travels (and which is exceeded by 15% of the traffic).

Table 6.3 – Summary of Seven-Day Average Traffic Speeds (mph)

Seven-Day Average	Mean Average	85th Percentile
Northbound	16.3	21.7
Southbound	16.6	21.8
Two-Way	16.4	21.8

Traffic Generated by the Existing Site

- 6.5 The development site is currently occupied by a residential dwelling at 2 Send Road, and three small light industrial / commercial units, measuring approximately 160 sq.m. Gross Floor Area at 4 Send Road.

2 Send Road

- 6.6 It is widely accepted that a typical single house will generate an average of approximately seven vehicular movements per day, with one, possibly two trips taking place during the AM and PM peak hours.

4 Send Road

- 6.7 The industry-standard TRICS database (version 7.8.2) has been used to calculate the likely trip attraction of the existing three small light industrial / commercial units.

- 6.8 Although there are three individual units within the site at 4 Send Road, they are relatively small units totalling 160 sq.m. The TRICS category 'D – INDUSTRIAL ESTATE' contains data from multi-unit estates, but the survey sites are much larger than 4 Send Road and would not likely be a representative dataset. Therefore, TRICS category '02 - EMPLOYMENT/C – INDUSTRIAL UNIT' has been used, even though it may underestimate the total number of vehicle trips associated with the three individual units.
- 6.9 TRICS data has been drawn from survey sites in England excluding Greater London, surveyed from the year 2013 onwards. Only sites with floor areas of between 150 sq.m. and 950 sq.m. have been selected, as well as only sites within suburban and edge of town locations. The TRICS outputs are provided at Appendix 3.
- 6.10 The resultant vehicular trip rates and trip numbers, based on the assumed network weekday peak hours and based on an existing floor area of 160 sq.m., are set out at Table 6.1 below.

Table 6.1 – Existing Trip Attraction – 4 Send Road

Peak	Average Vehicular Trip Rates			Trip Numbers (160 sq.m. GFA)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 - 09:00	1.091	0.727	1.818	2	1	3
PM 17:00 - 18:00	0.091	0.091	0.182	0	0	0
Daily	4.638	4.728	9.366	7	8	15

- 6.11 The TRICS data indicates that the extant permitted use of the 4 Send Road might attract on average three vehicle movements during weekday AM peak hour, and 15 movements across the whole day; however, as there are three individual units within the site (as opposed to the single-unit survey sites), the total number of trips would likely exceed the numbers shown above.
- 6.12 The current use of the premises as a vehicle maintenance workshop likely attracts more vehicle movements, including commercial / goods vehicle movements, than the TRICS average figures shown in Table 6.1.

7.0 Proposed Development Traffic

- 7.1 The TRICS database (version 7.8.2) has been used to calculate the likely trip generation of the proposed houses. TRICS category 'RESIDENTIAL/ /A - HOUSES PRIVATELY OWNED' has been used, drawing from survey sites in England excluding Greater London, surveyed from the year 2012 onwards. Only sites in edge of town centre and suburban locations have been selected. The TRICS outputs are provided at Appendix 3.
- 7.2 The resultant weekday peak-hour vehicular trip rates and traffic generation vehicle numbers are set out at Table 7.1.

Table 7.1 – Proposed Development Traffic Generation

	Average Vehicular Trip Rates			Traffic Generation (9 houses)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 - 09:00	0.059	0.119	0.178	1	3	4
PM 17:00 - 18:00	0.091	0.055	0.146	2	1	4
Daily	0.796	0.819	1.615	20	20	40

- 7.3 The TRICS data shows that the total proposed development of nine houses would generate four vehicle movements in the weekday AM and PM peak hours.
- 7.4 As four of the proposed houses are on Send Road and five are on Forge Close, these vehicle movements would be shared between these two roads, resulting in an average of two vehicle movements on each road in each peak hour.
- 7.5 This is a very small number of vehicle movements, and as this will replace the existing three small light industrial / commercial units and their associated traffic movements, the overall net traffic effect of the proposed development is expected to be negligible.
- 7.6 It is understood that the commercial operation at 4 Send Road included the parking of vehicles in the controlled parking zone spaces along Send Road, which has resulted in complaints from local residents and subsequent enforcement action. There have also been several complaints made to Reading Council by Send Road residents regarding the commercial use of 4 Send Road, including abandoned vehicles, blocked highway, and noise (especially late at night outside of normal working hours)
- 7.7 Further, the proposed residential use of the site is likely to attract fewer goods vehicle than the existing light industrial / commercial use.

8.0 Parking Arrangements

Cycle Parking Provision

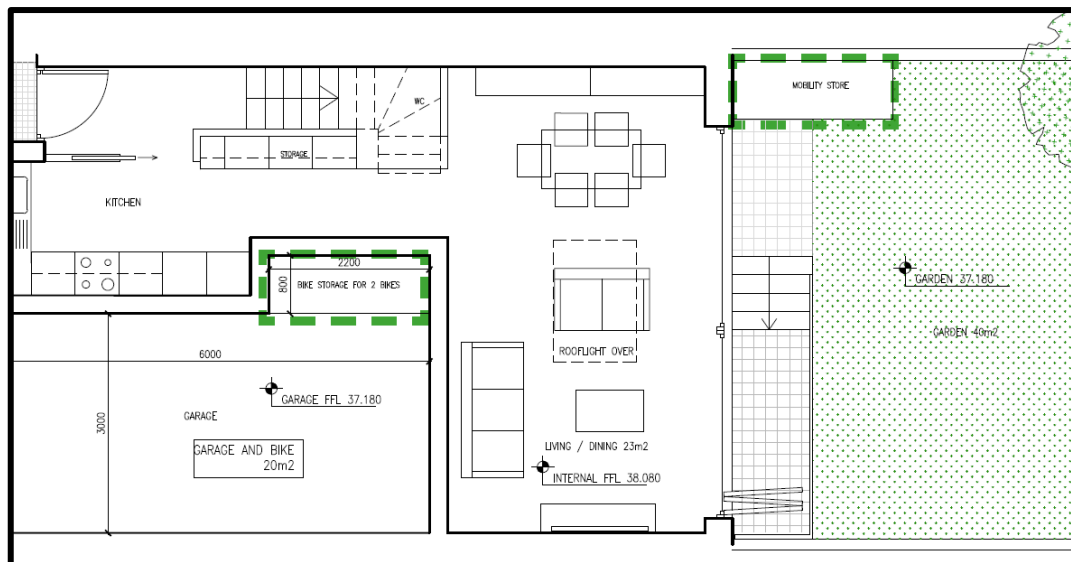
- 8.1 The minimum cycle parking standards are set out in Section 5.0 page 24 of the RBC 'Revised Parking Standards and Design' SPD. The standards indicate a minimum provision of 2 cycle parking spaces per dwelling for two- and three-bedroom houses.
- 8.2 The proposed development includes storage space for two cycles within the garages of the four houses on Send Road, and secure, covered cycle storage for two cycles within the curtilage of each of the Forge Road houses. There is also an additional mobility store for each property in the rear garden, which can accommodate two further full-sized cycles, or a range of other personal mobility options. Please see Appendix 4: Mobility Store. This greatly exceeds the policy requirement for cycle storage, and will thereby provide further encouragement for non-car travel.

- 8.3 All of the proposed cycle storage will also include electric charging facilities, helping to enable recharging of electric bicycles and electric scooters, both of which are projected to have increased use in busy and congested towns like Reading. RBC's Transport Strategy 2036 (draft May 2020) states electric scooters and electric bikes are contributing to "opening up larger areas to be within easy cycle distance where safe routes are provided". In November 2020, RBC announced it had been awarded £1.179 million to create permanent new cycle schemes to make travelling by bike in Reading, "easier in response to the COVID-19 pandemic, and beyond".

Car Parking Provision – Send Road Dwellings

- 8.4 The four no. three-bedroom houses on Send Road will each have on-site parking for one car and two cycles within an integral garage.
- 8.5 All of the proposed garages will be equipped with electric vehicle charging facilities.
- 8.6 The garages will each measure 6.0m x 3.0m to park one car.
- 8.7 Each garage will provide integrated storage for two cycles in additional space measuring 2.2m x 0.8m at the side of the garage.
- 8.8 A separate mobility store will be located in the rear garden area to store e-bikes, e-scooters and other personal mobility equipment, and will include a plug socket for electric charging.
- 8.9 These are indicated with green dashed lines in Figure 8.1.

Figure 8.1 – Bike Storage and Mobility Store – Send Road Dwellings



- 8.10 The RBC supplementary planning document 'Revised Parking Standards and Design' (adopted 31st October 2011) states for single garages:

"It is recommended that the internal dimensions are 7000mm long x 3000mm wide to allow easy access to/from the vehicle and sufficient storage to the rear to accommodate a bicycle."

-
- 8.11 While the proposed garages are not of the exact recommended dimensions, they do meet the stated policy intention of allowing easy access to/from the vehicle and sufficient storage to accommodate a bicycle. That storage (for two bicycles) is simply to the side of the garage rather than at the rear.
- 8.12 The proposed garage doors are sectioned so as to enable the full garage to be accessed for car parking purposes, or just a side door for accessing the cycle storage, as illustrated in Figure 8.2.
- 8.13 The RBC supplementary planning document 'Revised Parking Standards and Design' (adopted 31st October 2011) states that driveways should be a minimum of 6m in length so as to avoid obstruction to the highway while accessing a garage. It also states that driveways shorter than 6m in length may be acceptable in 'very quiet residential streets'.
- 8.14 The highway will only be 'obstructed' for a very short period of time only a small number of times a day while a car temporarily waits at the kerbside to open one of the proposed four garages. Manufacturer's guidance for sectional doors indicates they can be opened from a distance of 20m away with a remote device, and can take as little as seven seconds to fully open. This would minimise any kerbside waiting.
- 8.15 This will likely be less obstructive to the flow of traffic than the existing use of the site as a vehicle workshop with its associated manoeuvring of vehicles on/off the forecourt and delivery vehicles.
- 8.16 The ATC survey shows that during the typical weekday AM and PM peak hours, there are on average respectively 43 and 50 vehicle movements past the site, equating to fewer than one vehicle per minute. Across the whole 24-hour day, an average of only 589 vehicles were recorded, of which 561 were between the hours of 06:00 – 22:00, equating to an average of 35 per hour, or one every 1 minute 45 seconds.
- 8.17 Drawings showing the proposed car parking, including swept path tracking of a car entering and exiting the garages, are provided at Appendix 2. This shows that there is sufficient highway width for vehicles to pass when a car is waiting at the kerbside.
- 8.18 Given the very light traffic flow past the site, of which approximately half is southbound, and the distance of c.40m between the closest proposed garage and the junction with Gosbrook Road, it is very unlikely that the proposal will cause vehicles to queue back to the junction.
- 8.19 With all this in mind, it cannot be considered that the proposal will have an unacceptable impact on highway safety, nor that it will be detrimental to the safety of users of the transport network.

Figure 8.2 – Illustration of Proposed Send Road Frontage



Car Parking Provision – Forge Close Dwellings

- 8.20 Four of the five houses on Forge Close will have driveway parking for one car each. One of the two-bedroom houses will have no on-site car parking.
- 8.21 Drawings showing the proposed car parking, including swept path tracking of a car entering and exiting the parking spaces, are provided at Appendix 2.
- 8.22 All of the proposed car parking spaces will be equipped with electric vehicle charging facilities via wall- or post-mounted charging units.
- 8.23 All five of the Forge Close houses will provide secure, covered cycle storage for two cycles each. The proposed mobility stores in the private rear gardens will double this provision, or enable storage of other personal mobility equipment as detailed in Appendix 4. Accordingly, the scheme greatly exceeds the policy requirement.

Local Parking Standards

- 8.24 The car parking standards applicable to the proposed development are outlined in the RBC supplementary planning document 'Revised Parking Standards and Design' (adopted 31st October 2011).
- 8.25 The parking standards for a development within Reading are dependent on the location of the proposal site within four distinct zones. A plan of the zonal scheme in Reading is shown on page 9 in the RBC parking SPD, of which the proposal site is located in 'Zone 2 – Primary Core Area'.
- 8.26 As set out at in the RBC document (section 3.0, page 15), the required number of parking spaces for one- and two-bedroom houses in Zone 2 is one space per house, and two spaces for three-bedroom houses.
- 8.27 As the zonal plan on page 9 of the RBC documents shows, the site is located within Zone 2, which on page 7 is described as follows:-

"This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space."

- 8.28 To support this, the RBC plan illustrates that the site sits adjacent to a high frequency bus corridor, the B3345, the services of which are detailed in Table 5.1 of this report. The site is also close to a number of services/facilities with walking and cycling encouraged through a continuous network of footways and cycleways. Therefore, it is very possible that future residents of the proposed flats will lead non-car or low-car-ownership lifestyles.
- 8.29 It is noted that RBC already acknowledges the fact that this is a highly sustainable location and could support reduced parking levels. In its pre-application advice with regard to the proposed residential development on the neighbouring plot at 389 Gosbrook Road, as noted in the full planning submission documents for application reference 210279, RBC stated the following in respect of the proposed parking provision:

"Given the site's close proximity to the centre of Reading, and its easy access to public transport connections and the facilities within the town centre, a lower parking provision could be considered given the surrounding road network all have parking restrictions preventing unauthorised on-street parking, therefore, a reduction in the parking provision would not lead to on street parking being detrimental to road safety."

- 8.30 To provide an indication of the likely car ownership, and the associated parking demand of the proposed nine houses, the prevailing local car ownership data has been obtained from Census 2011 Table CT0103, which shows ward-level car/van ownership per household in terms of building type and number of rooms.
- 8.31 The data in Table CT0103 is presented by the number of rooms per dwelling; the Census definition of a room is kitchens, living rooms, bedrooms, utility rooms, studies and conservatories (it does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage).
- 8.32 On this basis, the proposed nine houses comprise two houses with four rooms and seven houses with five rooms. The proposed development is located in Caversham ward.
- 8.33 Census Table CT0103 identifies that, for the ward of Caversham, the average car ownership for houses or bungalows with four and five rooms is as shown at Table 8.1.

Table 8.1 – Caversham Car / Van Ownership

Car ownership by building type: Caversham ward	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Total Houses or bungalows
2011 Census Data: House or bungalow with 4 and 5 rooms	387 25%	796 52%	293 19%	47 3%	1,523
Total number of cars	0	796	293 x 2 = 586	47 x 3 = 141	1,523
Average Car Ownership					1:1

Note that the data in the table includes some mathematical rounding

- 8.34 The Census data shows that among similar houses to the proposed development in Caversham ward, 25% have no car, 52% have one car, 19% have two cars, and 3% have three or more cars.
- 8.35 This equates to a local average car-ownership of one car per unit, and the proposed development is likely to have a similar demand for parking.
- 8.36 Therefore, based on the prevailing car-ownership levels among comparable houses in the local area, the proposed one parking space per house is appropriate.
- 8.37 The proposed two-bedroom house with no on-site parking will be marketed as such, and will be self-enforcing in terms of parking demand – car-owners are unlikely to buy or rent a house with no parking. The 25% of local households with no car demonstrate that there is already a precedent and demand for car-free dwellings. This house will be specified with motorbike or electric motorcycle parking, with an appropriate electric charging facility and secure locking base plate or anchor.
- 8.38 Visitor parking will be accommodated via the many available on-street parking spaces as observed in the parking survey (Appendix 5).
- 8.39 The proposed parking provision is in accordance with Reading Borough Local Plan Policy TR5: 'Car and Cycle Parking and Electric Vehicle Charging' which states;

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

The proposed parking provision aligns with the emerging Reading Transport Strategy which states:

"Parking management is an important transport planning tool, enabling us to influence how people may choose to travel, with the aim of encouraging them to use more sustainable forms of transport."

Parking Survey

- 8.40 A parking survey was undertaken in July 2021 to record the availability of on-street parking in the vicinity of the proposal site.
- 8.41 The survey was undertaken in accordance with the industry-standard "Lambeth Methodology", which records parking availability and occupancy on all roads within walking distance of the site, between the hours of 00:30-05:30 on two weeknights, so as to record the availability of parking at the time of peak demand from local residents.
- 8.42 This was carried out on the nights of Wednesday 14th July 2021 and Thursday 15th July 2021, and recorded parking availability and occupancy on all roads within a 200m walking distance of the site, as well as a number of local roads beyond 200m but still within a realistic and reasonable walking distance.
- 8.43 The survey report is provided at Appendix 5.
- 8.44 The report shows that within 200m of the site there were nine available unrestricted parking spaces on the Wednesday night, and six available unrestricted spaces on the Thursday night, including four and three spaces respectively within Forge Close.
- 8.45 There were also nine (Wednesday) and seven (Thursday) available spaces within parking zone 02R, which allows overnight parking between the hours 17:30 and 09:00.
- 8.46 On the surveyed roads beyond 200m of the site but still within a realistic and reasonable walking distance (South View Avenue, St John's Road, Briants Avenue Marsack Street, Nelson Road, and Montague Street), there were 63 and 59 available spaces with no restrictions overnight between 17:30 and 09:00.
- 8.47 This shows that there are typically on-street parking spaces available on the local roads within walking distance of the proposal site, so if there is demand for on-street parking associated with the proposed development, there is sufficient capacity for it to be appropriately accommodated locally.

9.0 Access Arrangements

Existing Access

- 9.1 The existing access to 2 Send Road is a vehicle crossover with dropped kerb, located at the southern end of the plot's frontage.
- 9.2 At 4 Send Road an extended dropped kerb crossover provides access to the forecourt of the light-industrial / commercial units along the full length of the site frontage.

- 9.3 The existing Send Road accesses require vehicles to reverse on or off the road. According to the online resource Crashmap, there have been no recorded personal injury accidents at this location over the past 20 years.
- 9.4 The site's eastern boundary abuts the footway on the western side of Forge Close. There are no existing vehicle accesses to 2 and 4 Send Road from Forge Close.

Proposed Access

- 9.5 On Send Road, the proposal is to replace the existing residential access and commercial forecourt with two double-width dropped-kerb vehicle crossovers to access the two pairs of proposed garages, thereby reducing the total length of existing vehicle crossover.
- 9.6 The proposed development is expected to result in an overall reduction of daily vehicular movements in and out of Send Road, compared to the extant uses of the site.
- 9.7 The ATC survey data shows that the 85th percentile speeds on Send Road are 21.8mph. Using the guidance in Manual for Streets, this speed equates to a stopping sight distance of 27.8m.
- 9.8 The drawings provided at Appendix 2 '21010 - 010 – B' show that visibility splays of 27.8m are achievable from each of the proposed garage accesses.
- 9.9 On Forge Close, the proposal is to create two new double-width dropped-kerb vehicle crossovers to access the four proposed driveways, which are also arranged as two pairs, to minimise the number of individual crossovers.
- 9.10 The street lamp within the footway on this section of Forge Close will be relocated.
- 9.11 RBC has confirmed that Forge Close was adopted as a public highway on 6 July 1973, confirming that Send Road, Forge Close and the footpaths fronting these roads form part of the public highway and, as such, the Highway Authority maintains them at public expense. An index map search confirms that there are no other titles in between the proposed site and Forge Close, which means there are full rights of access over Forge Close. A copy of the correspondence from RBC and the respective highways map is provided in Appendix 1.
- 9.12 While there is no formal on-street parking in Forge Close, nor any parking restrictions, the proposed two double-width driveway accesses will represent the removal of c.12m of kerb space which could otherwise be used for on-street parking by two cars.
- 9.13 The existing six residential properties on Forge Close all have driveway and garage parking, so the removal of some kerb space with the new development is not likely to be of any detriment to the existing residents. As previously noted, there is clear anecdotal evidence from neighbour responses to a previous planning application on the site that non-residents of Forge Close have been using it to park.
- 9.14 As set out above, the parking survey shows that there are typically plenty of on-street parking spaces available on the local roads within walking distance of the proposal site, so if there is demand for on-street parking associated with the proposed development, there is sufficient capacity for it to be appropriately accommodated locally.
- 9.15 For these reasons, in the context of the NPPF paragraph 110, and Reading Borough Local Plan Policy TR3, which both require safe and suitable access for all users, the proposed access arrangements must be considered to be acceptable.

10.0 Summary

- 10.1 The proposed development comprises the demolition of the existing residential and light-industrial / commercial buildings and the construction of nine new residential dwellings comprising seven no. three-bedroom houses and two no. two-bedroom houses.
- 10.2 Four of the proposed houses will have direct driveway access off the east side of Send Road, replacing the existing vehicle crossovers and commercial forecourt; five of the houses will have direct access off the west side of Forge Close, via new vehicle crossovers. Both Send Road and Forge Close are adopted highway. Eight of the proposed houses have on-site parking for one car; one of the two-bedroom houses has no on-site parking. All nine houses provide on-site cycle parking for two cycles each.
- 10.3 The site is located on a high frequency bus corridor and is within walking distance of a number of services and facilities. It is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 10.4 All proposed houses have on-site secure storage for two cycles, with additional cycle storage available in the private rear garden spaces, in mobility stores, that will also cater to the wide range of personal mobility devices available today. All bike and mobility stores will feature electric charging, and together greatly exceed the policy requirement for cycle storage, while maximising the sustainable transport offering of the site.
- 10.5 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Local Plan Policy TR1.
- 10.6 Census data shows that the local average car-ownership among similar sized houses is one car per unit, and the proposed development is likely to have a similar demand for parking.
- 10.7 The proposed two-bedroom house with no on-site parking will be marketed as such, and will be self-enforcing in terms of parking demand. The 25% of local households with no car demonstrate that there is already a local precedent and demand for car-free dwellings. This unit will also be equipped for motorcycle or electric moped parking, and will also benefit from the same cycle storage provision as the other units.
- 10.8 As demonstrated by the parking survey, there are typically plenty of on-street parking spaces available on the local roads within walking distance of the proposal site, so if there is demand for on-street parking associated with the proposed development, there is sufficient capacity for it to be appropriately accommodated locally.
- 10.9 The proposed parking provision is in accordance with Reading Borough Local Plan Policy TR5 and it also aligns with the emerging Reading Transport Strategy.
- 10.10 The proposed development is expected to result in fewer daily vehicle movements on Send Road than the extant uses of the site.
- 10.11 On Send Road, the proposal is to replace the existing residential access and commercial forecourt with two double-width dropped-kerb vehicle crossovers to access the proposed garages, thereby reducing the total length of existing vehicle crossover.
- 10.12 On Forge Close, the proposal is to create two new double-width dropped-kerb vehicle crossovers to access the four proposed driveways.

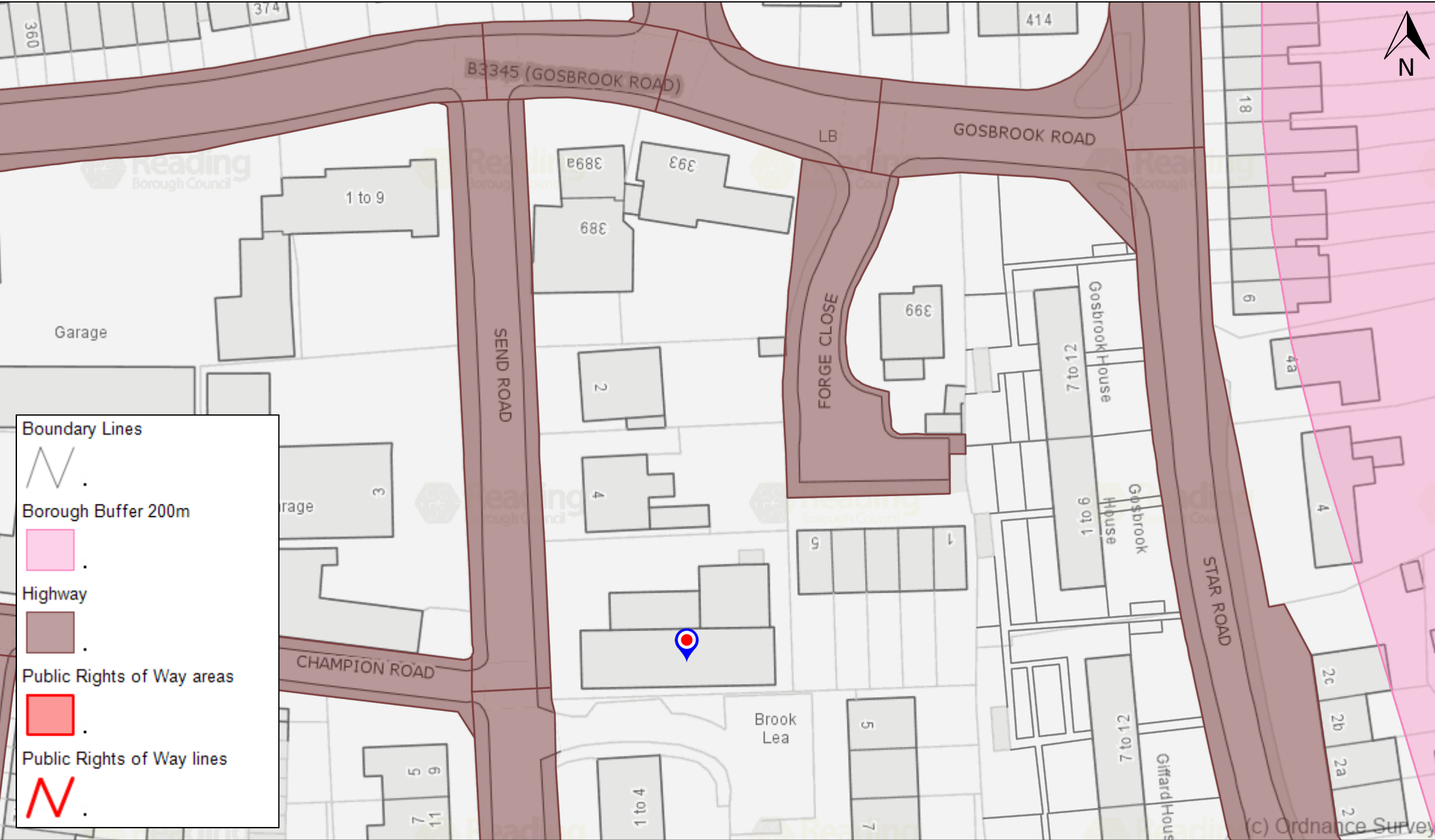
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- 10.13 The removal of some kerb space is not likely to be of any detriment to the existing residents of Forge Close, and there is sufficient on-street parking capacity locally to accommodate any vehicles which may be displaced from Forge Close.

11.0 Conclusions

- 11.1 The proposed access arrangements satisfy NPPF paragraph 110, and Local Plan Policy TR3, which both require safe and suitable access for all users.
- 11.2 The proposed development helps to support the vision of the emerging Reading Transport Strategy.
- 11.3 The scheme has been designed with sustainable transport at its heart, which will help to steer future residents to make sustainable choices and lessen dependency on private cars.
- 11.4 In the context of NPPF paragraph 111, the effect of the proposed development on highway safety and the road network cannot be considered to be severe, and it must therefore be acceptable.

APPENDICES

APPENDIX 1 – HIGHWAY BOUNDARY PLANS



iShare Printing

Scale: 1:709

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Frances Martin
Executive Director for Economic
Growth and Neighbourhood Services

Civic Offices, Bridge Street
Reading, RG1 2LU
☎ 0118 937 37 87

F.A.O. Guy Brown
Raywood Developments Ltd
36 Heron Island
Caversham
RG4 8DQ

Our Ref: FS282446086
Direct: ☎ 0118 937 3787
e-mail: HPS_genmail@reading.gov.uk

14th December 2020

guy@blueinfinityproperty.com

Your contact is: Neighbourhood Services

Dear Guy,

RE: A PIECE OF LAND AT FORGE CLOSE, CAVERSHAM

The attached map shows the extent of the public highway, indicated in brown. I can confirm that Send Road, Forge Close and footpath fronting these roads form part of the public highway and, as such, the Highway Authority maintains them at public expense.

There are no public rights of way abutting or crossing this site.

I confirm that no part of the land in question is subject to any actual or deemed dedication as highway land.

I am not aware of any proposals to acquire the land in question for any highway improvements or traffic calming projects.

There is no information available regarding any future improvements or of developments (including bus stops) which may affect traffic flow around the land in question.

Thank you for your payment of the standard fee of £62.50, for the provision of this information.

Yours sincerely,

Helen Lewis
Neighbourhood Support Officer

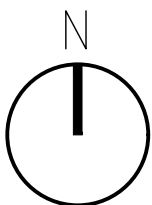
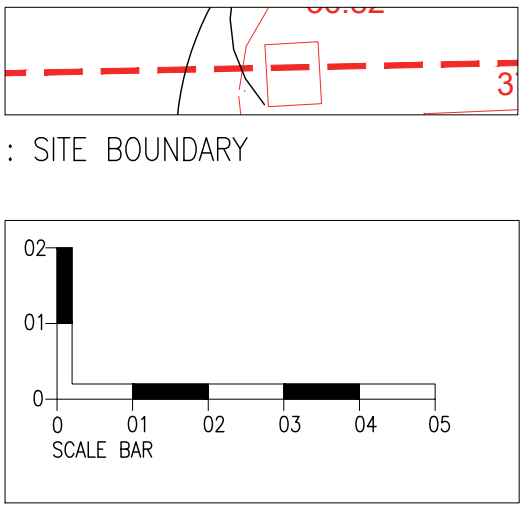
APPENDIX 2 – PROPOSED SITE LAYOUT



- ALL DIMENSIONS MUST BE CHECKED ON SITE. INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. INTERNAL LAYOUTS INDICATIVE.
- NOTES
1. WINDOW MULLION / PATIO GLAZING ARRANGEMENT INDICATIVE SUBJECT TO DETAIL DESIGN
 2. SITE FOOTPRINT TAKEN FROM SURVEY. REST OF EXISTING PLAN, ELEVATION RIDGE AND EAVES HEIGHT OF IMMEDIATE NEIGHBOURING BUILDINGS FROM OS & APPROXIMATE
 3. DO NOT SCALE OFF THIS DRAWING. FOR CONSTRUCTION ALL DIMENSIONS TO BE CHECKED ON SITE.
 4. PROPOSED TREE LOCATIONS SHOWN INDICATIVELY
 5. INFORM ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION

SCHEDULE OF ACCOMMODATION :

- UNIT 01 : 3B / 4P / 3 STOREY = 96m²
UNIT 02 : 3B / 4P / 3 STOREY = 96m²
UNIT 03 : 3B / 4P / 3 STOREY = 96m²
UNIT 04 : 3B / 4P / 3 STOREY = 96m²
UNIT 05 : 2B / 3P / 2 STOREY = 70m²
UNIT 06 : 3B / 4P / 3 STOREY = 90m²
UNIT 07 : 3B / 4P / 3 STOREY = 90m²
UNIT 08 : 3B / 4P / 3 STOREY = 90m²
UNIT 09 : 2B / 3P / 2 STOREY = 70m²



REV	DATE	DESCRIPTION	DRN	CHK
P01	25.01.21	FIRST ISSUE FOR REVIEW	DC	
P02	08.02.21	DESIGN DEVELOPMENT	DC	
P03	24.02.21	DESIGN DEVELOPMENT	DC	
P04	22.07.21	DESIGN DEVELOPMENT	DC	
P05	10.08.21	DESIGN DEVELOPMENT	DC	
P06	13.08.21	DESIGN DEVELOPMENT	DC	
P07	20.08.21	DESIGN DEVELOPMENT	DC	
P08	15.09.21	DESIGN DEVELOPMENT	DC	
P09	16.09.21	LEVELS ADDED	DC	

Gouldstone
and Co.

CLIENT
RAYWOOD DEVELOPLMENTS LTD
PROJECT
2-4 SEND ROAD
CAVERSHAM, READING
DRAWING TITLE
PROPOSED GROUND FLOOR
GA

SCALE 1:100B&1 / 1:200B&3 A1 SHEET
STATUS
PLANNING
DRAWING NO
SR_P_100
REV
P09
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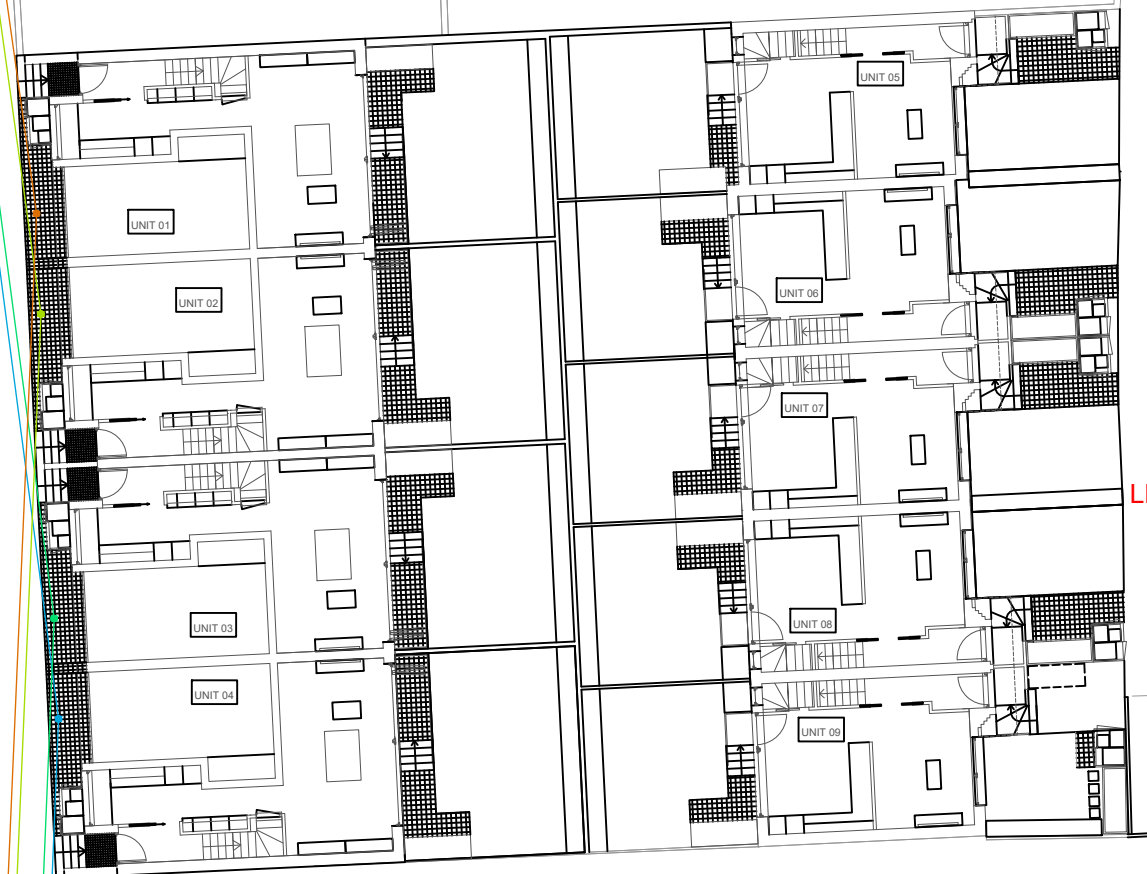


TP °

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LAMP COLUMN TO BE RELOCATED
NEW POSITION TO BE CONFIRMED



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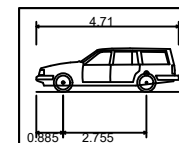
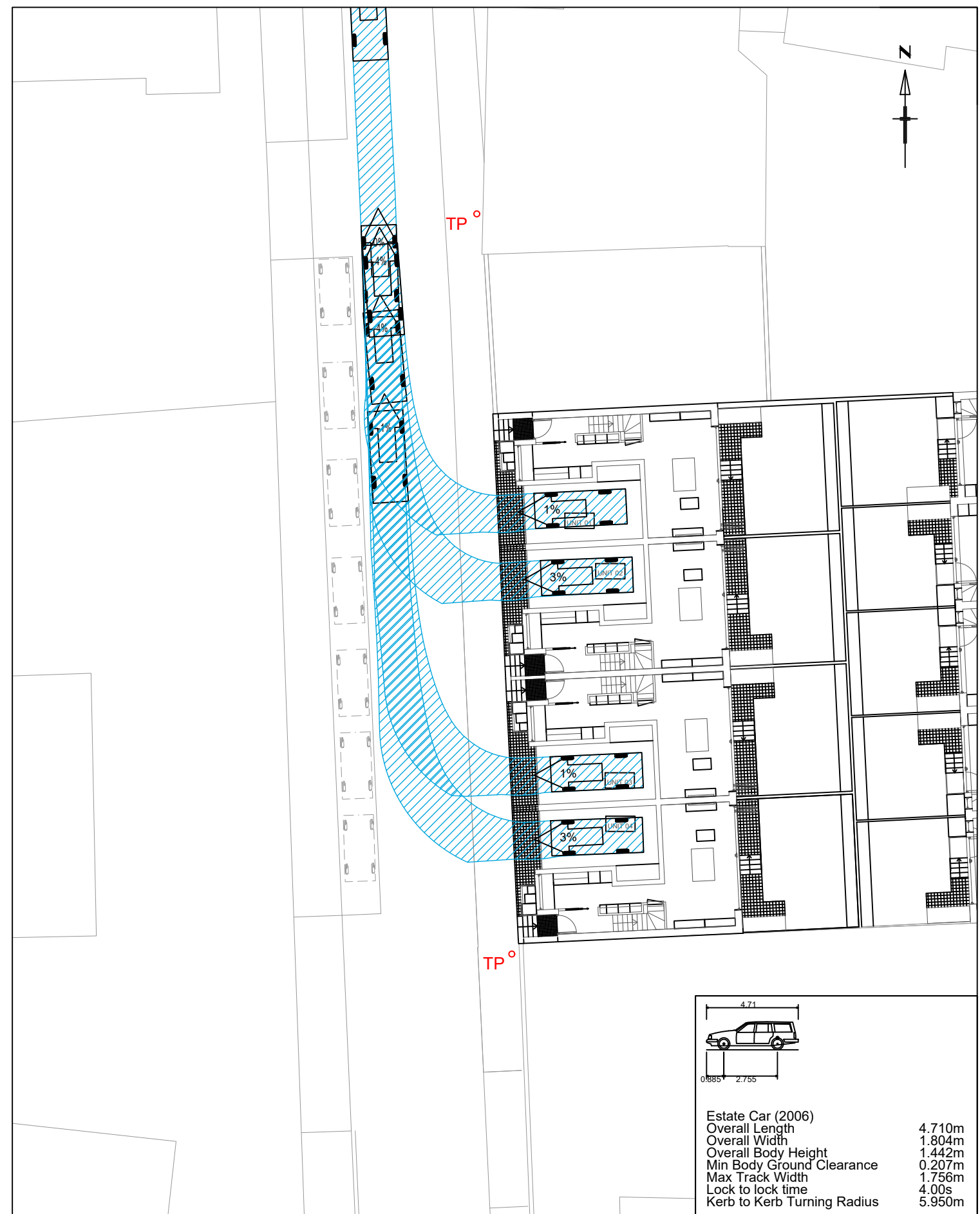
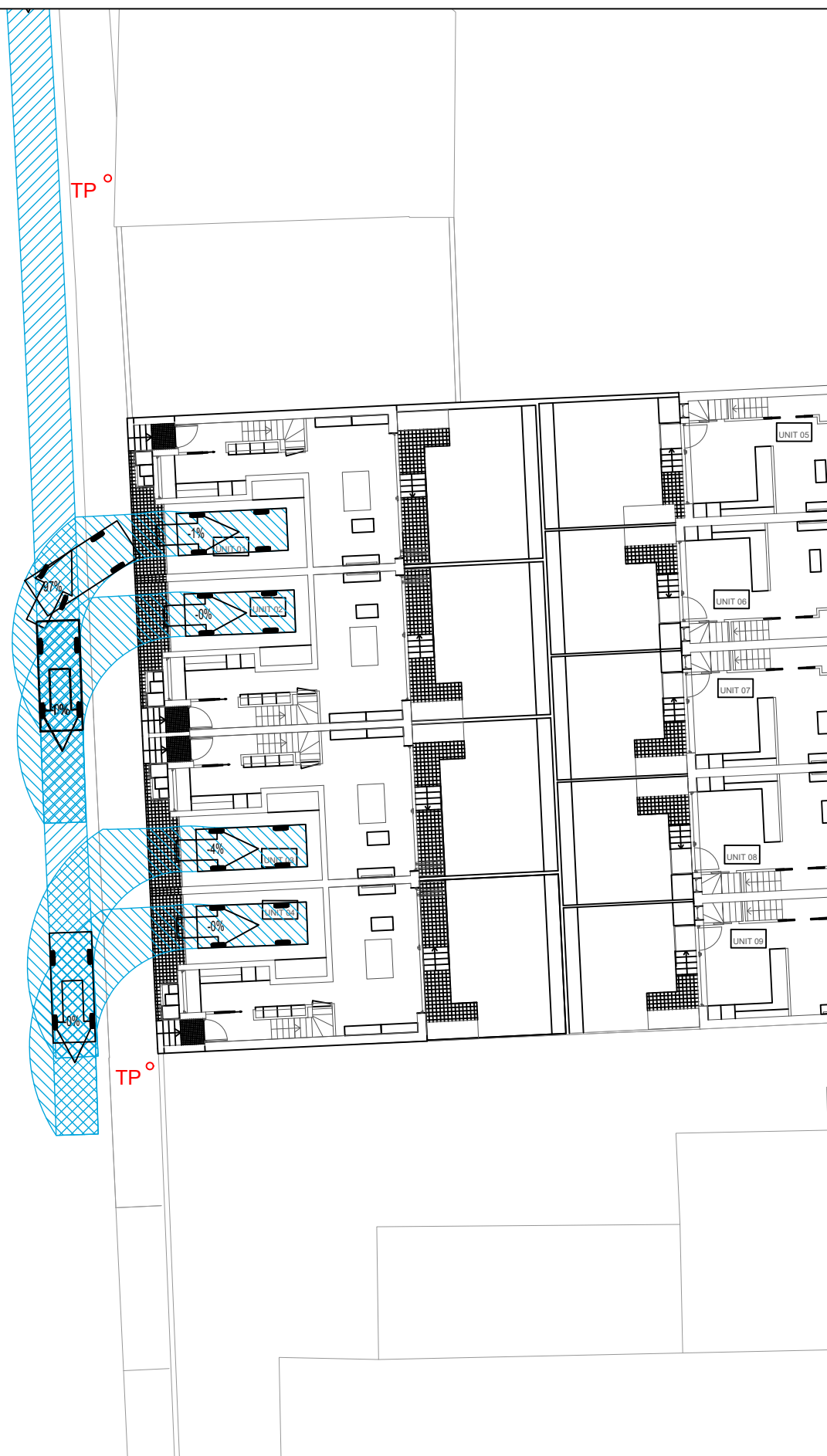
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CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Web: www.connect-consultants.com
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client
RAYWOOD DEVELOPMENTS LTD
project
2-4 SEND ROAD
READING
title
PROPOSED DRIVEWAY VISION SPLAYS
2.4M - 27.8M SPLAYS
85TH PERCENTILE SPEED OF 21.8MPH

scale 1:250	date SEPTEMBER 2021
drawn by T.A.S	checked by T.B
drawing number 21010 - 010	
status PLANNING	rev. B



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

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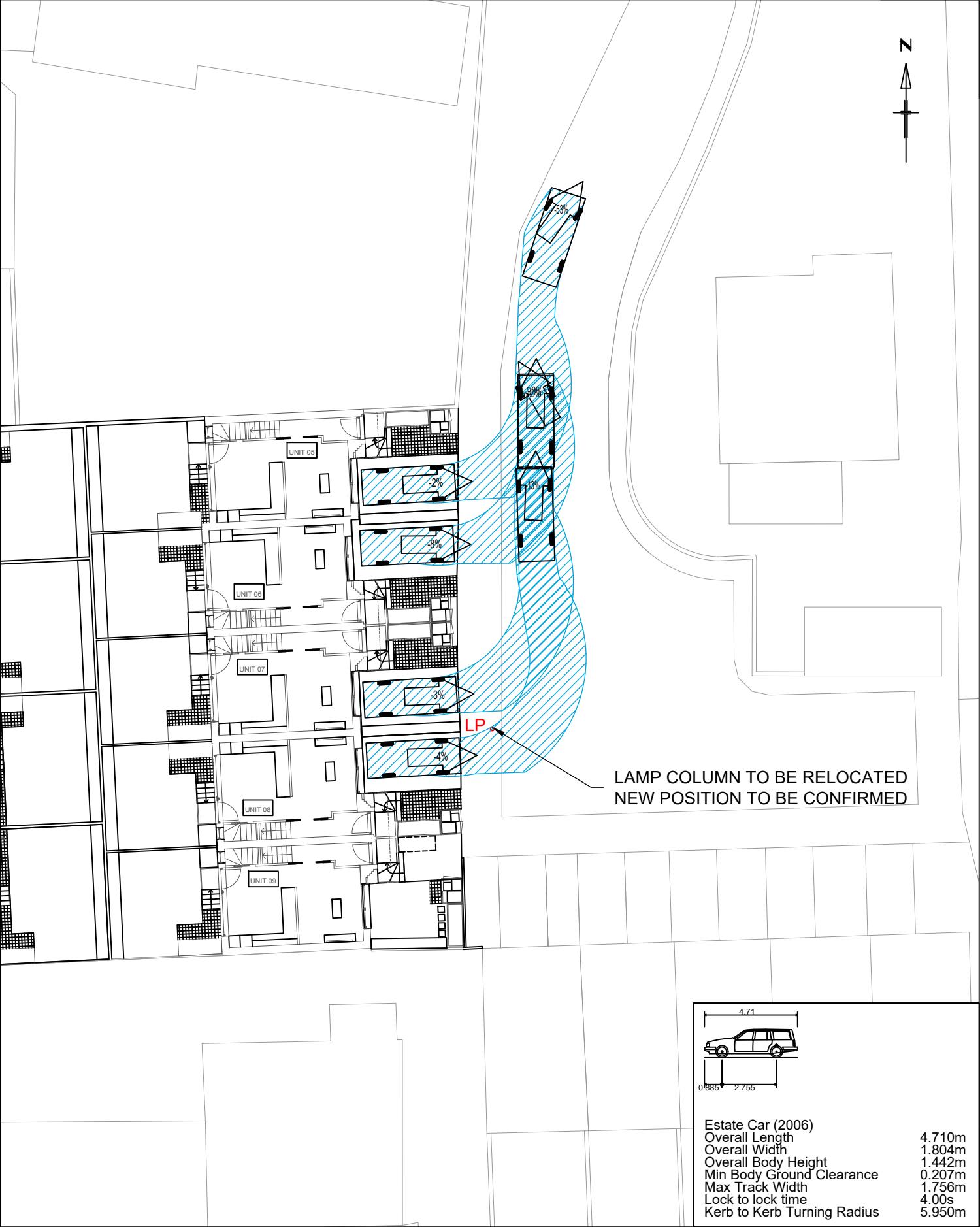
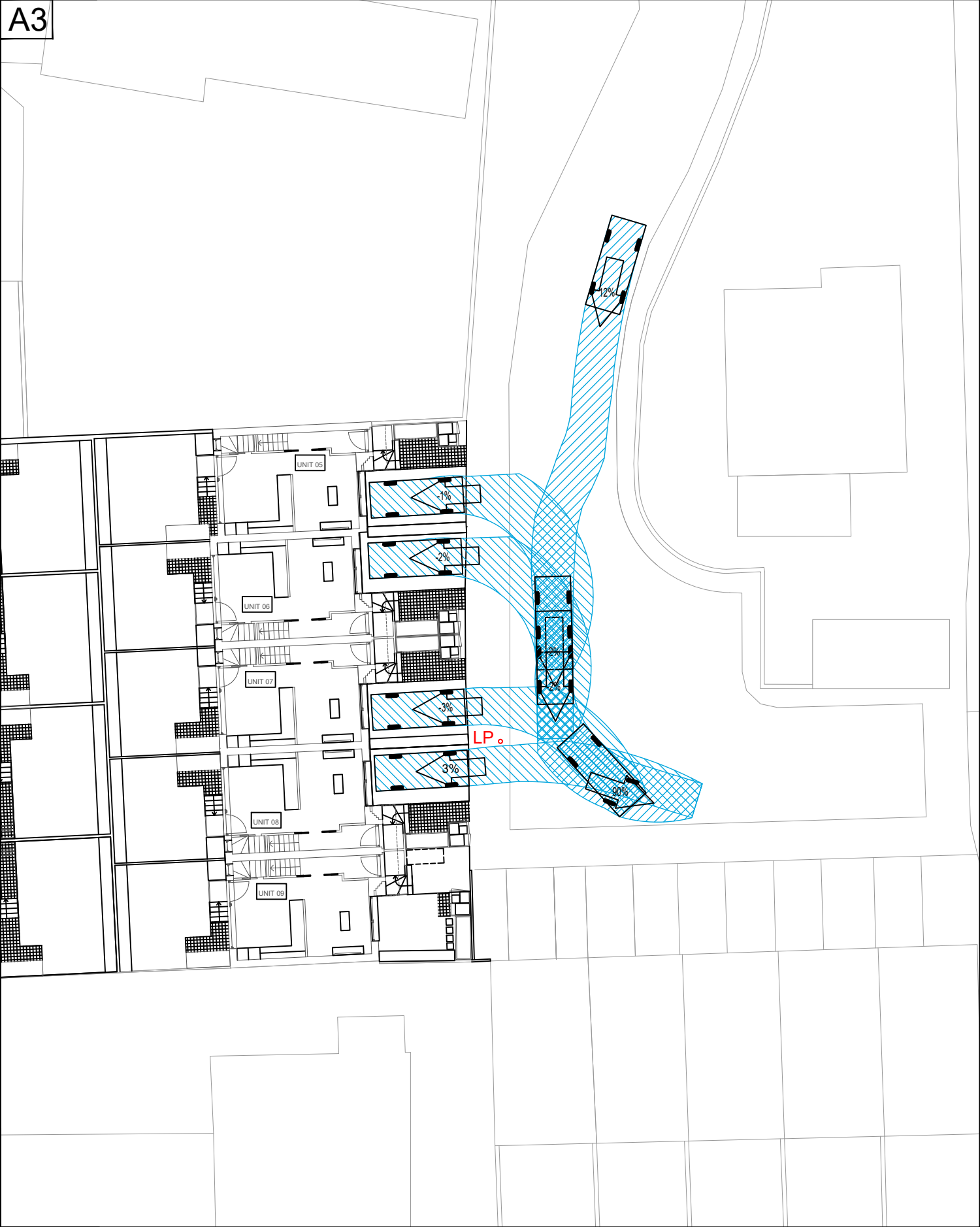


client
RAYWOOD DEVELOPMENTS LTD

project
PROPOSED DEVELOPMENT
READING
2 - 4 SEND ROAD

title
SWEPT PATH ANALYSIS
ESTATE CAR
SEND ROAD PROPERTIES

date SEPTEMBER 2021	drawn by T.A.S	checked by T.B
scale 1:250	status PLANNING	
drawing number 21010 - TR001	rev. B	



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APPENDIX 3 – TRICS OUTPUTS

Calculation Reference: AUDIT-142301-210803-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
08	NORTH WEST	
	LC LANCASHIRE	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: 150 to 690 (units: sqm)
 Range Selected by User: 150 to 950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 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

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	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:

Not Known	3 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

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000

2 days

25,001 to 50,000

1 days

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

Population within 5 miles:

125,001 to 250,000

3 days

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

Car ownership within 5 miles:

0.6 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

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

3 days

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|----------------------------|---------------------|
| 1 | LC-02-C-03 | TIMBER SUPPLIES | LANCASHIRE |
| | GOLDEN HILL LANE
LEYLAND | | |
| | Suburban Area (PPS6 Out of Centre)
Industrial Zone | | |
| | Total Gross floor area: | 150 sqm | |
| | Survey date: TUESDAY | 06/11/18 | Survey Type: MANUAL |
| 2 | NF-02-C-03 | SHEET METAL CONTRACTOR | NORFOLK |
| | ELVIN WAY
NORWICH
HELLESDON | | |
| | Edge of Town
Industrial Zone | | |
| | Total Gross floor area: | 260 sqm | |
| | Survey date: THURSDAY | 07/11/19 | Survey Type: MANUAL |
| 3 | NF-02-C-04 | EXHIBITION DESIGN & MANUF. | NORFOLK |
| | FLETCHER WAY
NORWICH
UPPER HELLESDON | | |
| | Suburban Area (PPS6 Out of Centre)
Industrial Zone | | |
| | Total Gross floor area: | 690 sqm | |
| | Survey date: THURSDAY | 14/11/19 | 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NR-02-C-02	COVID survey

Connect Consultants 78 Broad Street Chipping Sodbury

Licence No: 142301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	3	367	0.545	3	367	0.182	3	367	0.727
08:00 - 09:00	3	367	1.091	3	367	0.727	3	367	1.818
09:00 - 10:00	3	367	0.364	3	367	0.091	3	367	0.455
10:00 - 11:00	3	367	0.273	3	367	0.364	3	367	0.637
11:00 - 12:00	3	367	0.636	3	367	0.545	3	367	1.181
12:00 - 13:00	3	367	0.455	3	367	0.545	3	367	1.000
13:00 - 14:00	3	367	0.455	3	367	0.364	3	367	0.819
14:00 - 15:00	3	367	0.091	3	367	0.182	3	367	0.273
15:00 - 16:00	3	367	0.364	3	367	0.182	3	367	0.546
16:00 - 17:00	3	367	0.182	3	367	1.273	3	367	1.455
17:00 - 18:00	3	367	0.091	3	367	0.091	3	367	0.182
18:00 - 19:00	3	367	0.091	3	367	0.182	3	367	0.273
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.638			4.728			9.366

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:	150 - 690 (units: sqm)
Survey date range:	01/01/13 - 22/10/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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-142301-210803-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Total Bedrooms
 Actual Range: 29 to 94 (units:)
 Range Selected by User: 7 to 100 (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 01/10/20

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:

Monday	5 days
Wednesday	6 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	1 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)	8
Edge of Town	9

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 17

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 17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	1 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:

25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	5 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	9 days
1.1 to 1.5	8 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	16 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 17 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	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	94	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	72	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	92	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
4	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	64	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
5	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	60	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
6	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	40	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
7	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	41	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
8	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	54	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	32		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
10	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	78		
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL	
11	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	34		
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL	
12	ST-03-A-08	DETACHED HOUSES		STAFFORDSHIRE
	SILKMORE CRESCENT			
	STAFFORD			
	MEADOWCROFT PARK			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	90		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
13	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	52		
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL	
14	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	COVENTRY			
	POTTERS GREEN			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	29		
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL	
15	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUYS CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	77		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	91	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
17	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE
	RYE GRASS LANE		
	REDDITCH		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	90	
	Survey date: THURSDAY	01/10/20	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/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	17	64	0.028	17	64	0.077	17	64	0.105
08:00 - 09:00	17	64	0.059	17	64	0.119	17	64	0.178
09:00 - 10:00	17	64	0.042	17	64	0.065	17	64	0.107
10:00 - 11:00	17	64	0.056	17	64	0.050	17	64	0.106
11:00 - 12:00	17	64	0.058	17	64	0.064	17	64	0.122
12:00 - 13:00	17	64	0.072	17	64	0.064	17	64	0.136
13:00 - 14:00	17	64	0.064	17	64	0.057	17	64	0.121
14:00 - 15:00	17	64	0.061	17	64	0.072	17	64	0.133
15:00 - 16:00	17	64	0.099	17	64	0.087	17	64	0.186
16:00 - 17:00	17	64	0.089	17	64	0.060	17	64	0.149
17:00 - 18:00	17	64	0.091	17	64	0.055	17	64	0.146
18:00 - 19:00	17	64	0.077	17	64	0.049	17	64	0.126
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.796			0.819			1.615

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

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

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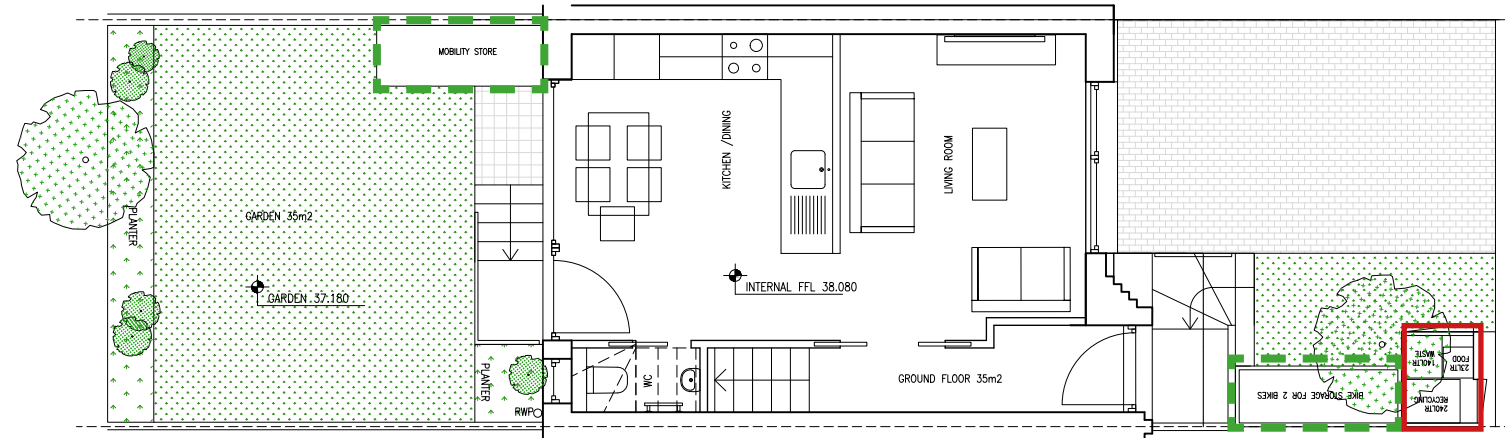
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Parameter summary

Trip rate parameter range selected:	29 - 94 (units:)
Survey date range:	01/01/13 - 01/10/20
Number of weekdays (Monday-Friday):	17
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 4 – MOBILITY STORE



Mobility Store:

Mobility Store:

A wildflower roofed mobility store is specified for the rear gardens of the Send Road and Forge Close houses. The stores will be equipped with plug points for electric charging. This approach advances traditional bicycle storage in line with growing national trends for more diverse personal forms of transportation, including powered transporters. "Powered transporters" is a term used to cover a variety of novel and emerging personal transport devices which are powered by a motor. These popular forms of personal transportation include escooters, hoverboards, Segways, powered unicycles and electric skateboards. Taken together they have been referred to as a mobility revolution.

With scooters in particular, increasing numbers of children use them in preference to bicycles, and are taking this lifestyle habit into adult hood. This dovetails with the growing trend for escooters.

Many of these alternative forms of transportation are far more compact in storage than traditional bicycles, in both erected and collapsed modes. For instance, a cycle store that would accommodate 2 adult sized bikes would easily accommodate quadruple the number of Brompton-style collapsible bikes or escooters.



Electric Scooter



Electric Skateboard



Electric Bike



Fold up bike



Hover board



Scooter



Electric Unicycle

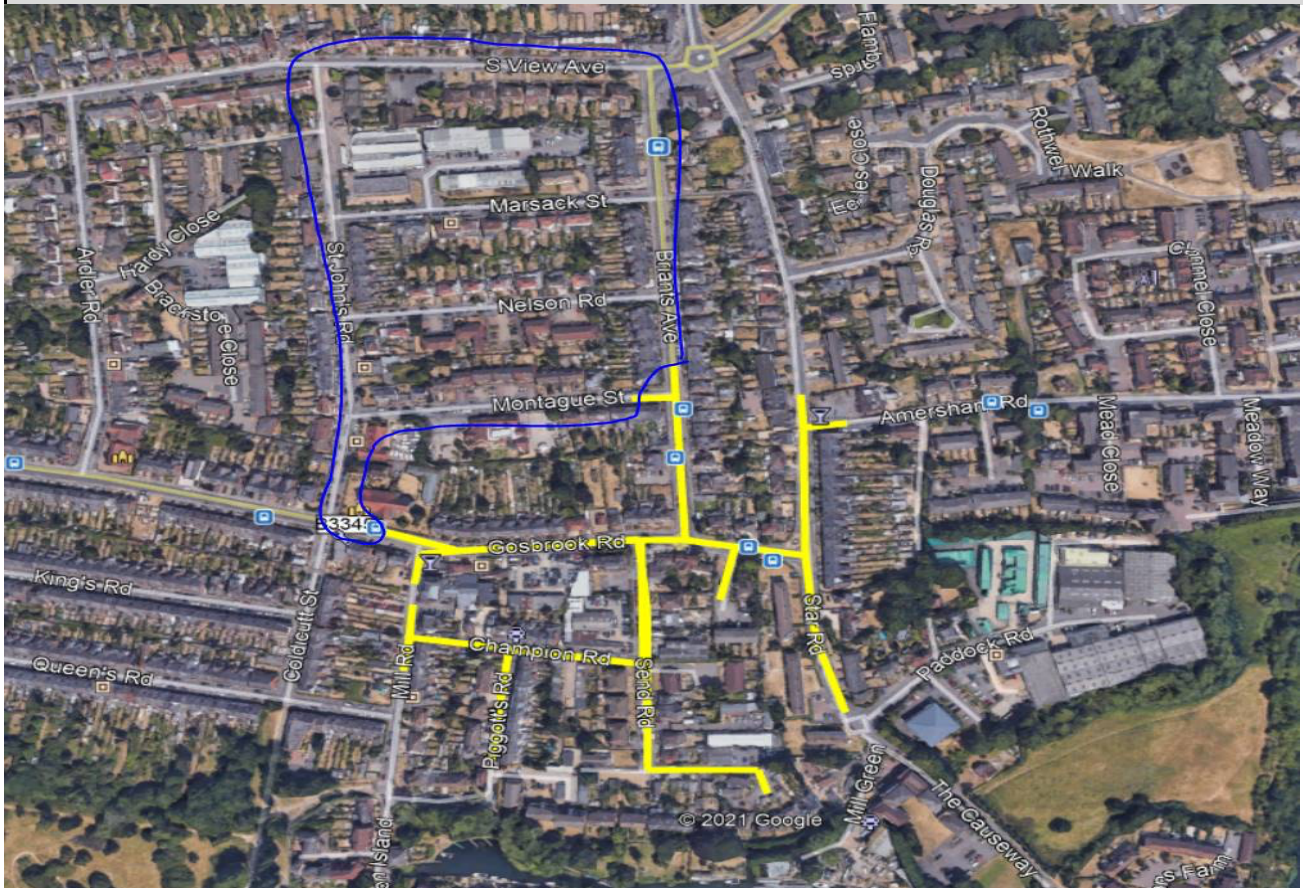


Electric Vespa

APPENDIX 5 – PARKING SURVEY REPORT

Parking Beat Survey

Send Road, Reading



Wednesday 14th July 2021

Thursday 15th July 2021



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology		
Guidance	London Borough of Lambeth	
Site	Send Road, Reading	
Survey Area	As advised by client	
Date/s	Wednesday 14th July 2021	Thursday 15th July 2021
Time/s	00:30 - 05:30hrs	00:30 - 05:30hrs
Beat Frequency	Snapshot	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	

PARKING STRESS TABLES - Within 200 Meters

Restriction				1	Unrestricted Kerb					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Star Road	140	28	0	28	25	3	89%	27	1	96%
Amersham Road	45	9	0	9	7	2	78%	7	2	78%
Forge Close	45	9	0	9	5	4	56%	6	3	67%
Total	230	46	0	46	37	9	80%	40	6	87%

Restriction				2	Permit Holders O2R					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Gosbrook Road	70	14	0	14	12	2	86%	13	1	93%
Mill Road	45	9	0	9	10	0	111%	10	0	111%
Send Road	130	26	0	26	15	11	58%	14	12	54%
Champion Road	85	17	0	17	11	6	65%	10	7	59%
Piggott's Road	65	13	0	13	15	0	115%	14	0	108%
Total	395	79	0	79	63	19	80%	61	20	77%

Restriction				3	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Re					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Briants Avenue	50	10	0	10	9	1	90%	10	0	100%
Montague Street	25	5	0	5	4	1	80%	4	1	80%
Send Road	45	9	0	9	2	7	22%	3	6	33%
Total	120	24	0	24	15	9	63%	17	7	71%

Restriction				4	Disabled Parking									
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021						
					00:30 - 05:30			00:30 - 05:30						
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)				
					Gosbrook Road	5	1	0	1	0	1	0	1	0
					Mill Road	5	1	0	1	0	1	0	1	0
Star Road	10	2	0	2	1	1	50%	1	1	50%				
Total	20	4	0	4	1	3	25%	1	3	25%				

Restriction				5	Single Yellow (Mon-Sat 8am - 6.30pm)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Briants Avenue	35	7	0	7	3	4	43%	3	4	43%
Gosbrook Road	55	11	0	11	2	9	18%	1	10	9%
Total	90	18	0	18	5	13	28%	4	14	22%

Illegal/Obstructive Parking									
Location	Description			Wednesday 14th July 2021			Thursday 15th July 2021		
				00:30 - 05:30			00:30 - 05:30		
				Occupied			Occupied		
				0			0		
				0			0		
				0			0		
Total				0			0		

PARKING STRESS TABLES - Outside of 200 meters

Restriction				1	Unrestricted Kerb					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
None	0	0	0	0		0	0%		0	0%
Total	0	0	0	0	0	0	0%	0	0	0%

Restriction				2	Permit Holders O2R					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
None	0	0	0	0		0	0%		0	0%
Total	0	0	0	0	0	0	0%	0	0	0%

Restriction				3	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Re					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
South View Avenue	175	35	0	35	16	19	46%	19	16	54%
St Johns Road	315	63	0	63	45	18	71%	43	20	68%
Briants Avenue	105	21	0	21	20	1	95%	20	1	95%
Marsack Street	220	44	0	44	31	13	70%	33	11	75%
Nelson Road	170	34	0	34	25	9	74%	23	11	68%
Montague Street	110	22	0	22	19	3	86%	22	0	100%
Total	1095	219	0	219	156	63	71%	160	59	73%

Restriction				4	Disabled Parking					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
					0	1	0%	0	1	0%
St Johns Road	5	1	0	1	0	1	0%	0	1	0%
Nelson Road	5	1	0	1	0	1	0%	0	1	0%
Total	10	2	0	2	0	2	0%	0	2	0%

Restriction				5	Single Yellow (Mon-Sat 8am - 6.30pm)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 14th July 2021			Thursday 15th July 2021		
					00:30 - 05:30			00:30 - 05:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
					1	4	20%	0	5	0%
Briants Avenue	25	5	0	5	1	4	20%	0	5	0%
Total	25	5	0	5	1	4	20%	0	5	0%

Illegal/Obstructive Parking									
Location	Description	Wednesday 14th July 2021			Thursday 15th July 2021				
		00:30 - 05:30			00:30 - 05:30				
		Occupied			Occupied				
		0			0				
		0			0				
		0			0				
Total		0			0				

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Send Road	E N-S	Double Yellow Lines	98.7			95	19
Send Road	E N-S	Permit Holders O2R	10.5			10	2
Send Road	E N-S	Crossover	5.2			5	1
Send Road	E N-S	Permit Holders O2R	15.1			15	3
Send Road	E N-S	Crossover	11.6			10	2
Send Road	E N-S	Permit Holders O2R	9.1			5	1
Send Road	E N-S	Crossover	14.2			10	2
Send Road	E N-S	Permit Holders O2R	29.3			25	5
Send Road	E N-S	Crossover	5.3			5	1
Send Road	E N-S	Permit Holders O2R	13.2			10	2
Send Road	E N-S	Crossover	11.2			10	2
Send Road	E N-S	Permit Holders O2R	9.9			5	1
Send Road	E N-S	Crossover	6.4			5	1
Send Road	E N-S	Permit Holders O2R	9.1			5	1
Send Road	W S-N	Crossover	7.3			5	1
Send Road	W S-N	Too Narrow to Park	81.1			80	16
Send Road	W S-N	Permit Holders O2R	12			10	2
Send Road	W S-N	Crossover	5.6			5	1
Send Road	W S-N	Permit Holders O2R	49.2			45	9
Send Road	W S-N	Double Yellow Lines	7.6			5	1
Send Road	W S-N	Junction	10.3			10	2
Send Road	W S-N	Double Yellow Lines	9.9			5	1
Send Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	44.7			40	8
Send Road	W S-N	Crossover	6.6			5	1
Send Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.8			5	1
Send Road	W S-N	Double Yellow Lines	12.2			10	2
Champion Road	S E-W	Double Yellow Lines	6.2			5	1
Champion Road	S E-W	Too Narrow to Park	65.1			65	13
Champion Road	S E-W	Junction	6.2			5	1
Champion Road	S E-W	Too Narrow to Park	49.5			45	9
Champion Road	S E-W	Double Yellow Lines	5			5	1
Champion Road	N W-E	Double Yellow Lines	4.1			0	0
Champion Road	N W-E	Permit Holders O2R	21.2			20	4
Champion Road	N W-E	Crossover	5.2			5	1
Champion Road	N W-E	Permit Holders O2R	5.9			5	1
Champion Road	N W-E	Crossover	5.3			5	1
Champion Road	N W-E	Permit Holders O2R	3.1			0	0
Champion Road	N W-E	Crossover	4.6			0	0
Champion Road	N W-E	Permit Holders O2R	4.1			0	0
Champion Road	N W-E	Crossover	4.2			0	0
Champion Road	N W-E	Permit Holders O2R	25			25	5
Champion Road	N W-E	Crossover	4.3			0	0
Champion Road	N W-E	Permit Holders O2R	37.1			35	7
Champion Road	N W-E	Double Yellow Lines	6			5	1
Piggott's Road	E N-S	Permit Holders O2R	68.3			65	13
Piggott's Road	W S-N	Too Narrow to Park	68.2			65	13
Gosbrook Road	S W-E	Double Yellow Lines	46.8			45	9
Gosbrook Road	S W-E	Junction	14.7			10	2
Gosbrook Road	S W-E	Double Yellow Lines	27.1			25	5
Gosbrook Road	S W-E	Crossover	7.2			5	1

Gosbrook Road	S W-E	Single Yellow (Mon-Sat 8am - 6.30pm)	7.6			5	1
Gosbrook Road	S W-E	Crossover	4.1			0	0
Gosbrook Road	S W-E	Single Yellow (Mon-Sat 8am - 6.30pm)	16.2			15	3
Gosbrook Road	S W-E	Crossover	11.1			10	2
Gosbrook Road	S W-E	Single Yellow (Mon-Sat 8am - 6.30pm)	32.2			30	6
Gosbrook Road	S W-E	Double Yellow Lines	12			10	2
Gosbrook Road	S W-E	Junction	7.5			5	1
Gosbrook Road	S W-E	Double Yellow Lines	45.9			45	9
Gosbrook Road	S W-E	Junction	13.7			10	2
Gosbrook Road	S W-E	Double Yellow Lines	33.6			30	6
Gosbrook Road	N E-W	Double Yellow Lines	17.9			15	3
Gosbrook Road	N E-W	Single Yellow (Mon-Sat 8am - 6.30pm)	4.9			0	0
Gosbrook Road	N E-W	Crossover	5.9			5	1
Gosbrook Road	N E-W	Single Yellow (Mon-Sat 8am - 6.30pm)	9.8			5	1
Gosbrook Road	N E-W	Crossover	2.8			0	0
Gosbrook Road	N E-W	Double Yellow Lines	23.8			20	4
Gosbrook Road	N E-W	Junction	24.2			20	4
Gosbrook Road	N E-W	Double Yellow Lines	45.1			45	9
Gosbrook Road	N E-W	Permit Holders O2R	26.3			25	5
Gosbrook Road	N E-W	Disabled Parking	6.4			5	1
Gosbrook Road	N E-W	Crossover	5.6			5	1
Gosbrook Road	N E-W	Permit Holders O2R	47.3			45	9
Gosbrook Road	N E-W	Double Yellow Lines	57.2			55	11
Star Road	W N-S	Unrestricted Kerb	12.5			10	2
Star Road	W N-S	Double Yellow Lines	110.2			110	22
Star Road	W N-S	Junction	14.9			10	2
Star Road	W N-S	Double Yellow Lines	12.7			10	2
Star Road	W N-S	Unrestricted Kerb	27.8			25	5
Star Road	W N-S	Disabled Parking	5.6			5	1
Star Road	W N-S	Unrestricted Kerb	12.7			10	2
Star Road	W N-S	Crossover	3.6			0	0
Star Road	W N-S	Unrestricted Kerb	7.4			5	1
Star Road	W N-S	Disabled Parking	5.7			5	1
Star Road	W N-S	Unrestricted Kerb	27.8			25	5
Star Road	W N-S	Crossover	7.3			5	1
Star Road	W N-S	Unrestricted Kerb	10.1			10	2
Star Road	E S-N	Too Narrow to Park	100.5			100	20
Star Road	E S-N	Double Yellow Lines	41.5			40	8
Star Road	E S-N	Unrestricted Kerb	55.4			55	11
Star Road	E S-N	Double Yellow Lines	13.6			10	2
Star Road	E S-N	Junction	14.7			10	2
Star Road	E S-N	Double Yellow Lines	16.8			15	3
Star Road	E S-N	Too Narrow to Park	12.5			10	2
Amersham Road	S W-E	Double Yellow Lines	15.6			15	3
Amersham Road	S W-E	Unrestricted Kerb	25.9			25	5
Amersham Road	N E-W	Unrestricted Kerb	24			20	4
Amersham Road	N E-W	Double Yellow Lines	14.3			10	2
St Johns Road	W S-N	Double Yellow Lines	6.3			5	1
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	35.2			35	7
St Johns Road	W S-N	Crossover	16.6			15	3
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	13.1			10	2
St Johns Road	W S-N	Crossover	3.4			0	0
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.8			10	2
St Johns Road	W S-N	Crossover	4.3			0	0
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	61.3			60	12

St Johns Road	W S-N	Crossover	3.4			0	0
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.4			10	2
St Johns Road	W S-N	Crossover	5.5			5	1
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.4			5	1
St Johns Road	W S-N	Crossover	7.4			5	1
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.4			10	2
St Johns Road	W S-N	Crossover	7.7			5	1
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.6			10	2
St Johns Road	W S-N	Crossover	6.5			5	1
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10			10	2
St Johns Road	W S-N	Double Yellow Lines	56.6			55	11
St Johns Road	W S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	30			30	6
St Johns Road	W S-N	Double Yellow Lines	11.7			10	2
St Johns Road	E N-S	Double Yellow Lines	90.6			90	18
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.1			10	2
St Johns Road	E N-S	Double Yellow Lines	9.5			5	1
St Johns Road	E N-S	Junction	9.4			5	1
St Johns Road	E N-S	Double Yellow Lines	9			5	1
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	48.5			45	9
St Johns Road	E N-S	Double Yellow Lines	7.3			5	1
St Johns Road	E N-S	Junction	9			5	1
St Johns Road	E N-S	Double Yellow Lines	6.7			5	1
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	14.1			10	2
St Johns Road	E N-S	Crossover	7.7			5	1
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.9			10	2
St Johns Road	E N-S	Crossover	5.7			5	1
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.6			10	2
St Johns Road	E N-S	Double Yellow Lines	6.7			5	1
St Johns Road	E N-S	Junction	9.1			5	1
St Johns Road	E N-S	Double Yellow Lines	2.7			0	0
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	21.6			20	4
St Johns Road	E N-S	Crossover	9.7			5	1
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	14			10	2
St Johns Road	E N-S	Disabled Parking	6.2			5	1
St Johns Road	E N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.7			10	2
St Johns Road	E N-S	Double Yellow Lines	7.7			5	1
South View Avenue	S W-E	Double Yellow Lines	7.1			5	1
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	51.3			50	10
South View Avenue	S W-E	Crossover	10			10	2
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11			10	2
South View Avenue	S W-E	Crossover	3.7			0	0
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.8			10	2
South View Avenue	S W-E	Crossover	3.7			0	0
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.8			10	2
South View Avenue	S W-E	Crossover	4			0	0
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	12.4			10	2
South View Avenue	S W-E	Crossover	3.8			0	0
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	12.4			10	2
South View Avenue	S W-E	Crossover	3.5			0	0
South View Avenue	S W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.8			10	2
South View Avenue	S W-E	Crossover	4			0	0
South View Avenue	S W-E	Double Yellow Lines	18.1			15	3
South View Avenue	N E-W	Double Yellow Lines	22.2			20	4
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.4			10	2
South View Avenue	N E-W	Crossover	5.7			5	1

South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	14.3			10	2
South View Avenue	N E-W	Crossover	4.5			0	0
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.9			10	2
South View Avenue	N E-W	Crossover	12.6			10	2
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.1			5	1
South View Avenue	N E-W	Crossover	3.5			0	0
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.3			5	1
South View Avenue	N E-W	Crossover	7.4			5	1
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.3			5	1
South View Avenue	N E-W	Crossover	8.3			5	1
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	6.5			5	1
South View Avenue	N E-W	Crossover	8.5			5	1
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.2			5	1
South View Avenue	N E-W	Crossover	8.3			5	1
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.4			5	1
South View Avenue	N E-W	Crossover	7			5	1
South View Avenue	N E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	5.8			5	1
South View Avenue	N E-W	Double Yellow Lines	12.5			10	2
Marsack Street	N W-E	Double Yellow Lines	10.9			10	2
Marsack Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	31.1			30	6
Marsack Street	N W-E	Double Yellow Lines	2.7			0	0
Marsack Street	N W-E	Crossover	15.1			15	3
Marsack Street	N W-E	Double Yellow Lines	2.6			0	0
Marsack Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	81.9			80	16
Marsack Street	N W-E	Crossover	4.4			0	0
Marsack Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	4.7			0	0
Marsack Street	N W-E	Crossover	4.8			0	0
Marsack Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.2			10	2
Marsack Street	N W-E	Double Yellow Lines	11.1			10	2
Marsack Street	S E-W	Double Yellow Lines	11.2			10	2
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	20.4			20	4
Marsack Street	S E-W	Crossover	8.6			5	1
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10			10	2
Marsack Street	S E-W	Crossover	5.9			5	1
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.2			5	1
Marsack Street	S E-W	Crossover	7.2			5	1
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.2			5	1
Marsack Street	S E-W	Crossover	5.9			5	1
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.8			10	2
Marsack Street	S E-W	Crossover	6.1			5	1
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	20.3			20	4
Marsack Street	S E-W	Crossover	3.4			0	0
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	19.8			15	3
Marsack Street	S E-W	Crossover	3			0	0
Marsack Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	18.2			15	3
Marsack Street	S E-W	Double Yellow Lines	10.2			10	2
Nelson Road	N W-E	Double Yellow Lines	7.8			5	1
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	19.5			15	3
Nelson Road	N W-E	Crossover	4.3			0	0
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	14.3			10	2
Nelson Road	N W-E	Crossover	7.4			5	1
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	8.3			5	1
Nelson Road	N W-E	Crossover	7.5			5	1
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.5			5	1
Nelson Road	N W-E	Crossover	5			5	1

Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.8			10	2
Nelson Road	N W-E	Crossover	7.4			5	1
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	5.6			5	1
Nelson Road	N W-E	Crossover	7.5			5	1
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	11.1			10	2
Nelson Road	N W-E	Crossover	7.5			5	1
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.4			5	1
Nelson Road	N W-E	Crossover	3.5			0	0
Nelson Road	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	23			20	4
Nelson Road	N W-E	Double Yellow Lines	13.5			10	2
Nelson Road	S E-W	Double Yellow Lines	12.7			10	2
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	17.6			15	3
Nelson Road	S E-W	Crossover	6.4			5	1
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.4			10	2
Nelson Road	S E-W	Double Yellow Lines	9.2			5	1
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	31.9			30	6
Nelson Road	S E-W	Double Yellow Lines	8			5	1
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	16.3			15	3
Nelson Road	S E-W	Disabled Parking	5.5			5	1
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.3			5	1
Nelson Road	S E-W	Double Yellow Lines	7.9			5	1
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7.9			5	1
Nelson Road	S E-W	Crossover	4.8			0	0
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	8.8			5	1
Nelson Road	S E-W	Crossover	10.3			10	2
Nelson Road	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	3.9			0	0
Nelson Road	S E-W	Double Yellow Lines	8.1			5	1
Montague Street	N W-E	Double Yellow Lines	7.9			5	1
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	18.2			15	3
Montague Street	N W-E	Crossover	4.8			0	0
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	10.7			10	2
Montague Street	N W-E	Crossover	11.7			10	2
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	3.8			0	0
Montague Street	N W-E	Crossover	5.9			5	1
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	5.9			5	1
Montague Street	N W-E	Crossover	7.1			5	1
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	8.5			5	1
Montague Street	N W-E	Crossover	6.6			5	1
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	7			5	1
Montague Street	N W-E	Crossover	5			5	1
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	3.6			0	0
Montague Street	N W-E	Crossover	23			20	4
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9			5	1
Montague Street	N W-E	Crossover	14.2			10	2
Montague Street	N W-E	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	14.3			10	2
Montague Street	N W-E	Double Yellow Lines	11.9			10	2
Montague Street	S E-W	Double Yellow Lines	13.5			10	2
Montague Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	19.6			15	3
Montague Street	S E-W	Crossover	6.5			5	1
Montague Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	6.5			5	1
Montague Street	S E-W	Crossover	6			5	1
Montague Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	9.4			5	1
Montague Street	S E-W	Crossover	3.4			0	0
Montague Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	24.5			20	4
Montague Street	S E-W	Yellow Zig Zag Lines	25.2			25	5

Montague Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	21.3			20	4
Montague Street	S E-W	Crossover	4.3			0	0
Montague Street	S E-W	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	17			15	3
Montague Street	S E-W	Double Yellow Lines	22			20	4
Mill Road	W N-S	Double Yellow Lines	95.8			95	19
Mill Road	E S-N	Disabled Parking	5.6			5	1
Mill Road	E S-N	Permit Holders O2R	17.5			15	3
Mill Road	E S-N	Double Yellow Lines	5			5	1
Mill Road	E S-N	Junction	5.1			5	1
Mill Road	E S-N	Double Yellow Lines	4.6			0	0
Mill Road	E S-N	Permit Holders O2R	12.8			10	2
Mill Road	E S-N	Crossover	5			5	1
Mill Road	E S-N	Permit Holders O2R	24.3			20	4
Mill Road	E S-N	Crossover	4.6			0	0
Mill Road	E S-N	Double Yellow Lines	8.9			5	1
Briants Avenue	E S-N	Double Yellow Lines	19.2			15	3
Briants Avenue	E S-N	Single Yellow (Mon-Sat 8am - 6.30pm)	8.3			5	1
Briants Avenue	E S-N	Crossover	8.6			5	1
Briants Avenue	E S-N	Single Yellow (Mon-Sat 8am - 6.30pm)	10.7			10	2
Briants Avenue	E S-N	Crossover	9.1			5	1
Briants Avenue	E S-N	Single Yellow (Mon-Sat 8am - 6.30pm)	7.7			5	1
Briants Avenue	E S-N	Crossover	5.1			5	1
Briants Avenue	E S-N	Single Yellow (Mon-Sat 8am - 6.30pm)	9.9			5	1
Briants Avenue	E S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	26.8			25	5
Briants Avenue	E S-N	Double Yellow Lines	30.1			30	6
Briants Avenue	E S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	35.3			35	7
Briants Avenue	E S-N	Double Yellow Lines	39.4			35	7
Briants Avenue	E S-N	Crossover	5.8			5	1
Briants Avenue	E S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	28.3			25	5
Briants Avenue	E S-N	Double Yellow Lines	32.4			30	6
Briants Avenue	E S-N	Crossover	4.9			0	0
Briants Avenue	E S-N	Bus Stop	22.3			20	4
Briants Avenue	E S-N	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	14.8			10	2
Briants Avenue	E S-N	Double Yellow Lines	17.2			15	3
Briants Avenue	W N-S	Double Yellow Lines	58.7			55	11
Briants Avenue	W N-S	Junction	9.7			5	1
Briants Avenue	W N-S	Double Yellow Lines	19.1			15	3
Briants Avenue	W N-S	Single Yellow (Mon-Sat 8am - 6.30pm)	28.3			25	5
Briants Avenue	W N-S	Double Yellow Lines	17.2			15	3
Briants Avenue	W N-S	Junction	9.6			5	1
Briants Avenue	W N-S	Double Yellow Lines	18.1			15	3
Briants Avenue	W N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	39.3			35	7
Briants Avenue	W N-S	Double Yellow Lines	18.4			15	3
Briants Avenue	W N-S	Junction	9.6			5	1
Briants Avenue	W N-S	Double Yellow Lines	19.3			15	3
Briants Avenue	W N-S	Single Yellow (Mon-Sat 8am - 6.30pm)	11.2			10	2
Briants Avenue	W N-S	Crossover	11.7			10	2
Briants Avenue	W N-S	Bus Stop	15.1			15	3
Briants Avenue	W N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	8.5			5	1
Briants Avenue	W N-S	Crossover	6.7			5	1
Briants Avenue	W N-S	Permit Holders O2R (or Parking 9am - 5.30pm 2 Hours No Return within 2 Hours)	24.5			20	4
Briants Avenue	W N-S	Double Yellow Lines	18.2			15	3
Forge Close	W N-S	Double Yellow Lines	13.9			10	2
Forge Close	W N-S	Unrestricted Kerb	37.2			35	7
Forge Close	E S-N	Unrestricted Kerb	13.7			10	2

Forge Close	W N-S	Crossover	5.3			5	1
Forge Close	W N-S	Too Narrow to Park	22.6			20	4
Forge Close	W N-S	Double Yellow Lines	14.1			10	2