

**NEW SITE DELTA HOUSE, 70 SOUTH,
VIEW AVENUE, CAVERSHAM**

Proposed Residential Development

Transport Statement

Prepared on behalf of Lake Estates

**LLAN/20/5529
September 2020**

DOCUMENT CONTROL

Project: New site Delta House, 70 South, View Avenue, Caversham
Proposed Residential Development

Document: Transport Statement

Client: Lake Estates

Reference: LLAN/20/5529

Document Checking:

Author:		Date	26/08/2020
Checked by:		Date	17/09/2020
Approved by:		Date	17/09/2020

Status:

Issue	Date	Status	Issued by
1.	17/09/2020	Draft	BCC
2.			
3.			
4.			
5.			
6.			
7.			

© Copyright Russell Giles Partnership Limited 2020

No part of this publication may be reproduced by any means without the prior permission of Russell Giles Partnership Limited.

CONTENTS

1	INTRODUCTION.....	3
	<i>Scope of Assessment.....</i>	<i>3</i>
2	POLICY AND GUIDANCE REVIEW.....	4
	<i>National Planning Policy Framework (NPPF).....</i>	<i>4</i>
	<i>Reading Borough Local Plan (November 2019).....</i>	<i>5</i>
	<i>Revised Parking Standards & Supplementary Planning Document (October 2011) ..</i>	<i>5</i>
3	BASELINE CONDITIONS	6
3.1	Site Location & Current Site Operation	6
3.2	Accessibility Credentials	6
	<i>Local Amenities.....</i>	<i>6</i>
	<i>Local Bus Network.....</i>	<i>6</i>
	<i>Local Rail Network.....</i>	<i>6</i>
3.3	Personal Injury Accidents	7
4	DEVELOPMENT PROPOSALS	8
4.2	Proposed Access Arrangements	8
4.3	Visibility Requirements	8
4.4	Parking Provision	9
4.5	Proposed Cycle Parking Provision	9
4.6	Delivery & Servicing Arrangements.....	9
5	TRIP GENERATION	10
5.2	Existing Permitted Use – Office.....	10
5.3	Proposed Use – Residential Development.....	11
5.4	Net Changes	11
5.5	Traffic Impact.....	12
6	SUMMARY AND CONCLUSIONS	13
6.1	Summary.....	13
6.2	Conclusion.....	14

PLANS

Plan 01 Site Location and Accessibility

DRAWINGS

2020/5529/001 Proposed Access and Visibility Splays

2020/5529/002 Swept Path Analysis – Large Car

APPENDICES

Appendix A Proposed Site Layout

Appendix B Personal Injury Accident Record

Appendix C TRICS Output Reports

1 INTRODUCTION

- 1.1.1 RGP is instructed by Lake Estates to provide highway and transport planning advice in relation to the proposed development of New site Delta House, 70 South View Avenue, Caversham, RG4 5BB (the site).
- 1.1.2 The site is located within the boundaries of Reading Borough Council (RBC) who act as both local planning and highway authority.
- 1.1.3 The development scheme proposes the internal refurbishment of the existing 512sqm office building to provide a residential development of 7no residential units with associated parking and landscaping. The proposals consist of 4x 2-bed units and 3x 1-bed units. The architect's layout (8926 03) prepared by HRP Architects Limited is contained within **Appendix A**.

Scope of Assessment

- 1.1.4 This Transport Statement (TS) considers the appropriateness of the proposed development in this location in the context of transport-related policy at both the national and local level.
- 1.1.5 This report considers the following:
 - (i) Baseline Conditions;
 - (ii) Policy and Guidance Review;
 - (iii) Development Proposals;
 - (iv) Trip Generation Assessment; and
 - (v) Summary & Conclusions
- 1.1.6 This TS also considers the implications of development-related traffic on the operational and safety characteristics of the surrounding highway, demonstrating that the local highway and transport networks can accommodate the proposed level of development.

2 POLICY AND GUIDANCE REVIEW

- 2.1.1 This section examines relevant transport policies and seeks to demonstrate that the proposed development is compliant. Consideration is given to national, regional and local guidance.

National Planning Policy Framework (NPPF)

- 2.1.2 The National Planning Policy Framework (NPPF) was updated in February 2019 and is the primary source of national planning guidance in England. The NPPF contains the Government's strategies for economic, social and environmental planning policies and it is designed to be a single, tightly focused document.
- 2.1.3 Chapter 6 covers the economy, however it recognises in Paragraph 84 that the use of previously developed land in areas which are beyond existing settlement locations which are not well served by public transport has a value as long as the development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits opportunities to make a location more sustainable.
- 2.1.4 The development proposals to which this Transport Statement relates are located in a position that could be considered as beyond the existing settlement, however a number of provisions have been made on site to encourage sustainable travel behaviour.
- 2.1.5 Chapter 9 of the NPPF covers transport aspects and Paragraph 108 within this Chapter identifies that applications submitted should ensure that:
- (i) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - (ii) safe and suitable access to the site can be achieved for all users; and
 - (iii) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.1.6 Additionally, Paragraph 109 states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 2.1.7 The criteria of severe can be considered to apply to capacity and congestion whilst the criteria of unacceptable impact applies to highway safety, all of which are considered within this Transport Statement.

- 2.1.8 Paragraph 111 of the NPPF states that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”
- 2.1.9 This Transport Statement (TS) has been prepared in order to assess the impact of the new use on the site using all available information to establish the overall forecast impact. The proposals however fall below the usual threshold of 80 dwellings when a formal Travel Plan is required.

Reading Borough Local Plan (November 2019)

- 2.1.10 The Local Plan for Reading was adopted on 4th November 2019. The document sets out planning policies for development in Reading up to 2036 and provides the main policy consideration in deciding planning applications within the borough. The Local Plan identifies the amount of development that will take place, the areas and sites where development is expected to be accommodated, and where it will be restricted, and sets out policies for how planning applications will be decided.
- 2.1.11 Section 4.5.24 of the Local Plan explains that the Council has produced a Parking Standards and Design Supplementary Planning Document 97 in October 2011, which includes different standards in four different zones according to the accessibility of those zones. The SPD also sets out requirements for cycle parking.

Revised Parking Standards & Supplementary Planning Document (October 2011)

- 2.1.12 The document explains that Reading Borough is recognised as an urban area with great diversity in transport provision and need. As with the majority of core urban areas, the centre of Reading is well served by public transport, cycle and walking facilities and public car parking. The main railway station provides direct links to a number of local towns and villages as well as regional and nationally important centres throughout the UK.
- 2.1.13 The site is situated within Zone 2 which 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 Zone 2 is within acceptable walking distance of either the main railway station or Reading West railway station.
- 2.1.14 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.
- 2.1.15 The recommended residential parking provision within Zone 2 for 1-2 bed flats is 1 space per unit. Visitor Parking requirements is 1 space per 10 dwellings (Flats only).

3 BASELINE CONDITIONS

3.1 Site Location & Current Site Operation

- 3.1.1 The site is currently occupied by an office building, under Use Class E, comprising a GIA 512 sqm (270 sqm at ground floor level and 242sqm at first floor level), the site currently has 15 parking spaces. The site is situated to the south of South View Avenue which in the vicinity of the site is a single carriageway road subject to a speed limit of 30 mph.

3.2 Accessibility Credentials

- 3.2.1 It is important to ensure that the proposed development would enable future residents to access and utilise non-car travel modes when travelling to or from the site.

Local Amenities

- 3.2.2 A key element of planning at national and local level is to ensure that residential development is accessible by public transport, walking and cycling to a range of facilities including jobs, shopping, leisure and community services.
- 3.2.3 Given the location of the site just north of Reading town centre, there are a wide range of facilities located within a 2km walking distance as shown in **Plan 01**. These day to day facilities include primary schools, health centres, convenience shops, branch libraries, local play areas and other recreational facilities in locations that are accessible without requiring the use of a car.

Local Bus Network

- 3.2.4 The nearest bus stops to the site are located on Briants Avenue circa 175m from the centre of the site. The bus stops are served by bus routes 24, 800 and X38 with timetable information shown on **Plan 01**.

Local Rail Network

- 3.2.5 The nearest railway station to the site is Reading railway station, approximately 1.7km from the site and is managed by Great Western Railway. Reading station provides a frequent service to a wide range of destinations with timetable information shown on **Plan 01**.

3.3 Personal Injury Accidents

- 3.3.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data has been obtained from the Crashmap website.
- 3.3.2 PIA data has been secured for a complete five-year period between 2014 and 2019. Full details of the data in the format received from Crashmap together with location plans are included at **Appendix B**.
- 3.3.3 A total of 5 PIAs occurred within the assessment cordon, consisting of one serious accident and four slight accidents. The serious incident occurred when:
- (i) A vehicle was proceeding normally along Briants Avenue near the junction with South View Avenue when a pedestrian stepped out in front of the vehicle (not at a crossing point) and sustained serious injuries.
- 3.3.4 Analysis of the PIA data has not identified any abnormal causation factors for accidents in proximity to the site. Clusters of accidents are observed in proximity to the roundabout junctions, which is to be expected. It is therefore considered that the proposed scheme is unlikely to have an adverse effect on highways safety.
- 3.3.5 Based on the data available pertaining to local road accidents, the results demonstrate that there are no notable deficiencies in the local highway network, and the safety record in the vicinity of the site is considered to be good.

4 DEVELOPMENT PROPOSALS

- 4.1.1 The development scheme proposes the internal refurbishment of the existing 512sqm office building to provide a residential development of 7no residential units with associated parking and landscaping. The proposals consist of 4x 2-bed units and 3x 1-bed units. The architect's layout (8926 03) prepared by HRP Architects Limited is contained within **Appendix A**.

4.2 Proposed Access Arrangements

- 4.2.1 Vehicular access is currently achieved via an existing point of access from South View Avenue which in the vicinity of the site is a single carriageway road subject to a speed limit of 30 mph. The development proposals include the retention of the current access as shown in **Drawing 2020/5529/001**. A vehicle swept path analysis has been undertaken demonstrating a variety of vehicle manoeuvres in **Drawing 2020/5529/002**.

4.3 Visibility Requirements

- 4.3.1 In respect of the inter-visibility between vehicles emerging from the proposed residential development and traffic on South View Avenue, the two key elements to be assessed are the setback distance, or 'x' distance, along the minor arm and the distance a driver can see along the major road (i.e. South View Avenue when exiting, or 'y' distance). The 'x' distance is regarded as a function of capacity. The shorter the distance, the slower traffic will approach a give-way line. The longer the distance, the opportunities for approaching drivers to look for gaps in traffic on the major road will increase and therefore enable them to approach at a higher speed.
- 4.3.2 At an 'x' distance of 2.4 metres, an approaching driver will have to slow to a virtual stop at the give way line to observe traffic on the major road without encroaching onto it. Consequently, only one vehicle at a time can safely exit from the minor road under these operating conditions. It is clearly evident that the volume of traffic emerging from the new access way will be low and therefore a 2.4 metre 'x' distance is appropriate.
- 4.3.3 The 'y' distance is based upon sight stopping distances (SSD's) of traffic approaching on the major arm of a junction. The recorded speed of traffic would normally be used to determine the appropriate visibility or 'y' distances to the left and right along Tubwell Lane for the proposed site access junction.
- 4.3.4 This TS report was prepared in August 2020, during the UK Government's limitation on movement in response to the COVID-19 (Coronavirus) pandemic. Subsequently, any recorded traffic survey data speed would be unrepresentative of normal conditions. Therefore, the visibility requirements for the proposed site access has been demonstrated for the posted speed limit (30mph) based on the standard formula for calculating SSD as outlined within Manual for Streets.

4.3.5 Using the calculation coefficients set out in 'Manual for Streets' (MfS) guidance, a stopping site distance (adjusted for bonnet length) of 43.0m would be required. Given the nature of South View Avenue it is anticipated that approach speeds would be less than 30mph and as such the proposed visibility splays would exceed the requirements according to MfS.

4.3.6 From **Drawing 2020/5529/001** it can be seen that the required 'y' distances, as detailed above for eastbound traffic, can be achieved both to the right and left of the site access without obstruction or encroaching onto land under ownership by a third party from an 'x' distance (or set-back distance) of 2.4 metres along the centre of the proposed new carriageway.

4.4 Parking Provision

4.4.1 The Reading Borough Local Plan indicates that the residential parking standards that should apply to the new development are set out in the Revised Parking Standards and Supplementary Planning Document (October 2011). The recommended residential parking provision within Zone 2 for 1-2 bed flats are 1 space per unit. Visitor parking requirements is 1 space per 10 dwellings (Flats only).

4.4.2 The development proposals include the retention of the current 15 parking spaces on-site and therefore accords with the recommended parking provision for Zone 2. In accordance with a requirement for 5% of parking to be provided for disabled motorists, 1 of the current 15 parking spaces shall be provided for disabled parking. **Drawing 2020/5529/002** attached hereto demonstrates cars accessing some of the parking spaces within the site.

4.5 Proposed Cycle Parking Provision

4.5.1 Guidance set out within Revised Parking Standards and Supplementary Planning Document (October 2011) states that for 1-2 bed flats within any parking zone, a minimum of 0.5 covered, secure cycle parking spaces should be provided per unit. Sufficient covered and secure cycle parking space for 10 cycles shall be provided within a dedicated cycle store as illustrated within **Appendix A**, subsequently exceeding adopted standards.

4.6 Delivery & Servicing Arrangements

4.6.1 Given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional supermarket home delivery services.

4.6.2 Refuse collections would be undertaken by RBC as per existing arrangements. All refuse collections would be scheduled by the Council, with collections taking place on-street from South View Avenue. The location of the bin store is illustrated within **Appendix A**.

5 TRIP GENERATION

- 5.1.1 When considering the highways and transportation impact of any proposed development, it is important to assess the likely trip generation associated with any existing or former permitted use. This Section of the TS presents the vehicle trip generation based on sample sites using the TRICS (Trip Rate Information Computer System) database.

5.2 Existing Permitted Use – Office

- 5.2.1 The TRICS database version 7.7.2 has been interrogated to identify similar sample sites from the 02 – Employment (A – Office) dataset.
- 5.2.2 The potential trip generation during the morning (08:00-09:00) and evening peak hour periods (17:00-18:00) has been assessed since baseline network demand on the surrounding highway and transportation infrastructure is likely to be at its highest during these traditional peak hours. Consideration has also been given to the total anticipated daily trips (07:00-19:00).
- 5.2.3 Two-way vehicle trip rates have been derived for all vehicles entering and exiting the site, excluding pedal cycles. The total vehicle trips also include visiting HGV vehicles making deliveries to the site as both arrivals and departures.
- 5.2.4 Sample survey sites for the existing office have been selected which are located within all England (excluding Greater London) and which have been surveyed between 2012 and 2019. The full TRICS output including trip rates is contained within **Appendix C** and a summary of the anticipated total vehicle trip generation of the existing office is provided below in **Figure 5.1**.

Time Period	Arrivals	Departures	Total
AM Peak Hour 08:00 - 09:00	8	1	9
PM Peak Hour 17:00 - 18:00	1	7	8
Daily Period 07:00 - 19:00	38	33	78

Figure 5.1: Vehicle Trip Generation Existing B1 Office (512sqm)

- 5.2.5 The TRICS assessment identifies that the current office use could generate up to 78 two-way vehicle movements over a typical weekday and circa 9 two-way vehicle trips during a peak hour.

5.3 Proposed Use – Residential Development

- 5.3.1 The TRICS database version 7.7.2 has also been interrogated to identify similar sample sites from the 03 Residential/C - Flats Privately Owned dataset. Sample survey sites for the proposed residential scheme have been selected which are located within all England (excluding Greater London) and which have been surveyed between 2012 and 2019. The full TRICS output including trip rates is contained within **Appendix C**.
- 5.3.2 **Figure 5.2** provides the vehicle trip generation summary based on the trip rates derived from the TRICS database for the proposed residential use. Both the AM and PM peak hours (08:00-09:00 and 17:00-18:00) have been given particular consideration as part of the following assessment.

Time Period	Arrivals	Departures	Total
AM Peak Hour 08:00 - 09:00	0	1	1
PM Peak Hour 17:00 - 18:00	1	1	2
Daily Period 07:00 - 19:00	8	8	16

Figure 5.2: Trip Generation Proposed C3 Residential Development (7 Units)

- 5.3.3 The information in **Figure 5.2** identifies that the proposed residential development could generate approximately 16 total two-way vehicle trips over a typical day and between 1 or 2 two-way vehicle trips during the traditional AM and PM peak hours.

5.4 Net Changes

- 5.4.1 **Figure 5.3** provides a summary of the net changes of vehicular movements post-development.

Time Period	Arrivals	Departures	Total
AM Peak Hour 08:00 - 09:00	-8	0	-8
PM Peak Hour 17:00 - 18:00	0	-6	-6
Daily Period 07:00 - 19:00	-30	-25	-55

Figure 5.3: Net Changes in Trip Generation

- 5.4.2 The information in **Figure 5.3** identifies that the proposed residential development could generate approximately 55 fewer total two-way vehicle trips over a typical day and between 6-8 fewer two-way vehicle trips during the traditional AM and PM peak hours.

5.5 Traffic Impact

- 5.5.1 The development proposals are anticipated to generate no more than 1 additional vehicle movement every 30 minutes during the peak hours. Subsequently, it is not considered that any junction capacity modelling of nearby junctions shall be required.
- 5.5.2 As also demonstrated above, the development proposals are anticipated to result in a net reduction in vehicle trips over a typical day and during both peak hours when compared to the current permitted use. Subsequently, the overall impact on the operation of the surrounding highway and transport networks would be negligible.
- 5.5.3 The likely net impact of the development is not considered to constitute a significant material impact, let alone a severe impact as defined in the National Planning Policy Framework (NPPF).

6 SUMMARY AND CONCLUSIONS

6.1 Summary

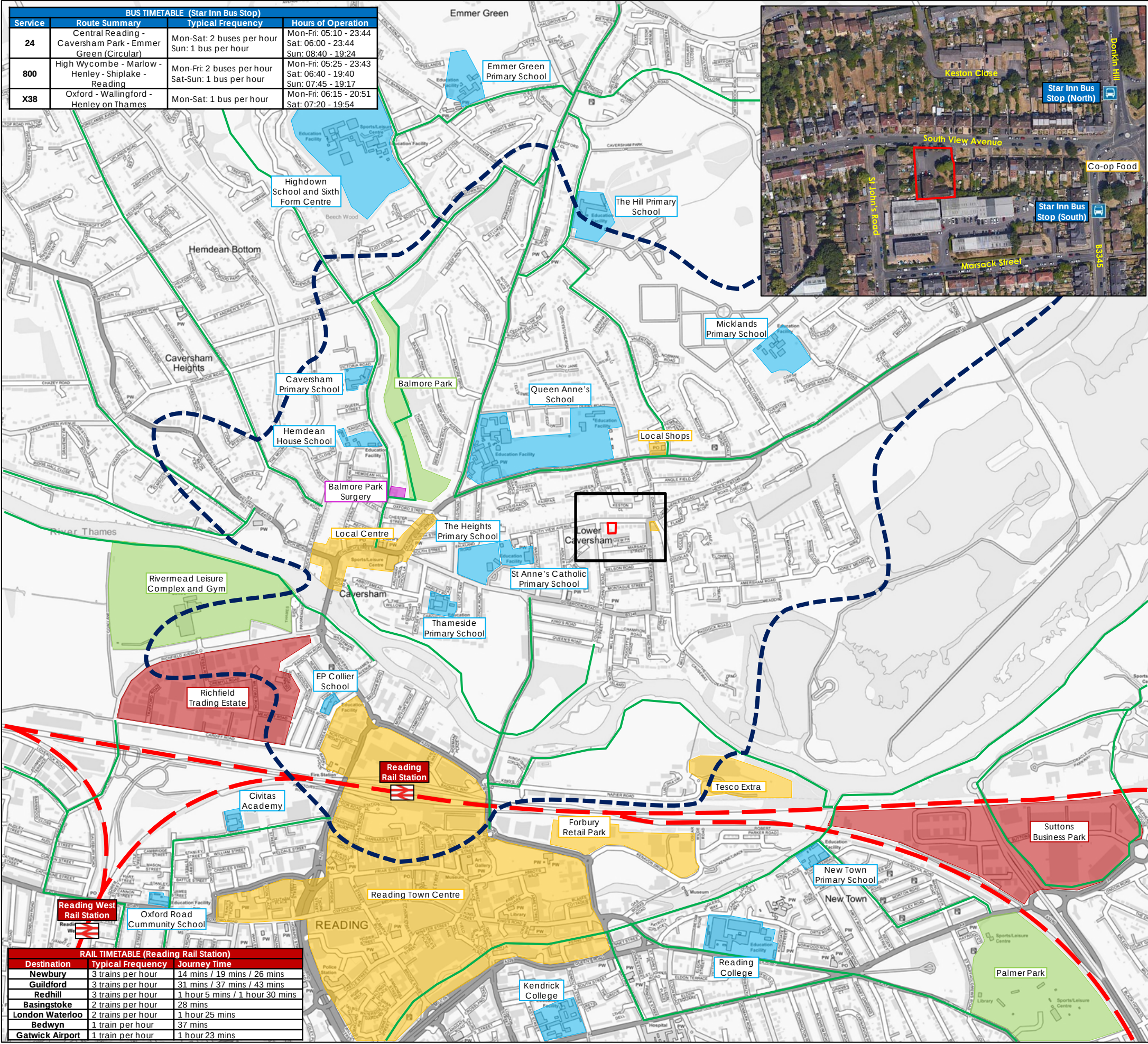
- 6.1.1 RGP is instructed by Lake Estates to provide highway and transport planning advice in relation to the proposed development of New site Delta House, 70 South View Avenue, Caversham, RG4 5BB (the site).
- 6.1.2 The development scheme proposes the internal refurbishment of the existing 512sqm office building to provide a residential development of 7no residential units with associated parking and landscaping.
- 6.1.3 This report identifies the following:
- (i) The site benefits from accessibility by public transport, including bus services and train services within walking distance of the site;
 - (ii) Analysis of personal injury accidents in proximity to the site has not identified any notable accident patterns in the vicinity within the past 5 years;
 - (iii) The current access arrangements shall be retained from South View Avenue and, it has been demonstrated that the visibility is compliant with MfS standards;
 - (iv) A total of 15 car parking spaces and 10 cycle parking spaces shall be provided as part of the proposals, subsequently complying with adopted local parking standards;
 - (v) The development would only generate a small number of sporadic deliveries, generally comprising postal and food deliveries. These would be comfortably accommodated on-street as per existing arrangements;
 - (vi) Vehicle trip generation comparison between the current permitted use of the site and the proposed residential development has demonstrated a significant reduction in vehicle trips during a typical day and during peak periods; and
 - (vii) Therefore, the development proposals are forecast to have no material impact on the capacity of the surrounding highway network.

6.2 Conclusion

- 6.2.1 In conclusion, the National Planning Policy Framework (February 2019) Section 109 states that "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." This report has established that the development would not result in a significant impact on the surrounding highway network.
- 6.2.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 109 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.



PLANS



RGP

Transport Planning and Infrastructure Design Consultants

Shackleford Suite, Mill Pool House, Mill Lane,
Godalming, Surrey, GU7 1EY
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client:

Llanaway Investments

Project:

Delta House, Caversham

Title:

Site Location and Accessibility Plan

Plan No: Plan 01	Job No: 20/5529	Date: August 2020
Drawn By: GSE	Checked By: BCC	Rev: -

A3

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- ✕ - - - - ✕

VISIBILITY SPLAYS

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

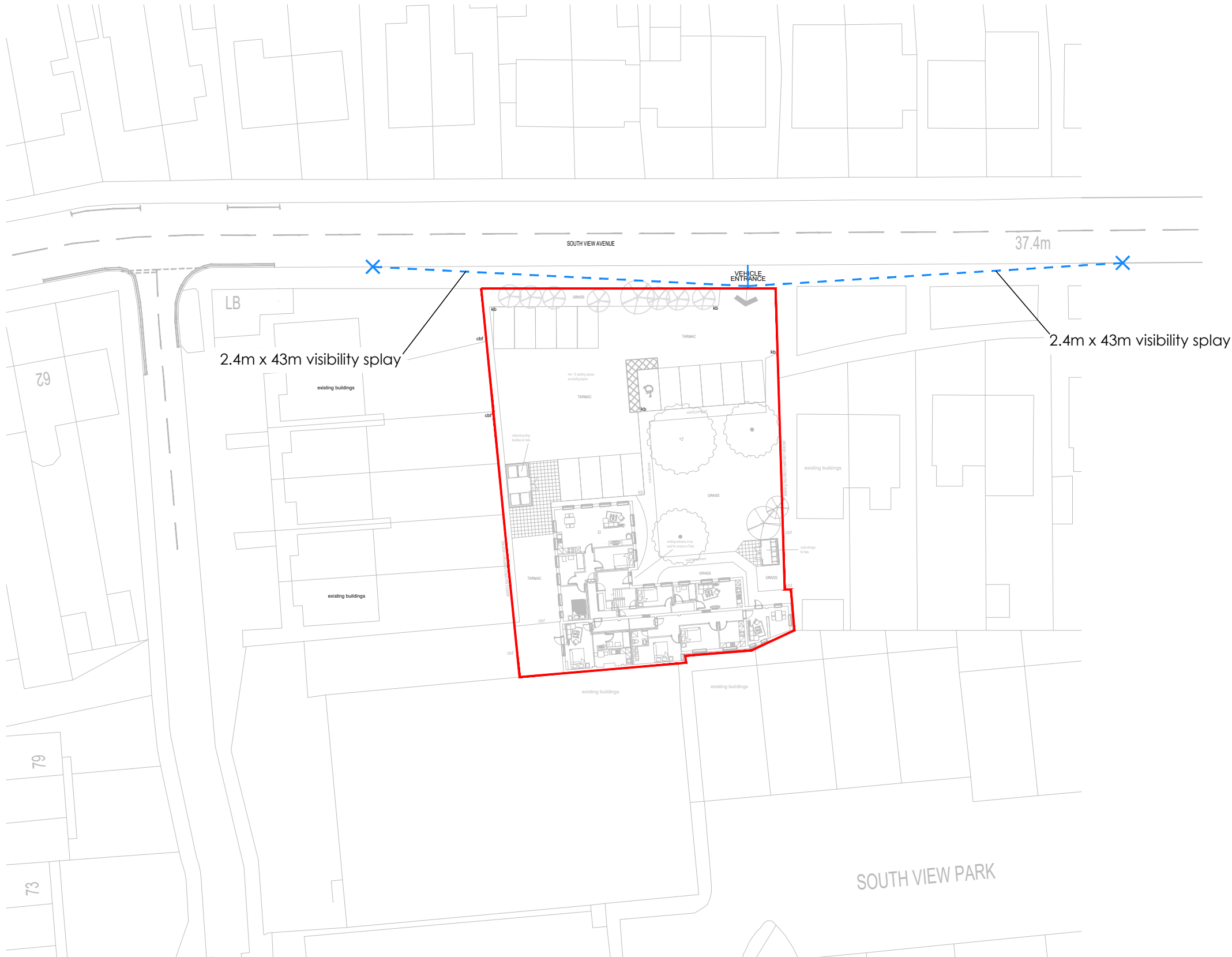
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

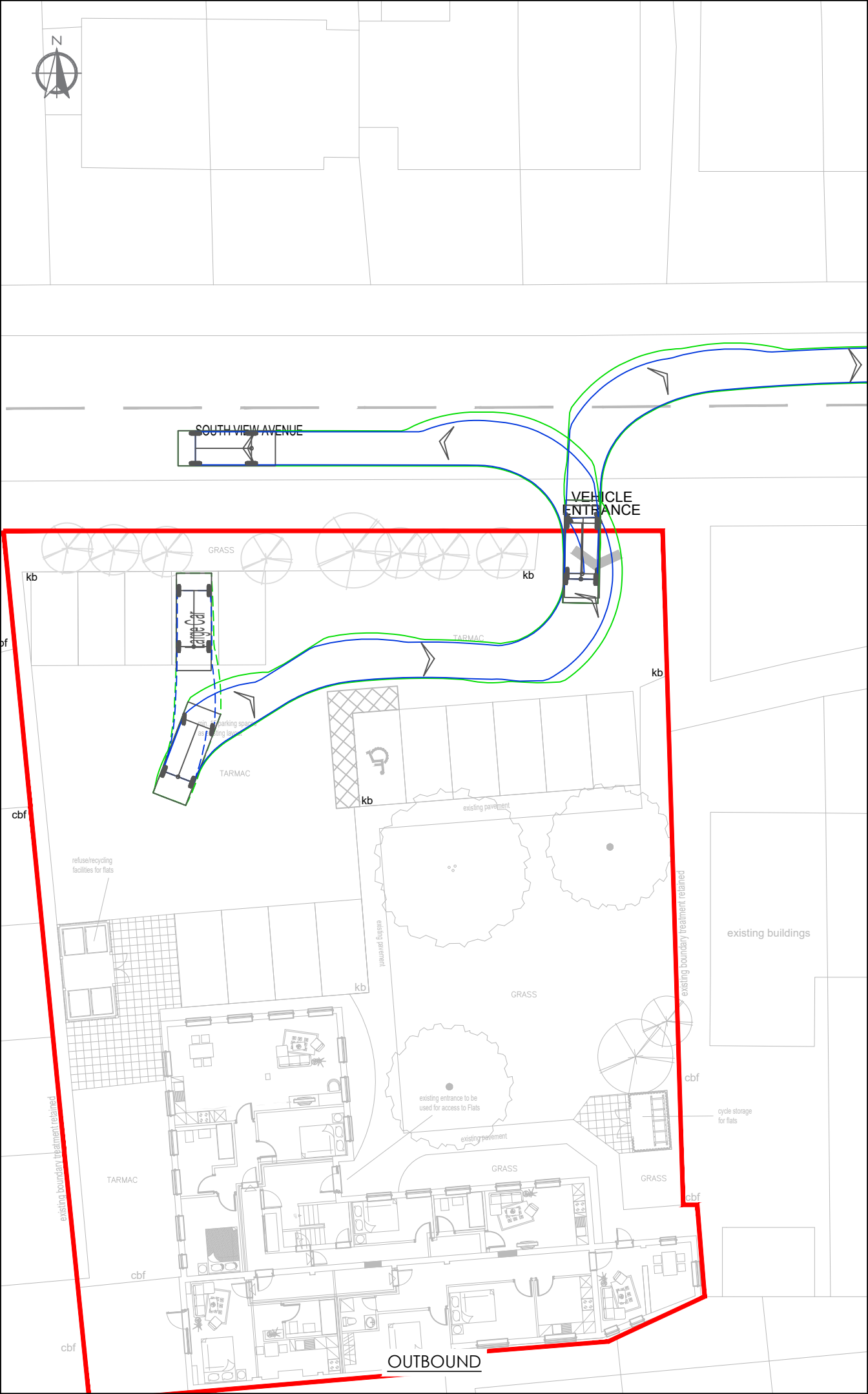
P1	DLH	FIRST ISSUE	14/09/20
Rev.	Drawn	Comments	Date



Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1 Fellmongers Path, London Bridge, London SE1 3LY
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Lake Estates		
Project	Delta House, 70 South View Avenue, Caversham		
Drawing title	Visibility Splays		
Drawing No.	2020/5529/001	Rev.	P1
Scale	1:500	Drawn By	DLH
		Checked By	BCC
			A3





NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

SITE BOUNDARY

4.988

0.89

2.87

Large Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.988m

1.793m

1.502m

0.287m

1.700m

4.00s

6.200m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P1	DLH	FIRST ISSUE	17/09/20
Rev.	Drawn	Comments	Date

RGP

Transport Planning and Infrastructure Design Consultants

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY

1 Fellmongers Path, London Bridge, London SE1 3LY

Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client

Lake Estates

Project

Delta House, 70 South View Avenue, Caversham

Drawing Title

Swept Path Analysis - Large Car

Drawing No.

2020/5529/002

Rev.

P1

Scale

1:250

Drawn By

DLH

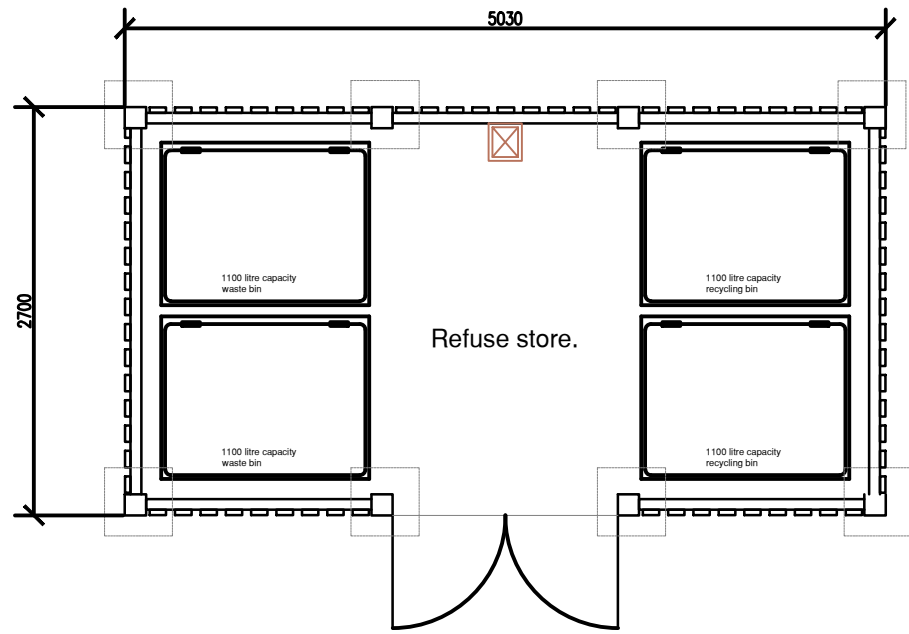
Checked By

BCC

A3

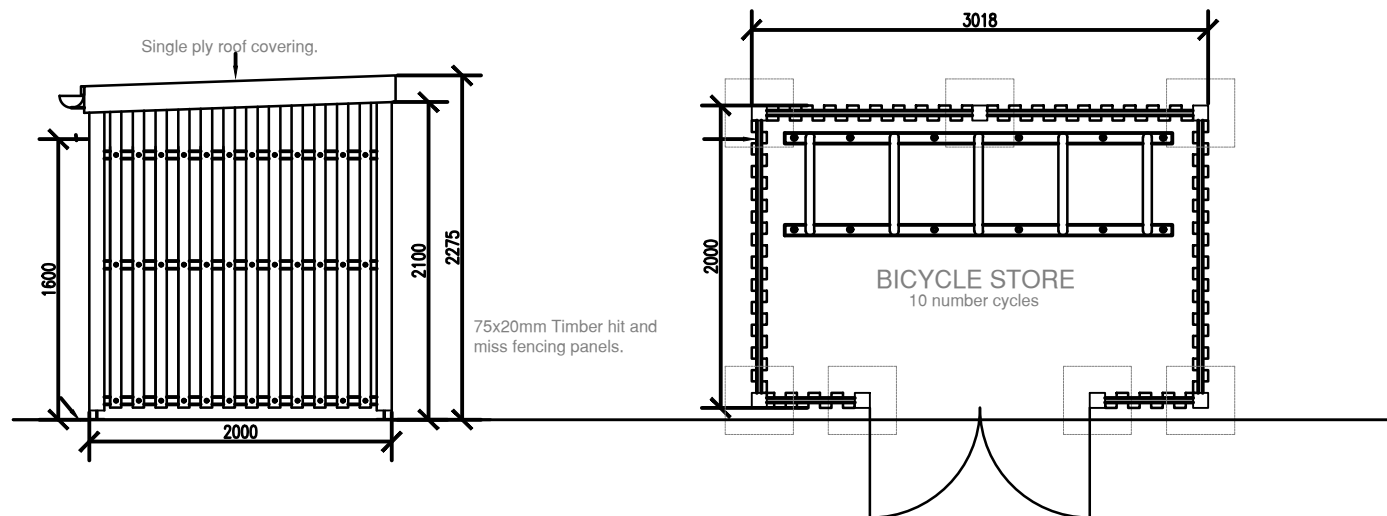
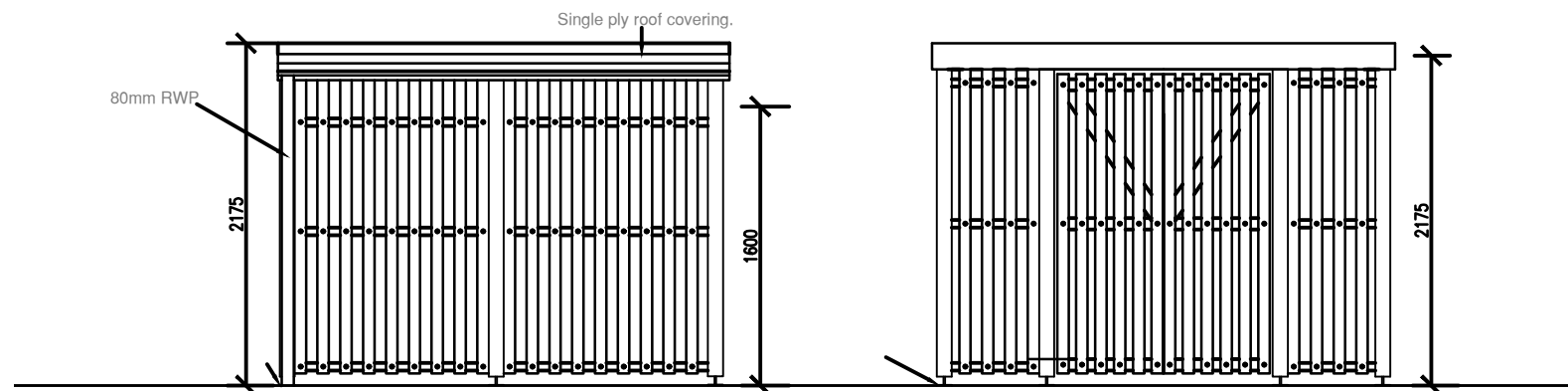
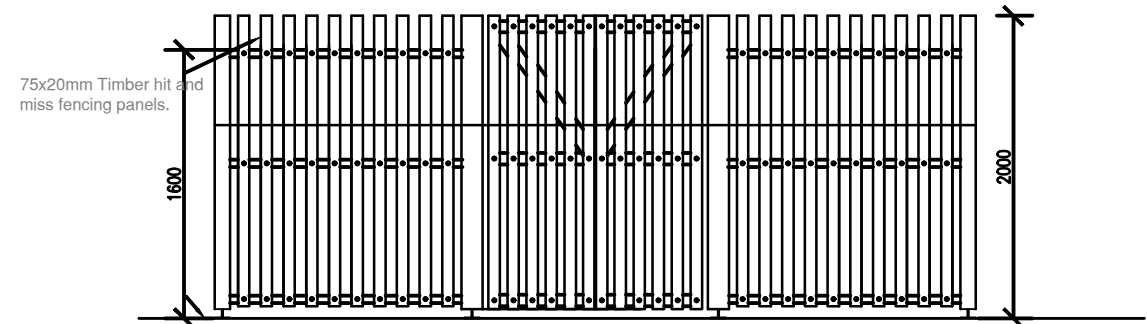
APPENDIX A

SOUTH VIEW AVENUE



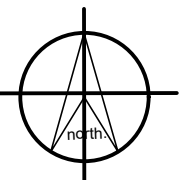
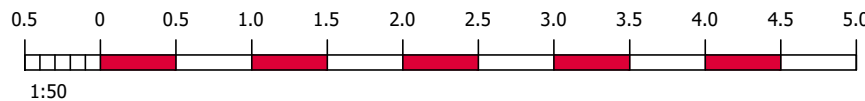
Refuse/Recycling Store

scale A1 1:50, A3 1:100



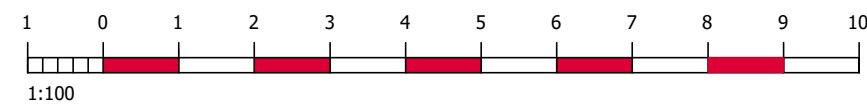
Cycle Storage

scale A1 1:50, A3 1:100



Site Plan

scale A1 1:100, A3 1:200



notes

this drawing is the copyright of the HRP ARCHITECTS LTD and must not be reproduced in whole or part or used for the execution of works without their permission.

all dimensions to be checked on site prior to commencement of construction works and the architect notified of any discrepancy.

figured dimensions are to be used in preference to scaled dimensions.

no deviation from this drawing will be permitted without prior consent of the architect.

all drawings are prepared subject to a full measured and structural survey of the buildings and site.

all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

os promap licence no. 100020449.

scale width 100mm @ a1 - 50mm @ a3

client

revision	notes	date	drawn	check
----------	-------	------	-------	-------

hrp

architects ltd

First Floor, 18 Limberline Spur
hilsa, portsmouth, hampshire, po3 5hj

tel: 023 9269 1843
fax: 023 9263 9722
email: info@hrp-architects.com
website: hrp-architects.com

project
Delta House,
70 South View Avenue,
Caversham

detail
Proposed site plan

drawn	checked
-------	---------

date	status
Sept 2020	Planning

a1 scale	a3 scale	rev
as shown	as shown	8926 03

APPENDIX B



crashmap.co.uk

Crash Date: Saturday, August 13, 2016 **Time of Crash:** 11:45:00 AM **Crash Reference:** 201643W047086

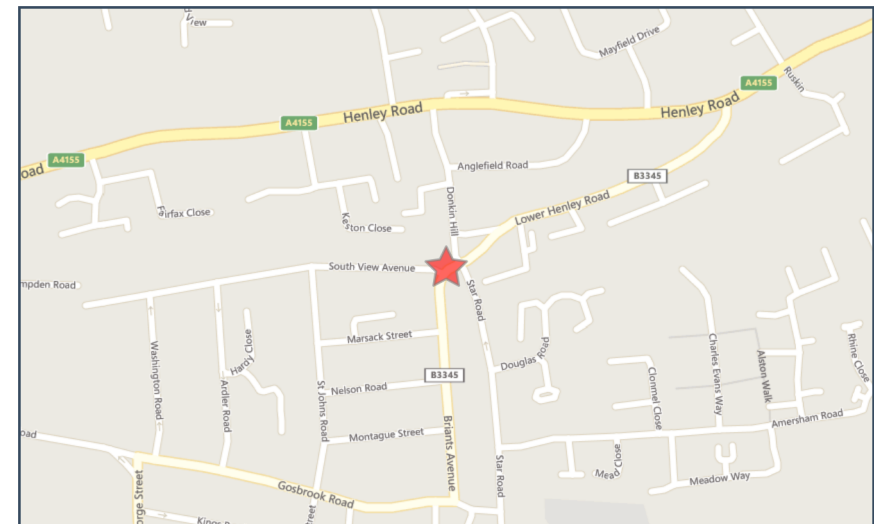
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Zebra crossing
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 472375 174905



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Crash Date: Monday, February 29, 2016 **Time of Crash:** 11:26:00 AM **Crash Reference:** 201643W228026

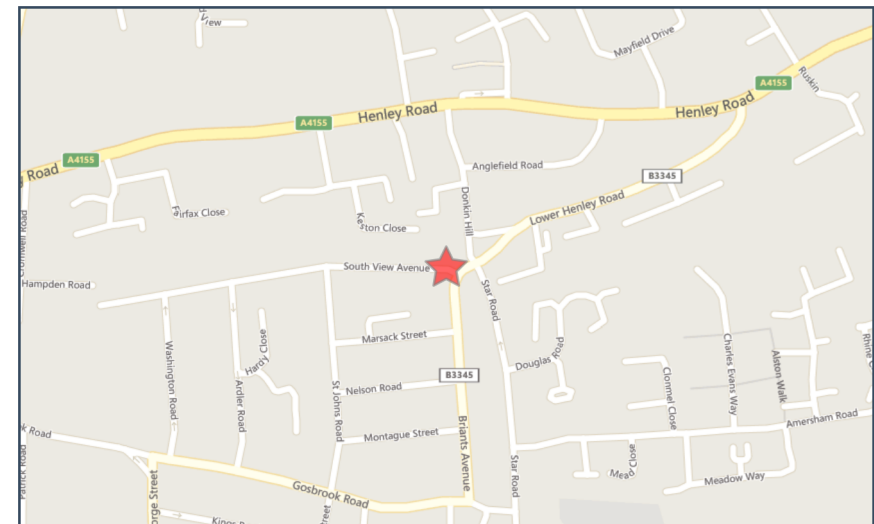
Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B3345

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 472353 174904



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

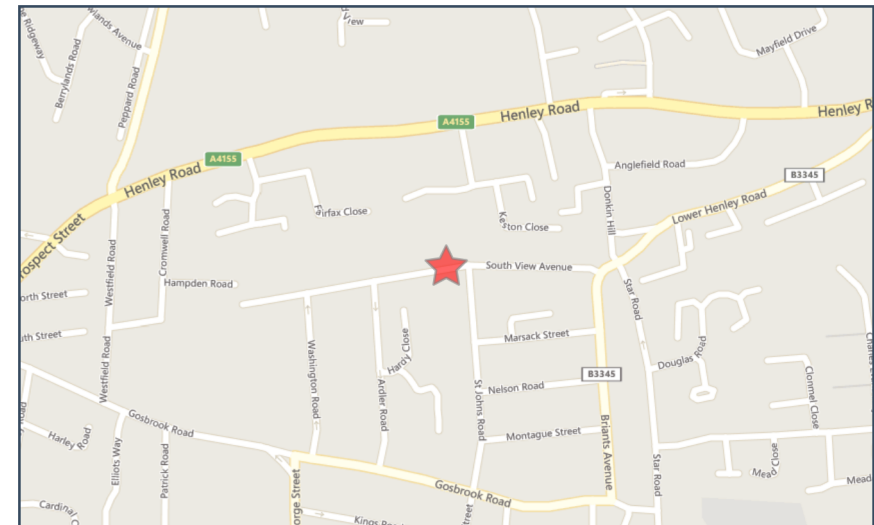
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Crash Date: Wednesday, January 17, 2018 **Time of Crash:** 8:40:00 AM **Crash Reference:** 2018430025441

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	2	OS Grid Reference:	472139 174900
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Pupil riding to/from school	None	None
1	Car (excluding private hire)	1	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

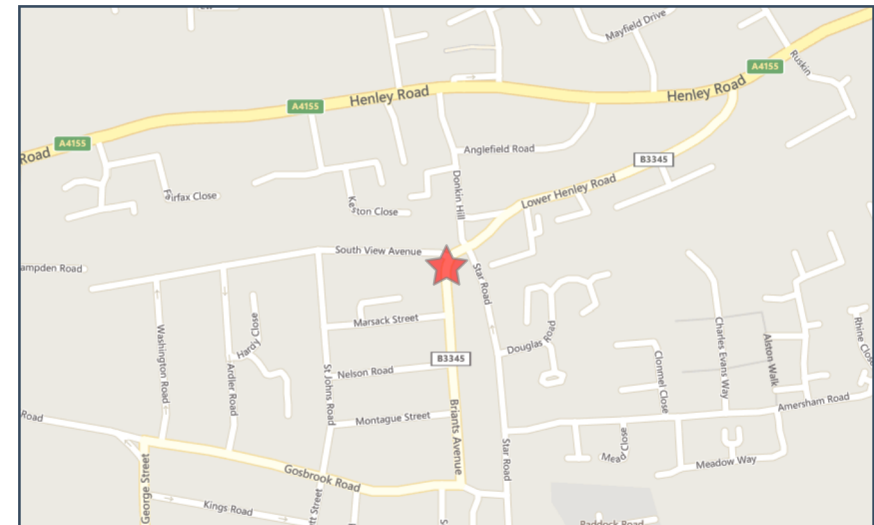
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Crash Date:	Tuesday, January 30, 2018	Time of Crash:	7:20:00 AM	Crash Reference:	2018430048554
Highest Injury Severity:	Slight	Road Number:	B3345	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	2
Local Authority:	Reading Borough			OS Grid Reference:	472365 174887
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	8	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

2019 data is provisional and is subject to change

Crash Date: Wednesday, February 27, 2019 **Time of Crash:** 1:30:00 PM

Crash Reference: 2019430062277

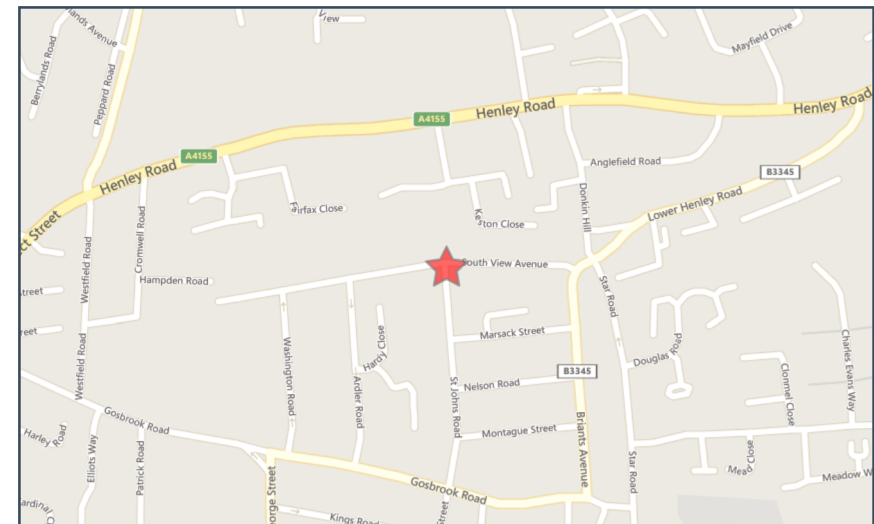
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Footbridge or subway
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 2

Number of Vehicles: 1

OS Grid Reference: 472176 174897



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	45-54	Vehicle is in the act of turning right	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	35-44	In carriageway, crossing elsewhere	Crossing from driver's offside
1	2	Slight	Pedestrian	Male	<5	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C

Calculation Reference: AUDIT-728001-200917-0952

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	2 days
	SO SLOUGH	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	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: Gross floor area
 Actual Range: 178 to 10100 (units: sqm)
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	4 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	16
Suburban Area (PPS6 Out of Centre)	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	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.

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date: FRIDAY		24/06/16	Survey Type: MANUAL
3	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
4	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	HOUSING COMPANY	186 sqm	EAST SUSSEX
	Survey date: TUESDAY		17/11/15	Survey Type: MANUAL
5	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3640 sqm	
	Survey date: THURSDAY		26/11/15	Survey Type: MANUAL
6	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		04/07/18	Survey Type: MANUAL
7	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2500 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL
8	HC-02-A-12 NORTHERN ROAD PORTSMOUTH COSHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	HMRC	10100 sqm	HAMPSHIRE
	Survey date: MONDAY		23/11/15	Survey Type: MANUAL
9	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
	Survey date: WEDNESDAY		16/10/13	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

10	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		5000 sqm	
	Survey date:	THURSDAY	02/10/14	Survey Type: MANUAL
11	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		2600 sqm	
	Survey date:	TUESDAY	04/06/13	Survey Type: MANUAL
12	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3981 sqm	
	Survey date:	WEDNESDAY	30/11/16	Survey Type: MANUAL
13	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date:	MONDAY	11/09/17	Survey Type: MANUAL
14	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		5500 sqm	
	Survey date:	TUESDAY	12/09/17	Survey Type: MANUAL
15	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
	Survey date:	THURSDAY	04/10/18	Survey Type: MANUAL
16	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1930 sqm	
	Survey date:	THURSDAY	14/03/19	Survey Type: MANUAL
17	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		6505 sqm	
	Survey date:	FRIDAY	19/07/13	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

18	SO-02-A-02	COUNCIL OFFICES	SLOUGH
	BATH ROAD		
	SLOUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
19	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD		
	NEWCASTLE UPON TYNE		
	Longbenton		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4800 sqm	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
20	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
21	WO-02-A-02	OFFICE	WORCESTERSHIRE
	MOOR STREET		
	WORCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

RGP Mill Pool House Godalming

Licence No: 728001

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10100	1.109	1	10100	0.168	1	10100	1.277
07:00 - 08:00	20	2881	0.665	20	2881	0.062	20	2881	0.727
08:00 - 09:00	21	2752	1.644	21	2752	0.197	21	2752	1.841
09:00 - 10:00	21	2752	1.170	21	2752	0.394	21	2752	1.564
10:00 - 11:00	21	2752	0.414	21	2752	0.317	21	2752	0.731
11:00 - 12:00	21	2752	0.291	21	2752	0.310	21	2752	0.601
12:00 - 13:00	21	2752	0.429	21	2752	0.555	21	2752	0.984
13:00 - 14:00	21	2752	0.517	21	2752	0.458	21	2752	0.975
14:00 - 15:00	21	2752	0.367	21	2752	0.479	21	2752	0.846
15:00 - 16:00	21	2752	0.285	21	2752	0.689	21	2752	0.974
16:00 - 17:00	21	2752	0.258	21	2752	1.031	21	2752	1.289
17:00 - 18:00	21	2752	0.206	21	2752	1.350	21	2752	1.556
18:00 - 19:00	20	2881	0.059	20	2881	0.458	20	2881	0.517
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		7.414			6.468			13.882	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	178 - 10100 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-728001-200917-0947

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 184 (units:)
 Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

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

Selected survey days:

Monday	4 days
Tuesday	10 days
Wednesday	3 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	11

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

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.

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
8	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

10	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
11	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
12	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
13	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL	
14	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
15	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
16	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
17	NF-03-C-02	MIXED FLATS & HOUSES		NORFOLK
	HALL ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL	
18	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	LAWRENCE WAY			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	56		
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL	

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

19	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:		135
	Survey date: WEDNESDAY		09/11/16
20	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:		85
	Survey date: THURSDAY		18/12/14
21	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		30
	Survey date: WEDNESDAY		03/12/14
22	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY COVENTRY PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:		55
	Survey date: FRIDAY		11/11/16
	Survey Type: MANUAL		

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

RGP Mill Pool House Godalming

Licence No: 728001

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	73	0.049	22	73	0.149	22	73	0.198
08:00 - 09:00	22	73	0.053	22	73	0.183	22	73	0.236
09:00 - 10:00	22	73	0.068	22	73	0.093	22	73	0.161
10:00 - 11:00	22	73	0.070	22	73	0.086	22	73	0.156
11:00 - 12:00	22	73	0.069	22	73	0.079	22	73	0.148
12:00 - 13:00	22	73	0.092	22	73	0.090	22	73	0.182
13:00 - 14:00	22	73	0.072	22	73	0.086	22	73	0.158
14:00 - 15:00	22	73	0.073	22	73	0.076	22	73	0.149
15:00 - 16:00	22	73	0.094	22	73	0.063	22	73	0.157
16:00 - 17:00	22	73	0.117	22	73	0.075	22	73	0.192
17:00 - 18:00	22	73	0.164	22	73	0.086	22	73	0.250
18:00 - 19:00	22	73	0.168	22	73	0.087	22	73	0.255
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.089			1.153			2.242

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected: 6 - 184 (units:)
 Survey date range: 01/01/12 - 18/11/19
 Number of weekdays (Monday-Friday): 22
 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.