

TRANSPORT ASSESSMENT

Caversham Park, Peppard Road, Reading, RG4 8TZ



Prepared for: Beechcroft Developments Ltd
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1.0 Introduction and Background

- 1.1 This Transport Assessment has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd (herein referred to as 'Beechcroft'). It has been prepared to accompany an amended planning application for the conversion and redevelopment of Caversham Park, Peppard Road, Reading, RG4 8TZ (the 'Site').

Background

- 1.2 In March 2022, Beechcroft submitted a planning application (application reference: 220409) to Reading Borough Council (RBC) for development proposals that are broadly the same as the proposals that are the subject of this Transport Assessment (TA), albeit for a smaller number of residential dwellings. The application (herein referred to as the 'live application') is currently live, with the initial submission being accompanied by a TA¹ prepared by Glanville, alongside a Travel Plan (TP) and Construction Traffic Management Plan (CTMP).
- 1.3 No objection has been raised by TDC Officers to the live application, as confirmed in their December 2023 response to the application, which is attached at Appendix A.
- 1.4 As such, the principle of the redevelopment of the site has been found acceptable from a transport and highways perspective. This Transport Assessment has therefore been prepared to comprehensively cover off the revised development proposals, incorporating all matters which have been agreed to date.

Report Structure

- 1.5 This report describes the existing use of the Site and scale of the proposed development. Matters pertaining to access, parking, traffic impact, servicing, and the sustainability of the Site are all considered.
- 1.6 This Transport Assessment is prepared in accordance with Central Government Policies set out in the National Planning Policy Framework (NPPF) (December 2023) and in line with guidance provided by planning policy guidance, Travel Plans, Transport Assessments and Statements (March 2014).
- 1.7 This report should be read alongside the TP and CTMP that have been submitted with the application.

¹ Ref: 011_8210894_MB_Transport_Assessment. 14 March 2022

2.0 Site Description

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

Overview

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

Access

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

Adjacent Road Network

- 2.8 Peppard Road is a two-way residential road, subject to a 20mph speed limit that is enforced by speed cushions.
- 2.9 Approximately 150m north of the Site access, Peppard Road connects to the B481 Buckingham Drive at a mini roundabout.
- 2.10 Peppard Road also connects to the B481 Buckingham Drive 600m to the south of the Site access, via a conventional priority junction that includes a ghost island right turn lane.

- 2.11 The B481 follows a broadly north south orientation, connecting to Reading Town Centre via the A5155 in the south, and Sonning Common in the north.

Traffic Generation Potential of Extant Use

- 2.12 The house and its grounds have been used by the BBC as its Monitoring Station, together with the base for BBC Radio Berkshire.
- 2.13 Policy CA2 of the Local Plan confirms the extant use of the Site as being office. Furthermore, it does not appear to preclude the continued use of the Site for offices if it sustains the significance of the listed building.
- 2.14 There are no available records of the traffic generation of the Site whilst it was fully occupied by the BBC. However, given that the site has an extant use for offices, it is reasonable to assess the existing traffic generation potential of the Site against this land use.
- 2.15 The trip rates obtained from the TRICS database, and the associated traffic generation are outlined in Table 1.

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

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

- 2.16 The full TRICS output for the above assessment, and all other TRICS assessments undertaken herein, are provided at Appendix C.
- 2.17 It is noteworthy that the peak hour traffic generation in Table 1 is significantly less than the total car parking provision on the Site, giving confidence that it provides a fair estimate of the likely traffic generation related to the extant use of the Site. This approach has been agreed with TDC Officers.

Road Safety

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

3.0 Sustainability

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

Walking

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

Cycling

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

Bus Services

- 3.6 The nearest bus stops to the Site are located on Buckingham Drive, 220m to the north and west of the Site entrance. The stops are served by bus route 25 Pink, which is operated by Reading Buses.
- 3.7 The 25 Pink calls at Central Reading, Peppard Common via Reading Bridge, Prospect Street, Emmer Green and Sonning Common. It calls at the stops nearest the Site from 05:58 to 21:13, Monday to Friday, with an hourly service throughout the day and two buses per hour at peak times. On Saturdays the service is available from 07:36 to 20:35, once per hour, and on Sundays, it is available from 08:42 to 18:42, once every two hours.
- 3.8 There are also bus stops on Grove Road, circa 350m from the Site entrance, which are served by bus route 23 Berry.
- 3.9 The 23 Berry provides regular services between Central Reading and Emmer Green via Caversham Bridge and Hemdean Road. It calls at the stops near the Site from 05:19 to 23:21 weekdays, with two buses per hour. It offers similar frequency and coverage throughout the day on Saturdays and a reduced service on Sundays, with one bus per hour from 08:53 to 18:53. Importantly, this service provides a direct connection to Reading railway station, for onward journeys by rail.

Rail Services

- 3.10 Reading railway station is located approximately 3.5km south of the Site and it is the nearest station to the Site.
- 3.11 Reading railway station provides Great Western Railway, Elizabeth Line and Cross-Country services to a range of destinations in the south and west of England, Wales, the north of England and Scotland. A non-exhaustive selection of services is provided below:
- London Paddington – 15 trains per hour (mix of fast and stopping services);
 - Bristol Temple Meads – two trains per hour;
 - London Waterloo – two trains per hour;
 - Basingstoke – two trains per hour;
 - Newbury – two trains per hour;
 - Cardiff Central – two trains per hour; and
 - Manchester Piccadilly – one train per hour.
- 3.12 Reading station is within cycling distance of the Site and is accessible by either of the bus services noted in the above subheading.

Summary

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

4.0 Proposed Development

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

Redevelopment of Caversham Park for assisted living accommodation (Class C2) for over 55's through conversion of Caversham Park House, erection of a care home (Class C2) and age-restricted retirement dwellings (Class C3) including conversion of existing buildings Bursars House and The Lodge. Erection of affordable housing (Class C3 non-age restricted) and refurbishment/extension of existing pavilion to provide changing facilities, café/studio/interpretation hub, sports provision of 1 croquet lawn and 1 cricket ground, refurbishment of tennis court, footpath access to Lowfield Road, associated parking and landscaping following demolition of extensions/outbuildings to the main house (amended description).

4.2 The proposals comprise the construction of:

- 65 assisted living units (class C2) for the over 55's through conversion of Caversham Park House;
- 64 bed care home (Class C2);
- 45 age restricted retirement dwellings (Class C3), including conversion of the existing buildings, The Bursars House and The Lodge (Class C3)
- 5 Discount Market Sale (DMS) dwellings (class C3)
- 22 affordable dwellings (Class C3); and
- refurbishment and extension of the existing pavilion to provide changing facilities, café/studio/interpretation hub and sports provision comprising 1 no. croquet lawns, 2 no. bowling greens, 1 Cricket ground, refurbishment of the existing tennis court and associated parking.

4.3 The proposed Site layout plans are included at Appendix E.

Schedule of Accommodation

4.4 The schedule of accommodation is provided at Appendix F and is summarised as follows:

- Main House: 65 assisted living units comprising:
 - 23 one-bed flats; and
 - 42 two-bed flats.
- Care Home: 64 beds.
- Conversion by the Entrance: 4 age-restricted units comprising:
 - 1 two-bed flat; and
 - 3 two-bed houses.
- Land to the North: 12 two-bed age-restricted houses.
- Land to the East: 29 age-restricted units comprising:
 - 20 two-bed flats; and
 - 9 two-bed houses.
- Land to the West: 27 conventional residential units comprising:
 - 5 two-bed DMS flats;
 - 2 two-bed affordable flats;
 - 11 two-bed houses; and
 - 9 three-bed houses.

Access

- 4.5 The existing vehicular access via the main gate will remain unaltered, thereby retaining the priority working arrangement described in Section 2 of this report.
- 4.6 The existing security barriers will be removed, and a new set of gates will be provided well within the site to ensure that cars can pull in off the road before reaching them. The gates would be controlled by fob, intercom and the estate manager.
- 4.7 The drawing at Appendix G shows that the access easily achieves visibility splays commensurate with the posted 20mph speed limit.
- 4.8 The internal spine road within the Site will be retained broadly in its current alignment at 4.8m wide.
- 4.9 The Site will be retained in private ownership, maintained by a management company and as such the internal streets will not be offered for adoption as public highway.
- 4.10 The existing pedestrian access either side of the piers at the main access will be retained. The southern footway at this location will be retained in its current arrangement terminating at the proposed parking spaces to the east of the existing buildings. It will then widen to 2m and continue for the entire length of the Site, up to the proposed development in the eastern extents of the Site. A 2m wide footway will be provided on at least one side of the spine road for its entire length.
- 4.11 In addition, two pedestrian connections to Peppard Road will be provided from the proposed development, located between the main access and the southwestern corner of the Site, to tie in with the pedestrian infrastructure running through the Site.
- 4.12 A further pedestrian connection will be provided from the northeastern corner of the site to connect onto Lowfield Road, where the development site meets the adopted highway, enabling direct connectivity to facilities in northeastern Caversham and the bus stops on Lowfield Road.
- 4.13 The Site will be open for the public to enjoy from dawn till dusk. At all other times, access would be for residents only, controlled by a fob or keypad. As such, the general public would gain a significant benefit from the development, with access granted to the open spaces during the daylight hours.

Servicing

- 4.14 The largest vehicle likely to access the Site on a regular basis is a refuse vehicle, which is anticipated to be undertaken by the Council. Swept path analysis has been carried out using the Council's design vehicle, which demonstrates that a refuse vehicle can access all points within the Site. The Site would have several estate managers who would ensure that bins are brought to collection points convenient for the waste collection operatives.
- 4.15 Swept path analysis has also been carried out which demonstrates that a fire tender can get to within 45m of the properties, as well as a tanker accessing the foul water pumping station.
- 4.16 Further, swept path analysis has been undertaken of home delivery vehicles and of several of the car parking spaces to ensure they provide sufficient space to manoeuvre. All swept path analysis drawings are provided at Appendix H.

Waiting and Loading Restrictions

- 4.17 To ensure there would be no potential for parking overspill on Peppard Road, TDC officers advised that they may seek a contribution of £7,500, secured by S106, towards new waiting and loading restrictions on Peppard Road to be delivered by the HA. Beechcroft are amenable to make such a contribution.



5.0 Parking

- 5.1 This Section of the Transport Assessment summarises the car and cycle parking strategy at the site. Car parking plans are provided at Appendix E for reference.

Car Parking

- 5.2 The proposed development will accord with the local parking standards, the pertinent elements of which are reproduced in Table 2 and summarised at Appendix I.

Table 2: Car Parking Standards

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

- 5.3 The standards state that “For a retirement village, parking requirements will be determined separately”. As there are no quantitative standards for the Assisted Living and Age Restricted Retirement Dwellings, the maximum level of car parking that would be permitted for a conventional “non-retirement” residential development is quoted in Table 3 simply to provide a maximum benchmark.

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

Units / Development Type	Maximum Car Parking Permitted
Affordable and DMS Dwellings	47
Assisted Living Units	114*
Age Restricted Retirement Dwellings	75*
Care Homes	40
*Maximum standards benchmarked against C3 residential (not retirement)	

- 5.4 With respect to Electric Vehicle (EV) charging, Policy TR5 in the Local Plan states:

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.

Affordable and DMS Dwellings

- 5.5 The Affordable and DMS dwellings would provide 47 car parking spaces (including 20 EV charging points) in line with the maximum amount of car parking permitted by the parking standards set out at Table 1 herein. All of these spaces would be allocated to the affordable units in this location.

Age Restricted Retirement Dwellings and Assisted Living Units

- 5.6 The prevailing parking standards state that *"For a retirement village, parking requirements will be determined separately"*. The following section therefore sets out how the level of car parking has been determined for the Age Restricted Retirement Dwellings and Assisted Living Units, based on Beechcroft's significant experience with delivering this type of development.
- 5.7 Retirement housing is generally occupied by one or two people, with each household typically requiring only one car as the need for two cars diminishes with retirement.
- 5.8 The car parking demand for the residents of the Assisted Living units will be particularly low, given that these residents require a level of care as these types of units are often a precursor to entering a care/nursing home. A review of recent Beechcroft schemes for retirement flats and houses, included at Appendix J, shows that these types of schemes provide a total parking provision of between 1.1 and 1.3 spaces per unit.
- 5.9 Based on the above, the following level of car parking is proposed, which would ensure that sufficient car parking would be provided on Site without unnecessary over provision:
- Age Restricted Retirement Dwellings: 1.25 car parking spaces per dwelling.
 - Assisted Living Units: 1.25 space per unit.
- 5.10 It is noteworthy that Caversham House is located circa 300m from Peppard Road, with the Land to the East being over 500m from Peppard Road. As such, these parts of the development are well beyond the 200m that residents would normally walk from a car parking space to their house. This matter is further reinforced by the fact that the residents of the retirement units will be older, and therefore far less likely on average than residents of non-retirement homes, to walk a significant distance to their homes. On this basis, there is little prospect of residents of this component of the development parking on the streets surrounding the Site.
- 5.11 As a point of detail, it is noted that the 4 Age Restricted Retirement Dwellings located close to the main site entrance (Lodge & Bursars Conversion) are somewhat remote from the rest of the development and as such the residents of these dwellings would have a limited supply of car parking immediately adjacent to their home to choose from. In response to this, an additional two spaces are provided in this location to ensure that the residents of these units would have sufficient parking without recourse to parking on the nearby Peppard Road. As such 7² spaces would be provided for these dwellings.
- 5.12 In line with the 1.25 spaces per dwelling set out in paragraph 5.9, 36 car parking spaces (1.25 * 29 units) would be provided for the residents of the dwellings in the Land to the East, whilst a total of 15 car parking spaces (1.25 * 12 units) would be provided for residents of the Land to the North.

² 4 units X 1.25 spaces per unit + 2 additional spaces = 7 spaces

- 5.13 The Assisted Living units in the Main House would be provided with 81 car parking spaces (1.25 * 65 units).
- 5.14 In summary, the Age Restricted Retirement Dwellings would provide 58 car parking spaces and the Assisted Living Units would provide 81 car parking spaces. 10% of all the spaces will provide charging for Electric Vehicles in compliance with the prevailing standards.

Care Home Parking

- 5.15 The arrangement of the Care Home has been developed by an architect working directly for the future operator of the facility. The operator is well incentivised to ensure they have enough spaces, as if either staff or visitors have issues parking it will impact the operation of the home, a risk they cannot entertain.
- 5.16 By way of background information, it is anticipated that there would be 24 staff at the facility from 9am to 4pm, with a brief peak of around 27 staff at the 2pm shift change depending on handovers. Based on analysis of existing staff travel arrangements, the operator expect the number of staff arriving by car to peak at 20 during the 2pm shift change. There are usually at least a couple of those having shared a car, putting the maximum number of staff cars at the facility at around 18.
- 5.17 Supporting information provided by the Care Home operator regarding the anticipated parking demand is provided at Appendix K.
- 5.18 The Care Home would provide 30 car parking spaces, which is comparable to that serving similar sized care homes in suburban areas and will be sufficient to ensure that all the associated parking demands can be met within the curtilage of the facility. The level of parking proposed is below the maximum permitted and therefore compliant with the Council's standards. A total of 6 EV charging points are provided for the Care Home, in compliance with RBC standards, as shown at Appendix E.
- 5.19 In addition, it is confirmed that the visitors to the Care Home would not be prohibited from using the spaces allocated to the Pavilion if there is an overspill.
- 5.20 Importantly, it is the case that Beechcroft has considerable experience in developing and selling retirement villages of this nature and as such it would not propose a care home with insufficient car parking which might result in overspill car parking to the detriment of the prospective residents of the new dwellings on the site.

Pavilion Car Parking

- 5.21 A total of 38 car parking spaces, including 4 EV charging points, would be available for the users of the Pavilion, which was accepted in respect of the previous proposals.

Summary

- 5.22 The proposed development would provide a level of parking in compliance with the prevailing standards and based on Beechcroft's experience of delivering assisted living and care home developments. It would provide adequate parking for the residents of and visitors to the development and would not generate parking on the streets surrounding the Site.

Cycle Parking

- 5.23 The cycle parking standards pertinent to the development are set out in Table 4.

Table 4: Cycle Parking Standards

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

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

6.0 Traffic Impact

- 6.1 TDC officers confirmed in their response to the live application that *"The proposed redevelopment is anticipated to result in a reduction in the traffic generation of the Site compared to its extant use"*.
- 6.2 The proposals set out in this report seek a reduction in quantum of development compared to that proposed by the live application. As such they would be expected to have a commensurately lower traffic generation. Therefore, given that the traffic impact of the live application was found to be acceptable to TDC Officers, the scheme that is the subject of this report should likewise be found acceptable to them.
- 6.3 Nevertheless, for completeness, this section estimates the traffic generation of the proposed development. The change in traffic flows that would be likely to arise because of the redevelopment is then calculated by 'netting off' the traffic generation potential of the extant use.

Proposed Development

- 6.4 For consistency, the following assessment will use the trip rates established in the Transport Assessment for the live application, which have already been found acceptable by TDC Officers.
- 6.5 Table 5 shows the trip rates and traffic generation for the proposed development, which for ease of reference is summarised below:
- 27 conventional dwellings (22 affordable plus 5 DMS);
 - 65 assisted living units;
 - 64 bed care home; and
 - 45 age restricted retirement dwellings.

Table 5: Trip Rates and Traffic Generation – Proposed Development

Period	Trip Rates Vehicles per Unit			Traffic Generation Vehicles		
	In	Out	2-Way	In	Out	2-Way
Mixed Private/Affordable Housing						
AM Peak (08:00-09:00)	0.103	0.343	0.446	3	9	12
PM Peak (17:00-18:00)	0.30	0.138	0.438	8	4	12
Daily (07:00-19:00)	1.926	1.982	3.908	52	54	106
Retirement Flats						
AM Peak (08:00-09:00)	0.07	0.06	0.13	3	3	6
PM Peak (17:00-18:00)	0.07	0.064	0.134	3	3	6
Daily (07:00-19:00)	0.91	0.914	1.824	41	41	82
Assisted Living						
AM Peak (08:00-09:00)	0.085	0.048	0.133	6	3	9
PM Peak (17:00-18:00)	0.030	0.067	0.097	2	4	6
Daily (07:00-19:00)	1.504	1.482	2.986	98	96	194
Care Home						
AM Peak (08:00-09:00)	0.048	0.048	0.096	3	3	6
PM Peak (17:00-18:00)	0.024	0.071	0.095	2	5	7
Daily (07:00-19:00)	1.953	1.978	3.931	125	127	252
Total						
AM Peak (08:00-09:00)	N/A			15	18	33
PM Peak (17:00-18:00)				15	16	31
Daily (07:00-19:00)				316	318	634

- 6.6 The development is anticipated to result in a modest level of traffic generation and less than was found acceptable for the live scheme.
- 6.7 Furthermore, the Site already has an established traffic generation potential based on its extant use, as set out in Table 1 of this report. The change in traffic flows likely to arise because of the redevelopment proposals, i.e. the net traffic impact, is calculated by subtracting the traffic generation of the extant use, from that of the proposed development, as shown in Table 6.

Table 6: Net Traffic Impact

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	-130	2	-128
PM Peak (17:00-18:00)	-11	-68	-79
Daily (07:00-19:00)	-326	-312	-638

- 6.8 As shown in Table 7, the proposed redevelopment is anticipated to result in a significant reduction in the traffic generation of the Site compared to its extant use. As such, the redevelopment would have a beneficial impact on the safety and capacity of the surrounding road network.
- 6.9 Given the above, the development would not result in a severe cumulative impact in the context of paragraph 115 of the NPPF.

7.0 Summary and Conclusion

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

Summary

- 7.2 The main findings of this Transport Assessment are as follows:
- The Site is in a suitably sustainable location to support the scale and nature of the proposal.
 - The development will provide an appropriate level of car parking provision, compliant with the prevailing standards. Furthermore, it has been demonstrated that the level of car parking proposed would be adequate for the future residents of, and visitors to, the development and would not result in parking on the streets surrounding the Site.
 - Cycle parking will be provided in line with residential standards for the open market and affordable non-retirement homes. The retirement homes will be provided with a level of cycle parking appropriate for the needs of the future residents.
 - Beechcroft will make a contribution towards the introduction of waiting and parking restrictions on Peppard Road, secured as part of the S106 Agreement.
 - A review of the accident record has been undertaken which shows that the streets surrounding the Site do not suffer from any existing safety concerns.
 - The development will result in a modest level of traffic generation. Furthermore, once the traffic generation potential of the extant use of the Site has been taken into consideration, the redevelopment would result in a significant 'net' reduction in the traffic generation of the Site.

Conclusion

- 7.3 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 7.4 Considering the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as either giving rise to an unacceptable impact on highway safety or a severe impact on the road network. Therefore, the local Highway Authority should raise no objection to the planning application.

Appendices



Appendix A

December 2023 TDC Comments

Memo

From: Transport Development Control Floor 1 North Rear Civic Offices Bridge Street
Reading RG1 2LU

To: Matt Burns

Date: 14 December 2023 V3

Re: Consultation on Planning Application

Application Number: 220409

Application Type: Full Planning Approval

Address: Caversham Park Peppard Road Caversham Reading RG4 8TZ

Original Proposal: Redevelopment of Caversham Park for assisted living accommodation (Class C2) for over 55's through conversion of Caversham Park House, erection of a care home (Class C2) and age-restricted retirement dwellings (Class C3) including conversion of existing buildings Bursars House and The Lodge. Erection of affordable housing (Class C3 non-age restricted) and refurbishment/extension of existing pavilion to provide changing facilities, café/studio/interpretation hub, sports provision of 2 croquet lawns & 2 bowling greens, refurbishment of tennis court, associated parking and landscaping following demolition of extensions/outbuildings to the main house (amended description)

Updated comments made in respect of;

- *Glanville Response Ref; 026_8210894_Response_to_TDC*
- *Drawing No. 3251.P101 Rev AC*
- *Drawing No. 3251.P102 Rev N*
- *Drawing No. 3251.P103 Rev P*
- *Drawing No. 3251.P104 Rev A/B*
- *Drawing No. 19-141-110 Rev I*

The proposed development will provide a Care Home, Assisted Living Units, retirement housing for people aged over 55, market dwellings and affordable housing. Following the submission of the planning application, the submitted scheme has been amended. The amendments include;

- *Changes to internal layout of the proposed conversion of Caversham Park House to assisted living accommodation (class C2),*
- *Revised design of the proposed two storey Care Home (class C2) to the west of the main house following the demolition of existing buildings.*
- *Replacement of the previously proposed crescent of over 55's retirement dwellings (class C3) to 20 retirement houses for over 55's (class C3)*
- *Erection of 9 retirement homes and 28 apartments for over 55' (class C3) in a mews courtyard style on land to the east of the main house*
- *Revised layout of 27 non age restricted affordable homes (class C3) in the enclosed field to the north of the BBC Records Centre, fronting Peppard Road*
- *Addition of an interpretation hub to proposed refurbishment and extension of the sports pavilion which will provide details of the history and context of the buildings and park to visitors to the site.*
- *Enlarged area of car parking by the pavilion to accommodate visitors, either using the café or sport facilities,*

- *Additional footpaths around the site, reduction in width of access drive/road and rationalisation of proposed car parking areas.*
- *The new tennis court that was proposed in the north lawn has been omitted.*

A Transport Assessment has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd who specialise in retirement accommodation. A Transport Assessment Addendum has also been submitted to address the points made by the Highway Authority (in comments dated 10th June 2022).

The site is bounded on the north, east and west via vehicular roads; Peppard Road on the western boundary and Lowfield Road on the north and east. The principal access into the site is via a private road named Caversham Park Drive at the north-west corner of the site which connects with Peppard Road. The entrance is fronted by a gate leading onto Caversham Park Drive.

There are 4 parts to the development; the breakdown of the proposed dwellings/units is as follows:

Main House - 65 assisted living units comprising of:

- 23 x 1-bedroom units
- 40 x 2-bedroom units
- 2 x 2-bedroom dwelling houses.

Care Home:

- 64 Bedrooms to be provided.

The Gate House (age restricted dwellings)

- 1 x 2 bed unit
- 3 x 2-bedroom dwelling house.

East Parcel Land - 57 age restricted units:

- 48 x 2-bedroom flats
- 9 x 2-bedroom houses

West Parcel Land - 27 Affordable Dwellings,

- 7 x 1 Bedroom flats
- 11 x 2 bedroom houses
- 9 x 3 bedroom houses

The site is accessed via a private drive from Peppard Road and is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. Amendments have been proposed to the original application. The revised scheme comprises 5 less dwellings than the submitted scheme.

Access:

There are no changes proposed to the entrance of the site, as previously stated the removal of the pillars located at the site entrance may be required to ease access during construction.

The original comments provided for application 220409 confirmed the width of existing access road from Peppard Road was acceptable. The internal spine road within the site will be retained broadly in its current alignment with a width of 4.8m.

Additional footpaths are provided throughout the site to enhance the pedestrian environment and to provide connections from the public highway through the site along the key desire lines via a 2m footway as illustrated on amended plan 3251.P.104 Rev AB.

Parking requirements:

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities.

The Councils Local Plan was adopted in November 2019 and this includes a requirement at Policy TR5 for each new house to be provided with an electric charging point. Within communal car parks for residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.

In accordance with the Councils current Parking Standards and Design SPD the following parking provision is required;

Main House - 65 assisted living units comprising of:

- 23 x 1-bedroom units
- 40 x 2-bedroom units
- 2 x 2-bedroom dwelling houses.

Type of Dwelling	Standard	Required provision
63 x 1 & 2 Bedroom Flats	1.5 spaces per unit	94.5
Visitor Parking (Flats Only)	1 space per 4 dwellings	15.75
2 x 2 Bedroom Houses	2 spaces per unit	4
Total Provision		114.5

Given that there are no specific standards for age restricted and assisted living units (without warden assistance) the applicant has provided justification for the level of parking proposed which is 81 spaces (65 allocated and 16 visitor).

Retirement housing is generally occupied by 1 or 2 people, typically requiring only 1 car. The applicant has previously undertaken reviews of similar Beechcroft schemes which have provided a total parking provision of between 1.1 and 1.3 spaces per unit. The proposed provision equates to 1.25 car parking spaces per unit/dwelling which is deemed acceptable in this instance.

In accordance with the Local Plan, 10% of parking spaces will be provided with an EV charging point which equates to 8 EV points. This has been illustrated on Plan 3251.P.127 Rev J. and is deemed acceptable.

Drawing No: 3251.P.124 Rev G (Bikes and Bin Stores) states 24 cycle storage spaces will be provided on a covered storage unit. Visitor parking is proposed in 2 locations near the frontage of the main house (2 x 12 cycle spaces). Taking into consideration the type of occupants that will take up residents, it is unlikely that access to cycle storage will be priority, therefore the proposed provision for the Main House is deemed acceptable. It should be noted that in the original submission it was stated that the management company

would monitor usage to ascertain demand and provision. Given there are no cycle parking standards for retirement dwellings/village, this would be deemed acceptable, however a formal mechanism for reviewing supply and demand would be required.

Care Home: 64 Bedrooms

24 FTE staff during 9 am to 4pm (brief crossover period max 27 staff)

Type of Dwelling	Standard	Required provision
64 Bedroom Care Home	1 per FTE staff & 1 per 4 residents	40 Spaces

As per the table above, in accordance with the Councils current standards a C2 care home would require 1 per FTE and 1 per 4 per resident. The Transport Assessment Addendum states that the care home would be provided with 30 car parking spaces (which includes 3 disabled bays) is comparable to other Beechcroft retirement schemes.

The applicant has confirmed that the level of parking proposed is below the maximum permitted, however, it is confirmed that the visitors to the Care Home would not be prohibited from using the spaces allocated to the Pavilion if additional visitor spaces are occasionally required.

In accordance with the Local Plan, Drawing number 19-141-110i submitted with the application shows 6 EV charging points.

Based on 24 staff cycle parking of 1 per 3 staff is required, this would equate to a minimum of 8 cycle parking spaces for staff. Drawing No 3251.P.124 Rev G illustrates a floor plan providing 16 storage spaces, this is in excess of standards and is deemed acceptable.

The Gate House

Type of Dwelling	Standard	Required provision
1 x 2 Bed Flat	1.5	1.5
3 x 2 Bedroom dwelling	1.5	4.5
Total provision		6.00

Submitted plan 3251.P126 Rev J, confirms that a total of 7 parking spaces will be provide of which 1 is visitor space.

The submitted Transport Assessment Addendum states that 4 EV charging points are to be provided for the 4 Gate House properties. This is therefore deemed acceptable.

The Gate House Cycle Provision:

Type of Dwelling	Standard	Required provision
1 x 2 Bed Flat	0.5	0.5
3 x 2 Bedroom dwelling	2.00	6.00
Total provision		6.5

Cycle parking will be located behind the car parking spaces in this location as shown on drawing 3251.P.103 Rev P will a lockable cycle store equipped with cycle stands.

East Parcel and North Parcel - 57 Age Restricted Units:

East Parcel:

- 28 x 2 bed Units
- 9 x 2 bedroom Houses

North East Parcel:

- 20 x 2 bed Units

Type of Dwelling	Standard	Required provision
57 x 2 bedroom apartments	1.5	85.5
Total provision		85.5

A total of 85.5 parking spaces are required for the proposed units on this parcel of land. The Transport Assessment Addendum states that 74 parking spaces are proposed which is below our current standards.

Justification has been submitted for the reduced provision citing the age thresholds of the occupants ie. Retirement age and impact on the highway network given that any over spill would occur within the curtilage of the site.

The width of the access road is sufficient to accommodate occasional on street parking if required. In view of the above and the supporting narrative, a reduced provision can be accepted in this instance.

Plan 3251.P128 Rev J identifies 22 EV charging points across both parcels of land which is deemed acceptable. Please note that each of the town houses should be allocated parking spaces with EV charging points as detailed in the Councils Local Plan.

Cycle parking is shown on drawing number 3251.P.102 and referred to on drawing numbers 3251.P.122 and 124 submitted with the application. However, it is not acceptable for the cycle racks to be located in the bin store. They can be in the same building but must be physically separated from the bins and have a separate entrance. Therefore, full details will be required by condition.

West Parcel Land - 27 Affordable Dwellings

Type of Dwelling	Standard	Required provision
7 x 1 Bedroom Flats	1.5	10.5
11 x 2 Bedroom Houses	1.5	16.5
9 x 3 Bedroom Houses	2.00	18.00
Total		45.00

A total of 47 parking spaces are proposed for this parcel of land which is in excess of the Councils current adopted standards.

In accordance with the Councils local Plan each dwelling/ house would require 1 EV charging point which would equate to 20 EV points. The scheme has been updated to include 20 EV charging points as shown on amended plan, drawing no. 3251.P.126 Rev P.

Plans propose that dwelling in the West parcel of land are provided with 2 cycle storage space per dwelling and 2 cycle spaces for 2 bed units and 1 space for 1 bedroom units. Cycle parking for each of the houses are to be provided in secure garden shed in private amenity areas and cycle parking for the apartments are provided in a communal store which is deemed acceptable.

The Pavilion

The new tennis court that was proposed in the north lawn has been omitted. The former Cricket Pitch area will be replaced with 2 no. croquet lawns and 2 no. Bowling Greens as well as the existing refurbished tennis court, all of which will be available for both the use of residents and the local community. The Cricket Pavilion will be extended to accommodate a small studio/meeting room and a café in addition to the interpretation hub. Provision has made for an enlarged area of car parking (38 spaces) by the pavilion to accommodate visitors, either using the café or sport facilities, the interpretation hub or accessing the pathways and the rest of the park in daylight hours. A management plan will be required (by condition) and should include full details of how the allocation of the car parking spaces for user groups will be provided and managed to ensure the demand does not exceed the level of provision during busy periods.

In accordance with the Local Plan, 10% of parking spaces will be provided with an EV charging point which equates to a minimum of 4 x EV points within the Pavilion provision, drawing no. 3251.P.126 Rev P.

Servicing

The largest vehicle likely to access the site on a regular basis is a refuse vehicle. Swept path analysis has been carried out which demonstrates that a refuse vehicle and fire tender can access all points within the site.

The site will have several estate managers who would ensure that bins are brought to collection points. Given that it is anticipated that refuse collection will be undertaken by the Council, it is recommended that the Councils Refuse/Waste Department should be contacted to review the proposed arrangements and provide comments.

Traffic impact

In terms of the level of development proposed, the revised scheme comprises 5 less dwellings than the submitted scheme and no changes have been made to the initial comments.

The house and its grounds have been used by the BBC as its Monitoring Station since 1943 and a base for BBC Radio Berkshire. However, there are no available records of the traffic generation of the site whilst it was fully occupied by the BBC, employing in the region of 800 staff.

Given that the site has an extant use for offices, the Transport Assessment has assessed the existing traffic generation potential of the site against office use. To determine appropriate trip rates for the existing traffic generation potential of the site, the TRICS Database has been interrogated.

TRICS survey data is used to analyse individual or selected sets of survey counts to produce trip rate information based on user-defined development scenarios. The results provide an estimate of the likely activity at a development, and it is widely used by both transport planning consultants and local authorities. The TRICS outputs are included in Appendix B of the Transport Assessment.

The trip rates obtained from the TRICS database, and the associated traffic generation are outlined in Table 1 of the TA.

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

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

The results in Table 1 show that the existing site could generate 161 two-way vehicle trips in AM peak and 110 two-way trips in the PM peak. Across the 12 hour period assessed between 07:00-19:00, there are estimated to be 1,272 two-way vehicle trips generated by the existing BBC site. However, it should be noted that if the site were utilized as a standard B1 office, it may generate more intensive trip generation to and from the site during the AM/PM peak hours than previously experienced as the BBC site.

I have reviewed the parameters selected by the applicant and can confirm that they are acceptable. However, of the sites that have been selected I have concerns that only one site has been selected which does not provide a good representative sample of data.

I have also reviewed the trip rates for the proposed residential and this has been broken down into residential mixed/affordable housing, residential assisted living, residential retirement units and care home.

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

Table 6: Trip Rates and Traffic Generation: Proposed Development

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

The proposed redevelopment is anticipated to result in a reduction in the traffic generation of the Site compared to its extant use. Given that the development would result in fewer trips to the application site and no material increase in directional traffic flow to and from the site during peak hours, no junction assessments have been undertaken.

Historic Rights of Way

Local Plan Policy CA2 (Caversham Park) calls for “Any development or conversion proposals should open as much of the park as possible up to public access, including reinstatement of any historic public footpaths where possible and appropriate.

The applicant has investigated historic Rights of Way across the site. The only public footpath identified lead from just north of the gate lodge, off the Peppard Road, towards the north east, which is shown on the 1892-1914 25 inch OS map of the area which is marked F.P. This corresponds closely to a route just outside the line of the current boundary, continuing on along the line of Lowfield Road further to the north and east, outside of the modern extent of the park.

A wider line was identified on the OS map bisected connecting Park Farm from the main house which is not marked F.P, therefore, it is not clear whether this was a footpath or a delivery route from the farm to the house.

The applicant has stated that the scope of the access has been extended from that in the original submission. The development will result in public access to the majority of the park between dawn and dusk, with the exception of the areas immediately adjacent to the care home, assisted living units and age restricted dwellings for safeguarding purposes.

The applicant was requested to provide additional pedestrian connections to the footway network outside of the current boundary, however, the applicant asserts the additional pedestrian connections are not possible due to 3rd party ownership issues. Therefore, the primary pedestrian route to and from the site will be Peppard Road.

S106 Requirements

To ensure that there is no significant increase in on-street on Peppard Road as a result of the development, the applicant is requested to undertake an initial parking survey on the surrounding roads prior to implementation. Within 3 months of occupation of the dwellings on the western parcel, a subsequent parking survey should be undertaken. If an increase in on-street parking has occurred and/or overspilled onto the surrounding highway, the applicant has agreed to pay a contribution of £7,500 pounds towards a review of the waiting restrictions on Peppard Road and/or new waiting and loading restrictions. All parking restrictions will require both statutory consultation and approval from TMSC.

Construction

The applicant should be aware that there would be significant transport implications constructing the proposed development within the existing urban area of Reading. One of the key concerns of planning is to ensure that new development does not reduce the quality of the environment for others, particularly where it would affect residential properties. As well as demonstrating a commitment to ensuring the number of HGV movements are managed and controlled, the CMS must demonstrate that appropriate measures will be implemented to ensure the safety of pedestrians and cyclists on the road network around the construction site. The agreed measures included in the CMS become a formal commitment and will be approved by the Local Highway and Planning Department separate to the determination of this application.

Suggested conditions subject to the points above being suitably addressed.

- C2 CONSTRUCTION METHOD STATEMENT (TO BE SUBMITTED)**
- DC1 VEHICLE PARKING (AS SPECIFIED)**
- DC6 CYCLE PARKING (TO BE APPROVED)**
- DC9 REFUSE COLLECTION (TO BE APPROVED)**
- DC12 ROADS TO BE PROVIDED (AS SPECIFIED)**
- DC17 CAR PARKING MANAGEMENT PLAN (REWORDED)**

Prior to first occupation of the development hereby approved, a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of how the allocation of the car parking spaces for the residential units has been allocated and details of how the staff and visitors parking will be managed within the site. The management plan shall also include full details of how the allocation of the Pavilion car parking spaces will be provided and managed to ensure the demand does not exceed the level of provision during busy periods.

Thereafter the approved CPMP shall be implemented in full and for the lifetime of the development.

REASON: In the interest of the safety and convenience of all highway users in accordance with TR5 of the Reading Local Plan 2019.

[DC24](#) EV CHARGING POINTS

IF3 Highways

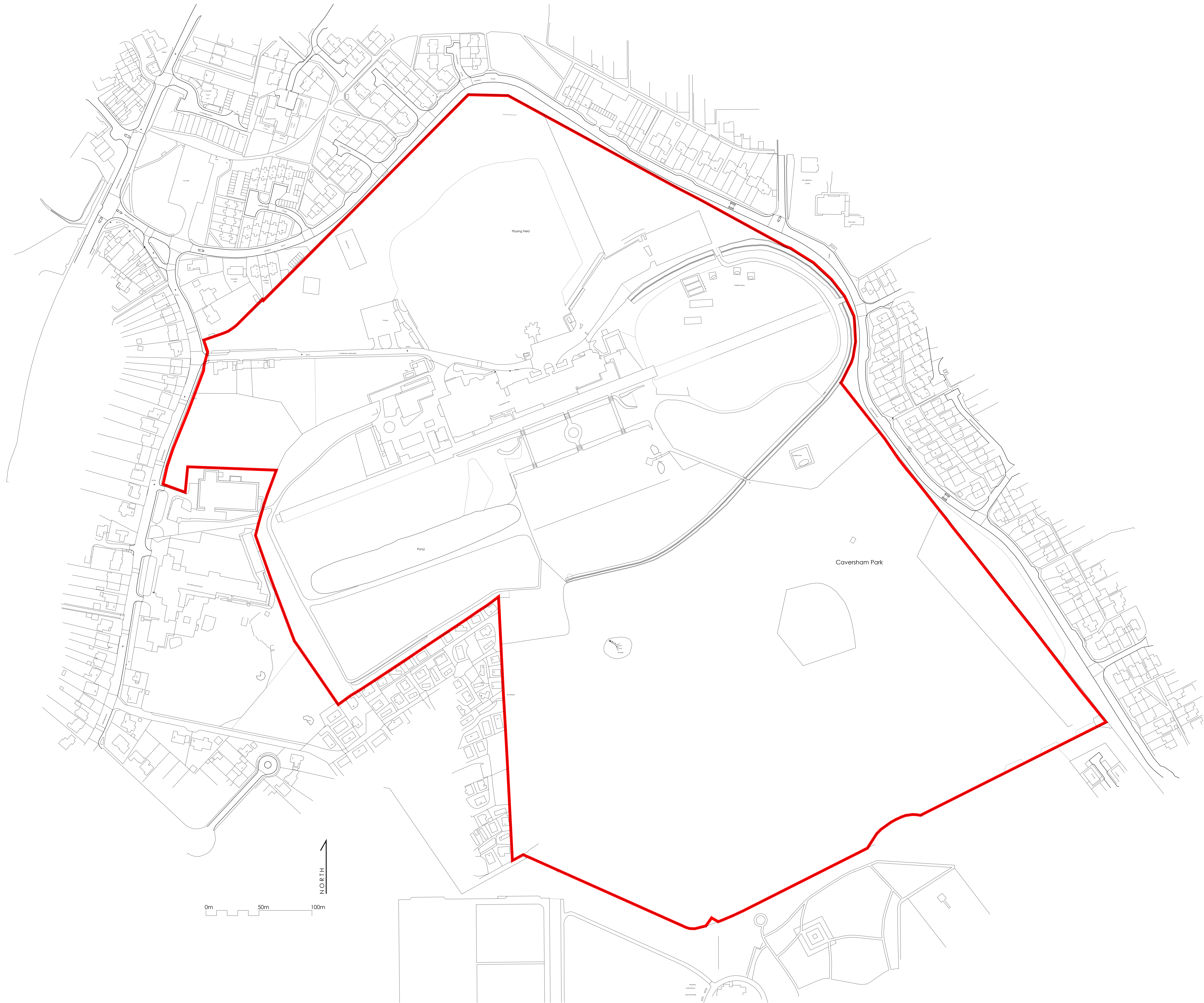
S106 Requirements

- Not to Implement the Development until the Initial Parking Survey has been carried and approved in writing by the Head of Planning and Regulatory Services
- To carry out the Subsequent Parking Survey within three (3) months of Occupation Notice of the western parcel land (affordable dwellings) such survey to be approved in writing by the Head of Planning and Regulatory Services
- To pay the Traffic Management Contribution of £7,500.00 as a contribution required towards the cost of mitigation measures of overspill on-street car parking where the Subsequent Parking Survey identifies an increase in on street car parking over and above the level revealed by the Initial Car Parking Survey

Appendix B

Site Location Plan





NOTES		
DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION WITHOUT THE ARCHITECT'S PERMISSION.		
ALL DIMENSIONS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE TAKEN FROM THE DATUM POINT.		
THIS DRAWING IS THE PROPERTY OF BHP HARWOOD ARCHITECTS AND MAY NOT BE COPIED, REPRODUCED, LENT OR DISCLOSED WITHOUT THEIR WRITTEN PERMISSION BY EMAIL.		
REVISIONS		
Rev.	Date	Description
A	17.11.21	Amended
B	22.11.21	Road Names Added
C	14.12.21	Road Names Added

Client :
Beechcroft
Developments

Job :
Caversham Park
Reading

Drawing Title:
Site Location Plan

Scale:
1:1250 @ A0

Date:
Nov 2021

Drawn By
RN

Checked

Drawing No:
3251.P.100

Revision:
C

PRELIMINARY

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Windsor, SN13 0BN
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Appendix C

TRICS Database Outputs

Calculation Reference: AUDIT-225601-220307-0349

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 24 to 61 (units:)
 Range Selected by User: 20 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/05/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
No Sub Category	1

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

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

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

LIST OF SITES relevant to selection parameters

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

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

Glanville Foxhall Road Didcot

Licence No: 225601

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

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

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

Calculation Reference: AUDIT-225601-211013-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02 SOUTH EAST
 HC HAMPSHIRE 1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

No Sub Category 1

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

Secondary Filtering selection:

Use Class:

C2 1 days

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

Population within 500m Range:

All Surveys Included

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000

1 days

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

250,001 to 500,000

1 days

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

1.1 to 1.5

1 days

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

No

1 days

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

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

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

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

Glanville Foxhall Road Didcot

Licence No: 225601

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

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

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

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

Glanville Foxhall Road Didcot

Licence No: 225601

Calculation Reference: AUDIT-225601-211013-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
HC	HAMPSHIRE	1 days
SC	SURREY	1 days
WS	WEST SUSSEX	4 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 23 to 199 (units:)
 Range Selected by User: 16 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	2 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

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

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

Glanville Foxhall Road Didcot

Licence No: 225601

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

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

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

Calculation Reference: AUDIT-225601-211013-1004

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

HC HAMPSHIRE

1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 10100 to 10100 (units: sqm)

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Monday

1 days

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

Manual count

1 days

Directional ATC Count

0 days

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

Suburban Area (PPS6 Out of Centre)

1

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

No Sub Category

1

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

Secondary Filtering selection:

Use Class:

Not Known

1 days

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

All Surveys Included

Population within 500m Range:

All Surveys Included

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

250,001 to 500,000

1 days

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

1.1 to 1.5

1 days

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

No

1 days

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

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

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

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

MANUALLY DESELECTED SITES

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

Glanville Foxhall Road Didcot

Licence No: 225601

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

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

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

Calculation Reference: AUDIT-225601-220307-0315

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days
14	LEINSTER	
	KK KILKENNY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 30 to 88 (units:)
 Range Selected by User: 20 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 18/05/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	10
Village	1

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

Secondary Filtering selection:

Use Class:

C3	11 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

Yes	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	10 days
0 None	1 days

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

LIST OF SITES relevant to selection parameters

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

Glanville Foxhall Road Didcot

Licence No: 225601

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

Trip rate parameter range selected: 30 - 88 (units:)
 Survey date range: 01/01/13 - 18/05/21
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix D

Accident Data

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

Selection:

Selected using Pre-defined Query :

Notes:

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

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

Causation Factor:

1st: Failed to judge other persons path or speed

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

Participant:

Vehicle 1

Confidence:

Very Likely

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

Causation Factor:

1st: Failed to look properly

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

Participant:

Vehicle 1

Confidence:

Very Likely

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

Causation Factor:

1st: Failed to look properly

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

Participant:

Vehicle 1

Confidence:

Very Likely

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

Selection:

Notes:

Selected using Pre-defined Query :

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

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

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

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

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

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

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

Selection:

Notes:

Selected using Pre-defined Query :

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

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

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

Occurred on B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM

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

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

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

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

Selection:

Notes:

Selected using Pre-defined Query :

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

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

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

Occurred on B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING

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

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

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

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

Selection:

Notes:

Selected using Pre-defined Query :

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

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

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

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

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

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

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

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

Selection:

Notes:

Selected using Pre-defined Query :

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

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

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

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

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

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

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

Selection:

Notes:

Selected using Pre-defined Query :

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

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

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

Occurred on LOWFIELD ROAD CAVERSHAM EX LOC N/K

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

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

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

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

Selection:

Notes:

Selected using Pre-defined Query :

Accidents involving:

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

Casualties:

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

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

Selection: **Notes:**

Selected using Pre-defined Query :

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

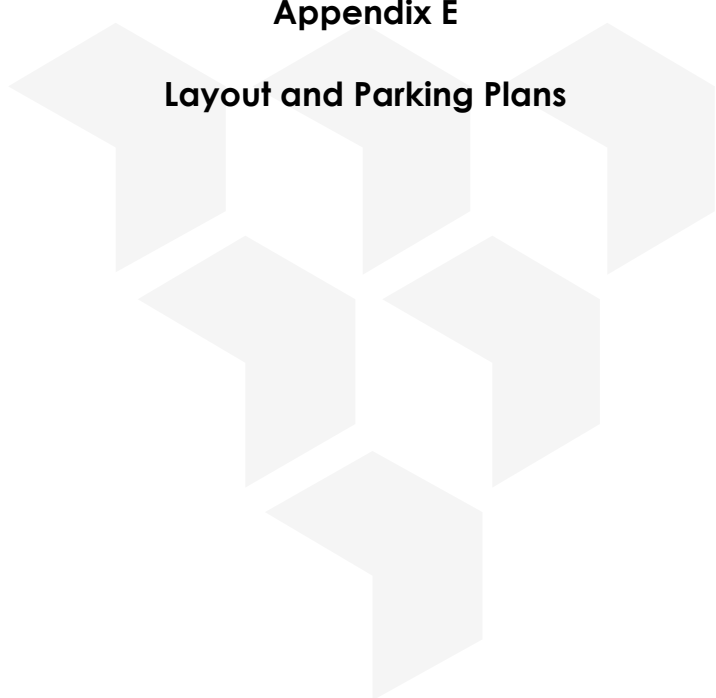
Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query :

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

Total number of accidents listed: 5



Appendix E

Layout and Parking Plans

NOTE:
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REVISIONS		
Rev.	Date	Description
A	14.12.21	Indicative redline added
B	23.12.21	Updated
C	25.01.22	Updated
D	14.02.22	Updated
E	14.02.22	Updated
F	14.02.22	Updated
G	21.02.22	Southern footpath added
H	22.02.22	Updated
J	10.08.22	11W Colour Updated
K	11.08.22	Updated
L	22.08.22	Updated
M	05.10.22	Updated
N	06.10.22	Minor amendments
O	08.11.22	Updated
P	08.11.22	Updated
Q	10.11.22	Updated
R	11.11.22	Updated
S	29.11.22	Updated
T	06.12.22	Updated
U	21.12.22	Updated
V	15.01.23	Updated
W	15.01.23	Updated
X	08.04.23	Updated
Y	14.04.23	Updated
Z	15.04.23	Updated
ZA	17.06.23	Minor amendment
AB	09.11.23	Updated
AC	12.12.23	Updated
AD	07.01.24	Updated
AE	14.01.24	Updated
AF	15.01.24	Updated
AG	25.01.24	Label Updated
AH	14.02.24	Landscape Updated
AI	26.02.24	Landscape Updated

Client :
Beechcroft
Developments Ltd.

Job :
Caversham Park

Drawing Title:
Colour Site Plan

Scale:
1:1000 @ A0

Date: Nov 2023 Drawn By: RN/SR Checked: ***

Drawing No: 3251.P.104 Revision: AJ

PLANNING

The White Barn, Manor Farm, Manor Road
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T: 01252 765322 F: 01252 765373

The Mansion House, Hartman Park, Cranham,
Wiltshire, SN4 3BP
T: 01249 700669 F: 01249 470077

info@bhp-harwood.co.uk - www.bhp-harwood.co.uk



0m 50m 100m

NORTH

Main House	65 Dwellings		Total	No of	1100 l bins	No of	660 l bins	No of	240 l bins	Total Provided	Over provision by
		Waste	9460		8		1			9460	0
		Recycling	14300		13					14300	0
		Food	1440		21				6	1440	0
Served By	Store 2	Waste		5		1				6160	
		Recycling		8						8800	
		Food							3	720	
	Store 3	Waste		3						3300	9460
		Recycling		5						5500	14300
		Food							3	720	1440

Land To East	29 Dwellings		Total	No of	1100 l bins	No of	660 l bins	No of	240 l bins	Total Provided	Over provision by
		Waste	140	4060	3		1		1	4200	140
		Recycling	240	6960	6				2	7080	120
		Food	23	667					3	720	53

Served By	Store 5	Waste		3		1			1	4200	
		Recycling		6					2	7080	
		Food							3	720	

Land to North	12 Dwellings		Total	No of	1100 l bins	No of	660 l bins	No of	240 l bins	Total Provided	Over provision by
		Waste	140	1680	1		1			1760	80
		Recycling	240	2880	3		0		0	3300	420
		Food	23	276					2	480	204

Served By	Store 4	Waste		1		1			0	1760	
		Recycling		3					0	3300	
		Food							2	480	

Land to West	5 Dwellings		Total	No of	1100 l bins	No of	660 l bins	No of	240 l bins	Total Provided	Over provision by
		Waste	140	700			2			1320	620
		Recycling	240	1200			2			1320	120
		Food	23	115					1	240	125

Served By	Store 1	Waste				2				1320	
		Recycling				2				1320	
		Food							1	240	

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Rev.	Date	Description
A	15.06.23	Updated
B	23.06.23	Updated
C	27.11.23	Updated
D	14.02.24	Updated

REFUSE & RECYCLING STRATEGY

KEY

- Apartments communal refuse storage
- Bin collection point
- Personal Refuse Store Location
- - - Refuse Vehicle Turning Location

Client :
BEEHCROFT
DEVELOPMENTS LTD

Job :
CAVERSHAM PARK

Drawing Title:
Site Wide
Refuse Strategy

Scale:
1:1000 @ A1
Date: Jun 23 Drawn By SR Checked RN

Drawing No: 3251.P.107 Revision: D

PLANNING

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