



97a-117 Caversham Road, Reading

Transport Statement

Client: Bellway Homes (Thames Valley) Limited

i-Transport Ref: JDW/IN/SH/ITB17593-002A

Date: 06 September 2022

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB17593-002	Client Draft	11/08/2022	IN/SPH	JDW
ITB17593-002A	For Submission	06/09/2022	IN/SPH	JDW

File Ref: T:\Projects\17000 Series\17593ITB - 99 to 113 Caversham Road, Reading\Admin\Report and Tech Notes\ITB17593-002A Transport Statement.docx

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SECTION 1 Introduction

1.1 Background

1.1.1 Bellway Homes Ltd has appointed i-Transport LLP to provide transport advice in relation to a potential redevelopment of 97a - 117 Caversham Road, Reading. The redevelopment will provide a total of 60 dwellings, consisting of a mixture of 1, 2 and 3 bedroom private and affordable apartments and 4 bedroom houses.

1.1.2 The site location is shown on **Image 1.1** below:

Image 1.1: Extract of Site Location Plan



1.2 Scope and Structure of the Transport Statement

1.2.1 In line with NPPF requirements, this Transport Statement (TS) has been produced in accordance with the guidance contained in the National Planning Practice Guidance.

1.2.2 The National Planning Policy Framework (NPPF) outlines four key transport 'tests' for development in its Paragraph 110 which are broadly compatible to local policy requirements.

1.2.3 In transport terms, the policy framework requires development sites to demonstrate that:

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

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

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.

1.2.4 Paragraph 111 of the NPPF confirms 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.”

1.2.5 The NPPF therefore sets a very high bar in terms of when development related traffic impacts are sufficiently great as to warrant a reason for refusal. The framework identifies that developments should only be refused when the impact, cumulative with other development, would be severe.

1.2.6 The TA has been produced to assess the proposal against these policy requirements.

1.2.7 The remainder of this TA is structured as follows:

- **Section 2** provides an overview of relevant national and local transport policies;
- **Section 3** summarises the existing transport conditions in the vicinity of the site;
- **Section 4** considers the accessibility of the site by sustainable modes to key local destinations and services;
- **Section 5** sets out the details of the development proposal;
- **Section 6** sets out the methodology for assessing the impact of the proposal and the impact resulting from the development; and
- **Section 7** provides a summary and conclusion.

SECTION 2 Policy Context

- 2.1.1 To provide context for the TA, this section of the report provides an overview of relevant national and local transport planning policy.

2.2 National Policy

National Planning Policy Framework – July 2021 (NPPF)

- 2.2.1 This TA assesses the acceptability of the proposed development in transport terms.
- 2.2.2 Paragraph 105 of the NPPF requires that significant development should be located in places which are or can be made sustainable. The site is allocated in Reading Borough Councils Local Plan (within Policy CR11F – West of Caversham Road) and has therefore been considered to be a sustainable location for growth.
- 2.2.3 The TA therefore assesses the development proposal against the four key tests identified in paragraph 110 of the National Planning Policy Framework (NPPF), which states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

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

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree

- 2.2.4 Paragraph 111 of the NPPF presents the primary test that should be applied when assessing development applications, stating that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

- 2.2.5 Therefore, development should provide opportunities for sustainable travel, achieve safe access, and should only be prevented where the residual cumulative impact is ‘severe’ or if there are unacceptable highway safety impacts. This provides a very high bar for any decision-making

process. The remainder of the TA identifies how the development can be delivered in an acceptable manner, compliant with the NPPF, and to ensure that there are no severe residual impacts arising from the proposals.

Planning Practice Guidance (PPG)

- 2.2.6 Various planning practice guidance, including guidance on the role of Travel Plans and TA's in decision-making was moved to an on-line portal, known as the Planning Practice Guidance (PPG) in 2014. The PPG provides guidance on how policies within the NPPF should be applied. This TA follows the approach set out in the PPG, which identifies the following key principles:

"Travel Plans, Transport Assessments and Statements should be:

- ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
- ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."***

2.3 Local Policy

Reading Borough Local Plan – November 2019

- 2.3.1 The Local Plan contains information on the policies which will inform how Reading will develop up until 2036. The Local Plan replaces all existing development plans in Reading and is the main consideration when deciding planning applications in the Borough.
- 2.3.2 The proposed development site falls within the Station / River Major Opportunity (Policy CR11) and forms part of the Land West of Caversham Road Policy CR11f which is identified as providing circa 75-115 dwellings. The policy states:

“This area will be developed for residential with on-site open space. Densities will be lower than elsewhere in the Station/River area to reflect the proximity to low-rise residential areas, and the edge of the site nearest to the areas of terracing will require careful design treatment and respect the historic context of areas to the west. Development should take account of mitigation required as a result of a Flood Risk Assessment”.

2.3.3 As such the principle of a residential development on the site location has already been established in a location which is considered suitable and sustainable.

2.3.4 The following local plan policies relate to transport and are applicable to the proposed development:

TR1: Achieving the Transport Strategy

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

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

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

TR3: Access, Traffic and Highways-Related Matters

“In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;***
- ii) The development would not have a material detrimental impact on the functioning of the transport network;***
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;***

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

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

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

- 2.3.5 Information on the proposed access arrangements can be found in Section 5. Information regarding the impact on the local highway network can be found in Section 6.

TR4: Cycle Routes and Facilities

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions."

- 2.3.6 Information on the cycle provision to be provided within the site is presented in the Development Proposal, at Section 5.

TR5: Car and Cycle Parking and Electric Vehicle Charging

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

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

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

- 2.3.7 Information on the proposed parking provision is presented in the Development Proposal, at Section 5.

Revised Parking Standards and Design Supplementary Planning Document

- 2.3.8 This document provides guidance for public and private car parking within the town centre and reflect some of the Council's Core Strategy Policies.
- 2.3.9 The standards use a zonal system due to the urban nature of the and transport systems across the Borough which are taken into consideration when setting the parking standards. The site sits in Zone 2 (Primary Core Area), however it is on the very edge of Zone 2 on the boundary of Zone 1 and thus, benefits from the extensive transport opportunities available in Zone 1. An extract of the parking zones is included as at **Image 2.1** which identifies that the proposed application site sits near the border of Zone 1 and Zone 2.

Image 2.1: RBC Zoning Map



Source: RBC Parking Standards – Zone

- 2.3.10 Through the pre application process, it has been agreed that reduced parking standards could be applied to the proposed development. Information on the required levels of parking for Zone 2 and the proposed level of parking to be provided on-site is set out at Section 5.

Draft Reading Transport Strategy 2036

2.3.11 The Reading Transport Strategy 2036 is a statutory document that presents a plan for Reading's transport network until 2036 and beyond. This document sets out the vision and objectives for transport in Reading.

2.4 Transport Policy Summary

2.4.1 The NPPF identifies the following key transport tests, consistent with local policy:

- Will appropriate opportunities to promote sustainable travel modes be taken up?
- Will safe and acceptable access be provided to the site for all users?
- Will the design of the streets, parking areas, other transport elements accord with standards in local and national guidance?
- Will the traffic impact be acceptable in capacity and safety terms, i.e. will there be less than a 'severe' residual cumulative impact?

2.4.2 This Transport Statement assesses the development proposal against these tests as well as Development Plan policies outlined in the Reading Borough Local Plan.

SECTION 3 Existing Conditions and Sustainable Transport

3.1.1 This section of the TA sets out a detailed review of existing transport conditions in the local area surrounding the site. The opportunities for travel by sustainable transport have also been identified which inform a sustainable transport strategy for the site.

3.2 Walking

3.2.1 The site is accessed from the A4155 Caversham Road, which is a single lane two-way carriageway, subject to a 30-mph speed limit. Along the site frontage the footway (within the adoptable highway) measures circa 3-4m wide.

3.2.2 To the northwest of the site, footways are provided on both sides of the carriageway with a width of 2-3m and, street trees are provided on the western side of the carriageway to provide shelter and shade for pedestrians. Signalised pedestrian crossing facilities are provided on Caversham Road circa 90m and 270m to the northwest of the site, enabling pedestrians to be able to safely cross the employment facilities to the north of Caversham Road, as well as providing access to the Thames Path. The route is street lit and natural observation from existing dwellings occurs along the route.

3.2.3 Immediately to the southeast of the site lies the A4155 Caversham Road / A329 Caversham Road / A329 Vastern Road Roundabout. There are footways provided alongside all arms of the roundabout as well as signalised crossing facilities.

3.2.4 The A329 Vastern Road continues south eastwards from the site and provides access to a supermarket, retail park and a number of employment opportunities. Footways with a width of between 2-5m are provided on both sides of the carriageway and three sets of signalised crossing facilities are provided along its length, enabling pedestrians to safely access the facilities on both sides of the road. The route is street lit and natural observation from existing dwellings and businesses occurs along the route.

3.2.5 The A329 Caversham Road to the south of the site is subject to a 30mph speed limit and footways with a width of circa 2 to 5m are provided on both sides of the carriageway. The route provides access towards the town centre and signalised crossing facilities are provided in the vicinity of Northfield Road, as well as at the Caversham Road / Stanshawe Road / Great Knollys Street signalised junction. The pedestrian route narrows under the railway bridge, however, the footways are elevated by double height kerbs and pedestrian guard railing is provided to ensure pedestrians have a safe separation from traffic. The route is well street lit and natural observation from existing dwellings and businesses occurs along the route.

3.2.6 Consequently, it can be seen that there are good pedestrian facilities in close proximity to the site, which enable walking to be a realistic and attractive form of travel.

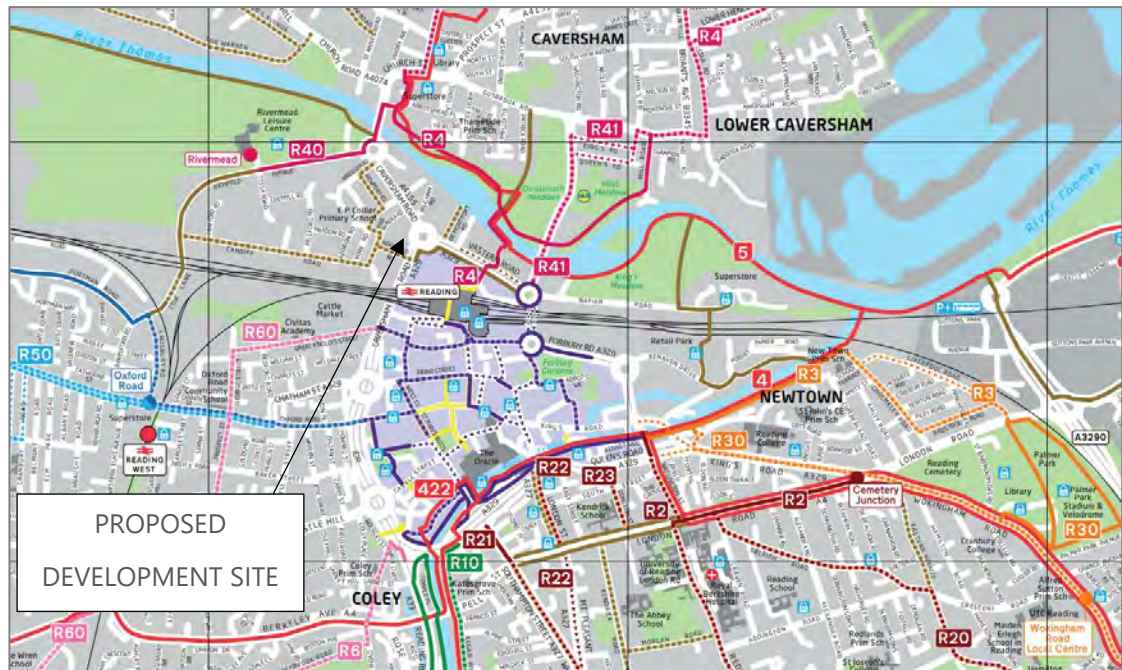
3.3 **Cycling**

3.3.1 There are number of cycle routes in close proximity to the site, including both local and national cycle routes. Reading cycle routes R4, R40 and R41, provide access between Reading and Caversham. There are also local connecting routes along Vastern Road and in the town centre which provide a combination of on and off-road connections to key areas of local facilities and services.

3.3.2 National Cycle Network routes 4 and 5 also route through Reading, providing long distance opportunities between Reading and North Wales and London to Fishguard respectively. In proximity to the site, these routes provide largely off-road cycle connections along the River Thames and River Kennet for access to the town centre and other key local service centres.

3.3.3 **Image 3.1** provides an extract of the Reading Cycle map with full map included in **Appendix A**.

Image 3.1: Extract of Reading Cycle Network Map



Source: Reading Cycle Network Map

3.4 Public Transport

Bus

- 3.4.1 The nearest bus stops to the site are located on the A4155 Caversham Road circa 60m from the centre of the site. The bus stops consist of flag and poles with timetable information and are served by the 22, 23, 27, 42, 82, 800, X39, X40 services. A summary of the bus services is provided in **Table 3.1** below:

Table 3.1: Summary of Bus Services

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
22	St Andrews Church – St Peters Avenue – Reading Station – Central Reading	Every 30 minutes (05:54 – 21:04)	Every hour (06:24 – 21:04)	No Service
	Central Reading – Reading Station – Caversham Library – St Andrews Church	Every 30 minutes (05:34 – 20:46)	Every hour (06:04 – 20:44)	No Service
23	Central Reading – Queensway – Chalgrove Way – Reading Station – Central Reading	Every 30 minutes (05:54 – 23:54)	Every 30 minutes (07:01 – 23:54)	No Service

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
27	Amersham Road – Forge Close – Central Reading	Every hour (10:03 – 16:10) then again from (20:37 – 23:37)	Every hour (10:09 – 16:10) then again from (20:36 – 23:16)	No Service
42	Kenavon Drive – Central Reading Station	Every hour minutes (08:42 – 15:42)	Every hour (07:42 – 18:42)	No Service
	St Marys Butts – Friar Street – Kenavon Drive	Every hour (08:53 – 15:53)	Every hour (07:53 – 18:53)	No Service
800	High Wycombe Bus Station – Marlow West Street – Wargrave Station Road – Reading College – Reading Town Centre	Every hour minutes (06:44 – 19:54)	Every Hour (07:57 – 19:57)	Every Hour (08:43 – 18:43)
	Reading Town Centre – Reading College – Marlow Dean Streetcar Park – High Wycombe Bus Station	Every Hour (06:21 – 20:22)	Every hour (08:23 – 20:22)	Every hour (09:00 – 19:00)
X39	Oxford City Centre – Shillingford – Woodcote – Caversham Heights – Reading Town Centre	Every hour (09:35 – 17:53)	Once at (06:08) then Every hour 10:35 – 17:35)	No Service
	Reading Town Centre – Caversham – Heights – Woodcote – Shillingford – Oxford City Centre	Every hour (06:11 – 16:34)	Every 2 hours (06:18 – 17:25)	No Service
X40	Oxford City Centre – Shillingford – Woodcote – Caversham Heights – Reading Town Centre	Every 30 minutes (05:22 – 06:20) and then every hour between (07:35 – 23:05)	Every 30 minutes (06:30 – 08:50) and then every hour between (07:35 – 23:05)	Every 30 minutes (07:55 – 23:00)
	Reading Town Centre – Caversham – Heights – Woodcote – Shillingford – Oxford City Centre	Every hour (06:28 – 23:33)	Once at 07:27 then Every 30 minutes (08:18 – 23:33)	Every hour (09:28 – 22:33)

3.4.2 Consequently, it can be seen that the stops are well served by frequent buses, which provide regular services to destinations such as, Reading Town Centre and surrounding residential areas, Caversham, Oxford and High Wycombe. The bus services run during the week from early in the morning until late in the evening, and services are available at the weekend. Consequently, buses provide a realistic opportunity for residents to travel to destinations further afield for a variety of journey purposes, including employment/community, retail, leisure and personal business.

Rail

- 3.4.3 Reading Central railway station is located approximately 450m to the southeast from the site and is accessible by foot in 5 minutes via Vastern Road or by bicycle in less than two minutes. Reading Central Station is located on the Great Western Mainline and Elizabeth Line. The station has 344 cycle parking spaces. Error! Reference source not found. provides a summary of the rail services available from Reading Central Station

Table 3.2: Summary of Train Timetable – Reading Central Station

Services to	Frequency (services per hour)		Approx. Duration
	Peak	Off Peak	
Twyford	11	4	5 minutes
Wokingham	4	5	11 minutes
Basingstoke	2	2	27 minutes
London Paddington	6	3	28 minutes
Oxford	2	1	28 minutes
Newbury	4	3	29 minutes
Guildford	3	2	45 minutes
Bristol Parkway	1	1	1 hour
Bristol Temple Meads	2	3	1 hour 10 minutes
London Waterloo	3	2	1 hour 22 minutes

Source: National Rail

3.5 Local Highway Network

- 3.5.1 The site is accessed from A4155 which abuts to the east of the site boundary. The A4155 is a two-lane two-way carriageway and is subject to a 30-mph speed limit.
- 3.5.2 South of the A4155 is the A4155/ Vastern Road Roundabout which is connects to Caversham Road and Vastern Road. The Roundabout is two lanes wide and is subject to 30mph speed limit
- 3.5.3 To the east of the is A4155/ Vastern Road Roundabout is Vastern Road which is a two-lane carriageway separated by an island and is subject to 30 mph
- 3.5.4 Finally, Caversham Way is to the south and is a two-lane carriageway separated by an island and is subject to 30 mph.

Personal Injury Accident Data

3.5.5 Personal Injury Accident (PIA) data has been obtained from Reading Borough Council for the local highway network within the most recent five-year period (01/02/2017 – 31/01/2022). An extract of the results is shown in **Image 3.2**.

Image 3.2: PIA Study Area



3.5.6 In total there were 32 collisions recorded in the latest available five-year period (2017 – 2022), for which the vast majority (29) were recorded as being slight in nature, with just three being classified as being serious. A summary of the incidents nearest to the site, located at the Caversham Road / Vastern Road Roundabout, on the A4155 Caversham Road and at the A4155 Caversham Road/ Waterman Place / Richfield Avenue Roundabout is provided overleaf and a copy of the full data is provided in **Appendix B**:

A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road

3.5.7 A total of 10 collisions occurred at the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road junction. A summary of the collisions is summarised below:

- One collision (slight) occurred when a vehicle entered the roundabout heading NW and collided with vehicle already on the roundabout;

- Five collisions occurred when a vehicle entered the roundabout and collided with cyclist already on the roundabout, one of which was serious in nature;
- One collision (slight) occurred when a cyclist failed to give way at the roundabout and collided with another cyclist;
- One collision (slight) occurred when a motorcycle entered the roundabout and braked suddenly causing the rider to come off the bike;
- One collision (slight) occurred when a vehicle turned right and collided with a taxi in another lane; and
- One collision (slight) was a shunt type collision occurred a vehicle suddenly braked and the car travelling behind failed to stop in time.

A4155 Caversham Road

3.5.8 A total of five collisions occurred on the A4155 Caversham Road between the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road and the A4155 Caversham Road/ Waterman Place / Richfield Avenue Roundabout. A summary of the collisions is summarised below:

- Two collisions (both classified as serious in nature) occurred at the junction with Thames Avenue when a vehicle collided with cyclist on the cycle way;
- Two collisions (slight) occurred on A4155 Caversham Road 60m north of Thames Avenue, when a vehicle collided with the rear of another vehicle;
- One collision occurred when a vehicle changed lanes and collided with another vehicle.

A4155 Caversham Road/ Waterman Place / Richfield Avenue Roundabout

3.5.9 A total of six collisions occurred at the A4155 Caversham Road / Waterman Place / Richfield Avenue Roundabout, all of which were slight in nature. A summary of the collisions is summarised below:

- One collision occurred when a car overtook another car and collided;
- Once collision occurred when a car entered the roundabout and collided with a cyclist already travelling around the roundabout;
- One collision occurred on A329 Vastern Road Junction with Richfield Avenue Reading, when a Taxi changed lane and collided with another vehicle waiting to enter the roundabout;

- Two collisions occurred when a car entering the roundabout failed to give way to a car already circulating the roundabout; and
- One collision occurred when a bus travelling along Caversham Road failed to give way to a pedestrian using the pedestrian crossing.

Remaining collisions

3.5.10 There were a further 11 collisions within the study area within the latest available five-year period, a summary of the locations and severity is provided below and the full PIA data can be found in **Appendix B**:

Table 3.3: Remaining PIA Data Table

Location / Road	Slight Incidents	Serious incidents	Total
A329 Caversham Road	4	0	4
Vastern Road	7	0	7
Total	11	0	11

Summary

3.5.11 In total, of the 32 collisions that occurred, 10 involved cyclists and 6 involved pedestrians. A small cluster of accidents which involve cyclists at the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road has been identified, which suggests that there may be some merit in an improvement scheme being considered in this location. A review of the Reading Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-2030 (March 2020) has been undertaken, which identifies a number of cycle improvements in the vicinity of the proposed development site including an orbital cycle route on the A329 Caversham Road and Vastern Road and a Strategic Cycle Route on the A4155 Caversham Road, which are among the locations where collisions have occurred. **Table 5.1** of the LCWIP report sets out the design principles for the new cycle facilities along these routes, which include:

Strategic Routes

- Dedicated Cycle Paths / segregated cycle lanes;
- Priority at junctions / side roads; and
- Advanced stop lines.

Orbital Routes

- Light touch segregation and shared use facilities;

- Enhanced crossings and raised tables;
- Mini Holland treatments (modal filters, contraflow cycling etc.).

3.5.12 Consequently, it can be seen that improvements along these routes are already identified, which should help address the cause of the pedestrian and cycle collisions.

3.6 **Summary**

3.6.1 The site is very accessible by a range of sustainable modes of travel. Reading rail station is accessible via a short walk from the site and there are local bus which can be accessed just to the north of the site, which provide access from key local destinations as well as destinations further afield such as Oxford and High Wycombe.

3.6.2 Travel via bicycle and on foot are also viable options utilising the existing pedestrian and cycle infrastructure/routes surrounding the site. The routes in the vicinity of the site have identified improvements set out in the LCWIP which will enhance access via these modes.

SECTION 4 Promoting Sustainable Transport

4.1.1 Paragraph 110 of the NPPF sets out that development proposals should ensure that:

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

4.1.2 This section of the report assesses the accessibility of the site by non-car modes of transport to key services and facilities. It identifies how future residents of the site will be encouraged to use these alternative modes of travel through the proposed development, Sustainable Transport Strategy and associated Framework Travel Plan.

4.2 Why People Travel

4.2.1 The Department for Transport’s (DfT) National Travel Survey (2019) identifies the proportion of all trips by purpose as set out in **Table 4.1**.

Table 4.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

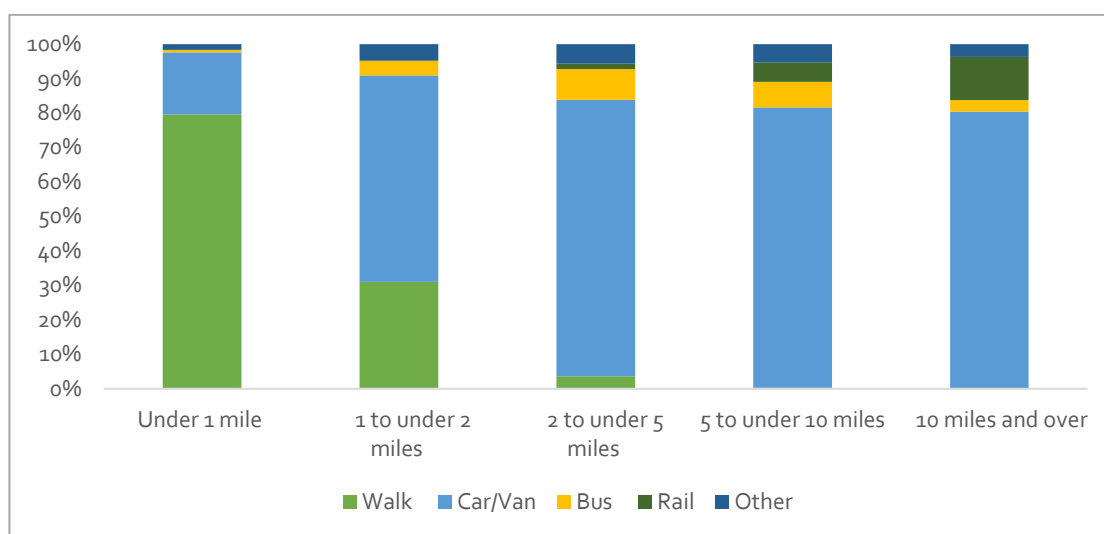
Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2019 Edition

4.2.2 Trips are made up of a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

4.3 Walking Distances

- 4.3.1 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths: The vast majority (80%) of trips are undertaken on foot for journeys up to one mile. The data also shows that approximately 31% of journeys between one and two miles (3.2 km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

Image 4.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



- 4.3.2 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) further states that:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

- 4.3.3 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.
- 4.3.4 That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of all facilities, as it is clear from the NTS data that around one-third of journeys between one and two miles are undertaken on foot.

4.3.5 Against this background, the following walking distances are identified:

- 1,600m – a distance where most people (circa 80%) will walk and offers “the greatest potential to replace short car trips”; and
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

4.3.6 **Figure 1** and **Table 4.2** demonstrates that there is a good variety of local services and facilities within a ‘reasonable’ walking distance of the site including nursery, primary and secondary schools, employment area, retail, leisure facilities and health care.

4.4 Cycling Distances

4.4.1 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. On this basis, a cycle distance of 5km is considered reasonable.

4.4.2 Furthermore, more people are turning to e-bikes, which mean that people are able to travel further. E-bikes are particularly useful for people who, for example, need to ride in business clothes without breaking sweat, or to ride up hills, or to travel long distances, who are older or less fit, or who are otherwise put off by the physical effort of an ordinary bike.

4.4.3 **Figure 1** and **Table 4.2** demonstrate that there is a good variety of local services and facilities within a comfortable cycling distance of the site including nursery, primary and secondary schools, employment area, retail, leisure facilities and health care.

4.5 Accessibility to Local Facilities

4.5.1 **Table 4.2** provides a summary of the travel distance (from centre of the site), journey time and accessibility by bus service to key destinations. The site therefore offers good potential to deliver sustainable development and to promote sustainable travel options, a point considered and determined in allocating the site in the Reading Local Plan 2030.

Table 4.2: Accessibility to Key Facilities

Facility	Destination	Distance from centre of site (m)	Walking Time (Mins)	Cycling Time (Mins)
Leisure	Pure Gym	350	4	1
	Revive Health Club and Spa	400	5	2
	Christchurch Meadows and Tennis Court	700	8	3
	Caversham Court	850	10	3
	Thames Lido	900	10	3
	River Mead Leisure Centre	900	10	3
	Kings Meadow	950	11	4
	Kings Meadow Playground	1000	12	4
	Broad Street Mall	1,100	13	4
	Reading Town Centre	1,300	15	5
	The Oracle	1,500	17	6
Retail	Your Local Store	150	2	1
	Caversham Convenience Store and Post Office	170	2	1
	Aldi	300	3	1
	Station Shopping Park	300	3	1
	Harris Arcade	950	11	4
	Broad Street Mall	1,100	13	4
	Broad Street Mall	1,100	13	4
	The Village	1,300	15	5
	Reading Town Centre	1,300	15	5
	Forbury Retail Park	1,400	16	5
	The Oracle	1,500	17	6
	Tesco Extra	1,500	17	6
Employment	Great Brighams Mead	150	2	1
	Station Shopping Park	300	3	1
	Caversham Bridge House	400	5	2
	Normal Place Employment Park	400	5	2
	Clearwater Court (Thames Water)	500	6	2
	Reading Bridge House	600	7	2
	Spaces Greyfriars	600	7	2
	Kings Meadow House	700	8	3
	Richfield Avenue Trading Estate	750	9	3
	Napeir Court Employment Park	750	9	3
	Apex Plaza	850	10	3
	Reading Business Centre	950	11	4
	Co-space	1,100	13	4

	Regus	1,100	13	4
	Reading Town Centre	1,300	15	5
	Thames Valley Park	3,800	44	14
	Suttons Business Park	4,000	46	15
Education	Thameside Primary School	100	1	0
	EP Collier Primary School	240	3	1
	Civitas Academy	800	9	3
	Crawshay Pre School	1,300	15	5
	Kendrick School	1,700	20	6
	Reading College	2,000	23	8
	The Wren School	3,000	35	11
	University of Reading	3,000	35	11
Health	Riverside Dental Practice	600	7	2
	Reading Walk-in Health Centre	950	11	4
	Chiltern Medical Clinic	1,000	12	4
	Catham Street Surgery	1,000	12	4
	Superdrug Pharmacy	1,000	12	4
	Royal Berkshire Hospital	2,200	25	8
Transport	Swansea Road Bus Stops	110	1	0
	Reading Station	450	5	2
Key:	Within 800m walking distance			
	Within 1600m walking distance			
	Within 3200m walking distance			

4.6 Summary

- 4.6.1 The site is well located to take advantage of the range of local services and facilities in the local area. The proposal will connect the site into the local footway network, from which a good range of facilities and services including a leisure, retail, employment and education. There are also a range of other sustainable transport opportunities available in the vicinity of the site for local residents, as such there will be a reduced reliance on the private car, which will in turn lead to a reduced need to own a vehicle, and improved network and environmental conditions.

SECTION 5 Development Proposals

5.1 Overview

5.1.1 The proposed re-development of the site will provide a total of 60 residential dwellings, consisting of:

- 1 Bedroom Flat – 16 Dwellings;
- 2 Bedroom Flat – 20 Dwellings;
- 3 Bedroom Flat – 14 Dwellings; and
- 4 Bedroom House – 10 Dwellings.

5.1.2 The proposed site layout can be found in **Appendix C** and is shown as an extract at **Image 5.1**.

Image 5.1: Site Layout



Source: RM_A Architects Drawing: CR-RMA-ZZ-00-DR-A-0100 P4

5.2 Site Access Strategy

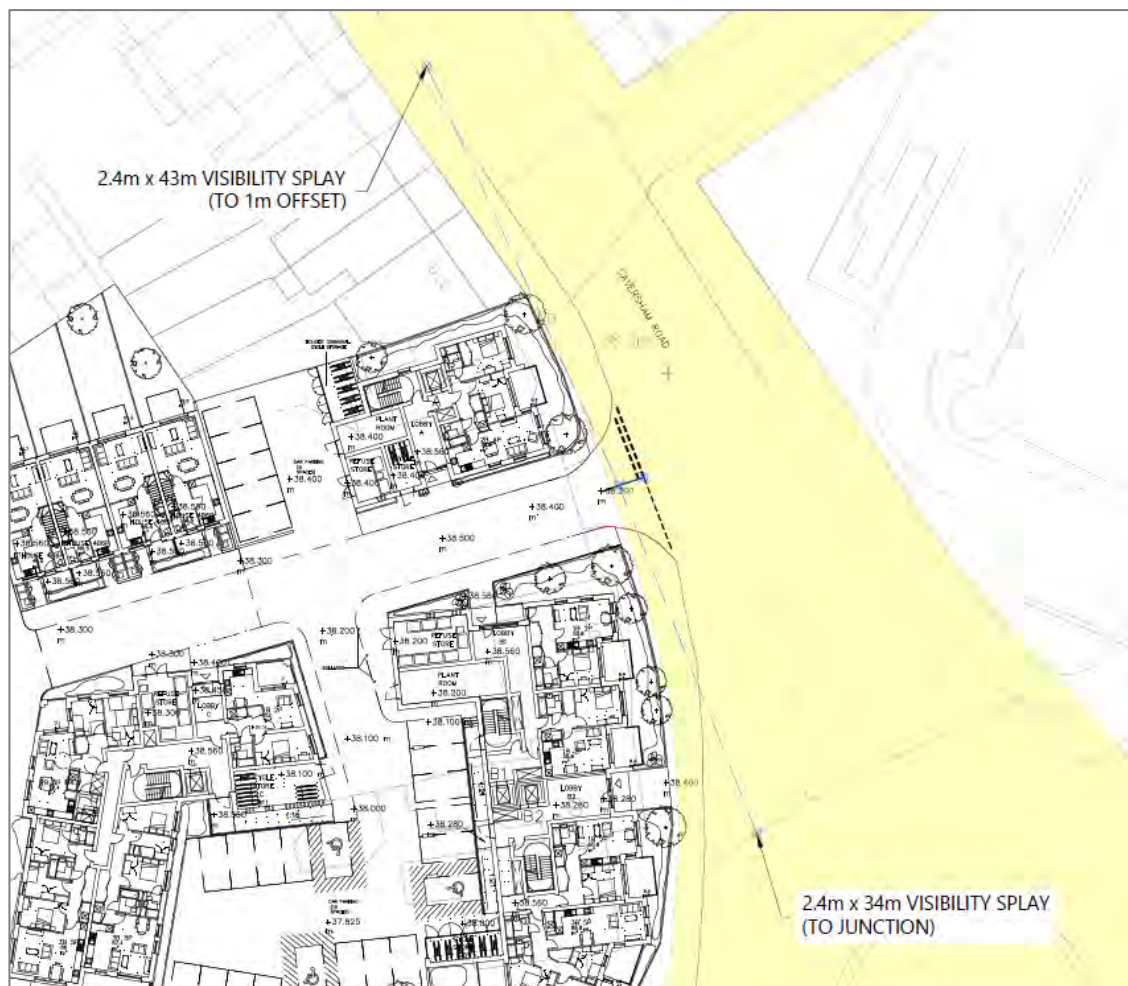
Vehicular Access

- 5.2.1 Vehicular access is proposed from a single point of access from the A4155 Caversham Road in the position of the existing site access to the MOT garage. The site access road would have a width of 5.5m, which accords with Readings Geometric Design Guidance. The access arrangement demonstrates that 2.4m x 43m visibility splays can be achieved in accordance with a 30mph speed limit.

The site is also currently served by a vehicular crossover from the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road roundabout. As part of the development proposals, it is proposed to close this point of access, thus having a beneficial impact of the safety of the local highway network.

- 5.2.2 The site access arrangement is shown on Drawing ITB17593-GA-001B, extracted as **Image 5.2** below:

Image 5.2: Proposed Vehicular Access Arrangement



5.2.3 A review of the latest available 5-year Personal Injury Accident (PIA) data has been obtained and reviewed (**Section 3.5**), which demonstrates that no accidents have occurred at the site access during this period (which includes circa 3 years of the site being fully operational), as such it can be seen that the existing site access is operating safely.

5.2.4 In the pre-application advice provided by RBC, it is stated that:

“we would have no grounds in which to object to its retention as long as it is for a level of vehicular movement no greater than existing.”

5.2.5 As identified in **Section 6** of the report, the proposed development will result in a net reduction in vehicle trips when compared to its existing / previous use, as such there will be a reduced number of vehicle movements at the proposed access and on the local highway network, as such the proposal will have a beneficial impact on the operation and safety of the local highway network and should be considered acceptable to RBC.

- 5.2.6 Vehicular connection to the remainder of the allocation (if it comes forward) is expected off Northfield Road and therefore no access for motor vehicles is provided within the proposals. This will ensure that the number of vehicles utilising the existing access onto Caversham Road do not exceed that hereby assessed and forecasted.

Pedestrian and Cycle Access

- 5.2.7 Within the site, a mixture of 2.0m wide footways and shared surface areas will be provided to connect into the existing network of footways surrounding the site as shown on the proposed site layout included at **Appendix C**.
- 5.2.8 In addition, the site has been designed to accommodate a 3.0m wide pedestrian and cycle link in the southwestern corner of the site to provide a potential connection to the wider West of Caversham Road allocation when this comes forward in the future. This is in line with feedback received from RBC during the pre-application process.

5.3 Car and Cycle Parking Standards

Car Parking

- 5.3.1 Reading Borough Council's parking standards are set out in the 'Revised Parking Standards and Design SPD' (October 2011). The site is located within Zone 2, although lies adjacent to the edge of Zone 1. The maximum car parking requirements for residential developments for Zone 1 and 2 are reproduced in **Table 5.1**.

Table 5.1: RBC Parking Standards

Dwelling Type	Residential Parking Provision (Zone 2)	Residential Parking Provision (Zone 1)
1 Bed Flat	1 Space	0.5 Space
2 Bed Flat	1 Space	0.5 Space
3+ Bed Flat	1.5 Spaces	1 Space
4+ Bed House	2 Spaces	1 Space
Visitor Parking	1 space per 10 dwellings (Flat only)	-

Source: Reading Borough Council Revised Parking Standards and Design SPD

- 5.3.2 The standards which are set out in **Table 5.1** identify a maximum of 77 parking spaces for residents and 6 visitor spaces (i.e. 83 in total) for a development located in Zone 2 and 42 parking spaces for Zone 1. However, during the pre-application process it was agreed that given the central location of the site, a that significantly lower level of parking below the maximum would be acceptable.

- 5.3.3 The proposed development will provide a total of 30 car parking spaces, with one parking space provided for each of the four-bedroom houses, and 20 unallocated parking spaces provided for the flats (equating to 0.4 spaces per flat).
- 5.3.4 The proposed provision of one space per dwelling for the houses is in line with the current standards.
- 5.3.5 The parking for the flats is below the number of parking spaces identified in the maximum standards, i.e. is still within the standards. The parking provision is considered appropriate given the excellent accessibility to local facilities and services as well as connections to public transport services (both bus and rail) for access to destinations further afield, meaning that future residents would be able to live successfully without the need to own car.
- 5.3.6 The provision of a reduced level of parking was raised during pre-application discussions with RBC. In the pre-app response it stated that:

“It is acknowledged in the pre-application submission that the proposal falls below parking standards, however, the Transport Development Control Manager’s advice is that as a highly accessible location this restrained level of parking would be acceptable, given the controlled parking areas surrounding the application site, and the unlikelihood of units being eligible for permits.”

- 5.3.7 On this basis the proposed number of spaces will adequately serve the site and the likely demand. In addition, RBC are keen to encourage a low number of parking spaces.

Cycle Parking

- 5.3.8 Cycle parking for the proposed development will either be provided in garden sheds for the 10 dwellings or in secure cycle stores for the flats.
- 5.3.9 Reading Borough Council’s parking standards are set out in the ‘Revised Parking Standards and Design SPD’ (October 2011) and are summarised in **Table 5.2** below:

Table 5.2: RBC Cycle Parking Standards

Dwelling Type	Minimum Cycle Parking Standards
1-2 Bed Flat	0.5 Space
3+ Bed Flat	1 Space
4+ Bed House	2 Spaces

5.3.10 It is proposed that cycle parking will be provided for the houses in accordance with RBCs standards, with two cycle parking spaces provided for the four bedroom dwellings in secure cycle stores for each dwelling.

5.3.11 For the flats, a total of 38 cycle parking spaces provided, which is in excess of 32 cycle parking spaces required in line with the minimum standards.

5.3.12 **Table 5.2** below sets out the proposed cycle parking provision for the development:

Table 5.2: Summary of cycle parking provision

Dwelling Type	RBC Minimum Cycle Parking Standards	No. of Proposed Dwellings	Minimum No. of Cycle Parking Spaces	Proposed No. of Cycle Parking Spaces
1 Bed Flat	0.5 Spaces	17	8.5	38
2 Bed Flat	0.5 Spaces	19	9.5	
3+ Bed Flat	1 Space	14	14	
4+ Bed House	2 Spaces	10	20	22
Total	-	60	52	60

5.3.13 Consequently, the proposed development provides cycle parking in excess of the minimum requirement and is therefore in line with RBCs cycle parking standards.

Electric Vehicle Parking

5.3.14 In line with the Building Regulations (Part S), it is proposed to provide an electric vehicle charging points for all dwellings with private driveways / off road parking spaces, in addition, each unallocated parking bay for the flats will also provide an electric vehicle charging point.

Car Club

5.3.15 It is proposed that a financial contribution towards a car club space would be provided as part of the proposed development. It is envisaged that the car club space would be located on street in proximity to the proposed development. Two options have been identified initially, one on Bringham Road and one on Northfield Road.

5.3.16 This will enable residents who only need occasional access to a car to purchase an apartment without a car parking space, as well as attract users from the surrounding residential areas. According to research, the provision of one Car Club car can replace up to ten private cars¹

¹ Source: Carplus Annual Survey 2016/2017 - www.carplus.org.uk

5.3.17 Car clubs provide a 'pay-as-you-go' car hire scheme and are increasingly being provided as part of new developments, with vehicles available to hire by residents of the development and existing residents should they wish to sign up to use them at their own cost.

5.3.18 People who don't need a car everyday save money by giving up their own car and using a car club vehicle, saving on the cost of insurance, tax, service, maintenance and depreciation. With a car club vehicle, you just pay for what you use. Individuals who don't have access to their own car but do have access to a car club vehicle also often choose walking, cycling and public transport much more, only using the car club when it really is the best option. They therefore drive less reducing congestion and improving air quality. When they do need a car and use a car club vehicle, they are either electric, hybrid or low emission vehicles.

5.4 Deliveries and Emergency Vehicles

5.4.1 It is proposed that large deliveries and servicing will be undertaken within the site. Swept path analysis has been undertaken for a refuse vehicle and shows entering, turning using the turning head provided and existing. This is presented on **drawing ITB7593-GA-002B**.

5.4.2 Swept path analysis has also been undertaken for a fire tender, as shown on **drawing ITB17593-GA-004B**, which demonstrates that a fire tender access distances meet the standards set out in the Building Regulations (Part B).

5.5 Summary

5.5.1 The proposal is for 60 residential dwellings, with vehicular access taken from the A4155 Caversham Road, along with pedestrian and cycle access to the southwest of the site, to provide a connection to the wider allocation.

5.5.2 The access strategy has been designed in accordance with design standards and prevailing highways conditions.

5.5.3 Swept path analysis has been undertaken and it is demonstrated that the site can be delivered in a manner that ensures:

- The proposed roads and movement network are appropriate to the site and in accordance with design guidance and standards;
- An appropriate level of car parking provision is provided given the sites sustainable location and cycle parking are provided in line with RBC's parking guidance; and
- Refuse and emergency vehicles can safely and efficiently access the site.

5.5.4 Overall, the proposed access arrangements are safe and suitable and will create a sustainable pattern of development.

SECTION 6 Traffic Impact

6.1 Existing Trip Generation

6.1.1 The site is currently occupied by an MOT Centre, as well as former retail and office units, therefore, the site has previously had a high level of vehicles entering and exiting the site on a daily basis. A breakdown of the existing / extant land use is provided below:

- MOT garage and vehicle repair centre – approx. 1,950sqm;
- Office use – 243.26sqm (comprising of 31.30sqm in 97a and 211.96sqm in 115-117; and
- Retail use – approx. 708sqm within plots 99-107.

Vehicle Repair and MOT Centre

6.1.2 To quantify the number of trips generated by the existing MOT centre, a TRICS assessment has been undertaken for a 'Vehicle Repair Garage' located on the 'Edge of Town Centre' which is the most representative to the current use. Based on a floor area of circa 1,950sqm trip rates have been obtained and is summarised along with the estimated trip generation in **Table 6.1**.

Table 6.1: Vehicle Repair Garage Trip Rates and Trip Generation (1,950sqm)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Trip Rate	0.0697	0.00	0.0697	0.000	0.348	0.348	8.36
Trip Generation	1	0	1	0	7	7	163

Source: TRICS

6.1.3 **Table 6.1** demonstrates that one vehicle arrival would be observed in the morning peak period and 7 departures in the evening peak period. Across the day it is estimated that there could be up to circa 163 two-way movements from the MOT site.

Office

- 6.1.4 To quantify the number of trips generated by the former office use on the site, a TRICS assessment has been undertaken for Employment / Office use located both in 'Town Centre' and 'Edge of Town Centre' locations. Whilst the site is located on the edge of Reading Town Centre, Town Centre locations have also been included to reflect sites with reduced levels of parking. The database has been filtered to ensure the characteristics of the sites are representative of the existing use. Based on a floor area of circa 243sqm trip rates have been obtained and are summarised along with the estimated trip generation in **Table 6.2**.

Table 6.2: Retail Trip Rates and Trip Generation (243sqm)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Trip Rate	2.632	0	2.632	0.139	1.108	1.247	11.247
Trip Generation	6	0	6	0	3	3	27

Source: TRICS

- 6.1.5 **Table 6.2** demonstrates that up to 6 arrivals could occur in the morning peak period and 3 departures in the evening peak period. Across the day it is estimated that there could be 27 two-way movements generated by the office use.

Retail

- 6.1.6 The site also previously contained a specialist snow and outdoor sports shop, occupying a floor area of approximately 700 sqm. A review of the TRICS database has been undertaken for retail land uses, however, no comparable sites were found, therefore a review of recent planning applications for similar types of stores has been undertaken to determine the likely trip generation of the site.
- 6.1.7 A recent planning application for a 'Go Outdoors' store was approved in Derby in December 2021 (planning ref: 21/01466/VAR). Whilst the site is located in an 'edge of town location' within a retail park rather than on the 'edge of town centre', the sites still draw many similarities, in that they sell specialist outdoors equipment (some of which may be bulky in nature) with customers typically travelling specifically to the store rather than making bypass trips.
- 6.1.8 Data submitted in the Transport Statement accompanying the Go Outdoors application which is based on other surveyed Go Outdoors stores indicates that these types of stores typically generate the trip rates summarised in **Table 6.3**. The trip rates have been multiplied by the floor area of the previous retail use to estimate the trip generation from the store.

Table 6.3 Outdoors Store Trip Rates and Trip Generation (700sqm)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Trip Rate	1.09	0.67	1.76	1.06	1.29	2.35	27.80
Trip Generation	8	5	12	7	9	16	195

6.1.9 **Table 6.3** demonstrates that 12 two-way vehicle movements occur in the morning peak period and 16 two-way movements in the evening peak period associated with the former retail use. Across the day it is estimated that there would be 195 two-way movements generated by the retail use.

6.1.10 It is of note that the surveys undertaken for the Go Outdoors stores (on which the trip rates are based), were undertaken in July, which is the peak sales period for the company, therefore, these provide a 'worst case' scenario, with other periods of the year typically generating slightly lower trips. This is particularly notable for the daily trip generation; however, the morning and evening peak periods are considered to be more representative as these would largely consist of staff and delivery movements.

Total Existing Trip Generation

6.1.11 The potential total existing trip generation of the site is summarised in **Table 6.4** below:

Table 6.4: Summary of Existing Trip Generation

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
MOT Centre							
Trip Generation	1	0	1	0	7	7	163
Offices							
Trip Generation	6	0	6	0	3	3	27
Retail							
Trip Generation	8	5	12	7	9	16	195
Total							
Total Trip Generation	15	5	19	7	19	26	385

6.1.12 Table 6.4 demonstrates that the existing land uses on the site would generate 19-26 vehicle movements during the peak periods and a maximum of 385 two-way movements across the course of a weekday. As previously noted, the traffic generation for the existing uses are likely to represent maximum / worst case trip rates for the existing land use.

6.2 Proposed Trip Generation

6.2.1 To understand the potential traffic generation of the site, a traffic impact assessment has been undertaken. Trip rates have been obtained from the TRICS database to understand the likely vehicular demand of the site. The following parameters were used:

- Type – Privately owned flats and Privately Owned Houses;
- Region – England (excluding Greater London);
- Location Type – Edge of Town Centre;
- Number of Dwellings – 6 to 175;
- Days of the Week – Monday to Friday

6.2.2 The trips rates and the likely trip generation of a development of 50 flats and 10 dwellings is presented below in **Table 6.5** and the full TRICS report can be found in **Appendix D**.

Table 6.5: Trip Rates and Trip Generation (60 Dwellings)

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Flats							
Trip Rate	0.055	0.179	0.234	0.17	0.099	0.269	2.374
Trip Generation	3	9	12	9	5	13	119
Houses							
Trip Rate	0.132	0.25	0.382	0.257	0.162	0.419	3.449
Trip Generation	1	3	4	3	2	4	34
Total							
Total Residential Trip Generation	4	11	16	11	7	18	153

6.2.3 **Table 6.5** demonstrates that the development is likely to generate a total of 16 two-way vehicle movements in the morning peak period and 18 in the evening peak period. This equates to an additional vehicle movement every circa 4 minutes in the morning peak period and circa every 3 minutes in the evening peak period.

6.3 Net Impact Assessment

6.3.1 Based on the trip generation from **Table 6.4** and **6.5** a net impact assessment has been undertaken and is presented in **Table 6.6**.

Table 6.6: Net Impact Assessment

	Morning Peak Period			Evening Peak Period			Daily
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Two-Way
Existing Use	15	5	19	7	19	26	385
Proposed Use	4	11	16	11	7	18	153
Net Impact	-11	6	-3	4	-12	-8	-232

6.3.2 **Table 6.6** demonstrates that overall, the proposed development could generate a net decrease in traffic during the peak periods and across the day when compared to the potential existing number of vehicle movements generated by the site, with circa 3 fewer movements in the morning peak, 8 fewer movements in the evening peak and 232 fewer movements across the duration of the day.

6.3.3 As previously noted, it is anticipated that the existing daily trip generation for the site for the site is likely to be overestimated and represent a worst case scenario (largely as a result of the daily retail trips), however, even if there was a significant reduction in daily trips, the site is still likely to result in net reduction in trips.

6.3.4 In summary:

- The proposed development generates a relatively small amount of traffic, which is unlikely to have a material impact upon the operation of the local highway network.
- The net impact of the development is unlikely to see an increase in traffic movements on the highway network in either of the peak periods, or across the day.

- Based on a worse case assessment, the proposals could generate less traffic on the network when compared to the sites previous use and therefore there would be a potential beneficial impact.

SECTION 7 Summary and Conclusion

7.1 Summary

- 7.1.1** i-Transport has been appointed by Bellway Homes (Thames Valley) Ltd to provide highways and transport advice for the demolition of existing buildings and construction of 60 residential dwellings with associated landscaping and parking. The site is currently occupied by an MOT garage, offices and former retail unit and is located to the west of the A4155 Caversham Road / A329 Vastern Road / A329 Caversham Road Roundabout. The site forms part of the local plan local plan allocation site CR11f: West of Caversham Road.
- 7.1.2** The site is located immediately adjacent to Zone 1 (Central Core Area) as set out Reading Borough Council's Parking Standards which is defined as having the best transport hubs and consists of retail and commercial office developments. This demonstrates that the site is located in close proximity to the most sustainable and accessible area in Reading.
- 7.1.3** The site is located within close proximity to bus stops on Caversham Road which provide frequent services around Reading as well as other key service centres. The site is also located within a reasonable walking distance of Reading Railway Station, which provides excellent opportunities to travel to nearby destinations and those further afield, including the Elizabeth Line providing access to Crossrail. Overall, the site offers great potential to take up travel via sustainable modes and reduces the need to use or require a car.
- 7.1.4** It is proposed to retain the existing vehicle access to the site from the A4155 Caversham Road, providing access to the 30 parking spaces (all of which will provide electric vehicle charging spaces). A separate pedestrian and cycle access point is also proposed to provide a connection to the remaining part of the West of Caversham Road allocation (when it comes forwards).
- 7.1.5** The level of car parking is within RBCs maximum standards and is considered appropriate given the sites sustainable location, which benefits from excellent access to both public transport and to local services and facilities, which will significantly reduce the need to own a car in this location.
- 7.1.6** As part of the development, it is also proposed to provide a contribution towards a car club, this would provide future residents with access to a car without needing to own one. Thus, reducing the need for parking further.
- 7.1.7** The site has been also designed to accommodate refuse collection, deliveries and emergency vehicles turning within the site so that vehicles can enter and egress in a forward gear.

7.2 Conclusion

Overall, the proposal meets both local and national guidance and is considered acceptable in highway and transport terms.

FIGURES



Key
 Site Boundary

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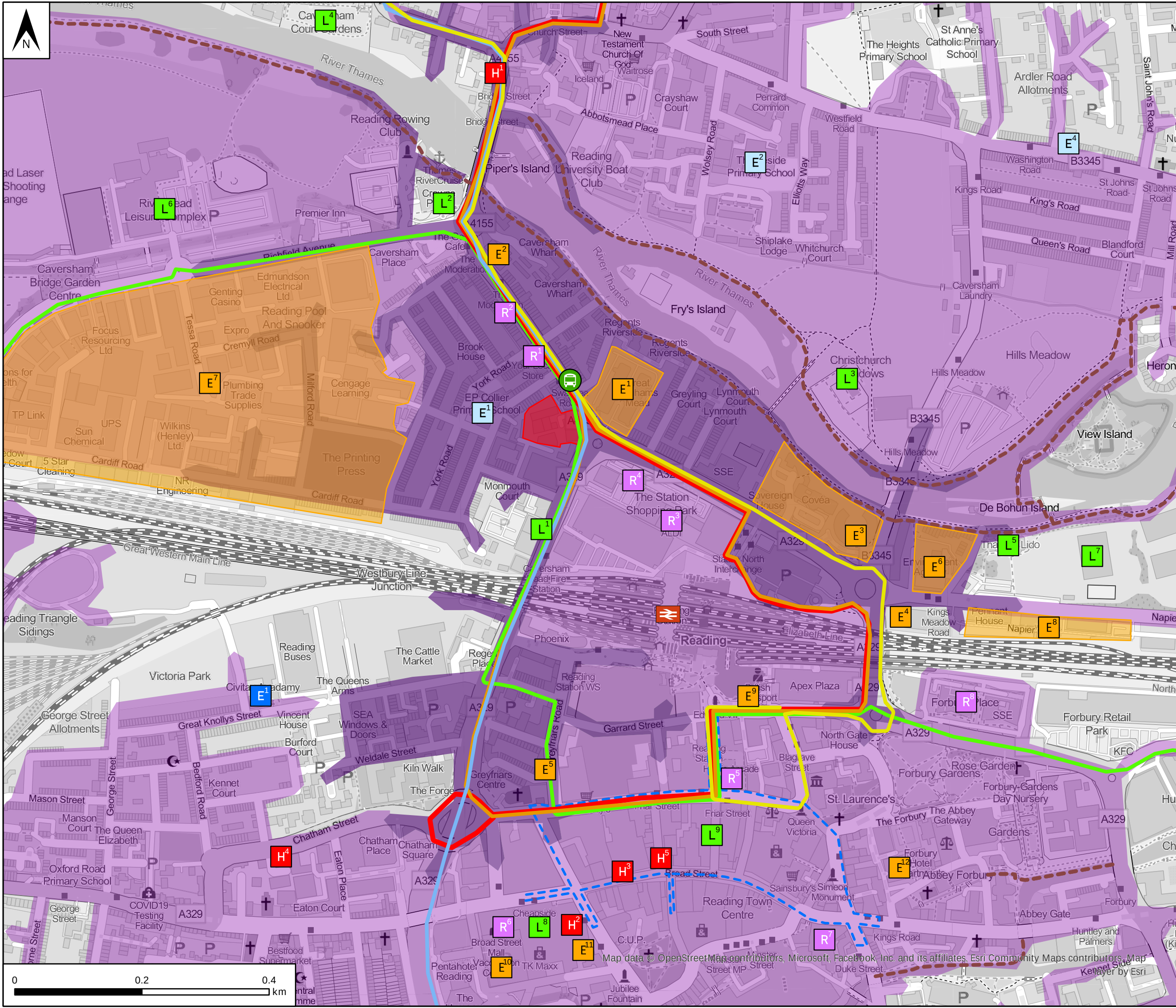
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Project: **Caversham Road, Reading**

Project Number: ITB17593	Figure Number: Figure 2	Revision: -
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Key

Site Boundary

Employment Area

Town Centre Boundary

800m Walking Distance

1600m Walking Distance

Your Local Store

Caversham Convenience Store and Post Office

Aldi

Station Shopping Park

Harris Arcade

Broad Street Mall

The Village

Fobury Retail Park

The Oracle

Pure Gym

Revive Health Clu and Spa

Christchurch Meadow Playground and Tennis Court

Caversham Court

Thames Lido

River Mead Leisure Centre

Kings Meadow

Broad Street Mall

Reading Town Centre

Bus Stop

Rail Station

H¹ Riverside Dental Centre

H² Reading Walk-in Health Centre

H³ Chiltern Medical Clinic

H⁴ Catham Street Surgery

H⁵ Superdrug

E¹ EP Collier Primary School

E² Thameside Primary School

E³ Kendrick Primary School

E⁴ Crawshaw Pre School

E⁵ Civitas Academy

E⁶ Great Brighams Mead

E⁷ Caversham Bridge House

E⁸ Clearwater Court

E⁹ Reading Bridge House

E¹⁰ Spaces Greyfriars

E¹¹ King Meadow House

E¹² Richfield Avenue Trading Estate

E¹³ Napeir Court Employment Park

E¹⁴ Apex

E¹⁵ Reading Business Centre

E¹⁶ Co-space

E¹⁷ Regus

22 Service

24 Service

42 Service

81 Service

X39/X40 Service

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Title: Local Amenities Plan		
Project: Caversham Road, Reading		
Project Number: ITB17593	Figure Number: Figure 1	Revision: -

DRAWINGS



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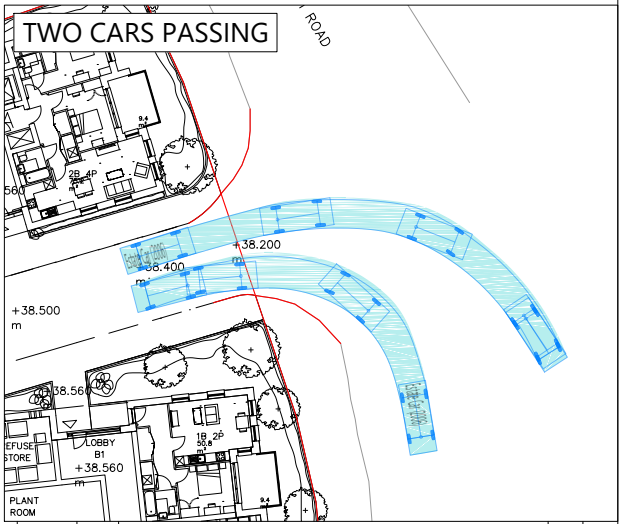
TWO VEHICLES PASSING

Vehicle	Overall Length	Overall Width	Overall Height	Min Body Ground Clearance	Track Width	Lock to lock time	Wait to Wait Turning Radius
Olympus OL16N (Elite 6 6x2 RS chassis)	8.750m	2.250m	3.540m	0.260m	2.250m	4.00s	10.150m
Estate Car (2006)	4.710m	1.804m	1.442m	0.207m	1.756m	4.00s	5.950m

 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk				TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE				DRAWN: MM				CHECKED: IN				APPROVED: JDW			
REV: B A				DATE: 06.09.22 08.08.22				PROJECT No: ITB17593				SCALE @ A3: 1:500				DATE: 18.07.22			
BY: MM				DESCRIPTION: SITE LAYOUT UPDATED SITE LAYOUT UPDATED				CLIENT: BELLWAY HOMES				DRAWING No: ITB17593-GA-002				REV: B			
STATUS: FOR INFORMATION				PROJECT: CAVERSHAM ROAD, READING				TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE				DRAWN: MM				CHECKED: IN			
CHK: IN IN				APD: JDW JDW				PROJECT: CAVERSHAM ROAD, READING				CLIENT: BELLWAY HOMES				DRAWING No: ITB17593-GA-002			



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.09.22	MM	SITE LAYOUT UPDATED	IN	JDW
A	08.08.22	MM	SITE LAYOUT AND SWEEP PATHS UPDATED	IN	JDW

STATUS: FOR INFORMATION

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: CAVERSHAM ROAD, READING

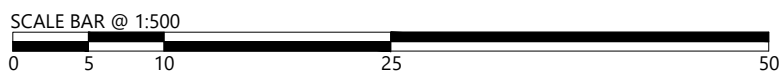
CLIENT: BELLWAY HOMES

DRAWN: MM	CHECKED: IN	APPROVED: JDW
PROJECT No: ITB17593	SCALE @ A3: 1:500	DATE: 18.07.22
DRAWING No: ITB17593-GA-003	REV: B	

T:\Projects\17000 Sheet\17593\17593-99 to 113 Caversham Road Reading\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB17593-GA-003B.dwg

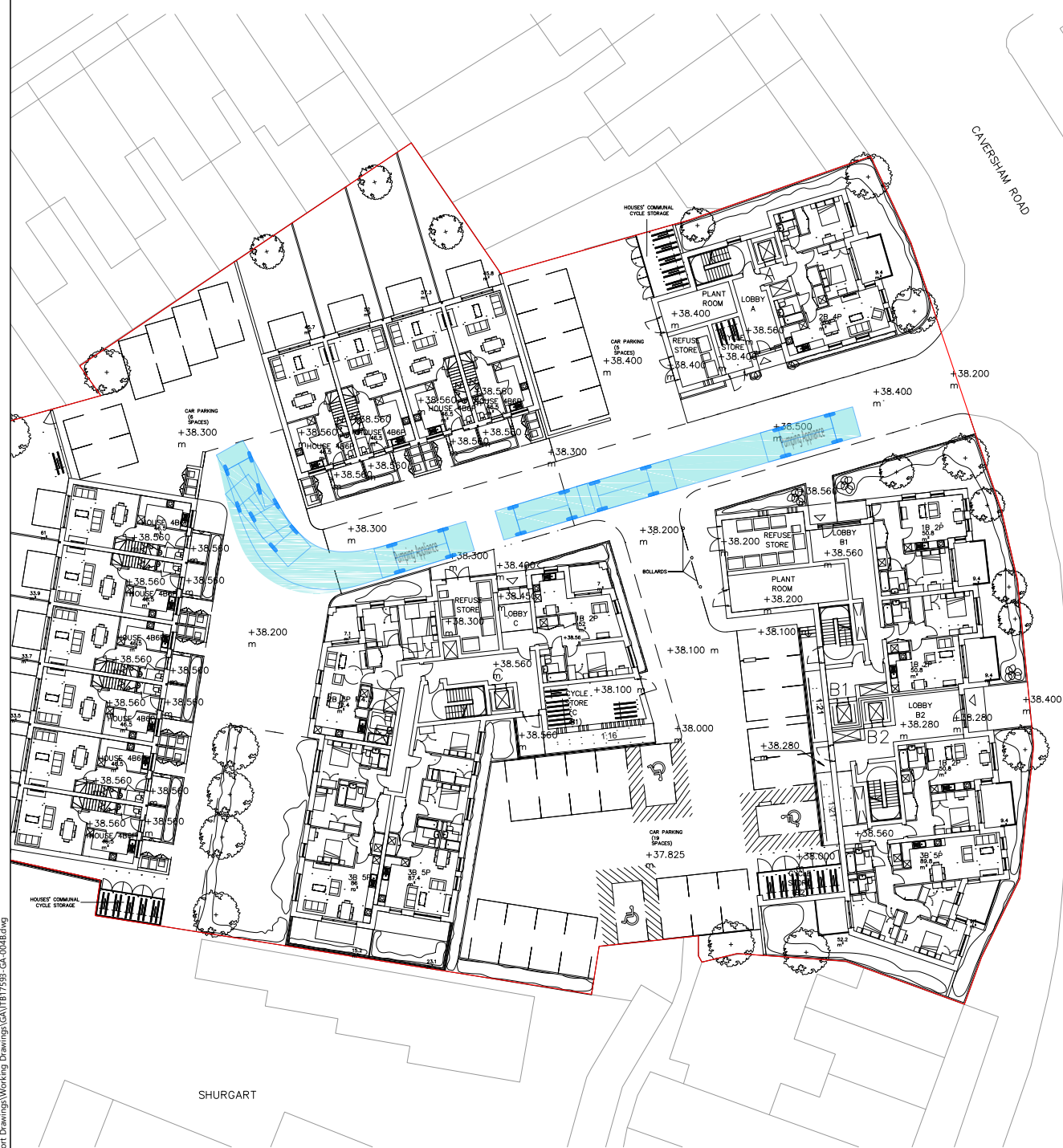
REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

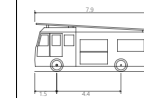


INBOUND

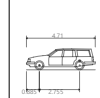
OUTBOUND



TWO VEHICLES PASSING



Pumping Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius



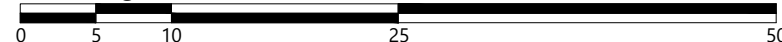
Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

1.710m
1.804m
1.442m
0.207m
1.756m
1.00s
5.950m

REPRODUCED FROM THE ORDNANCE SURVEY
MAP WITH THE PERMISSION OF THE
CONTROLLER OF HER MAJESTY'S STATIONERY
OFFICE. LICENCE No. 100044286.
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TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY
STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

SCALE BAR @ 1:500



TITLE:

SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT:	
----------	--

CAVERSHAM ROAD, READING

CLIENT:

BELLWAY HOMES

	DRAWN-
--	--------

MM

CHECKED:

IN

APPROVED:

JDW

PROJECT No:

SCALE @ A3:

DATE: _____

DRAWING No:

ITB17593-GA-004

EV:

B



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

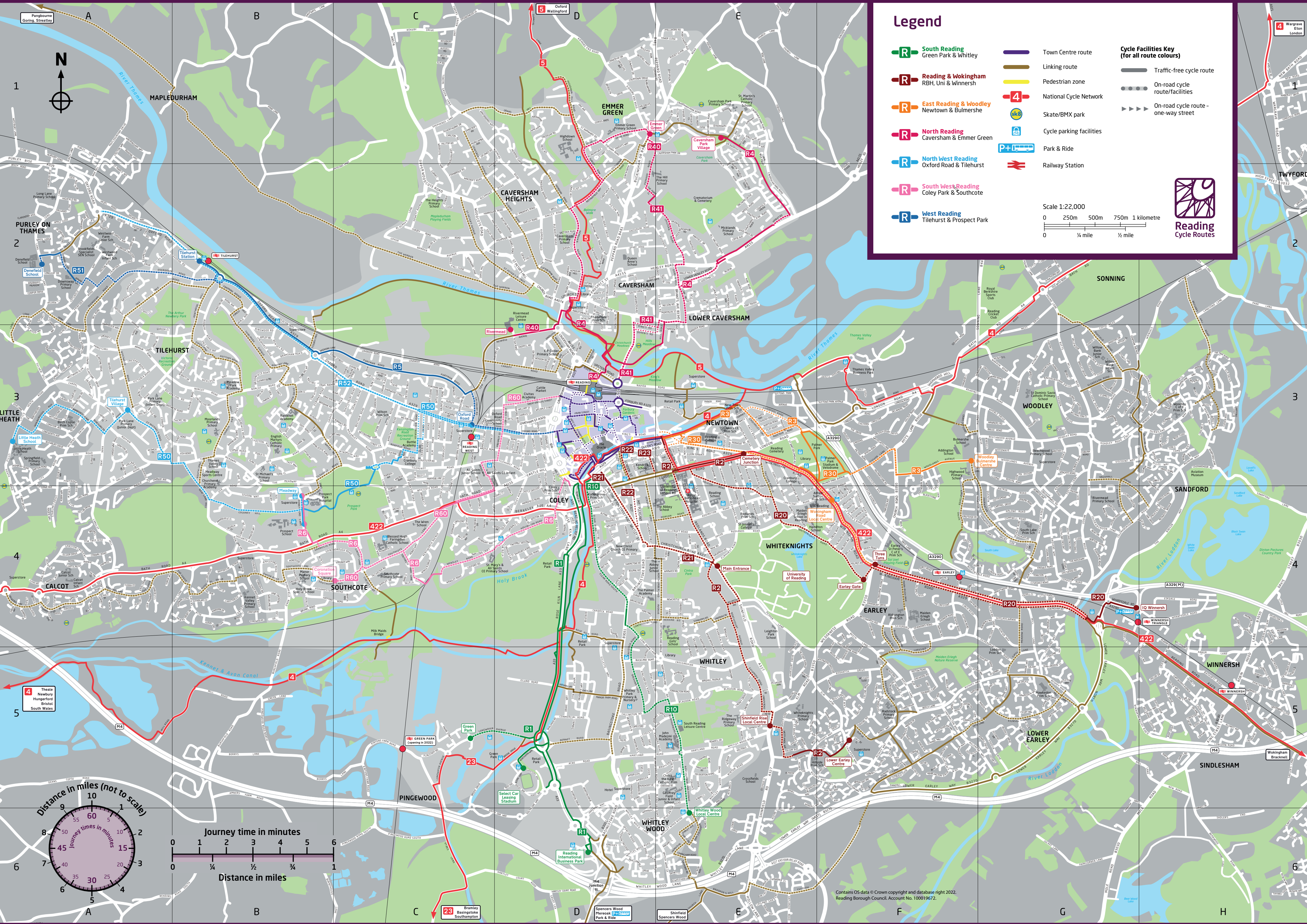
Tel: 01256 637940

www.i-transport.co.uk

B A	06.09.22 08.08.22	MM MM	SITE LAYOUT UPDATED SITE LAYOUT UPDATED	IN IN	JD JD
REV	DATE	BY	DESCRIPTION	CHK	AP
STATUS:					
FOR INFORMATION					

W W D	TITLE:		DRAWN:		CHECKED:		APPROVED:					
	SWEPT PATH ANALYSIS - FIRE TENDER		MM		IN		JDW					
	PROJECT:		CLIENT:		PROJECT No:		SCALE @ A3:		DATE:			
	CAVERSHAM ROAD, READING		BELLWAY HOMES		ITB17593		1:500		18.07.22			
					DRAWING No:				REV:			
					ITB17593-GA-004				B			

APPENDIX A. Reading Cycle Newtwork Map



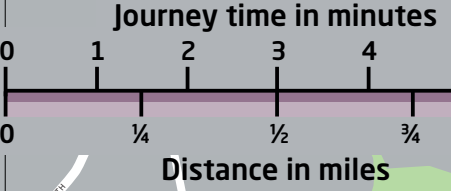
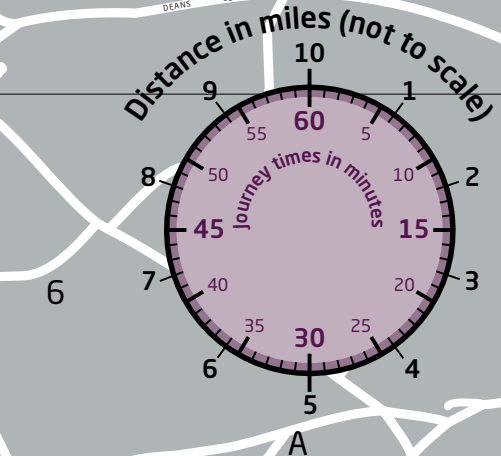
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- North West Reading**
Oxford Road & Tilehurst
- South West Reading**
Coley Park & Southcote
- West Reading**
Tilehurst & Prospect Park
- Town Centre route**
- Linking route**
- National Cycle Network**
- Skate/BMX park**
- Cycle parking facilities**
- Park & Ride**
- Railway Station**

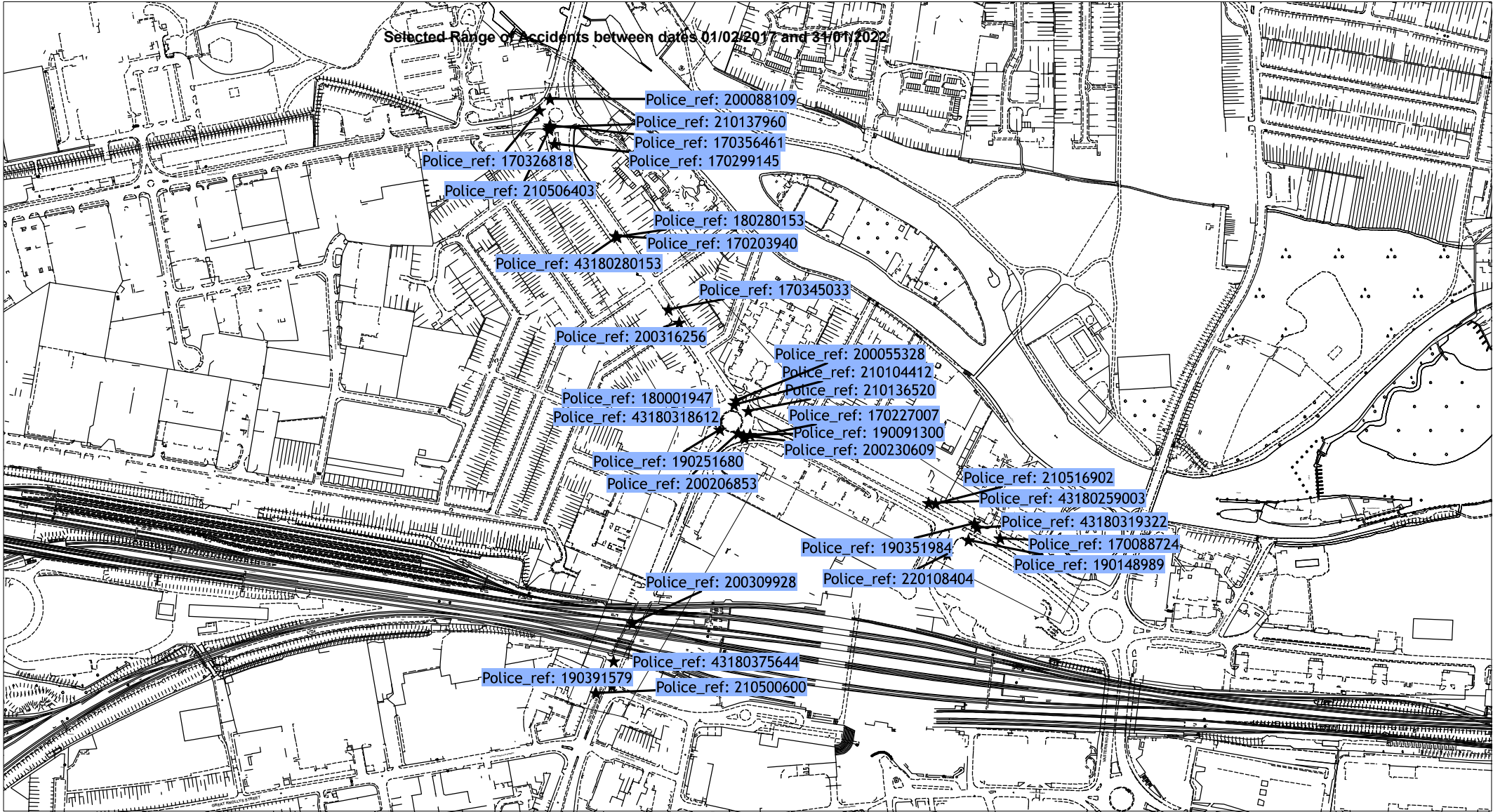
- Cycle Facilities Key
(for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street



Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



APPENDIX B. Personal Injury Accident Data



SCALE	1 : 6000
DATE	29/06/2022
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			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:										

170088724 Tuesday A329 VASTERN RD J/W NORMAN RD Veh 1 Car Going ahead NWto SE
21/03/2017 READING Veh 2 Car Going ahead NWto SE Dri F 37 Slight
R1: A 329 0908hrs
R2: U 7201 Daylight:street lights present
E 471,630 Dry
N 174,009 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Dazzling sun Vehicle 1 Very Likely
C1 TRAV SE, DRIV BLINDED BY SUN & COLL/W REAR C2

170203940 Friday A4155 CAVERSHAM RD APP 60M N Veh 1 Car Going ahead SE to NW
30/06/2017 THAMES AVE READING Veh 2 Car Wait go ahead held SE to NW Dri F 54 Slight
R1: A 4155 1525hrs
Daylight:street lights present
E 471,195 Dry
N 174,351 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Following too close Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
3rd: Failed to judge other persons path or speed Vehicle 1 Possible
C2 TRAV NW BUT HELD UP IN TRAFF HIT IN REAR BY C1

170227007 Tuesday A4155 CAVERSHAM ROAD RBT/W Veh 1 Car Turning left SE to SW
25/07/2017 A329 VASTERN ROAD READING Veh 2 Pedal cycle Turning right NWto SW Dri M 24 Slight
R1: A 4155 0047hrs
R2: A 329 Darkness: street lights present a
E 471,341 Dry
N 174,122 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Disobeyed Give Way or Stop sign or markings Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
3rd: Cyclist wearing dark clothing at night Vehicle 2 Possible
4th: Not displaying lights at night or in poor visibility Vehicle 2 Possible
C1 FAILED TO GWAY AT RBT TRNG LT SE TO SW & COLL/W PC2 TRNG RT NW TO SW

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

			Vehicles					Casualties				
Police Ref.	Day	Location Description	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:												
170299145	Saturday	A4155 CAVERSHAM ROAD RBT/W	Veh 1	Bus/coach		Going ahead		S	to N	Ped	F	31 Slight
	23/09/2017	RICHFIELD AVENUE READING										
R1: A 4155	0015hrs											
R2: U 7201	Darkness: street lights present a											
E 471,126	Dry											
N 174,455	Fine without high winds											
	40 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Exceeding speed limit		Vehicle 1			Possible						
2nd:	Disobeyed pedestrian crossing facility		Vehicle 1			Possible						
3rd:	Failed to look properly		Vehicle 1			Possible						
4th:	Failed to judge other persons path or speed		Vehicle 1			Possible						
5th:	Passing too close to cyclist, horse rider or pedestrian		Vehicle 1			Possible						
6th:	Careless/Reckless/In a hurry		Vehicle 1			Possible						
PSV1 TRAV N COLL/W PED XING RD IN U/K DIRN. PSV1 FTS												
170326818	Tuesday	RICHFIELD AVENUE RBT/W A4155	Veh 1	Car		Wait go ahead held		SW	to NE			
	31/10/2017	CAVERSHAM ROAD READING	Veh 2	Car		Wait go ahead held		SW	to NE	Dri	M	27 Slight
R1: U 7201	0710hrs											
R2: A(4155	Daylight:street lights present											
E 471,109	Dry											
N 174,493	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Following too close		Vehicle 1			Possible						
2nd:	Failed to look properly		Vehicle 1			Possible						
3rd:	Failed to judge other persons path or speed		Vehicle 1			Possible						
4th:	Sudden braking		Vehicle 1			Possible						
C2 TRAV E BUT HLD UP WAITG TO ENT RBT HIT IN REAR BY C1												
170345033	Monday	A329 CAVERSHAM ROAD READING	Veh 1	Car		Going ahead		S	to N			
	13/11/2017	30M S OF YORK RD	Veh 2	Car		Wait go ahead held		S	to N	Dri	F	36 Slight
R1: A 329	2212hrs											
	Daylight:street lights present											
E 471,255	Dry											
N 174,268	Fine without high winds											
	40 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly		Vehicle 1			Very Likely						
2nd:	Careless/Reckless/In a hurry		Vehicle 1			Very Likely						
3rd:	Disobeyed automatic traffic signal		Vehicle 1									
C1 TRAV N FAILD TO STP & COLL/W C2 WTNG AT ATS												

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles					Casualties				
	Date		Veh No	Type	Manv	Dir	Class					
	Time							Sex	Age	Sev		
	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
170356461	Saturday	CAVERSHAM ROAD JUNC/W	Veh 1	Car		Starting	S	to N				
	25/11/2017	RICHFIELD AVENUE READING	Veh 2	Car		Going ahead	E	to W	Dri	M	32 Slight	
R1: U 7201	1740hrs											
R2: U 7201	Daylight:street lights present											
E 471,121	Dry											
N 174,476	Fine without high winds											
	30 mph											
Causation Factor:						Participant:	Confidence:					
1st:	Failed to look properly					Vehicle 1	Very Likely					
2nd:	Junction restart					Vehicle 1	Very Likely					
3rd:	Distraction outside vehicle					Vehicle 1	Possible					
4th:	Vehicle blind spot					Vehicle 1	Possible					
C1 TRAV N FAILD TO G/WAY & COLL/W C1 TRNG RT N TO W												
180001947	Sunday	A33 CAVERSHAM ROAD, J/W A4155	Veh 1	Car		Going ahead	S	to N				
	24/12/2017	RICHFIELD AVENUE, READING	Veh 2	Taxi		Going ahead	S	to N	RSP	F	63 Slight	
R1: A 33	1300hrs											
R2: A 4155	Daylight:street lights present											
E 471,311	Wet/Damp											
N 174,143	Fine without high winds											
	30 mph											
Causation Factor:						Participant:	Confidence:					
1st:	Following too close					Vehicle 1	Very Likely					
2nd:	Sudden braking					Vehicle 2	Very Likely					
C1 COLL/W C2 BOTH TRAV S TO N ON RBT. C2 BRAKED SUDDENLY												
180280153	Saturday	CAVERSHAM ROAD J/W THAMES	Veh 1	Car		Going ahead	NWto	SE	Ped	M	71 Serious	
	08/09/2018	AVENUE READING										
R1: A 4155	0930hrs											
R2: U 7201	Daylight:street lights present											
E 471,197	Dry											
N 174,350	Fine without high winds											
	30 mph											
C1 TRAV NK DIR COLL/W PED1 XING C/WAY NE TO SW.												

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

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:										

43180259003 Thursday A329 VASTERN ROAD J/W TROOPER Veh 1 Bus/coach Going ahead W to E Ped M 17 Slight
23/08/2018 POTTS WAY READING
R1: A 329 1410hrs
R2: U 7201 Daylight:street lights present
E 471,549 Dry
N 174,049 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Visor or windscreen dirty or scratched Casualty 1 Very Likely
PED1 TRAV S FAILED TO G/WAY & COLL/W PSV1 TRAV E

43180280153 Saturday CAVERSHAM ROAD J/W THAMES Veh 1 Car Going ahead NWto SE Ped M 71 Serious
08/09/2018 AVENUE READING
R1: A 4155 0930hrs
R2: U 7201 Daylight:street lights present
E 471,197 Dry
N 174,350 Fine without high winds
30 mph

C1 TRAV NK DIR COLL/W PED1 XING C/WAY NE TO SW.

43180318612 Thursday A4155 CAVERSHAM ROAD Veh 1 Car Going ahead S to E
18/10/2018 ROUNDABOUT JUNCTION WITH Veh 2 Pedal cycle Going ahead E to W Dri M 72 Serious
0945hrs VASTERN ROAD
R1: A 415 Daylight:street lights present
R2: A 329
E 471,305 Dry
N 174,141 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
2nd: Stationary or parked vehicle Vehicle 1 Possible
3rd: Disobeyed Give Way or Stop sign or markings Vehicle 1 Very Likely
4th: Failed to look properly Vehicle 1 Very Likely
V1 ENTERED ROUNDABOUT FAILED TO GIVE WAY TO PC2 COMING FROM RIGHT ALREADY ON ROUNDABOUT. PC2 HIT REAR OFFSIDE OF V1 AND FELL TO GROUND

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles					Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
	Time										
	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
	Causation Factor:										
43180319322	Thursday	VASTERN ROAD J/W TROOPER	Veh 1			Going ahead	SW to NE	Dri	F	86	Serious
R1: A 329	18/10/2018	NORMAN PLACE READING	Veh 2	Car		Going ahead	NWto SE				
R2: U 7201	1625hrs										
E 471,604	Daylight:street lights present										
N 174,021	Dry										
	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Disobeyed automatic traffic signal		Vehicle 1			Very Likely					
2nd:	Stationary or parked vehicle		Vehicle 2			Very Likely					
3rd:	Failed to look properly		Vehicle 1								
MS1 XING C/WAY SW TO NE COLL/W C2 TRAV NW TO SE.											
43180375644	Saturday	A329 CAVERSHAM ROAD J/W	Veh 1	Taxi		U turn	S to S	Dri	M	39	Slight
R1: A 329	08/12/2018	ABATTOIRS ROAD READING	Veh 1	Taxi		U turn	S to S	RSP	M	25	Slight
R2: U 7201	0500hrs		Veh 1	Taxi		U turn	S to S	RSP	M	26	Slight
E 471,193	Darkness: street lights present a		Veh 1	Taxi		U turn	S to S	FSP	M	28	Slight
N 173,870	Wet/Damp		Veh 2	Car		Going ahead	S to N	Dri	M	22	Slight
	Fine with high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Vehicle 1			Very Likely					
TX1 UNDERTKNG U-TURN S TO S COLL/W C2 TRAV S TO N.											
200055328	Monday	A4155 CAVERSHAM ROAD J/W A329	Veh 1	Car		Going ahead	NWto SE				
R1: A 4155	17/02/2020	VASTERN ROAD READING	Veh 2	M/C > 125 cc		Going ahead	SW to NE	Dri	M	53	Slight
R2: A 329	0935hrs										
E 471,331	Daylight:street lights present										
N 174,165	Dry										
	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Vehicle 1			Very Likely					
C1 ENT RBT NW TO SE COLL/W MC2 TRAV SW TO NE ON RBT.											

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection:

Selected using Manual Selection

Notes:

Caversham Road PIA June 2022

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:										

190148989 Saturday A329 VASTERN ROAD J/W TROOPER Veh 1 Pedal cycle Going ahead SW to NE Dri M 40 Serious
18/05/2019 POTTS WAY READING
R1: A 329 0032hrs
R2: U 7201 Darkness: street lights present a
E 471,594 Dry
N 174,007 Fine without high winds
30 mph

Causation Factor:

1st: Impaired by alcohol

2nd: Loss of control

3rd: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

RIDER PC1 XING C/WAY SW TO NE USING PED XING FELL OFF CAUSNG INJ. RIDER PC1 INTOX.

190251680 Thursday A329 VASTERN ROAD J/W B4155 Veh 1 Car Turning left SW to NW
15/08/2019 CAVERSHAM ROAD READING Veh 2 Pedal cycle Going ahead SE to NW Dri M 23 Slight
R1: A 329 0730hrs
R2: B 155 Daylight:street lights present
E 471,313 Dry
N 174,132 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

C1 TRNG LT SW TO NW AT RBT FAILD TO G/WAY & COLL/W PC2 TRAV SE TO NW

190351984 Friday A329 VASTERN ROAD J/W NORMAN Veh 1 Car Change lane to right W to E Dri M 53 Slight
08/11/2019 PLACE READING Veh 2 Car Going ahead W to E
R1: A 329 0840hrs
R2: U 7201 Daylight:street lights present
E 471,601 Dry
N 174,026 Fine without high winds
30 mph

C1 TRAV W TO E IN LN1 CHNGD LN TO RT & WAS HIT IN RR BY C2 TRAV W TO E IN LN2.

Caversham Road PIA June 2022

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

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:									

200206853 Wednesday A329 VASTERN ROAD J/W 08/07/2020 CAVERSHAM ROAD READING
R1: A 329 1848hrs
R2: U 7201 Daylight:street lights present
E 471,334 Wet/Damp
N 174,128 Raining without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 1 Very Likely
2nd: Sudden braking Vehicle 1 Very Likely
MC1 ENT RBT IN N/K DIR BRKD SUDD & RIDER FELL OFF.

200230609 Monday A329 VASTERN ROAD J/W A4155 27/07/2020 CAVERSHAM ROAD READING
R1: A 329 1208hrs
R2: A 4155 Daylight:street lights present
E 471,340 Dry
N 174,125 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
C1 ENT RBT SE TO NW & COLL/W PC2 TRAV NW TO SW ON RBT.

200316256 Friday A329 CAVERSHAM ROAD J/W 02/10/2020 SWANSEA ROAD CAVERSHAM
R1: A 329 1638hrs
R2: U 7201 Daylight:street lights present
E 471,267 Wet/Damp
N 174,253 Raining without high winds
30 mph

C2 TRN RT SW TO SE COLL/W TX1 TRAV SE TO NW IN LN2.

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection: Selected using Manual Selection Notes: Caversham Road PIA June 2022

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			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:										

200309928 Friday A329 CAVERSHAM ROAD APPX 140M S J/W NORTHFIELD ROAD READING
 02/10/2020 0835hrs
 Daylight:street lights present
 Wet/Damp
 Raining without high winds
 40 mph

R1: A 329
 E 471,214
 N 173,913

Veh 1 Car O/take m/veh o/side S to N
 Veh 2 Pedal cycle Going ahead S to N Dri M 41 Slight

Causation Factor: Participant: Confidence:

1st: Not displaying lights at night or in poor visibility Vehicle 2 Very Likely
 2nd: Rain, sleet, snow, or fog Vehicle 1 Possible
 3rd: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Possible
 4th: Careless/Reckless/In a hurry Vehicle 1 Possible
 5th: Cyclist wearing dark clothing at night Vehicle 2 Very Likely

C1 TRAV S TO N OVERTK PC2 TRAV S TO N & COLL OCCRD.

210104412 Friday A4155 CAVERSHAM ROAD J/W A329 VASTERN ROAD READING
 12/03/2021 1831hrs
 Darkness: street lights present a
 Wet/Damp
 Raining without high winds
 30 mph

R1: A 4155
 R2: A 329
 E 471,329
 N 174,160

Veh 1 Car Going ahead NWto SE
 Veh 2 Pedal cycle Turning right SW to SE Dri M 25 Slight

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 1 Very Likely

C1 ENT RBT NW TO SE COLL/W PC2 TRN RT SW TO SE.

210136520 Wednesday A329 VASTERN ROAD J/W A4155 CAVERSHAM ROAD READING
 31/03/2021 1150hrs
 Daylight:street lights present
 Dry
 Fine without high winds
 30 mph

R1: A 329
 R2: A 4155
 E 471,345
 N 174,153

Veh 1 Car Turning right SW to SE Dri M 23 Slight
 Veh 2 Goods < 3.5t Change lane to left SW to SE

LGV2 XITING RBT IN N/K DIR CHNGD LN TO LFT & COLL/W C1 LEAVNG RBT IN N/K DIR.

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection:

Selected using Manual Selection

Notes:

Caversham Road PIA June 2022

			Vehicles					Casualties			
Police Ref.	Day	Location Description	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:											
210137960	Thursday 01/04/2021	A4155 CAVERSHAM ROAD J/W RICHMOND AVENUE READING	Veh 1	Car	Going ahead	S	to N				
R1: A 4155	2026hrs		Veh 2	Pedal cycle	Turning right	N	to W	Dri	M	17	Slight
R2: U 7201	Darkness: street lights present a										
E 471,120	Dry										
N 174,474	Fine without high winds 30 mph										
Causation Factor:					Participant:		Confidence:				
1st:	Failed to look properly				Vehicle 1		Very Likely				
2nd:	Careless/Reckless/In a hurry				Vehicle 1		Very Likely				
C1 ENT RBT S TO N & COLL/W PC2 TRN RT N TO W.											
210500600	Monday 15/11/2021	A329 CAVERSHAM ROAD APPX 39M SW J/W ABATTOIRS ROAD READING	Veh 1	Pedal cycle	Going ahead	SW to NE	Ped	M	46	Serious	
R1: A 329	1645hrs										
E 471,173	Darkness: street lights present a										
N 173,834	Wet/Damp										
	Fine without high winds 30 mph										
Causation Factor:					Participant:		Confidence:				
1st:	Failed to look properly				Casualty 1		Very Likely				
2nd:	Defective brakes				Vehicle 1		Very Likely				
PED XING C/WAY NW TO SE COLL/W PC1 TRAV SW TO NE.											
210506403	Tuesday 09/11/2021	A4155 CAVERSHAM ROAD J/W RICHFIELD ROAD READING	Veh 1	Pedal cycle	Going ahead	S	to N	Dri	F	64	Slight
R1: A 4155	1120hrs		Veh 2	Car	Going ahead	S	to N				
R2: U 7201	Daylight:street lights present										
E 471,120	Dry										
N 174,471	Fine without high winds 30 mph										
Causation Factor:					Participant:		Confidence:				
1st:	Failed to look properly				Vehicle 1		Possible				
2nd:	Vehicle blind spot				Vehicle 1		Possible				
PC1 ENT RBT S TO N COLL/W RR C2 ENT RBT S TO N. C2 FTS.											

Details of Personal Injury Accidents for Period - 01/02/2017 to 31/01/2022 (60) months

Selection:

Selected using Manual Selection

Notes:

Caversham Road PIA June 2022

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:										

210516902 Saturday A329 VASTERN ROAD APPX 62M NW Veh 1 M/C < 50 cc Wait go ahead held NWto SE Dri M 30 Slight
 13/11/2021 J/W NORMAN PLACE READING Veh 2 Car Going ahead NWto SE
 R1: A 329 1800hrs
 Darkness: street lights present a
 E 471,557 Dry
 N 174,048 Fine without high winds
 30 mph

C2 TRAV NW TO SE COLL/W RR C1 STAT AT RED ATS WAITNG TO TRAV NW TO SE.

220108404 Monday TROOPER POTTS WAY J/W A329 Veh 1 Bus/coach Starting NE to SW Ped M 36 Slight
 27/12/2021 VASTERN ROAD READING
 1830hrs
 R2: U 7201 Darkness: street lights present a
 E 471,570 Wet/Damp
 N 173,991 Raining without high winds
 30 mph

PSV1 STRTNG NE TO SW COLL/W PED STAT IN C/WAY.

APPENDIX C. Proposed Site Layout



Notes:

- Do not scale from this drawing; work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.

CDM ERIC Notes

- Where RMA services on a project do not include for site inspections and works surveys, RMA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been constructed
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.

P4	05.09.22	Planning Submission	NK	CT
Rev	Date	Description	By	Chkd

RM_A

320C Highgate Studios
53-79 Highgate Road, London, NW5 1TL
London NW5 1TL
020 7284 1414, rmaarchitects.co.uk © RMA



Project

Carters Site, Reading

RMA Project Reference 2207

Client

Scale	Date	By	Checked
1 : 200 @ A1	07/22	KD	AS
Drawing Title			

SITE PLAN

00

GROUND FLOOR LEVEL

Purpose of Issue PLANNING	Status Code
Drawing No CR-RMA-ZZ-00-DR-A-0100	Revision P4

APPENDIX D. TRICS Outputs

i-Transport Grove House Basingstoke

Licence No: 236601

Calculation Reference: AUDIT-236601-220906-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
 TOTAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
 WM WEST MIDLANDS 1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 287 to 287 (units: sqm)
 Range Selected by User: 144 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/11/21

Selected survey days:

Saturday 1 days

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 1

Selected Location Sub Categories:

Industrial Zone 1

Secondary Filtering selection:

Use Class:

Not Known 1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

Population within 5 miles:

500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 1 days

Travel Plan:

No 1 days

PTAL Rating:

No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1	WM-15-A-01	GARAGE	WEST MIDLANDS
	CHEAPSIDE		
	BIRMINGHAM		
	DERITEND		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	287 sqm	
	Survey date: SATURDAY	20/11/21	Survey Type: MANUAL

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	287	0.697	1	287	0.000	1	287	0.697
09:00 - 10:00	1	287	0.697	1	287	0.000	1	287	0.697
10:00 - 11:00	1	287	0.697	1	287	0.697	1	287	1.394
11:00 - 12:00	1	287	0.697	1	287	1.045	1	287	1.742
12:00 - 13:00	1	287	0.697	1	287	0.348	1	287	1.045
13:00 - 14:00	1	287	0.000	1	287	0.348	1	287	0.348
14:00 - 15:00	1	287	0.348	1	287	0.348	1	287	0.696
15:00 - 16:00	1	287	0.348	1	287	1.045	1	287	1.393
16:00 - 17:00	1	287	0.000	1	287	0.348	1	287	0.348
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.181			4.179			8.360

Parameter summary

Trip rate parameter range selected: 287 - 287 (units: sqm)
 Survey date range: 01/01/14 - 20/11/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

i-Transport Grove House Basingstoke

Licence No: 236601

Calculation Reference: AUDIT-236601-220729-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
		1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY	WEST YORKSHIRE
		1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	280 to 442 (units: sqm)
Range Selected by User:	118 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

Selected survey days:

Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	1

Selected Location Sub Categories:

Residential Zone	1
High Street	1

Secondary Filtering selection:

Use Class:

Not Known	2 days
-----------	--------

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Secondary Filtering selection (Cont.):

<u>Travel Plan:</u>	
No	2 days
<u>PTAL Rating:</u>	
No PTAL Present	2 days

LIST OF SITES relevant to selection parameters

1	ES-02-A-13	OFFICES	EAST SUSSEX
	ROMAN ROAD		
	HOVE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
2	WY-02-A-04	INSURANCE COMPANY	WEST YORKSHIRE
	BRADFORD ROAD		
	CLECKHEATON		
	Town Centre		
	High Street		
	Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-02-A-03	site not representative - no on-site parking
CB-02-A-02	site not representative - located too far from town center with lots of parking
DS-02-A-02	site not representative - located too far from town center with lots of parking
NF-02-A-02	site not representative - located too far from town center with lots of parking
NY-02-A-01	site not representative - too much parking

i-Transport Grove House Basingstoke

Licence No: 236601

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	280	0.714	1	280	0.000	1	280	0.714
08:00 - 09:00	2	361	2.632	2	361	0.000	2	361	2.632
09:00 - 10:00	2	361	0.693	2	361	1.108	2	361	1.801
10:00 - 11:00	2	361	0.693	2	361	0.554	2	361	1.247
11:00 - 12:00	2	361	0.139	2	361	0.416	2	361	0.555
12:00 - 13:00	2	361	0.139	2	361	0.139	2	361	0.278
13:00 - 14:00	2	361	0.139	2	361	0.277	2	361	0.416
14:00 - 15:00	2	361	0.139	2	361	0.416	2	361	0.555
15:00 - 16:00	2	361	0.139	2	361	0.416	2	361	0.555
16:00 - 17:00	2	361	0.277	2	361	0.970	2	361	1.247
17:00 - 18:00	2	361	0.139	2	361	1.108	2	361	1.247
18:00 - 19:00	1	280	0.000	1	280	0.000	1	280	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.843				5.404	11.247	

Parameter summary

Trip rate parameter range selected: 280 - 442 (units: sqm)
 Survey date range: 01/01/14 - 15/11/21
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 5

Calculation Reference: AUDIT-236601-200610-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 175 (units:)
 Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	1 days
Tuesday	6 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	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:

Town Centre	1
Edge of Town Centre	10

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
Built-Up Zone	4
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:

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 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	9 days

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

Population within 5 miles:

50,001 to 75,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS		BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
2	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
3	BD-03-C-03	BLOCKS OF FLATS		BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
4	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
5	DV-03-C-01	BLOCK OF FLATS		DEVON
	BONHAY ROAD			
	EXETER			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL	
6	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
7	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
8	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
10	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
11	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS	WEST MIDLANDS
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

i-Transport Grove House Basingstoke

Licence No: 236601

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	76	0.047	11	76	0.156	11	76	0.203
08:00 - 09:00	11	76	0.055	11	76	0.179	11	76	0.234
09:00 - 10:00	11	76	0.064	11	76	0.071	11	76	0.135
10:00 - 11:00	11	76	0.072	11	76	0.091	11	76	0.163
11:00 - 12:00	11	76	0.073	11	76	0.084	11	76	0.157
12:00 - 13:00	11	76	0.111	11	76	0.097	11	76	0.208
13:00 - 14:00	11	76	0.085	11	76	0.097	11	76	0.182
14:00 - 15:00	11	76	0.075	11	76	0.075	11	76	0.150
15:00 - 16:00	11	76	0.082	11	76	0.072	11	76	0.154
16:00 - 17:00	11	76	0.141	11	76	0.078	11	76	0.219
17:00 - 18:00	11	76	0.170	11	76	0.099	11	76	0.269
18:00 - 19:00	11	76	0.200	11	76	0.100	11	76	0.300
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.199			2.374

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: 6 - 175 (units:)
 Survey date range: 01/01/12 - 25/09/19
 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.

Calculation Reference: AUDIT-236601-220906-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 17 to 89 (units:)
 Range Selected by User: 6 to 175 (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: 01/01/14 to 19/11/21

Selected survey days:

Monday	2 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
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Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	3 days
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Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	3 days
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Population within 5 miles:

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

Secondary Filtering selection (Cont.):

<u>Travel Plan:</u>	
No	3 days
<u>PTAL Rating:</u>	
No PTAL Present	3 days

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|--------------------------|---------------------|
| 1 | LN-03-A-04
EGERTON ROAD
LINCOLN | DETACHED & SEMI-DETACHED | LINCOLNSHIRE |
| | Edge of Town Centre
Residential Zone
Total No of Dwellings: | 30 | |
| | Survey date: MONDAY | 29/06/15 | Survey Type: MANUAL |
| 2 | ST-03-A-06
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL | SEMI-DET. & TERRACED | STAFFORDSHIRE |
| | Edge of Town Centre
No Sub Category
Total No of Dwellings: | 17 | |
| | Survey date: FRIDAY | 09/05/14 | Survey Type: MANUAL |
| 3 | WM-03-A-05
COUNDON ROAD
COVENTRY | TERRACED & DETACHED | WEST MIDLANDS |
| | Edge of Town Centre
Residential Zone
Total No of Dwellings: | 89 | |
| | Survey date: MONDAY | 21/11/16 | Survey Type: MANUAL |

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	45	0.059	3	45	0.221	3	45	0.280
08:00 - 09:00	3	45	0.132	3	45	0.250	3	45	0.382
09:00 - 10:00	3	45	0.110	3	45	0.088	3	45	0.198
10:00 - 11:00	3	45	0.132	3	45	0.140	3	45	0.272
11:00 - 12:00	3	45	0.103	3	45	0.118	3	45	0.221
12:00 - 13:00	3	45	0.103	3	45	0.140	3	45	0.243
13:00 - 14:00	3	45	0.162	3	45	0.132	3	45	0.294
14:00 - 15:00	3	45	0.074	3	45	0.162	3	45	0.236
15:00 - 16:00	3	45	0.176	3	45	0.118	3	45	0.294
16:00 - 17:00	3	45	0.206	3	45	0.110	3	45	0.316
17:00 - 18:00	3	45	0.257	3	45	0.162	3	45	0.419
18:00 - 19:00	3	45	0.184	3	45	0.110	3	45	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.698			1.751			3.449

Parameter summary

Trip rate parameter range selected: 17 - 89 (units:)
 Survey date range: 01/01/14 - 19/11/21
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

