



Charters, Oxford Road, Reading

Transport Statement

Client: Maxika Homes

i-Transport Ref: ITB200269-001B TS

Date: 23 October 2024

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Date: 23 October 2024

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Quality Management

Report No.	Comments	Date	Author	Authorised
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001A	Client Comments	16/10/24	TE	LB
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Notes\ITB200269-001B CHARTERS FINAL TA.docx

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Maxika Homes has appointed i-Transport LLP to provide highways and transport advice for the proposed redevelopment of the Charters site, near Reading.
- 1.1.2 The site area totals 0.342 hectares, and currently accommodates a car sales show room and servicing centre. The site is located adjacent to the A329 Oxford Road, which runs northwest to southeast along the southwestern site frontage. The northeastern site boundary is flanked by the railway line, and existing residential properties are located to the northwest and southeast of the site. The site location is shown in **Image 1.1** below.

Image 1.1: Site Location Plan



- 1.1.3 Maxika Homes are seeking to submit an outline planning application for redevelopment of the site, in the order of c.32 dwellings with two vehicular accesses to the associated car parking areas.

1.2 Scope and Structure

1.2.1 This Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against the relevant transport planning policy considerations, and the critical transport tests identified in paragraph 114 of the National Planning Policy Framework (NPPF).

1.2.2 In light of the above, this TS is structured as follows:

- **Section 2: Policy Context** – Review of national and local transport policies.
- **Section 3: Existing Conditions and Sustainable Transport** – Review of existing transport conditions in the vicinity of the Site;
- **Section 4: Development Proposals** – Details of the development proposals and parking;
- **Section 5: Development Traffic Impact** – Setting out the net traffic impact of the proposed redevelopment; and
- **Section 6: Summary and Conclusion.**

SECTION 2 Policy Review

2.1.1 This section summarises the national and local transport planning policies that provide the context for the transport appraisal of the proposed development.

2.2 National Policy

National Planning Policy Framework (December 2023)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they should be applied by local planning authorities / decision makers when firstly drawing up local development plans and when determining planning applications.

2.2.2 Section 9 of the NPPF discusses promoting sustainable transport. Paragraphs 114 – 117 set out specific transport matters when considering development proposals. Paragraph 114 provides the transport "tests" for new development, stating that plans or specific applications for development ensure 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; 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."

2.2.3 Paragraph 115 states that:

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

2.2.4 Paragraph 116 states that:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.2.5 Finally, Paragraph 117 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.2.6 Development should therefore provide opportunities for sustainable travel; achieve safe access; be designed in accordance with national design guidance and should only be prevented where the residual cumulative impact is ‘**severe**’. These four key tests are considered in this Transport Statement, and it is against this policy context that development proposals should be reviewed.

2.2.7 At the time of writing the Government is consulting on a revised NPPF which will provide updated policies on transport in development. The emerging updates to the NPPF, if adopted, will require a Vision led approach to sustainable transport interventions and determining the acceptability of traffic impacts

National Planning Practice Guidance

2.2.8 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.9 The NPPG discusses the role of Travel Plans and Transport Assessments / Statements and how they relate to each other, and this Transport Assessment has been prepared to assess the transport impacts of the development, and to consider whether any effects would be ‘severe’.

2.2.10 Section 5 of this Transport Statement presents an assessment of potential traffic impacts and demonstrates that traffic associated with the proposed development will not result in a ‘severe’ impact on the operation of the highway network.

2.3 Local Policy

Reading Borough Local Plan (2019)

2.3.1 The Reading Borough Local Plan was adopted in 2019 and sets out the long-term vision and strategic context for managing and accommodating growth in the borough up to 2036.

2.3.2 The Local Plan provides transport policies that outline the requirements for a proposed development. In particular, Policy CC1 "Presumption in Favour of Sustainable Development" outlines:

"A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible.

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Planning applications that accord with the policies in the development plan (including, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless other material considerations indicate otherwise.

Where there are no policies relevant to the application or the policies which are most important to determining the application are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – taking into account whether:

- ***The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or***
- ***Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole."***

2.3.3 Further, Policy CC6 "Accessibility and the Intensity of Development" states:

"The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility."

2.3.4 Policy TR1 “Achieving the Transport Strategy” outlines that:

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

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

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

Draft Reading Local Transport Strategy 4 (2023)

2.3.5 The Draft Reading Local Transport Strategy 4 (LTP4) was published in 2023 and sets out the Borough Council’s long-term strategy and implementation plan for improving the transport system up until 2040. The Local Transport Plan sets out the following vision for the transport network in Reading:

“To deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.”

Reading Borough Council Revised Parking Standards and Design (2011)

2.3.6 The Reading Borough Council Revised Parking Standards (adopted October 2011) outline the vehicle and cycle parking guidance for all developments and how they can be designed and managed. The required parking standards relevant to the proposed development are set out in **Table 2.1** below.

Table 2.1: Residential Car and Cycling Parking Standards

No. of bedrooms	Car Parking Number of Spaces	Cycle Parking (Minimum) Number of Spaces (Individual Storage)
1-2	1.5	0.5
3	2	1

2.3.7 The Standards note that *“Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.”*

SECTION 3 Existing Conditions

3.1.1 This section of the TS sets out the existing transport conditions in the area, including opportunities to use non-car modes, as well as the operation of the existing highway network.

3.1.2 The site is situated to the north of the Tilehurst area of Reading. The site benefits from a comprehensive and well-established public and active travel network that provides high quality connections to surrounding areas as well as Reading Town Centre. **Image 3.1** shows the site location.

Image 3.1: Site Location Plan



3.2 Local Highway Network

3.2.1 The A339 Oxford Road is a classified A-Road of residential nature that routes west/east from A329/Knowsley Road Roundabout to A329 Oxford Road/St Mary's Butts Roundabout in Reading Town Centre. The road is subject to a 30mph speed limit in the locality of the site and benefits from street lighting. Oxford Road also serves as an arterial route through Tilehurst, with several roads connecting to it.

3.2.2 In particular, Overdown Road is located east of the site, and routes west from Oxford Road/St Mary's Butts Roundabout into Tilehurst Centre. Overdown Road provides connections to many local amenities and can be accessed from the site via Elsley Road.

3.3 Walking Opportunities

- 3.3.1 A circa 2m wide footway borders the northern side of the A339 along the site frontage. The footway is lit, and provides direct walking connections from the site to Tilehurst Station to the east and beyond to surrounding local amenities. **Image 3.2** shows the existing footway condition along the site frontage.

Image 3.2: Existing Footway Condition (Site Frontage)



- 3.3.2 Where the route crosses junctions, suitable facilities are provided in the form of dropped kerbs and tactile paving. Footways are also provided on either side of Elsey Road, circa 20m west of the site. Elsey Road provides a through route towards Overdown Road, which accommodates nearby amenities, including the Co-op and Overdown Road Pharmacy.

3.4 Cycling Opportunities

- 3.4.1 The A339 Oxford Road forms part of the North West Reading Cycle Route, which runs between Tilehurst Station and Bedford Road before merging with the cycle routes in Reading town centre. The total route length is a distance of 3.8km, equivalent to a 15-minute cycle and forms part of the wider Reading Cycle Route Network, which contains a network of dedicated cycle routes across the town. In the locality of the site, the North West Reading Cycle Route is on-road with a segregated on-road cycle lane forming immediately east of Tilehurst Station, and routes towards Reading city centre.

Images 3.3 and 3.4: Local Cycle Infrastructure along Oxford Road



3.4.2 NCR routes 4, 5 and 23 all route through Reading town centre, and can be accessed via the local Reading Local Cycle Network. The NCR routes provide connections to destinations in north and south Reading, and beyond to surrounding settlements.

3.5 Public Transport

Bus

3.5.1 The nearest bus stops to the site are Roebuck Hotel stops, located along the A329 circa 100m west of the site. Both stops are supported by a flagpole and timetable information, and are served by bus route 143, providing services between Reading, Upper Basildon and Goring-on-Thames. In addition, bus routes 89 and 93 are school services, providing connections to Theale Green School and Langtree School respectively. A summary of this service is set out in **Table 3.1** below.

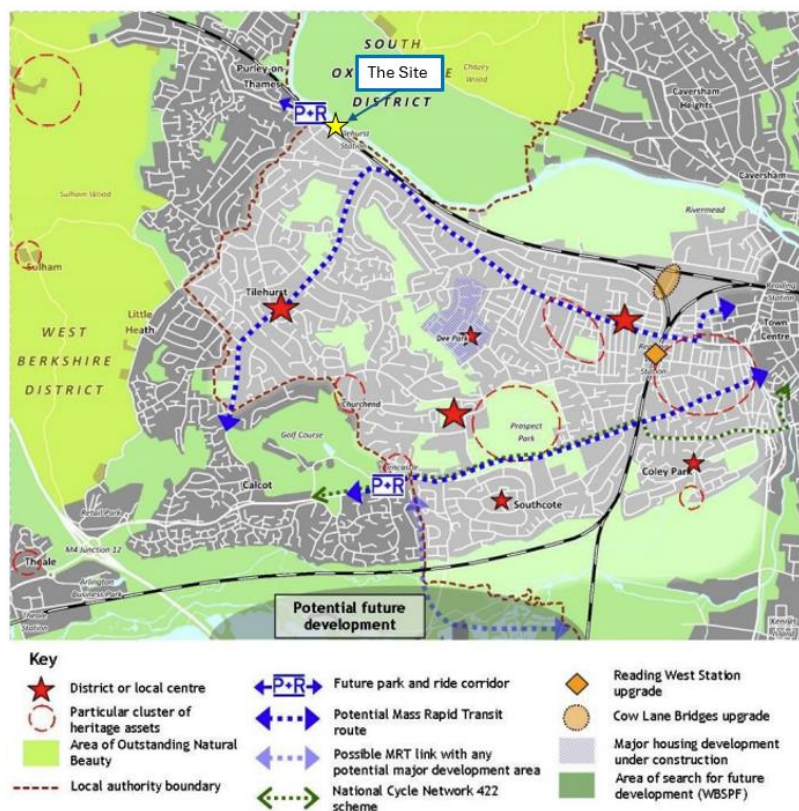
Table 3.1: Summary of Local Bus Services

Bus Service	Destinations	Peak Period Frequency		
		Weekday	Saturday	Sunday
43	Reading – Upper Basildon – Goring-on-Thames	Five services per day (first service 07:44, last service 18:30)	Five services per day (first service 09:17, last service 17:25)	No Service
89	Purley – Theale Green School	Outbound service – 07:28, Inbound service – 15:26	No Service	No Service
93	Reading – Langtree School	Outbound service – 07:25, Inbound service – 15:57	No Service	No Service

Source: bustimes.org

3.5.2 The Reading Local Plan (2019) outlines the transport strategy for West Reading and Tilehurst, proposing several new public transport links in the locality of the site, which would provide additional connections to Tilehurst and Reading Town Centre, as shown in **Image 3.5**.

Image 3.5: Area Strategy for West Reading and Tilehurst



Source: Reading Local Plan (2019)

3.5.3 As shown, the site is situated on a proposed Park and Ride Corridor, with a potential mass rapid transport route proposed on Rodway Road, and Oxford Road, east of the site. Notwithstanding the excellent sustainable travel modes currently enjoyed by the site, it is evident that further opportunities may be available in the future.

Rail

3.5.4 The nearest railway station to the site is Tilehurst Station, located circa 300m east of the site. Tilehurst station can be accessed on foot within 4 minutes via the continuous footway that routes along the site frontage. Tilehurst station provides frequent and direct services to Reading, London Paddington and Didcot Parkway. A summary of services is provided in **Table 3.2** below.

Table 3.2: Summary of Local Rail Services

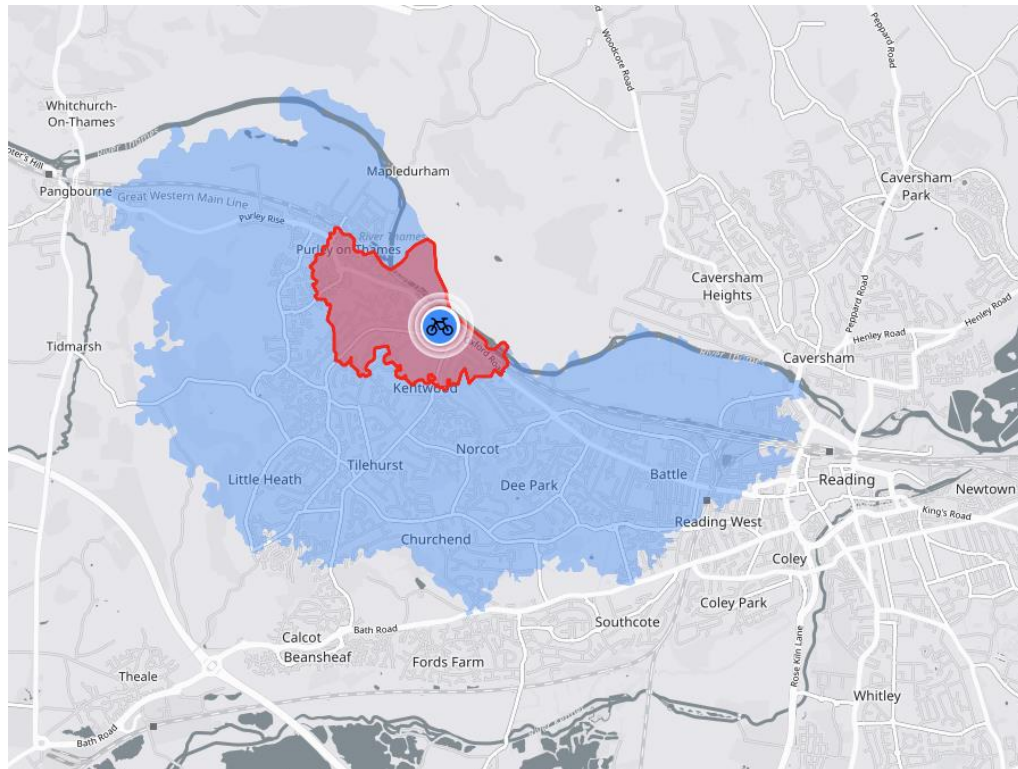
Service	Peak Hour Frequency	Off Peak Frequency	Journey Time (Minutes)
Reading	3 services per hour	2 services per hour	5
London Paddington	1 service per hour	1 service per hour	45
Didcot Parkway	3 services per hour	2 services per hour	20

Source: National Rail Enquiries

3.6 Local Services and Facilities

- 3.6.1 The site is well located with a good range of local services and facilities located within a reasonable walking distance and a comfortable cycling distance of the site. **Image 3.6** demonstrates a 20-minute walking, and 15-minute cycling catchment from the site.

Image 3.6: Walking and Cycling Catchment



Source: Traveltime.com

Note: 15-minute Walking Catchment shown in Red

20-minute Cycling Catchment shown in Blue

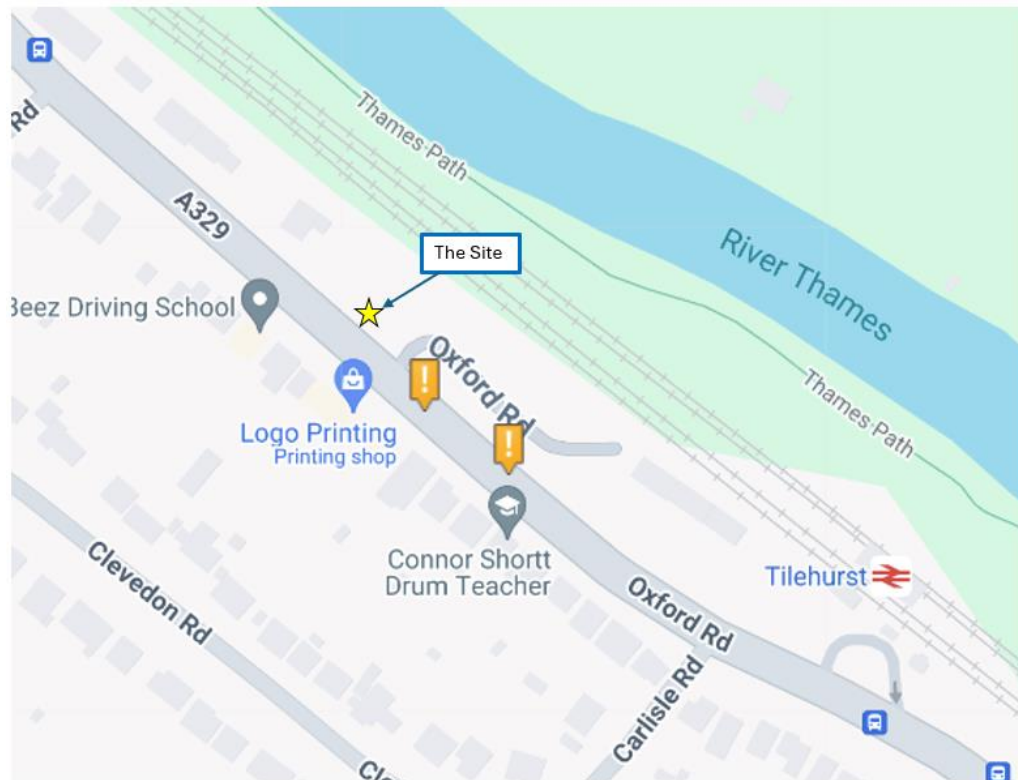
- 3.6.2 Many local services and facilities are located east of the site, towards Reading Town Centre. Reading Retail Park (which houses B&M stores, The Gym Group and Wickes) is situated circa 2.2km east of the site, equivalent to an 8-minute cycle. The park can also be directly accessed by bus route 43.
- 3.6.3 Waitrose, The Co-op Food, and Lyndhurst Community Centre represent good retail and leisure options, and are situated circa 1.1km east, 1.1km west and 1.4km southeast of the site respectively. In addition, Cotswold Sports Centre is situated circa 1.6km west of the site, equivalent to a 22-minute walk or 5-minute cycle. Overdown Pharmacy is the nearest health facility to the site, located circa 800m south.

- 3.6.4 There are several schools situated in the locality of the site. Westwood Farm Infant School neighbours Westwood Farm Junior School, and are both situated circa 1.3km west of the site. Downsway Primary School is also located approximately 1.7km south. The nearest secondary school is Denefield School, located 1.9km west.

3.7 Personal Injury Accident Data

- 3.7.1 Personal Injury Accident (PIA) data has been obtained from Crashmap for the A329 Oxford Road, in the locality of the site. Data covers the most recent five-year data period between September 2018 and September 2022. There were two “slight” collisions that occurred within this data period, shown in **Image 3.7** below.

Image 3.7: PIA Collision Locations



- 3.7.2 The first collision occurred in 2018, where a vehicle was driving too close behind the vehicle in front. The vehicle in front broke, causing the vehicle behind to shunt into them.
- 3.7.3 The second collision occurred in 2020, when a vehicle travelling westbound along the A329 Oxford Road failed to notice a vehicle ahead, turning left out of a property that fronts onto the carriageway, before colliding with the vehicle on the nearside.
- 3.7.4 Upon review, no highway safety issues have been identified that could be exacerbated by the proposed development.

3.8 **Summary**

- 3.8.1 The site is closely located to a comprehensive and wide-ranging provision active and public transport connections. Tilehurst Station is situated within a 4-minute walk of the site, and provides regular connections to Reading, London Paddington and Didcot Parkway. Roebuck Hotel bus stop is also situated approximately 100m west of the site, providing connections to Reading Retail Park and Reading town centre. School services are also provided at this stop.
- 3.8.2 As outlined in the Reading Local Plan, it is proposed to provide a new Mass Rapid Transport link along Oxford Road, which would directly benefit the site, by providing a new public transport location between Tilehurst and Reading.
- 3.8.3 Therefore, based on the current and future provision of active and public transport infrastructure in the locality, there are several genuine opportunities for future residents of the site to travel by non-car modes.

SECTION 4 Development Proposals

4.1 Development Proposals and Access

4.1.1 The proposed redevelopment of the Charters site comprises a total of 32 one, two, and three-bedroom flats, comprising 22 Privately Owned and 10 Affordable units

4.1.2 The flats will be split equally into two building blocks, (Blocks 1 and 2), each comprising 16 one, two or three-bedroom flats. The illustrative scheme is provided in **Image 4.1** and **Appendix A**.

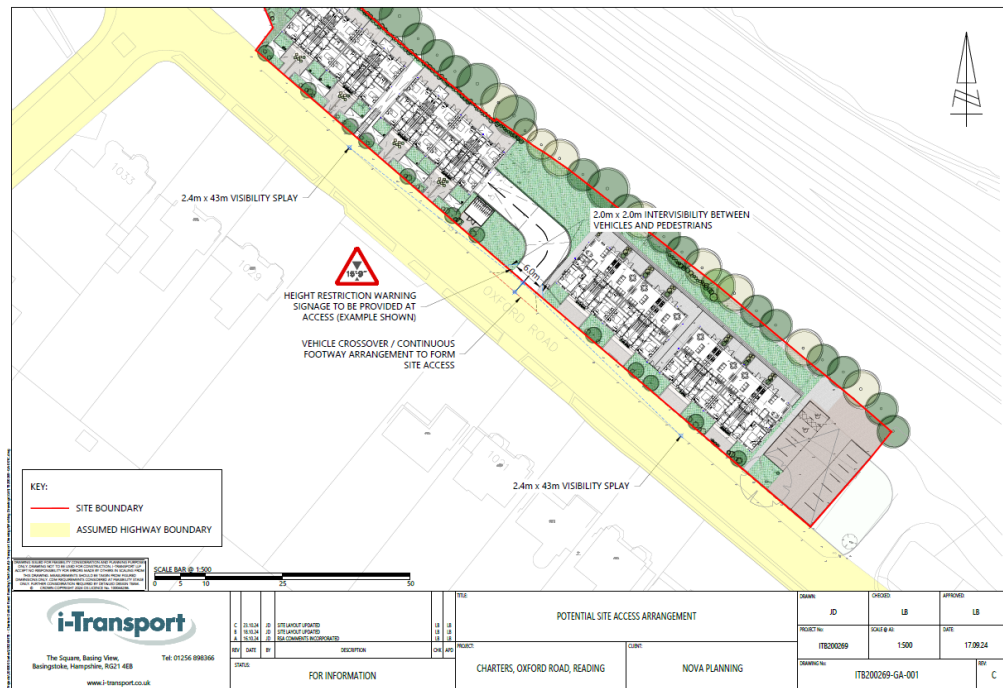
Image 4.1: Illustrative Site Layout



4.2 Access

4.2.1 As shown in **Image 4.1** above, vehicular access is proposed directly to the two car parking areas. As shown in **Image 4.2** below, Drawing ITB200269-GA-001C below and included in full at the end of the report, access to the basement car park will take the form of a new priority controlled junction with Oxford Road. A further access is proposed to the car parking area associated with the eastern block via an existing priority junction.

Image 4.2: Proposed Access Arrangements



4.2.2 The proposed priority junction has been designed in line with Manual for Streets (MfS) guidance and comprises the following:

- A 6.0m access road
- Visibility plays of 2.4m x 43m in both directions, based on a 30mph operational speed on Oxford Road.
- A height restriction warning to be provided at the access.

4.2.3 As shown on **Image 3.1**, pedestrian and cycle access to the site will be taken via Oxford Road, directly from the footway.

4.2.4 An independent Stage 1 Road Safety Audit of the proposed access arrangement on Oxford Road has been undertaken. The Road Safety Audit and Designers Responses are provided in **Appendix B** along with confirmation from the Auditor that all matters raised have been addressed satisfactorily at this stage.

4.3 Car and Cycle Parking

Car Parking

- 4.3.1 The proposed development will be supported by 44 vehicle parking spaces (32 spaces within the basement car park and 12 spaces in the at grade car park). It is noted that this provision is not in line with RBC Parking Standards, which when applied to the proposed development generates a requirement of 58 spaces. However, a deviation from Parking Standards is permissible under specific circumstances. As stated in RBCs Parking Standards:

“Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.”

- 4.3.2 A review of Car/Van Ownership (obtained from 2021 Census data) for the Tilehurst North MSOA (in which the site is located) identifies that 85% of residents cumulatively have access to at least one/two/three or more cars/vans. Applying these percentage profiles to the proposed development of 32 flats, the parking requirement is 46 spaces. The total is marginally above the number of spaces proposed, but is an overly robust, worst-case assessment of parking, and does not consider the sites sustainable location and proximity to Roebuck Hotel bus stops and Tilehurst Railway Station. Therefore, it can be considered that the total parking provision proposed is appropriate.
- 4.3.3 Notably, it is highly unlikely that the proposed parking allocation will lead to parking overspill as parking controls (double yellow lines) are enforced on Oxford Road and the surrounding local highway. In addition, the site is in a sustainable location, with bus stops and Tilehurst Railway Station located within a 400m walking distance, (equivalent to a 4-minute walk), therefore providing genuine opportunities to travel by non-car modes. Therefore, the provision of parking proposed is appropriate to the scale of development at the site.

Cycle Parking

- 4.3.4 The RBC parking standards set out a minimum cycle parking requirement of 18 cycle spaces on the site. Accordingly, a secure cycle storage is proposed between Blocks 1 and 2, which will have capacity for 20 cycles. The provision therefore exceeds the minimum requirement and is appropriate to the scale of development proposed.

SECTION 5 Traffic Impact

5.1 Overview

5.1.1 This section summarises the anticipated traffic impact appraisal of the proposed development of 32 flats, considered against the existing development.

5.2 Development Trip Generation

5.2.1 To consider the likely impact of the development, vehicle trip rates have been obtained from the TRICS database (version 7.11.2) and applied to the site in its existing use of a car sales garage and to the development proposals of 32 flats.

Extant Trip Rates and Generation (721m² vehicle showroom)

5.2.2 The former Charters vehicle showroom had a Gross Floor Area (GFA) of 721m². The trip rates for the extant use have been obtained using the following parameters:

- Category: 14A – Car Show Room
- Location: All areas in England (excluding Greater London)
- Size: 200sqm – 1500sqm
- Area: Suburban Area, Edge of Town, Neighbourhood Centre
- Survey dates: Surveys since 01/01/16
- Weekday periods: Tuesday-Thursday (0800-0900 and 1700-1800)

5.2.3 The vehicular trip rates, and resultant extant trip generation is presented in **Table 5.1**.

Table 5.1: Extant Development Trip Rates and Trip Generation – 721m²

Peak Period	Arrivals	Departures	Two-Way
AM (0800-0900)	1.680	0.411	2.091
	12	3	15
PM (1700-1800)	0.635	1.082	1.717
	4	8	12

5.2.4 As shown in **Table 5.1**, the extant use of the site was anticipated to generate 16 two-way trips during the AM Peak and 12 two-way trips during the PM Peak.

Proposed Trip Rates and Generation

5.2.5 The following TRICS parameters were used to obtain vehicular trip rates for the proposed development:

- Category: 03 – Flats privately owned (for robustness)
- Location: All areas in England (excluding Greater London)
- Size: 10 to 60 units
- Area: Suburban Area, Edge of Town, Neighbourhood Centre
- Survey dates: Surveys since 01/01/16 (default setting in TRICS)
- Weekday periods: Tuesday-Thursday (0700-0800 and 1700-1800)

5.2.6 The vehicular trip rates, and resultant trip generation based on 32 flats, is presented in **Table 5.2** below and the full TRICS output report is included in **Appendix C**.

Table 5.2: Proposed Development Vehicular Trip Rates and Generation

Peak Period	Arrivals	Departures	Two-Way
AM (0700-0800)	0.072	0.197	0.269
	3	6	9
PM (1700-1800)	0.231	0.096	0.327
	7	3	10

5.2.7 As shown, the proposed development is expected to generate 9 two-way trips in the AM Peak, and 11 two-way trips during the PM Peak.

5.2.8 **Table 5.3** below sets out the net vehicular trip generation, comparing the existing and proposed site uses.

Table 5.3: Net Vehicular Trip Generation

Peak Period	Arrivals	Departures	Two-Way
AM	-9	+3	-6
PM	+3	-5	-2

5.2.9 The proposed development is expected to have lower vehicular traffic generation than the existing use. It is forecast that during the AM Peak there will be a reduction of 6 vehicles and 2 in the PM Peak. The resultant generation will have an imperceptible impact on the local highway network, and therefore no further capacity testing on the local highway network is required.

SECTION 6 Summary and Conclusion

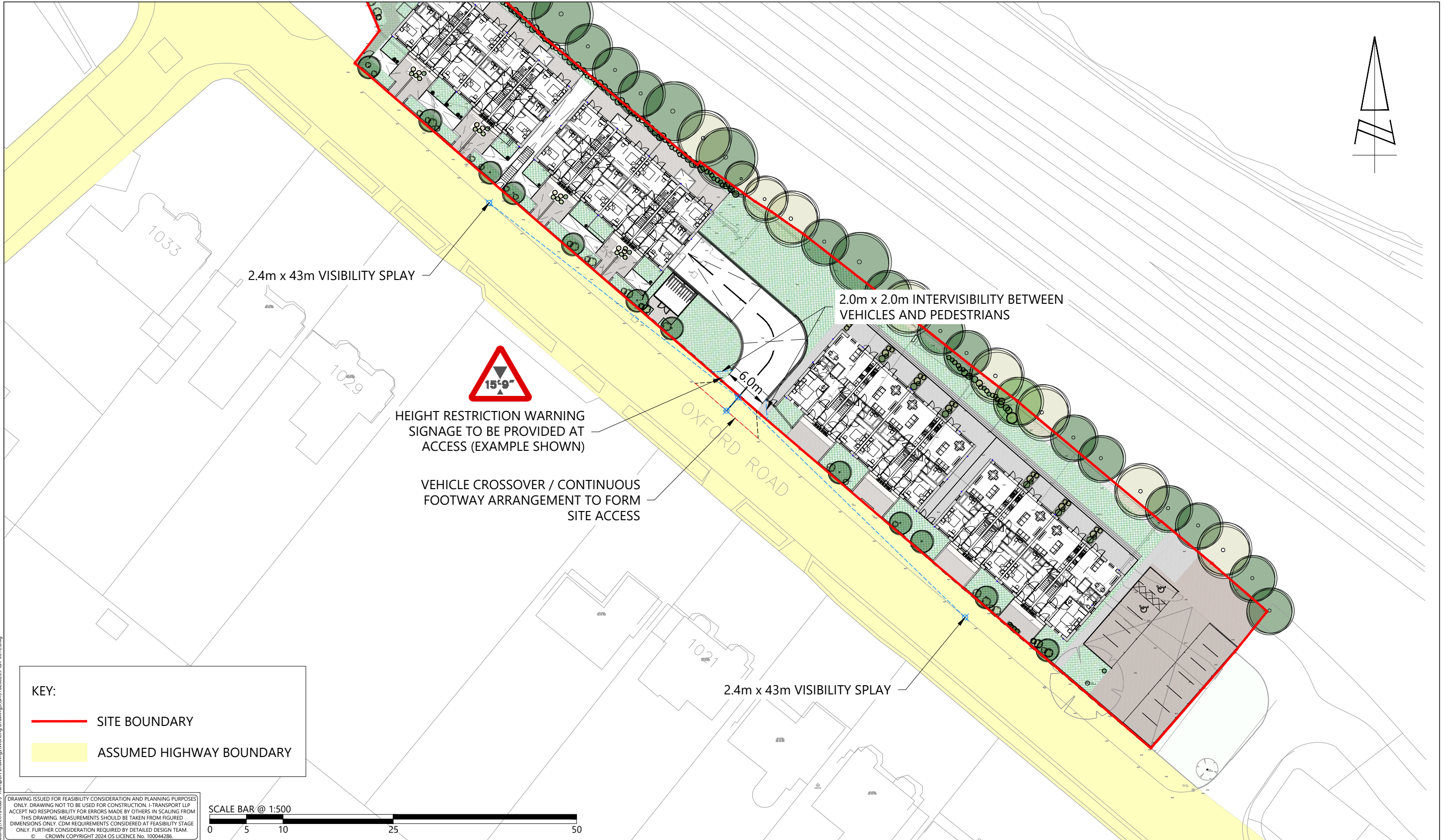
Summary

- 6.1.1 Maxika Homes have appointed i-Transport LLP to provide highways and transport advice with regards to the proposed redevelopment of the Charters site, near Reading. The site currently occupies a vacant car sales show room and servicing centre. It is proposed to redevelop the site to provide 32 flats.
- 6.1.2 The site is located in a sustainable location with excellent access to public and active travel opportunities, and local services and facilities. Oxford Road offers a dedicated on-road cycle route that provides connections to the wider Reading area, and there are several high-quality walking routes in the vicinity of the site. In addition, there are bus stops located within 100m of the site which provide frequent services to Reading Town Centre. Tilehurst Station is also situated within a 400m walking distance (equivalent to a 4-minute walk), providing services to Reading, Didcot Parkway and London Paddington. The site is therefore extremely well positioned to provide genuine opportunities for active and public travel.
- 6.1.3 The proposed development comprises two blocks, each accommodating 16 one-, two- and three-bedroom flats. The development will be supported by a vehicle parking allocation of 44 spaces which is appropriate to the scale of development and is in line with car and van ownership in the locality.
- 6.1.4 Considering the extant use of the site, the proposed development will result in a net reduction in trips. It is anticipated that the proposed development will generate 6 trips fewer than the extant use in the AM Peak, and 2 fewer two-way trips in the PM Peak. This is a robust assessment of trips, given that trip rates for the proposed development have been generated based on privately owned flats only – which typically generate greater trips than affordable flats. Therefore, in transport terms, the proposed development will have no significant impact upon the operations of the local highway network.

Conclusion

- 6.1.5 Based on this, the proposed development will not have material impacts on highway safety or on capacity and/or congestion. In this context, it is clear that the traffic impact NPPF test in Paragraph 114 and 115 is met and the development is therefore acceptable in highway and transport terms.

DRAWINGS



KEY:

- SITE BOUNDARY
- ASSUMED HIGHWAY BOUNDARY

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REV	DATE	BY	DESCRIPTION	CHK	APD	STATUS:	
C	23.10.24	JD	SITE LAYOUT UPDATED	LB	LB	FOR INFORMATION	
B	18.10.24	JD	SITE LAYOUT UPDATED	LB	LB		
A	16.10.24	JD	RSA COMMENTS INCORPORATED	LB	LB		
TITLE:						DRAWN: JD	
PROJECT:						CHECKED: LB	
CLIENT:						APPROVED: LB	
POTENTIAL SITE ACCESS ARRANGEMENT						PROJECT No: ITB200269	
CHARTERS, OXFORD ROAD, READING						SCALE @ A3: 1:500	
NOVA PLANNING						DATE: 17.09.24	
						DRAWING No: ITB200269-GA-001	
						REV: C	

APPENDIX A. Illustrative Site Layout

KEY

- 1

Shared landscaped area, grassed soft landscaping
- 2

Private access/amenity spaces, sandstone paving
- 3

Shared driveway and parking spaces for Block 3 and Block 4, permeable block paving
- 4

Ramped access to Basement Parking for Block 1 and Block 2, block paving
- 5

Stepped access from basement level, concrete paved steps
- 6

Void above basement car parking
- 7

Boundary treatment - Brickwall to 500mm height capped with 600mm flack metal railings
- 8

Black metal railing/balustrade around void above car park
- 9

Boundary treatment 1200mm black metal railing
- 10

Planters to private premise
- 11

Planting beds with native shrubs
- 12

Boundary planting beds with native shrubs and small street trees
- 13

Black metal gate access to common access/ common areas
- 14

Communal cycle storage areas
- 15

Bin storage to private premises
- 16

Communal Plant room
- 17

Substation
- 18

Boundary treatment - 4ft high slatted fencing
- 19

Boundary treatment - Brickwall to 500mm high
- RWP positions

SCALE @ A1: 1:250

SCALE @ A3: 1:500

035810

M

A1

A3

NOTES

- Default drawing size is A1

- To print at A3 please 'scale by 50%

- Check printed scale against scale bar above

DRAWING DATE: 22/10/2024

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This drawing must not be reproduced in part or whole without prior written consent.

Scale to be checked against scale bar as this drawings has been provided electronically.

Check and confirm all dimensions on site prior to commencing work.

IF IN DOUBT ASK.

REV.	DATE	NOTES
P1	22/10/2024	Planning Issue

PROJECT

Charters, Reading

CLIENT

Maxika Homes

Sawkings Architects
The Box Hill Studio
1 The Quarry,
Batchworth,
Surrey RH3 7BY

01737 845580

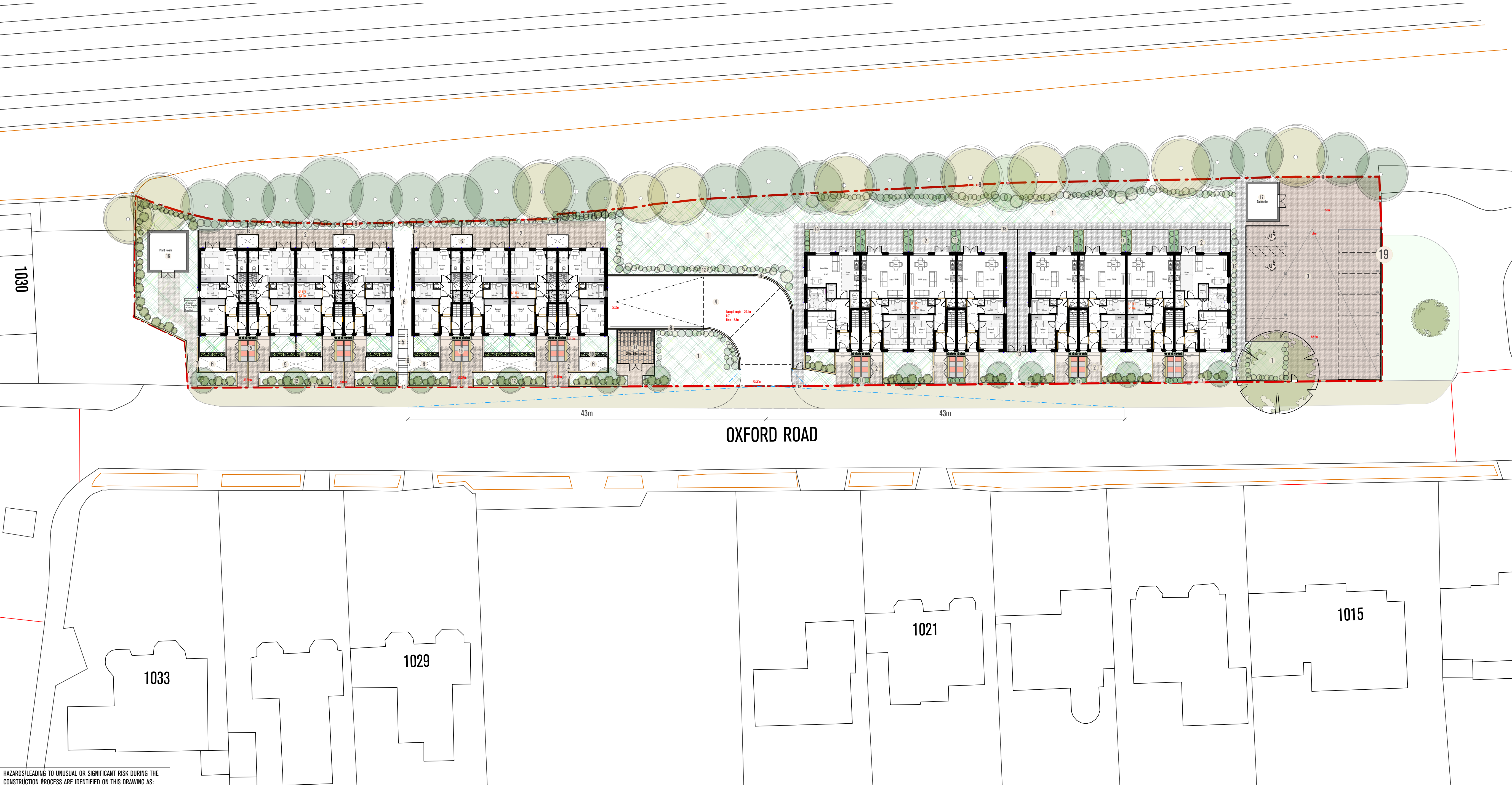
hello@sawkingsarchitects.com

www.sawkingsarchitects.com

RIBA

Chartered Practice

STATUS	DRAWN BY	CHECKED BY
PLANNING	RN	CC
JOB NO.	DRAWING NO.	REV
A4685	3001	P1
DRAWING TITLE		
Proposed Site Plan Ground Floor Plan		



HAZARDS/LEADING TO UNUSUAL OR SIGNIFICANT RISK DURING THE CONSTRUCTION PROCESS ARE IDENTIFIED ON THIS DRAWING AS:
SAWKINGS ARCHITECTS SPECIFIC RISKS & HAZARDS:

NOTE: THE LIST ABOVE IDENTIFIES CERTAIN RISKS WHICH ARE DEEMED TO BE UNUSUAL, ABNORMAL OR UNEXPECTED TO A COMPETENT CONTRACTOR CARRYING OUT WORK OF THIS NATURE BUT DOES NOT COVER ALL POSSIBLE SITUATIONS WHICH MAY BE ENCOUNTERED DURING THE CONSTRUCTION PROCESS. IT IS THEREFORE THE MAIN CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ANY FURTHER RISKS/HAZARDS AND TAKE APPROPRIATE ACTION.

APPENDIX B. Stage 1 Road Safety Audit and Designers Response

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.



Proposed Highway Access at the former Charters Garage A329 Oxford Road Reading

Client:
NOVA Planning

Client reference:
24161

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	RSA-24-132	Issue no	3	Date	October 2024
Prepared by	JJF	Verified by	TB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-132-3				



1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	October 2024
Document reference and revision:	RSA-24-132-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Reading Borough Council
Design Organisation:	i-Transport
Project Sponsor:	NOVA Planning

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			10 th October 2024
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	TB	JJF	15 th October 2024
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			15 th October 2024
3	Design Organisation Response incorporated	Laura Bluh on behalf of i-Transport			16 th October 2024

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Road Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	8

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed highway access off the A329 Oxford Road in Reading. The proposed access is to take the form of a simple priority bellmouth that is to meet the existing carriageway with 4 metre radii and serve a 6.0 metre carriageway that is to bend by 90° almost immediately where the carriageway widens before following a ramp down to a basement level. It is understood that the proposals are to facilitate vehicular access to a parking facility beneath a residential development of 32 dwellings. An additional parking that is to accommodate 12 spaces is to be provided to the east of the application site and accessed via an existing route that is outside the scope of this assessment.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during October 2024 in accordance with the Road Safety Audit Brief provided on the 8th October 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, NOVA Planning. The Road Safety Audit comprised a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Tristan Brooks *BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Certificate of Competency*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Road Safety Audit was undertaken during the early afternoon of 10th October 2024 between the hours of 11:15 and 11:40. The site visit involved walking and driving around the local highway network for a 25-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast, the road surface was wet and visibility was good. A number of pedestrians but no cyclists were observed during the site visit. Vehicular traffic was also observed to include cars, a passenger service vehicle, and light as well as heavy goods vehicle. During

the site visit, traffic management was present to the east of the application with signalised shuttle working around works being undertaken by Thames Water.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team October on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

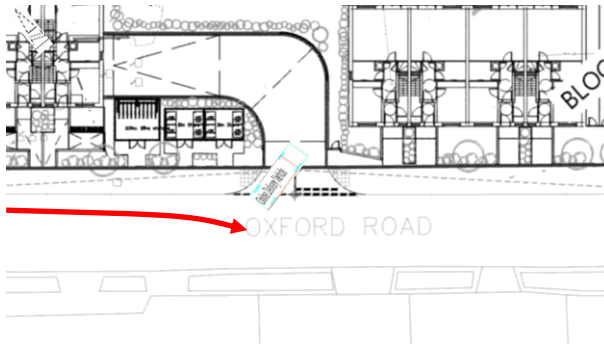
Design Organisation Response

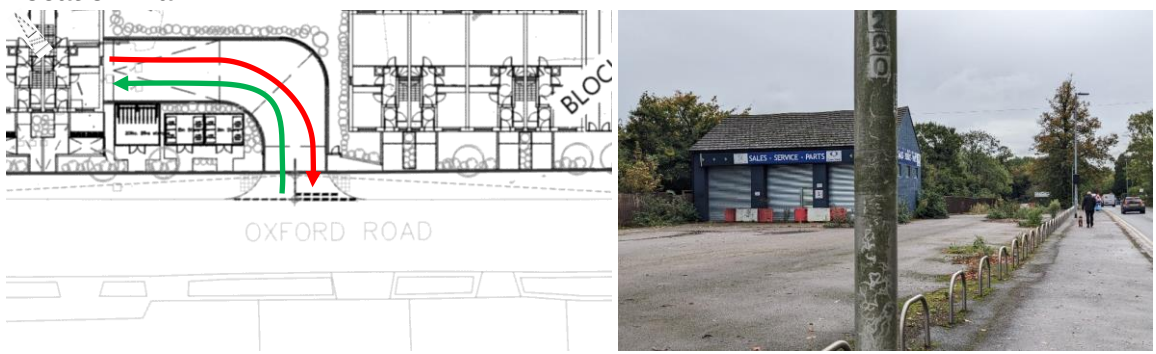
- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Lead Contractor Response has been prepared by:
Name: Laura Bluh
Position / Organisation: Associate Partner, i-Transport
- 2.9 Any drawings or documents associated with the Response are listed at **Appendix A3**, if applicable.

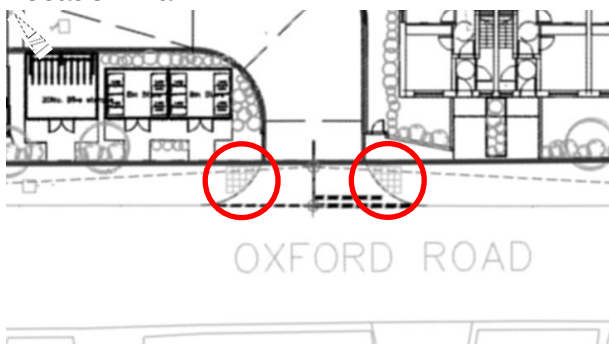
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

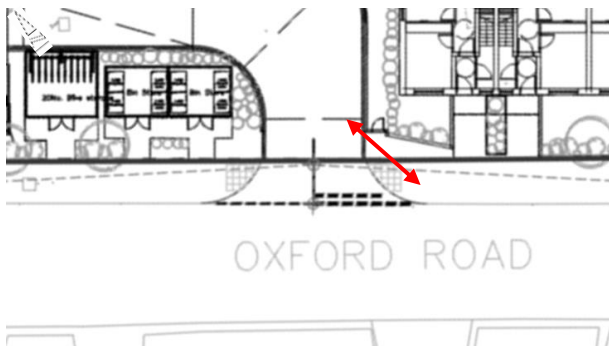
- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals that form the scope of this audit.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Proposed Access
Summary:	Large vehicle may attempt to gain access
Acc Type:	Vehicle rear end impact, sideswipe type collisions
The A329 Oxford Road is a primary radial route that is subject to a 30mph speed limit and links areas to the west with Reading Town Centre. The proposals include the provision of a simple priority junction along the northern side of the carriageway that is to serve the basement parking facility associated with a residential development of 32 dwellings. The proposed access is to be formed with 4 metre corner radii and serve a 6.0 metre wide carriageway that is to bend by 90° almost immediately before following a ramp down to basement level. The Audit Team have concerns that motorists may not become aware that the proposed simple priority junction leads to a basement parking facility only and that no turning facilities are provided for large vehicles. A heavy goods vehicle or even a high sided light foods vehicle may therefore be observed turning into the proposed access which will result in the need to reverse out onto the primary route which could lead to rear to front impact type collisions or sideswipes as a result of an approaching motorist swerving to avoid a vehicle reversing out onto the major road.	
RECOMMENDATION:	
It is recommended that measures are provided to highlight the restrictions and prevent high sided vehicles from turning into the access.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th Oct. '24 following formal issue of this Stage 1 Road Safety Audit on the 14 th Oct. '24	
Accept – In response to item A.4.2, the proposed junction has been amended to incorporate a priority crossing for pedestrians which will reduce the likelihood of large vehicle attempting to gain access, nevertheless, signage will be provided to highlight the relevant height restriction.	

A.2.2	PROBLEM
Location:	Proposed access
Summary:	No guidance is provided to ensure that motorists leave adequate space for opposing traffic
Acc Type:	Vehicle sideswipe type collision
The application site appears to be level with the footway that is present along the northern side of the A329 Oxford Road. The proposals include the provision of a simple priority access off the northern side of the carriageway that is follow a 90° bend in the road and serve a basement level parking facility. It is noted that a that a proposed bin store is to be situated on the inside of the bend limiting the level of forward visibility that is achievable. Minimal details of the proposed ramp have been provided at this stage with the site layout plan noting a 1 in 7 gradient over a 20.1 metre ramp with a rise of 2.8 metres. Whilst a ramp of this length set at this gradient exceeds recommendations, particularly around the bend in the access road, the ramp does not form part of the scope of this Stage 1 Road Safety Audit. The Audit Team do have concerns, however, that opposing motorists may not become aware of one another and that no guidance is provided to ensure that vehicles are positioned sufficiently to allow adequate space for opposing traffic. A vehicle encroaching the opposing lane when following a bend in the road where forward visibility is limited, could lead to sideswipe type collisions.	
RECOMMENDATION:	
It is recommended that a road centreline marking is provided along the proposed ramp.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th Oct. '24 following formal issue of this Stage 1 Road Safety Audit on the 14th Oct. '24	
Accept – A road centreline marking will be provided as recommended. At this stage the detail of the proposed ramp is unknown, however, it is anticipated that a 1 in 10 ramp will commence 2.8 metres from the back edge of the public highway which will follow the bend in the access road for 13 metres before transitioning to a straight ramp set at 1 in 7 for 10.5 metres, equating to the required level difference of 2.8 metres.	

A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage.</i>
A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Oxford Road
Summary:	Pedestrians could enter the proposed access road without warning
Acc Type:	Vehicle to pedestrian type collision
The A329 Oxford Road benefits from a wide footway along the northern side of the carriageway. The proposals include the provision of a simple priority junction along the northern side the carriageway that is to replace a lengthy dropped kerb associated with the previous use of the site as a car showroom / garage. The scheme drawings illustrate that an uncontrolled crossing is to be provided that includes the provision of tactile paving to highlight the presence of the live carriageway. The Audit Team have concerns, however, that a minimum of two rows are provided equating to a depth of 800mm. A pedestrian with a long pace, could overstep such a depth and enter the live carriageway unaware of the potential for vehicular traffic which could leads to a vehicle to pedestrian type collision.	
RECOMMENDATION:	
It is recommended that the depth of tactile paving is increased to 1200mm.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th Oct. '24 following formal issue of this Stage 1 Road Safety Audit on the 14 th Oct. '24	
Accept – The scheme has been amended to incorporate a priority crossing and therefore no tactile paving is required.	

A.4.2	PROBLEM
Location:	Access
Summary:	Intervisibility between a pedestrian and approaching traffic may be limited
Acc Type:	Vehicle to pedestrian type collision
The A329 Oxford Road benefits from a wide footway along the northern side of the carriageway. The proposals include the provision of a simple priority junction along the northern side the carriageway that is to allow access to a basement parking facility. Minimal details of the proposed ramp have been provided at this stage. It is noted, however, that the scheme drawing illustrates the retaining wall is to be situated directly besides the carriageway of the proposed ramp and extends to a location circa 1.5 metres from the back edge of the existing footway. The Audit Team have concerns that the proposed retaining wall, will limit intervisibility between a pedestrian and motorist exiting the basement parking facility. It is understood that pedestrians have priority across side roads and that motorists are therefore required to give-way but this is dependent on a motorist becoming aware of a pedestrian at a safe distance. Limited intervisibility could leads to a vehicle to pedestrian type collision.	
RECOMMENDATION:	
It is recommended that adequate intervisibility is achievable.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th Oct. '24 following formal issue of this Stage 1 Road Safety Audit on the 14th Oct. '24	
Accept – The scheme has been amended to incorporate a priority crossing and therefore traffic approaching the footway will be required to give-way to pedestrians before giving way to approaching traffic.	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<i>No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage.</i>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 15th October 2024

Audit Team Member

Name: **Tristan Brooks** *BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 15th October 2024

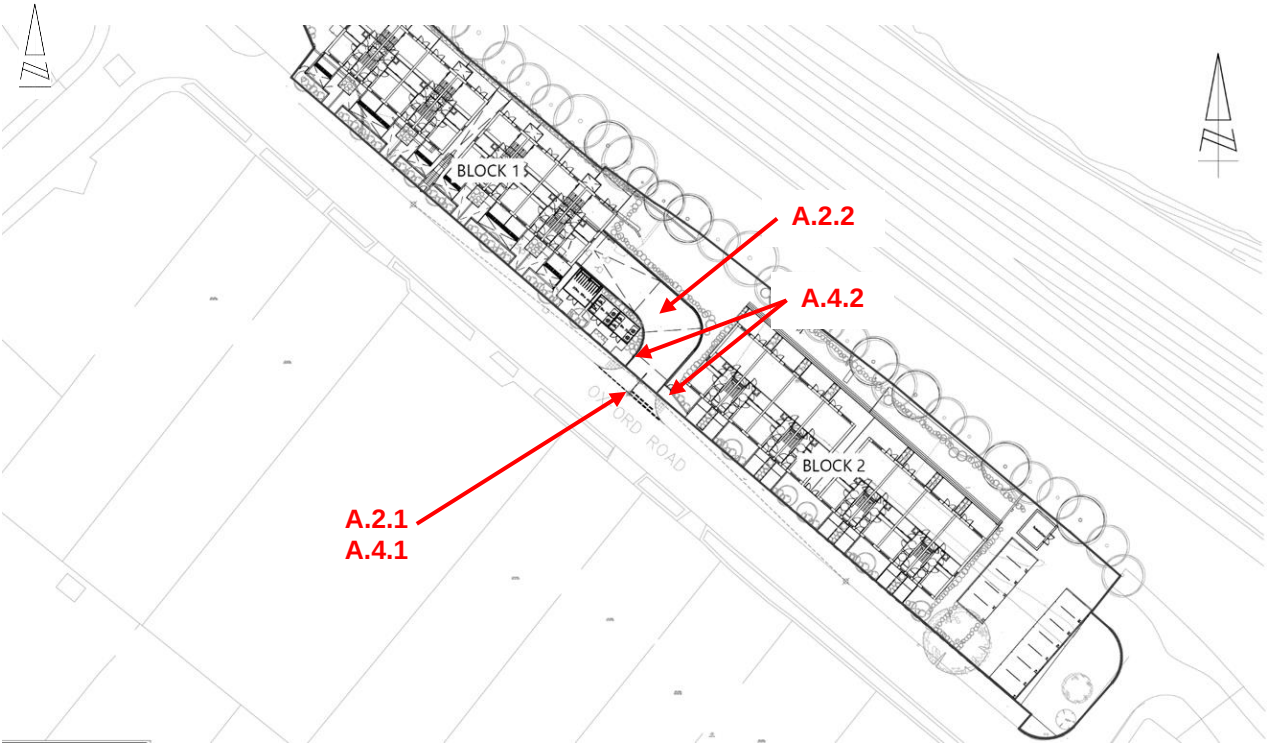
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB200269-002		Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	A4685-3001	D3	Proposed Site Plan
	ITB200269-GA-001	-	Potential Site Access Arrangement

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB200269-GA-001	A	Potential Site Access Arrangement

fenley

APPENDIX C. TRICS Outputs

Calculation Reference: AUDIT-236603-240827-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

i-Transport LLP 33 Queen Street London

Licence No: 236603

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 282 to 1275 (units: sqm)
Range Selected by User: 200 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/11/23

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:

Wednesday 1 days
Thursday 1 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone 2
Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	EX-14-A-02	KIA	ESSEX
	BRAINTREE ROAD		
	BRAINTREE		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1275 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
2	KS-14-A-03	PEUGEOT	KIRKLEES
	LEEDS ROAD		
	NEAR DEWSBURY		
	WOODKIRK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1122 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
3	TW-14-A-03	CAR SHOW ROOM	TYNE & WEAR
	SOUTHWICK ROAD		
	SUNDERLAND		
	MONKWEARMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	282 sqm	
	Survey date: WEDNESDAY	05/04/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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	1275	0.784	1	1275	0.078	1	1275	0.862
08:00 - 09:00	3	893	1.680	3	893	0.411	3	893	2.091
09:00 - 10:00	3	893	1.344	3	893	0.896	3	893	2.240
10:00 - 11:00	3	893	1.232	3	893	1.082	3	893	2.314
11:00 - 12:00	3	893	1.194	3	893	1.456	3	893	2.650
12:00 - 13:00	3	893	0.933	3	893	0.784	3	893	1.717
13:00 - 14:00	3	893	1.232	3	893	1.269	3	893	2.501
14:00 - 15:00	3	893	0.933	3	893	1.120	3	893	2.053
15:00 - 16:00	3	893	0.709	3	893	0.971	3	893	1.680
16:00 - 17:00	3	893	1.642	3	893	1.680	3	893	3.322
17:00 - 18:00	3	893	0.635	3	893	1.082	3	893	1.717
18:00 - 19:00	3	893	0.299	3	893	1.269	3	893	1.568
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.617			12.098			24.715

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:	282 - 1275 (units: sqm)
Survey date range:	01/01/16 - 12/11/23
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

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-236603-240923-0910

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	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: 18 to 56 (units:)
Range Selected by User: 10 to 60 (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: 01/01/16 to 02/10/23

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

Selected survey days:

Tuesday 2 days
Wednesday 3 days
Thursday 1 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 5
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

<u>Population within 1 mile:</u>	
1,001 to 5,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

<u>Population within 5 miles:</u>	
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.

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	3 days
1.1 to 1.5	3 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.

<u>Travel Plan:</u>	
Yes	2 days
No	4 days

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

<u>PTAL Rating:</u>	
No PTAL Present	6 days

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

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

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
2	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: THURSDAY 08/06/23	BLOCKS OF FLATS	HERTFORDSHIRE
3	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 06/06/23	BLOCKS OF FLATS	HERTFORDSHIRE
4	NG-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16 Survey Type: MANUAL		
5	SF-03-C-04 SAINT MARY'S ROAD IPSWICH	BLOCKS OF FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 56 Survey date: WEDNESDAY 16/09/20 Survey Type: MANUAL		
6	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 11/05/22	BLOCKS OF FLATS	WEST SUSSEX
	Survey Type: MANUAL		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	35	0.106	6	35	0.231	6	35	0.337
08:00 - 09:00	6	35	0.072	6	35	0.197	6	35	0.269
09:00 - 10:00	6	35	0.111	6	35	0.163	6	35	0.274
10:00 - 11:00	6	35	0.096	6	35	0.154	6	35	0.250
11:00 - 12:00	6	35	0.106	6	35	0.101	6	35	0.207
12:00 - 13:00	6	35	0.159	6	35	0.144	6	35	0.303
13:00 - 14:00	6	35	0.130	6	35	0.135	6	35	0.265
14:00 - 15:00	6	35	0.139	6	35	0.101	6	35	0.240
15:00 - 16:00	6	35	0.168	6	35	0.120	6	35	0.288
16:00 - 17:00	6	35	0.135	6	35	0.149	6	35	0.284
17:00 - 18:00	6	35	0.231	6	35	0.096	6	35	0.327
18:00 - 19:00	6	35	0.135	6	35	0.101	6	35	0.236
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.588			1.692			3.280

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:

18 - 56 (units:)

Survey date date range:

01/01/16 - 02/10/23

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

