WESTMORLAND ROAD, MAIDENHEAD

TRANSPORT STATEMENT

September 2023

Churchgate Services Ltd

CARE HOME
WESTMORLAND ROAD
MAIDENHEAD

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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CARE HOME
WESTMORLAND ROAD
MAIDENHEAD

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchgate Services to support a planning application for a Care Home with 70 bedrooms at Westmorland Road, Maidenhead. The location of the site is demonstrated within Figure 1 below, with the proposed site layout attached within Appendix A. The development would be operated by Boutique Care Homes.

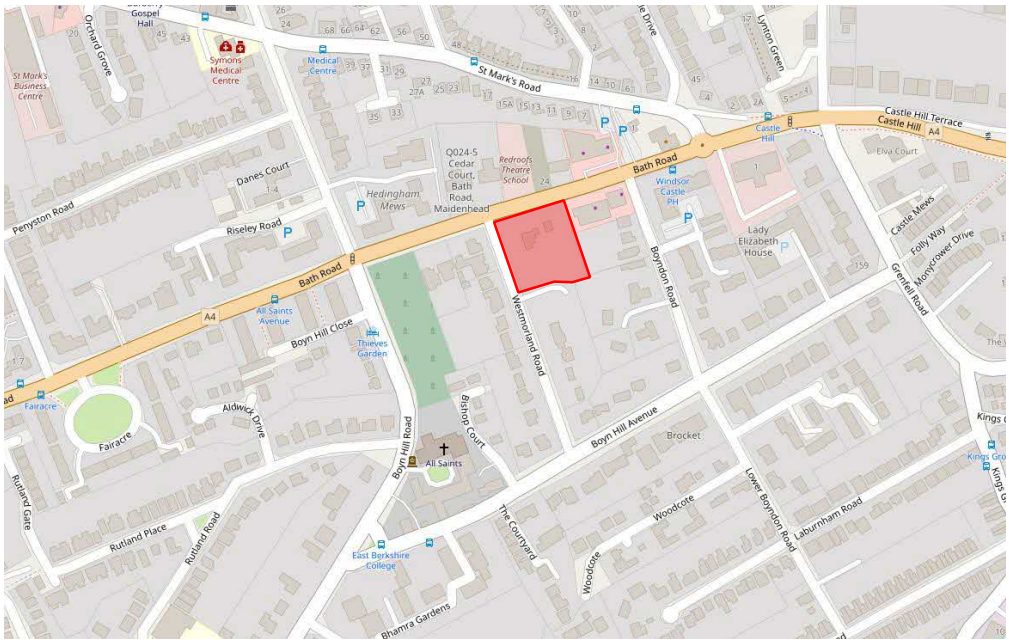


Figure 1: Site Location (Source: OpenStreetMap)

1.2 Paul Basham Associates have prepared a Travel Plan (TP) as part of the application, which should be read alongside this TS. The rest of this report will incorporate a description of the existing conditions of the site and surrounding area, detail on the accessibility of the local area, an outline of the proposed development, detail on the proposed access arrangements, justification for the proposed parking provision and an assessment of the anticipated trip generation rate.

2. EXISTING CONDITIONS AND LOCAL ACCESSIBILITY

2.1 The existing site is currently occupied by a single large residential dwelling known as Lawnfield, which is located on the corner of Westmorland Road and Bath Road (A4) with a gated vehicular access in place on both roads. The site is bound to the north by Bath Road, to the west by Westmorland Road, to the south by residential dwellings and to the east by commercial units and residential dwellings. The existing conditions of the site are pictured in Photographs 1 and 2 below.

Photograph 1: Existing Westmorland Road Access

Photograph 2: Existing Site Conditions

Local Road Network

2.2 Westmorland Road is a residential single carriageway road measuring approximately 9.0m wide. Westmorland Road is subject to minor parking restrictions with only permit holders able to park on-street between the hours of 11am – 1pm on all days. Westmorland Road meets Bath Road to the north and Boyn Hill Avenue to the south, both via priority junctions. Westmorland Road and the applicable parking restrictions are shown in Photographs 3 and 4 below.

Photograph 3: Conditions along Westmorland Road

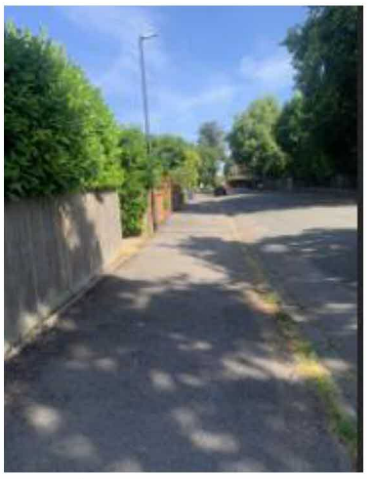
Photograph 4: Westmorland Road Parking Restrictions

2.3 Bath Road is a single carriageway road measuring approximately 7.5m wide and is subject to a 30mph speed limit. Bath Road forms part of the A4, which provides direct access into the centre of Maidenhead 850m to the east of the Westmorland Road junction, and the A404(M) 2.0km to the west. In the vicinity of the site, Bath Road is bordered on both sides by double-yellow lines to prevent on-street parking from taking place. The existing conditions along Bath Road are displayed in **Photograph 5** below.

Photograph 5: Bath Road (A4)

Pedestrian Infrastructure

2.4 There is excellent pedestrian infrastructure throughout the local area, presenting the opportunity to encourage active travel to and from the site in the future. Westmorland Road is flanked by 2.5m wide footways on both sides, which are continuous and lit throughout. The footways on both sides continue directly onto both Boyn Hill Avenue to the south and Bath Road to the north. Bath Road is also bordered by continuous and lit 2.0m wide footways on both sides, providing access to several nearby amenities as well as Maidenhead town centre 850m to the east. The footway infrastructure along both Westmorland Road and Bath Road is shown within **Photographs 6** and **7**.



Photograph 6: Westmorland Road Footway

Photograph 7: Bath Road Footway

2.5 There are also conveniently positioned pedestrian crossing points throughout the local area to further enhance pedestrian movement. In relation to the site, the most notable pedestrian crossing point is a refuge island equipped with dropped kerbs, tactile paving and bollards located on Bath Road 80m east of the Westmorland Road junction. There is also a signalised crossing located 280m east of the Westmorland Road junction composed of dropped kerbs with tactile paving, a refuge island and road markings. In addition, there are dropped kerbs with tactile paving at a number of minor junctions including the Westmorland Road/Bath Road junction. The pedestrian crossing infrastructure in the vicinity of the site is pictured in Photographs 8 and 9.

Photograph 8: Bath Road Pedestrian Refuge Crossing

Photograph 9: Westmorland Road/Bath Road Pedestrian Crossing

2.6 As previously mentioned, Maidenhead town centre is located 850m east of the site and can be reached via the footways along Bath Road. Figure 2 below indicates the areas that can be reached from the site via a 5, 10 and 15-minute walk.

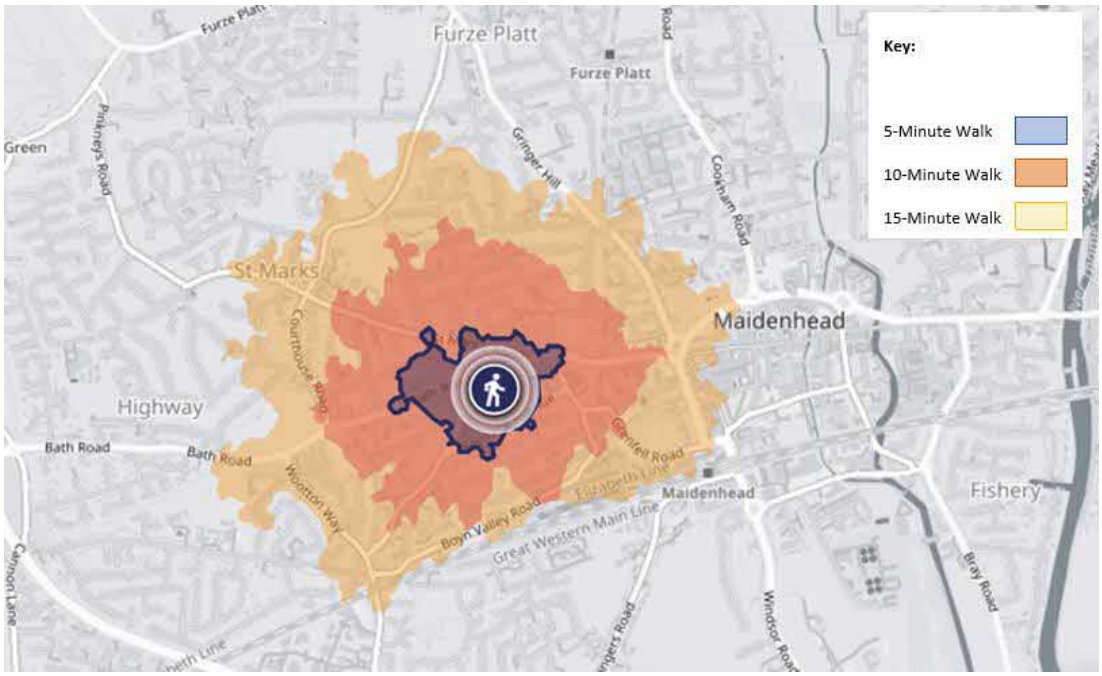
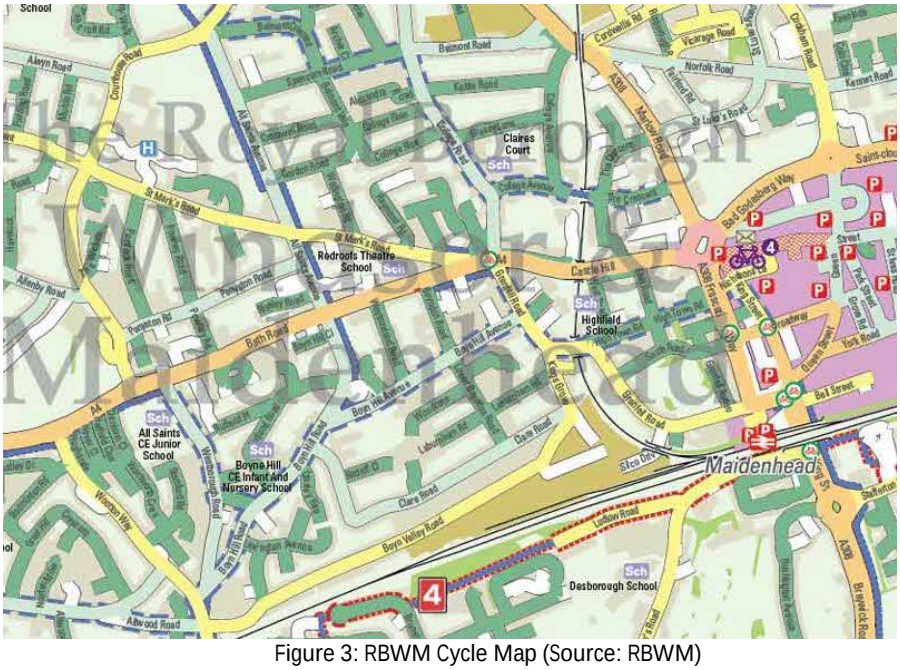


Figure 2: Walking Isochrone Map (Source: Travel Time Map)

2.7 The nature of the proposed development means that residents are unlikely to cycle to/from the site, however there are still opportunities to promote this method of sustainable travel in the local area for the staff working on site. An extract from RBWM's cycle map is shown in Figure 3, with blue areas denoting traffic free paths.


Claires Court
Redroofs Theatre School
Highfield School
All Saints CE Junior School
Boyne Hill CE Infant and Nursery School
Desborough School
Maidenhead
St Mark's Road
Bath Road
Boyn Valley Road
Castle Hill
Belmont Road
Norfolk Road
Alwyn Road
Alwyn Road
Altwood Road
Clare Road
Ray Hill Avenue
Ray Hill Road
Ludlow Road
Bad Godesberg Way
Bad Street
Vicarage Road
Cornwallis Rd
Kenwet Road
Dedham Road
Fairland Rd
St Luke's Road
Grenfell Road
Boyn Hill Avenue
Boyn Hill Road
Westmorland Road
Wootton Way
Pinkneys Road
Courthouse Road
Kidwells Park Drive
Kidwells Park Road
Oldfield Road
Ascot Road
Alexandra Gardens
Cedar Drive
Cedar Road
College Avenue
College Road
Ashley Hill
Ashley Hill Road
Pinkneys Road
Pinkneys Drive
Pinkneys Green
Alleyn Road
Trenchard Rd
Trenchard Road
Bridge Road
Bridge Road
Bridge Avenue
Bridge Street
Bridge Street
Bridge Street

Public Transport

2.8 The proposed site benefits from being located within close proximity to excellent public transport links including bus and rail. The nearest bus stops to the site are located 160m and 240m east of the Westmorland Road junction along Bath Road. Both bus stops are identified by a single post with a flag, with the eastbound stop additionally benefitting from a layby with road markings and a raised kerb. Both bus stops are displayed within Photographs 10 and 11.

Photograph 10: Westbound Bus Stop

Photograph 11: Eastbound Bus Stop

2.9 The bus stops provide services to destinations such as Reading and Windsor. These bus services are detailed in full within Table 1 below.

Service	Operator	Route	Approximate Frequency		
			Mon-Fri	Sat	Sun
16	Thames Valley Buses	Maidenhead – Bray – Fifield – Dedworth – Windsor	Hourly	Hourly	Hourly
234	Thames Valley Buses	Maidenhead – White Waltham – Shurlock Row – Waltham St Lawrence – Knowl Hill	5 times per day	Twice per day	No Service
239	Thames Valley Buses	Maidenhead – Knowl Hill – Burchett's Green – Hurley – Henley-on-Thames	5 Times per day	Twice per day	No Service
F10	Thames Valley Buses	Maidenhead Circular (includes town centre and railway station)	Every 30 Minutes	No Service	No Service

Table 1: Summary of Local Bus Services

2.10 In addition to the above bus services, the site also benefits from being within walking distance of Maidenhead railway station, which is located a 15-minute walk southeast. Maidenhead railway station is formed of 5 platforms located on the Great Western Main line, Marlow Branch line and Elizabeth line. Several key destinations are directly accessible from Maidenhead railway station including Reading (14-minutes), Marlow (23-minutes), London Paddington (24-minutes) and Didcot Parkway (41-minutes).

2.11 Therefore, it is evident that the site is well-connected in terms of public transport with good local bus links to nearby destinations – most notably the 16 and F10 services. Whilst the nearby Maidenhead railway station supports sustainable travel to key destinations further afield such as Reading and London, presenting the opportunity for future staff and visitors to travel sustainably to the development.

Accessibility to Local Amenities

2.12 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.

2.13 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.

2.14 The location of the site in proximity to the local amenities offers an excellent opportunity to create a sustainable development. A short summary of the key amenities that would be of interest to the demographic of the proposed development (i.e., staff and visitors of residents) within the locality of the site is presented within Table 2 below, applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Tesco Express (Convenience Store)	80m	1 Minute	1 Minute
The Windsor Castle (Public House)	130m	2 Minutes	1 Minute
Bus Stops	130m/240m	2/3 Minutes	1 Minute
Ghandi Indian (Restaurant)	290m	4 Minutes	1 Minute
Symons Medical Centre	400m	5 Minutes	2 Minutes
Pond House (Public House)	500m	6 Minutes	2 Minutes
Saints Café	550m	7 Minutes	2 Minutes
Boyn Grove Park	700m	9 Minutes	2 Minutes
Maidenhead High Street	800m	10 Minutes	2 Minutes
Maidenhead Railway Station	1.2km	14 Minutes	6 Minutes

Table 2: Summary of Local Amenities

2.15 As summarised in Table 2, there are several key facilities within walking distance of the site location that would appeal to the demographic of the proposed development. Amenities such as the Tesco Express and bus stops would be of particular importance to staff and visitors on a daily basis. In addition, as outlined in Table 2 Maidenhead High Street is within walking distance of the site, with an array of shops, cafés, restaurants and supermarkets amongst other amenities located within this area of Maidenhead town centre. Furthermore, the local bus and rail networks provides frequent services to other key destinations such as Reading, Windsor and London where further amenities are accessible.

2.16 Overall, it is evident that there is an excellent opportunity to promote sustainable travel from the proposed development in the future as there are an array of key amenities located within walking distance of the site supported by excellent pedestrian infrastructure to ensure safe and convenient pedestrian movement. Furthermore, there are excellent public transport links that can be utilised to promote sustainable travel to and from the site, whether that be for staff and visitors commuting, or for day trips where possible.

Personal Injury Accident (PIA) Data

2.17 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recent 5-year period between 2017 – 2021. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of accidents that have occurred in the locality of the site. All incidents that have occurred inside a 300m radius of the site access within the specified 5-year period are indicated within Figure 4 below.

Figure 4: Personal Injury Accident (PIA) Data 2017 – 2021 (Source: Crashmap)

2.18 As indicated within Figure 4, there have been a total of 12 incidents inside a 300m radius of the site within the most recently recorded 5-year period (2017 – 2021). All 12 incidents took place along Bath Road (A4), with no incidents taking place along Westmorland Road. Considering Bath Road (A4) is a relatively highly trafficked road providing access into the centre of Maidenhead from the A404(M) to the west, it is unsurprising that a high number of incidents have taken place. Of the 12 incidents to have occurred, 9 were only classified as 'slight' on the severity scale with the remaining 3 deemed 'serious' – no fatal incidents have taken place.

2.19 The three 'serious' incidents all took place 200m – 300m east of the Westmorland Road/Bath Road junction, with two occurring at a three-arm mini-roundabout. Two 'slight' incidents took place at/near to the Westmorland Road/Bath Road junction. These two incidents have been investigated further, with the following paragraphs summarising the incidents and the full reports attached within Appendix B.

2.20 The first incident investigated took place on Friday 3rd May 2019 at 17:00 during wet conditions. The incident involved 1 car and 1 motorcycle, with the car travelling normally along the carriageway and the motorcycle ahead waiting to proceed in stationary traffic. The car then collided into the back of the motorcycle, resulting in 'slight' injuries to the motorcyclist. It considered this was likely a result of driver error rather than an inherent safety issue with the road.

2.21 The other incident investigated took place on Friday 31st January 2020 at 15:00 during dry road conditions. The incident involved 3 cars, with vehicle 1 proceeding normally along the carriageway whilst vehicles 2 and 3 were waiting to proceed in stationary traffic ahead. Similar to the first incident, vehicle 1 collided into the back of vehicle 2 which then was pushed into the back of vehicle 3, causing 'slight' injuries to the driver/passengers of vehicles 2 and 3. As with the previous incident, it is evident that this incident was a result of driver error from vehicle 1 with the driver failing to notice that traffic had stopped moving. Therefore, neither incident was a result of any safety or operational problems and were instead caused by driver error.

3. PROPOSED DEVELOPMENT

3.1 The proposed development is for a 70-bedroom Care Home with associated parking, to be accessed from Westmorland Road. The proposed site layout is included within Appendix A.

3.2 Staffing information has been based on the operator's experience of their existing care homes. Staff would be employed across care, catering, domestic, administration and management roles. Care staff would be split across cay and night shifts whilst shifts for other staff are role dependent. The maximum number of staff on site at any one time would be 20 – 25.

Access Arrangements

3.3 As previously outlined, there are two gated access points to the existing site with one located on Westmorland Road and the other on Bath Road. As part of the proposed development, both existing access points would be stopped up with a single new access point implemented along Westmorland Road 20m to the south of the existing. The proposed access would in the form of a bellmouth measuring 6.0m wide with a 3.0m radii on either side. Two-way vehicular movement is achievable at the proposed access as demonstrated within Appendix C.

3.4 The reduction in the number of access points, removal of access from Bath Road and relocation of the access further from the junction are all considered to be beneficial in safety terms.

3.5 In order to ensure that sufficient visibility is achievable at the proposed access, a visibility splay assessment has been carried out. The visibility splay assessment has been based on Manual for Streets (MfS) guidelines for a road subject to a 30mph speed limit, with visibility splays measuring 2.4m x 43m drawn from the access. As displayed within Appendix C, sufficient visibility is achievable from the proposed access.

3.6 Pedestrian access will also be provided on Westmorland Road along the northern side of the vehicular access. This will measure 1.5m wide and provide a direct connection into the site.

3.7 It is therefore concluded that safe and suitable access is achievable, meeting the requirements of the NPPF paragraph 110.

Car Parking Provision

3.8 Royal Borough of Windsor and Maidenhead's latest parking standards are from May 2004, published within the council's 'Parking Strategy' document. The car parking standards are based on a maximum standard and level of accessibility, with the criteria for locations of good accessibility being within 800m of a railway station.

3.9 As the proposed site location falls just outside of this criterion, the maximum level of parking is based on 'Areas of Poor Accessibility,' although proximity to a train station is a relatively crude measure and it is not considered accurate to describe the location as being of poor accessibility.

3.10 The 'Parking Strategy' document includes parking standards for C2 Nursing and rest homes, with the maximum parking standard for 'areas of poor accessibility' being '1 space per 4 residents and 1 space per full-time staff'. Based on this maximum standard, the proposed 70-bedrooms and the maximum 25 members of staff on-site, the maximum parking standard for the proposed development would be 17.5 + 25 for a total of 43 (rounded).

3.11 It is not considered appropriate to determine appropriate levels of car parking for developments based on standards from 2004, especially in the policy context of the NPPF to encourage sustainable development. Providing one space per staff member would only serve to encourage use of the private car. Indeed, 2011 census data showed that only 68% of people working within Windsor & Maidenhead MSOA 005 drove to work at the time. 2021 census data is not yet available but it is anticipated that this will have likely reduced further. Moreover, care staff are typically employed from the local area and therefore undertake shorter commutes which are more feasible to do via sustainable modes.

3.12 The proposed development is in a sustainable location, with local amenities within close proximity and excellent connections to public transport to facilitate use of sustainable travel modes. A Travel Plan has been submitted that seeks to encourage staff & visitors to the care home to travel via more sustainable travel methods including Bus, Rail, Active Travel and car sharing, and sets out monitoring action plans to reduce single occupancy vehicle usage.

3.13 It is proposed that a total of 19 car parking spaces will be provided on-site, with 2 dedicated for Blue Badge holders. Additionally, based on the operators experience this level of parking provision would be suitable to accommodate the likely demand. The average parking provision at the operator's existing care homes is 0.31 spaces per room, with the proposed parking provision equating to 0.27 space per room, therefore effectively in line with the average demand.

3.14 All standard car parking spaces will measure 2.4m x 4.8m with a minimum reversing aisle width of 6.0m, which is in line with the guidelines outlined in Manual for Streets (MfS). The 2 Blue Badge holder spaces will be provided with an additional 1.2m of hatching to the front and side of each space. A vehicle tracking assessment has been undertaken to ensure that sufficient manoeuvrability is achievable within the proposed car park, which as demonstrated in Appendix D is achievable.

Cycle Parking Provision

3.15 The 'Parking Strategy' document states that secure cycle parking is required but that the level of parking should be considered on a case-by-case basis. A total of 8 cycle spaces in the form of 4 Sheffield stands will be provided. Considering the nature of the development, it is concluded that this level of cycle parking would be appropriate.

Emergency and Refuse Arrangements

3.16 A fire tender is required to access the site in order to get within 18m of a dry riser system in line with Building Regulations (Document B) in an emergency situation. As demonstrated within Appendix E, a fire tender is able to enter, turn and exit the site in a forward gear whilst getting within 18m of the dry riser system.

3.17 Equally, a refuse vehicle is required to access the site in order to get within 10m of the refuse store in line with the maximum drag distance of Eurobins for refuse operatives. As demonstrated within Appendix E, the appropriately sized refuse vehicle is able to enter, turn and exit the site in a forward gear suitably whilst being able to get within 10m of the refuse store.

4. HIGHWAY IMPACT

4.1 The subsequent section of this Transport Statement (TS) assesses the likely trip rate that the proposed development is expected to generate in comparison to the existing site through utilising the TRICS database.

Existing Trip Rate

4.2 In order to establish the likely trip rate that is generated by the existing site use, the TRICS (v.7.10.1) database has been consulted through applying the following parameters:

Land use: 'Residential', 'Houses Privately Owned';
Surveys in England and Wales (excluding Greater London);
6 – 10 Dwellings;
Weekday surveys only; and
'Suburban Area' and 'Neighbourhood Centre' locations.

4.3 The results of the TRICS assessment are summarised in Table 3, with the full outputs attached within Appendix F.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily Total (0700 – 1900)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 1 Dwelling	0.111	0.389	0.167	0.111	3.837
Trip Generation (1 Dwelling)	0	0	0	0	4

Table 3: Existing Trip Rate

4.4 As outlined in Table 3, the TRICS assessment estimates that the existing dwelling likely generates zero vehicle trips in the peak periods and 4 daily vehicle trips in total.

Proposed Trip Rate

4.5 To estimate the anticipated trip rate that would be generated by the proposed development, the TRICS (v.7.10.1) database has also been interrogated by inputting the subsequent parameters:

Land use: 'Health', 'Care Home (Elderly Residential)';
Surveys in England and Wales (excluding Greater London);
17 – 180 Residents;
Weekday surveys only; and
'Suburban Area' and 'Edge of Town Centre' locations.

4.6 The results of the TRICS assessment are presented within Table 4, with the full outputs included within Appendix F.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily Total (0700 – 2100)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 1 Resident	0.084	0.046	0.049	0.087	1.965
Trip Generation (70 Bedooms)	6	3	3	6	138

Table 4: Proposed Trip Rate

4.7 As set out in Table 4, the proposed development is expected to generate 9 vehicle trips in the AM peak, 9 vehicle trips in the PM peak and 138 vehicle trips across a single day.

Net Impact Assessment

4.8 A net traffic impact assessment has been undertaken to determine the overall impact of the proposed development in comparison to the existing site using the results of the TRICS assessments. The net traffic impact assessment is presented in Table 5.

	AM Peak	PM Peak	Daily Total
Existing Privately Owned House (TRICS)	0	0	4
Proposed Care Home (TRICS)	9	9	138
Net Impact	+9	+9	+134

Table 5: Net Traffic Impact Assessment

4.9 As demonstrated within Table 5, the proposed development is expected to result in an increase of 9 vehicle trips in the AM peak, 9 vehicle trips in the PM peak and 134 vehicle trips in total across a single day. This is not expected to result in a significant impact on the operation of the local road network.

5. SUMMARY AND CONCLUSIONS

5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchgate Services to support a planning application for a 70-bedroom Care Home at Westmorland Road, Maidenhead.

5.2 The site is well connected with an array of key amenities located within walking distance of the site supported by excellent pedestrian infrastructure to ensure safe and convenient pedestrian movement. Furthermore, there are excellent public transport links that can be utilised to promote sustainable travel to and from the site, whether that be for staff and visitors commuting, or for day trips where possible.

5.3 The two existing access points will be stopped up with a new vehicular access implemented further to the south of the existing on Westmorland Road with sufficient visibility achievable from the proposed access. Additionally, pedestrian access will also be provided on Westmorland Road on the northern side of the vehicular access. Given the number of vehicular access points is to be reduced from 2 to 1, with the removal of any access from Bath Road, and the Westmorland Road access to be located further south of the junction, the proposed access arrangements are deemed safe and suitable.

5.4 A total of 19 car parking spaces will be provided at the development, equating to a ratio of 0.27 space per bedroom. This is considered sufficient due to the sustainable location of the site, excellent access to public transport links and being in line with the parking provision provided at the operators existing developments.

5.5 Emergency vehicles are able to enter, turn and exit the site sufficiently in a forward gear, with a fire tender able to get within 18m of a dry riser system in line with Building Regulations (Document B) and an ambulance able to enter and exit the designated bay.

5.6 Refuse collection will take place within the site with the appropriately sized refuse vehicle able to suitably enter, turn and exit the site in a forward gear whilst getting within 10m of the refuse store in line with the maximum drag distance of Eurobins for refuse operatives.

5.7 The TRICS database estimates that the proposed development is expected to result in an increase of 9 vehicle trips in the AM peak, 9 vehicle trips in the PM peak and 134 vehicle trips in total across a single day. This is not expected to result in a significant impact on the local road network.

5.8 This Transport Statement (TS) has demonstrated that the proposed development will not have a detrimental impact on the operation or safety of the local road network and that safe and suitable access is achievable. We would therefore encourage the local highway and planning authority at Royal Borough of Windsor and Maidenhead to look favourably upon this application in relation to highways.

Appendix A

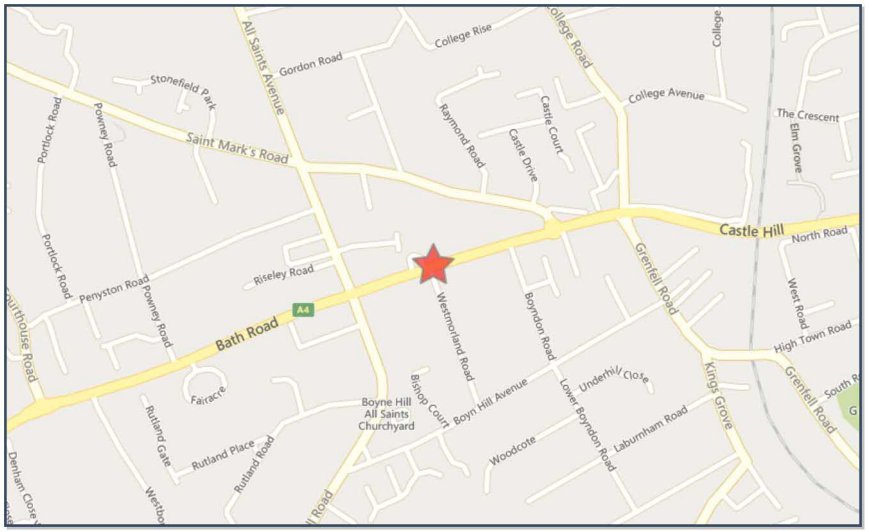
Appendix B

crashmap.co.uk

Validated Data

Crash Date:	Friday, May 03, 2019	Time of Crash:	5:00:00 PM	Crash Reference:	2019430236971

Highest Injury Severity:	Slight	Road Number:	A4	Number of Casualties:	1
Highway Authority:	Windsor and Maidenhead			Number of Vehicles:	2
Local Authority:	Windsor and Maidenhead Royal Borough			OS Grid Reference:	487798 181072
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	0 RWRU\ FOHRU and up to 125cc	3	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

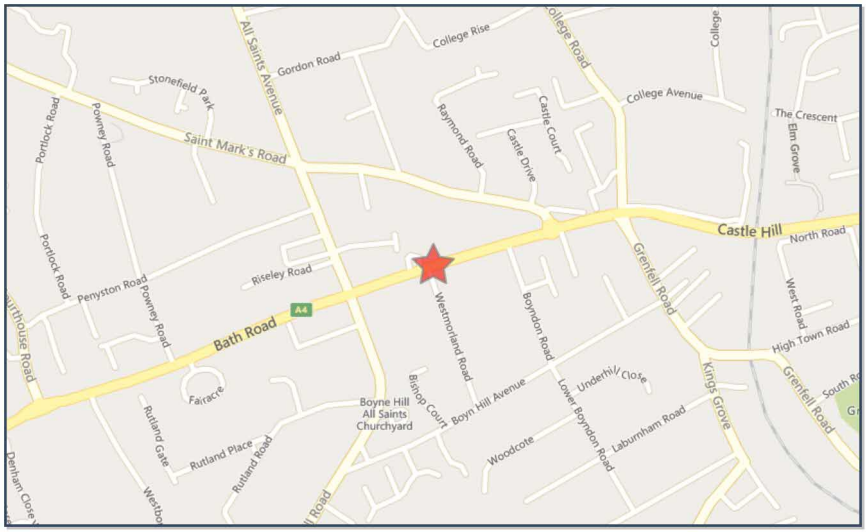
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, January 31, 2020	Time of Crash:	3:00:00 PM	Crash Reference:	2020430040814

Highest Injury Severity:	Slight	Road Number:	A4	Number of Casualties:	2
Highway Authority:	Windsor and Maidenhead			Number of Vehicles:	3
Local Authority:	Windsor and Maidenhead Royal Borough			OS Grid Reference:	487801 181074
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

powered by agilysis

Validated Data

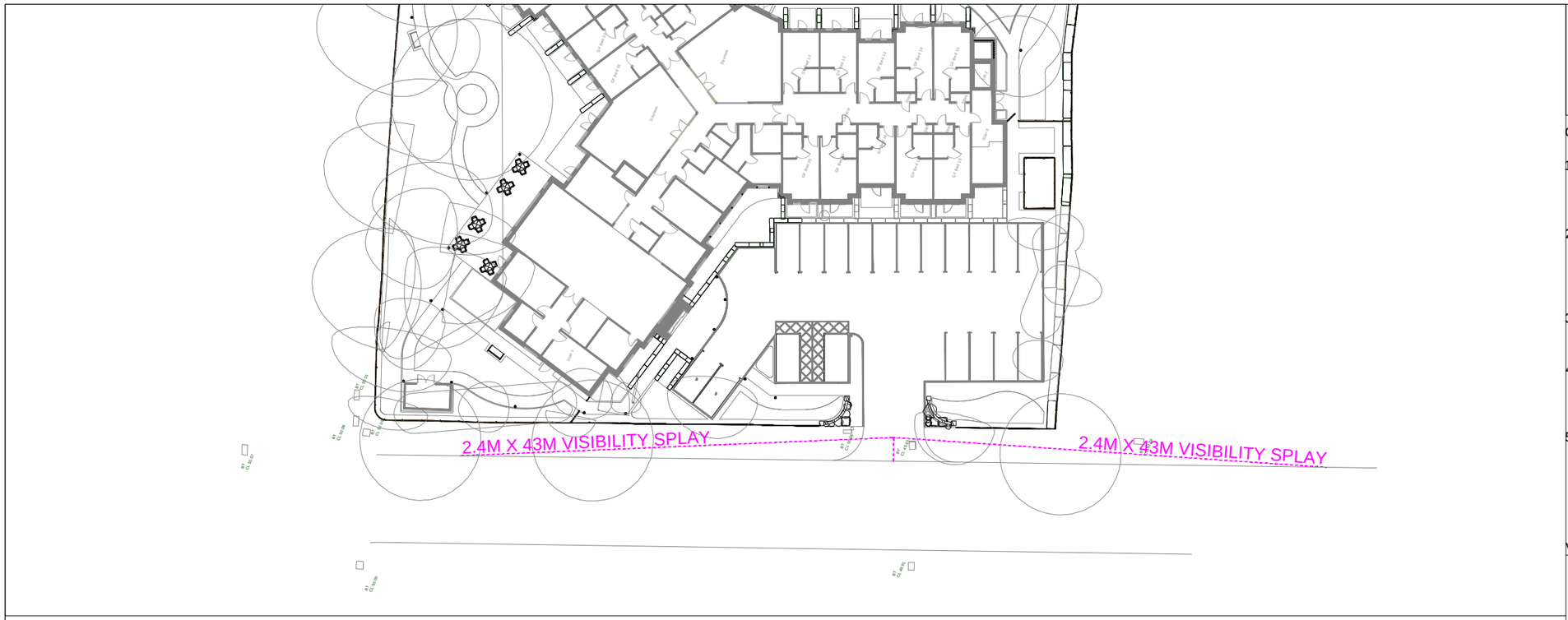
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	6	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)	5	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

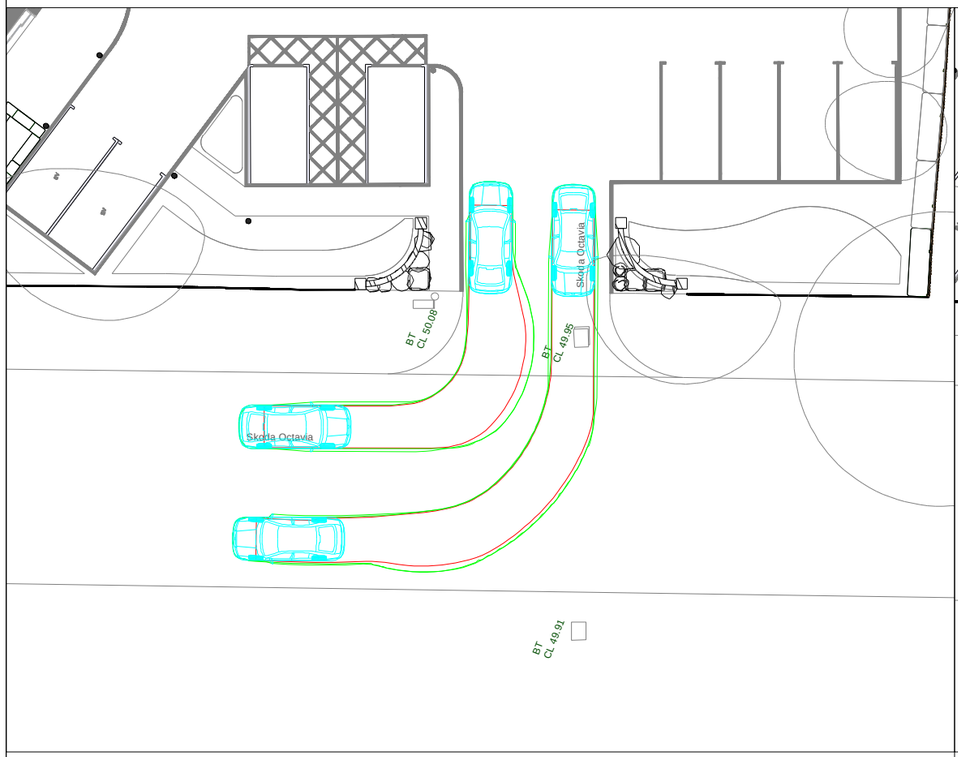
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
3	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

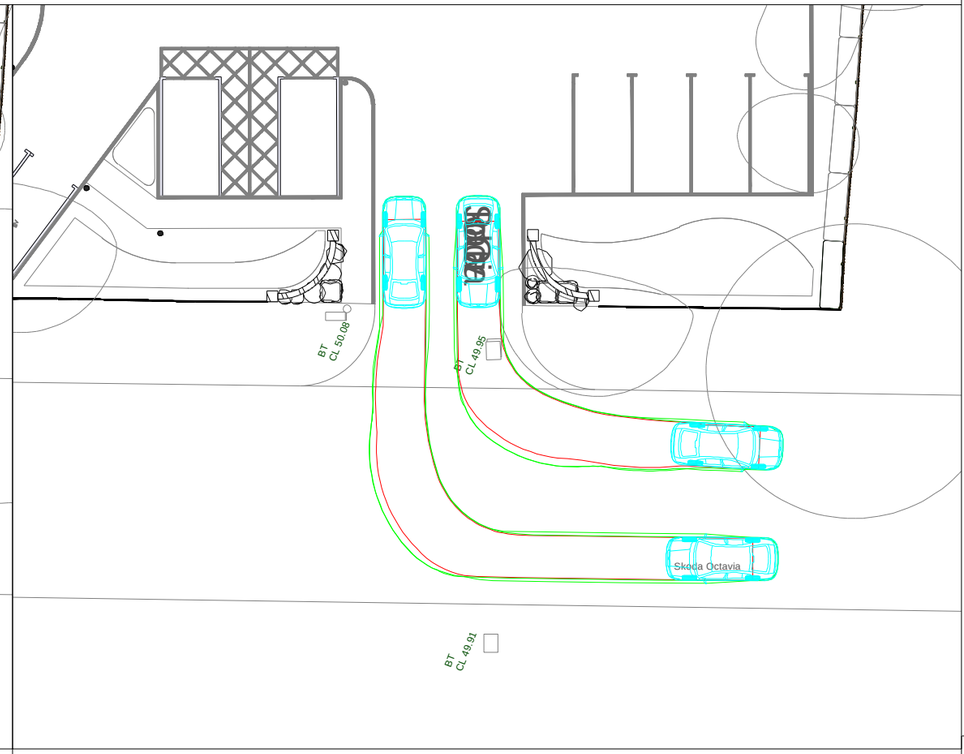
Appendix C



2.4M X 43M VISIBILITY SPLAY ASSESSMENT (1:500)



SITE ACCESS TWO-WAY VEHICLE MOVEMENT LEFT IN RIGHT OUT (1:250)



SITE ACCESS TWO-WAY VEHICLE MOVEMENT RIGHT IN LEFT OUT (1:250)

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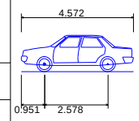
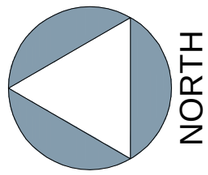
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Rev	Description	Date	By	App'd
P01	FIRST ISSUE	13.09.23	LOM	HLC

Project Name
WESTMORLAND ROAD, MAIDENHEAD

Project Phase
PRELIMINARY

Title
SITE ACCESS VISIBILITY SPLAY ASSESSMENT AND TWO-WAY VEHICLE TRACKING

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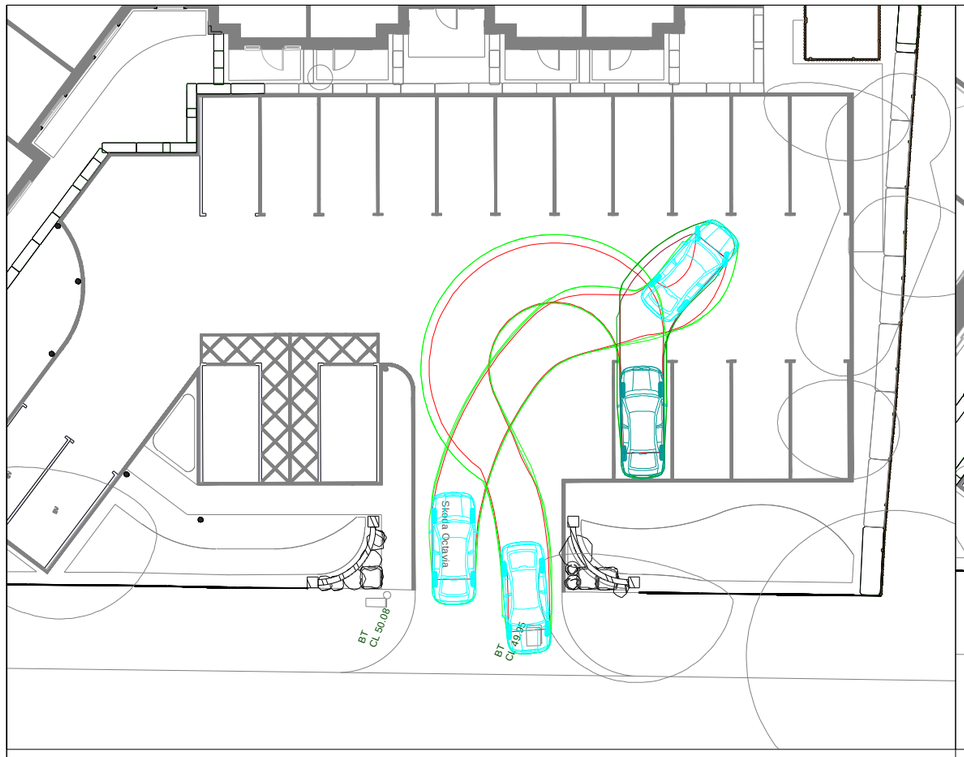
Client
Churchgate Services
Your Partner in Healthcare

Date Created	Drawn By	Approved By	Suitabilty Code
13.09.23	LOM	HLC	-

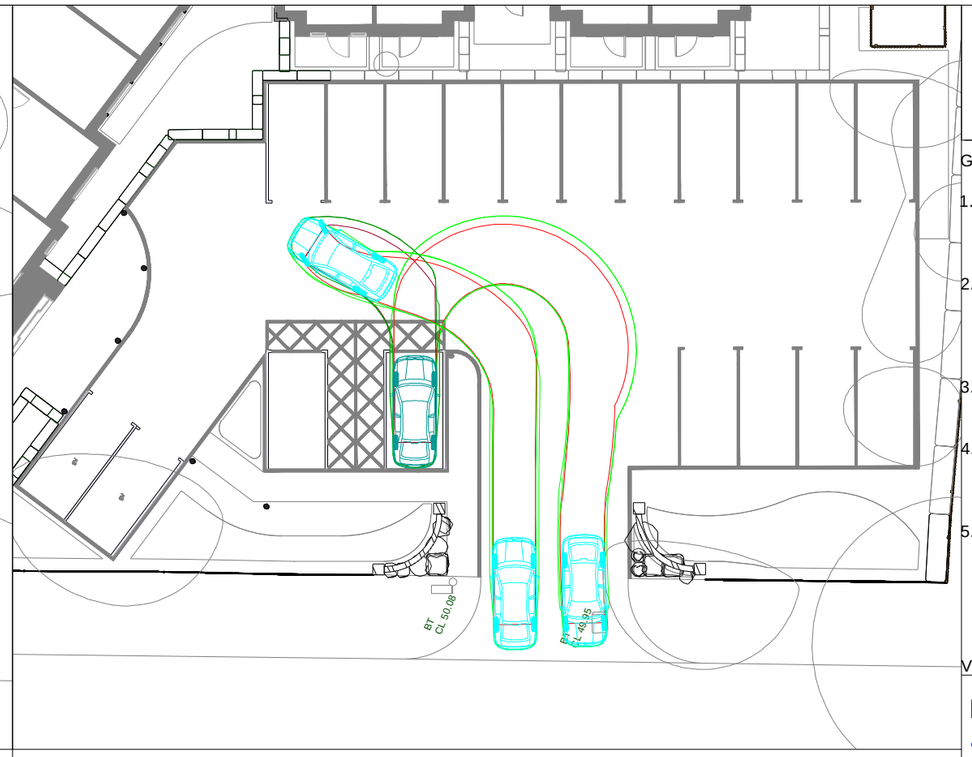
PBA Project Number	Scale
502.0183	AS SHOWN (AT A3)

PBA Drawing No:	Revison
502.0183-0001	P01

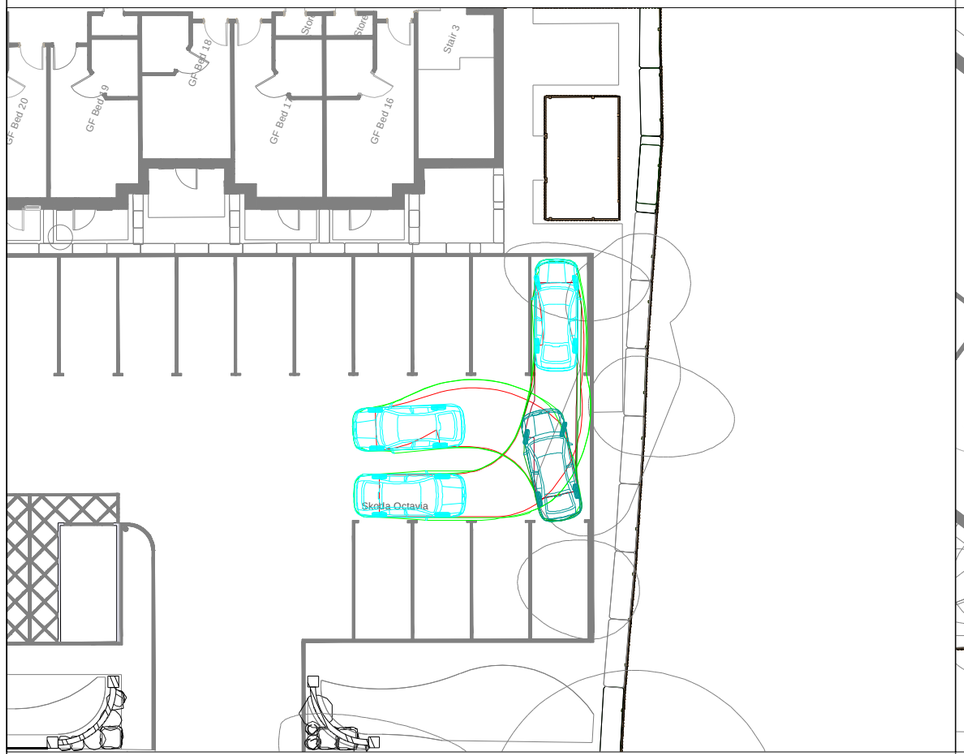
Appendix D



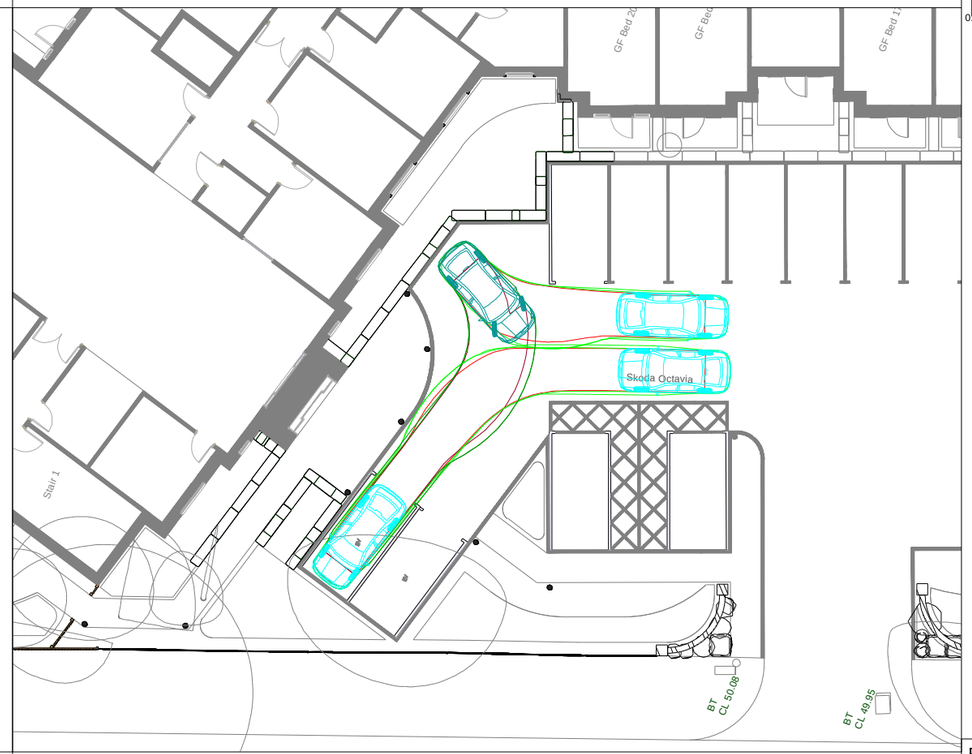
CAR PARK VEHICLE TRACKING SPACE 1



CAR PARK VEHICLE TRACKING SPACE 2



CAR PARK VEHICLE TRACKING SPACE 3



CAR PARK VEHICLE TRACKING SPACE 4

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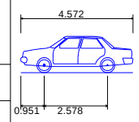
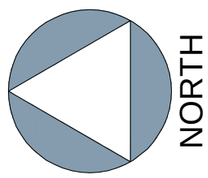
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Rev	Description	Date	By	App'd
P01	FIRST ISSUE	13.09.23	LOM	HLC

Project Name
WESTMORLAND ROAD, MAIDENHEAD

Project Phase
PRELIMINARY

Title
CAR PARK VEHICLE TRACKING ASSESSMENT

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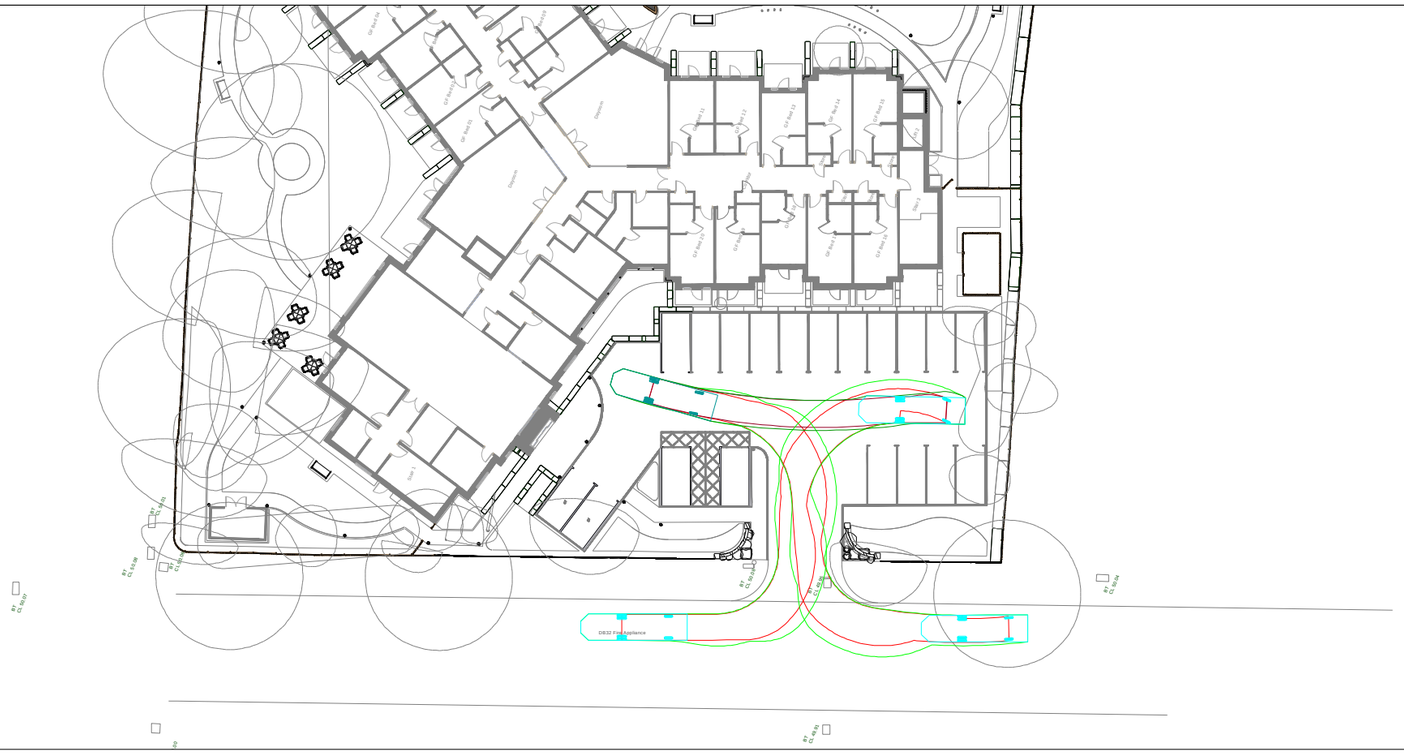
Client
Churchgate Services
Your Partner in Healthcare

Date Created	Drawn By	Approved By	Suitabilty Code
13.09.23	LOM	HLC	-

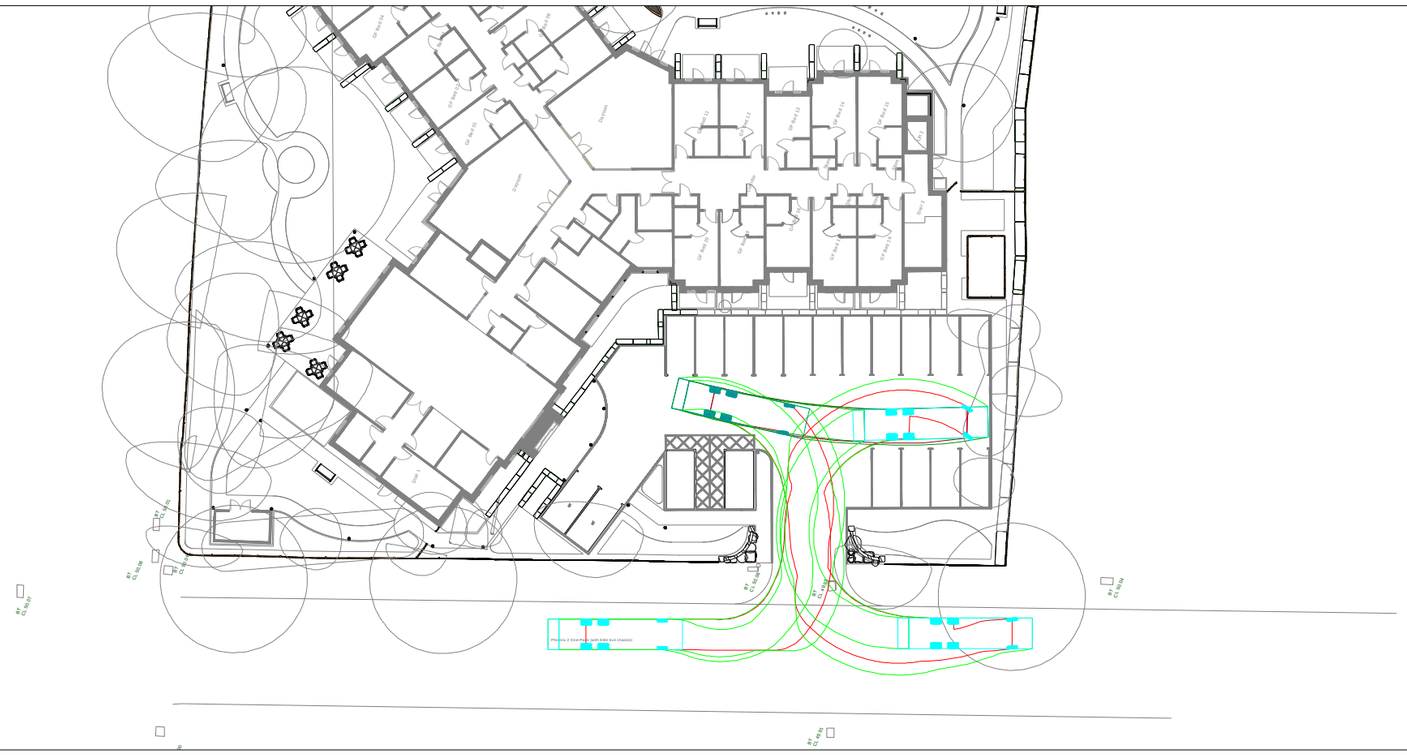
PBA Project Number	Scale
502.0183	1:250 (AT A3)

PBA Drawing No:	Revison
502.0183-0002	P01

Appendix E



FIRE TENDER TRACKING



REFUSE VEHICLE TRACKING

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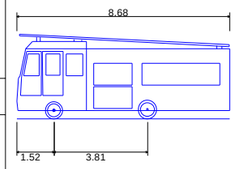
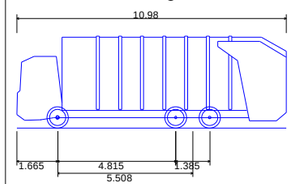
VEHICLE PROFILE



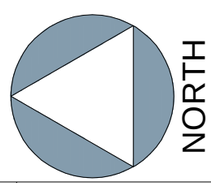
DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	10.980m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m



Rev	Description	Date	By	App'd
P01	FIRST ISSUE	13.09.23	LOM	HLC

Project Name
WESTMORLAND ROAD, MAIDENHEAD

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS FIRE TENDER AND REFUSE VEHICLE

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Date Created	Drawn By	Approved By	Suitabilty Code
13.09.23	LOM	HLC	-

PBA Project Number	Scale
502.0183	1:500 (AT A3)

PBA Drawing No:	Revison
502.0183-0003	P01

Appendix F

Calculation Reference: AUDIT-247601-230623-0617

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 8 to 10 (units:)
Range Selected by User: 6 to 10 (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: 01/01/15 to 08/06/21

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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)	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:

Residential Zone	1
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	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 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
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
1.6 to 2.0	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

2 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	9	0.222	2	9	0.500	2	9	0.722
08:00 - 09:00	2	9	0.111	2	9	0.389	2	9	0.500
09:00 - 10:00	2	9	0.111	2	9	0.056	2	9	0.167
10:00 - 11:00	2	9	0.056	2	9	0.056	2	9	0.112
11:00 - 12:00	2	9	0.000	2	9	0.111	2	9	0.111
12:00 - 13:00	2	9	0.278	2	9	0.056	2	9	0.334
13:00 - 14:00	2	9	0.167	2	9	0.167	2	9	0.334
14:00 - 15:00	2	9	0.222	2	9	0.278	2	9	0.500
15:00 - 16:00	2	9	0.111	2	9	0.056	2	9	0.167
16:00 - 17:00	2	9	0.333	2	9	0.167	2	9	0.500
17:00 - 18:00	2	9	0.167	2	9	0.111	2	9	0.278
18:00 - 19:00	2	9	0.056	2	9	0.056	2	9	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.834			2.003			3.837

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:	8 - 10 (units:)
Survey date date range:	01/01/15 - 08/06/21
Number of weekdays (Monday-Friday):	2
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 show. 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-247601-230623-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	NW	NEWPORT	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 34 to 69 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 12/10/22

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	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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:

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

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	2

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	2 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C2	5 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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 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.

Travel Plan:

No	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 ES-05-F-02 CARE HOME EAST SUSSEX
BATTLE ROAD
HAILSHAM

Edge of Town Centre
Residential Zone
Total Number of residents: 69
Survey date: WEDNESDAY 13/07/16 Survey Type: MANUAL

2 NT-05-F-02 NURSING HOME NOTTINGHAMSHIRE
MOOR LANE
NEAR NOTTINGHAM
BINGHAM
Edge of Town Centre
No Sub Category
Total Number of residents: 34
Survey date: MONDAY 14/11/16 Survey Type: MANUAL

3 NW-05-F-01 NURSING HOME NEWPORT
GOLDCROFT COMMON
NEAR NEWPORT
CAERLEON
Edge of Town Centre
No Sub Category
Total Number of residents: 54
Survey date: WEDNESDAY 12/10/22 Survey Type: MANUAL

4 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY 02/05/19 Survey Type: MANUAL

5 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY 17/05/22 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	53	0.129	5	53	0.114	5	53	0.243
08:00 - 09:00	5	53	0.084	5	53	0.046	5	53	0.130
09:00 - 10:00	5	53	0.068	5	53	0.034	5	53	0.102
10:00 - 11:00	5	53	0.065	5	53	0.061	5	53	0.126
11:00 - 12:00	5	53	0.080	5	53	0.049	5	53	0.129
12:00 - 13:00	5	53	0.084	5	53	0.080	5	53	0.164
13:00 - 14:00	5	53	0.091	5	53	0.091	5	53	0.182
14:00 - 15:00	5	53	0.080	5	53	0.061	5	53	0.141
15:00 - 16:00	5	53	0.061	5	53	0.133	5	53	0.194
16:00 - 17:00	5	53	0.053	5	53	0.061	5	53	0.114
17:00 - 18:00	5	53	0.049	5	53	0.087	5	53	0.136
18:00 - 19:00	5	53	0.053	5	53	0.038	5	53	0.091
19:00 - 20:00	5	53	0.061	5	53	0.099	5	53	0.160
20:00 - 21:00	5	53	0.023	5	53	0.030	5	53	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.981			0.984			1.965

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:	34 - 69 (units:)
Survey date date range:	01/01/15 - 12/10/22
Number of weekdays (Monday-Friday):	5
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.