



9 UPPER CROWN STREET, READING

TRANSPORT STATEMENT

08 June 2023



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PROJECT DETAILS	
Project Name:	9 Upper Crown Street, Reading
Client:	Irongate Property (Reading) Ltd
Document Type:	Transport Statement
Document Reference:	R-23-0041-01
Date:	08 June 2023

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1. Introduction

1.1. Context

- 1.1.1. Evolve has been commissioned by Irongate Property (Reading) Ltd to produce a Transport Statement to support a planning application for the proposed redevelopment of 9 Upper Crown Street, Reading RG1 2SS to provide a residential development comprising of 46 units. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).

1.2. Existing Site

- 1.2.1. The site is bordered to the north by Indigo Apartments and Regents Gate office building, fronting onto the A4 Crown Street, to the east by residential properties fronting onto Newark Street, to the south by Upper Crown Street and to the west by City Gate Business Centre and other office and residential buildings which front onto the A327 Southampton Street. The site in its' local context is demonstrated in Figure 1.

Figure 1 – Site Location



- 1.2.2. The site is currently in use as a warehousing unit (1,855sqm GFA) that is occupied by Secure Records and Data Management Limited with a private car park providing 74 car parking bays on the roof provided on a 999 year lease basis to the occupiers of the buildings surrounding the site. Access to the site is taken from the southeast corner of the site along Upper Crown Street.

1.3. Previous Application and Appeal

- 1.3.1. A planning application (Application Ref: 211614) was previously submitted for to redevelop the site to provide 46 residential dwellings supported by 88 car parking spaces. The application was refused by RBC and the subsequent Appeal (Appeal Ref: APP/E0345/W/22/3313234) for the site was dismissed in April 2023 with the sole reason being related to the proximity of building two to the terraced houses.

1.4. Revised Development Proposals

- 1.4.1. The revised development proposal have sought to address the Appeal dismissal reason. As such the proposals seek to demolish the existing warehouse unit and construct 46 residential units that will comprise:

- 22 x one-bedroom flats;
- 16 x two-bedroom flats;
- 4 x three-bedroom flats;
- 4 x three-bedroom townhouses.

- 1.4.2. The development will be supported by a total 86 car parking spaces of which 16 spaces will be provided for residents, 68 spaces will be re-provided for the existing leases and two spaces will be provided for servicing of the substations. The proposed site layout is attached as **Appendix A**.

1.5. Report Structure

- 1.5.1. The aim of this Transport Statement is to identify existing and potential future traffic and transport impacts related to the site and its proposed redevelopment. The Transport Statement also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.

- 1.5.2. This report is split into the following sections;

- Transport Policy & Existing Situation;
- Proposed Development;
- Trip Generation Analysis; and
- Summary and Conclusions.

2. Transport Policy and Existing Situation

2.1. Policy Considerations

2.1.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals, these include the key policy documents outlined below;

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- Reading Borough Local Plan (November 2019);
- Reading Transport Strategy 2040;
- Reading Local Transport Plan 3 (2011);
- Reading Revised Parking Standards and Design Supplementary Planning Document (October 2011); and
- Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.

2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.

2.1.3. NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe or where there would be an unacceptable impact on highway safety.

2.2. Existing Site and Planning History

2.2.1. The site is currently in use as a warehouse (approx. 1,855sqm GFA) occupied by Secure Records and Data Management Limited with a private car park located on top of the building, with spaces leased to the commercial and residential buildings that surround the site. Figure 2 shows the site as seen from Upper Crown Street.

Figure 2 – Existing Site



2.2.2. The site is located within a highly accessible location within 1.0km of Reading Town Centre and with bus stops located on Southampton Street within 95m of the site access.

- 2.2.3. The site is bordered to the north by Indigo Apartments and Regents Gate, to the east by residential properties along Newark Street and Upper Crown Street, to the south by Upper Crown Street and to the west by commercial buildings along the A327 Southampton Street.
- 2.2.4. The site is accessed from Upper Crown Street with a ramp provided to the car park and an adjacent ramp provided down to the rear of the warehouse. These vehicle accesses are both gated and are shown in Figure 3.

Figure 3 – Existing Access Arrangements



- 2.2.5. The existing car park, located on the roof of the warehouse, contains 74 spaces with all spaces marked and allocated. Of the 74 existing parking spaces, the following leading arrangements are in place:
- 16 spaces leased to Indigo Apartments; to the immediate north of the site;
 - 21 spaces leased to City Gate Business Centre; to the west of the site;
 - 7 spaces leased to no.87 Southampton Street (commercial uses); to the west of the site;
 - 4 spaces used by Secure Records, who occupy the warehouse on the site;
 - 26 spaces leased on an ad-hoc basis; precise leasing unknown.
- 2.2.6. Figure 4 and Figure 5 show the condition of the existing car park. It can be seen that the parking bays are allocated to the uses listed above.

Figure 4 – Existing Car Park (taken from Roof)



Figure 5 – Existing Car Park and Ramp



2.2.7. The roof deck car park also links to Indigo apartments to the north via a pedestrian bridge.

2.3. Planning History

- 2.3.1. The site itself has no recent, relevant planning history other than the aforementioned previous comparable application and Appeal.
- 2.3.2. Surrounding the site there are a number of applications which have been recently approved and which are relevant to this proposed development, including:

75-81 Southampton Street

- Residential development comprising 19 flats (application reference 211636), has been to planning committee and gained a resolution to grant.
- The development was proposed to be car-free, which was accepted by RBC highway officers.
- Provided with an off-street loading bay.

- The site is located within Zone 2, Primary Core Area, of the Revised Parking Standards and Reading Design SPD and the RBC highway comments recognise the site's accessible location and except the car free nature of the site "given the sites proximity to the town centre a car free development can be considered in this instance".
- It was agreed through the application that future occupants would not be issued with a resident or visitor parking permits, which was covered under condition.

Land at corner of Newark Street and Crown Street, Reading

- Residential development comprising 9 flats (application reference 180417), approved July 2018.
- The development was proposed to be car-free, which was accepted by RBC highway officers.
- The site is located within Zone 2, Primary Core Area, of the Revised Parking Standards and Reading Design SPD and the RBC highway comments recognise the site's accessible location, the 'largest proportion of public car parking spaces' and controlled parking zones in the vicinity of the site.
- It was agreed through the application that future occupants would not be issued with a resident or visitor parking permits, which was covered under condition.

13-21 Crown Street and 22 Silver Street, Reading

- Residential development comprising 80 flats (application reference 170794), approved October 2017 and now constructed;
- The site is located within Zone 2, Primary Core Area, of the Revised Parking Standards and Reading Design SPD;
- A total of 54 car parking spaces were proposed for the development. It is noted within the Transport Statement that pre-application discussions with RBC Highways Officers highlighted that it was appropriate to apply the Zone 1 car parking standards for the development as a minimum due to its location approximately 100m outside of Zone 1 and 'given the immediate area is surrounded by parking restrictions and considering the high level of public transport accessibility'. An additional one space per ten units was also required for visitors on top of the Zone 1 minimum standards.
- 44 cycle parking spaces were proposed, the minimum number required for the quantum of development.

- 2.3.3. Finally a prior approval application for 87 Southampton Street was submitted for change of use from Class E to C3 comprising of three flats (ref. 221943) and was refused on 14/02/2023.

2.4. Local Amenities

- 2.4.1. Being within just 1.0km of Reading Town Centre, the site is considered to be in a highly accessible location, which is reflected in recent highway comments in relation to other similar, approved planning applications in the site vicinity.
- 2.4.2. The wide range of services and amenities on offer surrounding the site include (but are not limited to) The Oracle Shopping Centre, restaurants, pubs, Vue Cinema, churches, recreation facilities, car parks, libraries and offices; all of which would be suitable to support residential use on the site. The Oracle is demonstrated in Figure 6, with a summary of nearby amenities and their associated walking / cycling distance included in Table 1.

Figure 6 – Oracle Shopping Centre

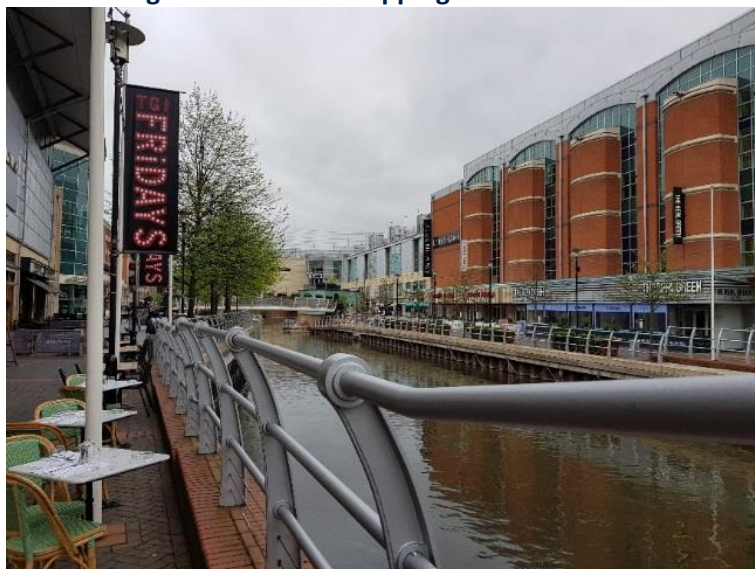


Table 1 – Summary of Walking and Cycling Distances to Local Amenities

Amenity	Distance (metres)	Walking Time (Minutes)	Cycling Time (minutes)
Retail and Leisure			
Tesco Express	190m	2	1
Reading Town Centre	1000m	13	4
Broad Street	1000m	13	4
Forbury Retail Park	1400m	18	5
Reading Link Retail Park	1300m	16	5
VUE Cinema	700m	9	3
South Street Arts Centre	550m	7	2
The Gym. Reading Town Centre	1000m	13	4
Schools and Universities			
Kendrick School	400m	5	2
University of Reading (London Road Campus)	550m	7	2
University of Reading (Whiteknights)	1700m	21	6
The Abbey School	650m	8	2
Reading College	1300m	16	5
Reading School	1300m	16	5
Healthcare			
Kendrick View Dental Practice	400m	5	2
Boots Pharmacy	950m	12	4
London Street Doctor's Surgery	400m	5	2
Royal Berkshire Hospital	1100m	14	4
Transport			
Reading Railway Station	1200m	15	5
Southampton Street Bus Stops	95m	1	0
London Street Bus Stops	290m	4	1
Car Club – Co-Wheels Cemetery Junction	1500m	19	6

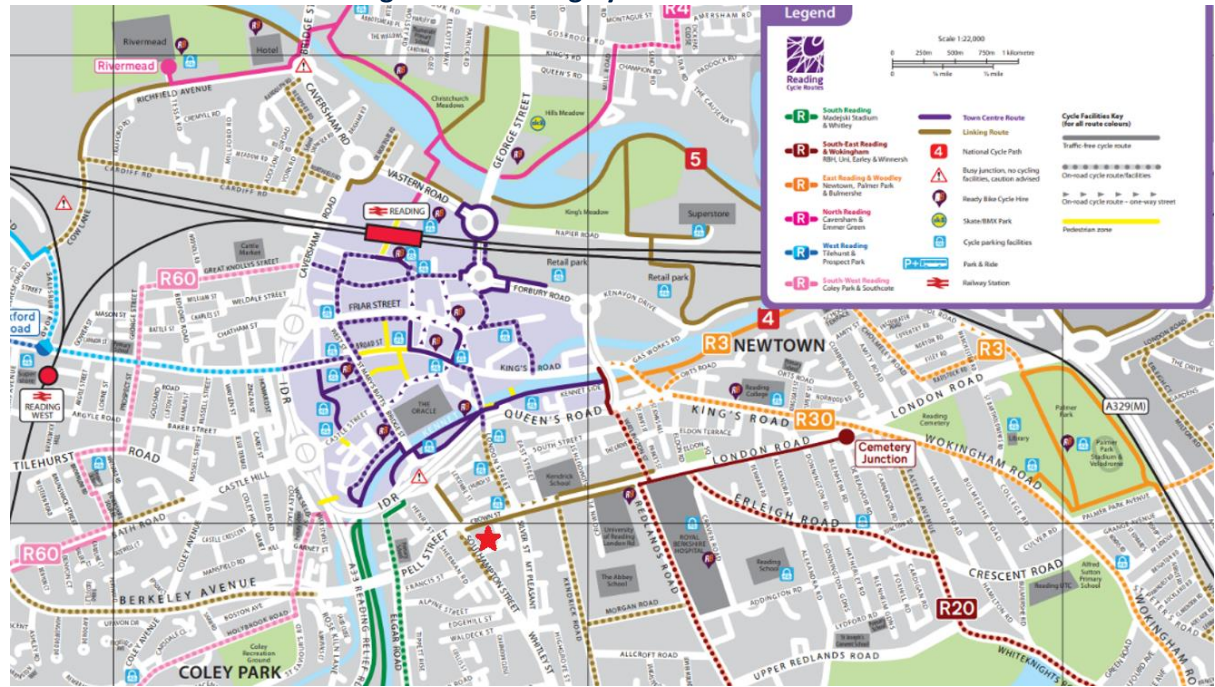
2.5. Walking

- 2.5.1. To enable an assessment of the viability of walking and cycling as a realistic mode for trips to and from the site it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.
- 2.5.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres.
- 2.5.3. Reading Town Centre is located within 1.0km of the site, with street lit footways provided along Upper Crown Street and the A327 Southampton Street. A formal signalised crossing facility is provided along Southampton Street at the Southampton Street / Crown Street / Pell Street junction to facilitate the safe movement of pedestrians across Crown Street and Southampton Street.
- 2.5.4. Minor junctions and crossing points in the local vicinity of the site are supported by dropped kerbs.
- 2.5.5. Footways along Southampton Street measure between 1.5m-4.0m in width and provide direct access to Reading Town Centre and The Oracle shopping centre via additional formal signalised pedestrian crossings at the Mill Lane / Southampton Street / A329 / Bridge Street roundabout.
- 2.5.6. The site is well connected by good quality pedestrian routes and facilities. Further to this, local bus stops, Reading Station, Reading Town Centre and a wide range of retail stores and other amenities can be reached within a reasonable walking distance which ensures that walking is a viable mode of transport to and from the site for future residents and can easily form part of a multi-modal trip.

2.6. Cycling

- 2.6.1. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 2.6.2. Being within the central area of Reading, the local road network is conducive to travel by cycle with various routes in the vicinity of the site. RBC have produced a town centre cycle routes map which is shown below in Figure 7. This shows that there are recommended routes on Southampton Street, Crown Street and London Road in the vicinity of the site.

Figure 7 – Reading Cycle Routes



Source: Reading Borough Council

- 2.6.3. National Cycle Route 4 is also located to the north of the site, providing an off-road route in the vicinity of the site along the River Kennet, into the town centre and beyond to the east towards Newtown. Cycle parking is available throughout the Reading Town Centre, with the nearest public cycle racks located outside Tesco Express on Crown Street, within 190m (a 2-minute walk) of the site.
- 2.6.4. The site benefits from good cycle connections to an array of built-up areas and amenities, ensuring that the opportunities for site residents to travel via bicycle will be maximised. The provision of cycle parking at the site will further help to encourage residents to travel by bicycle.

2.7. Bus Services

- 2.7.1. A southbound bus stop is located along Southampton Street approximately 95m southwest of the site. The bus stop is provided with street lighting, a bus flag and timetable information. This stop is served by the 5 Emerald, 6 Emerald, 6a Emerald and 91 routes with the frequencies of these services shown in Table 2 below. Furthermore stops on Pell Street, within 200m of the site, are served by the 11 Bronze bus route.

Table 2 – Local Bus Services

No.	Route	Weekday				Time		Weekend	
		Approx. Frequency (mins)						Frequency (mins)	
		AM Peak	Inter Peak	PM Peak	Eve.	First Bus	Last Bus	Sat	Sun
5 Emerald	Northumberland Avenue Terminus – Reading Station	10 mins	10 mins	10 mins	20-40 mins	04:41	03:41	10 mins	20 mins
6 /6a Emerald	Whitley Wood – Reading Station	10 mins	10 mins	10 mins	20 mins	05:14	04:10	10 mins	20 mins
11 Bronze	Central Reading – Coley Park	20 mins	20 mins	20 mins	Hourly	05:50	23:50	20 mins	30 mins
91	Reading Girls School – Kentwood Circle (School Service)	One service at 15:44				-	-	No Service	No Service

Source: Reading Buses

- 2.7.2. Additional bus services are available further north along Southampton Street, Silver Street and London Street that are all available within a 450m walk of the site. Together these stops are served by the 3, 9 Leopard, 19a, 19b and 19c Little Oranges, 21 Claret, 81 and 91 services.

2.8. Rail Services

- 2.8.1. Reading Railway Station is located 1.3 kilometres to the north of the site which is accessible via a 16-minute walk or an eight-minute cycle. Reading Railway Station is managed by Network Rail and served by Great Western Railway, CrossCountry and South Western Railway services. Being a transport hub, Reading Railway Station provides frequent services both locally and further afield, including to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, amongst many others. A total of 344 cycle parking spaces are provided at Reading Railway Station.
- 2.8.2. The level of accessibility to frequent bus and rail services to a wide range of locations ensures that travel to and from the site by bus and rail are viable options and could form part of a multi-modal journey from the site to wider afield.

2.9. Car Clubs

- 2.9.1. In the coming years, Reading faces challenges of population growth, congestion and the environment. Reading declared a Climate Emergency in 2019 and are committed to reducing congestion and vehicle trips. Part of the strategy is to increase the existing offer of car clubs in the town. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle these challenges. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.
- 2.9.2. The nearest existing car club, is Co-Wheels (www.co-wheels.org.uk) which has three dedicated car club vehicles within 2.0 kilometres of the site;
- Baptist Church, Cemetery Junction – 1,500 metres;
 - Sherfield Drive, St Patricks Hall – 1,800 metres; and
 - Dunsden Crescent, Whiteknights Campus – 2,000 metres.

2.10. Census Data

- 2.10.1. The site is located within the Reading 011 mid-level super output area (MSOA). Census 2011 and 2021 data has been analysed for the Reading 011 Output Area (Reading 020 for 2021) to establish the journey to work modal split for people that work and live within the MSOA. The results are shown below in Table 3.

Table 3 – Journey to Work Data

Mode	2011		2021
	Workplace Population	Resident Population	Resident Population (Exc. Work from Home)
Train	16.8%	20.6%	10.0%
Bus	17.7%	11.8%	11.6%
Taxi	0.2%	0.2%	0.7%
Motorcycle	0.7%	0.4%	0.6%
Car Driver	38.6%	29.2%	33.4%
Car Passenger	3.7%	3.1%	4.9%
Bicycle	3.9%	3.6%	4.6%
On foot	18.1%	31.0%	32.3%
Other	0.3%	0.1%	2.0%
Total	100%	100%	100%

- 2.10.2. Table 3 demonstrates that of the population that work within the MSOA in the 2011 Census in which the site lies, 56.5% travel to work by sustainable modes of transport with an additional 3.7% car sharing. Table 3 also shows that 67.0% of residents within the MSOA travel to work by sustainable modes of transport with an additional 3.1% car sharing. It is noted that the number of single occupancy car drivers is lower for residential users than for workplaces in this MSOA.
- 2.10.3. The data shows that the site is located in a highly sustainable location and shows that the vast majority of trips can be made to and from the site by sustainable modes of transport, reducing the need to own a car.
- 2.10.4. It is also important to recognise that the 2011 Census data is now over 10-years old and thus travel patterns are likely to have changed significantly since the last Census in 2011. For example, the significant rail station upgrades, which included five new platforms and additional capacity for at least four additional trains per hour in each direction, were completed in 2014. Electrification of the Great Western main line through Reading was completed in July 2018; and future Crossrail services will provide significant further improvement to service connectivity and frequency including into London. There are also various bus service improvements overtaken over the last 10 years, including higher quality and more frequent bus services between the centre of Reading and large employment areas on the outskirts of the town including Green Park and Thames Valley International Park for example. It is therefore considered that the Census 2011 Journey to Work data for the workplace and resident population under-estimates the proportion of current travel by sustainable modes.
- 2.10.5. The 2021 Census data for resident population (Workplace population data is not available yet) shows a similar level of walking (32.3%) and bus (11.6%). However it shows a marginally higher level for car driver, car passenger, cycling and other and a 10% reduction in Train usage. It is considered that this data is largely influenced by the Covid-19 pandemic and therefore is considered less representative.
- 2.10.6. Census data for the Reading 011 MSOA (2011) and Reading 020 MSOA (2021) in which the site is located has been compared against the proposed development accommodation type, which is “flats / apartments or maisonettes”.
- 2011 Data: This shows that, 49.5% of households in the MSOA do not own a car at all, with 43.7% owning one car and 6.8% owning two or more cars. Applying a ratio of 2.5 cars per household to the two or more cars per household category means that for the MSOA there is a parking ratio of 0.61 cars per household;
 - 2021 Data: This shows that, 56.8% of households in the MSOA do not own a car at all, with 37.9% owning one car and 5.3% owning two or more cars. Applying a ratio of 2.5 cars per household to

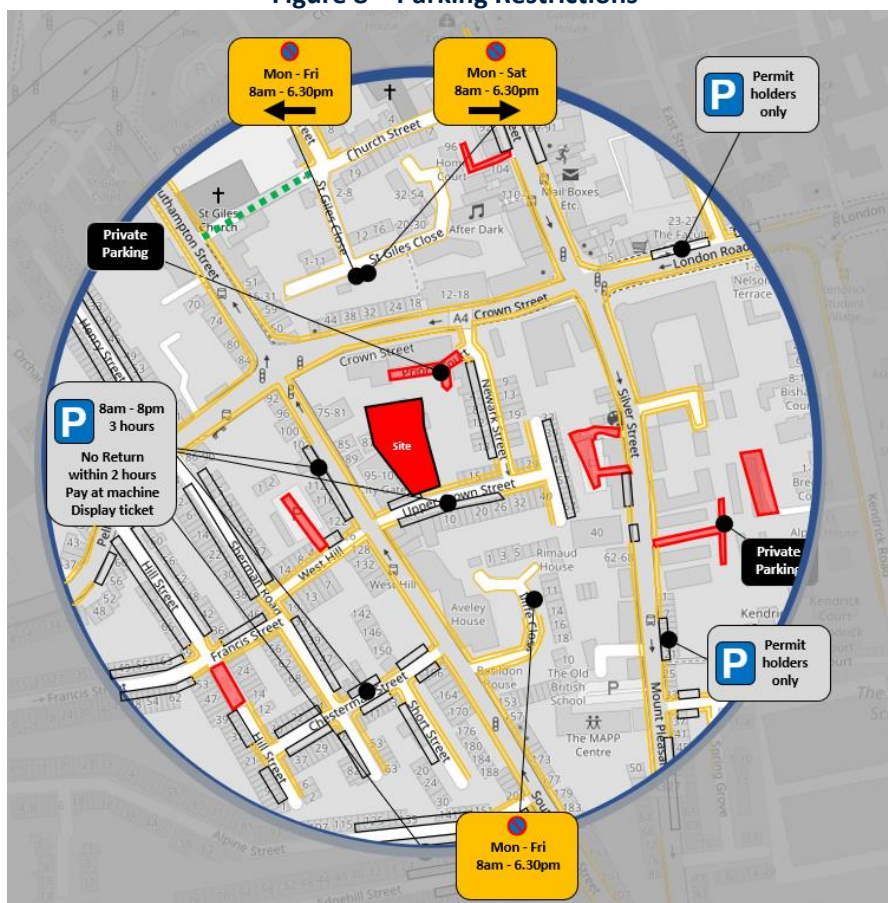
the two or more cars per household category means that for the MSOA there is a parking ratio of 0.51 cars per household;

- 2.10.7. It is evident that the journey to work modal shares and the car ownership data reflect the sustainable modes of transport on offer to potential residents and visitors at the site's location. It is evident that with the transport changes over the last 10 years in Reading, the need to own a car has reduced from 0.61 cars per flat to 0.51 cars per flat.

2.11. Parking Restrictions

- 2.11.1. The majority of roads in the vicinity of the site either have single or double yellow line parking restrictions in place or are restricted to resident permit holders only between 08:00-20:00. The Lambeth Parking Survey methodology, which is the most widely accepted industry methodology for parking, states that residents want to park within 200m of their property (2-3 minutes walk). The roads within 200m of the site are all covered by parking restrictions, as outlined in Figure 8, which ensure that any of the proposed residents at the site would not be able to park on-street.

Figure 8 – Parking Restrictions



- 2.11.2. Short term visitor parking for 2-3 hours is available in bays in the vicinity of the site.
- 2.11.3. A number of public car parking opportunities are available within and around Reading Town Centre. Table 4 outlines the main public car parks, their capacities and their distance from the site. It can be seen that there are ample parking opportunities within walking distance of the site in the nearby car parks.

Table 4 – Public Car Parks

Car Park	No. Spaces	Walking Distance from Site
Chatham Street	586	1.4km
Oracle Holybrook	595	600m
Oracle Riverside	1,611	450m
Reading Station	1,600	1.5km
TOTAL	4,392	-

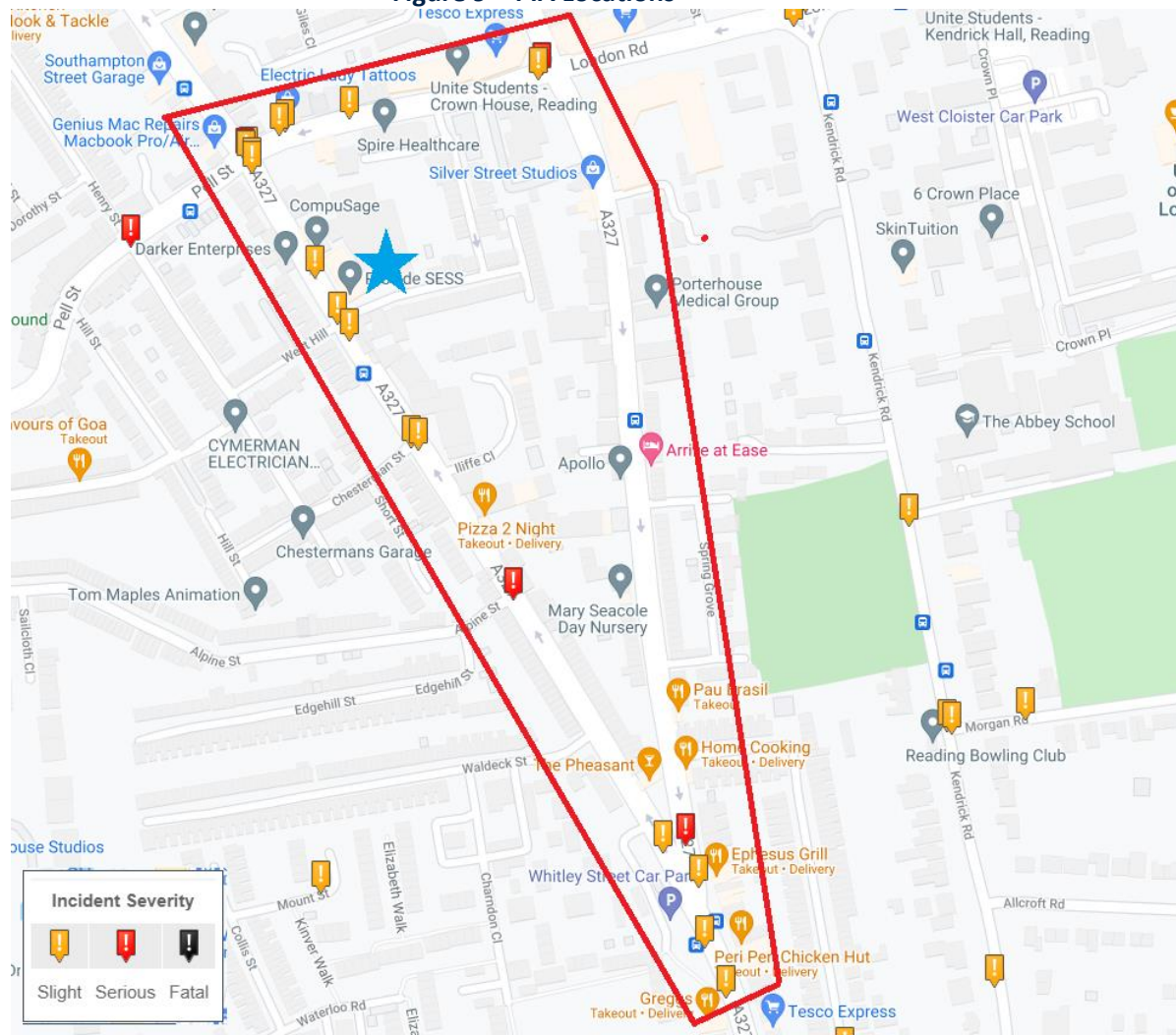
2.12. Local Highway Network

- 2.12.1. Upper Crown Street is a residential road that branches east from the A327 Southampton Street. The carriageway measures approximately 5m in width and footways with street lighting are provided on either side of the carriageway.
- 2.12.2. Newark Street connects Crown Street to Upper Crown Street in the form of a one-way single carriageway residential road restricting the flow of traffic in a southern direction only. It is likely that Newark Street will form part of a popular route used to access Upper Crown Street and the site from London Road due to the one-way restrictions to traffic on Southampton Street and the surrounding highway network.
- 2.12.3. The A4 London Road / Crown Street routes west to east and provides a key route through the centre of Reading. It provides connections with the A3290, the A329, the A327 and the M4. Locally it is restricted to one-way movements (westbound only) and provides three lanes. A contraflow bus lane is provided between London Street and Kendrick Road. Wide street lit footways are provided along its length. Locally it is subject to a 30mph speed restrict and has double yellow line parking restrictions in place.
- 2.12.4. The A327 Southampton Street north of the Silver Street junction provides a one-way (northbound only) route up to the A329. To the south it connects with the B3031 and Christchurch Road, which in turn provide connections south to Whitley, Whitley Wood and Earley.

2.13. Road Safety

- 2.13.1. A review of five years of injury accident data (2016-2020) has been undertaken using the Crashmap database. The study area includes Silver Street, Mount Pleasant, Southampton Street, Crown Street and Upper Crown Street. The results are provided in Figure 9.

Figure 9 – PIA Locations



Source: Crashmap

2.13.2. Figure 9 shows that a total of 21 personal injury accidents (PIAs) have occurred within the study area in the five-year period assessed. Of these, four incidents were classed as serious and 17 were classed as slight. No fatal incidents were recorded. A summary of the PIA data is below:

- It can be seen in Figure 9 that no personal injury accidents (PIAs) have occurred along Upper Crown Street where the site is located within the last five years. Similarly, no incidents have occurred Newark Street which, due to the one-way restrictions within the vicinity of the site is likely to be a common route used to access the site from London Road.
- Figure 9 demonstrates that a total of two incidents, both classed as slight, have taken place at the Upper Crown Street / Southampton Street junction over the past five years. These incidents took place in 2016 and 2018. The 2018 incident involved a car and a cyclist, and the 2016 incident involved two cars, one of which was being driven by a young driver.
- A cluster of five incidents is identified at the Crown Street / Southampton Street / Pell Street crossroads to the northwest of the site. Of these five incidents, one was classed as serious and the other four as slight. The serious incident occurred in December 2018 and involved a car and cyclist.
- A serious incident occurred at the London Road / Silver Street / Crown Street / London Street crossroads in January 2017 and involved a car and a pedestrian.

- Another serious incident was recorded at the Alpine Street / Southampton Street junction to the south of the site in June 2017 and involved a car and a cyclist. It is noted that a dedicated cycle lane has been marked along the carriageway of Southampton Street between 2019 and 2020.
- A serious incident took place along Mount Pleasant to the southeast of the site in June 2017. This incident involved a bus and pedestrian. A formal signalised pedestrian crossing is located along Mount Pleasant and wide footways are also provided along this length of carriageway.
- A total of five of the 21 incidents involved pedestrians and six involved cyclists. It is noted that all the incidents that involved cyclists occurred along Southampton Street in 2018 or earlier. As previously mentioned, a cycle lane was introduced along Southampton Street between 2019 and 2020. Since the introduction of this cycle lane, there have been no PIA incidents involving cyclists along Southampton Street.
- It is also noted that no PIA incidents occurred within the study area in 2020, with only two incidents occurring in the study area in 2019, both along Crown Street.

2.13.3. It is considered that there are no inherent road safety issues in the vicinity of the site, with no incidents occurring in 2020, very few in 2019, and the introduction of a cycle lane along Southampton Street significantly improving the safety of this road, especially for cyclists. It is anticipated that the development proposals are highly unlikely to exacerbate the level of injury accidents in the vicinity of the site.

2.14. Summary

- 2.14.1. This section has demonstrated that the site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre, located just 1.0m away. The closest bus stops to the site provide regular services to the town centre and further afield, including local schools and employment and Reading Railway Station is a transport hub with numerous, frequent services to a wide range of destinations.
- 2.14.2. An array of local amenities and facilities including employment, healthcare and educational facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.

3. Proposed Development

3.1. Proposed Development

- 3.1.1. The revised development proposal have sought to address the Appeal dismissal reason. The development proposals include three buildings with a courtyard. Building 1 will be located along the southern border of the site, fronting onto Upper Crown Street and will provide a three-storey row of townhouses. Building 2 will lie in the centre of the site and provide a four-storey building housing a mixture of 1, 2, and 3-bedroom flats. Building 3 will be located towards the northwest corner of the site and will also provide a four-storey building housing 1, 2, and 3-bedroom flats.
- 3.1.2. As development will comprise:
- 22 x one-bedroom flats;
 - 16 x two-bedroom flats;
 - 4 x three-bedroom flats;
 - 4 x three-bedroom townhouses.
- 3.1.3. 30% of all units will be provided as affordable housing (14 units), with the remaining 70% (32 units) being private dwellings. The affordable units will all be provided in Building 3 and will comprise 9 x one-bedroom flats and 5 x two-bedroom flats.
- 3.1.4. All dwellings will meet the M4(2) standards for accessibility and adaptability and 5% of dwellings will meet the M4(3) standards for wheelchair users.
- 3.1.5. The proposed site layout has been attached as **Appendix A** with the basement parking layout attached as **Appendix B**. An aerial view of the scheme, taken from the accompanying Design & Access Statement, is demonstrated in Figure 10.

Figure 10 – Aerial View of Development Proposals



3.2. Access Arrangements

- 3.2.1. As demonstrated in Figure 10 and **Appendix A**, pedestrian and cycle access will be provided from Upper Crown Street to the southwest corner of the site, with the townhouses in Building 1 being accessed directly from Upper Crown Street. The access will lead to an internal courtyard from which access will be provided to each building.

- 3.2.2. The pedestrian access measures 4.2m wide, widening to in internal courtyard area. The pedestrian route to buildings three and four measures approximately 2.8m in width. The pedestrian access to the townhouses along Upper Crown Street continues in line with the existing footway and narrows to 1.8m along the frontage of the townhouses.
- 3.2.3. Vehicle access to the basement level car park, will be provided via a ramp in the southeast of the site from Upper Crown Street in the same location as the existing access to the rear of the warehouse currently lies.
- 3.2.4. The vehicle access will measure approximately 9.4m in width, with the ramp measuring 5.0m in width, allowing the two-way movement of a car and an HGV in line with Manual for Streets.
- 3.2.5. A turning head is provided in the northeast corner of the site to assist with delivery vehicles, refuse vehicles and emergency vehicles turning. As such vehicles will be able to enter and exit the site in forward gear.

3.3. Car and Cycle Parking Provision

- 3.3.1. The proposed car park will be provided in the basement via the aforementioned ramp. The car park, comprising 86 spaces, will re-provide existing car parking (68 spaces), whilst also providing some provision for the proposed site use (16 spaces) and providing two spaces for the substation servicing.
- 3.3.2. It has previously been established that, of the 74 existing car parking spaces, 70 are leased either to companies or to residents who are external to the site. It is proposed that 68 spaces continue to be leased as required, with 16 spaces provided for residents and the two spaces provided for the substation servicing.
- 3.3.3. RBC set out their car and cycle parking standards within their Local Development Framework's Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within Zone 2 'Primary Core Area'.
- 3.3.4. It is noted that the site lies within 400m of Zone 1 and an application for the Thomas Homes residential scheme for 80 residential flats (ref: 170794) and the more recent Land at corner of Newark Street and Crown Street residential application (REF: 180417), both immediately adjacent to this site, were approved by RBC using the Zone 1 standards despite also being located within Zone 2.
- 3.3.5. Table 5 summarises these standards for C3 residential dwellings within Zone 1 and Zone 2 and calculates the number of car and cycle spaces required for the proposed development.

Table 5 – RBC Car Parking Standards

Zone	Use	Car Parking Standard	Visitor Parking Requirement	Disabled Parking Requirements
Zone 2	C3 Dwelling Flat 1-2 bed C3 Dwelling Flat 3+ Bed C3 Dwelling 3+ Bed	1 per dwelling 1.5 per dwelling 2 per house	1 space per 10 dwellings (Flats only)	3 disabled spaces or 5% of total capacity, whichever is greater
Zone 1	C3 Dwelling Flat 1-2 bed C3 Dwelling Flat 3+ Bed C3 Dwelling 3+ Bed	0.5 per dwelling 1 per dwelling 1 per house	0	3 disabled spaces or 5% of total capacity, whichever is greater

- 3.3.6. Based on the Zone 2 parking standards outlined in Table 5, a total of 54 car parking spaces would be required for the development proposals, including 4 visitor spaces and 3 disabled spaces. Applying the Zone 1 parking standards to the proposed development, a total of 27 spaces, including the provision of three disabled and no visitor spaces would be required.

- 3.3.7. Reading Borough Council's Revised Parking Standards and Design SPD notes that the C3 residential parking standards are 'required standards' and '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'.
- 3.3.8. This provision of 16 car parking spaces for the residential development equates to a parking ratio of 0.35 spaces per dwelling.
- 3.3.9. Due to the location of the site within close proximity to Reading Town Centre and the provision of a wide range of amenities, leisure facilities, employment opportunities and access to a range of public transport links all within walking and cycling distance of the site, it is anticipated that this deviation from the Zone 1 parking standards is appropriate as this reflects the sustainable location of the site.
- 3.3.10. A total of 12 spaces (26%) will be provided with active or passive electric vehicle charging infrastructure.
- 3.3.11. Notably as part of the previous planning application, which proposed 21 residential bays, RBC confirmed they were happy with the provision stating;
- "Given the locality of the development and its close proximity to town and transport networks a lower parking provision can be considered and therefore the proposed 21 spaces for the proposed 44 dwellings can be considered in this instance as the surrounding road network has extensive parking restrictions in place preventing unauthorised on-street parking".
- 3.3.12. As noted previously, 68 of the car parking bays will be allocated to the surrounding uses that currently lease parking bays on the site given that these spaces are currently provided on a 999 year lease. For the residential bays, it is anticipated that these bays will be leased by the residents, with priority given to residents with disabilities and the larger family units.
- 3.3.13. The proposed car parking layout is attached as **Appendix B** and swept path analysis of the car park has been undertaken and is attached as **Appendix C**.
- 3.3.14. As mentioned previously, the local highway network bordering the site and surrounding areas are marked with single or double yellow lines or are restricted to resident permit holders only between 08:00-20:00. All roads within 200m of the site are covered by parking restrictions which ensure that future residents of the proposed development would not be able to park on-street.
- 3.3.15. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.
- 3.3.16. RBC require 0.5 cycle parking spaces per one- and two-bedroom flat, one cycle parking space per three-bed flat and two cycle parking spaces per three-bedroom house. Based on these standards, a minimum of 31 cycle parking spaces are required for the proposed development.
- 3.3.17. In line with RBC's guidance, a secure, covered cycle store will be provided within the courtyard area at ground-floor level, external to the buildings and will provide a combined total of 36 cycle parking spaces in the form of 18 Josta Two-Tier Stackers.
- 3.3.18. An additional three Sheffield Stands, providing space for six bicycles will be provided adjacent to the residents' cycle store within the main communal space for use by visitors to the site, as demonstrated on the site layout included as **Appendix A**.

3.4. Refuse Storage

- 3.4.1. Discussions with RBC's Waste Team reveal that the following refuse storage requirements are needed based on fortnightly (alternate weeks) collection of general waste and recycling and weekly food waste collection;
- 1 x 1100 litre bin per 10 flats for general waste;
 - 1 x 1100 litre bin per 5 flats for recycling; and
 - 1 x 240 litre bin per 10 flats for food waste.
- 3.4.2. In accordance with the above the site would need to provide storage for 10 x 1000 litre bins for recycling, 5 x 1100 litre bins for general waste and 5 x 240 litre bins for food waste. As such a central store has been provided at basement level with sufficient capacity to accommodate the above quantum's.
- 3.4.3. In line with RBC's guidance, the bin store measures 3.8m x 14.1m internally. Two accesses are provided to the bin store, both measuring 1.5m wide one providing access to the collection point and other providing access for residents.
- 3.4.4. In accordance with RBC's guidance, residents must not be required to carry their refuse more than 30m between the door to the building and the refuse store. Refuse operatives must not be required to wheel a bin larger than 240L more than 10m from the refuse store to the refuse vehicle.

3.5. Deliveries and Servicing

- 3.5.1. Deliveries to the residential units will primarily consist of the following:
- Refuse vehicles;
 - Post, parcel and mail deliveries and collections;
 - Ad-hoc grocery deliveries / other courier services;
 - Occasional Maintenance vehicles; and
 - Removals vehicles.
- 3.5.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring residential sites along Upper Crown Street and surrounding areas.
- 3.5.3. There is likely to be the occasional removals vehicle when residents move into / out of properties. This will be most notable when the development is first occupied, subsequent to which, these movements will be infrequent.
- 3.5.4. It is proposed that majority of delivery and servicing operations will take place either from the site frontage onto Upper Crown Street, as per the current servicing for the existing site, on by utilising the turning head at basement level.
- 3.5.5. Refuse collection will occur at basement level and swept path analysis of RBC's refuse vehicle has been undertaken and shows that the refuse vehicle can enter the site in forward gear, turn in the turning head service the refuse storage area and then leave the site again in forward gear. The swept path analysis is attached as **Appendix D**. The turning head has also been tracked for a fire tender as shown in **Appendix E**.
- 3.5.6. The estimated delivery and servicing trips are outlined in Table 6.

Table 6 – Servicing Trip Generation

Delivery	Vehicle	Time of Day	Approx. Frequency
Post	Post Van	09:00-17:00	Daily
Parcel / Couriers	Transit Van	07:00-22:00	1-3 per day
Groceries	Transit Van	07:00-22:00	1-3 per day
Refuse Collection	2015 Dennis Eagle Elite 6 (6x2RS) with Olympus OL16N Body	07:00-17:00	Fortnightly
Recycling Collection	2015 Dennis Eagle Elite 6 (6x2RS) with Olympus OL16N Body	07:00-17:00	Fortnightly
Food Waste Collection	2015 Dennis Eagle Elite 6 (6x2RS) with Olympus OL16N Body	07:00-17:00	Weekly
Maintenance Vehicles	Transit Van / Box Van	09:00-17:00	Infrequent
Removals Vehicles	Pantechnicon	09:00-17:00	Infrequent

- 3.5.7. Based on this, it is anticipated that the proposed development is likely to generate 7-12 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours. Overall, it is considered that the proposed development will generate less delivery and servicing movements than the former commercial site and the size of the servicing vehicles is likely to be smaller.

4. Trip Generation and Development Impact

- 4.1.1. To demonstrate that the proposed development will have no detrimental impact on the existing local road network, the TRICS database has been interrogated to determine the likely trip generation of the proposed residential development. For consistency the same trip rates as proposed for the sites previous application have been used.
- 4.1.2. As outlined within Section 3, the development proposals include the relocation of the existing car parking bays for the surrounding residential and commercial uses to basement level with the car parking for the proposed residential use. The proposed basement-level car park will have six fewer bays allocated to the surrounding buildings.
- 4.1.3. It is likely that the removal of six leased bays from the existing car park would result in a slight reduction in trips associated with the car park. However, in order to provide a robust and worst-case assessment for the purposes of trip generation analysis, it is being assumed that the trip generation of the car park for the surrounding uses will remain the same as the current situation. Therefore, as the car park is remaining mostly unchanged, the existing and proposed car parking spaces utilised by surrounding buildings are not being included within the trip generation assessment.

4.2. Existing Site Trip Generation

- 4.2.1. The existing site comprises approximately 1,855sqm GFA warehousing. The TRICS database has been interrogated for sites with similar characteristics to the proposed site. The following parameters were used:
- Employment – Warehousing (Commercial);
 - Vehicle Sites in England, excluding London;
 - Surveys undertaken Monday – Friday only;
 - 0-3500sqm GFA;
 - Sites located in 'Edge of Town Centre' and 'Suburban Area' locations only;
 - Surveys from 01/01/2000 – 15/10/2020.
- 4.2.2. A total of three sites were selected in the calculation with the TRICS outputs attached as **Appendix F**. The total vehicle trip rates and respective estimated vehicle trips for the proposed development are outlined in Table 7.

Table 7 – Existing Vehicle Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Vehicle Trip Rate	0.928	0.24	1.168	0.12	0.809	0.929	3.716	3.526	7.242
Vehicle Trips (1,855sqm)	17	4	21	2	15	17	69	65	134

- 4.2.3. Table 7 shows that the existing warehousing use at the site could generate between 17-21 two way vehicle trips during the AM peak hour and up to 134 two way vehicle trips per day.

4.3. Proposed Trip Generation

- 4.3.1. The proposed development will provide a total of 46 residential units (14 affordable and 32 privately owned, including four townhouses). The TRICS database has been interrogated for sites with similar characteristics to the proposed site. The following parameters were used:
- Residential – Flats Privately Owned and Affordable/Local Authority Flats;

- Vehicle Sites in England, excluding London;
- Surveys undertaken Monday – Friday only;
- 0-100 dwellings;
- Sites located in ‘Edge of Town Centre’ and ‘Suburban Area’ locations only;
- Surveys from 01/01/2011 – 01/01/2021.

- 4.3.2. A total of six affordable sites and nine private dwelling sites were selected in the calculation with the TRICS outputs attached as **Appendix G**. The vehicle trip rates and respective estimated vehicle trips for the proposed development are outlined in Table 8.

Table 8 – Proposed Residential Vehicle Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Trip Rates									
Affordable Flats	0.1	0.141	0.241	0.124	0.141	0.265	1.289	1.315	2.604
Private Flats	0.041	0.187	0.228	0.16	0.084	0.244	1.165	1.195	2.36
Vehicle Trip Generation									
Affordable Flats	1	2	3	2	2	4	18	18	36
Private Flats	1	6	7	5	3	8	37	38	75
TOTAL	2	8	10	7	5	12	55	56	111

- 4.3.3. It is evident that the proposed residential use at the site is likely to generate a comparable number of vehicle trips to the existing warehousing use. However in order to undertake a robust assessment all trips are assumed to be new trips with no account of the net trip generation.
- 4.3.4. The vehicle trips have been used to calculate the trips that will be generated for each mode of transport using the Reading 011 2011 Census resident population modal split data outlined in Table 3. The 2011 census is considered to be more reflective of the modal split than the 2021 data, due to the COVID pandemic, which is considered to have artificially reduced the train modal share. The resultant multi-modal trip generation for the proposed development is outlined in Table 9.

Table 9 – Proposed Residential Multi-modal Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Train	1	6	7	5	4	9	39	40	79
Bus	1	3	4	3	2	5	22	23	45
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	0	1
Car Driver	2	8	10	7	5	12	55	56	111
Car Passenger	0	1	1	1	0	1	6	6	12
Bicycle	1	1	2	1	1	2	7	7	14
On foot	2	8	10	7	5	12	58	60	118
Other	0	0	0	0	0	0	0	0	0
TOTAL	7	27	34	24	17	41	188	192	380

- 4.3.5. **Table 9** demonstrates that the proposed residential development is likely to generate 34 two-way people trips in the AM peak hour, 41 two-way people trips in the PM peak hour and 380 two-way people trips per day. The residential development proposals are likely to generate 10 two-way vehicle trips during the AM peak hour, 12 two-way vehicle trips during the PM peak hour and 111 two-way vehicle trips per day.

4.4. Development Impact

Vehicle Impact

- 4.4.1. The proposed development would generate a total of 10-12 two-way vehicle trips during the AM and PM peaks. The existing warehouse is anticipated to generate a total of 17-21 two-way vehicle movements during the AM and PM peak hours.
- 4.4.2. This demonstrates that the development proposals are anticipated to reduce the number of peak hour vehicle trips compared to the existing usage. Additionally, the proposed development is anticipated to generate 111 two-way vehicle trips per day compared to the existing warehouse that is estimated to generate approximately 134 two-way vehicle movements per day.
- 4.4.3. Nonetheless the addition to 10-12 two way vehicle trips during the peak hours is considered to be well within the day to day variation of traffic on the surrounding highway network.
- 4.4.4. The proposed access ensures that safe and suitable access for the quantum of development can be afforded.
- 4.4.5. The site is well located within close proximity to Reading Town Centre and its associated facilities and is located in close proximity to the bus stops which provide regular connections to Reading, Whitley, Whitley Wood, Spencer's Wood, Hartley Wintney and Fleet. The provision of 21 car parking spaces for the residential units is considered to be in accordance with Reading's parking standards and policy objectives which seek to promote sustainable modes of transport over the use of the private car.
- 4.4.6. Deliveries to the residential site are anticipated to be minimal and will be undertaken along Upper Crown Street. It is therefore considered that the proposed development would not have a severe or detrimental impact on the surrounding road and transport networks.
- 4.4.7. At the request of RBC a Car Parking Management Plan has been produced for the site, which looks at how the car parking arrangements can be managed both during construction and once the site is operational. This is attached at **Appendix H**.

Bus Impact

- 4.4.8. The proposed development is anticipated to generate approximately four two-way bus trips in the AM peak hour (08:00-09:00) and five two-way bus trips in the PM peak hour (17:00-18:00). Due to the frequent nature of bus services from the stops in the vicinity of the site, these trips will not have a significant impact on the capacity of the services.

Rail Impact

- 4.4.9. The development proposals are anticipated to generate approximately seven two-way train trips in the AM peak hour and nine two-way train trips in the and PM peak hour. Reading Station is served by regular services to London, Oxford, Bristol and Gatwick Airport. Due to the frequent train services the proposed development will not result in a significant impact on the capacity of the rail network.

Walking and Cycling Impact

- 4.4.10. **Section 2** of this Transport Statement describes the provision of walking and cycling facilities within the close proximity of the site and the site's sustainable and accessible location. Table 9 demonstrates the proposed development is anticipated to generate 14 daily cyclist trips and 118 pedestrian trips.
- 4.4.11. It is considered that the number of pedestrian and cyclist trips generated by the proposed development would have a negligible impact on the operation of the pedestrian and cycle routes in the vicinity of the

site. Furthermore, the provision of high quality sheltered and secure cycle parking at the site will allow cyclists from the site to safely store their bicycles.

4.5. Summary

- 4.5.1. The development proposals are not considered to result in a negligible impact upon the local highway network, pedestrian and cycle infrastructure or public transport networks. Furthermore, the proposals are likely to result in a slight net reduction in vehicle trips which is considered to be of benefit to the surrounding highway network. It is therefore concluded that the development would not result in a severe residual impact in accordance with the NPPF.

5. Conclusion

- 5.1.1. Evoke has been commissioned by Irongate Property (Reading) Ltd to produce a Transport Statement to support a planning application for the proposed redevelopment of 9 Upper Crown Street, Reading RG1 2SS to provide a residential development comprising of 46 units.
- 5.1.2. This site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre, located just 1.0km away. The closest bus stops to the site provide regular services to the town centre and further afield, including local schools and employment and Reading Railway Station is a transport hub with numerous, frequent services to a wide range of destinations.
- 5.1.3. An array of local amenities and facilities including employment, healthcare and educational facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.
- 5.1.4. The proposed car parking levels are lower than the Zone 2 requirements, in which the site lies. However, given the proximity of the site to Reading Town Centre and a range of services, amenities and public transport stops and stations, it is anticipated that the provision of spaces below the requirements for Zone 1 and Zone 2 would be acceptable and is deemed appropriate for the development proposals due the location of the site. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.
- 5.1.5. Cycle parking will be provided at level in excess of the RBC standards, reflective of the highly accessible location of the site with excellent cycle connections, also providing short-stay cycle parking for visitors to the site.
- 5.1.6. The development proposals are anticipated to reduce the number of peak hour and daily vehicle trips compared to the existing usage and it is anticipated that the number of vehicle movements associated with the leased car parking bays will remain the same due to no change to the existing arrangements. This provided a worst-case assessment for the trip generation analysis.
- 5.1.7. It is therefore considered that the site is a suitable and sustainable location for the proposed development and the development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure and would not have a detrimental impact on highway safety. The development would not result in a severe residual impact in accordance with the NPPF.

Appendix A – Proposed Site Layout

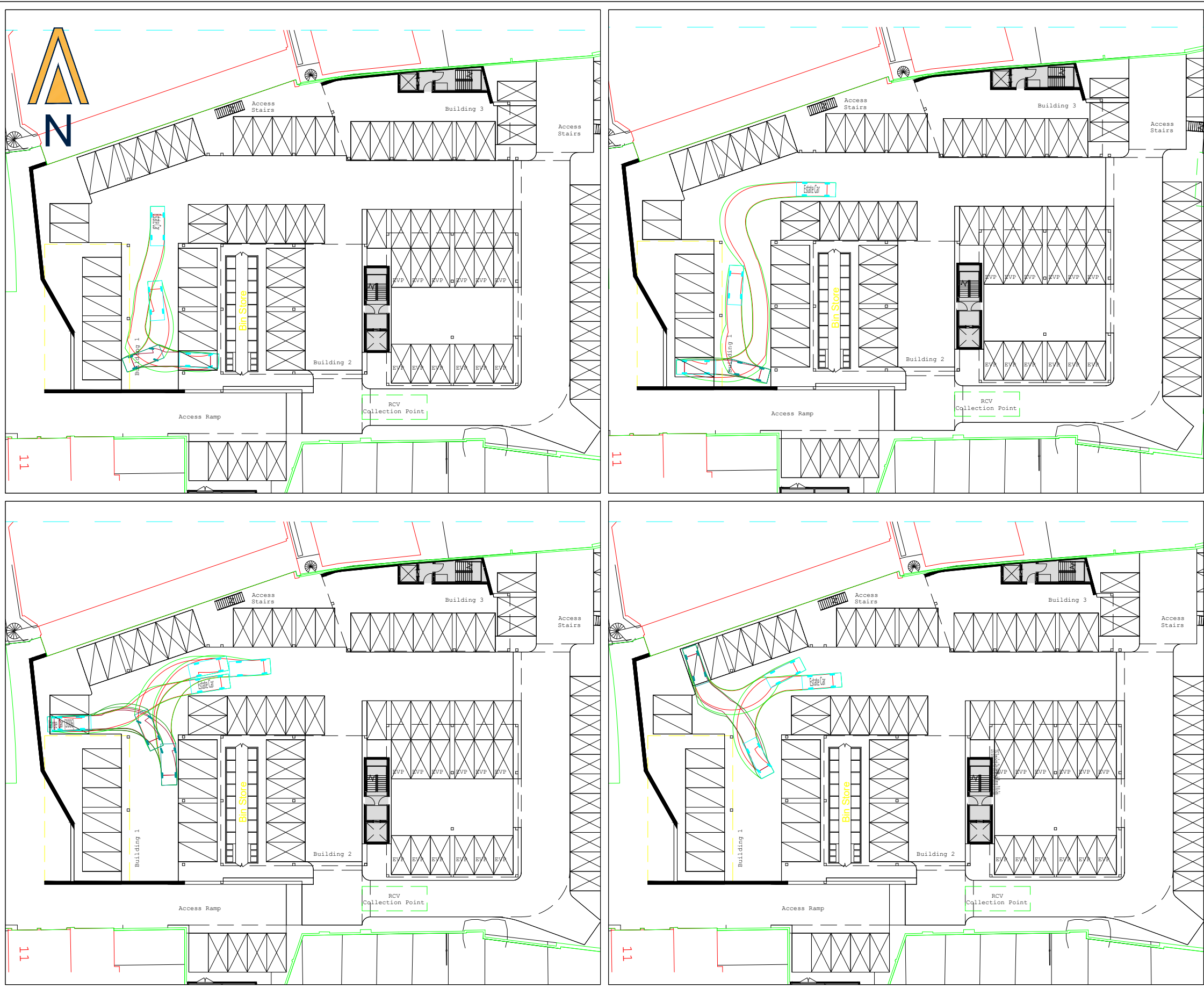


				
Project: 9 Upper Crown Street Reading, RG1 2SS				
Drawing: SitePlan				
Collaborating with: Edward Richardson				
Date: Jun '23	Status: Planning			
Job: 222	Drawing: P008	Revision: 3	Drawn By: MC	Checked By: EM
Colony Architects Ltd. The Wine Store, Brewery Court, Theale, Reading, RG7 5AJ +44 (0)118 380 0328 hello@colonyarchitects.com colonyarchitects.com				

Appendix B – Basement Level Car Parking Layout



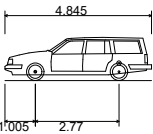
Appendix C – Proposed Car Park Swept Path Analysis



NOTES

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VEHICLE PROFILE



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

4.845m
1.750m
1.424m
0.189m
1.655m
4.00s
4.950m

-	FIRST ISSUE	OH	DF	06.06.23
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Project Name
**9 UPPER CROWN STREET,
READING**

Drawing Title
**SWEPT PATH ANALYSIS -
ESTATE CAR**

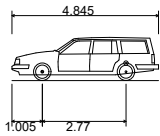
Client
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VEHICLE PROFILE



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

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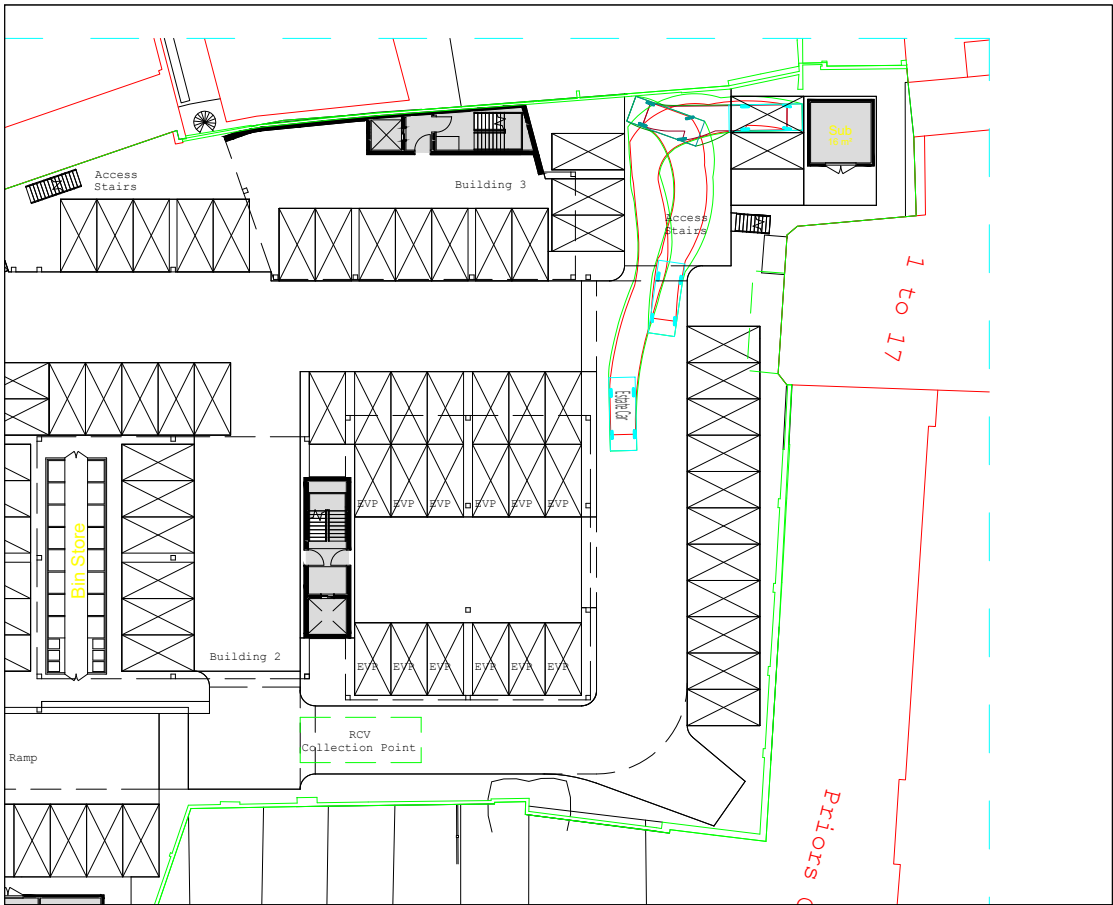
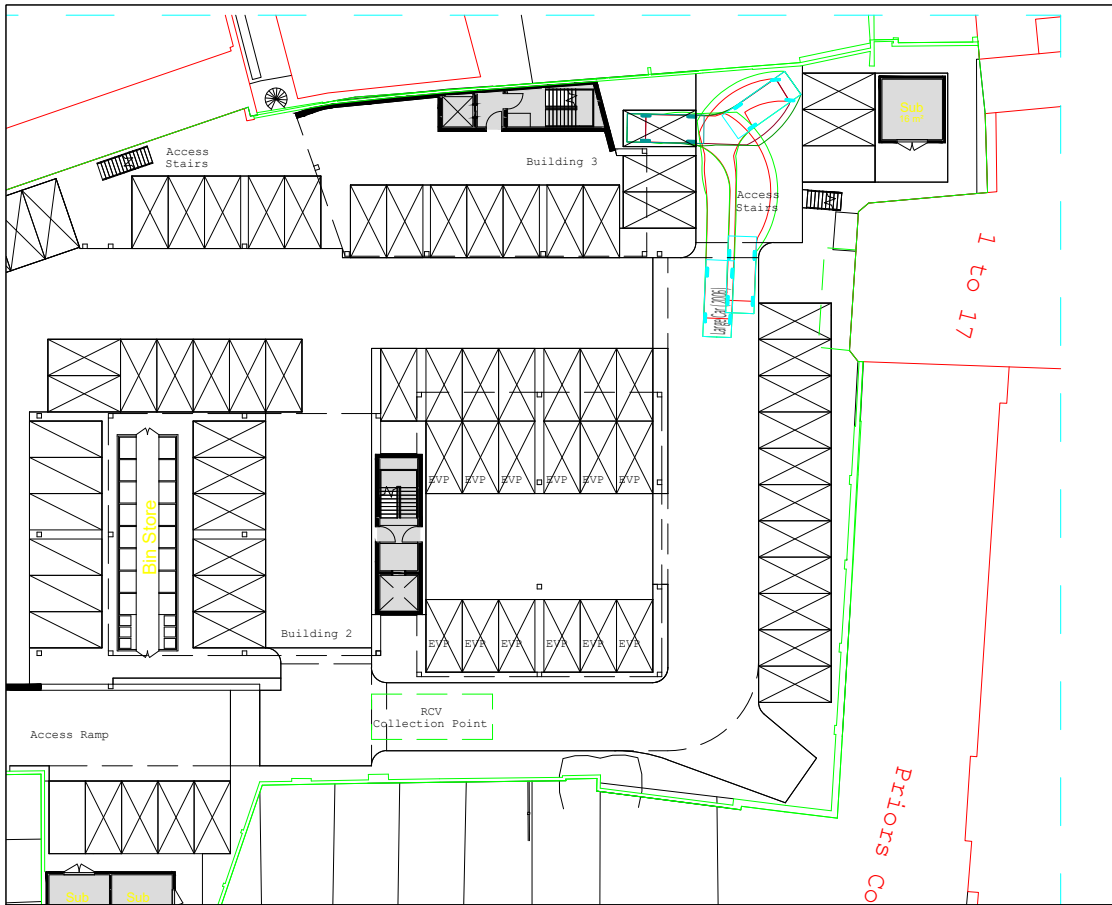
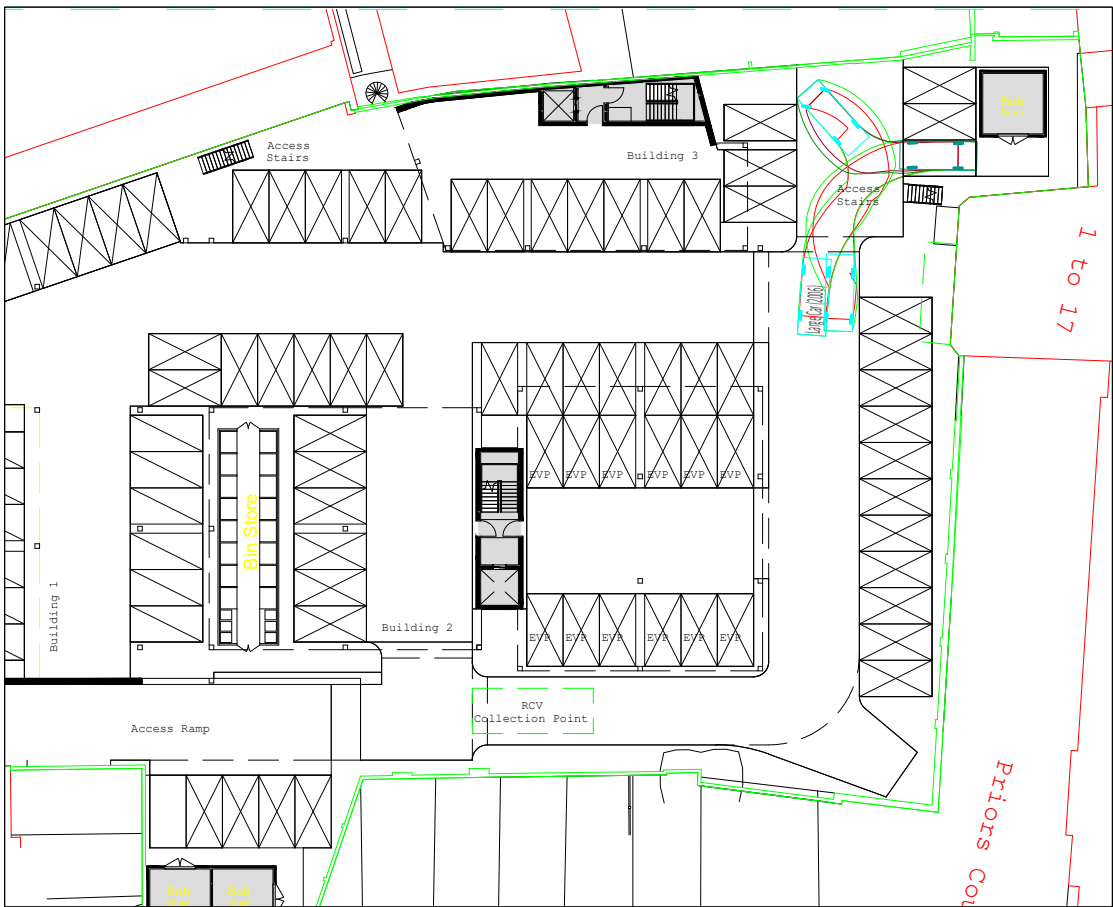
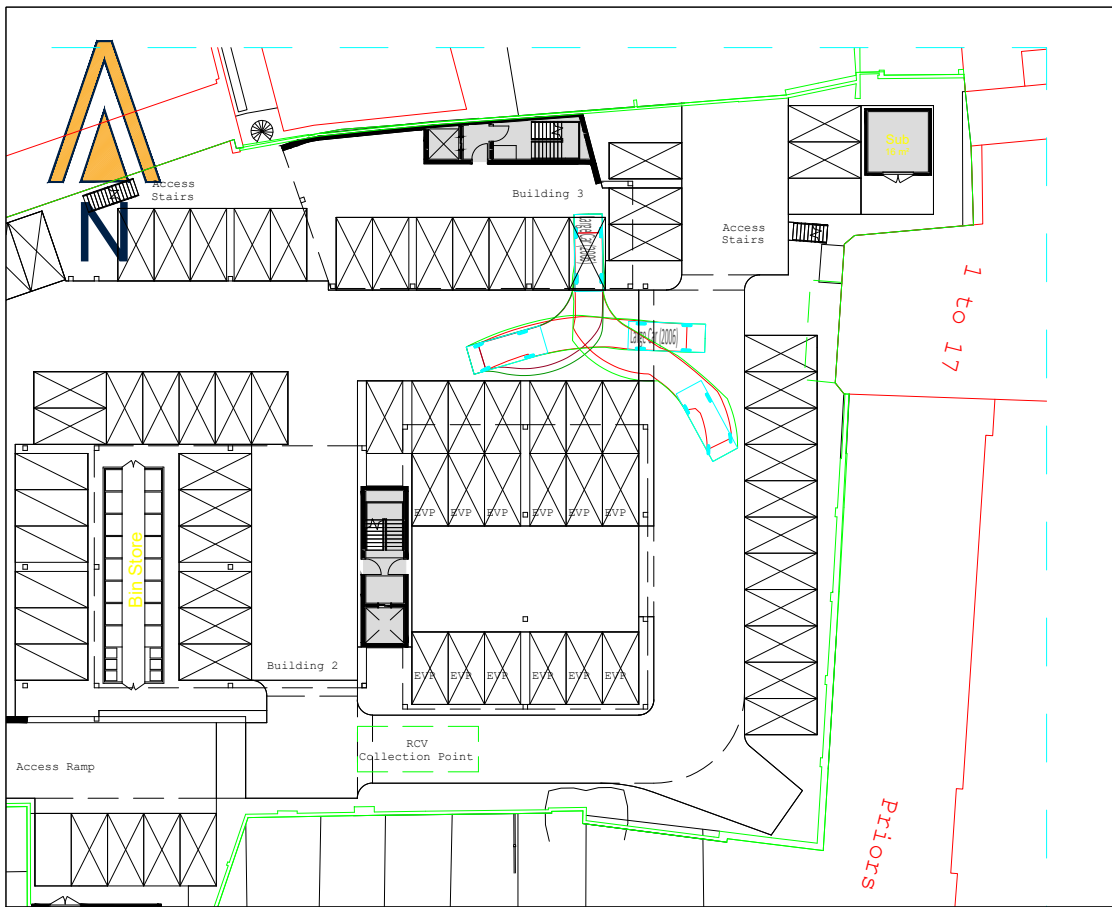
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Project Name
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Drawing Title
**SWEPT PATH ANALYSIS -
ESTATE CAR**

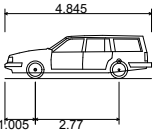
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VEHICLE PROFILE



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

-	FIRST ISSUE	OH	DF	06.06.23
Rev	Amendment	Drn	App	Date

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Drawn by	OH	Approved by	DF	Date	06.06.23
Scale	1:500 @ A3	Job No	R-23-0041		
Drawing No	R-23-0041/SP01 (SHEET 3 OF 3)	Rev	-		



Evoke Transport Consultants Limited
R+ Building
2 Blagrove Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

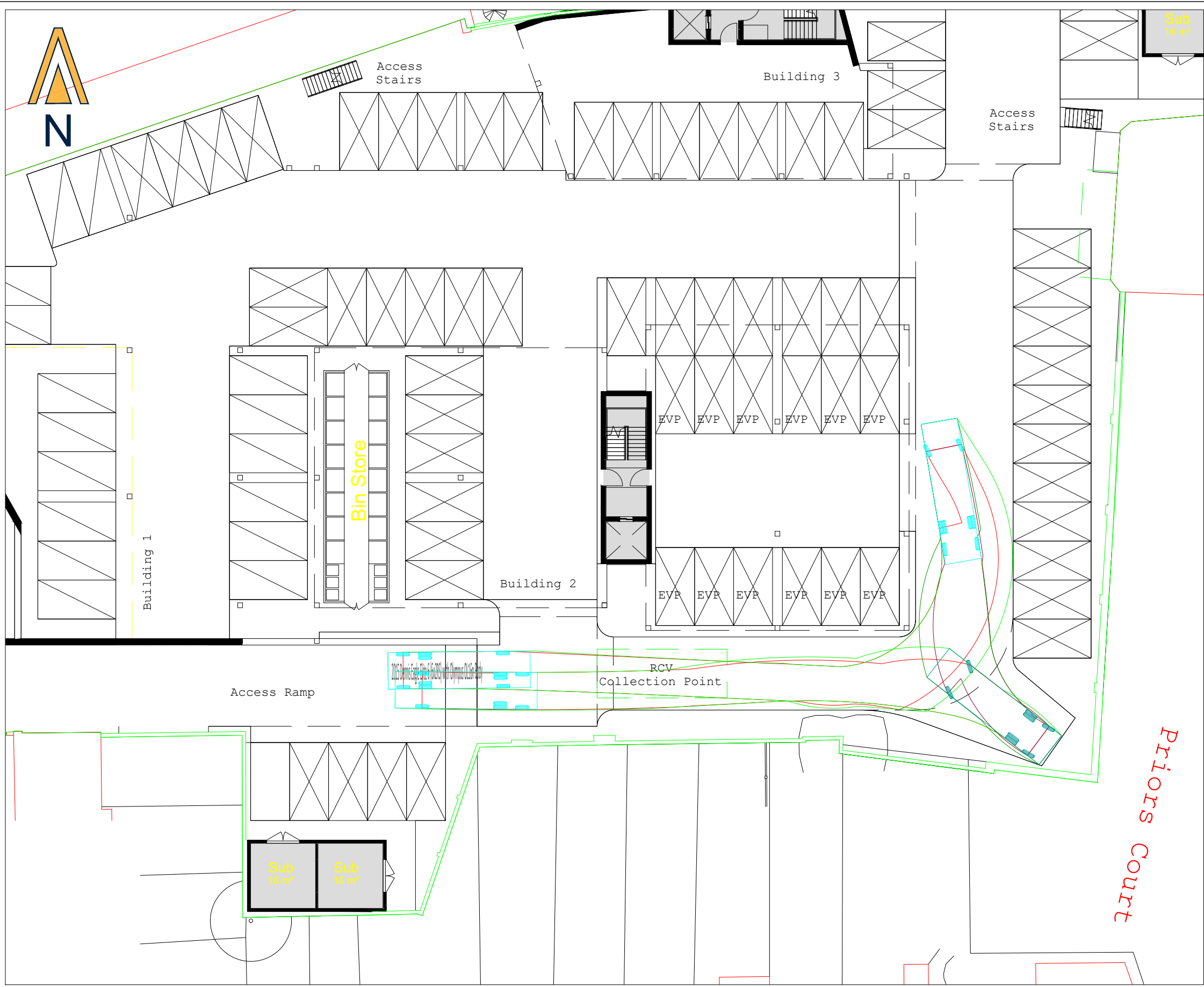
Project Name
**9 UPPER CROWN STREET,
READING**

Drawing Title
**SWEPT PATH ANALYSIS -
ESTATE CAR**

Client
**IRONGATE PROPERTY
(READING) LIMITED**

Appendix D – Refuse Vehicle Swept Path Analysis

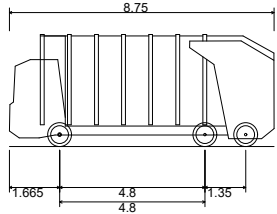
C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2023\IR-23-0041 Upper Crown Street, Reading\50 Drawings\51 AutoCAD\IR-23-0041-SP02.dwg



NOTES

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VEHICLE PROFILE



2015 Dennis Eagle Elite 6 (6x2RS) with Olympus OL16n Body
Overall Length 8.750m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

-	FIRST ISSUE	OH	DF	06.06.23
Rev	Amendment	Drn	App	Date

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Drawing No R-23-0041/SP02	Rev -	



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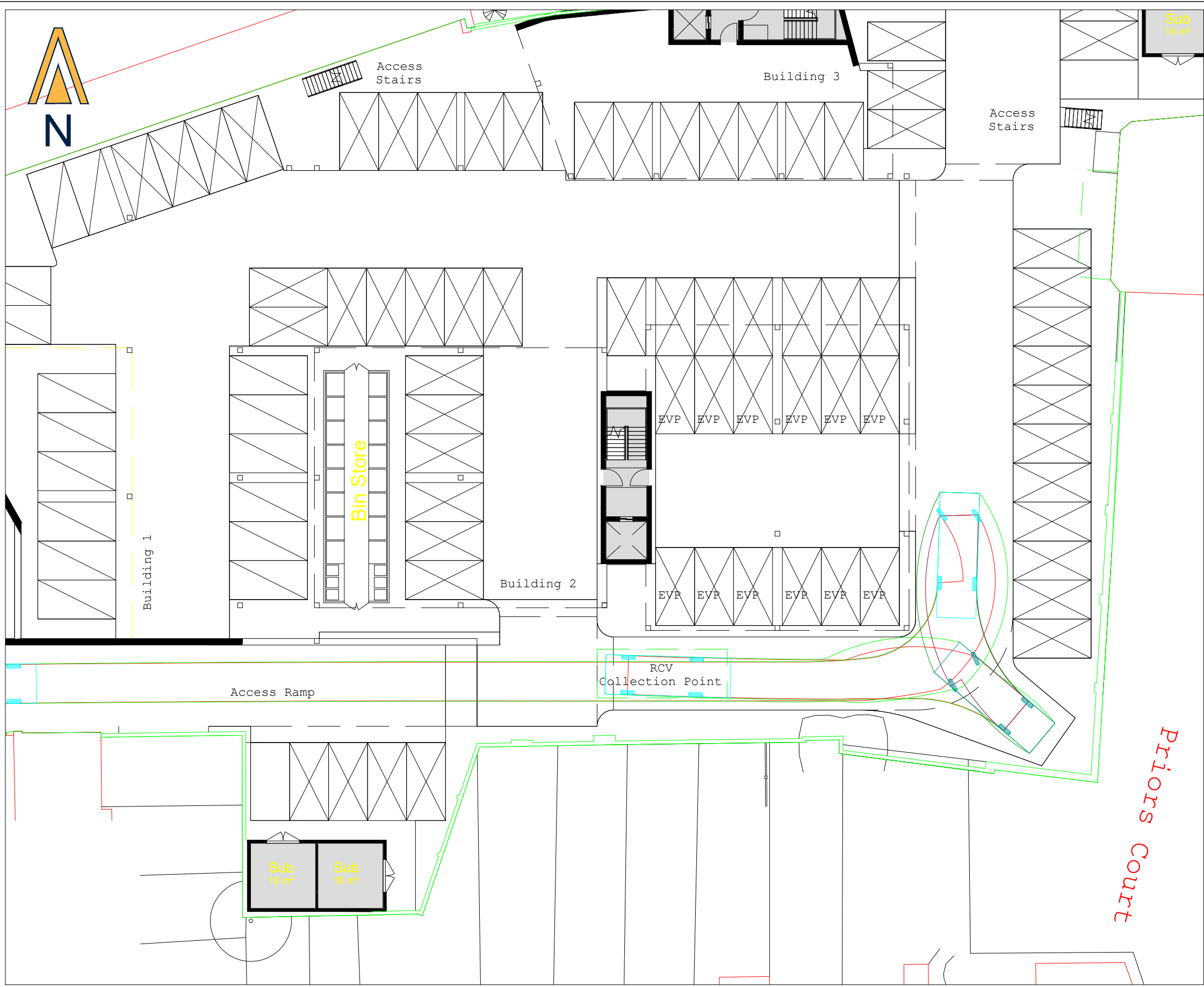
Project Name
**9 UPPER CROWN STREET,
READING**

Drawing Title
**SWEPT PATH ANALYSIS -
REFUSE VEHICLE**

Client
**IRONGATE PROPERTY
(READING) LIMITED**

Appendix E – Fire Tender Swept Path Analysis

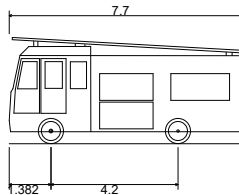
C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2023\R-23-0041 Upper Crown Street, Reading\50 Drawings\51 AutoCAD\R-23-0041-SP03.dwg



NOTES

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VEHICLE PROFILE



Dennis Sabre Fire Tender (LWB)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

-	FIRST ISSUE	OH	DF	06.06.23
Rev	Amendment	Drn	App	Date

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Drawing No R-23-0041/SP03	Rev -	



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Project Name
**9 UPPER CROWN STREET,
READING**

Drawing Title
**SWEPT PATH ANALYSIS -
FIRE TENDER**

Client
**IRONGATE PROPERTY
(READING) LIMITED**

Appendix F – Existing Development TRICS Output

Calculation Reference: AUDIT-708731-210616-0637

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 634 to 1507 (units: sqm)
 Range Selected by User: 0 to 3500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 15/10/20

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
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:

Edge of Town Centre	1
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:

Industrial Zone	1
Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B8	3 days
----	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

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

Population within 5 miles:

25,001 to 50,000

1 days

125,001 to 250,000

1 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

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

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 | LC-02-F-02 | WAREHOUSING | LANCASHIRE |
| | CHORLEY ROAD | | |
| | PRESTON | | |
| | WALTON-LE-DALE | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Gross floor area: | 1200 sqm | |
| | Survey date: FRIDAY | 22/06/07 | Survey Type: MANUAL |
| 2 | TV-02-F-03 | ELECTRICAL COMPONENTS | TEES VALLEY |
| | UNIT 8,NAVIGATOR COURT | | |
| | STOCKTON-ON-TEES | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 634 sqm | |
| | Survey date: TUESDAY | 28/06/11 | Survey Type: MANUAL |
| 3 | WY-02-F-01 | ELECTRONICS DISTRIBUTION | WEST YORKSHIRE |
| | MORTIMER STREET | | |
| | CLECKHEATON | | |
| | Edge of Town Centre | | |
| | Built-Up Zone | | |
| | Total Gross floor area: | 1507 sqm | |
| | Survey date: MONDAY | 19/09/16 | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-02	COVID
DV-02-F-01	High Trip Gen

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1865 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	3	1114	0.120	2.233	3	1114	0.060	1.116	3	1114	0.180	3.349
07:30 - 08:00	3	1114	0.210	3.908	3	1114	0.060	1.116	3	1114	0.270	5.024
08:00 - 08:30	3	1114	0.569	10.606	3	1114	0.060	1.116	3	1114	0.629	11.722
08:30 - 09:00	3	1114	0.359	6.699	3	1114	0.180	3.349	3	1114	0.539	10.048
09:00 - 09:30	3	1114	0.150	2.791	3	1114	0.090	1.675	3	1114	0.240	4.466
09:30 - 10:00	3	1114	0.090	1.675	3	1114	0.090	1.675	3	1114	0.180	3.350
10:00 - 10:30	3	1114	0.299	5.582	3	1114	0.120	2.233	3	1114	0.419	7.815
10:30 - 11:00	3	1114	0.150	2.791	3	1114	0.269	5.024	3	1114	0.419	7.815
11:00 - 11:30	3	1114	0.120	2.233	3	1114	0.090	1.675	3	1114	0.210	3.908
11:30 - 12:00	3	1114	0.180	3.349	3	1114	0.210	3.908	3	1114	0.390	7.257
12:00 - 12:30	3	1114	0.150	2.791	3	1114	0.269	5.024	3	1114	0.419	7.815
12:30 - 13:00	3	1114	0.180	3.349	3	1114	0.120	2.233	3	1114	0.300	5.582
13:00 - 13:30	3	1114	0.150	2.791	3	1114	0.090	1.675	3	1114	0.240	4.466
13:30 - 14:00	3	1114	0.120	2.233	3	1114	0.030	0.558	3	1114	0.150	2.791
14:00 - 14:30	3	1114	0.090	1.675	3	1114	0.180	3.349	3	1114	0.270	5.024
14:30 - 15:00	3	1114	0.120	2.233	3	1114	0.090	1.675	3	1114	0.210	3.908
15:00 - 15:30	3	1114	0.090	1.675	3	1114	0.150	2.791	3	1114	0.240	4.466
15:30 - 16:00	3	1114	0.090	1.675	3	1114	0.060	1.116	3	1114	0.150	2.791
16:00 - 16:30	3	1114	0.269	5.024	3	1114	0.210	3.908	3	1114	0.479	8.932
16:30 - 17:00	3	1114	0.090	1.675	3	1114	0.180	3.349	3	1114	0.270	5.024
17:00 - 17:30	3	1114	0.090	1.675	3	1114	0.629	11.723	3	1114	0.719	13.398
17:30 - 18:00	3	1114	0.030	0.558	3	1114	0.180	3.349	3	1114	0.210	3.907
18:00 - 18:30	2	917	0.000	0.000	2	917	0.109	2.034	2	917	0.109	2.034
18:30 - 19:00	2	917	0.000	0.000	2	917	0.000	0.000	2	917	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			3.716	69.221			3.526	65.671			7.242	134.892

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:	634 - 1507 (units: sqm)
Survey date date range:	01/01/00 - 15/10/20
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:	2

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

Appendix G – Proposed Development TRICS Output

Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY F
Selected Trip Rate Calculation Parameter Range	0-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	15-66 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 01/01/21
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	
Days of the week selected	Monday	1
	Tuesday	2
	Wednesday	1
	Thursday	2
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	5
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	1
	20,001 to 25,000	1
	25,001 to 50,000	3
	50,001 to 100,000	1
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	1
	250,001 to 500,000	3
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-708731-210618-0609

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 15 to 66 (units:)
 Range Selected by User: 0 to 100 (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: 01/01/11 to 01/01/21

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 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 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-D-01	BLOCK OF FLATS		CESHIRE
	HEATH LANE			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	24/05/12	Survey Type: MANUAL	
2	ES-03-D-06	FLATS & HOUSES		EAST SUSSEX
	WELLINGTON ROAD			
	BRIGHTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL	
3	HC-03-D-06	BLOCKS OF FLATS		HAMPSHIRE
	HANNAY RISE			
	SOUTHAMPTON			
	THORNHILL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	66		
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL	
4	LN-03-D-02	FLATS		LINCOLNSHIRE
	ADDISON DRIVE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: WEDNESDAY	01/07/15	Survey Type: MANUAL	
5	NT-03-D-02	BLOCK OF FLATS		NOTTINGHAMSHIRE
	WATCOMBE ROAD			
	NOTTINGHAM			
	CARRINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	23/06/15	Survey Type: MANUAL	
6	WY-03-D-04	BLOCK OF FLATS		WEST YORKSHIRE
	BELLE VUE ROAD			
	LEEDS			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL	

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.053	6	28	0.076	6	28	0.129
08:00 - 09:00	6	28	0.100	6	28	0.141	6	28	0.241
09:00 - 10:00	6	28	0.100	6	28	0.141	6	28	0.241
10:00 - 11:00	6	28	0.118	6	28	0.147	6	28	0.265
11:00 - 12:00	6	28	0.088	6	28	0.088	6	28	0.176
12:00 - 13:00	6	28	0.082	6	28	0.082	6	28	0.164
13:00 - 14:00	6	28	0.112	6	28	0.094	6	28	0.206
14:00 - 15:00	6	28	0.124	6	28	0.153	6	28	0.277
15:00 - 16:00	6	28	0.147	6	28	0.129	6	28	0.276
16:00 - 17:00	6	28	0.176	6	28	0.082	6	28	0.258
17:00 - 18:00	6	28	0.124	6	28	0.141	6	28	0.265
18:00 - 19:00	6	28	0.065	6	28	0.041	6	28	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.289			1.315			2.604

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: 15 - 66 (units:)
 Survey date range: 01/01/11 - 01/01/21
 Number of weekdays (Monday-Friday): 6
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TAXIS

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	28	0.006	6	28	0.006	6	28	0.012
08:00 - 09:00	6	28	0.006	6	28	0.006	6	28	0.012
09:00 - 10:00	6	28	0.000	6	28	0.000	6	28	0.000
10:00 - 11:00	6	28	0.006	6	28	0.006	6	28	0.012
11:00 - 12:00	6	28	0.000	6	28	0.000	6	28	0.000
12:00 - 13:00	6	28	0.006	6	28	0.006	6	28	0.012
13:00 - 14:00	6	28	0.012	6	28	0.012	6	28	0.024
14:00 - 15:00	6	28	0.006	6	28	0.006	6	28	0.012
15:00 - 16:00	6	28	0.006	6	28	0.006	6	28	0.012
16:00 - 17:00	6	28	0.000	6	28	0.000	6	28	0.000
17:00 - 18:00	6	28	0.000	6	28	0.000	6	28	0.000
18:00 - 19:00	6	28	0.000	6	28	0.000	6	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVS

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	28	0.000	6	28	0.000	6	28	0.000
08:00 - 09:00	6	28	0.012	6	28	0.000	6	28	0.012
09:00 - 10:00	6	28	0.000	6	28	0.012	6	28	0.012
10:00 - 11:00	6	28	0.000	6	28	0.000	6	28	0.000
11:00 - 12:00	6	28	0.006	6	28	0.006	6	28	0.012
12:00 - 13:00	6	28	0.000	6	28	0.000	6	28	0.000
13:00 - 14:00	6	28	0.000	6	28	0.000	6	28	0.000
14:00 - 15:00	6	28	0.000	6	28	0.000	6	28	0.000
15:00 - 16:00	6	28	0.000	6	28	0.000	6	28	0.000
16:00 - 17:00	6	28	0.000	6	28	0.000	6	28	0.000
17:00 - 18:00	6	28	0.000	6	28	0.000	6	28	0.000
18:00 - 19:00	6	28	0.000	6	28	0.000	6	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

CYCLISTS

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	28	0.000	6	28	0.006	6	28	0.006
08:00 - 09:00	6	28	0.006	6	28	0.029	6	28	0.035
09:00 - 10:00	6	28	0.000	6	28	0.006	6	28	0.006
10:00 - 11:00	6	28	0.012	6	28	0.000	6	28	0.012
11:00 - 12:00	6	28	0.012	6	28	0.006	6	28	0.018
12:00 - 13:00	6	28	0.000	6	28	0.000	6	28	0.000
13:00 - 14:00	6	28	0.000	6	28	0.006	6	28	0.006
14:00 - 15:00	6	28	0.000	6	28	0.000	6	28	0.000
15:00 - 16:00	6	28	0.018	6	28	0.000	6	28	0.018
16:00 - 17:00	6	28	0.012	6	28	0.018	6	28	0.030
17:00 - 18:00	6	28	0.024	6	28	0.000	6	28	0.024
18:00 - 19:00	6	28	0.006	6	28	0.012	6	28	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.083			0.173

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.

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Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	0-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-94 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 01/01/21
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	
Days of the week selected	Monday	1
	Tuesday	4
	Thursday	3
	Friday	1
Main Location Types selected	Edge of Town Centre	9
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	7
Population <5 Mile ranges selected	50,001 to 75,000	3
	125,001 to 250,000	3
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	6
PTAL Rating	No PTAL Present	9

Calculation Reference: AUDIT-708731-210618-0650

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 94 (units:)
 Range Selected by User: 0 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	9
---------------------	---

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
Built-Up Zone	4

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

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	7 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	3 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	3 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	2 days
No	7 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	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
2	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	Survey date: MONDAY		10/07/17	Survey Type: MANUAL
3	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
4	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		94	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
5	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
6	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
7	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
8	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
9	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:		55	
	Survey date: FRIDAY		11/11/16	Survey Type: MANUAL

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

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	9	62	0.046	9	62	0.130	9	62	0.176
08:00 - 09:00	9	62	0.041	9	62	0.187	9	62	0.228
09:00 - 10:00	9	62	0.064	9	62	0.091	9	62	0.155
10:00 - 11:00	9	62	0.082	9	62	0.100	9	62	0.182
11:00 - 12:00	9	62	0.082	9	62	0.084	9	62	0.166
12:00 - 13:00	9	62	0.134	9	62	0.111	9	62	0.245
13:00 - 14:00	9	62	0.100	9	62	0.105	9	62	0.205
14:00 - 15:00	9	62	0.080	9	62	0.086	9	62	0.166
15:00 - 16:00	9	62	0.080	9	62	0.062	9	62	0.142
16:00 - 17:00	9	62	0.125	9	62	0.068	9	62	0.193
17:00 - 18:00	9	62	0.160	9	62	0.084	9	62	0.244
18:00 - 19:00	9	62	0.171	9	62	0.087	9	62	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.165			1.195			2.360

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 94 (units:)
Survey date range:	01/01/13 - 01/01/21
Number of weekdays (Monday-Friday):	9
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.

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

TAXIS

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	9	62	0.002	9	62	0.002	9	62	0.004
08:00 - 09:00	9	62	0.000	9	62	0.000	9	62	0.000
09:00 - 10:00	9	62	0.002	9	62	0.002	9	62	0.004
10:00 - 11:00	9	62	0.002	9	62	0.002	9	62	0.004
11:00 - 12:00	9	62	0.007	9	62	0.007	9	62	0.014
12:00 - 13:00	9	62	0.009	9	62	0.009	9	62	0.018
13:00 - 14:00	9	62	0.002	9	62	0.002	9	62	0.004
14:00 - 15:00	9	62	0.000	9	62	0.000	9	62	0.000
15:00 - 16:00	9	62	0.000	9	62	0.000	9	62	0.000
16:00 - 17:00	9	62	0.009	9	62	0.009	9	62	0.018
17:00 - 18:00	9	62	0.002	9	62	0.002	9	62	0.004
18:00 - 19:00	9	62	0.005	9	62	0.004	9	62	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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.

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

OGVS

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	9	62	0.005	9	62	0.005	9	62	0.010
08:00 - 09:00	9	62	0.000	9	62	0.000	9	62	0.000
09:00 - 10:00	9	62	0.002	9	62	0.002	9	62	0.004
10:00 - 11:00	9	62	0.000	9	62	0.000	9	62	0.000
11:00 - 12:00	9	62	0.000	9	62	0.000	9	62	0.000
12:00 - 13:00	9	62	0.002	9	62	0.002	9	62	0.004
13:00 - 14:00	9	62	0.002	9	62	0.002	9	62	0.004
14:00 - 15:00	9	62	0.000	9	62	0.000	9	62	0.000
15:00 - 16:00	9	62	0.000	9	62	0.000	9	62	0.000
16:00 - 17:00	9	62	0.000	9	62	0.000	9	62	0.000
17:00 - 18:00	9	62	0.000	9	62	0.000	9	62	0.000
18:00 - 19:00	9	62	0.000	9	62	0.000	9	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.

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

CYCLISTS

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	9	62	0.002	9	62	0.009	9	62	0.011
08:00 - 09:00	9	62	0.004	9	62	0.004	9	62	0.008
09:00 - 10:00	9	62	0.002	9	62	0.000	9	62	0.002
10:00 - 11:00	9	62	0.002	9	62	0.007	9	62	0.009
11:00 - 12:00	9	62	0.007	9	62	0.002	9	62	0.009
12:00 - 13:00	9	62	0.002	9	62	0.005	9	62	0.007
13:00 - 14:00	9	62	0.002	9	62	0.000	9	62	0.002
14:00 - 15:00	9	62	0.002	9	62	0.002	9	62	0.004
15:00 - 16:00	9	62	0.004	9	62	0.002	9	62	0.006
16:00 - 17:00	9	62	0.000	9	62	0.002	9	62	0.002
17:00 - 18:00	9	62	0.011	9	62	0.004	9	62	0.015
18:00 - 19:00	9	62	0.005	9	62	0.000	9	62	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.037			0.080

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.

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

CARS

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	9	62	0.025	9	62	0.112	9	62	0.137
08:00 - 09:00	9	62	0.021	9	62	0.160	9	62	0.181
09:00 - 10:00	9	62	0.036	9	62	0.057	9	62	0.093
10:00 - 11:00	9	62	0.046	9	62	0.046	9	62	0.092
11:00 - 12:00	9	62	0.039	9	62	0.043	9	62	0.082
12:00 - 13:00	9	62	0.070	9	62	0.057	9	62	0.127
13:00 - 14:00	9	62	0.048	9	62	0.053	9	62	0.101
14:00 - 15:00	9	62	0.041	9	62	0.045	9	62	0.086
15:00 - 16:00	9	62	0.055	9	62	0.032	9	62	0.087
16:00 - 17:00	9	62	0.080	9	62	0.029	9	62	0.109
17:00 - 18:00	9	62	0.132	9	62	0.066	9	62	0.198
18:00 - 19:00	9	62	0.146	9	62	0.075	9	62	0.221
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.739			0.775			1.514

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.

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

LGVS

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	9	62	0.005	9	62	0.007	9	62	0.012
08:00 - 09:00	9	62	0.009	9	62	0.011	9	62	0.020
09:00 - 10:00	9	62	0.007	9	62	0.005	9	62	0.012
10:00 - 11:00	9	62	0.009	9	62	0.016	9	62	0.025
11:00 - 12:00	9	62	0.014	9	62	0.014	9	62	0.028
12:00 - 13:00	9	62	0.025	9	62	0.018	9	62	0.043
13:00 - 14:00	9	62	0.009	9	62	0.012	9	62	0.021
14:00 - 15:00	9	62	0.012	9	62	0.012	9	62	0.024
15:00 - 16:00	9	62	0.009	9	62	0.011	9	62	0.020
16:00 - 17:00	9	62	0.009	9	62	0.012	9	62	0.021
17:00 - 18:00	9	62	0.009	9	62	0.004	9	62	0.013
18:00 - 19:00	9	62	0.004	9	62	0.004	9	62	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.126			0.247

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.

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

MOTOR CYCLES

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	9	62	0.002	9	62	0.000	9	62	0.002
08:00 - 09:00	9	62	0.000	9	62	0.000	9	62	0.000
09:00 - 10:00	9	62	0.000	9	62	0.000	9	62	0.000
10:00 - 11:00	9	62	0.000	9	62	0.000	9	62	0.000
11:00 - 12:00	9	62	0.000	9	62	0.000	9	62	0.000
12:00 - 13:00	9	62	0.002	9	62	0.000	9	62	0.002
13:00 - 14:00	9	62	0.002	9	62	0.004	9	62	0.006
14:00 - 15:00	9	62	0.000	9	62	0.000	9	62	0.000
15:00 - 16:00	9	62	0.000	9	62	0.000	9	62	0.000
16:00 - 17:00	9	62	0.000	9	62	0.000	9	62	0.000
17:00 - 18:00	9	62	0.002	9	62	0.000	9	62	0.002
18:00 - 19:00	9	62	0.002	9	62	0.002	9	62	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.006			0.016

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.

Appendix H – Car Parking Management Plan



9 UPPER CROWN STREET, READING

CAR PARK MANAGEMENT PLAN

08 June 2023



9 UPPER CROWN STREET, READING

CAR PARK MANAGEMENT PLAN

PROJECT DETAILS

Project Name:	9 Upper Crown Street, Reading
Client:	Irongate Property (Reading) Ltd
Document Type:	Car Park Management Plan
Document Reference:	R-23-0041-02A
Date:	08 June 2023

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APPROVAL

Number:	Name:	Position:	Date:	Modifications:
02	Author:	David Fletcher	Associate Director	06/06/2023
	Checked:	David Fletcher	Associate Director	06/06/2023
	Approved:	David Fletcher	Associate Director	06/06/2023
02A	Author:	David Fletcher	Associate Director	08/06/2023
	Checked:	David Fletcher	Associate Director	08/06/2023
	Approved:	David Fletcher	Associate Director	08/06/2023

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Appendices

Appendix A – Proposed Site Layout
Appendix B – Existing Parking Plan

1. Introduction

1.1. Context

- 1.1.1. Evoke has been commissioned by Irongate Property (Reading) Ltd to produce a Car Parking Management Plan (CPMP) to support a planning application for the proposed redevelopment of 9 Upper Crown Street, Reading RG1 2SS to provide a residential development comprising of 46 units. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).

1.2. Existing Site

- 1.2.1. The site is bordered to the north by Indigo Apartments and Regents Gate office building, fronting onto the A4 Crown Street, to the east by residential properties fronting onto Newark Street, to the south by Upper Crown Street and to the west by City Gate Business Centre and other office and residential buildings which front onto the A327 Southampton Street. The site in its' local context is demonstrated in Figure 1.

Figure 1 – Site Location



- 1.2.2. The site is currently in use as a warehousing unit (1,855sqm GFA) that is occupied by Secure Records and Data Management Limited with a private car park providing 74 car parking bays on the roof

provided on a 999 year lease basis to the occupiers of the buildings surrounding the site. Access to the site is taken from the southeast corner of the site along Upper Crown Street.

1.3. Previous Application and Appeal

1.3.1. A planning application (Application Ref: 211614) was previously submitted for to redevelop the site to provide 46 residential dwellings supported by 88 car parking spaces. The application was refused by RBC and the subsequent Appeal (Appeal Ref: APP/E0345/W/22/3313234) for the site was dismissed in April 2023 with the sole reason being related to the proximity of building two to the terraced houses.

1.3.2. A response was issued by RBC on 30th November 2021 which has been summarised below in relation to transport and highways.

- The on-site re-provision of all the car parking leased to the surrounding properties is in my opinion a significant barrier to redevelopment of the site.
- I have significant concerns about level of parking proposed in terms of how this impacts on the layout, appearance, accessibility and security matters with people from various surrounding buildings coming and going to the residential development via various different entrance points to the site, which at present are not shown clearly detailed within the application submissions.
- The provision of a vehicle only entrance to the basement car park also means much of the site is lost to hardstanding and cluttered car parking due to the number of spaces proposed and is effectively dead space not accessible to pedestrians and with no landscaping proposed.
- In addition I cannot see any details of the proposed interim arrangements for existing on-site car parking for surrounding buildings on the site should the development be constructed. The existing arrangements with the lease parking need to be reviewed and work done to establish if many of these arrangements can be removed from the on-site parking provision – either cancelled or provided for elsewhere.

1.4. Revised Development Proposals

1.4.1. The revised development proposal have sought to address the Appeal dismissal reason. As such the proposals seek to demolish the existing warehouse unit and construct 46 residential units that will comprise:

- 22 x one-bedroom flats;
- 16 x two-bedroom flats;
- 4 x three-bedroom flats;
- 4 x three-bedroom townhouses.

1.4.2. The development will be supported by a total 86 car parking spaces of which 16 spaces will be provided for residents, 68 spaces will be re-provided for the existing leases and two spaces will be provided for servicing of the substations. The proposed site layout is attached as **Appendix A**.

1.5. Purpose of Report

1.5.1. The aim of this CPMP is to provide further clarity and justification on the provision of car parking as part of the proposed development, whilst also outlining a management strategy that will be implemented during construction and upon occupation, to ensure the safe operation of car parking within the site and to minimise the impact on the public highway. This CPMP should be read in conjunction with the Transport Statement (TS).

1.5.2. Parking management provides a major drive for a shift away from single car occupancy journeys towards more sustainable modes. Without restrictions to car parking, existing car drivers have a limited

motivation for modal shift and are therefore unlikely to change their behaviour. It is noted that without a strong CPMP, the following issues can arise:

- Parking in inappropriate locations e.g. on footways, grass verges;
- Compromised access for emergency vehicles;
- Severance to pedestrians and cyclist movements; and
- Visual intrusion and reduction of amenity of the environment.

1.5.3. The aim of this CPMP is to direct the safe operation of the car parking within the site without impact on the public highway. This will be achieved through the following key objectives:

- Ensure that a strategy is in place during construction works to manage the temporary loss of on-site parking whilst construction works are underway;
- Ensure that the car parking, including disabled bays, is used only by its intended users;
- Ensure that a management strategy is put in place to provide fair and equal opportunity for disabled users who are restricted to car usage as their main mode of transport; and
- Ensure that an enforcement strategy is developed which will prevent the exploitation of the car parking spaces.

1.5.4. Following this introductory section, the remainder of this CPMP is structured as follows:

- Existing Situation and Car Parking;
- Proposed Car Park Operation and Access;
- Enforcement and Management Strategy;
- Summary and Conclusions.

2. Existing and Proposed Car Parking Provision

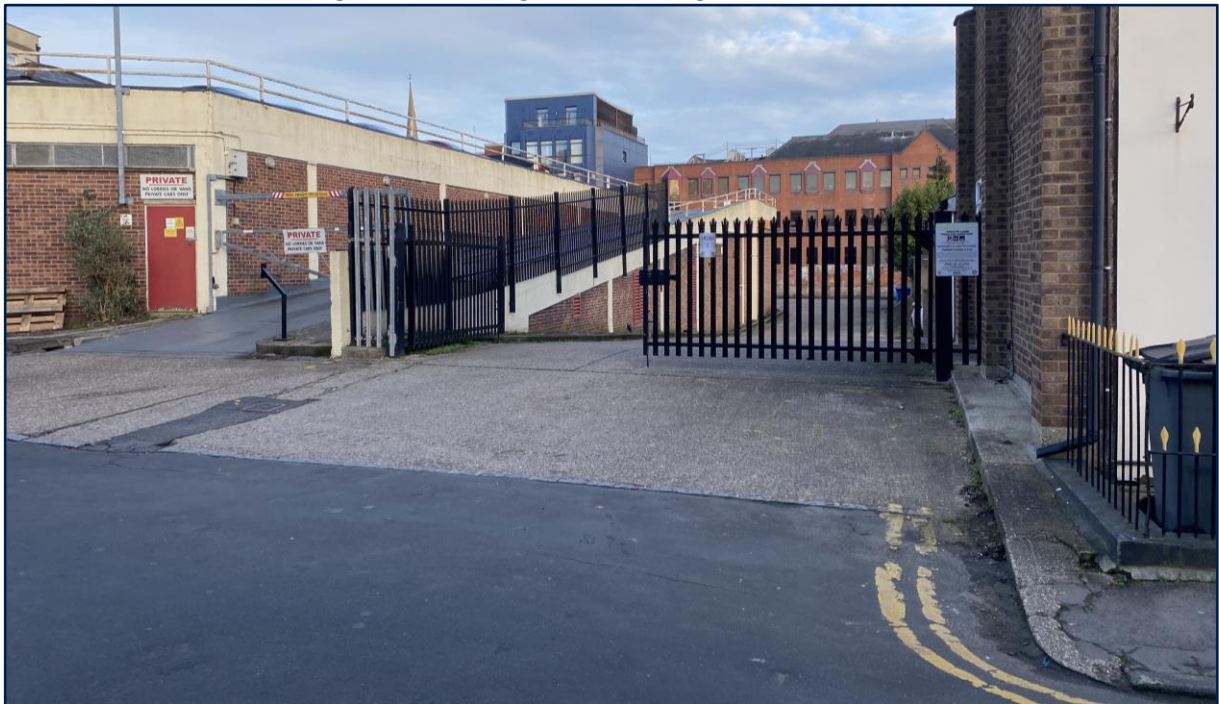
2.1. Context

- 2.1.1. This chapter of the CPMP outlines the existing site location, existing and proposed car parking within the site and existing off-site parking restrictions and availability.

2.2. Existing Site Provision

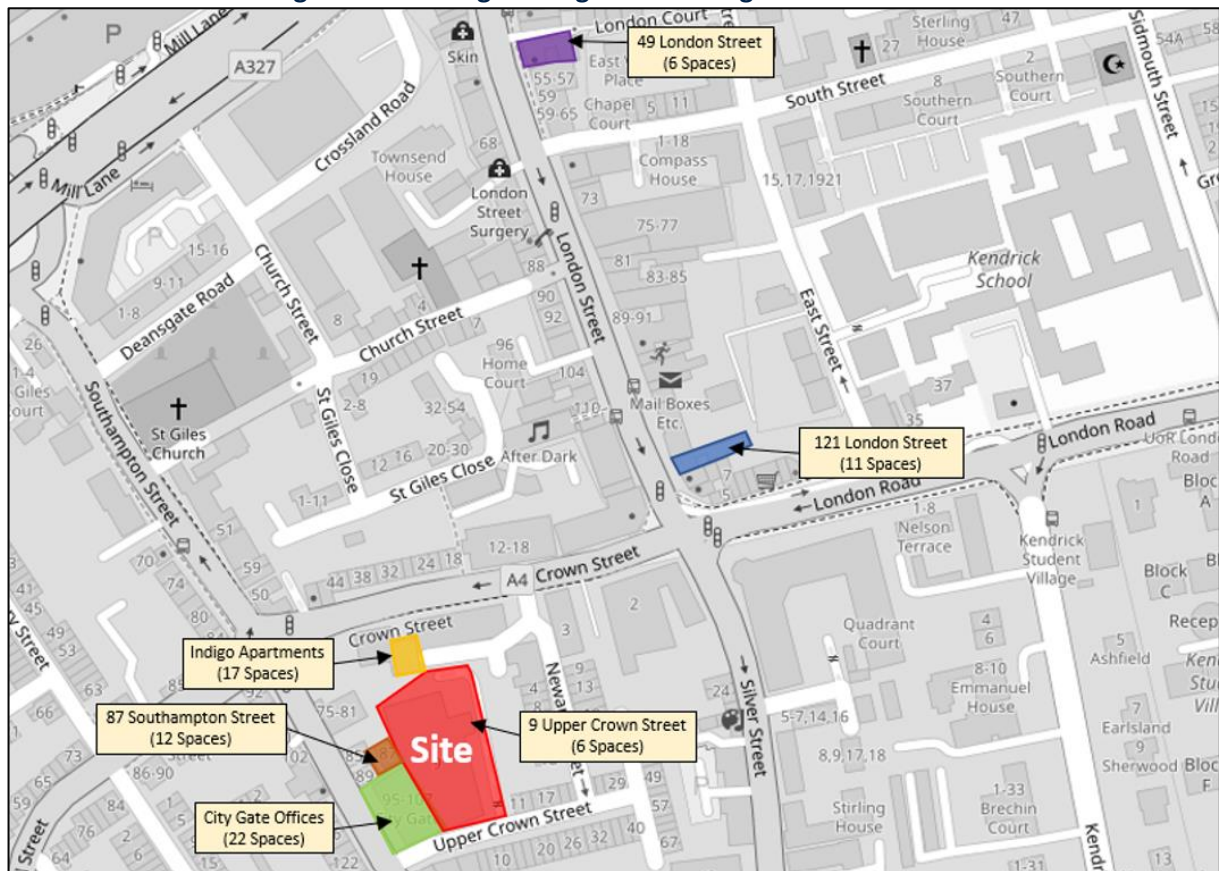
- 2.2.1. The site is currently in use as a warehouse (approx. 1,855sqm GFA) occupied by Secure Records and Data Management Limited with a private car park located on top of the building, with spaces leased to the commercial and residential buildings that surround the site. The site is located within a highly accessible location within 1.0km of Reading Town Centre and with bus stops located on Southampton Street within 95m of the site access.
- 2.2.2. The site is bordered to the north by Indigo Apartments and Regents Gate, to the east by residential properties along Newark Street and Upper Crown Street, to the south by Upper Crown Street and to the west by commercial buildings along the A327 Southampton Street.
- 2.2.3. The site is accessed from Upper Crown Street with a ramp provided to the car park and an adjacent ramp provided down to the rear of the warehouse. These vehicle accesses are both gated and are shown in **Figure 2**.

Figure 2 – Existing Access Arrangements



- 2.2.4. The existing car park, located on the roof of the warehouse, contains 74 spaces with all spaces marked and allocated. Of the 74 existing parking spaces, a total of 68 are leased with the remaining six used for operational purposes by 9 Upper Crown Street (the site). A plan detailing the existing lease arrangements has been attached at **Appendix B** with a summary of the location of the existing leaseholders outlined below in Figure 3.

Figure 3 – Existing Parking Lease Arrangements



2.3. Walking, Cycling and Public Transport Accessibility

- 2.3.1. As demonstrated within the Transport Statement submitted with the planning application, the site is located in a highly accessible location within 1.0km of Reading Town Centre. The site benefits from high quality pedestrian and cycle links within the vicinity, providing access to a wide range of services and amenities including (but not limited to) The Oracle Shopping Centre, restaurants, pubs, Vue Cinema, churches, recreation facilities, car parks, libraries and offices; all of which would be suitable to support residential use on the site. Full details of the numerous nearby amenities and their associated walking / cycling distances are outlined within Section 2 of the TS submitted with the planning application.
- 2.3.2. The site also benefits from a good level of public transport accessibility with the closest bus stops located within 95m of the site which provide regular services to the town centre and further afield, including local schools and employment and Reading Railway Station is a transport hub with numerous, frequent services to a wide range of destinations.

2.4. Local Highway Network

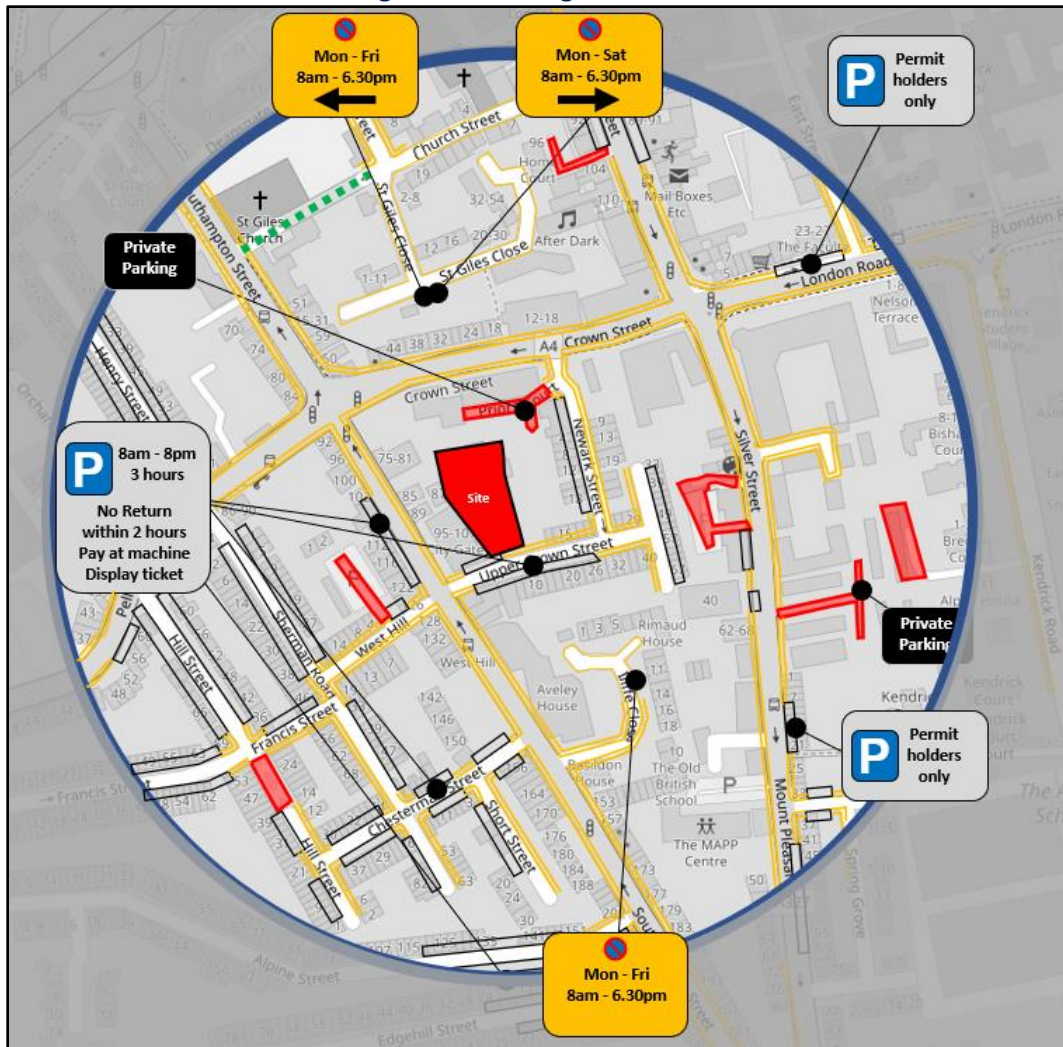
- 2.4.1. Upper Crown Street is a residential road that branches east from the A327 Southampton Street. The carriageway measures approximately 5m in width and footways with street lighting are provided on either side of the carriageway.
- 2.4.2. Newark Street connects Crown Street to Upper Crown Street in the form of a one-way single carriageway residential road restricting the flow of traffic in a southern direction only. It is likely that Newark Street will form part of a popular route used to access Upper Crown Street and the site from London Road due to the one-way restrictions to traffic on Southampton Street and the surrounding highway network.

- 2.4.3. The A4 London Road / Crown Street routes west to east and provides a key route through the centre of Reading. It provides connections with the A3290, the A329, the A327 and the M4. Locally it is restricted to one-way movements (westbound only) and provides three lanes. A contraflow bus lane is provided between London Street and Kendrick Road. Wide street lit footways are provided along its length. Locally it is subject to a 30mph speed restrict and has double yellow line parking restrictions in place.
- 2.4.4. The A327 Southampton Street north of the Silver Street junction provides a one-way (northbound only) route up to the A329. To the south it connects with the B3031 and Christchurch Road, which in turn provide connections south to Whitley, Whitley Wood and Earley.

2.5. Parking Restrictions

- 2.5.1. The majority of roads in the vicinity of the site either have single or double yellow line parking restrictions in place or are restricted to resident permit holders only between 08:00-20:00. The Lambeth Parking Survey methodology, which is the most widely accepted industry methodology for parking, states that residents want to park within 200m of their property (2-3 minutes walk). The roads within 200m of the site are all covered by parking restrictions, as outlined in Figure 4, which ensures that any of the proposed residents at the site would not be able to park on-street

Figure 4 – Parking Restrictions



- 2.5.2. As demonstrated above, short term visitor parking for 2-3 hours is available in bays on Upper Crown Street, however it is anticipated that these spaces would accommodate short-term trips including visitors, delivery vehicles and drop-off trips as opposed to residential parking.

2.6. Public Car Parks

- 2.6.1. In addition to the short-stay on-street visitor parking outlined above, there are a number of public car parking opportunities available within and around Reading Town Centre. These car parks provide a range of long-stay and season ticket parking opportunities suitable for commuter / employee parking and similar to the existing leasing agreements in place at the site.
- 2.6.2. As outlined below in Figure 5, a total of five public car parks are located within a 10-minute walk of the site (0.5 miles), with a further two located within a 15-minute walk of the site (0.75 miles). A summary of the car parks, distance from the site, their capacities, season ticket availabilities and prices has also been outlined in Table 1.

Figure 5 – Public Car Park Locations

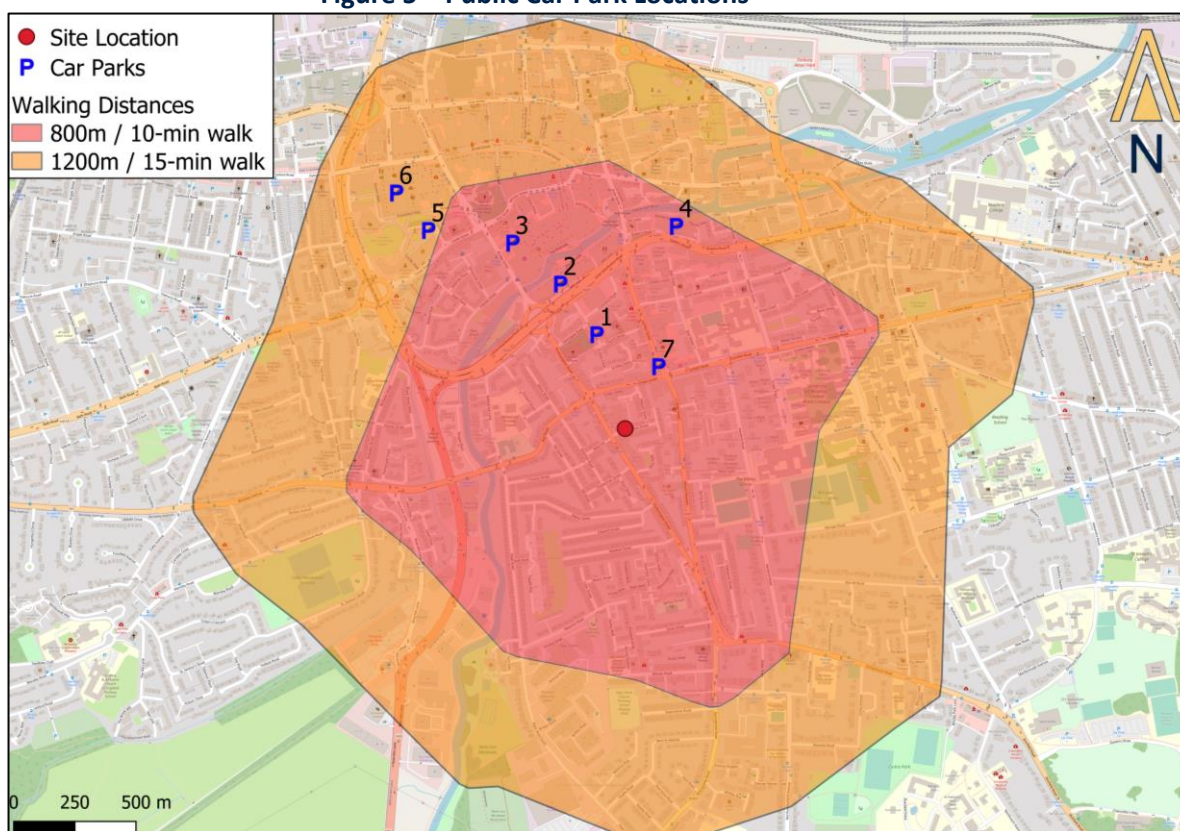


Table 1 – Public Car Parks

Reference	Car Park	No. Spaces	Distance from Site	Season Tickets	Price
1	Saxon Court	56	405m	✓	£6 - £9 per day
2	Oracle Holybrook	595	600m	✗	£7.90 per day
3	Oracle Riverside	1,611	660m	✓	£1,375 (annual season ticket)
4	Queens Road	700	750m	✓	£1,700 (annual season ticket)
5	Civic B Car Park	170	835m	✓	£1,200 (annual season ticket)
6	Broad Street Mall	720	945m	✓	£1,600 (annual season ticket)
7	Crown House	20	240m	✗	£7.40 per day
Total		3,872			

- 2.6.3. Applications for season ticket at sites operated by Reading Borough Council (Queens Road, Civic B and Broad Street) are currently open for new applicants, therefore indicating that there is currently spare capacity to provide an additional number of season tickets for each of the car parks. It is of note that each permit issued allows the owner to register up to five vehicles. For employment use where spaces are leased for businesses, this provides additional flexibility whereby the leased space may be required by different employees on different days of the week according to their working patterns.
- 2.6.4. It is of note that the Oracle Holybrook and Oracles Riverside car parks are privately managed by Premium Car Parks, and whilst they do not offer season tickets via Reading Borough Council, they do offer the following discounted rates for commuter parking:
- Riverside: £6.90 per day, £130 monthly season ticket, £1,375 annual season ticket;
 - Holybrook: £7.90 per day.
- 2.6.5. Further to this, other privately operated car parks such as Saxon Court and Crown House provide an additional 76 spaces which can be pre-booked or secured via a season ticket, providing flexibility for commuter parking demands.
- 2.6.6. In total, there are 3,257 parking spaces available within car parks that offer season tickets, 1,590 of which are managed by RBC and 1,707 managed by private companies. Further to this, there are an additional 615 car parking spaces located in car parks which don't offer season tickets but do provide flexible pre-booked rates for commuter parking.
- 2.6.7. An assessment of the impact of the proposed development on the parking opportunities outlined above has been outlined within Chapter Three of this report.

2.7. Summary

- 2.7.1. The site is in a sustainable location with a range of sustainable modes of transport available, including frequent bus and rail connections in addition to residential catchment areas, employment opportunities and a range of key amenities within Reading Town Centre all located within walking and cycling distance of the site.
- 2.7.2. The existing car park at the site provides a total of 74 spaces, including seven spaces used by staff at the site and 68 spaces which are leased to a range of local businesses. However, whilst the majority of roads within the vicinity of the site either have single or double yellow lines, there are a small number of bays available for short-term visitor use. For longer periods, there are also numerous off-site public parking opportunities, including daily long-stay parking and season ticket options, located within a 10 – 15 minute walk of the site, providing further opportunities for commuter parking.

3. Proposed Car Parking Operation and Access

3.1. Context

- 3.1.1. This section of the report outlines the proposed car parking provision for the development, outlining the parking management strategy during construction and upon occupation.

3.2. Construction Phase: Car Parking Management Strategy

- 3.2.1. During the construction of the proposed development, the existing 74 car parking spaces at the site will no longer be open for use. As noted above, six of these spaces are currently used by the existing site (9 Upper Crown Street), therefore the demand for these spaces will no longer be required during the construction phase. For the remaining 68 spaces, these will need to be accommodated through the following measures:

- Off-site provision: Securing space within walking distance of the site to accommodate the 68 spaces that would be temporarily displaced during the construction period. It is of note that these spaces should be located within a 0.5 – 1 miles of the site, equating to a 20-minute walk, however as demonstrated below there are a number of options located within a shorter distance than this;
- Use of alternative modes: Facilitating the use of other more sustainable modes of travel including travel by rail and by bus to reduce the total demand for these leased spaces.

Off-Site Provision

- 3.2.2. As detailed within Chapter Two of this report, there are approximately 3,872 long-stay public car parking spaces located within 1,200m (15-min walk of the site), 2,982 of which are located closer to the site within 800m (10-minute walk). It is of note that the Institution of Highways and Transportation (IHT) 'Guidelines For Providing For Journeys On Foot' (2000) states that 800m is considered to be the 'preferred maximum' distance that people are likely to walk to reach key facilities and services within a town centre. Owing to the high quality pedestrian links within the vicinity of the site and within Reading Town Centre, distances of 800m are considered to be entirely appropriate to access car parking opportunities.
- 3.2.3. Further to this, whilst slightly further away than 800m, it is not anticipated that walking distances of 835m and 945m, as is the case for Civic B and Broad Street Mall car parks, would discourage use by potential users, equating to an additional one-minute and two-minute walk respectively compared with the IHT guidance.
- 3.2.4. To ensure that the 68 leased spaces can be accommodated with minimal disruption to existing site users, a pre-commencement condition could be agreed between the Applicant and RBC which requires an agreed plan / strategy for the temporary leasing of parking spaces during the construction period (anticipated to be approximately 12 months). This could include, but not limited to, the Applicant funding the provision of an agreed number of season tickets / off-site parking options for the length of the construction period and until on-site parking provision can be re-provided. An example of the likely condition that could be imposed has been outlined below:
- Prior to construction works starting a plan for the temporary leasing of parking spaces lost during construction must be submitted and agreed with RBC.
- 3.2.5. The exact nature of the number of bays / general agreement will be agreed with RBC at the appropriate time, however it is evident from Chapter Two of this report that there are numerous opportunities within walking distance of the site whereby season tickets can be obtained.

- 3.2.6. In order to provide an assessment of the potential impact that the displaced parking would have on public car parks during the construction period, the 68 spaces have been distributed across the car parking facilities outlined in Table 1, taking account of the overall capacity of each of the car parks. A summary of the results and the additional demand for each of the car parks has been outlined below in Table 2.

Table 2 – Car Park Capacity Assessment

Car Park	Total Spaces	Proportion of Capacity (%)	Additional Demand	Impact on Car Park (%)
Saxon Court	56	1.4%	1	1.8%
Oracle Holybrook	595	15.4%	10	1.7%
Oracle Riverside	1,611	41.6%	28	1.7%
Queens Road	700	18.1%	13	1.9%
Civic B Car Park	170	4.4%	3	1.8%
Broad Street Mall	720	18.6%	13	1.8%
Crown House	20	0.5%	0	0.0%
Total	3,872	100.0%	68	1.8%

- 3.2.7. As demonstrated in Table 2, the additional demand associated with the 68 leased bays has an imperceptible impact on the overall demand for the car parks with a maximum percentage impact of 1.9% at the Queens Road car park. Overall, across the car parks assessed, the additional 68 spaces would equate to a 1.8% increase in demand for parking across the 3,872 parking spaces available. Whilst a number of these spaces are already likely to be utilised by existing season ticket holders and general use, the 1.8% additional demand is likely to fall well within the daily fluctuation of use of these car parks.
- 3.2.8. In order to provide a worst-case assessment, an additional scenario has been outlined below which includes only the car parks operated by RBC which offer season tickets. A summary of the results and the additional demand for each of the car parks has been outlined below in Table 3.

Table 3 – Car Park Capacity Assessment (Alternative Scenario)

Car Park	Total Spaces	Proportion of Capacity (%)	Additional Demand	Impact on Car Park (%)
Queens Road	700	44.0%	30	4.3%
Civic B Car Park	170	10.7%	7	4.1%
Broad Street Mall	720	45.3%	31	4.3%
Total	1,590	100.0%	68	4.3%

- 3.2.9. As demonstrated above in Table 3, assuming that only RBC operated car parks were used to accommodate the temporary displacement of 68 parking spaces, this would result in a marginal impact on the overall demand for the car parks with a maximum percentage increase of 4.3% within the Broad Street Mall car park. As with the above, a 4.1% - 4.3% increase in demand is likely to fall within the daily fluctuation of users accessing the individual car parks.
- 3.2.10. Overall, it has been demonstrated that there are numerous off-site parking opportunities available that can accommodate the 68 spaces that would temporarily be displaced. It should be noted that this will only occur for a period of 12 months whilst the construction phase is being completed with the re-provision of the 68 spaces to be provided on site upon completion of the development.
- 3.2.11. To minimise disruption to existing site users, a pre-commencement condition could be agreed between the Applicant and RBC which requires an agreed plan / strategy for the temporary leasing of parking

spaces during the construction period (anticipated to be approximately 12 months). This could include, but not limited to, the Applicant funding the provision of an agreed number of season tickets / off-site parking options for the length of the construction period and until on-site parking provision can be re-provided.

Alternative Modes of Travel

- 3.2.12. As noted above, the current demand for leased parking spaces at the site is 68 spaces. However, there are currently no incentives offered to encourage alternative modes of travel such as the Reading Park and Ride service.
- 3.2.13. Reading Buses currently provide two main park and ride sites within Reading, located at Winnersh Triangle and Mere oak, providing convenient parking locations for trips accessing Reading from the east and west via the M4. Whilst park and ride season tickets are currently not available, discounted Parksaver tickets can be purchased which allow users to book the park and ride service in advance.
- 3.2.14. Subject to consultation with the existing lease holders, and agreement with RBC, a park and ride strategy could be incorporated into the overall construction parking plan that would be conditioned as part of any planning consent. As part of this plan, the Applicant could explore the feasibility of reducing the overall number of leased parking spaces through temporarily funding park and ride tickets for the existing lease holders that would be displaced as part of the proposed construction. The feasibility of this is dependent on the origin location of leaseholders as well as the practicalities of the park and ride service including timetables, service frequencies and bus stop locations.
- 3.2.15. Should this option prove feasible, and lease holders are accepting of the approach, the number of car parking spaces that will need to be sourced within alternative car parks in Reading town centre would be reduced. Instead, cars would park outside of the town centre and use the bus services, providing potential journey time improvements for existing lease holders.
- 3.2.16. The exact nature of the park and ride strategy would be agreed with existing lease holders and RBC at the appropriate time, however for the purpose of this report, it does provide a potential option that could be temporarily pursued during the construction phase to accommodate the proportion of car parking bays that would be temporarily displaced as a result of the proposed development.

3.3. Occupation Phase: Car Parking Management Strategy

Car Parking Provision

- 3.3.1. Upon completion of the construction works, the proposed development will provide a total of 86 car parking spaces, which will be located within the basement level car park accessed via a ramp adjacent to 11 Upper Crown Street.
- 3.3.2. As detailed above, a total of 68 spaces will continue to be leased to local companies within the vicinity as per the existing arrangements. These spaces will be provided within the new car park area with the remaining 16 spaces provided for residents and an additional two spaces provided as sub-station servicing spaces.
- 3.3.3. RBC set out their car and cycle parking standards within their Local Development Framework's Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within Zone 2 'Primary Core Area'.
- 3.3.4. It is noted that the site lies within 400m of Zone 1 and an application for the Thomas Homes residential scheme for 80 residential flats (ref: 170794) and the more recent Land at corner of Newark Street and Crown Street residential application (REF: 180417), both immediately adjacent to this site, were

approved by RBC using the Zone 1 standards despite also being located within Zone 2. Furthermore the 75-81 Southampton Street development, adjacent to the site, has been consented as a car-free scheme.

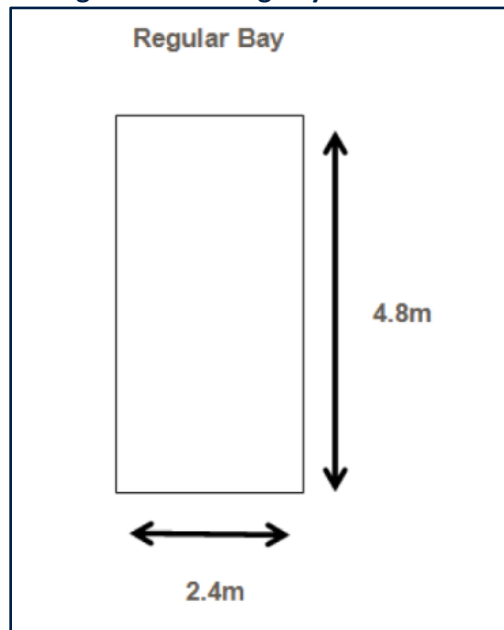
- 3.3.5. Table 4 summarises these standards for C3 residential dwellings within Zone 1 and Zone 2 and calculates the number of car and cycle spaces required for the proposed development.

Table 4 – RBC Car Parking Standards

Zone	Use	Car Parking Standard	Visitor Parking Requirement	Disabled Parking Requirements
Zone 2	C3 Dwelling Flat 1-2 bed C3 Dwelling Flat 3+ Bed C3 Dwelling 3+ Bed	1 per dwelling 1.5 per dwelling 2 per house	1 space per 10 dwellings (Flats only)	3 disabled spaces or 5% of total capacity, whichever is greater
Zone 1	C3 Dwelling Flat 1-2 bed C3 Dwelling Flat 3+ Bed C3 Dwelling 3+ Bed	0.5 per dwelling 1 per dwelling 1 per house	0	3 disabled spaces or 5% of total capacity, whichever is greater

- 3.3.6. Based on the Zone 2 parking standards outlined in Table 4, a total of 54 car parking spaces would be required for the development proposals, including 4 visitor spaces and 3 disabled spaces. Applying the Zone 1 parking standards to the proposed development, a total of 27 spaces, including the provision of three disabled and no visitor spaces would be required.
- 3.3.7. Reading Borough Council's Revised Parking Standards and Design SPD notes that the C3 residential parking standards are 'required standards' and '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'.
- 3.3.8. This provision of 16 car parking spaces for the residential development equates to a parking ratio of 0.35 spaces per dwelling.
- 3.3.9. Due to the location of the site within close proximity to Reading Town Centre and the provision of a wide range of amenities, leisure facilities, employment opportunities and access to a range of public transport links all within walking and cycling distance of the site, it is anticipated that this deviation from the Zone 1 parking standards is appropriate as this reflects the sustainable location of the site.
- 3.3.10. A total of 12 spaces (26%) will be provided with active or passive electric vehicle charging infrastructure.
- 3.3.11. Notably as part of the previous planning application, which proposed 21 residential bays, RBC confirmed they were happy with the provision stating;
- "Given the locality of the development and its close proximity to town and transport networks a lower parking provision can be considered and therefore the proposed 21 spaces for the proposed 44 dwellings can be considered in this instance as the surrounding road network has extensive parking restrictions in place preventing unauthorised on-street parking".
- 3.3.12. As noted previously, 68 of the car parking bays will be allocated to the surrounding uses that currently lease parking bays on the site given that these spaces are currently provided on a 999 year lease. For the residential bays, it is anticipated that these bays will be leased by the residents, with priority given to residents with disabilities and the larger family units.
- 3.3.13. Car parking spaces within the basement car park have been designed to the national standard of 4.8m x 2.4m as summarised in Figure 6.

Figure 6 – Parking Bay Dimensions

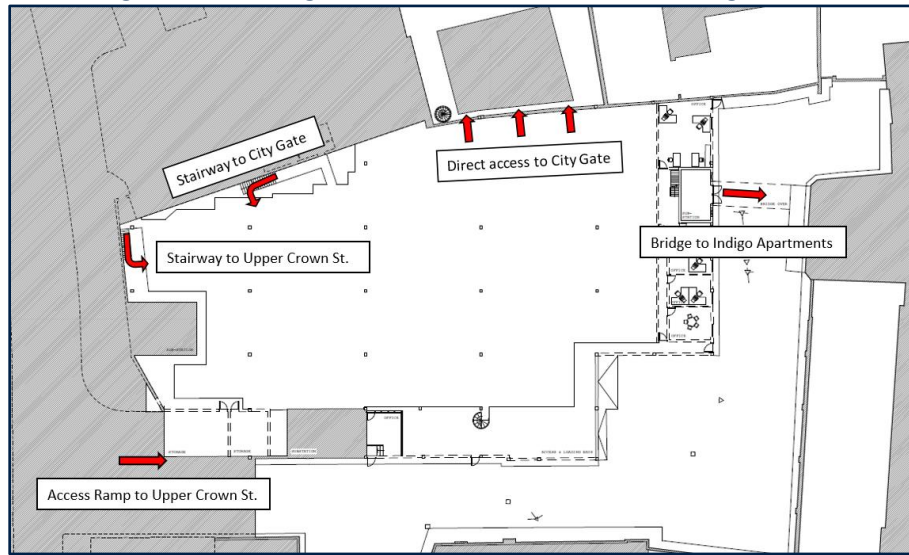


- 3.3.14. For the residential bays, it is anticipated that these bays will be leased by the residents, with priority given to residents with disabilities and the larger family units.
- 3.3.15. As mentioned previously, the local highway network bordering the site and surrounding areas are marked with single or double yellow lines or are restricted to resident permit holders only between 08:00-20:00. All roads within 200m of the site are covered by parking restrictions which ensure that future residents of the proposed development would not be able to park on-street.
- 3.3.16. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.

Car Park Access

- 3.3.17. Access to the existing car park for leaseholders is currently provided at strategic points around the car park, including:
 - The provision of a spiral staircase to the south-west of the site providing pedestrian access from Upper Crown Street to the car park;
 - The provision of a pedestrian bridge to the north of the site providing pedestrian access between the car park and Indigo apartments;
 - The main access ramp off Upper Crown Street which provides a raised section of footway up to the car park level;
 - A number of direct access points along the car parks western border, providing pedestrian access to the City Gate offices as outlined in Figure 3.
- 3.3.18. A summary of the existing access routes has been outlined below in Figure 7.

Figure 7 – Existing Car Park Pedestrian Access Arrangements

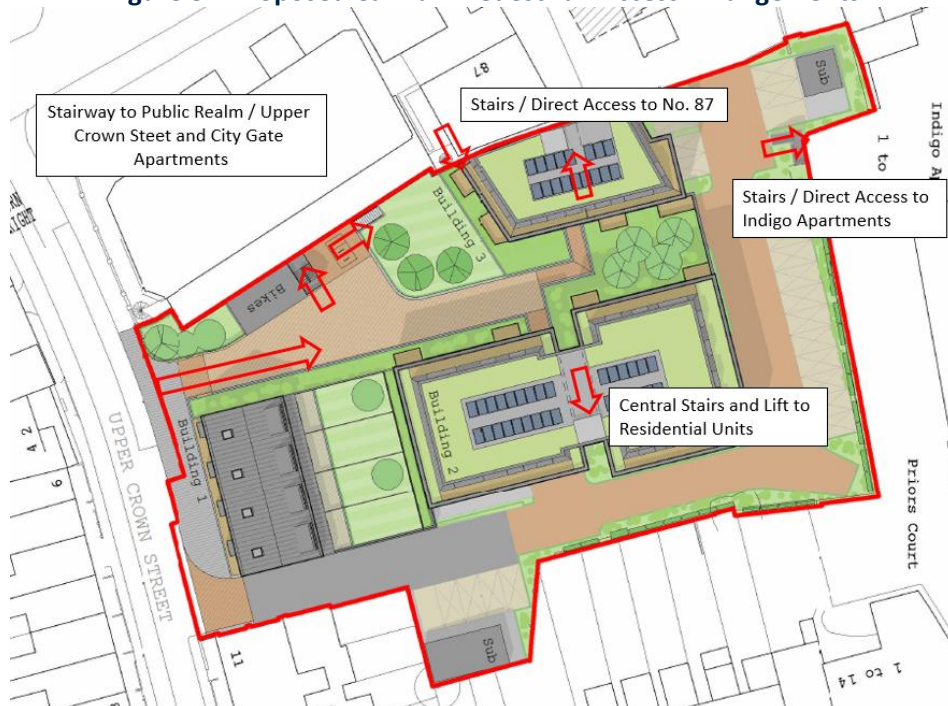


3.3.19. As part of the proposed development, whilst the car park will be relocated to basement level, the principle points of access will be retained, including:

- The provision of a staircase along the western border of the site, providing pedestrian access from Upper Crown Street via the internal public realm;
- The provision of a staircase along the western border of the car park providing pedestrian access between the car park and the City Gate offices;
- The provision of a staircase along the northern border of the car park providing pedestrian access between the car park and the Indigo apartments;
- The provision of a central staircase and lift to provide access to the car park from the residential units being developed at the site.

3.3.20. A summary of the proposed access locations has been outlined below in Figure 8.

Figure 8 – Proposed Car Park Pedestrian Access Arrangements



4. Management and Enforcement Strategy

4.1. Context

- 4.1.1. This section of the report will outline the proposed measures that will be in place to manage car parking at the site upon occupation.

4.2. Management Strategy

- 4.2.1. Best practice evidence has suggested the following points are required for success in a car park management strategy:

- Combination of 'soft' (promotional) and physical measures;
- Enforcement to prevent illegal/ inconsiderate parking;
- Administrative systems to support individual car park management measures e.g. permit allocation system; and
- Marketing and communication.

- 4.2.2. The implementation of this car parking management strategy will have a number of benefits to the Site:

- Creating a mostly self-sufficient service without the need to employ a parking warden to oversee the time allocation for each individual user; and
- Securing the availability of parking spaces for all users, including users of the leased spaces and residents.

4.3. Opening Hours

- 4.3.1. The car park will be open 24 hours per day, allowing residents and users of the leased spaces access to the car park during and outside of conventional business hours. Appropriate signage will be used to highlight that the basement car parking is private property and therefore will not be open to unauthorised users.

4.4. Lease Agreement

- 4.4.1. As detailed above, upon completion of the construction works the proposed site will re-provide 68 parking bays for use by existing (and any future) leaseholders. The management strategy for these spaces will reflect the current scenario whereby leaseholders are requested to provide details of the name, address and car registration of all eligible users that are anticipated to use the leased spaces. This information will continue to be stored on a secure database held by the management team. As the site is located on private property and is currently gated, there has been no identified need to introduce a permit system as use of the bays is self-enforcing.

- 4.4.2. It is anticipated that parking bays for residential use will also be leased to manage the total demand for parking at the site. Similar to the existing lease scheme, a total of 16 spaces will be allocated for residential use with individual bays numbered and assigned to eligible users. Spaces will not automatically be assigned to residential units, instead applications for the leasing of a parking bay will need to be submitted by residents. As part of this application process, supporting documentation will be requested which confirms the name, address, vehicle registration details and address that the vehicle is registered to.

- 4.4.3. It is of note that priority for the leasing of bays will be given to residents with disabilities who can provide proof of their eligibility status, for example a blue badge, in addition to the larger three-bedroom units.

- 4.4.4. Residents will also be responsible for reporting to the management company if they require a disabled parking bay and none are available, after which it would be the management company's responsibility to alter the aforementioned identified existing standard size bays to disabled bays.
- 4.4.5. The management company will also be responsible for monitoring electric vehicle charging demand. Should demand begin to exceed supply, it would again be the management company's responsibility to explore the potential additional provision of electric vehicle charging infrastructure.

4.5. Sign and Line

- 4.5.1. Prior to the implementation of the sign and line approach, all eligible users of the car park including residents and business lease holders will be provided with details of their allocated space. Spaces will be numbered and assigned to residents and lease holders (as is currently the case at the site).
- 4.5.2. This approach is a fairly 'light touch' option for the site, with signage and ground markings used to allocate a certain number of bays to each use, for example using a coloured system.
- 4.5.3. This scheme also relies on low levels of abuse to the system, which would normally reflect low levels of parking demand. Again, this scheme is constrained by its purely voluntary nature, but also has the benefit of flexibility with residential visitors being able to utilise parking bays within the site rather than impacting the surrounding road network.

4.6. Enforcement

- 4.6.1. Regular unauthorised parking can severely undermine confidence in the Car Park Management Plan and may encourage others to flout the rules. The level of enforcement proposed includes monitoring and enforcement by the management company. Initially, this will be carried out informally to ensure the 'Sign and Line' system is operating well and is not being abused by either residents or the lease holders.
- 4.6.2. If any parking issues are identified which require more stringent enforcement, there are options to consider further controls. For example, formal warnings could be issued to residents or leaseholders who are found to park in bays that are not allocated to them. If continued abuse of the system does occur, the management company will reserve the right to terminate any lease agreement for car parking spaces with residents or businesses.

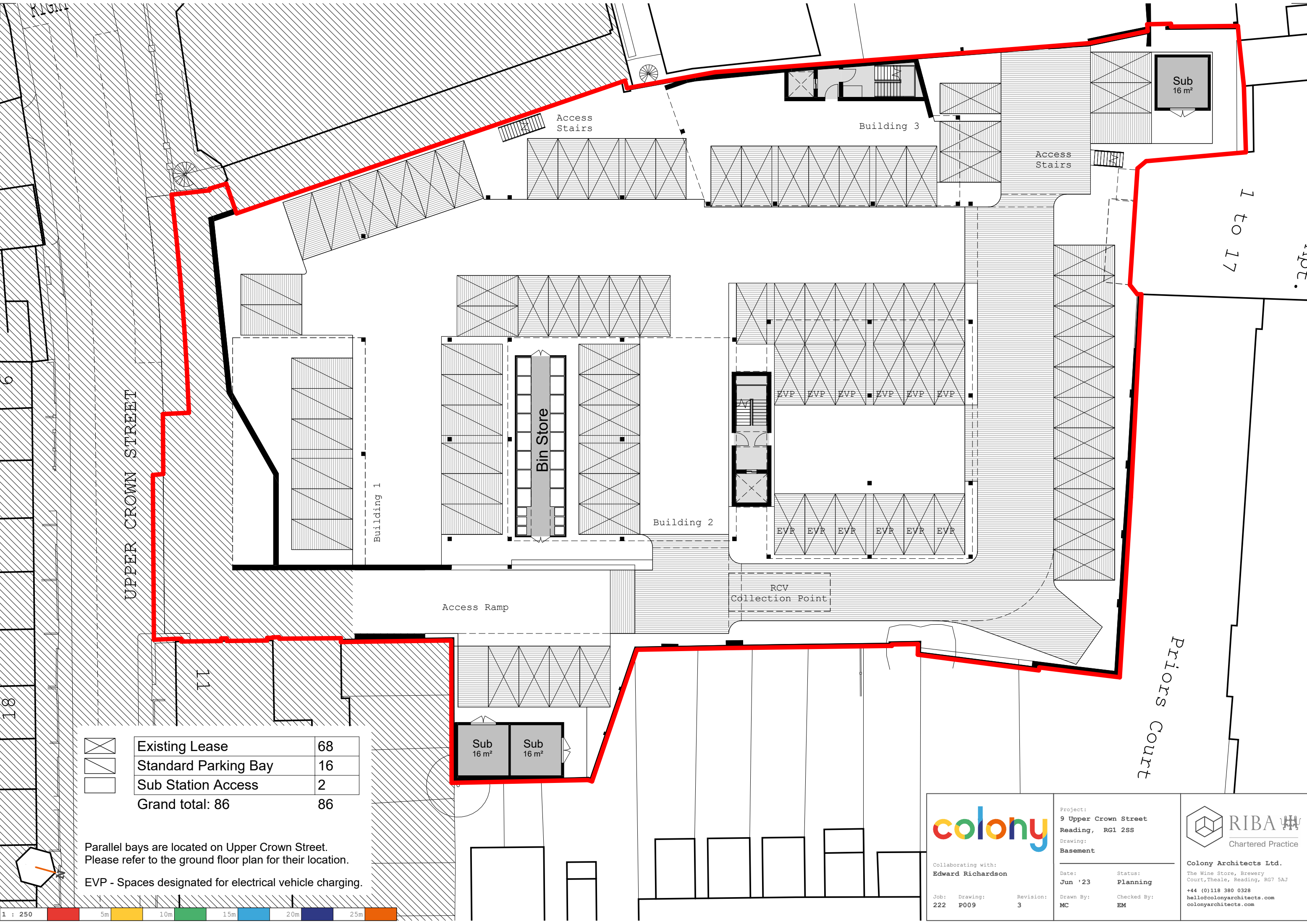
5. Conclusion

- 5.1.1. Evoke has been commissioned by Irongate Property (Reading) Ltd to produce a Car Parking Management Plan (CPMP) to support a planning application for the proposed redevelopment of 9 Upper Crown Street, Reading RG1 2SS to provide a residential development comprising of 46 units. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).
- 5.1.2. The site is currently in use as a warehousing unit (1,855sqm GFA) that is occupied by Secure Records and Data Management Limited with a private car park providing 74 car parking bays on the roof provided on a lease basis to the occupiers of the buildings surrounding the site. Access to the site is taken from the southeast corner of the site along Upper Crown Street.
- 5.1.3. A planning application was submitted to RBC in September 2021 for the “Demolition of existing buildings and structures, associated reuse of frame with basement level used for car parking & servicing, erection of 4 no. residential blocks containing 46 no. dwellings above, associated parking (including replacement), access works and landscaping, relocation of substations & associated works to rear of indigo apartments to facilitate pedestrian access”. This CPMP has been produced to support the revised planning application at the site and seeks to provide further clarity on the proposed car parking management strategy, during the construction period, and following occupation.
- 5.1.4. During the construction of the proposed development, the existing 74 car parking spaces at the site will no longer be open for use, therefore the demand for these spaces will no longer be required during the construction phase. For the remaining 68 spaces, these will need to be accommodated through a combination of off-site provision within public car parks and through the use of alternative modes, including the park and ride facilities if feasible. It has been demonstrated that there are numerous car parking opportunities within walking distance of the site that could accommodate the level of parking that would be displaced and that the additional demand arising from the temporary displacement would have a marginal impact on the operation of the existing car parks.
- 5.1.5. Final details of the car parking management plan can be conditioned as part of any planning consent, requirement agreement with RBC and existing leaseholders to determine a suitable strategy. However, the Applicant is prepared to fund the off-site parking provision for an agreed number of car parking spaces whilst the construction works at the site are ongoing.
- 5.1.6. Upon occupation, the proposed development will provide a total of 86 car parking spaces of which 68 would be provided as replacement parking for the leased bays with an additional 16 provided for residential use and two spaces provided at sub-station servicing bays. Car parking spaces will be allocated to eligible users, including residents and lease holders, with a sign and line approach used to differentiate between different bays. A clear application process will also be established to ensure that the allocation of bays for all site users is carefully managed and controlled.
- 5.1.7. The Applicant will liaise with RBC should circumstances arise where significant amendments to this CPMP will be required, however it is of note that the final details of the car parking management plan could be conditioned as part of any planning consent.

Appendix A – Proposed Site Layout



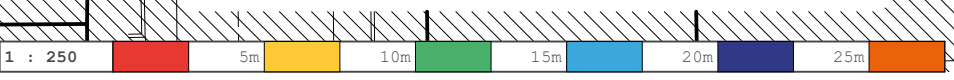
				
Project: 9 Upper Crown Street Reading, RG1 2SS				
Drawing: SitePlan				
Collaborating with: Edward Richardson				
Date: Jun '23	Status: Planning			
Job: 222	Drawing: P008	Revision: 3	Drawn By: MC	Checked By: EM
Colony Architects Ltd. The Wine Store, Brewery Court, Theale, Reading, RG7 5AJ +44 (0)118 380 0328 hello@colonyarchitects.com colonyarchitects.com				



	Existing Lease	68
	Standard Parking Bay	16
	Sub Station Access	2
Grand total: 86		86

Parallel bays are located on Upper Crown Street.
Please refer to the ground floor plan for their location.

EVP - Spaces designated for electrical vehicle charging.





Collaborating with:
Edward Richardson

Job: 222 Drawing: P009 Revision: 3

Project:
**9 Upper Crown Street
Reading, RG1 2SS**

Drawing:
Basement

Date:
Jun '23

Status:
Planning

Drawn By:
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Checked By:
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Appendix B – Existing Parking Plan

UPPER CROWN STREET (ROOF TOP PARKING)



	121 London Street (11 spaces)		87 Southampton Street (6 spaces)
	City Gate & Offices (22 spaces)		49 London Street (6 spaces)
	Indigo Apartments (17 spaces)		9 Upper Crown Str. (6 spaces)
	87 Southampton Str. (6 spaces)		Total: 74 spaces