

Venta PropCo 1 Limited

Eaton Court, Reading

Transport Statement

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1 INTRODUCTION

- 1.1 Caneparo Associates has been appointed by Venta PropCo 1 Limited ("the Applicant") to provide traffic and transportation advice in relation to the proposed redevelopment at 104-112 Oxford Road, Eaton Court ("the Site"), located within Reading Borough Council (RBC).
- 1.2 The Site consists of a part two and three storey office building and a decked car park, comprising a total floorspace of 3,550sqm (GIA).
- 1.3 The Site currently provides a multi-storey car park to the rear, accessed via Eaton Place, with parking for 106 vehicles. There is also forecourt parking to the front of the Site along Oxford Road, providing space for 10 vehicles to park. The main office entrance is accessed from Oxford Road, with the Site being located approximately 850m walk southwest of Reading Station.
- 1.4 This Transport Statement has been prepared to support an application for full planning permission for the:

"Demolition and residential redevelopment to provide three buildings comprising residential units (Use Class C3) along with car parking, cycle parking and associated landscaping, amenity space, plant and refuse areas, and access arrangements."

Planning History

- 1.5 In May 2019, Permitted Development Rights were given through a Prior Approval Application, under LPA planning reference 190419, to allow conversion of part of the Site to residential. The Application was for the following:

"Change of use from B1(a) (offices) to C3 (dwelling houses) to comprise 58 Units. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015."

- 1.6 In April 2021 the full planning application (Ref: 210639) for the Site was originally submitted, with the key scheme details being:

- 131 residential dwellings (Use Class C3);
- 532 sqm. (GIA) flexible commercial and residential floorspace (Use Class E, F2 & C3) on Oxford Road frontage across two ground floor units;

- Three buildings ranging between 5 to 7 storeys;
- Landscaped podium courtyard;
- 42 car parking spaces in an undercroft car park;
- 34 residential spaces; and,
- 8 spaces for Meteorological Society.

1.7 Following this, a revision to the submission was submitted in March 2022, taking into account the following changes:

- Reduction from 131 to 120 residential units;
- Reduction in massing of Block 3 from 7 to 6 storeys;
- Reduction in quantity of non-residential floorspace to 528 sqm.;
- Minor change to the unit mix – increase in studios and reduction in 1 & 2 beds;
- Lowered wall on western boundary from 4m to 2.8m;
- Additional landscaping along northern boundary; and
- Omission of windows on Block 2 south elevation.

Development Proposal

1.8 The revised application, for which this Transport Statement and supplementary Residential Travel Plan have been prepared, now seeks the following further changes:

- Omission of the podium and undercroft car parking;
- Re-arrangement of central landscaped courtyard;
- Further activation of the Eaton Place ground floor frontage;
- Reduction and rearrangement of car parking – 14 car parking spaces:
- 6 residential spaces (all disabled)
- 8 spaces for Meteorological Society
- Amended footprint of Block 3 to maximise separation distances;
- Minor change to the unit mix – increase in studios and reduction in 1 beds; and
- Omission of ground floor commercial units.

- 1.9 A copy of the Architect's ground floor layout plan is included at **Appendix A**.

This Document

- 1.10 This Transport Statement (TS) examines the transport and highways related effects of the proposed residential development, considering matters such as accessibility, trip generation, car parking provision, cycle parking provision, refuse and servicing.
- 1.11 This TS has been written with reference to best practice guidance from the Department for Transport (DfT), the NPPF, Planning Practice Guidance (PPG), local planning guidance and experience working on similar redevelopments.
- 1.12 This TS considers the effects of the proposals in traffic / transport terms and takes account of the pre-application advice from received from RBC.
- 1.13 Feedback received during pre-application stage from RBC Highways has been taken into account in the final proposals, with key design revisions now made to improve the delivery of public realm and pedestrian accessibility at and through the Site. The feedback recognised a requirement for a TS setting out all transport issues of relevance to the scheme, including trip generation, parking provision, servicing strategy and sustainable travel measures, which this TS presents. In addition, a draft Residential Travel Plan has also been prepared which accompanies this TS, as requested by RBC Highways within their pre-application feedback.
- 1.14 The remainder of this report is set out as follows:
- Section 2 - details the existing situation and the Site's accessibility;
 - Section 3 - summarises the development proposal;
 - Section 4 - provides a review of the relevant transport policy;
 - Section 5 - considers the potential transport related impacts of the proposal; and
 - Section 6 - provides a summary and conclusion.

2 EXISTING SITUATION

The Site

- 2.1 The Site is located within central Reading and is approximately 380m west of Reading's pedestrianised town centre. The Site is bound to the east by Eaton Place, to the south by Oxford Road, to the west by a new residential development and is bound to the north by Eaton Place and commercial properties.
- 2.2 The existing Site comprises a part 2, part 3 storey office property (ground, 1st and 2nd floors), providing 3,550sqm (GIA) of office floorspace. The Site also provides on-site car parking at the rear of the property, with 106 spaces provided within a multi-storey car park, accessible from Eaton Place to the north. The location of the Site is shown at **Figure 2.1**, below.

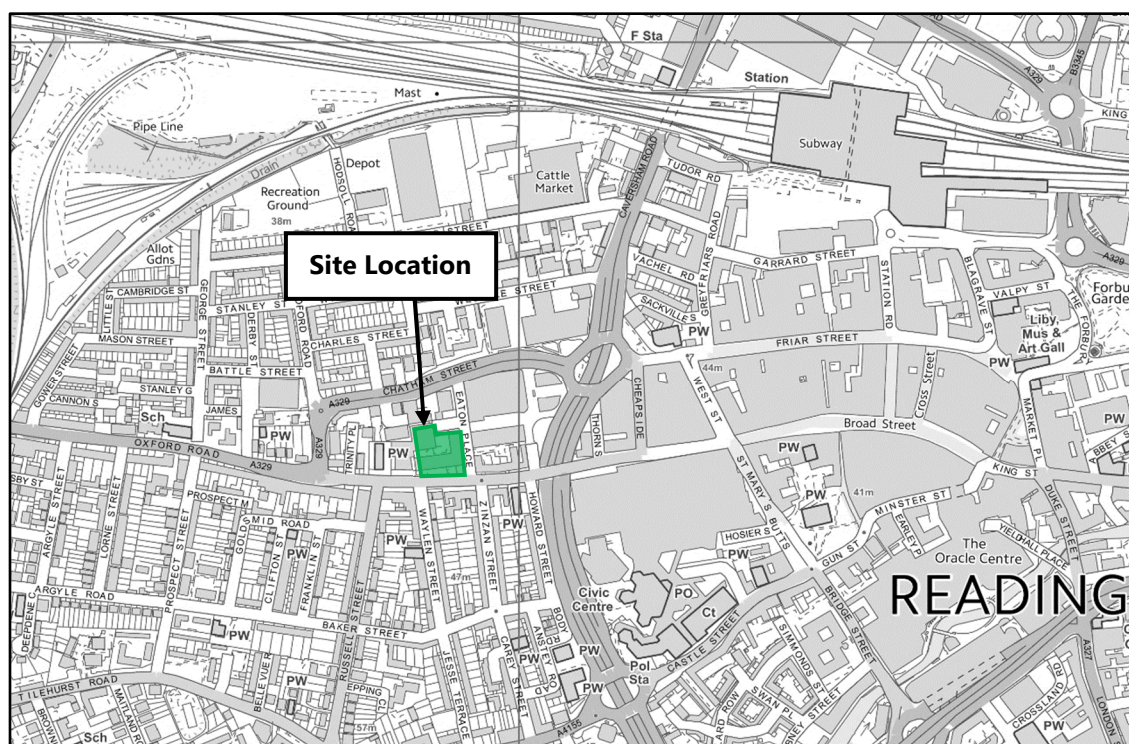


Figure 2.1: Site Location Plan

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- 2.3 The Site is located approximately 850m to the southwest of Reading Station, which provides access to regular services operated by Cross Country Trains, South Western Railway, Great Western Railway and Transport for London (TfL) Elizabeth Line services. The Site is located in an area which benefits from numerous residential amenities in close proximity, with retail and community amenities as well as a good public transport network.

Local Highway Network

Oxford Road

- 2.4 Oxford Road is a two-way single carriageway road which operates along the southern boundary of the Site in a broadly east to west orientation between the roundabout junction with West Street / Broad Street / St Mary's Butts to the east, and continues west for circa 6km, providing access to Tilehurst Station and Reading Retail Park. Oxford Road is designated as a red route, one of Reading's first red routes, which includes double red line kerbside restrictions of no stopping at any time. Single and double yellow blips are also present on the kerbside, prohibiting loading activity on the route. Delineated pay-by-phone parking spaces (operational 08:00-20:00) are available on some sections of the red route, including in the immediate vicinity of the Site, where parking is permitted for 2 hours (no return within 2 hours).

Eaton Place

- 2.5 Eaton Place is a two-way single carriageway road which operates along the eastern boundary of the Site in a north to south orientation between the A329 Chatham Street to the north and Oxford Road to the south. Eaton Place provides access to the on-site rear car park. Double yellow line kerbside restrictions are present throughout, except for a circa 14m strip of single yellow line adjacent to the northern boundary of the Site, with general restrictions in place prohibiting stopping (with the exception of loading activity) between 08:00 – 18:30, Monday to Saturday.
- 2.6 Town centre car parking is available at the 'Q Park Chatham Place' car park, which takes access from Eaton Place and accommodates up to 586 car parking spaces including 30 disabled parking bays.

Chatham Street

- 2.7 Chatham Street operates in an east to west orientation to the north of the Site and Eaton Place, providing a direct connection between Oxford Road and the roundabout junction with the A329 and Friar Street. All eastbound traffic along Oxford Road other than taxis and buses must make use of Bedford Road/Chatham Street to continue eastbound towards central Reading. Chatham Street provides access to Eaton Place from the north and is anticipated to be the primary route of arriving vehicles to the Site via Eaton Place.

Accessibility by Active Modes

Access by Foot

- 2.8 Generally, a person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey.
- 2.9 The Chartered Institution of Highways and Transportation (CIHT) guidance suggests that 80 per cent of trips under 1 mile (1.6km) are undertaken on foot (*Planning for Walking*, April 2015).
- 2.10 All local roads are provided with footways and streetlighting on either side of the road. The nearest formal signalised crossing is located approximately 120m west of the Site along Oxford Road, which is provided with colour contrasted tactile paving, dropped kerbs and rotating cones.
- 2.11 **Table 2.1** sets out details of approximate distances between the Site and local amenities, where an average walk speed of 80 metres per minute is assumed. The Table illustrates that there are several local amenities located within 1.6km walking distance of the Site.

Table 2.1 Approximate Walk Distances to Surrounding Local Amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Facilities and Amenities			
Saood Pharmacy	Eaton Place	20	<1
Anytime Fitness Gym	Chatham Place	100	1
The Nags Head Pub	Russell Street	200	2
Chatham Street Surgery	Chatham Street	200	3
Tesco Express Supermarket	Oxford Road	290	4
Bank	Oxford Road	350	4
Broad Street Mall	Oxford Road	350	4
Oxford Road Community School	Oxford Road	550	7
Fairview Community Centre	Great Knolly Street	600	8
Public Transport Opportunities			
'Waylen Street' Eastbound Bus Stop	Oxford Road	20	<1
'Waylen Street' Westbound Bus Stop	Oxford Road	35	<1
Reading West Station	Oxford Road	700	9
Reading Station	Blagrove Street	950	12

- 2.12 As shown above, the Site has excellent levels of pedestrian accessibility to local services including retail facilities and public transport nodes.

Access by Cycling

- 2.13 Guidance on Cycling can be found in the 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8 kilometres), of which 60% are undertaken by private cars.
- 2.14 The guidelines highlight that there is a '*substantial potential*' for substituting cycling for driving for distances up to 5 miles. A 5-mile (8 kilometre) distance from the Site offers potential access to central Reading and the outskirts of the town.
- 2.15 Reading has a dedicated cycle network located in and around the town. The Site is located in proximity to the R5 and the R60 routes which can be accessed from Oxford Road and George Street, respectively. The R5 route provides access to Reading town centre, while the R60 route links to southwest Reading Coley Park & Southcote. The Reading cycle map has been included in **Appendix B**.

Accessibility by Public Transport

Bus Services

- 2.16 The nearest bus stops to the Site are located adjacent to and opposite the Site on Oxford Road. **Table 2.2** below shows the bus services that are available within walking distance of the Site. A copy of the Reading bus map is also included at **Appendix C**.

Table 2.2: Summary of Bus Service Frequency				
No.	Bus Route	Frequency (minutes')		
		Weekday	Saturday	Sunday
1	Newbury to Reading	30	30	60
2/2a	Central Reading to Burghfield Common	30	30	60
15/15a	Central Reading to Calcot	20	20	30
16	Central Reading to Purley	20	20	30
17	Wokingham Road (Three Tuns) to Tilehurst (Water Tower)	8-15	10-15	12-20
26	Reading Station to Calcot	15-30	15-30	20-30
33	Central Reading to Turnham's Farm	15-60	15-60	30-60

Rail Services

- 2.17 The Site is located within proximity to two mainline rail stations. Reading West Station is located approximately 700m to the west of the Site on Oxford Road. The Station provides access to Great Western Railway services operating between Reading, Newbury and Basingstoke. Approximately 7 services depart each hour.
- 2.18 Reading Station is also located approximately 950m to the northeast of the Site providing access to rail services operated by a range of providers including Cross Country Trains, South Western Railway and Great Western Railway. Regular destinations from Reading Station include London Waterloo, Bournemouth, Penzance, Newbury, Carmarthen, Manchester Piccadilly, Bristol Temple Meads and Swansea. Approximately 36 services depart the station each hour.
- 2.19 TfL Elizabeth Line services are also available from Reading Station, operating towards Paddington and Abbey Wood via Maidenhead, Taplow, Slough and Ealing Broadway.

3 DEVELOPMENT PROPOSAL

Overview

- 3.1 The existing Site comprises a part two, part three storey office development, providing circa 3,550sqm (GIA) of office space. The Applicant is seeking to redevelop the existing office building to provide three buildings comprising 120 residential units (Use Class C3). The unit mix of the residential units per building is set out in **Table 3.1** below.

Table 3.1: Proposed Residential Accommodation Schedule per Building				
Unit Size	Building 1	Building 2	Building 3	Total
Studio	1	9	0	10
1-Bed Unit	13	22	22	57
2-Bed Unit	8	15	24	47
3-Bed Unit	3	2	1	6
Total	25	48	47	120

- 3.2 The Architect's ground floor layout plan is included at **Appendix A**.

Access

- 3.3 Vehicular access into the Site will be facilitated from Eaton Place in a similar manner to the existing Site to the north. The Site access from Eaton Place will provide an access route towards two sets of parking bays, one to the north of Building 3 within the Site on the access, and the other within the Site between Buildings 1 and 3. A turning area will be provided to facilitate vehicle access and egress in forward gear from Eaton Place, designed to enable use by servicing vehicles up to and including 7.5T Box Vans.
- 3.4 The proposals will remove the existing forecourt parking provided at the frontage of the Site on Oxford Road to deliver a large area of public realm which will significantly improve the pedestrian and cyclist environment along the frontage of the Site.
- 3.5 Pedestrian access into the Site will be provided via a dedicated pedestrian reception entrance on Oxford Road within a connected entrance to Buildings 1 and 2. Secondary accesses will also be provided on Eaton Place and within the Site itself to Building 2 and Building 3.

Parking

Car Parking

- 3.6 The existing Site provides a multi-storey car park to the rear, accessed via Eaton Place, with space for 106 vehicles to park, as well as forecourt parking to the front of the Site onto Oxford Road, with space for 10 vehicles to park.
- 3.7 The redevelopment of the Site will remove all existing parking arrangements and re-provide a total of 14 parking spaces. Of the parking spaces provided, 6 will be disabled parking spaces allocated for residents only, and the remaining 8 parking spaces will be allocated for use by the Royal Meteorological Society (104 Oxford Road) only, who retain the right to 8 parking spaces on-site.
- 3.8 All parking will be provided at ground floor, both on the Site access from Eaton Place to the north of Building 3, where 11 spaces are located and on the internal vehicle route within the Site between Buildings 2 and 3, where 3 spaces are located.
- 3.9 All residential parking spaces will be provided with active electric vehicle charging facilities to promote electric car use where private car travel is necessary, with the spaces allocated to the Royal Meteorological Society delivered with passive charging facilities to enable future EV charging capabilities.
- 3.10 The existing parking and associated accesses at the frontage of the Site on Oxford Road will be removed to deliver a new area of public realm.
- 3.11 To prevent the development from impacting any local controlled parking zone areas (e.g. as a result of overspill parking), residents will be prohibited from obtaining a parking permit via a permit free agreement, which will be secured by planning condition as advised during pre-application discussions.

Cycle Parking

- 3.12 Cycle parking for residents will be provided within a ground floor cycle store in each building. A total of 71 long-stay cycle parking spaces will be provided, which exceeds RBC cycle parking standards which would result in the Site requiring 63 cycle parking spaces. The cycle parking has been provided across each building in line with the building requirements, with each of the cycle stores containing the following number of storage spaces:

- Building 1: 18 spaces (14 x 2-tier spaces and 4 x Sheffield stand spaces, of which one is provided to accommodate larger accessible cycles);
- Building 2: 25 spaces (22 x 2-tier spaces and 3 x Sheffield stand spaces, of which one is provided to accommodate larger accessible cycles); and,
- Building 3: 28 spaces (22 x 2-tier spaces and 6 x Sheffield stand spaces, of which one is provided to accommodate larger accessible cycles).

3.13 Short-stay cycle parking will also be provided on-site for use by visitors to the Site, with 2 Sheffield stands (4 spaces) provided near the residential reception entrance on Oxford Road.

Servicing and Waste Collection

3.14 Servicing for the development will be undertaken on-site within the turning area adjacent to the internal disabled parking spaces, where space is provided for vehicles up to and including a 7.5T Box Van to service on-site and egress in forward gear. In the event there are larger deliveries to the Site, vehicles will be able to make use of the existing section of single yellow line kerbside adjacent to the Site to the north on Eaton Place, as well as the extended section of this kerbside within the Site, adjacent to the parking bays associated to the Royal Meteorological Society.

3.15 Waste collection will be undertaken on-site, utilising the access route adjacent to Eaton Place for collections directly from an enlarged bin-store within Building 3, which provides room for the holding of waste from Buildings 1 and 2 as well as 3 to enable an efficient collection profile from a single store. Building management will transport bins from each of the waste stores within each building prior to collection. The approach to collection waste directly from Eaton Place was considered appropriate during pre-application discussions and the latest proposals take a similar approach, albeit allowing for collections within the Site boundary.

4 PLANNING POLICY

4.1 This section details the relevant planning policies and guidance at a National and Local level.

National Policy

National Planning Policy Framework (July 2021)

4.2 The National Planning Policy Framework (NPPF) was revised in July 2021. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy, with Paragraph 104 setting out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) The potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

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

- a) appropriate opportunities to promote sustainable transport modes can – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*

- c) *the design of streets, parking areas, other transport element and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

112. Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.4 The Chapter concludes at Paragraph 113, stating:

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

Local Transport Policy

Reading Borough Local Plan (November 2019)

4.5 The Local Plan is the document that contains the policies for how Reading will develop up to 2036. The document replaces the three previous development plan documents – the Core Strategy (adopted 2008, amended 2015), Reading Central Area Action Plan (adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015). The objectives for the Local Plan include the following:

4.6 Policy TR1: Achieving the Transport Strategy states the following:

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

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

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

4.7 Paragraph 4.5.3 states that:

“Major developments (10 dwellings or 1,000sqm of non-residential floorspace or more) can make a particular contribution to achieving the strategy. In these cases, it is important that users of, and visitors to the development can make sustainable travel choices using non car modes of transport. This should include provision that enables and supports walking, cycling and the use of public transport including from the development. For developments that are likely to have significant transport implications, Travel Plans will be sought....”

4.8 Paragraph 4.5.4 states that:

"All developments will be assessed for their impact upon the transport network, including the local and trunk road and motorway networks and, where relevant, the rail network. Development should provide mitigation measures in line with their impacts on these networks, taking account of levels of development that have already been accepted, and mitigation measures that have already been agreed or implemented."

4.9 Policy TR3: Access, Traffic and Highway Related Matters states the following:

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

Development will be permitted where:

- i. The development would not have a material detrimental impact on the functioning of the transport network;*
- ii. The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- v. For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

4.10 Policy TR4: Cycle Routes and Facilities the following:

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

4.11 Policy TR5: Car and Cycle Parking and Electric Vehicle Charging states the following:

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

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

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

Reading Local Transport Plan 3 (April 2011)

4.12 The LTP3 sets out the guidance from Readings Local Transport Strategy Plan, which is in operation for 2011-2026. The LTP3 strategy plan sets out the long-term policy approach. The strategy plan reviews the current and future movement patterns and characteristics in and around Reading to influence the key policies set out in the plan. The key points relevant to the proposed development are set out below:

"At the heart of our vision is the aim of better 'Connecting Reading' and a transport system that enables people to move around – easily, safely, sustainably and in comfort."

"Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading. Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there."

Reading Borough Local Development Framework: Revised Parking Standards and Design Supplementary Planning Document – October 2011

4.13 The document sets out the spatial zoning for Reading, which seeks to ensure that developments with good accessibility to public transport and Reading's central amenities, provide less car parking. The Site is located within Zone 2 (Primary Core Area), defined as the following:

“This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically, this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either of the main railway station or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.”

- 4.14 The RBC Car Parking Standards are outlined in Section 3 of the document and are set out in **Table 4.1** below.

Table 4.1: RBC Maximum Car Parking Standards				
Use Class	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential (no of spaces per unit)				
C3 Dwelling Flat 1-2 bed	0.5	1	1.5	1.5
C3 Dwelling Flat 3+ bed	1	1.5	2	2

- 4.15 With regards to disabled parking, the document states the following:

“The suggested level (of disabled parking provision) for all zones are as follows:

Up to 200 spaces – all developments: 3 disabled spaces or 5% of total capacity whichever is greater.”

- 4.16 The RBC Cycle Parking Standards are outlined in Section 5 of the document and are set out in **Table 4.2** below.

Table 4.2: RBC Minimum Cycle Parking Standards	
Use Class	Maximum Parking Standards
	Zone 1-4
Residential (no of spaces per unit)	
C3 Dwelling Flat 1-2 bed	0.5*
C3 Dwelling Flat 3+ bed	1*
*If no individual secure facility e.g. store or garage associated with property, dedicated parking required. This can be in the form of communal cycle parking.	

Draft Reading Transport Strategy 2036 (May 2020)

4.17 The Reading Transport Strategy is a statutory document that sets the plan for developing Reading's transport network to 2036 and beyond. The document includes guiding policies and principles, alongside schemes and initiatives to be delivered, to enable the achievement of the overall vision for a step-change in sustainable travel choices in Reading. The document is currently in draft for consultation and will supersede the Local Transport Plan 3 on adoption.

4.18 The transport vision for the strategy is as follows:

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

4.19 Policy RTS1: Sustainable Transport, states the following:

1. *"We will prioritise sustainable travel modes to offer an attractive and realistic alternative to the private car."*
2. *We will increase the capacity of the sustainable transport network by reallocating road space to sustainable modes.*
3. *We will complement any increase in general traffic capacity with sustainable transport improvements."*

4.20 Policy RTS20: Parking, states the following:

1. *"We will manage the parking provision across the Borough, in public car parks, on-street parking and across new developments, to influence sustainable travel choices, encourage sustainable patterns for travel and provide for those who are less mobile."*

Local Cycling & Walking Infrastructure Plan 2020-2030 (March 2020)

4.21 The Local Cycling and Walking Infrastructure Plan, is a sub-strategy to the emerging Reading Transport Strategy 2036, setting out plans to transform the streets of Reading and encourage more people to choose cycling and walking for local journeys, or as part of longer multi-modal journeys.

4.22 The vision for cycling and walking within Reading is as follows:

"To transform our cycling and walking network to be safe, clean and green and better connect people to places to support healthy lifestyle choices and inclusive growth, where everyone benefits from Reading's success."

Policy Summary

4.23 Planning policy at the national and local level advocates locating new developments in areas of high accessibility, where sustainable travel modes can reasonably replace travel by private vehicle. The Site is located in an accessible location, within reasonable walking distance to several bus and rail services, as well as local cycle routes and good pedestrian facilities.

4.24 The proposals will comply with the relevant policy standards for cycle parking, to encourage the uptake of cycling by future residents. Car parking will also be provided below the maximum standards, with the provision of disabled parking only for residents, alongside a permit free agreement in place to discourage car ownership and travel, also reducing the potential for on-street parking. A Travel Plan will also be prepared and implemented to put in place specific measures to promote the use of public transport services and active modes to residents.

5 EFFECTS OF THE PROPOSAL

- 5.1 This Section considers the potential effects of the proposal in terms of trip generation, parking and servicing.

Trip Generation

Planning History

- 5.2 In May 2019, the change of use from office to residential use at the existing Site was permitted (LPA Ref: 190419), which set the precedent for residential use at the Site. As part of the prior approval application, a TS was prepared which detailed the change of use from office to residential use would result in a reduction in AM and PM peak hour trips across each mode of transport.
- 5.3 The trip generation assessment utilised the TRICS database to provide suitable comparable office and residential sites to determine the number of arrival and departure trips per hour, with total trips then applied to Census data to determine the multi-modal trip generation of the Site. The approach to assessing trips was considered appropriate and therefore, a similar approach has been utilised for the trip generation assessment in this TS.
- 5.4 The TRICS sites used within the TS for the prior approval application are considered to be outdated now, with surveys dating back to October 2010. As such, the TRICS database has been revisited to provide an updated assessment for this application.

Existing Office Use

- 5.5 The existing building comprises approximately 3,550sqm (GIA) of office use. A trip generation exercise has therefore been undertaken for the existing office use to determine the number of trips that could be generated during the normal weekday peak periods (08:00 to 09:00 and 17:00 to 18:00).
- 5.6 The TRICS database was interrogated for office sites under the land use 'Employment – Office' with sites selected in town centre and edge of town centre locations with similar levels of parking, so as to be most representative of the existing Site.

5.7 The selection parameters resulted in the following site selection:

- DS-02-A-01: Real Estate Developers – Derby, Derbyshire – 594sqm – 25/09/19
- ES-02-A-12: Council Offices – Hailsham, East Sussex – 3,640sqm – 26/11/15
- GM-02-A-09: Leased Offices – Manchester, Greater Manchester – 2,500sqm – 26/09/16
- NF-02-A-02: Financial Planners – Great Yarmouth, Norfolk – 894sqm – 11/09/17
- NY-02-A-02: District Council Offices – Richmond, North Yorkshire, 1,930 sqm – 14/03/19

5.8 A summary of the total person trip rates and trip generation is shown in **Table 5.1** below, with the relevant trip rate outputs included at **Appendix D**.

Table 5.1: TRICS Person Trip Rates and Trip Generation – Existing Office Use (3,550sqm)						
Time Period	Total Person Trip Rates			Total Person Trips		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	3.494	0.167	3.661	124	6	130
PM Peak (17:00-18:00)	0.251	3.118	3.369	9	111	120

5.9 As seen above, the existing office use at the Site has the potential to generate 130 two-way person trips across the morning peak hour and 120 two-way trips across the evening peak hour.

5.10 The modal split for the existing office has been based on the 2011 Census data for journeys to work (workplace) from the super output area middle layer: Reading 011. The modal split has been applied to the person trips above to produce the multi-modal trip generation, as shown in **Table 5.2** below.

Table 5.2: Existing Trip Generation by Mode							
Mode	Modal Split	AM Peak			PM Peak		
		In	Out	2-Way	In	Out	2-Way
Train	16.8%	21	1	22	1	19	20
Bus	17.8%	22	1	23	2	20	21
Taxi	0.2%	0	0	0	0	0	0
Motorcycle	0.7%	1	0	1	0	1	1
Driving a car	38.7%	48	2	50	3	43	46
Car passenger	3.8%	5	0	5	0	4	5
Bicycle	3.9%	5	0	5	0	4	4
On foot	18.2%	23	1	24	2	20	22
Total	100%	124	6	130	9	111	120

5.11 Therefore, the existing office use generates up to 45 two-way public transport trips and up to 50 car driver trips during the worst-case peak hour (the AM peak).

Proposed Residential Use

5.12 To calculate the trip generation of the proposed residential dwellings, the TRICS trip rate database was interrogated to identify similar sites across South East England, taking into account characteristics such as location and public transport provision. The sites were selected within the 'Residential Flats (Privately Owned)' category and are broadly similar in size, location and scale to the proposals.

5.13 The selection parameters resulted in the following site selection:

- BD-03-C-01: Blocks of Flats – Linslade, Bedfordshire – 175 dwellings – 15/05/18
- EX-03-C-02: Block of Flats – Westcliff, Essex – 94 dwellings – 22/10/13
- HC-03-C-01: Blocks of Flats – Portsmouth, Hampshire – 90 dwellings – 05/06/18
- HF-03-C-03: Block of Flats – Borehamwood, Hertfordshire – 91 dwellings – 14/11/19

5.14 The assessment estimates the number of trips by each mode during the typical weekday AM (08:00-09:00) and PM (17:00-18:00) peak periods. The results are summarised in **Table 5.3** below with the full TRICS Outputs included at **Appendix E**.

Table 5.3: TRICS Person Trip Rates and Trip Generation - Proposed Residential Use (120 units)						
Peak Hour	Trip Rates			Trip Generation		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	0.087	0.418	0.505	10	50	61
PM Peak (17:00-18:00)	0.400	0.184	0.584	48	22	70

5.15 As seen above, the proposed residential units are expected to generate approximately 61 two-way person trips during the AM peak hour and 70 two-way trips during the PM peak hour.

5.16 The modal split for the proposed residential units has been based on the 2011 Census data for journeys to work from the super output area middle layer: Reading 011, which has been adjusted to better reflect the disabled parking only approach at the Site. The modal split has been applied to the person trips above to produce the multi-modal trip generation, as shown in **Table 5.4** below.

Table 5.4: Proposed Residential Trip Generation by Mode							
Mode	Modal Split	AM Peak			PM Peak		
		In	Out	2-Way	In	Out	2-Way
Train	29.3%	3	15	18	14	6	21
Bus	16.6%	2	8	10	8	4	12
Taxi	0.6%	0	0	0	0	0	0
Motorcycle	0.5%	0	0	0	0	0	0
Driving a car	5.0%	1	3	3	2	1	4
Car passenger	0.5%	0	0	0	0	0	0
Bicycle	5.0%	1	3	3	2	1	4
On foot	42.5%	4	21	26	20	9	30
Total	100%	10	50	61	48	22	70

5.17 As seen above, the proposed residential units have been forecast to generate up to 33 two-way public transport trips and 4 two-way car driver trips during the worst-case peak hour (the PM peak).

Net Change

5.18 **Table 5.5** below shows the net change in total person trips between the existing office and proposed residential uses.

Table 5.5: Net Change in Trip Generation (Proposed minus Existing) *						
Mode	AM Peak			PM Peak		
	In	Out	2-Way	In	Out	2-Way
Train	-18	14	-4	12	-15	-3
Bus	-20	7	-14	5	-19	-13
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Driving a car	-47	0	-48	-3	-48	-50
Car passenger	-5	0	-5	-1	-5	-6
Bicycle	-4	3	-2	1	-4	-2
On foot	-18	20	2	17	-14	5
Total	-114	43	-70	34	-103	-69

**Minor discrepancies due to rounding.*

5.19 As seen in Table 5.5 above, the proposed development will result in a net decrease in up to 70 trips during each respective peak hour. The proposals will also result in a reduction of up to 50 two-way car trips during the peak hour, when compared to the existing office use. As such, the proposals will have a positive impact on both the local public transport and highway networks.

Public Realm and Access

5.20 The existing development provides forecourt parking for 10 cars on Oxford Road, requiring passing pedestrians to cross two vehicle accesses that serve the forecourt, as can be seen in the Google Streetview image extract included at **Figure 5.1** below.



Figure 5.1: Streetview of Existing Site Accesses onto Oxford Road

- 5.21 The proposed development seeks to remove all forecourt parking to provide a new area of public realm that includes additional space for pedestrians, an attractive and setback frontage to the development and high-quality landscaping and planting, all of which will create a more welcoming, activated and pleasant environment.
- 5.22 The northeast corner of the development will also provide a wider pedestrian environment on Eaton Place, with planting provided throughout. This will create a more open and welcoming environment along Eaton Place, delivering a material improvement upon the existing situation and a public benefit.

Chatham Place East-West Connection

- 5.23 The development provides an opportunity to create a pedestrian connection along the north of the Site in an east-west orientation following Chatham Place and Eaton Place, potentially extending to the west subject to future development. The proposals include the implementation of footways featuring planting along the north of the Site and a wide chamfering of the development at the northeast corner, creating a more open and better-connected pedestrian environment. Planting is proposed along the footway to create an attractive environment, with footway widths of 1.5m to be provided adjacent to planters and at circa 3m wide where planters are not present.

Parking

Car Parking

- 5.24 The Site is subject to RBC Parking Standards for sites within Zone 2, although it is also located within close proximity to Zone 1 (circa 250m west) and has excellent access to public transport services. As a reflection of its central location and accessibility by public transport, the Applicant seeks to provide zero general car parking for residents, with spaces for blue badge holders only provided. Feedback from RBC recognises the Site as having excellent accessibility and to be assessed more in line with Zone 1 guidance given its proximity to Zone 1.
- 5.25 Assessing the Site's parking requirements against Zone 2 standards, up to 122 spaces would be acceptable, while within Zone 1, 62 spaces would be acceptable as a maximum. A total of 6 car parking spaces will be provided at the Site for future residents, which will all be allocated for blue badge holders, in line with blue badge parking policy which stipulates disabled parking provision for 5% of units or 3 spaces, whichever is greater. This will move residents towards active and sustainable travel modes, through the provision of cycle parking and implementation of a Travel Plan.
- 5.26 In addition to the 6 disabled parking spaces, 8 spaces will be retained on-site for use by the Royal Meteorological Society (104 Oxford Road), located adjacent to the Site, who maintain a right in the title for 8 parking spaces on-site. These spaces are to be provided as standard spaces on Eaton Place.
- 5.27 The car parking will be accessed via Eaton Place, with spaces provided at ground floor within the Site access, as well as 3 disabled spaces being placed between Buildings 1 and 3, ensuring disabled parking provision is made as close to Building 1 as possible, for the benefit of any disabled residents.
- 5.28 All residential parking spaces will be provided with active electric vehicle charging facilities to promote electric car use where private car travel is necessary, with the spaces allocated to the Royal Meteorological Society delivered with passive charging facilities to enable future EV charging capabilities.
- 5.29 To ensure the development does not result in increased pressure on local on-street parking, the Applicant is willing to enter into a permit-free agreement which will prevent future residents from obtaining a parking permit in the future.

- 5.30 In addition to the high level of accessibility of the Site, the implementation of a Travel Plan and the offer of a permit free agreement, the Applicant is also willing to deliver a car club bay within an appropriate on-street location. It is recognised that locally there are limited opportunities for car club use and car clubs help to reduce car ownership, providing an opportunity for residents to use a car on occasions where car travel is the most suitable/only means available, but without having to own a car. Car club operator Enterprise has been approached to understand the viability of the provision of a car club bay for the Site and the suggestion to implement a bay locally was considered appropriate. Included at **Appendix F** is a copy of the car club proposal received from Enterprise.
- 5.31 In addition to the implementation of a car club bay locally, the Applicant is also willing to provide car club membership to each residential unit, which will be marketed to residents as part of the Travel Plan. Feedback received from RBC Highways during pre-application discussions considered this approach to parking provision and mitigation acceptable in principle (noting that the original scheme sought higher parking provision on-site, but the feedback is still considered relevant to the latest proposals), stating:
- “The proposed development proposes a parking ratio which is just below the required parking standards for Zone 1. This shortfall intends to be mitigated through the implementation of a Travel Plan (secured by planning condition or S106 obligation) and the offering of Car Club membership. In principle, this is acceptable considering the sustainable location of the site and the no waiting/stopping parking restrictions within the area. However, appropriate conditions and informatics would be applied if planning permission was granted to prevent the future occupiers of the site from obtaining a parking permit for the surrounding residential areas. This will ensure that the development does not harm the existing amenities of the neighbouring residential properties by adding to the already high level of on street car parking in the area.”*
- 5.32 Considering the implementation of the permit-free agreement, the preparation of a Travel Plan, the implementation of a local on-street car club bay, the offer of car club membership for residents and the highly accessible location of the Site, the proposed level of car parking is considered reasonable and appropriate.

Cycle Parking

- 5.33 Cycle parking at the Site will be located at ground floor level within separate stores in each residential building. A total of 71 cycle parking spaces will be provided for residents across the various cycle stores, in the form of both Sheffield stands (including accessible cycle parking spaces) and two-tier stands, broken down as shown in **Table 5.6** below.

Table 5.6: Proposed Cycle Parking Provision			
Building	Stand Type		Total
	Two-Tier Spaces	Sheffield Spaces (One Accessible Space per Building)	
Building 1	14	4	18
Building 2	22	3	25
Building 3	22	6	28
Total	58	13	71

- 5.34 Each cycle store will be accessible via the residential entrances located on Oxford Road, Eaton Place and within the Site central external area.
- 5.35 Short-stay cycle parking will be provided on-site within the public realm delivered as part of the development, with 4 spaces provided (2 Sheffield stands externally adjacent to the Oxford Road residential entrance).

Servicing and Refuse Collection

Servicing

Servicing Arrangement

- 5.36 Servicing for the development will be undertaken on-site within the turning area adjacent to the internal disabled parking spaces, where space is provided for vehicles up to and including a 7.5T Box Van to service on-site and egress in forward gear. In the event there are larger deliveries to the Site, vehicles will be able to make use of the existing section of single yellow line kerbside adjacent to the Site to the north on Eaton Place, as well as the extended section of this kerbside within the Site, adjacent to the parking bays associated to the Royal Meteorological Society. These arrangements can be seen within the Architect's ground floor plan included at **Appendix A**.

- 5.37 Swept path analysis of a 7.5T box van has been undertaken to demonstrate that vehicles up to and including a 7.5T box van can service on-site, a copy of which is included at **Appendix G**.

Servicing Demand

- 5.38 Office floor space typically generates circa 0.2 deliveries per 100sqm of floorspace per day. Therefore, the existing Site (3,550sqm GIA of office space) could produce approximately 7 deliveries per day.
- 5.39 In order to estimate the number of deliveries that will be generated by the proposed residential units, the sites utilised for the TRICS trip rate assessment were analysed to understand servicing trips generated at similar sites. Of the five sites used within the trip generation assessment, three sites provided servicing information. Of these, one site presented a low number of servicing trips and as such, this site was removed from the data set to ensure servicing estimates were not skewed by potentially anomalous data. A copy of the TRICS servicing trip rates output file is included at **Appendix H**.
- 5.40 The two sites surveyed for servicing movements generate an average of 0.127 deliveries per day. When applied to 120 residential units, this equates to approximately 15-16 deliveries per day, which represents an increase of 8-9 deliveries per day compared to the existing use. It is considered that the increase in servicing activity will not result in a material impact on the local highway network. It is also pertinent to note that some servicing activity (in addition to parking) could reasonably be undertaken from the Site frontage on Oxford Road in the existing situation, and that a benefit of the scheme will be the removal of all vehicle activity in this area, to be replaced with new public realm.

Waste Storage and Collection

- 5.41 Waste stores will be provided within each of the residential buildings at ground floor, with a larger waste store located in Building 3, which will act as a consolidated waste holding area for the entire Site. A total of 4 x 1,100L eurobins will be provided for the storage of general waste and recycling in Building 1, which also provides space for the temporary storage of bulky goods, with 6 x 1,100L eurobins in Building 2 and 5 x 1,100L eurobins provided within Building 3, alongside space for 12 additional bins within the holding area.

- 5.42 The proposed refuse provision is based on the RBC Waste Management Guidelines for Property Developers, Architects, Planners and Contractors, which states that a 1,100L eurobin is suitable to accommodate the waste of 10 residential units. As such, the delivery of 15 bins across the development will ensure sufficient provision for weekly collection frequency is made and additional space for bins within the holding area will also allow the Site Management Team to rotate bins where necessary between collections within each of the waste stores, as well as allow for the holding of bulky goods prior to organised collection without impacting the temporary holding of the Site eurobins.
- 5.43 Prior to collection, the Site Management Team will transport all waste bins to the holding area, which will be provided with external access onto the Site access, where residential refuse will be collected on-street. Refuse vehicles will be able to reverse into the Site from Eaton Place, as demonstrated within **Appendix I**, with waste then collected from the waste store within 10m of the highway.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 Caneparo Associates has been appointed by Venta PropCo 1 Limited ("the Applicant") to provide traffic and transportation advice in relation to the proposed redevelopment at Eaton Court, Reading.
- 6.2 The existing property comprises part two and three storey office building with a decked car park. The proposals are for the following:
- "Demolition and residential redevelopment to provide three buildings comprising residential units (Use Class C3) along with car parking, cycle parking and associated landscaping, amenity space, plant and refuse areas, and access arrangements."*
- 6.3 The proposed development will comprise 120 residential dwellings (Use Class C3), divided between three buildings which will rise between five to seven storeys.
- 6.4 The local area is well suited to travelling by foot or bicycle, with the provision of footways on all surrounding roads on key desire lines and the provision of a local cycle network which facilitates access across Reading. The Site is also situated in a highly accessible location, with public transport services, retail amenities and key facilities all located within reasonable walking distance.
- 6.5 The proposals will remove existing forecourt parking and two vehicle accesses on Oxford Road, providing a new area of public realm with planting and improved footway provision, all of which will deliver an enhanced pedestrian environment and public benefit. In addition, public realm improvements are to be made at the northeast and northern boundary of the Site to deliver an improved pedestrian environment, with opportunity for new east-west connections also facilitated along Chatham Place.
- 6.6 A new access will be provided from Eaton Place which will facilitate access for cars to the car parking spaces located on the Site access and within the Site between Building 1 and 3. The proposals will provide 14 parking spaces, 6 of which will be for residents and will provide policy compliant disabled parking, with 8 spaces provided for the Royal Meteorological Society. No general car parking will be provided for residents and this level of provision is considered to be reasonable and appropriate following pre-application discussions.

- 6.7 Cycle parking will be provided in line with policy standards, with the provision of 71 long-stay spaces for residents. Short-stay cycle parking for the Site will also be provided in the form of 2 Sheffield stands (4 spaces) on-site within the public realm to be delivered.
- 6.8 In combination with the on-site parking proposed, the development would also deliver a residential Travel Plan (to promote sustainable and active travel), the implementation of a car club bay on-street locally, the provision of car club membership for all residential units and new areas of public realm that will significantly improve the Site and the surrounding area, providing tangible public benefits. In addition, future residents will be restricted from obtaining on-street car parking permits, through the implementation of a permit-free agreement.
- 6.9 Servicing for the development will be undertaken on-site within the turning area adjacent to the internal disabled parking spaces, where space is provided for vehicles up to and including a 7.5T Box Van to service on-site and egress in forward gear. Refuse collections will be undertaken on-site within the Site access, with vehicles reversing into the Site adjacent to Building 3 waste store for collection of all waste, with all buildings' waste consolidated within the Building 3 waste store prior to collection.
- 6.10 A trip generation assessment has been undertaken which demonstrates that the proposed development will result in a net reduction in trips made to and from the Site during the peak hours. The development will result in a reduction of up to 50 two-way car driver trips in the busiest peak hour (PM peak), which will have a net beneficial impact on the local highway network.

Conclusion

- 6.11 In light of the above, it is concluded that the proposals are acceptable and will not have a materially detrimental impact on the highways and transportation network. Furthermore, the reduction in trips arising from the redevelopment and sustainable travel measures provided combine to provide tangible benefits to the local environment.
- 6.12 Importantly, the proposals accord with the key requirements of the NPPF and paragraph 111, which states that:

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

Appendix A



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

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Key Plan

Issued for Planning 2	16/01/23	AOD	3
Issued for Planning 1	20/01/23	AOD	2
Issued for Information	27/09/22	MGr	1
Description	Date	Chk	Rev

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Project

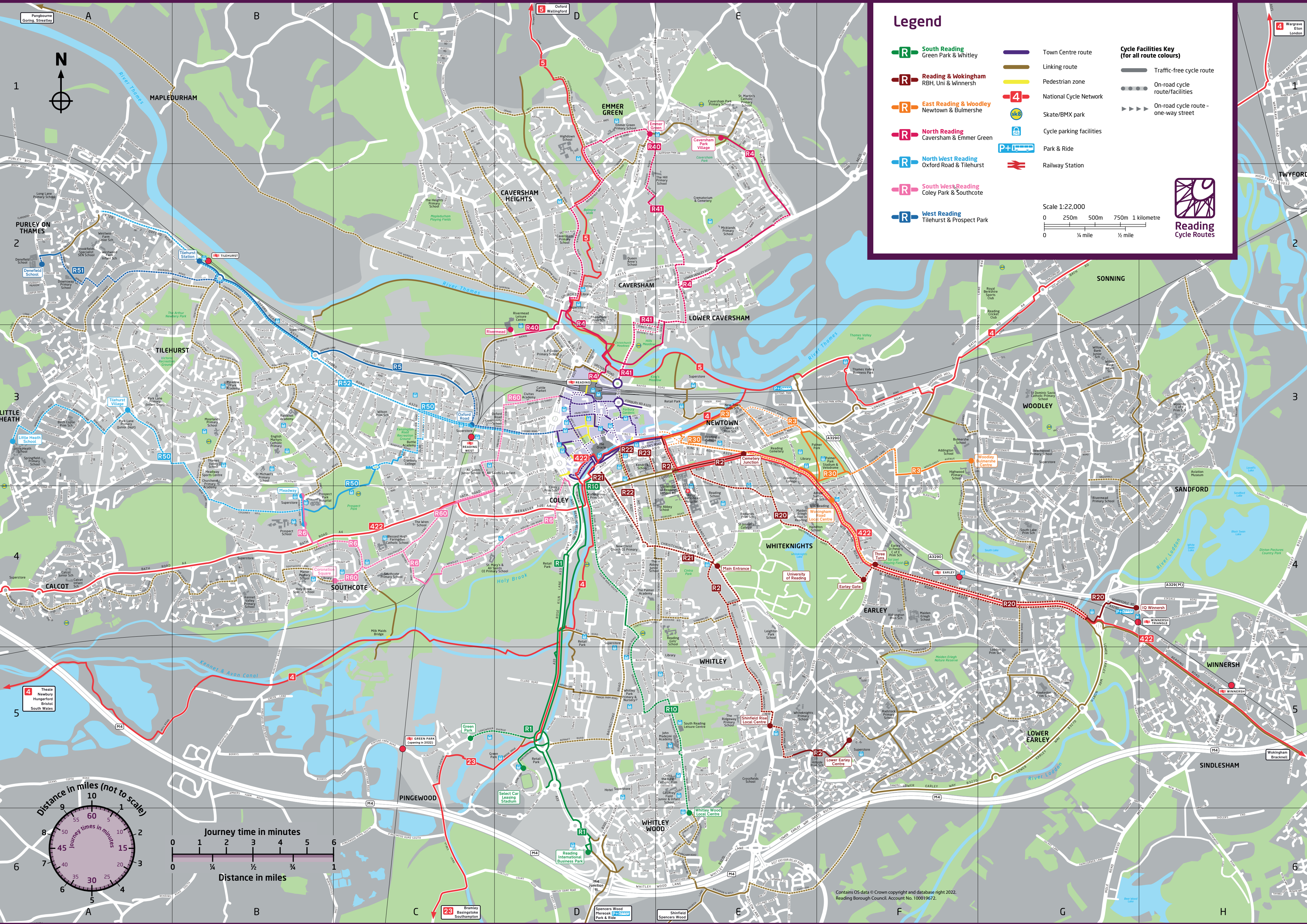
Eaton Court
Reading, Berkshire
RG1 7FU

Title

Proposed
Ground Floor
Plan

Suitability	Status		
S2	For Information		
Date	Scale @ ISO A3	Scale @ ISO A1	Job Number
08/04/2020	1:200		17110
Drawing Number			Revision
17110-SQP-ZZ-ZZ-DR-A-PL001			3

Appendix B



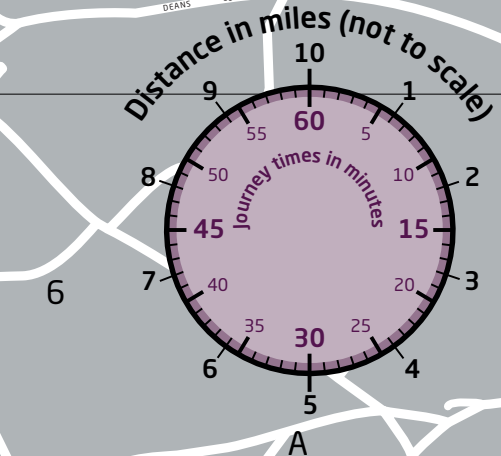
Legend

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

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

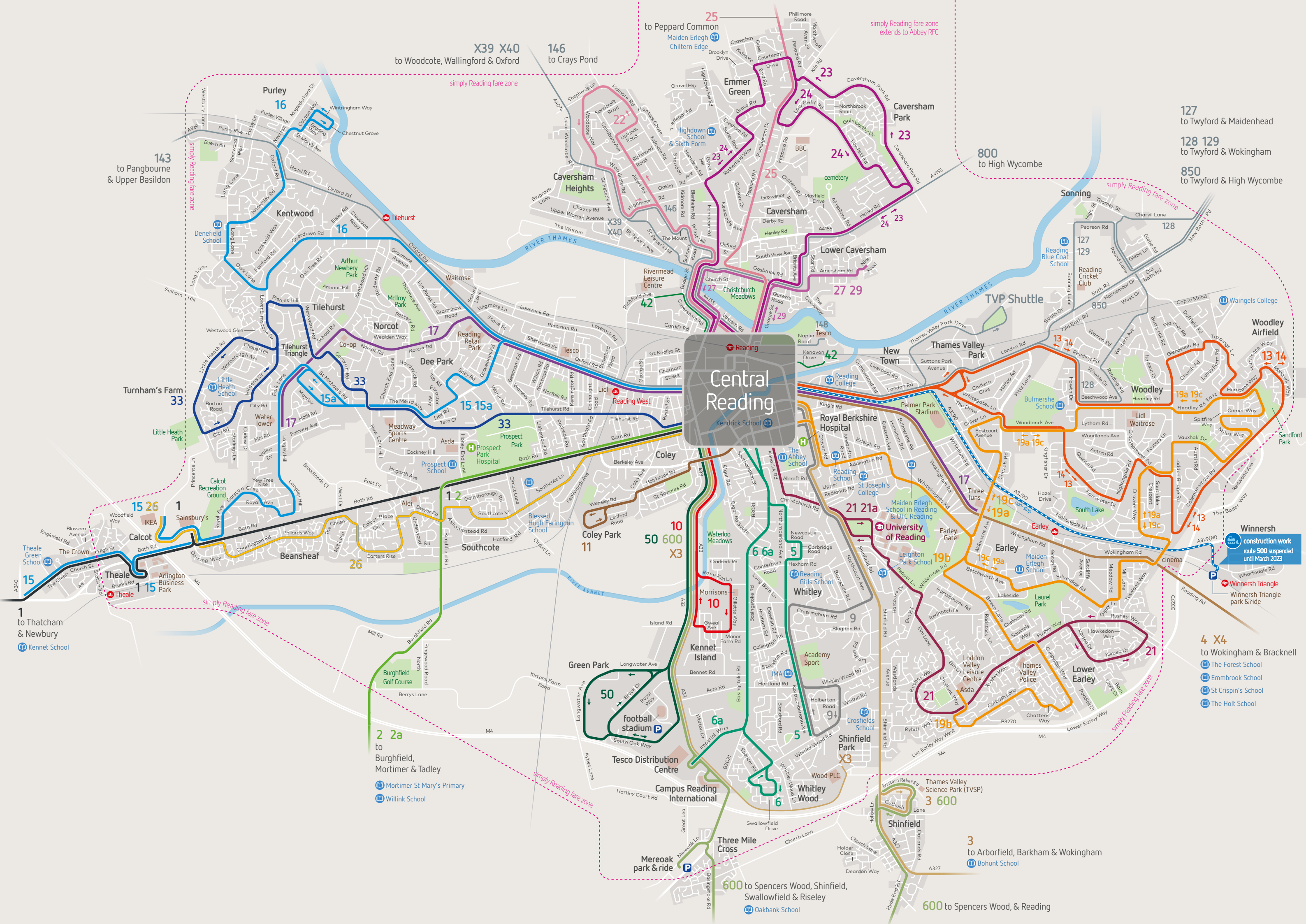


Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



Journey time in minutes
Distance in miles

Appendix C



Appendix D

Calculation Reference: AUDIT-358901-210212-0208

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: 594 to 3640 (units: sqm)
 Range Selected by User: 500 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 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	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	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 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:

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

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

Secondary Filtering selection:

Use Class:

B1

5 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 Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

2 days

20,001 to 25,000

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

2 days

75,001 to 100,000

1 days

250,001 to 500,000

1 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

3 days

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

Travel Plan:

Yes

1 days

No

4 days

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

PTAL Rating:

No PTAL Present

5 days

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

LIST OF SITES relevant to selection parameters

1	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS	DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
2	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area: 3640 sqm Survey date: THURSDAY 26/11/15		Survey Type: MANUAL
3	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area: 2500 sqm Survey date: MONDAY 26/09/16		Survey Type: MANUAL
4	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm Survey date: MONDAY 11/09/17		Survey Type: MANUAL
5	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 1930 sqm Survey date: THURSDAY 14/03/19		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-08	.
MS-02-A-02	.
NF-02-A-03	.
NF-02-A-04	.
WY-02-A-05	.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1912	0.670	5	1912	0.010	5	1912	0.680
08:00 - 09:00	5	1912	3.494	5	1912	0.167	5	1912	3.661
09:00 - 10:00	5	1912	2.762	5	1912	0.680	5	1912	3.442
10:00 - 11:00	5	1912	1.015	5	1912	0.680	5	1912	1.695
11:00 - 12:00	5	1912	0.701	5	1912	0.586	5	1912	1.287
12:00 - 13:00	5	1912	1.182	5	1912	2.501	5	1912	3.683
13:00 - 14:00	5	1912	2.249	5	1912	2.249	5	1912	4.498
14:00 - 15:00	5	1912	1.486	5	1912	1.046	5	1912	2.532
15:00 - 16:00	5	1912	0.827	5	1912	1.266	5	1912	2.093
16:00 - 17:00	5	1912	0.722	5	1912	1.611	5	1912	2.333
17:00 - 18:00	5	1912	0.251	5	1912	3.118	5	1912	3.369
18:00 - 19:00	5	1912	0.094	5	1912	1.412	5	1912	1.506
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		15.453			15.326			30.779	

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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Appendix E

Calculation Reference: AUDIT-358901-210208-0238

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
BD	BEDFORDSHIRE	1 days
EX	ESSEX	1 days
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	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: 90 to 175 (units:)
 Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 14/11/19

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

Selected survey days:

Tuesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
---------------------	---

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

C3

4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

4 days

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

Population within 5 miles:

50,001 to 75,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

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:

Yes

2 days

No

2 days

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

PTAL Rating:

No PTAL Present

4 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
3	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
4	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-C-02	no of dwellings
BD-03-C-03	location
EX-03-C-01	no of dwellings

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	113	0.076	4	113	0.349	4	113	0.425
08:00 - 09:00	4	113	0.087	4	113	0.418	4	113	0.505
09:00 - 10:00	4	113	0.116	4	113	0.180	4	113	0.296
10:00 - 11:00	4	113	0.164	4	113	0.180	4	113	0.344
11:00 - 12:00	4	113	0.129	4	113	0.187	4	113	0.316
12:00 - 13:00	4	113	0.213	4	113	0.233	4	113	0.446
13:00 - 14:00	4	113	0.189	4	113	0.169	4	113	0.358
14:00 - 15:00	4	113	0.147	4	113	0.149	4	113	0.296
15:00 - 16:00	4	113	0.191	4	113	0.138	4	113	0.329
16:00 - 17:00	4	113	0.249	4	113	0.160	4	113	0.409
17:00 - 18:00	4	113	0.400	4	113	0.184	4	113	0.584
18:00 - 19:00	4	113	0.438	4	113	0.164	4	113	0.602
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.399			2.511			4.910		

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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Appendix F



Car Club proposal for Eaton Court, Reading, RG1 7LL

January 2023



Eaton Court Car Club - Introduction

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 180 UK cities and communities our 100,000+ members have access to over 2,500 cars and vans.

Enterprise Holdings is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 20 years.

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 150 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g. Manchester, Leeds, Bristol, Edinburgh, Glasgow and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

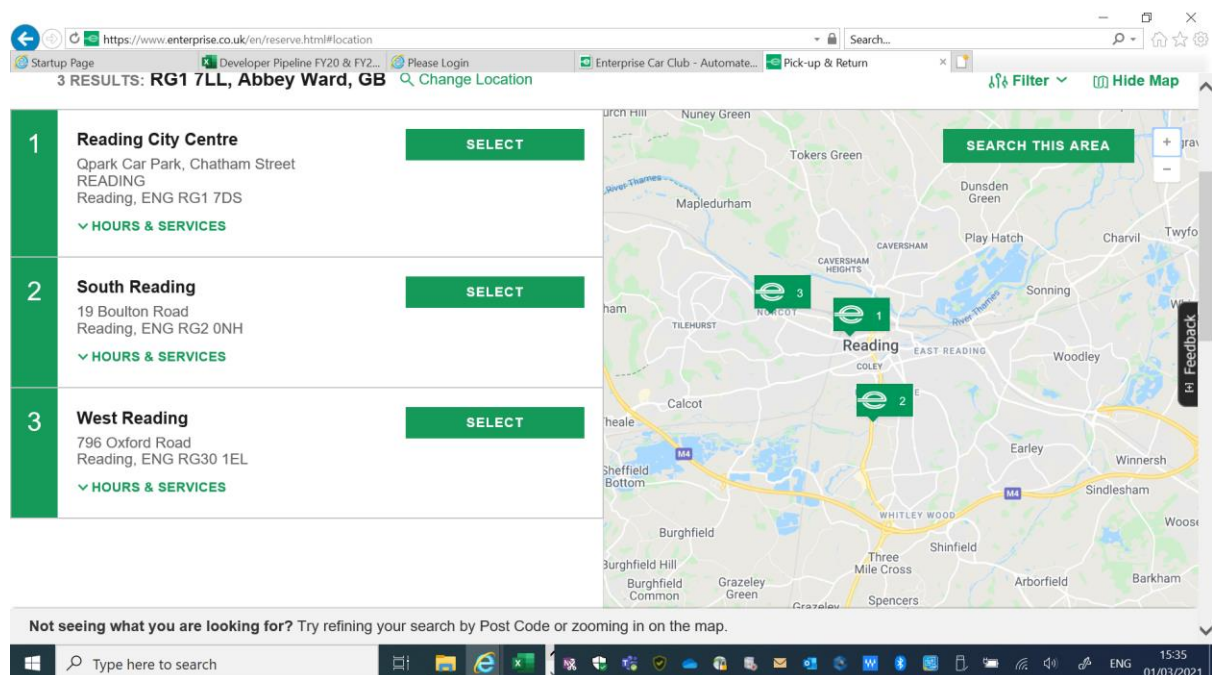
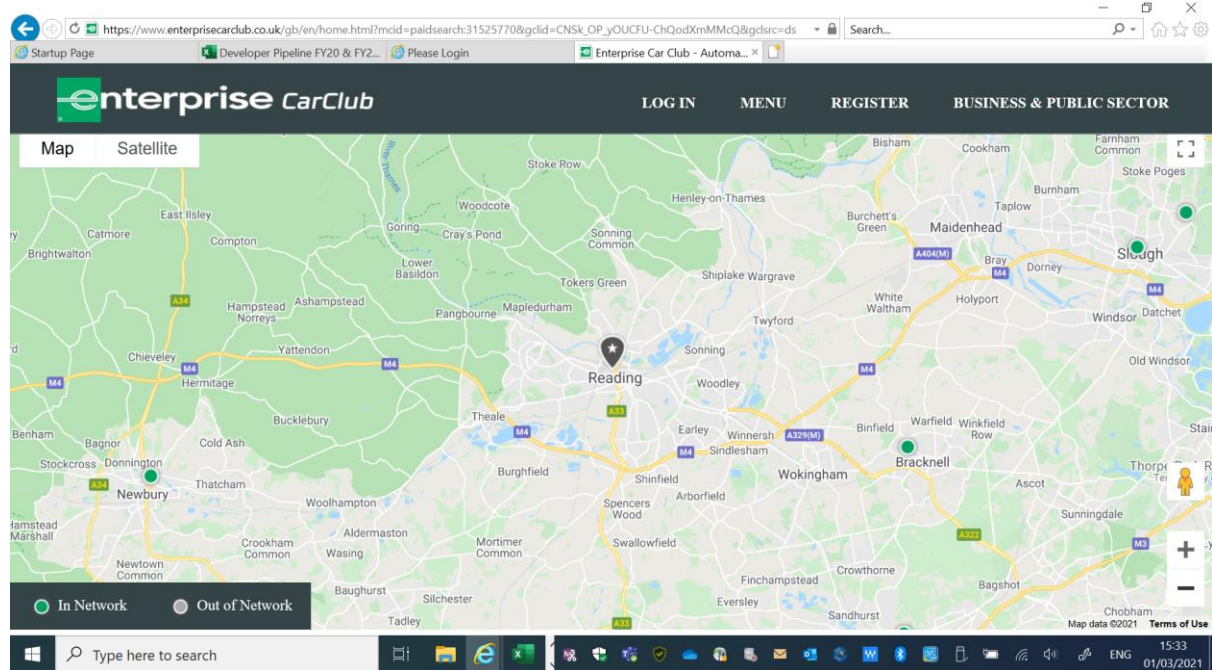
Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

Enterprise Car Club is integrated with Enterprise Rent-A-Car as a brand, business and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Eaton Court, Reading, RG1 7LL

Currently Enterprise Car Club does not have a presence in the development area, closest current vehicle in Bracknell(see first map). Discussions are ongoing to expand this in partnerships with council's, train operators and developers. This car club presence is supported by a strong branch presence (see second map below) and Enterprise also has "[month or more](#)" and commercial vehicles options in the region via [Enterprise Flex-E-Rent](#).

Combined these options make Enterprise the best possible mobility partner for the Eaton Court community whether residents need a car for a few hours, days or months.



The National Car Club

Eaton Court residents will also have access via their Car Club membership to over 2,500 vehicles across the UK. The map below shows the current Enterprise Car Club network which is expanding rapidly.

Eaton Court residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough and London Kings Cross to the south.



Car Club Proposal for Eaton Court, Reading, RG1 7LL

Given the scale of the development (120 units) and the lack of car clubs locally we advise the following:

- Minimum car club – 1 vehicle on a 12-month rolling contract
- Vehicle provided – petrol/hybrid – preference would be Hybrid – EV's can be supplied provided correct charging infrastructure with minimum 7kw charging in place.
- Total cost - £10,000 ex VAT.
- Additional vehicles can be provided when commercially viable to do so at no additional cost. Enterprise and the client will develop a utilisation model which will trigger additional vehicles in response to demand. This model will consider utilisation levels above 25% and the distribution of demand across the week and working week. If you wish for a larger car club fleet on site when the above model does not deem it commercially viable, additional vehicles can be provided at £10,000 ex VAT.
- Incentive for site only residents – 1 year's free membership of Enterprise Car Club for and £50 drive time.
- The offer will be provided to multiple residents at the same address and throughout the contracted period.
- All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events
- Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees
- Attendance at sales and promotional events
- Dedicated 24/7 Clubhouse Team and 24/7/365 online reservation system available, by phone or on our app.
- Creation of reports and statistics for the developer and council.
- Zero vehicle maintenance and cleaning responsibilities.
- Dedicated personal development account manager.
- Car Club personal members will receive discount on rentals with Enterprise-Rent-A-Car. Details of nearest branch are below which offers a free "We'll pick you up service".
- Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.

One Enterprise and Future Mobility

Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free “We’ll pick you up service” or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed “Enterprise Travel Direct” ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee’s own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

Enterprise is developing Mobility as a Service and Ridesharing services which can also assist business parks provide efficient mobility for residents.

Globally, Enterprise is at the forefront of new mobility solutions and over \$2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges. Enterprise is seeking to bring innovative Mobility as a Service (MAs) platforms to cities and large sites that will provide users with transport on demand across all modes. Employees could receive “Mobility Credits” from employers and the platform could be white labelled to the location or business.

In response to the changing mobility required by employers in 2020-21 due to the COVID19 situation Enterprise is working to evolve new solutions for employers to assist with employee mobility during the working day and for the employees commute to work. More information can be made available. Enterprise also has implemented a clean car pledge because of the current COVID19 situation. See below for more details.

Complete Clean Pledge

Today and every day, we are committed to maintaining the highest standards of cleanliness in the industry. Now more than ever, our customers and employees deserve to know we stand behind that commitment with the Complete Clean Pledge. We pledge to go above and beyond our already rigorous cleaning protocols, including strict sanitizing procedures to protect the health and safety of all.

Learn more about our [Complete Clean Pledge](#).

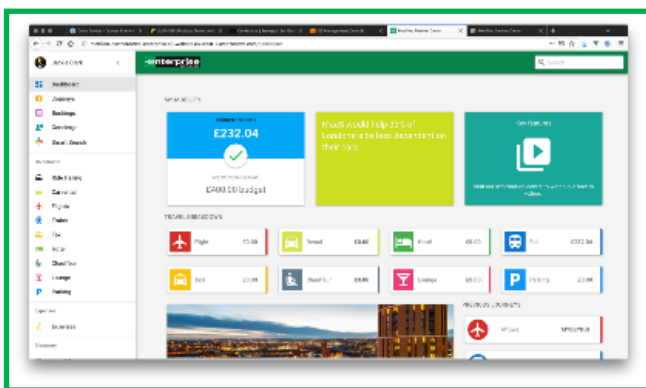
Below are details on our modified services and the steps we are taking company-wide to protect customers and employees while remaining available to those who need us during this challenging time.

Looking to rent a car? [Find a location near you](#).



Enterprise 9 Seat Minibus

- Low Emission Zone Compliant
- Department for Transport Approved
- Compact and Easy to Drive
- Climate Control
- Side Load Cassette Step
- Drive on Standard Licence (B1)
- Speed Limited to 62 mph
- Single Seats
- Reverse Camera
- M1 Vehicle – Approved for Passenger Transportation
- Adjustable and Fully Flexible Seating Layout



Example Marketing Leaflet

Lawrence Green Residents offer:

Join today for £10

Annual membership usually £60

+ **£10** Free Driving Credit*

+ **5%** off Enterprise-Rent-A-Car

EnterpriseCarClub.co.uk/LAWRENCE

Quote the offer code:

LAWRENCE



enterprise
CarClub

Your property
comes with a car



enterprise
CarClub

**£10 first year
membership***

Annual membership usually £60

*First year's membership for only £10 (usually £60). £10 driving credit applied once application is approved. Offer ends on 31/03/2025. For Lawrence Green residents only. Hourly price is based on 24 hour rental, based on the UK average Friday-Sunday daily rate of our vehicles as of 01/01/2025. Mileage charge based off UK wide fleet majority as at 01/01/2025. Drive time expires after 90 days of joining. Members must complete their first Car Club rental to qualify for 5% discount code. Full terms and conditions at www.enterpriseclub.co.uk/hot ©2020 Enterprise Car Club. K004601 00.20 GB



Your nearest car is:
Wallshut Wood,
Bristol, BS16 1GJ



Rent by the hour from
£2.50/hr* & 21p/mile



Fuel, taxes and
servicing included



Access 1,400+
vehicles nationwide

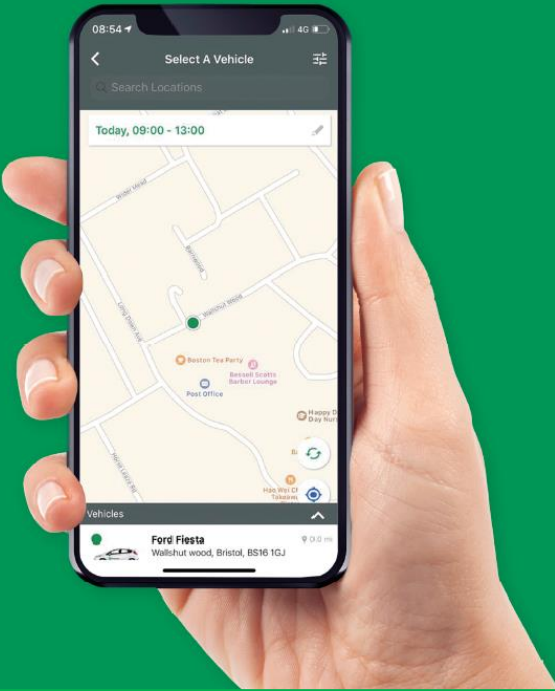


24/7 access
year round

Book & Unlock

from the palm of your hand

Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across the UK. Membership includes fuel, insurance and breakdown cover, meaning you only pay for a vehicle when you need it.



1. Join

Become a member online or on the app



2. Reserve

Book in advance or on the go, online or using the app



3. Unlock & Go

Access the vehicle via the app and retrieve the keys using the PIN-PAD in the glovebox



4. Return

Once back at the original parking bay, lock the vehicle via the app





Download on the
App Store

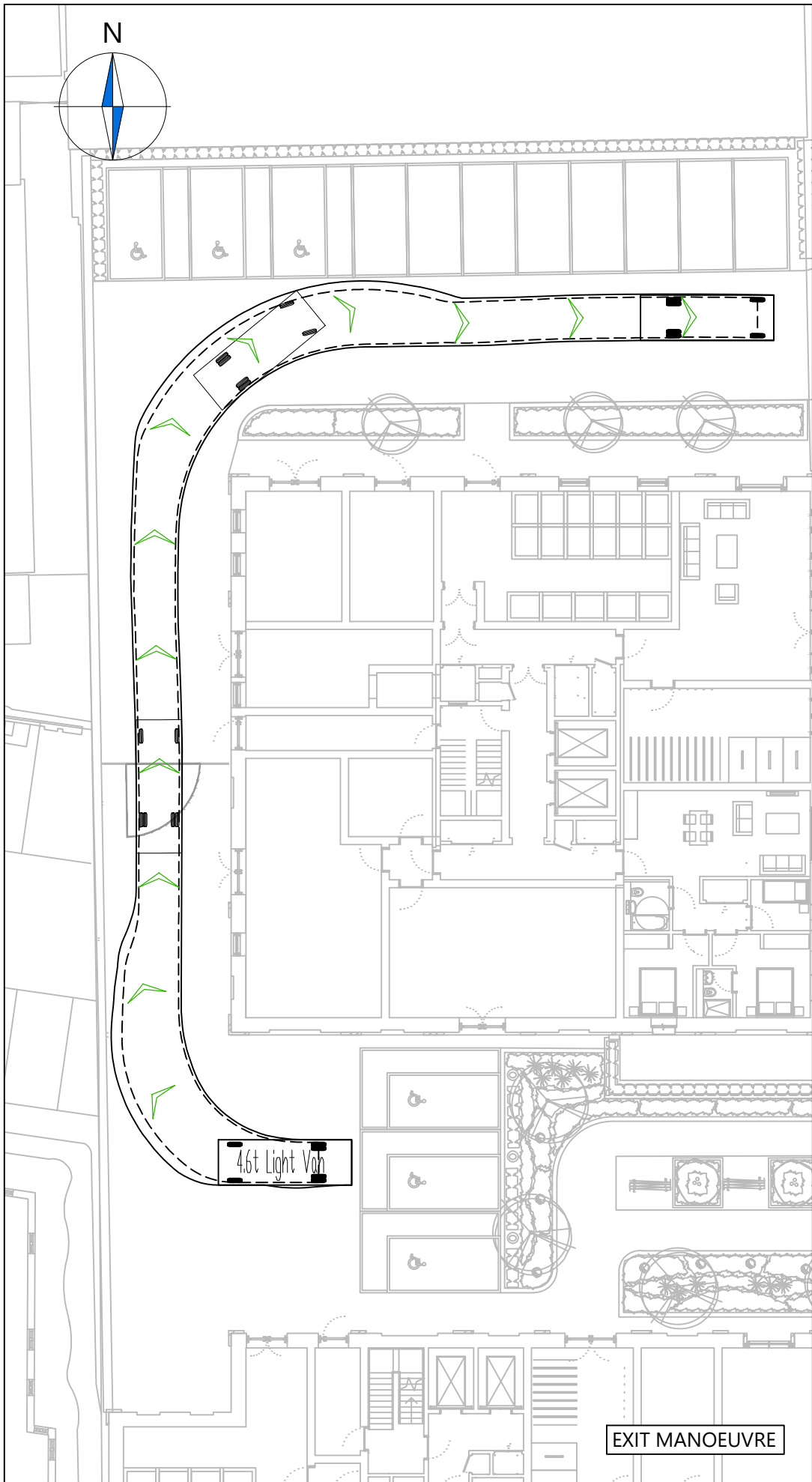
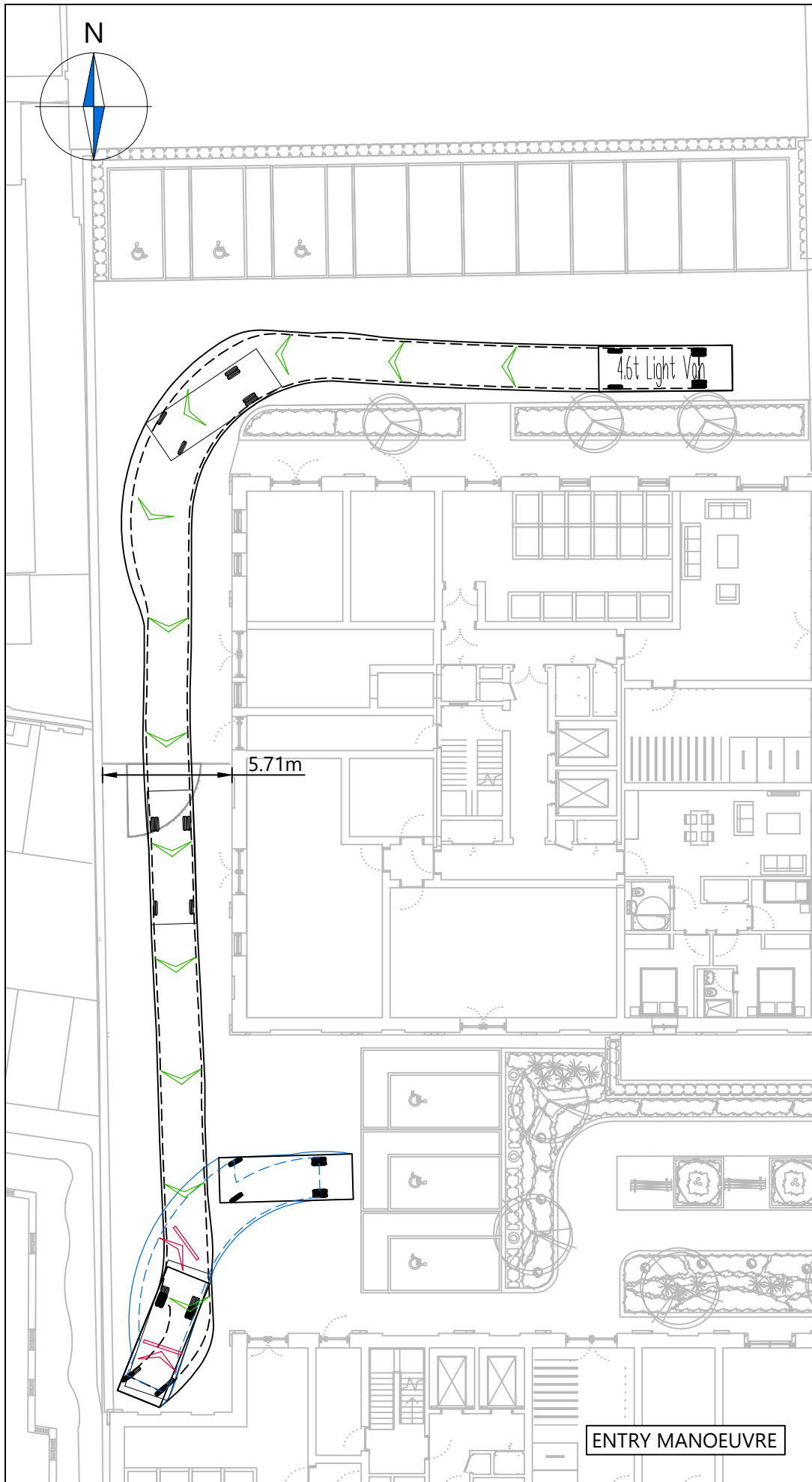


GET IT ON
Google Play

Join Now

8

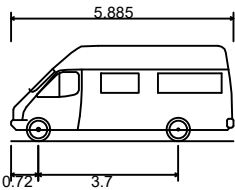
Appendix G



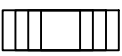
NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m



FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated Tracking based on new layout.	JS	DB	30.01.23
Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status:	☐ Preliminary	☐ For Approval	☐ For Construction
	☒ For Information	☐ For Tender	☐ As Built

Client:

Venta Propco 1 Limited

Project:

Eaton Court, Reading

Drawing Title:

Vehicular Swept Path Analysis for
Alternative Parking Arrangement
(Option 4)

Scale:	1:250	Size:	A3
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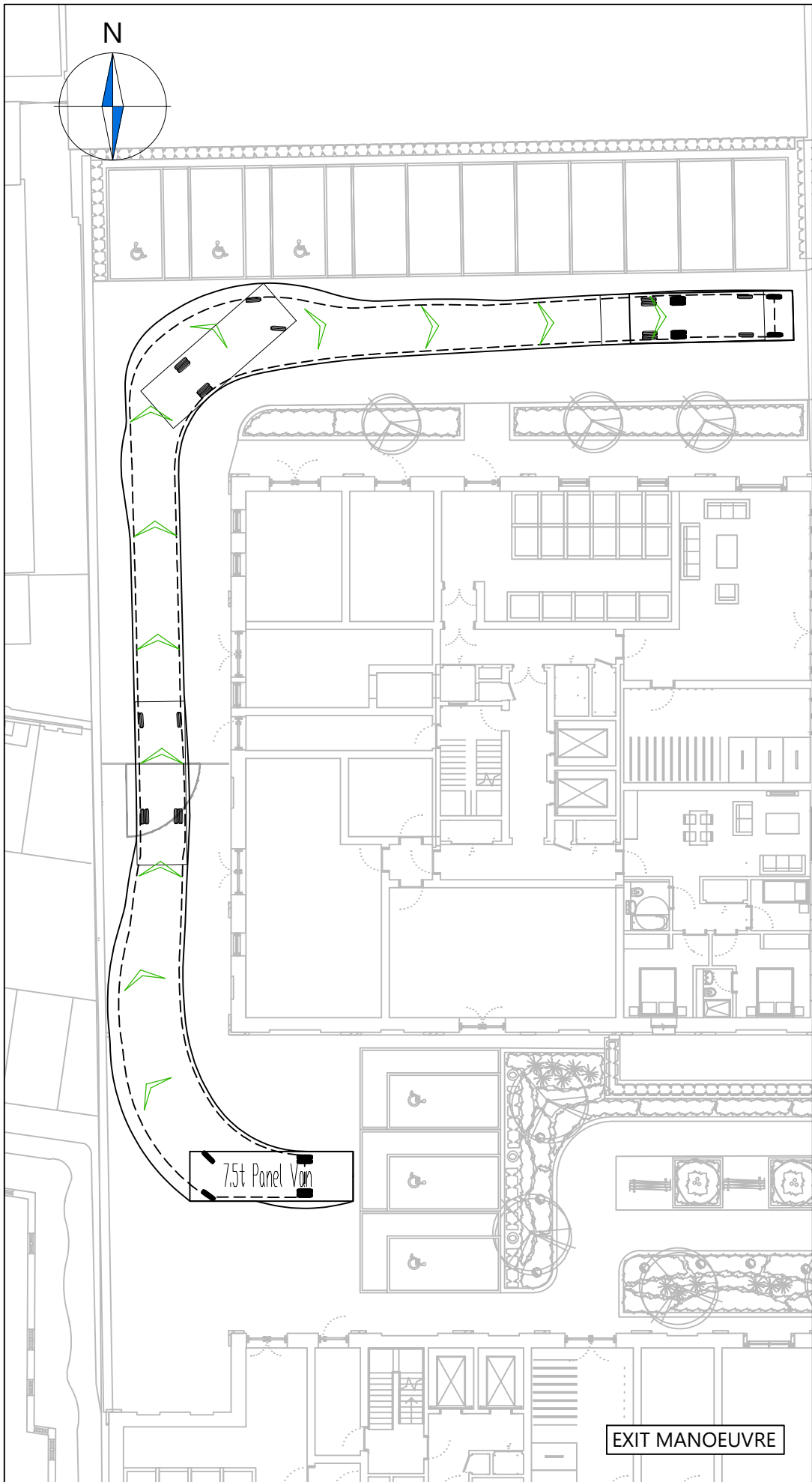
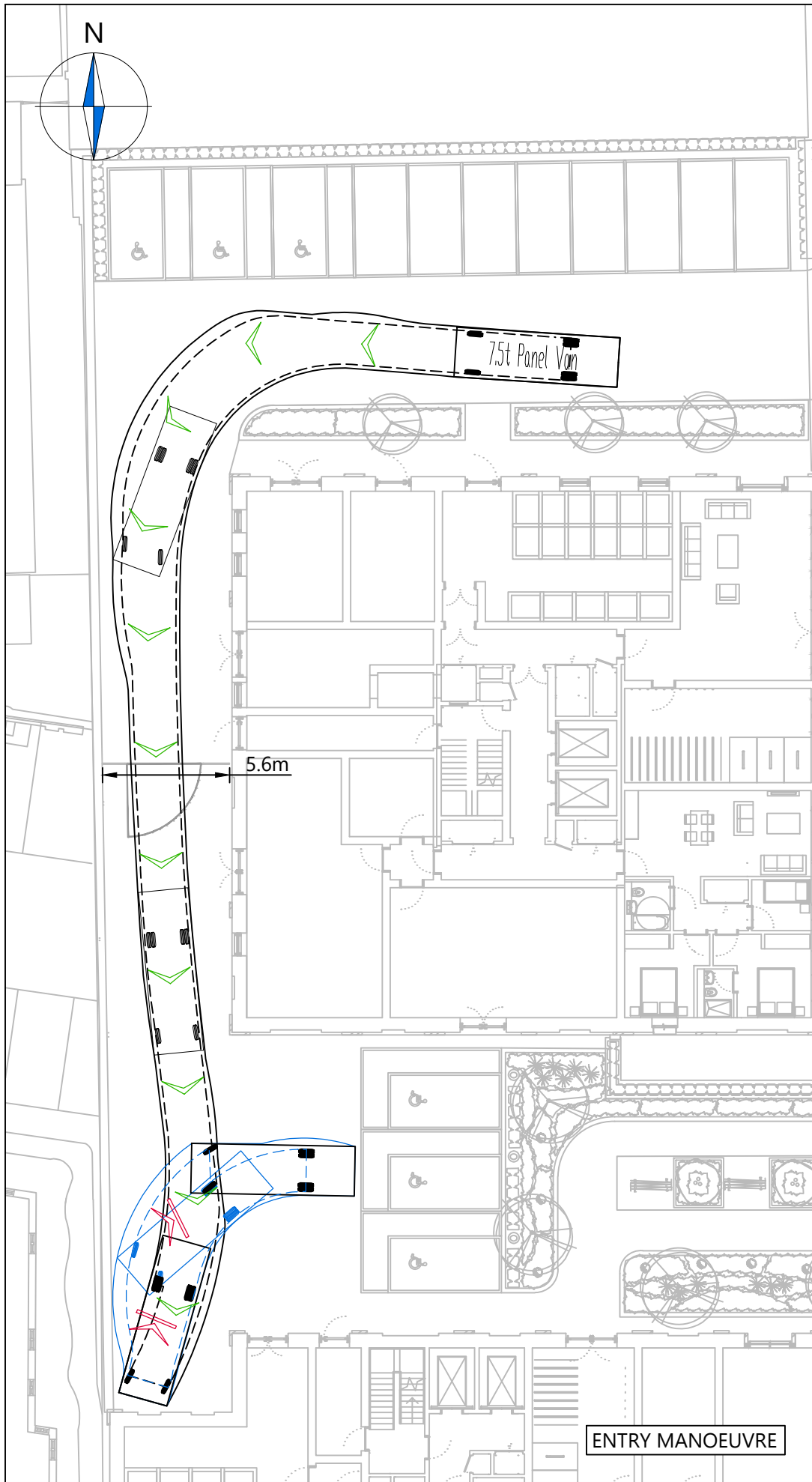
Drawn by:	Checked by:	Date:
JS	DB	14.11.2022



Transport Planning & Highway Design

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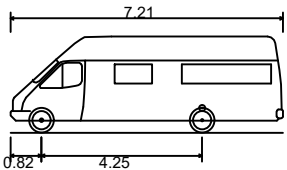
Scheme Ref:	Drawing No:	Sheet :	Rev:
3635	TR006	1 of 4	A



NOTES

- 1. This drawing to be read & printed in colour.
- 2. This drawing is for illustrative purposes only.
- 3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

7.5T PANEL VAN



Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated Tracking based on new layout.	JS	DB	30.01.23
Rev	Details	REVISION HISTORY		
Status:		☐ Preliminary	☐ For Approval	☐ For Construction
		☒ For Information	☐ For Tender	☐ As Built

Client: Venta Propco 1 Limited

Project: Eaton Court, Reading

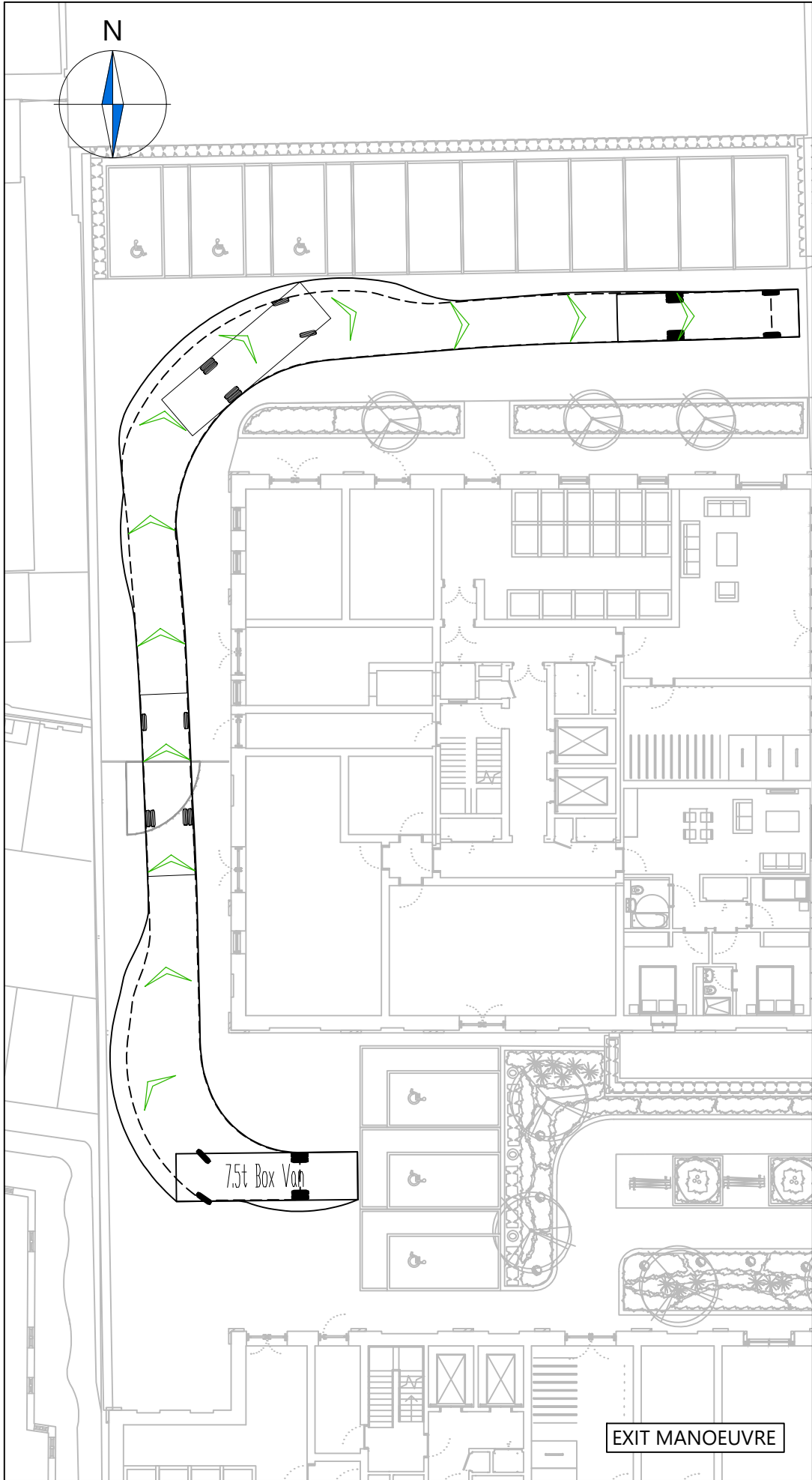
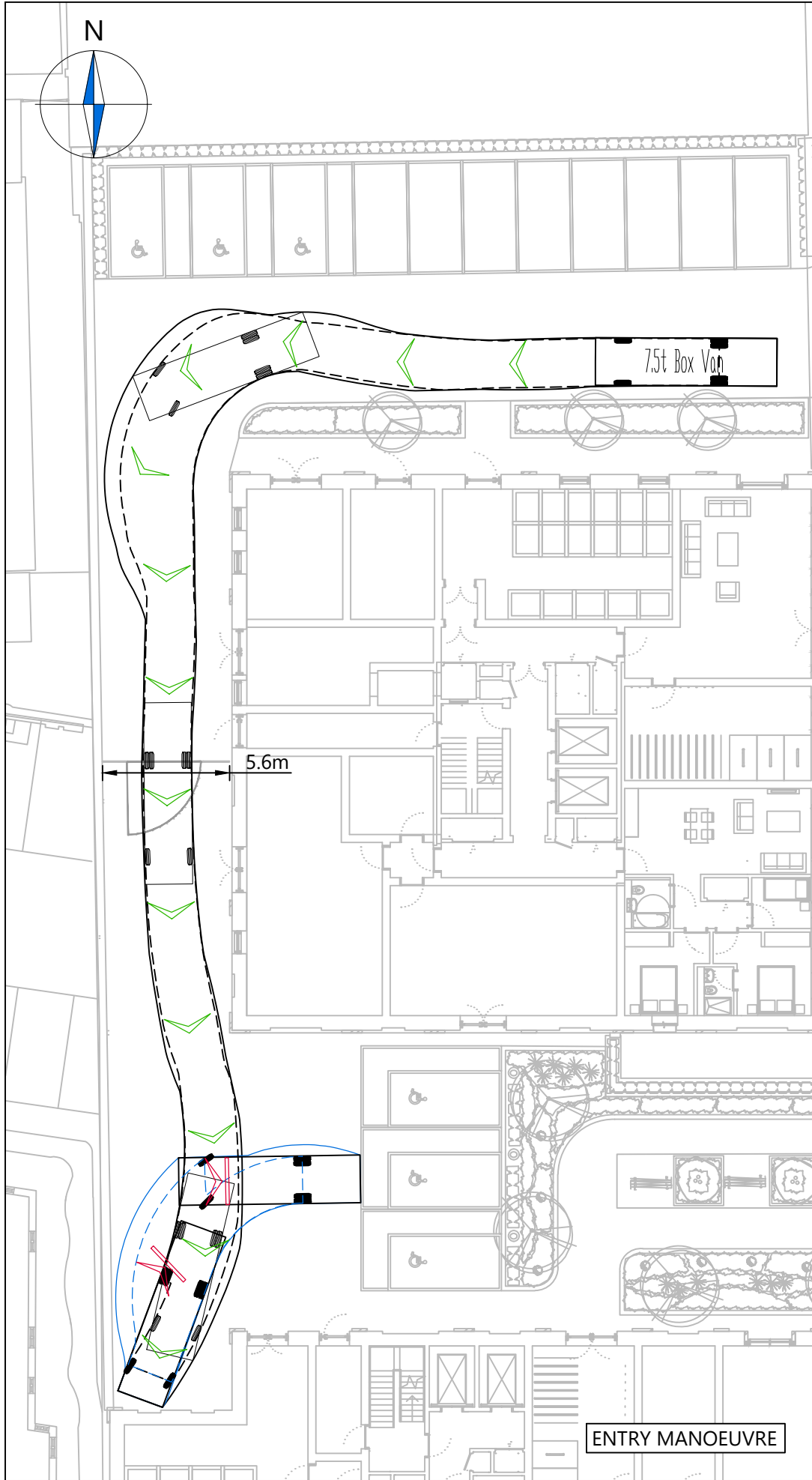
Drawing Title: Vehicular Swept Path Analysis for Alternative Parking Arrangement (Option 4)

Scale: 1:250 Size: A3

Drawn by: JS Checked by: DB Date: 14.11.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

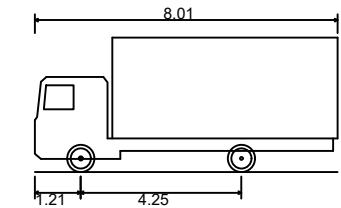
Scheme Ref:	Drawing No:	Sheet :	Rev:
3635	TR006	2 of 4	A



NOTES

- 1. This drawing to be read & printed in colour.
- 2. This drawing is for illustrative purposes only.
- 3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated Tracking based on new layout.	JS	DB	30.01.23
Rev	Details	REVISION HISTORY		
		Drawn	Checked	Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built

Client:

Venta Propco 1 Limited

Project:

Eaton Court, Reading

Drawing Title:

Vehicular Swept Path Analysis for Alternative Parking Arrangement (Option 4)

Scale: 1:250 Size: A3

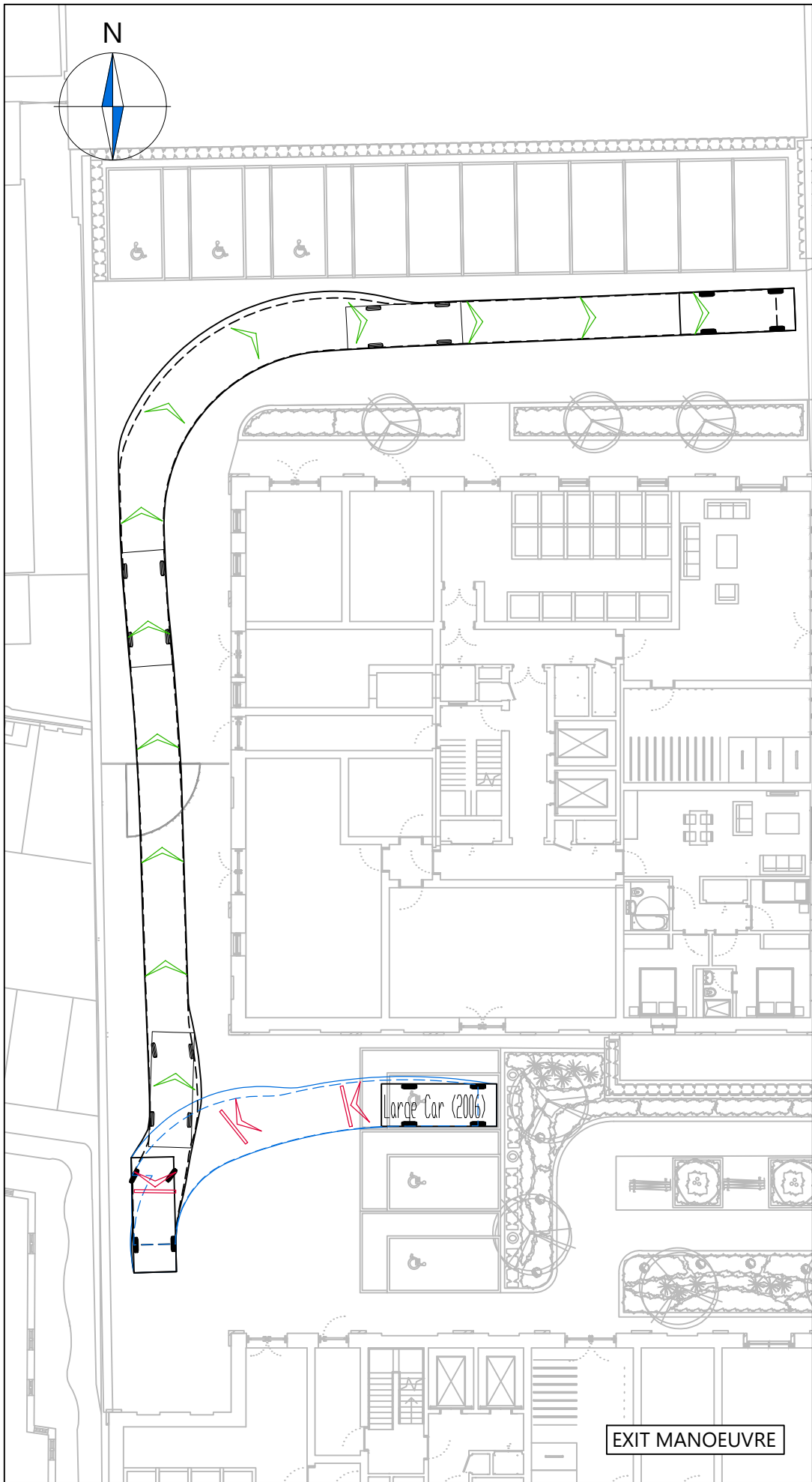
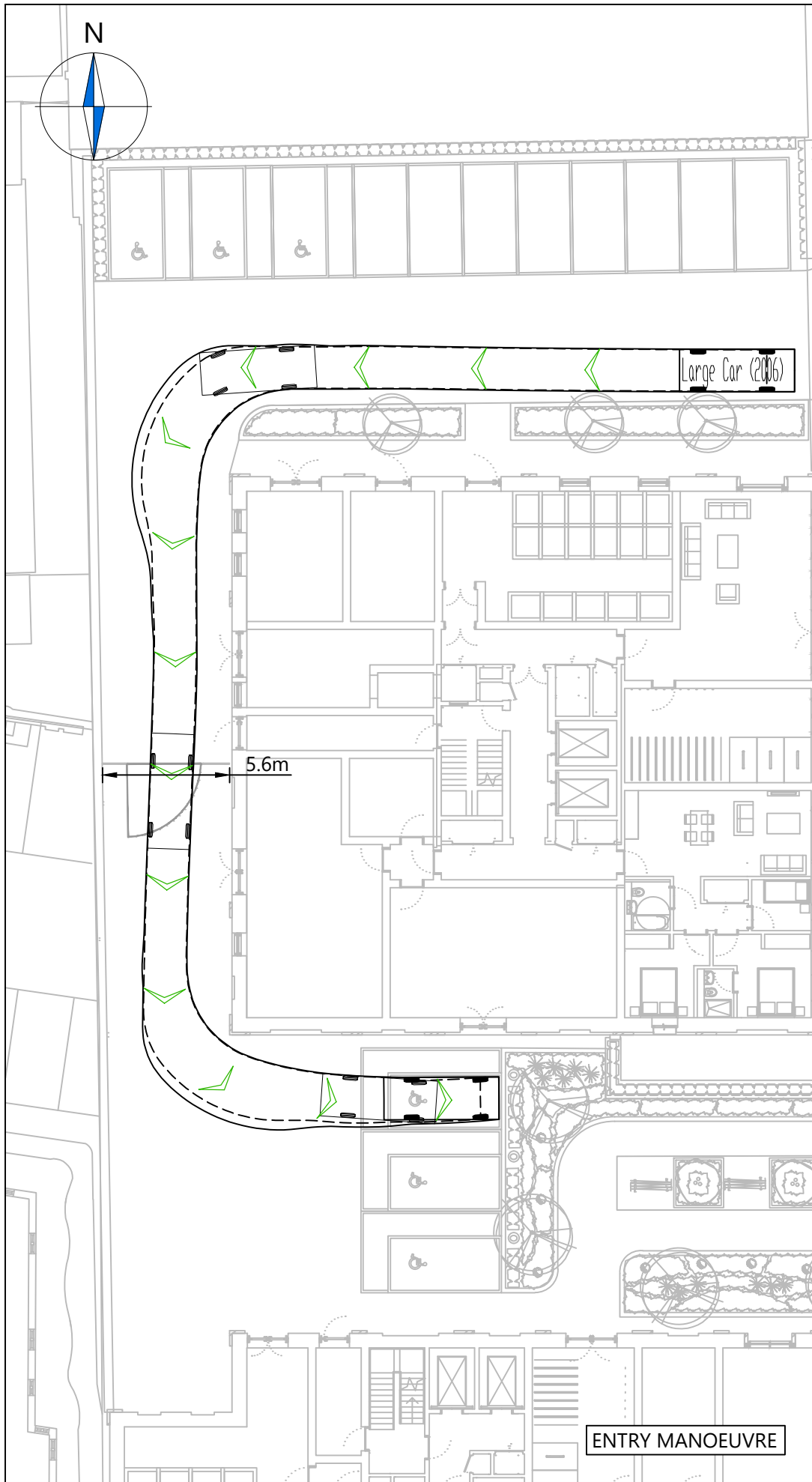
Drawn by: JS Checked by: DB Date: 14.11.2022



Transport Planning & Highway Design

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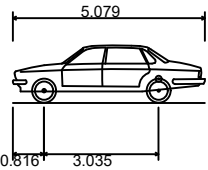
Scheme Ref:	Drawing No:	Sheet :	Rev:
3635	TR006	3 of 4	A



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated Tracking based on new layout.	JS	DB	30.01.23
Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built

Client:

Venta Propco 1 Limited

Project:

Eaton Court, Reading

Drawing Title:

Vehicular Swept Path Analysis for Alternative Parking Arrangement (Option 4)

Scale: 1:250 Size: A3

Drawn by: JS Checked by: DB Date: 14.11.2022



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Scheme Ref:	Drawing No:	Sheet :	Rev:
3635	TR006	4 of 4	A

Appendix H

Calculation Reference: AUDIT-358901-210225-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL Servicing Vehicles

Selected regions and areas:

02	SOUTH EAST	
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	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:	90 to 91 (units:)
Range Selected by User:	6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 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:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 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:

Built-Up Zone	2
---------------	---

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

Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

2 days

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

Population within 5 miles:

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

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

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

PTAL Rating:

No PTAL Present

2 days

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

LIST OF SITES relevant to selection parameters

1	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
2	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-C-01	,
BD-03-C-02	,
BD-03-C-03	,
EX-03-C-01	,
EX-03-C-02	,

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

MULTI-MODAL Servicing 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	2	91	0.028	2	91	0.022	2	91	0.050
08:00 - 09:00	2	91	0.011	2	91	0.011	2	91	0.022
09:00 - 10:00	2	91	0.017	2	91	0.011	2	91	0.028
10:00 - 11:00	2	91	0.000	2	91	0.011	2	91	0.011
11:00 - 12:00	2	91	0.017	2	91	0.017	2	91	0.034
12:00 - 13:00	2	91	0.017	2	91	0.022	2	91	0.039
13:00 - 14:00	2	91	0.011	2	91	0.011	2	91	0.022
14:00 - 15:00	2	91	0.006	2	91	0.006	2	91	0.012
15:00 - 16:00	2	91	0.006	2	91	0.000	2	91	0.006
16:00 - 17:00	2	91	0.006	2	91	0.011	2	91	0.017
17:00 - 18:00	2	91	0.000	2	91	0.000	2	91	0.000
18:00 - 19:00	2	91	0.006	2	91	0.006	2	91	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.128			0.253

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.

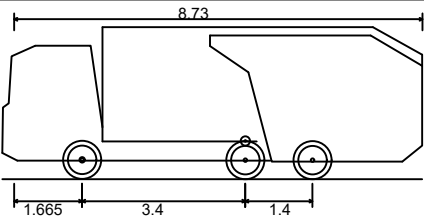
Appendix I



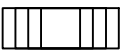
NOTES

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READING REFUSE VEHICLE (3 AXLE)



Overall Length	8.750m
Overall Width	2.250m
Overall Body Height	3.162m
Min Body Ground Clearance	0.367m
Track Width	2.250m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.150m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

B	Proposed Layout has been updated.	JS	DB	30.01.23
A	Proposed Layout has been updated.	JS	DB	09.11.22
Rev	Details	REVISION HISTORY		
		Drawn	Checked	Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built

Client:

Venta Propco 1 Limited

Project:

Eaton Court, Reading

Drawing Title:

Vehicular Swept Path Analysis for
Alternative Parking Arrangement
(Option 4) - Large Refuse Vehicle

Scale: 1:200 Size: A3

Drawn by: JS Checked by: DB Date: 04.11.2022



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Scheme Ref:	Drawing No:	Sheet :	Rev:
3635	TR004	1 of 1	B